Project Development Report

Group II Categorical Exclusion

City of Highland Park

Clavey Road (FAU 1265) Reconstruction

US 41 / Skokie Highway (FAP 346) to East of Green Bay Road (FAU 2744)

15-00125-00-PV

October 20, 2017

March 6, 2018

July 6, 2018

October 26, 2018

Illinois Department of Transportation

Local Project Development Report for Group II Categorical Exclusions and Design Approval

County: ***Lake***
Local Public Agency: ***City of Highland Park***
Section Number: ***15-00125-00-PV***
Route: ***Clavey Road***

Project Number: ***BRM-4003(613)*** Project Length: ***1.10 Miles***

Street/Road Name: ***Clavey Road (FAU 1265)***

Termini: ***US 41 / Skokie Highway (FAP 346) to East of Green Bay Road (FAU 2744)***

☐ For Township or Road District bridge projects: The County Engineer certifies that the project design speed exceeds the minimum design speed recommended for this classification of roadway as provided in the BLRS Manual in order to prevent a deficient NBIS rating for approach roadway alignment appraisal. All elements have been designed to the chosen design speed unless noted otherwise in Section 2(e) and/or the attached BLR 22120.

County Engineer — Date

☒ Categorical Exclusion and Design Approval Recommended

Local Agency — Date: 10/26/2018

Regional Engineer — Date

This project will not have any significant impacts on the human environment; therefore, the FHWA approves the project as a Categorical Exclusion on _____ .
Date

☐ Design Approval

Bureau of Local Roads & Streets — Date

1. LOCATION AND EXISTING CONDITIONS

a. **Location** (attach location map to supplement narrative description)

This project is located in the City of Highland Park, Lake County. The roadway improvements along Clavey Road (FAU 1265) will span from the east end of the US 41 / Skokie Highway (FAP 346) ramp to approximately 240 feet east of Green Bay Road (FAU 2744). The total distance covered by this roadway improvement will be approximately 5,800 feet (1.10 miles).

See Exhibit 01 – Location and Functional Classification Map

b. **Description of Existing Facility** - Give narrative description, including such items as width of travel, parking and turn lanes, sidewalks, alignment, traffic control devices, utilities, jurisdiction, maintenance responsibility, drainage, terrain and current land use (including major public facilities and local landmarks). Attach existing typical sections showing roadway widths, bridge widths, ROW widths, sidewalk widths, guardrail, curb and gutter and surface types.

Roadway Facilities

Clavey Road is classified as a major collector, with the terminal intersections of Skokie Highway classified as a Principal Arterial and Green Bay Road classified as a Minor Arterial. Clavey Road and Green Bay Road fall under the jurisdiction of the City of Highland Park. Skokie Highway falls under IDOT jurisdiction. Maintenance responsibilities for each roadway fall under their respective jurisdictions.

The profile along Clavey Road is predominantly flat throughout the project limits with grades ranging from 0.5 to 3 percent. The only deviation from this range are the 600 feet approaching Green Bay Road where the elevation climbs at a maximum rate of 7.5 percent. The existing typical section of Clavey Road, except for at the channelized intersections at the west and east project termini, is uniform throughout the length of the project. The roadway section is 24' edge-to-edge accommodating 1-12' thru lane in each direction, with Type B-6.18 curb and gutter. A barrier curb corner island can be found at the northwest corner of the intersection with Green Bay road. A 5 foot sidewalk is found continuously throughout the south side of Clavey Road.

Approaching the NB Ramp off of Skokie Highway to the west, Clavey Road consists of 1-12' westbound thru lane, 1-12' eastbound thru lane and 1-12' westbound left turn lane. No medians are found, and Type B-6.24 curb and gutter is found on both sides of the roadway. 5 foot sidewalks are found in both the northern and southern parkways near this ramp intersection.

At the west leg of the Green Bay Road intersection to the east, Clavey Road consists of 1-12' westbound thru lane, 1-12' eastbound thru / left turn lane and 1-12' eastbound right turn lane. Type B-6.18 curb and gutter is found on both sides of the roadway and a 5 foot sidewalk is present in the south parkway.

At the east leg of the Green Bay Road intersection, Clavey Road's (also known as Blackstone Place) pavement consists of 1-9.5' westbound combination thru /right turn/left turn lane and 1-9.5' eastbound thru lane. Type B-6.12 curb and gutter is found on both sides of the roadway, and 5 foot sidewalks are present in both the north and south parkways.

No parking is allowed on any portions of this project.

The alignment throughout the length of the improvement is straight and contains no horizontal curves. The only deviation from this is a slight deflection (<0.5 degree) at approximate Sta. 152+85.

See Exhibit 02 – Existing and Proposed Typical Sections

Both intersections at Skokie Highway and Green Bay Road are signalized. No other traffic control devices are found on Clavey Road within the project corridor. All intersections within the project area are stop controlled on the minor street.

Clavey Road is currently composed of PCC pavement from the western limit of the project to Green Bay Road. Green Bay Road and Blackstone Place are composed of HMA pavement.

Guardrail currently exists only in one location throughout the project limits, surrounding the bridge over the Skokie River, SN 049-6586. To the west of the structure, guardrail extends 150 feet on both sides of Clavey Road. To the east of the structure, guardrail extends 165 feet on the north side of the roadway and 90 feet on the south side.

Structures

An existing structure, SN 049-6586, carries Clavey Road over Skokie River and is located 1,675 feet east of the Skokie Highway ramp. This structure has an e-e width of 24 feet and carries a cantilever steel walkway on its south side to provide sidewalk continuity.

See Exhibit 06 – Master Structure Report

Drainage

Storm water along Clavey Road flows into four individual storm sewer systems within the project limits.

Storm water from the Skokie Highway ramp to the Skokie River collects in a trunk sewer which begins as a 48" diameter and increases in size moving east to an 84" outfall at the Skokie River. This existing sewer runs predominantly in the south parkway along Clavey Road.

East of Skokie River, another system is in place starting west of the Hastings Avenue / Hillside Drive intersection as a 12" trunk sewer and gradually increases in size to 30" outfall at the Skokie River. This storm sewer runs predominantly beneath the south curb line of Clavey Road. The remainder of Clavey Road west of Green Bay Road drains in a 12" storm sewer that flows offsite to the south along Hastings Avenue.

East of Green Bay Road, a single 12" storm sewer flows to the east which drains the east leg of this intersection.

Green Bay Road is drained by storm sewers on both the north and south legs that carry storm water off the project limits in their respective directions.

Right of Way

The right of way corridor that generally encompasses Clavey Road measures 66 feet in width, 33 feet on each side. The only deviation from this configuration occurs on the south side of Clavey Road adjacent to the limits of the North Shore Sanitary District Property and land owned by Northmoor Country Club, where the southern portion of the right of way is reduced to 30 feet.

The Green Bay Road right of way is consistent throughout the limits of this project and measures 40 feet to the west and 33 feet to the east for a total width of 73 feet.

Land Use

Lane use along a majority of the corridor is residential. Along the north side of Clavey Road opposite 7 Pines Court, there is Larry Fink Memorial Park and a synagogue.

Along the south side of Clavey Road immediately east and west of the Skokie River the lands are occupied by the North Shore Sanitary District property and treatment plant. To the east of this plant both the north and south lands are occupied by the Northmoor Club.

West of the Hillside Drive/Hastings Avenue intersection the south side of Clavey Road is occupied by Kennedy Park and the George W. Lutz Family Center, a child care facility providing pre-school, after school care, and seasonal camp services.

Three mid-block crossings exist along the corridor, all located between the Skokie River bridge and Hillside drive. The first two crossings as viewed moving westward are located at Sta. 144+40 and Sta. 148+15. Both these crossings serve golfers of the Northmoor Country Club. The final crossing is located just west of Hillside Drive which allows pedestrians access from the subdivision to the north of this location.

Utilities and Lighting

Water Mains

Parallel water mains run along Clavey Road west of Skokie River. A 16" water main runs outside the existing pavement in the northern parkway and an 8" water main runs under the existing westbound lane. These mains serve 6" mains which branch off to the south at 7 Pines Circle, Aspen Lane and Lakespur Drive.

East of Skokie River, the 8" water main continues to Green Bay Road and serves 6" mains which branch off to Hillside Drive to the north and Hastings Avenue to the north. A diagonal 6" main also branches off through an easement to serve Chara Lane just southwest of the intersection with Green Bay Road.

A 12" water main is found beneath the eastern curb line of Green Bay Road that extends beyond the project limits.

Electrical Service

A small section of underground ComEd cable runs in the southern right of way from the Skokie Highway ramp to Pines Circle. At Pines Circle, this cable runs under Clavey Road and junctions with aerial pole in the northern parkway.

This aerial run of electrical service continues throughout the entirety of the project limits within the northern right of way.

Additional aerial ComEd cable services cross over Clavey Road between 7 Pines Circle and Aspen Lane, between Aspen Lane and Lakspur Drive, and 100 feet west of Hastings avenue, all to the south.

Underground ComEd cable/conduit exists within the northern parkway from Skokie Highway to the Skokie River. Additional underground cable is found within the northern parkway from Hillside Drive to Green Bay Road. This underground cable continues beneath Green Bay Road to the north and south.

Cable TV / Communications

All communication cabling is held in the same underground and aerial runs outlined in the Electrical Service portion of this section.

Sanitary Sewer Facilities

The North Shore Sanitary District operates a sanitary sewer that enters the project limits at Skokie Highway as an 18" diameter sewer and continues east increasing in size to 21" beyond Lakespur Drive. This sewer terminates 250 feet east of Lakespur Drive and continues south off site to a nearby treatment facility.

The North Shore Sanitary District also operates a 78" and 54" gravity sewer that generally align with the Skokie River that cross Clavey Road under the bridge over Skokie River and 180 feet east of the same bridge, respectively.

The District also operates a 36" sanitary force main that enters the project limits at Hillside Drive and continues westward inside and outside of the southern parkway and right of way, terminating at the District's driveway located 500 feet east of Skokie River.

Natural Gas Service

North Shore Gas operates a high pressure gas main throughout the entirety of the project limits. This main enters the project at Skokie Highway ramp with a 10" diameter and proceeds easterly under the eastbound pavement of Clavey Road. Approximately 250 FT west of Skokie River, this main proceeds out of the right of way to the south and crosses beneath Skokie River. It re-enters the Clavey Road right-of-way 150 FT east of Skokie River and continues easterly beneath the existing sidewalk in the southern parkway. At Green Bay Road, this main turns southwest and leaves the site under the western parkway of Green Bay Road.

See Appendix A for correspondence with utility companies.

Intermittent street lighting is found throughout the entirety of the project limits. These street lights are exclusively suspended off utility poles in the northern parkway.

c. **Traffic Data**

Current ADT: ***8,500 [2016]*** % trucks: ***3%***

Will 80,000 trucks be legally permitted on this route? ☒ Yes ☐ No

	2040		***11,000@US41***		***3%***		***3%***
Design Year:	***2040***	ADT:	***9,500@GB RD***	DHV:	***3%***	% trucks:	***3%***

See Exhibit 11 – CMAP 2040 Traffic Projections.

Both intersections currently perform at LOS "D" or higher with projected traffic volumes.

See Exhibit 13 – Bureau of Programming-Geometrics Approval

d. **Structures** - Identify location within the proposed improvement of all structures on attached location map. Attach a copy of the Structure Master 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.

SN 049-6586 exists within the project limits over the Skokie River. This structure will be replaced as part of this improvement.

See Exhibit 04 – Bridge Condition Report Approval Cover Letter

e. **Railroads** - Identify location of all railroad crossings on attached location map and complete the following:

Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices*	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
N/A				

*Include a sketch showing location of railroad protective devices from the edge of roadway and to the nearest track.

f. **Contiguous Sections** - Describe the existing typical sections at each end of the proposed improvement including number of travel lanes, turning lanes and parking lanes, lane widths and roadway width (f-f of curbs or e-e of shoulders), and sidewalk width.

The existing typical section beyond the Skokie Highway Ramp to the west consists of a three-lane, two-way urban section with pavement approximately 48' wide. The pavement is striped to include a 12-foot thru lane in each direction with a 12-foot center median and a 12-foot eastbound right turn lane serving the ramp to northbound Skokie Highway.

The existing typical section at the east end of the project limits along Clavey Road, also known as Blackstone Place, consists of a two-lane, two-way urban section with pavement approximately 18' wide edge-to-edge of pavement with B-6.12 curb and gutter. The single westbound thru, left turn and right turn lane is 9.5' wide and the single eastbound thru lane is 9' wide.

See Exhibit 02 – Existing and Proposed Typical Sections

2. **Proposed Improvement**

a. Discuss the purpose and need of the project:

The existing pavement throughout the project limits has deteriorated to the point where patching or resurfacing are no longer financially sound infrastructure investments to rehabilitate Clavey Road throughout this section. In addition, the Clavey Road bridge over Skokie River has a Sufficiency Rating of 53 and points to the need to reconstruct the entire structure.

This section of Clavey Road requires reconstruction in keeping with current standards and will also adhere to IDOT's complete streets policy and incorporate a multi-use path throughout the project limits, replacing a single sidewalk that is currently in place today.

b. What design guidelines will be used for the proposed improvement? (Check One)

☐ Rural (BLRS Manual Chapter 32)
☒ Urban (BLRS Manual Chapter 32)
☐ Suburban (BLRS Manual Chapter 32)
☐ 3R Guidelines (BLRS Manual Chapter 33)
☐ Bicycle Guidelines (BLRS Manual Chapter 42)
☐ Pedestrian Guidelines
☐ Other:

Functional Classification: ☐ Arterial ☒ Collector ☐ Local Road ☐ Other _____

Terrain: ☒ Level ☐ Rolling

Regulatory or Posted Speed Limit: ***35 mph*** Design Speed: ***40 mph***

c. 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.

The proposed improvement along Clavey Road from Skokie Highway to east of Green Bay Road consists of the reconstruction of the existing PCC pavement, along with the installation of an 8 FT HMA shared-use path [BLRS 42-3.02(i)] within the southern parkway of Clavey Road from Skokie Highway to Green Bay Road.

Clavey Road will remain a two-lane cross section with one 13' lane in each direction and in conjunction with Type B-6.24 curb and gutter will meet the 30 FT face to face width requirement outlined in BLRS Figure 32-2G and its roadway classification.

The cross section on Clavey Road at the west limit of the improvement will mirror the existing configuration with one 12' lane in each direction and a 12' westbound left turn lane leading to the Skokie Highway NB ramp.

The cross section on Clavey Road at the east limit of the improvement consists of one 9.5' lane in each direction and leads to a residential area. This section of Clavey Road east of Green Bay Road is named Blackstone Place.

No turn lanes will be installed in the main section of Clavey Road, with the exceptions of where the roadway is currently channelized as it approaches the Skokie Highway and Green Bay Road signalized intersections.

No bicycle lanes will be placed on Clavey Road. No additional sidewalks will be in place along Clavey Road once the improvement is complete except those in place near Skokie Highway on the north side of Clavey Road and existing sidewalks along Green Bay Road and Blackstone Place.

An 8-foot HMA shared-use path will be installed continuously in the southern parkway along Clavey Road and replace the existing sidewalk.

Guardrail will be required along Clavey Road at all four corners of the structure carrying Clavey Road over the Skokie River.

No traffic control devices are found in the through section of Clavey Road, but the intersections at both Skokie Highway and Green Bay Road are signalized. The extent of traffic signal modifications at Skokie Highway will be limited to detector loop removal and replacement. At Green Bay Road, the traffic signals will be replaced as part of this improvement due to the shift in centerline alignment to the north to facilitate the construction of the bike path and the staged reconstruction of the bridge over Skokie River.

The existing drainage pattern and system will remain the same as prior to the improvement, with the exception of the mainline storm sewer east of Skokie Highway which will be re-sized and reconstructed to accommodate the standard 50-year rainfall event. The outfall at Skokie River coming from the west is expected to remain unchanged while the outfall coming from the east will be re-built to properly interface with the proposed retaining wall required at the southeast corner of the bridge.

No horizontal curves are present within the existing or proposed alignment. The only modification to the alignment is a 5-foot offset to the north in order to minimize additional ROW needs associated with the shared-use path installation and to accommodate the stage construction of the bridge over Skokie River.

No railroads intersect with Clavey Road throughout the length of the improvement.

Utility conflicts exist with ComEd overhead facilities and will require relocation and adjustment to accomplish this improvement. A single line of utility poles exist throughout the corridor in the northern parkway. The entirety of this line will likely need to be relocated by ComEd.

The City of Highland Park owns an 8" diameter water main that runs near the existing northern curb line. This water main will be replaced within this improvement and moved to the northern parkway in order to keep it from being beneath the new roadway that is being shifted 5 feet to the north.

A 12" North Shore high pressure gas main lies within the southern parkway from Skokie River to Green Bay Road. This gas main is expected to require no adjustments or modifications with the alignment shift being planned.

A USGS Flood monitoring station is in place at the southwest corner of the bridge over Skokie River. It is expected that this station will need to relocated during construction.

See Appendix B – USGS Coordination Materials

No substantial intersection improvements will be made to the intersection at Skokie Highway beyond accommodating the WB-55 design vehicle for the northbound right turn movement according to BLRS 34-1G. The intersection with Green Bay Road will receive geometric modifications (increased turn bay and taper lengths) and new traffic signals while bringing the intersection in compliance with present design standards.

Very few ditch sections exist behind the proposed curb lines along the entirety of Clavey Road. The sections with side slopes exceeding 3:1 will be protected by guardrail, primarily on all corners of the proposed structure over Skokie River. The entirety of the proposed Clavey Road improvement includes barrier curb and gutter at the edge of pavement and a 1.5-foot clear zone is in place from the face of curb, satisfying the clear zone requirements outlined in BLRS 35-2.02(f).

Obstructions will still be in place in the form of bridge barrier wall at the structure over the Skokie River. Guardrail will be utilized at each corner of this structure to protect motorists.

No horizontal curves are present within the project limits.

The existing lighting pattern utilizing ComEd utility poles will be maintained after their relocation throughout the project limits.

See Exhibit 02 – Existing and Proposed Typical Sections

See Exhibit 03 – Plan and Profile Sheets

d. Discuss items affecting improvement such as hazardous mailbox supports, parking and truck restrictions, mail delivery from traffic lanes, justification (including warrants) for multi-way stop signs, traffic signals and other traffic control and railroad protective devices, stage construction, nearby airports, and additional lighting:

There are no hazardous mailbox supports, parking, truck restrictions, or mail delivery from traffic lanes.

There are no railroads or railroad protective devices within the project limits and no nearby airports. No multi-way stop signs are in place within the project limits.

Traffic signals at both Skokie Highway and Green Bay Road will be modified and/or improved as detailed in Section 2.c. Per the FHWA Coordination Meeting Minutes, it was concurred that the presence of existing traffic signals met the warrants for this project.

Existing midblock crossings will be maintained and marked with high visibility cross walks. The existing advanced warning signs will be reinstated.

See Exhibit 12 – FHWA Coordination Meeting Minutes

e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required design variances and appropriate justification. (BLRS Manual Section 27-7). If a design variance is required, include a copy of the approved BLR 22120 form as an attachment.

Clavey Road / Blackstone Place tapers to a 9.5 FT lane width to match the existing conditions. While Blackstone Place functions as a Local Street at the location of the variance, a 9.5 FT width is still substandard according to the guidelines set forth in BLRS 32-2l (10 FT minimum).

See Exhibit 20 – Approved Design Variances

f. Current estimated cost of proposed improvement? ***$10,100,000***

See Exhibit 07 – Project Cost Estimate

g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. 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)

Bicyclists, pedestrians and the handicapped will be accommodated through this improvement by upgrading the existing PCC sidewalk into an 8' HMA shared-use path in the same southern parkway throughout the entirety of the improvement area.

The proposed profile for a 340 foot section of the path approaching Green Bay Road includes a 7.3% longitudinal slope, which exceeds the guidelines of Section 42-3.02(g) of the BLRS Manual. However, the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG, Advisory R204.4) indicates that it is permissible to use longitudinal slopes for pedestrian facilities that generally follow the profile of the adjacent roadway. The existing profile along this section of of Clavey Road peaks at 7.4%. Therefore, the proposed multi-use path profile of 7.3% falls within these guidelines, and thus considered a "conforming" design.

Signage and striping will be provided for the path and meet AASHTO and MUTCD Standards.

ADA slopes, curb cuts and detectable warnings will be provided to meet all ADA standards.

See Exhibit 03 – Plan and Profile Sheets

Sidewalks/Shared-Use Paths:

Maximum 2% crosslope: ☒ Yes ☐ No ☐ Not Applicable

ADA ramps with detectable warnings at street intersections: ☒ Yes ☐ No ☐ Not Applicable

If no, provide justification.

N/A

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

No proposed improvements are being considered at either the east or west limit of the project.

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

a. Summarize crash data for the past five years, including a spot map or a location map showing crash locations when possible. Detail the types of crashes and include collision diagrams, if possible, especially at cluster sites. Give the source of this data.
The Highland Park Police Department has provided crash data from 2011 to 2015.

<u>US 41 Ramp at Clavey Road</u>
2011 – 0
2012 – 1
2013 – 1
2014 – 0
2015 – 0

<u>Clavey Road at Green Bay Road</u>
2011 – 0
2012 – 1
2013 – 1
2014 – 0
2015 – 7

<u>Aspen Lane at Clavey Road</u>
2011 – 0
2012 – 0
2013 – 0
2014 – 0
2015 – 2

See Exhibit 08 – Crash Data Table and Collision Diagrams

On all crashes logged, only a single non-incapacitating injury was reported on 6/10/2013.

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.

Fourteen percent (14%) were angled collisions that were the result of vehicles turning left off Clavey Road and colliding with oncoming traffic. Forty-Three percent (43%) were rear-end collisions that can be expected at intersections.

No critical wet weather sites exist within the limits of the proposed improvements.

See Exhibit 08 for the Crash Data Table and Collision Diagrams.

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

We do not expect the improvements to increase crash rates throughout the corridor as the roadway will have a similar lane configuration as is existing.

It is expected that the project will improve safety due to upgraded pavement markings and signage in accordance to current standards.

4. **Right of Way**

a. Describe the 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. Discuss any impacts on setbacks required by zoning.

No ROW taking will be required for the completion of this project.

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

☐ Yes ☒ No

If yes, describe the number and type of displacements anticipated and mitigation that will be taken to provide relief for this impact on an attached sheet.

Not applicable

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

a. If the project requires 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, contact the Illinois Department of Agriculture and attach results of the coordination and summarize the results below.

Not applicable

b. ☐ The project requires consultation with the Natural Resource Conservation Service., Form AD-1006 has been completed and submitted to the local office of NRCS. The completed AD-1006 form is attached.

☐ 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)**

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

☒ Yes ☐ No

If yes, summarize the location hydraulics study, regulatory floodway restrictions, the effect of any encroachment (including a comparison between existing and proposed conditions) and the effect of over-the-road flow on the proposed transportation facility. Attach any available floodplain maps.

The Clavey Road Bridge crosses over Skokie River at approximately Station 29+45 and is located approximately 2,100 FT east of the U.S. 41 interchange with Clavey Road. Skokie River is a studied watercourse with established Base Flood Elevations (BFE) and an established Regulatory Floodway. The effective Flood Insurance Study (FIS) HEC-2 hydraulic model for Skokie River was obtained from FEMA and used as the baseline model. This model was converted to HEC-RAS hydraulic model format typical procedures established by IDNR-OWR and IDOT for such modeling. Included in the hydraulics study, were the creation of Corrected Effective, Enhanced Existing, and Proposed Conditions hydraulic models.

The existing Skokie River floodplain boundary on the north side of the Clavey Road bridge crossing is approximately 2,400' wide and on the south side approximately 150'. The Clavey Road improvements will

include the replacement of the existing 66-year-old bridge over the Skokie River. The existing bridge abutment locations will <u>not</u> be narrowed or reduced for the proposed replacement bridge. Therefore, the proposed waterway opening area will be the same as existing with no encroachment into the existing flow area.

Based on the more conservative FIS BFE of 634.66 ft-NAVD88 rather than the calculated BFE of 633.40 ft-NAVD88 immediately upstream of Clavey Road, ponding within the roadway can occur, but over-the-road flow would not likely occur during the 100-year event. Flow is essentially blocked by existing or proposed sidewalk and/or parkway grades; however, roadway inundation may occur.

See Exhibit 14 for the FIRM and Existing and Proposed Conditions Map.

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

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

   ☒ Yes ☐ No

   If yes, the project must comply with the Phase II NPDES Storm Water Permit Requirements.

8. **"404" Permit (BLRS Manual Section 7-4.02)**

   Does this project involve waters regulated by Section 404?

   ☒ Yes ☐ No

   If yes, what type of 404 permit is required? ☐ Nationwide ☐ Individual ☒ Regional ☐ None

   Attach a copy of any 404 permit authorization and/or coordination letters with the Corps of Engineers.
   If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

9. **Special Waste (BLRS Manual Section 20-12)**

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

      ☒ Yes ☐ No

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

      ☒ Yes ☐ No

   c. 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?

      ☒ Yes ☐ No

      See Exhibit 17 – IDOT Special Waste Clearance

      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 performed during Phase II Engineering due to the need for excavation beyond the existing pavement area and acquisition of new public right-of-way.

      See Exhibit 18 – IDOT and Local PESA Executive Summaries

10. **Environmental Survey (BLRS Manual Section 20-2)**

    Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure 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, or known locations of threatened or endangered species, the Environmental Survey Request Form should be submitted early in the project development phase.

a. 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 Inventory of Rivers with potential for inclusion on the system, include coordination between the National Park Service and the Bureau of Design and Environment (BDE).

☐ Involvement ☒ No Involvement

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

☒ Yes ☐ No

See Exhibit 14 – FIRM and Existing Condition Map

If yes, indicate how the wetlands will be migrated. ☒ Banking ☐ Accumulation ☐ On-site ☐ Other

c. Archaeological and Historical Preservation Include results of coordination. Does the project impact an archaeological or historic preservation site?

☐ Yes ☒ No

If yes, describe any required documents.

See Exhibit 15 – IDOT Cultural Clearance

d. Threatened or Endangered Species – Does the project impact any endangered species or plants?

☐ Involvement ☒ No Involvement ***See Exhibit 16 – IDOT Biological Clearance***

Include copy of biological resources memorandum or signoff by BDE and/or IDNR.

e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDNR or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDNR or U.S. Fish and Wildlife Service whenever required as a result of biological review by BDE. Address any proposed mitigation measures.

☐ Involvement ☒ No Involvement

11. **Section 4(f) Lands (BLRS Manual Section 20-3)**

a. Does this project require any right-of-way, including temporary construction easements, from a publicly owned park, recreational area, wildlife and waterfowl, or any historic site in or eligible for the National Register of Historic Places?

☐ Yes ☒ No

b. If yes, what type of of the Section 4(f) involvement has been completed?

☐ Section 4(f) deminimis ☐ Standard Section 4(f) ☐ Temporary Occupancy ☐ None

No ROW will be required from Larry Fink Memorial Park, which is part of the Park District of Highland Park.

12. **Air Quality (BLRS Manual Section 20-11)** Check One:

a. ☐ This project is in an attainment area.

☒ Projects within a portion of a nonattainment area for which the Chicago Metropolitan Agency for Planning (CMAP) is the MPO.

This project is included in the ***GO TO 2040*** (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the ***CMAP***, the region's Metropolitan Planning Organization. The ***2014-2019*** (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on ***10/14/2015***.

The TIP was found to conform by FHWA on ***10/14/2015*** and by FTA on ***10/14/2015.***

☐ Projects within a nonattainment area served by a Metropolitan Planning Organization other than CMAP.

The TIP Number for this project is 10-15-0026.

This project is included in the Long-Range Transportation Plan and in the _____ Transportation Improvement Program (TIP) endorsed by _____ , the Metropolitan Planning Organization (MPO) for the region in which the project is located.

On _____ the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on _____ that the TIP conforms with the Clean Air Act Amendments. These finding were in accordance with 40 CFR Part 93, "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and projects Funded or Approved Under Title 23 USC or the Federal Transit Act."

The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation-related requirements of the 1990 Clean Air Act Amendments.

b. **Mobile Source Air Toxics (See BDE PM 52-06)**

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the exiting facility, or any other factor that would cause an increase in emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

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. Check One:**

☐ This project is in an attainment area and does not require a 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

The following criteria of 40 CFR 93.123(b)(1) as follows not being met:

1. ***This project is not a new highway project or the extension of a highway project.***
2. ***This project does not negatively impact the two major intersections (Skokie Highway & Green Bay Road) or result in increased diesel traffic through either intersection.***
3. ***This project does not involve any new bus or rail terminals.***
4. ***This project does not involve any bus or rail transfer points.***
5. ***This project is not affecting areas identified in any PM10 or PM2.5 implementation plan.***

_____

it has been determined that the project will not cause or contribute to any new localized $PM_{2.5}$ or PM_{10} violations or increase the frequency or severity of any $PM_{2.5}$ or PM_{10} 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. See Attachment _____ .

e. **COSIM**

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

☐ Yes ☒ No ***N/A***

If yes, has a COSIM pre-screen analysis been completed?

☐ Yes ☐ No

If yes, pre-screen analysis is attached as Attachment _____ .

If no, explain why an analysis has not been performed. _____

_____

_____

If yes, did the COSIM pre-screen analysis pass or fail? ☐ Pass ☐ Fail

If the COSIM pre-screen analysis failed, a full COSIM analysis would be required.

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

☒ The referenced project meets the criteria for a Type III project established in 23 CFR Part 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

☐ Based on the traffic noise analysis and noise abatement evaluation conducted, highway traffic noise abatement measures are likely to be implemented based on preliminary design. The noise barriers determined to meet the feasible and reasonable criteria are identified on the attachment. If it subsequently develops during final design that constraints not foreseen in the preliminary design or public input substantially change, the abatement measures may need to be modified or removed from the project plans. A final decision of the installation of the abatement measure(s) will be made upon completion of the project's final design and the public involvement process.

If this project involves a new alignment, additional lanes, or involves a significant alignment change, attach a traffic noise analysis.

14. Work Zone Transportation Management Plans

Does the project intersect or follow a state route?

☒ Yes ☐ No

Is the state or local route considered a significant route?

☐ Yes ☒ No ☐ Not Applicable

If yes, describe how the Work Zone Transportation Management Plan is being implemented.

Skokie Highway's(US 41) Ramp, Clavey Road and Green Bay Road are the three routes involved in this project. Clavey Road will be affected by institution of a one-way detour for the construction of this improvement east of Aspen Lane. Neither Clavey Road or Green Bay Road are considered a significant route.

Skokie Highway (US 41) is considered to be significant route. However, while utilizing an eastbound detour for traffic leaving Skokie Highway, no travel restrictions will be apparent to any vehicle leaving Skokie Highway as they exit the ramp. As such, no Work Zone Transportation Management Plan is included.

See Exhibit 03 – Plan and Profile Sheets

15. 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?
☐ Yes ☒ No

If yes, describe how the Complete Streets Law requiring accommodating bicyclists on a state route apply.

Not applicable

16. **Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9))**

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the impacts of any road and/or sidewalk closure. If the road will be closed, include information concerning location of alternate routes, their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.), and the amount of adverse travel. When a marked detour route will be provided, include coordination with appropriate agencies, a description of the adverse travel, and include a map showing the alternate routes or marked detour in the report.

Two-Way vehicular traffic will not be maintained for a majority of the corridor due to spatial restraints, utility conflicts and constructability issues surrounding both the storm sewer work and bridge reconstruction. Eastbound traffic will be maintained during construction throughout the length of the project, which has the least impacts on vehicles exiting Skokie Highway at the west end of the improvement. Due to extensive delays for citizens at the west end of the improvement, two way traffic will be maintained from Skokie Highway and Aspen Lane / Congregation Solel Driveway.

Construction along Clavey Road will proceed in the following stages:

Pre-Stage Construction

ComEd utility relocation will occur within the northern parkway in advance of all mainline roadway construction.

Pre-Stage One

West of Aspen Lane, traffic will be shifted south utilizing temporary pavement to enable utility and roadway construction in the northern parkway through this section. This temporary pavement will be utilized throughout Stage One.

Stage One

Stage One Construction will include the demolition and reconstruction of the north lane (westbound). With the 5 FT offset between the existing and proposed geometry, this stage will construct all finished pavement to the proposed centerline of Clavey Road. This section will also include the relocation of the water main running throughout the length of the project and the reconstruction of the northern half of the bridge substructure and superstructure. Temporary pavement will be utilized to the south of existing pavement as needed.

West of Aspen Lane, traffic will remain in its two-lane configuration shifted south within the ROW.

Stage Two

Stage Two Construction will consist of shifting traffic onto the proposed 13 FT pavement of Clavey Road and allow for mainline storm sewer construction to take place prior to pavement reconstruction. Multi-use path will also be built during this stage as well as completion of the new bridge over Skokie River.

West of Aspen Lane, temporary pavement will be installed north of the northern curb line to accommodate two-way traffic.

Stage Three

Stage Three will consist of shifting traffic agains the southern curb line to facilitate removal of temporary pavement and completion of the northern curb and gutter and incidental driveways in the northern parkway between Aspen Lane and Skokie Highway.

Green Bay Road is a two-lane, two-way locally maintained roadway classified as a minor collector with 15.5 FT lanes in each direction. No structures exist throughout the section of Green Bay Road being utilized by the detour route.

Lake Cook Road is a three-lane, two-way IDOT maintained roadway with a shared left turn lane; all lanes are of 12 FT wide. It is also classified as a minor collector. It also has a structure carrying it over Skokie River (SN 016-3057) which has a sufficiency rating of 95.0 and was reconstructed in 1989.

Skokie Valley Road is a four-lane, two-way IDOT maintained roadway with a combination configuration of a shared left turn lane or a raised parkway. It is also classified as a minor collector. No structures exist throughout this the section of Skokie Valley between Lake Cook Road and Clavey Road.

The intended detour route was presented to the IDOT District One Detour Route Committee on September 21, 2017.

Mid-block crossings related to the Northmoor Country Club will be maintained in the same manner of a side street or driveway through the placement of aggregate for temporary access. Members shall be able to traverse the right of way at all times. Times of unavoidable closure will be coordinated in advance with the club and kept to a minimum.

Pedestrian / ADA access will be maintained utilizing the sidewalk on the south side of Clavey Road at all times other than when this sidewalk must be removed for its replacement in favor of a multi-use path. During this period the pedestrian route along Clavey Road will be closed. Standard 701801-06 will be followed during any periods of sidewalk closure.

See Exhibit 09 – Detour Route Map

See Exhibit 10 – IDOT District One Detour Route Committee Minutes

17. **Public Involvement (BLRS Manual Chapter 21**)

a. Summarize public informational meetings, formal public hearings, property owner signoffs, council or board meetings, media coverage, and personal contact with public. Include copies of newspaper advertisements, letter to property owners, public comments, and documents showing all public comments have been addressed.

A public informational meeting was held on December 5, 2017at the Highland Park Public Works Services Building located at 1150 Half Day Road in Highland Park. This project was advertised through posting at Village Hall and direct automated phone communication with all residents surrounding the Clavey Road corridor.

All written records of comments made by attendees have been included in Exhibit 21 as well as the initial informational letter and response mailing.

b. Has any opposition been expressed toward the improvement?
☐ Yes ☐ No

If yes, briefly discuss the type and extent of opposition.

No, no objections were made towards the overall scope of the project. Any concerns expressed surrounding traffic impacts associated with the proposed detour which has been revised in accordance with these comments.

c. If yes, discuss how the opposition has been addressed with the property owners?

Revising sections of the maintenance of traffic plans to lessen the impact on the most severely affected property owners.

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

Have there been any coordination meetings for this project? ☒ Yes ☐No

If yes, list the date(s) of the coordination meeting(s) below and attach coordination meeting minutes in the report.

This project was presented at the IDOT-FHWA Coordination Meeting held in Schaumburg, Illinois at the IDOT-District 1 Office on September 15, 2015

See Exhibit 12 – FHWA Coordination Meeting Materials

19. **Other Coordination**

Attach results.

See Appendix A – Utility Coordination Materials

See Appendix B – USGS Coordination Materials

20. **Summary of Commitments**

This project will comply with comply with Phase II NPDES Storm Water Permit Requirements.

A PSI will be completed during Phase II Engineering.

USGS will be contacted again when Phase II Plans are in their pre-final submittal stage, giving them ample time to design and source the relocation of their facilities.

