

## **Village of Hoffman Estates Engineering Division**

### **REQUEST FOR QUALIFICATIONS**

#### **PHASE III - CONSTRUCTION INSPECTION**

#### **GANNON DRIVE RESURFACING (IL 58 – IL 72) JONES ROAD RESURFACING (HIGHLAND-IL 72)**

**RELEASE DATE: SEPTEMBER 2, 2025  
DUE DATE: SEPTEMBER 16, 2025 at 5:00 PM**

**PROJECT:** Gannon Drive (IL 58 – IL 72)  
Section #22-00114-00-CH

Jones Road (Highland – IL 72)  
Section #22-00111-00-RS

#### **BACKGROUND**

The Village of Hoffman Estates (Village) is the lead agency for improvements on Gannon Drive and Jones Road. Maps of project locations are attached.

The Village has received STP funding for 75% of costs of construction and construction engineering for both projects. It is the Village's intention to utilize one consulting firm and Resident Engineer for both projects which is scheduled for 2026 construction. Separate agreements for each project will be required due to the STP funding.

Gannon Drive is scheduled for the IDOT January 2026 letting with Design Approval expected in early September 2025.

Jones Road is scheduled for the IDOT March (February) 2026 letting. Design Approval was received in January 2023.

Phase II design is ongoing for both projects.

## **PROJECT DESCRIPTION**

### **Gannon Drive – IL 58 – IL 72**

Please review draft Project Development Report and preliminary plans for project scoping details.

### **Jones Road – Highland Boulevard to IL 72 (0.58 miles)**

Please review attached Phase I approval and preliminary plans for project scoping details.

## **RFQ SCOPE OF WORK AND REQUIREMENTS**

The Village desires to hire a consulting engineering firm to function as the Resident Engineer to provide Phase III engineering services on behalf of the Village during the construction of both projects.

The scope of work for this RFQ shall generally include, but not be limited to, construction engineering services of construction layout, inspection, material testing, measurement, documentation and compilation of quantities which shall be utilized by the Village in the Resident Engineer's role. The scope of services shall include field inspections, attending preconstruction and other meetings as required, coordination meetings with agencies and utilities, documentation of work and quantities, quality assurance/quality control, and reporting on all work performed by the contractor as required by the Village and IDOT for a STP project. Review of project invoices prepared by IDOT and submitting consultant invoices for Phase III services on a timely basis will be required.

The consultant's scope of work includes closing out the project with all agencies including final IDOT acceptance. Additional requirements and tasks stipulated by IDOT, but not specifically listed here, will be considered to be part of the normal scope of Phase III engineering services and related responsibilities for a STP project. The firm should use its experience to highlight any such items in its response to this RFQ.

The consultant will provide a Resident Engineer and adequate staff to perform the duties required to fulfill the engineering task requirements in accordance with IDOT policies, including:

- Resident Engineer (Illinois Licensed Professional Engineer required). A current IDOT Construction Documentation certification, experience and a working knowledge of Hot Mix Asphalt (HMA), Portland Cement Concrete (PCC), Traffic Signals, ADA guidelines and soils training are required.
- Materials Coordinator (RE Materials training class preferred)
- Materials QA Technician (this person shall have a Level II HMA and PCC training and IDOT class S-33, Soils Testing)
- Materials Laboratory (QA Complete prequalified)

It is acknowledged by the Village that one or more of the required roles mentioned above can be fulfilled by the same person.

## **IDOT PREQUALIFICATION**

At a minimum, it is required that the engineering consultant and/or its subcontractors shall have obtained IDOT prequalification for the applicable categories of services required for the project. Documentation of the firm's IDOT prequalification shall be included as part of the firm's response to this request.

## **REQUIRED INFORMATION**

The proposal shall provide detailed sections on how the firm will meet or exceed the requirements of this RFQ and any other conditions that will be required by IDOT and the STP program. Each of these tasks should clearly state the duties to be performed by the consultant, what information/service/product(s) is assumed to be provided by the Village, and a schedule for completing necessary tasks. The proposal shall provide sufficient information to demonstrate the firm's qualifications and readiness to perform this work. A list of staff showing job title or classification to be assigned for each project task shall be included. Also identify and provide qualifications for proposed subcontractors for this project. Proof of pre-certification with IDOT for the listed categories of service as well as adequate levels of insurance are required.

Additionally, the following specific information will be required with each proposal to assist in the evaluation process:

1. Cover letter expressing interest in the project, reference to key staff, list of subconsultants, and information for a single point of contact with your project team.
2. The resumes of key staff assigned to provide the required services. Please limit resumes to only those staff serving in key roles on the project. Each resume should be no more than two pages. List only prior project experience relevant to this RFQ.
3. An organizational chart showing proposed staffing, how these positions interact with one another, and the role of subconsultants, if any.
4. A description of your understanding of the project and the detailed approach to completing the required work. Highlight any unique or special circumstances and experiences on completed projects that you feel are relevant (maximum 3 pages).
5. A schedule of completion for key milestone tasks, which incorporates realistic time frames, that allow for agency reviews.
6. A list of projects of a similar nature currently or previously performed by the consultant for local agencies along with a list of references and firm's contact people on all sample projects shall be provided.
7. The Village requires consultants to submit a disclosure statement with their proposals. The Village requires the use of the IDOT BDE DISC 2 Template as their conflict of interest form.

Please note, the engineering consultant selected shall take out and maintain insurance of such types and such amounts as are necessary to cover responsibilities and liabilities on a project of the character contemplated under this proposal. The consultant shall meet all insurance requirements as stated in Article 107.27 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2022. All insurance policies shall include the Village and their duly authorized representatives as additional insured parties.

## **EVALUATION**

Village staff will follow the QBS process outlined in the Village policy and procedure. Only those proposals received prior to the deadline will be reviewed. The Village reserves the right to reject any or all responses based solely on its determination of how well the responses meet the needs of the project.

The specific weights for each criterion listed below will be used for evaluations of responses on this project. Further information on the QBS process can be found on the Village website.

<b>Criteria</b>	<b>Weight</b>
Project Understanding	25%
Technical Approach	25%
Firm Experience / Past performance	20%
Staff Capabilities	20%
Specialized experience	10%
Total	100%

No interviews will be conducted as a part of this selection process. The Village, at its sole discretion, may choose to follow-up with any firm to clarify questions related to submitted proposals.

#### **RFQ TIMELINE**

The following is an estimated timeline for the RFQ review, evaluation, and selection. The Village has the sole right to evaluate and recommend a consultant to the Village Board for approval based on an evaluation of the proposals as submitted. The Village's QBS process can be found on the Village website under the RFQ section.

<b>Task</b>	<b>Date</b>
RFQ posted on Village website	September 2, 2025
RFQ response due at 5:00 p.m.	September 16, 2025
Reviews / Negotiation	September 17-26, 2025
Recommendation to Transportation and Road Improvement Committee	October 13, 2025
Village Board approval	October 20, 2025



## **SUBMITTAL REQUIREMENTS**

If interested, please email a PDF file, no more than 20 MB in size, of your statement of interest and detailed qualifications per the above requirements by the closing deadline of September 16, 2025 at 5:00 p.m. to:

Alan Wenderski, P.E.  
Director of Engineering  
Village of Hoffman Estates  
[alan.wenderski@vohe.org](mailto:alan.wenderski@vohe.org)

The email containing the RFQ response must be received in the Village email system by 5:00 p.m. Responses received after the deadline above, regardless of reason for delay, will not be accepted. Only electronic submittals will be received for consideration and review.

Questions related to this RFQ must be received in writing by the Village by 5:00 p.m. on September 11, 2025. Verbal questions or inquiries are not accepted. Individual responses to written questions related to this request will not be provided, however, responses to questions received by the above deadline will be posted to the Village's website. Information related to the project, this RFQ, and Village QBS policy can be found under the Business tab by clicking RFPs, RFQs, & Bids at <http://www.hoffmanestates.org/business/rfps-rfqs-bids>.

Attachments



Attachments, as applicable, are to be combined into a PDF with the form, which is to be submitted to the district electronically.

Local Public Agency	County	Section Number	Project is for:
Village of Hoffman Estates	Cook	23-00114-00-CH	Municipality

Project Number	PMA Sequence Number	Project Length (Mi)	Job Number	TIP Number
	26162	0.22		

Route(s) Street/Road Name

Gannon Drive (Key Route No. 2049)

Termini

The north edge of pavement of Golf Road to the south edge of pavement of Higgins Road (IL 72), including the crosswalks across Gannon Drive, and including changes in pavement marking for lane alignment south of Golf Road (IL 58) on Gannon Drive.

## 1. Location and Existing Conditions

a. Give a narrative description of the location

The project is located between Golf Road (IL 58) and Higgins Road (IL 72) in Hoffman Estates, Illinois, in northwest suburban Cook County.

☒ (1a) Attach Location Map

b. **Description of Existing Facility** - Give a description of the applicable items below. Attach existing typical sections showing roadway widths, structure widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

Width of Traveled Way (ft)	Number of Lanes in Each Direction	Jurisdiction	Maintenance Responsibility
46	2	Village of Hoffman Estates	Village of Hoffman Estates

Surface Type	Shoulder Width (ft) and Type
Hot Mix Asphalt	N/A (Curb & Gutter)

Terrain

☒ Level ☐ Rolling

ROW Width (ft)	Side Slopes
80'	4:1 and flatter

Current Land Use (including major public facilities and local landmarks)

Land use adjacent to the project is commercial, consisting of car dealerships, fast-food restaurants, a post office, and a bank. North of the project limit is the Hoffman Estates High School where Gannon Drive terminates into the entrance, while south of the project limit Gannon Drive provides access to a single-family residential area.

Parking Lanes ☒ N/A ☐ Yes

Turn Lanes ☐ N/A ☒ Yes

No parking is allowed on Gannon Drive within the project limit.

At the Golf Road intersection, northbound Gannon Drive has left turn lane, through lane, and combination through-right lane. in the southbound direction, Gannon Drive has an exclusive left turn lane, through lane, and right turn lane.

At the Higgins Road intersection, there is a northbound left turn lane and a through-right lane. In the southbound direction, at the high school entrance, there are exclusive right and left turn lanes and a through lane.

Sidewalks ☐ N/A ☒ Yes

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

There are existing sidewalks throughout the project area on both sides of all three roads, Gannon Drive, Golf Road, and Higgins Road. The sidewalks along Gannon Drive are set approximately 10' back from the edge of pavement, and vary in width from approximately 3.5' to 5'.

Traffic Control Devices ☐ N/A ☒ Yes

There are existing traffic signals at Gannon Drive's intersections with both Golf Road and Higgins Road.

Utilities ☐ N/A ☒ Yes

There are no overhead utilities in the project area. On the east side of Gannon Drive a number of underground utilities exist, including a 2" Nicor gas distribution pipe, Comcast fiber optic line, and a ComEd underground electrical line with two manholes. There is a water main that runs behind the west curb line of Gannon Drive.

West Shore pipeline has a gas transmission line located near the south edge of the Higgins Road right-of-way.

Drainage ☐ N/A ☒ Yes

All roads in the project area have enclosed drainage systems.

Guardrail ☒ N/A ☐ Yes

Curb and Gutter ☐ N/A ☒ Yes

No guardrail is present in the project area. Curb and gutters exists along all roadways in the project area. Gannon Drive has B-6.12 curb and gutter, while Golf Road and Higgins Road have B-6.24 curb and gutter.

Street Lighting ☐ N/A ☒ Yes

Gannon Drive has existing cobra-head style, single-sided layout overhead street lights. The poles are located on the west side of Gannon Drive, offset approximately 5' behind the face of curb, and at approximately 180' spacing. Both Golf Road and Higgins Road are continuously lit near the project area, and have additional lighting at their respective intersections with Gannon Drive. The lighting systems along Golf Road and Higgins Road are separate from the Gannon Drive system.

Other ☐ N/A ☐ Yes

There are 16 trees in the parkway of Gannon Drive between Golf Road and Higgins Road, 11 on the east side and 5 on the west. These trees range from 3 inches to 17 inches in diameter breast height (DBH).

**c. Traffic Data**

Regulatory or Posted Speed Limit	Functional Classification
30	6 - Minor Collector

Are 80,000 lb trucks restricted on this route? ☐ No ☒ Yes ☒ (1c) Attach Ordinance

Current ADT	Year	DHV	% Trucks
5524	2023		4%

**d. Structures**

Identify location within the proposed improvement of all structures on attached location map. Attach a copy of a Master Structure Report for all structures within the project limits. Attach a copy of the Bridge Condition Report or the Bridge Deck Resurfacing approval letter for structures to be replaced, rehabilitated or resurfaced.		
Structure Number	Clear Roadway Width (ft)	Number of Spans
Wearing Surface		
Superstructure Type		
<input type="checkbox"/> Master Structure Report Attached		

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

Bridge Condition Report approval letter attached	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> No	<input type="checkbox"/> Yes
Bridge Deck Resurfacing approval letter attached	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> No	<input type="checkbox"/> Yes
Preliminary Bridge Design and Hydraulic Report approval letter attached	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> No	<input type="checkbox"/> Yes

**e. Railroads**

Are there railroad crossings or grade separations located within or immediately adjacent?

☒ No ☐ Yes

**f. Contiguous Sections** Describe the existing typical sections beyond each end of the proposed improvement as applicable.

Surface Type	Number of Lanes	Shoulder Width(ft) and Type	Width of Traveled Way (ft)
Hot Mix Asphalt	2/Parking Lot	N/A, curb & gutter	33' south; Parking lot north

Turn Lanes ☐ N/A ☒ Yes

Outside the project limits, Golf Road and Higgins Road have single left-turn lanes and right-turn lanes onto Gannon Drive. Northbound Gannon Drive south of Golf Road has a left-turn lane onto westbound Golf Road. Southbound Gannon Drive leaving Hoffman Estates High School has both an exclusive left-turn lane and right-turn lane onto Higgins Road.

Parking Lanes ☒ N/A ☐ Yes

Curb and Gutter ☐ N/A ☒ Yes

Curb and gutters exists along all roadways in the project area. Gannon Drive has B-6.12 curb and gutter, while Golf Road and Higgins Road have B-6.24 curb and gutter. Street parking is allowed on Gannon Drive south of the project area, while north of the project area Gannon Drive terminates into the parking lot of Hoffman Estates High School. No parking is allowed on either Golf Road or Higgins Road.

Sidewalks ☐ N/A ☒ Yes

There are existing sidewalks contiguous to the project area on both sides of all three roads, Gannon Drive, Golf Road, and Higgins Road. These sidewalks are 4-foot to 5-foot in width.

## 2. Proposed Improvement

**a. Describe the purpose of this project**

The purpose of the project is to provide a smooth driving surface, appropriate lane-balance, local property access, and provide safe and efficient bicycle and pedestrian access along the roadway, including enhancing ADA-compliance of crosswalks and curb ramps within the project's limits.

**Describe the need for this project**

The project needs are that Gannon Drive has inadequate bicycle and pedestrian accommodations to safely and efficiently allow non-motorized users to access Hoffman Estates High School, is excessively wide for the existing and proposed traffic demands, lacks delineated areas for local access left-turn movements, and that the pavement surface is in need of rehabilitation.

**Improvement Type**

The project involves a reconfiguration of Gannon Drive between Golf Road (IL 58) and Higgins Road (IL 72), reducing the existing four-lane section (2 lanes in each direction) to a three-lane section (one lane in each direction with a flush median used for a two-way left-turn-lane and left turn lanes at the signalized intersections). The existing west side curb line will be maintained and the roadway will be narrowed by removing the existing east side curb and placing the new curb line approximately 11 feet further west. The areas of pavement remaining will be milled and resurfaced.

Additionally, the east side sidewalk will be replaced with a 10-foot wide PCC multi-use path. Existing and proposed curbs will be B-6.12 curb and gutter. The following existing ADA ramps will be reconstructed to meet current ADA/PROWAG standards 1) Northwest corner of Golf/Gannon intersection facing Gannon Drive, 2) Northeast corner of Golf/Gannon intersection facing Gannon Drive, 3) Northeast corner of Golf/Gannon facing Golf, 4) Southeast corner of Higgins/Gannon intersection facing Gannon, and 5) Southeast corner of Higgins/

Gannon intersection facing Higgins Road. Note that the crossings of Higgins and Golf Roads are signed as school crossings for Hoffman Estate High School, located north of the Higgins/Gannon intersection.

On the west side, the existing sidewalk is 4-feet wide or less in many places. This sidewalk will be reconstructed to 5 feet wide where practicable as shown on the plan and profile sheets attachment, avoiding the need for proposed right-of-way. West side curb-and-gutter will be replaced where needed.

South of Golf Road, the eastern northbound lane will be restriped from a through/right lane to a right-turn-only lane. No associated geometric or signal changes are associated with this restriping.

Drainage adjustments will be made, including moving east-side drainage structures along laterals perpendicular to the existing curb line as necessary to relocate them to the proposed curb and gutter. Existing drainage patterns will remain the same, and no additional drainage structures or drainage structure adjustments are proposed on state routes.

Design ADT	Year	% Trucks	Design Speed	Proposed Functional Classification
5900	2050	4%	35	6 - Minor Collector

b. For areas of the project that **do not involve State ROW or a State Route**, mark the guidelines being used.

**Design Criteria**

Local Facilities	Urban	Rural	
New Construction/Reconstruction	<input type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 32
3R	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 33
Bicycle	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 42
Pedestrian	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 41
LAFO	<input type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 46
Other			

Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design exceptions and appropriate justification (BLRS Manual Section 27-7). If a design exception is required, include a copy of the signed BLR 22120 and BLR 22000 forms.

☐ Attach BLR 22120    ☐ Attach BLR 22000    ☐ Coordination Meeting Minutes with Approval

c. Does the project involve State ROW and/or a State Route?

☐ No    ☒ Yes

Mark the design guidelines being used.

**Design Criteria**

Local Facilities	Urban	Rural	
New Construction/Reconstruction	<input type="checkbox"/>	<input type="checkbox"/>	BDE Manual Chapter 46
3R Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BDE Manual Chapter 46
Bicycle & Pedestrian Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BDE Manual Chapter 17
Other			

Does the project involve a design exception on State ROW and/or a State Route?

☒ No    ☐ Yes

d. Describe type of work to be accomplished by the improvement. Discussion should include width of proposed travel, parking, bicycle and turning lanes, sidewalks, shared-use paths, guardrail, traffic control devices, drainage items (including storm sewer outfalls), alignment changes, railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Specify the emax for horizontal curves. Attach typical sections, plan and profile sheets, and intersection design studies when applicable.

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

Width of Traveled Way (ft)	Number of Lanes	Shoulder Width(ft) and Type
35.5	3	N/A, C&G

Maximum Profile Grade
2.26%

Proposed New Structure ☒ N/A ☐ Yes

Side Slope	Clear Zone
4:1 or flatter.	1.5' behind curb line (C&G, BLRS 35-2.02(f))

Traffic Control Devices ☐ N/A ☒ Yes

No revisions to the signals are anticipated.
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Utility Adjustment ☐ N/A ☒ Yes

Utility adjustments will be limited to adjusting the height of existing handholes to match the new finished grade of parkways and the shared use path.
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Guardrail ☒ N/A ☐ Yes

Intersection Improvement(s) ☐ N/A ☒ Yes

Changes to Gannon Drive's intersections with Golf Road and Higgins Road will be minimized to the extent practicable. No geometric changes are proposed south of the north curblane of Golf Road, or north of the southern curb line of Higgins Road. No traffic signal changes are proposed at either intersection. The Gannon Road lane reduction will result in different turn radii to the northeast quadrant of the Gannon Road/Golf Road intersection, and the southeast quadrant of the Gannon Road/Higgins Road intersection, but all design vehicle turns continue to be accommodated without encroachment, and where the design vehicle is smaller than the WB-65, the WB-65 can continue to be accommodated with minor encroachment.
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Parking Lanes ☒ N/A ☐ Yes

Turn Lanes ☐ N/A ☒ Yes

Existing turn lanes on Gannon Drive in the project area will be maintained. The northbound left turn lane onto westbound Higgins Road will be lengthened. The Gannon Drive flush median between the left-turn lanes onto Golf Road and Higgins Road will be striped as a two-way left-turn lane (TWLTL).
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South of Golf Road, the eastern northbound lane of Gannon Drive will be restriped from a through/right lane to a right-turn-only lane. No associated geometric or signal changes are associated with this restriping.

Sidewalks ☐ N/A ☒ Yes

The existing sidewalk along Gannon Drive is 4-feet wide or less in many places. This sidewalk will be reconstructed to 5 feet wide where practicable as shown on the plan and profile sheets attachment, avoiding the need for proposed right-of-way. The existing sidewalk is greater than 4-feet in width in all areas it is planned to remain.
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Shared Use Path ☐ N/A ☒ Yes

The Gannon Drive east side sidewalk will be replaced with a 10-foot wide PCC multi-use path.
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Alignment Changes ☒ N/A ☐ Yes

Railroad Crossing Improvements ☒ N/A ☐ Yes

Note: The railroad crossing(s) that are near or within the project termini shall be evaluated for any required upgrades.

Street Lighting ☐ N/A ☒ Yes

No alignment changes are proposed. There are no railroad crossings near the project area, and therefore no improvements can be proposed. Gannon Drive has existing street lighting on the west side which will remain.
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Changes in access ☒ N/A ☐ Yes

Access control changes ☒ N/A ☐ Yes

Travel pattern changes ☒ N/A ☐ Yes

Attachments ☒ N/A ☐ Yes

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

e. Discuss items affecting the improvement

Hazardous Mailbox Supports ☒ N/A ☐ Yes

Are there airports (private or public) or restricted landing strips within 2 miles of the project? ☒ N/A ☐ Yes

f. Estimated Total Cost of Construction \$1,130,000.00

g. Analyze the need for accommodating pedestrians, bicyclists and persons with disabilities. When applicable, describe the facilities to be provided for pedestrians and bicyclists. Discuss the ADA accessibility and maximum longitudinal grade of these facilities (BLRS Manual Chapter 41).

Pedestrians, bicyclists, and persons with disabilities need accommodation along Gannon Drive for non-motorized access to the commercial properties along the roadway. Additionally, Gannon Drive in the project area provides access to Hoffman Estates High School from a residential neighborhood south of Golf Road.

Accommodations for these users are important for the project. The project proposed to convert the existing sidewalk along the east side to a 10-foot-wide shared use path, and will reconstruct the west side sidewalk to the recommended width and providing a new, smooth surface for these users.

ADA accessibility is ensured by reconstructing the following intersection ramps to meet ADA/PROWAG standards: 1) Northwest corner of Golf/Gannon intersection facing Gannon Drive, 2) Northeast corner of Golf/Gannon intersection facing Gannon Drive, 3) Northeast corner of Golf/Gannon facing Golf, 4) Southeast corner of Higgins/Gannon intersection facing Gannon, and 5) Southeast corner of Higgins/Gannon intersection facing Higgins Road. Note that the crossings of Higgins and Golf Roads are signed as school crossings for Hoffman Estate High School, located north of the Higgins/Gannon intersection.

The longitudinal slope of the sidewalk and shared use path will typically match the roadway longitudinal grade which has a maximum grade of 1.96%. In all cases the longitudinal grade will be less than 5%.

Does the project affect accommodations for pedestrians, bicyclists and persons with disabilities?

☐ No ☒ Yes

Sidewalks/Shared-Use Paths

Maximum 2% cross slope ☐ No ☒ Yes

ADA ramps with detectable warnings at street intersections? ☐ No ☒ Yes

Are there any portions of the proposed pedestrian accommodations which do not meet ADA accessibility requirements?

☒ No ☐ Yes

h. Discuss any proposed improvements being considered in adjacent segments including the anticipated construction startup date of these improvements.

No adjacent improvements are proposed.

### 3. Crash Analysis (BLRS Manual Section 22-2.11(b)(9))

a. Summarize crash data for the past five years, and attach a spot map or a location map showing crash location when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites.

Source of Crash Data

IDOT Bureau of Data Collection

☐ (3a) Attach Map Field Check Date

b. Analyze available crash data including results of field check. Discussion should include high crash locations, critical wet weather sites, and other crash patterns. If the data is inconclusive, make a statement to that effect.

The safety analysis did not find significant crash patterns within the project limits. The predominant crash type was rear-end collisions. The intersection of Golf Road (IL 58) at Gannon Drive experienced more crashes

than the intersection of Higgins Road (IL 72) at Gannon Drive, including all three severe injury crashes. See Attachment 110 for the Crash Summary Tables from the Traffic Operations and Crash Analysis memo.

Year	2017	2018	2019	2020	2021	Year	2017	2018	2019	2020	2021
Weather Conditions						Crash Severity					
Clear-Dry	8	5	10	7	5	Property Damage Only	11	7	8	9	5
Clear-Wet	1	1	0	0	0	Personal Injury Crashes					
Clear-Ice/Snow	0	0	1	0	0	Number A Injuries	0	0	1	0	0
Rain-Wet	1	0	0	1	1	Number B Injuries	0	0	2	0	0
Rain-Ice/Snow	0	0	0	0	0	Number C Injuries	2	0	2	0	1
Snow-Dry	1	0	0	0	0	Fatal Crashes					
Snow-Wet	1	0	0	0	0	Number of Fatalities	0	0	0	0	0
Snow-Ice/Snow	1	1	2	1	0	Totals	13	7	13	9	6
Totals	13	7	13	9	6						

Year	2017		2018		2019		2020		2021	
Crash Types	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
Turning	1	0	1	0	2	1	0	0	0	0
Angle	0	0	3	0	1	0	0	0	0	1
Fixed Object	0	0	0	0	1	0	1	0	0	0
Run off the Road	0	0	0	0	0	0	0	0	0	0
Overturned	0	0	0	0	0	0	0	0	0	0
Animal	0	0	0	0	0	0	0	0	0	0
Head-on	0	0	0	0	0	0	0	0	0	0
Sideswipe	1	0	0	0	4	0	1	1	3	0
Rear-end	8	3	3	0	4	0	4	2	2	0
Pedestrian	0	0	0	0	0	0	0	0	0	0
Pedalcyclist	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0
Totals	10	3	7	0	12	1	6	3	5	1

c. Describe how the proposed project will address any crash issues.

The proposed project will add a dedicated two-way left-turn lane for drivers turning into the commercial properties along Gannon Drive, reducing the chance for rear-end collisions into vehicles stopped waiting for oncoming traffic to clear.

#### 4. Right-of-Way (BLRS Manual Section 22-2.11((b)10)

- a. Does the project require right-of-way taking, **including** the total acreage required for each of the following categories: ROW, permanent easements, **temporary** easements and temporary land use permits? Include the width of taking, number of **property** owners, acreage of right-of-way and/or easements, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated impacts to properties that remain, and location of any improvements with respect to required right-of-way.
- ☒ No    ☐ Yes

Property Owner Name	Tax ID #	ROW (Acre)	Easements (Acre)		* Other Impacts to Property	** Existing Land Use
			Permanent	Temporary		
Totals						
Total width of ROW or easement taking						
Impacts on setbacks required by zoning						



Village of Hoffman Estates

Cook

23-00114-00-CH

\* Other impacts to property: Note any additional impacts to property such as tree or fence removal, residential, or business relocation.

\*\* Existing land use: Note the type of land use such as agricultural, residential, commercial, or publicly owned.

b. Are any residents, businesses or farms to be displaced?

☒ No ☐ Yes

### 5. Prime Farmland (BLRS Manual Section 20-10)

a. Does the project involve Prime Farmland?

☒ No ☐ Yes

b. Does the project require more than 3 acres/mile (0.75 hectares/kilometers), 10 acres (4 hectares) for a non-linear improvement, or the project ROW is not contiguous to the existing ROW?

☒ No ☐ Yes

c. ☐ The project requires consultation with the Natural Resource Conservation Service (NRCS). Form AD-1006 has been completed and submitted to the local office of NRCS.

☐ The impact of this project on farmland conversion has been evaluated in accordance with the requirements of the US Natural Resources (NRCS). The project will cover 3 acres or less of farmland per mile (0.75 hectares or less of farmland per kilometer) and the conversion will not result in more than minor impacts. Accordingly, the project conforms to the general form AD-1006 prepared by NRCS. Therefore, further coordination with NRCS on this project will not be necessary.

### 6. Floodplain Encroachment (BLRS Manual Section 20-7)

a. Does the project work cross or encroach upon a 100-year floodplain, including a regulatory floodway?

☒ No ☐ Yes

b. Does the design year flood include over-the-road flow?

☒ No ☐ Yes

### 7. Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01)

a. Will the project involve soil disturbance of 1 acre (0.4 hectares) or more?

☒ No ☐ Yes

The project must comply with the Phase II NPDES Storm Water Permit Requirements.

Total disturbed area, including disturbed areas due to removal and replacement of pavement, sidewalk and/or curb and gutter.

0.97 Acres

### 8. "404" Permit (BLRS Manual Section 7-4)

a. Does this project involve water regulated by USACE, 404 permit?

☒ No ☐ Yes

### 9. Section 9 Permit US Coast Guard (BLRS Manual Section 7-4.04)

Does this project include the construction, modification, replacement, or removal of structures or causeways over a navigable waterway?

☒ No ☐ Yes

☐ (9) USCG Coordination, if applicable

### 10. Environmental Survey (BLRS Manual Section 20)

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure for run-around), is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, a bridge on the historic list, is near wetlands, known locations of threatened or endangered species, or involves locations with Special Waste, the Environmental Survey Request Form should be submitted early in the project development phase.

a. Wetlands - Does the proposed work impact the use of wetlands?

☒ No ☐ Yes

Indicate how the wetlands will be migrated: ☐ Banking ☐ Accumulation ☐ On-Site ☐ Other

Natural Resource Review

Wetland Impact Evaluation

Approval Date

Approval Date

05/29/24

05/29/24

☒ (10a) Attach Natural Resource

☒ (10a) Attach Wetland Impact

Village of Hoffman Estates

Cook

23-00114-00-CH

- b. Archaeological and Historical Preservation. Include results of coordination. Does the project have an archaeological or historic site that is eligible for, or is on the National Historic Register?

☒ No ☐ Yes

## Cultural Resources Review

Approval Date

08/18/24

- ☐ Commitments
- ☒ No Commitments
- ☐ (10b) Attach Cultural Resources Documentation

- c. Threatened or Endangered Species - Does the project have involvement with any endangered species or plants?

☒ No Involvement ☐ Involvement

Approval Date

☒ (10c) Attach Natural Resources Review 05/29/24

- d. Tree Removal and Replacement - Does the project include tree removal?

☐ No ☒ Yes

How many trees are being removed?

11

Will replacement trees be included as part of this project?

☐ No ☒ Yes

Discuss the availability of suitable locations for replacement tree planting along the project.

All trees to be removed are decorative within the parkway between the curb and sidewalk. Replacement can take place within this area.

- f. Following the special waste assessment screening criteria shown on Figure 20-12A of the BLRS Manual, is Preliminary Environmental Site Assessment (PESA) required? (BLRS Manual Section 20)

☐ No ☒ Yes

Attach documentation of Level I and/or Level II Screening ☐ (10f) Attach Screening

Is work being done on property in the name of the state or are contract plans being prepared by the state?

☐ No ☒ Yes

If a PESA is required for either state or local ROW, did the PESA results determine that the project has Recognized Environmental Conditions (REC's) for special waste?

☐ No ☒ Yes

Attach a copy of any State PESA memo and/or State PESA response.

☐ (10h) Attach PESA Memo

If the PESA results determine that the project contains REC's, describe how the special waste is proposed to be handled (including if a Preliminary Site Investigation (PSI) is required).

☒ A PSI will be conducted during Phase II design and will determine how the special waste will be handled.

**11. Wild and Scenic Rivers**

If this project crosses or affects a river on the National Wild and Scenic Rivers System or a river listed in the Nationwide Rivers Inventory with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

☒ No Involvement ☐ Involvement

Natural Resource Review ☒ (11) Attach Natural Resource

Approval Date

05/29/24

## 12. Section 4(f) Lands (BLRS Manual Section 20-3)

Does this project require any right-of-way, including temporary easements or other rights of access for the purpose of maintenance, from a publicly owned park, recreational area, wildlife and waterfowl areas, national preserves, or any historic site in or eligible for the National Register of Historic Places?

☒ No    ☐ Yes

### 13. Section 6(f) Lands (BLRS Manual Section 20-4)

Does this project require acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?

☒ No    ☐ Yes

## 14. Air Quality (BLRS Manual Section 20-11)

Select One

- a. ☐ This project is in an attainment area outside of an area served by an MPO.  
☒ Project is within a portion of a nonattainment area for which the Chicago Metropolitan Agency of Planning (CMAP) is the MPO.

