

PROJECT DEVELOPMENT REPORT

BALLARD ROAD SIDEWALK / SIDE PATH
PROJECT NO. CMM-9003 (978)

CITY OF DES PLAINES

MAY 22, 2013
REVISED: JUNE 27, 2013

PREPARED FOR:

CITY OF DES PLAINES

PREPARED BY:

SPACECO, INC.
9575 WEST HIGGINS ROAD, SUITE 700
ROSEMONT, ILLINOIS 60018



Route: Ballard Road (FAU 1319)

County: Cook

Local Agency: City of Des Plaines

Project No. CMM-9003 (978)

L.A. Section No.: 12-00218-00-BT

Project Length: 0.46 miles (2,440 ft)

Street/Road Name: Ballard Road

Termini: Bender Road to Good Avenue

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

7-2-13
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.

Design Approval

Regional Engineer

7-12-13
Date

1. LOCATION AND EXISTING CONDITIONS

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

The Ballard Road sidewalk / side path will be located in the City of Des Plaines along the north side of Ballard Road. The project begins at the Bender Road intersection where it connects to the Des Plaines River Trail. The project ends at the Good Avenue intersection where it connects to the existing sidewalk constructed by the Cook County Highway Department. The total distance of the project is 2,440 ft (0.46 miles).

See Exhibit 1-1 for location map.

b. Description of Existing Facility - Give narrative description, including such items as width of through, parking and turn lanes, 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, curb and gutter and surface types.

Ballard Road is an east-west roadway with an ADT of 7,600 vehicles per day classified as a collector (urban). The existing cross section is a 27' wide asphalt pavement from edge to edge with gravel shoulders and ditch drainage. The existing cross section consists of two-12' thru lanes. West of Trailside Lane, the roadway widens, where at the Bender Road intersection the cross section is 39' edge to edge with gravel shoulders and ditch drainage. The existing cross section at this intersection consists of two-12' thru lanes and a 12' left turn lane. Ballard Road is located within a 66' ROW. There are no existing sidewalks/side paths located along Ballard Road within the limits of the project.

The intersection of Bender Road is signalized. The intersection of Trailside Lane, Bellaire Avenue, Dawn Court, Lyman Avenue, and Good Avenue are under stop sign control. IDOT maintains Ballard Road, The City of Des Plaines maintains Trailside Lane, Bellaire Avenue, Dawn Court, Lyman Avenue, and Good Avenue. The Cook County Highway Department maintains Bender Road. A single street light exists at the intersections of Trailside Lane, Bellaire Avenue, Dawn Court, Lyman Avenue, and Good Avenue.

Ballard Road has a relatively flat longitudinal slope within the project limits. Residential and commercial uses are found along Ballard Road within the project limits. On-street parking is not allowed within the limits of the project. Overhead utilities on power poles and underground utilities exist within the project limits. Drainage culverts exist under the roadways and driveways to maintain ditch drainage. Drainage is tributary to Farmers Creek that drains under Ballard Road by 2-10'x6' box culverts that exist within the project limits.

See Exhibit 2-1 for existing typical sections.

c. Traffic Data

Current ADT: N/A (Sidewalk / Side Path) % trucks: N/A (Sidewalk / Side Path)

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 impacted within the project limits. Ballard Road passes under the I-294 Tollway bridge, but the proposed work will have no effect on this structure.

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 Switching	No. of Trains Per Day	Railroad Width of Crossing at Rt. Angles
N/A				

*Include a sketch showing location of railroad protective devices.

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

The western terminus connects to the Des Plaines River Trail at Bender Road. The eastern terminus connects to an existing sidewalk at Good Avenue constructed by Cook County as part of the Potter Road improvements.

2. Proposed Improvement

a. Discuss the need and purpose of the project:

The proposed sidewalk / side path will close a significant gap in the area's sidewalk network and provide a critical pedestrian passage under I-294. Currently sidewalks under I-294 at other east-west roadway crossings (Central Road, Golf Road, Dempster Street, Northwest Highway, Busse Highway, and Algonquin Road) do not exist.

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

- Rural (BLRS Manual Chapter 32)
- Urban (BLRS Manual Chapter 32)
- 3R Guidelines (BLRS Manual Chapter 33)
- Bicycle Guidelines (BLRS Manual Chapter 42)

Functional Classification: Arterial Collector Local Road Other Sidewalk / Side Path

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

c. Describe type of work to be accomplished by the improvement. Discussion should include width of through parking and turning lanes, traffic control devices, drainage items (including storm sewer outfalls), alignment changes railroad work, utility adjustments, intersection improvements, side slopes and clear zones. Attach typical sections, plan and profile sheets and intersection design studies when applicable.

The proposed improvements along Ballard Road consist of the construction of a 10' wide PCC side path between Bender Road and Bellaire Avenue including a pedestrian passage under the I-294 bridge and a 5' wide PCC sidewalk between Bellaire Avenue and Good Avenue on the north side of the road. A sign will be erected at the easterly terminus of the 10' wide side path at Bellaire Avenue stating "STOP. WALK YOUR BIKE". Curb and gutter will be constructed along the north side of the westbound lane between Bellaire Avenue and Lyman Avenue. Existing roadside ditches will be maintained and re-graded as necessary and augmented with new storm sewer improvements. Manhole / hand hole rim elevations associated with underground utilities will be adjusted as necessary and their locations will be preserved. The cross road culvert associated with Farmers Creek will remain. The top of the north head wall will be raised to accommodate the new concrete sidewalk and a railing will be added along the north head wall as part of the sidewalk improvements.

See Exhibits 3-1A & 3-1B for proposed typical sections and Exhibits 6-1A–6-1C for proposed plans.

- 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, encroachments upon ROW and levels of illumination (if lighting will be provided):

In areas of limited ROW, concrete curb is being added to non-curbed roadway sections to allow the sidewalk to be constructed adjacent to the edge of pavement. A 5.0' buffer strip is proposed from face of curb to sidewalk / side path edge in accordance with Figure 42-3D in BLRS Manual Chapter 42.

- e. Identify each aspect to be constructed at less than the design guidelines and provide a clear description of required variances and appropriate justification. (BLRS Manual Section 27-7)

No variances are requested for the proposed improvements.

- f. Current estimated cost of proposed improvement? \$364,629 (See Tab 2)

- g. Analyze the need for accommodating pedestrians, bicyclists and the handicapped. When applicable, describe the facilities to be provided including route continuity for the handicapped and marked crosswalk locations. (BLRS Manual Chapter 41)

A 10' wide PCC side path and 5' wide PCC concrete sidewalk will be provided with handicapped accessible curb depressions and ramps where required. All handicapped accessible curb depressions will be ADA compliant.

h. Discuss any proposed improvements being considered in adjacent segments:

None

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

- a. Summarize crash data for the past three 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.

Tab 3 contains a spot map and the latest crash data for Ballard Road within the project limits that are available from IDOT-Springfield. The crash data for years 2005 thru 2011 is included.

- 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.

There is no accident data for the proposed sidewalk / side path.

- c. Describe proposed countermeasures.

The proposed sidewalk / side path will enhance safety by providing a safe place for pedestrians to travel within the R.O.W. areas.

4. Right-of-Way

- a. Describe the right-of-way taking, including the total area required for each of the following categories: ROW, permanent easements, temporary easements and temporary land use permits. Include: width of taking, number of property owners, character of land; i.e., farm, residential, commercial or publicly owned properties, anticipated effects on properties to remain and location of any improvements with respect to required right-of-way. Discuss any effects on setbacks required by zoning.

The construction of the 10' side path between Trailside Lane and Bellaire Avenue will require a R.O.W. take and a temporary easement.

R.O.W. Take: +/- 9,200 s.f. (0.21 ac.) of private land on the north side of Ballard Road between Trailside Lane and Bellaire Avenue will be required to construct the 10' wide PCC side path. The land where the take is located is forest covered and is zoned R-1 Single Family Residential on the current City of Des Plaines Zoning Map. Due to the fact that there are no existing buildings or other existing improvements on the effected property, there will not be any negative effects with regard to the remaining property or zoning setbacks.

Temporary Easement: A 5' wide temporary construction and grading easement totaling +/-3,050 s.f. (0.07 ac.) in area will be required across the south end of the private property located on the north side of Ballard Road between Trailside Lane and Bellaire Avenue. This easement is necessary for transitional grading along the north edge of the 10' wide side path and for constructing the proposed 10' wide side path. The land where the easement is located is forest covered and is zoned R-1 Single Family Residential on the current City of Des Plaines Zoning Map.

See Exhibit 4-1 for the R.O.W. Take and Easement Limits.

5. 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.

Floodplain and floodway do exist within a portion of the project limits along Ballard Rd. Attached is the FEMA Firm Panel 17031C0236J dated August 19, 2008. The sidewalk/ side path will be constructed at grade along the R.O.W. with minimal disturbance. Flood Flow conditions will not be impacted by the installation of the sidewalk / side path. The project has been permitted with the Illinois Department of Water Resources for Floodway Encroachments.

See Exhibit 5-1 for the FEMA Firm Panel and Tab 4 for the IDNR Correspondence.

6. 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.

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

a. If this project involves water regulated by Section 404, is the project covered by a nationwide permit?

Yes No

If yes, attach a copy of any permit authorization and coordination letters with the Corps of Engineers.

b. If an individual Section 404 permit is required, please notify the Illinois Department of Transportation district office before submitting the application.

8. 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. If PESA is required, is special waste located on property to be acquired in the name of the state or are contract plans being prepared by the state?

Yes No

c. If PESA is required, did the PESA results determine that the project is a "moderate" or "high" risk for special waste?

Yes No

If the PESA results determine that the project is a "moderate" or "high" risk for special waste, describe how the special waste is proposed to be handled (including if Preliminary Site Investigation (PSI) is required).

To be determined after the PESA Response is submitted.

9. Environmental Survey (BLRS Manual Section 20-2)

Whenever a project involves land acquisition (including easements), any in-stream work (including drainage structure run-around), or is located within or adjacent to historic properties listed in (or eligible for) the National Register of Historic Places, 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 - If the proposed work involves the use of regulatory wetlands, prepare a "wetlands study" describing the wetlands taking, avoidance minimization and any mitigation measures. Include results of coordination.

Involvement No Involvement

c. Archaeological and Historical Preservation - Include copy of cultural resources clearance by BDE, SHPO or ACHP.