Summary of Attachments (when required):

1. ***Location Map and Functional Classification Map***
2. ***Existing and Proposed Typical Sections***
3. ***Plan and Profile Sheets***
4. ***Bridge Condition Report Approval Cover Letter***
5. ***Preliminary Bridge Design and Hydraulic Report Approval Cover Letter***
6. ***Master Structure Report – SN 049-6586***
7. ***Project Cost Estimate***
8. ***Crash Data Table and Collision Diagrams***
9. ***Detour Route Map***
10. ***District One Detour Route Committee Meeting Minutes***
11. ***CMAP Traffic Projections***
12. ***FHWA Coordination Meeting Minutes***
13. ***Bureau of Programming-Geometrics Approval***
14. ***FIRM AND Existing/Proposed Conditions Map***
15. ***IDOT Cultural Clearance***
16. ***IDOT Biological Clearance***
17. ***IDOT Special Waste Clearance***
18. ***IDOT and Local PESA Executive Summaries***
19. ***TSL for Structure over Skokie River and Approval***
20. ***Approved Design Variances (BLR 22120)***
21. ***Public Coordination Materials***

Appendix A: Utility Coordination Materials

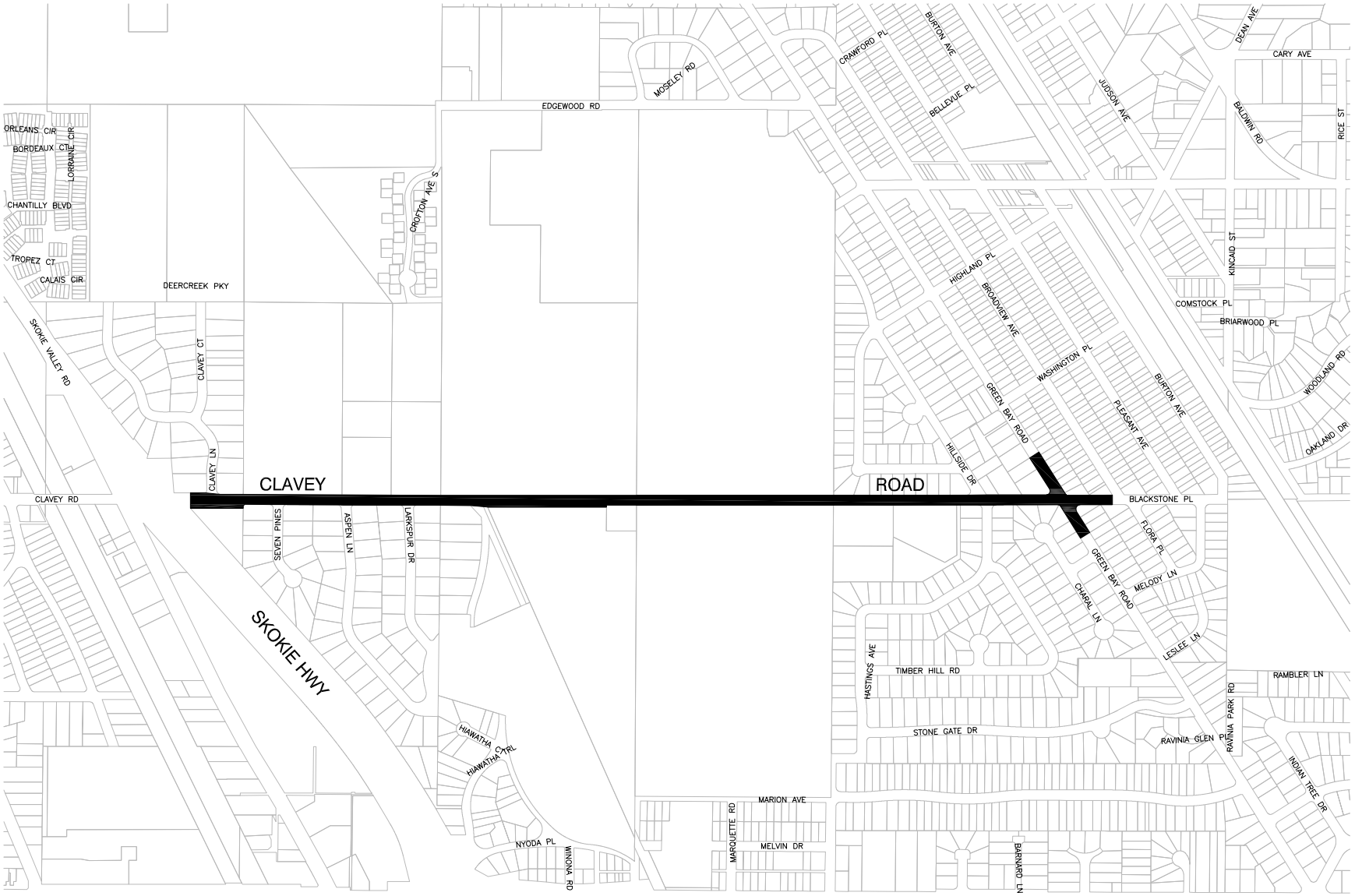
Appendix B: USGS Coordination Materials

EXHIBIT 01

LOCATION AND FUNCTIONAL CLASSIFICATION MAP

VILLAGE OF HIGHLAND PARK

CLAVEY ROAD RECONSTRUCTION



PREPARED BY:

Robinson ENGINEERING

▬ - PROJECT LOCATION

DATE: 5/24/16

15528-LCTN-01

5-YEAR CLASSIFICATION MAP

COOK COUNTY

ILLINOIS

PREPARED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING

IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OAK PARK AVENUE

5-Year Classification

- 1 Interstate
- 2 Freeway or Expressway
- 3 Other Principal Arterial
- 4 Minor Arterial
- 5 Major Collector
- 6 Minor Collector
- 7 Local Road or Street
- Interstate, U.S., State
- Railroad
- State Boundary
- County Boundary
- Urban Boundary
- River, Streams
- Lakes
- Civil Township or District

Project Location

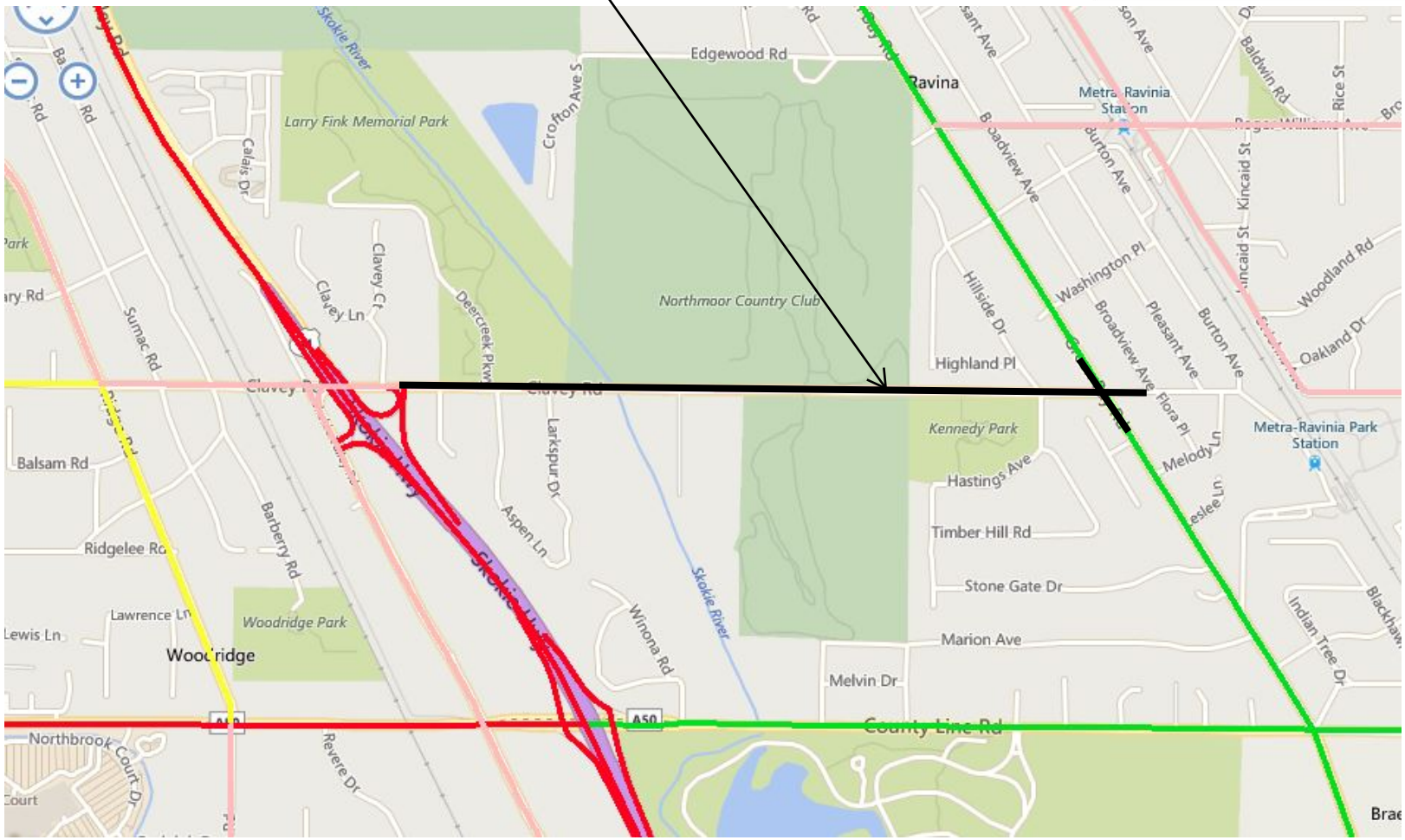
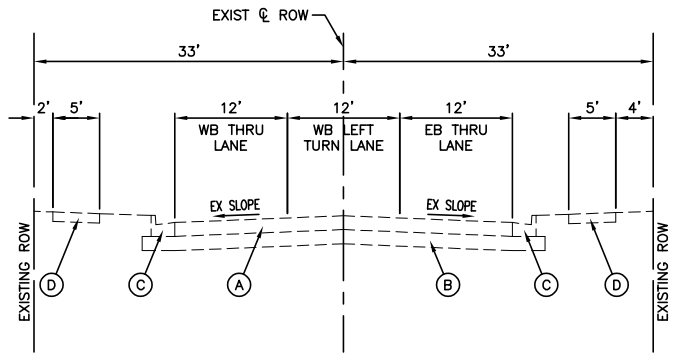


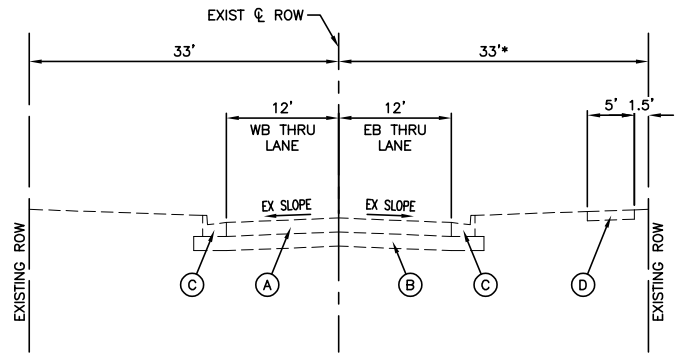
EXHIBIT 02

EXISTING AND PROPOSED TYPICAL SECTIONS



EXISTING TYPICAL SECTION

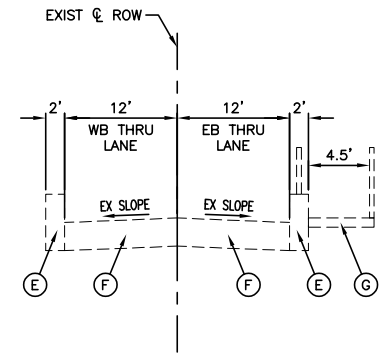
CLAVEY ROAD
STA 113+05.61 TO STA 117+24.69



* 30' STA 126+48.18 TO STA 139+67.72

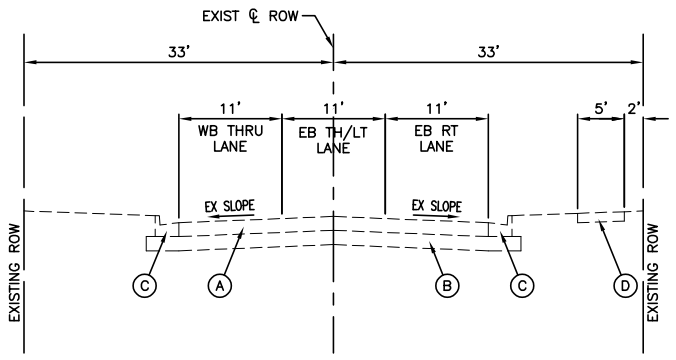
EXISTING TYPICAL SECTION

CLAVEY ROAD
STA 117+24.69 TO STA 165+93.40
[OMISSION FOR BRIDGE]



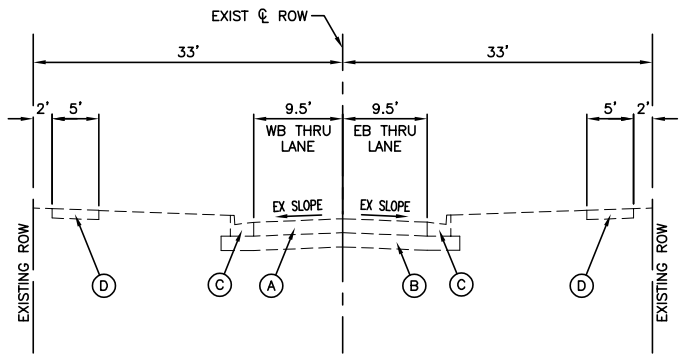
EXISTING TYPICAL SECTION

CLAVEY ROAD - AT SKOKIE RIVER
EXISTING SN 049-6586
STA 129+09.88 TO STA 129+76.19



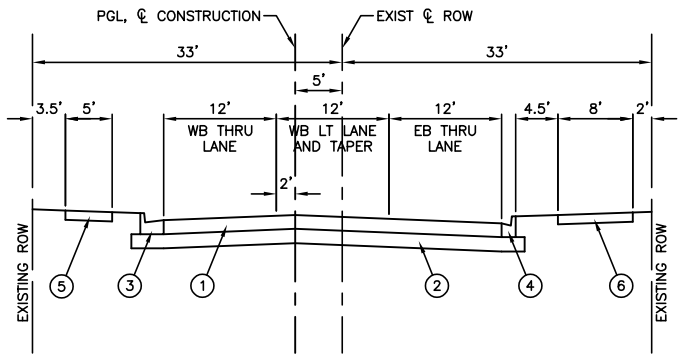
EXISTING TYPICAL SECTION

CLAVEY ROAD
STA 165+93.40 TO STA 168+21.41



EXISTING TYPICAL SECTION

CLAVEY ROAD (BLACKSTONE PLACE)
STA 168+21.41 TO STA 170+50.11



PROPOSED TYPICAL SECTION

CLAVEY ROAD
STA 113+05.61 TO STA 116+81.75

LEGEND

A	EXISTING PAVEMENT	1	PROPOSED PAVEMENT
B	EXISTING AGGREGATE SUBGRADE	2	PROPOSED AGGREGATE SUBGRADE
C	EXISTING CURB AND GUTTER	3	PROPOSED TYPE B-6.24 CURB AND GUTTER
D	EXISTING SIDEWALK	4	PROPOSED TYPE B-6.12 CURB AND GUTTER
E	EXISTING BRIDGE DECK	5	PROPOSED 5" PCC SIDEWALK
F	EXISTING BRIDGE PARAPET	6	PROPOSED HMA SHARED USE PATH
G	EXISTING PEDESTRIAN WALKWAY	7	EXISTING SIDEWALK

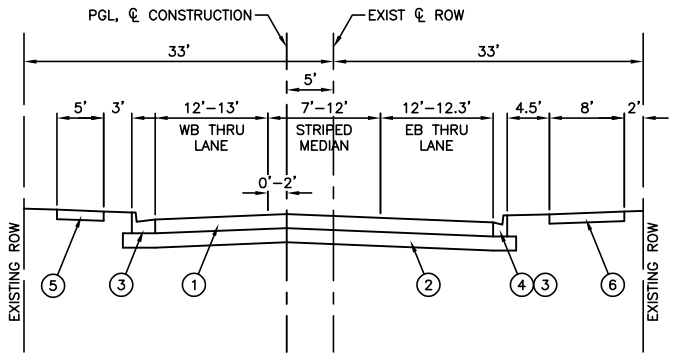
FILE NAME = 15528-TYPX-01 - IDOT P01	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — HLG	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 12-05-17	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD
ROAD RECONSTRUCTION
TYPICAL CROSS SECTIONS

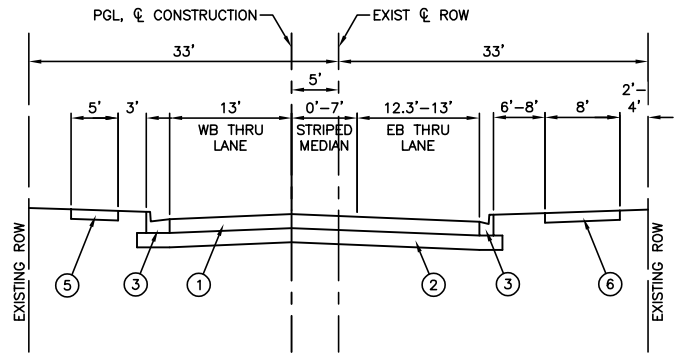
SCALE: | SHEET NO. 2 OF 33 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	2
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		



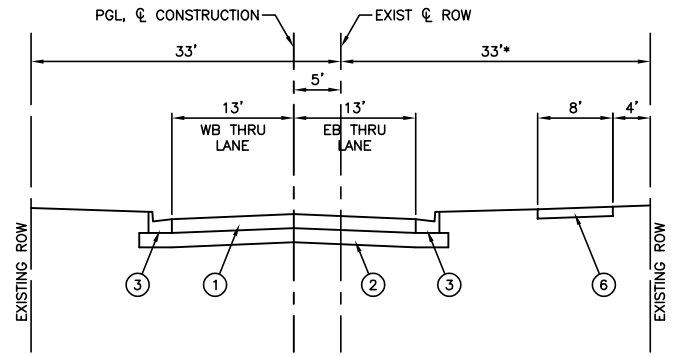
PROPOSED TYPICAL SECTION

CLAVEY ROAD
STA 116+81.75 TO STA 118+00



PROPOSED TYPICAL SECTION

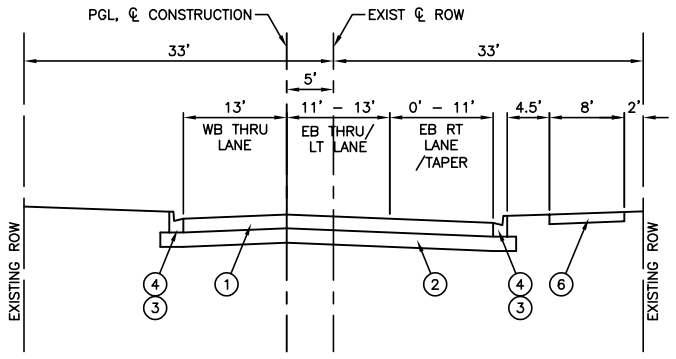
CLAVEY ROAD
STA 118+00 TO STA 120+81.76



PROPOSED TYPICAL SECTION

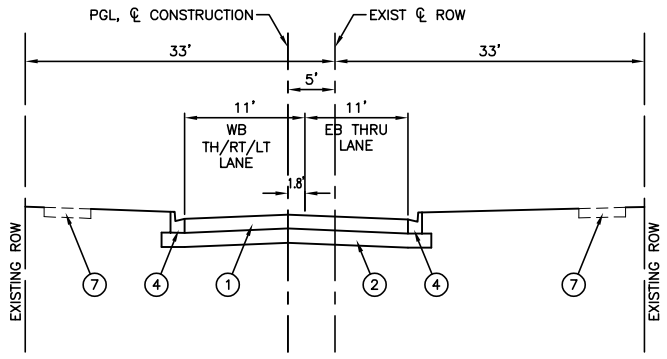
* 30' STA 126+48.18 TO STA 152+87.03

CLAVEY ROAD
STA 120+81.76 TO STA 164+48
BRIDGE OMISSION STA 128+91.69 TO STA 129+97.94



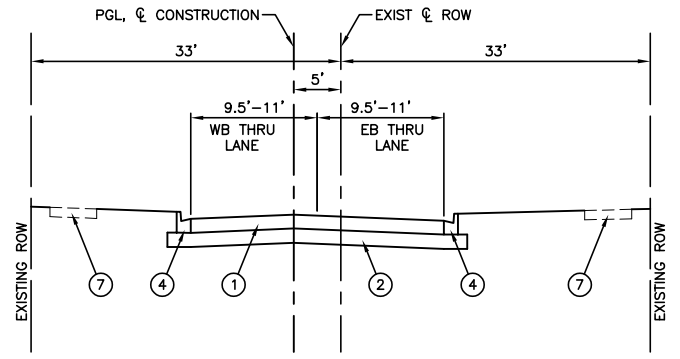
PROPOSED TYPICAL SECTION

CLAVEY ROAD
STA 164+48 TO STA 167+75



PROPOSED TYPICAL SECTION

BLACKSTONE PLACE
STA 168+62.65 TO STA 169+50



PROPOSED TYPICAL SECTION

BLACKSTONE PLACE
STA 169+50 TO STA 170+50.11

LEGEND

(A)	EXISTING PAVEMENT	(1)	PROPOSED PAVEMENT
(B)	EXISTING AGGREGATE SUBGRADE	(2)	PROPOSED AGGREGATE SUBGRADE
(C)	EXISTING CURB AND GUTTER	(3)	PROPOSED TYPE B–6.24 CURB AND GUTTER
(D)	EXISTING SIDEWALK	(4)	PROPOSED TYPE B–6.12 CURB AND GUTTER
(E)	EXISTING BRIDGE DECK	(5)	PROPOSED 5" PCC SIDEWALK
(F)	EXISTING BRIDGE PARAPET	(6)	PROPOSED HMA SHARED USE PATH
(G)	EXISTING PEDESTRIAN WALKWAY	(7)	EXISTING SIDEWALK

FILE NAME = 15528-TYPX-01 - IDOT P02

USER NAME =	DESIGNED — JPH	REVISED —	
	CHECKED — HLG	REVISED —	
PLOT SCALE =	DRAWN — RG	REVISED —	
PLOT DATE = 12-05-17	CHECKED — AG	REVISED —	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD
ROAD RECONSTRUCTION
TYPICAL CROSS SECTIONS

SCALE: | SHEET NO. 3 OF 33 SHEETS | STA. | TO STA.

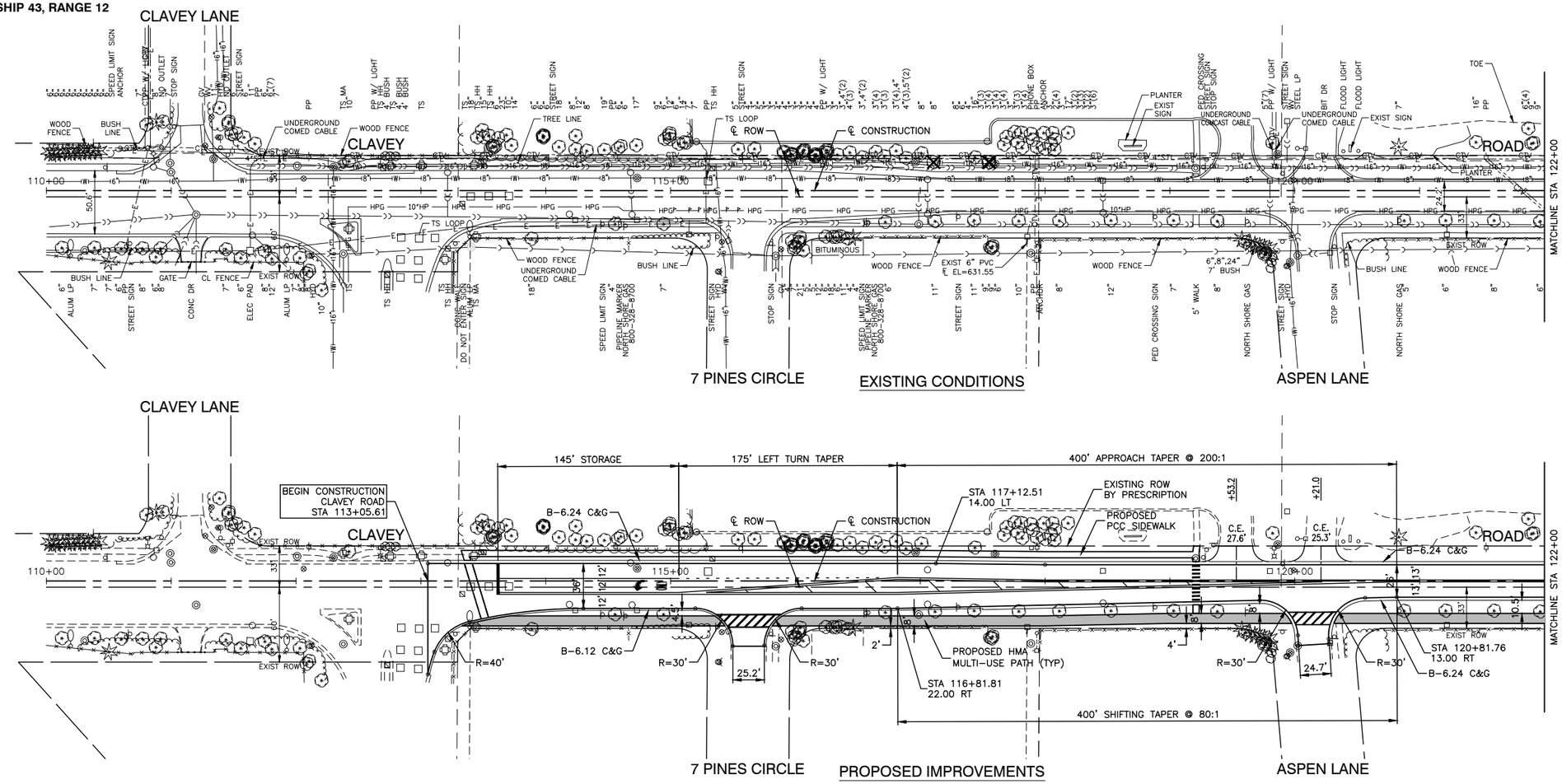
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	3
		CONTRACT NO.		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT BRM-4003 (613)

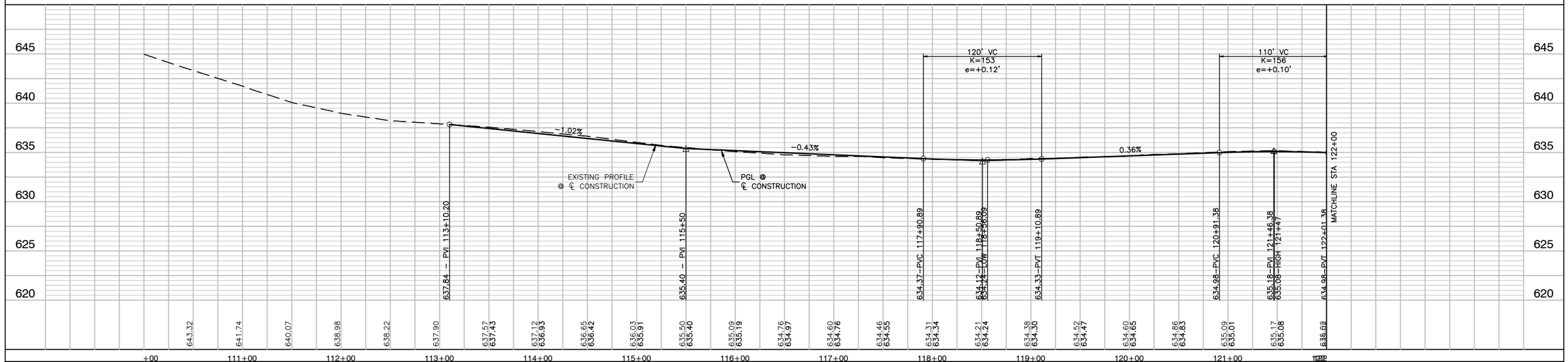
EXHIBIT 03

PLAN AND PROFILE SHEETS

SECTION 35, TOWNSHIP 43, RANGE 12



DRIVEWAY LEGEND
C.E. = COMMERCIAL ENTRANCE
P.E. = PRIVATE ENTRANCE



FILE NAME = 15528-PLPR-01 - IDOT PLPR01					
	USER NAME =	DESIGNED — JPH	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CLAVEY ROAD ROAD RECONSTRUCTION PLAN & PROFILE
		CHECKED — HLG	REVISED —		
	PLOT SCALE =	DRAWN — RG	REVISED —		SCALE: H 1"=50' V 1"=5' | SHEET NO. 5 OF 33 SHEETS | STA. TO STA.
	PLOT DATE = 04-12-18	CHECKED — AG	REVISED —		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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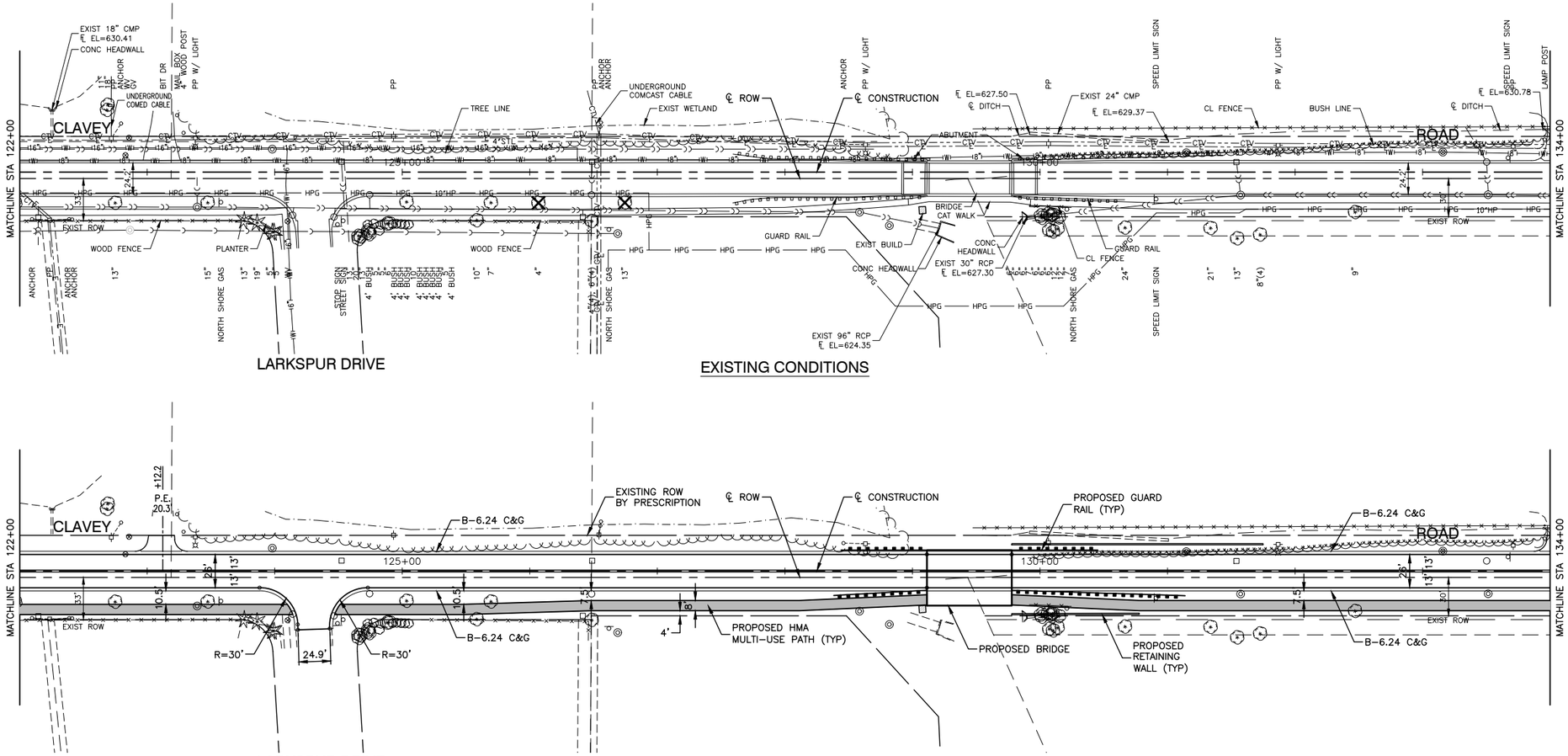
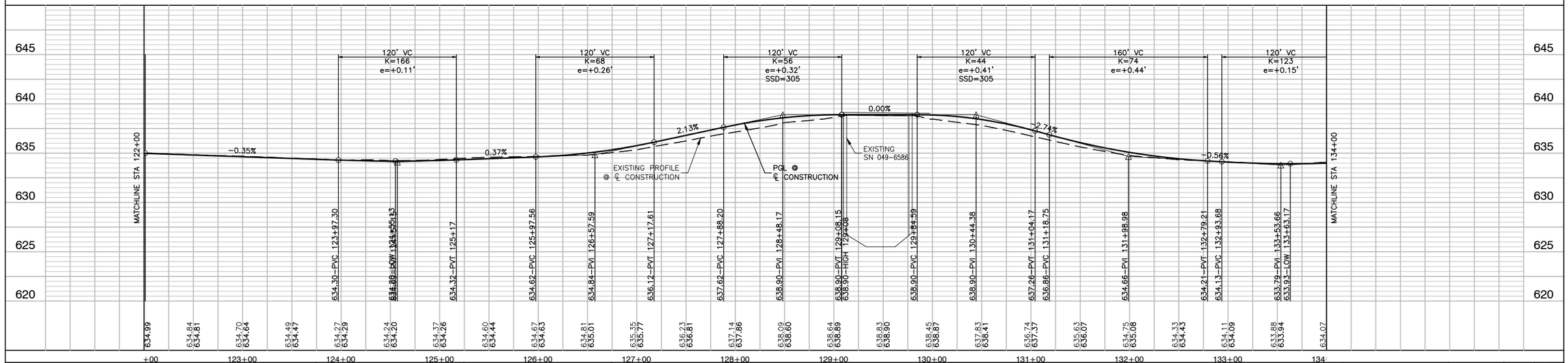
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. MARKED, CADD FILE NAME, NOTE BOOK, NO. — BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, NOTE BOOK — BY, DATE

SECTION 35, TOWNSHIP 43, RANGE 12





FILE NAME = 15528-PLPR-01 - IDOT PLPR02	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — HLG	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 04-12-18	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD
ROAD RECONSTRUCTION
PLAN & PROFILE

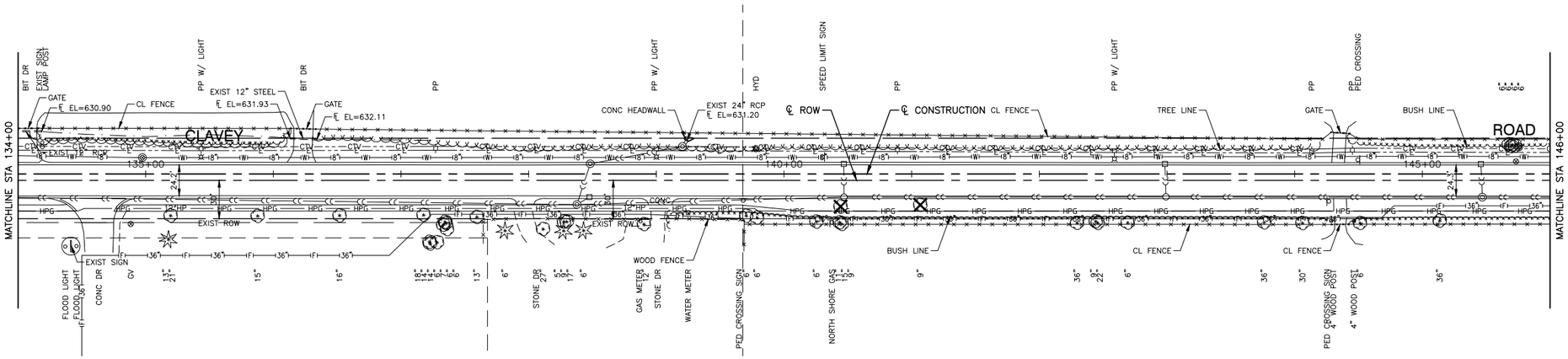
SCALE: H 1"=50' V 1"=5' | SHEET NO. 6 OF 33 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	6
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		