This project is included in the \_\_\_\_\_ (transportation plan) and in the Transportation Improvement Program (TIP),  
Fiscal Year \_\_\_\_\_

endorsed by the Chicago Metropolitan Planning Organization, the region's Metropolitan Organization

Planning Organization. The \_\_\_\_\_ (transportation plan) was found to conform by the Federal Highway Administration  
Fiscal Year

(FHWA) and the Federal Transit Administration (FTA) on \_\_\_\_\_. The TIP was found to conform by FHWA on \_\_\_\_\_.

\_\_\_\_\_ and by FTA on \_\_\_\_\_  
Date Date

- ☐ Project is within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.
- b. Mobile Source Air Toxics (see BDE 52-06)

The ADT is projected to be less than 140,000 vehicles per day. Therefore, MSAT analysis is not required.

This project is of a type qualifying as a categorical exclusion under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and, as such, a Mobile Source Air Toxics analysis is not required.

- c. Construction-related Particulate Matter

Demolition and construction activities can result in short-term increases in fugitive dust and equipment-related particulate emissions in and around the project area. (Equipment-related particulate emissions are usually insignificant when equipment is well maintained). The potential air quality impacts will be short-term, occurring only when demolition and construction work is in progress and local conditions are appropriate.

The potential for fugitive dust emissions typically is associated with building demolition, ground clearing, site preparation, grading, stockpiling of materials, on-site movement of equipment, and transportation of materials. The potential is greatest during dry periods, periods of intense construction activity, and during high wind conditions.

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation.

Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

- d. Project-level Hot Spot Analysis. Select One

Village of Hoffman Estates

Cook

23-00114-00-CH

- ☒ This project is in an attainment area and does not require hot spot analysis.
- ☐ This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).

Due to

it has been determined that the project will not cause or contribute to any localized PM<sub>2.5</sub> or PM<sub>10</sub> violations or increase the frequency or severity of any PM<sub>2.5</sub> or PM<sub>10</sub> violations. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

- ☐ This project is in a non-attainment or maintenance area and is a project of air quality concern. Therefore, a qualitative hot spot analysis is required. ☐ (14d) Attach Hot-Spot Analysis

## e. COSIM

Are through lanes or auxiliary turn lanes being added with this project?

- ☐ No ☒ Yes

Does the project have sensitive receptors and is the highest design-year approach-volume on the business leg of the intersection project to exceed 5,000 vph or 62,500 ADT?

If yes, a COSIM pre-screen is required. If No, the project is exempt from COSIM screening.

- ☒ No ☐ Yes

Explain why an analysis has not been performed

**15. Noise (BLRS Manual Section 20-6)**

Does the project involve a new alignment, additional lanes, or involve a significant alignment change?

- ☒ No ☐ Yes

**16. Work Zone Transportation Management Plan (TMP) (BLRS Manual Section 22-2.17)**

Does the project intersect or follow a state route?

- ☐ No ☒ Yes

Is the state or local route considered a significant route?

- ☐ No ☒ Yes

- ☐ Attach a copy of the approved work zone transportation management plan

Approval Date

Describe How the Work Zone Transportation Management Plan is Being Implemented

**17. Complete Streets (BLRS Manual Chapter 10)**

Does the project include the addition of a travel, turning, or bi-directional turn lane on a state highway?

- ☒ No ☐ Yes

**18. Maintenance of Traffic (BLRS Manual Section 39-5(b)(9))**

Will the proposed improvement require a detour?

- ☒ No ☐ Yes

The proposed work zone will be protected by the appropriate traffic control measures to maintain at least one lane of traffic in each direction.

Are there any adverse impacts to business dependent on through traffic?

- ☒ No ☐ Yes

Is there interference with any local special event or festival?

- ☒ No ☐ Yes

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

Marked Detour: The proposed work zone will be protected by closing the road to through traffic. Through traffic will follow a marked detour around the proposed work zone. The proposed detour route is adequate to carry the additional traffic. The total adverse travel distance is \_\_\_\_\_ miles. The appropriate traffic control measures will be provided to maintain local traffic and provide access to the adjacent property owners

☐ Attach coordination with local public service providers such as Police, Fire, EMS, USPS and Schools.

Structure Number for structure used in detour \_\_\_\_\_ ☐ (19) Attach Master Structure Report

- ☐ Attach coordination with the agencies with jurisdiction and maintenance over the proposed marked detour route.
- ☐ Attach an analysis of the impacts to the local property owners, adjacent businesses, on-street parking and the required mitigation measures for the impacts caused by the proposed detour.

Are there any adverse impacts to businesses dependent on traffic?

☐ No ☐ Yes

Unmarked Detour: The proposed work zone will be protected by closing the road to through traffic. Through traffic will follow an unmarked detour around the proposed work zone. The adjacent roadways are adequate to carry the additional traffic. The appropriate traffic control measures will be provided to maintain local traffic and provide access to the adjacent property owners.

- ☐ Attach reroutes that are available to the traveling public:
- ☐ Attach coordination with the local public service providers such as police, fire, EMS, USPS and schools:

Attach Master Structure report for structure number \_\_\_\_\_ ☐ Attach Master Structure report

Are there any adverse impacts to businesses dependent on through traffic?

☐ No ☐ Yes

Other considerations

One side of pedestrian/ADA access will remain open and unobstructed during the entirety of construction; e.g., the west side sidewalk will be replaced before the east side shared-use path is constructed, or vice versa.

- ☐ Alternative pedestrian accommodations will be provided to maintain ADA and pedestrian access.
- ☐ Other traffic control method:

## 19. Public Involvement (BLRS Manual Chapter 21)

- a. Summarize public information meetings, formal public hearings, property owner signoffs, media coverage, and personal contact with public. Include copies of newspaper publishings, letter to property owners, public comments, and documents showing all public comments have been addressed.

**\*\*To Be Done \*\*** - A Public Information Meeting will be completed for this project. A summary of the meeting will be included in a future PDR submittal.

Was a public information meeting or public hearing required for this project?

☐ No ☒ Yes

Is ROW required for this project?

☒ No ☐ Yes

☒ No ROW is required for this project. Therefore, property owner contact or coordination is not required.

☐ No ROW is required for this project. However a public information meeting was held.

Was a public information meeting held?

☒ No ☐ Yes

Was a public hearing held?

☒ No ☐ Yes

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

Briefly discuss the type and extent of opposition.

**20. Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02)**

Have there been any coordination meetings for this project?

☐ No    ☒ Yes

**21. Other Coordination (BLRS Manual Section 22-2.11(14))**

Attach results of other Coordination.

		Date
Utilities	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Utilities Coordination Results Attached
Railroad	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes	<input type="checkbox"/> Railroad Coordination Results Attached
District - IDOT	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> District - IDOT Coordination Results Attached
Public Service Providers (Police, Fire, EMS, Public Schools, USPS)	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes	<input type="checkbox"/> Public Service Providers Coordination Results Attached
Adjacent local agencies that may be impacted by this project	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes	<input type="checkbox"/> Local Agency Impacts Coordination Results Attached
USCOE correspondence	<input checked="" type="checkbox"/> <input type="checkbox"/> Yes	<input type="checkbox"/> USCOE Correspondence Coordination Results Attached
Other		
<div></div>	<input type="checkbox"/> N/A <input type="checkbox"/> Yes	<input type="checkbox"/> Other Coordination Results Attached

**22. Summary of Commitments (BLRS Manual Section 22-2.09)**

PSI shall be obtained during Phase II design engineering.	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Yes
Applicable commitments have been made to property owners. (Item #4, Item #19)	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes
Commitments listed in Natural Resource Review Memo. (Item #10)	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Yes
NPDES permit shall be obtained prior to the start of the construction activities.	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes
A USCOE Section 404 permit shall be acquired prior to construction activities.	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes
A Biological Assessment will be obtained prior to letting.	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes
Commitments involving Illinois Historic Preservation Office. (Item #10)	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes
For projects involving a road closure for marked and unmarked detours, coordination with public service process shall occur at least 48 hours prior to the closure of the road construction. (Item #18)	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Yes
Additional Commitments	
At least one pedestrian route along Gannon Drive will always remain open.	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Yes

**23. List of Attachments**

010 - Location Map  
020 - Roadway Functional Class Map  
030 - Typical Sections  
040 - Plan & Profile Sheets  
050 - Form BLR 22410 from IDOT-FHWA Meeting 1  
060 - Biological Clearance (Natural Resource Review)  
064 - Wetland Screening Memo  
070 - Cultural Clearance  
080 - State Special Waste Clearance (\*\*Placeholder)  
090 - Local Special Waste Executive Summary  
100 - Public Information Meeting Summary  
110 - Crash Summary Tables  
120 - Meeting Minutes, IDOT Kickoff Meeting, April 7, 2023  
130 - Meeting Minutes, IDOT-FHWA Coordination Meeting, June 4, 2024

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH
<div>140 - Intersection Design Study, Golf Road-Gannon Drive 150 - ADA/PROWAG Project Alert Form Submittal 160 - Hoffman Estates Weight Limit Ordinance 170 - IDOT D1 Geometrics Approval (**Placeholder) 180 - IDOT D1 Traffic Approval 190 - IDOT D1 Hydraulics Approval (**Placeholder) 200 - IDOT D1 ADA Approval (**Placeholder) 210 - Utility Coordination</div>		

Local Public Agency	County	Section Number
Village of Hoffman Estates	Cook	23-00114-00-CH

Project is for:	Project Number	Project Length (Mi)	Job Number	TIP Number
Municipality		0.22		

Route(s) Street/Road Name

Gannon Drive (Key Route No. 2049)

Termini

The north edge of pavement of Golf Road to the south edge of pavement of Higgins Road (IL 72), including the crosswalks across Gannon Drive, and including changes in pavement marking for lane alignment south of Golf Road (IL 58) on Gannon Drive.

☐ Categorical Exclusion and Design Approval Recommended

Local Public Agency Signature & Date

**State Approved Categorical Exclusion and Design Approval**

☐ Design Approval

This project will not have any significant impacts on the environment, or involve any unusual circumstances, therefore it is a State Approved Categorical Exclusion. See attached to signed BLR 19110:

Approval Date

Regional Engineer or Central Bureau of Local Roads and Streets Signature & Date

**Federal Approved Categorical Exclusion and Design Approval**

☐ Categorical Exclusion and Design Approval Recommended

Regional Engineer Signature & Date

This project will not have any significant impacts on the human environment; therefore, the FHWA has approved this project as a Federal Approved Categorical Exclusion. Approval was given by FHWA at coordination meeting on \_\_\_\_\_ Date  
or attached email dated \_\_\_\_\_ Date

☐ Design Approval

Central Bureau of Local Roads & Streets Signature & Date

**IDOT Department Use Only**

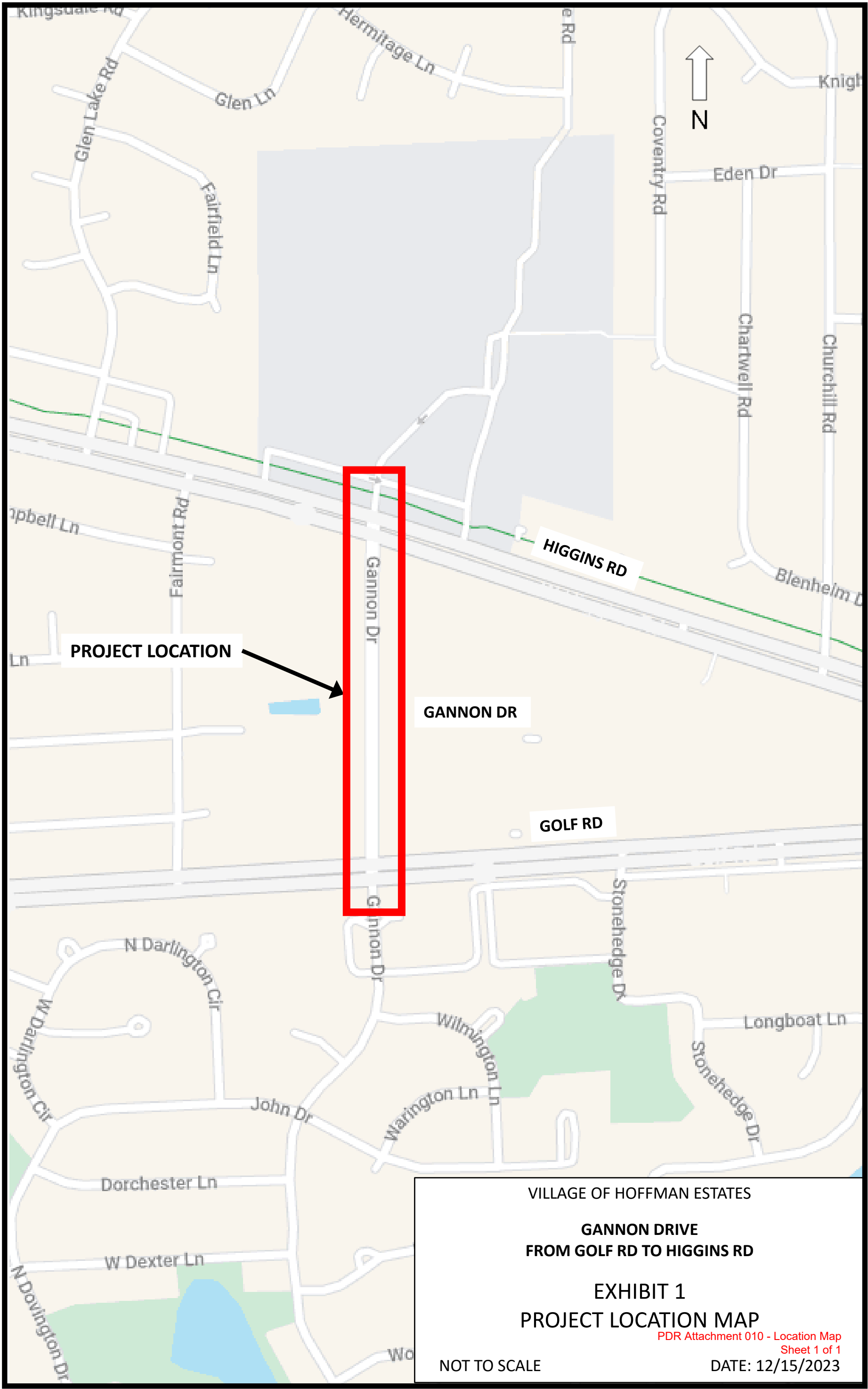
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WMFT Entry By Entry Date

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VILLAGE OF HOFFMAN ESTATES

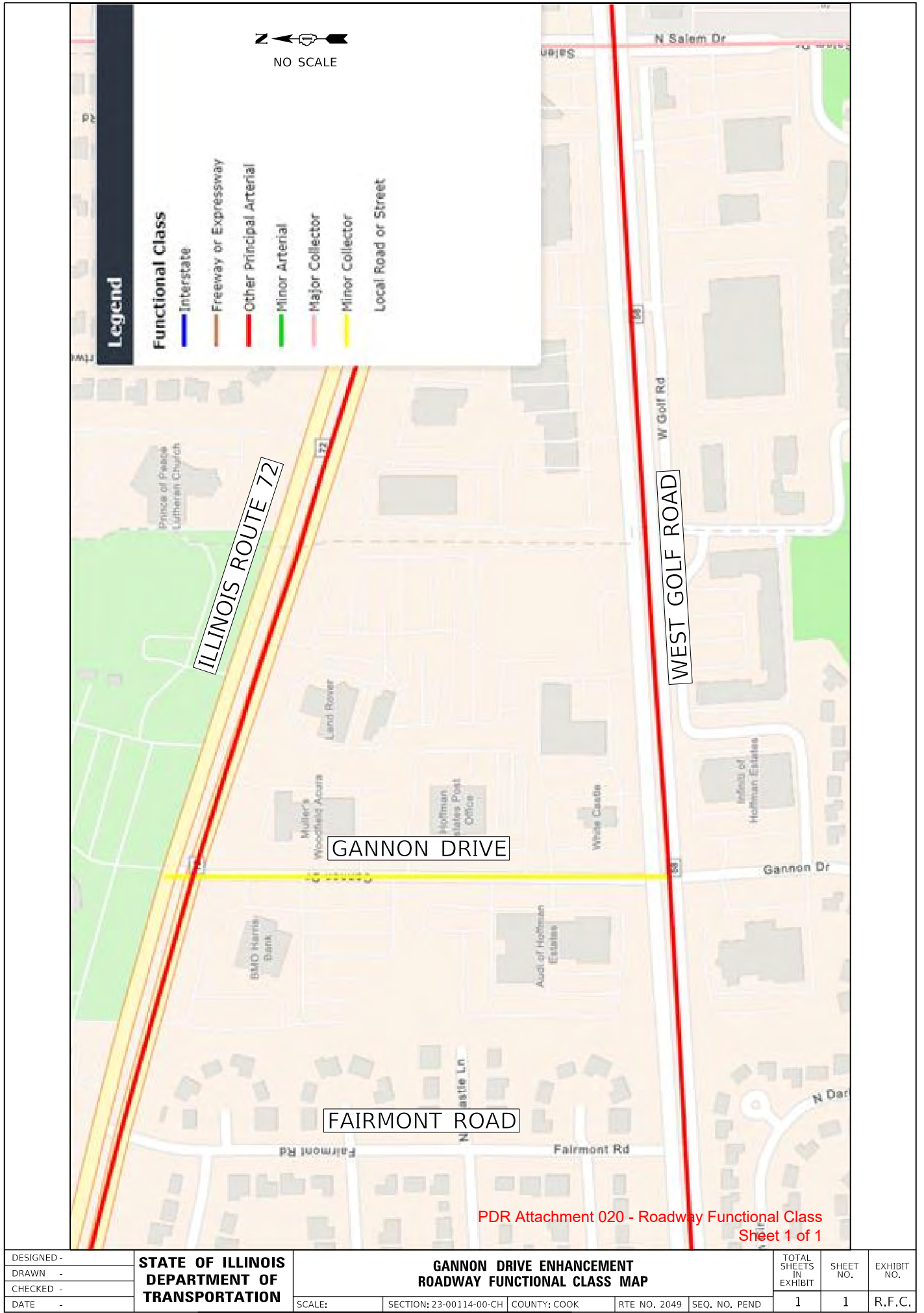
**GANNON DRIVE  
FROM GOLF RD TO HIGGINS RD**

**EXHIBIT 1  
PROJECT LOCATION MAP**

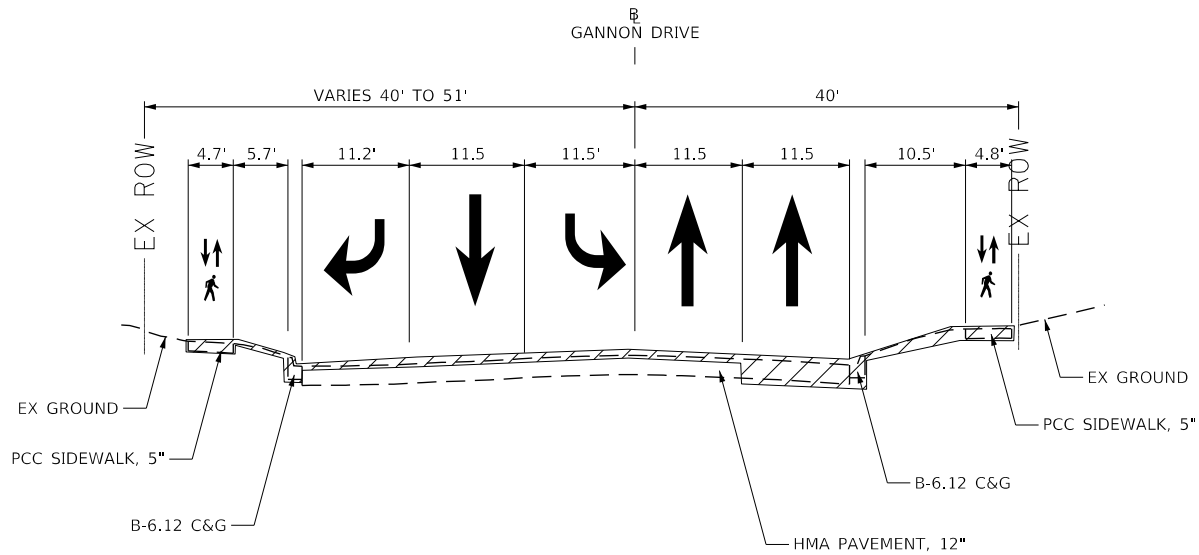
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Sheet 1 of 1

NOT TO SCALE

DATE: 12/15/2023

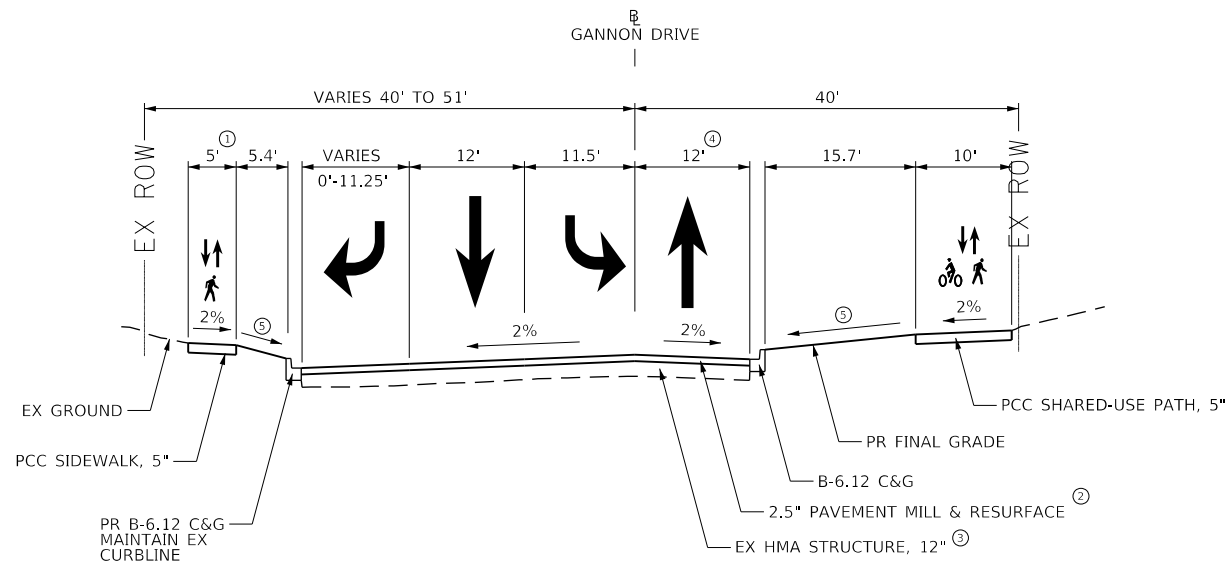


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DRAWN -									
CHECKED -									
DATE -									
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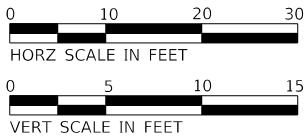


APPROXIMATE AREA TO BE BE REMOVED,  
HAVE EARTH EXCAVATION, OR HAVE OTHER  
WORK DONE WITHIN

EXISTING TYPICAL SECTION  
GANNON DRIVE  
STATION 100+82.99 TO 104+24.72



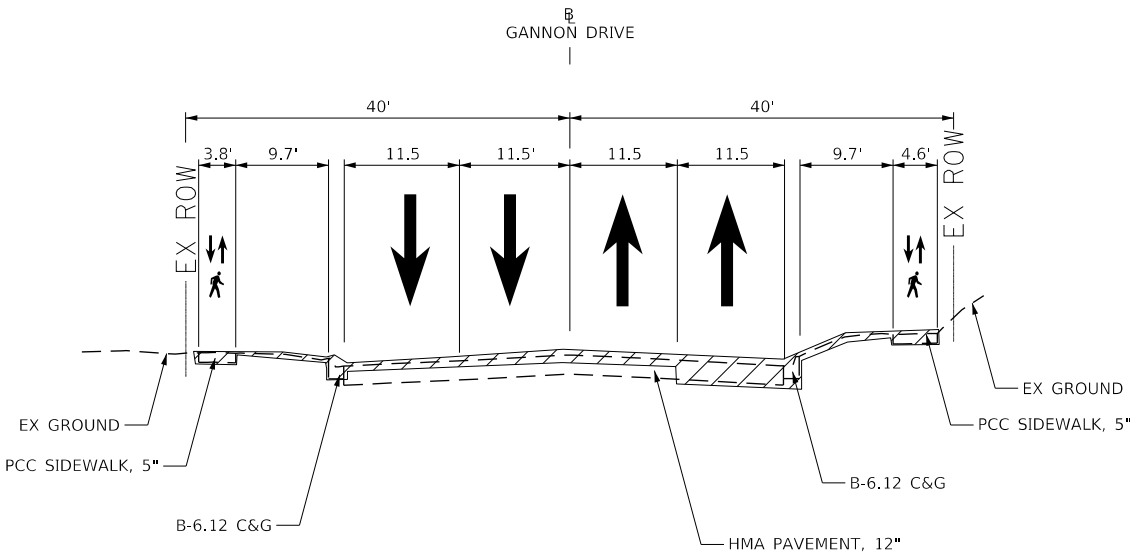
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PROPOSED TYPICAL SECTION  
GANNON DRIVE  
STATION 100+82.99 TO 104+24.72

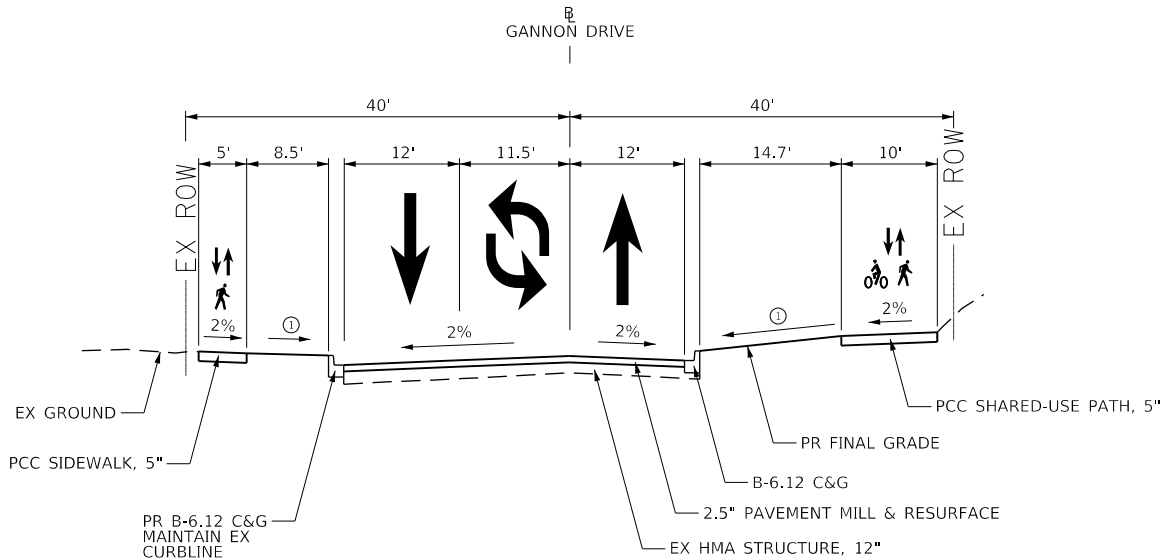
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Typical Sections  
Sheet 1 of 4

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		CHECKED -	REVISED -						COUNTY	SEQUENCE NO.				
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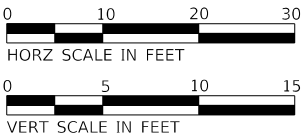


APPROXIMATE AREA TO BE BE REMOVED,  
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WORK DONE WITHIN

EXISTING TYPICAL SECTION  
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STATION 104+24.72 TO 108+01.53



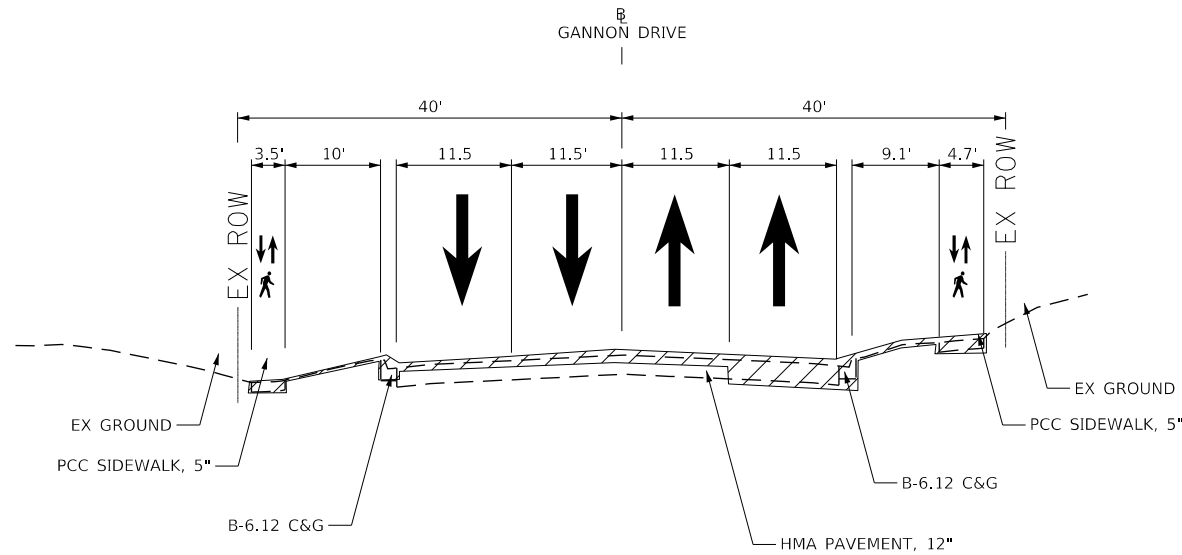
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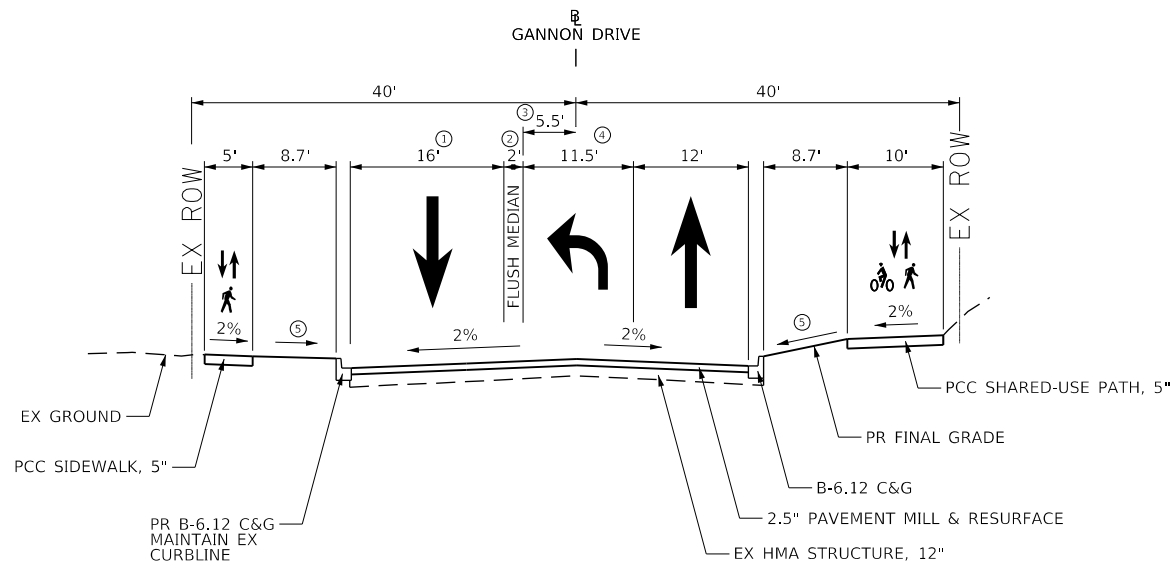
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Sheet 2 of 4

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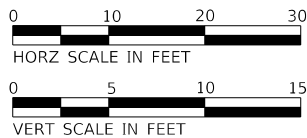