Involvement No Involvement

d. Threatened or Endangered Species - Include copy of biological resources memorandum or signoff by BDE.

Involvement No Involvement

- e. Stream Modification and Wildlife Impacts - Include copies of any correspondence between BDE and IDOC or U.S. Fish and Wildlife Service. Attach copies of any additional coordination between local agency and IDOC 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

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

- a. This project is in an attainment area.

This project is included in the 2030 Regional Transportation Plan (transportation plan) and in the Transportation Improvement Program (TIP), endorsed by the Chicago Metropolitan Agency of Planning, the region's Metropolitan Planning Organization. The 2030 Regional Transportation Plan (transportation plan) was found to conform by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 20, 2003 (date)

The TIP was found to conform by FHWA on October 20, 2003 (date) and by FTA on October 20, 2003 (date)

TIP No. 03-09-0035 (Ballard Rd)

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

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

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

c. **Construction-related Particulate Matter**

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

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

The Department's *Standard Specifications for Road and Bridge Construction* include provisions on dust control. Under these provisions, dust and airborne dirt generated by construction activities will be controlled through dust control procedures or a specific dust control plan, when warranted. The contractor and the Department will meet to review the nature and extent of dust-generating activities and will cooperatively develop specific types of control techniques appropriate to the specific situation. Techniques that may warrant consideration include measures such as minimizing track-out of soil onto nearby publicly-traveled roads, reducing speed on unpaved roads, covering haul vehicles, and applying chemical dust suppressants or water to exposed surfaces, particularly those on which construction vehicles travel. With the application of appropriate measures to limit dust emissions during construction, this project will not cause any significant, short-term particulate matter air quality impacts.

d. **Project-level Hot Spot Analysis. Check One:**

- This project is in an attainment area and does not require a hot spot analysis.
- This project does not meet the definition of a project of air quality concern as defined in 40 CFR 93.123(b)(1).
Due to *the fact that this is a sidewalk / side path project with no emissions.*

it has been determined that the project will not cause or contribute to any new localized PM2.5 or PM10 violations or increase the frequency or severity of any PM2.5 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

If yes, has a COSIM analysis been completed?

- Yes No

If yes, analysis is attached as Attachment _____.

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

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

Discuss how vehicle traffic and pedestrians will be accommodated during construction, including the effect of any road closure and sidewalk removal. If the road will be closed, include information concerning location of alternate routes and their ability to handle the additional traffic (street width, number of traffic lanes, structural adequacy, etc.)

All lane closures will be done according to IDOT standards. Roadway traffic will be controlled by the use of temporary traffic control devices; no lane closures are proposed. Existing pedestrian traffic will not be affected as they currently do not have a designated route through the project area.

12. Public Involvement (BLRS Manual Chapter 21)

Summarize informational meetings, council or board meetings, media coverage and personal contact with public.

The City of Des Plaines will use their website to notify residents of the proposed work.

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

Attach minutes of coordination meetings.

14. Other Coordination

Attach results.

15. Summary of Commitments

Summary of Exhibits:

Tab 1:

- 1-1 *Location Map*
- 2-1 *Existing Typical Sections*
- 3-1A - 3-1B *Proposed Typical Sections*
- 4-1 *R.O.W. Take and Easement Limits*
- 5-1 *FEMA Firm Map*
- 6-1A – 6-1C *Ballard Road Sidewalk / Side Path Plan and Profile*

Tab 2: *Construction Estimate of Cost*

Tab 3: *IDOT-Springfield Crash Data 2005 – 2011. Spot Map & Spreadsheet.*

Tab 4: *IDOT & FHWA Coordination Meeting Notes*

Tab 5: *IDNR Correspondence*

Section 1

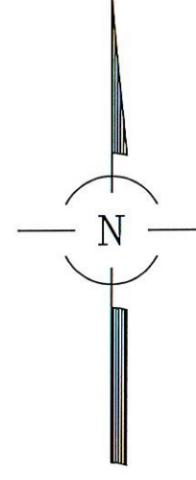
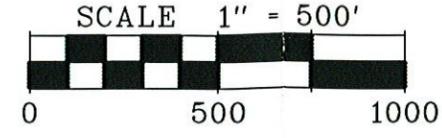


EXHIBIT 1-1

**BALLARD ROAD SIDEWALK /
SIDE PATH IMPROVEMENTS**
DES PLAINES, ILLINOIS

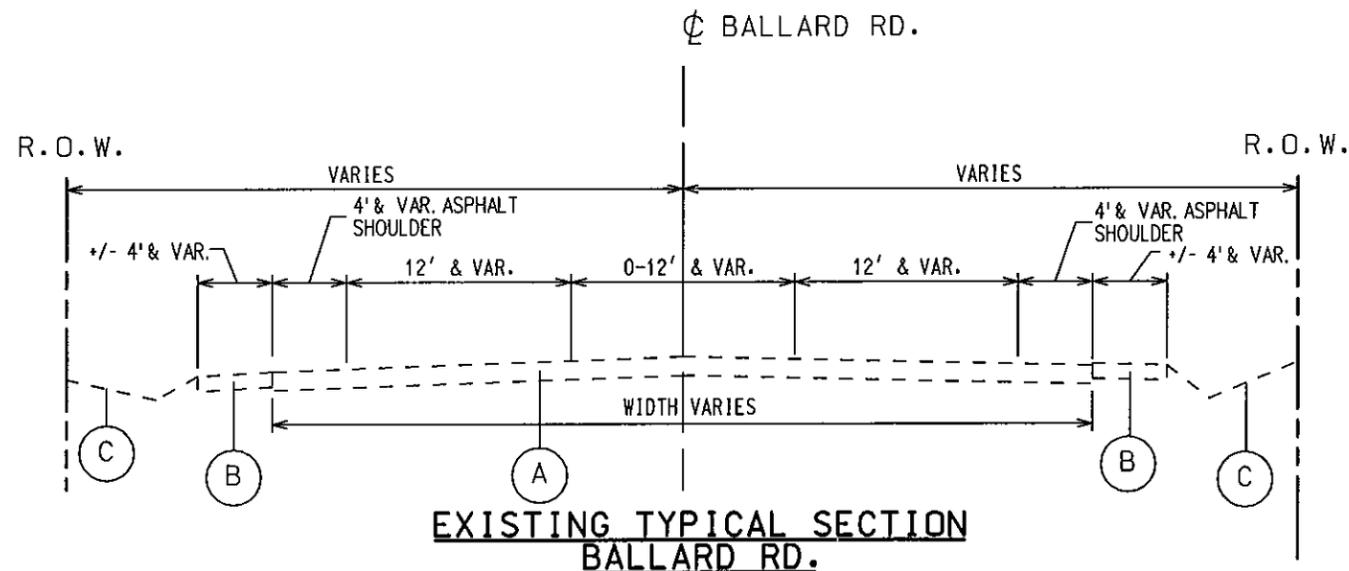
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