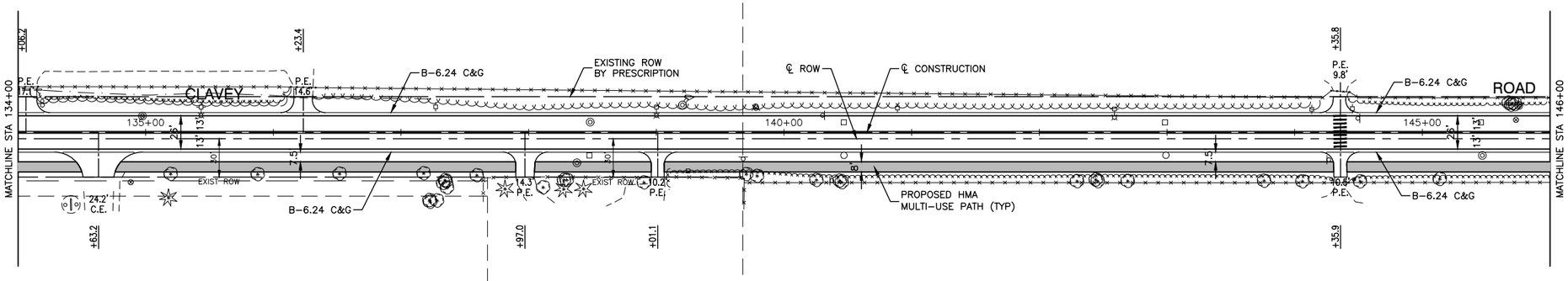
PLAN — NOTE BOOK NO.___ — SURVEYED PLOTTED ALIGNMENT CHECKED R.O.W. MONUMENTED CADD FILE NAME___ — BY DATE

PROFILE — NOTE BOOK — SURVEYED PLOTTED GRADES CHECKED B.M. NOTED — BY DATE

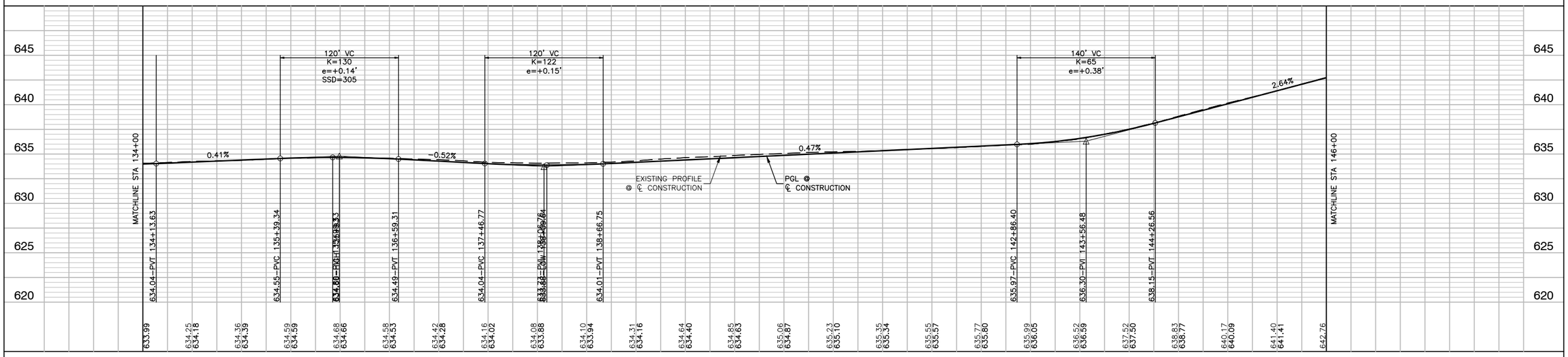
SECTION 35, TOWNSHIP 43, RANGE 12



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



FILE NAME = 15528-PLPR-01 - IDOT PLPR03	USER NAME =	DESIGNED — JPH	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CLAVEY ROAD ROAD RECONSTRUCTION PLAN & PROFILE
		CHECKED — HLG	REVISED —		
	PLOT SCALE =	DRAWN — RG	REVISED —		
	PLOT DATE = 04-12-18	CHECKED — AG	REVISED —		

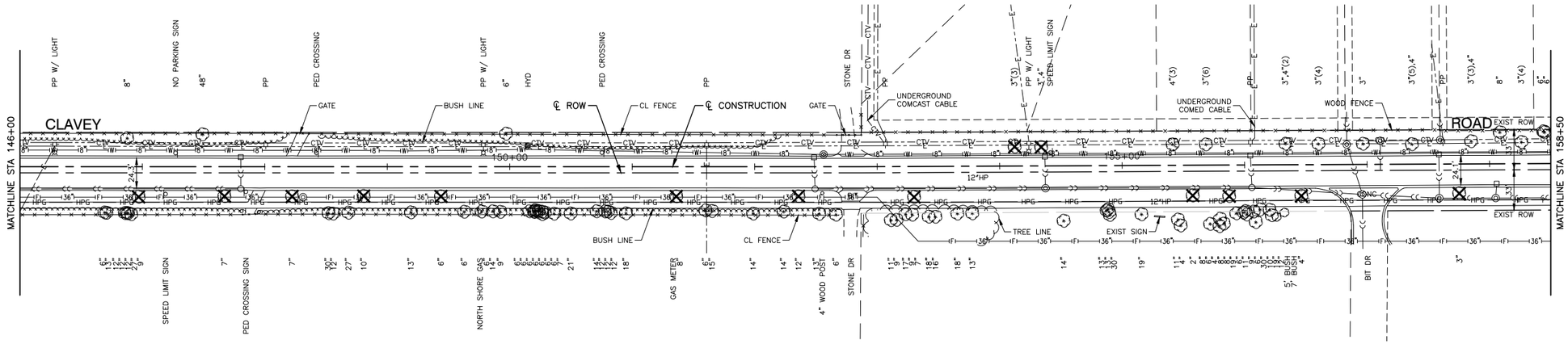
SCALE: H 1"=50' V 1"=5' | SHEET NO. 7 OF 33 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	7
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		

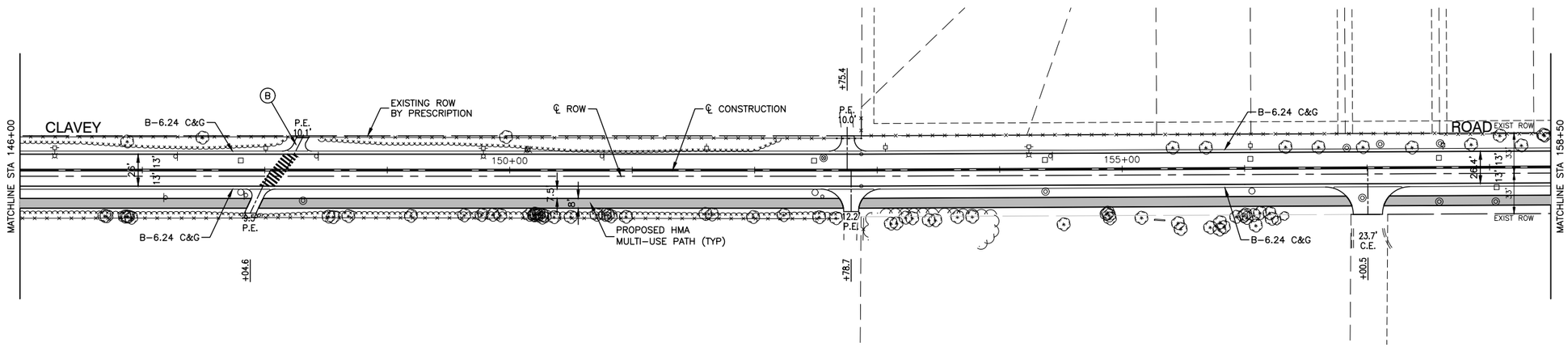
PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, REF. NOTED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, NOTE BOOK, BY, DATE

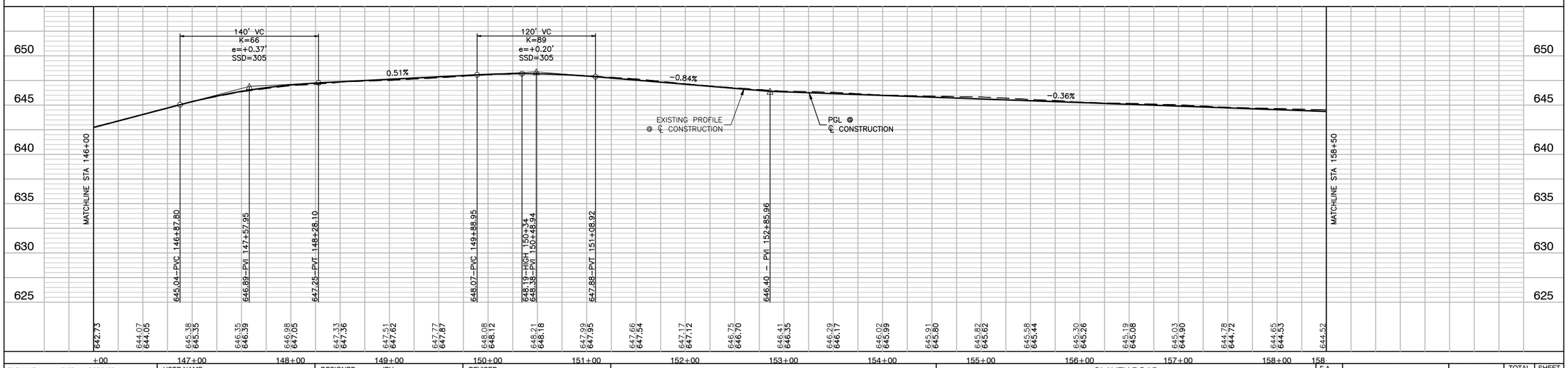
SECTION 35, TOWNSHIP 43, RANGE 12



EXISTING CONDITIONS



PROPOSED IMPROVEMENTS



FILE NAME = 15528-PLPR-01 - IDOT PLPR04	USER NAME =	DESIGNED — JPH	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED — HLG	REVISED —	
	PLOT SCALE =	DRAWN — RG	REVISED —	
	PLOT DATE = 04-12-18	CHECKED — AG	REVISED —	

CLAVEY ROAD
ROAD RECONSTRUCTION
PLAN & PROFILE

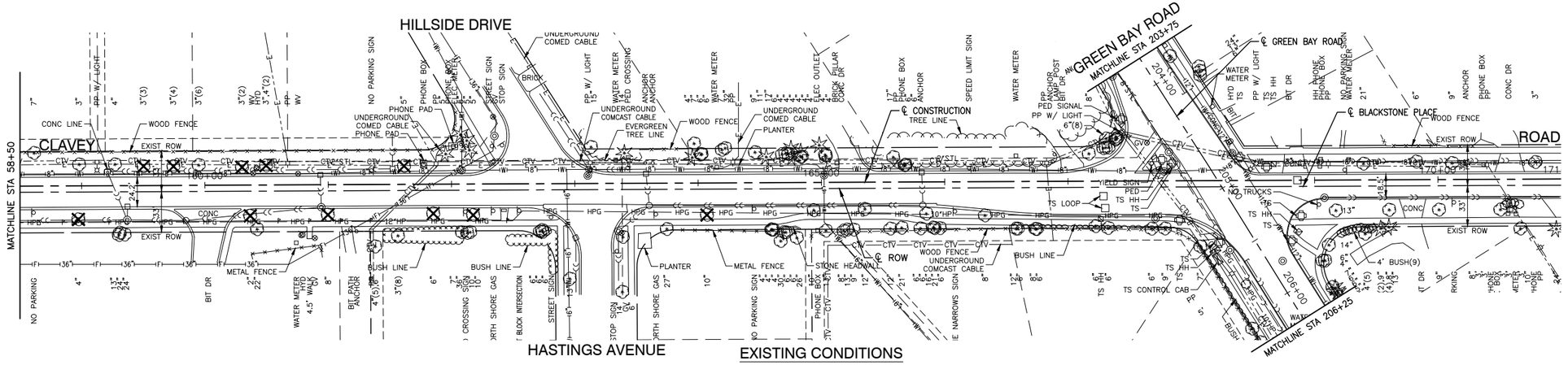
SCALE: H 1"=50' V 1"=5' | SHEET NO. 8 OF 33 SHEETS | STA. | TO STA.

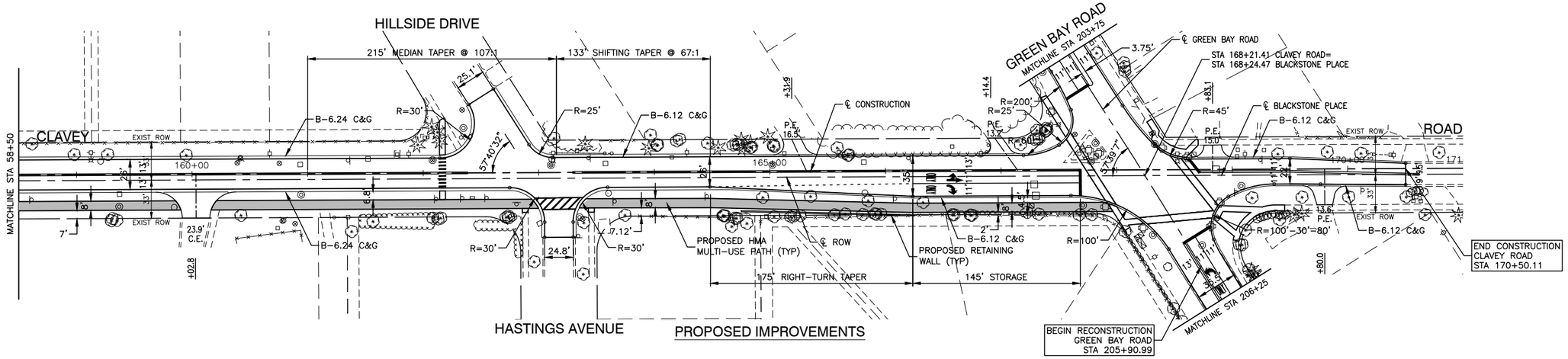
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	8
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		

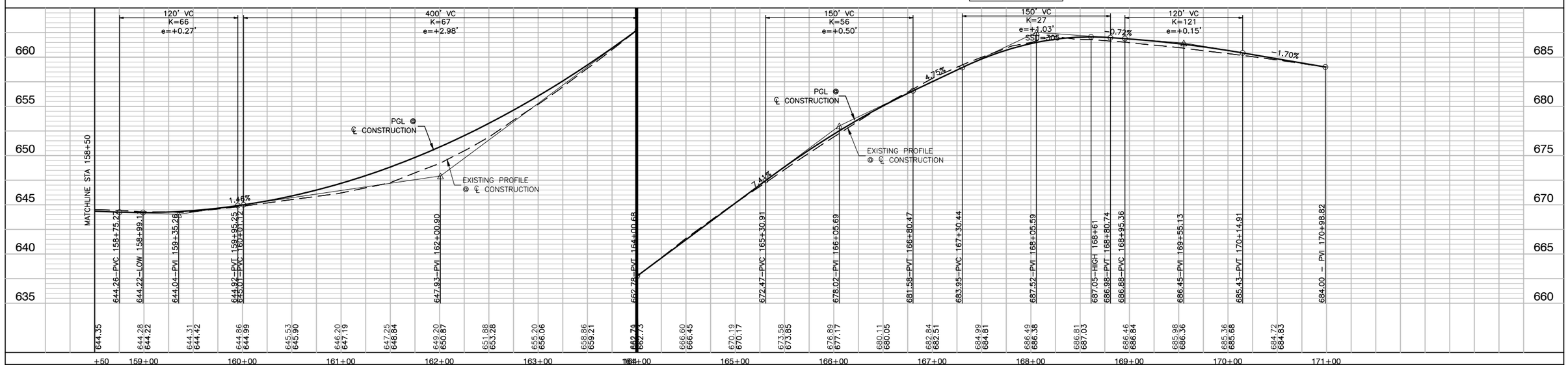
PLAN — NOTE BOOK NO.___ — SURVEYED — PLOTTED — ALIGNMENT CHECKED — REF. NO. VERIFIED — CADD FILE NAME___ — BY — DATE

PROFILE — NOTE BOOK — SURVEYED — PLOTTED — GRADES CHECKED — B.M. NOTED — BY — DATE

SECTION 35, TOWNSHIP 43, RANGE 12







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		CHECKED — HLG	REVISED —	
	PLOT SCALE =	DRAWN — RG	REVISED —	
	PLOT DATE = 04-12-18	CHECKED — AG	REVISED —	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD
ROAD RECONSTRUCTION
PLAN & PROFILE

SCALE: H 1"=50' V 1"=5' | SHEET NO. 9 OF 33 SHEETS | STA. | TO STA.

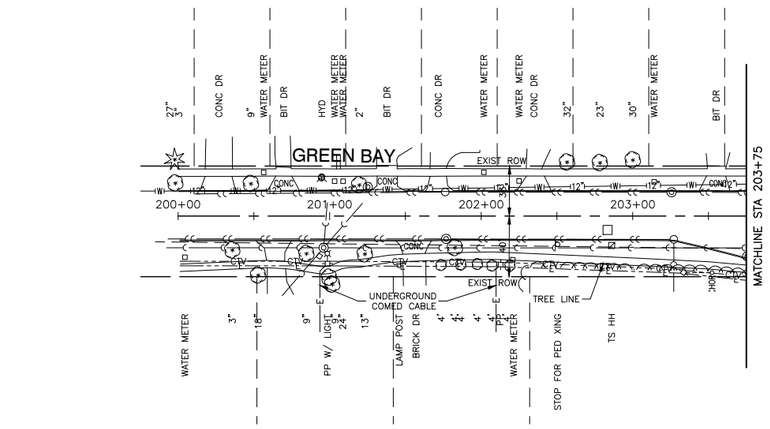
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	9
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R.O.W. MONUMENTS CHECKED, CADD FILE NAME, NOTE BOOK, NO.

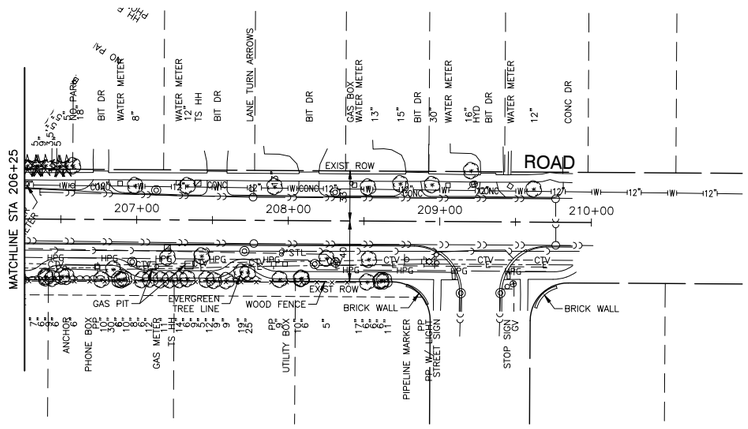
PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, NOTE BOOK

BY / DATE

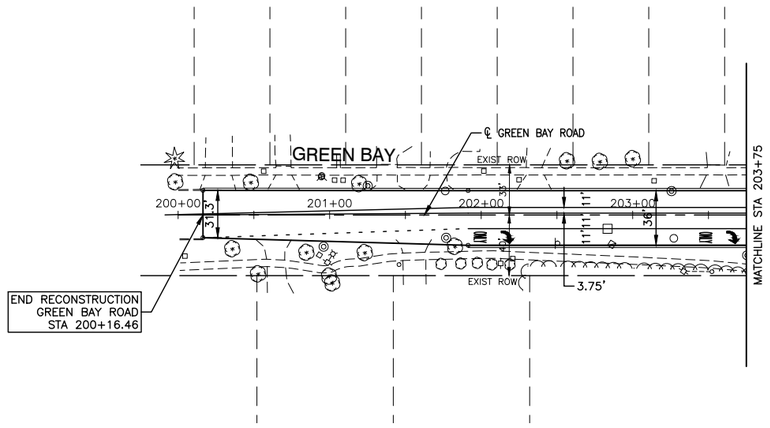
SECTION 35, TOWNSHIP 43, RANGE 12



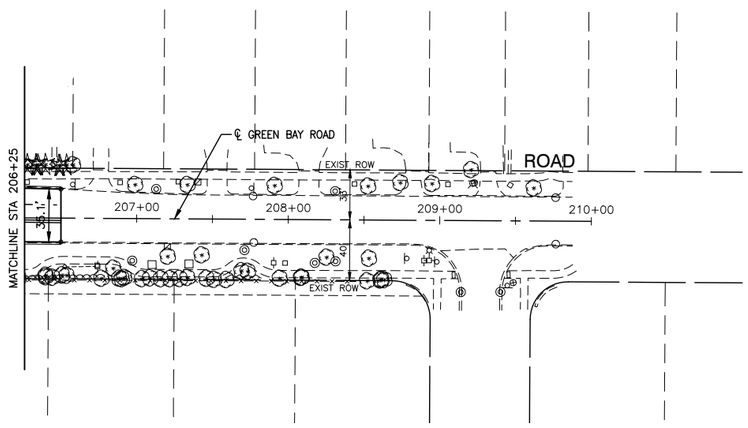
CLAVEY ROAD



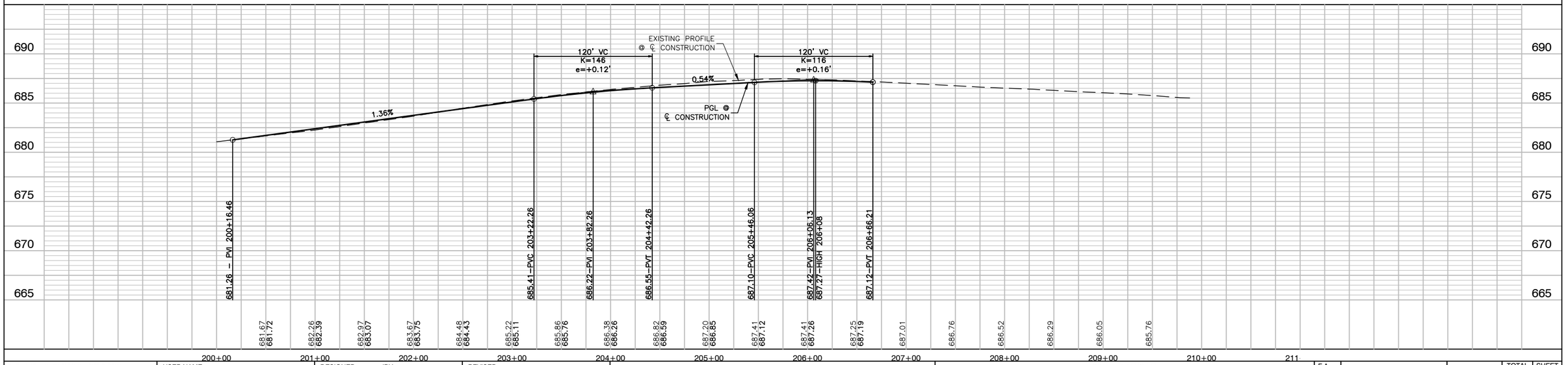
EXISTING CONDITIONS



CLAVEY ROAD



PROPOSED IMPROVEMENTS



FILE NAME = 15528-PLPR-01 - IDOT PLPR06	USER NAME =	DESIGNED — JPH	REVISED —
		CHECKED — HLG	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 04-12-18	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLAVEY ROAD
ROAD RECONSTRUCTION
PLAN & PROFILE

SCALE: H 1"=50' V 1"=5' | SHEET NO. 10 OF 33 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-P6	LAKE	33	10
		CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT BRM-4003 (613)		

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, REF. LINE CHECKED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, NOTE BOOK, BY, DATE

EXHIBIT 04

BRIDGE CONDITION REPORT APPROVAL LETTER

Illinois Department of Transportation

Memorandum

To:	Anthony J. Quigley, District 1 Attn: Christopher J. Holt
From:	D. Carl Puzey
Subject:	BRIDGE CONDITION REPORT APPROVAL
Date:	June 19, 2017

STP - Bridge Funding
City of Highland Park
Section 15-00125-00-PV

SN 049-6586

F.A.U. 1265 (Clavey Road) over Skokie River

The bridge condition report for the above-designated bridge replacement project, dated September 2, 2015 and received by District Memorandum date April 18, 2017, is satisfactory and is hereby approved.

Approval of the project is contingent on approval by others of the proposed geometry, obtaining environmental signoffs, and any required historic structure coordination and other approvals required by statutes or the policies of the Department.

Two copies of the approved report are being returned and we will retain one copy for our files. If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

MDH/kkt0496586-20170619

EXHIBIT 05

PRELIMINARY BRIDGE DESIGN HYDRAULIC REPORT APPROVAL LETTER

Illinois Department of Transportation

Memorandum

To:	Anthony J. Quigley, District 1	Attn: Christopher J. Holt
From:	D. Carl Puzey	By: Timothy A. Armbrecht
Subject:	PRELIMINARY BRIDGE DESIGN APPROVAL	
Date:	October 24, 2018	

Timothy A. Armbrecht
DKA

STP – Bridge Funding
City of Highland Park
Section 15-00125-00-PV

SN 049-6585

FAU 1265 (Clavey Road) & Multi-Use Path over Skokie River

The Preliminary Bridge Design and Hydraulic Report (PBDHR) for the above-designated project, dated February 2, 2018, is satisfactory based on the consultant's disposition to our review comments and revised Type, Size, & Location drawings, received on September 27, 2018, which adequately address our review comments. The preliminary bridge design is hereby approved.

This approval is contingent on the hydraulics being approved by your office or by the Bartlett IDNR Office of Water Resources.

As discussed during our review, it appears it may be advantageous to skew the structures to match the alignment of Skokie River. If changes are determined to be appropriate at a later date, please contact our office for resubmittal requirements.

The design of the proposed pedestrian bridge superstructure and substructure elements must comply with the requirements of the current "American Association of State Highway Transportation Officials (AASHTO) LRFD Guide Specifications for Design of Pedestrian Bridges, with Interims", and *the '2017, 8th Edition AASHTO LRFD Bridge Design Specifications,* with updates, as well as other specifications referenced within the above documents. A current copy of Guide Bridge Special Provision GBSP 33, "Pedestrian Truss Superstructure", shall be inserted into the project special provisions **without modification**. GBSP 33 may be found at http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Bridges/Bridge-Special-Provisions/gbsp33.pdf.

The PBDHR indicates the Consultant will perform the shop drawing review and steel fabrication inspection. Please advise the City that if they would like the Department to perform steel fabrication inspection services, a letter requesting such should be sent to the Bureau of Bridges and Structures (BBS) as soon as possible after the steel fabricator is determined. The letter (see attached example) should include the following:

1. Job information (structure number, route, section, county, city, IDOT contract # if applicable, C-# if applicable).
2. Point of contact for questions and who to send reports to at job completion; name, contact and location for fabricator and prime contractor.
3. The approximate start date and duration if known.

This request would essentially authorize the BBS fabrication inspector to act as the City's representative. The inspector will need a copy of the shop drawings, approved by the City's consultant. A second copy should also be provided to the BBS for office use in assisting the inspector with technical or interpretation questions. The inspector and this office will also require reference copies of any special provisions or project-specific specifications applicable to fabrication that are different from IDOT's Standard & Supplemental Specifications.

Please be aware fabrication inspection services supplied by the Department are subject to resource availability and are not guaranteed. In particular, if the fabricator is located outside the area served by Department inspectors, it may be necessary for the City to retain the services of their own fabrication inspection service to ensure the inspection of the steel.

The locations of the proposed foundations appear to be at or near the existing substructure locations. Care must be taken during construction to locate existing substructure elements to prevent damage or conflicts with the new pile locations. If conflicts arise and modifications are required of the pile locations or design shown on the plans, the Structural Engineer of record should be notified for approval of revisions.

SN 049-6585. The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1, and on a **sealed structure load rating** submittal as described in BLRS Circular Letter 2017-16 and Structural Services Manual Section 4.2.2.

Prefabricated Pedestrian Bridge. The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1.

If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

One copy of the approved report are being returned to you and we will retain one copy for our files.

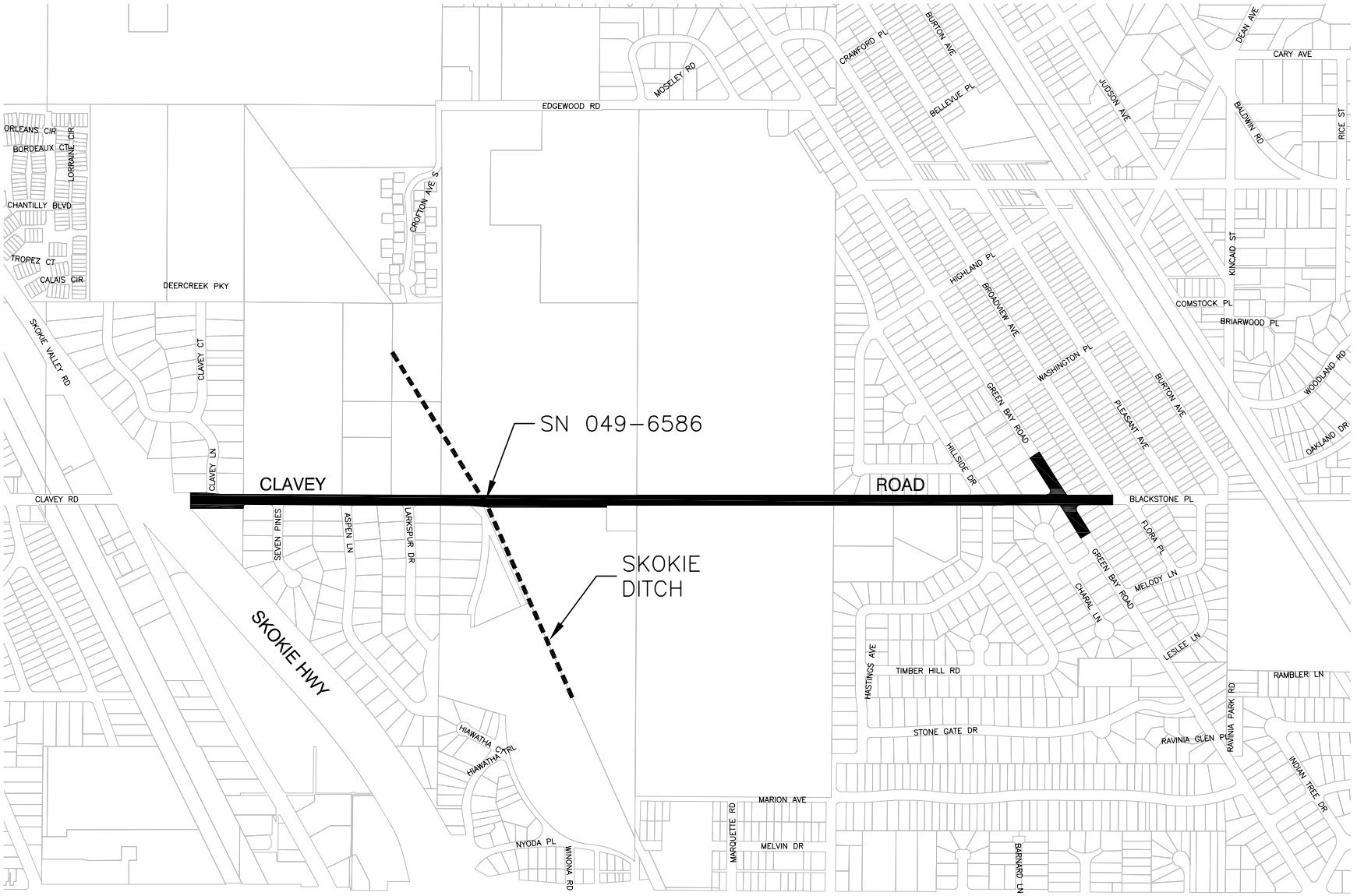
MDH

EXHIBIT 06

MASTER STRUCTURE REPORT

VILLAGE OF HIGHLAND PARK

CLAVEY ROAD RECONSTRUCTION



- PROJECT LOCATION

PREPARED BY:

Robinson ENGINEERING

DATE: 5/24/16

15528-LCTN-01

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Structure Number: 049-6586 **District: 1**

Inventory Data

Facility Carried:	CLAVEY ROAD	**Bridge Name:**	CLAVEY ROAD BRIDGE	**Sufficiency Rating:**	53.0	**Structure Length:**	104.0
Feature Crossed:	SKOKIE DITCH	**Location:**	.4 M E 41	**HBP Eligible:**	Yes	**AASHTO Bridge Length:**	64.0
Bridge Remarks:				**Replaced By:**		**Length of Long Span:**	64.0
Bridge Status:	1 OPEN - NO RESTRICT	**StatusDate:**	04/1988	**Replaces:**		**Bridge Roadway Width:**	24.0
Status Remarks:				**Last Update Date:**	07/05/2012	**Appr Roadway Width:**	30.0
Maint County:	049 LAKE	**Maint Township:**	96 MORAINE	**Parallel Structure:**	None	**Deck Width:**	31.0
Maint Responsibility:	04 MUNICIPALITY			**Multi-Level Structure Nbr:**		**Sidewalk Width Right:**	4.1
Service On/Under:	1 HIGHWAY / 5 WATERWAY			**Skew Direction:**	None	**Sidewalk Width Left:**	0.0
Reporting Agency:	4 MUNICIPALITY			**Skew Angle:**	0 **D**	**Navigation Control:**	0 No
Main Span Matl/Type:	3 STEEL / 02 STRINGER/MULTI-BEAM/GIRDER			**Structure Flared:**	No	**Navigation Horiz Clear:**	0
Nbr Of Main Spans:	1	**Nbr Of Approach Spans:**	2	**Historical Significance:**	No	**Navigation Vert Clear:**	0
Approaches				**Border Bridge State:**		**Culvert Fill Depth:**	0.0
Near #1 Matl/Type:	/			**Bdr State SN:**		**Number Culvert Cells:**	0
Near #2 Matl/Type:	/			**Bdr State % Responsibility:**	0	**Culvert Opening Area:**	0.0
Far #1 Matl/Type:	/			**Structural Steel Wt:**	0	**Culvert Cell Height:**	0.00
Far #2 Matl/Type:	/			**Substructure Material:**		**Culvert Cell Width:**	0.00

Median Width/Type:	0 Ft. / 0 None			**Rated By:**	2 IDOT	**Rate Method:**	7
Guardrail Type L/R:	0 None / 0 None	**Inventory Rating:**	0.460 (16)	**Load Rating Date:**	04/14/1982	***Railroad Crossing Info***	
Toll Facility Indicator:	0 No Toll	**Operating Rating:**	0.965 (34)			**Crossing 1 Nbr:**	
Latitude:	42.15977336	**Longitude:**	87.79689801	**Design Load:**	99 UNKNOWN	**Crossing 1 Nbr:**	
Deck Structure Type:	A CIP CON NRMLLY FORM	**Deck Structure Thickness:**	10.0	**SD:** Y	**FO:** Y	**RR Lateral Underclear:**	0.0
Sidewalks Under Structure:	0 None					**RR Vertical Underclear:**	0 **Ft** 0 **In**

Key Route On Data

Key Route Nbr:	FEDERAL-AID URBAN 1265	**Station:**	1.0500		
Appurtenances	Main Route 00000	**Segment:**			
Inventory County:	049 LAKE	**Linked:**	Y		
Township/Road Dist	96 MORAINE	**Natl. Hwy System:**	Not on NHS		
Municipality	2595 HIGHLAND PARK	**Inventory Direction:**			
Urban Area:	1051	**Curr AADT Yr/Count:**	2011 / 7050		
Functional Class:	5	**Est Truck Percentage:**	1 %		
**** CLEARANCES ****	**South/East**	**North/West**	**Number Of Lanes:**	2	
Max Rdwy Width:	24.0		**One Or Two Way:**	2 Two-Way	
Horizontal:	27.0	0.0	**Bypass Length:**	0	
Min Vertical:	99 **Ft** 11 **In**	00 **Ft** 00 **In**	**Future AADT Yr/Cnt:**	2032 / 7847	
10 Ft Vertical:	99 **Ft** 11 **In**	00 **Ft** 00 **In**	**Designated Truck Rte:**	NONE	
Lateral:			**Special Systems:**	No	

Key Route Under Data

		Station:	
		Segment:	
		Linked:	
		Natl. Hwy System:	
		Inventory Direction:	
		Curr AADT Yr/Count:	/
		Est Truck Percentage:	%
South/East	**North/West**	**Number Of Lanes:**	
		One Or Two Way:	
		Bypass Length:	
Ft **In**	**Ft** **In**	**Future AADT Yr/Cnt:**	/
Ft **In**	**Ft** **In**	**Designated Truck Rte:**	
Ft	**Ft**	**Special Systems:**	

*** Marked Route On Data ***

	Designation	**Kind**	**Number**
Route #1:	1 Mainline	8 Other	
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

	Designation	**Kind**	**Number**
Route #1:			
Route #2:			
Route #3:			

Illinois Department of Transportation
Structures Information Management System
Master Structure Report (S-107)

Structure Number: 049-6586 **District: 1**

Data Related to Inspection Information

***Inspection Intervals ***

Routine NBIS:	24 MOS	**Underwater:**	0 MOS		
Fracture Critical:	0 MOS	**Special:**	N		

*** Maximum Allowable Posting Limits ***

One Truck At A Time:	0	**Combination Type 3S-1:**	Tons
Single Unit Vehicles:	LL Tons	**Combination Type 3S-2:**	Tons

Bridge Posting Level: L Legal Load Only

Inspection/Appraisal Information

Inspection Date:	09/30/2014	**Inspection Temperature:**	55 Deg. F	**Insp by (Name):**	JovesE	** Actual Posted Limits **	
Deck:	7	GOOD CONDITION - SOME MINOR PROBLEMS		**Insp by (Name):**	Pasquesi	**Single Unit Vehicles:**	Tons
Superstructure:	7	GOOD CONDITION - SOME MINOR PROBLEMS		**Utilities Attached:**	N N/A	**Combination Type 3S-1:**	Tons
Substructure:	8	VERY GOOD CONDITION - NO PROBLEMS NOTED			N N/A	**Combination Type 3S-2:**	Tons
Culvert:	N	NOT APPLICABLE			N N/A	**One Truck At A Time:**	0
Channel and Protection:	7	GOOD CONDITION - SOME MINOR PROBLEMS		**Deck Wearing Surf:**	G BITUMINOUS OVERLAY	**Last Paint Type:**	
Structural Evaluation:	2	INTOLERABLE - HIGH PRIORITY FOR REPLACEMENT		**Deck Membrane:**	A WATERPROOF MEM SYST		
Deck Geometry:	2	INTOLERABLE - HIGH PRIORITY FOR REPLACEMENT		**Deck Protection:**	J NONE		
Underclearance-Vert/Lat.:	N	NOT APPLICABLE		**Total Deck Thick:**	10.0		
Waterway Adequacy:	9	SUPERIOR TO PRESENT DESIRABLE CRITERIA		**Last Paint Date:**	07/2002		
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA		**Inspection Remarks:**			
Bridge Railing Appraisal:	2	Doesn't Meet Standards		1. THE SIDEWALK PLATFORM GRATINGS STEEL ATTACHMENT BRACKETS ARE STARTING TO RUS T.2. SOUTHEAST STORM OUTFALL AT THE RIVER BANK HAS ERODED. REQUIRES RIPRAP SOO N. 3. THERE IS A GAP BETWEEN THE TOP FLANGE AND THE DECK AT THE WEST END BEAMS			
Approach Guardrail:	233	Not Acceptable / Acceptable / Acceptable					
Pier Navig Protection:	N	N/A					

Underwater Inspection/Appraisal Information

Inspection Date:					
Temperature:		**Inspection Method:**			
Inspected By:		**Inspected By:**		**Appraisal Rating:**	
Inspection Remarks:					

Scour Critical Information

Rating:	8 CALCULATED SCOUR ABOVE FOOTING	**Evaluation Method:**	B Rational Analysis
Analysis Date:	11/05/1991	**Analysis By:**	A RAHEEM

Miscellaneous

Fracture Critical Members:	No
Microfilm Data Recorded:	No

Construction Information

Year:	1950 Original			Reconstructed	
Route:		**Sta:**		**Sta:**	
Section Nbr:					
Contract Nbr:					
Fed Aid Pr #:	00000000000000				
Built By:	4 CITY				

Proposed Improvement

Cost Estimate Year:	2000	**Length:**	135
Type of Work:	31 REPLACEMENT DUE TO SUBSTANDARD CAPACITY OR GEOMETRICS		
Done By:	1 Contract		
Remarks:			

*** Costs in Dollars ***

Bridge Cost:	284
Roadway Cost:	28
Total Project Cost:	426

EXHIBIT 07

PROJECT COST ESTIMATE

Robinson ENGINEERING

DETAILED ESTIMATE OF CONSTRUCTION COSTS

CITY OF HIGHLAND PARK - CLAVEY ROAD RECONSTRUCTION
US 41 NB RAMP TO GREEN BAY ROAD

HIGHLAND PARK, ILLINOIS - LAKE COUNTY

PREPARED BY: ROBINSON ENGINEERING. LTD.