APPROXIMATE AREA TO BE BE REMOVED,  
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WORK DONE WITHIN

EXISTING TYPICAL SECTION  
GANNON DRIVE  
STATION 108+01.53 TO 110+58.46



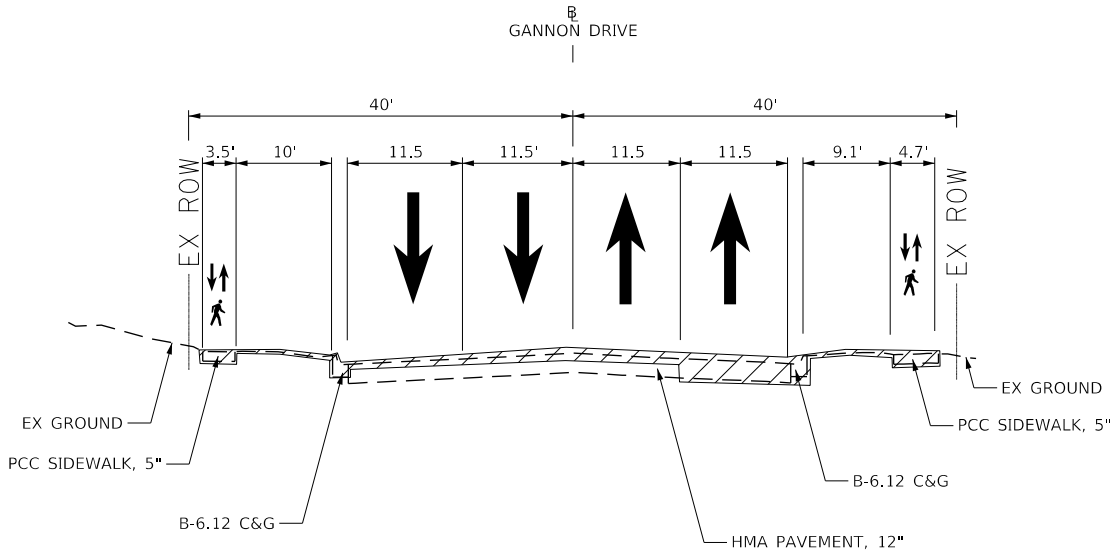
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VARIES FROM 8.4' TO 5.5' FROM 109+18.27 TO 110+58.46  
④ VARIES FROM 0' TO 11.5'  
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PROPOSED TYPICAL SECTION  
GANNON DRIVE  
STATION 108+01.53 TO 110+58.46

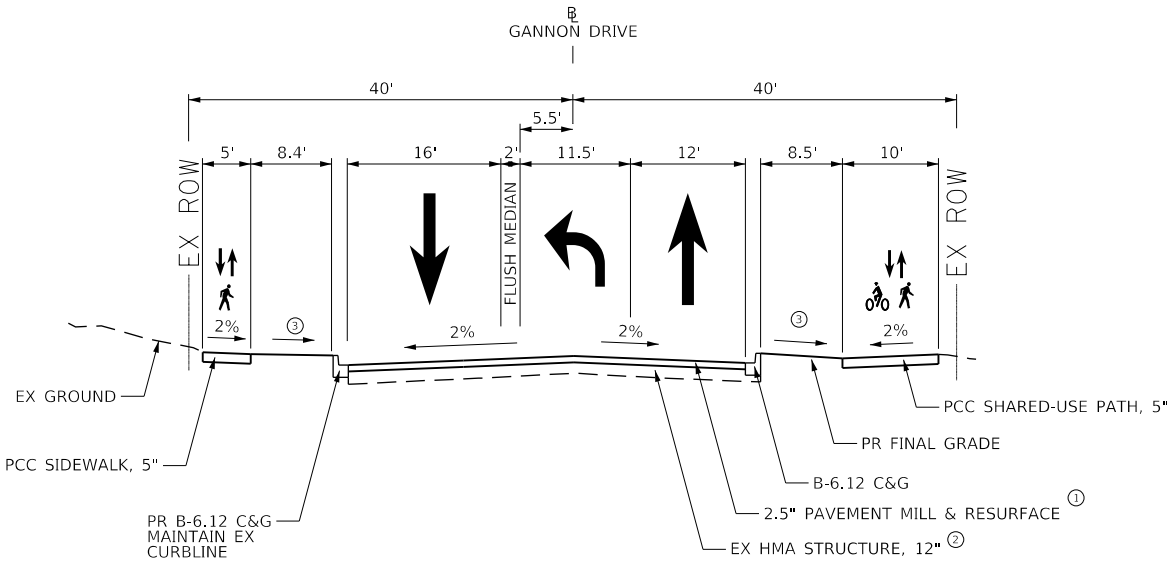
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Sheet 3 of 4

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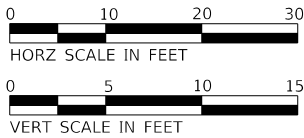
EXISTING TYPICAL SECTION  
GANNON DRIVE  
STATION 110+58.46 TO 112+57.09

APPROXIMATE AREA TO BE BE REMOVED,  
HAVE EARTH EXCAVATION, OR HAVE OTHER  
WORK DONE WITHIN



PROPOSED TYPICAL SECTION  
GANNON DRIVE  
STATION 110+58.46 TO 112+57.09

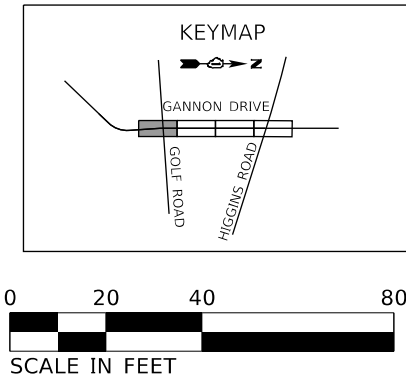
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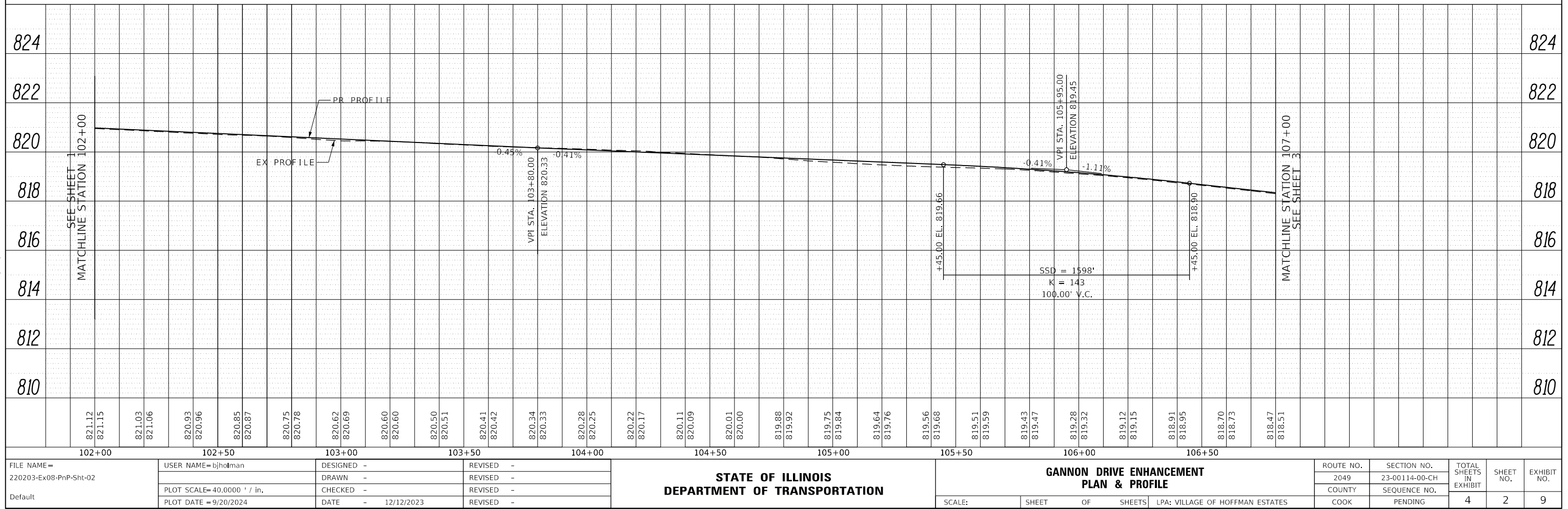
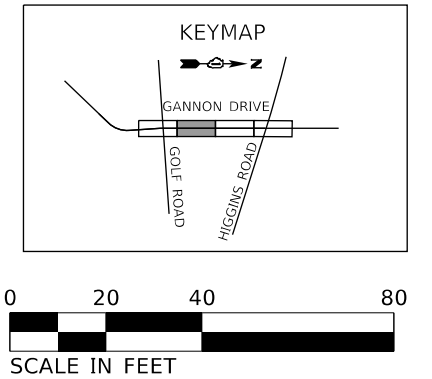


PDR Attachment 030  
Typical Sections  
Sheet 4 of 4

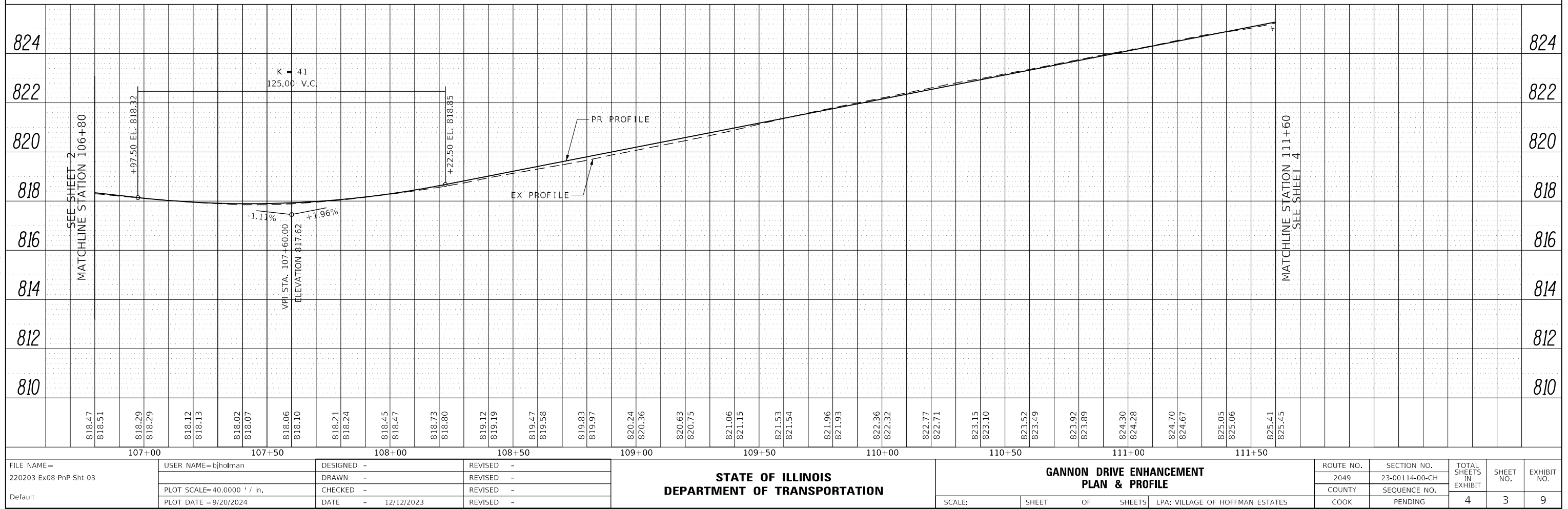
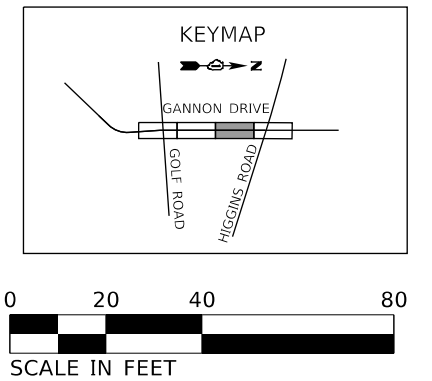
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		DRAWN -	REVISED -					2049	23-00114-00-CH			
	PLOT SCALE= 20.0000 ' / in.	CHECKED -	REVISED -					COUNTY	SEQUENCE NO.			
	PLOT DATE = 9/5/2024	DATE - 12/12/2023	REVISED -					SCALE:	SHEET OF SHEETS			

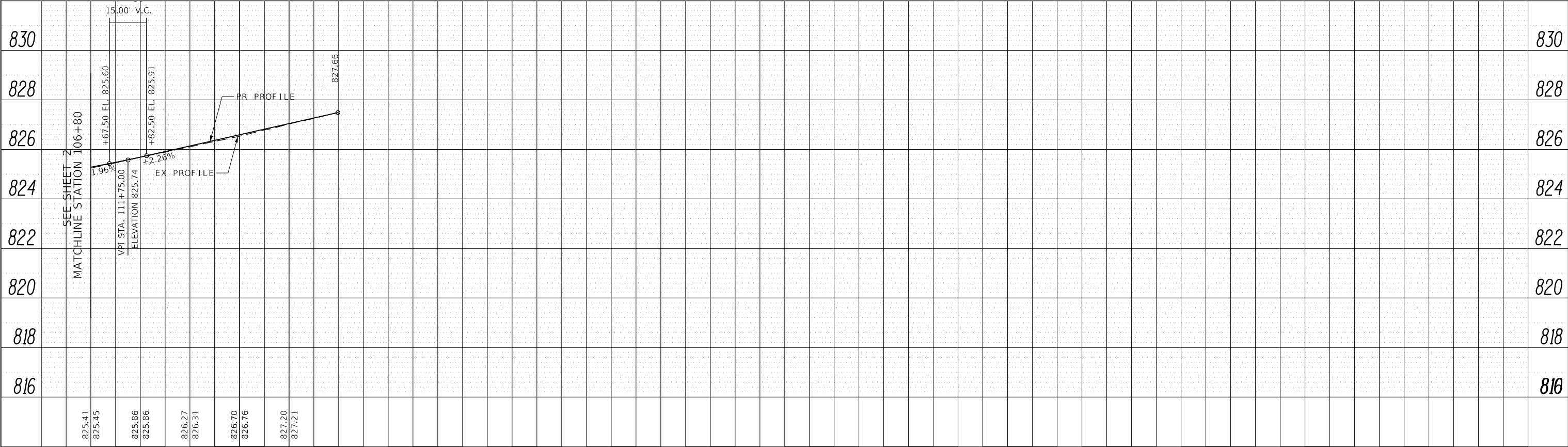


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GANNON DRIVE ENHANCEMENT  
PLAN & PROFILE

SCALE: SHEET OF SHEETS LPA: VILLAGE OF HOFFMAN ESTATES

ROUTE NO. 2049  COUNTY COOK	SECTION NO. 23-00114-00-CH  SEQUENCE NO. PENDING	TOTAL SHEETS IN EXHIBIT 4	SHEET NO. 4	EXHIBIT NO. 9





## Coordination Meeting Data

Date

06/04/24

Local Public Agency	District	County	Section Number
Village of Hoffman Estates	1	Cook	23-00114-00-CH

State Job Number	Project Number	State Route(s) Affected
		IL58 (Golf Road); IL72 (Higgins Road)

Fund Type	Metropolitan Planning Organization	MPO TIP Number	ITEP, SRTS, HSIP Numbers
	CMAP		

Consultant	Number of Presentations	*Date of Last Presentation
TranSystems	1	

\* Include copies of all previous coordination meeting minutes.

### LOCATION

Route(s) (Street/Road Name)
Route Number 2049 (Gannon Drive)

Jurisdiction/Maintenance
Gannon Drive: Village of Hoffman Estates   IL58 & IL72: IDOT

Project Termini
IL58 to IL72

Project Length
0.22 miles

Purpose and Need
The project needs are that Gannon Drive has inadequate bicycle and pedestrian accommodations to safely and efficiently allow non-motorized users to access Hoffman Estates High School, and that the pavement surface is in need of rehabilitation.
The purpose of the project is to provide a smooth driving surface, maintain or enhance lane-balance, and provide safe and efficient bicycle and pedestrian access along the roadway.

Traffic Counts	ADT	DHV	% Trucks
Current Year, 2023	5,524		(4%) 225
Design Year, 2050	5,900		(4%) 210

Posted Speed, MPH	Functional Classification	National Highway System (NHS)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
30	Minor Collector	Strategic Regional Arterial (SRA)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Design Speed, MPH	Design Vehicle		
35	WB-55		

### Design Criteria

Local Facilities	Urban	Rural	
New Construction/Reconstruction	<input type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 32
3R	<input checked="" type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 33
LAFO	<input type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 46
Bicycle Guidelines	<input type="checkbox"/>	<input type="checkbox"/>	BLRS Chapter 42
Other			

State Facilities	Urban	Rural	
New Construction/Reconstruction	<input type="checkbox"/>	<input type="checkbox"/>	BDE Chapter 48
3R	<input type="checkbox"/>	<input type="checkbox"/>	BDE Chapter 49
Bicycle Guidelines	<input type="checkbox"/>	<input type="checkbox"/>	BDE Chapter 17
Other			

Description of Facility	Existing	Proposed
Number of Through Lanes in Each Direction	2	1
Through Lane Width, Feet	12	12
Number of Auxiliary Lanes	1/2	1/2
Type of Auxiliary Turn Lanes (LT/Rt)	LT/Rt	Lt/Rt
Auxiliary Lane Width, Feet	12'	11'-12'
Roadway Surface Type	HMA	HMA
Median Width, Feet	0'	11'
Median Type	N/A	Flush (TWLTL)
Shoulder Width, Feet	N/A	N/A
Shoulder Type	None	None
Curb Type	B.6-12	B.6-12
Sidewalks Width & Buffer, Feet	4-5' W,	
Parking Type (Parallel/Angle)	None	None
Parking Lane Width, Feet	N/A	N/A
Street Lighting	One-sided	One-sided
Clear Zone, Feet	Curb; 1.5'	Curb; 1.5'
Stormwater Drainage	Enclosed	Enclosed

Existing Structure(s) Structure Number	Sufficiency Rating	f-f of Curb/F-f of Rail	Proposed Structure(s) Structure Number	f-f of Curb/f-f of Rail

#### Required Structural

- ☐ Bridge Condition Report
 ☐ PBDHR (BLR 10210)
 ☐ Type/Size/Location  
☐ Bridge Deck Resurfacing Approval
 ☐ Other \_\_\_\_\_

#### Traffic Control

Traffic Signal(s)?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Location	IL58 and IL72
Proposed Traffic Signals?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Location	
Signal Warrants Met?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Stop Controlled Intersections?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Location	
Intersection Design Study	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Location	Gannon Drive and IL58

#### Description of Work

Gannon Drive will be repaved and narrowed, with the west curb line being maintained. The additional room on the east side will be used to replace the existing 4'/5'-wide sidewalk on the east side with a 10-foot wide shared use path. Drainage structures and utilities will be relocated as necessary. The northbound thru/right lane on Gannon Drive at the IL58 intersection will be re-stripped as a right-turn-only lane. ADA Ramps will be reconstructed on the northeast corner of Gannon/IL58 and southeast corner of Gannon/IL72. No signal relocations or modifications are proposed.

#### Design Exceptions

Item Description	Standard	Justification

#### Design Exceptions

Item Description	Standard	Justification

PDR Attachment 050 - BLR22410 Form  
 FHWA Meeting 1  
 Sheet 2 of 4

Design Exceptions					
Item Description	Standard	Justification			
Maintenance of Traffic/Detour					
Traffic will be maintained via staging.					
Detour Type: Unmarked <input type="checkbox"/> Yes <input type="checkbox"/> No   Marked <input type="checkbox"/> Yes <input type="checkbox"/> No					
How will local traffic be maintained? <u>Staged construction.</u>					
Does the detour impact any business dependent on through traffic? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Does the detour impact local festivals or events? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Is a significant route involved? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Crash History					
The review of crash data showed that there was a total of 48 crashes within the study limits with one A- and two B-injury crashes. The crash data was analyzed for the major intersections (signalized intersections of Gannon Drive at IL 58 and IL72, along with the segment of Gannon Drive between those two intersections. No crashes were recorded in the segment of Gannon Drive between IL58 and IL72 within the analyzed time period.					
The intersection of IL 58 at Gannon Drive has a total of 32 crashes including one A- and two B-injury crashes. The most prevalent crash type (53% of crashes) were rear end crashes, most of which occurred in the westbound direction.					
The intersection of IL 72 at Gannon Drive experienced a total of 16 crashes that did not result in severe injuries. The most prevalent crash type (50% of crashes) were rear end crashes.					
The safety analysis did not find significant crash patterns within the project limits.					
Land Acquisition					
No. Property Owners Affected	No. Parcels	Fee Simple ROW, Acre	Permanent Easements, Acre	Temporary Easements, Acre	Total ROW, Acre
0	0	0.0	0.0	0.0	0.0
Other rights of Access to be acquired		None			
Total Acres of land acquisition per mile		None.			
Public Involvement Activities					
None to date. A Public Information Meeting is anticipated prior to Design Approval.					
Any known recreational properties in area & Official with Jurisdiction					
None.					
Does this project include an IGAs for permanent rights of access, ROW and/or easements from a Section 4(f) protected property:					
<input type="checkbox"/> Yes <input type="checkbox"/> No					
Please provide more information					
N/A					
Was the recreational property purchased or developed using LAWCON or OSLAD funds?					
<input type="checkbox"/> Yes <input type="checkbox"/> No					
Please provide more information					
BDE sequence number			Pending		
Natural resource review date					
Cultural resource review date					
Special waste screening/PESA date for local routes					
Special waste screening/PESA date for State routes					
Any known project commitments					

PDR Attachment 050 - BLR22410 Form  
 FHWA Meeting 1  
 Sheet 3 of 4

Does this project meet the requirements as a Type 1 project requiring a Noise Analysis:

☐ Yes☒ No

Does this project include changes in access, access control or travel patterns:

☐ Yes☒ No

<input type="checkbox"/> Previous meeting minutes as required	<input type="checkbox"/>	
<input type="checkbox"/> Project Location Map	<input type="checkbox"/>	
<input type="checkbox"/> Aerial exhibit showing proposed improvement	<input type="checkbox"/>	
<input type="checkbox"/> Typical Sections	<input type="checkbox"/>	



# Illinois Department of Transportation

## Memorandum

To: George A. Tapas  
From: Jack A. Elston  
Subject: Natural Resources Review  
Date: May 29, 2024

Attn: Greg S. Lupton  
By: Shawn Wilcockson

A handwritten signature in black ink, appearing to read 'Shawn Wilcockson'.

Seq # 26162  
Section # 23-00114-00-CH  
Route: Key Route 2049  
Marked: Gannon Drive  
Location: T41N, R10E, S9  
Description: Channelization  
Project: Golf Road to Higgins Road  
Municipality: Hoffman Estates  
County: Cook

The proposed project will convert and narrow a 0.22-mile segment of a Gannon Drive from a four-lane roadway to three-lanes in Hoffman Estates. The scope of work will maintain the west curb line in order to provide a two-way left turn lane (TWLTL) and widen the east side sidewalk into a 10-foot-wide multi-use path (MUP). Proposed right-of-way (ROW) and temporary easements are not anticipated for this project; however minor excavation and drainage/utility relocations will occur. There will be no in stream work. There will be six (6) urban trees to be removed. The land cover in the vicinity of the project is urban, with a mix of commercial business and residential uses throughout the corridor.

### **Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075**

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project. **Therefore, consultation under Part 1075 is terminated.**

**This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.**

### **Review for Illinois Interagency Wetland Policy Act – Part 1090**

The proposed improvement was surveyed for wetlands in April 2024. We reviewed the wetland survey report, and no wetlands were identified in the project area. Additionally, no other surface water (OSW) sites or constructed storm water features were observed. There will be no impacts to wetlands. **Our review for compliance under Part 1090 is terminated.**



## **Review for Endangered Species Act - Section 7**

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)(2) of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed in Cook County: Northern long-eared bat (NLEB), Tricolored bat (TCB), Rufa red knot, Whooping crane (experimental population, non-essential), Eastern massasauga, Hine's emerald dragonfly, Eastern prairie fringed orchid (EPFO), and Leafy prairie-clover. There is no Critical Habitat in the project vicinity. **Under 50 CFR 402.12(e), the accuracy of the species list is limited to 90 days.**

### **Northern long-eared bat and Tricolored bat**

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags  $\geq 3$  inches dbh that have exfoliating bark, cracks, crevices, or hollows) as well as linear features such as fencerows, riparian forests, and other wooded corridors. These wooded areas may be dense or loose aggregates of trees with variable amounts of canopy closure. Individual trees may be considered suitable habitat when they exhibit characteristics of suitable roost trees and are within 1,000 feet of other forested or wooded habitat. Trees found in highly developed urban areas (e.g., street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.

There will be six (6) urban trees removed as a result of this project. Land use in the project area is urban, and not suitable habitat. There are no records of maternity roost trees, maternity colonies, or hibernacula in the vicinity of the project corridor.

Within IPaC there is a Determination Key for the NLEB and lbat. We used the key to determine applicability of the project with the USFWS revised programmatic biological opinion for transportation projects and to assess what effect the project would have on NLEB. We completed an IPaC qualification interview and determined that **the project is within the scope of the programmatic biological opinion** and will have **no effect** on the NLEB.

At this time, the Tricolored bat is proposed for listing as federally endangered. The species habitat requirements are similar to NLEB. They often roost in trees during the summer active season and hibernate in caves or mines during the winter. **Once the USFWS issues their final ruling on whether or not to list the Tricolored bat as federally endangered, there may be additional consultation needed for those projects that have not been completed by the effective date.**

### **Eastern prairie fringed orchid**

Eastern prairie fringed orchid occurs in a wide variety of habitats, from mesic prairie to wetland communities such as sedge meadows, marsh edges and even bogs. It requires full sunlight for optimum growth and flowering, which restricts it to grass- and sedge-dominated plant communities. The substrate of the sites where it occurs ranges from neutral to mildly calcareous. Occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas.

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. There are no impacted prairies or high-quality



wetlands in the project corridor. We determined there would be **no effect** to EPFO from the proposed improvement.

**Other Federally Listed Species**

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that there are no suitable habitats present. We have determined that the proposed improvement will have **no effect** on any of the remaining listed species.

**We have determined that the proposed improvement is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of any critical habitat.**

Should the proposed improvement be modified, or new information indicate listed or proposed species may be affected, consultation or additional coordination should be initiated.

JLB



A Subsidiary of GZA

GEOTECHNICAL

ENVIRONMENTAL

ECOLOGICAL

WATER

CONSTRUCTION  
MANAGEMENT

915 Harger Road

Suite 330

Oak Brook, IL 60523

T: 630.684.9100

F: 630.684.9120

www.huffnhuff.com

www.gza.com



May 22, 2024

Mr. David W. Block, P.E.  
Assistant Vice President  
TranSystems Corporation  
1475 E. Woodfield Road, Suite 600  
Schaumburg, Illinois 60173

**Re: Wetland and Surface Waters Screening Memorandum  
Gannon Drive Resurfacing and Bicycle Facility – Phase 1  
Illinois Route 58 to Illinois Route 72  
Hoffman Estates, Cook County, Illinois  
File No. 81.0220359.52**

Dear Mr. Block:

The Village of Hoffman Estates is proposing improvements to Gannon Drive from Golf Road (Illinois Route 58 [IL 58]) to Higgins Road (Illinois Route 72 [IL 72]) within Hoffman Estates, Cook County, Illinois (T41N, R10E, Section 9). The project limits are depicted on Figure 1 in Attachment 1. Land use within and adjacent to the proposed project consists of commercial and residential land, utility and roadway rights-of-way (ROW), Hoffman Estates High School, and the Hoffman Estates U.S. Postal Service office.

Huff & Huff, Inc., a subsidiary of GZA, GeoEnvironmental, Inc. (H&H/GZA) conducted a wetland and surface waters screening for the proposed project on April 19, 2024. Wetlands, surface waters, and constructed features were not identified within the project limits. Photographic documentation is included in Attachment 2. This project lies within the Poplar Creek Watershed (Hydrologic Unit Code [HUC] 071200061205), which is a subwatershed of the Upper Fox Watershed (HUC 07120006).

This memorandum summarizes the findings of the wetland and surface waters screening conducted for the above referenced project.

## **INTRODUCTION**

The U.S. Army Corps of Engineers (USACE, Federal Register 1982) and the U.S. Environmental Protection Agency (EPA; Federal Register 1980) jointly define wetlands as: “Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.” Identification of wetlands is based on a three-factor approach involving indicators of hydrophytic vegetation, hydric soil, and wetland hydrology, originally set forth by the USACE in the 1987 Environmental Laboratory publication entitled “*Corps of Engineers Wetlands Delineation Manual: Technical Report Y-87-1*”, commonly referred to as the *1987 Wetlands Delineation Manual*.

The Midwest Region supplement to the *1987 Wetlands Delineation Manual* was released in 2010 outlining updated technical guidance and procedures for identifying and delineating wetlands that may be subject to regulatory jurisdiction under Section 404 of the Clean Water



Act (CWA) or Section 10 of the Rivers and Harbors Act. This wetland and surface waters screening was conducted using methodologies presented in the “*Regional Supplement to the USACE Wetland Delineation Manual: Midwest Region (Version 2.0)*” (2010 USACE Midwest Region Manual).

## **WETLAND AND SURFACE WATERS IDENTIFICATION METHODOLOGY**

This wetland and surface waters screening was conducted based on available mapping resources, aerial photography, as well as methodologies outlined in the USACE Midwest Region Manual, the National Ordinary High Water Mark Field Delineation Manual for Rivers and Streams, Interim Version, and the Metropolitan Water Reclamation District of Greater Chicago (MWRD), Watershed Management Ordinance (WMO). In addition, the USACE has provided guidance for Ordinary High-Water Mark (OHWM) identification within Regulatory Guidance Letter No. 05-05, which is followed for the delineation and boundary determination of surface waters.

### **Hydrophytic Vegetation**

Dominant vegetation within the limits of the wetland and surface waters screening was evaluated to determine the presence of hydrophytic vegetation. The indicator status for plant species are rated based on an estimated probability of occurring in wetlands. This rating system, published by the USACE as part of an interagency effort with the EPA and the U.S. Fish and Wildlife Service (FWS), under the title “The National Wetland Plant List: 2022 Wetland Ratings”, consists of obligate wetland plants (OBL), facultative wetland plants (FACW), facultative plants (FAC), facultative upland plants (FACU), and upland plants (UPL). Obligate plant species generally grow in water. Facultative plant species can exist in saturated or dry soil conditions, and upland plants typically require dry soil conditions to exist.

### **Hydric Soils**

A description of the soil profile is used to evaluate the presence of hydric soil. Hydric soil indicators are defined in the 2010 USACE Midwest Region Manual: *Hydric Soil Indicators, Chapter 3*. The Cook County soil survey was reviewed to determine the presence of mapped hydric soil. Soils were not investigated as part of this wetland and surface waters screening.

### **Wetland Hydrology**

Wetland hydrology indicators, defined in the 2010 USACE Midwest Region Manual: *Wetland Hydrology Indicators, Chapter 4*, are separated into four groups and divided into a primary or secondary category based on their estimated reliability in this region. Primary indicators provide stand-alone evidence of a current or recent hydrological event. Secondary indicators provide evidence of recent inundation or saturation when supported by one or more other primary indicators or secondary wetland hydrology indicators but should not be used alone.

### **Stream/Waterway Assessment**

Surface water features may only have one or two of the wetland criteria listed above. The USACE defines the boundary of surface waters with the ordinary high-water mark (OHWM) and outlines how OHWM boundaries should be identified within the National Ordinary High Water Mark Field Delineation Manual for Rivers and Streams, Interim Version (2022) and within Regulatory Guidance Letter No. 05-05; Ordinary High Water Mark Identification (USACE, 2005). The OHWM is the line on the shore established by fluctuations of water and is indicated by physical characteristics such as:



- A clear, natural line impressed on the bank;
- Sediment sorting;
- Changes in the character of soil;
- Destruction of terrestrial vegetation;
- Abrupt change in plant community;
- Defined bed and banks;
- Presence of wrack lines;
- Vegetation matted down, bent, or absent;
- Multiple observed, predicted flow events;
- Presence of litter/debris;
- Extended inundation;
- Scour;
- Deposition; or
- Other appropriate means that consider the characteristics of the surrounding areas.

During low streamflow or drought conditions, the OHWM is used to determine the boundary of a surface waters. During extremely high streamflow conditions or flood conditions the boundaries of surface waters cannot accurately be determined. Therefore, surface water boundaries should be delineated when normal streamflow conditions are present.

To differentiate boundaries between surface waters and adjacent wetlands, evidence of the OHWM is utilized. Changes in vegetation can also be evaluated to determine where true hydrophytic (FAC and FACW) plant species are present versus aquatic or OBL species; however, it should be noted that in many cases vegetation is not present within the channels of surface waters. Vegetation adjacent to surface waters may be limited to species overhanging the banks and channel.

If the presence of surface waters is questionable, the USACE will typically conduct a review of historic aerial photographs and historic U.S. Geological Survey (USGS) topographic maps to confirm the current or historic presence of a surface waters. This can include segments of streams that are entirely enclosed.

#### Floristic Quality Assessment

Observed plant species are noted to obtain the Floristic Quality Index (FQI) and mean C-value (coefficient of conservatism). Areas of high natural quality include native plants with C-values ranging from approximately 4 to 10. C-values are assigned to native plants as listed in *Flora of the Chicago Region* (Wilhelm and Rericha, 2017). A low C-value indicates that a plant is generally not considered high quality or is a habitat generalist. A native species FQI for each site is obtained by multiplying the mean C-value of all native plants encountered by the square root of the number (N) of native species. Native species FQI values of 0 to 5.0 are considered severely degraded, 5.1 to 9.9 are degraded, 10 to 19.9 are moderate quality with some native character, and those with values greater than 20 have natural characteristics and are considered an environmental asset.

