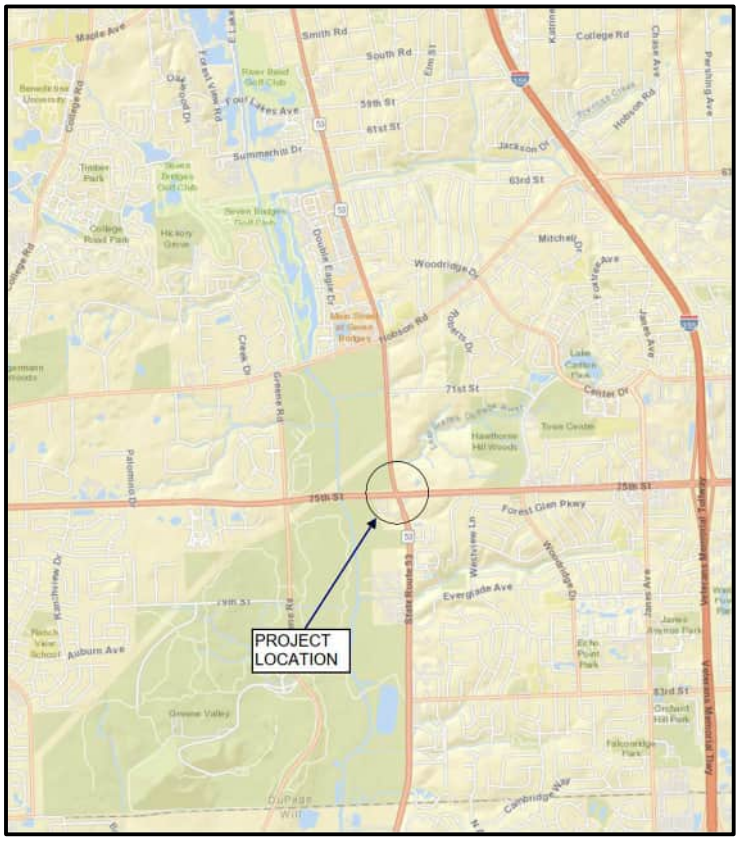
Illinois Department of Transportation

PROJECT REPORT

ILLINOIS ROUTE 53
AT
75TH STREET



P-90-017-21

DuPage County, Illinois

Illinois Department of Transportation – Office of Highways
Project Implementation
District 1
January 2025

Illinois Department of Transportation

Phase I Project File Checklist

Key Route	Marked Route / Road Name	State Job Number
PAS 0870	75th Street / DuPage County Highway 33	P-90-017-21

Contract Number	County(ies)	Project Length
	DuPage County	0.7 Miles

City(ies)	Section
Village of Woodridge	

Project Location: Intersection of 75th street and IL Route 53

Description	Yes	No	N/A
General	☐	☐	☐
Phase I Report	☒	☐	☐
BDE 1201, Phase I Report Approval	☒	☐	☐
BDE 1210, Phase I Checklist (Optional)	☐	☐	☒
BDE 1701, Omission of Bicycle/Pedestrian Accommodations	☐	☐	☒
BDE 1702, Bicycle Travel Assessment	☒	☐	☐
BDE 2602, District Approval of Geometric Design	☒	☐	☐
BDE 3100, Design Exception Request Project Identification	☒	☐	☐
BDE 3101, ADA Statement of Maximum Extent Practicable	☐	☐	☒
BDE 3102, Interstate Vertical Clearance Exception Coordination	☐	☐	☒
BDE 3107, Level One Design Criteria Checklist	☐	☐	☐
BDE 3108, Level Two Design Criteria Checklist	☒	☐	☐
Coordination Meeting Minutes	☒	☐	☐
Estimates	☐	☐	☐
a. Cost Estimates	☒	☐	☐
b. Are cost estimates complete and properly calculated, noting any rounding?	☒	☐	☐
Public Involvement	☐	☐	☐
a. Documentation	☒	☐	☐
b. Stakeholder Involvement Plan for CSS Projects	☐	☐	☒
c. Memo to File from Regional Engineer Regarding Compliance with CSS Statute	☐	☐	☒
d. Documentation to Hold Public Hearing or Not	☐	☐	☐
e. Certification to FHWA that Public Hearing Was Held	☐	☐	☒
Environmental - General	☐	☐	☐
a. BDE 2301, Categorical Exclusion Determination and Approval	☒	☐	☐
b. Validation and Reevaluation of Categorical Exclusion Concurrence	☐	☐	☒
c. Environmental Assessment	☐	☐	☒
d. Finding of No Significant Impact	☐	☐	☒
e. Environmental Impact Statement	☐	☐	☒
f. Record of Decision	☐	☐	☒

