

PROJECT DEVELOPMENT REPORT

POPLAR CREEK TRAIL/ SHOE FACTORY ROAD BIKE PATH

Illinois Route 59 to Illinois Route 72

Section No.: 13-00091-00-BT

December 2017

Prepared for:

Village of Hoffman Estates
1900 Hassell Road
Hoffman Estates, IL 60169

Prepared by:



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County: Cook
Local Public Agency: Village of Hoffman Estates
Section Number: 13-00091-00-BT
Route: Various

Project Number: TE-001D1(922) Project Length: 2.4 miles

Street/Road Name: Poplar Creek Trail/Shoe Factory Road Bike Path

Termini: Illinois Route 59 to Illinois Route 72

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

Categorical Exclusion Statement

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

Categorical Exclusion and Design Approval

Regional Engineer Date

TABLE OF CONTENTS
POPLAR CREEK TRAIL/ SHOE FACTORY ROAD BIKE PATH

1. Location and Existing Conditions	3
2. Proposed Improvement	6
3. Crash Analysis (BLRS Manual Section 22-2.11(b)(9))	9
4. Right-of-Way	10
5. Prime Farmland (BLRS Manual Section 20-10)	10
6. Floodplain Encroachment (BLRS Manual Section 20-7)	11
7. Phase I & II NPDES Storm Water Permit Requirements (BLRS Manual Section 7-4.01).....	11
8. "404" Permit (BLRS Manual Section 7-4.02)	11
9. Special Waste (BLRS Manual Section 20-12)	11
10. Environmental Survey (BLRS Manual Section 20-2)	11
11. Section 4(f) Lands (BLRS Manual Section 20-3)	12
12. Air Quality (BLRS Manual Section 20-11)	12
13. Noise (BLRS Manual Section 20-6).....	14
14. Work Zone Transportation Management Plans	14
15. Complete Streets (BLRS Manual Chapter 10)	14
16. Maintenance of Traffic (BLRS Manual Section 22-2.11(b)(9)).....	15
17. Public Involvement (BLRS Manual Chapter 21)	16
18. Coordination: LA-IDOT-FHWA (BLRS Manual Section 22-1.02).....	16
19. Other Coordination	16
20. Summary of Commitments	17

- APPENDIX A – LOCATION MAP
- APPENDIX B – TYPICAL SECTIONS
- APPENDIX C – PLAN AND PROFILE SHEETS
- APPENDIX D – ENVIRONMENTAL COORDINATION AND CLEARANCES
- APPENDIX E – IDOT-FHWA COORDINATION
- APPENDIX F – OTHER COORDINATION
- APPENDIX G – DESIGN VARIANCES
- APPENDIX H – COST ESTIMATE

1. Location and Existing Conditions

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

The proposed bike route will be located in the Village of Hoffman Estates. The project study limits are from Illinois Route 59 to Illinois Route 72, traversing the Forest Preserve District of Cook County's Poplar Creek Forest Preserve and the Prairie Stone commercial development. The route can be broken into four distinct sections as noted below.

Forest Preserve Section

The path route begins in the northwest corner of Shoe Factory Road at Illinois Route 59 (Sutton Road), where it will connect with existing pedestrian crossings at the intersection. The off-street path will continue through Poplar Creek Forest Preserve and cross the CN Railroad (CNRR), following the route of an existing unpaved hiking trail.

Access Road Section

After crossing the CNRR at a previously rebuilt crossing just north of Shoe Factory Road, the path will continue north as a off-street path adjacent to the west side of the CNRR right-of-way.

I-90 To Prairie Stone Section

The path will pass under the Interstate 90 and Hoffman Boulevard bridges over the CNRR to connect to Hoffman Boulevard in the Prairie Stone Business Park. Approximately 400 feet of the proposed path will be on CN right-of-way as it passes under Interstate 90.

Prairie Stone Section

Within the Prairie Stone Business Park the route will continue west along Hoffman Boulevard to Pratum Avenue where it will continue as an on-street facility along Pratum Avenue, Prairie Stone Parkway, and Serge Boulevard. It will terminate at the Park District's Wellnes Center at Prairie Stone Parkway and Illinois Route 72 (Higgins Road).

See Appendix A for Location Map. The total project length is 2.4 miles

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.

(See Appendix B, Existing and Proposed Typical Sections)

Forest Preserve Section

The Illinois Route 59/Shoe Factory Road intersection has pedestrian/bicycle crossings on the north and west legs of the intersections which have pedestrian countdown timers. An existing grass/aggregate trail approximately ten feet in width in the Cook County Forest Preserve extends from the Illinois Route 59 and Shoe Factory Road intersection to near the CNRR right-of-way. The length is approximately 3,400 feet, and is maintained by the Forest Preserve. At the CNRR crossing of Shoe Factory Road there exists a 10-foot wide asphalt bicycle path with railroad signals and gates that was constructed in 2012. This grass trail connects with an existing asphalt path on the north side of Shoe Factory road that extends to the west.

Access Road Section

West of the CNRR right-of-way there is an existing aggregate and paved access road providing the Village with access to a sanitary sewer. The pavement varies in width from 8 to 10 feet, and is of poor quality. The length of this segment is approximately 2,000 feet and terminates at the south right-of-way of I-90.

I-90 To Prairie Stone Section

The area between the I-90 bridge and the south edge of the I-90 right-of-way is undeveloped grassland. The I-90 reconstruction project has recently reconstructed the I-90 bridge over the CNRR, leaving an approximately 12 foot

wide flat space between the new bridge abutment and a crash wall from the previous bridge which has been left in place. See the typical sections in Appendix B for more detail. Underneath the Hoffman Boulevard bridge there is an existing dirt flat area between the bridge abutment and bridge pier.

North of the Hoffman Boulevard bridge the existing condition consists of an unpaved utility access road approximately 12 feet in width that leads from the flat area underneath the Hoffman Boulevard bridge west to connect with the sidewalk along Hoffman Boulevard itself. The access road is gated at the connection with the sidewalk, and is under the jurisdiction of the Prairie Stone business park.

Prairie Stone Section

Inside of Prairie Stone Business Park the existing streets are boulevards with two 12-foot lanes in each direction separated by a wide landscaped median and 5-foot sidewalks on each side, separated from the road by a distance that varies between 5 and 15 feet. The roads are under the jurisdiction of the Village of Hoffman Estates.

c. Traffic Data

Current ADT:	See below	% trucks:	See below
<u>Roadway along Route</u>	<u>ADT</u>	<u>% Trucks</u>	
Shoe Factory Road	6900 ⁽¹⁾	See Note (3)	
Hoffman Boulevard	4200 ⁽¹⁾	See Note (3)	
Pratum Avenue	Less than 1000 ⁽²⁾	See Note (3)	
Prairie Stone Parkway	Less than 1000	See Note (3)	
Serge Boulevard	Less than 1000	See Note (3)	

Traffic Data Notes:

- Note (1): Obtained from IDOT ADT website on July 29, 2016 (<http://www.gettingaroundillinois.com/gai.htm?mt=aadt>)
- Note (2): Obtained from Hoffman Estates ADT Map on July 29, 2016 (<http://hoffmanestates.org/home/showdocument?id=1667>)
- Note (3): As of July 29, 2016, none of these roads have truck volumes listed on the IDOT ADT website, indicating that –these are local roads with minimal regular truck traffic.

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

Design Year: N/A ADT: N/A DHV: N/A % trucks: N/A

- 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.

No structures are proposed for this project.

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

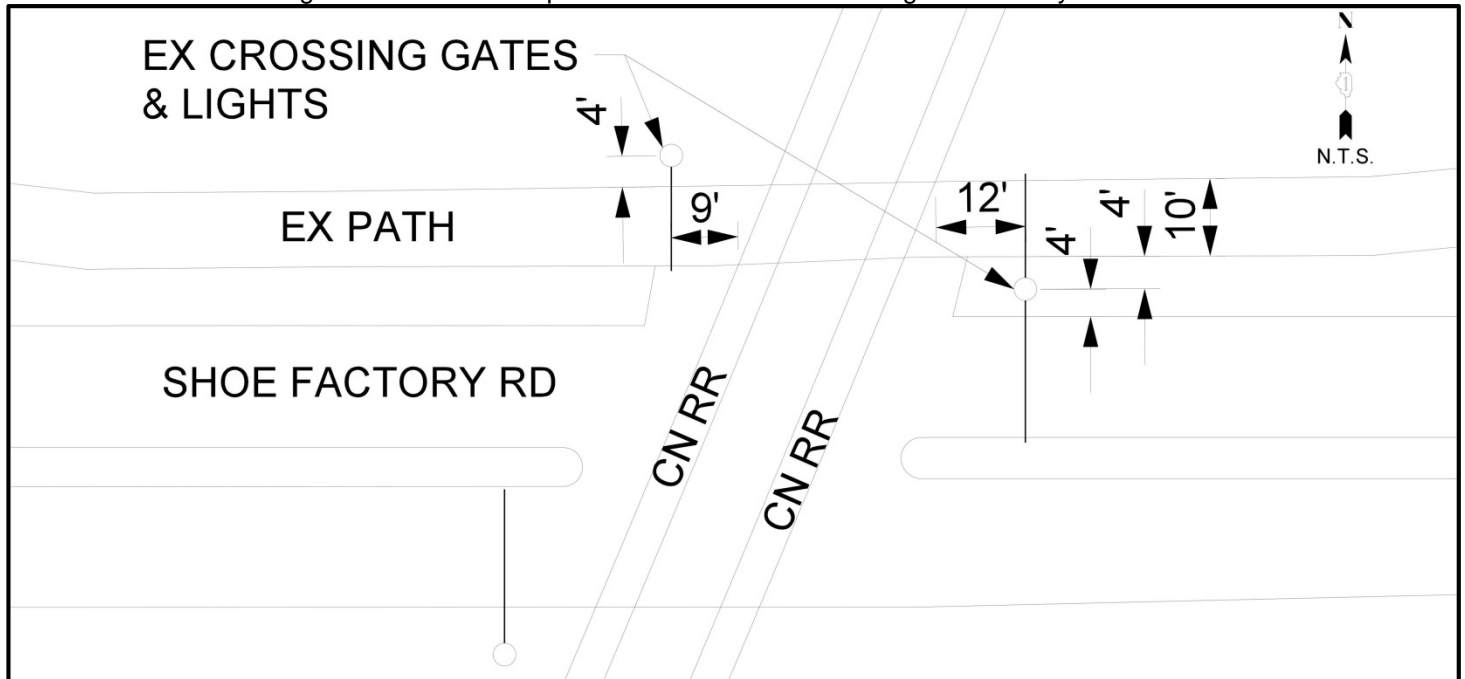
Railroad Name	No. and Type of Tracks (Main or Switching)	Type of Warning Devices	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
CN	2 (1 mainline, 1 siding)	Flashing lights & gates	12-20 ⁽¹⁾	33

Railroads Notes

- Trains per day information from U.S. Route 14 Grade Separation at CN/EJ&E Railway project Environmental Assessment, Section No. 11-00087-00-GS

Note: The path's railroad crossing at Shoe Factory Road was reconstructed as part of a previous project.

*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.

Forest Preserve Section

The southeastern terminus of the proposed path will connect to an existing 10-foot wide asphalt path stub at the northwest corner of the intersection of Illinois Route 59 and Shoe Factory Road. This stub connects to marked crosswalks that provide signalized pedestrian crossings of the north and west legs of the intersection.

On the west side of the forest preserve, the proposed path will tie into the east end of an existing 10-foot asphalt path that crosses the CNRR and continues west for approximately 3,400 feet. This tie-in point will begin a construction omission for the proposed path across the existing railroad crossing. The west end of the railroad crossing omission will be a new right-angle intersection with the existing 10-foot wide path approximately 160 feet west of the railroad tracks.

I-90 To Prairie Stone Section

The terminus of the independent path will tie into the recently constructed 10-foot wide path along the 4-lane Hoffman Boulevard.

Prairie Stone Section

Within the Prairie Stone Business park the bicycle route will be on-street. The roads it will be on are all curbed

cross section, with two 12-foot lanes in each direction, separated by a landscaped median. These roads are Pratum Avenue, Prairie Stone Parkway, and Serge Boulevard.

2. Proposed Improvement

- a. Discuss the purpose and need of the project:

The purpose of the project is to enhance existing recreational opportunities in the Poplar Creek Forest Preserve and improve non-motorized transportation connectivity throughout the Village of Hoffman Estates.

The needs the project will address include connecting existing gaps in the regional trail system, encouraging recreation in the Forest Preserve, providing pedestrian and bicycle access across I-90, and improving non-motorized access to the Prairie Stone development.

- 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 Shared use off-Street Path

Terrain: Level Rolling

Regulatory or Posted Speed Limit: N/A Design Speed: 20 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.

See Appendix B for Typical Sections and Appendix D for plan and profile sheets.

Cross Section and Alignment

The proposed project will pave an existing dirt path through the Poplar Creek forest preserve, pave and repave existing utility access roads to provide a new multi-use path underneath Interstate 90 and Hoffman Boulevard using extra space beneath existing structures that cross the Canadian National railroad (CNRR) tracks, and provide a signed pathway for bicyclists through the Prairie Stone commercial development using marked shared use lanes.

The proposed multi-use path will be 10' wide within the off-street sections, with 2 feet of graded turf on either side of the path. The shared-use lanes through the Prairie Stone development will restripe the roadways to have one 11' lane and one 13' lane. Shared-use lane arrows will be added to the outside 13' lane for bicyclists. Pedestrians and other uses will be accommodated on the existing sidewalk system.

The multi-use path has a design speed of 20 mph. The horizontal alignment is largely defined by and follows existing elements, such as the existing dirt path, the existing utility access roads, and the usable areas underneath the Interstate 90 and Hoffman Boulevard bridges over the CNRR. Likewise, the vertical alignment closely adheres to the existing ground. The horizontal and vertical alignment meet the 20 mph design speed except at one location documented in section 2e of this report.

Drainage, Wetlands, and Utilities

Existing drainage patterns and outfalls will not be affected by the proposed project, as the path will be built on existing alignments.

In the forest preserve between Illinois Route 59 and the omission at the CNRR there are no known utilities within the vicinity of the path. Between the railroad omission and Hoffman Boulevard the path travels along the path of existing utility access roads. Underneath these roads are a 16" water main and 24" diameter sanitary sewer. The proposed path is anticipated to require minimal excavation depth to complete; therefore these utilities are not expected to conflict with the proposed project. The water main and sanitary sewer both have existing manholes in the alignment of the proposed path that will need to be adjusted.

Immediately south of Interstate 90 the proposed path crosses a utility corridor that runs parallel along the south side of the tollway. The most visible utility in this are high-voltage ComEd transmission lines. These lines do not conflict with the proposed path. The nearest pole is approximately 90 feet away from the centerline of the path, and the lines are well in excess of 25 feet above the railroad tracks. Buried utilities in the corridor include a fiber optic line owned by Level3 Communications; a 36 inch high pressure gas main and a 22 inch high pressure gas main, both owned by Nicor; and a 20 inch water main owned by the Northwest Suburban Municipal Joint Action Water Agency (NSJAWA). As they are all buried well below the nearby CN railroad tracks, no conflicts are expected with any of these utilities.

Within the Prairie Stone business park there are numerous buried utilities. No utility conflicts are anticipated as no excavation will be completed for the on-street proposed path.

Coordination has been initiated with all of these utilities, and will continue throughout the design phase.

Railroad Protection

The existing multi-use path crossing of the CN Railroad was previously reconstructed as part of the overall reconstruction of the Shoe Factory Road railroad crossing. The path crossing, directly adjacent to Shoe Factory Road, is protected with flashing lights and gates as part of the signal equipment for the Shoe Factory Road crossing. Since it has been recently reconstructed, this area is considered an omission to this current project.

As the proposed path runs parallel to the CN Railroad, for much of the distance south of I-90 a large ditch provides sufficient separation between the path and railroad to discourage incursions onto railroad properties. Approximately 750 feet south of I-90 the path alignment crosses over the ditch on two existing culverts, removing this barrier to railroad incursions. The CN has therefore required that from I-90 south to this crossing eight-foot tall climbing-resistant fencing be installed to prevent path users from trespassing on railroad property. Likewise, north of I-90 and north of Hoffman Boulevard, a fence is requested to follow the path for approximately 100 feet until the path has curved away from the railroad into the wetland a sufficient distance to discourage casual trespassers.

Under I-90 an existing 6 foot high concrete crash wall that was part of the previous I-90 bridge over the railroad has been left in place, both to shield path users from potential railroad hazards and provide the railroad protection from trespassers. The existing crash wall/ bridge pier underneath Hoffman Boulevard will serve a similar purpose. Fencing will connect the I-90 crash wall with the Hoffman Boulevard bridge pier, forming a continuous protection against trespassing.

- 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 signalized intersections within the project limits. The southeastern limit of the project ties into the existing Illinois Route 59 and Shoe Factory Road intersection, which has pedestrian crossing signal equipment and striping on the north and west legs. The CN railroad crossing was previously reconstructed with flashing signals and gates, and is within an omission from the project.

Within the Prairie Stone business park, the proposed path will be on-street. The planned path goes through one all-way stop controlled intersection at Pratum Avenue and Prairie Stone Parkway. Cyclists will be expected to use the existing turn lanes and stop signs to navigate the intersection similarly to vehicles.

Additionally, there are two minor street stop controlled intersections where the path turns. The first is the intersection of Hoffman Boulevard and Pratum Avenue, where the path transitions from off-street to on-street. Northbound cyclists will make right turns onto the shared use lanes from the ADA-compliant ramps, while southbound cyclists will use the marked crosswalks to cross in front of traffic, ascending onto the paths using the ADA ramps. The other minor intersection is Sedge Boulevard's stop sign with Prairie Stone Parkway, which does not stop. Northbound cyclists will make a right turn onto Sedge Boulevard from Prairie Stone Parkway.

Southbound cyclists will use the existing stop signs and lane markings to navigate the intersection, waiting for a sufficient gap in southbound traffic to pull out.

The roadways within Prairie Stone have existing street lighting that will not be modified as part of this project. Lighting for the path is being considered under the I-90 overpass. Coordination will continue between Hoffman Estates and the Illinois Tollway regarding the necessity and acceptability of mounting lighting beneath the new structure. The rest of the off-street path will not be lit.

There is no on-street parking, mailboxes, mail delivery, or other similar concerns in either the on-street or off-street portion of the path.

- 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.
- One horizontal curve immediately north of Hoffman Boulevard (Curve no. POPLAR-15, PI Station 118+47.84) has a proposed radius of 50 feet, as compared to a minimum radius of 100 feet for a design speed of 20 mph in Figure 42-3E of the Bureau of Local Roads and Streets manual. This area is constrained by several existing elements: the Hoffman Boulevard bridge abutment and pier to the southwest and east; a large wetland to the north, and the CN right-of-way and the Hoffman Boulevard bridge pier to the east. Providing a larger radius would have large environmental and cost impacts.
- f. Current estimated cost of proposed improvement? \$ 970,000
- 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)

The project is primarily for the benefits of pedestrians and bicyclists. All ADA requirements will be adhered to. The maximum longitudinal grade is 4.44%, ascending a hill through the forest preserve east of the railroad track crossing along the existing path alignment.

Sidewalks/Shared-Use Paths:

Maximum 2% crossslope: Yes No Not Applicable

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

If no, provide justification.

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

There are no known proposed improvements currently being considered in adjacent segments.

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 project is a new terrain bike path, so no previous crash data exists.

- 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.

N/A.

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

The proposed improvements will enhance bicycle and pedestrian safety and usage within the Village of Hoffman Estates. The path design will follow IDOT and MUTCD standards. The Americans with Disabilities Act (ADA) will also be followed in the proposed design.

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.

South of Interstate 90, the proposed path will be on the property of the Forest Preserve District of Cook County or the Hoffman Estates Park District which are both project sponsors. North of the Interstate the path uses property that belongs to the Prairie Stone Business Park to connect to Village right-of-way along Hoffman Boulevard. The Village has an easement for utilities and utility access on the property that the path will use. Prairie Stone is supportive of the path development and coordination is ongoing to modify the easement to clearly allow for transportation and recreational use.

Under I-90 the path uses CN railroad right-of-way. Meeting minutes between the CN Railroad and the Village of Hoffman Estates are included in Appendix F.

- 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.

N/A

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.

The project does not require the conversion of any farm or agricultural land.

- 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.

N/A

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

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).

The PESA identified three sites within the study area that have RECs and seven sites with de minimis conditions. A copy of the PESA Executive Summary can be found in Appendix D. A PSI will be performed in Phase 2.

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

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.

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

Involvement No Involvement

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

The owners of the 4(f) properties are the Forest Preserve District of Cook County and the Hoffman Estates Park District. Both entities are co-sponsors of this project. Accordingly, at the FHWA coordination meeting on January 14, 2014 the FHWA concluded that there was no 4(f) impact. Minutes are included in Appendix E.

12. Air Quality (BLRS Manual Section 20-11)

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 FY 2014-2019 Transportation Improvement Program (TIP), endorsed by the Chicago Metropolitan Agency for Planning, the region's Metropolitan Planning Organization. The 2040 Regional Transportation Plan was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on March 17, 2016.

The TIP number is 03-13-0006.

The TIP was found to conform by FHWA on March 17, 2016 and by FTA on March 17, 2016.

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

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 findings 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 existing 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 *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 Village 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
this project being a bike path. It is not likely to affect the number of diesel or other vehicles. Therefore,

it has been determined that the project will not cause or contribute to any new localized PM_{2.5} or PM₁₀ violations or increase the frequency or severity of any PM_{2.5} or PM₁₀ 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

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

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

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.

Along Pratum Avenue and Trillium Boulevard, where the bike path will be on-street, vehicular traffic will have one lane restricted during striping operations. Noteworthy traffic impacts are not anticipated as the single remaining lane will be sufficient to accommodate traffic volumes for the short time the striping operation is active. Signing and other operations will only require short term localized lane closures.

From Hoffman Boulevard to Shoe Factory Road, the trail is off-street along utility access roads. No public access is currently allowed on these roads, so no maintenance of traffic will be provided. The contractor will be encouraged to ensure that access remains possible in case a utility needs to access their facilities.

From the CN Railroad to Illinois 59, the existing dirt path will be closed for the duration of construction and no alternate route will be provided. The existing path is primarily for recreational purposes, is not ADA accessible, and does not provide access across a natural or man-made barrier.

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.

At the coordination meeting with IDOT and the FHWA on January 14, 2014 it was determined that a public hearing is optional for this project. In the absence of any expressed or anticipated public opposition, no public hearing is currently planned for the project. Minutes are included in Appendix E.

- b. Has any opposition been expressed toward the improvement?

Yes No

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

- c.

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

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

Has 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.

- January 14, 2014 – FHWA, IDOT, Village of Hoffman Estates, Hoffman Estates Park District, Forest Preserve District of Cook County, TranSystems. See Appendix E for minutes.

19. Other Coordination

See Appendix F.

Local Agency Coordination

- November 20, 2013 – Hoffman Estates Kick-Off Meeting Minutes
- December 20, 2013 – IDOT Kick-Off Meeting Minutes
- June 19, 2014 – Coordination Meeting Minutes
- September 3, 2015 – Coordination Meeting Minutes
- Intergovernmental Agreement

Railroad Coordination

- January 7, 2015 – Meeting: CN Railway, Hoffman Estates, TranSystems.
- July 1, 2015 – Meeting: CN Railway, Hoffman Estates, TranSystems.

Utility Coordination

- AT&T
- Village of Bartlett
- Comcast
- ComEd
- City of Elgin
- Enbridge Energy Partners LP
- Level 3 Communications
- Natural Gas Pipeline Co.
- Nicor Gas
- Northwest Suburban Joint Action Water Agency
- G4S Technology LLC
- Vinakom Communications
- West Shore Pipe Line
- Windstream KDL, Inc.