#### Antecedent Precipitation Analysis

Antecedent precipitation analyses are conducted using methodologies outlined within *Assessing and Evaluating Meteorological Data to Evaluate Wetland Hydrology* (USACE 2000) for the months preceding the delineation. The



antecedent analysis evaluates precipitation preceding the delineation in order to determine whether observations made at the time of the field investigations are representative of relatively normal, wet, or dry climatic conditions.

Antecedent precipitation analyses are also conducted using the Antecedent Precipitation Tool (APT; version 2.0, USACE, 2023) for the months preceding the delineation. The antecedent analysis evaluates precipitation preceding the delineation in order to determine whether observations made at the time of the field investigations are representative of relatively normal, wet, or dry climatic conditions.

### **PUBLISHED MAP DATA AND CLIMATE REVIEW**

Data were gathered from the Cook County Soil Survey, the FWS National Wetlands Inventory (NWI) Map, the Cook County Flood Insurance Rate Map (FIRM), and the USGS Hydrologic Atlas (HA) to provide an indication of areas where wetlands and surface waters potentially occur.

#### **Soil Survey**

The Natural Resources Conservation Service (NRCS) Web Soil Survey (Figure 2, Attachment 1) is generated from USDA-NRCS certified data of Cook County. Table 1 summarizes the mapped soils within the project limits.

**Table 1. Mapped Soils within Project Limits**

Soil Unit	Soil Type	Potential Hydric Inclusion (Component Representative Percentage)	High Likelihood of Being Hydric? (Hydric Soil Rating Percentage) <sup>1</sup>	Landform(s) in which the Soil is Considered Hydric <sup>2</sup>
232A	Ashkum silty clay loam, 0 to 2% slopes	Ashkum, drained (92%), Peotone, drained (5%)	High (97%)	Ground moraines, depressions
531B	Markham silt loam, 2 to 4% slopes	Ashkum, drained (6%)	Low (6%)	Ground moraines

<sup>1</sup> High - Soil is listed as having a hydric soil rating greater than 66 percent according to the 2024 NRCS *Hydric Soil List* and the NRCS Web Soil Survey.

<sup>2</sup> Landform as stated in the 2024 NRCS *Hydric Soils List* for Cook County, Illinois.

The NRCS 2024 *National Hydric Soil List* provides a hydric rating for soils and indicates the component representative percentage of map units that meet the criteria for hydric soils. The NRCS Web Soil Survey *Hydric Rating by Map Unit* is depicted on Figure 2 in Appendix A and shows the hydric soil rating for each soil within the project limits. The NRCS Web Soil Survey categorizes soils by hydric rating into five separate classes: zero percent, one to 32 percent, 33 to 65 percent, 66 to 99 percent, and 100 percent.

According to the NRCS 2024 *National Hydric Soil List*, Ashkum silty clay loam (232A) is listed as containing hydric inclusions between 66 and 99 percent of the soil type. This soil type has a high likelihood of being hydric within the specific landforms noted in Table 1. Markham silt loam (531B) is listed as containing hydric inclusions that represent one to 32 percent of the soil type. This soil type has a low likelihood of being hydric within the specific landforms noted in Table 1. Field analyses of soils supersede the mapped soils data as presented within the NRCS 2024 *National Hydric Soil List*.



### National Wetlands Inventory

The digital format NWI maps were developed by FWS in collaboration with the USGS, Water Resource Division using data from June 13, 2023. The maps were prepared primarily by stereoscopic analysis of high-altitude aerial photographs. All wetlands are identified based on vegetation, visible hydrology, and geography in accordance with the Cowardin System. According to the FWS, the aerial photographs reflect conditions during the year and season they were taken; however, there is a margin of error inherent in the use of aerial photographs to delineate wetlands. Therefore, wetland boundaries established through interpretation of aerial photographs may be revised based upon detailed ground survey and historical analysis of an individual site.

The NWI map (Figure 3, Attachment 2) does not depict wetlands or surface waters within or immediately adjacent to the project limits.

### Flood Insurance Rate Map

The FEMA FIRM (Figure 4, Attachment 2) depicts Zone X (Other Areas) within the project limits. Zone X (Other Areas) is defined as “areas determined to be outside the 0.2% annual chance floodplain”.

### Hydrologic Atlas

The USGS HA (Figure 5, Attachment 2) depicts, flood areas, river miles (where applicable), and major drainage divides. The USGS HA does not depict drainage divides or flood areas within or immediately adjacent to the project limits.

### Section 303(d) and Total Maximum Daily Load (TMDL)

Waters are designated by the IEPA for a variety of uses including drinking water, aquatic life, primary contact (e.g., swimming), secondary contact (e.g., boating), wildlife, agricultural use, industrial use, food-processing water supply, and aesthetic quality. Section 303(d) of the CWA requires states to identify waters that do not meet applicable water quality standards or do not fully support their designated uses by providing a prioritized list of impaired waters and associated impairments, known as the Section 303(d) List, to the USEPA for review and approval. The CWA also requires that a Total Maximum Daily Load (TMDL) be developed for each pollutant of an impaired water body. A TMDL sets a maximum limit of a given pollutant that a water body can receive without violating water quality standards and designated uses.

Surface waters are not present within the project limits. The closest receiving waters to the project limits is Poplar Creek. According to the IEPA 2020/2022 *Illinois Integrated Water Quality Report and Section 303(d) List*, the reach of Poplar Creek located nearest to the project limits has not been assessed and is not on the 303(d) list.

### Illinois Department of Natural Resources Biological Stream Characterization

Biologically Significant Streams (BSS) and streams rated for diversity or integrity according to the Biological Stream Characterization Study (BSC) (IDNR, 2020) are not present within the project limits. The closest receiving waters to the project limits is Poplar Creek, which is not listed as a BSS. The reach of Poplar Creek nearest to the project limits has not been rated for diversity or integrity as part of the BSC Study.

### Antecedent Precipitation Analysis

An antecedent precipitation analyses was conducted using the Antecedent Precipitation Tool (APT; version 2.0, USACE, 2023) developed by the USACE for the months preceding the delineation. Antecedent precipitation



conditions were normal during the April 19, 2024, field screening. The screening was also completed during the wet season for Cook County. In addition, according to the U.S. Drought Monitor, Cook County was within normal conditions the week of April 16, 2024. The antecedent precipitation analysis and U.S. Drought Monitor Report are provided in Attachment 3.

#### **CONCLUSION/WETLAND AND SURFACE WATERS SCREENING FINDINGS**

Wetlands, surface waters, and constructed stormwater features were not identified within the project limits during the field investigation. Photographic documentation is included in Attachment 2.

If you have questions, please contact Piper Siblik at 630-684-4437 or [Piper.Siblik@gza.com](mailto:Piper.Siblik@gza.com).

Very Truly Yours,  
HUFF & HUFF, INC. (A Subsidiary of GZA)

Piper Siblik  
Environmental Scientist

Lailah Reich  
Consultant Reviewer, PWS

James Novak  
Associate Principal

Enclosures:

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# Illinois Department of Transportation

## Memorandum

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To: Greg Lupton                      Attn: Stephen Letsky  
From: Jack Elston                      By: Joseph Galloy  
Subject: Cultural Resources - No Historic Properties Affected Clearance  
Date: August 18, 2024

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**Cook County**  
**Key Route 2049, Unmarked, Gannon Drive**  
**Hoffman Estates**  
**Sec. 23-00114-00-CH**  
**Seq. 26162**

For the above referenced undertaking, IDOT's qualified Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This finding concludes the Section 106 process in accordance with the stipulations of the Programmatic Agreement Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois, executed March 6, 2018 by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation.

-

No further cultural resources coordination is required for this undertaking, unless design modifications or new information indicate that historic properties may be affected. If so, then, additional coordination with my office is required.

A handwritten signature in black ink, reading "Joseph M. Galloy".

Joseph M. Galloy  
Cultural Resources Unit Manager  
Bureau of Design & Environment

JG:aat



Placeholder for State Special Waste Clearance



## EXECUTIVE SUMMARY

This Preliminary Environmental Site Assessment (PESA) identifies man-made hazards that may be encountered within the proposed Gannon Drive Resurfacing and Bicycle Facility Project. The location of the proposed improvements is along Gannon Drive between Golf Road (Illinois Route 58 [IL 58]) and Higgins Road (Illinois Route [72]). Note IL 58 and IL 72 are within IDOT Jurisdiction and are therefore not included in project limits of this PESA Report. The total length of the Project Corridor is approximately 1,290 feet and the proposed improvements are generally located along the road ROW (right-of-way), within Hoffman Estates, Illinois (Project Corridor).

The screening process, used to identify sites that may pose a hazard to the Project Corridor, included a historical review, database search, review of other applicable information, and site reconnaissance. Historical resources included historical aerial photos and historical topographic maps of the Project Corridor. Both were reviewed for evidence of former sites that may pose a hazard to the Project Corridor. The database search provided information (on a local, state, or federal level) on properties that may pose a hazard to the Project Corridor. Information not provided in the database search, such as water quality data, solid waste disposal sites, and the national pipeline mapping system was also reviewed with regards to the Project Corridor. Site reconnaissance was conducted on April 9, 2024, to inspect the sites identified through the screening process, and to also identify additional sites adjacent to the Project Corridor with storage areas, spills, staining, or other indications of potential environmental concern.

Sites identified through the screening process were then further reviewed to identify their status as a potentially impacted property (PIP) in connection to the Project Corridor. The following tables (Tables ES-1 through ES-4) summarize these sites. Based on the information presented in this PESA and data collected during the screening process, this assessment has revealed evidence of seven (7) PIPs in connection to the Project Corridor.

**Table ES-1 Summary of Sites Identified to be Potentially Impacted Properties**

Site ID	Site Name	Address	Reason(s)
1	Hoffman Estates High School	1100 W Higgins Rd	AST (2), RCRA SQG, UST, outdoor storage of vehicles
2	Hazardous liquid pipeline	Parallel to and South of Illinois 72/Higgins Rd	Petroleum products underground
3	Jones, Lang LaSalle; Retail - 170000331772; Harris Trust & Savings Bank; Harris N.A	1400 N Gannon Dr	LUST, LUST Document, RCRA VSQG, SPILLS, UST
4	Mullers Woodfield Acura; Woodfield Acura Inc.; Mullers Woodfield Acura; Northwest Auto Sales	1099 W Higgins Rd	FINDS/FRS, IEPA Docs, LUST, LUST Document, SPILLS, UST, outdoor storage and maintenance of vehicles
6	Hoffman Estates Police (Former); Village of Hoffman Estates; Village Municipal Building; Audi Hoffman Estates	1200 N Gannon Dr; 1200 W Golf Rd	RCRA NON GEN, SPILLS (2), UST
9	Mullers Woodfield Acura	1149 W Golf Rd	AST (2)
10	INFINTI of Hoffman Estates	1075 W Golf Rd	Outdoor storage and maintenance of vehicles



**Table ES-2 Summary of Sites Identified Adjacent to the Project Corridor with De Minimis Conditions<sup>1</sup>**

Site ID	Site Name	Address	Reason(s)
5	Parking Lot	1350 Gannon Dr	No listings, potential minimal use and storage of hazardous materials, good housekeeping noted
7	United States Postal Service	1255 Gannon Dr	No listings, potential minimal use and storage of hazardous materials, good housekeeping noted
8	White Castle	1100 W Golf Rd	No listings, potential minimal use and storage of hazardous materials, good housekeeping noted

<sup>1</sup>De minimis based on definition included in ASTM Standard E 1527-21

For the purposes of this report, the following are considered to be de minimis conditions:

- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise identified to pose a hazard not related to normal use
- Lead-based paint
- Asbestos-Containing Material (ACM)
- Pesticides/herbicides used on farmland
- Soil Piles
- Radon and Biological Hazards

Conditions listed above were considered while developing the report. However, as sites with these conditions are seen often, each site was not specifically referenced as de minimis based on these conditions alone.

**Table ES-3 Summary of Sites Identified Adjacent to the Project Corridor with No Status**

Site ID	Site Name	Address	Reason(s)
11	Single-Family Residences	Various addresses	No listings, good housekeeping noted

**Table ES-4 Summary of Sites Identified Off the Project Corridor with No Status<sup>1</sup>**

Site ID	Site Name	Address	Database	Reason(s)
A	Autoplex, Inc	1200 W Higgins Rd	RCRA VSQG	Separation distance
B	Land Rover Hoffman Estates	1051 W Higgins Rd	RCRA NON GEN	Separation distance
C	Zeigler Mercedes of Hoffman Estates	1000 W Golf Rd	AST	Separation distance
D	Insty Prints Graphics One Inc	1200 W Higgins Rd	RCRA NON GEN	Separation distance

<sup>1</sup>Only sites identified off the Project Corridor, via the screening process, are included.

Placeholder for Public Information Meeting Summary

Project: Gannon Drive Resurfacing

Location: IL 72 @ Gannon Dr

Town: Hoffman Estates

County: Cook

Type: Intersection

5% Intersection		
2020	0	0
N	Y/N	Y/N

5% Segment		
2020	0	0
N	Y/N	Y/N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2017	5	2 - C	2 - CI																																				5	2 - CI				
2018							1																																1					
2019							2								1				1	1 - C	1 - CI																		4	1 - CI				
2020	2																		1																				3					
2021	1			1			1																																	3				
TOTAL	8	2 - C	2 - C	1			4			0			0			1			2	1 - C	1 - C	0			0			0			0			0			0			16	3 - CI			
%	50.0%			6.3%			25.0%			0.0%			0.0%			6.3%			12.5%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%							

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2017				2	3	0	0%	0	0%	0	0%	5
2018					1	0	0%	0	0%	0	0%	1
2019				1	3	0	0%	1	25%	0	0%	4
2020					3	1	33%	0	0%	0	0%	3
2021					3	1	33%	0	0%	1	33%	3
TOTAL	0	0	0	3	13	2	12.5%	1	6.3%	1	6.3%	16

\* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

Project: Gannon Drive Resurfacing

Location: IL 58 @ Gannon Dr

Town: Hoffman Estates

County: Cook

Type: Intersection

5% Intersection		
2020	0	0
N	Y/N	Y/N

5% Segment		
2020	0	0
Y/N	Y/N	Y/N

YEAR	Rear End			Angle			SSSD			SSOD			Turning Left			Turning Right			Fixed Object			Over-turned			Head On			Pedestrian			Other Object			Animal			Bicyclist			Other Non-Collision			TOTAL	
	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Type	Injury Count	Crash Count	Injury Count			
2017	6									1						1																								8				
2018	2			3									1																											6				
2019	4			1	1 - A	5 - AI	1			1	1 - B	1 - BI	2	1 - B	1 - BI																								9	5 - AI 2 - BI 1 - CI				
2020	4						2																																6					
2021	1						2																																3	1 - CI				
TOTAL	17			4	1 - A	5 - A	5			2	1 - B	1 - B	3	1 - B	1 - B	1			0			0			0			0			0			0			0			32	5 - AI 2 - BI 2 - CI			
%	53.1%			12.5%			15.6%			6.3%			9.4%			3.1%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%			0.0%							

YEAR	INJURY TYPE					CRASH CONDITIONS						TOTAL
	K	A	B	C	PDO	Wet	Wet %	Snow/Ice	Snow/Ice %	Night	Night %	
2017					8	3	38%	1	13%	2	25%	8
2018					6	1	17%	1	17%	0	0%	6
2019		1	2	1	5	0	0%	2	22%	1	11%	9
2020					6	0	0%	1	17%	3	50%	6
2021				1	2	0	0%	0	0%	0	0%	3
TOTAL	0	1	2	2	27	4	12.5%	5	15.6%	6	18.8%	32

\* Note that the law regarding the crash reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, to the following: When all drivers involved in a crash are insured, the amount of damage to the property of any one person that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. (This change in law precludes comparison of 2009 and later Property Damage Only crashes and Total crashes with such crashes for previous years. The change did NOT affect the reporting of injury or fatal crashes.)

**Gannon Drive Resurfacing and Bicycle Facility Phase 1  
Section No. 23-00114-00-CH**

Village of Hoffman Estates  
IDOT Kickoff Meeting (Virtual)  
Bureau of Local Roads and Streets

April 7, 2023  
11:00 a.m.

**MINUTES OF MEETING**

**Attendees:** Gerardo Fierro – IDOT  
Jason Salley – IDOT  
Jonathan Lloyd – IDOT  
Perry Masouridis – IDOT  
Alan Wenderski – Hoffman Estates  
Joe Weesner – Hoffman Estates  
Eric Czarnota – NWMC  
Emily Druckrey – TranSystems  
Dave Block - TranSystems

**Purpose:** Project kickoff meeting with the Illinois Department of Transportation (IDOT) for a new Phase I project led by the Village of Hoffman Estates.

Following is a summary of the discussion of each of the items in the agenda:

- 1. Introductions:** Attendees introduced themselves and stated their role in the project.
- 2. Scope:** Dave Block provided a brief overview of the scope of the project. Gannon drive is a 48-foot wide four-lane facility, and the intention is to repurpose the roadway lanes for one lane in each direction and potential on-street bike lanes or an off-street bike path. Hoffman Estate's Comprehensive Bicycle Plan will be followed to determine if bike lanes or a bike path is more suitable for this project. Dave said the intention is to minimize work within the state intersections at Golf Road and Higgins Road; however, it is desirable to re-assign the northbound thru/right turn lane to be an exclusive right turn lane at Golf Road. Alan Wenderski said traffic counts were taken prior to Covid to analyze the impacts of this proposed lane change, and a high volume of traffic is turning right.

Jason Salley said this project will be governed by 3R guidelines. He said the state intersections at Golf Road and Higgins Road are the project's termini and will need to be evaluated to the degree that the proposed bike lanes blend into and work with the existing intersection geometrics. The proposed lane distribution at the Golf Road

intersection will trigger the need for an Intersection Design Study (IDS). Jason said IDOT will require a capacity analysis at each of the state intersections to see how the current signals manage the projected traffic.

Joe Weesner referred to a previous investigation of the traffic at the Golf Road intersection. Based on the existing cycle lengths and traffic counts, Joe said Hoffman Estates did not expect significant impacts from the proposed lane distribution. He said the right turn lane peak hour was in the morning and an exclusive right turn would be a benefit.

Jason Salley said that by policy an IDS will be required for any intersection lane changes. He also noted that a WB-65 will need to sufficient space to perform turns throughout the intersection. Jason noted improvements to upgrade sidewalk curb ramps to meet ADA criteria would not be needed at all corners of the intersection unless the improvements impact those locations. He noted that if a bike path is implemented instead of bike lanes, it may be a good idea to build it on the west side of Gannon Drive to better align with Hoffman Estates High School. Jason said that a corner island may not be needed at the Golf Road intersection to accommodate the proposed lane distribution.

Alan Wenderski asked whether IDOT was aware of existing deficiencies on the state routes. Alan was concerned about the Village taking on the cost of improvements to the state routes during the process of leading this local improvement. Jason Salley responded that the capacity analysis at each state intersection will flag deficiencies. If these deficiencies can be reasonably improved, then the local agency will be expected to include them in the project. If deficiencies are major, the local agency will not be expected to correct them. Alan noted the potential difficulty in convincing the Village Board to pay for any state improvements.

Jonathan Lloyd was most concerned about safety if bike lanes are selected and the challenge in transitioning bike lanes at the project termini. He also mentioned the need to consider proposed lighting. Jonathan noted that the northbound thru/right turn lane may be acting as a de facto right turn lane.

Perry Masouridis said he was not aware of any drainage issues in this area. He said a brief technical memo would be required to include a narrative for any proposed drainage adjustments.

3. **Initial Tasks:** Dave Block reported that traffic counts would be collected on one of the days between April 18 and April 20. HLR will begin topographic survey next week.
4. **Right-of-Way Acquisition:** Dave Block said the goal will be to avoid acquisition of right-of-way; however, a proposed temporary easement at the Acura entrance, the second entrance south of Higgins on the east side of Gannon Drive, may be needed.




5. **Environmental Clearances:** Gerardo Fierro said an ESR would only be necessary if improvements will extend beyond the right-of-way or into the state intersections. If an ESR is submitted, we should expect cultural review in 6-8 months. If improvements do not extend into the state intersections, there is no need for an IDOT PESA. Dave Block said Huff & Huff is scoped to perform a local PESA. IDOT just published circular letter CL-2023-08, Streamlined Environmental Survey Screening Process, effective March 6, 2023.
6. **Funding:** Dave Block said Invest in Cook funding will be used for preliminary engineering. Applications for federal funding sources for Phase 2, construction, and construction engineering will be submitted. We will need to coordinate with Eric Czarnota to enter funding into the TIP to allow IDOT and FHWA to issue design approval.
7. **Project Schedule:** Gerardo Fierro said the proposed project schedule appeared to be reasonable for design approval by May 2024.
8. **Other Discussion:** Gerardo Fierro said to follow the federal process for this project. He said to request a Section number for this project once the meeting minutes have been submitted. An FHWA meeting may not be needed for this project once the scope of work is defined. A State Categorical Exclusion Group 1 with report (BLR 22211) is anticipated for this project. *(Post-meeting note – Gerardo assigned Section No. 23-00114-00-CH to the project).*

**Adjournment:** The meeting was adjourned at 12:00 p.m.

**Date Issued:** July 21, 2023

**By:** David W. Block

A handwritten signature in black ink, appearing to read "David W. Block", written over a horizontal line.

**Meeting Minutes**  
**IDOT/FHWA Coordination Meeting #1**

Gannon Drive Lane Reduction & Bike Sidepath Project (Route No. 2049)  
Golf Road to Higgins Road (IL 58 to IL 72)  
Sponsor: Village of Hoffman Estates ("Village")  
Section No. 23-00114-00-CH  
Sequence No. 26162

10:45 A.M.  
June 4, 2024

This was the first presentation of the project. The purpose of this presentation was to present the project status, explain the history of the project, get concurrence on the Purpose & Need, get concurrence on the proposed NEPA Processing level, and get concurrence on the project's logical termini. The meeting took place as a virtual on-line event using WebEx video conferencing.

The following points were discussed:

**1) Introduction & History**

- a) The meeting started at approximately 10:47 A.M. Gerardo Fierro (IDOT, D1 BLRS) greeted the group and introduced Alan Wenderski (Village of Hoffman Estates, Director of Engineering) and Dave Block (TranSystems, Village Consultant).
- b) Mr. Block explained the project location and history.
  - i) The project is located in the Village of Hoffman Estates, between Golf Road and Higgins Road (IL 58 to IL 72). Both Golf Road and Higgins Road are state routes, while Gannon Drive is under the jurisdiction of Hoffman Estates.
  - ii) Hoffman Estates High School is located to the north of Higgins Road and generates bicycle and pedestrian traffic along Gannon Drive traveling between the school and the residential areas south of Golf Road.
  - iii) Existing Gannon Drive in the project area is four lanes in the project area with 4-5' sidewalks on both sides of the street. There are no bicycle accommodations at the moment. A southbound right turn lane exists at Golf Road.
- c) Mr. Block explained the project's proposed alternative development and preferred alternative as:
  - i) Lane reduction from 4-lane to 3-lane, holding the west curb line edge constant.
  - ii) Replacement of the east side sidewalk with a ten-foot-wide multi-use path.
  - iii) Use of a two-way-left-turn-lane between dedicated left-turn-lanes for Golf Road and Higgins Road, and other lane striping adaptations as appropriate, including changing the thru/right lane on northbound Gannon Drive on the south leg of the Gannon/Golf intersection to a right-only lane.
- d) Mr. Block explained the previous work and coordination that has occurred on the project IDOT:
  - i) An IDOT kickoff meeting was held on April 7, 2023. The key points from this meeting include:
    - (1) The project is governed by 3R guidelines.
    - (2) An IDS was required for the intersection of Golf Road and Gannon Drive because of the change of the northbound thru/right lane to right-only.

- (3) WB-65s need sufficient space to make all intersection movements, even if encroachment is required.
- ii) A Traffic Operations and Crash Analysis Memo was submitted on January 25, 2024.
- iii) An ESR was submitted on February 28, 2024. The Wetland Screening Memo was submitted on May 22, 2024.
- iv) IDS of Golf Road and Gannon Drive intersection and Disposition of Comments on the Traffic Operations and Crash Analysis Memo were submitted on May 8, 2024
- v) District 1 ADA/PROWAG Alert form (PD0038) was submitted on May 20, 2024.

## 2) Purpose & Need

- a) Mr. Block read the Purpose and Need for the project as submitted on the BLR 22410 form for the meeting. That was:

*The project needs are that Gannon Drive has inadequate bicycle and pedestrian accommodations to safely and efficiently allow non-motorized users to access Hoffman Estates High School, and that the pavement surface is in need of rehabilitation.*

*The purpose of the project is to provide a smooth driving surface, and provide safe and efficient bicycle and pedestrian access along the roadway.*

- b) IDOT CBLRS indicated general agreement with the P&N, but noted that two points needed to be added:
  - i) Inclusion of the lane reduction as being part of the P&N.
  - ii) Inclusion of intent to ensure ADA compliance as required. Specifically, the northeast and northwest quadrants of the Golf Road intersection and the southeast and southwest quadrants of the Higgins Road intersection were noted as needing to ensure they meet ADA requirements, and that quadrants where no construction revisions would take place did not need to be evaluated for ADA compliance.

- c) IDOT CLBRS and FHWA indicated concurrence with the Purpose and Need, with the stipulation that it be revised to include the elements requested, and have the revision documented in these minutes.

The revised Purpose & Need is below:

*The project needs are that Gannon Drive has inadequate bicycle and pedestrian accommodations to safely and efficiently allow non-motorized users to access Hoffman Estates High School, is excessively wide for the existing and proposed traffic demands, lacks delineated areas for local access left-turn movements, and that the pavement surface is in need of rehabilitation.*

*The purpose of the project is to provide a smooth driving surface, provide appropriate lane-balance and local property access, and provide safe and efficient bicycle and pedestrian access along the roadway, including enhancing ADA-compliance of crosswalks and curb ramps within the project's alternations.*

### 3) Project Scope, Project Processing, Design Variances

- a) IDOT CBLRS evaluated the project scope, logical termini, and other processing factors and made multiple notes regarding these issues:
  - i) The logical termini of the project were defined as from the north edge of pavement of Golf Road to the south side edge of pavement of Higgins Road, including the crosswalks across Gannon Road, and including changes in pavement marking for lane alignment south of Golf Road on Gannon Road.
    - (1) FHWA concurred.
  - ii) The project scope was defined as shifting the eastern curb line to install a shared-use path in the parkway and institute a three-lane road diet.
    - (1) FHWA concurred.
  - iii) The project design criteria should remain 3R, and should also include BLRS Chapter 41 for ADA-Pedestrian and BLRS Chapter 42 for bicycle accommodations.
  - iv) The planned public involvement of a Public Information Meeting was appropriate given the change in layout and function.
  - v) There were no apparent Section 4(f) or Section 6(f) properties on the project, which was confirmed by Mr. Block.
  - vi) Tree removals were appropriately noted in the ESR.
  - vii) The intent to stage-construct the project without the need for detours or long-term closures of property access indicated the project did not trigger a Federally approved CE.
- b) IDOT CBLRS recommended that the project be processed as a State-Approved Categorical Exclusion, pending the results of the ESR and the public involvement.
  - i) FHWA concurred.
- c) IDOT CBLRS inquired regarding planned design exceptions.
  - i) Mr. Block noted that at this time none were expected, but coordination was still ongoing with IDOT geometrics and traffic.
  - ii) IDOT LSP demanded to know if the proposed TWLTL met warrants for driveways-per mile. Mr. Block noted he believed it did.
    - (1) *Post meeting note: The project area has eight driveways within a 0.22 mile length, equaling 36.4 driveways-per-mile. This is within the 30-60 driveways-per-mile guidelines of BDE 48-4.01 for areas to provide TWLTLs for. No driveway-per-mile guidelines for TWLTLs were noted in the BLRS manual.*

### 4) CMAP Comments and TIP

- a) CMAP noted the project had applied for STP funds.
- b) CMAP stated that because the project was a “Remove Lanes” process it was required to go through the CMAP conformity process. This meant for the project timeline:
  - i) The next CMAP conformity submittal is in October 2024.

- ii) Completion of the conformity process and project inclusion in the TIP will not be complete until January 2025.
- iii) Design approval may not proceed until the project is officially in the TIP.

## **5) Final Notes**

- a) IDOT Noise asked for confirmation that all driveways would remain open during construction. Mr. Block said they would, with the typical caveat of intermittent brief closures during work hours when work must occur directly in front of them.
- b) IDOT LSP asked for confirmation that no driveways were planned to be consolidated. Mr. Block confirmed that all existing driveways will remain open in the proposed condition.
- c) The meeting concluded at 11:24 A.M.

Minutes prepared by TranSystems (B. Holman)

## Meeting Attendance Roster

- Irene Pantoja, FHWA
- James Kyte, FHWA
- Michael Kowalczyk, FHWA
- William Raffensperger, IDOT Central Bureau of Local Roads & Streets (CBLRS-LSP)
- Steven Letsky, IDOT Central Bureau of Local Roads & Streets (CBLRS)
- Dwayne Ferguson, IDOT Central Bureau of Design & Environment (BDE)
- Jason Salley, IDOT Dist. 1, Bureau of Programming (Geometrics Unit)
- Carlos Feliciano, IDOT Dist. 1, Bureau of Programming (Engineering & Environmental Studies - In-House Studies Unit Head / ADA & Bicycle Coordinator)
- Steven Schilke, IDOT Dist. 1, Project and Environmental Studies Chief
- Helen Lin, IDOT Dist. 1, Bureau of Maintenance
- Ben Sperry, IDOT Noise
- Russell Pietrowiak, CMAP
- Kevin Stallworth, IDOT Dist. 1, BLRS (WebEx Administrator)
- Alex Househ, IDOT Dist. 1, BLRS
- Gerardo Fierro, IDOT Dist. 1, BLRS
- Gerardo Medrano-Matinez
- Scott Brejcha
- Alan Wenderski, Village of Hoffman Estates, Director of Engineering
- Dave Block, TranSystems
- Brian Holman, TranSystems

Some attendees were shown on video at the IDOT executive conference room but were not otherwise identified during the meeting.