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DATE: 03/15/13



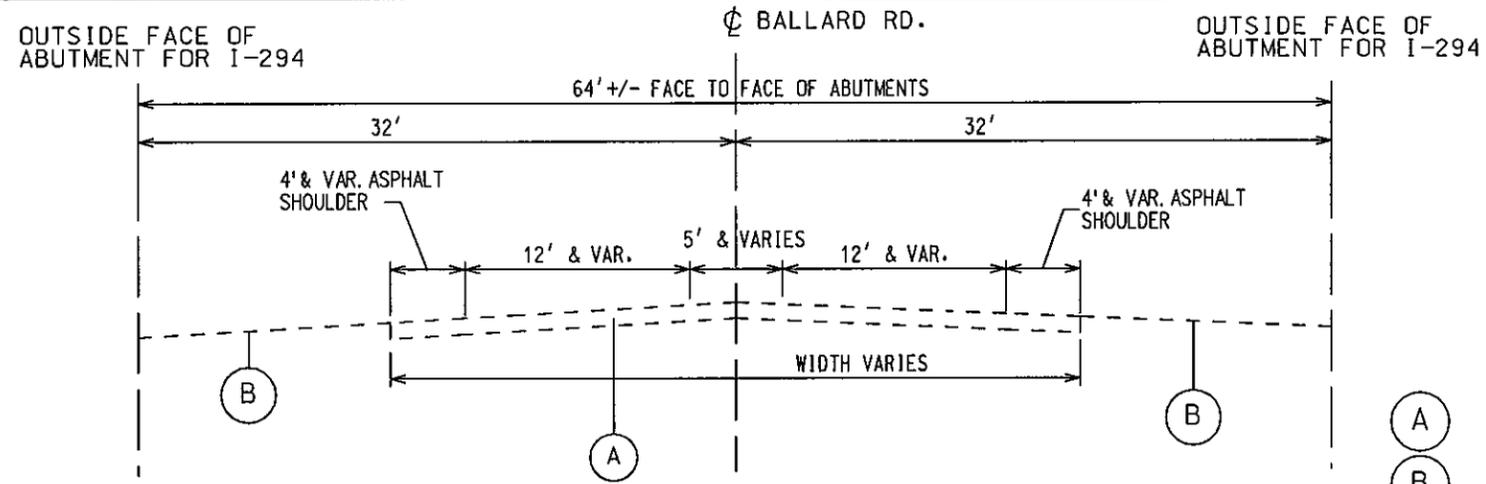


**EXISTING TYPICAL SECTION
BALLARD RD.**

FROM BENDER ROAD TO I-294 BRIDGE
FROM I-294 BRIDGE TO LYMAN AVENUE

LEGEND

- (A) EXISTING BITUMINOUS ROADWAY
- (B) EXISTING GRAVEL SHOULDER
- (C) EXISTING VEGETATED PARKWAY

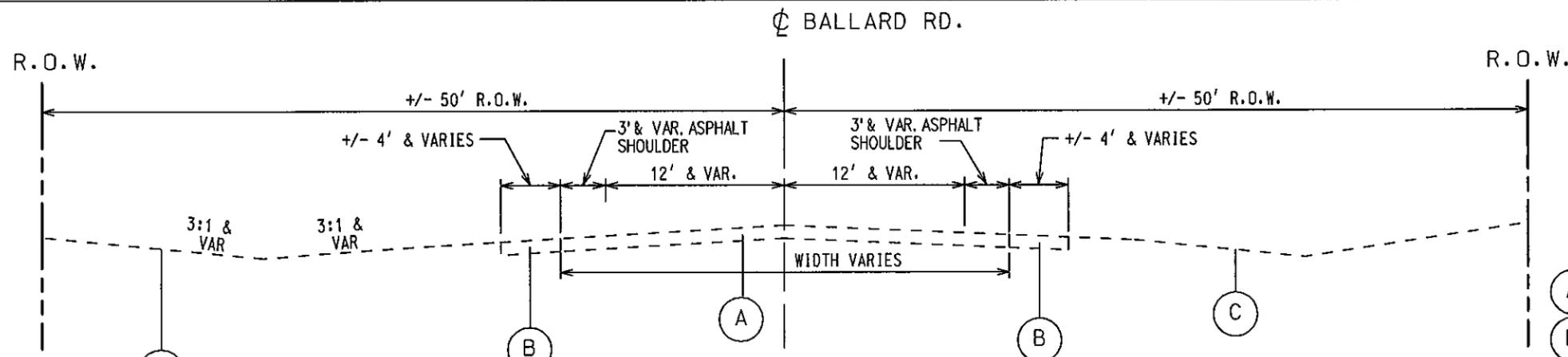


**EXISTING TYPICAL SECTION
BALLARD RD.**

UNDER I-294 BRIDGE

LEGEND

- (A) EXISTING BITUMINOUS ROADWAY
- (B) EXISTING GRAVEL SHOULDER



**EXISTING TYPICAL SECTION
BALLARD RD.**

FROM LYMAN AVENUE TO GOOD AVENUE

LEGEND

- (A) EXISTING BITUMINOUS ROADWAY
- (B) EXISTING GRAVEL SHOULDER
- (C) EXISTING VEGETATED PARKWAY

EXHIBIT 2-1

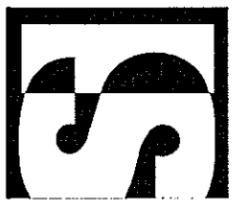
**BALLARD ROAD SIDEWALK /
SIDE PATH IMPROVEMENTS
DES PLAINES, ILLINOIS**

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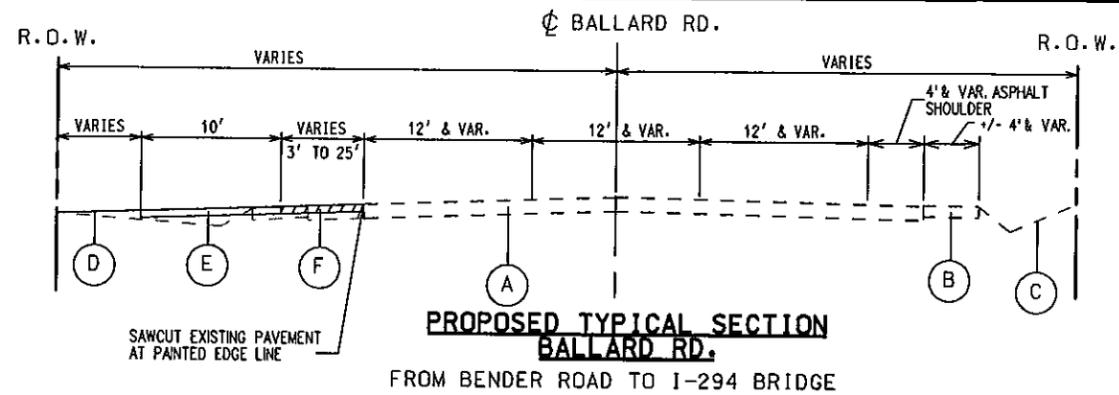
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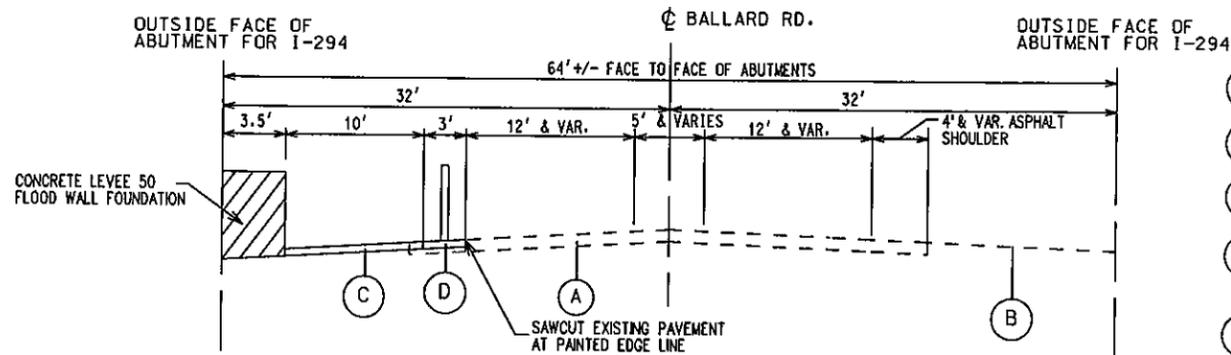


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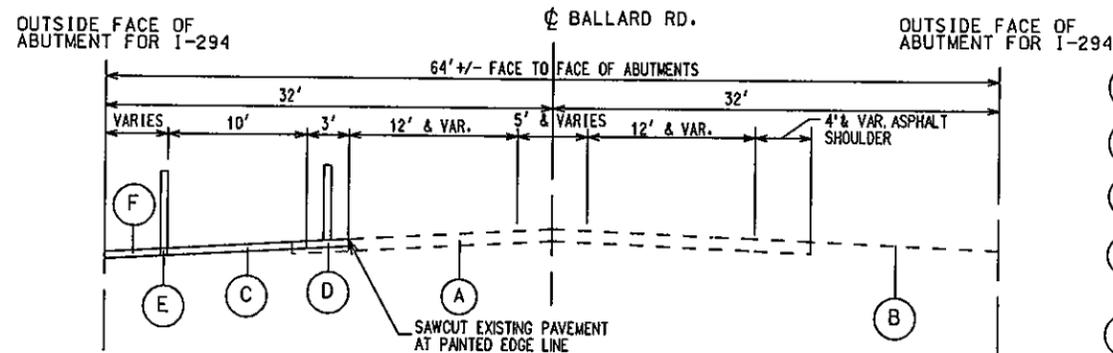
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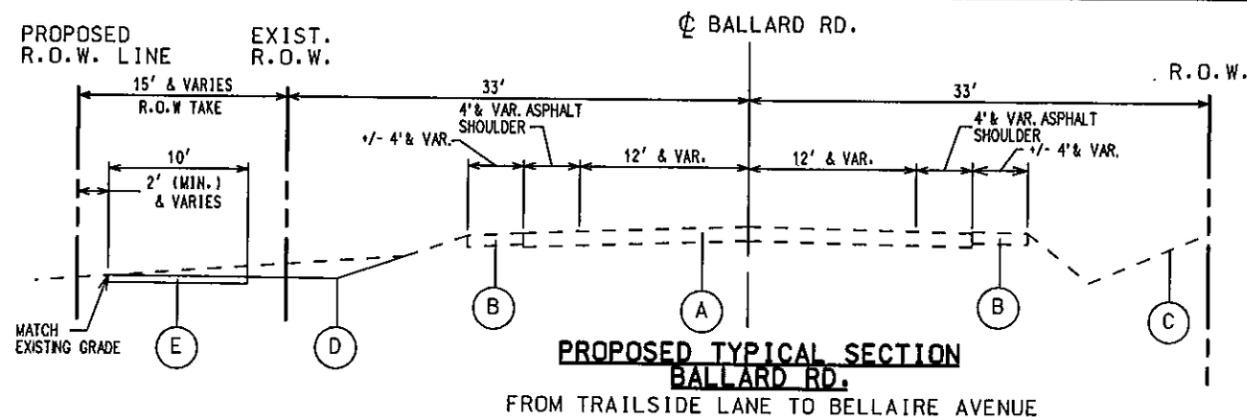
- LEGEND**
- (A) EXISTING BITUMINOUS ROADWAY
 - (B) EXISTING GRAVEL SHOULDER
 - (C) EXISTING VEGETATED PARKWAY
 - (D) RE-GRADED VEGETATED PARKWAY
 - (E) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH
 - (F) PROPOSED GRASS SEPARATION AREA



- LEGEND**
- (A) EXISTING BITUMINOUS ROADWAY
 - (B) EXISTING GRAVEL SHOULDER
 - (C) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH
 - (D) PROPOSED CONCRETE PROTECTED LANE TREATMENT WITH 28" TALL TUBULAR MARKERS, COLLISION RESISTANT
 - (E) PROPOSED 28" TALL TUBULAR MARKERS, COLLISION RESISTANT



- LEGEND**
- (A) EXISTING BITUMINOUS ROADWAY
 - (B) EXISTING GRAVEL SHOULDER
 - (C) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH
 - (D) PROPOSED CONCRETE PROTECTED LANE TREATMENT WITH 28" TALL TUBULAR MARKERS, COLLISION RESISTANT
 - (E) PROPOSED 28" TALL TUBULAR MARKERS, COLLISION RESISTANT
 - (F) PROPOSED PORTLAND CEMENT CONCRETE, 5 INCH, WITH BUFFER STRIPING



- LEGEND**
- (A) EXISTING BITUMINOUS ROADWAY
 - (B) EXISTING GRAVEL SHOULDER
 - (C) EXISTING VEGETATED PARKWAY
 - (D) RE-GRADED VEGETATED PARKWAY
 - (E) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH
 - (F) PROPOSED GRASS SEPARATION AREA
 - (G) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, B-6.12