Description	Yes	No	N/A
Environmental - National Historic Preservation Act Compliance - Section 106	☒	☐	☐
a. Documentation	☒	☐	☐
b. Section 106 Exemption Documentation	☒	☐	☐
c. Letter from Advisory Council on Historic Preservation for Section 106 Consultation or FHWA E-mail Thereon	☐	☐	☒
d. Memorandum of Agreement (MOA) or Project-specific Programmatic Agreement (PA)	☐	☐	☒
Environmental - Section 4(f) of the Department of Transportation Act of 1966	☐	☐	☒
a. Documentation	☒	☐	☐
b. De Minimus Documentation	☒	☐	☐
c. Avoidance Alternative Documentation	☐	☐	☒
d. Management Plans for 4(f) Properties	☐	☐	☒
e. Programmatic 4(f) Eligibility Documentation	☐	☐	☒
Environmental - Other	☒	☐	☐
a. BDE Signoff Documentation	☐	☐	☐
b. Documentation of No Farmland Conversion	☐	☐	☒
c. Level I Special Waste Screening Form	☒	☐	☐
d. Level II Special Waste Screening Form	☐	☐	☒
e. BDE 2735, PESA Response / PSI Work Order	☐	☐	☒
Value Engineering	☐	☐	☒
a. Value Engineering Report	☐	☐	☒
b. Value Engineering Documentation	☐	☐	☒

All items marked "No" must be explained in Remarks section.

Remarks

Designer Signature & Date

Completed By

Project Engineer / Unit Head Signature & Date

Reviewed By

Illinois Department of Transportation

Phase I Report Approval

Key Route	Marked Route/Road Name	Job Number
PAS 0870	75th Street / DuPage County Highway 33	P-90-017-21

Contract Number	Section	Project Length
		0.7 Miles

PPS Number	County(ies)
	DuPage County

Location/Limits

Intersection of IL Route 53 and 75th Street

General Description of Existing Facility

IL Route 53 runs in the North and South direction and is a 4-lane other principal arterial road with a 45-mph speed limit. Left turn lanes are provided on both approaches along with a northbound right turn lane. Two through lanes are provided for both north and southbound. 75th Street is a 4-lane other principal arterial road with a 45-mph speed limit. Left turn lanes are provided on both approaches along with a westbound right turn lane. Two lanes are provided for both east and westbound.

Need for Proposed Improvement

The purpose of this Highway Safety Improvement Project is to address highway safety at the intersection due to left turning and rear end crashes as well as add bicycle and pedestrian accommodations.

Scope of Project

☐ New Construction ☐ Reconstruction ☒ 3R ☐ 3P

☐ SMART ☐ Other _____

General Description of Proposed Improvement

The proposed improvements are intended to be limited to the intersection and approach taper and storage limits along each leg. The proposed improvements include an additional left turn lane on each approach and southbound and eastbound right turn lanes. To accommodate the additional turn lanes IL Route 53 is proposed to be widened to the west holding the eastern curb line and 75th Street is proposed to be widened to the south holding the northern curb line. The eastern and northern curb lines are held to reduce impacts to the existing east-west DuPage County water transmission main that runs on the north side and parallel to 75th Street and reduce impacts to the existing gas station located in the southeast quadrant. A 5' sidewalk will be provided along the east side of IL 53 south of the intersection

Environmental Processing

☐ EIS ☐ EA ☐ Federal Approved CE

☒ State Approved CE ☐ Other _____

Approximate Amount of ROW to be Purchased 3 Parcels Totaling 0.4 Acres.

Number of Businesses _____ and Residences _____ to be Acquired.

ROW Cost	Estimated Program Cost	Fund Type
$68,640.00	(in FY ____)	

Construction Cost	Utility Relocation Cost	Consultant PE Cost
$5,015,878.56		

Design Exceptions

- Level One Required ☐ Yes ☒ No
- Level Two Required ☒ Yes ☐ No
- If yes, note date approved _____

Type of Public Involvement Activity

- Public Hearing Offered ☐ Yes ☒ No
- Informational Meeting Held ☐ Yes ☒ No
- Property Owners Contacted ☒ Yes ☐ No

Regional Design Approval

DRAFT 1/19/2026

IDOT Regional Engineer Signature & Date

DRAFT 1/19/2026

Illinois Department of Transportation

Categorical Exclusion Determination and Approval

Key Route	Marked Route/Road Name
PAS 0870	75th Street / DuPage County Highway 33
Section Number	**State Job Number**
	P-90-017-21
County(ies)	**Contract Number**
DuPage County	

☒ State Approved Categorical Exclusion (CE)

IDOT has addressed all environmental requirements for this Project and determined that it has met the following requirements for a State Approved CE in the CE Programmatic Agreement (approved 10/14/15): (1) the scope is consistent the project scope listed in Appendix ☒ A or ☐ B, item number _____ and (2) none of the circumstances in Section V exist.