PROGRAM USED: <u>SYNCHRO</u> , VERSION: <u>11</u> SIGNAL TYPE: <u>ACTUATED COORDINATED</u> AREA TYPE: <u>OTHER</u> NUMBER OF PHASES: (A.M.) <u>5</u> (P.M.) <u>6</u> CYCLE LENGTH: (A.M.) <u>130</u> SEC. (P.M.) <u>130</u> SEC. PEAK HOUR FACTOR: <u>0.95</u> INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. <u>26.4</u> SECONDS LOS <u>C</u> P.M. <u>26.0</u> SECONDS LOS <u>C</u> _____																	
APPROACH		EASTBOUND (A)				WESTBOUND (B)				NORTHBOUND (C)				SOUTHBOUND (D)			
LANE GROUP		L	T	R	_____	L	T	R	_____	L	T	R	_____	L	T	R	_____
NUMBER OF LANES		1	3	1	_____	1	3	1	_____	1	1	1	_____	1	1	1	_____
2050 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	108	1940	29	_____	43	530	70	_____	29	149	158	_____	37	69	60	_____
	P.M.	60	1054	53	_____	109	2099	87	_____	59	96	97	_____	81	103	51	_____
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	_____	1900	2000	1900	_____	1900	2000	1900	_____	1900	2000	1900	_____
LANE WIDTH (FT)		11	12	13	_____	11	12	13	_____	11	12	13	_____	11	11	11	_____
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M.	0			P.M.	0			A.M.	0			P.M.	0		
PEDESTRIANS/HOUR (ped/h)		A.M.	0			P.M.	0			A.M.	0			P.M.	0		
ARRIVAL TYPE		4				4				3				3			
LANE UTILIZATION ADJ. FACTOR		1.00	0.91	1.00	_____	1.00	0.91	1.00	_____	1.00	1.00	1.00	_____	1.00	1.00	1.00	_____
GREEN TIME (SECONDS)	A.M.	18.5	55.0	55.0	_____	11.5	48.0	48.0	_____	3.5	40.0	40.0	_____	3.5	40.0	40.0	_____
	P.M.	12.5	52.0	52.0	_____	18.5	58.0	58.0	_____	4.5	33.0	33.0	_____	6.5	35.0	35.0	_____
GREEN RATIO (g/C)	A.M.	0.11	0.60	0.60	_____	0.08	0.55	0.55	_____	0.21	0.17	0.17	_____	0.21	0.18	0.18	_____
	P.M.	0.08	0.56	0.56	_____	0.11	0.61	0.61	_____	0.17	0.12	0.12	_____	0.21	0.15	0.15	_____
CAPACITY (c)	A.M.	255	3237	912	_____	150	2790	873	_____	271	562	487	_____	202	580	487	_____
	P.M.	176	3016	892	_____	255	3265	965	_____	239	472	401	_____	251	522	410	_____
v/c RATIO (X)	A.M.	0.58	0.64	0.03	_____	0.37	0.20	0.08	_____	0.11	0.53	0.64	_____	0.19	0.22	0.23	_____
	P.M.	0.43	0.37	0.06	_____	0.58	0.68	0.10	_____	0.26	0.45	0.54	_____	0.34	0.38	0.24	_____
STORAGE QUEUE (FEET)	A.M.	171	687	32	_____	77	217	81	_____	48	194	201	_____	68	91	77	_____
	P.M.	100	388	59	_____	172	714	89	_____	99	132	133	_____	136	140	71	_____
LANE GROUP DELAY(SECONDS)	A.M.	65.6	20.2	14.9	_____	64.3	16.7	17.4	_____	36.8	54.8	61.2	_____	32.5	42.7	43.2	_____
	P.M.	64.4	17.0	15.5	_____	65.6	19.9	13.2	_____	43.6	58.8	63.6	_____	61.8	68.8	68.5	_____
LANE GROUP LEVEL-OF-SERVICE	A.M.	E	C	B	_____	E	B	B	_____	D	D	E	_____	C	D	D	_____
	P.M.	E	B	B	_____	E	B	B	_____	D	E	E	_____	E	E	E	_____
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	22.4				19.9				56.3				40.6			
	P.M.	19.4				21.8				57.1				66.3			
APPROACH LEVEL-OF-SERVICE	A.M.	C				B				E				D			
	P.M.	B				C				E				E			

MOVEMENT	YEAR 2023 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2050	YEAR 2050 30TH MAXIMUM HOUR TRAFFIC		ESTIMATED PERCENT INCREASE BY ____	YEAR 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.		A.M.	P.M.
AD (L)	100	56	2	2	____	108	60	____	____	____
AB (T)	1772	963	2	2	____	1940	1054	____	____	____
AC (R)	27	50	7	2	____	29	53	____	____	____
BC (L)	40	101	10	2	____	43	109	____	____	____
BA (T)	484	1919	8	2	____	530	2099	____	____	____
BD (R)	64	80	2	2	____	70	87	____	____	____
CA (L)	27	56	7	2	____	29	59	____	____	____
CD (T)	141	91	4	2	____	149	96	____	____	____
CB (R)	147	90	2	2	____	158	97	____	____	____
DB (L)	34	74	12	2	____	37	81	____	____	____
DC (T)	65	97	6	3	____	69	103	____	____	____
DA (R)	56	48	2	6	____	60	51	____	____	____
TOTAL A	2466	3092	____	____	____	2696	3376	____	____	____
TOTAL B	2541	3227	____	____	____	2778	3527	____	____	____
TOTAL C	447	485	____	____	____	477	517	____	____	____
TOTAL D	460	446	____	____	____	493	478	____	____	____

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FILE NAME      = Invalid expression"
PLOT SCALE     = 100.0000 ' / in.
USER NAME      = bisholman
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1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-605-9600

TRANSYSTEMS

PREFERRED ROUTE:

F.A. ROUTE NUMBER: 0559. MARKED ROUTE NUMBER: IL 58.  
STREET NAME: GOLF ROAD. SRA ROUTE? Y/N NO.  
FUNCTIONAL CLASSIFICATION: PRINCIPAL ARTERIAL. OSOW DESIGN? Y/N NO.  
EXISTING ADT: 36,594 VPD. DESIGN YEAR ADT: 40,000 VPD.  
PROPOSED DESIGN SPEED: 40 MPH. PROPOSED POSTED SPEED: 35 MPH.

### SECONDARY ROUTE

F.A. ROUTE NUMBER: 2049. MARKED ROUTE NUMBER: N/A.  
STREET NAME: GANNON DRIVE. SRA ROUTE? Y/N N.  
FUNCTIONAL CLASSIFICATION: NORTH LEG - MINOR COLLECTOR, SOUTH LEG - LOCAL, OSOW DESIGN? Y/N N.  
EXISTING ADT: 5,524 VPD. DESIGN YEAR ADT: 5,900 VPD.  
PROPOSED DESIGN SPEED: 35 MPH. PROPOSED POSTED SPEED: 30 MPH.

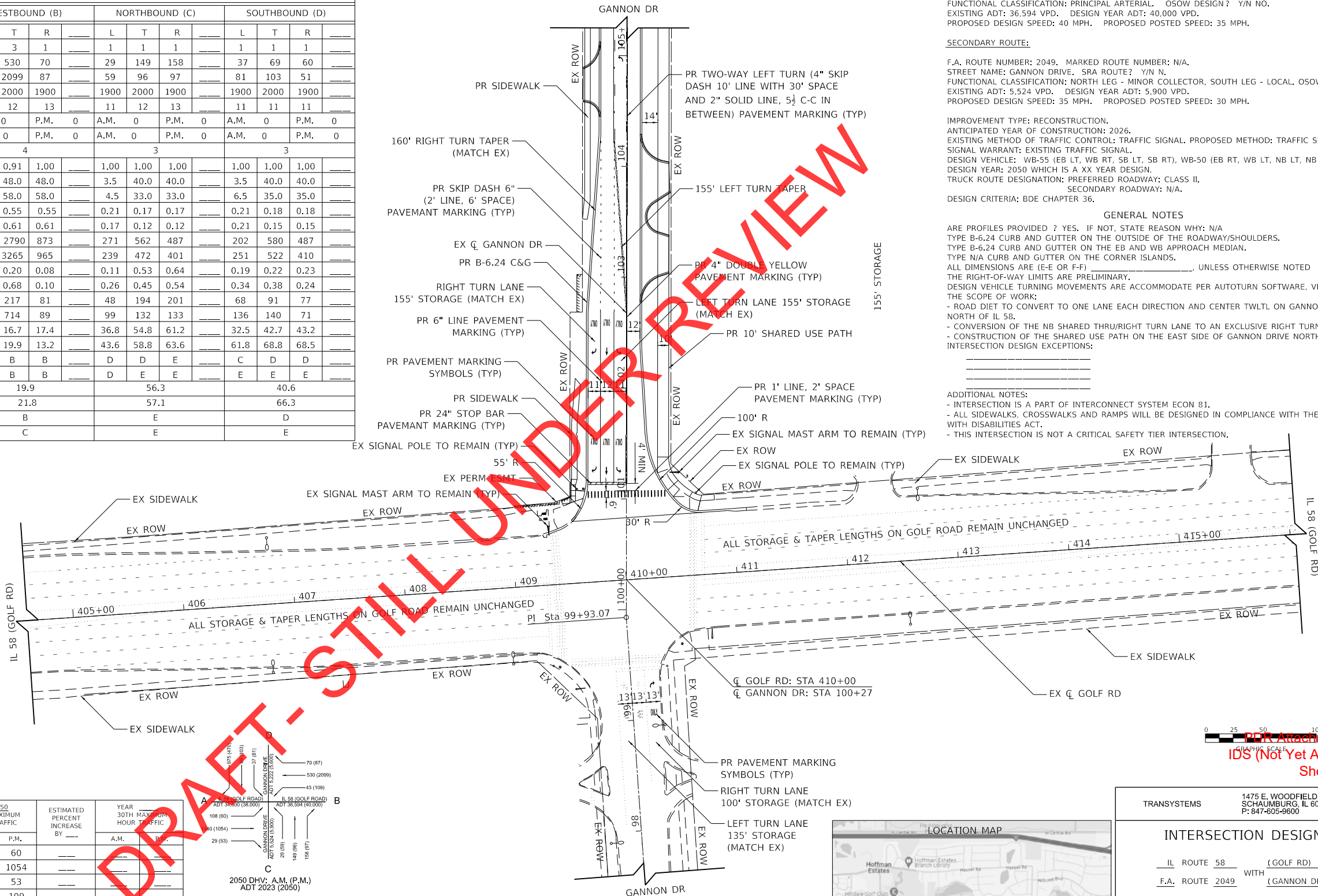
IMPROVEMENT TYPE: RECONSTRUCTION.  
 ANTICIPATED YEAR OF CONSTRUCTION: 2026.  
 EXISTING METHOD OF TRAFFIC CONTROL: TRAFFIC SIGNAL. PROPOSED METHOD: TRAFFIC SIGNAL.  
 SIGNAL WARRANT: EXISTING TRAFFIC SIGNAL.  
 TRUCK ROUTE DESIGNATION: WB-50 (EB LT, WB-50 SB LT, SB RT), WB-50 (EB RT, WB LT, NB LT, NB RT).  
 DESIGN YEAR: 2050 WHICH IS A XX YEAR DESIGN.  
 TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: CLASS II.  
 SECONDARY ROADWAY: N/A.  
 DESIGN CRITERIA: BDE CHAPTER 36.

## GENERAL NOTES

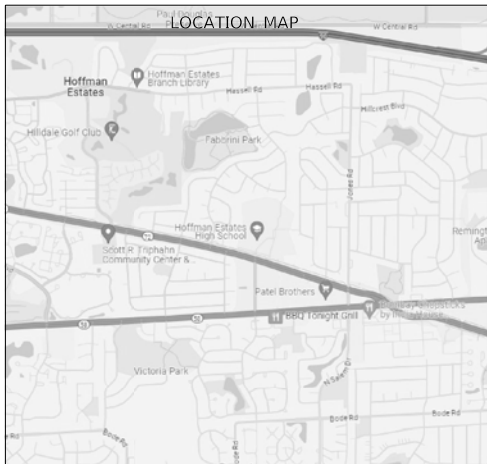
ARE PROFILES PROVIDED: YES, IF NOT, STATE REASON WHY: N/A  
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.  
TYPE B-6.24 CURB AND GUTTER ON THE EB AND WB APPROACH MEDIAN.  
TYPE N/A CURB AND GUTTER ON THE CORNER ISLANDS.  
ALL DIMENSIONS ARE (E-E OR F-F) \_\_\_\_\_, UNLESS OTHERWISE NOTED  
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.  
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATE PER AUTOTURN SOFTWARE, VERSION 11.  
THE SCOPE OF WORK:  
- ROAD DIET TO CONVERT TO ONE LANE EACH DIRECTION AND CENTER TWLTL ON GANNON DRIVE NORTH OF IL 58.  
- CONVERSION OF THE NB SHARED THRU/RIGHT TURN LANE TO AN EXCLUSIVE RIGHT TURN LANE.  
- CONSTRUCTION OF THE SHARED USE PATH ON THE EAST SIDE OF GANNON DRIVE NORTH OF IL 58.  
INTERSECTION DESIGN EXCEPTIONS:

ADDITIONAL NOTES:

- INTERSECTION IS A PART OF INTERCONNECT SYSTEM ECON 81.
- ALL SIDEWALKS, CROSSWALKS AND RAMPS WILL BE DESIGNED IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT.
- THIS INTERSECTION IS NOT A CRITICAL SAFETY TIER INTERSECTION.



25 50 100  
GRAPHIC SCALE  
PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 1 of 8



TRANSYSTEMS

1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-605-9600

IL ROUTE 58	(GOLF RD)
F.A. ROUTE 2049	(GANNON DR)

SEC. NO. 23-00114-00-CH PROJ. NO.           

SCALE 1"=50' COUNTY COOK

SJN : REV. NO. \_\_

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_

SATISFACTORY

SATISFACTORY \_\_\_\_\_  
DISTRICT OPERATIONS ENGINEER DATE \_\_\_\_\_

APPROVED \_\_\_\_\_ DATE \_\_\_\_\_  
REGIONAL ENGINEER

CADD FILE NAME : [\_\_\_\_\_]\_\_\_\_\_ I.D.S. SHEET 1 OF 8

I.D.S. SHEET 1 OF 8

BDE-9908



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	CADD FILE NAME		
NOTE BOOK NO.			

TRANSYSTEMS  
1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-605-9600

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
NOTE BOOK NO.			

MODEL 20 scale  
FILE NAME: Invalid expression"



TRANSYSTEMS

1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-605-9600



PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 2 of 8

USER NAME = bjholman	DESIGNED - _____	REVISED - _____
	DRAWN - _____	REVISED - _____
PLOT SCALE = 100.0000 ' / in.	CHECKED - _____	REVISED - _____
PLOT DATE = 7/29/2024	DATE - _____	REVISED - _____

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INTERSECTION DESIGN STUDY  
GANNON DRIVE AND GOLF ROAD

SCALE: \_\_\_\_\_ SHEET \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			8	2
CONTRACT NO.				
ILLINOIS			FED. AID PROJECT	

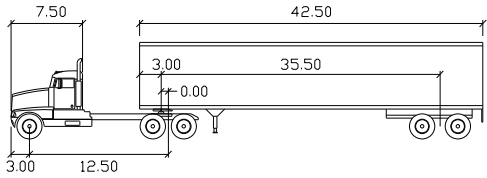


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USER NAME = bjhodman

TRANSYSTEMS  
1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

TRANSYSTEMS

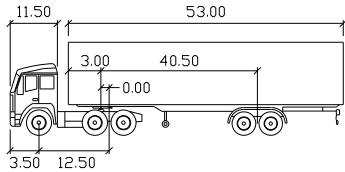
DESIGN VEHICLE WB-50



WB-50

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.8
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

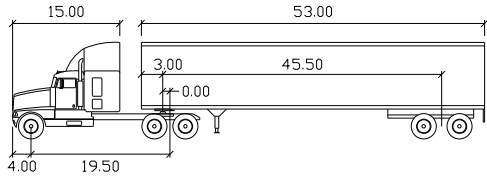
DESIGN VEHICLE WB-55



WB-55

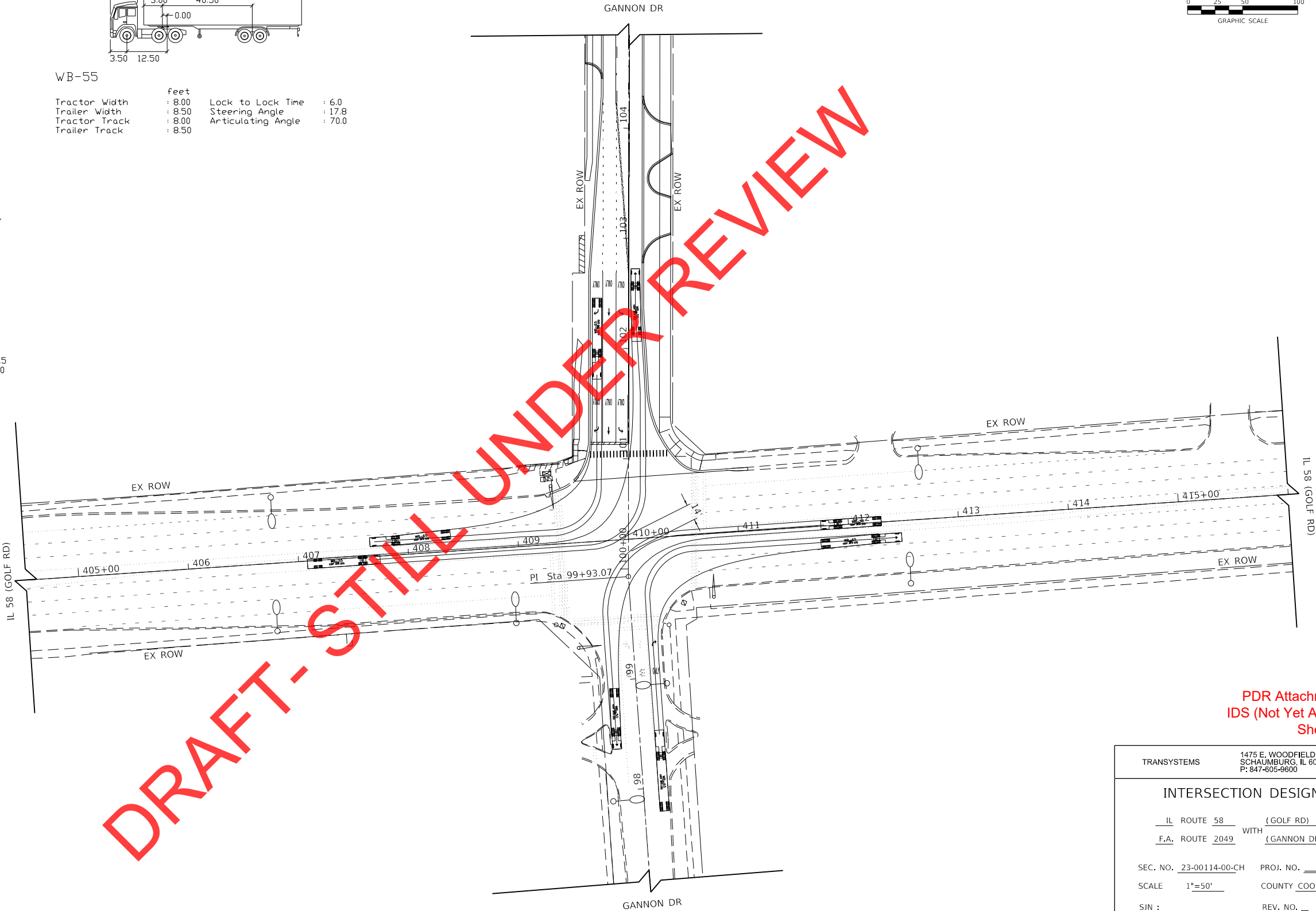
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Trailer Width	: 8.50	Steering Angle	: 17.8
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

DESIGN VEHICLE (MAXIMUM) WB-65



WB-65

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.5
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 3 of 8

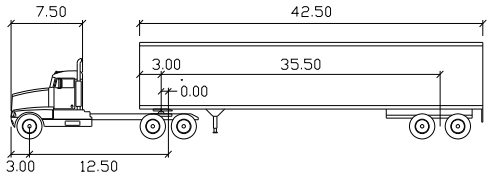
TRANSYSTEMS	1475 E. WOODFIELD RD., STE. 600 SCHAUMBURG, IL 60173 P: 847-805-9600
INTERSECTION DESIGN STUDY	
IL ROUTE 58 (GOLF RD)	
F.A. ROUTE 2049 WITH (GANNON DR)	
SEC. NO. 23-00114-00-CH	PROJ. NO. _____
SCALE 1"=50'	COUNTY COOK
SIN : _____	REV. NO. __
DESIGNED BY _____	DATE _____
SATISFACTORY _____	DISTRICT GEOMETRICS ENGINEER _____ DATE _____
SATISFACTORY _____	DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE _____
SATISFACTORY _____	DISTRICT OPERATIONS ENGINEER _____ DATE _____
APPROVED _____	REGIONAL ENGINEER _____ DATE _____
CADD FILE NAME : I _____	I.D.S. SHEET 3 OF 8

PLOT DATE = 7/29/2024  
FILE NAME = Invalid expression\*  
PLOT SCALE = 100.0000' / in.  
USER NAME = bjhodman

1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

TRANSYSTEMS

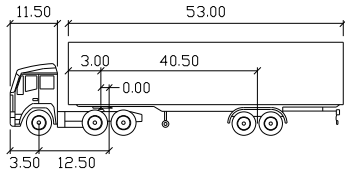
DESIGN VEHICLE WB-50



WB-50

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.8
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

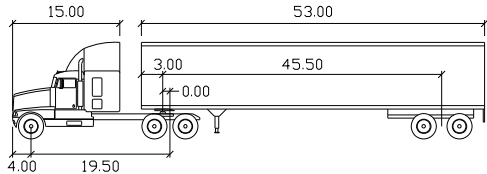
DESIGN VEHICLE WB-55



WB-55

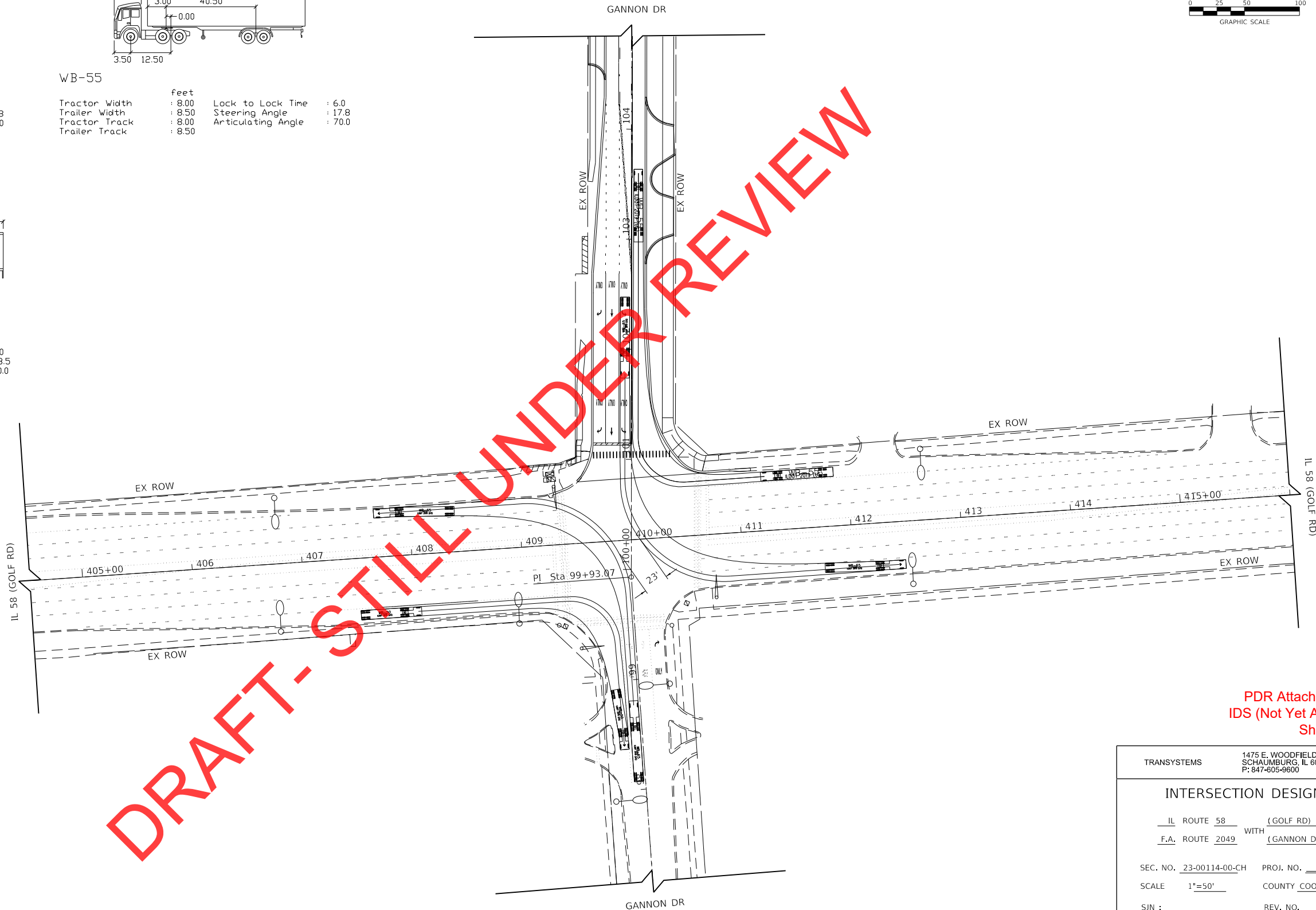
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.8
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

DESIGN VEHICLE (MAXIMUM) WB-65



WB-65

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.5
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 4 of 8

TRANSYSTEMS 1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

INTERSECTION DESIGN STUDY

IL ROUTE 58 (GOLF RD)  
F.A. ROUTE 2049 WITH (GANNON DR)

SEC. NO. 23-00114-00-CH PROJ. NO. \_\_\_\_\_

SCALE 1"=50' COUNTY COOK

SIN : \_\_\_\_\_ REV. NO. \_\_

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT GEOMETRICS ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT PROGRAM DEVELOPMENT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT OPERATIONS ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED \_\_\_\_\_ REGIONAL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

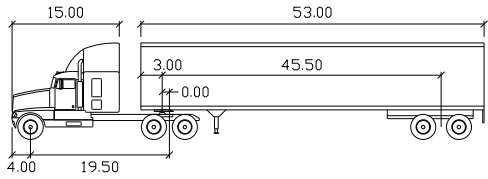
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USER NAME = bjhodman

TRANSYSTEMS  
1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

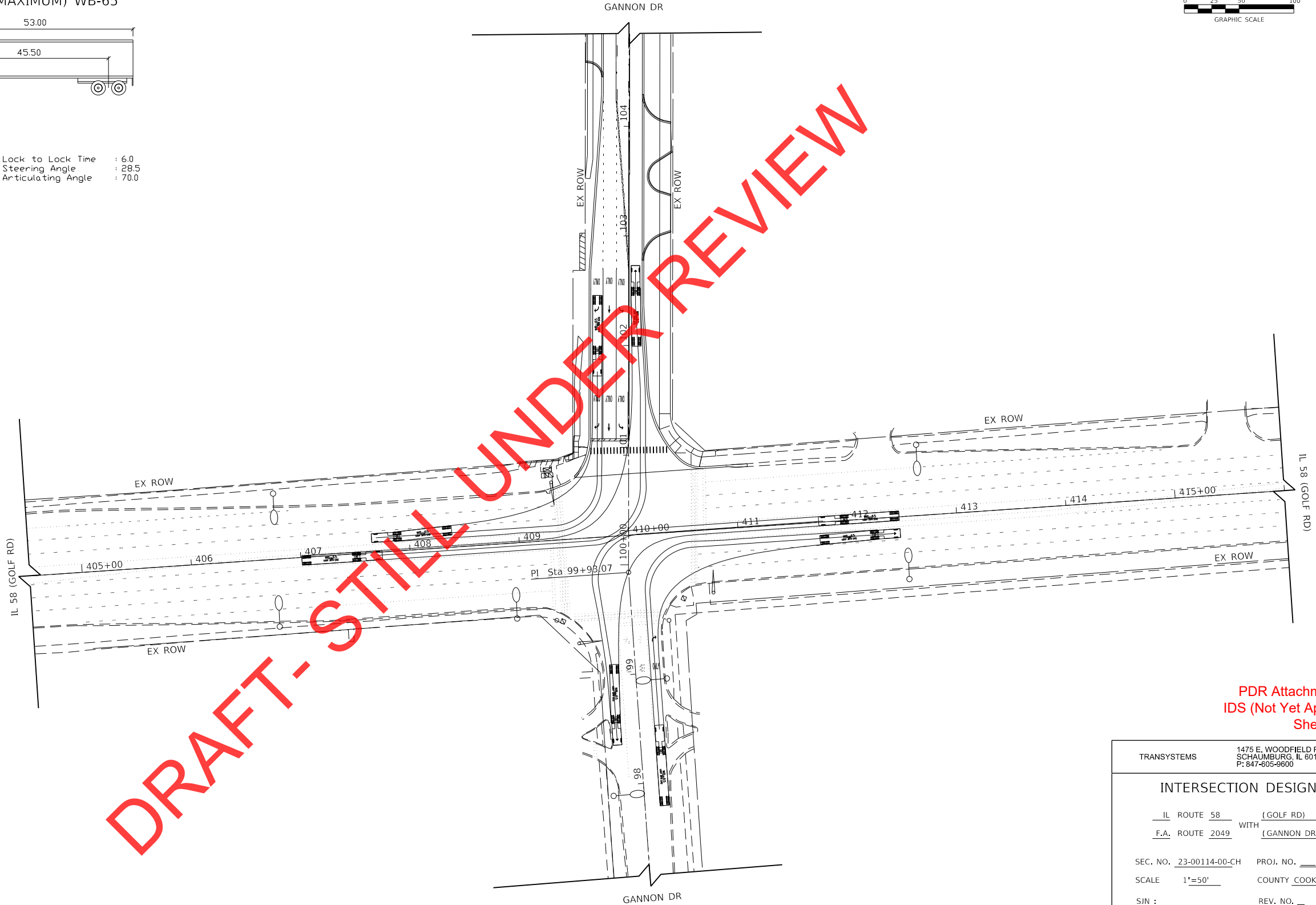
TRANSYSTEMS

DESIGN VEHICLE (MAXIMUM) WB-65



WB-65

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.5
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 5 of 8

TRANSYSTEMS  
1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

INTERSECTION DESIGN STUDY

IL ROUTE 58 (GOLF RD)  
F.A. ROUTE 2049 WITH (GANNON DR)

SEC. NO. 23-00114-00-CH PROJ. NO. \_\_\_\_\_  
SCALE 1"=50' COUNTY COOK  
SIN : \_\_\_\_\_ REV. NO. \_\_

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT GEOMETRICS ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT PROGRAM DEVELOPMENT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT OPERATIONS ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED \_\_\_\_\_ REGIONAL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

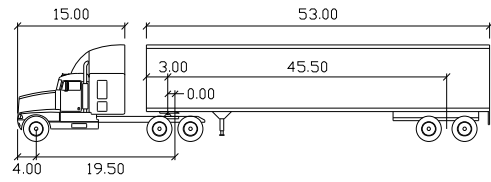
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TRANSYSTEMS  
1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

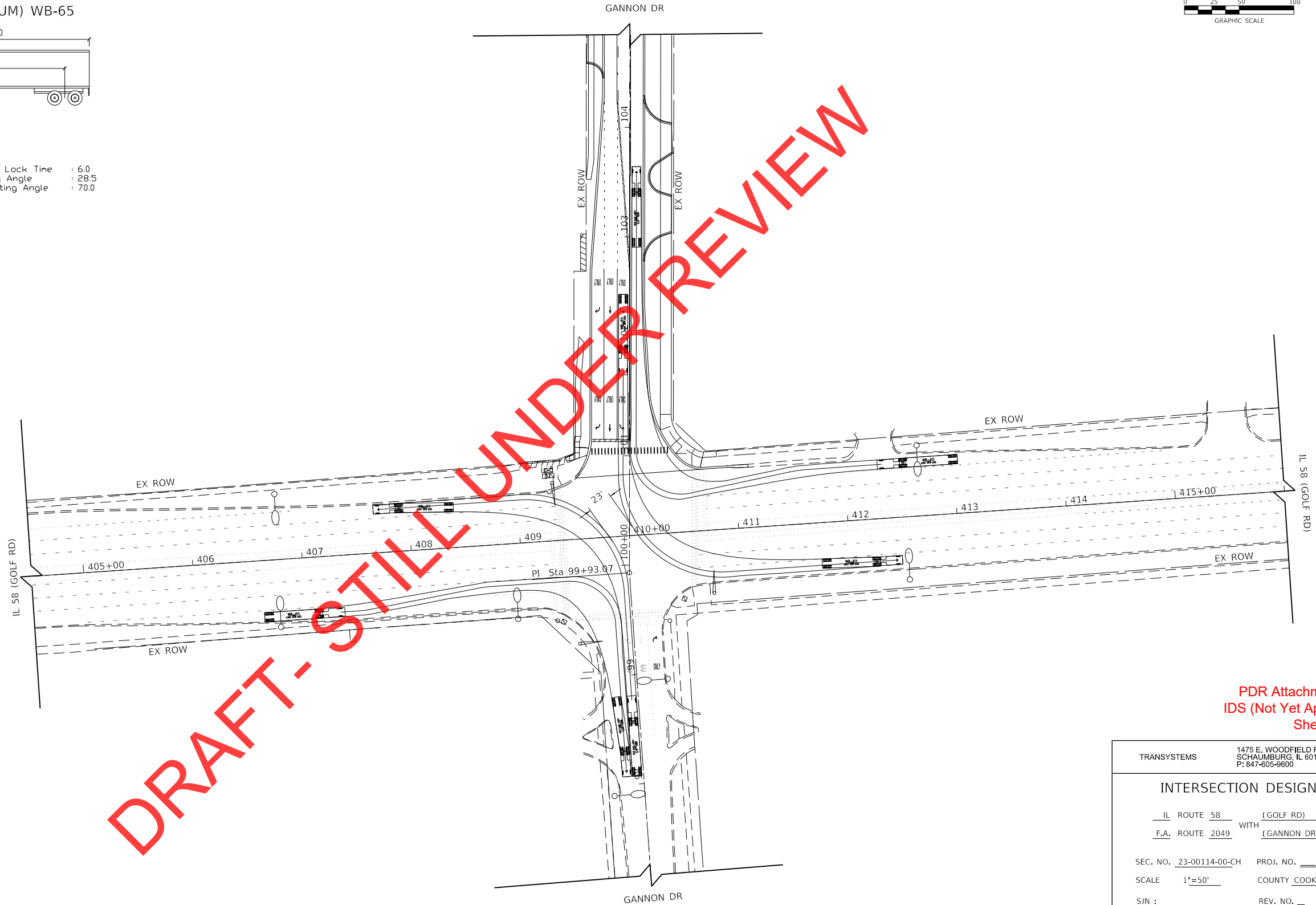
TRANSYSTEMS

### DESIGN VEHICLE (MAXIMUM) WB-65



WB-65

	feet	
Tractor Width	: 8.00	Lock to Lock Time : 6.0
Trailer Width	: 8.50	Steering Angle : 28.5
Tractor Track	: 8.00	Articulating Angle : 70.0
Trailer Track	: 8.50	



PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 6 of 8

TRANSYSTEMS  
1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9600

### INTERSECTION DESIGN STUDY

IL ROUTE 58 (GOLF RD)  
F.A. ROUTE 2049 WITH (GANNON DR)

SEC. NO. 23-00114-00-CH PROJ. NO. \_\_\_\_\_  
SCALE 1"=50' COUNTY COOK  
SIN : \_\_\_\_\_ REV. NO. \_\_

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT GEOMETRICS ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT PROGRAM DEVELOPMENT ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

SATISFACTORY \_\_\_\_\_ DISTRICT OPERATIONS ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

APPROVED \_\_\_\_\_ REGIONAL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

CADD FILE NAME : I \_\_\_\_\_ I.D.S. SHEET 6 OF 8

PLOT DATE = 7/26/2024  
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PLOT SCALE = 5,000' / in.  
USER NAME = bjhodman

1475 E. WOODFIELD RD., STE. 600  
SCHAUMBURG, IL 60173  
P: 847-805-9800

TRANSYSTEMS

1200 W. GOLF ROAD  
AUDI HOFFMAN ESTATES

EX ROW

GANNON DRIVE

GOLF ROAD

EX SIDEWALK

EX PERM EASEMENT  
EX ROW

	STATION	OFFSET	ELEVATION
A	101+06.69	36.02' LT	(821.06)
B	101+06.98	37.55' LT	821.03
C	101+07.65	45.95' LT	821.38
D	101+12.64	45.95' LT	821.69
E	101+17.63	44.50' LT	(821.97)
F	101+17.63	49.50' LT	(822.06)
G	101+12.61	49.95' LT	821.75
H	101+07.63	44.95' LT	821.44
I	101+02.54	49.95' LT	821.37
J	100+97.92	58.71' LT	(821.89)
K	100+93.52	56.82' LT	(821.79)
L	100+96.55	49.95' LT	821.28
M	100+98.00	45.95' LT	821.24
N	100+00.45	38.98' LT	821.00
O	101+00.22	37.36' LT	(821.03)

PDR Attachment 140  
IDS (Not Yet Approved)  
Sheet 7 of 8

TRANSYSTEMS		1475 E. WOODFIELD RD., STE. 600 SCHAUMBURG, IL 60173 P: 847-805-9800	
INTERSECTION DESIGN STUDY			
IL ROUTE <u>58</u>		(GOLF RD)	
F.A. ROUTE <u>2049</u>		WITH (GANNON DR)	
SEC. NO. <u>23-00114-00-CH</u>		PROJ. NO. _____	
SCALE <u>1"=5'</u>		COUNTY <u>COOK</u>	
SIN : _____		REV. NO. <u>  </u>	
DESIGNED BY _____		DATE _____	
SATISFACTORY _____		DISTRICT GEOMETRICS ENGINEER _____ DATE _____	
SATISFACTORY _____		DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE _____	
SATISFACTORY _____		DISTRICT OPERATIONS ENGINEER _____ DATE _____	
APPROVED _____		REGIONAL ENGINEER _____ DATE _____	
CADD FILE NAME : I _____		I.D.S. SHEET 7 OF 8	

BDE-9908



**From:** [Brian Holman](#)  
**To:** [DOT.D1.ADA@illinois.gov](mailto:DOT.D1.ADA@illinois.gov)  
**Cc:** [Mohammad.Rahman@illinois.gov](mailto:Mohammad.Rahman@illinois.gov); [Fierro, Gerardo](#); [Househ, Alex](#); [David Block](#)  
**Subject:** ADA/PROWAG Project Alert | Gannon Drive | Section 23-00114-00-CH  
**Date:** Monday, May 20, 2024 10:19:04 AM  
**Attachments:** [image914967.png](#)  
[image068576.png](#)  
[image515788.png](#)  
[image227884.png](#)  
[image592601.png](#)  
[Gannon.PROWAG\\_Alert.d1-pd0038+Attachments.pdf](#)  
[Gannon.PROWAG\\_Alert.d1-pd0038.pdf](#)

---

ADA/PROWAG Project Alert & others

Attached are two versions of the filled-out ADA/PROWAG form for the Gannon Drive enhancement project (Section 23-00114-00-CH, Sequence 26162).