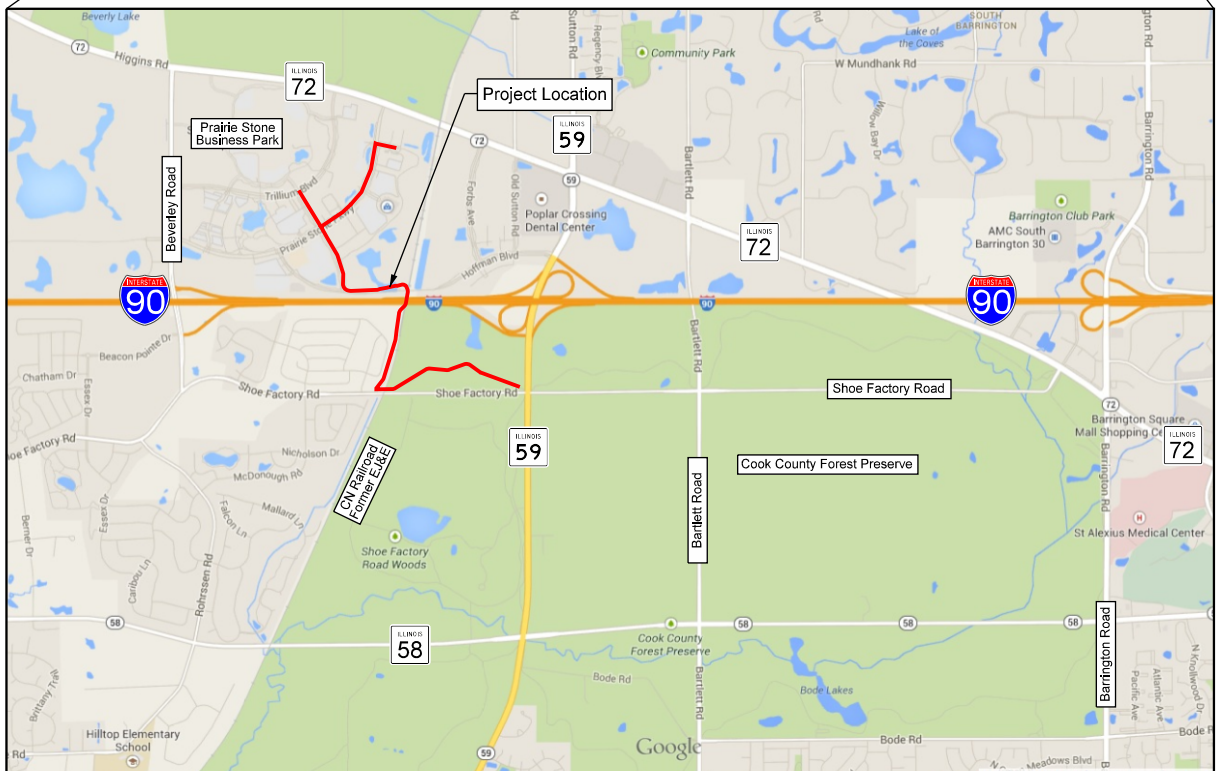
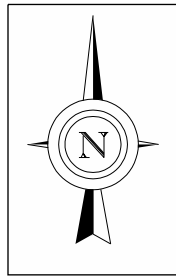
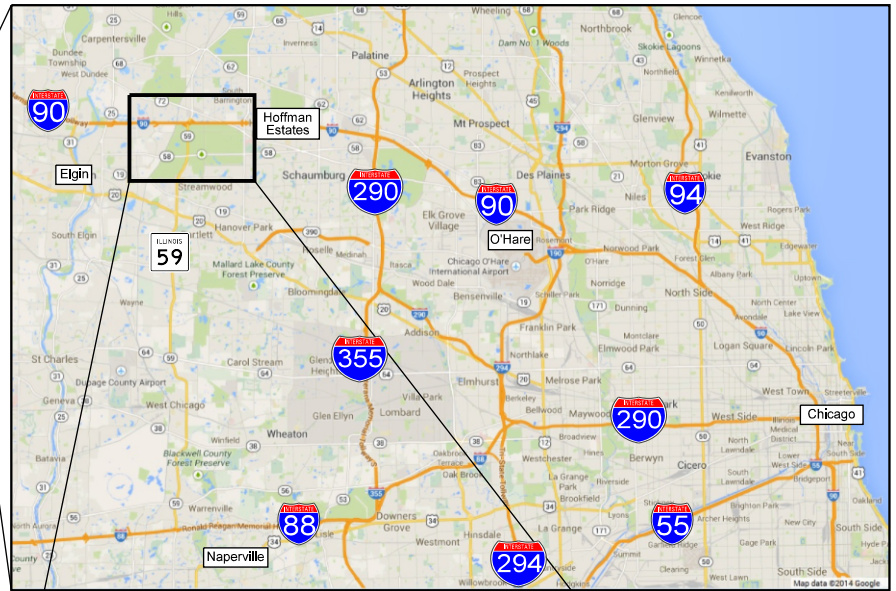
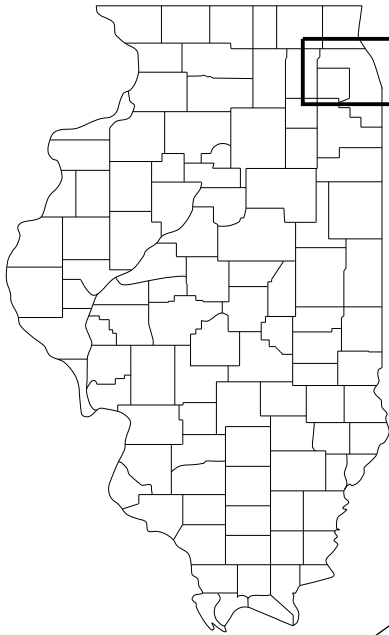
20. Summary of Commitments

Negotiation with the CN Railway to use its right-of-way is ongoing, and any commitments made to secure access to the right-of-way will be documented in a formal agreement with CN. No other commitments have been made to any outside parties at this time.

Summary of Attachments (when required):

Appendix A:	Location Map
Appendix B:	Typical Sections
Appendix C:	Plan and Profile Sheets
Appendix D:	Environmental Coordination and Clearances
Appendix E:	FHWA-IDOT Coordination
Appendix F:	Other Coordination
Appendix G:	Design Variances (BLR 22120 Design Variance Form)
Appendix H:	Cost Estimate

**APPENDIX A
LOCATION MAP**



Not to scale

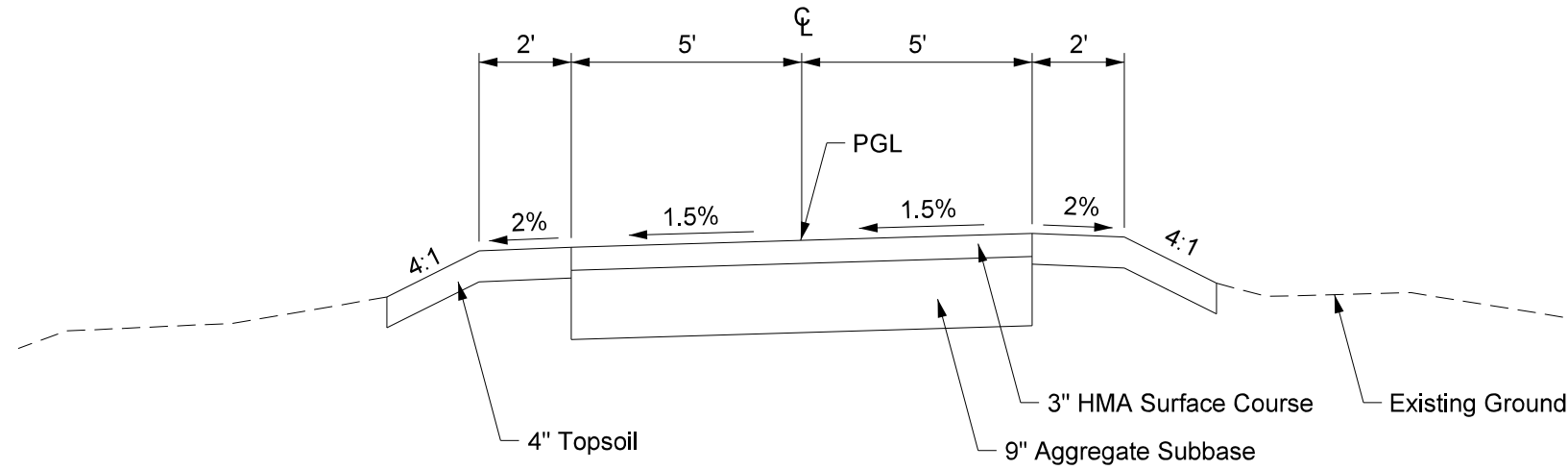


VILLAGE OF Hoffman Estates

Shoe Factory Road Bike Path Project Project Location



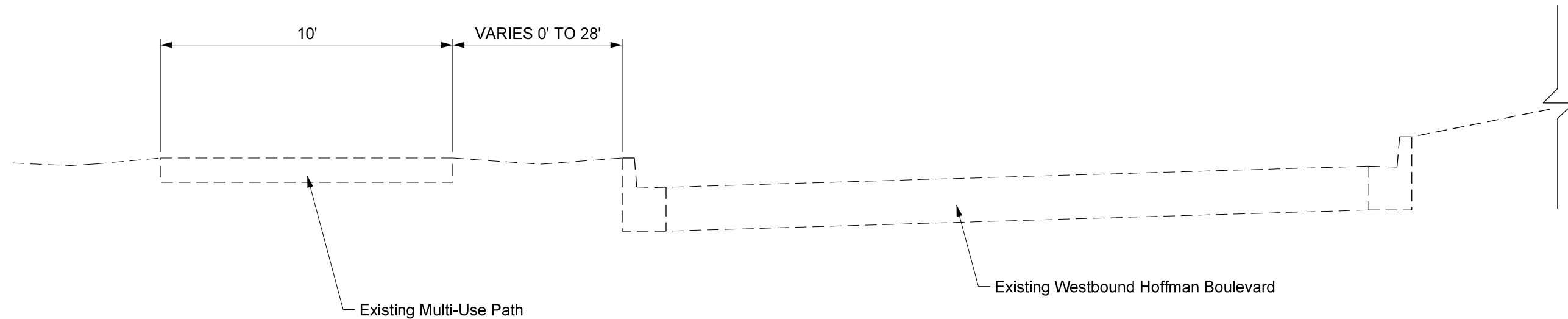
**APPENDIX B
TYPICAL SECTIONS**



POPLAR CREEK TRAIL PROPOSED CROSS SECTION

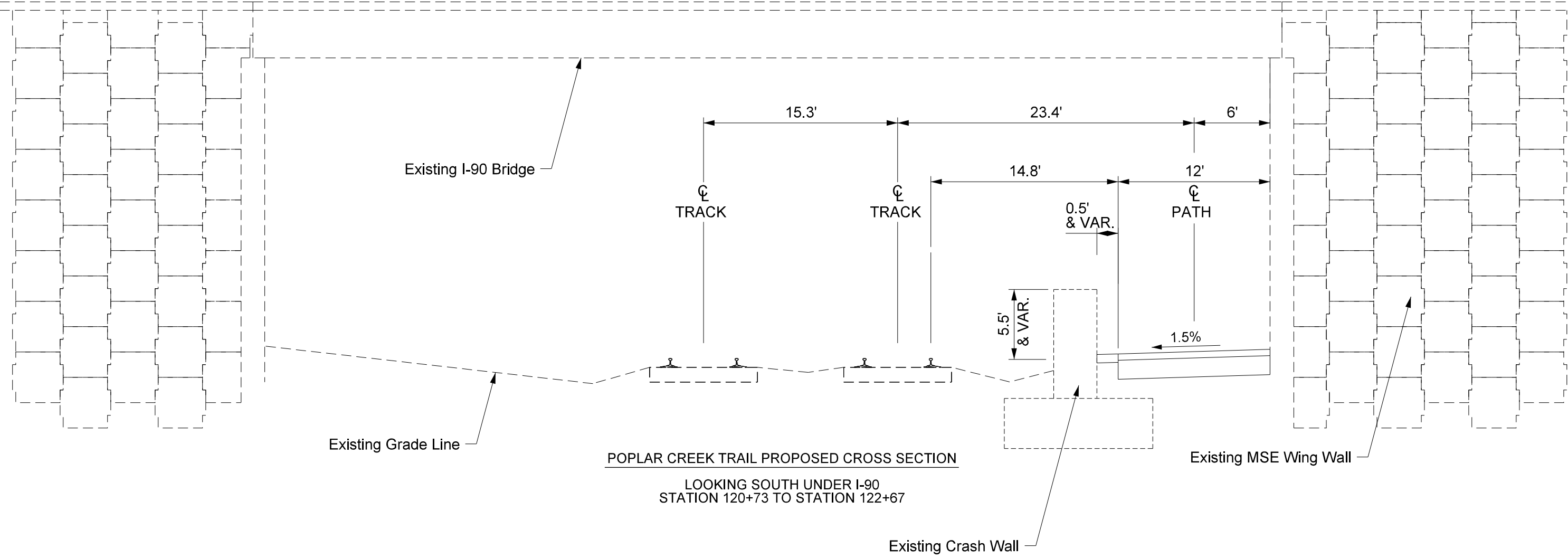
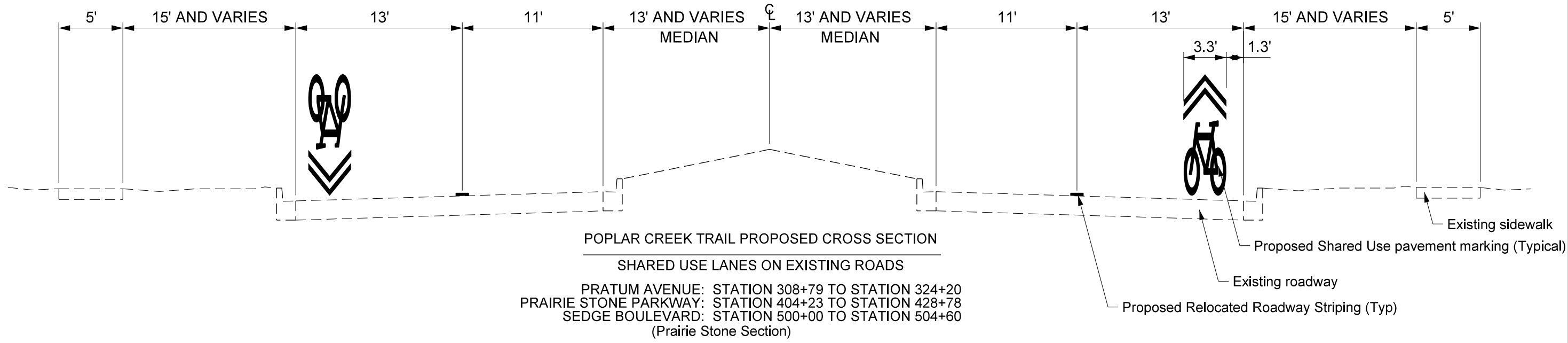
ILLINOIS ROUTE 59 TO HOFFMAN BOULEVARD
 STATION 106+67 TO STATION 180+00
 (Forest Preserve Section and Access Road Section)

OMISSION AT I-90: STATION 120+73 TO STATION 122+67
 OMISSION AT CN RR: STATION 143+60 TO STATION 146+72

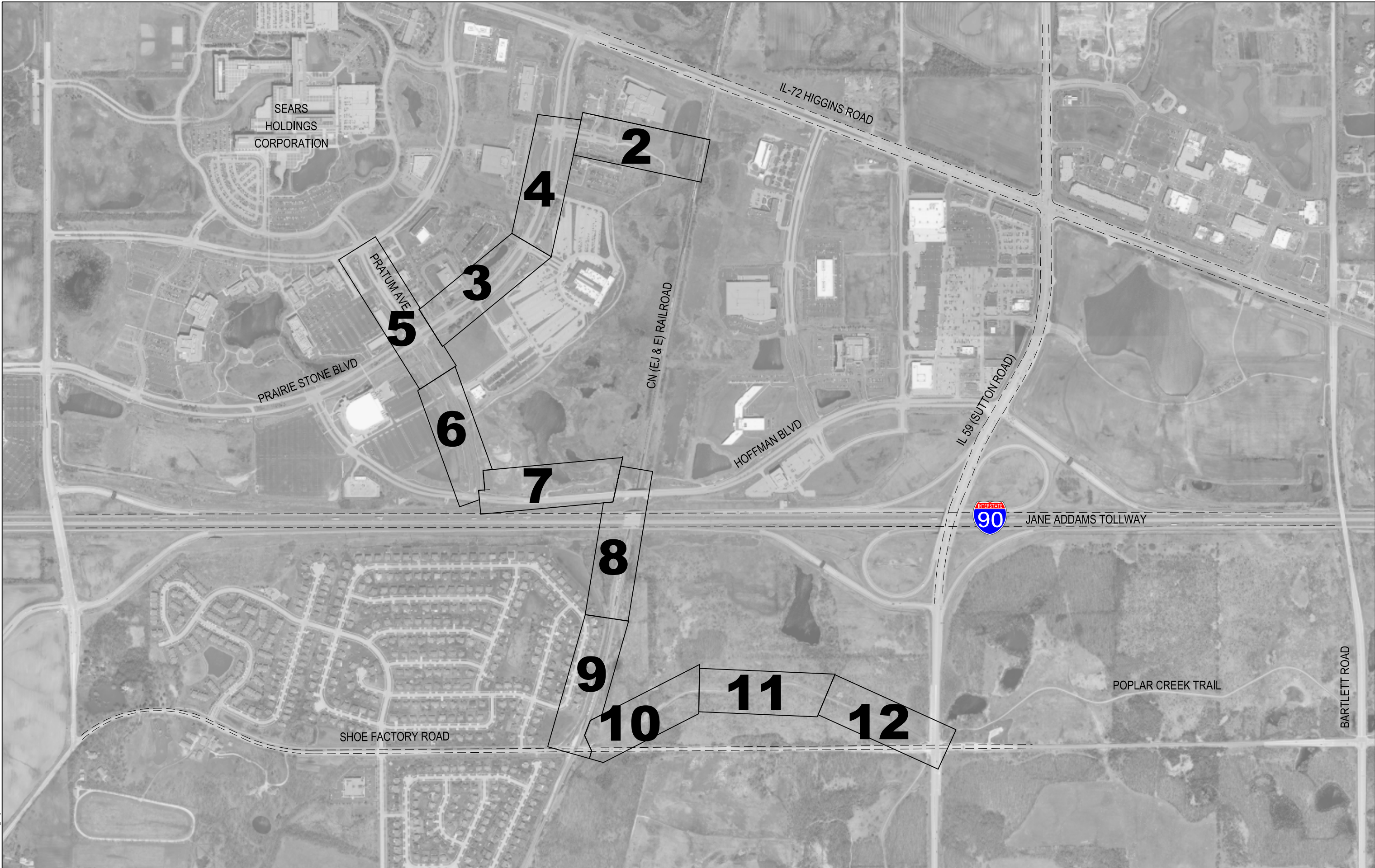


POPLAR CREEK TRAIL PROPOSED CROSS SECTION

ILLINOIS ROUTE 59 TO HOFFMAN BOULEVARD
 STATION 103+58 TO STATION 106+67
 (I-90 To Prairie Stone Section)



**APPENDIX C
PLAN AND PROFILE SHEETS**



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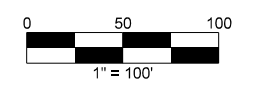


Plan and Profile Sheets
 Key Map

Poplar Creek Bike Path Project					
CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
13-00091-00-BT		05/19/2017	COOK	13	1



SEE SHEET 4
MATCHLINE 502+00



SEE SHEET 13 FOR CURVE DATA

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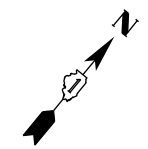
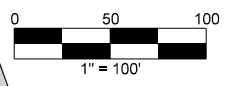


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Plan and Profile Sheets

Poplar Creek Bike Path Project					
CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
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SEE SHEET 13 FOR CURVE DATA

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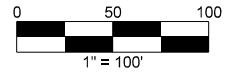
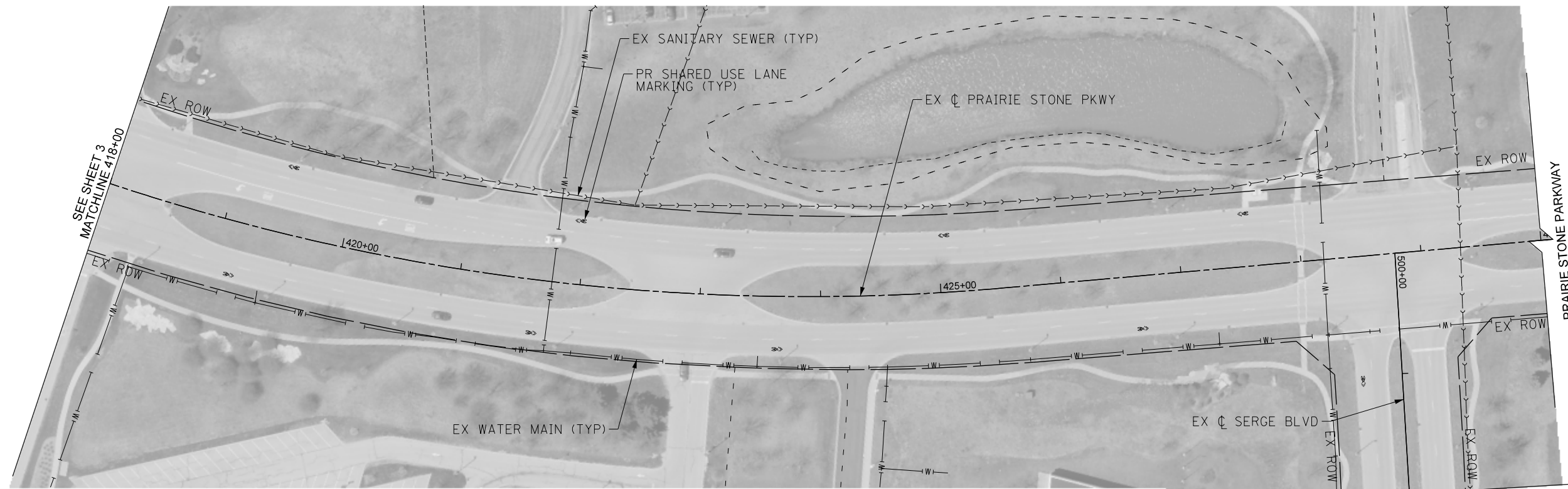
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Plan and Profile Sheets

Poplar Creek Bike Path Project

CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
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SEE SHEET 13 FOR CURVE DATA

MATCHLINE 502+00
SEE SHEET 2

NO PROFILE AVAILABLE FOR ON-STREET SECTION



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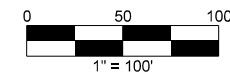
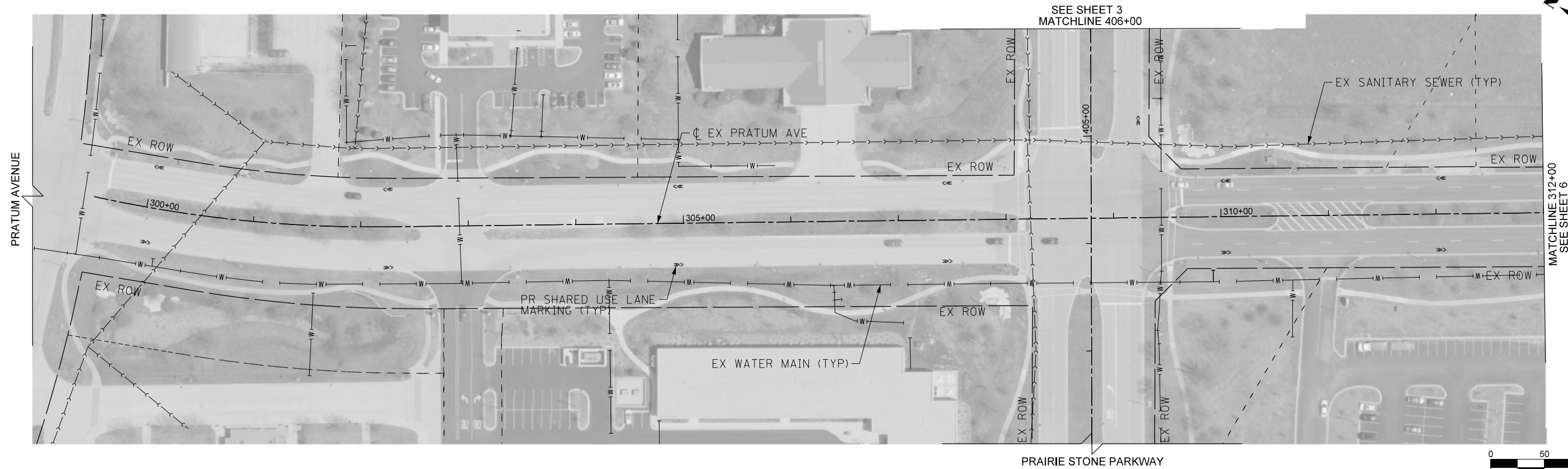
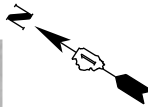


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Plan and Profile Sheets

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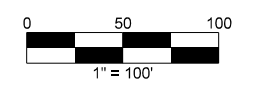


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Hoffman Estates



Plan and Profile Sheets

Poplar Creek Bike Path Project					
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SEE SHEET 13 FOR CURVE DATA