Therefore, on behalf of FHWA, IDOT hereby approves this project as a State Approved CE.

Approved by

Signature of Regional Engineer & Date

☐ Federal Approved Categorical Exclusion

After reviewing the project information provided, FHWA has determined that this project will not have any significant impacts on the human environment and approves its designation as a Federal Approved CE.

Approved by

Signature of FHWA Representative & Date

Wetland Impacts Involved

☐ Yes ☐ No

The FHWA issue a programmatic Wetland Finding for CEs on October 14, 2015, in compliance with Executive Order 11990, Protection of Wetlands. The programmatic Wetland Finding is contained in the CE Agreements, available online in the BDE Manual Appendix A.

INSERT
ENVIRONMENTAL COORDINATION SHEET GIVEN TO YOU BY THE ENVIRONMENTAL STUDIES UNIT

Contact Information

Job Number: P-90-017-21

Project: Intersection evaluation of 75th street and IL Route 53 for the addition of protected left turn bays, turn bay geometric upgrades, traffic signal equipment replacement/modernization and signal phasing improvements.

Location: Intersection of 75th street and IL Route 53, 1.5 miles west from interstate 355

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Consultant:

PTB:	185-15
Firm:	Strand Associates, Inc ®
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NEED FOR IMPROVEMENT

1. Project Location and Termini

The project is located at the intersection of Illinois Route 53 (IL 53) and 75th street, approximately 1.50 miles west of Interstate 355 under 75th Street in the Village of Woodridge in DuPage County, Illinois, in Section 26, Lisle Township 38N, and Range 10E. The limits of the project along IL 53 extend from the south terminus of Fox Ridge Court to the north terminus, approximately 725 feet north of the intersection of 75th Street and IL 53. The project limits along 75th street extend from the west terminus approximately 725 feet to the east terminus approximately 1275 feet to the west. The Project Location Map is shown in **Exhibit E-1**.

2. Description of Existing Conditions

IL 53 is a divided four-lane, urban road in DuPage County under the jurisdiction of the Illinois Department of Transportation (IDOT). It is classified as a principal arterial and a state-maintained Class II truck route. IL 53 is not a designated Strategic regional Arterial (SRA) route within the project area, but it is part of the National Highway System. IL 53 has a generally posted speed limit of 45 mph on the north leg and the south leg of the intersection. The existing urban typical section consists of two 12 feet lanes in each direction, with combination curb and gutter and a paved center median, which ranges in width from 4 feet to 16 feet. A dedicated left-turn and a dedicated right-turn lane are present with two through-lanes along the south leg of IL 53 near the intersection. A dedicated left-turn leg, with one through-lane and a right-through-lane serve the north leg of IL 53 near the intersection.

75th Street is classified as a divided, four-lane, principal arterial roadway under the jurisdiction of DuPage County. 75th Street runs east to west between the Village of Woodridge and the City of Naperville. 75th Street is classified as a Class II truck route and a designated Strategic Regional Arterial, SRA 202. 75th Street is also a part of the National Highway System. 75th Street has a generally posted speed limit of 45 mph on the east leg and 50 mph on the west leg of the intersection. The existing urban typical section consists of two 12 feet lanes in each direction, with combination curb and gutter, and a center median, which ranges in width from 4 feet to 16 feet and ranges from grass to a raised paved median. A dedicated left-turn, one through-lane and a shared right-through-lane are present along the west leg of 75th Street near the intersection. A dedicated left- and a dedicated right-turn lane are present with two through-lanes along the east leg of 75th Street near the intersection.

The surrounding land use near the project area includes forested land and both commercial and residential lots. Near the intersection, the northwest and northeast lots contain the Greene Valley Forest Preserve and the Hawthorne Hill Woods, respectively. Along the south of the intersection, the southwest and southeast lots contain an assisted living center and a gas station, respectively. There are no historic properties near or within the project limits.