ENGINEER'S ESTIMATE

CITY OF HIGHLAND PARK - CLAVEY ROAD RECONSTRUCTION

Item No.		Items	Unit	Estimated Quantities	Estimated Unit Price	Estimated Cost
		--PAVEMENT RECONSTRUCTION--				
1		PAVEMENT REMOVAL	SQ YD	19000	$ 9.75	$ 185,250.00
2		CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	12000	$ 30.00	$ 360,000.00
3		EARTH EXCAVATION	CU YD	16500	$ 42.00	$ 693,000.00
4		10" HMA PAVEMENT / 12" AGGREGATE SUBGRADE	SQ YD	20000	$ 60.00	$ 1,200,000.00
5		THERMOPLASTIC PAVEMENT MARKING LINES	FOOT	14500	$ 0.75	$ 10,875.00
		--MULTI-USE PATH CONSTRUCTION--				
6		HMA SURFACE COURSE, N50	TON	550	$ 80.00	$ 44,000.00
7		AGGREGATE BASE COURSE, TYPE B, 6 INCH	SQ YD	4500	$ 10.00	$ 45,000.00
8		EARTH EXCAVATION	CU YD	2400	$ 42.00	$ 100,800.00
9		SIDEWALK REMOVAL	SQ FT	27000	$ 3.00	$ 81,000.00
10		PCC SIDEWALK 5 INCH	SQ FT	3500	$ 9.00	$ 31,500.00
11		TOPSOIL, 4 INCH	SQ YD	11000	$ 5.00	$ 55,000.00
12		SODDING	SQ YD	11000	$ 12.00	$ 132,000.00
		--STRUCTURE REPLACEMENT--				
13		SN 049-6586 REMOVAL & REPLACEMENT	LSUM	1	$ 2,500,000.00	$ 2,500,000.00
		--DRAINAGE--				
14		TRENCH BACKFILL	CU YDS	1100	$60.00	$ 66,000.00
15		STORM SEWERS TYPE II [36" MAINLINE, 12" LATERALS]	FOOT	3500	$75.00	$ 262,500.00
16		STORM STRUCTURES	EACH	110	$5,000.00	$ 550,000.00
		--WATER MAIN--				
16		8" DUCTILE IRON WATERMAIN	FOOT	5600	$ 180.00	$ 1,008,000.00
16		GATE VALVES IN VAULTS	EACH	16	$ 5,000.00	$ 80,000.00
16		HYDRANTS	EACH	18	$ 6,000.00	$ 108,000.00
		--TRAFFIC SIGNALS--				
16		GREEN BAY ROAD INTERSECTION	L SUM	1	$ 300,000.00	$ 300,000.00
16		TEMPORARY TRAFFIC SIGNAL	L SUM	1	$ 50,000.00	$ 50,000.00
		--INCIDENTALS--				
17		TRAFFIC CONTROL AND PROTECTION [2%]	L SUM	1	$ 300,000.00	$ 200,000.00
18		MOBILIZATION [3%]	L SUM	1	$ 400,000.00	$ 300,000.00
19		CONTINGENCIES [8%]	L SUM	1	$ 800,000.00	$ 650,000.00
					CONSTRUCTION TOTAL	$ 9,012,925.00
20		CONSTRUCTION ENGINEERING	L SUM	1	$ 1,076,000.00	$ 1,076,000.00
		CITY OF HIGHLAND PARK - CLAVEY ROAD RECONSTRUCTION			**TOTAL**	**$ 10,088,925.00**

EXHIBIT 08

CRASH DATA TABLE AND COLLISION DIAGRAMS

City of Highland Park
Clavey Road

ACCIDENT REPORTS SUMMARY

Clavey Road

Accident Type	2011	2012	2013	2014	2015	2016	2017	Accident Type Totals	
Turning					2			2	7%
Fixed Object			1		1			2	7%
Rear End		2	2		8			12	43%
Angled Collision	1		1	1	1			4	14%
Sideswipe Same Direction		1			2			3	11%
Sideswipe Opposite Direction			1	1				2	7%
Head On									
Parked Motor Vehicle		1	1					2	7%
Pedalcyclist									
Pedestrian									
Animal									
Train									
Other Non-Collision					1			1	
Unknown									
Yearly total	***1***	***4***	**6**	**2**	**15**			**28**	96%

Physiology	2011	2012	2013	2014	2015	2016	2017	Totals	
Darkness									
Wet/snowy/icy pavement	1				1			2	7%
Injury accidents			1					1	4%
Fatality accidents									
Intersection-related		2	2	1	9			14	50%
Truck-related		1		1				2	7%

**NON-INCAPACITATING INJURY

Accident Reports Summary

Clavey Road
City of Highland Park

Location =	**Clavey Road**	
Year 1 =		2011
Total Crashes=		1

Accident		No. of Vehicles	Location	Accident Type	Personal Injruies, Fatalties?	Circumstances	Weather	Intersection Related	Private Property Damage	Additional Comments
Date	Time									
1-Feb-11	3:30 PM	2	1325 Clavey Road at Intersection with Deer Creek Parkway	ANGLED COLLIS	NONE		CLEAR	NO		

Accident Reports Summary

Clavey Road
City of Highland Park

Location =	**Clavey Road**
Year 2 =	2012
Total Crashes=	3

Accident		No. of Vehicles	Location	Accident Type	Personal Injruies, Fatalties?	Circumstances	Weather	Intersection Related	Additional Comments
Date	Time								
11-Aug-12	4:00 PM	2	1377 Clavey Road	PARKED MOTOR VEHICLE	NONE		CLEAR	NO	
17-Oct-12	1:25 PM	2	1400 Clavey Road 25 FT East on WB Edens Exit Ramp to Clavey Rd	REAR END	NONE		CLEAR	YES	
30-Oct-12	7:28 PM	2	700 Clavey Road at Intersection with Green Bay Rd	REAR END	NONE		CLEAR	YES	

Accident Reports Summary

Clavey Road
City of Highland Park

Location =	**Clavey Road**
Year 3 =	2013
Total Crashes	5

Accident		No. of Vehicles	Location	Accident Type	Personal Injruies, Fatalties?	Circumstances	Weather	Intersection Related	Additional Comments
Date	Time								
18-Apr-13	7:46 AM	2	739 Clavey Road AND 100 FT West of Green Bay Rd Intersection	REAR END	NONE		CLEAR	NO	
6/10/2013	2:45 PM	2	800 Clavey Road and 500 FT West of Hastings Road Intersection	REAR END	NON-INCAPACITATING		CLEAR	YES	
10-Jun-13	6:10 PM	2	1300 Clavey Road WB	FIXED OBJECT	NONE		CLEAR	NO	
3-Jul-13	1:10 PM	2	1000 Block Clavey Road and 0.1 Miles East of Winona Road Intersection	SIDESWIPE OPPOSITE DIRECTION	NONE		CLEAR	NO	
13-Oct-13	12:21 PM	2	1377 Clavey Road 400FT East of Ramp off Edens	ANGLED COLLISION	NONE		CLEAR	YES	

Accident Reports Summary

Clavey Road
City of Highland Park

Location =	**Clavey Road**
Year 4 =	2014
Total Crashes=	3

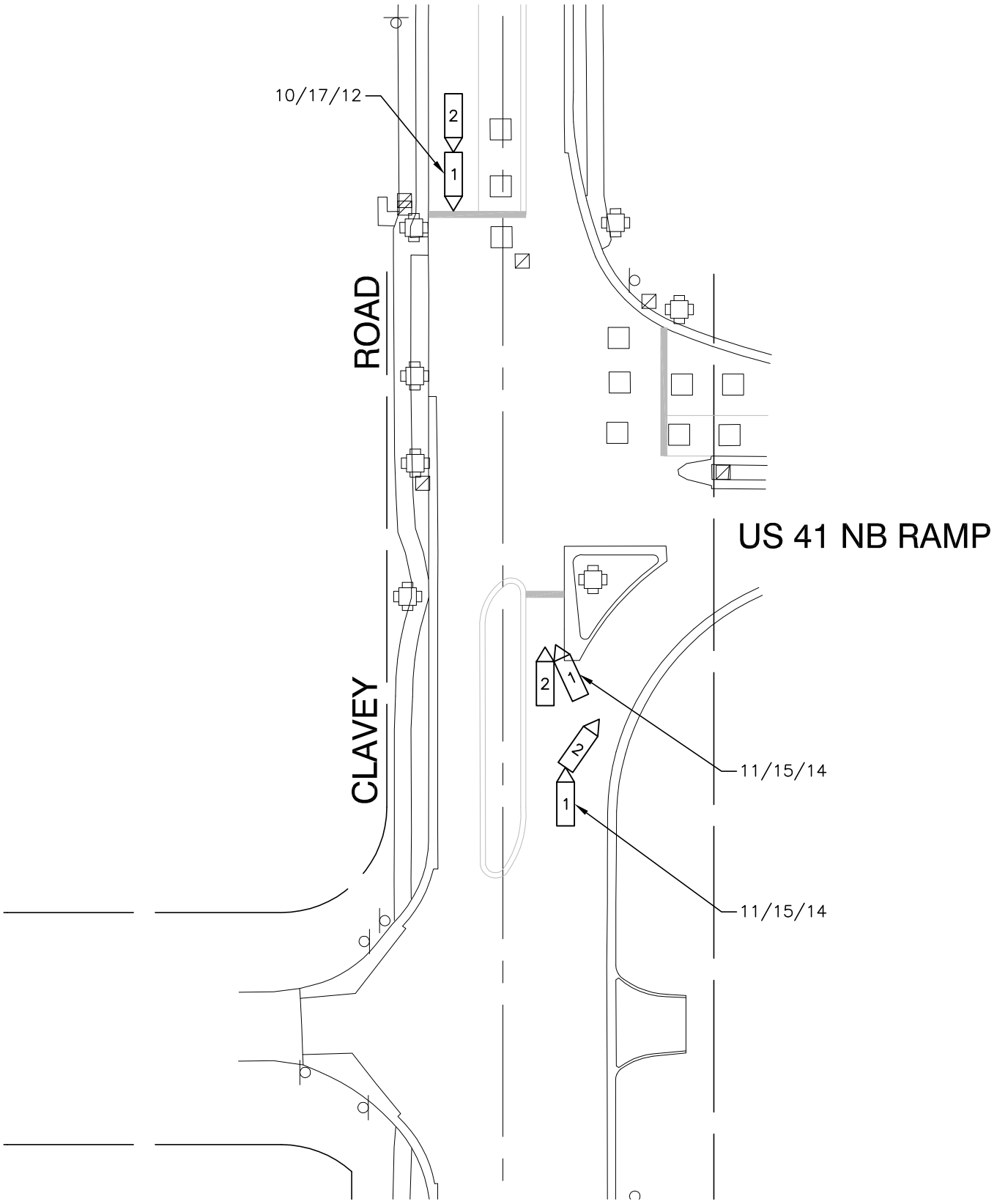
Accident		No. of Vehicles	Location	Accident Type	Personal Injruies, Fatalties?	Circumstances	Weather	Intersection Related	Additional Comments
Date	Time								
13-May-14	11:04 AM	3	800 FT South on NB Skokie Valley and Clavey Road Intersection	REAR END	NONE		CLEAR	YES	
15-Nov-14	10:20 PM	3	200 FT West of Skokie Valley Rd and Clavey Road Intersection	SIDESWIPE SAME DIRECTION	NONE		CLEAR	YES	
15-Nov-14	10:20 PM	3	200 FT WEST of Skokie Valley Rd and Clavey Road Intersection	ANGLED COLLISION	NONE		CLEAR	YES	

Accident Reports Summary

Clavey Road
City of Highland Park

Location =	**Clavey Road**
Year 5 =	2015
Total Crashes=	15

Accident		No. of Vehicles	Location	Accident Type	Personal Injruies, Fatalties?	Circumstances	Weather	Intersection Related	Additional Comments
Date	Time								
6-Jan-15	6:49 AM	1	Intersection of Aspen Lane/Clavey Road	Turning	NONE			Yes	
8-Jan-15	3:00 PM	2	30 FT East of the Intersection of Clavey Road and Hastings	Rear End	NONE			No	
26-Jan-15	6:40 PM	2	Intersection of Clavey Road/Green Bay Road	Turning	NONE		Snow	Yes	
21-Apr-15	7:27 PM	2	Intersection of Aspen Lane/Clavey Road	Rear End	NONE			Yes	
23-May-15	1:31 PM	2	Clavey Road/Green Bay Road	Rear End	NONE			Yes	
16-Jun-15	2:22 PM	2	200 FT. West of the Intersection of Larkspur Clavey Road	Rear End	NONE			No	
28-Jun-15	5:28 PM	2	Intersection of Clavey Road&Green Bay Road	Sideswipe Same Direction	NONE			Yes	
1-Jul-15	1:14 PM	2	25 FT. South of the Intersection of Blackstone Place&Green Bay Road	Rear End	NONE			No	
12-Aug-15	9:42 PM	2	Intersection of Blackstone Place & Green Bay Road	Angled Collision	NONE			Yes	
18-Aug-15	2:59 PM	2	30 FT. North of the Intersection of Green Bay Road & Clavey Road	Rear End	NONE			Yes	
1-Sep-15	1:10 PM	2	671 Blackstone Place	Other	NONE			No	
1-Sep-15	1:15 PM	2	671 Blackstone Place	Sideswipe Same Direction	NONE			No	
30-Sep-15	5:14 PM	2	400 Green Bay Road	Rear End	NONE			Yes	
7-Oct-15	7:36 PM	2	20 FT. West of the Intersection of Clavey Road & Green Bay Road	Rear End	NONE			Yes	
7-Dec-15	6:51 PM	1	0.25 MI West of the Intersection of Clavey Road & Hillside Drive	Fixed Object	NONE			No	

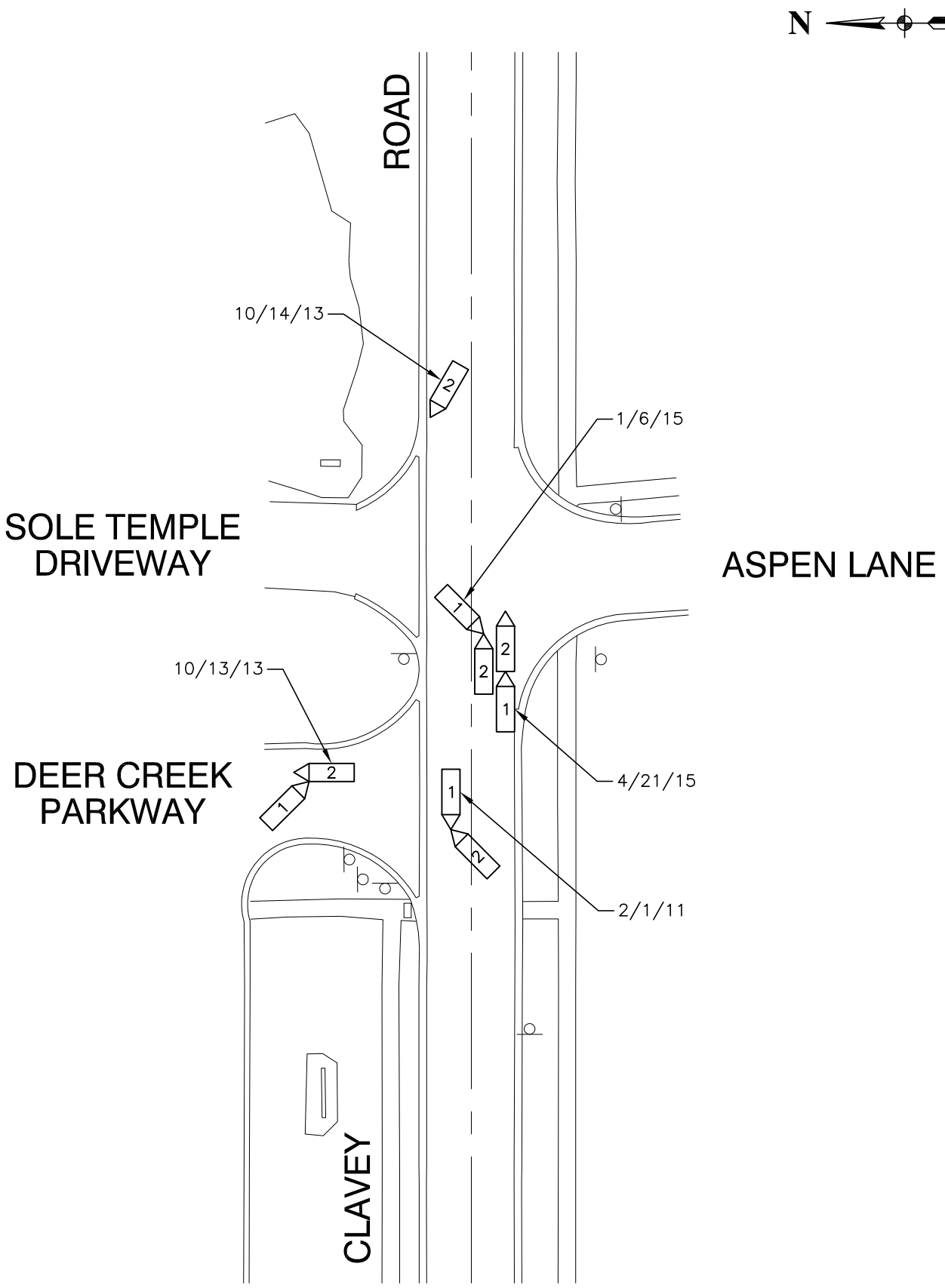


CLAVEY ROAD AT US 41 NB RAMP
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

15528-COLL-DIAG-01

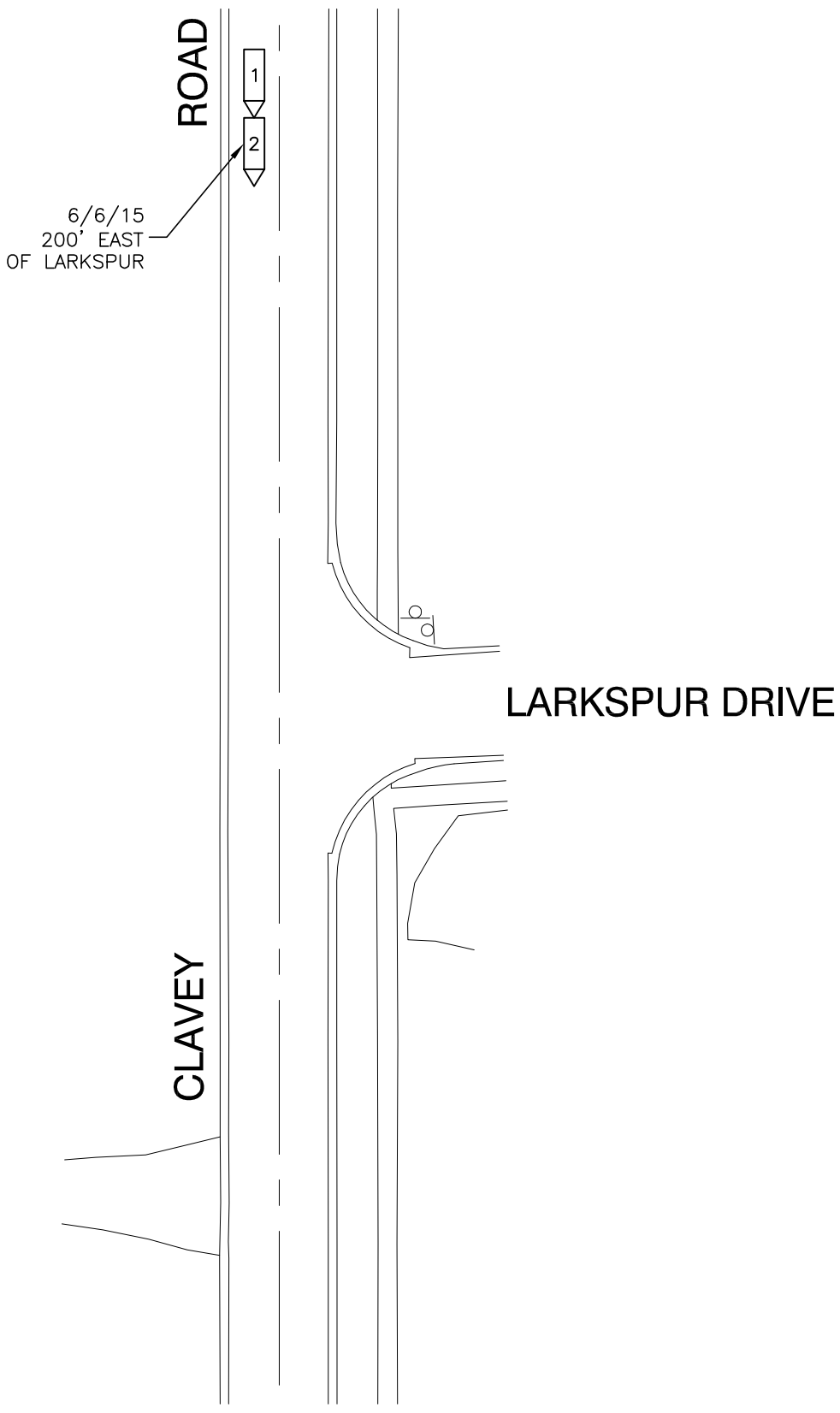


CLAVEY ROAD AT DEER CREEK PARKWAY
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

15528-COLL-DIAG-01



CLAVEY ROAD AT LARKSPUR DRIVE
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

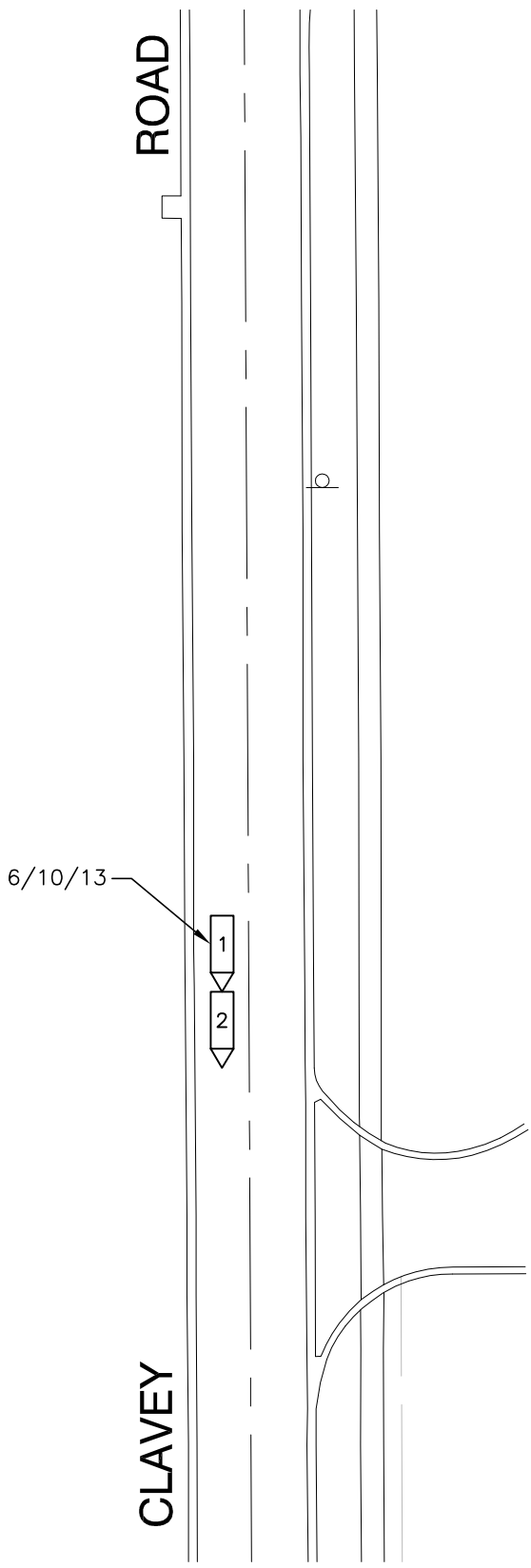
15528-COLL-DIAG-01

CLAVEY ROAD AT WINONA ROAD
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

15528-COLL-DIAG-01

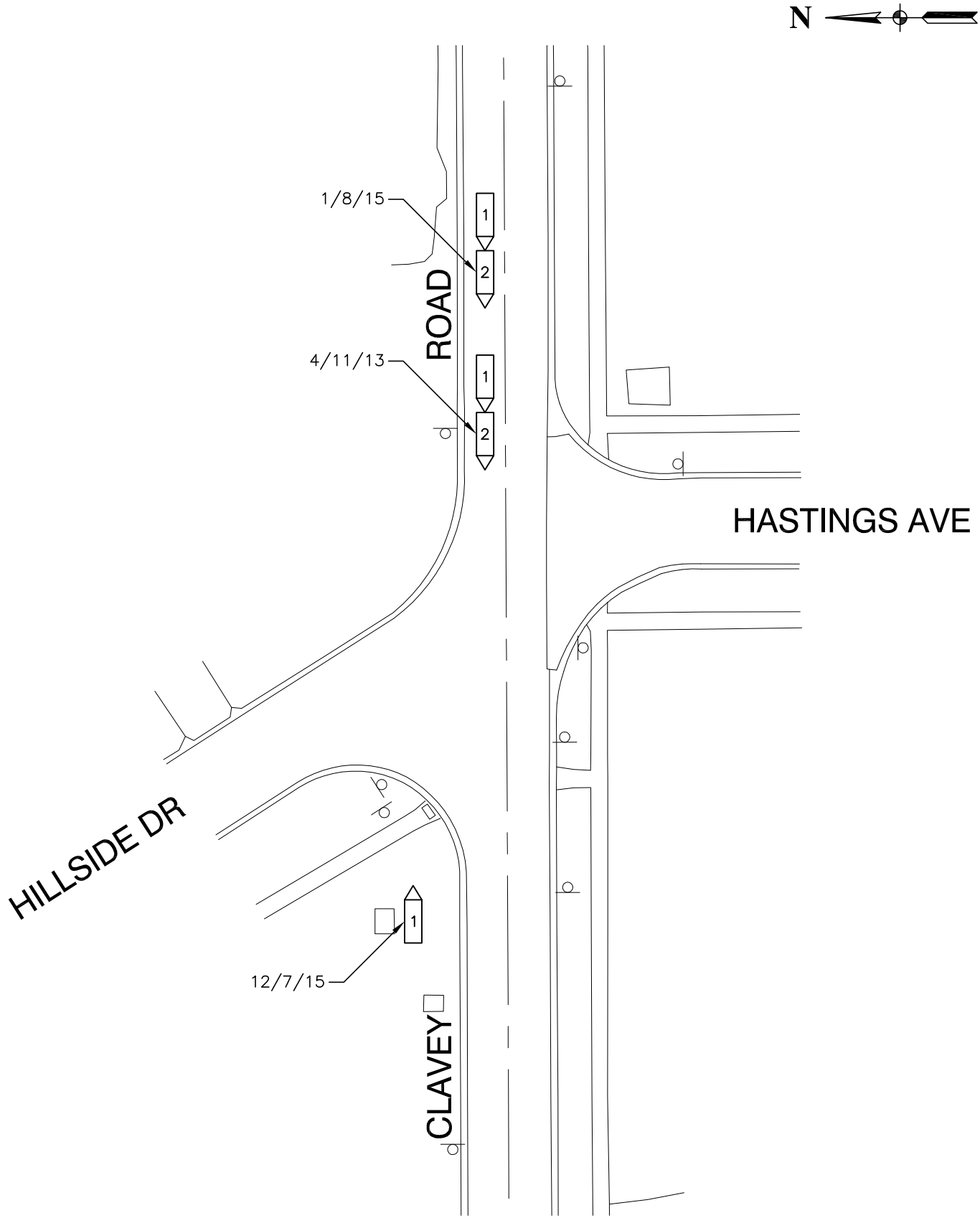


DRIVEWAY AT STA 60+40
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

15528-COLL-DIAG-01

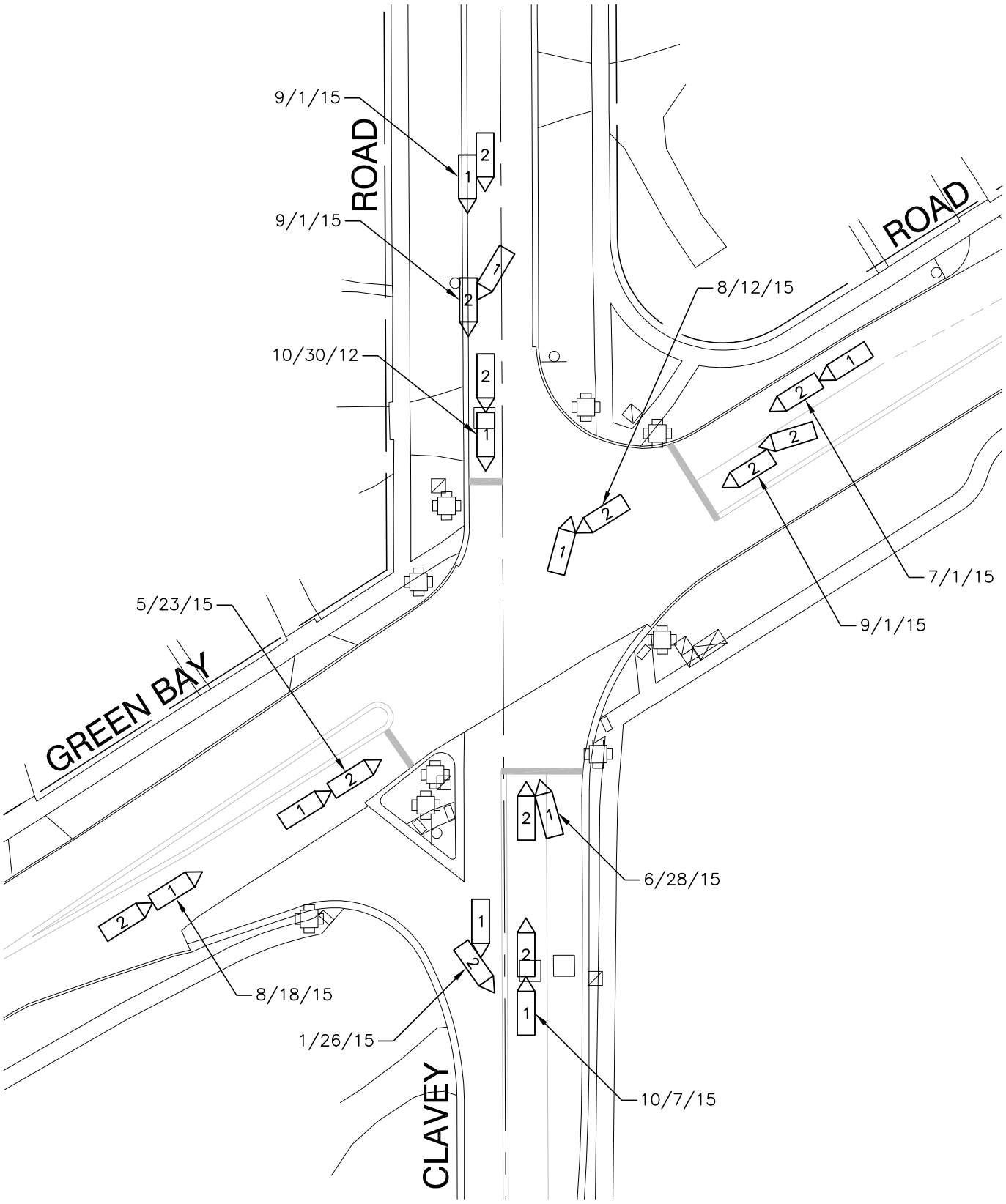


CLAVEY ROAD AT HASTINGS AVENUE
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