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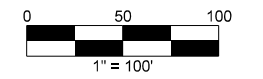
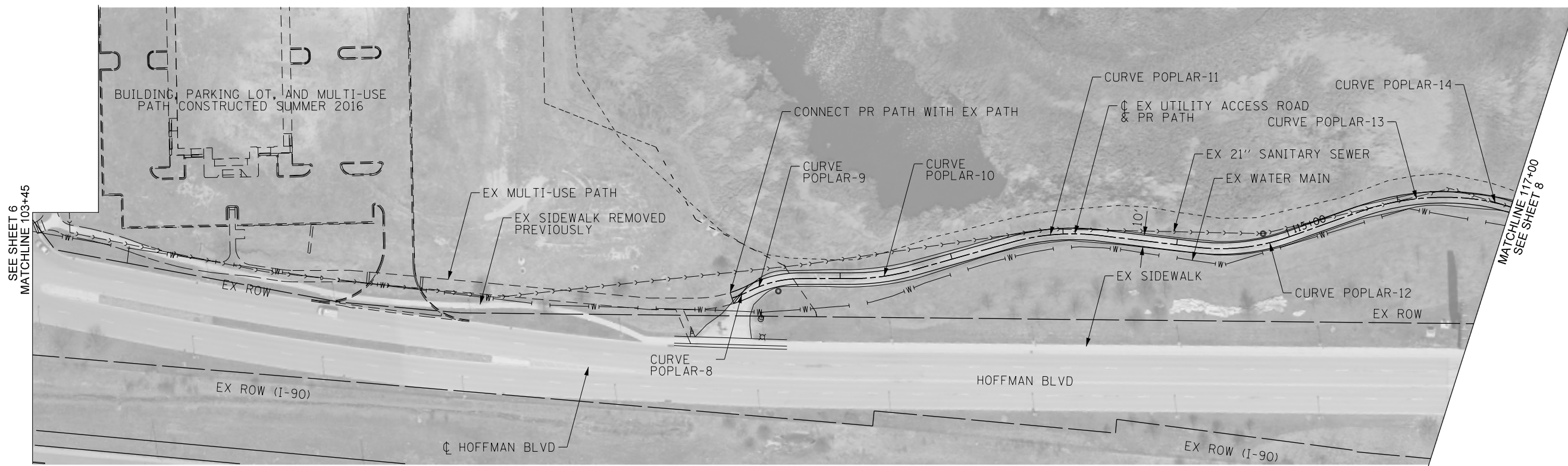
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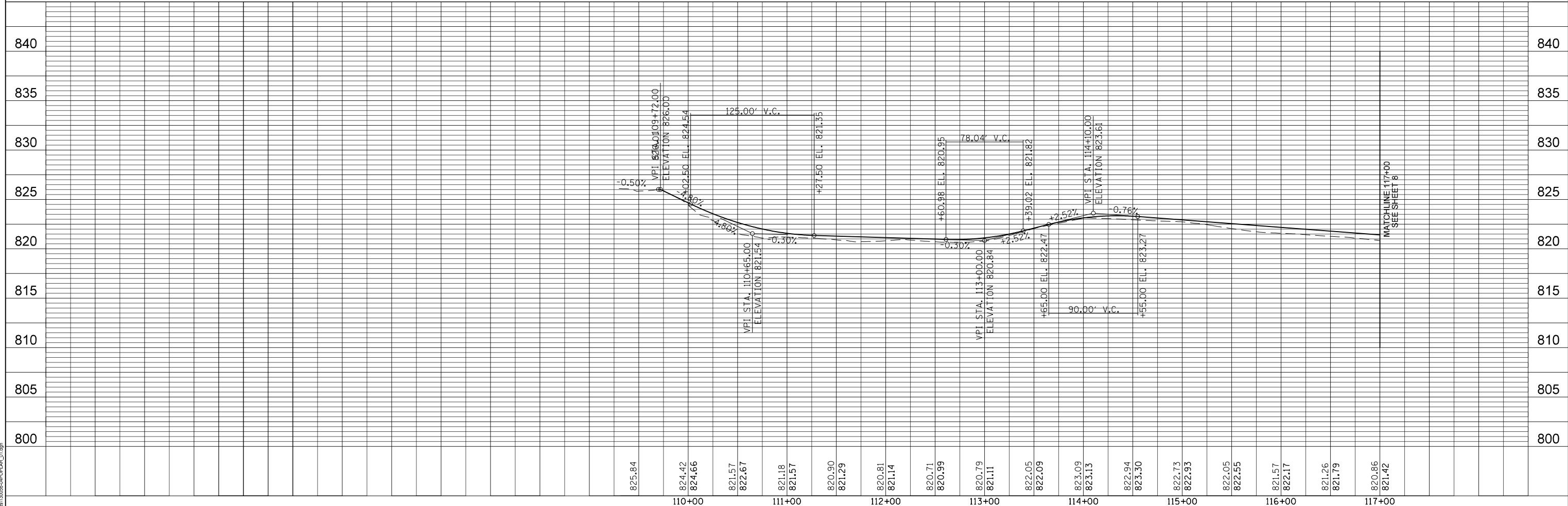
Plan and Profile Sheets

Poplar Creek Bike Path Project					
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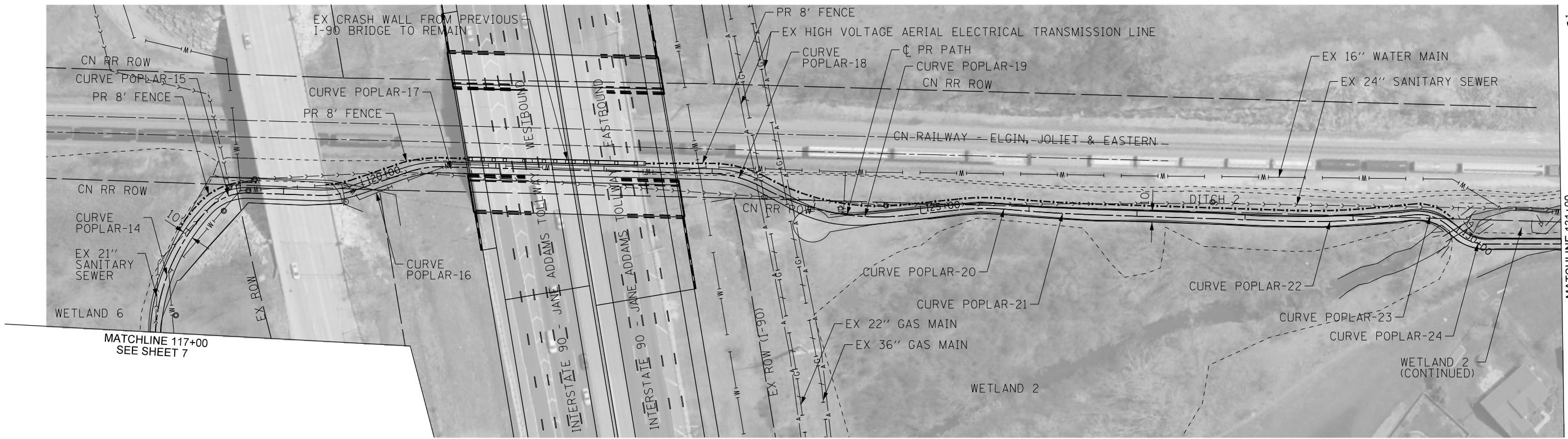


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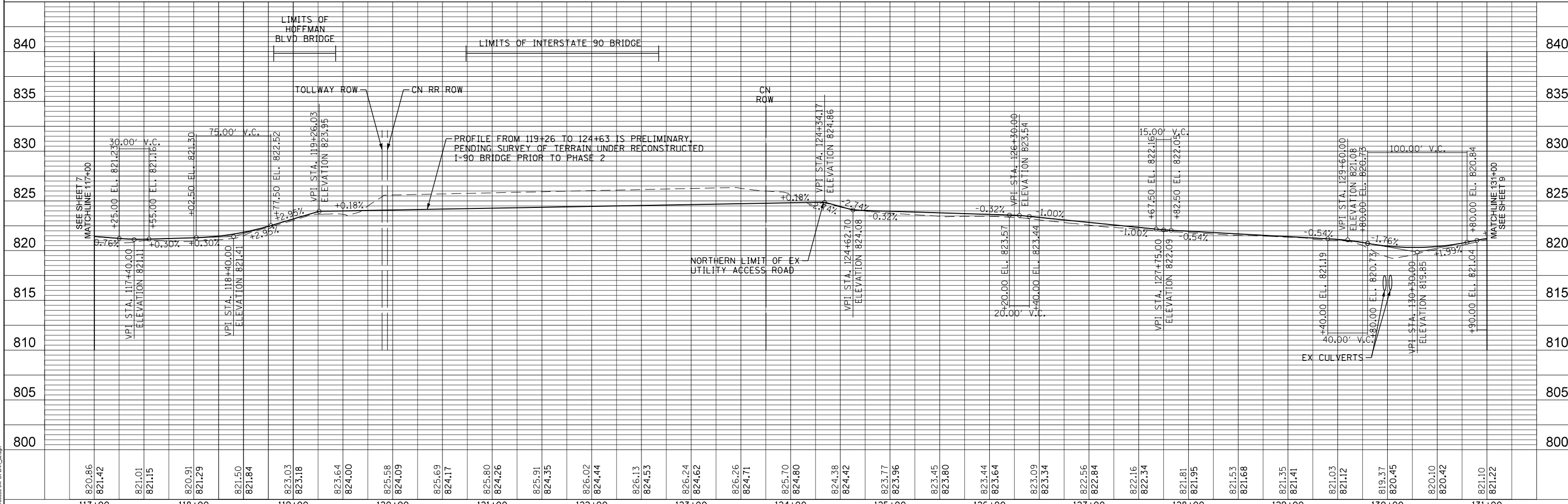
Plan and Profile Sheets

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SEE SHEET 13 FOR CURVE DATA



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117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00	127+00	128+00	129+00	130+00	131+00																																												



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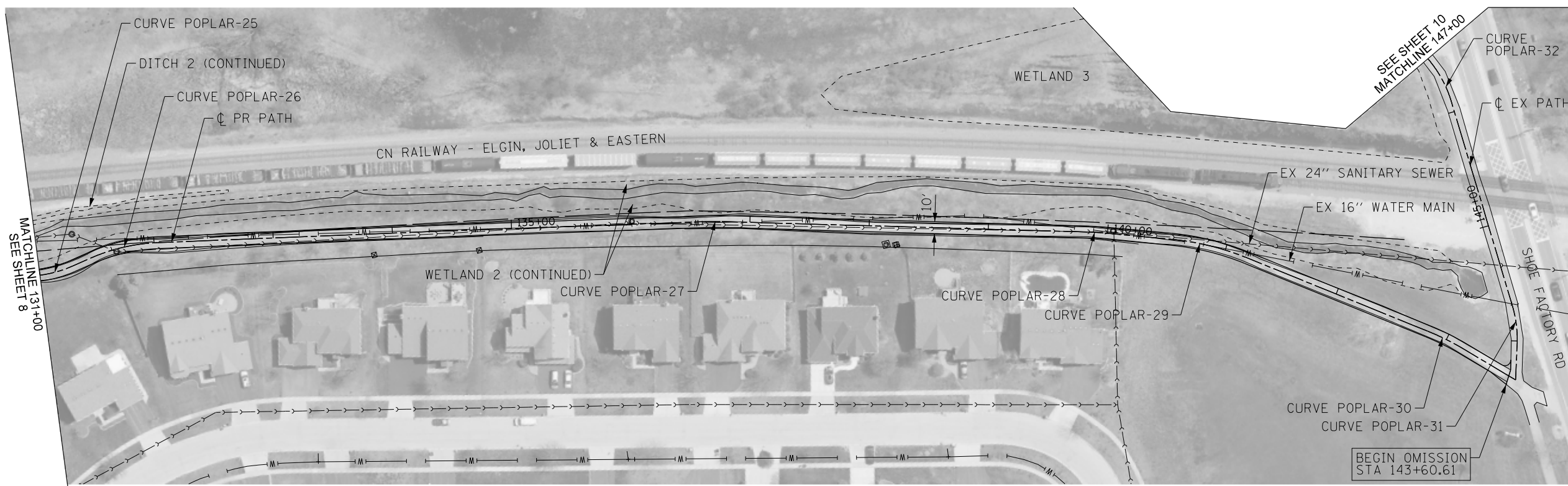
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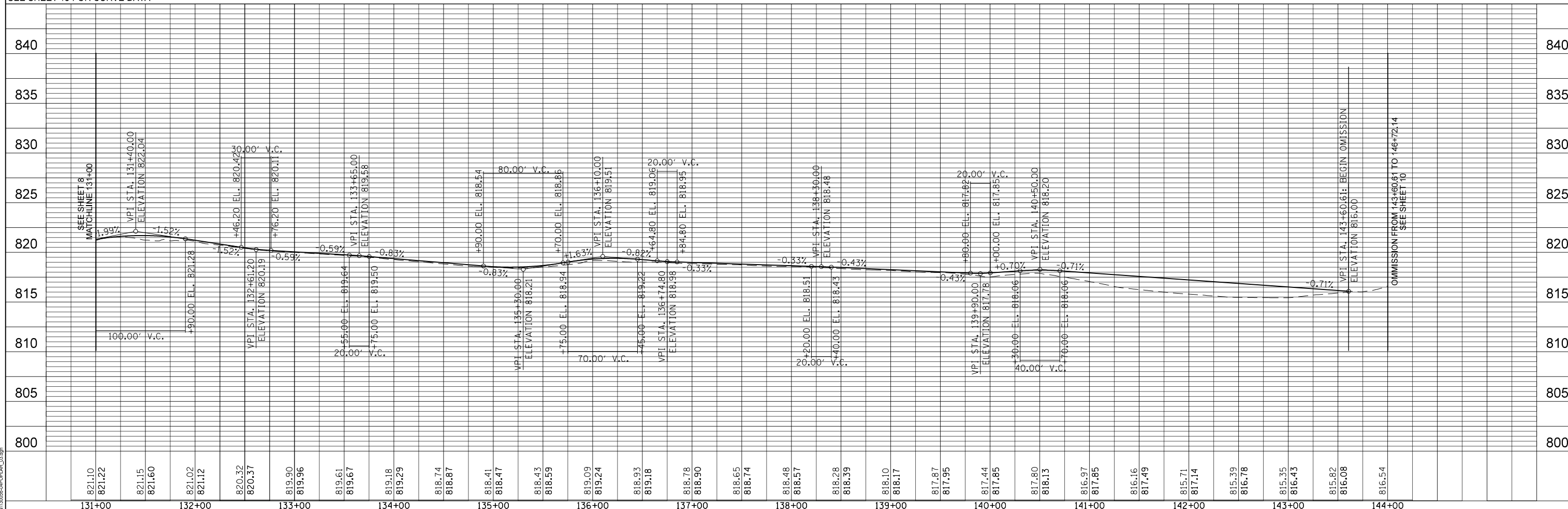
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Poplar Creek Bike Path Project

CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
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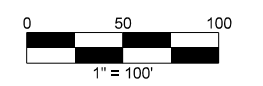
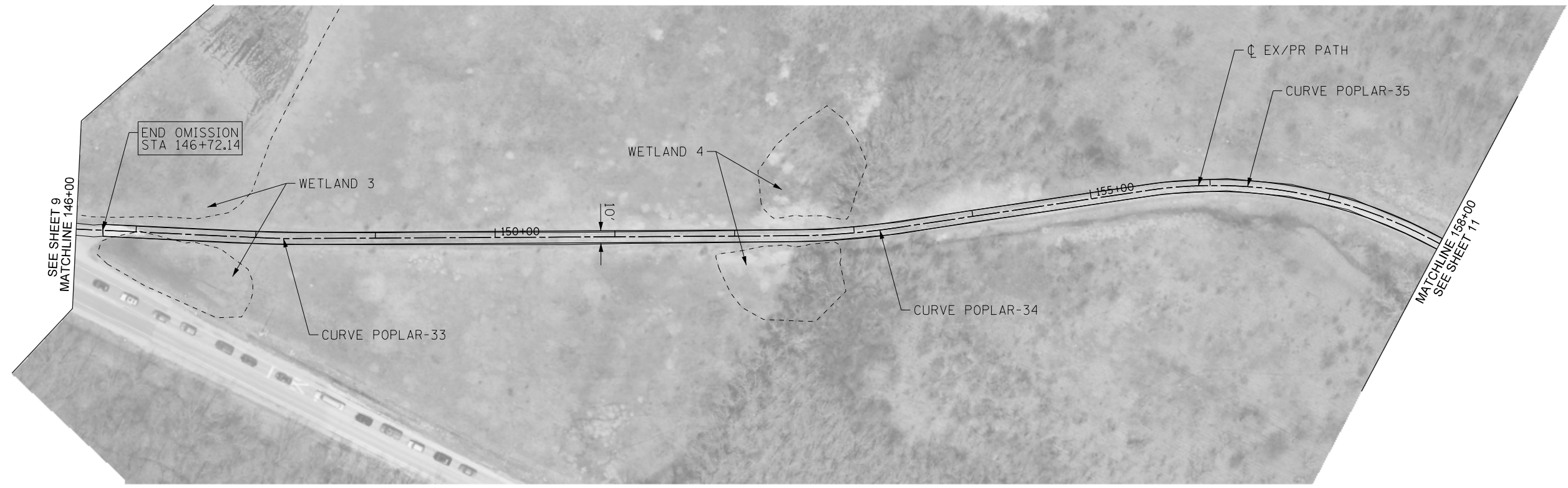


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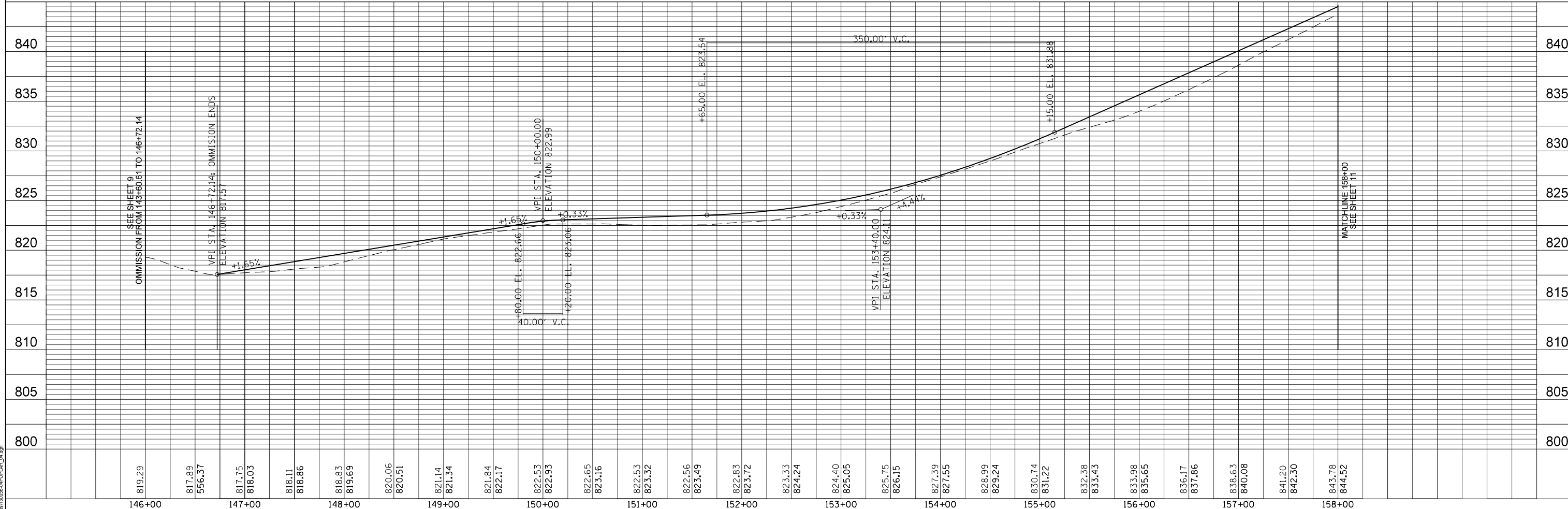


Plan and Profile Sheets

Poplar Creek Bike Path Project					
CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
13-00091-00-BT		05/19/2017	COOK	13	9



SEE SHEET 13 FOR CURVE DATA



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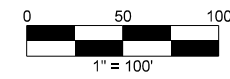
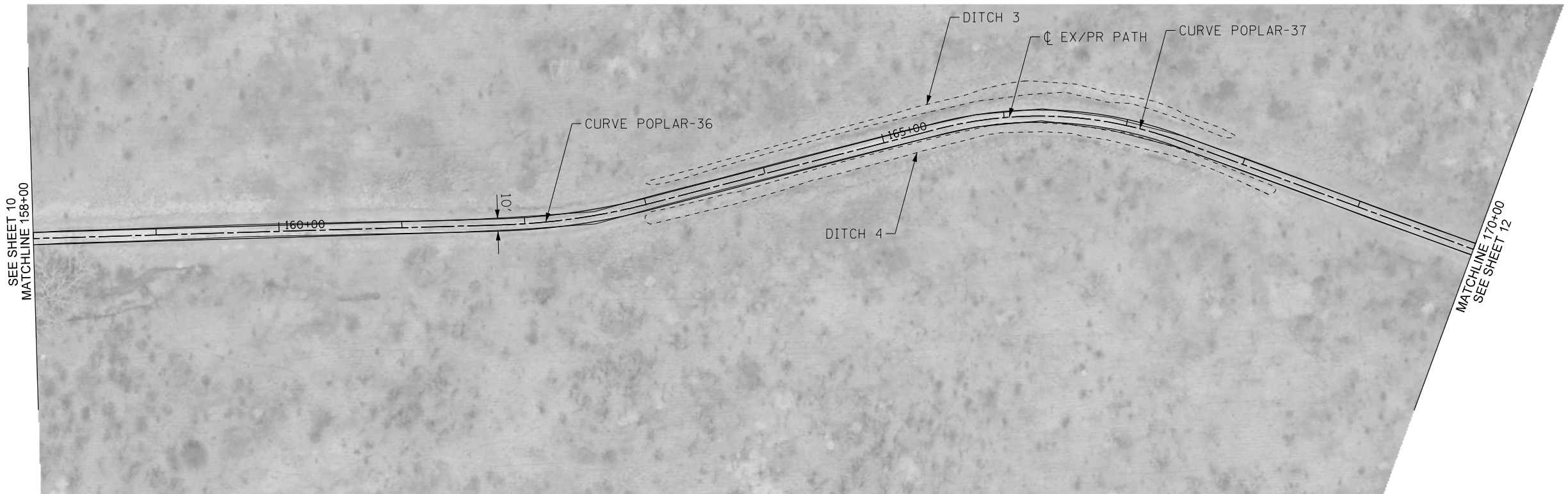


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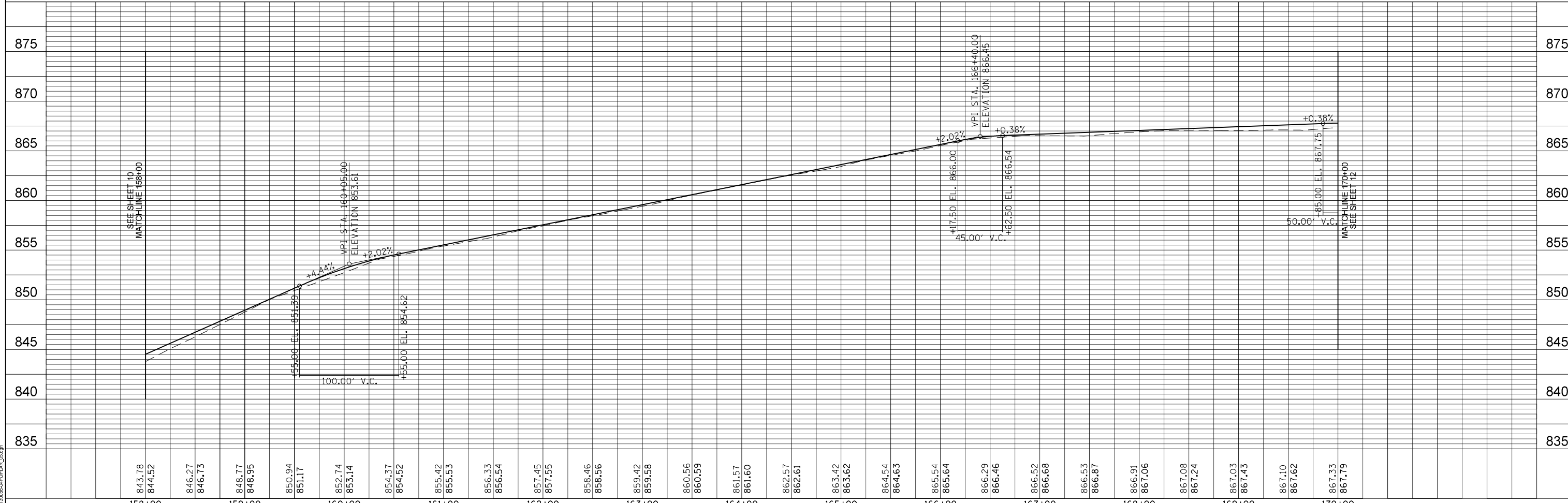


Plan and Profile Sheets

Poplar Creek Bike Path Project					
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13-00091-00-BT		05/19/2017	COOK	13	10



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844.52	846.73	848.95	851.17	853.14	854.52	855.53	856.54	857.55	858.56	859.58	860.59	861.60	862.61	863.62	864.63	865.64	866.46	866.68	866.87	867.06	867.24	867.43	867.62	867.79

158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00 166+00 167+00 168+00 169+00 170+00