EXHIBIT 3-1A

**BALLARD ROAD SIDEWALK /
SIDE PATH IMPROVEMENTS
DES PLAINES, ILLINOIS**

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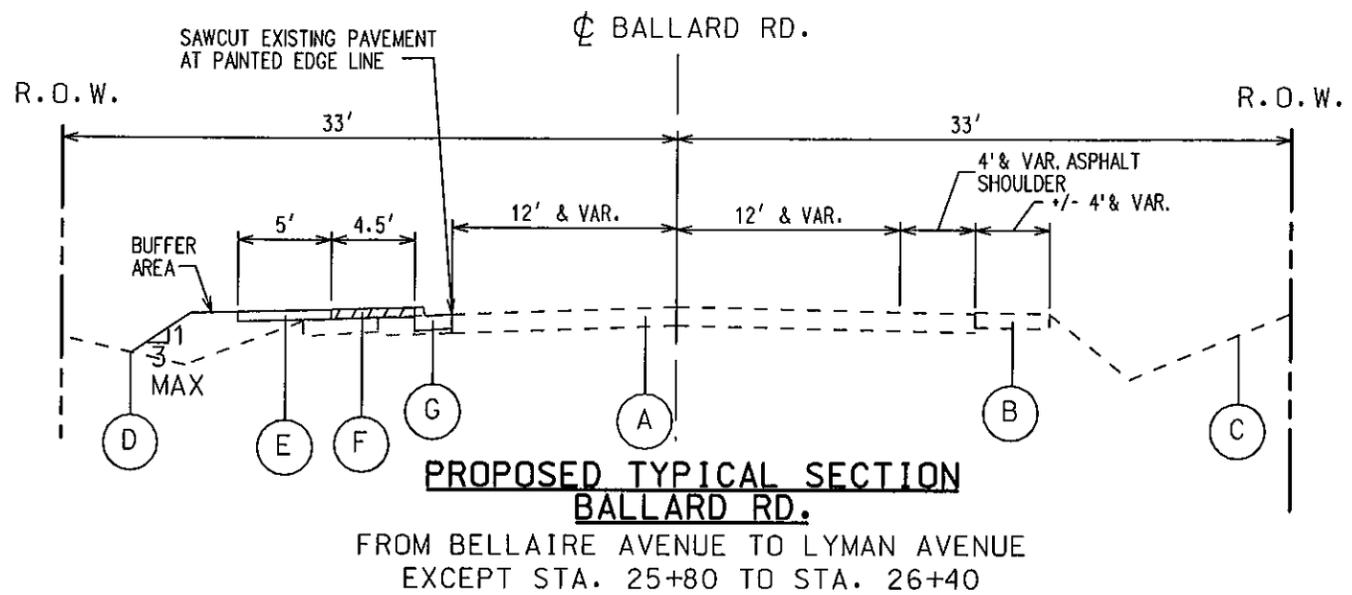
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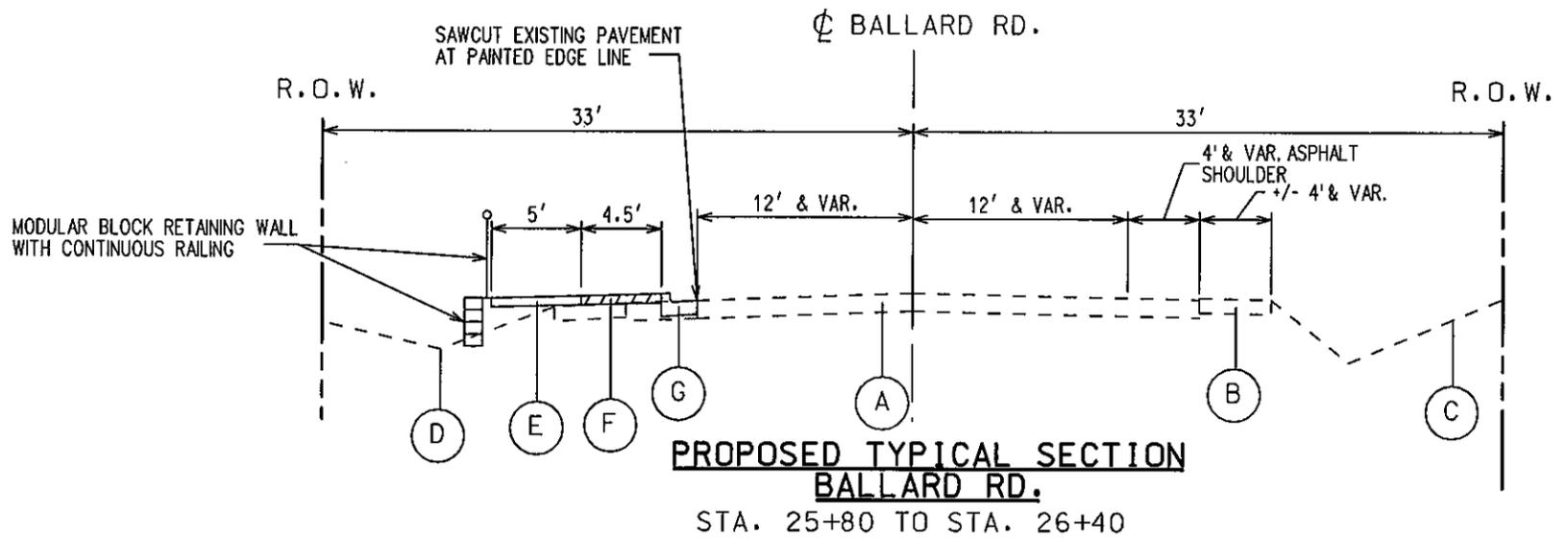
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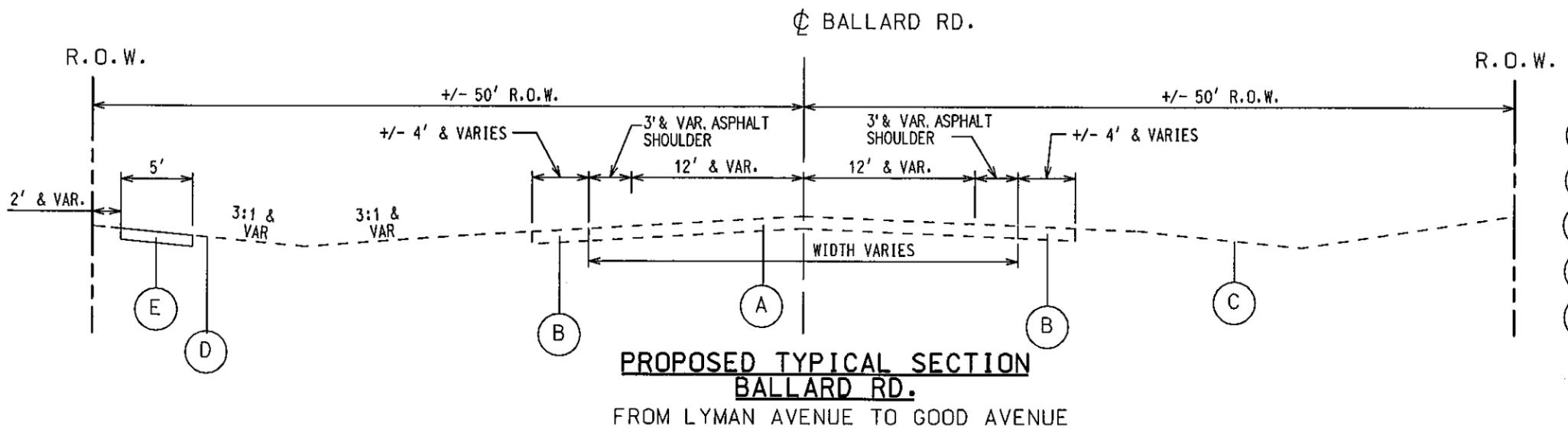
SPACECO INC.



- LEGEND**
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 - (C) EXISTING VEGETATED PARKWAY
 - (D) RE-GRADED VEGETATED PARKWAY
 - (E) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH
 - (F) PROPOSED GRASS SEPARATION AREA
 - (G) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, B-6.12



- LEGEND**
- (A) EXISTING BITUMINOUS ROADWAY
 - (B) EXISTING GRAVEL SHOULDER
 - (C) EXISTING VEGETATED PARKWAY
 - (D) RE-GRADED VEGETATED PARKWAY
 - (E) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH
 - (F) PROPOSED GRASS SEPARATION AREA
 - (G) PROPOSED COMBINATION CONCRETE CURB AND GUTTER, B-6.12



- LEGEND**
- (A) EXISTING BITUMINOUS ROADWAY
 - (B) EXISTING GRAVEL SHOULDER
 - (C) EXISTING VEGETATED PARKWAY
 - (D) RE-GRADED VEGETATED PARKWAY
 - (E) PROPOSED PORTLAND CEMENT CONCRETE SIDE PATH, 5 INCH