15528-COLL-DIAG-01



CLAVEY ROAD AT GREEN BAY ROAD
COLLISION DIAGRAM

PREPARED BY:

Robinson ENGINEERING

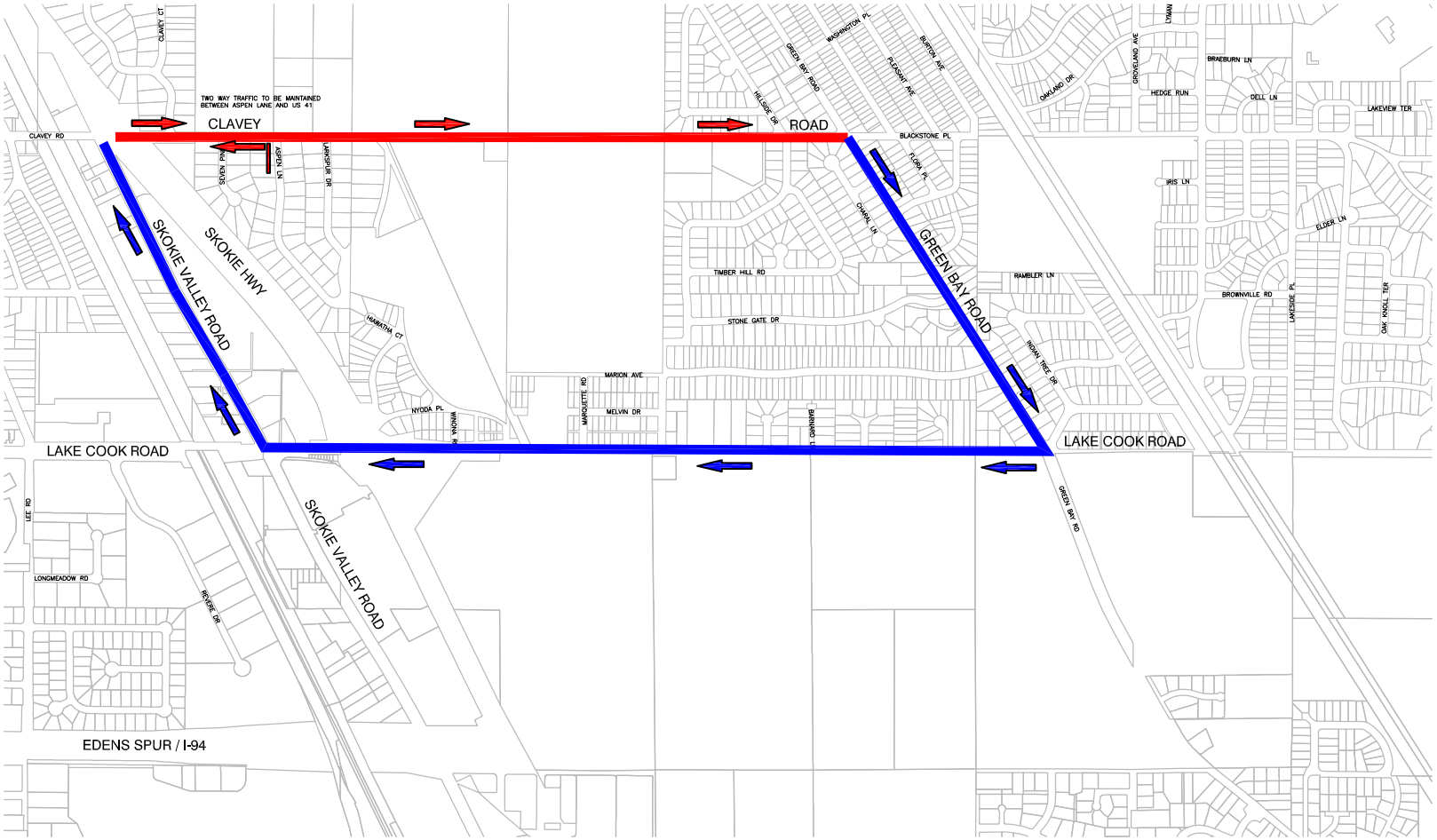
15528-COLL-DIAG-01

EXHIBIT 09

DETOUR ROUTE MAP

CITY *of* HIGHLAND PARK, ILLINOIS

CLAVEY ROAD - SKOKIE HIGHWAY TO EAST OF GREEN BAY ROAD
ROADWAY RECONSTRUCTION



LEGEND

- INDICATES EB TRAFFIC ONLY
- INDICATES DETOUR ROUTE
- TRAFFIC FLOW

DETOUR ROUTE

Robinson ENGINEERING

15528-DETR-01

EXHIBIT 10

DETOUR ROUTE COMMITTEE MEETING MINUTES

MEETING MINUTES

Attendees:	See attached attendance list	Meeting Date:	9/21/2017
Written by:	Robinson Engineering, Ltd. (REL) / James Hus	Date:	9/22/2017
Project/Subject:	**City of Highland Park Clavey Road – US 41 (Skokie Highway) to Green Bay Road Section 15-00125-00-PV**	Project No:	15-528.HP

Harry Gilmore and James Hus from Robinson Engineering, Ltd. presented this project to the detour committee at 10:15 AM at IDOT's District One office.

This project requested a one-way closure of Clavey Road through the entirety of construction allowing only eastbound traffic. The detour is required due to a restricted ROW corridor that makes maintaining two-way traffic extremely difficult. The eastbound detour was chosen to not impact traffic exiting US 41.

The detour chosen utilizes Green Bay Road (Local), Lake Cook Road (Local) and Skokie Valley Road (IDOT). Exhibits were presented to all attendees illustrating this plan.

The committee expressed no objections to the Detour Plan shown. The committee expressed that the full detour and signing plan shall be presented to the committee in Phase II and an update be made. The committee expressed that this should be noted as a commitment in the Phase I Project Development Report.

The only adjacent projects mentioned by the committee were the resurfacing of US 41 programmed for 2021 which should not impact this project's timeline and detour.

The presentation of this project adjourned at 10:35 AM.

Illinois Department of Transportation

Monthly Detour Meeting Attendance Roster

Project :	Various Projects		
Topic :	Monthly Detour Committee Meeting		
Date:	September 21, 2017	**Time:**	09:00 AM – 11:30 AM
Location:	Region/District One	**Room:**	Executive Conference Room

	Name	REPRESENTING	PHONE / e-mail
1	Jim McNally	B&W	815-444-3361 / jmcnally@bartlettwoodman.org
2	BILL BLECKE	IDOT DSN	847.705.4606 / WILLIAM.BLECKE@ILLINOIS.GOV
3	Lisa Chrzasc	IDOT- Design	847-705-4555 / Lisa.Chrzasc@illinois.gov
4	~~Katie Herdus~~	~~IDOT - Programming~~	
5	Zubair Halder	IDOT - BLRS	847-705-4206 / zubair.halder@illinois.gov
6	James Skvarla	IDOT - BLRS (Consultant)	847-705-4520 / James.Skvarla@illinois.gov
7	Jim Dinkheller	Atlas Engineering	847-~~867~~-4461 / jdinkheller@aecnow.com
8	Kevin Sloan	D&K Traffic IHB RR	630-780-0535 / kksloan@d2ktraffic.com
9	Dave Gliddewell	IHB RR	219-741-7058 dgliddewell@ihbrr.com
10	Eduardo Garcia	IHBRR	219 789 6247 Eduardo.Garcia@ihbrr.com
11	Tom Gallenbach	IDOT Traffic Permits	847 705-4130 thomas.gallenbach@illinois.gov
12	SAM STRUHART	METRA	312-617-2759 / SSTRUHART@METRARR.COM
13	PAULINO LEYVA	CCDOTH	312 6071616 / Paulino.leyva@cookcountyil.gov
14	Justin Turley	Roadsafe / Metra	815-671-7270 / JTurley@RoadsafeTraffic.com
15	Rooz Shirani	IDOT Traffic Permits / Lake Co.	847-705-4143 / roozbeh.shirani@illinois.gov
16	JON NELSON	LAKE COUNTY DOT	847-377-7473 / spnelson@lakecountyil.gov
17	JAMES HUS	ROBINSON ENGINEERING	708-210-5685
18	Harry Gilmore	" "	(815) 412-2711 / HGILMORE@RECTO.COM
19	GERARDO FIERRO	IDOT-BLRS	847-705-4236 / GERARDO.FIERRO@ILLINOIS.GOV
20	JIM DEFENDIS	GEWALT HAMILTON ASSOC.	847-478-9700 JDEFENDIS@GHAENGR.COM
21	KEVIN BERGMAN	GEWALT HAMILTON ASSOC.	847-478-9700 KBERGMAN@GHAENGR.COM
22	Austin Lichtsinn	Gooding Const.	573-512-1113
23	Steve Weimann	Gooding Const.	636-541-1745
24			
25			

Illinois Department of Transportation

Monthly Detour Meeting Attendance Roster

Project :	Various Projects
Topic :	Monthly Detour Committee Meeting
Date:	September 21, 2017
Time:	09:00 AM – 11:30 AM
Location:	Region/District One
Room:	Executive Conference Room

INITIAL	Name	REPRESENTING	PHONE / e-mail
KE	Ken Eng	Bureau of Design Bureau Chief / Chairman	847 705 4211 / Ken.Eng@illinois.gov
	Sarah Wilson	Bureau of Maintenance / Bridge Maintenance	847 705 4180 / Sarah.wilson@illinois.gov
	Hussain Mesyef	Bureau of Traffic	(847) 705-4381 / Hussain.Mesyef@Illinois.gov
CJ	Cory Jucius	Bureau of Traffic / Traffic Operations	847 705 4411 / Cory.Jucius@illinois.gov
LH	Leroy Harrison	Bureau of Traffic / Traffic Operations	847 705 4413 / Leroy@Harrison@illinois.gov
DZS	Daniel Z. Senderak	Bureau of Traffic / Traffic Operations	847 705 4412 / Daniel.Senderak@Illinois.gov
TG	Thomas Gallenbach	Bureau of Traffic / Permits	847 705 4130 / Thomas.Gallenbach@illinois.gov
	Bill Weitzel	Bureau of Traffic / Permits	847 705 4132 / William.Weitzel@illinois.gov
YH	Yelenia Haydel	Bureau of Traffic / Permits	847 705 4145 / Yeleina.Haydel@illinois.gov
	Wayne Chan	Bureau of Traffic / Permits	847 705 4146 / Wayne.Chan@illinois.gov
AR	Abigail Robinson	Bureau of Traffic / Permits	847 705 4541 / Abigail.L.Robinson@Illinois.gov
HA	Hasan Al-Gholeh	Bureau of Traffic / Permits	847 705 4147 / Hasan.Al-Gholeh@illinois.gov
	Roozbeh Shirani	Bureau of Traffic / Permits	847 705 4143 / Roozbeh.Shirani@illinois.gov
	Jonathan Karabowicz	Bureau of Traffic / Permits	847 705 4149 / Jonathan.Karabowicz@Illinois.gov
	Carlos Munoz	Bureau of Traffic / Permits	847 705 4144 / Carlos.Munoz@illinois.gov
	Matthew Daeda	Bureau of Traffic Expressways	847 705 4157 / Matthew.Daeda@illinois.gov
RML	Mike Sullivan	Bureau of Programming	847 705 4078 / Robert.Sullivan@illinois.gov
	Tavis Farmer	Bureau of Programming	847 705 4075 / Tavis.Farmer@Illinois.gov
KH	Katie Herdus	Bureau of Programming	847 705 4566 / Katherine.Herdus@Illinois.gov
EDD	Earl Dunn	Bureau of Programming	847 705 4082 / Earl.Dunn@illinois.gov
SI	Suleyman Tulgar	Bureau of Design	847 221 3063 / Suleyman.Tulgar@illinois.gov

EXHIBIT 11

CMAP TRAFFIC PROJECTIONS

15-528

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

November 7, 2016

Hon Nancy R. Rotering
Mayor
City of Highland Park
1707 St Johns Avenue
Highland Park, IL 60035

Subject: ***Clavey Road from US 41 NB Ramp and Green Bay Road***
City of Highland Park

Dear Mayor Rotering:

In response to a request made on your behalf and dated October 24, 2016, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	2040 ADT
Green Bay Road north of Clavey Road	12,300	17,000
Green Bay Road south of Clavey Road	8,100	10,500
Clavey Road west of Green Bay Road	7,400	9,500
Clavey Road east of Green Bay Road	1,400	1,600
US-41 NB On/Off-Ramp	7,300	8,000
Clavey Road west of US-41 NB Ramp	12,800	15,000
Clavey Road east of US-41 NB Ramp	8,600	11,000

Traffic projections are developed using existing ADT data provided in the request letter and the results from the October 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Hus (Robinson Engineering)
file:///S:\AdminGroups\ResearchAnalysis\SmallAreaTrafficForecasts_CY16\Highland%20Park\la-41-16\la-41-16.docx

EXHIBIT 12

FHWA COORDINATION MEETING MINUTES

MINUTES OF FHWA/IDOT COORDINATION MEETING
September 15, 2015

Clavey Road (FAU 346) STP Reconstruction Project
US Route 41 to Green Bay Road
Section No. 15-00125-00-PV
City of Highland Park/Lake County

This was the first presentation of the City of Highland Park's Phase I Study of the proposed reconstruction of Clavey Road from east of the US 41 Ramps to Green Bay Road. Local funding is in place for the Phase I Engineering Services. STP funding for construction and construction engineering is to be programmed through the Lake County Council of Mayors. Attached is the agenda for this meeting and following is a summary of the discussions/actions:

Scope and Location:

- The proposed west terminus of this Clavey Road project is the East US 41 Ramp (FAP 346) with the east terminus at Green Bay Road (FAU 2744). *IDOT & FHWA concurred in the logical termini.*
- The proposed reconstruction of Clavey Road is anticipated to include replacing the existing, deteriorated 2-lane urban section with an improved 2-lane urban section, together with an HMA, off-street, multi-use path along the south side of the existing right of way (ROW). While a 10-foot wide path is desired, an 8-foot wide path may be recommended due to ROW restrictions.
- Existing ADT = ±7,050 (projected traffic not available at this time but anticipated to be under 10,000).
- It is anticipated that the replacement of the Clavey Road Bridge over Skokie River will be funded with STP Bridge funds. The request for funds was submitted District 1/Bureau of Local Roads and Streets (BLR&S) on September 3, 2015. Assuming that the funding is approved, the studies for the bridge work would be included as part of the overall Clavey Road Phase I Study.
- No new channelization improvements are anticipated at the existing signalized intersections of East US 41 Ramps/Clavey Road and Green Bay Road/Clavey Road. District 1/Bureau of Programming previously indicated that it would be acceptable to provide intersection capacity analyses at each intersection for 2040 traffic, and provided that an acceptable Level Of Service is achieved an Intersection Design Study would not be required. *IDOT & FHWA concurred at this meeting*.
- No ROW acquisition is anticipated.
- The Phase I Study will evaluate the maintenance of traffic to determine the feasibility of maintaining 2-way traffic during construction. It was indicated that the proposed multi-use path alignment may serve as part of the temporary travel lanes, with a minimum temporary width of 12 feet for vehicles.

Environmental Process:

- The Clavey Road limits will not include any work with IDOT maintained ROW – therefore special waste review (PESA) will not be required by IDOT.
- The Village will prepare a local PESA report for the project limits.
- A wetland delineation report, and associated Wetlands Impact Evaluation (WIE), will be prepared.
- The ESR will be submitted upon completion of the WIE.

Phase I Report Requirements:

- Desired to follow 3R guidelines, thus enabling to match the existing pavement width without variances. In part since a full replacement of the Skokie River bridge is anticipated, and since 2040 traffic will be analyzed at the signalized intersections, *in was agreed that Construction/Reconstruction Guidelines were to be followed for this project*. If deemed necessary as part of the Phase I Study, any design variances would be presented for approval to IDOT/FHWA.
- Prior to this meeting District 1/BLR&S Local Roads had requested information be provided at this meeting regarding the warrants for the existing traffic signal installations. It was presented that Article 39-4.03 of the BLR&S Manual states "If it is obvious that an existing traffic signal meets one or more of the traffic signal warrants, no special documentation will be required to allow the existing signals to remain or be modernized." *Each intersection for this project meets this criteria, and therefore IDOT & FHWA concurred that the existing signals are warranted*.
- After discussions, and in part since this project will include the replacement bridge over Skokie River, *it was agreed that the project study would be processed as a Categorical Exclusion, Group 2, with report*.

Coordination:

- Multiple public involvement, as well as City Council Meetings, are anticipated as part of the Phase I Study.

Submitted by: _____

Harry L. Gilmore, Jr.
September 18, 2015

Illinois Department of Transportation

Initial Coordination Meeting Data

09/15/15	Lake	Lake	Clavey Road
Date	County	Council	Route

NHS ☐ Yes ☒ No SRA ☐ Yes ☒ No $ 10.00
Program Cost

US Route 41 Ramp (FAP 346) to Green Bay Road (FAU 2744)
Termini

15 - 00125 - 00 - PV	Highland Park	tbd	Collector
Section Number	Township/Municipality	Project Number	Functional Classification

tbd	Highland Park
TIP Number	Jurisdiction of Route

Clavey Road (FAU 346)
Location

None
State Route(s) Included

Existing Cross Section:

Location	Surface Width	Type	Roadway Width	Shoulder Type/ Curb & Gutter Type
Limits	±25 E - E	PCC	28 B-B	B-6.12

Average Daily Traffic:

Existing : 7,500 ADT 2011 Current Year Projected tbd ADT 2040 Projected Year % Trucks:

Other:

Bridge No.: 049-6586 (f-f of Curb): 24 (f-f of Rail): 31

Sufficiency Rating: 53

Maximum Grade: ±1% Minimum Horizontal Curve: n/a

High Accident Location(s): No

Description of Proposed Work:

Roadway reconstruction and maintain 1 thru-lane in each direction; anticipate 28' B-B. Separate 8- or 10' multi-use path along south side of existing ROW. Brdige reconstruction anticiapted but STP Bridge funding still in process - may be omission from roadway reconstruciton. Reconstruction would include accommodations for off-street multi-use path. No ROW acquisition is anticipated. d

Design Policy: ☒ 3R ☐ Rural ☐ Urban ☐ Bicycle Guidelines

Proposed Cross Section:

Location	Surface Width	Type	Roadway Width	Shoulder Type Curb & Gutter Type
Limits	25' E-E	HMA	28' B-B	B-6.12 C&G

Bridge No.: 049-6586 (f-f Curb): 27' (f-f of Rail): tbd

Required Structural ☒ TSL ☒ BLR 10210 ☐ BCR ☐ Other

Any proposed traffic signals ?: ☐ Yes ☒ No Location(s): Modernization of signals at US 41 East Ramp and at Green Bay Road. Warrants based on existing installation.

Are signal warrants met ?: ☒ Yes ☐ No

Variances:

Item Description	Standard	Justification
unknown		

Maintenance of Traffic/Detour:

Stage construction - likely 1-way signal at bridge if reconstruction at same time as roadway.

Level of Environmental Significance:

Categorical Exclusion: Does the Project meet the following:

☒ Actions which do not involve potential for extraordinary circumstances.

☐ Actions which involve potential for extraordinary circumstances requiring concurrence from the FHWA because they involve one or more of the following:

- ☐ (a) Involve in-stream work requiring non-routine mitigation
- ☐ (b) Require an individual section 404 permit from the Corps of Engineers
- ☐ (c) Require additional right-of-way (including temporary or permanent grading easements) which involves relocation of residences or businesses or exceeds one or more of the following:
  - (1) Ten acres of prime farmland
  - (2) Three acres of land per mile of roadway or 10 acre total for a non-linear(spot) improvement (e.g., bridge, intersection)
  - (3) Land takes from 10 property owners
- ☐ (d) Require substantial changes in access control
- ☐ (e) Substantially increase 100-year flood water surface elevations

☐ (f) Involve impacts on wetlands

☐ (g) Require preparation of a biological assessment for threatened or endangered species

☐ (h) Affect the characteristics that would qualify an historic or archaeological resource for inclusion on the National Register of Historic Places

☐ (i) Take land (permanent or temporary use) from section 106 resource, or

☐ (j) Take land (permanent or temporary use) from section 4(f) resource, or

☐ (k) Be controversial on environmental grounds or inconsistent with federal, state or local laws relating to the environment

Procedures in addition to above factors:

☐ Environmental Class of Action Determination (ECAD)

Additional Information:

Short list of project specific items not covered above that may affect the schedule, approval or implementation of the project.

Attachments:

~~Functional Classification Map with project limits~~

EXHIBIT 13

BUREAU OF PROGRAMMING-GEOMETRICS APPROVAL

Illinois Department of Transportation

Informal Transmittal

201 West Center Court
Schaumburg, IL 60196-1096

JAS/JR
DUE→11/5/17

To:	~~Pete Harmet~~ ISSAM RAYYAN
Bureau:	Programming (Geometrics)
Attn:	Jason Salley

From:	Chris Holt
Bureau:	Local Roads & Streets
	Gerardo Fierro
Subject:	City of Highland Park
	15-00125-00-PV

Date:	September 26, 2017

Please check appropriate box below:

- ☐ Take Necessary Action
- ☐ For Your Comments
- ☐ Per Your Request
- ☒ For Your Approval
- ☐ For Your Information
- ☐ See Me About the Attached
- ☐ Draft (Letter)(Memo) For My signature
- ☐ Reply
- ☐ Return
- ☐ Route
- ☐ File

Message

*Clavey Road from US 41 to Green Bay Road

Attached are the following for review/approval

- 2040 HCS Analysis
- FHWA Coordination Meeting Minutes
- CMAP 2014 Projections

Please review and comment

Feel free to email me or call me at x4169 with any further questions or comments.

Thanks.

Signature

Copies to | File | | |

Response 9/30/17

GERARDO - SINCE NO WORK IS PROPOSED WITHIN IDOT'S ROW AND THE PROJECTED VOLUMES SHOW LITTLE TO NO GROWTH AT THE STATE CONTROLLED INTERSECTIONS, I CONCUR THAT NO IMPROVEMENTS ARE NECESSARY AT US41 RAMPS AND AT GREEN BAY RD.

THANKS,
JASON SALLEY x4085

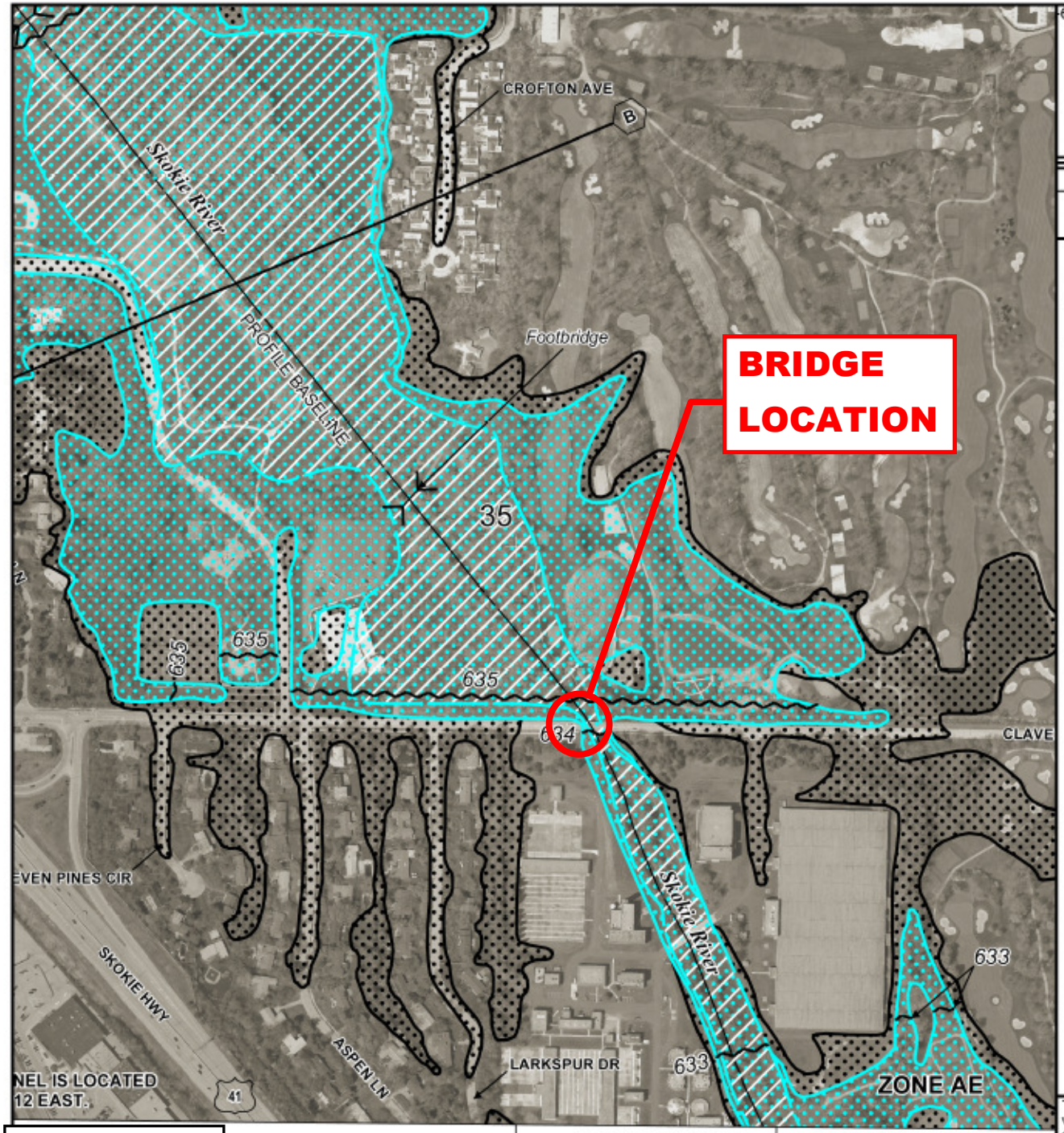
Signature

CC: JL & LW (BOT)

transmem - Revised 2/19/98

EXHIBIT 14

FIRM AND EXISTING/PROPOSED CONDITIONS MAP



6620.

MAP SCALE 1" = 500'

0 500 1000 FEET

NFIP NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0291K

FIRM

FLOOD INSURANCE RATE MAP

LAKE COUNTY, ILLINOIS

AND INCORPORATED AREAS

PANEL 291 OF 295

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HIGHLAND PARK, CITY OF	170367	0291	K
LAKE COUNTY	170357	0291	K

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

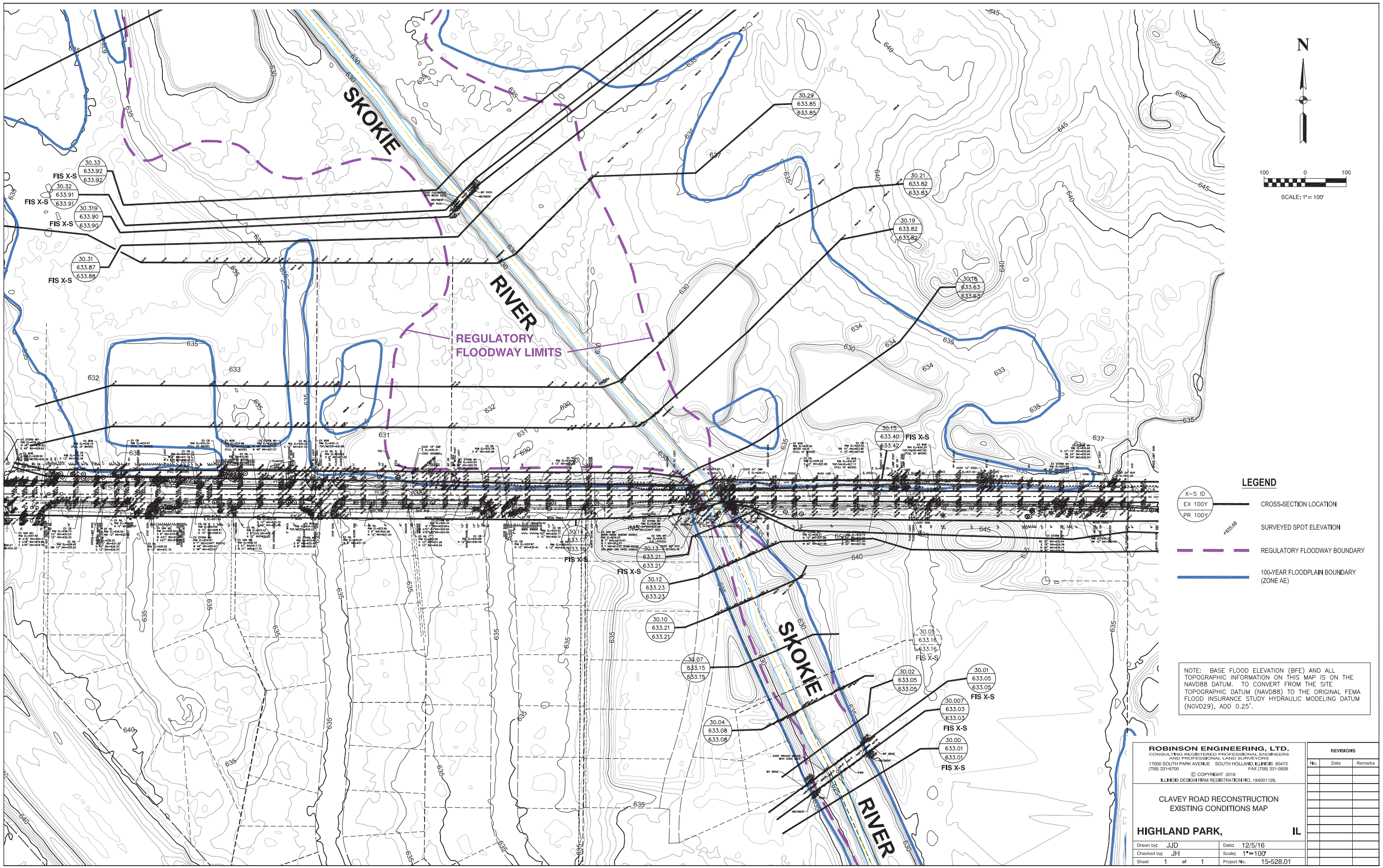
MAP NUMBER
17097C0291K

MAP REVISED
SEPTEMBER 18, 2013

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

EXHIBIT 5



ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826

ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

CLAVEY ROAD RECONSTRUCTION
EXISTING CONDITIONS MAP

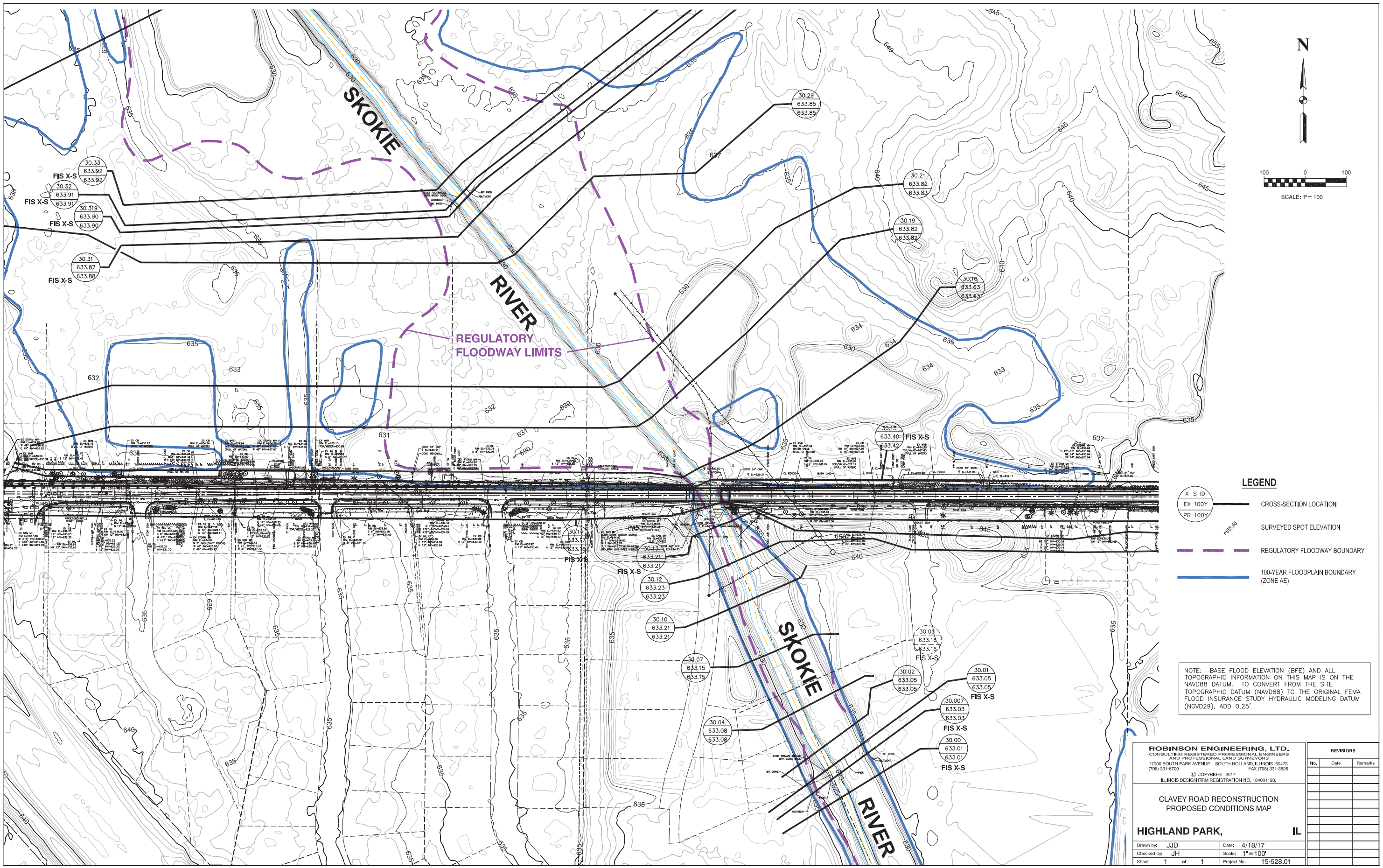
HIGHLAND PARK, IL

Drawn by: JJD		Date: 12/5/16	
Checked by: JH		Scale: 1"=100'	
Sheet 1 of 1		Project No. 15-528.01	

REVISIONS		
No.	Date	Remarks

15528-HYD-01_JJD-WORKING - EXHIBIT 7

EXHIBIT 7



ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826

ILLINOIS DESIGN FIRM REGISTRATION NO. 184001128.

CLAVEY ROAD RECONSTRUCTION
PROPOSED CONDITIONS MAP

HIGHLAND PARK, IL

Drawn by: JJD		Date: 4/18/17	
Checked by: JH		Scale: 1"=100'	
Sheet 1 of 1		Project No. 15-528.01	

REVISIONS		
No.	Date	Remarks

15528-HYD-01_JJD-WORKING - EXHIBIT 10

EXHIBIT 10

EXHIBIT 15

IDOT CULTURAL CLEARANCE

Illinois Department of Transportation

Memorandum

To:	Salmon Danmole	Attn: Gary Galecki
From:	Maureen Addis	By: Brad Koldehoff
Subject:	Cultural Resource Concurrence	
Date:	July 25, 2016	

Lake County
Clavey Road – Highland Park
Sec. 15-00125-00-PV
Seq. #20032

The attached letter documents the concurrence of the State Historic Preservation Officer in the following determination by IDOT's professional cultural resources staff: "No Historic Properties Affected." This concurrence completes the necessary cultural resource coordination for the above referenced project.