-Brian Holman

**Brian J. Holman, PE**

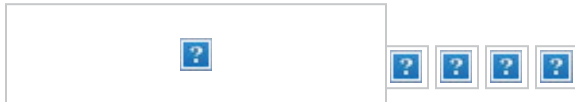
---

d: 847-407-5232 | o: 847-605-9600

**TranSystems**

1475 E Woodfield Rd, Ste 600 | Schaumburg, IL 60173-5440

[www.transystems.com](http://www.transystems.com)



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Date	From	Location/Bureau	Phone	Ext
05/02/24	Brian Holman   Consultant	Village of Hoffman Estates	(847) 407-5232	

**Marked Route/Street**

Name	Limits	Project/Permit Number
IL58 (Golf Rd)   IL72 (Higgins Rd)	Gannon Drive from Golf to Higgins	
Contract Number	Section Number	
	23-00114-00-CH	

**Type of Work**

☐ Reconstruction    ☒ 3R/W&RS    ☐ 3P/Resurfacing    ☐ Other (explain)

**Scope of Work**

Gannon Drive between IL 58 (Golf Road) and IL 72 (Higgins Road) would be narrowed from four lanes (two lanes in each direction) to provide increased pedestrian and bicyclist accommodations, along with providing a two-way left turn lane. This involves moving the eastern curb line closer to the roadway centerline while maintaining the western curb line, widening the east-side sidewalk to a 10-foot-wide multi-use path, resurfacing and re-striping the length of Gannon Drive, reconstructing driveways, ADA ramps, curb lines, and pedestrian actuated-signal equipment as necessary. The west-side sidewalk will be reconstructed and widened from four to five feet where practicable.

**Municipality**

Village of Hoffman Estates.

**County**

☒ Cook    ☐ Kane    ☐ Lake    ☐ Various  
☐ Du-Page    ☐ Mchenry    ☐ Will

**Letting Target**

February 2026

**Design Approval Target Date**

02/14/25

\*\*\*Attach Location Map with alteration boundaries marked or ESR Exhibit\*\*\*

**FOR ADA COORDINATOR USE ONLY**

Date Uploaded into Inventory	Uploaded By

PDR Attachment 150 - ADA/PROWAG Form  
Sheet 2 of 2

\*\*\*ADA Coordinator will update the GIS ADA Inventory points with Project Alert Form Information\*\*\*



## **Hoffman Estates Weight Limit Ordinance & Gannon Drive Weight Limits**

(Ord. No. 4439-2014, § 2, 7-7-14)

HE-15 Size, Weight, Load and Permits.

### **A. Size and Weight Limits.**

1. It is unlawful for any person to be in control of, to drive, to park, or move on, upon or across or for the owner to cause or knowingly permit to be parked, driven, or moved upon or across, any street or highway under the jurisdiction of the Village of Hoffman Estates, any vehicle or combination of vehicles exceeding the size and weight limitations stated in the Illinois Compiled Statutes, 625 ILCS 5/15-102 (width), 625 ILCS 5/15-103 (height), 625 ILCS 5/15-107 (length) and 625 ILCS 5/15-111 (weight).
2. Size and weight limitations for operating on city streets shall not apply to fire apparatus or equipment for snow or ice removal operations owned or operated by or for any governmental body, to implements of husbandry temporarily operated or towed in a combination in the furtherance of a farm or agricultural endeavor nor to any vehicle or combination of vehicles operating under the terms of a valid oversize and/or dimension permit issued by the Village of Hoffman Estates under the authority of this ordinance.
3. Where lower size and weight limits or other restrictions are imposed by ordinance under authority of the Illinois Compiled Statutes, 625 ILCS 5/316 and 625 ILCS 5/15-317, and signs indicating such limitations or restrictions are posted, it shall be unlawful to operate any vehicle or combination of vehicles in excess of such size or weight limitations or in violation of such restrictions.
4. Whenever the weight of vehicles permitted on a street under the jurisdiction of the Village is limited by ordinance and signs indicating such limitations are posted, it shall be unlawful to operate a vehicle with a gross weight in excess of 10,000 pounds but less than the limit imposed by 65 ILCS 5/15-111 on such street except for the purpose of making a delivery or picking up a load, in such case the vehicle may be driven on the street for not more than the minimum distance necessary for the purpose.
5. The weight limit in sub-section 4 above shall apply to all streets within the Village of Hoffman Estates, with the exception of Higgins Road, Golf Road, Algonquin Road, Palatine Road, Roselle Road, Barrington Road, Central road, Bartlett Road, Sutton Road, Shoe Factory Road, Schaumburg Road, Freeman Road, Pembroke Avenue, Stonington Avenue, Beverly Road and Hassell Road from Huntington Boulevard to Barrington Road.
6. Whenever any vehicle or combination of vehicles is operated in violation of this Code, the owner or driver of such vehicle shall be deemed guilty of such violation and either may be prosecuted for such violation.



Image 1: Northbound weight limit sign

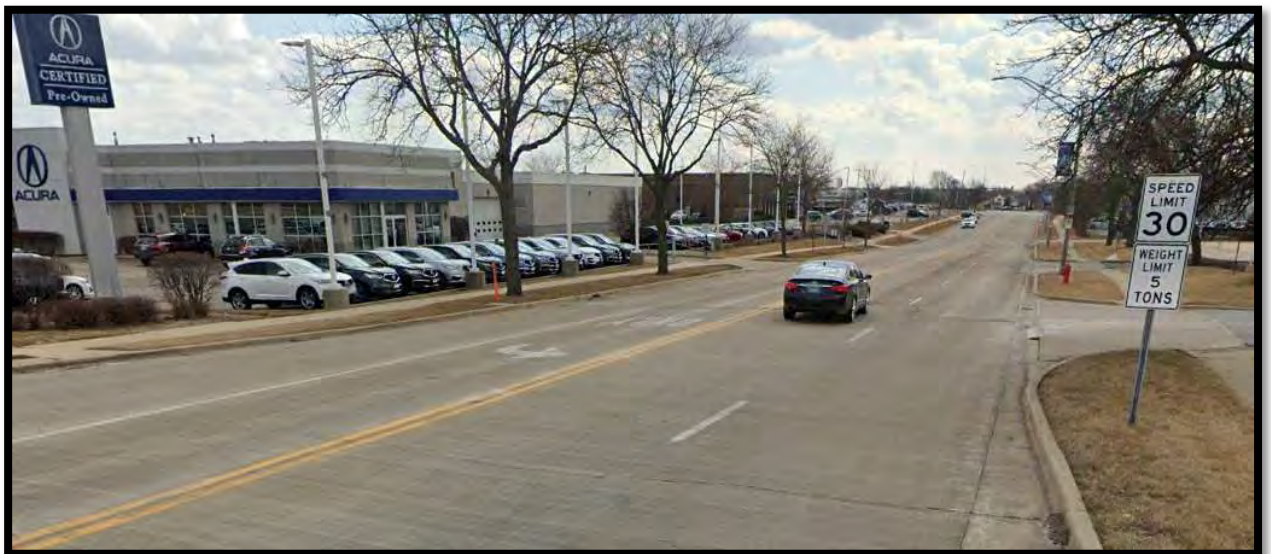


Image 2: Southbound weight limit sign

Placeholder for IDOT D1 Geometrics Approval

## Brian Holman

---

**From:** Fierro, Gerardo <Gerardo.Fierro@Illinois.gov>  
**Sent:** Thursday, September 12, 2024 2:34 PM  
**To:** David Block  
**Cc:** Househ, Alex  
**Subject:** FW: Hoffman Estates | 23-00114-00-CH | Traffic Submittal

*David,*

*Bureau of Traffic – Traffic Studies has no further comments.*

*Best,*

*Gerardo Fierro*  
*Associate Field Engineer*  
*Illinois Department of Transportation, Dist. 1*  
*Bureau of Local Roads and Streets*  
*E-Mail: [Gerardo.Fierro@Illinois.gov](mailto:Gerardo.Fierro@Illinois.gov)*  
*P: 847.705.4236*

---

**From:** Lloyd, Jonathan M. <Jonathan.Lloyd@illinois.gov>  
**Sent:** Thursday, September 5, 2024 7:58 AM  
**To:** DOT.D1.TRF.PlanReviews <DOT.D1.TRF.PlanReviews@Illinois.gov>  
**Cc:** Fierro, Gerardo <Gerardo.Fierro@Illinois.gov>; Salley, Jason R <Jason.Salley@illinois.gov>  
**Subject:** RE: Hoffman Estates | 23-00114-00-CH | Traffic Submittal

Traffic Studies has no comments.

---

**From:** Nedoss, Lucie <[Lucie.Nedoss@illinois.gov](mailto:Lucie.Nedoss@illinois.gov)> **On Behalf Of** DOT.D1.TRF.PlanReviews  
**Sent:** Friday, August 2, 2024 2:54 PM  
**To:** Butler, Nicholas J. <[Nicholas.Butler@illinois.gov](mailto:Nicholas.Butler@illinois.gov)>; Kobyłka, Kamil A. <[Kamil.Kobylka@illinois.gov](mailto:Kamil.Kobylka@illinois.gov)>  
**Cc:** Lloyd, Jonathan M. <[Jonathan.Lloyd@illinois.gov](mailto:Jonathan.Lloyd@illinois.gov)>  
**Subject:** FW: Hoffman Estates | 23-00114-00-CH | Traffic Submittal

Attached please find submittals:

24-1842 Programs-Design

24-1843 Programs-Signals

Due date 9/13/2024.

---

**From:** Fierro, Gerardo <[Gerardo.Fierro@Illinois.gov](mailto:Gerardo.Fierro@Illinois.gov)>  
**Sent:** Thursday, August 1, 2024 10:39 AM  
**To:** DOT.D1.TRF.PlanReviews <[DOT.D1.TRF.PlanReviews@Illinois.gov](mailto:DOT.D1.TRF.PlanReviews@Illinois.gov)>  
**Cc:** Househ, Alex <[Alex.Househ@illinois.gov](mailto:Alex.Househ@illinois.gov)>; Butler, Nicholas J. <[Nicholas.Butler@illinois.gov](mailto:Nicholas.Butler@illinois.gov)>  
**Subject:** Hoffman Estates | 23-00114-00-CH | Traffic Submittal

*\* Gannon Drive at IL 58 (Golf Road)*

*Attached are the following for review/approval.*

- *IDS*
- *Disposition to previous comments*

*Please review and comment*

*Feel free to email me or call me at x4236 with any further questions or comments.*

*Thanks,*

*Gerardo Fierro*  
*Associate Field Engineer*  
*Illinois Department of Transportation, Dist. 1*  
*Bureau of Local Roads and Streets*  
*E-Mail: [Gerardo.Fierro@Illinois.gov](mailto:Gerardo.Fierro@Illinois.gov)*  
*P: 847.705.4236*

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Placeholder for IDOT D1 Hydraulic Approval

Placeholder for IDOT D1 ADA Approval



# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

Paul Flinkow  
Astound  
PAUL.FLINKOW@ASTOUND.COM  
630-536-3039

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear Mr. Flinkow,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)



## Brian Holman

---

**From:** Alonzo Escatel <alonzo.escatel@astound.com>  
**Sent:** Monday, May 8, 2023 11:17 AM  
**To:** Tom Pelarinos  
**Subject:** Fwd: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project  
**Attachments:** Gannon Drive - Request for Information - Astound.pdf

Tom

Astound is Clear.

Thanks

**Alonzo Escatel** | Construction Engineer  
email [alonzo.escatel@astound.com](mailto:alonzo.escatel@astound.com) mobile 630-631-9577



----- Forwarded message -----

From: **Paul Flinkow** <[paul.flinkow@astound.com](mailto:paul.flinkow@astound.com)>  
Date: Fri, May 5, 2023 at 5:35 PM  
Subject: Fwd: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project  
To: Alonzo Escatel <[alonzo.escatel@astound.com](mailto:alonzo.escatel@astound.com)>

Please review and respond accordingly

----- Forwarded message -----

From: **Tom Pelarinos** <[ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com)>  
Date: Fri, May 5, 2023 at 4:13 PM  
Subject: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project  
To: [PAUL.FLINKOW@ASTOUND.COM](mailto:PAUL.FLINKOW@ASTOUND.COM) <[PAUL.FLINKOW@astound.com](mailto:PAUL.FLINKOW@astound.com)>

Dear Paul Flinkow,

Please review the attached request for information from TranSystems Corporation, on behalf of the Village of Hoffman Estates.

Please advise at your earliest convenience. Thank you for your time and attention!



# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

AT&T Legal Mandate Engineering  
1000 Commerce Drive,  
Oak Brook, IL 60523  
G11629@ATT.COM

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear AT&T DISTRIBUTION,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)

## Brian Holman

---

**From:** Tom Pelarinos  
**Sent:** Wednesday, June 28, 2023 10:08 AM  
**To:** Katrina Beier  
**Cc:** Emily Druckrey  
**Subject:** FW: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project  
**Attachments:** Gannon Drive - Request for Information - ATT-Distribution.pdf;  
TRANSSYSTEMS\_A231113318\_176042.zip

Katrina,

Forwarding this to you for processing:

1. Save in respective PW directory
2. Log in utility coordination file
3. Draw facilities in our #####-Utility.dgn
4. *If in conflict, please make a note in the utility coordination file (in conflict column)*

Thanks,  
Tom

---

**From:** ATT JULIE REQUEST MAILBOX <g11629@att.com>  
**Sent:** Wednesday, June 21, 2023 10:52 AM  
**To:** Tom Pelarinos <ttpelarinos@transystems.com>  
**Subject:** RE: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

Tom,

I have attached maps with the type of facilities AT&T has within your project location. AT&T does not have as-built drawings or atlases that provide scaled or accurate locations of our facilities. If you include these facilities on your plans, please note that they are SUE Quality Level D.

Once you have scalable plans and have determined there may be possible conflicts with AT&T's facilities, please forward to us so we may provide you with an appropriate SUE quality drawing.

An AT&T Ref # will be provided once AT&T receives the plans. Please include your Julie Ticket # with your reply until we provide an AT&T reference #.

Email plans to: [g05256@att.com](mailto:g05256@att.com)

Please note that this response is pertaining to AT&T Distribution facilities only.

As always, call J.U.L.I.E. @ 811 at least 48 hours prior to digging.

Kind Regards,

*Kari Martin*

Technical Associate

**Access – Construction & Engineering**

**AT&T Network Engineering & Operations**

1000 Commerce Dr. Floor 1, Oak Brook IL, 60523

o 630.573.5789 | [km2618@att.com](mailto:km2618@att.com)

---

**From:** Tom Pelarinos <[ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com)>

**Sent:** Friday, May 5, 2023 4:17 PM

**To:** ATT JULIE REQUEST MAILBOX <[g11629@att.com](mailto:g11629@att.com)>

**Subject:** Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

Dear AT&T,

Please review the attached request for information from TranSystems Corporation, on behalf of the Village of Hoffman Estates.

Please advise at your earliest convenience. Thank you for your time and attention!

Thank you,  
Tom Pelarinos

Tom Pelarinos

---

d: 847-407-5245 | o: 847-605-9600

**TranSystems**

222 S Riverside Plaza, Ste 610 | Chicago, IL 60606

[www.transystems.com](http://www.transystems.com)



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# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

Martha Gieras  
Comcast  
martha\_gieras@cable.comcast.com  
224-229-5862

**REFERENCE:** REQUEST FOR INFORMATION  
Village of Hoffman Estates  
Cook County  
JULIE Dig No: A231113318

Dear Martha Gieras,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)



# HOFFMAN ESTATES

---

GROWING TO GREATNESS

April 28, 2023

ComEd  
630-576-7094

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear ComEd,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)

## Brian Holman

---

**From:** Tom Pelarinos  
**Sent:** Wednesday, June 28, 2023 10:08 AM  
**To:** Katrina Beier  
**Cc:** Emily Druckrey  
**Subject:** FW: COMED H25219MPR Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project  
**Attachments:** CECO Symbol Legend.pdf; PR infoPacket 20230515.pdf; H25219MPR MAPS.pdf

Katrina,

Forwarding this to you for processing:

1. Save in respective PW directory
2. Log in utility coordination file
3. Draw facilities in our #####-Utility.dgn
4. *If in conflict, please make a note in the utility coordination file (in conflict column)*

Thanks,  
Tom

---

**From:** Tamason, Timothy N:(ComEd) <timothy.tamason@ComEd.com>  
**Sent:** Wednesday, June 21, 2023 7:17 AM  
**To:** Tom Pelarinos <ttpelarinos@transystems.com>  
**Subject:** COMED H25219MPR Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

Tom, When you have a set of plans ready for us to review please send them to [PlanSubmittalsandMapRequests@exeloncorp.com](mailto:PlanSubmittalsandMapRequests@exeloncorp.com) they should be in PDF format and full scale.

I enclosed copies of our maps depicting ComEd facilities in the subject area and I am also including print outs of our current electrical connectivity in the area.

Please be aware that these maps are a functional representation only and are not intended to show exact locations. It is imperative that underground locates be made prior to any excavation. Please contact J.U.L.I.E. at 1-800-892-0123 to make arrangements.

These maps are confidential and are not for redistribution to the general public.

They are a representation of the electrical system as of the title block date, which is subject to change without notification.

Maps should be printed on 11" x 17" paper for clarity.

**"RESTRICTED CONFIDENTIAL: CONTAINS CRITICAL ENERGY/ELECTRIC INFRASTRUCTURE INFORMATION (CEII)"**  
Such methods may include shredding, pulverization or incineration.  
Confidential Information CANNOT be placed in public or office recycling bins."

If your project is regarding new or renovation construction, is privately funded, supplied electrical voltage needs, or changes in current electrical demands, you must contact ComEd's New Business office at 1-866-NEW-ELEC (1-866-639-3532) to begin the process to complete your request.

If your project is for a publicly funded improvement project such as road widening, sewer, water, or other general public improvements,  
please contact ComEd's Public Relocation at [plansubmittalsandmaprequests@exeloncorp.com](mailto:plansubmittalsandmaprequests@exeloncorp.com)

Sincerely Yours,

Tim

Tim Tamason

ComEd



AN EXELON COMPANY

**Public Relocation**

Crystal Lake Office

5100 S. State Rt. 31

Crystal Lake, IL 60012

---

**From:** Tom Pelarinos <[ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com)>

**Sent:** Friday, May 5, 2023 4:16 PM

**To:** Plan Submittals and Map Requests <[PlanSubmittalsandMapRequests@exeloncorp.com](mailto:PlanSubmittalsandMapRequests@exeloncorp.com)>

**Subject:** [EXTERNAL]Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

**EXTERNAL MAIL. Do not click links or open attachments from unknown senders or unexpected Email.**

Dear ComEd,

Please review the attached request for information from TranSystems Corporation, on behalf of the Village of Hoffman Estates.

Please advise at your earliest convenience. Thank you for your time and attention!

Thank you,  
Tom Pelarinos

TomPelarinos

---

d: 847-407-5245 | o: 847-605-9600

**TranSystems**

222 S Riverside Plaza, Ste 610 | Chicago, IL 60606

[www.transystems.com](http://www.transystems.com)

**TRANSYSTEMS**



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# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

Amanda Vander Klein  
EVERSTREAM GLC HOLDING CO LLC  
avanderkelen@everstream.net  
331-223-6612

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear Amanda Vander Klein,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday, May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)

## Brian Holman

---

**From:** Nick Durham <ndurham@everstream.net>  
**Sent:** Tuesday, May 9, 2023 1:19 PM  
**To:** Tom Pelarinos  
**Cc:** Elijah Hogg  
**Subject:** RE: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

Good afternoon,

Everstream has installed underground fiber across the northern ROW of Higgins Rd. We are otherwise free of conflict on Gannon Dr.



Thanks,

**Nick Durham**

GIS Specialist III

o 414.409.1707 | m 414.312.0972

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---

**From:** Elijah Hogg <ehogg@everstream.net>

**Sent:** Tuesday, May 9, 2023 9:37 AM

**To:** Nick Durham <ndurham@everstream.net>

**Subject:** FW: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

**Elijah Hogg**

Senior Manager, GIS

o 216.296.3295 | m 216.296.3295

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---

**From:** Tom Pelarinos <[ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com)>

**Sent:** Friday, May 5, 2023 6:10 PM

**To:** Elijah Hogg <[ehogg@everstream.net](mailto:ehogg@everstream.net)>

**Cc:** ES: Support <[support@everstream.net](mailto:support@everstream.net)>

**Subject:** FW: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

**Caution:** This is an external email that originated outside Everstream. Please do not click links or open attachments unless you know the sender is safe. Contact IT Support if you need assistance.

Dear Everstream support team,

Please advise the email below and the attachments included.

All the best,

Tom

---

**From:** Tom Pelarinos

**Sent:** Friday, May 5, 2023 4:19 PM

**To:** [avanderkelen@everstream.net](mailto:avanderkelen@everstream.net)

**Subject:** Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

Dear Amanda Vander Kelen,

Please review the attached request for information from TranSystems Corporation, on behalf of the Village of Hoffman Estates.

Please advise at your earliest convenience. Thank you for your time and attention!

Thank you,  
Tom Pelarinos

Tom Pelarinos

---

d: 847-407-5245 | o: 847-605-9600

**TranSystems**

222 S Riverside Plaza, Ste 610 | Chicago, IL 60606

[www.transystems.com](http://www.transystems.com)



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# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

Nicor Gas  
1844 Ferry Rd.  
Naperville, IL 60563  
630-388-2362

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear Nicor Gas,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)

## Brian Holman

---

**From:** Eggen, Paul A. <X2PAEGGE@southernco.com>  
**Sent:** Monday, May 8, 2023 8:10 AM  
**To:** Tom Pelarinos  
**Subject:** JULIE #A231113318; ENG #N17082  
**Attachments:** N17082 1137093.pdf; N17082 1137161.pdf



### Your project has been assigned Engineering # **N17082**

Please refer to this number in all future correspondence to assist with expediting any future inquiries.

Please find the **attached atlas page(s)** indicating the location of our gas main(s) in the area of your proposed project.

- **Review and verify that the page(s) attached is the area of your request.** If this is not the page you have requested or you require additional pages, please advise and a correction will be made.
- **Details are shown in noted 'boxes'.**
  - These details will be provided upon specific request through email if needed.
  - The box title noted on the bottom is required.
  - Note: Nicor does not field mark 'Design' stage tickets and services typically are not shown on atlas sheets.
- Please feel free to contact me if you need assistance in reading the attached pages.
- The date of this email represents the date of the attached page(s) most recent version and should be considered the applicable date/time stamp.
- *Please Note:*
  - *The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only and are not intended for use as field locations for construction. Nicor Gas does not guarantee accuracy. These pages are considered confidential. Please handle these pages accordingly.*

### If potential conflicts are anticipated:

- **Please supply us with a large set of pre-final/final plans including right-of-way and cross-sections.**
  - Email directly to:
    - [Gasmaps@southernco.com](mailto:Gasmaps@southernco.com) or [gasmaps@aglresources.com](mailto:gasmaps@aglresources.com) (both same inbox)
    - Cc: [sforah@southernco.com](mailto:sforah@southernco.com)
  - Allow **ample time**\* for the design and relocation of our mains and services (if necessary) to adhere to your tentative scheduled letting date.

\***Ample time** requires a minimum of 6 months for design and planning. This time does not consider the installation of our mains and services or reimbursable requirements if applicable.

**Utility rights are generally documented through permit, license, or easement.**

- In some cases, Nicor Gas may own property.
- It is up to the requesting/design party(s) to research the existing land rights of their proposed project.
- Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate the gas main.

**Please phone JULIE, at 811 OR 1-800-892-0123, a minimum of 48 hours before construction for the location of our facilities within your proposed improvement.**

---

**SAKIBUL FORAH**

DOT Liaison  
Engineering Design  
Nicor Gas  
1844 Ferry Rd.  
Naperville, IL 60563  
Office: 630.388.2903

[sforah@southernco.com](mailto:sforah@southernco.com)



# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

Verizon Business (MCI)  
INVESTIGATIONS@VERIZON.COM

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear Verizon Business (MCI),

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)



## Brian Holman

**From:** Verizon Design Ticket Info . <verizon.design.ticket.info@verizon.com>  
**Sent:** Friday, April 21, 2023 5:26 PM  
**To:** Tom Pelarinos  
**Subject:** VERIZON DESIGN TICKET A231113318 HOFFMAN ESTATES, IL

"Verizon Business (MCI) DOES have facilities in this area. Please see attached map. If these facilities will present an issue, please contact [investigations@verizon.com](mailto:investigations@verizon.com). In addition, please copy and paste the following link into your browser and provide the information requested:

When you click submit, it will route to the Verizon Design Ticket Engineering Department, they will contact you

directly." [https://docs.google.com/forms/d/1WTFKjZVqDismOshjUKMjog2mHrjUPBeGEMKz47s93Mw \[docs.google.com\]](https://docs.google.com/forms/d/1WTFKjZVqDismOshjUKMjog2mHrjUPBeGEMKz47s93Mw [docs.google.com])

Measure | Banding | WB | WR | WP | Home (5) | Prev (v) | Search | Clear (q) | Ba:

\*\*\*Verizon Confidential\*\*\*



--  
This is not a monitored email box- PLEASE DO NOT RESPOND TO THIS EMAIL.



# HOFFMAN ESTATES

GROWING TO GREATNESS

April 28, 2023

Vince Vlcek  
West Shore Pipe Line  
vvlcek@buckeye.com  
224-254-0445

**REFERENCE:      REQUEST FOR INFORMATION**  
**Village of Hoffman Estates**  
**Cook County**  
**JULIE Dig No: A231113318**

Dear Vince Vlcek,

TranSystems is providing engineering services to the Village of Hoffman Estates for the Gannon Drive Resurfacing and Bicycle Facility Phase 1 project.

The anticipated improvement consists of resurfacing and restriping of the roadway on Gannon Drive, between Higgins Road and Golf Road. There is no widening or reconstruction anticipated for this project.

Please identify whether or not your utility facilities are within the proposed improvement limits and provide atlases or other information that give guidance to the location of your facilities to us by Friday May 19, 2023. Information you provide will be incorporated in the project plans as they are developed.

Should you have any questions regarding this improvement, contact Tom Pelarinos at [ttpelarinos@transystems.com](mailto:ttpelarinos@transystems.com) or 847-407-5245.

Regards,

Joseph Weesner, P.E.  
Senior Transportation Engineer  
Village of Hoffman Estates

Enclosures

cc: Dave Block, Senior Project Manager (TranSystems)

## Brian Holman

---

**From:** Vlcek, Vinson <VVlcek@buckeye.com>  
**Sent:** Monday, May 8, 2023 11:28 AM  
**To:** Tom Pelarinos  
**Subject:** Re: Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project  
**Attachments:** Screenshot\_20230508\_111517\_Earth.jpg

Hope this email finds you well

West Shore Pipeline operates a 12" HP petroleum pipeline on the south side of Higgins running east and west, at the intersection of Gannon Dr and West Higgins Rd. I've provided an overlay of the intersection with are pipeline outlined in red. Better engineered Maps can be provided upon request, if needed. I can be reached at this email address, and phone at 224-254-0445.

Vinson vlcek- West Shore Pipeline

---

**From:** Tom Pelarinos <ttpelarinos@transystems.com>  
**Sent:** Friday, May 5, 2023 4:12 PM  
**To:** Vlcek, Vinson <VVlcek@buckeye.com>  
**Subject:** Utility RFI: Gannon Drive Resurfacing and Bicycle Facility Phase 1 Project

**WARNING: This email originated outside of Buckeye Partners, L.P.  
DO NOT CLICK links or attachments unless you recognize the sender and know the  
content is safe.  
If you have any questions please contact the Buckeye Partners service desk.**

Dear Vince Vlcek,

Please review the attached request for information from TranSystems Corporation, on behalf of the Village of Hoffman Estates.

Please advise at your earliest convenience. Thank you for your time and attention!