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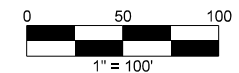
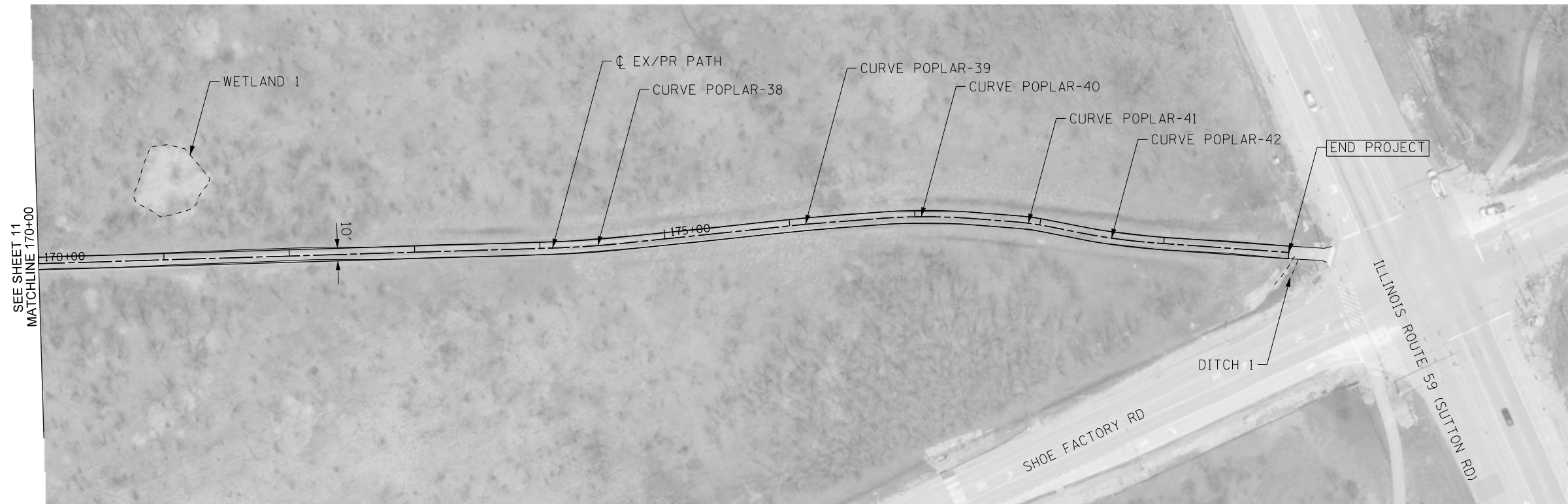
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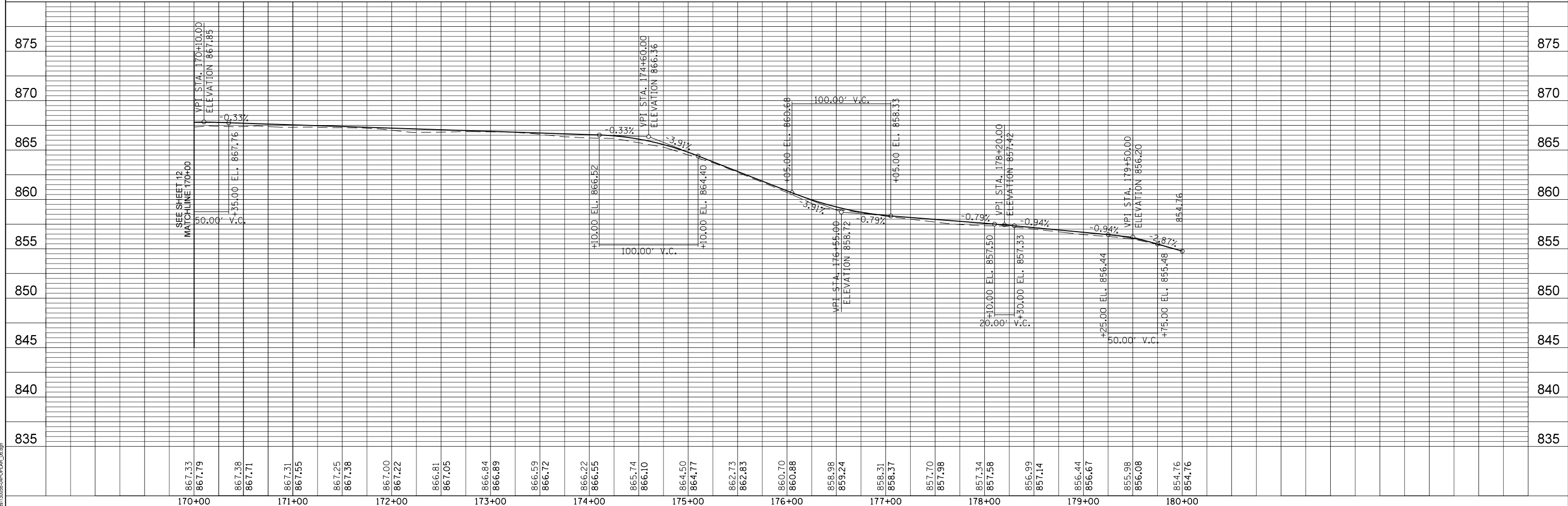
Plan and Profile Sheets

Poplar Creek Bike Path Project

CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
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Plan and Profile Sheets

Poplar Creek Bike Path Project					
CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
13-00091-00-BT		05/19/2017	COOK	13	12

POPLAR CREEK TRAIL CURVES

NOTE: POPLAR CREEK TRAIL CURVES 1 THROUGH 7 HAVE BEEN SUPERSEDED BY CONSTRUCTION OF MULTI-USE PATH BY OTHERS IN FRONT OF DULUTH TRADING COMPANY

PROP. CURVE POPLAR-8
 PI STA. = 110+10.98
 $\Delta = 9^{\circ} 31' 27''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 8.33'
 L = 16.62'
 E = 0.35'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 110+02.65
 P.T. STA. = 110+19.27

PROP. CURVE POPLAR-9
 PI STA. = 110+43.04
 $\Delta = 26^{\circ} 44' 24''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 23.77'
 L = 46.67'
 E = 2.79'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 110+19.27
 P.T. STA. = 110+65.94

PROP. CURVE POPLAR-10
 PI STA. = 111+37.64
 $\Delta = 15^{\circ} 46' 02''$ (LT)
 D = 28' 38' 52"
 R = 200.00'
 T = 27.69'
 L = 55.04'
 E = 1.91'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 111+09.95
 P.T. STA. = 111+64.99

PROP. CURVE POPLAR-11
 PI STA. = 112+93.65
 $\Delta = 22^{\circ} 44' 24''$ (RT)
 D = 28' 38' 52"
 R = 200.00'
 T = 40.22'
 L = 79.38'
 E = 4.00'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 112+53.43
 P.T. STA. = 113+32.81

PROP. CURVE POPLAR-12
 PI STA. = 114+59.23
 $\Delta = 26^{\circ} 34' 01''$ (LT)
 D = 31' 49' 52"
 R = 180.00'
 T = 42.50'
 L = 83.46'
 E = 4.95'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 114+16.74
 P.T. STA. = 115+00.20

PROP. CURVE POPLAR-13
 PI STA. = 116+11.37
 $\Delta = 23^{\circ} 43' 24''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 47.26'
 L = 93.16'
 E = 4.95'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 115+64.11
 P.T. STA. = 116+57.27

PROP. CURVE POPLAR-14
 PI STA. = 117+47.77
 $\Delta = 53^{\circ} 23' 05''$ (RT)
 D = 31' 49' 52"
 R = 180.00'
 T = 90.50'
 L = 167.71'
 E = 21.47'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 116+57.27
 P.T. STA. = 118+24.98

PROP. CURVE POPLAR-15
 PI STA. = 118+47.84
 $\Delta = 49^{\circ} 08' 11''$ (RT)
 D = 114' 35' 30"
 R = 50.00'
 T = 22.86'
 L = 42.88'
 E = 4.98'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 118+24.98
 P.T. STA. = 118+67.86

PROP. CURVE POPLAR-16
 PI STA. = 119+75.25
 $\Delta = 20^{\circ} 53' 46''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 18.44'
 L = 36.47'
 E = 1.69'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 119+56.81
 P.T. STA. = 119+93.28

PROP. CURVE POPLAR-17
 PI STA. = 120+60.12
 $\Delta = 20^{\circ} 18' 24''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 17.91'
 L = 35.44'
 E = 1.59'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 120+42.21
 P.T. STA. = 120+77.65

PROP. CURVE POPLAR-18
 PI STA. = 123+23.90
 $\Delta = 26^{\circ} 48' 41''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 23.83'
 L = 46.79'
 E = 2.80'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 123+00.07
 P.T. STA. = 123+46.86

PROP. CURVE POPLAR-19
 PI STA. = 124+19.16
 $\Delta = 34^{\circ} 14' 12''$ (LT)
 D = 25' 27' 53"
 R = 225.00'
 T = 69.30'
 L = 134.45'
 E = 10.43'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 123+49.87
 P.T. STA. = 124+84.31

PROP. CURVE POPLAR-20
 PI STA. = 125+58.04
 $\Delta = 11^{\circ} 06' 38''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 21.88'
 L = 43.63'
 E = 1.06'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 125+36.16
 P.T. STA. = 125+79.79

PROP. CURVE POPLAR-21
 PI STA. = 126+22.25
 $\Delta = 3^{\circ} 13' 55''$ (LT)
 D = 3' 49' 11"
 R = 1,500.00'
 T = 42.32'
 L = 84.61'
 E = 0.60'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 125+79.93
 P.T. STA. = 126+64.54

PROP. CURVE POPLAR-22
 PI STA. = 128+80.73
 $\Delta = 7^{\circ} 16' 08''$ (LT)
 D = 9' 32' 57"
 R = 600.00'
 T = 38.11'
 L = 76.12'
 E = 1.21'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 128+42.62
 P.T. STA. = 129+18.74

PROP. CURVE POPLAR-23
 PI STA. = 129+73.73
 $\Delta = 44^{\circ} 22' 27''$ (RT)
 D = 143' 14' 22"
 R = 40.00'
 T = 16.31'
 L = 30.98'
 E = 3.20'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 129+57.42
 P.T. STA. = 129+88.39

PROP. CURVE POPLAR-24
 PI STA. = 130+17.49
 $\Delta = 39^{\circ} 00' 55''$ (LT)
 D = 143' 14' 22"
 R = 40.00'
 T = 14.17'
 L = 27.24'
 E = 2.44'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 130+03.32
 P.T. STA. = 130+30.56

PROP. CURVE POPLAR-25
 PI STA. = 131+13.65
 $\Delta = 17^{\circ} 08' 26''$ (RT)
 D = 57' 17' 45"
 R = 100.00'
 T = 15.07'
 L = 29.92'
 E = 1.13'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 130+98.58
 P.T. STA. = 131+28.49

PROP. CURVE POPLAR-26
 PI STA. = 131+74.16
 $\Delta = 21^{\circ} 28' 54''$ (RT)
 D = 36' 57' 54"
 R = 155.00'
 T = 29.40'
 L = 58.11'
 E = 2.76'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 131+44.76
 P.T. STA. = 132+02.87

PROP. CURVE POPLAR-27
 PI STA. = 136+69.10
 $\Delta = 3^{\circ} 42' 47''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 7.29'
 L = 14.58'
 E = 0.12'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 136+61.81
 P.T. STA. = 136+76.39

PROP. CURVE POPLAR-28
 PI STA. = 139+90.40
 $\Delta = 3^{\circ} 41' 59''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 7.27'
 L = 14.53'
 E = 0.12'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 139+83.14
 P.T. STA. = 139+97.67

PROP. CURVE POPLAR-29
 PI STA. = 140+86.53
 $\Delta = 16^{\circ} 45' 51''$ (LT)
 D = 25' 27' 53"
 R = 225.00'
 T = 33.15'
 L = 65.83'
 E = 2.43'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 140+53.37
 P.T. STA. = 141+19.21

PROP. CURVE POPLAR-30
 PI STA. = 143+00.15
 $\Delta = 8^{\circ} 43' 57''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 17.18'
 L = 34.29'
 E = 0.65'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 142+82.97
 P.T. STA. = 143+17.26

PROP. CURVE POPLAR-31
 PI STA. = 144+13.63
 $\Delta = 19^{\circ} 13' 28''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 16.94'
 L = 33.55'
 E = 1.42'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 143+96.69
 P.T. STA. = 144+30.24

PROP. CURVE POPLAR-32
 PI STA. = 146+29.42
 $\Delta = 23^{\circ} 46' 19''$ (LT)
 D = 57' 17' 45"
 R = 100.00'
 T = 21.05'
 L = 41.49'
 E = 2.19'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 146+08.37
 P.T. STA. = 146+49.86

PROP. CURVE POPLAR-33
 PI STA. = 148+20.05
 $\Delta = 3^{\circ} 00' 23''$ (LT)
 D = 11' 27' 33"
 R = 500.00'
 T = 13.12'
 L = 26.23'
 E = 0.17'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 148+06.93
 P.T. STA. = 148+33.16

PROP. CURVE POPLAR-34
 PI STA. = 152+91.53
 $\Delta = 8^{\circ} 08' 20''$ (LT)
 D = 9' 32' 57"
 R = 600.00'
 T = 42.69'
 L = 85.23'
 E = 1.52'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 152+48.84
 P.T. STA. = 153+34.07

PROP. CURVE POPLAR-35
 PI STA. = 156+73.73
 $\Delta = 36^{\circ} 22' 18''$ (RT)
 D = 14' 52' 55"
 R = 385.00'
 T = 126.48'
 L = 244.40'
 E = 20.24'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 155+47.25
 P.T. STA. = 157+91.65

PROP. CURVE POPLAR-36
 PI STA. = 162+41.45
 $\Delta = 12^{\circ} 51' 20''$ (LT)
 D = 10' 25' 03"
 R = 550.00'
 T = 61.96'
 L = 123.41'
 E = 3.48'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 161+79.48
 P.T. STA. = 163+02.89

PROP. CURVE POPLAR-37
 PI STA. = 166+48.09
 $\Delta = 34^{\circ} 44' 26''$ (RT)
 D = 17' 21' 44"
 R = 330.00'
 T = 103.23'
 L = 200.09'
 E = 15.77'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 165+44.86
 P.T. STA. = 167+44.95

PROP. CURVE POPLAR-38
 PI STA. = 174+37.62
 $\Delta = 4^{\circ} 12' 55''$ (LT)
 D = 7' 38' 22"
 R = 750.00'
 T = 27.60'
 L = 55.18'
 E = 0.51'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 174+10.02
 P.T. STA. = 174+65.20

PROP. CURVE POPLAR-39
 PI STA. = 176+12.64
 $\Delta = 1^{\circ} 29' 55''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 2.94'
 L = 5.88'
 E = 0.02'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 176+09.70
 P.T. STA. = 176+15.58

PROP. CURVE POPLAR-40
 PI STA. = 177+08.65
 $\Delta = 8^{\circ} 55' 08''$ (RT)
 D = 11' 27' 33"
 R = 500.00'
 T = 38.99'
 L = 77.83'
 E = 1.52'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 176+69.65
 P.T. STA. = 177+47.48

PROP. CURVE POPLAR-41
 PI STA. = 177+92.84
 $\Delta = 6^{\circ} 39' 28''$ (RT)
 D = 25' 27' 53"
 R = 225.00'
 T = 13.09'
 L = 26.14'
 E = 0.38'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 177+79.75
 P.T. STA. = 178+05.89

PROP. CURVE POPLAR-42
 PI STA. = 178+64.13
 $\Delta = 7^{\circ} 02' 16''$ (LT)
 D = 11' 27' 33"
 R = 500.00'
 T = 30.75'
 L = 61.42'
 E = 0.94'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 178+33.39
 P.T. STA. = 178+94.80

NOTE:
 SUPERELEVATION IS NOT
 PLANNED ON BIKEPATH.



USER NAME = kjholman
 FILE NAME = 130056-05CURVEDATA_01.dgn
 PLOT SCALE = 100.0000' / in.
 PLOT DATE = 11/29/2017



VILLAGE OF
Hoffman Estates



Plan and Profile Sheets
 Alignment Curve Data

Poplar Creek Bike Path Project

CONTRACT	SECTION	DATE	COUNTY	TOTAL SHEETS	SHEET NO.
13-00091-00-BT		05/19/2017	COOK	13	13

APPENDIX D
ENVIRONMENTAL COORDINATION & CLEARANCES



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

RECEIVED

AUG 20 2015

008082015

Preservation Services

Cook
Kane County
Hoffman Estates
Poplar Creek Bike Trail
Section: 13-00091-00-BT
IDOT Sequence #19177
ISAS Log #15024

August 20, 2015

IHPA REVIEW

HIA _____
AC Concur P 8/24/15
AR _____
File _____

2 copies
+ CD revd.

Federal - Section 106 Project

NO HISTORIC PROPERTIES AFFECTED

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

Dear Dr. Leibowitz:

Enclosed are copies the Phase I Survey Report completed by Illinois State Archaeological Survey personnel concerning archaeological and historical resources potentially impacted by the above referenced project. Survey of the 39-acre project area, or Area of Potential Effect (APE), resulted in the identification one previously recorded archaeological site (11CK488) that appears to have been destroyed by development and largely falls outside the APE. No architectural resources eligible for National Register consideration were identified by IDOT's cultural resources staff.

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 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 project. In accordance with 36 CFR Part 800.3(c)(4), the FHWA will proceed to the next step in the Section 106 process if we do not receive a response from your office within 30 days.

Sincerely,

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

CONCUR

By: Rachel Leibowitz
Deputy State Historic Preservation Officer

Date: 8-27-15



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

Cook
~~Kane County~~
Hoffman Estates
Poplar Creek Bike Trail
Section: 13-00091-00-BT
IDOT Sequence #19177
ISAS Log #15024

August 20, 2015

Federal - Section 106 Project

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Deputy State Historic Preservation Officer
1 Old State Capitol
Illinois Historic Preservation Agency
Springfield, Illinois 62701

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Sincerely,

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

Wetlands

Submittal Date: 01/19/2015	Sequence No: 19177	Project No:
District: 1	Requesting Agency: Local Village of Hoffman Estates	
Contract #:	Job No.: P-91-287-13	
Counties: Cook		
Route: Key Rtes 1304;1022;3374;3376	Marked:	
Street: Poplar Creek Trail	Section: 13-00091-00-BT	
Municipality(ies): Village of Hoffman Estates	Project Length: 4.0234 km 2.5 miles	
FromTo (At): Northwest corner of IL-59 and Shoe Factory Road to Sedge Blvd at Prairie Stone Wellness Center		
Quadrangle: Streamwood	Township-Range-Section: T41N R9E S3,S4;T42N R9E S32	
Survey Target Date: 09/01/2015	Anticipated Design Apprvl: 09/01/2015	Cleared for Design Apprvl: 10/20/2017
Cleared for Letting: 10/20/2017	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
		02/09/2017	Yes			02/09/2017	Yes	10/20/2017	Yes

Comments: rcvd notice of bank location on 3-22-17 (JMV)

Clearances: Cultural: 9/1/2015 Bio 10/20/2017 SW:

Processing Programmatic Action

Individual Compensation Plan Required:

404 Individual Permit Required:

Mitigation Site: Wetland Bank Site
Mitigation Basin: In-Basin
Bank:
Accumulation:

Owner:
Name:
Location:
Size:
Types:
Quad:
Basin:

Processing Comments: Possible banks are Squaw Creek D or Big Sag. Both are in-basin. Per Brian Holman on 3-22-17. (JMV)

Wetland Impacts Evaluation

Submittal Date:	01/27/2016	Submitted By:	<input type="text"/>
Does the project have wetland impacts?	Yes <input type="checkbox"/>	Type:	Permanent <input type="checkbox"/>
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:	A 3:1 H:V sideslope was used to minimize impacts to adjacent wetlands.		
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):	The multi-use paved path will be built primarily along the alignment of an existing dirt trail and an existing utility access road. Realignment would increase costs and incur greater impacts to other wetlands and natural resources.		
Wetland mitigation is being proposed:	wetland bank site <input type="checkbox"/>	<input checked="" type="checkbox"/>	Reviewed

Memo Date: 10/19/2017 **Memo By:** Susan Hargrove

Memo: The WIE for 0.029 acres of wetland impacts was received by this office. Wetland Sites 2, 3, 4, and 6 shall be impacted. WIE bank information was received this date. Wetland mitigation is proposed to occur at in-basin banks Squaw Creek and/or Big Sag 2, both within the project's IWPA drainage basin (Fox River). Thus, mitigation is considered in-basin, with a mitigation ratio of 1.5:1.0. Wetland mitigation acreage is thus 0.0435 acres. This project is cleared for construction with respect to wetlands.

Memo Date: 01/27/2016 **Memo By:** Brian J. Holman, P.E.

Memo: Brian Holman contact information: bjholman@transystems.com

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
2	Wet Shrub	No	No	No	No	3.2	.014	1.5	.021
Basin	07120006	Quadrangle	Streamwood		FQI	8.9			
Describe the work:		Fill							
3	Wet Mead	No	Yes	No	No	1.25	.009	1.5	.014
Basin	07120006	Quadrangle	Streamwood		FQI	9.0			
Describe the work:		Fill							
4	Wet Mead	No	Yes	No	No	0.267	.005	1.5	.008
Basin	07120006	Quadrangle	Streamwood		FQI	5.8			
Describe the work:		Fill							
6	Marsh	No	No	No	No	27.3	.001	1.5	.002
Basin	07120006	Quadrangle	Streamwood		FQI	6.0			
Describe the work:		Fill							
Total							.029		.044

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				Monitoring Agency:
	Received	COE Notified	IDNR Notified	District Notified	
Year 1					Construction Begin Date: <input type="text"/> Construction Complete Date: <input type="text"/> Tasked Date: <input type="text"/> Monitoring Begin Date: <input type="text"/> Monitoring Complete Date: <input type="text"/>
Year 2					
Year 3					
Year 4					
Year 5					

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: Maureen M. Addis By: Thomas C. Brooks
Subject: Natural Resources Review
Date: October 20, 2017

Thomas C. Brooks

Poplar Creek Trail
Sec. 13-00091-00-BT
T42N/R9E/S 32
Seq. No.: 19177
Cook County

The proposed project involves construction of a 2.5 mile long twelve foot wide trail and marked bike route in Hoffman Estates. The trail is partly on an existing dirt trail, partly on an existing utility access road, and passes underneath I-90 on railroad right of way. The on-street path will be marked with bike lanes or shared lane markings.

The entire project requires a total of 11.87 acres of land acquisition. There will be no in stream work. There will be 0.25 acres of urban or scattered trees removed. The land cover in the vicinity of the project is urban residential and Shoe Factory Road Woods Forest Preserve.

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

The Illinois Natural Heritage Database contains records of State-listed threatened or endangered species, an Illinois Natural Area Inventory site (INAI), and a dedicated Illinois Nature Preserve in the vicinity of the project. There is a historic occurrence (last seen in 1995) of yellow-headed blackbird several hundred yards east of the center of the project. The black-billed cuckoo was last found in 2011 just north of IL 72 and the north end of the project. Shoe Factory Road Prairie INAI and Nature Preserve occur just south of Shoe Factory Road south of the project alignment. This site contains state listed woolly milkweed last seen in 2016 and state and federally listed prairie bush clover last seen in 1995. The proposed trail is north of Shoe Factory Road. The Illinois Natural History Survey conducted a botanical survey in 2017 and found no listed plants. Due to the distance of these resources from the project area, historical nature of a resource, lack of habitat within the project area, and negative botanical survey results, there will be no adverse effect by the project on any of the afore-mentioned resources. **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. We reviewed the wetland survey report and the Wetlands Impact Evaluation form and approve them. There are five wetlands located within the ESR limits. There will be impacts to four wetlands totaling 0.029 acres. Compensation for permanent losses will be provided at a commercial wetland bank. **Therefore, 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 Cook County: Northern long-eared bat (NLEB), piping plover, red knot, Eastern massasauga, Hine's emerald dragonfly, rattlesnake-master borer moth, Eastern prairie fringed orchid (EPFO), leafy prairie clover, Mead's milkweed, Prairie bush-clover 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 0.25 acres of urban and scattered 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 areas and determined that there is no USFWS High Potential Zone or RPBB record in the project vicinity. 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

SDH



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:

October 19, 2017

Consultation Code: 03E13000-2017-SLI-0246

Event Code: 03E13000-2018-E-00054

Project Name: Poplar Creek Trail, Seq. No. 19177

Subject: Updated 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: 03E13000-2017-SLI-0246

Event Code: 03E13000-2018-E-00054

Project Name: Poplar Creek Trail, Seq. No. 19177

Project Type: TRANSPORTATION

Project Description: This project involves the construction of a 12 foot wide HMA trail and marked bike route. The proposed trail is partly on existing dirt trail, partly on existing utility access road, and passes underneath I-90 on railroad ROW. The on street path will be marked with bike lanes or shared lane markings.

There will be 11.87 ac of additional land acquisition required for this project. There will be no in stream work. There will be 0.25 ac of tree removal. Land use includes residential, commercial, Poplar Creek Forest Preserve, Sears Centre Arena and Prairie Stone Business Park.