Attachment

Brad Koldehoff

BK:km

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Lake County
Highland Park
Clavey Road
Roadway Reconstruction
Structure # 049-6586
Section # 15-00125-00-PV
IDOT Sequence # 20032

July 15, 2016

IHPA REVIEW
H/A _____
AC _____
AR _____
File -LIDOT

FEDERAL 106 PROJECT

NO HISTORIC PROPERTIES AFFECTED

Dr. Rachel Leibowitz
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, Illinois 62701

Dear Dr. Leibowitz:

The enclosed Environmental Survey Request concerns a road reconstruction project on Clavey Road between the East US 41 ramp and Green Bay Road in Highland Park. A review of potential impacts to historical, archaeological, and architectural properties in the Area of Potential Effect (APE) for this project was completed by IDOT's Cultural Resources staff. ***In accordance with the Minor Projects Programmatic Agreement, ratified September 14, 2010, an archaeological survey was not required for this project.***

The APE for this project is defined as the parcels bordering the proposed work area. The project proposes to reconstruct Clavey Road, including installing new curb and gutter, pavement, a new multi-use path on the south side of the road, and replacing a bridge (Structure # 049-6586) over the Skokie River. The bridge is not on the Historic Bridge List and would not be considered eligible for the National Register of Historic Places (NRHP). As it is a steel multi beam bridge from 1950, the "Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges issued November 16, 2012 by the Advisory Council on Historic Preservation" was applied to this portion of the undertaking.

A number of resources warranting consideration for listing on the NRHP are in the APE (see attached memo). A review of the Northmoor Country Club was also conducted as the grounds span both sides of Clavey Road within the APE. While the country club has been there since 1920, the landscape has been significantly

altered over the years. Therefore, the resource has little historic integrity and is not eligible for the NRHP. Fortunately, the overall project will not affect the potentially historic resources noted in the memo.

In coordination with the Federal Highway Administration (FHWA) and in accordance with the ***Programmatic Agreement for Minor Projects of the Federal Aid Highway Program in Illinois***, IDOT requests the concurrence of the State Historic Preservation Officer (SHPO) in our determination that no historic properties subject to protection under Section 106 of the National Historic Preservation Act of 1966 will be affected by the proposed project. If the SHPO does not object to the "No Historic Properties Affected" finding within 30 days, FHWA's responsibilities under Section 106 are fulfilled (36 CFR 800.4 (d)(1)(i)).

Sincerely,

Brad H. Koldehoff, RPA
Cultural Resources Unit
Bureau of Design & Environment

BK:el

CONCUR

By: _____
Deputy State Historic Preservation Officer

Date: 7/25/16

EXHIBIT 16

IDOT BIOLOGICAL CLEARANCE

Wetlands

Submittal Date: 05/24/2016 **Sequence No:** 20032

District: 1 **Requesting Agency:** Local Highland Park **Project No:**

Contract #: **Job No.:** P- 91-117-16

Counties: Lake

Route: **Marked:**

Street: Clavey Road **Section:** 15-00125-00-PV

Municipality(ies): Highland Park **Project Length:** 1.7059 **km** 1.06 **miles**

FromTo (At): East US 41 Ramp (west limits) to Green Bay Road (east limits)

Quadrangle: Highland Park **Township-Range-Section:** T43N R12E S35

Survey Target Date: 12/21/2016 **Anticipated Design Apprvl:** 01/01/2017 **Cleared for Design Apprvl:** 01/02/2018

Cleared for Letting: 01/02/2018 **Mitigation:** Yes **Mitigation Completed:**

Initial Survey and WIE **Addendum No:**

Initiated	Due Date	Results Received	Wetland Present	District Notified	WIE Requested	WIE Received	Wetland Impacts	Resp to District	Coord Complete
						05/17/2017	Yes	01/02/2018	Yes

Comments:

Clearances: **Cultural:** 7/25/2016 **Bio** 1/2/2018 **SW:**

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Wetland Bank Site

Mitigation Basin: In Basin

Bank: Yes

Accumulation: No

Owner:

Name:

Location:

Size:

Types:

Quad:

Basin:

Processing Comments:

Wetland Impacts Evaluation

Submittal Date: 04/20/2017 **Submitted By:**

Does the project have wetland impacts? Yes **Type:** Permanent

Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands: Strict soil erosion and sediment control measures will be employed during the construction to prevent any sediment-laden storm water or other construction related pollutants from reaching any off-site wetlands.

Summarize briefly why there are no practicable alternatives to the use of the wetland(s): A new roadway realignment through the wetlands would be impractical.

Wetland mitigation is being proposed: wetland bank site ☐ **Reviewed**

Memo Date:	01/02/2018	**Memo By:**	Susan Hargrove
Memo:	Wetland Site 1 shall be impacted in the amount of 0.005 acres. Mitigation is proposed at the in-basin Atkinson Road Wetland Mitigation Bank, located in the Lake Michigan Tributaries Basin. Thus, the mitigation ratio shall be 1.5:1.0, resulting in 0.008 ac of wetland mitigation. This project is cleared for construction with respect to wetlands.		
Memo Date:	04/20/2017	**Memo By:**	Josh Barelli
Memo:	The project target will include the Atkinson Road Mitigation Bank.		

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact	Ratio	Acres of Compensation
1	Ditch	No	No	No	No	0.141	.005	1.5	.008
						Total	.005		.008

Basin		**Quadrangle**	Highland Park	**FQI**	7.5
Describe the work:	Other				

Mitigation Site Suitability Study:

Wetland Compensation Plan:

Preparer: **Preparer:**

Conceptual					Final				
Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified	Plan Received	Agency	Report Sent and District Notified	Agency Response	District Notified
	IDNR					IDNR			
	USFWS					USFWS			
	COE					COE			

Monitoring

	Monitoring Reports			
	Received	COE Notified	IDNR Notified	District Notified
Year 1				
Year 2				
Year 3				
Year 4				
Year 5				

Monitoring Agency:

Construction Begin Date:
Construction Complete Date:
Tasked Date:
Monitoring Begin Date:
Monitoring Complete Date:

Monitoring Comments:

Permit(s) **Type:** **Corps Dist.:** **Permit Issued:**

☐ **Special Conditions:**

☐ **Permit Agreements/Commitments:**

Project Phase

Project Phase Comments:

Illinois Department of Transportation

Memorandum

To:	Maureen E. Kastl	Attn: Greg S. Lupton
From:	Scott Stitt	By: Thomas C. Brooks
Subject:	Natural Resources Review	Thomas C. Brooks
Date:	January 2, 2018	

Clavey Road
Section 15-00125-00-PV
T43N/R12E/S35
Seq. No.: 20032
Lake County

The proposed project involves roadway reconstruction, including curb & gutter, paving, multi-use path, drainage, and bridge improvements.

The entire project requires a total of 2.8 acres of land acquisition. There will be in-stream work in the Skokie River. There will be 160 urban street trees removed. The land cover in the vicinity of the project is urban/golf course.

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

The Illinois Natural Heritage Database does not contain any records of State-listed threatened or endangered species, Illinois Natural Area Inventory (INAI) sites, dedicated Nature Preserves or registered land and Water Reserves in the project corridor. **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. One site was determined to be a wetland. There will be permanent impacts to one wetland totaling 0.005 acre. Compensation for permanent losses will be provided at a commercial wetland bank. T**herefore, Wetland Review 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 Lake County: Northern long-eared bat (NLEB), Piping plover, Red knot, Eastern massasauga, Karner blue butterfly, Eastern prairie fringed orchid (EPFO), Pitcher's thistle and Rusty patched bumble bee. 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

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 ≥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 160 urban street trees removed as a result of this project. There are no records of maternity roost trees, maternity colonies or hibernacula in the vicinity of the project corridor.

We assessed the potential for adverse impacts to the NLEB in accordance with the Programmatic Biological Opinion on Final 4(d) Rule for the Northern Long-Eared Bat and Activities Excepted from Take Prohibitions and determined that the proposed improvement will have no effect to the NLEB.

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

Rusty patched bumble bee

We evaluated the limits of the proposed improvement for the presence of potentially suitable Rusty patched bumble bee habitat. Our evaluation included the use of the guidance issued by USFWS dated March 21, 2017 and titled "The Rusty Patched Bumble Bee (*Bombus affinis*), Interagency Cooperation under Section 7(a)(2) of the Endangered Species Act, Voluntary Implementation Guidance" ("USFWS Interagency Guidance"). According to the guidance, if a project is outside of a high potential zone, then the USFWS advises that the incidental take coverage is not necessary (https://www.fws.gov/midwest/endangered/insects/rpbb/guidance.html). Therefore, if the project is outside of a high potential zone, then a "no effect" determination is appropriate.

We cross referenced the preferred habitat of the Rusty patched bumble bee with our knowledge of the project area and determined that there is no USFWS High Potential Zone or RPBB record in the project vicinity. USFWS shapefiles dated November 15, 2017 were reviewed on December 19, 2017. In accordance with Section 7 of the Endangered Species Act, we determined that there will be no effect to the Rusty patched bumble bee.

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.

Attachment — USFWS species list

BT

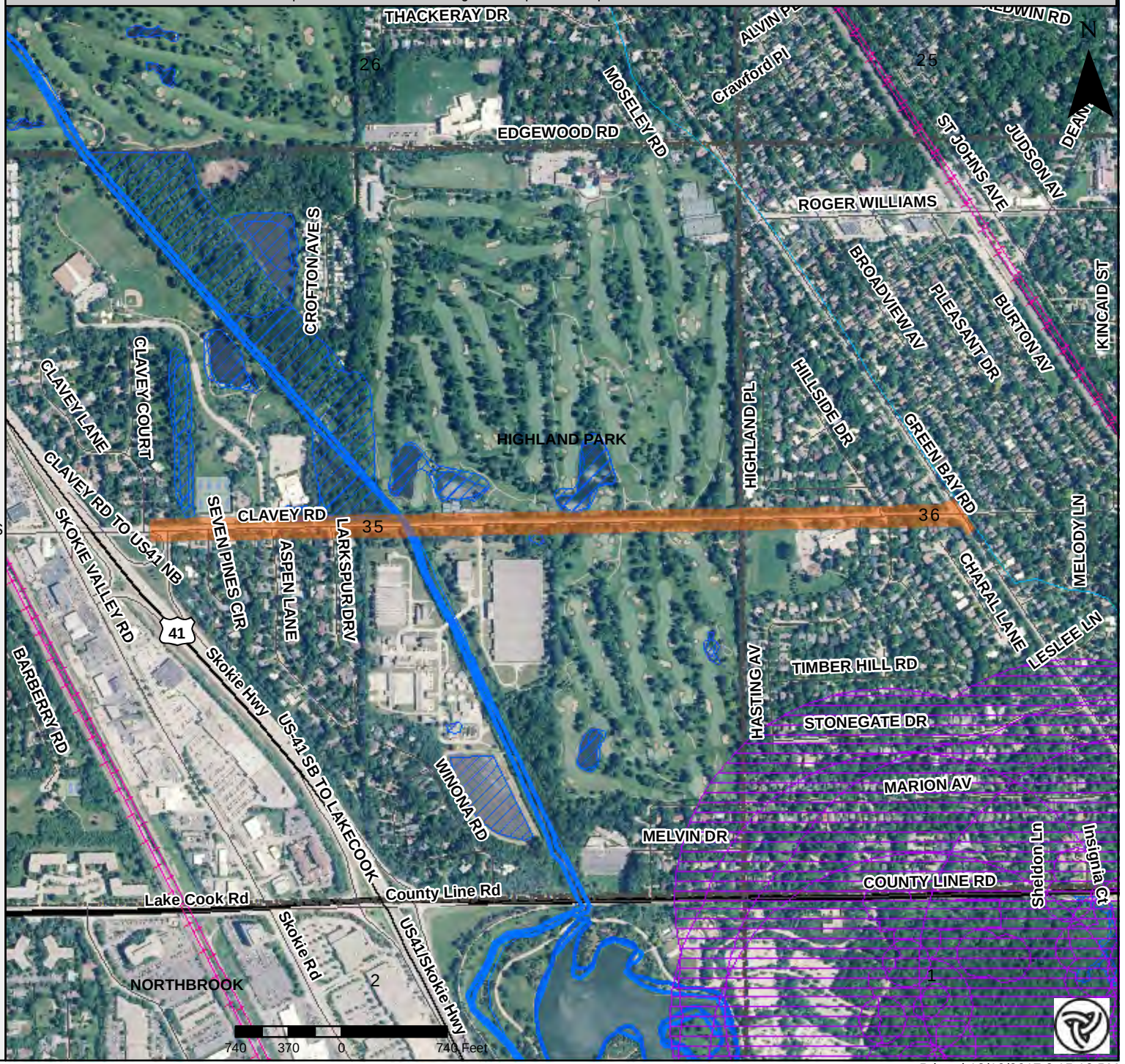
Transportation Review for Ecological Compliance: Report of Possible Resource Conflicts

Sequence #: 20032

Clavey Road to Green Bay Road
Resource in Vicinity of Project Polygon
*Ducks Unlimited Wetlands
*National Wetlands Inventory
INAI & NP w/in 1 mile
*none found

No Resource Found
*INAI
*T&E
*Nature Preserve
*INHS Wetland
*Roadside Prairie Inventory

County: LAKE
Section(PLSS): 3 43N12E36
Area: -0.03335 sq. miles = -21.34585 acres
Report created by KessingerK



Threatened & Endangered Species (T&E)
Nature Preserve (NP)
Illinois Natural Areas Inventory (INAI)
Wetlands
INHS Wetland
Roadside Prairie Inventory

ILLINOIS DEPARTMENT OF NATURAL RESOURCES

Include as additional documentation with permit applications (USACE).

Printed 12/19/2017 3:15:18 PM

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
Phone: (312) 216-4720 Fax:
http://www.fws.gov/midwest/endangered/section7/s7process/7a2process.html

In Reply Refer To: December 19, 2017
Consultation Code: 03E13000-2018-SLI-0084
Event Code: 03E13000-2018-E-00238
Project Name: Clavey Road, Lake County, Seq. No. 20032

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Please note! For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

For all other projects, continue the Section 7 Consultation process by going to our Section 7 Technical Assistance website at http://www.fws.gov/midwest/endangered/section7/s7process/index.html. If you are familiar with this website, you may want to go to Step 2 of the Section 7 Consultation process at http://www.fws.gov/midwest/endangered/section7/s7process/step2.html.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and

completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Chicago Ecological Service Field Office
U.s. Fish And Wildlife Service Chicago Ecological Services Office
230 South Dearborn St., Suite 2938
Chicago, IL 60604-1507
(312) 216-4720

Project Summary

Consultation Code: 03E13000-2018-SLI-0084

Event Code: 03E13000-2018-E-00238

Project Name: Clavey Road, Lake County, Seq. No. 20032

Project Type: TRANSPORTATION

Project Description: Roadway reconstruction, including curb & gutter, paving, multi-use path, drainage, and bridge improvements. 2.8 acres land acquisition. 160 trees to be removed. In-stream work in Skokie River. Land use is urban/golf course. Construction date is unknown.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/42.159853288792576N87.79324480267458W

Counties: Lake, IL

Endangered Species Act Species

There is a total of 7 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover *Charadrius melodus* Population: [Great Lakes watershed DPS] - Great Lakes, watershed in States of IL, IN, MI, MN, NY, OH, PA, and WI and Canada (Ont.) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6039	Endangered
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Insects

NAME	STATUS
Karner Blue Butterfly *Lycaeides melissa samuelis*	Endangered

There is **proposed** critical habitat for this species. The location of the critical habitat is not available.
Species profile: https://ecos.fws.gov/ecp/species/6656

Flowering Plants

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea*	Threatened

No critical habitat has been designated for this species.
This species only needs to be considered under the following conditions:

- Follow the guidance provided at https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html

Species profile: https://ecos.fws.gov/ecp/species/601
Species survey guidelines:
https://ecos.fws.gov/ipac/guideline/survey/population/984/office/31131.pdf

Pitcher's Thistle *Cirsium pitcheri*	Threatened

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/8153

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

EXHIBIT 17

IDOT SPECIAL WASTE CLEARANCE

Illinois Department of Transportation

Memorandum

To:	Christopher Holt	Attn:	Sam Mead
From:	Maureen M. Addis	By:	Scott E. Stitt
Subject:	PESA Review		*Scott E. Stitt*
Date:	April 12, 2017		

Project:	FAU 346 / East US 41 Road to East of Green Bay Road		
District 1:	Lake County	Job #:	P-91-117-16
Requesting Agency:	Highland Park	Contract #:	Not provided
Survey Target Date:	07/01/2017	Anticipated DA:	08/01/2017
Anticipated Letting:	Not provided	Section:	15-00125-00-PV
BDE Sequence #	20032A	ISGS PESA #:	3361

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request.

The attached ISGS report did not identify any recognized environmental conditions (RECs) for this project. Therefore, further soil boring and sample analysis work is not required.

It is the opinion of this office that the attached (ISGS) report's conclusion of **no RECs** meets the requirements of Departmental Policy D&E 11 and no additional preliminary testing for this project is necessary. It is therefore cleared for design approval.

However, the findings and recommendations of the report should be carefully considered.

If you have any questions regarding this report, please contact Tim Garvis at 217/524-1651 or James R. Curtis at 217/558-4653.

Attachments

cc: none

EXHIBIT 18

IDOT AND LOCAL PESA EXECUTIVE SUMMARIES

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for improvements to the intersection of Green Bay Road and Clavey Road, Highland Park, Lake County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
None				

Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Residences NA	3361-1	Transformer; potential ACM and lead paint	Residential
Residences NA	3361-2	Potential ACM and lead paint	Residential
Residences NA	3361-3	Natural gas pipeline; transformer; potential ACM and lead paint	Residential
Residences NA	3361-4	Potential ACM and lead paint	Residential

Table 3. The following sites along the project were determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use
None		

Table 4. The following additional sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use
None			

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

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

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are

therefore not listed in the tables above. Wetlands and flooding hazards are not evaluated as part of this report.

EXECUTIVE SUMMARY

This report presents the results of a Preliminary Environmental Site Assessment (PESA) for the proposed Clavey Road improvements in Highland Park, Lake County, Illinois. The project area along Clavey Road starts at US Route 41 and extends east to Green Bay Road. The project area includes the Clavey Road ROW and is approximately 1.17 miles in length. The project area is defined in red on **Figure 2: Project Area Aerial Map** provided in **Appendix A**.

A total of 38 parcels of land are located immediately adjacent to the Clavey Road ROW within the project area. The 38 parcels of land are identified by PINs on **Figure 2** provided in **Appendix A**. However, only 17 total sites (Sites 1 through 17) have been identified for this PESA, as some of the sites are comprised of multiple parcels within the same property or are owned by the same entity.

A Historical Recognized Environmental Concern (REC) was identified for Site 4 (Northmoor Country Club, UST/LUST site) and a REC was identified for Site 13 (Northshore Sanitary District, UST/LUST site) in the project area. Based on the information obtained during this assessment and given the significant distances from the former heating oil LUST basins to the Clavey Road ROW, it is in our professional opinion that it is unlikely that contamination migration has occurred to the Clavey Road ROW. Additional information on these two Sites and associated RECs is provided in the **PROJECT SITES** section of this report. De minimis conditions were not identified for the 38 parcels of land within the project area.

The tables on pages 4 and 5 list sites along the project area for which RECs* were identified for each address or address range (Table 1); sites along the project area for which only de minimis conditions were identified (Table 2); sites along the project area for which no RECs were identified (Table 3); and sites adjoining to but not on or immediately adjacent to the project area that were identified on environmental databases (Table 4).

Table 1. The following sites along the project area were determined to contain RECs:

Property name	GEOCON Site #	RECs, including de minimis conditions	Regulatory databases	Current Land Use
Northmoor Country Club	4	Historical REC: former 3,000-gallon #6 heating oil UST/LUST release incident 20040221 with NFR letter issued by IEPA with no land use restrictions. Contamination was actively remediated to IEPA Tier 1 Remediation Objectives and it was reported that contamination was not left in the ground.[1]	UST, LUST	commercial
Northshore Sanitary District	13	REC: two former 2,000-gallon #2 heating oil USTs/LUST release incident 923403 with no regulatory closure from IEPA.[2]	UST, LUST	commercial

[1] The former #6 heating oil LUST was located immediately north of the clubhouse on the northern portion of parcel 16-35-200-009-0000, approximately 2,400 feet north of the Clavey Road ROW project area. The remediated former LUST basin is located a significant distance from the Clavey Road ROW project area. Given that the former LUST basin was actively remediated to achieve the IEPA Tier 1 Remediation Objectives and it was reported that contamination was not left in the ground, this Historical REC is not a concern for the planned roadway improvements.

[2] The heating oil LUST incident (923403) without an IEPA regulatory closure is considered an REC for Site 13 in accordance with the PESA manual. It is in our professional opinion that given the significant distances from the former LUST basins to the Clavey Road ROW (900 to 1,020 feet south), the area geology, the lack of groundwater in the excavations and the other information provided on the OSFM inspector tank removal log and from the North Shore Water Reclamation District, contaminate migration from the former LUST basins to the Clavey Road ROW is unlikely to have occurred.

Table 2. The following sites along the project area were determined to contain de minimis conditions only:

Property name	GEOCON Site #	De minimis conditions	Regulatory databases	Current Land Use
None	NA	NA	NA	NA

Table 3. The following sites along the project area were determined not to contain RECs or de minimis conditions:

Property name	GEOCON Site #	Current Land Use
Park District of Highland Park (Larry Fink Memorial Park)	1	recreational
Congregation Solel	2	commercial
Vacant Parcel	3	commercial
Residential Parcels	5	residential
Residential Parcels	6	residential
Residential Parcels	7	residential
Residential Parcel	8	residential
Park District of Highland Park	9	recreational
Jewish Council for Youth Services (George W. Lutz Family Center)	10	commercial
Kennedy Park	11	recreational
Residential Parcel	12	residential
Residential Parcel	14	residential
Residential Parcels	15	residential
Residential Parcels	16	residential
Residential Parcel	17	residential

Table 4. The following additional sites, adjoining sites, but not within the project area, were identified on environmental databases:

Property name	GEOCON Site #	Regulatory Databases	Current Land Use
None	Not Applicable	Not Applicable	Not Applicable

*For all sites:

Where RECs are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by testing conducted by GEOCON. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

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

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of ACM in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

Radon and biological hazards are not considered in this PESA unless specifically noted.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables.

EXHIBIT 19

TS&L FOR STRUCTURE OVER SKOKIE DITCH

Illinois Department of Transportation

Memorandum

To:	Anthony J. Quigley, District 1	Attn: Christopher J. Holt
From:	D. Carl Puzey	By: Timothy A. Armbrecht
Subject:	PRELIMINARY BRIDGE DESIGN APPROVAL	
Date:	October 24, 2018	

Timothy A. Armbrecht
DKA

STP – Bridge Funding
City of Highland Park
Section 15-00125-00-PV

SN 049-6585

FAU 1265 (Clavey Road) & Multi-Use Path over Skokie River

The Preliminary Bridge Design and Hydraulic Report (PBDHR) for the above-designated project, dated February 2, 2018, is satisfactory based on the consultant's disposition to our review comments and revised Type, Size, & Location drawings, received on September 27, 2018, which adequately address our review comments. The preliminary bridge design is hereby approved.

This approval is contingent on the hydraulics being approved by your office or by the Bartlett IDNR Office of Water Resources.

As discussed during our review, it appears it may be advantageous to skew the structures to match the alignment of Skokie River. If changes are determined to be appropriate at a later date, please contact our office for resubmittal requirements.

The design of the proposed pedestrian bridge superstructure and substructure elements must comply with the requirements of the current "American Association of State Highway Transportation Officials (AASHTO) LRFD Guide Specifications for Design of Pedestrian Bridges, with Interims", and *the '2017, 8th Edition AASHTO LRFD Bridge Design Specifications,* with updates, as well as other specifications referenced within the above documents. A current copy of Guide Bridge Special Provision GBSP 33, "Pedestrian Truss Superstructure", shall be inserted into the project special provisions **without modification**. GBSP 33 may be found at http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Bridges/Bridge-Special-Provisions/gbsp33.pdf.

The PBDHR indicates the Consultant will perform the shop drawing review and steel fabrication inspection. Please advise the City that if they would like the Department to perform steel fabrication inspection services, a letter requesting such should be sent to the Bureau of Bridges and Structures (BBS) as soon as possible after the steel fabricator is determined. The letter (see attached example) should include the following:

1. Job information (structure number, route, section, county, city, IDOT contract # if applicable, C-# if applicable).
2. Point of contact for questions and who to send reports to at job completion; name, contact and location for fabricator and prime contractor.
3. The approximate start date and duration if known.

This request would essentially authorize the BBS fabrication inspector to act as the City's representative. The inspector will need a copy of the shop drawings, approved by the City's consultant. A second copy should also be provided to the BBS for office use in assisting the inspector with technical or interpretation questions. The inspector and this office will also require reference copies of any special provisions or project-specific specifications applicable to fabrication that are different from IDOT's Standard & Supplemental Specifications.

Please be aware fabrication inspection services supplied by the Department are subject to resource availability and are not guaranteed. In particular, if the fabricator is located outside the area served by Department inspectors, it may be necessary for the City to retain the services of their own fabrication inspection service to ensure the inspection of the steel.

The locations of the proposed foundations appear to be at or near the existing substructure locations. Care must be taken during construction to locate existing substructure elements to prevent damage or conflicts with the new pile locations. If conflicts arise and modifications are required of the pile locations or design shown on the plans, the Structural Engineer of record should be notified for approval of revisions.

SN 049-6585. The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1, and on a **sealed structure load rating** submittal as described in BLRS Circular Letter 2017-16 and Structural Services Manual Section 4.2.2.

Prefabricated Pedestrian Bridge. The final structural plans and specifications for this project may be accepted by the District based on the Structural Engineer's seal, certification and signature per BLRS Manual Section 23-7.02.1.

If you have any questions, contact Matt Humke at 217/782-5929 or matt.humke@illinois.gov.

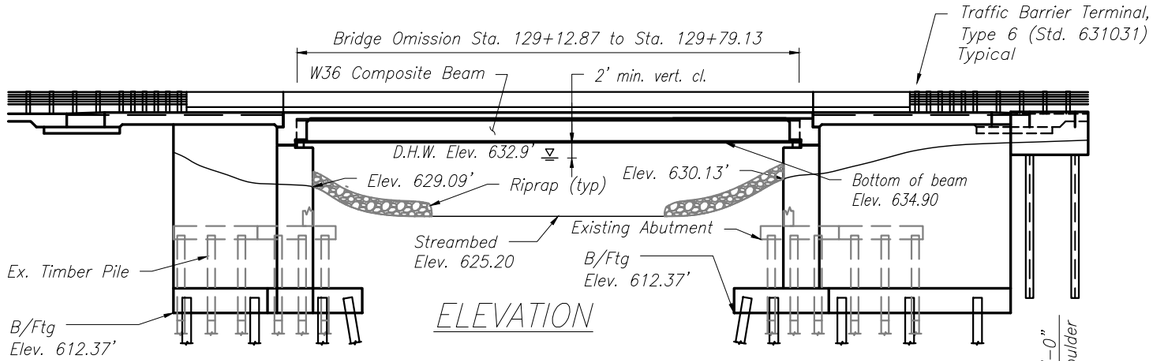
One copy of the approved report are being returned to you and we will retain one copy for our files.

MDH

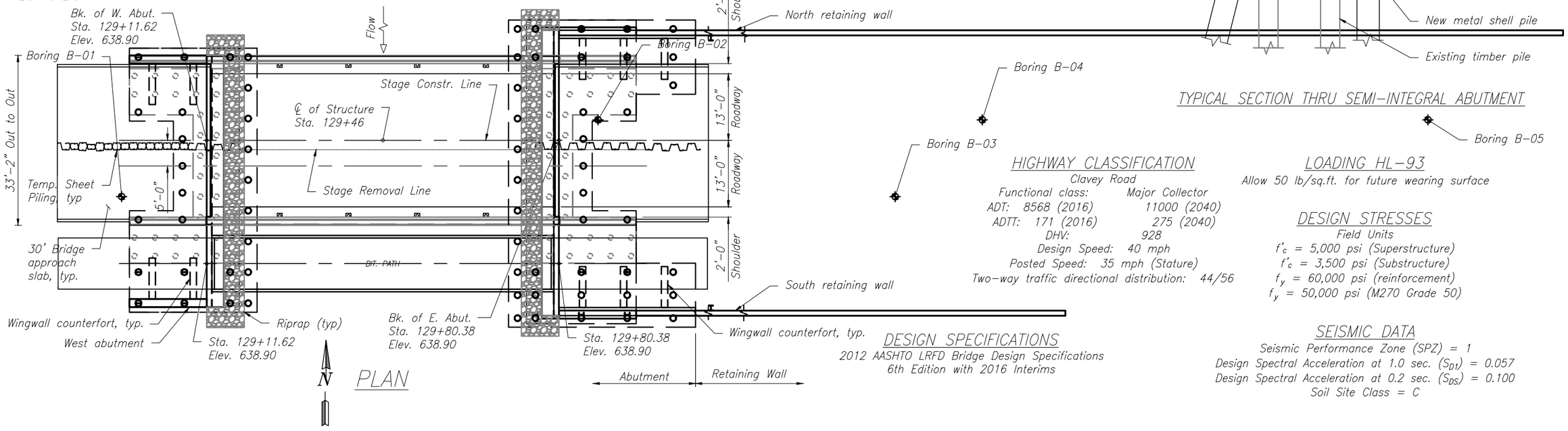
Bench Mark: _____

Existing Structures: S.N. 049-6586. Built in 1950 and rehabilitated in 2002 as Clavey Road over the Skokie Ditch. The existing structure consists of a reinforced concrete deck spanning over seven single span steel beams 69'-0" bk. to bk. abutments, 32'-4½" out to out The contractor shall remove the existing structure except for the existing piles and replace it with a single span wide flange superstructure on semi-integral abutments. The road shall be kept open to one lane of traffic at all times by utilizing stage construction.

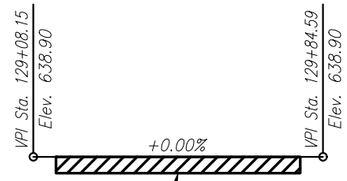
Salvage only the existing piles.



ELEVATION



PLAN

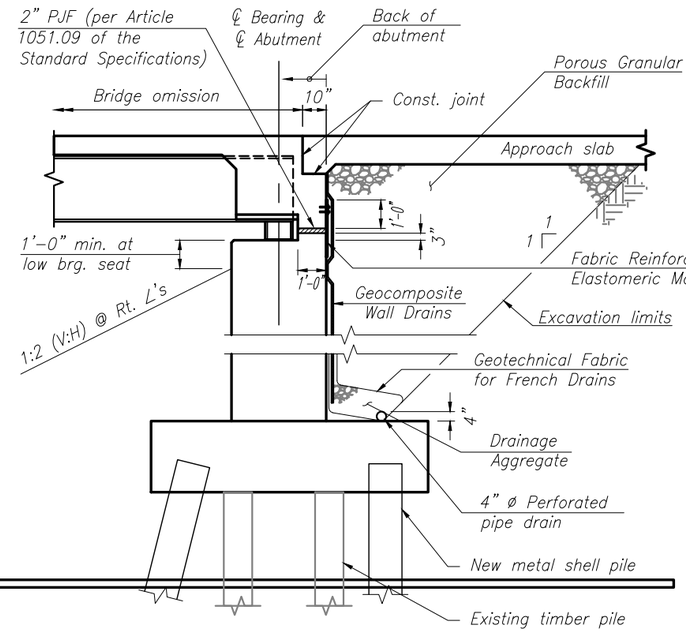


PROFILE GRADE

(Along ℄ Roadway)

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)		
	W. Abut	E. Abut	Item 113
Q100	622.20	615.70	8
Q200	619.56	611.88	
Design	615.70	615.70	
Check	615.70	611.88	



TYPICAL SECTION THRU SEMI-INTEGRAL ABUTMENT

HIGHWAY CLASSIFICATION

Clavey Road
Functional class: Major Collector
ADT: 8568 (2016) 11000 (2040)
ADTT: 171 (2016) 275 (2040)
DHV: 928
Design Speed: 40 mph
Posted Speed: 35 mph (Stature)
Two-way traffic directional distribution: 44/56

LOADING HL-93

Allow 50 lb/sq.ft. for future wearing surface

DESIGN STRESSES

Field Units
f'_c = 5,000 psi (Superstructure)
f'_c = 3,500 psi (Substructure)
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (M270 Grade 50)

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications
6th Edition with 2016 Interims

SEISMIC DATA

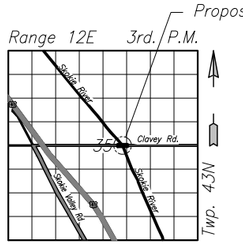
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.057
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.100
Soil Site Class = C

WATERWAY INFORMATION

Drainage Area = ~20.9 sq. mi.