EXHIBIT 3-1B

**BALLARD ROAD SIDEWALK /
SIDE PATH IMPROVEMENTS
DES PLAINES, ILLINOIS**

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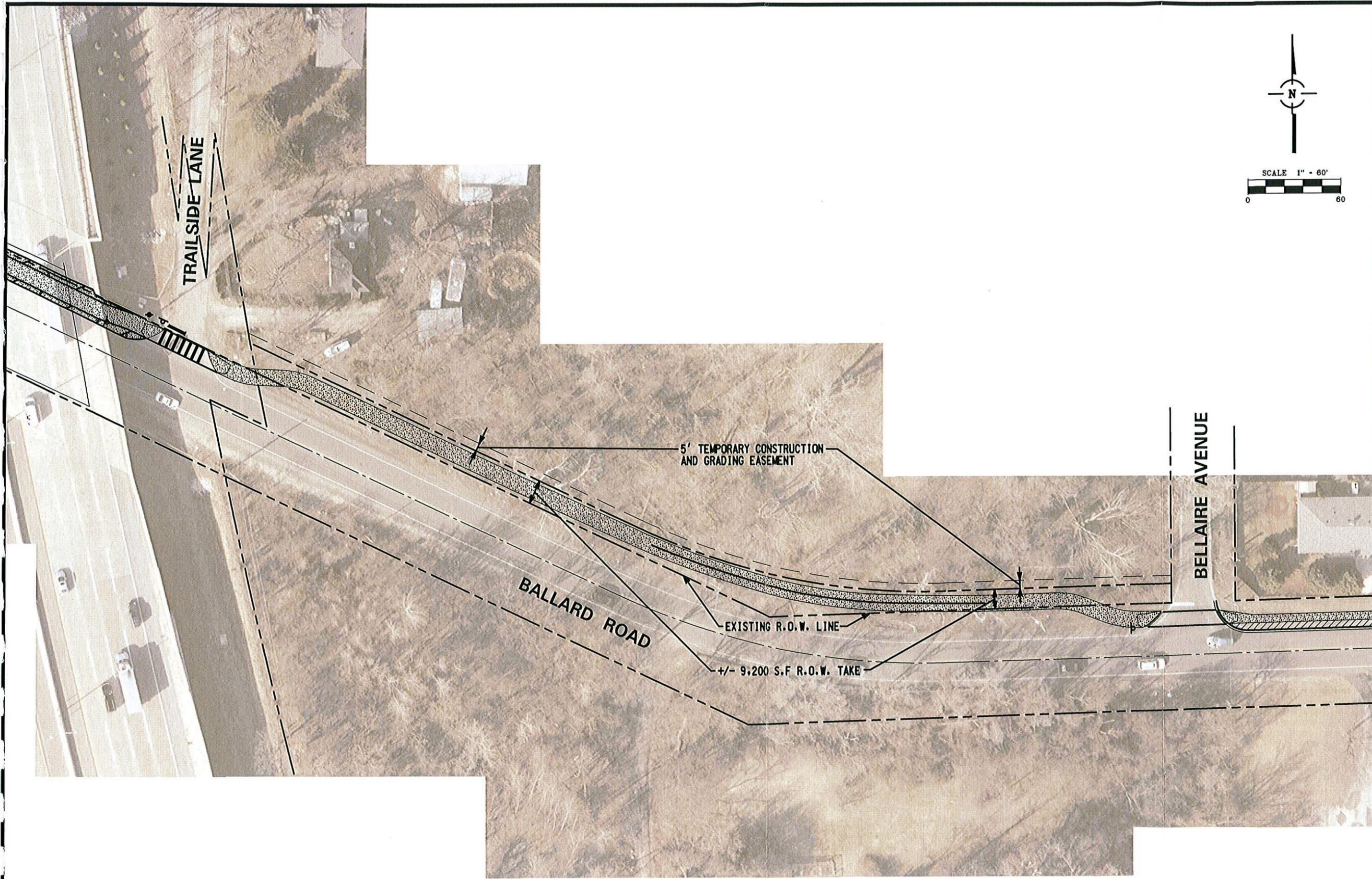


EXHIBIT 4-1

**R.O.W. TAKE AND
EASEMENT LIMITS
DES PLAINES, ILLINOIS**

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

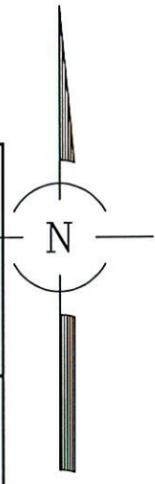
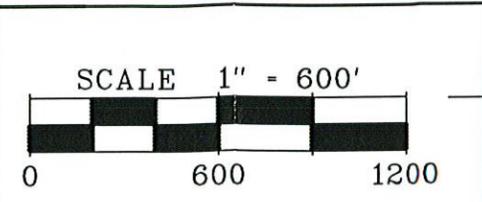
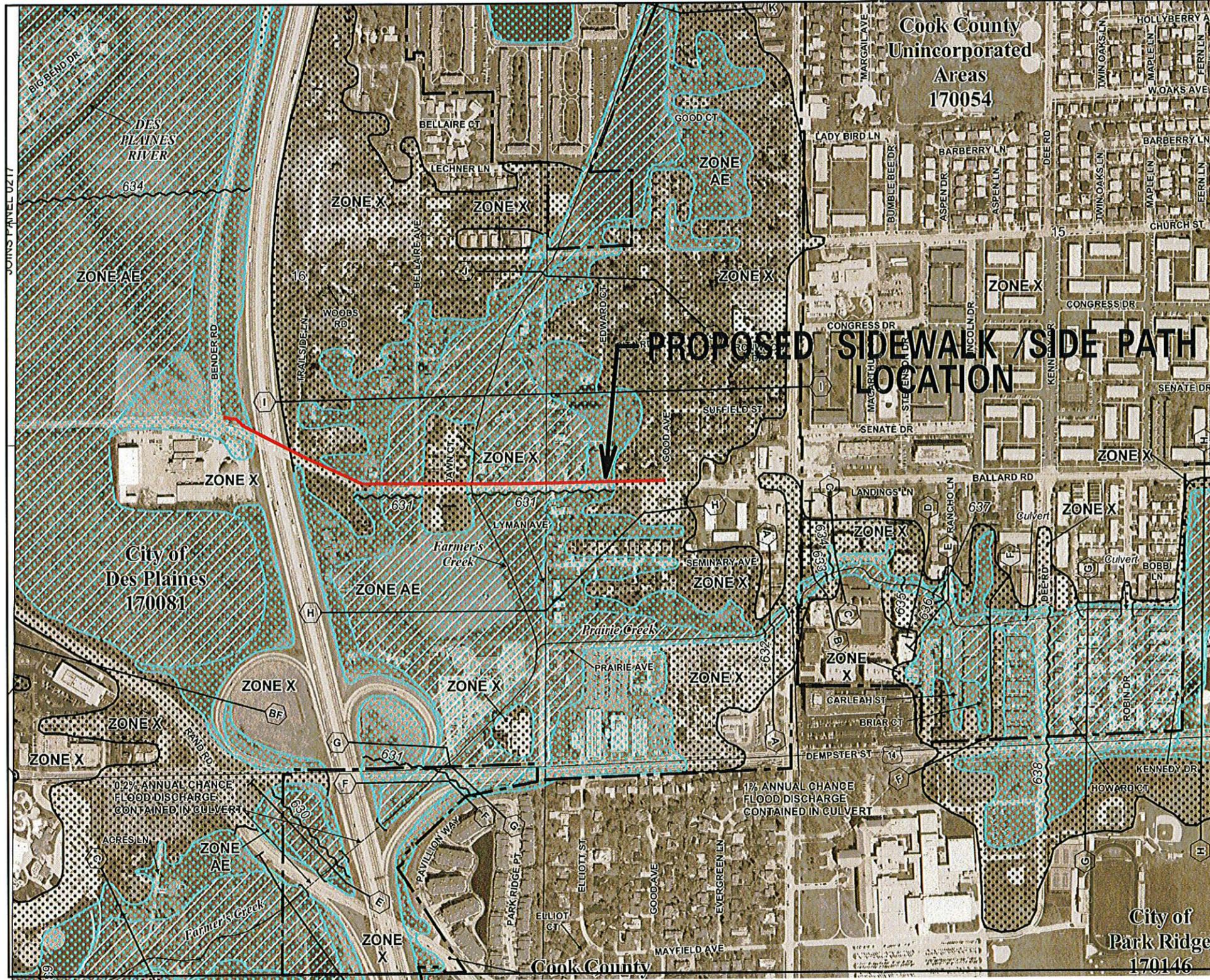


SPACECO INC.

FILENAME: 6049.02EXHIBIT4-1

DATE: 05/21/13

JOB NO: 6049.02



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0236J

FIRM
FLOOD INSURANCE RATE MAP
COOK COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 236 OF 832
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
COOK COUNTY	170054	0236	J
DES PLAINES, CITY OF	170081	0236	J
GLENVIEW VILLAGE OF	170095	0236	J
NILES VILLAGE OF	170130	0236	J
PARK RIDGE, CITY OF	170148	0236	J

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

MAP NUMBER
17031C0236J

MAP REVISED
AUGUST 19, 2008

Federal Emergency Management Agency

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

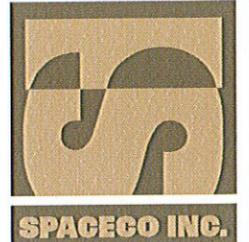
EXHIBIT 5-1

**BALLARD ROAD SIDEWALK /
SIDE PATH IMPROVEMENTS
DES PLAINES, ILLINOIS**

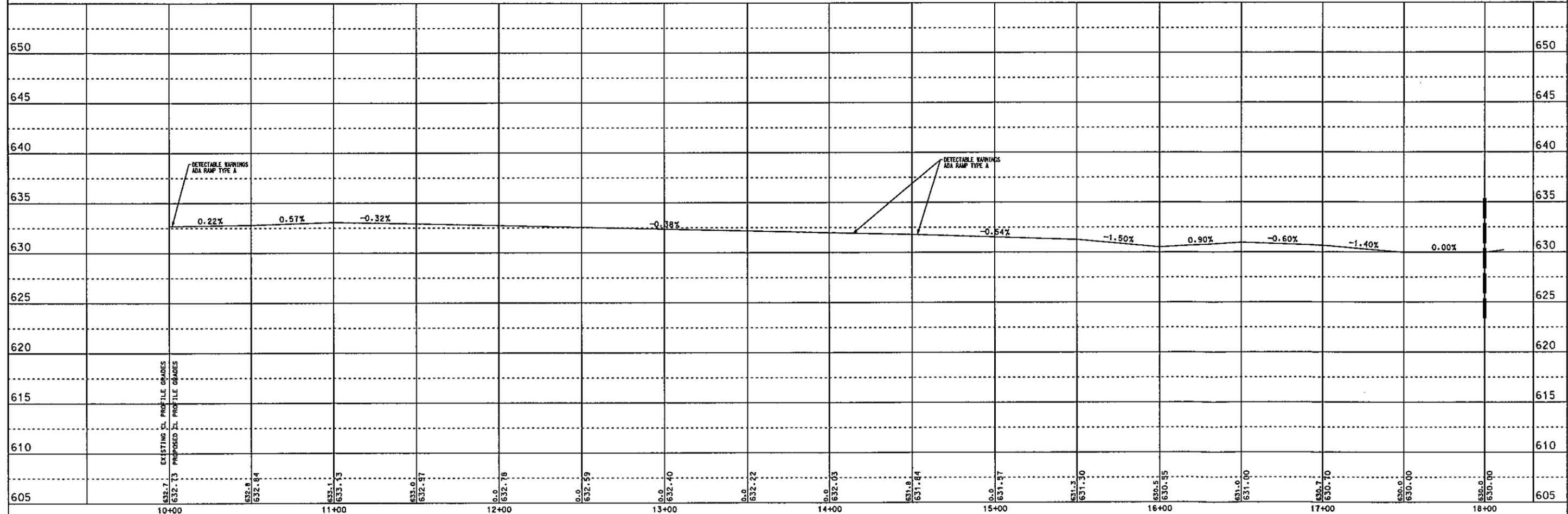
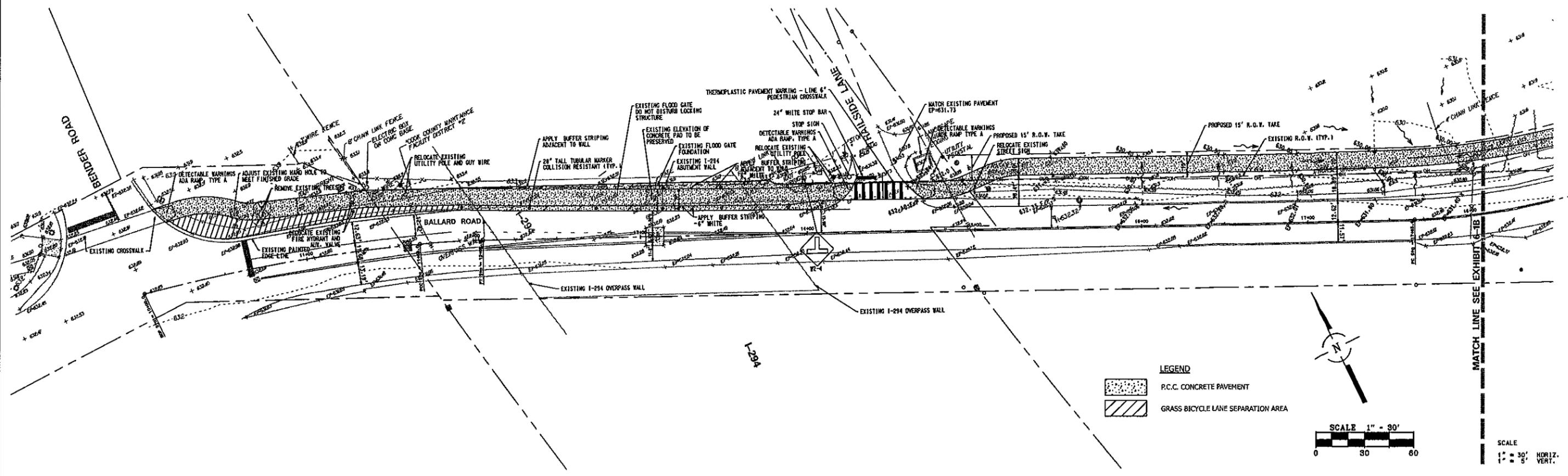
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065
FILENAME: BALLARD ROAD-FEMA.dgn