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/42.06885579673873N88.20941174838856W>



Counties: Cook, IL

Endangered Species Act Species

There is a total of 10 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 <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover <i>Charadrius melodus</i> 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 <i>Calidris canutus rufa</i> 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) <i>Sistrurus catenatus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Insects

NAME	STATUS
<p>Hine's Emerald Dragonfly <i>Somatochlora hineana</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7877</p>	Endangered
<p>Rattlesnake-master Borer Moth <i>Papaipema eryngii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7863</p>	Candidate

Flowering Plants

NAME	STATUS
<p>Eastern Prairie Fringed Orchid <i>Platanthera leucophaea</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ 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</p>	Threatened
<p>Leafy Prairie-clover <i>Dalea foliosa</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5498</p>	Endangered
<p>Mead's Milkweed <i>Asclepias meadii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8204</p>	Threatened
<p>Prairie Bush-clover <i>Lespedeza leptostachya</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4458</p>	Threatened

Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.

Sequence #: 19177

Poplar Creek Trail
Resource in Vicinity of Project Polygon

- *T&E
- *Ducks Unlimited Wetlands
- *National Wetlands Inventory
- INAI & NP w/in 1 mile
- *INAI
- *Nature Preserve

No Resource Found

- *INHS Wetland
- *Roadside Prairie Inventory

County: COOK

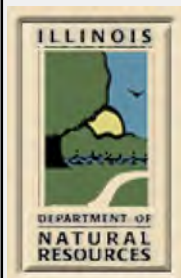
Section(PLSS): 3 42N9E32

Area: 0.08297 sq. miles = 53.10067 acres

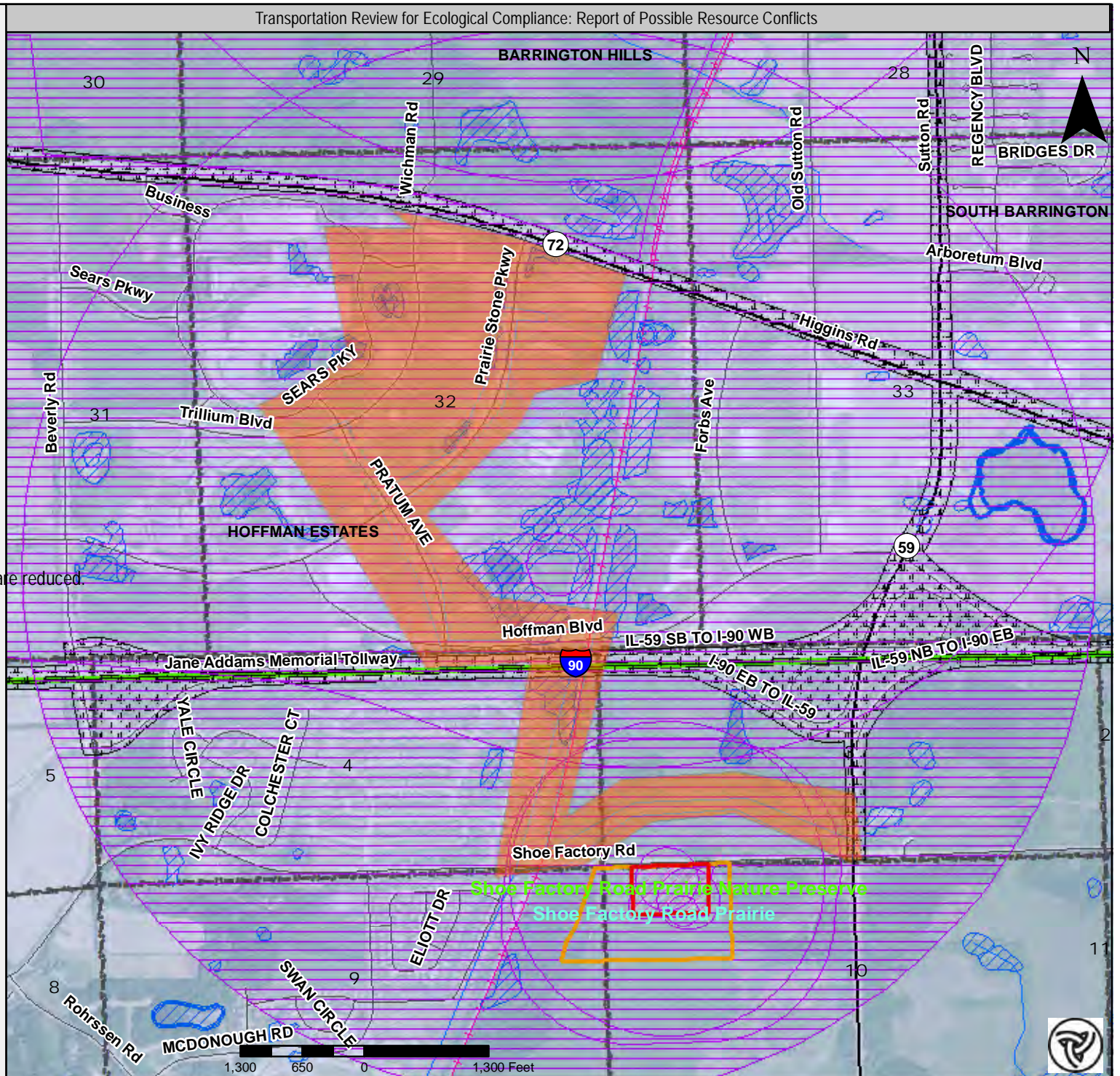
Report created by Janel Veile

This is an update to the old report. Limits are reduced.

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



Include as additional documentation with permit applications (USACE).



MEMORANDUM
PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT AND
PRELIMINARY SITE INVESTIGATION

Shoe Factory Road Bike Path
Hoffman Estates, Cook County, Illinois

Prepared for
TranSystems Corporation

Prepared by:
Huff & Huff, Inc.

July 2014

EXECUTIVE SUMMARY

This is the initial Preliminary Environmental Site Assessment (PESA) and Preliminary Site Investigation (PSI) of man-made hazards that may be encountered within the proposed Project Corridor for the Shoe Factory Road bike path improvements. The Project Corridor consists of two areas of proposed bike path improvements in Hoffman Estates, Cook County, Illinois. The northern portion of the Project Corridor extends from a location approximately 650 feet east of the intersection of Hoffman Boulevard and Pratum Avenue, continuing along Hoffman Boulevard, Pratum Avenue, Prairie Stone Parkway, and Sedge Boulevard. The northern portion consists of areas of existing sidewalk and roadway that is only planned for striping improvements (no proposed excavation). The southern portion of the Project Corridor interconnects with the northern portion and extends east and south along areas of gravel, grass, and deteriorating asphalt. The southern area is planned for installation of an asphalt bike path with limited proposed excavation (two feet or less). The overall length of the Project Corridor is 2.34 miles.

In addition to the bike path installation, the southern portion also contains an area within the right-of-way (ROW) of I-90 planned which is excluded from the Project Corridor (to be addressed by others). The southern portion also includes an approximately 290 foot wide area of existing pavement at the railroad crossing along Shoe Factory Road. As the railroad crossing is already established, no excavation is planned in this area.

PESA and PSI field activities were conducted concurrently on June 3, 2014. Both the northern and southern portions were investigated during the PESA site visit, while PSI sampling was limited to areas of proposed excavation activities. The database search for the Project Corridor was reviewed prior to the site visit. Based on the PESA activities, this assessment has revealed evidence of three potentially impacted properties (PIPs) in connection to the Project Corridor.

The screening process included historical review, a database search, review of available information on the internet, and a site visit. Historical resources included historical aerial photos of the Project Corridor which were reviewed for evidence of former sites that may pose a hazard to the Project Corridor. The database search was reviewed for information (on a local, state, or federal level) on properties that may pose a hazard to the Project Corridor. The site visit was conducted to inspect the sites identified in the database search, as well as identify additional sites adjacent to the Project Corridor with storage areas, spills, staining, or other indications of potential environmental concern. Sites identified through the screening process were reviewed to determine the PIP status in connection to the Project Corridor. The following tables (Tables E-1 through E-4) summarize these sites.

**TABLE E-1
SUMMARY OF SITES DETERMINED TO BE PIPS**

Site Name	Figure 5-1 Site Number	Address	Reason(s)¹
Sensient Flavors	4	5115 Sedge Boulevard	Chemicals listed on Hazardous Waste generator database
Silesia Flavors	7	5250 Prairie Stone Parkway	Violations listed on Hazardous Waste generator database
Railroad	19	Railroad corridor adjacent to east of proposed improvements	Possible petroleum and herbicide impacts

¹Note that only the essential database listings are listed in Table E-1

**TABLE E-2
SUMMARY OF SITES IDENTIFIED ADJACENT TO THE PROJECT CORRIDOR
WITH DE MINIMIS CONDITIONS¹**

Site Name	Figure 5-1 Site Number	Address	Reason(s)
Honda	1	5120 Prairie Stone Parkway	Listed as RCRA Generator
Rexroth	3	5150 Prairie Stone Parkway	Listed in FINDS/FRS and RCRA Generator
Leopardo	5	5200 Prairie Stone Parkway	Listed in FINDS/FRS
Cabela's	6	5225 Prairie Stone Parkway	Listed in FINDS/FRS and RCRA Generator
Vacant Lot	8	5209 Pratum Boulevard	Listed in FINDS/FRS
MDG Office Building / Avenet	11	5450 Prairie Stone Parkway	Listed as RCRA Generator
Vacant Lot	16	5251 Prairie Stone Parkway	Listed in FINDS/FRS
Cook County Forest Preserve	20	2500 Shoe Factory Road	No Areas of Concern as LUST incident further than 5,000 feet away

¹De Minimis based on definition included in ASTM E1527-13

**TABLE E-3
SUMMARY OF SITES IDENTIFIED ADJACENT TO THE PROJECT CORRIDOR
WITH NO PIPs OR DE MINIMIS CONDITIONS**

Site Name	Figure 5-1 Site Number	Address	Reason(s)
Prairie Stone Sport & Wellness / Kinder Care	2	5050 Sedge Boulevard	No Areas of Concern
Fire Station	9	2601 Pratum Avenue	No Areas of Concern
The Saddle Room	10	5217 Pratum Avenue	No Areas of Concern
Sears Center	12	5333 Prairie Stone Parkway	No Areas of Concern
Sears	13	3333 Beverly Road	No Areas of Concern
SBC/Ameritech	14	2777 Pratum Avenue	No Areas of Concern
W-T Engineering	15	2675 Pratum Avenue	No Areas of Concern
Illinois Tollway	17	Tollway Property	No Areas of Concern
Bridlewood Subdivision	18	Residential Area west of Project Corridor	No Areas of Concern

**TABLE E-4
SUMMARY OF SITES IDENTIFIED OFF THE PROJECT CORRIDOR IN THE
DATABASE SEARCH WITH NO PIPs OR DE MINIMIS CONDITIONS^{1,2}**

Site Name	Figure 5-1 Site Number	Address	Database
NIPC Site # 249	A	SE Corner of Higgins and New Sutton, Hoffman Estates, Illinois	NIPC Map

Analytical testing from the portion of the Project Corridor nearest to the railroad PIP indicated soils from the southern portion of the Project Corridor may be handled as Clean Construction or Demolition Debris (CCDD) material, as the sample in this segment achieve the Maximum Allowable Concentrations (MACs) and soil pH requirement.

Areas along which soil excavation is not planned and as a result were not assessed with this PSI include: 1) the entire northern portion of the Project Corridor; and 2) the area of existing pavement at the Shoe Factory Road railroad crossing. The area of ROW along I-90 was also not included as the area is outside of the PESA/PSI footprint and planned to be addressed by others. Based on planned improvements in conjunction with the PESA and PSI findings, additional investigation of the Project Corridor is not necessary.

APPENDIX E
IDOT-FHWA COORDINATION



TranSystems

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MEETING MINUTES

FHWA/IDOT Coordination Meeting
Poplar Creek Trail (Shoe Factory Road Bike Path)
Village of Hoffman Estates
Section 13-00091-00-BT

Date: January 14, 2014
Time: 9:30 a.m.
Location: IDOT District One Executive Conference Room
Attendance: See attached attendance roster

This was the first FHWA/IDOT Coordination Meeting presentation for the Poplar Creek Trail (Shoe Factory Road Bike Path) project. The key goals for the presentation were to get concurrence on the scope of work, logical termini, level of environmental processing, and design criteria.

Project Scope

The project will complete a gap in the off-street trail system and on-street bicycle network in the Village of Hoffman Estates. There are three local agency partners: Village of Hoffman Estates - Lead; Forest Preserve District of Cook County - Financial Participant; and Hoffman Estates Park District - Financial Participant. An interagency agreement (IGA) between the local agency partners has been approved and will be included in the project report.

The project limits are from IL Route 59 to IL Route 72 through the Forest Preserve, adjacent to the CNRR right-of-way, under the Tollway (I-90), and through the Prairie Stone development with connections to Sears Holdings headquarters and the Park District's Prairie Stone Wellness Center. **Concurrence was received on the project termini.**

The trail will start at the IL Route 59/Shoe Factory Road intersection as a 10'-wide asphalt paved path. The existing signalized intersection has pedestrian actuation on the west and north approaches, and therefore, improvements within the intersection will be limited to paved access to the pushbutton and detectable warning if needed. The trail alignment will follow to the west on an established grassed trail within the forest preserve. At the CNRR at-grade crossing, separate signals and gates were completed as part of a previous project and therefore, improvements at the railroad crossing will not be needed. Flagger requirements will be followed for work done within 50' of the railroad. The asphalt path would continue north under I-90 and Hoffman Boulevard adjacent to the west side of the CNRR right-of-way on an alignment that currently provides for an access roadway for the sanitary sewer line for the Prairie Stone development. The Village has coordinated with the Tollway to make provisions for this 10'-wide path as part of the Tollway's plan to widen and reconstruct I-90 in 2015/2016. The Tollway construction of its trail segment will occur separately and prior to this project.



Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
January 14, 2014
Page 2 of 2

Once into the Prairie Stone development, the bike facility would become on-street as shared lanes. The existing streets are boulevards with two lanes in each direction separated by a wide landscaped median. To accommodate an on-street facility, the existing centerline would be moved 1-foot to provide an inside 11' lane with a 13' outside lane (not including an additional foot for the gutter which provides the required 14-foot for the shared lane). **Concurrence was received on the scope of work and design criteria.**

Environmental Processing

Concurrence was received that the project will be processed as a Categorical Exclusion Group I with report, pending the results of the Environmental Survey Request (ESR). FHWA confirmed that there is no 4(f) impact. A public hearing is optional, but if one is held it will follow applicable procedures.

The meeting ended at 9:50 a.m.

By: _____

Joshua Sikich

**APPENDIX F
OTHER COORDINATION**

LOCAL AGENCY COORDINATION

**Village of Hoffman Estates
Transportation and Engineering Division**

**Kick-Off Meeting Minutes
November 20, 2013 – 10:00 AM**

Shoe Factory Road Bike Path Project

Attendees:

Name	Email	Phone
Shelley Walenga	shelley.walenga@hoffmanestates.org	847-252-5805
Mike Hankey	mike.hankey@hoffmanestates.org	847-252-5801
Ashley Monroe	ashley.monroe@hoffmanestates.org	847-781-2669
Gary Salavitch	gary.salavitch@hoffmanestates.org	847-252-5802
Gary Buczkowski	gbuczkowski@heparks.org	847-561-2172
Steve Choe	steven.choe@cookcountyil.gov	708-771-1343
Brian Fairwood	blfairwood@transystems.com	847-407-5280
David Block	dwbblock@transystems.com	847-407-5313
Josh Sikich	jmsikich@transystems.com	312-669-5808

Discussion

1. Introduction:

Attendees introduced themselves. TranSystems is the prime consultant for the project. Hoffman Estates Transportation and Engineering Division is the client. Hoffman Estates Park District and Forest Preserve District of Cook County are funding and decision-making partners.

2. Project Limits

TranSystems reviewed the limits that extend from west of the intersection of Shoe Factory Road and Illinois Route 59/Sutton Road to the Prairie Stone Wellness Center along Prairie Stone Parkway south of Illinois Route 72/Higgins Road. The signals currently accommodate pedestrian and bicycle crossings at each terminus of the project. The alignment follows the description from the Hoffman Estates 2012 ITEP application.

Steve Choe stated that the Forest Preserve is considering constructing a future trailhead and parking lot near the northern terminus but there is no timeline for that project. There is potential for the lot to be located at the Illinois Route 72/Higgins Road and Trillium Boulevard intersection. The Forest Preserve would like the trailhead to connect to this project.

Action: Forest Preserve to identify timeline and status of potential parking lot. Team to determine preferred north logical terminus.

3. Scope Overview

The scope follows the description from the 2012 ITEP application except the I-90 portion will be completed by the Tollway. The project will include an off-road, paved bicycle path along Shoe Factory

Road, railroad right-of-way, and north of Hoffman Boulevard to Pratum Avenue. The alignment will be on-street along Pratum Avenue and Prairie Stone Parkway.

Mike Hankey stated that there is potential to have an off-street rather than on-street alignment in the Prairie Stone area. An existing path south of Cabela's could be upgraded and widened as an alternative. Some structural costs may be saved from the Tollway portion of the project that might be able to be used for this off-street path.

Action: Team to determine preferred project alignment north of Hoffman Boulevard.

4. Facility Types and Design Guidelines

TranSystems will design facilities to IDOT, Forest Preserve, and Hoffman Estates standards. For on-street segments, a bike lane will likely require shifting centerlines. Otherwise there is potential for shared lane bike markings that would not require shifting existing striping. Mike Hankey stated that the affected roads were recently repaved and it is preferred to not move existing striping.

Action: Team to determine preferred bike facility type north of Hoffman Boulevard.

5. IDOT Phase I Processing

The Project Program Information (PPI) form was submitted by Hoffman Estates and approved by IDOT in March 2013. A kick-off meeting between Hoffman Estates and IDOT was held in February 2013. IDOT coordination will be with Bureau of Local Roads and Streets. The team agreed that another kick-off meeting should be held now that the project is underway. The team needs to confirm with IDOT whether a CE I for this project will require a Project Development Report (PDR) or not. This project was approved for Federal Flexible Match (FFM), the first time Hoffman Estates will utilize this funding strategy. The team will discuss with IDOT the potential for overlapping Phase I and II on an expedited schedule.

Action: TranSystems to schedule a December meeting with IDOT, Hoffman Estates Transportation, Hoffman Estates Parks, and Forest Preserve.

6. Property Ownership Issues

The team discussed potential concerns regarding ownership of a 20-ft wide property west of the CN right-of-way. Despite potential ownership snags, an easement currently exists and the property will be publicly owned by one of the project's sponsoring agencies prior to construction.

Action: Hoffman Estates to provide a copy of easement to TranSystems. Hoffman Estates Transportation will check with Village Attorney regarding the current ongoing process of clearing up the ownership of this property.

7. Agency Roles

TranSystems is the prime consultant under contract to Hoffman Estates Transportation and Engineering Division. Hoffman Estates Park District and Forest Preserve District of Cook County are funding and decision-making partners. Once constructed, the Forest Preserve will own and maintain the Forest Preserve portions of the project. Hoffman Estates will own and maintain the other sections.

8. Stakeholder Coordination

The Illinois Tollway and CN Railroad will be stakeholders to be engaged during this project. Coordination with the Tollway is required for the portion of the path under I-90. The estimated letting for that piece of I-90 is 2015/16. The CN Railroad should be included in coordination to ensure that the path adjacent to its right-of-way complies with CN's needs. The funding application allocated approximately \$80,000 for a safety fence along the CN segment. The multiuse path railroad crossing along Shoe Factory Road was recently improved and does not need additional work.

Action: At an appropriate time once the project begins, TranSystems will schedule meetings with the Tollway and CN in order to coordinate as needed.

9. Data Request Items

TranSystems requested data from the agencies. Hoffman Estates has survey benchmarks in Prairie Stone. The Forest Preserve and Hoffman Estates have GIS data including ROW information. Existing plan sets are incomplete. Hoffman Estates will provide 1-ft contour aerials.

Action: Hoffman Estates and Forest Preserve to provide data to TranSystems.

10. Discussion

There will be a public meeting as part of the project. While many advocates favor the project, there is potential for some concerns to be voiced by nearby residents. Underpass lighting is an issue to consider.

The above minutes constitute the author's understanding of the issues discussed and conclusions reached. Please notify the author of any comments or revisions to these minutes within ten (10) days of issue.

Prepared by: Josh Sikich, TranSystems

Date: December 9, 2013



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MEETING MINUTES

IDOT Kick-off Meeting
Poplar Creek Trail (Shoe Factory Road Bike Path)
Village of Hoffman Estates
Section 13-00091-00-BT

Date: December 20, 2013
Time: 9:30 a.m.
Place: IDOT – Bureau of Local Roads and Streets Conference Room
Attendance: See attached attendance roster

The purpose of the meeting was to discuss the project scope, environmental processing, funding, and schedule for the Poplar Creek Trail (Shoe Factory Road Bike Path) project. Introductions took place including the descriptions of roles for the local agency partners: Village of Hoffman Estates – Lead, Forest Preserve District of Cook County – Financial Participant, Hoffman Estates Park District – Financial Participant. An interagency agreement (IGA) between the local agency partners has been approved and a copy of the IGA will be provided to IDOT for reference purposes.

Project Scope

Brian Fairwood reviewed the scope of the project by describing the project limits and facility type. The overall project limits are from IL Route 59 to IL Route 72 through the Forest Preserve, adjacent to the CNRR right-of-way, under the Tollway (I-90), and through the Prairie Stone development with connections to Sears Holdings headquarters and the Park District's Prairie Stone Wellness Center.

From a facility type standpoint, the trail will start at the IL Route 59/Shoe Factory Road intersection as a 10'-wide asphalt paved path. The existing signalized intersection has pedestrian actuation on the west and north approaches, and therefore, improvements within the intersection will not be needed. The trail alignment will follow to the west on an established grassed trail within the forest preserve. At the CNRR at-grade crossing, there exists separate signals and gates that were completed as part of a previous project (See attached map and photos for reference). The asphalt path would continue north under I-90 and Hoffman Boulevard adjacent to the west side of the CNRR right-of-way on an alignment that currently provides for an access roadway for the sanitary sewer line for the Prairie Stone development. The Village has coordinated with the Tollway to make provisions for this 10'-wide path as part of the Tollway's plan to widen and reconstruct I-90 in 2015/2016. Alex Househ reminded the Village that there would need to be an agreement with the Tollway to describe the provisions for accommodating the path and future maintenance considerations.

Once into the Prairie Stone development, the bike facility would become on-street as shared lanes. The existing streets are boulevards with two lanes in each direction separated by a wide landscaped median. To accommodate an on-street facility, the existing centerline would be moved 1-foot to provide an inside 11' lane with a 13' outside lane (not including an additional foot for the gutter which provides the required 14-



Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
December 20, 2013
Page 2 of 2

feet for the shared lane). Mike Hankey from the Village mentioned that during the Phase I studies an off-street facility would be investigated as well. Alex Househ mentioned that the Village would need to request additional ITEP funding for any cost increases for the off-street facility within the Prairie Stone development. Ultimately the bike facility would connect with Sears Holdings headquarters and the Prairie Stone Wellness Center.

Steve Choe, representing the Forest Preserve District, described a nearby future facility improvement in the Spring Creek Forest Preserve on the north side of IL Route 72. Mr. Choe expressed an interest to extend the project limits across IL Route 72 to connect with the future improvement by the Forest Preserve District. Alex Househ explained that this would be a change in scope for the project and it may make more sense to pursue this as a separate project after the forest preserve project is completed.

Environmental Processing

Brian Fairwood requested that the project should be processed as a CE I with report. Mr. Househ questioned the potential 4(f) impact for the forest preserve and deferred a decision for the environmental processing requirements to the FHWA presentation meeting to be scheduled for January 14th.

Project Funding

As previously mentioned the Village is utilizing the FFM program for this project. The Village questioned what was needed from a documentation perspective. Temi Latinwo stated that the documentation could be provided all at once at the end of the Phase I and II engineering work. The Village described that the Phase I and II engineering costs has increased to \$83k per the agreement with TranSystems. Since this amount is more than the \$70k approved by the FHWA, the Village would need to submit a letter to request the increase in the FFM credit amount. The PPI form would then need to be updated to reflect the approved revisions.

Project Schedule

The preliminary schedule for this project is to obtain Phase I Design Approval by October 2014 with a targeted construction letting in April 2015. It was agreed that the schedule would be reviewed after the FHWA meeting determines the level of environmental processing.

Follow-Up Items

- Village will provide IGA to IDOT
- Village will submit FFM credit increase letter to IDOT
- TranSystems will submit the updated PPI to NWMC

The meeting ended at 10:30 a.m.

By: _____

Brian L. Fairwood
cc: All attendees



TranSystems

1475 E. Woodfield Rd.
Suite 600
Schaumburg, IL 60173-5058
Tel 847 605 9600
Fax 847 605 9610

www.transystems.com

MEETING MINUTES

Coordination Meeting
Poplar Creek Trail (Shoe Factory Road Bike Path)
Village of Hoffman Estates
Section 13-00091-00-BT

Date: June 19, 2014
Time: 3:00 p.m.
Place: Hoffman Estates Village Hall
Attendance: See attached attendance roster

The meeting started with introductions. Brian Fairwood welcomed everyone to the meeting and explained that the purpose of the meeting was to discuss the status the Poplar Creek Trail (Shoe Factory Road Bike Path) project.