Exist. Overtopping Elev. = 634.06 ft. (C/L) at Sta. 133+50
Prop. Overtopping Elev. = 633.96 ft. (C/L) at Sta. 133+31.38

Flood Event	Freq. Year	Discharge C.F.S.	Waterway Opening - Sq.Ft.		Natural H.W.E. (ft.)	Head (ft.)		Headwater Elev (ft.)	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
10 Year	10	962	292	292	631.8	0.0	0.0	631.8	631.8
30 Year	30	–	–	–	–	–	–	–	–
Design	50	1,454	352	352	633.1	0.0	0.0	632.9	632.9
Base	100	1,751	383	383	633.6	0.0	0.0	633.4	633.4
Max Calc.	500	2,843	499	499	635.4	0.1	0.1	635.5	635.5



LOCATION SKETCH

GENERAL PLAN & ELEVATION
CLAVEY ROAD OVER SKOKIE DITCH
SECTION 15-00125-00-PV
LAKE COUNTY
STATION 129+46.00
STRUCTURE NO. 049-6585

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826

USER NAME =	DESIGNED - RSF	REVISED -	
	CHECKED - PGV	REVISED -	
PLOT SCALE =	DRAWN -	REVISED -	
PLOT DATE = 08/06/2017	CHECKED -	REVISED -	

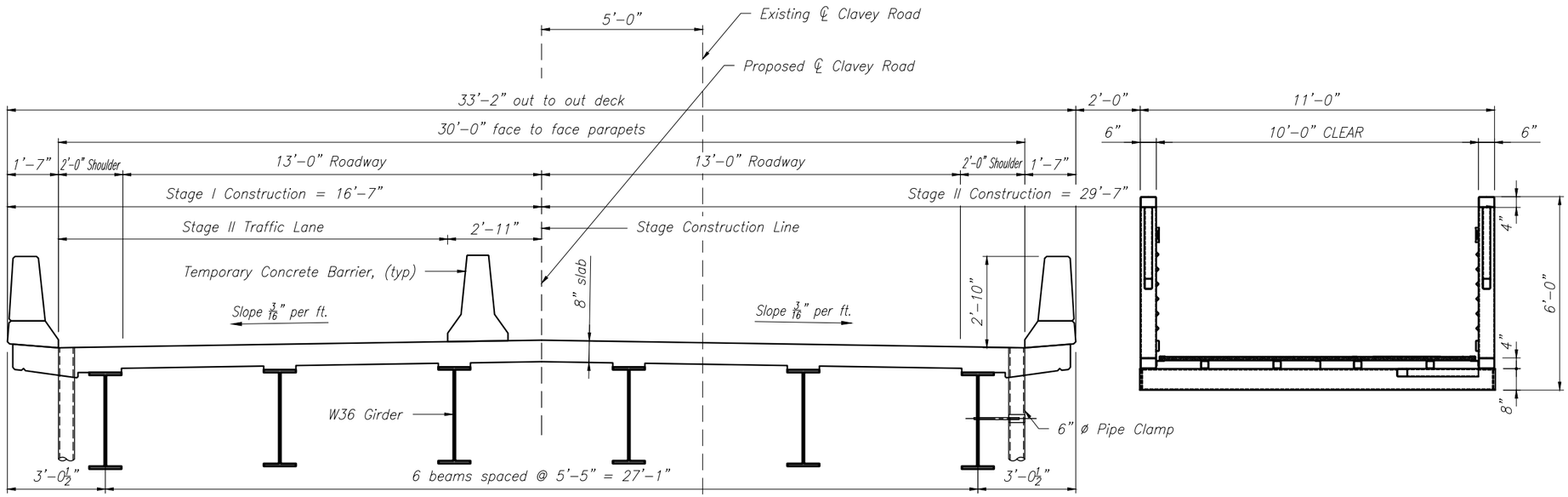
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 049-6585

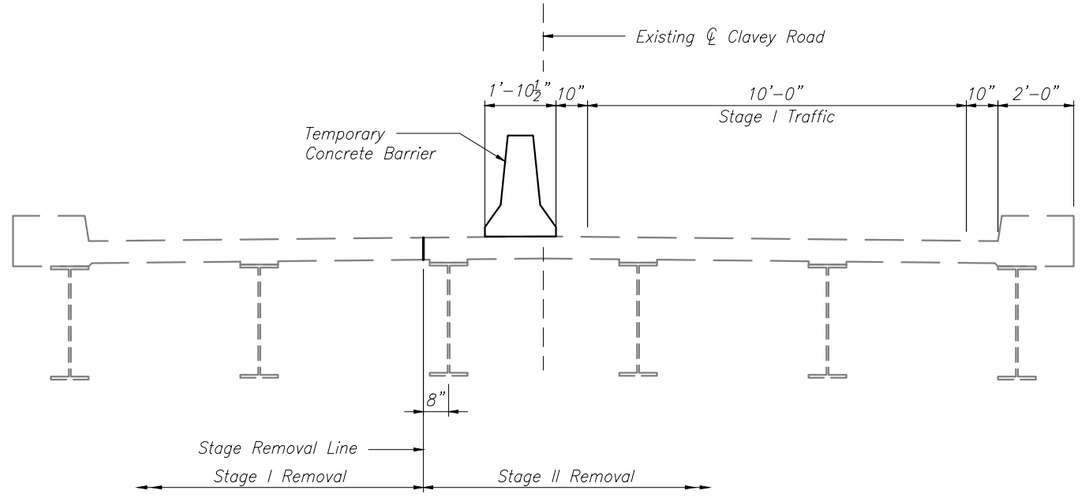
SCALE: NOT TO SCALE | SHEET NO. 01 OF 05 SHEETS | STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-PV	LAKE		
		CONTRACT NO. #####		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT BRM-4003(613)



PROPOSED CROSS SECTION



EXISTING CROSS SECTION

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3626

USER NAME =	DESIGNED — RSF	REVISED —
	CHECKED — PGV	REVISED —
PLOT SCALE =	DRAWN —	REVISED —
PLOT DATE = 08/06/2017	CHECKED —	REVISED —

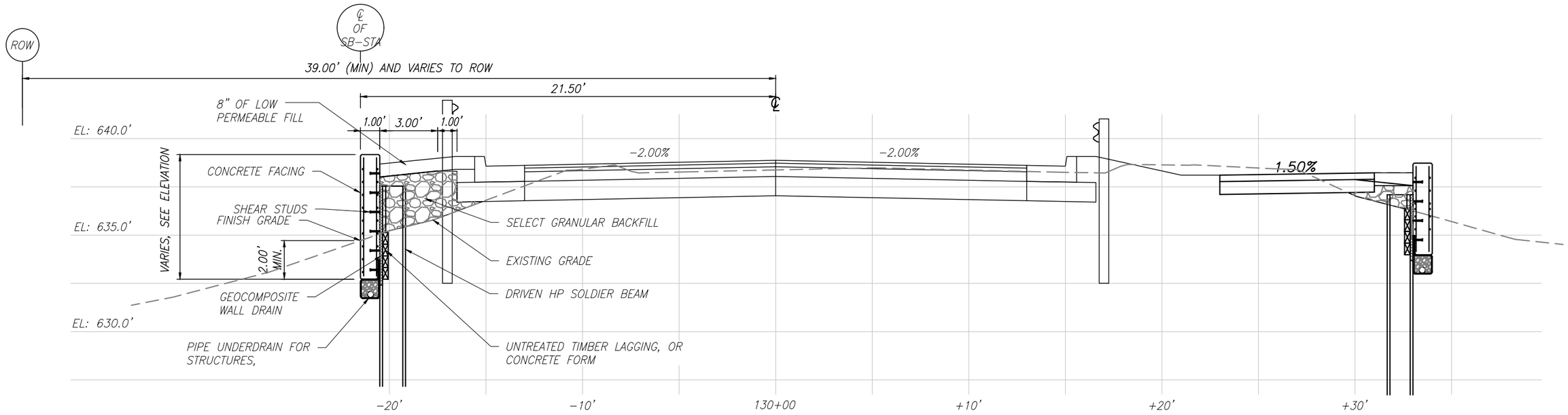
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
STRUCTURE NO. 049-6585

SCALE: NOT TO SCALE | SHEET NO. 02 OF 05 SHEETS | STA. 0+00.00 TO STA. 0+00.00

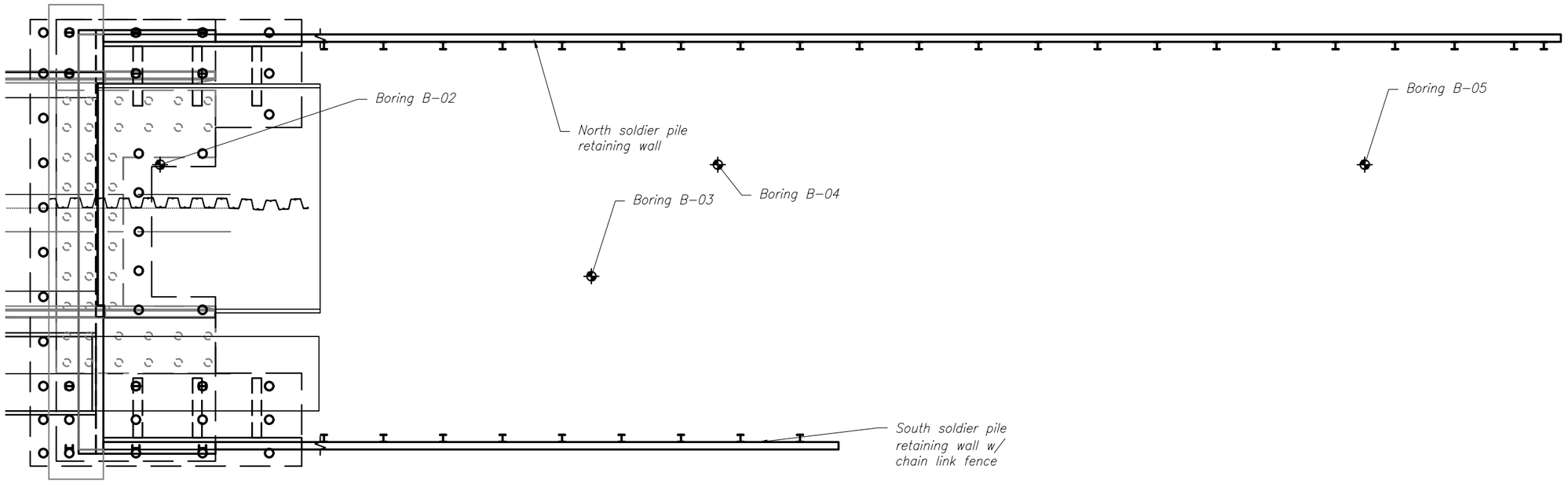
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-PV	LAKE		
		CONTRACT NO. #####		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT BRM-4003(613)



SECTION at 130+10

(Clavey Road looking East)



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17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826

USER NAME =	DESIGNED — RSF	REVISED —
	CHECKED — PGV	REVISED —
PLOT SCALE =	DRAWN —	REVISED —
PLOT DATE = 08/06/2017	CHECKED —	REVISED —

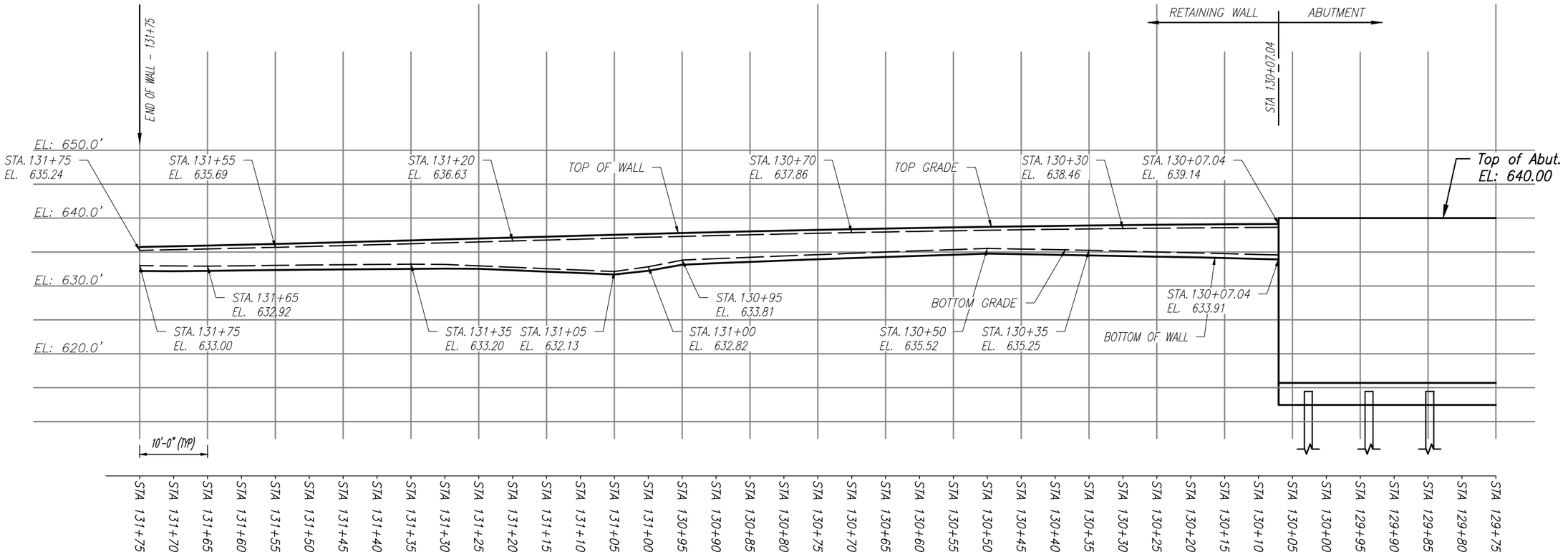
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY SECTION
STRUCTURE NO. 049-6585

SCALE: NOT TO SCALE | SHEET NO. 03 OF 05 SHEETS | STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-PV	LAKE		
		CONTRACT NO. #####		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT BRM-4003(613)



NORTH WALL ELEVATION

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3626

USER NAME =	DESIGNED — RSF	REVISED —
	CHECKED — PGV	REVISED —
PLOT SCALE =	DRAWN —	REVISED —
PLOT DATE = 08/06/2017	CHECKED —	REVISED —

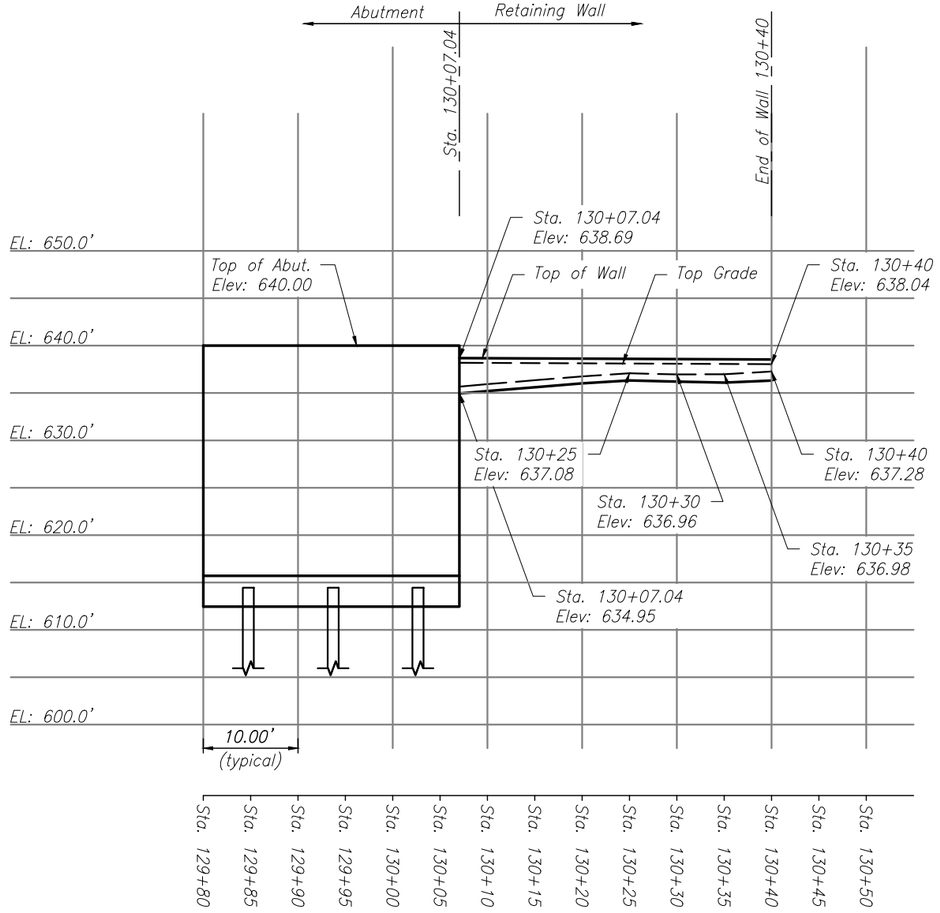
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH RETAINING WALL ELEVATION
STRUCTURE NO. 049-6585

SCALE: NOT TO SCALE | SHEET NO. 04 OF 05 SHEETS | STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-PV	LAKE		
		CONTRACT NO. #####		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT BRM-4003(613)



SOUTH RETAINING WALL ELEVATION

ROBINSON ENGINEERING, LTD.
CONSULTING REGISTERED PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS
17000 SOUTH PARK AVENUE SOUTH HOLLAND, ILLINOIS 60473
(708) 331-6700 FAX (708) 331-3826

USER NAME =	DESIGNED — RSF	REVISED —
	CHECKED — PGV	REVISED —
PLOT SCALE =	DRAWN —	REVISED —
PLOT DATE = 08/06/2017	CHECKED —	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH RETAINING WALL ELEVATION
STRUCTURE NO. 049-6585

SCALE: NOT TO SCALE | SHEET NO. 05 OF 05 SHEETS | STA. 0+00.00 TO STA. 0+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1265	15-00125-00-PV	LAKE		
		CONTRACT NO. #####		

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT BRM-4003(613)

EXHIBIT 20

APPROVED DESIGN VARIANCES (BLR 22120)

Illinois Department of Transportation

Memorandum

To:	Anthony Quigley, Dist. 1 Attn: Christopher Holt
From:	Maureen Kastl, P.E.
Subject:	Design Variance Request
Date:	May 14, 2018

Lake County
Highland Park
Section 15-00125-00-PV
Clavey Road

We have reviewed the Level One design variance request for the subject project. The design variance for minimum sight distance is not a design exception for the following reasons:

1. The crest vertical curve, PVI 168+05.59, occurs near the signalized intersection of Clavey Road and Green Bay Road. Green Bay Road is the major roadway.
2. The justification cites BLR 34-1.02(a) 3a which allows for a 30 mph design speed at stopped controlled intersections.
3. BLR Figure 30-2A indicates the minimum K value of 19 for a 30 mph design speed for crest vertical curves. The proposed design provides a calculated K value of 27.
4. The justification indicates the calculated sight stopping distance is 241 feet, which exceeds the values for adjusted SSD in BLR Figure 28-1B.

Attached are three copies of the BLR 22120 form which is being returned unsigned. Please ensure a copy of the memo and design exception form are included in the PDR when it is submitted for review and approval. If you have any questions, please contact William Raffensperger at 217-785-1676.

Engineer of Local Roads and Streets

By: Gregory S. Lupton, P.E.
Local Project Implementation Engineer

Attachment

Illinois Department of Transportation

Approval of Design Variance

Project Identification

Local Agency: CITY OF HIGHLAND PARK (County, Municipality, Road District / Township) County: LAKE

Section No.: 15 - 00125 - 00 - PV Route: FAU 1265

Street/Road Name: CLAVEY ROAD

Project Limits: SKOKIE HIGHWAY (US 41) TO EAST OF GREEN BAY ROAD

Project Length: 1.1 MILES Functional Classification: MAJOR COLLECTOR

Design Year: 2040 Design Traffic: ☐ DHV _____ ☒ ADT 11000

Existing Structure No.: 049-6586 Proposed Structure No.: 049-6585

Project Scope of Work

a. Is this project located on the NHS? ☐ Yes ☒ No

b. Is this project on a Strategic Regional Arterial (SRA) route? ☐ Yes ☒ No

c. Funding ☐ MFT/State Assistance ☒ Federal

d. Type of Work ☐ New Construction ☒ Reconstruction ☐ 3R

e. Design Guidelines ☒ Urban ☐ Suburban ☐ Rural ☐ 3R ☐ Other _____

f. Provide a brief project description (major construction elements):
Project will reconstruct 1.1 miles of Clavey Road between US 41 (Skokie Highway) and Green Bay Road including bridge replacement and mutli-use path installation

District Coordination Meetings

Has project been previously discussed at district coordination meetings? ☒ Yes ☐ No
(If yes, attach minutes of variance approvals)

Dates: 09/15/15

Level One Design Variance Approval

Local Agency: Highland Park Section No.: 15-00125-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Speed: 40 mph	40	☐	☒	
2. Level of Service (Mainline): C	D	☐	☒	
3. Lane Widths				
a. Through Lanes: 13/11 feet	10'	☐	☒	
b. Turn Lanes: 10 feet	10'	☐	☒	
c. Parking Lanes: N/A feet	8'	☐	☒	
d. Bike Lanes: N/A feet	8'	☐	☒	
4. Through Travel Lane Cross Slopes				
Inside Lane: 2 %	1.5-2%	☐	☒	
Outside Lane: N/A % (if more than 2 lanes)		☐	☐	
5. Shoulder Widths: N/A feet		☐	☐	
6. Horizontal Curvature (Minimum Radius)				
N/A feet		☐	☐	
List curves not meeting criteria				
Sta. Radius Design Speed		☐	☐	
		☐	☐	
		☐	☐	
7. Superelevation Rates				
e_{max} N/A %		☐	☐	
List curves for which e does not meet criteria				
PI Sta. Radius e Design Speed		☐	☐	
		☐	☐	
		☐	☐	
8. Maximum Grade: 7.4 %	9%	☐	☒	
9. Minimum Intersection Sight Distance				
_____ feet		☐	☐	
List locations not meeting the criteria				
Cross Road Distance		☐	☐	
		☐	☐	
		☐	☐	

Level One Design Variance Approval

Local Agency: Highland Park Section No.: 15-00125-00-PV

10.	Minimum Stopping Sight Distance N/A feet				☐	☒	
	a. Crest Vertical Curves – Min. K value 27			44	☒	☐	
	List curves not meeting the criteria						
	VPI Sta.	Sight Distance	Design Speed	Curve Length			
	168+05.59	241	+/- 34 MPH	150	44	☒	☐	The location of the curve is at the approach to a traffic signal controlled intersection, and the actual design speed (34 MPH) of the curve meets the criteria for approaches to a traffic signal in Section 34-102(a)3a of the LR&S Manual (30 MPH). The proposed vertical alignment essentially matches the existing profile and there is no reported accident problem associated with the existing veritical alignment. Per BLRS Figure 30-2A, SSD exceeds the minimum value for SSD for 30 MPH Design Speed.
						☐	☐	
						☐	☐	
	b. Sag Vertical Curves – Min. K value 64			64	☐	☒	
	List curves not meeting the criteria						
	VPI Sta.	Sight Distance	Design Speed	Curve Length			
						☐	☒	
						☐	☒	
						☐	☒	
	c. Inside of Horizontal Curves						
	List curves not meeting the criteria						
	Sta.	Sight Distance	Design Speed	Radius			
					N/A	☐	☐	
						☐	☐	
						☐	☐	
11.	Clear Roadway Bridge Widths: 30 feet				app. rdwy	☐	☒	
12.	Freeboard Above Design High Water: 2.1 feet				1'	☐	☒	

Not a design exception 5/14/2018 CBLRS WR

Level One Design Variance Approval

Local Agency: Highland Park | Section No.: 15-00125-00-PV

13.	Vertical Clearances: ☐ Over Roadway/RR N/A feet ☐ Under Structure N/A feet		☐ ☐	☐ ☐	
14.	Accessibility Criteria for Disabled Persons **List any feature not meeting ADA Criteria** N/A		☐	☐	
15.	Roadside Clear Zone: a. Tangent 10 feet b. Outside of Curve N/A **List criteria for each radius** Radius (ft) / Clear Zone (ft)	10'	☐ ☐ ☐ ☐ ☐	☒ ☐ ☐ ☐ ☐	
16.	Intersection(s) Level of Service: D	D	☐	☒	
17.	Warrants for Stop Signs or Signals Cross Road / Warrant Green Bay Road / Ex. Signal IL 41 Ramp / Ex. Signal		☐ ☐ ☐	☒ ☒ ☐	Per 9/15/15 FHWA Coordination Meeting Minutes, Article 39-4.03 of the BLRS Manual "If it is obvious that an existing traffic signal meets one or more of the existing traffic signal warrants, no special documentation will be required to allow the existing signals to remain or be modernized. This was concurred with per the minutes. Per 9/15/15 FHWA Coordination Meeting Minutes, Article 39-4.03 of the BLRS Manual "If it is obvious that an existing traffic signal meets one or more of the existing traffic signal warrants, no special documentation will be required to allow the existing signals to remain or be modernized. This was concurred with per the minutes.
18.	Pavement Design (list any variance to policy) N/A		☐	☒	

Level One Design Variance Approval

Local Agency: Highland Park Section No.: 15-00125-00-PV

Prepared By: Harry L Gilmore Jr Date: 04/13/2018
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: Emanuel Gomez Date: 04/26/2018

Anthony J. Quigley for 5/8/18
IDOT Regional Engineer Concurrence Date

Central BLR&S Approval Date

Level Two Design Variance Approval

Local Agency: Highland Park Section No.: 15-00125-00-PV

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance Yes	Variance No	Summary of Variance and Justification
1. Design Period: _____ years	20 years	☐	☐	
2. Horizontal Alignment (Mainline)				
a. Minimum Superelevation Transition Lengths: _____ feet		☐	☐	
b. Superelevation Distribution Between Tangent and Curve: _____	2/3 : 1/3	☐	☐	
3. Vertical Alignment (Mainline)				
a. Minimum Grade of Urban Cross Section ____ %	0.3%	☐	☐	
b. Minimum Length of Vertical Curves ___ feet		☐	☐	
c. Maximum K value of Vertical Curves ___ (for curbed facilities)	167	☐	☐	
4. Cross Section Elements (Mainline)				
a. Design of Parking Lanes				
• Cross Slope: _____ %		☐	☐	
b. Design of Sidewalks				
• Width: _____ feet	4 feet	☐	☐	
• Buffer Distance: _____ feet	2 feet	☐	☐	
• Cross Slope: _____ %	2% max.	☐	☐	
• Longitudinal Grades: _____ %	5% max.	☐	☐	
c. Median				
• Type: _____		☐	☐	
• Width: _____ feet		☐	☐	
d. Shoulder Cross Slopes: _____ %		☐	☐	
e. Rollover Factor _____ %		☐	☐	
f. Curb and Gutter Type _____		☐	☐	
g. Roadway Element				
• Steepest Front Slopes: _____ (H:V)		☐	☐	
• Steepest Back Slopes: _____ (H:V)		☐	☐	
5. Drainage (Flood Frequency)				
a. Pavement: _____ years		☐	☐	
b. Structure: _____ years		☐	☐	
c. Storm Sewer: _____ years		☐	☐	

Level Two Design Variance Approval

Local Agency: Highland Park | Section No.: 15-00125-00-PV

6. Intersections				
a. Level of Service for Individual Movement:				
• Through Lanes: _____		☐	☐	
• Turn Lanes: _____		☐	☐	
b. Skew Angle: 33 Degrees Green Bay Road Hastings Ave / Hillside Drive	30 deg max	☒	☐	Matches existing roadway network alignment. Correction would require extensive ROW impacts. There is no history of collisions related to the existing skew angles.
c. Approach Grades: 7.41 to 4.25 %	5.0%	☒	☐	Correction would require adverse ROW impacts. BLRS Section 34-1.02(a) states that intersection shall reflect the practicalities of matching the basic overall roadway profile. The actual approach grades vary due to the provision of a vertical curve. There is no history of accidents related to the existing approach grades and the associated sight distance.
d. Design Vehicle: _____		☐	☐	
e. Turning Radius for Design Vehicle: _____		☐	☐	
f. Minimum Corner Island Size: _____		☐	☐	
g. Minimum Turn Lane Length _____ feet		☐	☐	
• Approach Taper: _____ feet		☐	☐	
• Departure Taper: _____ feet		☐	☐	
• Bay Taper: _____ feet		☐	☐	
h. Entrances				
Entrance Type / Max. Width (ft.) / Min. Width (ft.) / Max. Grade(%)				
Commercial _____ _____ _____		☐	☐	
Residential _____ _____ _____		☐	☐	
7. RR Crossings				
a. Type of Railroad Protection: _____		☐	☐	
b. Crossing Width (at 90° angle) _____ feet		☐	☐	

Level Two Design Variance Approval

Local Agency: Highland Park Section No.: 15-00125-00-PV

8. Lighting				
a. Illuminance _____ lux		☐	☐	
b. Uniformity Ratio _____		☐	☐	
9. Other Items				
Offset Intersection - Maximum 25 FT				Correction would require adverse impacts to adjacent residential ROW. BLR&S Section 34-1.01(c) suggests crash history and through volumes can affect design. Extremely low through volume and no history of accidents related to the offset intersection is present under the current geometry which is being maintained.
Hillside Drive / Hastings Avenue – 25 FT	6.7 FT	☒	☐	
Clavey Road across Green Bay Road – 2 FT	8.4 FT	☐	☒	
Storage Platform Profile (BLR&S 34-1.02(a): Provide 4.25 to 7.41% with vertical curve	5.0%	☒	☐	Correction would require adverse ROW impacts. BLRS Section 34-1.02(a) states that intersection shall reflect the practicalities of matching the basic overall roadway profile. The actual approach grades vary due to the provision of a vertical curve. There is no history of accidents related to the existing approach grades and the associated sight distance.

Prepared By: Harry L Gilmore Jr Date: 04/13/2018
Designer (Local Agency or Consultant)

When Prepared by Consultant
Local Agency Concurrence: Emanuel Gomez Date: 04/26/2018

Anthony J. Quigley 5/8/18
IDOT Regional Engineer Concurrence Date

Central BLR&S Approval Date

EXHIBIT 21

PUBLIC COORDINATION MATERIALS

City of Highland Park

Public Works Department

1150 Half Day Rd.
Highland Park, Illinois 60035
847.432.0807
cityhpil.com

November 17, 2017

Name
Address
City, State

Dear Resident:

RE: Clavey Road from East of US Route 41 to Green Bay Road
STP Funded Reconstruction Project
Public Open House Meeting – December 5, 2017

The City of Highland Park invites you to attend a Public Open House meeting for the reconstruction project of Clavey Road. The meeting is scheduled for December 5, 2017. The location of the meeting is at the Public Works Services Building located at 1150 Half Day Road, Highland Park IL 60035. **The meeting hours are from 6:30 p.m. to 7:30 p.m.**

The City received federal STP funds for the reconstruction of Clavey Road from east of US Route 41 to Green Bay Road. The use of federal funds requires the City to follow federal guidelines in the design and construction of the project. The guidelines call for the project to be administered through the State of Illinois through its Department of Transportation (IDOT). The process includes three major phases for the project. These phases include:

1. Preliminary Engineering (also known as Phase I Engineering)
2. Final Design (also known as Phase II Engineering)
3. Construction and Construction Engineering (also known as Phase III)

The project is currently in Phase I Engineering. During Phase I environmental impacts are identified and evaluated and a conceptual design is developed. The impacts, if any, and the conceptual design will be summarized in a Project Development Report which will be submitted to IDOT for approval.

Subject to IDOT approval, Phase II is scheduled to take place in 2018 and construction is anticipated in late 2018 or early 2019 with completion in late 2019.

Proposed improvements called for in this project include:

- Reconstruction of the old concrete pavement and replacement with a new full-depth asphalt pavement
- Construction of new concrete curb and gutter
- Construction of a new dedicated off-street asphalt multi-use path (bike path) along the south side of Clavey Road
- Construction of new storm sewers and water mains
- Replacement of the existing bridge that carries Clavey Road over the Skokie River with a new bridge
- A new signal at the Clavey Road/Green Bay Road intersection

- Minor landscaping restoration of the grass parkway

During construction it is anticipated that travel in the westbound direction on Clavey Road will be closed and a posted detour will direct traffic around the westbound closure. Eastbound traffic will be maintained.

To ensure that we receive the public's feedback we encourage you to attend and provide us with your comments.

If you have any questions or need additional information, please contact me at 847.432.0807 or via email at egomez@cityhpil.com.

Sincerely,

Emmanuel Gomez, P.E.
City Engineer

c: Ramesh K. Kanapareddy, P.E., CFM, Director of Public Works
Ron Bannon, Deputy Director of Public Works
Harry Gilmore, P.E., Robinson Engineering
file

FREQUENTLY ASKED QUESTIONS
PUBLIC INFORMATIONAL MEETING
DECEMBER 5, 2017

Clavey Road (FAU 1265)
US 41 / Skokie Highway to East of Green Bay Road
Section No. 15-00125-00-PV
City of Highland Park, Lake County

1. **What is the goal for the project?**
   - *The primary goal is to improve and upgrade infrastructure along Clavey Rd, as part of City's core priority of infrastructure investment. The upgrades include reconstruction of Clavey Road corridor, upgrade of watermain, storm sewer installation, replacement of bridge over the Skokie River, and constructing a multi-use path on the southern parkway to provide safer access for pedestrians and bicyclists.*

2. **How are the improvements funded?**
   - *Major portions of Clavey Rd improvement project is funded through Federal grants. The grants pay for 80% of construction costs with the City responsible for 20%.*

3. **When will construction start?**
   - *Currently, the project is in the preliminary design stage (Phase I) with complete final design anticipated to be completed by Fall 2018. The project is currently scheduled for construction in Spring 2019.*

4. **How will my property be affected during construction?**
   - *Traffic flow will be affected during most of the construction of this project. Due to right of way restrictions, limited pavement width and the necessity of partial bridge demolition, it is anticipated that eastbound traffic will be maintained east of the Skokie Highway ramp to Green Bay Road. Westbound traffic will be detoured, with the detour route anticipated to follow Green Bay Road to the south and Lake Cook Road.*

5. **Who do I contact for further information or questions?**
   - *Contact Manny Gomez, PE, City Engineer at 847.926.1145 or visit City's interactive construction map at www.cityhpil.com/construction.*

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Municipal Expertise. Community Commitment.

CLAVEY ROAD STP IMPROVEMENT
US ROUTE 41 TO GREEN BAY ROAD
CITY OF HIGHLAND PARK

James Hus

From: Harry Gilmore
Sent: Monday, December 11, 2017 8:31 AM
To: James Hus
Subject: FW: Initial meeting on 12/5/2017 to review 2018-2019 Clavey Road reconstruction project

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Harry L. Gilmore, Jr., PE
Sr. Project Manager

Robinson ENGINEERING
Municipal Expertise. Community Commitment. Since 1937

127 N. Walnut Street, Suite 200
Itasca, IL 60143
815-412-2711 *direct*
815-509-3918 *cell*

From: Mark Gutman [mailto:mhghp@icloud.com]
Sent: Saturday, December 9, 2017 10:37 AM
To: Harry Gilmore <hgilmore@reltd.com>
Subject: Initial meeting on 12/5/2017 to review 2018-2019 Clavey Road reconstruction project

Mark Gutman
C: (224) 766-9667
O: (312) 364-8096
Email: mhghp@icloud.com
Sent from iCloud

Begin forwarded message:

> **From:** Mark Gutman <mhghp@icloud.com>
> **Date:** December 09, 2017 10:34:03 AM
> **To:** rkanapareddy@cityhpil.com,egomez@cityhpil.com,hgilmore@reltd.com
> **Subject: Initial meeting on 12/5/2017 to review 2018-2019 Clavey Road reconstruction project**
>
> **Initial meeting on 12/5/2017 to review 2018-2019 Clavey Road reconstruction project**
>
> Meeting leaders:

James Hus

From: Izzy Mann <izzymann67@gmail.com>
Sent: Thursday, December 07, 2017 5:42 PM
To: Gomez, Emmanuel
Subject: Fwd: Clavey Rd Project

Just wanted you to see Ralph Jacobson's reply. Thanks!

---------- Forwarded message ----------
From: **Ralph Jacobson** <ralphjacobson@comcast.net>
Date: Thu, Dec 7, 2017 at 5:27 PM
Subject: Re: Clavey Rd Project
To: Izzy Mann <izzymann67@gmail.com>

Agreed

Sent from my iPhone

On Dec 7, 2017, at 4:43 PM, Izzy Mann <izzymann67@gmail.com> wrote:

> ***Thank you very much for your thorough presentation at the Tues. night meeting.***
> ***When the construction is done, I know it will benefit us all.***
>
> You asked us to e-mail our concerns re. the Clavey Rd. project for reconstruction. This is about 3 streets affected by the construction.
> **Seven Pines Circle**
> **Aspen Lane**
> **Larkspur**
>
> Larkspur actually can turn around and enter Aspen Lane very easily. So the street I have concerns about are: Aspen Lane, and Larkspur.
>
> 1. **The length of time that we will have to travel east to Green Bay Rd,** then to Lake Cook and then West to the Highway would add at least 10 minutes and this inconvenience will last for at least a year.
>
> 2. **DURING RAVINIA SEASON IT WILL BE A TOTAL NIGHTMARE**. In order to go East towards Green Bay Rd., it could take us over an hour sitting in traffic, because of the back-up of cars. People take either Lake Cook Rd. West, or Clavey Rd. east to attend.

4. What happens if there is a **medical emergency**, and we must get quickly to a hospital?

3. ***East*** **of these 3 streets mentioned above - are not affected at all.** Because there is no residential properties East of us - **until you get close** to Green Bay Rd..

4. As mentioned at the meeting, **Congregation Solel,** which is directly across from Aspen Lane, (even though it has a different address), **is really an extension of Aspen Lane.** As the Executive Director explained, congregants, mothers and children must be able to easily drive to Solel.
The Montessori pre-school is located in the synagogue, with little children being dropped off and mother's picking them up 5 days a week.
There are Friday night services, all day Sat.attendance because it is Shabbat, and many daytime and evening programs though out the week.
Also, as the Executive Director stated, there are many funerals, Bar and Bat Mitzvahs where at least over 100 people regularly attend.

5. **The physician who spoke at the meeting ,talked about the importance of being able to get to the highway at a moment's notice. I** believe that she is an anesthesiologist and, therefore, has to be at the hospital in a moment's notice. She lives on Seven Pines Circle.

So please please please, can you do some road re-configuration - so that we can (these streets mentioned above) will be able to travel West during your construction project.

Thanks very much. I have faith that you will be able to come up with a good solution for those of us who are greatly affected by this project.

Respectfully,
Isabell (Izzy) Mann
340 Aspen Lane
847-846-8125
847-433-2125
--

Gq68w_VO1gYYvg%40mail.gmail.com.
For more options, visit https://groups.google.com/d/optout.

James Hus

From: Allan Litwack <Allan@solel.org>
Sent: Wednesday, December 06, 2017 10:46 AM
To: Gomez, Emmanuel
Subject: Clavey Rd repairs

Mr. Gomez-
Thank you for hosting meeting last evening as to the renovations to Clavey Rd. There are a number of concerns that I have as the Executive Director of Congregation Solel that I hope are taken into consideration during the planning of the renovations.

Congregation Solel has over 400 families that attend various functions on a regular basis, daily, weekly, monthly. These functions are both daytime and evening and weekend functions. We must have access to our parking lot to continue to function. When you dig for the water main/sewer at our entrance I hope that an alternative is found. Such as through Fink Park with a stone drive into our parking lot. This could then similarly be used by Fink Park /tennis court patrons during the dig at their entrance way.

- Daily visitors to our building are 20-50 cars
- Staff of the congregation and the Montessori school are an additional 35 cars, daily.
- Congregation has over 125 students Tuesday afternoon and Sunday morning for religious school. Tues- 4pm to 6 pm; Sunday 9:30am to 12 pm.
- On unscheduled basis we have funerals with 50 to 150 cars.
- Services are held Friday evenings 6:30 pm to 9:30 pm with 60 to 250 in attendance
- Services are held Saturday morning from 10 am to 12 pm with 30 to 200 in attendance.
- Saturday afternoon programs could have 20 to 200 in attendance.
- The Montessori School has 6-7 buses in and out 3 times per day.
- Montessori School has 105 cars 2-3 times per day of parents and kids dropping /picking up.