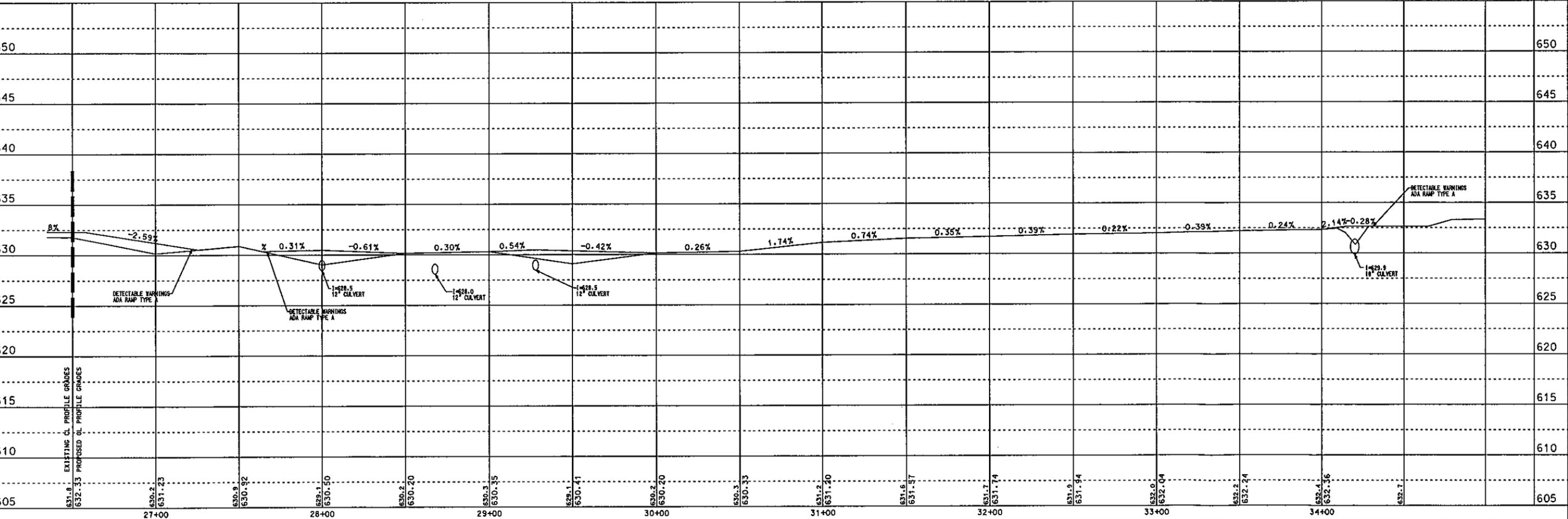
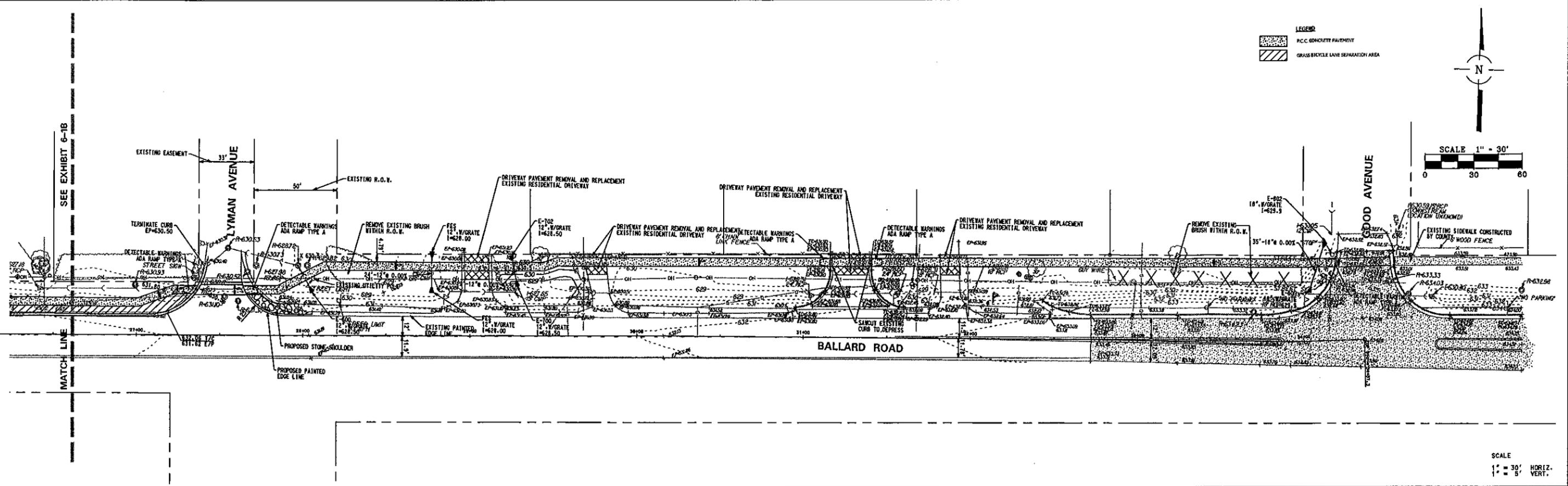
JOB NO: 6049-02



DATE: 03/15/13



FILE NAME =	USER NAME = JKAPJR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				EXHIBIT 6-1A BALLARD ROAD SIDEWALKSIDE PATH PLAN & PROFILE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
N:\Projects\6049\6049.02\DOCS\2013Ballard\DR\602713-revised\DR\6049PP05.dgn	CHECKED -	REVISED -	REVISED -								3514	12-00218-00-BT	COOK		
PLOT SCALE = 60.0000 ' / IN.	DRAWN -	REVISED -	REVISED -								CONTRACT NO.				
PLOT DATE = 7/1/2013	CHECKED -	REVISED -	REVISED -								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = JKAPJR	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXHIBIT 6-1C BALLARD ROAD SIDEWALKSIDE PATH PLAN & PROFILE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 60.0000' / IN.		DRAWN -	REVISED -									
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Section 2

Tab 2

Project Limits: Good Avenue to Bender Road

Route Ballard Road
 County Cook
 Local Agency Des Plaines
 Section 12-00218-00-BT

(Construction) Estimate of Cost

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL COST
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	120	\$15.00	\$1,800.00
20200100	EARTH EXCAVATION	CU YD	1,500	\$30.00	\$45,000.00
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	2,150	\$4.00	\$8,600.00
25200100	SODDING	SQ YD	2,150	\$8.00	\$17,200.00
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,063	\$3.00	\$6,189.00
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5"	SQ FT	18,565	\$6.00	\$111,390.00
42400800	DETECTABLE WARNINGS	SQ FT	150	\$20.00	\$3,000.00
44000100	PAVEMENT REMOVAL	SQ YD	720	\$25.00	\$18,000.00
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	110	\$25.00	\$2,750.00
44000600	SIDEWALK REMOVAL	SQ FT	20	\$15.00	\$300.00
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	6	\$500.00	\$3,000.00
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	\$925.00	\$1,850.00
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	134	\$75.00	\$10,050.00
550A0090	STORM SEWERS, CLASS A, TYPE 1 18"	FOOT	30	\$95.00	\$2,850.00
56400100	FIRE HYDRANT TO BE MOVED	EACH	1	\$2,500.00	\$2,500.00
60234200	INLETS, TYPE A, TYPE I FRAME, OPEN LID	EACH	3	\$1,500.00	\$4,500.00
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	6	\$400.00	\$2,400.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	680	\$35.00	\$23,800.00
67100100	MOBILIZATION	L SUM	1	\$5,000.00	\$5,000.00
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$15,000.00	\$15,000.00
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,800	\$1.50	\$2,700.00
78300100	PAVEMENT MARKING REMOVAL	SQ FT	200	\$3.00	\$600.00
Z0062400	SAWING BITUMINOUS PAVEMENT	FOOT	1,110	\$5.00	\$5,550.00
XX0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	105	\$40.00	\$4,200.00
XX007171	AGGREGATE SHOULDER REMOVAL	SQ YD	610	\$20.00	\$12,200.00
	28" TUBULAR MARKER (UNDER I-294)	EACH	9	\$200.00	\$1,800.00
	MODULAR BLOCK RETAINING WALL	SQ FT	240	\$35.00	\$8,400.00
	UTILITY POLE TO BE RELOCATED	EACH	2	\$7,000.00	\$14,000.00
	42" HIGH RAILING	FOOT	200	\$150.00	\$30,000.00