Thank you,  
Tom Pelarinos

Tom Pelarinos

---

d: 847-407-5245 | o: 847-605-9600

**TranSystems**

222 S Riverside Plaza, Ste 610 | Chicago, IL 60606

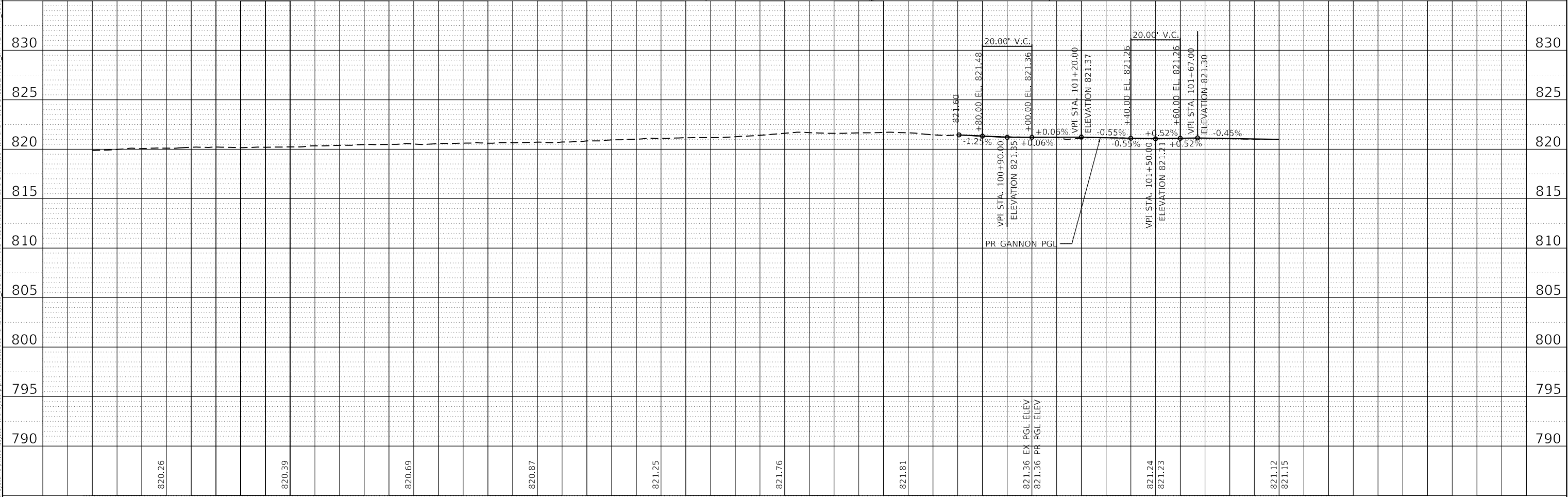
[www.transystems.com](http://www.transystems.com)



PLAN	SURVEYED PLOTTED	ALIGNMENT CHECKED DATE	BY	DATE
NOTE BOOK NO.				
CADD FILE NAME				

PROFILE	SURVEYED PLOTTED	GRADES CHECKED DATE	BY	DATE
NOTE BOOK NO.				
STRUCTURE NOTATIONS CHNGD				

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PLAN LEGEND

- HMA SC IL-9.5 D N50, 1-1/2" P HMA BC IL-4.75 N50, 1"
- PCC DRIVEWAY PAVT, 8 INCH SUB GRAN MAT B, 6"
- PC CONC SIDEWALK, 5 INCH AGG BASE CSE B, 6"



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	DRAWN - KLB	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN AND PROFILE

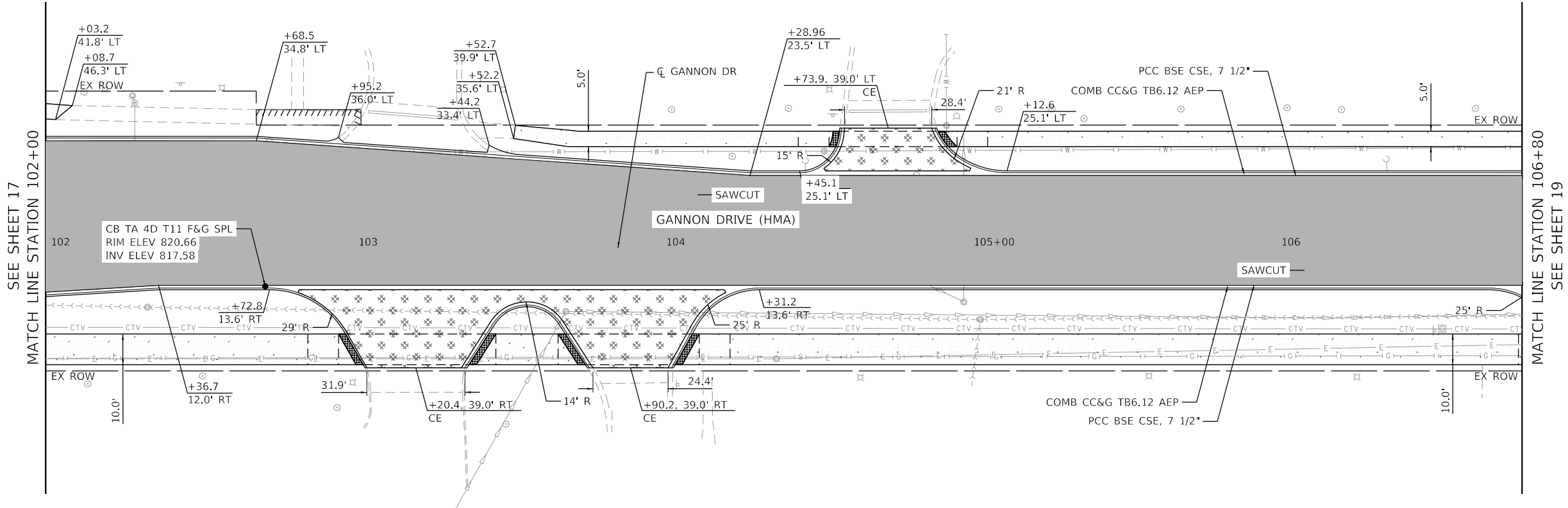
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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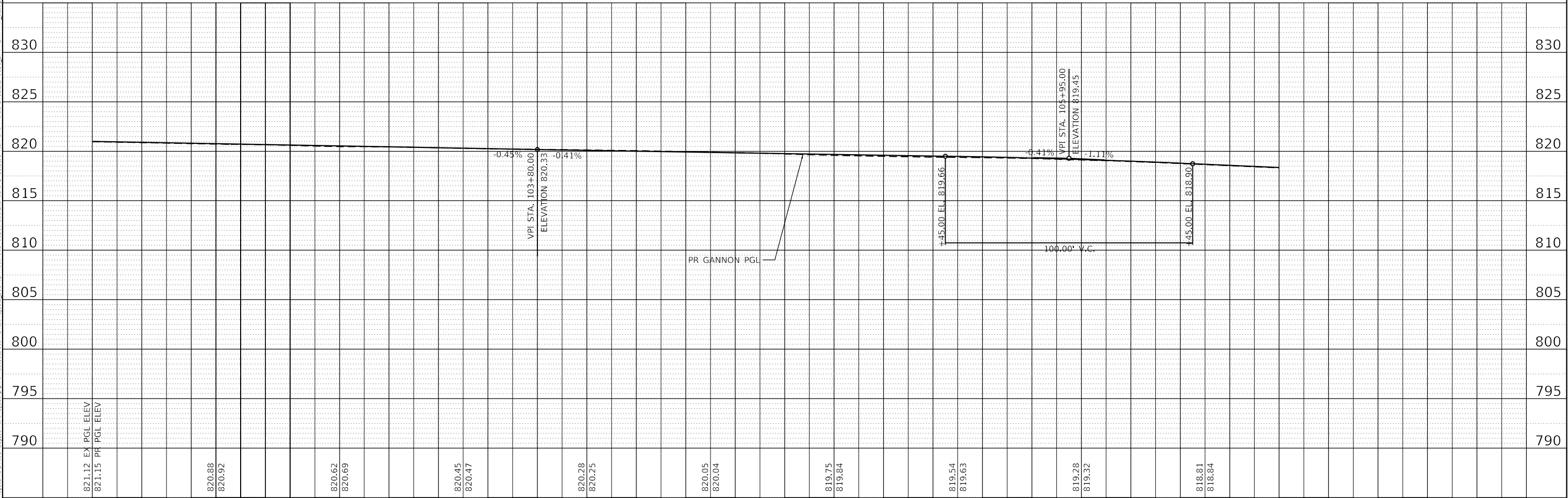
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PLAN LEGEND

- HMA SC IL-9.5 D N50, 1-1/2"  
P HMA BC IL-4.75 N50, 1"
- PCC DRIVEWAY PAVT, 8 INCH  
SUB GRAN MAT B, 6"
- PC CONC SIDEWALK, 5 INCH  
AGG BASE CSE B, 6"



TRANSYSTEMS

USER NAME = mrquinn	DESIGNED - MRQ	REVISED -
PLOT SCALE = 40,0000 ' / in.	DRAWN - KLB	REVISED -
PLOT DATE = 7/29/2025	CHECKED - EAD	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN AND PROFILE

SCALE: 1"=20' SHEET 2 OF 4 SHEETS STA. 102+00.00 TO STA. 106+80.00

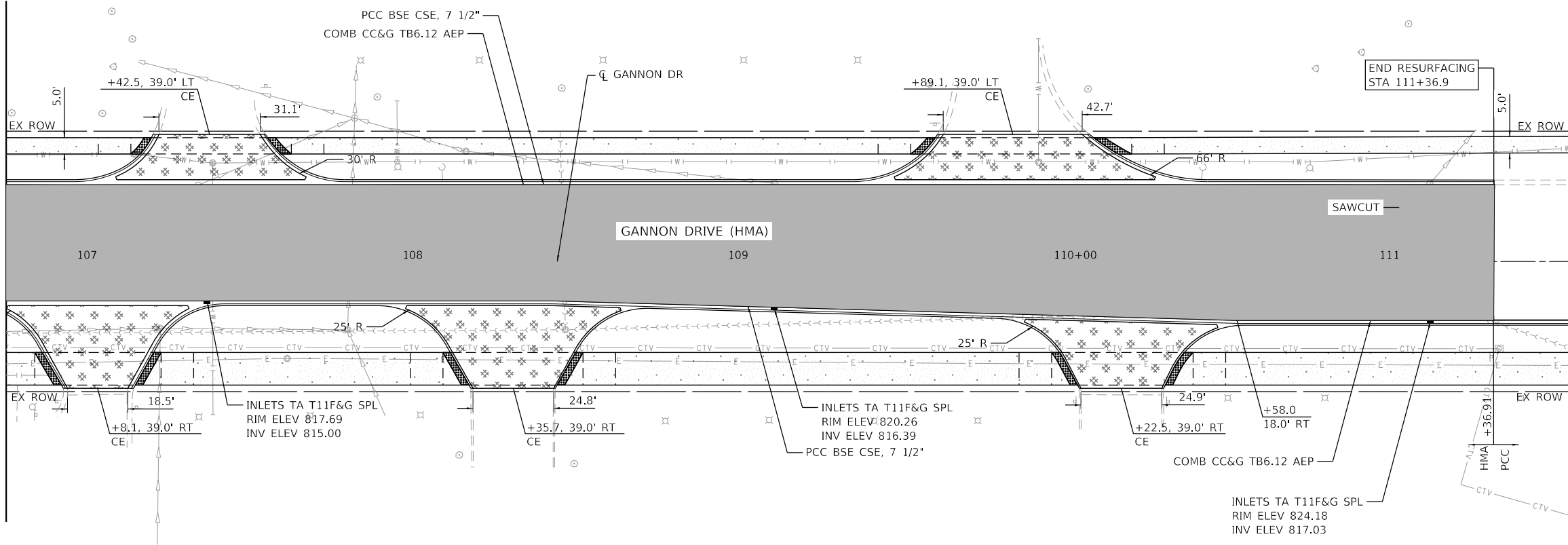
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

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	STRUCTURE NOTATIONS CHNG		
	NOTE BOOK NO.		

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	NOTE BOOK NO.		

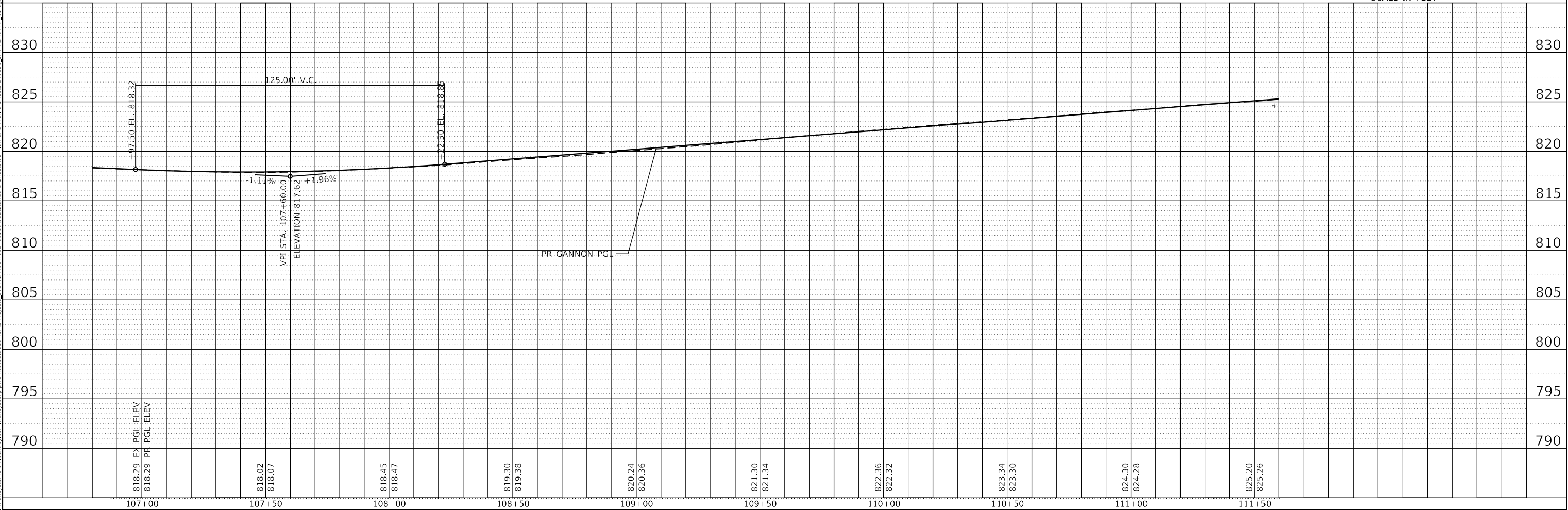
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SEE SHEET 18  
MATCH LINE STATION 106+80



#### PLAN LEGEND

- HMA SC IL-9.5 D N50, 1-1/2"  
P HMA BC IL-4.75 N50, 1"
- PCC DRIVEWAY PAVT, 8 INCH  
SUB GRAN MAT B, 6"
- PC CONC SIDEWALK, 5 INCH  
AGG BASE CSE B, 6"



**TRANSYSTEMS**

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	DRAWN - KLB	REVISED -
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PLOT DATE = 7/29/2025	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

#### ROADWAY AND DRAINAGE PLAN AND PROFILE

SCALE: 1"=20'    SHEET 3    OF 4    SHEETS    STA. 106+80.00    TO STA. 111+60.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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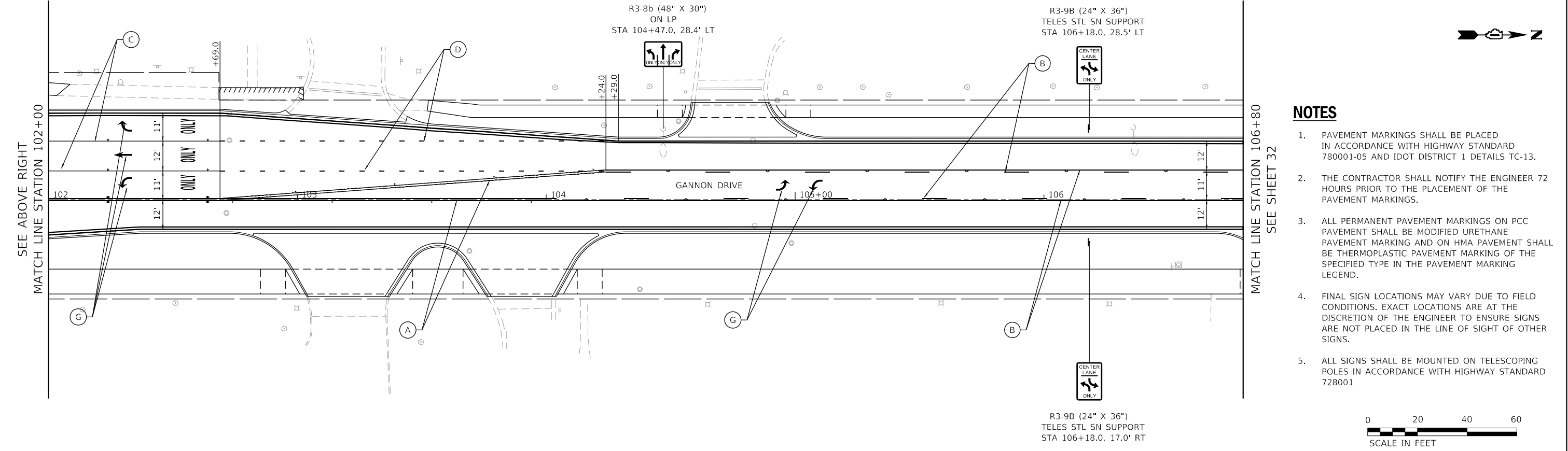
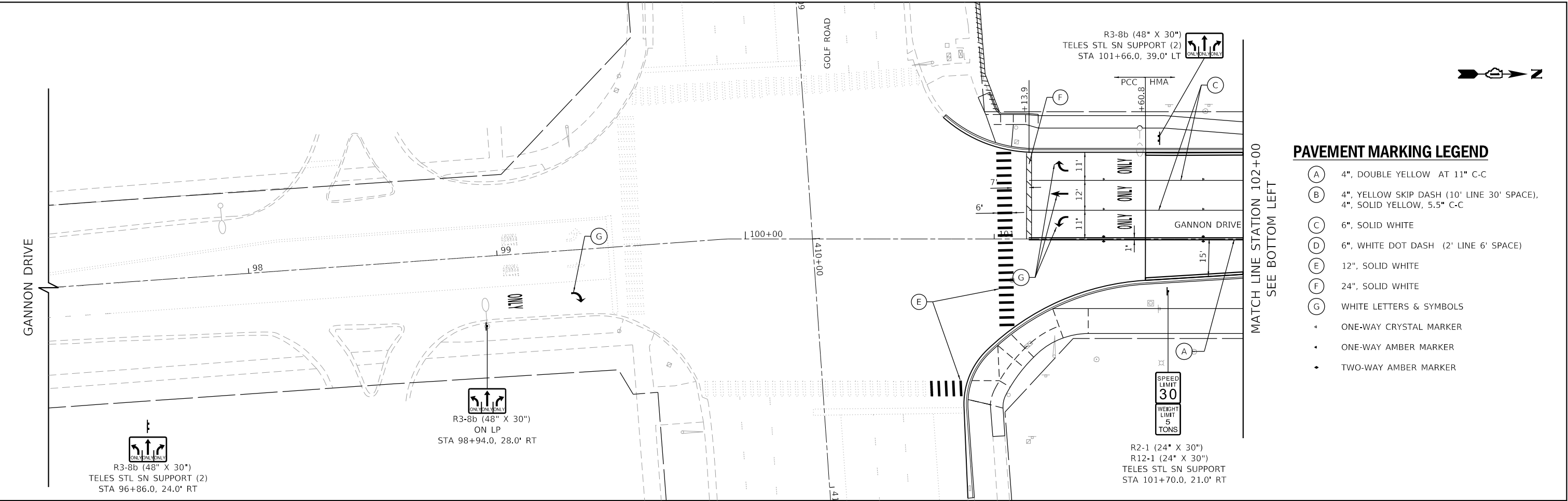
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NOTE BOOK _____	GRADES CHECKED _____		
NO. _____	B.M. NOTED _____		
	STRUCTURE NOTATIONS CHKD _____		

# TRANSYSTEMS

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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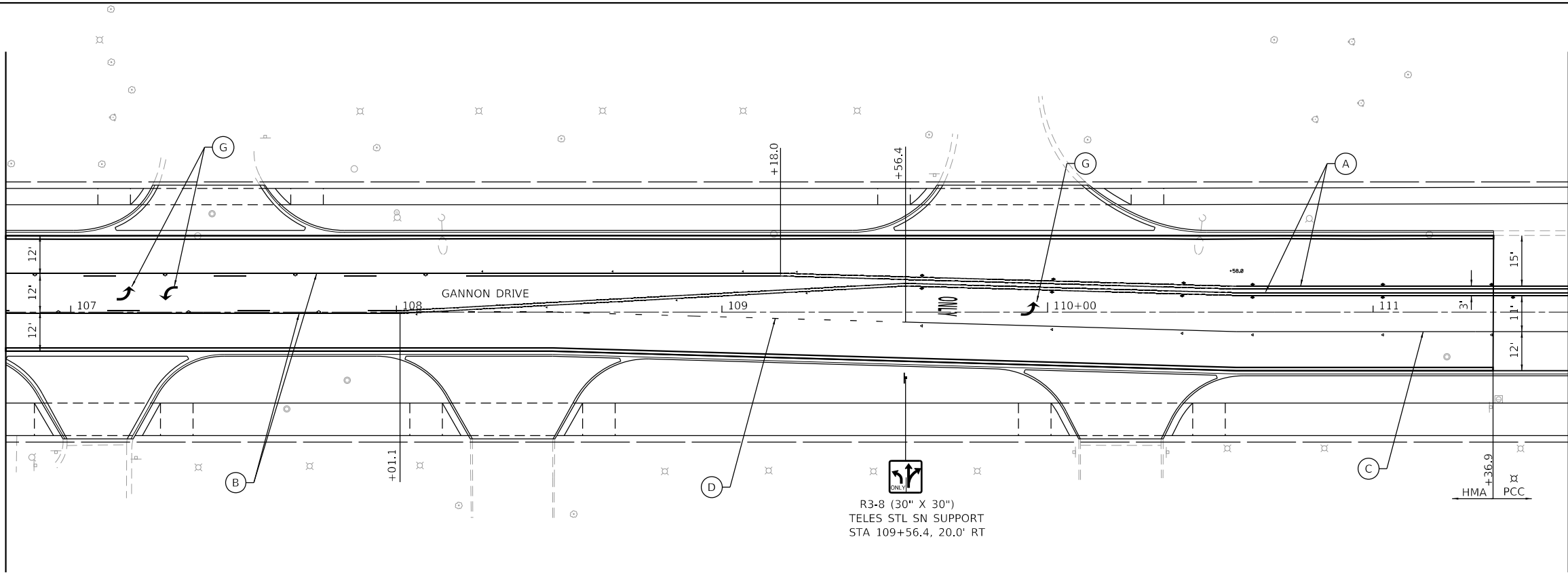
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SEE SHEET 31

MATCH LINE STATION 106+80



MATCH LINE STATION 111+60  
SEE BOTTOM LEFT

### PAVEMENT MARKING LEGEND

- (A) 4", DOUBLE YELLOW AT 11" C-C
- (B) 4", YELLOW SKIP DASH (10' LINE 30' SPACE), 4", SOLID YELLOW, 5.5" C-C
- (C) 6", SOLID WHITE
- (D) 6", WHITE DOT DASH (2' LINE 6' SPACE)
- (E) 12", SOLID WHITE
- (F) 24", SOLID WHITE
- (G) WHITE LETTERS & SYMBOLS
  - ONE-WAY CRYSTAL MARKER
  - ONE-WAY AMBER MARKER
  - TWO-WAY AMBER MARKER

SEE ABOVE RIGHT

MATCH LINE STATION 111+60



### NOTES

- PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH HIGHWAY STANDARD 780001-05 AND IDOT DISTRICT 1 DETAILS TC-13.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER 72 HOURS PRIOR TO THE PLACEMENT OF THE PAVEMENT MARKINGS.
- ALL PERMANENT PAVEMENT MARKINGS ON PCC PAVEMENT SHALL BE MODIFIED URETHANE PAVEMENT MARKING AND ON HMA PAVEMENT SHALL BE THERMOPLASTIC PAVEMENT MARKING OF THE SPECIFIED TYPE IN THE PAVEMENT MARKING LEGEND.
- FINAL SIGN LOCATIONS MAY VARY DUE TO FIELD CONDITIONS. EXACT LOCATIONS ARE AT THE DISCRETION OF THE ENGINEER TO ENSURE SIGNS ARE NOT PLACED IN THE LINE OF SIGHT OF OTHER SIGNS.
- ALL SIGNS SHALL BE MOUNTED ON TELESCOPING POLES IN ACCORDANCE WITH HIGHWAY STANDARD 728001



TRANSYSTEMS

USER NAME = mrquinn	DESIGNED - MRQ	REVISED -
	DRAWN - KLB	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED - EAD	REVISED -
PLOT DATE = 7/29/2025	DATE - 07/29/25	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

### PAVEMENT MARKING PLANS

SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 106+80.00 TO STA. 113+00.44

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2049	23-00114-00-CH	COOK	61	32
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



## Categorical Exclusion Group I

County: Cook  
Local Public Agency: Hoffman Estates  
Section Number: 22-00111-00-RS  
Route: Jones Road (1101)

Project Number: \_\_\_\_\_ Project Length: 3,040 ft (0.58 mi)

Type of Funds: STP Project Termini: Highland Boulevard - IL Route 72

Local Agency Jurisdiction: Hoffman Estates

Project Description: HMA resurfacing of Jones Road from Highland Boulevard to IL Route 72. Propose on-street bicycle accommodations utilizing shared lane. Scope to include spot curb & gutter repair, pavement patching, and sidewalk replacement to ADA (PROWAG) guidelines. New 5 foot sidewalk proposed in the eastern ROW to fill in existing gaps. All improvements proposed to be in existing ROW.

Total Cost of Project: \$725,000.00

Federal Participation: \$543,750.00

### Categorical Exclusion Statement:

This project will not have any significant impacts on the environment, or involve any unusual circumstances, therefore, it is a Categorical Exclusion I.

Local Agency

12/15/22

Date

Regional Engineer

Date

### Required Attachments (when applicable):

- ☒ Location Map
- ☒ Existing and Proposed Typical Sections
- ☐ Coordination with Local Bridge Unit when structures are impacted
- ☐ List of sign quantities for Rural Sign Program projects
- ☐ Layout of sidewalks for sidewalk projects
- ☒ Coordination meeting minutes if applicable
- ☐ Approved BLR 22120 form for approved design variances
- ☐ Other:





## Jones Rd Resurfacing Location Map (FAU 1101)



1 inch = 750 feet

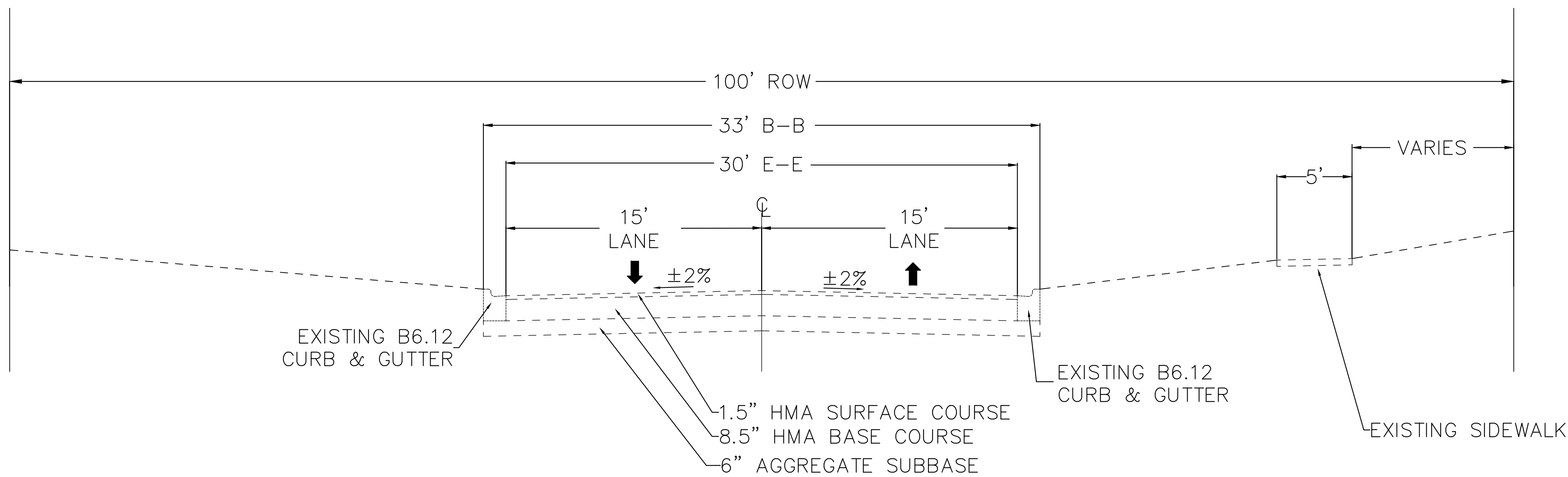
Engineering Division  
Village of Hoffman Estates



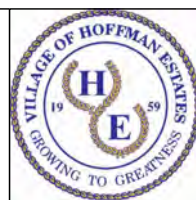
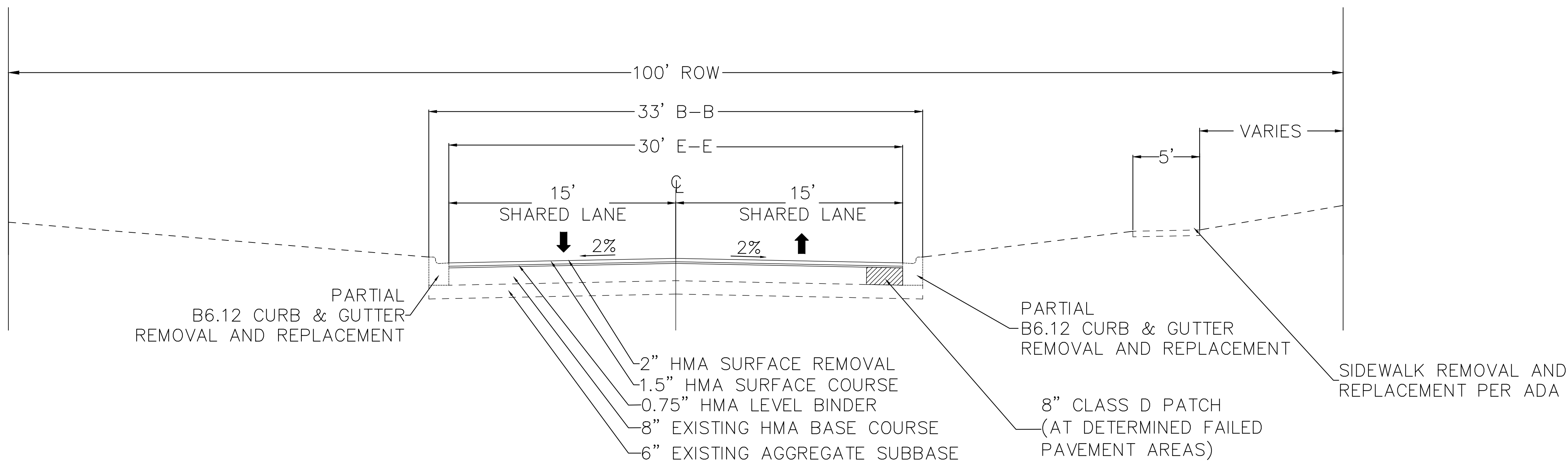




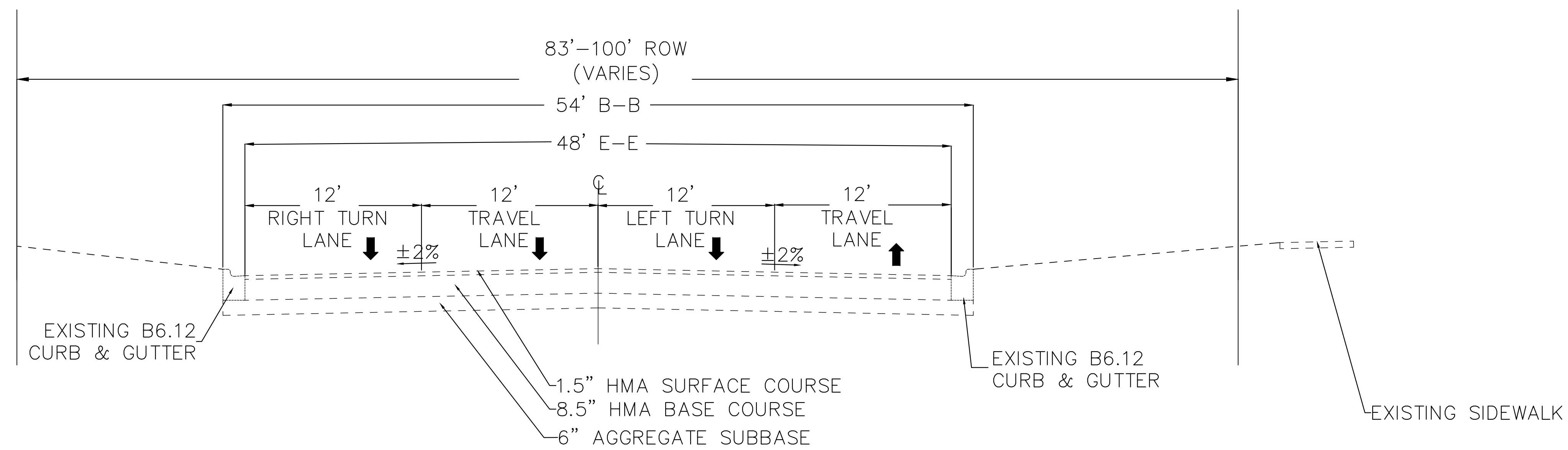
**EXISTING - JONES ROAD (DOWNING DRIVE - CAMBRIDGE LANE)**



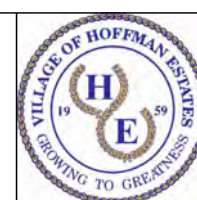
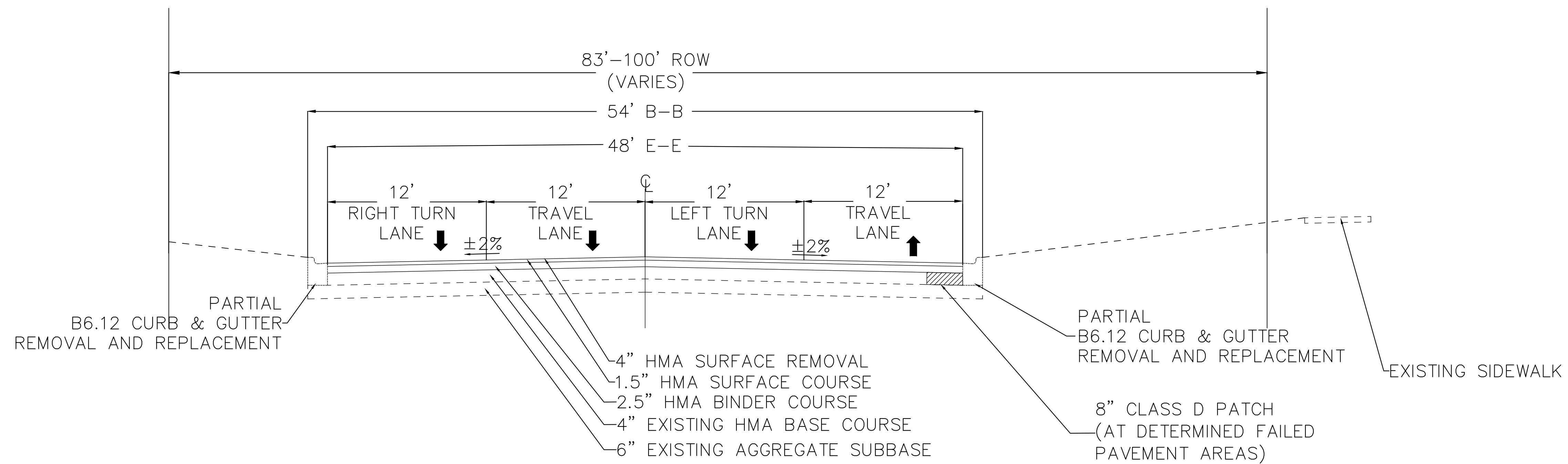
**PROPOSED - JONES ROAD (DOWNING DRIVE - CAMBRIDGE LANE)**



**EXISTING - JONES ROAD (CAMBRIDGE LANE - IL ROUTE 72)**



**PROPOSED - JONES ROAD (CAMBRIDGE LANE - IL ROUTE 72)**



**IDOT/Village of Hoffman Estates Meeting Minutes**  
**Surface Transportation Program Resurfacing Project**  
**Jones Road – Highland Boulevard to IL Route 72**  
**Route 1101**  
**February 4, 2022**

The meeting began at 10:55 a.m. via phone. The purpose was to present a proposal to use STP funds for resurfacing Hassell Road (Route 1100). On the phone were Alan Wenderski from the Village of Hoffman Estates and Alex Househ from IDOT.