As noted the alternative entranceway will certainly minimize the discomfort and hassle of adults and children getting to the events, functions at Congregation Solel AND will assist those getting to activities at Fink Park and the Tennis court facility.

If your require a larger venue for other public meetings I would be happy to discuss using our social hall which can seat upto 200 and has audio visual capabilities.

Thank you for your efforts on behalf of the residents of the Clavey Rd corridor.

Allan Litwack
Executive Director
Congregation Solel
1301 Clavey Rd.
Highland Park, IL 60035

847-433-3555
www.solel.org

James Hus

From: Sabo, Rob <rsabo@cityhpil.com>
Sent: Monday, December 11, 2017 6:03 PM
To: Gomez, Emmanuel
Subject: FW: eNews: City of Highland Park

Hi Manny,

Can you please add the resident below to your communications list for the Clavey Road project? She was one of the residents who inquired about the project after we accidentally sent out the eNews the day after the open house.

Thank you!

Rob Sabo
Assistant City Manager
City of Highland Park

From: Karen Long [mailto:karen.f.long@sbcglobal.net]
Sent: Thursday, December 7, 2017 5:33 PM
To: Sabo, Rob <rsabo@cityhpil.com>
Subject: Re: eNews: City of Highland Park

Thank you for your prompt reply. I would appreciate being added to the mailing list for this project as I drive on Clavey almost daily. I take the Metra train from Braeside to work and also use Clavey regularly just getting around town.

My address:
880 Sumac Rd.

Thank you,
Karen

Sent from Yahoo Mail for iPhone

On Wednesday, December 6, 2017, 5:12 PM, Sabo, Rob <rsabo@cityhpil.com> wrote:

> Good afternoon Karen,
>
> This was an inadvertent error for which I apologize. The eNews is normally sent on Tuesdays and this eNews was drafted to be sent yesterday. It was held to this morning as additional information was being obtained on another item on the eNews which resulted in the timing error. The Clavey Road Open House did take place yesterday evening. Notice of the open house was mailed to residents of neighborhoods surrounding Clavey Road. I apologize if you did not receive notice. If you would like to provide me with your address, I will make sure that Public Works is aware you would like to be notified of any future mailings that may go out. We also promoted the Open House through our website and social media outlets. I again apologize for this timing error on the eNews.

City Engineer Manny Gomez is the point of contact on this project and was present at last night's Open House. His direct phone number is 847.926.1145. He can provide answers to any questions you may have on the project and also welcomes any resident feedback on this proposed project. As was written in the eNews, the project is in its initial phase for engineering, with construction anticipated in late 2018 or early 2019 with completion in late 2019.

Once again, I am sorry about the error in the eNews this week and will make sure we avoid such instances from reoccurring.

Sincerely,

Rob Sabo
Assistant City Manager

City of Highland Park

From: Karen Long [mailto:karen.f.long@sbcglobal.net]
Sent: Wednesday, December 6, 2017 3:15 PM
To: Sabo, Rob <rsabo@cityhpil.com>
Subject: Re: eNews: City of Highland Park

I received this email today, Dec. 6. In the email, it talks about the Clavey Rd. construction project and states that there was to be an open house for the public - on DECEMBER 5. As I live off of Clavey, and had no idea about this project, I would have been interested in going to the open house. It would be nice if we can receive future information about this project in a timely manner.

Thank you,

Karen Long

From: City of Highland Park <rsabo@cityhpil.com>
To: karen.f.long@sbcglobal.net
Sent: Wednesday, December 6, 2017 9:33 AM
Subject: eNews: City of Highland Park

No Shave November Campaign Concludes

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For the past 3 years, the Highland Park Police Department has joined the fight against cancer and other health issues by participating in No Shave November. For the month of November, Interim Police Chief Mark Fleischhauer waived the department's policy which restricts growing facial hair, having colored hair, or decorated fingernails. In addition to promoting cancer awareness, police officers raised $1,100 which was donated to the Highland Park Kellogg Cancer Center. This year, 25 police officers and several Highland Park Hospital staff participated in this razor free endeavor.

Clavey Road Open House

The City of Highland Park is having an Open House meeting for the reconstruction project of Clavey Road on December 5, 2017 at the Public Services Building from 6:30 to 7:30 PM. The project is currently in Phase I Engineering. During this phase, environmental impacts are identified and evaluated and a conceptual design is developed. Subject to IDOT approval, Phase II is scheduled to take place in 2018 and construction is anticipated in late 2018 or early 2019 with completion in late 2019. Read on...

Deferred Action for Childhood Arrivals Day of Action

Today begins Deferred Action for Childhood Arrivals (DACA) Day of Action. The program allows young immigrants to live and work in the United States without fear of deportation. "While this is an uncertain time for the program, we as a City stand with our Dreamers. These are our neighbors, our children's classmates, and part of the future of our country. They are our community's children, and do not deserve the fear and uncertainty that current events have foisted upon them," stated Nancy Rotering. Read on...

How to Communicate with the City

Timely communication with residents is a priority for the City of Highland Park. If your family and friends have exchanged land lines for cell phones, please be sure to tell them to register all cell phone numbers used as primary phone numbers in the City's emergency alert system so they will be notified by the City in the event of an emergency. Register here.

Additionally, the City has implemented an online portal that allow residents to report non-emergency service requests with the touch of a button. Read on...

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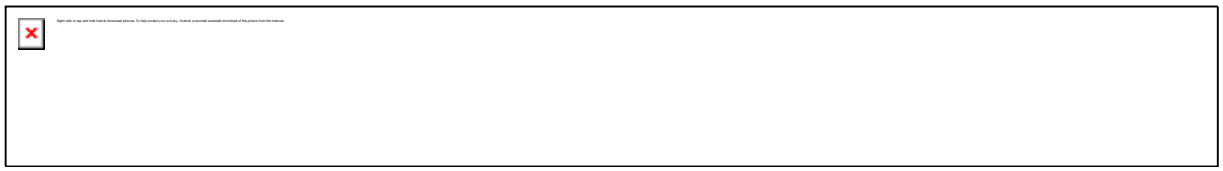

Join Our Mailing List

City of Highland Park, 1707 St. Johns Avenue, Highland Park, IL 60035

SafeUnsubscribe™ karen.f.long@sbcglobal.net

Forward this email | Update Profile | About our service provider

Sent by rsabo@cityhpil.com in collaboration with

Try it free today

James Hus

From: Izzy Mann <izzymann67@gmail.com>
Sent: Thursday, December 07, 2017 4:44 PM
To: Gomez, Emmanuel; CLASP - Clavey Larkspur Aspen and Seven Pines Residents of Highland Park
Subject: Clavey Rd Project

Thank you very much for your thorough presentation at the Tues. night meeting. When the construction is done, I know it will benefit us all.

You asked us to e-mail our concerns re. the Clavey Rd. project for reconstruction. This is about 3 streets affected by the construction.
Seven Pines Circle
Aspen Lane
Larkspur

Larkspur actually can turn around and enter Aspen Lane very easily. So the street I have concerns about are: Aspen Lane, and Larkspur.

1. **The length of time that we will have to travel east to Green Bay Rd,** then to Lake Cook and then West to the Highway would add at least 10 minutes and this inconvenience will last for at least a year.

2. **DURING RAVINIA SEASON IT WILL BE A TOTAL NIGHTMARE**. In order to go East towards Green Bay Rd., it could take us over an hour sitting in traffic, because of the back-up of cars. People take either Lake Cook Rd. West, or Clavey Rd. east to attend.

4. What happens if there is a **medical emergency**, and we must get quickly to a hospital?

3. ***East*** **of these 3 streets mentioned above - are not affected at all.** Because there is no residential properties East of us - **until you get close** to Green Bay Rd..

4. As mentioned at the meeting, **Congregation Solel,** which is directly across from Aspen Lane, (even though it has a different address), **is really an extension of Aspen Lane.** As the Executive Director explained, congregants, mothers and children must be able to easily drive to Solel.
The Montessori pre-school is located in the synagogue, with little children being dropped off and mother's picking them up 5 days a week.
There are Friday night services, all day Sat.attendance because it is Shabbat, and many daytime and evening programs though out the week.
Also, as the Executive Director stated, there are many funerals, Bar and Bat Mitzvahs where at least over 100 people regularly attend.

5. **The physician who spoke at the meeting ,talked about the importance of being able to get to the highway at a moment's notice. I** believe that she is an anesthesiologist and, therefore, has to be at the hospital in a moment's notice. She lives on Seven Pines Circle.

So please please please, can you do some road re-configuration - so that we can (these streets mentioned above) will be able to travel West during your construction project.

Thanks very much. I have faith that you will be able to come up with a good solution for those of us who are greatly affected by this project.

Respectfully,
Isabell (Izzy) Mann
340 Aspen Lane
847-846-8125
847-433-2125

James Hus

From: Jen Rosen <mishoulam@gmail.com>
Sent: Thursday, December 07, 2017 5:16 PM
To: Izzy Mann
Cc: Gomez, Emmanuel; CLASP - Clavey Larkspur Aspen and Seven Pines Residents of Highland Park
Subject: Re: Clavey Rd Project

The majority of us who live on these streets made a conscious effort to live near the highway for whatever reason. My husband commutes every day to the city, and my parents live in northbrook and I visit them regularly. Living by the highway, although by choice, is not always the most pleasant. We have to deal with noise, highway lights, attempted signage going up in our backyards amongst other things but access the the highway outweighs these annoyances.
To ask our small street to not be able to access the highway for an entire year is insane to me. A month, sure, 2 months, fine. But a YEAR? I ask the board to once again, think about how they would feel if this was their street and their lives that would be dramatically affected. Thanks.

Thanks
Jen Rosen

On Dec 7, 2017, at 4:43 PM, Izzy Mann <izzymann67@gmail.com> wrote:

> ***Thank you very much for your thorough presentation at the Tues. night meeting.***
> ***When the construction is done, I know it will benefit us all.***
>
> You asked us to e-mail our concerns re. the Clavey Rd. project for reconstruction. This is about 3 streets affected by the construction.
> **Seven Pines Circle**
> **Aspen Lane**
> **Larkspur**
>
> Larkspur actually can turn around and enter Aspen Lane very easily. So the street I have concerns about are: Aspen Lane, and Larkspur.
>
> 1. **The length of time that we will have to travel east to Green Bay Rd,** then to Lake Cook and then West to the Highway would add at least 10 minutes and this inconvenience will last for at least a year.
>
> 2. **DURING RAVINIA SEASON IT WILL BE A TOTAL NIGHTMARE**. In order to go East towards Green Bay Rd., it could take us over an hour sitting in traffic, because of the back-up of cars. People take either Lake Cook Rd. West, or Clavey Rd. east to attend.
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Thanks very much. I have faith that you will be able to come up with a good solution for those of us who are greatly affected by this project.

Respectfully,
Isabell (Izzy) Mann
340 Aspen Lane
847-846-8125
847-433-2125
--

(A) Representatives of the City of HP Department of Public Works (HP DPW):

Director of HP DPW: Ramesh Kanapareddy; rkanapareddy@cityhpil.com

HP DPW City Engineer: Emmanuel Gomez, PE; O: 847-926-1145 F: 847-432-9907; egomez@cityhpil.com

(B) Representative of City of HP's DPW engineering consultant: Robinson Engineering (consultant to HP DPW for Clavey Road reconstruction project 2018-2019) : Harry L. Gilmore, Jr., PE; Senior Project Manager; O: 815-412-2711; C: 815-509-3918; hgiilmore@reltd.com ; www.reltd.com

Thank you for inviting members of the community (residents and other constituents) to attend this overview of the Clavey Road reconstruction project scheduled to occur from late 2018 through 2019. Thank you also for listening to the plethora of concerns from the community. An outline, in no specific order, of my notes from the meeting follows:

- The HP DPW's list of members of the community (directly effected by the project) is incomplete; were residents who live near the east end of the project notified of the meeting (e.g.: Hillside Drive, Highland Place, Hastings Avenue, Timber Hill Road, Stonegate, Blackstone Place, etc); were residents of Clavey Lane and Clavey Court notified; were representatives of the Park District of HP (specifically the Deer Creek Racquet Club) notified; were representatives of the HP PD and FD notified (we need to hear from these critical department representatives). Due to the large number of people who will be impacted by this year-long project, a more complete list has to be created in advance of the next meeting.
- How will the HP DPW communicate with the members of the community in advance of follow-up meetings: mailings, email, or a special website that includes elements of import to members of the community?
- The 12/5/2017 meeting can not be considered a "one and done", there has to be at least another meeting that includes the broader group of people impacted by the project and addresses the concerns presented to the HP DPW at and after the 12/5/2017 meeting.
- The west border of the project is the end of the exit ramp from northbound Hwy 41. As expressed many times during the meeting, the residents of Aspen Lane, Larkspur Drive, and Seven Pines Circle (as well as the visitors to Congregation Solel and Larry Fink Memorial Park) need **uninterrupted west bound egress** on Clavey to Hwy 41 (and points beyond) during the entire period of the project. Uninterrupted west bound egress on Clavey is needed: (1) to avoid east bound traffic jams on Clavey Road (see below); (2) to avoid a three-mile detour over the course of a year-plus long project as opposed to an 800 foot connection; and (3) for emergency access to Hwy 41 (i.e.: the route to HP Hospital) for both residents and first responders. The west bound egress connection can begin at Aspen Lane since the residents of Larkspur Drive can use Aspen Lane to access west bound egress.
- Visitors to Larry Fink Memorial Park use the baseball facility, the soccer fields, the dog park, the walking trails, the Frisbee golf course, and the Deer Creek Courts indoor facility throughout the year. During recent summers, the park also hosted circus performers and horses.
- East bound traffic jams on Clavey Road occur throughout the year and are not limited to periods in advance of events at Ravinia Festival. Whenever there is a traffic jam on north bound Hwy 41, drivers exit Hwy 41 at Clavey Road and create a traffic jam that

can run the entire length of Clavey Road to Green Bay Road. This can occur any time of day throughout the year; it is a regular occurrence.

- Congregation Solel's representative expressed the need to access that facility 24/7 by visitors to the facility and first responders. A temporary asphalt driveway (two would even be better) can be laid from Fink Park Drive to the Congregation Solel (CS) parking lot. This would allow ingress to and egress from CS when CS' main driveway is blocked during construction. This has been done in the recent past: a temporary asphalt driveway was laid and later removed.
- **The HP DPW should have priority use of the Fink Park outdoor tennis courts parking lot adjacent to Clavey Road for construction equipment and materials.** There are several other outdoor public tennis courts that residents can use during the construction period. Use of this parking lot will provide safe storage of equipment and materials away from the road.
- If feasible and cost effective, the project should include the occasional use of night crews (away from homes adjacent to the project) to reduce the project period. For example, for the demolition and reconstruction of the bridge over Skokie River.
- Drivers turning right from south bound Green Bay Road to west bound Clavey Road are supposed to yield to drivers turning left from north bound Green Bay Road or those crossing Green Bay Road from Blackstone Place; too often, they either do not see the small yield sign or ignore it leading to potential collisions. Vast improvement is needed to this aspect of the Clavey Road-Green Bay Road intersection.

HP DPW City Engineer Emmanuel Gomez expressed the need to show progression toward the start of the project to ensure receipt of Federal funds. Clearly the entire community will benefit from the completion of this project and federal funding is imperative. Nevertheless, it is extremely important to resolve the concerns expressed by members of the community. And, most likely, I have missed several important items expressed by other attendees.

Again, we appreciate your work on behalf of the entire HP community and your time to address and resolve these important considerations.

Mark Gutman
223 Aspen Lane
Highland Park, IL 60035
C: (224) 766-9667
Email: mhghp@icloud.com
Sent from iCloud

Subject: **Responses to Citizen Concerns**
Clavey Road - East of US Route 41 to Green Bay Road
December 5, 2017 Public Open House Meeting
City of Highland Park

The City of Highland Park has reviewed and compiled the written and verbal responses received at the subject public information meeting and has developed the following disposition of the collective responses:

1. **The increased travel time associated with the one-way detour would cause an unacceptable amount of delay, specifically to the residents of Seven Pines Circle, Aspen Lane, Larkspur Drive and the congregants and students of Congregation Solel.**
    - *We understand that all properties closest to US 41 will be the greatest impacted. While it is unfortunate that a one-way detour will be required for through traffic along Clavey Road, we will further investigate the possibility of maintaining two-way traffic between US 41 to Aspen Lane/Congregation Solel driveway; and if feasible incorporate into the final plans.*

2. **Ravinia traffic during their season creates traffic headaches already. With a detour in place, the delay associated with their events will be even worse.**
    - *The project is in the preliminary engineering phase, and therefore detailed coordination on traffic pattern changes for Ravinia has yet to occur. However, because of the concerns raised at the meeting, the City will move forward and initiate contact with Ravinia to discuss the potential rerouting of bus transportation from Clavey Road to alternative streets, such as Lake Cook Road. Discussions will also include consideration of optional routes for passenger cars.*

3. **How will emergency medical, fire and police maintain service during construction?**
    - *Emergency vehicle access will be maintained at all times. For this project, as with all Highland Park construction projects, all emergency services will be made aware of the nature and duration of the detour prior to completing the detailed plans. With information obtained, if necessary the emergency services can adjust the routes and dispatch points accordingly to ensure their prompt service.*

4. **The intersection at Green Bay Road has many southbound drivers not obeying the yield sign as they turn onto Clavey Road. What is being done to fix this?**
    - *The existing island and signal equipment at this corner create a sight line interference. The location of the southbound stop bar further hinders the sight lines. The sight lines will be improved as part of the proposed improvements through the removal of the island, replacement & relocation of the traffic signal equipment, restriping & lengthening the southbound to westbound right turn lane, and re-timing of the traffic signals. Ongoing studies will evaluate if it is necessary to restrict this right turn movement to "no turn on red".*

5. **Congregation Solel requires access to their driveway for various functions which are planned and many that are not, i.e. funerals. What can be done to ensure access is always maintained?**
    - *Roadway reconstruction will not eliminate usage of their driveway or parking lot. Construction documents will require the eventual contractor to ensure that access is maintained throughout construction using temporary pavement, temporary stone, etc. For the times where access must be restricted, such as when sewers or water mains must be placed, an amicable time for construction will be developed between the property owner and the City prior to authorizing the contractor with work. If necessary, the contract documents may require the contractor to use an alternative for construction through the driveway (such as during nighttime or non-event weekend hours). The City is aware of Congregation Solel's special circumstances and ensure that their needs will be addressed prior to the start of any construction activities.*

6. **Can night time construction be utilized to shorten the construction duration?**
    - *While night time construction is performed on some roadway work, it is usually only used for maintenance type work. Jobsite safety could be hindered when working at night, especially during underground construction activities. Therefore, we do not expect that night time construction would be appropriate for this project.*

7. **The crosswalk at Hastings Avenue feels unsafe due to vehicles coming down the hill from Green Bay Road. Can anything be done to improve this location and other crossings across Clavey Road?**
    - *The City plans plan on using high visibility cross walks throughout the Clavey corridor. In addition, we will further evaluate this location to determine if the placement of supplemental signs are appropriate at this crossing.*

We thank those of you who could attend this public information meeting and/or providing us with your comments. We will keep you and all nearby affected residents aware of when the next meeting will be held. In the meantime, if you have any questions or need additional information, please contact Manny Gomez, City Engineer at 847.926.1145 or via email at egomez@cityhpil.com or visit City's interactive construction map at www.cityhpil.com/construction.

ATTENDANCE RECORD

Meeting Description: Clavey Road Reconstruction Project - Open House Meeting
Date: December 5, 2017
Place: Highland Park – Public Works Services Building

NAME (Please Print)	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
Herbert Schneiderman	562 Clavey Ct	432-0014	NONE
Allan Litwack	1301 Clavey Rd	433-3555	allan@solel.org
Roi Kiferbaum	334 Aspen Ln	8474215015	rkiferbaum@gmail.com ~~Roi Kifeat~~
Elliot Kamenear	415 Clavey Lane	432-7394	ekamenear@aol.com
Shelly + Dave Fairman	267 Larkspur	433-2166	sfairman@comcast.net
Jan Gilberg	332 Larkspur	432-9051	JHGilberg@comcast.net
Mark Gutman	223 Aspen	2247619667	MHGMT@icloud.com
Gavin Sollinger	439 Green Bay Rd	847-266-7606	GJSollinger@yahoo.com
Scott Schultz	190 Aspen Ln	312405 9900	scott_schultz@hotmail.com
Alison Pearson	324 Seven Pines	847.4331988	angchi@gmail.cc
Wm Pearson	324 "	"	wpears@comcast.com

ATTENDANCE RECORD

Meeting Description: Clavey Road Reconstruction Project - Open House Meeting
Date: December 5, 2017
Place: Highland Park – Public Works Services Building

NAME (Please Print)	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
ED & JUDY BEDERMAN	274 HASTINGS AVE	847-432-2891	ED@BEDERMAN.COM
LAURIE WEISS	252 Aspen Lane	433-6252	LKWEISS@comcast.net
MICHAEL WEISS	"	"	
Pierre & Claudia Ennessy	296 Aspen Ln	433-2960	ennessy@ennessy.com
Michael Poll	893 HP Rdg	9870012	MICHAELPOLL@comcast.net
ISABELL MANN	340 ASPEN LANE	847-846-8125	izzymann67@gmail.com
MIKE RUDMAN	350 LARKSPUR DR	8475591910	mike_rudman@att.net
MICHAEL GLAZIER	317 LARKSPUR DR.	847 681 0446	m.glazier2@comcast.net

APPENDIX A

UTILITY COORDINATION MATERIALS

James Hus

From: OCARS_Pro@Julie1Call.com
Sent: Thursday, October 20, 2016 10:11 AM
To: James Hus
Subject: JULIE EMLCFM 2016/10/20 #00324 A2940924-00A NORM NEW DSGN

EMLCFM 00324 JULIEa 10/20/16 10:10:37 A2940924-00A DESIGN

Thank you for contacting JULIE, Inc. regarding your upcoming digging project.

Please review and print your locate request ticket below for your records. If any of the information is incorrect, please contact a JULIE call center agent by simply dialing 811 or 800-892-0123 and refer to the locate request number. The agents are available 24/7.

For information about the next steps in the process, a copy of JULIE's Homeowner's Guide, and an explanation of the color-code markings, visit www.illinois1call.com/homeowners/whatnext.html

Dig No : A2940924 Rev : 00A Digstart: 04/20/17 10:05
Rcvd : 10/20/16 10:10 Priority: 2 Expires : 01/01/00 00:00
Org Dig: A2940924 Rcvd: 10/20/16 10:05

Firm : ROBINSON ENGINEERING Caller: JAMES HUS
CoAddr1: 1410 N CULLEN AVE
City,St: EVANSVILLE, IN Zip : 47715
Phone : 708-210-5685 Ext :
Call Bk: Done For : VILLAGE OF HIGHLAND PARK
SiteCnt: SAME AS ABOVE
Email : JHUS@RELTD.COM

County : LAKE Place: HIGHLAND PK CIT
Address: CLAVEY RD
Subdiv : Cross: SKOKIE HWY

Grids : T43NR12E35** T43NR12E36*W

BestFit: 42.160221/-87.806548 42.159983/-87.783050
: 42.159398/-87.806557 42.159160/-87.783058
PreMark: NO Directional Boring: YES Depth>7Ft: YES
Locatn : IN THE CITY OF HIGHLAND PK,
WrkType: ROADWAY RECONSTRUCTION
Extent : WORK WILL BE DONE IN 20FT OF ALL DIRECTIONS BEYOND THE R.O.W. OF CLAVEY
: RD GOING FROM THE INTERSECTION OF CLAVEY RD AND SKOKIE HWY TO THE
: INTERSECTION OF CLAVEY RD AND GREEN BAY RD
Remarks:

Members:
ATTD5A ATT/DISTRIBUTION . 630-573-5450
CECO0A COMED DESIGN STAGE LOCATE LINE 630-576-7094
COMC0A COMCAST MARTHA GIERAS 630-600-6352
HLPK0A HIGHLAND PARK, CITY OF EMMANUEL GOMEZ, P.E. 847-926-1145
HLPK1A HIGHLAND PARK, CITY OF EMMANUEL GOMEZ, P.E. 847-926-1145

NSGC0A NORTH SHORE GAS COMPANY GRACE PTAK 847-263-4638
NSSD0A NORTH SHORE SANITARY DISTRICT BILL STOLTZ 847-623-6060
SPRN1A SPRINT JAMES BURTON 708-955-6659xcell
USIC0A USIC LOCATING SERVICES Information not provided

Nicor Gas™
An AGL Resources Company

FILE COPY

1844 Ferry Road
Naperville, IL 60563

630 983.8676 phone
www.nicorgas.com

May 16, 2016

Mr. Jerry Radecky
Permit Coordinator
Robinson Engineering
17000 South Park Avenue
South Holland, IL 60473

RE: City of Highland Park
Roadway Construction – Clavey Road
Robinson Engineering Project 15-528

Dear Mr. Radecky:

Your project has been assigned Engineering **#N10673.** Please refer to this number in all future correspondence to assist with expediting any future inquiry.

Thank you for your communication and plans received on May 13, 2016. Our atlas pages indicate that there are no Nicor gas mains in the area of your proposed construction.

Please note: your project is located outside of Nicor service territory. Please contact the company that services this area.

Please call JULIE, 1.800.892.0123, 48 hours prior to construction for confirmation.

Thank you for your cooperation in this matter.

Sincerely,

Bruce Koppang

Bruce Koppang
DOT Liaison
Engineering – Design
(630) 388-3046 office
bkoppan@aglresources.com

#N10673

15-528
15-528

COMCAST

May 17, 2016

Robinson Engineering
17000 South Park Ave
South Holland, IL 60473
Attn: Jerry Radecky

Re: Utility Information Request
City of Highland Park
Roadway Construction
Clavey Rd
15-528

Dear Mr. Radecky:

As requested, enclosed is a Comcast system drawing that has been highlighted to indicate the approximate location of our aerial (yellow) and underground (magenta) facilities within and/or adjacent to the referenced project limits.

Feel free to contact us if you have any questions about this information.

Very truly yours,

Robert L. Schulter Jr.
Central Division Director of Construction

By:

Thomas Munar
Right-of-Way Engineer
(630) 600-6316

PH

RG
2-28-17

Encl: 5 Drawings

15-528

ComEd

ComEd Company www.comed.com An Exelon Company
ComEd – Public Relocation Dept.
One Lincoln Centre, Suite 600
Oakbrook Terrace, IL 60181

August 3, 2016

15-528

Mr. Jerry Radecky
Robinson Engineering
17000 South Park Avenue
South Holland, Illinois 60473-3349

Re: City of Highland Park
Roadway Construction
Clavey Road- from Clavey Lane to Broadview Avenue
(ComEd Ref. # H17721SKO) Prelim Review

Per your request on May 10th 2016, I have completed my analysis on your proposed project and verified the location of our existing facilities on your plans. I have identified all our existing facilities on your plans and enclosed a marked plan set for your review. Please note that any underground shown is approximate and were obtained from records only. In addition I enclosed copies of our maps of the area these should assist you in locating these facilities and comparing with J.U.L.I.E. locates. Please incorporate this information into your future plans. Underground facilities are highlighted in green and overhead is highlighted in yellow.

After reviewing your plans I have found there to be overhead and underground 4kv, 12kv and 34kv ComEd throughout project area.

Please note that there are existing facilities located in the area of the subject improvement. Please be certain that all workers follow the current OSHA rules and other applicable guidelines regarding working safely around electrical power lines. 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.

Please direct any future plans or questions to Ms. Terri Bleck (847)816-5239.

Please note that this response is pertaining to ComEd Distribution electrical facilities only.
Respectfully yours,

Arturo R Salinas, ComEd Analyst Contractor, [Utility Coordinator at Knight E/A]
ComEd – Public Relocation

Cc: T. Bleck

Engineer Initial
CAND Yes ✓ No
Date Completed by

RG 2-28-17

North Shore Water Reclamation District

Post Office Box 750, 14770 W. Wm. Koepsel Drive
Gurnee, Illinois 60031
www.northshorewrd.org
847/623-6060 Fax 847/623-3205

15-52P

January 9, 2017

Attn: Jerry Radecky
Robinson Engineering
17000 South Park Avenue
South Holland, IL 60473

RE: City of Highland Park
Clavey Road

Dear Mr. Radecky,

We are in receipt of your January 4th letter relating to roadway construction of Clavey Road in Highland Park. Due to liability issues, we do not mark or identify our utilities on plans generated by others. Please find enclosed record drawings of the sewers owned and operated by the North Shore Water Reclamation District within the project limits.

The sewers within the limits of the project include a 36" PCCP forcemain (F-8), a 54" RCP gravity sewer (D-2a), and a 78" RCP gravity sewer (S-10a). Please continue to keep the District informed as the project progresses so that we may review for any potential conflicts.

If you have any questions, please feel free to contact me.

Sincerely,

Nicholas A. Wolf, P.E.
Engineer

Enclosures (6 Sheets – Record Drawings)

RG
2-28-17

APPENDIX B

USGS COORDINATION MATERIALS

Robinson ENGINEERING

Municipal Expertise. Community Commitment.

MEMO

To: File

Date: 11/14/2016

From: James Hus Jr.

Project/Subject: Clavey Road Reconstruction – USGS Gauge Station

Project No: 15-528.HP

A brief phone call was put to Mark Lynch, Hydrologic Technician with the IL WSC DeKalb Office at 1:20 PM, this date, concerning the eventual relocation / replacement of the USGS stream gauge station in the southwest corner of Clavey Road and the Skokie River.

Mark stated several requests / requirements of USGS, all of which are easily accommodated:

USGS would require that a modest PCC pad be installed within the streambank at a location TBD. (Similar to a light pole foundation, etc.). This pad would be left flat-topped and installation of actual equipment would be performed by USGS.

USGS requested that elevation datum be provided to them when re-installing the new proposed equipment. (Easily accommodated by Contractor as they will already have survey control throughout the area after completing construction).

Gauge station requires continuous operation, so USGS would be installing a temporary location downstream out of the construction zone. This location would not require power and would be installed entirely by USGS. This temporary location would be decommissioned by USGS later once the permanent location is brought online.

The existing station relays data by a phone connection. The new station would relay data via satellite and is solar powered. No utility connections will be required for the new station.

USGS requests a formal 60-day notice in advance of construction beginning (or more particularly, the demo of the existing station).

USGS requests that demolition and disposal of the existing station be incorporated into the plans as the responsibility of the project general contractor.

USGS would install their new equipment themselves on said concrete pad mentioned previously.

It was also relayed that this project was still 2 years away from construction.

Phone discussion was completed in approximately 10 minutes.

Additional e-mail correspondence on this topic has also been filed.

17000 South Park Avenue
South Holland, IL 60473
(708) 331-6700 Fax (708) 331-3826

253 W. 80th Place
Merrillville, IN 46410
(219) 791-0700 Fax (219) 791-0705

10045 W. Lincoln Highway
Frankfort, IL 60423
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300 Park Blvd. – Ste. 309
Itasca, IL 60143
(847) 250-5635 Fax (847) 250-5636

26575 W. Commerce Dr. – Ste. 512
Volo, IL 60073
(815) 806-0300 Fax (815)806-0301

Tyson & REL Engineering
367 S. Schuyler Ave.
Kankakee, IL 60901
(815) 932-7406 Fax (815) 932-2951

Geocon Professional Services & REL Engineering
3000 Research Road – Ste. 1
Champaign, IL 61822
(217) 403-9990 Fax (217) 403-1559

James Hus

From: James Hus
Sent: Monday, November 21, 2016 9:16 AM
To: 'Lynch, Mark'
Subject: RE: USGS equipment on Clavey Road

Sounds good. Thanks for your assistance in passing along the information. I'm sure we will be in touch as this project moves forward. Bridge plans will be a pretty good way off, but we will certainly coordinate as the phases progress and dates begin to firm up better.

From: Lynch, Mark [mailto:mlynch@usgs.gov]
Sent: Tuesday, November 15, 2016 6:30 AM
To: James Hus <JHus@reltd.com>
Subject: Re: USGS equipment on Clavey Road

James,

I heard back from my boss. He said that normally we would charge $15k for moving our equipment (twice) but in this situation, he said that we would do it for free as long as the other conditions are met (removal of old house and pad, new pad at new bridge, and GPS point).

Please let me know if I can be of further assistance to you and keep me loosely up to speed on developments with this project.

(If I may request, it would be beneficial for us to see the drawings for the new bridge when they are available to help us figure things out for the new bridge)

Thanks again,

On Mon, Nov 14, 2016 at 3:09 PM, James Hus <JHus@reltd.com> wrote:

> -Mark
>
> I will make that modification to the mom and consider it final. The cost situation I can toss into the file, but it will not be nearly important to our Phase I report as is the act of coordination…and it is the client that is far more interested than IDOT will be.
>
> In any event, even if the service pole that connects to the station is relocated, the physical service line will still need to be re-connected in the interim period of time…and that is something we will be sure to relay the need for during Phase II utility relocation coordination.
>
> **From:** Lynch, Mark [mailto:mlynch@usgs.gov]
> **Sent:** Monday, November 14, 2016 2:50 PM

To: James Hus <JHus@reltd.com>
Subject: Re: USGS equipment on Clavey Road

James,

Your memo looks good.

The only issue that we have not addressed is timing of when the phone company needs to have their lines removed from the area. We will need to move our equipment before the phone company can remove their lines. As long as the 60 days (described in your memo) are before the phone company has to be out, we should be fine. Instead of saying 60 days before construction starts, it may be better to state in your memo that we (USGS) need 60 days notice before the utility removal/modification deadline, prior to construction.

As for costs, I am honestly pretty new to the financial side of our office. I have emailed my supervisor about this and I am waiting to hear back from him. I will let you know what he says as soon as possible.

Thanks again for your time and help with this,

On Mon, Nov 14, 2016 at 2:01 PM, James Hus <JHus@reltd.com> wrote:

-Mark

Sorry, one more question. How do costs for the relocation typically get worked out in your past experience?

From: James Hus
Sent: Monday, November 14, 2016 1:43 PM
To: 'mlynch@usgs.gov' <mlynch@usgs.gov>

Subject: RE: USGS equipment on Clavey Road

-Mark

Thanks for taking the time today. Since this will eventually be an official portion of our Phase I report, can you give the file memo a quick look over and just double check that I have everything down accurately?

Thanks!

James Hus Jr., PE
Project Engineer

Robinson ENGINEERING
17000 South Park Avenue
South Holland, IL 60473
708-210-5685 *direct*
708-225-8285 *fax*

219-805-4008 *mobile*

From: Jonathan Dykstra
Sent: Monday, November 14, 2016 12:07 PM
To: Lynch, Mark <mlynch@usgs.gov>
Cc: James Hus <JHus@reltd.com>; Harry Gilmore <hgilmore@reltd.com>
Subject: RE: USGS equipment on Clavey Road

Mark,

Thank you for contacting me. I will have James Hus from our office contact you regarding the USGS equipment on Clavey Road. He is more familiar with the project logistics at this location.

Regards,

Jon

Jonathan J. Dykstra, CFM

Senior Water Resources Engineer

Robinson ENGINEERING
17000 South Park Avenue
South Holland, IL 60473
708-210-5678 *direct*
708-331-3826 *fax*

"Perhaps today"

From: Lynch, Mark [mailto:mlynch@usgs.gov]
Sent: Monday, November 14, 2016 11:58 AM
To: Jonathan Dykstra <jdykstra@reltd.com>
Subject: USGS equipment on Clavey Road

Mr. Dykstra,

My name is Mark Lynch and I am responsible for the operation and maintenance of the USGS equipment on Clavey Road. We appreciate you reaching out to us prior to beginning work at this site.

To save lengthy emails, would it be possible for you to give me a call at my office (number below) sometime today before 3 or tomorrow before 10 to discuss this project and what we need to accomplish?

Thank you again for reaching out to us,

--

Mark Lynch

Hydrologic Technician

ILWSC DeKalb Office

O:815-752-2039

C:815-530-3743

--

Mark Lynch

Hydrologic Technician

ILWSC DeKalb Office

O:815-752-2039

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