Total Estimated Cost: **\$364,629.00**

Made by: JCK Date: 05/21/13

Checked by: MSM

Section 3

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 - Des_Plaines_2005
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 - Des_Plaines_2009
 - Des_Plaines_2010
 - Des_Plaines_2011
 - IDOT Data - 2005-2011 - by Enk
 - IDOT Data - 2005-2011 - Severity
 - < all other values >
 - REC_TYPE
 - PD
 - C-Injury
 - B-Injury
 - A-Injury
 - Fatal
 - IDOT Data - 2005-2011 - Ped plus**
 - < all other values >
 - COLL_TYPE
 - Pedestrian
 - Pedsocyclst
 - Animal
 - Train
 - IDOT Data - 2005-2011 - Type
 - IDOT Data - 2005-2011 - Lighting
 - IDOT Data - 2005-2011 - Ped plus - Full City
 - IDOT Data - 2005-2011 - Severity - Full City
 - Controlled_Intersection_Signs_PODNT
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 - Road Annotation - full city
 - Annotation Class 1
 - One-Way - full city
 - One-Way - zoom
 - MajorStreets Annotation
 - Road (Cartographic) Annotation
 - Hydrology Annotation
 - Railroad Annotation
 - Recreation_Area_POLY - full city
 - Sidewalks
 - CART_MajorStreets_LINE
 - Street Centerline Annotation
 - Hydrology_POLY - full city



ROUTE	CASE_ID	YEAR	MONTH	DAY	HOUR	DAY_OF_WEEK	INTERSEC	NUM_VEH	INJURIES	FATALITIES	REC_TYPE	COLL_TYPE	WEATHER	LIGHTING	SURF_COND	RD_DEFECT	TRAF_CNTRL	VEHI_TYPE	VEHI_SPEC1	VEHI_DIR	VEHI_MANUV	VEHI_EVNT1	VEHI_LOCL1	VEHI_EVNT2	VEHI_LOCL2	VEHI_EVNT3	VEHI_LOCL3	
TS032	05-0651439	05	02	27	22	Sun	N	1	0	0	PD	Other Non-Collision	Rain	Darkness	Wet	No Defects	Stop Sign/Flasher	Passenger	Personal	North	Straight Ahead	Other Non-Collision	On Pavement (Roadway)					
TS032	05-1659795	05	05	10	18	Tue	Y	1	0	0	PD	Fixed Object	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Personal	Northeast	Turning Left	Utility Pole	Off Pavement - Right					
TS032	05-1745578	05	05	23	13	Mon	N	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	West	Sliding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	05-3953436	05	10	16	19	Sun	Y	2	0	0	PD	Turning	Clear	Darkness	Dry	No Defects	No Controls	Passenger	Personal	North	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	05-4221734	05	11	06	15	Sun	N	2	0	0	PD	Turning	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	05-4310974	05	11	10	19	Thu	Y	2	0	0	PD	Turning	Clear	Darkness, Lighted Road	Dry	No Defects	Traffic Signal	Tractor With Semi-Trailer	Commercial-Single Unit	Northwest	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	05-4412473	05	11	16	07	Wed	N	2	1	0	C-Injury	Turning	Clear	Daylight	Wet	No Defects	No Controls	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic	Intersection	Motor Vehicle In Traffic	Intersection			
TS032	06-0510922	06	02	07	08	Tue	Y	3	0	0	PD	Sideswipe Opposite Direction	Clear	Daylight	Dry	No Defects	Lane Use Marking	Van/Mini-Van	Personal	East	Passing/Overtaking	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-1481297	06	05	09	09	Tue	N	2	1	0	B-Injury	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	Intersection					
TS032	06-1941470	06	04	02	15	Sun	Y	2	0	0	PD	Rear End	Rain	Daylight	Wet	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-1822540	06	04	27	18	Thu	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-2269766	06	06	21	18	Wed	N	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Stop Sign/Flasher	Van/Mini-Van	Personal	North	Backing	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-2499546	06	06	26	07	Mon	N	2	0	0	PD	Rear End	Clear	Daylight	Wet	No Defects	No Controls	SUV	Personal	East	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-3961090	06	10	03	15	Tue	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Personal	South	Slow/Stop - Right Turn	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-3961645	06	10	04	16	Wed	N	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-4837610	06	12	21	14	Thu	N	2	0	0	PD	Rear End	Rain	Daylight	Wet	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-4838410	06	12	21	16	Thu	N	2	0	0	PD	Rear End	Rain	Darkness, Lighted Road	Wet	No Defects	No Controls	Van/Mini-Van	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	06-2222708	06	06	18	14	Sun	N	1	0	0	PD	Fixed Object	Clear	Daylight	Dry	No Defects	No Controls	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TS032	06-0200276	06	01	11	08	Wed	N	1	0	0	PD	Fixed Object	Clear	Daylight	Wet	No Defects	No Controls	Passenger	Personal	West	Sliding/Control Loss	Ran Off Roadway	Off Pavement - Left					
TS032	06-0328531	06	01	31	16	Tue	Y	1	0	0	PD	Fixed Object	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	West	Straight Ahead	Ran Off Roadway	Off Pavement (Roadway)					
TS032	06-0387230	06	02	12	18	Sun	Y	2	0	0	PD	Turning	Clear	Darkness, Lighted Road	Wet	No Defects	Stop Sign/Flasher	Passenger	Personal	East	Sliding/Control Loss	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-0157458	07	01	10	06	Wed	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	SUV	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-0506309	07	02	07	22	Wed	N	1	0	0	PD	Fixed Object	Clear	Darkness, Lighted Road	Ice	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Ran Off Roadway	Off Pavement - Right					
TS032	07-2663008	07	06	16	22	Sat	Y	1	0	0	PD	Fixed Object	Clear	Darkness	Dry	No Defects	Traffic Signal	Van/Mini-Van	Personal	South	Sliding/Control Loss	Ran Off Roadway	Other	Other Fixed Object Fence	Off Pavement - Right Other	Ditch/Embankment	Off Pavement - Right	
TS032	07-2795677	07	07	09	13	Mon	N	2	1	0	B-Injury	Head On	Clear	Daylight	Dry	Construction Zone	No Controls	Passenger	Personal	East	Driving Wrong Way	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-2872500	07	07	29	09	Sun	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	SUV	Personal	South	Backing	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-3612905	07	09	05	16	Wed	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-4333550	07	10	29	09	Mon	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	Truck Single Unit	Other	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-4533118	07	10	27	19	Sat	Y	2	0	0	PD	Rear End	Clear	Darkness, Lighted Road	Dry	No Defects	Traffic Signal	SUV	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-4835188	07	11	10	06	Sat	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	07-5263954	07	12	19	07	Wed	Y	3	0	0	PD	Rear End	Clear	Daylight	Wet	No Defects	No Controls	Passenger	Personal	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-0228000	08	01	01	00	Tue	N	1	0	0	PD	Other Object	Snow	Darkness, Lighted Road	Snow or Slush	No Defects	No Controls	Passenger	Personal	North	Sliding/Control Loss	Other Object	Off Pavement - Left					
TS032	08-0516776	08	01	30	17	Wed	Y	2	1	0	B-Injury	Rear End	Clear	Darkness	Dry	No Defects	No Controls	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-0714017	08	02	14	15	Thu	N	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-0714355	08	02	13	15	Wed	Y	1	1	0	C-Injury	Pedalcyclist	Clear	Daylight	Wet	No Defects	Stop Sign/Flasher	Passenger	Personal	South	Turning Left	Pedalcyclist	On Pavement (Roadway)					
TS032	08-1082026	08	03	06	13	Thu	Y	2	1	0	C-Injury	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-1788838	08	04	17	18	Thu	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Van/Mini-Van	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-4899707	08	12	11	19	Thu	N	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-5133510	08	12	30	18	Tue	N	2	0	0	PD	Turning	Clear	Daylight	Dry	No Defects	No Controls	Van/Mini-Van	Personal	West	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-1998783	08	05	23	15	Fri	N	4	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	SUV	Personal	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	08-2961558	08	07	23	15	Wed	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	Van/Mini-Van	Personal	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	200901226303	09	06	15	30	Mon	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Personal	South	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	200901277445	09	07	11	17	Sat	Y	2	0	0	PD	Rear End	Clear	Daylight	Wet	No Defects	No Controls	Passenger	Personal	West	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	200901302025	09	08	08	10	Sat	N	1	0	0	PD	Animal	Clear	Daylight	Wet	No Defects	No Controls	Passenger	Personal	North	Avoiding Vehicle/Objects	Deer	On Pavement (Roadway)					
TS032	200901403755	09	10	16	14	Fri	N	2	1	0	B-Injury	Rear End	Rain	Daylight	Dry	No Defects	No Controls	Passenger	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	201001213830	10	06	13	09	Sun	N	2	0	0	PD	Turning	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Personal	East	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	201001304129	10	08	21	14	Sat	Y	2	0	0	PD	Turning	Clear	Daylight	Dry	No Defects	Stop Sign/Flasher	Passenger	Personal	South	Turning Left	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	201001453403	10	12	30	18	Thu	Y	2	0	0	PD	Turning	Other	Darkness, Lighted Road	Wet	No Defects	Stop Sign/Flasher	Passenger	Personal	Northwest	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	201101138328	11	04	11	07	Mon	Y	2	1	0	B-Injury	Turning	Clear	Daylight	Dry	No Defects	Traffic Signal	Passenger	Other	North	Turning Right	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	201101325322	11	09	12	09	Mon	N	1	0	0	PD	Other Object	Clear	Daylight	Dry	No Defects	No Controls	Passenger	Unknown	West	Straight Ahead	Other Object	On Pavement (Roadway)					
TS032	201101337858	11	09	16	16	Fri	N	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	SUV	Personal	East	Straight Ahead	Motor Vehicle In Traffic	On Pavement (Roadway)					
TS032	201101449430	11	12	01	23	Thu	Y	2	0	0	PD	Angle	Snow	Darkness, Lighted Road	Wet	No Defects	Stop Sign/Flasher	Passenger	Personal	South	Slow/Stop In Traffic	Motor Vehicle In Traffic	Intersection					
TS032	201101450581	11	12	22	11	Thu	Y	2	0	0	PD	Rear End	Clear	Daylight	Dry	No Defects	No Controls	SUV	Personal	West	Slow/Stop In Traffic	Motor Vehicle In Traffic	On Pavement (Roadway)					