Jen Golemba discussed the status of the project. Topo survey has been completed along the proposed path alignment. The wetland survey has been completed and the draft report was received. Initial PESA investigations were completed, but the draft report has yet to be received. Initial information received has indicated that the only site of likely special work is the railroad.

Sutton Road to CN Railroad Crossing

The proposed project alignment was reviewed from south to north. The majority of the path east of the railroad was noted to have few engineering challenges. It was noted that the alignment will likely affect two delineated wetlands. While the final determination will be made by the Army Corps (ACOE), Huff & Huff classified them as jurisdictional. Steve Choe recommended that any coordination with the ACOE be started quickly, as previous Forest Preserve interactions with the ACOE have been slow. It was noted that impacts to wetlands would be less than 0.1 acres, and therefore not require an individual permit.

CN Railroad Crossing to I-90

Mike Hankey reviewed the current status of the parcel between the CN railroad and the Bridlewood subdivision. This parcel is currently unincorporated Cook County and had been used by the subdivision for utility access. Currently the property is tax delinquent, and is proceeding through the Cook County court system since Spring 2013 where it will be turned over to the Park District. This process is ongoing with an unknown schedule. At this time, the design and permitting will proceed as if this property is already owned by the Park District.

The path's alignment continuing north adjacent to the railroad was examined. Jen Golemba noted that the wetland delineation had identified the large ditch carrying the tributary of Poplar Creek as a "Waters of the U.S.", but that the project would likely not affect it. Steven Choe inquired if the access road's current creek



Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
June 19, 2014
Page 2 of 3

crossing with two elliptical RCP culverts was wide enough to accommodate the proposed path. TranSystems will confirm if the culvert needs to be extended.

Crossings Underneath I-90 and Hoffman Boulevard

The path's crossing of the Tollway was discussed in detail. Jen Golemba referenced a General Plan & Elevation drawing from the 60% submittal of the Tollway plans. This project is currently on a November 2014 letting. Jen Golemba noted that the Tollway's current bridge project will leave a flat area to the east of the west abutment, on railroad property. She noted that the Tollway recently clarified that it will not be paving this area because the project easement from the railroad does not include the path construction. Steven Choe noted that the bike path should adhere to IDOT bike design standards if possible.

The path's alignment will be within railroad ROW in this area. It was also noted that the railroad will likely request a fence or wall between their tracks and the path. Mike Hankey stated that the Village had discussed the project with the railroad in 2013 after the grant award, but had no further contact.

TranSystems asked whether underpass lighting was desired by the group. The Village stated that it is desired because of the length of the underpass and previous problems in this area. The Village noted that the fixtures should be vandal resistant. Brian Fairwood noted that getting the Tollway to alter their plans for both the path and underpass lighting would be difficult because of the advanced stage of their design and letting schedule. He noted that the Village should contact the Tollway to coordinate the project.

The crossing under Hoffman Boulevard will be located between the existing sloped abutment and CN ROW line. There is a minimum thirteen foot area at the south end of the Hoffman Boulevard Bridge that will be the controlling location for the path in this area. North of the bridge the trail will follow the existing utility access road. TranSystems inquired if the whole access road should be paved, or if the standard 10' path width will be sufficient. Mike Hankey said that the 10' path would be acceptable, but will confirm that with the Village's public works department.

Prairie Stone

TranSystems noted for route continuity that the sidewalk along Hoffman Boulevard should be widened to 10'. The project partners agreed. The Village agreed to forward information regarding ROW and easements through the Prairie Stone development to TranSystems, and will contact the Property Owners Association if necessary.

It was agreed that it made sense to transition the path to on-street at the intersection of Pratum Avenue and Hoffman Boulevard. Jen Golemba discussed that the project had proposed moving the dashed centerline 1' to accommodate the on-street path. Mike Hankey noted that the pavement markings along Pratum were recessed and this should be considered in the proposed design. He requested that TranSystems investigate the use of shared-lane-use arrows (sharrows) as an alternative.



Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
June 19, 2014
Page 3 of 3

The project limits were discussed. The Forest Preserve District suggested extending the on-street path to Trillium Boulevard's intersection with Higgins Road. It was stated that this had previously been discussed and IDOT would require improvements to the intersection that would be beyond the original project budget. It was agreed to maintain the current terminus at the Prairie Stone Sports and Wellness Center.

The meeting adjourned at 4:15pm.

Follow-Up Items

- Village and Park District will provide available Right-of-Way and property information to TranSystems regarding
 - Railroad ROW
 - Sanitary sewer easements along access road
 - Prairie Stone property and easement agreements along Hoffman Boulevard and Pratum Avenue that might affect widening of the sidewalk
 - Plats and current legal status of property between the railroad and Bridlewood subdivision.
- The Village will coordinate with the CN Railway regarding use of their ROW for bike path construction.
- The Village will coordinate with the Tollway regarding the bike path construction underneath the I-90 Bridge and underpass lighting.
- Park District will provide TranSystems with their preferred typical section for the proposed path.
- TranSystems will investigate the use of 'sharrows' for the on-street bike lanes in the Prairie Stone development.
- TranSystems will refine the path alignment and clarify wetland impacts.
- TranSystems will send the draft wetland report to all three of the project partners.
- The wetland delineation requires a jurisdictional determination to be made by the Army Corps of Engineers. The Village will coordinate the jurisdictional determination including all applicable fees.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Brian J. Holman, PE
cc: All attendees



TranSystems

1475 E. Woodfield Rd.
Suite 600
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MEETING MINUTES

Coordination Meeting
Poplar Creek Trail (Shoe Factory Road Bike Path)
Village of Hoffman Estates
Section 13-00091-00-BT

Date: September 3, 2015
Time: 10:00 a.m.
Place: Hoffman Estates Village Hall
Attendance: Mike Hankey, Hoffman Estates
Joe Weesner, Hoffman Estates
Jim Donahue, Hoffman Estates
Brian Fairwood, TranSystems
Jennifer Golemba, TranSystems

The purpose of the meeting was to discuss a private development planned for the corner of Hoffman Boulevard and Pratum Boulevard within the Poplar Creek Trail (Shoe Factory Road Bike Path) project.

The Village presented the plans for the Duluth Trading Company planned for the corner of Hoffman Boulevard and Pratum Boulevard within the Prairie Stone development. The development was currently scheduled to begin construction later this year or early 2016. The development was providing a 10' proposed concrete path both along Hoffman Boulevard and along Pratum Boulevard. The Village had recently provided comments regarding the routing of the path to the north side of the gate at the access drive along Hoffman Boulevard and had asked them to extend the 10' path along Pratum to tie into the recreational path that runs along the wetland area along the north side of the development property. The Village was also to provide an additional comment regarding the routing of the carriage walk from the access road to the Hoffman bridge to leave the existing carriage walk to the west side of the access drive and stub the carriage walk into the proposed path. As part of the development, an easement for the path through the property was obtained from the POA and the path was designated as a public use facility. The Village stated that they will request the electronic CADD files once the developer resubmits the updated plan. With the development constructing this path through their property, the proposed path as part of the bike path project would be considered an existing condition.

The Village also noted that another development was planned for the parcel along the east side of Pratum Boulevard south of Prairie Stone Parkway and was scheduled to begin construction this month with anticipated opening in June/July 2016. The Main Event property planned to replace the existing 5' sidewalk in kind.

The planned routing of the bike path project along Pratum Boulevard was anticipated to be on-street. With the recent property development, several options for the path routing were discussed. These included:



Poplar Creek Trail (Shoe Factory Road Bike Path)

Meeting Minutes

June 19, 2014

Page 2 of 3

- Keeping the on-street path from Hoffman to Prairie
- Utilizing the off-street path from Hoffman Boulevard to the recreational path and then re-establishing the median opening at that point and routing the path back to on-street from this point to the north.
- Continue off-street path from Duluth Trading Company through the Saddle Room and Main Event properties and eliminate the on-street portion on Pratum. This route may require easements from the Saddle Room, Main Event and the POA.

The Village would discuss these options and the easement requirements and identify the preferred route.

Updates on other portions of the project were also discussed:

- The Village noted that they were working with the POA to update the easement language for the portion of the path north of Hoffman Boulevard to include the path use in addition to the existing utility easement. The Village noted that this was scheduled to be modified by the end of August.
- The Village noted that they had no new updates regarding the Bridlewood outlet but would contact the Park District.
- The Village noted that they had been in contact with the Tollway through BV3, the construction manager for the current Tollway project in the project area.
 - The Village noted there is an existing license agreement for the Village utilities within the CN ROW that extends through the Tollway ROW. The Village is working to obtain a copy of this agreement.
 - The Village noted that they had recently provided plats in the area along the north side of the Tollway property that indicated that this property had been dedicated back to the Tollway. In their coordination with the Tollway, it was noted that the Village could declare the existing utility easement for the Village facilities as excess property to be turned over to the Village. The Village noted that they will pursue this option and confirm that the property include the entire width of the proposed path through that property.
 - The Village noted that they had not contacted the Tollway regarding wetland information for the Tollway ROW but would contact them following this meeting. The wetland information remains a critical piece to continuing the Phase I studies in this area that had been previously omitted from the project.
- TranSystems noted that they had spoken with Paul Chojenski of the CN and he would provide the fencing requirements and sample agreement by the middle of next week. The Village and TranSystems will follow up if they do not hear from the CN.

The meeting adjourned at 11:00 am.

Follow-Up Items

- The Village will continue to follow up with the POA regarding the modified easement for path use.
- The Village will follow up with the Park District regarding the Bridlewood outlet.
- The Village will provide any additional comments to the Duluth Trading Company developer and request electronic CADD files.
- The Village will provide their preferred routing of the path along Pratum Boulevard.



Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
June 19, 2014
Page 3 of 3

- The Village will coordinate with the Tollway regarding any completed wetland delineation and wetland impacts within the Tollway ROW. The Village will also work with the Tollway to obtain the existing license agreement for the Tollway property and to declare the portion of the ROW north of the Tollway ROW as excess property.
- The Village will update the PPI form and coordinate through the project liaison.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Jennifer M. Golemba, PE
cc: All attendees

**INTERGOVERNMENTAL AGREEMENT AND LICENSE BY, BETWEEN, AND
AMONG THE VILLAGE OF HOFFMAN ESTATES, THE HOFFMAN ESTATES
PARK DISTRICT
AND
THE FOREST PRESERVE DISTRICT OF COOK COUNTY**

This INTERGOVERNMENTAL AGREEMENT AND LICENSE (hereinafter referred to as the "AGREEMENT") is by, between, and among **THE VILLAGE OF HOFFMAN ESTATES**, a municipality of the State of Illinois (the "the Village"), **THE HOFFMAN ESTATES PARK DISTRICT**, a body politic and corporate of the State of Illinois (the "Park District"), and **THE FOREST PRESERVE DISTRICT OF COOK COUNTY**, a body politic and corporate of the State of Illinois (the "Forest Preserves"). The Forest Preserves, Park District, and Village individually shall be referred to as "PARTY", and collectively shall be referred to as the "PARTIES".

WITNESSETH:

WHEREAS, the continued development and organization of the metropolitan areas has increased public awareness of the importance of maintaining open space and providing recreational opportunities for individuals throughout the metropolitan area; and

WHEREAS, the Forest Preserves by virtue of its powers, as set forth under the Cook County Forest Preserve District Act, 70 ILCS 810/0.01 *et seq.*, is authorized to enter into this AGREEMENT; and

WHEREAS, Article VII, Section 10 of the Constitution of the State of Illinois authorizes and encourages units of local government to contract or otherwise associate among themselves and with the State to obtain or share services and to exercise, combine or transfer any power or function; and

WHEREAS, The Intergovernmental Cooperation Act, 5 ILCS 220/1 *et seq.*, authorizes and encourages cooperative agreements between units of Illinois' state and local government; and

WHEREAS, the Parties desire to participate in the design, engineering and construction of certain planned improvements on land owned by the Parties including, but not limited to a new connection to a Park District facility, paving the existing ½ mile unpaved recreational path leading through the Poplar Creek Forest Preserve from Route 59 to Shoe Factory Road, construction of a bicycle and pedestrian undercrossing of Interstate Highway I-90, making improvements to the existing Shoe Factory Road facilities owned by the Forest Preserve District of Cook County, and constructing improvements in the Prairie Stone Business Park owned by the Village of Hoffman Estates, (collectively, the "Project"); and

WHEREAS, the Village requests that the Forest Preserves and the Park District allow the Village access to and the use of the Popular Creek Forest Preserve and the other areas generally depicted in Exhibit A (the "SITE"), for the Project; and

WHEREAS, the total cost of the Project is estimated to be eight-hundred forty-five thousand and three-hundred ten dollars (\$845,310); and

WHEREAS, the Village has applied for, and received, a federal grant through the Illinois Department of Transportation's Illinois Transportation Enhancement Program ("ITEP") for up to the amount of six-hundred and seventy-six thousand dollars (\$676,248) or 80% of the total costs for all phases of the Project ;

WHEREAS, under the terms of the ITEP grant, the Parties are collectively responsible for twenty percent (20%) of all phases of the engineering costs and twenty percent (20%) of construction costs associated; and

WHEREAS, the ITEP grant will be administered by the Illinois Department of Transportation ("IDOT"), which shall be responsible for approving all reimbursement requests pursuant to the terms of the ITEP grant; and

WHEREAS, the Parties each have agreed collectively to pay 20% of the engineering and construction costs for the Project; and

WHEREAS, the estimated allocation of costs for the Project are set out in the Project Funding Breakdown dated May 25, 2012 ("Project Estimate"), which is attached hereto and incorporated herein as Exhibit B; and

WHEREAS, the Parties, by this instrument, desire to memorialize their respective obligations and responsibilities toward engineering, construction and funding of the Project as well as future maintenance responsibilities of the completed Project.

NOW, THEREFORE, in consideration of the mutual promises, terms and conditions set forth herein, and in the spirit of intergovernmental cooperation, the Parties agree as follows:

1. **Incorporation of Recitals.** The recitals set forth above are incorporated herein and made a part thereof.
2. **Term and Termination**
 - 2.1 **Agreement Term.**

This Agreement among the Parties shall become effective on the date it is authorized and executed fully by the Parties (the "Effective Date") and shall extend until it is terminated pursuant to Section 2.2 below.

2.2 Termination. Prior to the beginning of construction of the Project, any of the Parties may terminate this Agreement upon sixty days' notice for any reason or for no reason at all. Once the construction contemplated herein is begun, a non-breaching Party may terminate this agreement at any time after a breaching Party has been provided written notice (pursuant to Section 8 of this Agreement) of its breach and failed to cure such breach within ninety of receipt of the notice. In addition, termination of this Agreement may be achieved at any time through written agreement of the Parties.

3. Project Funds

3.1 ITEP Funds Share of Project Cost. The Parties acknowledge and agree that a maximum of Six-Hundred and Seventy-Six Thousand Dollars (\$676,248.00), which represents eighty percent (80%) of the estimated share of the costs of the Project, in Federal Funds is available toward the engineering, construction, and construction engineering costs of the Project.

3.2 Forest Preserves' Share of the Project Cost. The Forest Preserves shall pay ten percent (10%) of the total costs for the Project. The Forest Preserves' total estimated share of the cost for the Project is \$84,531.

3.3 Park District's Share of the Project Cost. The Park District shall pay five percent (5%) of the total costs for the Project. The Park District's total estimated share of the cost for the Project is \$42,265.50.

3.4 Village's Share of the Project Cost. The Village shall pay five percent (5%) of the total costs for the Project. The Village's total estimated share of the cost for the Project is \$42,265.50.

3.5 Cost Estimates. The Project Estimate described in Exhibit B is only an estimate and does not limit the financial obligations of the Parties as described in 3.1, 3.2, 3.3, and 3.4 above. Notwithstanding the forgoing, the Parties' obligations to pay for eligible items shall be based upon the actual quantities used and the contract unit prices as awarded.

3.6 Payments. As lead agency for the project, the Village will send invoices to the Forest Preserves and Park District for their respective shares of the engineering cost. Upon award of contract for engineering services, 50% of the of each Party's total cost share will be invoiced, with payment due within 30 days per Village requirements. An additional 25% of the Parties' respective total shares will be due upon IDOT approval of Phase II. The final 25% will be invoiced on a progress basis during Phase III.

4. Forest Preserves' Responsibilities.

4.1 Land Use. The Forest Preserves agrees to allow the Project to be constructed on

land presently owned, as is necessary for the completion of its construction.

- A. This Agreement shall constitute a license for the Village and the Park District to design, construct, install, and complete the Project in the designated areas identified on Exhibit A. The term of the license granted herein shall expire on December 31, 2016 (the "Term").
 - B. Ingress and Egress: the Village and the Park and their respective employees, contractors, suppliers, servicemen and invitees are further granted the right of ingress and egress, during the Forest Preserves' normal hours of operation, to the SITE for the purpose of completing the Project.
 - C. Hours of Operation: the Village and the Park District are permitted to exercise its rights under this Agreement from dusk till dawn. Notwithstanding the foregoing, if the Village and/or Park District desire access to the SITE after public hours of operation, except in cases of emergency, the Village and/or Park District will make reasonable efforts to notify the Forest Preserves' Representative identified in Section VIII(M) of this Agreement prior to entry, or as soon as practicable thereafter.
- 4.2 Transfer of Responsibility. Upon completion of the Project, the Forest Preserves will assume full responsibility for the maintenance and operation of the segment of Project located on Forest Preserves property.
- 4.3 Plan Review and Approval. The Forest Preserves shall review and, if acceptable to the Forest Preserves in its sole discretion, grant and consent to any and all permits, rights of access (ingress and egress), temporary use to the Village, without charge to the Village. Any permit for right of access, temporary use shall not be unreasonably withheld by the Forest Preserves.
- 4.4 Payment. The Forest Preserves will pay to the Village its share of Project costs upon receipt of invoices for engineering services and construction of the Project as specified in Section 3.6.
- 4.5 Consultant Services Selection. The Forest Preserves agrees to cooperate with the Park District and Village on the selection of an engineering consultant for services related to design and construction of the Project.
- 5. Park District's Responsibilities.**
- 5.1 Plan Review and Approval. The Park District will review project plans and related documents and provide comments to the Village in a timely manner.
- 5.2 Payment. The Park District will pay to the Village its share of Project costs upon receipt of invoices for engineering services and construction of the Project as

specified in Section 3.6.

5.3 Consultant Services Selection. The Park District agrees to cooperate with the Forest Preserves and Village on the selection of an engineering consultant for services related to design and construction of the Project.

6. Village's Responsibilities.

6.1 Lead Agency. The Village agrees to act as the lead Agency for the Project.

- A. The Village agrees to secure preliminary and final design engineering, obtain necessary surveys, and prepare the final plans and specifications for the PROJECT subject to the Forest Preserves' approval.
- B. The final approved plans and specifications for the Project shall be promptly delivered to the Forest Preserves by the Village.
- C. The Village agrees to assume the overall Project responsibility, including assuring that all permits, required insurance and other documentation as may be required by the PROJECT are secured by the PARTIES hereto in support of general project schedules and deadlines. All PARTIES hereto agree to cooperate, insofar as their individual jurisdictional authorities allow, with the timely acquisition and clearance of said permits and agreements and in complying with all applicable Federal, State, and local regulations and requirements pertaining to work proposed for the Project.

6.2 Construction.

- A. The Village shall advertise and receive bids, provide construction engineering inspections for and cause the Project to be constructed concurrently in accordance with the approved plans and specifications, in addition to doing the following:
 - 1. Monitor the performance of construction work and serve as a liaison between the respective Parties and the construction company. With the cooperation of the Forest Preserves, the Village shall supply its contractor with the information and documents the contractor needs for the construction of said Project; and
 - 2. Execute, including payment of invoices for work completed, all of the Village's obligations under the contract with the construction company, unless the Village is excused from performance thereunder due to breach by the Contractor; and
 - 3. Assist each Party with documentation reasonably necessary for informational or financial purposes regarding the construction of said Project.

4. Before construction or repair commences, the Forest Preserves shall be furnished with a copy of all contracts related to the construction or repair of said Project. The Forest Preserves shall have the right to monitor construction and repair of said Project and insist that said Project are constructed according to Plan as well as within proper time periods.
-
- B. After award of the construction contract(s), any proposed deviations from the plans and specifications that affect the Forest Preserves shall be submitted to the Forest Preserves for approval prior to commencing such work. The Forest Preserves shall review the proposed deviations and indicate its approval or disapproval thereof in writing. If the proposed deviation to the plans and specifications are not acceptable, the Forest Preserves shall detail in writing its specific objections.
 - C. After award of the construction contract(s), assuming there are no proposed deviations from the plans and specifications that affect the Forest Preserves, the Village shall provide no less than five (5) calendar day's written notice to the Forest Preserves prior to commencement of work on the Project.
 - D. The Forest Preserves and its authorized agents shall have all reasonable rights of inspection (including pre-final and final inspection) during the progress of work included in the Project that affects the Forest Preserves. The Forest Preserves shall assign personnel to perform inspections on behalf of the Forest Preserves of all work included in the PROJECT that affects the Forest Preserves' property, and will deliver written notices to the Chief Engineer of the Village advising the Village as to the identity of the individual(s) assigned to perform said inspections.
 - E. Notices required to be delivered by either PARTY pursuant to this AGREEMENT shall be delivered as indicated in Section VIII of this AGREEMENT.
 - F. The Village shall give notice to the Forest Preserves upon completion of 70% and 100% of each of the Project, and the Forest Preserves shall make an inspection thereof not later than fourteen (14) calendar days after notice thereof. The PARTIES acknowledge that, if the Project is constructed at different times, each may reach 70% and 100% completion at different times and, therefore, there may be up to four (4) such inspections. The Village's representative shall join in on such inspection. In the event said inspections disclose work that does not conform to the approved final plans and specifications, the Forest Preserves' representative shall give immediate verbal notice to the Village's representative of any deficiency, and shall thereafter deliver within five (5) calendar days a written list identifying such deficiencies to the Chief Engineer of the Village. Deficiencies thus identified shall be subject to joint re-inspection upon completion of the corrective work. The Forest Preserves shall perform such joint re-inspections within fourteen (14) calendar days after receiving notice from the Village that the deficiencies have been remedied.

- 6.3 Consultant Services Selection. The Village will seek input from the Forest Preserves and Park District on the selection of an engineering consultant to provide design and construction services for the Project.
- 6.4 Payment. The Village agrees to enter into a contract with the selected engineering consultant for design and construction services for the Project. The Village will invoice the other Parties for their shares of the engineering services. As lead agency, the Village will invoice the Parties for their shares of construction.
- 6.5 Timing of Payments. As lead agency, the Village will determine through coordination with IDOT the schedule for payment of the local funding shares based on criteria used for this federal funding program. Any payments made by the Parties will count toward those individual shares of the total project costs.

7. General Provisions.

7.1 It is understood and agreed that this is an AGREEMENT by, between, and among the Parties.

7.2 It is understood and agreed that this AGREEMENT constitutes the complete and exclusive statement of the agreement of the PARTIES relative to the subject matter hereof and supersedes all previous oral and written proposals, negotiations, representations or understandings concerning such subject matter.

7.3 Wherever in this AGREEMENT approval or review by any of the Parties is provided for, said approval or review shall not be unreasonably delayed or withheld.

7.4 Not later than fourteen (14) calendar days after execution of this AGREEMENT each PARTY shall designate in writing a representative who shall serve as the full time representative of the said PARTY during the carrying out of the execution of this AGREEMENT. Each representative shall have authority, on behalf of such PARTY, to make decisions relating to the work covered by this AGREEMENT. Representatives may be changed, from time to time, by subsequent written notice. Each representative shall be readily available to the other PARTY.

7.5 This AGREEMENT may be executed in three (3) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.

7.6 This AGREEMENT may only be modified by written modification executed by duly authorized representatives of the PARTIES hereto.

7.7 This AGREEMENT and the covenants contained herein shall become null and void in the event the contract covering the construction work contemplated herein is not awarded within three (3) years subsequent to the date of execution of this AGREEMENT.

7.8 This AGREEMENT shall be binding upon and inure to the benefit of the PARTIES hereto and their respective successors and approved assigns.

7.9 The failure by any of the Parties to seek redress for violation of or to insist upon the strict performance of any condition or covenant of this AGREEMENT shall not constitute a waiver of any such breach or subsequent breach of such covenants, terms, conditions, rights and remedies. No provision of this AGREEMENT shall be deemed waived by any of the Parties unless such provision is waived in writing.

7.10 It is agreed that the laws of the State of Illinois shall apply to this AGREEMENT and that, in the event of litigation, venue shall lie in Cook County, Illinois.

8. **Notices.** All written reports, notices and other communications related to this AGREEMENT shall be in writing and shall be personally delivered, mailed via certified mail, overnight mail delivery, or electronic mail delivery to the following persons at the following addresses:

Forest Preserve Forest Preserves of Cook County
Attn: Dave Kircher
536 North Harlem Avenue
River Forest, IL 60305
Tel (708) 771-1172
Fax (708) 771-1360

Village of Hoffman Estates
Attn: Michael Hankey, Director of Transportation and Engineering
1900 Hassell Road
Hoffman Estates, IL 60169
Tel (847) 252-5801
Fax (847) 781-2679

Hoffman Estates Park District
Attn: Gary Buczkowski, Director of Planning and Development
1685 W. Higgins Road
Hoffman Estates, IL 60169
Tel (847) 310-3606
Fax (847)

9. **No Estate in Land.** This Agreement creates a license only for purpose of completing the Project. Neither the Village nor the Park District shall be deemed

to hold and shall not claim at any time any interest or estate of any kind or extent whatsoever in any Forest Preserves property by virtue of this Agreement.