Alan Wenderski provided an overview of the project scope and limits. Jones Road is a two lane collector with one travel lane in each direction. The existing right-of-way (ROW) varies from 83 feet to 100 feet. The face to face curb width varies from 32 feet south of Cambridge Lane, 39 feet north of Cambridge Lane, and 50 feet near the intersection of IL Route 72. South of Cambridge Lane there is one travel lane in each direction. At the intersection with IL Route 72 there is one northbound lane and a southbound dedicated left turn, through lane, and right turn lane. On-street parking is not permitted on Jones Road but the passenger loading is utilized on the west side of Jones Road adjacent to Churchill School. In the west ROW there is existing 5 foot wide sidewalk between Highland Boulevard and Downing Drive. In the east ROW there is existing 5 foot wide sidewalk between Edgemont Lane and Evergreen Lane and Downing Drive to IL Route 72.

The development environment is variable throughout the segment. South of Cambridge Lane there is generally single-family residential adjacent to Jones Road with Churchill School near the intersection of Evergreen Lane. Eisenhower Junior High School is located north of the project limits at Jones Road/Hassell Road. Near the intersection of IL Route 72 there is existing commercial property on the east side of Jones Road. An existing curb extension is present at the intersection of Jones Road/Evergreen Lane/Churchill School.

The ADT on Jones Road is 3,400 (2018) per IDOT.

The basic work is to resurface Jones Road, bring facilities to ADA compliance, spot curb and gutter repair, pavement patching, pedestrian improvements, install a new sidewalk on the east side of Jones Road (where missing) and designate the street as a shared lane for bicycle use. All work to be completed within existing Village ROW. New sidewalk installation will match into existing segments. Plan and profile details will be provided as part of design engineering. Jones Road is part of the Village's Comprehensive Bicycle Plan and is currently signed as a bicycle route. The shared lane designation was deemed appropriate as criteria are met and it reflects the current use by cyclists. The adjacent section of Jones Road to the north is designated with shared lane markings/signage for bicyclists. Resurfacing is planned for 2024 or 2025.

After the meeting, Gerardo Fierro assigned Section Number 22-00111-00-RS. Three copies of BLR 19100 will be submitted along with the location map and typical cross section. Phase I approval is expected as no issues were noted with the proposed scope.

The discussion of Jones Road ended at 11:15 a.m.

Minutes prepared by Alan Wenderski.



**IDOT/Village of Hoffman Estates Meeting Minutes**  
**Surface Transportation Program Resurfacing Project**  
**Jones Road – Highland Boulevard to IL Route 72**  
**Section Number 22-00111-00-RS**  
**Route 1101**  
**April 4, 2022**

The meeting began at 10:00 am via Webex. On the meeting were Alan Wenderski (Hoffman Estates), Alex Househ (IDOT), Jason Salley (IDOT), Jonathan Lloyd (IDOT), and Kendra Johnson (NWMC). The purpose was to supplement a Phase 1 kick-off meeting held on February 4, 2022 for this proposed project and discuss the potential for additional IDOT Phase 1 requirements due to work in proximity of the Jones Road/IL 72 intersection.

Alan Wenderski provided a brief overview of the project and proposed scope near the intersection of IL 72. No work is proposed within State ROW and no changes to existing lane usage at the intersection are proposed.

Jason Salley stated no IDOT geometric review required for Phase 1 as no work is proposed within State ROW. Project shall follow 3R design guidelines due to new sidewalk installation within project limits.

Jonathan Lloyd stated no IDOT traffic review required for Phase 1 as no work is proposed within State ROW. Potential impact to detector loops at IL 72 will be investigated during Phase 2 design.

Village will submit completed BLR 19100 and required attachments to receive Phase 1 approval.

The discussion ended at 10:10 am.

Minutes prepared by Alan Wenderski

SIDEWALK REM & REPL

CURB & GUTTER REM & REPL

HMA SURF REM - BUTT JOINT

ADJ

DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED

DETECTABLE WARNING

LEGEND

**NOTES**

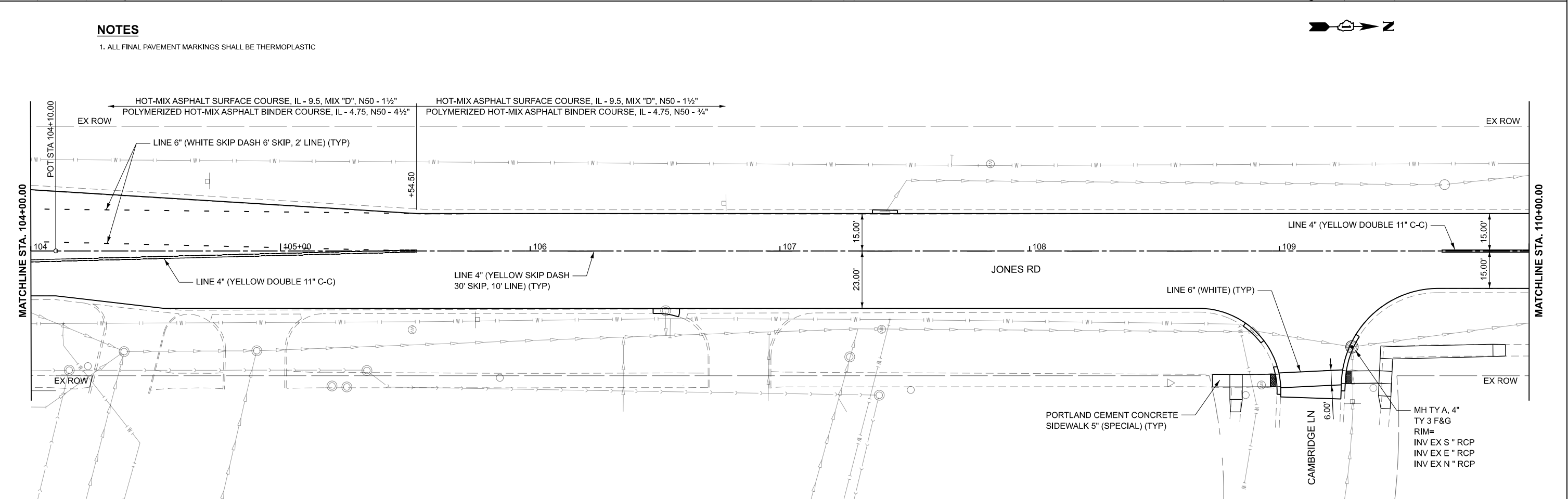
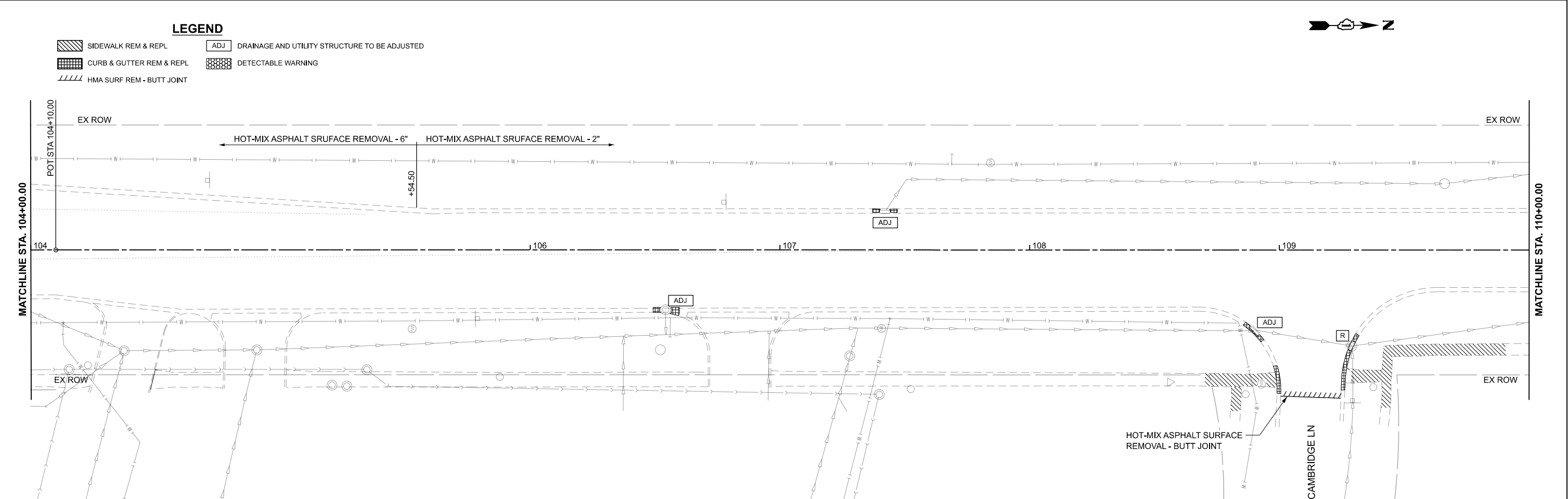
1. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC

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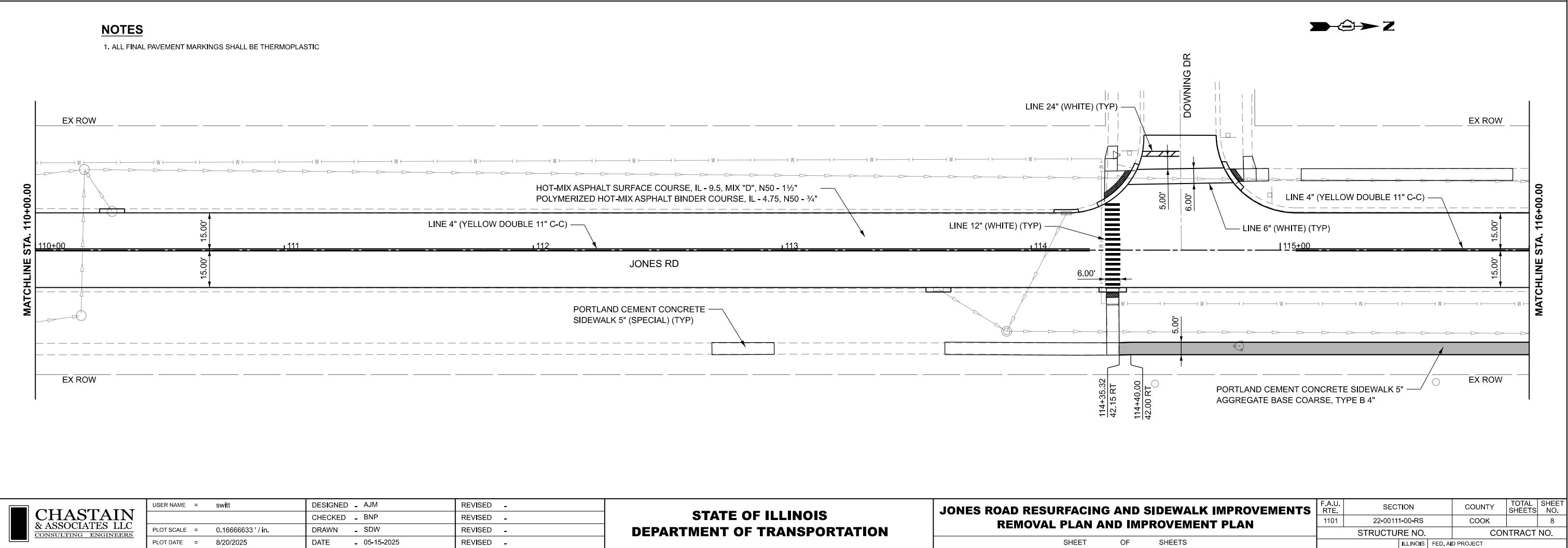
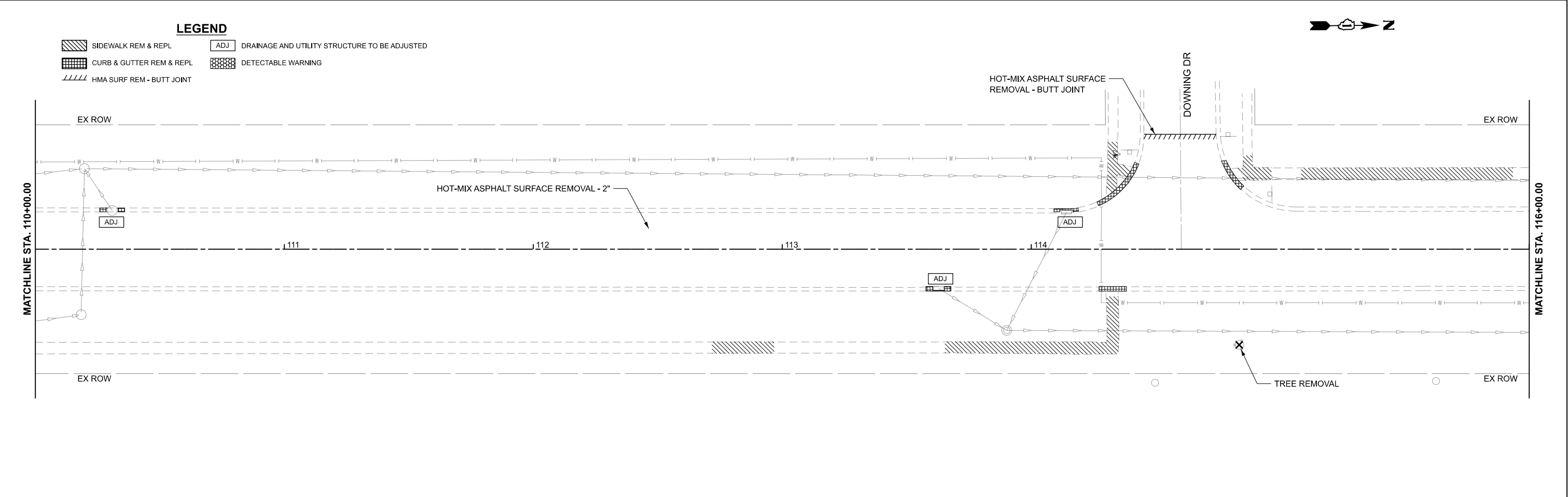
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**CHASTAIN & ASSOCIATES LLC**  
CONSULTING ENGINEERS

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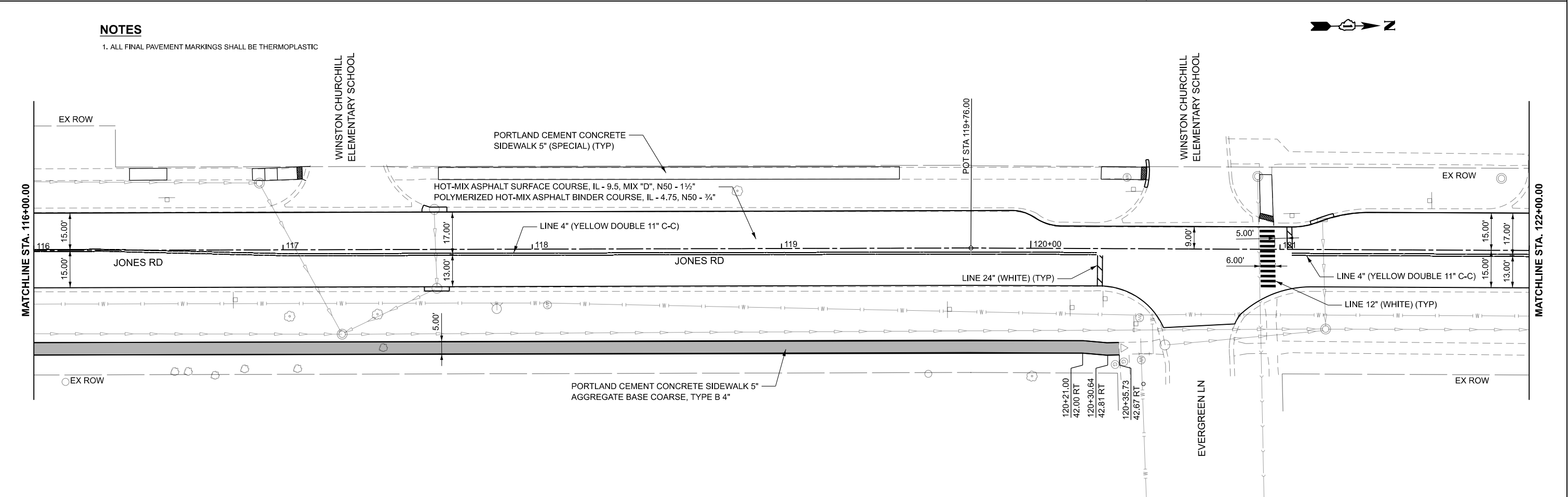
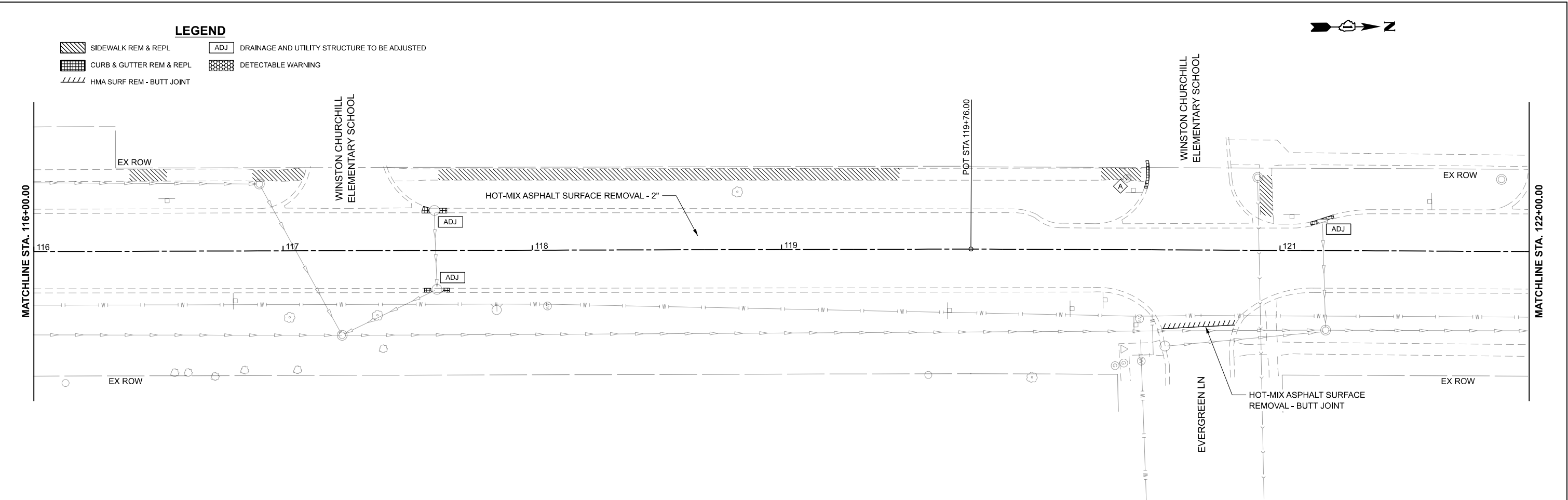
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS**  
**REMOVAL PLAN AND IMPROVEMENT PLAN**

SHEET OF SHEETS

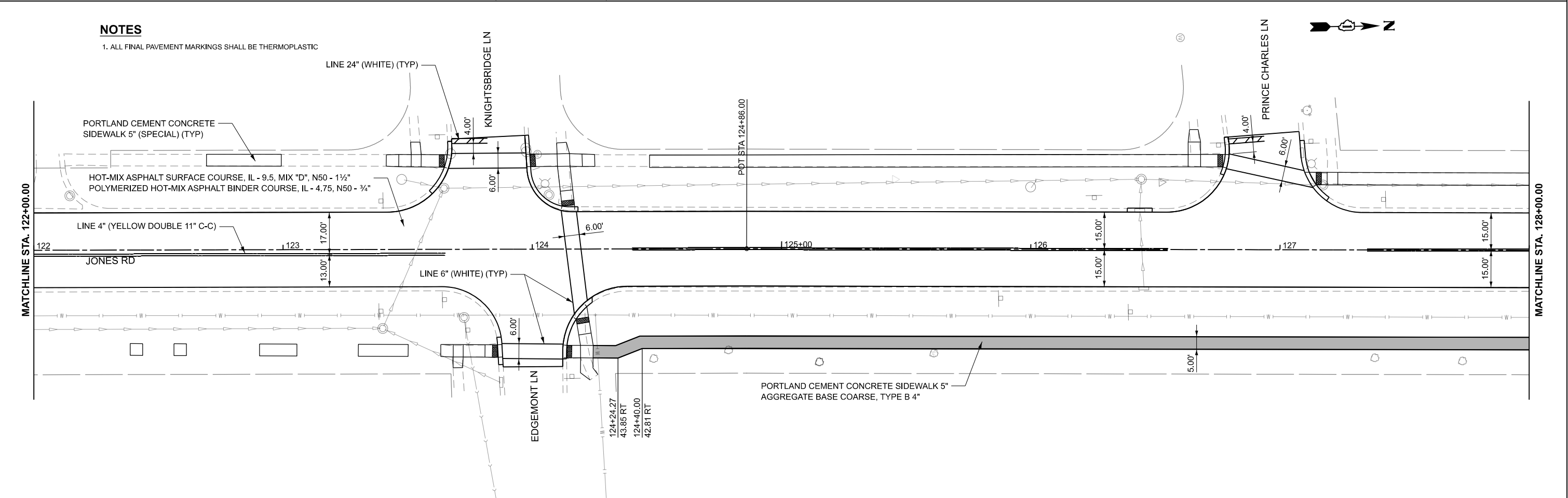
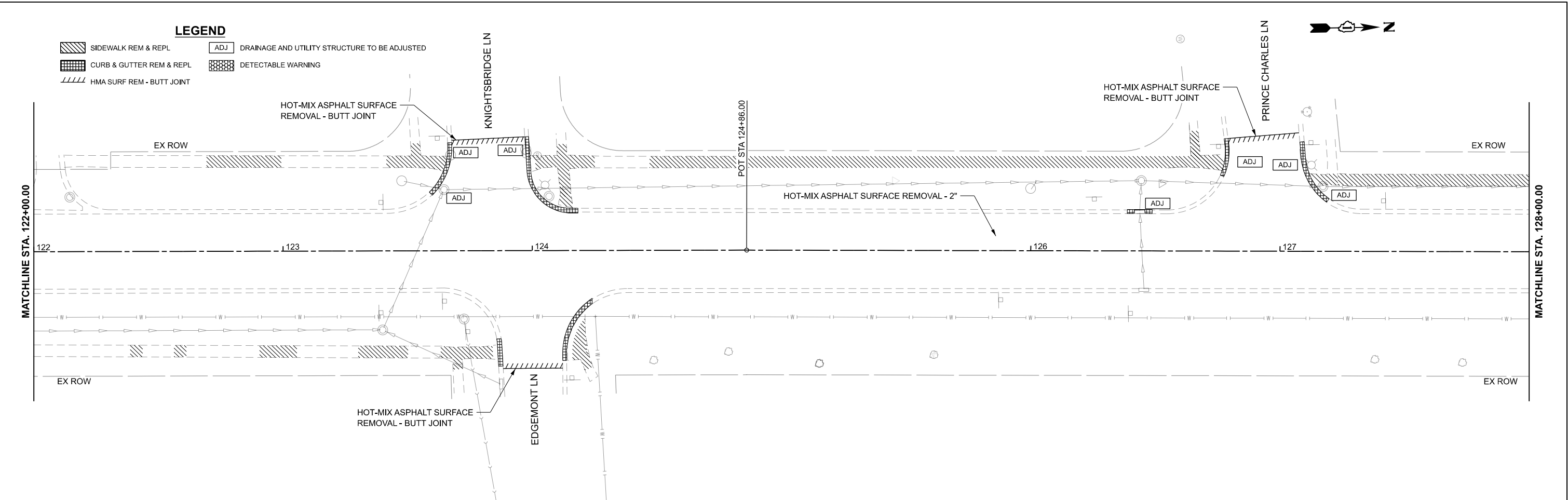
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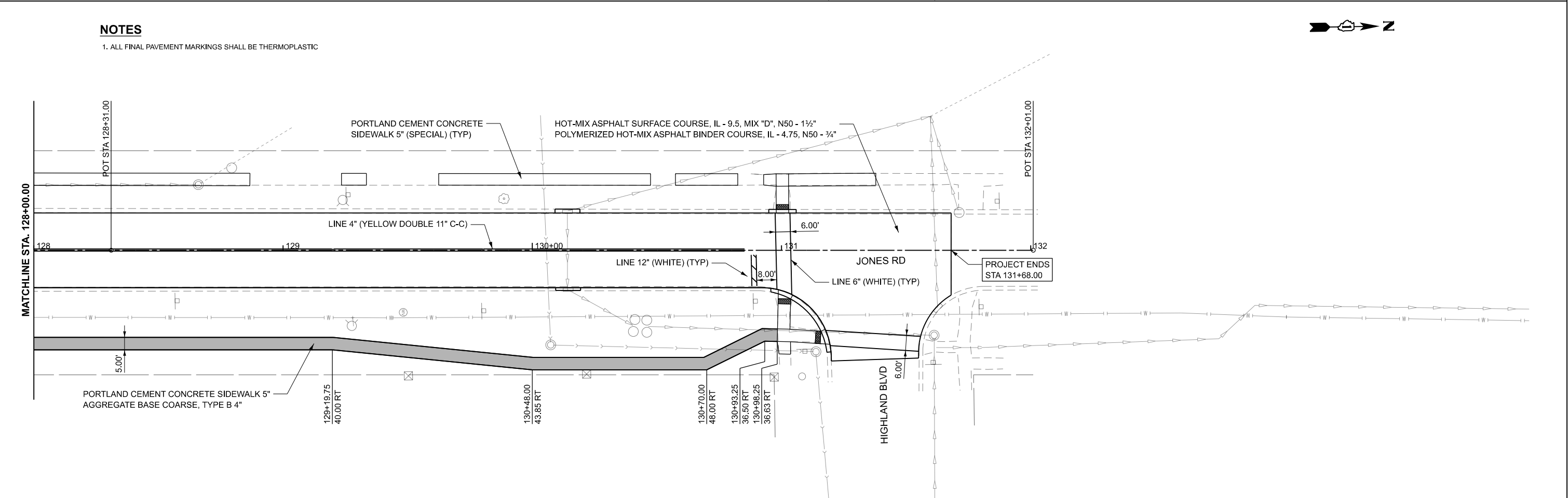
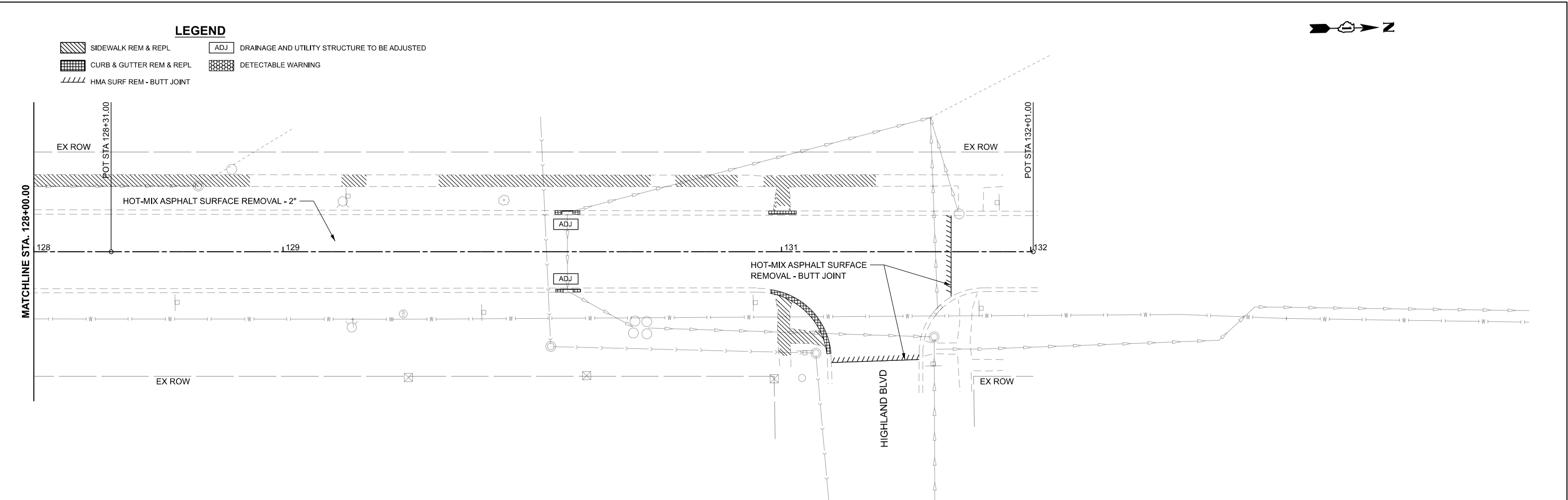
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