Section 4



9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



Meeting Notes

Date: February 15, 2013

Attendees: Alex Househ- IDOT BLRS
Mike Walczak- NWMC
Jon Duddles- City of Des Plaines
Derek Peebles- City of Des Plaines
Mike Mondus- SPACECO, Inc.
Jim Kapustiak- SPACECO, Inc

Copies To: Attendees

From: Jim Kapustiak

Meeting Date: February 15, 2013

Meeting Time: 8:45 AM

Location: IDOT District One, Schaumburg, Third Floor, Bureau of Local Roads,
Conference Room A

Subject: **BALLARD ROAD (FAU 1319) SIDEWALK/SIDE PATH,
BENDER RD. TO GOOD AVE.
DES PLAINES, IL
COOK COUNTY
SECTION: 12-00218-00-BT
KICK-OFF MEETING**
SPACECO Project No. 6049.02

The proposed Ballard Road sidewalk/side path will be located in the City of Des Plaines along the north side of Ballard Road. The project begins on the west end at the Bender Road intersection and will connect to the Des Plaines River Trail. At its eastern terminus it ends at the Good Avenue intersection, where it connects with the existing sidewalk that the Cook County Highway Department constructed as part of the Potter Road improvements, for a total distance of 2,440 ft. (0.46 miles). The proposed sidewalk/side path will close a significant gap in the area's pedestrian network and provide a critical pedestrian passage under I-294. The City of Des Plaines received Congestion Mitigation and Air Quality Improvement Program funding (CMAQ) for these improvements.

Ballard Road is an east-west roadway with an ADT of 7,600 vehicles per day classified as a collector (urban). The existing cross section is 27' wide asphalt pavement from

edge to edge with gravel shoulders and ditch drainage. The existing cross section consists of two 12' thru lanes. West of Trailside Lane, the roadway widens to 39' edge to edge with gravel shoulders and ditch drainage as it approaches the Bender Road intersection. The existing cross section at this intersection consists of two-12' thru lanes and a 12' left turn lane. Ballard Road is located within a 66' right-of-way.

Proposed Improvements

A 10' wide side path is proposed from Bender Road to Bellaire Avenue, along the north side of Ballard Road. This will create a link between the Des Plaines River Trail and the City's regional bike route. IDOT indicated that a new sign will be required where Bellaire Avenue meets Ballard Road stating "STOP. WALK YOUR BIKE". All in attendance agreed that the proposed 10' side path can be accommodated under the I-294 overpass, along the north shoulder of Ballard Rd. A 5 & 7 foot sidewalk is proposed to be constructed from Bellaire Avenue to Good Avenue along the north side of Ballard Road.

Right-Of-Way / Land Acquisition

There is insufficient Ballard Rd. right-of-way to construct the 10' wide side path improvements between Bellaire Avenue and Trailside Lane. Therefore additional right-of-way / land acquisition will be required.

Group I Categorical Exclusion

IDOT indicated that a new Local Project Development Report for Group I Categorical Exclusion (CE-I) (BLR Form 22211) will need to be submitted for this project provided that the Biological, Cultural, Wetland, and Special Waste clearances have already been obtained for this project. The City indicated that they have been. IDOT indicated that once CE-I Design Approval is granted, the right-of-way acquisition process can begin. The appraisal process can start now however.

IDOT indicated that this project will be presented at the next FHWA meeting to get concurrence of the project termini and scope.

IDOT also suggested that the Phase 2 agreements be submitted now as they tend to take a while to get processed.

The above notes do not constitute minutes from the meeting, they are only notes of various topics that were discussed and may not be all inclusive. If there are any discrepancies or omissions that should be revised or added, please notify the preparer of this document.



City of Des Plaines
Public Works and Engineering Department
1420 Miner Street
Des Plaines, IL 60016
Tel: 847-391-5390

MEETING NOTES

Meeting Date: March 12, 2013

Location: IDOT District 1, Schaumburg, 4th Floor

Attendees: Chris Holt – IDOT BLRS
Salmon Danmole – IDOT CBLRS
Dennis Bachman – FHWA
Chris Byars – FHWA
Robin Helmerichs – FHWA
Michael Hine – FHWA
Scott Stilt – IDOT BDE
Mike Walczak – NWMC
Jason Salley – IDOT BOP
Derek Peebles – City of Des Plaines
Kaamil Tayyab – IDOT BLRS
Alex Househ – IDOT BLRS

Subject: **FHWA/IDOT Coordination Meeting**
Ballard Road Sidewalk/Sidepath Project – CMAQ Grant # BP03123548
Section: 12-00218-00-BT

This meeting was held to review the scope of the Ballard Road Sidewalk/Sidepath project and to determine if the project qualifies for a categorical exclusion. The project is being funded with CMAQ funds.

The project was initiated in 2009 using ARRA federal stimulus funds and had progressed to approximately 80% design completion. However, due to the roadway not being centered within the existing right-of-way at the curve just east of the I-294 Tollway underpass, it was discovered that right-of-way would need to be acquired. Since right-of-way acquisition would not fit within the aggressive timelines of the ARRA program, the project was withdrawn and the plans shelved.

In 2011, the City applied for and was awarded CMAQ funds to complete the design and to construct the project. Phase I design is currently in progress.

The project purpose is to close a critical gap in the existing sidewalk network as well as complete a section of the proposed Elgin-Evanston Regional Bikeway. The project scope consists of 10-foot wide sidepath along the north side of Ballard Road between Bender Road and Bellaire Avenue (~1,100 feet) and traditional 5-foot wide sidewalk along the north side of Ballard Road between Bellaire Avenue and Good Avenue (~1,300 feet). The sidepath carries the regional bikeway between the existing termini of the Des Plaines River Trail at the Ballard/Bender intersection and Bellaire Avenue where the bikeway travels over the local roadway network in accordance with the NWMC Regional Bike Plan. The sidewalk portion of the project connects to the existing sidewalk termini at the Ballard/Good Ave intersection. An approximately 5' strip of right-of-way is needed along the northern edge of Ballard Road, along the length of an existing vacant property.

It was determined that the project qualifies as a **Categorical Exclusion Group I with report (BLR 22211)**. The ESR paperwork for the project has already been submitted with Biological, Wetland and Cultural

DAP/dp

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clearances received in February of 2012 and the PESA received in August of 2012. Comments from the meeting included:

Design of the section where the sidepath travels under the I-294 Tollway will need to be worked out with IDOT. The 2009 and existing proposal is to pave the shoulder and provide separation from the traffic using reflective flexible posts and pavement marking. IDOT would like to see a separation distance of at least 5' from the travel lane. Combined with the 10' wide sidepath, this would indicate a need for at least 15' between the travel lane and the tollway abutment. There may be a pinch point at the location of the existing Levee 50 flood gate, since the foundation of the flood gate protrudes 2-3 feet from the tollway abutment. Barrier wall may be needed if there is not sufficient separation distance, but any structures will need to allow for the flood gate to continue operating as designed.

In the sidepath east of the tollway, IDOT questioned whether consideration had been given to providing a greater than 5' buffer between the roadway and the 10' sidepath. They have seen 8' with landscaping. Given that the curb and gutter is being installed through the curve, and that additional width requires additional right-of-way acquisition, the 5' buffer is the current proposal and is consistent with the latest best practice from the 2012 AASHTO Guide for the Development of Bicycle Facilities.

The FHWA advised that lighting be provided for the portion of the sidepath under the tollway.

A sign directing individuals to dismount their bicycle is to be provided at the eastern terminus of this project at Bellaire Avenue, where the sidepath ends and traditional sidewalk begins. At this point the regional bikeway diverts away from Ballard Road, heading north on Bellaire Avenue and then east on Church Street to Evanston. The Bellaire-Church Street route is already the preferred routing for cyclists and has been memorialized in the last several versions of the widely-used Chicagoland Bicycle Federation (now ActiveTrans) regional bicycle map as the recommended route to traverse this difficult area. The addition of the Ballard Road sidepath that is the subject of this CMAQ grant will greatly increase the safety of the existing route by giving cyclists an off-street option through the difficult blind curve along Ballard Road.

Section 5



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Pat Quinn, Governor
Marc Miller, Director

Office of Water Resources • 2050 West Stearns Road • Bartlett, Illinois 60103

August 19, 2009

Subject: **Application No. 2009157**
Applicant: City of Des Plaines
Project: Ballard Road Sidewalk Project
Watercourse: Farmers Creek
Community: City of Des Plaines

Jon Duddles
City of Des Plaines
1420 Miner Street
Des Plaines, Illinois 60016

RECEIVED

AUG 20 2009

SPACECO, INC.

Dear Mr. Duddles:

This concerns the City of Des Plaines' July 21, 2009 application for an Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) permit for the above-referenced project, which was submitted on your behalf by SPACECO, Inc.

We understand the project involves the construction of a sidewalk along the north side of Ballard Road from East River Road to Good Avenue. A portion of the sidewalk work is proposed within the designated floodway of Farmers Creek; therefore, an IDNR/OWR permit is required. Please be advised that certain minor construction activities, such as sidewalks, proposed within a designated floodway can be automatically authorized by our Regional Permit No. 3 (copy enclosed). To be authorized by Regional Permit No. 3, the sidewalk must be constructed at or below existing grade within the floodway limits. Also, the project must not involve any changes to the Ballard Road culvert crossing of Farmers Creek.

This determination does not exempt the project from meeting the requirements of any other local, state, or federal agency, including the City of Des Plaines' floodplain management ordinance.

I can be reached at 847/608-3100, extension 2025 if you have any questions.

Sincerely,

Gary W. Jereb, P.E., Chief
Northeastern Illinois Regulatory Programs Section

GJ:
Enclosure: Regional Permit No. 3

Cc: Michael Mondus, SPACECO, Inc. ✓