10. **Insurance and Casualty.** The Village, the Park District and their respective Contractors shall maintain the following insurance coverage relating to the construction and repair of said Project:

10.1 Worker's Compensation and Occupation Disease Insurance, in accordance with the laws of the State of Illinois, or any other applicable jurisdiction, covering all employees who are to provide a service under this Agreement. Employer's liability coverage with limits of not less than \$500,000.00 for bodily injury by each accident and \$500,000.00 for bodily injury by disease for each.

10.2. Commercial General Liability Insurance (Primary and Umbrella): Commercial General Liability Insurance or equivalent with limits of not less than \$2,000,000.00 combined single limits per occurrence and aggregate for bodily injury, property damage and personal injury.

10.3. Automobile Liability Insurance (Primary and Umbrella) Commercial Automobile Liability Insurance covering owned, non-owned, and hired vehicles, including the loading and unloading thereof, with limits of not less than \$1,000,000 per occurrence combined single limit, for bodily injury and property damage.

10.4. Insurance Requirements: All policies of insurance required hereunder shall be written by carriers, which possess A- policyholders rating or better and a minimum Class VII financial size category as listed at the time of issuance by AM. Best Insurance Reports (the aforesaid rating classifications to be adjusted if and to the extent that Best adjusts its rating categories). The Commercial General Liability Policy and Automobile Liability Policy shall be on a primary and non-contributory basis with respect to any insurance or self-insurance programs carried or administered by the Forest Preserves.

A. All policies of commercial general liability insurance shall name the Forest Preserves as an Additional Insured for any and all injury, damage, liability, expenses or judgments arising out of the construction and repair of said Trail and overpass.

B. All policies shall provide that they may not be canceled, renewed or reduced unless at least thirty days' prior written notice thereof has been proven to the Additional Insured.

C. Insurance Certificates: Village or Contractor may furnish insurance certificates as evidence of the required coverage to the Forest Preserves. No construction shall commence prior to the Forest Preserves' approval of the insurance coverage.

11. **Indemnification.** To the extent permitted by law, the Village and the Park District shall protect, indemnify, defend and save harmless the Forest Preserves, its Commissioners, officers, agents, servants and employees from and against any and all liabilities, losses, damages, costs, expenses, attorney fees, causes of actions, suits, claims, damages or judgments of any nature whatsoever arising from the Village and/or its Contractor's completion of the Project. To the extent permitted by law, the Village and the Park District hereby waive all claims for recovery from the Forest Preserves, its Commissioners, officers, agents, servants and employees for any loss or damage to any of its personal property arising from this Agreement.

IN WITNESS THEREOF, the PARTIES have executed this AGREEMENT on the dates indicated.

THE FOREST PRESERVE DISTRICT OF COOK COUNTY

By: Toni Preckwinkle Date: _____
Toni Preckwinkle, President

Attest: Matthew B. DeLeon Date: _____
Matthew B. DeLeon, Secretary

Arnold Randall Date: 9.17.13
Arnold Randall, General Superintendent

Dennis White Date: _____
Dennis White, Chief Attorney

HOFFMAN ESTATES PARK DISTRICT

By: Kevin R. Gray Date: 11.13.13

By: Debra Barton Date: 11.13.13

VILLAGE OF HOFFMAN ESTATES

By: AW Maria D. McLeod

Date: 11-11-13

By: Lew Roman

Date: 11/11/13

Hoffman Estates – ITEP 2012 – Poplar Creek Path and I-90 Undercrossing Project Location Map



Construction Cost Estimate

ITEP Application: Village of Hoffman Estates - Shoe Factory / I 90 Bicycle and Pedestrian Project
 Jurisdiction: Village of Hoffman Estates

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
Asphalt Path - On Existing Utility Access Road	SF	13,800	\$2.20	\$30,360.00
Asphalt Path - New Path and Forest Preserve Corridor	SF	53,650	\$4.40	\$236,060.00
Retaining Wall	SF	2,200	\$50.00	\$110,000.00
Safety Fencing	FT	2,500	\$33.00	\$82,500.00
Regrading	CY	700	\$33.00	\$23,100.00
Earth Excavation	CY	4,730	\$33.00	\$156,090.00
Restoration (Topsoil and Seed)	SY	3,800	\$9.00	\$34,200.00
Signage and Striping	LSUM	1.00	\$11,000.00	\$11,000.00
Clearing	LSUM	1	\$5,500.00	\$5,500.00
Mobilization	LSUM	1	\$16,500.00	\$16,500.00

Total Estimated Construction Cost: **\$705,310.00**

Summary of Estimated Total Cost

Type of Work	Federal Share	Sponsor Share (Local Match)	Ineligible Items	Total
Preliminary Engineering I	\$ 28,000.00	\$ 7,000.00	\$ -	\$ 35,000.00
Preliminary Engineering II	\$ 28,000.00	\$ 7,000.00	\$ -	\$ 35,000.00
Right-of-Way Acquisition	\$ -	\$ -	\$ -	\$ -
Utility Relocations	\$ -	\$ -	\$ -	\$ -
Construction	\$ 564,000.00	\$ 141,310.00	\$ -	\$ 705,310.00
Construction Engineering	\$ 56,000.00	\$ 14,000.00	\$ -	\$ 70,000.00
Total Project Costs	\$ 676,000.00	\$ 169,310.00	\$ -	\$ 845,310.00

RAILROAD COORDINATION



TranSystems

1475 E. Woodfield Rd.
Suite 600
Schaumburg, IL 60173-5058
Tel 847 605 9600
Fax 847 605 9610

www.transystems.com

MEETING MINUTES

CN Coordination Meeting
Poplar Creek Trail (Shoe Factory Road Bike Path)
Village of Hoffman Estates
Section 13-00091-00-BT

Date: January 7, 2015
Time: 9:00 a.m.
Place: CN Offices – Homewood, IL
Attendance: See attached attendance roster

The meeting started with introductions. Mr. Fairwood welcomed everyone to the meeting and explained that the purpose of the meeting was to discuss the Poplar Creek Trail (Shoe Factory Road Bike Path) project.

Project Scope and Schedule

Ms. Golemba provided a summary of the project scope. The Poplar Creek Trail project involves paving an existing dirt path in the Forest Preserve south of I-90 and east of the CN railroad. This portion of the path will utilize the existing railroad crossing along Shoe Factory Road constructed a few years ago. The path will then follow the existing access road along the Bridlewood subdivision and a proposed path will be constructed connecting this to the Prairie Stone Business Park north of I-90. The portion of the path crossing under I-90 is within the new bridge limits of the Illinois Tollway. The Illinois Tollway is rebuilding the I-90 bridge over the CN railroad during 2015 and 2016 and has denoted a 12' area between the existing bridge pier and the proposed bridge abutment for the future bike path. The path will also cross underneath the Hoffman Boulevard Bridge before following an existing access drive and entering the Prairie Stone Business Park. There are existing agreements with the CN for both of these bridges. There is also an existing license agreement for the crossing at Shoe Factory Road.

The project is being constructed with federal grant money that was awarded in 2014. The project is a joint project of the Village of Hoffman Estates, Forest Preserve District of Cook County and the Hoffman Estates Park District.

Railroad Coordination

The bike path underneath the I-90 Tollway Bridge will be on CN ROW and the portions of the path just north and south of the Tollway Bridge will also be on CN ROW. One of the main purposes of the meeting was to discuss the location of the path within the CN ROW and also the requirements for agreements needed between Hoffman Estates and the CN. In addition, fencing or barrier separation requirements between the path and the railroad tracks were discussed. There is an existing fence between the existing access drive under Hoffman Boulevard and the railroad tracks. Underneath the I-90 bridge, the existing crash wall from the old bridge will remain in place following the I-90 construction. South of the I-90 bridge, the existing access drive is separated from the railroad with a line of dense shrubbery and an existing ditch. It was discussed that some of the shrubbery would be removed with path construction. Mr. Chojenski noted that



Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
January 7, 2015
Page 2 of 2

he would discuss the path with others at the CN and follow up with the separation requirements, agreement requirements and any other requirements needed in order to construct the path within one month. He would determine where any fencing and or barriers would be needed and provide information on acceptable types of fencing/barriers.

The project is currently is in preliminary Phase I design. Following Phase I approval, contract plans will be prepared. Preliminary design is scheduled to be completed in Summer 2015 with construction to follow in 2016. There is an expiration date on the grant money that has been awarded for the project.

The meeting adjourned at 10:00 am.

Follow-Up Items:

- **CN Railroad will provide the following to the Village and TranSystems:**
 - CN agreement requirements
 - CN fencing/barrier requirements for separation between bike path and railroad – both type and location

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Jennifer M. Golemba, PE
cc: All attendees

MEETING MINUTES

CN Coordination Field Meeting
Poplar Creek Trail (Shoe Factory Road Bike Path)
Village of Hoffman Estates
Section 13-00091-00-BT

Date: July 1, 2015
Time: 1:30 p.m.
Place: Project Site: EJ&E Crossing underneath I-90 – Hoffman Estates, IL
Attendance: Mike Hankey (Village of Hoffman Estates)
Joe Weesner (Village of Hoffman Estates)
Paul Chojenski (CN)
Jennifer Golemba (TranSystems)
Brian Holman (TranSystems)

The focus of the meeting was to review the field conditions and decide what was needed to safely separate future path users from railroad operations. Paul Chojenski of the CN examined the project area, and stated there would be three areas of fencing required by the CN in addition to the existing bridge piers on Hoffman Boulevard and I-90.

- A fence from where the path crosses the culverts north to connect to the existing I-90 crash wall portion of the bridge pier which is to remain in place.
- A fence connecting the existing I-90 crash wall portion of the bridge pier (to remain in place) and the Hoffman Boulevard bridge pier.
- A fence from the Hoffman Boulevard bridge pier north along the wetlands far enough to discourage trespassing onto railroad right-of-way. Existing fence along the Hoffman Boulevard bridge pier could remain in place.

General location of fencing requested by CN





Poplar Creek Trail (Shoe Factory Road Bike Path)
Meeting Minutes
July 1, 2015
Page 2 of 2

Mr. Chojenski stated that he would provide CN's height and type requirements for the fencing. Mr. Hankey noted that if the existing style of fencing currently in use near Hoffman Boulevard meets CN's requirements, it should be used north of I-90 to match existing Prairie Stone aesthetics. South of I-90 would not necessarily need to match this style of fencing.

Mr. Chojenski stated he would provide a draft letter outlining the requirements in about two weeks. A draft of license agreement will be provided by CN in early August.

Follow-Up Items:

- CN Railroad will provide fencing type and size requirements in approximately two weeks
- CN Railroad will provide a draft agreement by early August.

The meeting adjourned at 2:30 pm.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Brian J. Holman, PE
cc: All attendees

UTILITY COORDINATION

From: hptickets@translore.com
Sent: Monday, June 30, 2014 6:03 PM
To: CH-Brian Holman
Subject: High Profile X1811892

AT&T DAMAGE PREVENTION

***** FIBER OPTIC UTILITY LOCATE NOTIFICATION *****



Ticket #: **X1811892**
Ticket Address:
Place: |**HANOVER**
Caller Name: **BRIAN HOLMAN**
Caller Phone:
Contractor Name: **TRANSYSTEMS**
Contractor Phone: **847-605-9600**

THIS LOCATE REQUEST IS NEAR AN AT&T FIBER OPTIC FACILITY;

BEFORE DIGGING IN THIS AREA WAIT ON THE LOCATES TO BE PERFORMED, TAKE CARE TO OBSERVE SITE MARKINGS SUCH AS PAINT AND FLAGS;

HAND DIGGING IS MANDATORY WITHIN THE STATUTORY TOLERANCE ZONE

DAMAGE PREVENTION IS EVERYONE'S RESPONSIBILITY
THANK YOU

Contact Information

One Call Center: Any questions pertaining to a dig ticket should be directed to the state One Call (for example: location requested, utilities in the area or notification processes).

Illinois Digger, 312-744-7000

Illinois Julie, 800-892-0123

AT&T Distribution Damage Prevention: If assistance is needed during an excavation involving AT&T facilities or locate issues:
Sharon Tiljak, 708-709-2523

AT&T Distribution Locate Vendor: If assistance is needed with interpretation of markings or locate issues notify locate company for area.

USIC: 800-762-0592

Damage Reporting to AT&T Distribution:

888-611-4466 prompt #5, then prompt #1

From: hptickets@translore.com
Sent: Monday, June 30, 2014 6:03 PM
To: CH-Brian Holman
Subject: High Profile X1811887

AT&T DAMAGE PREVENTION

***** FIBER OPTIC UTILITY LOCATE NOTIFICATION *****



Ticket #: **X1811887**
Ticket Address:
Place: **HOFFMAN EST.** |
Caller Name: **BRIAN HOLMAN**
Caller Phone:
Contractor Name: **TRANSYSTEMS**
Contractor Phone: **847-605-9600**

THIS LOCATE REQUEST IS NEAR AN AT&T FIBER OPTIC FACILITY;

BEFORE DIGGING IN THIS AREA WAIT ON THE LOCATES TO BE PERFORMED, TAKE CARE TO OBSERVE SITE MARKINGS SUCH AS PAINT AND FLAGS;

HAND DIGGING IS MANDATORY WITHIN THE STATUTORY TOLERANCE ZONE

DAMAGE PREVENTION IS EVERYONE'S RESPONSIBILITY
THANK YOU

Contact Information

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USIC: 800-762-0592

Damage Reporting to AT&T Distribution:

888-611-4466 prompt #5, then prompt #1

From: [CH-Jennifer Golemba](#)
To: [Daniel Dinges](#); [CH-Brian Holman](#)
Subject: RE: Poplar Creek Trail Extension
Date: Friday, July 11, 2014 8:26:52 AM

Daniel,

Thanks for your response. We will make note of that.

Jen

From: Daniel Dinges [mailto:ddinges@vbartlett.org]
Sent: Thursday, July 10, 2014 7:38 AM
To: CH-Jennifer Golemba; CH-Brian Holman
Subject: Poplar Creek Trail Extension

Hello Jennifer & Brian,

We received your letter dated July 1, 2014 regarding the Poplar Creek Trail extension. The Village of Bartlett limits do not extend this far north so we do not have any atlas maps for the area you are requesting.

Thanks,
Dan Dinges, P.E.
Director of Public Works
Village of Bartlett
Phone (630) 837-0811

Please consider the environment before printing this e-mail.



August 6, 2014

Transystems
1475 E. Woodfield Rd, Ste. 600
Schaumburg, IL 60173
Attn: Jennifer Golemba, P.E.

**Re: Utility Information Request
Poplar Creek Trail Extension
Shoe Factory Rd/ Prairie Stone Business Park
Hoffman Estates, Illinois
Section: 13-00091-00-BT
JULIE Design Ticket #X1811887, X1811892
Cook County, Illinois**


Dear Ms. Golemba:


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

Please note that our underground fiber extends from just west of the railroad tracks to east of Sutton Rd (Rte 59) in the south ROW of Shoe Factory Rd.

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

Very truly yours,


Robert L. Schuller, Jr.
Right-of-Way Manager
Greater Chicago Market

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

Encl: 1 Drawing

RECEIVED

AUG 08 2014



From: [Illinois Damage](#)
To: [CH-Brian Holman](#)
Subject: Design Stage Ticket X1811892
Date: Monday, July 21, 2014 2:25:07 PM
Attachments: [0 UG Locating Map Legend.pdf](#)
[433-03S-UGL.pdf](#)
[433-04S-UGL.pdf](#)
[433-32N-UGL.pdf](#)
[433-32S-UGL.pdf](#)

Brian,

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

If your project is for a publicly funded improvement project such as road widening, sewer, water, or other general public improvement, please call ComEd's Public Relocation Department at 630-437-4855.

ComEd has forwarded your JULIE Design Stage Ticket - X1811892 - Hanover to our company to provide the attached prints as you requested. I have also attached a ComEd Legend relative to these prints. Note that since we are submitting this information for ComEd, you may need to contact ComEd directly to further develop your project.

It is very important to note that you must take additional steps if your project is for a new or revised electric service or for a publicly funded roadway improvement project.

Have a Great Day & Keep it Safe.

Administrative Asst.
Phone : 630-396-8224
Fax: 630-396-8230

From: [CH-Jennifer Golemba](#)
To: [CH-Brian Holman](#)
Subject: FW: Transystems letter for utility atlas
Date: Monday, July 07, 2014 1:20:38 PM

Please file and note.

From: CH-Brian Fairwood
Sent: Monday, July 07, 2014 1:20 PM
To: Joe Evers
Cc: CH-Jennifer Golemba
Subject: RE: Transystems letter for utility atlas

Yes that is correct.

Thanks,

Brian

From: Joe Evers [mailto:Evers_J@cityofelgin.org]
Sent: Monday, July 07, 2014 11:46 AM
To: CH-Brian Fairwood
Subject: Transystems letter for utility atlas

Brian, I assuming the attached is just a formality Hoffman Estates has your firm go through. Elgin would not have any utility maps or actual utilities within the Village of Hoffman Estates. I believe I had seen a similar letter for the Tollway work in Hoffman Estates. Joe

Joseph Evers, P.E.
City Engineer
City of Elgin
1900 Holmes Road
Elgin, IL 60123
evers_j@cityofelgin.org
847-931-5955

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Any views expressed in this communication are those of the individual sender, except where the sender specifically states them to be the views of the city.

From: [Steven Spata](#)
To: [CH-Brian Holman](#)
Subject: DESIGN STAGE * BIKE PATH WITH SIDEWALK LIGHTING
Date: Tuesday, July 01, 2014 8:05:04 AM

Brian,

Looking at your design ticket, "area of work", Enbridge has a 34" pipeline that runs North and South from I-90 to the county line (on the south end). This area looks like it is on the Western side of the "area of work".

If you need any additional information from me you can contact me with the information below.

Thanks,

Steven P. Spata

Crossing Coordinator

steven.spata@enbridge.com

ENBRIDGE

Cell: 920-728-0199

TEL: 920-563-6648 ext. 73568

803 Highland Ave. Fort Atkinson, WI 53538

www.enbridge.com

Integrity. Safety. Respect.

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From: [CH-Jennifer Golemba](#)
To: [CH-Brian Holman](#)
Subject: FW: Poplar Creek Trail Extension
Date: Monday, July 14, 2014 8:34:21 PM

Please update your utility status and file.

Thanks

From: Matt Deronde [mailto:Matt.Deronde@enbridge.com]
Sent: Monday, July 14, 2014 2:31 PM
To: CH-Jennifer Golemba
Subject: Poplar Creek Trail Extension

In regards to the Poplar Creek Trail Extension, Enbridge Energy has no facilities located within the project limits. If the scope of work should change please resubmit plans so that we may determine if it is a conflict or not. Thank you!

Matt Deronde
CWR Operations
Enbridge Inc.
OFFICE: 219-922-7003
CELL: 580-574-6201
1500 West Main Street
Griffith, IN 46319
www.enbridge.com
Integrity. Safety. Respect.

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From: [Worthington, Nickey](#)
To: [CH-Jennifer Golemba](#)
Subject: Return to Requestor- Prairie Stone Bus Park - Poplar Creek Trail Extension
Date: Monday, August 11, 2014 6:46:09 PM
Attachments: [image003.png](#)
[Screen Shot.pdf](#)
[07.11.14 IL#1.pdf](#)

Jennifer, (Please send all utility requests to Relo@level3.com)

Level 3 has received your utility request dated 7/1/14 regarding the Poplar Creek Trail, Hoffman Estates, IL ("Project"). In response to your inquiry please find the enclosed drawings indicating the approximate location of the Level 3 telecommunications facilities (the "Facilities"). Note that the locations of Facilities shown on these drawings are only approximate and Level 3 hereby disclaims any responsibility to third parties for the accuracy of this information. Persons working in the area covered by these drawings must contact the statewide Call-Before-You-Dig System to ascertain the location of underground facilities prior to performing any excavation.

After reviewing the information you provided it is uncertain whether the Project will impact the Facilities.

The Facilities have been constructed on private property and/or public right of way with the authorization of the applicable property owner. Prior to any work being performed by or on behalf of Level 3 all costs associated with the adjustment and/or relocation of the Facilities are required to be paid in full to Level 3.

Please review the enclosed information. If it is determined that an adjustment and/or relocation of the Facilities is necessary to accommodate the Project, please contact the undersigned to discuss and reference the file number **47327 IL** with any future communications. Any changes or additions to the Project plans or parameters should be submitted to Level 3 for review of potential new impacts to the Level 3 facilities. Unless Level 3 receives information that such adjustment or relocation is necessary it will assume that any potential conflict between the Project and Facilities has been eliminated.

Thank you,

Nickey Worthington
Business Analyst, OSP Relocations
Global Field Services
Level 3 Communications
1025 Eldorado Blvd
Broomfield, CO 80021
p: 720.888.0336
e: Nickey.Worthington@level3.com

logo bar



**Please send all future utility requests via e-mail to Relo@Level3.com with a detailed letter stating the project information and any existing plans. Electronic copies (opposed to physical copies) ensure efficient and accelerated communication between both parties. If there are outstanding circumstances in which this request cannot be met, please advise us of such. We appreciate your cooperation.*

From: [Leal, Claudia](#)
To: [CH-Jennifer Golemba](#); [CH-Brian Holman](#)
Subject: RE: Poplar Creek Trail Extension - JULIE Dig Number X1811887 – NGPL Encroachment No 140705 - Bike Path and Lighting
Date: Wednesday, July 16, 2014 11:29:20 AM
Attachments: [NGPL Alignment Sheet_Volo 1_Sheet 023.pdf](#)
[NGPL Alignment Sheet_Volo 2_Sheet 023.pdf](#)

Jennifer and Brian,

Resending this email without the letter and drawings TranSystems sent to NGPL. It appears that that file was too large. I just want to make sure the rest of my team has a copy of what was sent.

Thanks,

Claudia Leal | Office 303-914-4626

From: Leal, Claudia
Sent: Wednesday, July 16, 2014 10:23 AM
To: 'jmgolemba@transystems.com'; 'bjholman@transystems.com'
Cc: Hedrick, John; Hlopak, Ed; Jones, Robert (Contractor); Leuschke, Tyler; Maxian, Daniel; Nauman, John (Contractor); Parrish, John; Podolski, George; Robertson, Dan; Smith, Greg
Subject: RE: Poplar Creek Trail Extension - JULIE Dig Number X1811887 – NGPL Encroachment No 140705 - Bike Path and Lighting

<< File: NGPL Alignment Sheet_Volo 1_Sheet 023.pdf >> << File: NGPL Alignment Sheet_Volo 2_Sheet 023.pdf >> << File: Poplar Creek Trail Extension_Transystems Letter_July 1 2014.pdf >>

Jennifer and Brian,

Natural Gas Pipeline Company of America LLC (NGPL) has received and reviewed the plans dated July 1, 2014 provided by TranSystems. NGPL owns and operates two **high pressure natural gas pipeline** that appear to be outside the proposed project area. The pipelines are east of Sutton Road, on the south side of I-90. Attached are two alignment sheets that show the **approximate** location of the pipelines.

If the proposed project boundaries change, please provide the plans to NGPL for review.

If you have any questions, please give me a call.

Thanks,

Claudia Leal | Project Manager

Kinder Morgan | 370 Van Gordon Street, Lakewood, CO 80228
Office 303-914-4626 | Cell 303-704-9058 | Fax 303-984-3081 | claudia_leal@kindermorgan.com

From: Leal, Claudia
Sent: Tuesday, July 15, 2014 4:27 PM
To: 'bjholman@transystems.com'

Cc: Hedrick, John; Hlopak, Ed; Jones, Robert (Contractor); Leuschke, Tyler; Maxian, Daniel; Nauman, John (Contractor); Parrish, John; Podolski, George; Robertson, Dan; Smith, Greg
Subject: JULIE Dig Number X1811887 – NGPL Encroachment No 140705 - Bike Path and Lighting

<< File: JULIE Ticket X1811887.pdf >> << File: NGPL Alignment Sheet_Volo 1_Sheet 023.pdf >> << File: NGPL Alignment Sheet_Volo 2_Sheet 023.pdf >> << File: NGPL-OM200-29-071713.pdf >> << File: OM204-C1005-ConstNearCoFacilities - 100113.pdf >>

Brian,

Natural Gas Pipeline Company of America LLC (NGPL) has received and reviewed the information provided by Transystems on the above referenced JULIE request. NGPL owns and operates two **high pressure natural gas pipeline** in the proposed project area running mostly north and south near Sutton Road. Attached are two alignment sheets that show the **approximate** location of the pipelines.

Also attached are two documents that outline NGPL's concerns and requirements for construction near the pipeline. The documents are OM200-29, "Guidelines for Design and Construction near Kinder Morgan Operated Facilities" and Operating and Maintenance Procedure 204/Construction Standard C1005, "Construction near Company Facilities".

If you have any questions about the alignment sheets, documents or other NGPL facilities, please give me a call at the number listed below.

Thanks,

Claudia Leal | Project Manager

Kinder Morgan | 370 Van Gordon Street, Lakewood, CO 80228

Office 303-914-4626 | Cell 303-704-9058 | Fax 303-984-3081 | claudia_leal@kindermorgan.com

From: [gasmaps](#)
To: [CH-Brian Holman](#)
Cc: [CH-Jennifer Golemba](#)
Subject: Nicor JULIE X1811887/1892; N9716
Date: Friday, July 25, 2014 6:06:13 PM
Attachments: [image001.gif](#)
[image002.gif](#)
[5114033.pdf](#)
[5114044.pdf](#)
[5129323.pdf](#)
[5129324.pdf](#)
Sensitivity: Confidential

Your project has been assigned Engineering #**N9716**. Please refer to this number in all future correspondence to assist with expediting any future inquiry.

Details are shown in noted 'boxes'. These details will be provided upon specific request through email if needed. The box title noted on the bottom is required.

Note: Nicor does not field mark 'Design' stage tickets and services typically are not shown on atlas sheets.

With reference to your request received for main details, I am sending atlas page(s) indicating the location of our gas main(s) in the area of your proposed project. **The dimensions and location of Nicor Gas utility facilities as shown on these plans are an estimate for design purposes only, and are not intended for use as field locations for construction. Nicor Gas does not warrant accuracy. These pages are considered confidential. Please handle these pages accordingly. Review and verify that the page(s) attached is the area of your request.** If this is not the page you have requested or you require additional pages, please advise and correction will be made. Please feel free to contact me if you need assistance in reading the attached pages. The date of this email represents the date of the attached page(s) most recent version and should be considered the applicable date/time stamp.

If potential conflicts are anticipated, please supply us with a large set of pre-final/final plans including right-of-way and cross-sections and ample time for design and relocation of our mains and services (if necessary) to adhere to your tentative scheduled letting date. Ample time requires a minimum of 6 months for design and planning. This time does not take into consideration the installation our mains and services or reimbursable requirements if applicable.

Utility rights are generally documented through permit, license or easement and in some cases, Nicor Gas may own property. It is up to the requesting/design party(s) to research existing land rights of their proposed project. Nicor Gas will perform its own investigation to determine if any portion is reimbursable when construction is requested to relocate gas main.

Please phone JULIE at 811 OR 1-800-892-0123, 48 hours prior to construction for location of our facilities within your proposed improvement.

Constance (Connie) Lane, PE

Large Project Liaison - Engineering



Nicor Gas

1844 Ferry Road

Naperville, IL 60563

(630) 388-3830 office

clane@aglresources.com

NicorGas.com 	ComfortableResponsible.org 
---	---

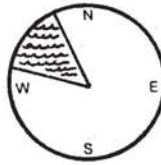
The information contained in this e-mail message and accompanying documents is intended for the confidential use

of the recipient only and is the property of Nicor Gas Company. If the reader of this e-mail message is not the intended recipient, or an employee or agent responsible for delivery of this e-mail message to the intended recipient, you are hereby notified that any dissemination, distribution, copying or forwarding of this e-mail message is strictly prohibited. If you received the e-mail in error, please notify me immediately at (630) 388-3830. Thank you.

This message has been scanned for malware by Websense. www.websense.com

NORTHWEST SUBURBAN MUNICIPAL JOINT ACTION WATER AGENCY

901 WELLINGTON AVENUE
ELK GROVE VILLAGE, ILLINOIS 60007-3900
TELEPHONE 847/981-4083
FAX 847/981-4085



July 9, 2014

Jennifer M. Golemba, P.E.
TranSystems
1475 E. Woodfield Road
Suite 600
Schaumburg, IL. 60173
847-605-9600 Direct
847-605-9610 Fax

**RE: Popular Creek Trail Extension, Shoe Factory Road/Prairie Stone Business Park
(Sec. No. 13-00091-00-BT)**

Dear Ms. Golemba,

In response to your recent request for utility information relating to the above referenced locations, I would offer the following,

I am e-mailing a copy (in PDF format) of the Northwest Suburban Municipal Joint Action Water Agency's transmission main plan and profile drawing of our facilities located in the area of the above referenced locations.

The as-built drawing will illustrate that we have a 16/20" high pressure, combination ductile iron and prestressed concrete cylinder transmission main running east and west along the I-90 Tollway R.O.W. There is also a 12" tee branch main going north and south along the west side of the railroad tracks. These water transmission mains are the critical infrastructure necessary to meet potable water demands for Hoffman Estates.

Should you require additional information regarding this matter, please contact me at 773-686-0077. Thank you for your attention in determining the potential conflict with Agency facilities.

Sincerely,

A handwritten signature in black ink, appearing to read 'RL Baker'.

Ronald L. Baker
Water Operations Manager

cc: Joseph Fennell, Agency Executive Director
Kevin Lockhart, Agency Deputy Director
Phil Wooten, Agency Supervisor

SCHAUMBURG
HOFFMAN ESTATES
ROLLING MEADOWS

ELK GROVE VILLAGE

MOUNT PROSPECT
HANOVER PARK
STREAMWOOD

From: [Mathez, Patricia](#)
To: [CH-Jennifer Golemba](#)
Cc: [CH-Brian Holman](#)
Subject: Poplar Creek Trail Extension
Date: Thursday, August 21, 2014 12:41:52 PM
Attachments: [types of Locates.pdf](#)
[General Information.pdf](#)

Paperwork has been forward from G4S Technology to the Illinois Tollway about the above project.

Design information indicating any existing and proposed utility locations needs to be requested through the Tollway.

See the attachments. .

This would be a DESIGN WEB A-36 LOCATE request.

Let me know if you have any questions.

Patricia Mathez
Utility Administrator
Illinois Tollway
630.241.6800 extension 3306
pmathez@getipass.com

From: [Dicky Patel](#)
To: [CH-Jennifer Golemba](#)
Subject: Poplar Creek Trail Extension
Date: Monday, July 07, 2014 8:41:59 AM
Attachments: [image001.gif](#)
[transystem.jpg](#)

Morning,

Please find attached a file showing our existing fiber in the area.

Thank you,
Dicky Patel
Project Engineer



VinaKom Communications

860 Remington Road
Schaumburg, IL 60173
Direct: 847.592.5785
Fax: 847.885.2432
dicky.patel@vinakom.com

Confidentiality Statement:

This e-mail, including attachments, may include confidential and/or proprietary information, and may be used only by the person or entity to which it is addressed. If the reader of this e-mail is not the intended recipient or his or her authorized agent, the reader is hereby notified that any dissemination, distribution or copying of this e-mail is prohibited. If you have received this e-mail in error, please notify the sender by replying this message and delete this e-mail immediately.

 **Please don't print this e-mail unless really needed**

From: agt_comm@irth.com
To: [CH-Brian Holman](#)
Subject: Response to Dig Request
Date: Monday, June 30, 2014 3:16:22 PM

=====
To: TRANSYSTEMS Attn: BRIAN HOLMAN
Voice: 8476059600 Fax: 8476059610
Re: Response to Dig Request

This is an important message replying to your request to locate our underground facilities per the dig site information provided on the one call center ticket.

=====
Ticket: X1811887
County: COOK Place: Hoffman Estates
Address:

WSPL0A (West Shore Pipe Line, LLC):

This message is in response to a Design locate request made by you to your State One Call center. This is to notify you that West Shore Pipe Line "Does Have" facilities in the general vicinity of your proposed excavation as listed in the One Call ticket information. You will receive detailed information by mail. If you have any additional questions please contact our office at 877-530-5685. *****

=====
If you have any questions please call us at toll free 877-530-5685.

=====
This message was generated by an automated system. Please do not reply to this email.

From: [Pilarczyk, Aldona](#)
To: [CH-Brian Holman](#)
Cc: [Pilarczyk, Aldona](#)
Subject: FW: Seq# 10: X1811887 for KDL0A
Date: Tuesday, July 01, 2014 3:44:12 PM
Attachments: [Schaumburg, Illinois, 60195.pdf](#)

Hello,

Please see attached map. Let me know if you need additional maps as the bounding box is very wide to add to one screen.

Thank you,
Ann

-----Original Message-----

From: agt_comm@irth.com [mailto:agt_comm@irth.com]
Sent: Monday, June 30, 2014 1:46 PM
To: WCI Locate Desk
Subject: Seq# 10: X1811887 for KDL0A

KDL0A 00112 JULIEx 06/30/14 13:45:17 X1811887-00X DESIGN

Dig No : X1811887 Rev : 00X Digstart: 12/30/14 13:43
Rcvd : 06/30/14 13:45 Priority: 2 Expires : 01/01/00 00:00
Org Dig: X1811887 Rcvd: 06/30/14 13:43

Firm : TRANSYSTEMS Caller: BRIAN HOLMAN
CoAddr1: 1475 E WOODFIELD RD SUITE 600
City,St: SCHAUMBURG, IL Zip : 60173
Phone : 847-605-9600 Ext : Fax: 847-605-9610
Call Bk: Done For : VIL OF HFFMN EST PARK DIST. & FOREST PRE
SiteCnt: SAME AS ABOVE
Email : BJHOLMAN@TRANSYSTEMS.COM

County : COOK Place: HOFFMAN EST. CIT
Address:
Subdiv : PRAIRIE STONE AND FOREST PRESERVE DIST Cross:

Grids : T41NR09E03** T41NR09E04** T41NR10E04** T42NR09E32** T42NR10E32NW
: T42NR10E32S*

BestFit: 42.081599/-88.222779 42.081599/-88.082898
: 42.060664/-88.222779 42.060664/-88.082898

PreMark: NO Directional Boring: NO Depth>7Ft: UNSURE
Locatn : IN THE CITY OF HOFFMAN EST.,
WrkType: DESIGN STAGE * BIKE PATH WITH SIDEWALK LIGHTING.
Extent : WORK BE DONE IN ABOVE SECTION AND QTRS.
Remarks:

Members: ATTD5A BRCK0A CECO0A COMC4A HOFF0A ITHA0A JAWA0A KDL0A LEVL0A MFN0A
Members: NGPL1A NGPL3A NICR0A PRST0A PRST1A PRST2A PRST3A SCHM0A SCL1A SMP3A
Members: VKOM0A WSPL0A

View map at:

[http://newtinx.julie1call.com/newtinweb/map_tkt.nap?](http://newtinx.julie1call.com/newtinweb/map_tkt.nap?Operation=MAPTKT&TRG=X00181188700X&OPR=41staZQ9mbJ0LzaHt)
[Operation=MAPTKT&TRG=X00181188700X&OPR=41staZQ9mbJ0LzaHt](http://newtinx.julie1call.com/newtinweb/map_tkt.nap?Operation=MAPTKT&TRG=X00181188700X&OPR=41staZQ9mbJ0LzaHt)

From: [Pilarczyk, Aldona](#)
To: [CH-Brian Holman](#)
Cc: [Pilarczyk, Aldona](#)
Subject: FW: Seq# 11: X1811892 for KDL0A
Date: Wednesday, July 02, 2014 11:37:45 AM
Attachments: [Streamwood_IL.pdf](#)

Hello,
Please see attached map.

Thank you,
Ann

-----Original Message-----

From: agt_comm@irth.com [mailto:agt_comm@irth.com]
Sent: Monday, June 30, 2014 1:47 PM
To: WCI Locate Desk
Subject: Seq# 11: X1811892 for KDL0A

KDL0A 00114 JULIEx 06/30/14 13:46:35 X1811892-00X DESIGN

Dig No : X1811892 Rev : 00X Digstart: 12/30/14 13:45
Rcvd : 06/30/14 13:46 Priority: 2 Expires : 01/01/00 00:00
Org Dig: X1811892 Rcvd: 06/30/14 13:45

Firm : TRANSYSTEMS Caller: BRIAN HOLMAN
CoAddr1: 1475 E WOODFIELD RD SUITE 600
City,St: SCHAUMBURG, IL Zip : 60173
Phone : 847-605-9600 Ext : Fax: 847-605-9610
Call Bk: Done For : VIL OF HFFMN EST PARK DIST. & FOREST PRE
SiteCnt: SAME AS ABOVE
Email : BJHOLMAN@TRANSYSTEMS.COM

County : COOK Place: HANOVER
Address:
Subdiv : BRIDLEWOOD AND FOREST PRESERVE DIST Cross:

Grids : T41NR09E03*W T41NR09E04** T41NR09E32N* T41NR09E32SW

BestFit: 42.067180/-88.242553 42.067180/-88.193558
: 41.986782/-88.242553 41.986782/-88.193558
PreMark: NO Directional Boring: NO Depth>7Ft: UNSURE
Locatn : IN THE TOWNSHIP OF HANOVER,
WrkType: DESIGN STAGE * BIKE PATH WITH SIDEWALK LIGHTING.
Extent : WORK BE DONE IN ABOVE SECTION AND QTRS.
Remarks:

Members: ATTD5A BRTL0A CECO0A COMC0A COMC4A ELGN0A HOFF0A HORI1A ITHA0A JAWA0A
Members: KDL0A LHPL0A MFN0A MWRD0A NICR0A PRST0A PRST3A SCL1A SMP3A WSPL0A

View map at:
[http://newtinx.julie1call.com/newtinweb/map_tkt.nap?](http://newtinx.julie1call.com/newtinweb/map_tkt.nap?Operation=MAPTKT&TRG=X00181189200X&OPR=plgdNF4oYL5r4oUBn)
[Operation=MAPTKT&TRG=X00181189200X&OPR=plgdNF4oYL5r4oUBn](http://newtinx.julie1call.com/newtinweb/map_tkt.nap?Operation=MAPTKT&TRG=X00181189200X&OPR=plgdNF4oYL5r4oUBn)

**APPENDIX G
DESIGN VARIANCE FORMS**

Project Identification

 Local Agency: Village of Hoffman Estates County: Cook

(County, Municipality, Road District / Township)

 Section No.: 13 - 0091 - 00 - BT Route: Various

 Street/Road Name: Poplar Creek Trail/ShoeFactoryRoad Bike Path

 Project Limits: Illinois Route 59 to Illinois Route 72

 Project Length: 2.4 Miles Functional Classification: Multi-Use Path

 Design Year: 2040 Design Traffic: DHV _____ ADT _____

 Existing Structure No.: N/A Proposed Structure No.: N/a
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 Bike Path

f. Provide a brief project description (major construction elements):

The proposed project will pave an existing dirt path through the Poplar Creek forest preserve, pave and repave existing utility access roads to provide a new multi-use path underneath Interstate 90 and Hoffman Boulevard using extra space beneath existing structures that cross the Canadian National railroad (CNRR) tracks, and provide a signed pathway for bicyclists through the Prairie Stone commercial development using marked shared use lanes.

The proposed multi-use path will be 10' wide within the off-street sections, with 2 feet of graded turf on either side of the path. The shared-use lanes through the Prairie Stone development will maintain the existing striping, and add shared-use lane arrows to the outside lane for bicyclists. Pedestrians and other uses will be accommodated on the existing sidewalk system.

District Coordination Meetings

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

Dates: 01/14/14

Level One Design Variance Approval

Local Agency: Village of Hoffman Estates

Section No.: 13-00091-00-BT

Design Criteria for Project (Provide numerical value where indicated)	BLR&S Criteria	Variance		Summary of Variance and Justification								
		Yes	No									
1. Design Speed: _____ mph		<input type="checkbox"/>	<input type="checkbox"/>									
2. Level of Service (Mainline): _____		<input type="checkbox"/>	<input type="checkbox"/>									
3. Lane Widths												
a. Through Lanes: _____ feet		<input type="checkbox"/>	<input type="checkbox"/>									
b. Turn Lanes: _____ feet		<input type="checkbox"/>	<input type="checkbox"/>									
c. Parking Lanes: _____ feet		<input type="checkbox"/>	<input type="checkbox"/>									
d. Bike Lanes: _____ feet		<input type="checkbox"/>	<input type="checkbox"/>									
4. Through Travel Lane Cross Slopes												
Inside Lane: _____ %		<input type="checkbox"/>	<input type="checkbox"/>									
Outside Lane: _____ % (if more than 2 lanes)		<input type="checkbox"/>	<input type="checkbox"/>									
5. Shoulder Widths: _____ feet		<input type="checkbox"/>	<input type="checkbox"/>									
6. Horizontal Curvature (Minimum Radius) 100 feet												
	BLRS Figure 42- 3E	<input type="checkbox"/>	<input type="checkbox"/>									
List curves not meeting criteria												
<table style="border: none; width: 100%;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Sta.</th> <th style="text-align: left; border-bottom: 1px solid black;">Radius</th> <th style="text-align: left; border-bottom: 1px solid black;">Design Speed</th> </tr> </thead> <tbody> <tr> <td>118+87.84</td> <td>50</td> <td>20</td> </tr> </tbody> </table>	Sta.	Radius	Design Speed	118+87.84	50	20		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Curve no. POPLAR-15, PI Station 118+47.84, has a proposed radius of 50 feet. This area is constrained by several existing elements: the Hoffman Boulevard bridge abutment and pier to the southwest and east; a large wetland to the north, and the CN right-of-way and the Hoffman Boulevard bridge pier to the east. Providing a larger radius would have large environmental and cost impacts.		
Sta.	Radius	Design Speed										
118+87.84	50	20										
		<input type="checkbox"/>	<input type="checkbox"/>									
		<input type="checkbox"/>	<input type="checkbox"/>									
7. Superelevation Rates												
e_{max} curve %		<input type="checkbox"/>	<input type="checkbox"/>									
List curves for which e does not meet criteria												
<table style="border: none; width: 100%;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">PI Sta.</th> <th style="text-align: left; border-bottom: 1px solid black;">Radius</th> <th style="text-align: left; border-bottom: 1px solid black;">e</th> <th style="text-align: left; border-bottom: 1px solid black;">Design Speed</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	PI Sta.	Radius	e	Design Speed						<input type="checkbox"/>	<input type="checkbox"/>	
PI Sta.	Radius	e	Design Speed									
		<input type="checkbox"/>	<input type="checkbox"/>									
		<input type="checkbox"/>	<input type="checkbox"/>									
8. Maximum Grade: _____ %		<input type="checkbox"/>	<input type="checkbox"/>									

Level One Design Variance Approval

Local Agency: Village of Hoffman Estates

Section No.: 13-00091-00-BT

9. Minimum Intersection Sight Distance _____ feet List locations not meeting the criteria <u>Cross Road</u> <u>Distance</u>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
10. Minimum Stopping Sight Distance			
_____ feet a. Crest Vertical Curves – Min. K value _____ List curves not meeting the criteria <u>VPI Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Curve Length</u>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
b. Sag Vertical Curves – Min. K value _____ List curves not meeting the criteria <u>VPI Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Curve Length</u>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
c. Inside of Horizontal Curves List curves not meeting the criteria <u>Sta.</u> <u>Sight Distance</u> <u>Design Speed</u> <u>Radius</u>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
11. Clear Roadway Bridge Widths: _____ feet			
	<input type="checkbox"/>	<input type="checkbox"/>	
12. Freeboard Above Design High Water: _____ feet			
	<input type="checkbox"/>	<input type="checkbox"/>	
13. Vertical Clearances:			
<input type="checkbox"/> Over Roadway/RR _____ feet <input type="checkbox"/> Under Structure _____ feet	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	
14. Accessibility Criteria for Disabled Persons List any feature not meeting ADA Criteria			
	<input type="checkbox"/>	<input type="checkbox"/>	
15. Roadside Clear Zone:			
a. Tangent _____ feet b. Outside of Curve _____ List criteria for each radius <u>Radius (ft)</u> <u>Clear Zone (ft)</u>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
16. Intersection(s) Level of Service: _____			
	<input type="checkbox"/>	<input type="checkbox"/>	

Level One Design Variance Approval

Local Agency: Village of Hoffman Estates Section No.: 13-00091-00-BT

17. Warrants for Stop Signs or Signals <div style="display: flex; justify-content: space-between; margin-left: 20px;"> <u>Cross Road</u> <u>Warrant</u> </div>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
18. Pavement Design (list any variance to policy)	<input type="checkbox"/>	<input type="checkbox"/>

Prepared By: _____ Date: _____
Designer (Local Agency or Consultant)

When Prepared by Consultant
 Local Agency Concurrence: _____ Date: _____

IDOT Regional Engineer Concurrence

Date

Central BLR&S Approval

Date

Level Two Design Variance Approval

Local Agency: Village of Hoffman Estates

Section No.: 13-00091-00-BT

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

Level Two Design Variance Approval

Local Agency: Village of Hoffman Estates Section No.: 13-00091-00-BT

<p>f. Minimum Corner Island Size: _____</p> <p>g. Minimum Turn Lane Length _____ feet</p> <ul style="list-style-type: none"> • Approach Taper: _____ feet • Departure Taper: _____ feet • Bay Taper: _____ feet <p>h. Entrances</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">Entrance Type</th> <th style="text-align: left; border-bottom: 1px solid black;">Max. Width (ft.)</th> <th style="text-align: left; border-bottom: 1px solid black;">Min. Width (ft.)</th> <th style="text-align: left; border-bottom: 1px solid black;">Max. Grade(%)</th> </tr> </thead> <tbody> <tr> <td>Commercial</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Residential</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>	Entrance Type	Max. Width (ft.)	Min. Width (ft.)	Max. Grade(%)	Commercial	_____	_____	_____	Residential	_____	_____	_____		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
Entrance Type	Max. Width (ft.)	Min. Width (ft.)	Max. Grade(%)													
Commercial	_____	_____	_____													
Residential	_____	_____	_____													
7. RR Crossings																
<p>a. Type of Railroad Protection: _____</p> <p>b. Crossing Width (at 90° angle) _____ feet</p>		<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>													
8. Lighting																
<p>a. Illuminance _____ lux</p> <p>b. Uniformity Ratio _____</p>		<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>													
9. Other Items																
<p>_____</p>		<input type="checkbox"/>	<input type="checkbox"/>													

Prepared By: _____
Designer (Local Agency or Consultant)

Date: _____

When Prepared by Consultant
 Local Agency Concurrence: _____

Date: _____

IDOT Regional Engineer Concurrence	Date	Central BLR&S Approval	Date
------------------------------------	------	------------------------	------

**APPENDIX H
COST ESTIMATE**

Poplar Creek Trail
 Illinois Route 59 to Illinois Route 72
 Section 13-00091-00-BT
 Village of Hoffman Estates

PRELIMINARY ESTIMATE OF COST
 November 28, 2017

Length (feet) = 12,201

Items	<u>UNIT PRICE</u>	<u>UNIT</u>	<u>QUANTITY</u>	<u>ITEM TOTAL</u>
Removal				
Utility Access Road Pavement Removal	\$15	SQ YD	3,900	\$ 59,000
Tree Removal (6"-15")	\$40	INCH	240	\$ 10,000
Tree Removal (>15")	\$45	INCH	100	\$ 5,000
Tree Pruning	\$100	EACH	100	\$ 10,000
Tree Trunk Protection	\$50	EACH	10	\$ 1,000
Earthwork				
Excavation	\$40	CU YD	1,800	\$ 72,000
Furnish Excavation	\$30	CU YD	400	\$ 12,000
Erosion Control				
Silt Fence	3	FOOT	13,500	\$ 41,000
Ditch Checks	200	EACH	10	\$ 2,000
Drainage				
Storm Sewer & Culverts	\$60	FOOT	70	\$ 5,000
Pavement				
Multi-Use Trail HMA & Aggregate	\$28	SQ YD	7,500	\$ 210,000
Driveway	\$60	SQ YD	100	\$ 6,000
Landscaping				
Topsoil & Seeding	\$7	SQ YD	5,700	\$ 40,000
Signing and Striping				
On Street Path	\$1	FOOT	10,600	\$ 11,000
Mutli-use Path	\$1	FOOT	7,200	\$ 8,000
Shared-use arrows	\$4	SQ FT	500	\$ 2,000
Signing	\$200	SQ FT	20	\$ 4,000
Traffic Control				
Traffic Control	2	%	of Construction	\$ 13,500
Miscellaneous				
Underpass Lighting	\$40,000	LSUM	1	\$ 40,000
Field Office	\$3,000	MONTH	5	\$ 15,000
Mobilization	5	%	of Construction	\$ 33,750
Construction Layout	2	%	of Construction	\$ 13,500
Railroad Flagging	\$900	DAY	15	\$ 14,000
Railroad Liability Insurance	\$35,000	LSUM	1	\$ 35,000
Incidentals				
Fence	\$60	FOOT	1,150	\$ 69,000
Utility Adjustments				
Manhole Adjustments	\$500	EACH	8	\$ 4,000
Contingency	15	%	of Construction	\$ 101,250
*TOTAL CONSTRUCTION COST (Rounded to nearest \$10,000):				\$ 840,000
Other Items				
Wetland Banking	\$100,000	ACRE	0.0435	\$ 5,000
Engineering				
Phase III Engineering	10	%	of Total Construction	\$ 84,000
Right-of-Way				
Railroad Agreement	\$35,000	LSUM	1	\$ 35,000
TOTAL COST OF OTHER ITEMS (Rounded to nearest \$10,000):				\$ 130,000
TOTAL PROJECT COST :				\$ 970,000