The existing drainage system is a combination of closed- and open-system infrastructure comprised of roadway inlets, storm sewer, and roadside ditches. According to the Federal Emergency Management Agency (FEMA), 75th Street crosses the East Branch of the DuPage River about 1500 feet to the west of the intersection of IL 53 and 75th Street, which is outside of the project limits.

Table 1. Existing Roadway Data

IL Route 53 at 75th Street	**East Leg**	**West Leg**	**North Leg**	**South Leg**
Design Element	**75th St**	**75th St**	**IL 53**	**IL 53**
Highway Functional Classification	Principal Arterial	Principal Arterial	Principal Arterial	Principal Arterial
Truck Route Classification	Local Class II	Local Class II	State Maintained Class II	State Maintained Class II
SRA (yes/no)	Yes	Yes	No	No
On NHS (yes/no)	Yes	Yes	Yes	Yes
Jurisdiction	DuPage County	DuPage County	IDOT	IDOT
Current ADT	32,700	32,200	29,300	30,100
% Trucks	0%	0%	7.3%	8.7%
Posted Speed	45 mph	45 mph	45 mph	45 mph
Design Speed	50 mph	50 mph	50 mph	50 mph
Number of through lanes and widths	2 at 12 feet	2 at 12 feet	2 at 12 feet	2 at 12 feet
Turn lanes and widths	1 LT at 10 feet 1 RT at 12 feet	1 LT at 12 feet	1 LT at 11 feet	1 LT at 12 feet 1 RT at 12 feet
Shoulder or Curb Type	B-6.12 (Median) B-6.24 (Outside)	B-6.12 (Median) B-6.24 (Outside)	B-6.12 (Median) B-6.24 (Outside)	B-6.12 (Median) B-6.24 (Outside)
Shoulder Width	0	8 feet	0	0
Clear Zone Width	30 feet	30 feet	30 feet	30 feet
Pavement Surface Condition in CRS (year)	5.6 (2021)	6.4 (2021)	7.2 (2021)	7.7 (2021)
Sidewalks/paths	None	Yes	None	Yes

IL Route 53 at 75th Street	East Leg	West Leg	North Leg	South Leg
Design Element	**75th St**	**75th St**	**IL 53**	**IL 53**
Parking	None	None	None	None
Roadway Lighting	None	None	None	None
Traffic Control Type	Signalized	Signalized	Signalized	Signalized

3. Project History & Identified Deficiencies

IL 53 was established as a State Highway in 1924. In 1986 and 1990, IL 53 was reconstructed from 2 lane to separate 4 lanes with curb and gutter. In 2009, 2011, and 2025 IL 53 was resurfaced. In 2012 75th Street was resurfaced.

Due to the high prevalence of crashes at this location, IDOT initiated this Highway Safety Improvement Project (HSIP) to address the highway safety at this location.

A crash analysis was performed for the period of 2015 through 2020, which included the intersection of 75th street and IL 53. A total of 280 crashes and 1 fatality were reported. Intersection capacity was identified as a geometric deficiency in the crash analysis. The Crash Analysis Report can be found in **Supplement S-1**. Incidents of roadway flooding were identified by IDOT Bureau of Maintenance. More information can be found in the Location Drainage Technical Memorandum (LDTM) in **Supplement S-3**.

4. Project Purpose

The existing roadway has been determined by the crash analysis to not have sufficient capacity at the intersection. The purpose of this project is to improve intersection capacity and safety, and to improve the pedestrian and bicycle accommodations, pavement condition, horizontal and vertical geometry, and drainage along the abutting roadway sections. The project will provide a new drainage system and sidewalk along the east side of the south leg of IL 53 within the project limits.

DESCRIPTION OF PROPOSED IMPROVEMENT

1. Introduction

The proposed improvements will address the noted safety issues and provide improvements to bicycle and pedestrian accommodation and drainage within the project limits. The scope of the project includes the addition of an additional left-turn lane on each intersection approach as well as right turn lanes at the southbound and eastbound approaches. To accommodate the additional turn lanes, IL Route 53 is proposed to be widened to the west holding the existing east curb line and 75th Street is proposed to be widened to the south holding the existing north curb line. The eastern and northern curb lines are being maintained to reduce impacts to the existing east-west DuPage County water transmission main that runs along the north side of 75th Street, reduce impacts to the existing north-south DuPage County water transmission main that runs along the east side of IL 53 north of 75th Street, avoid impacts to the Section 4(f) property located on the east side of IL 53 north of 75th Street, and reduce impacts to the existing gas station located in the southeast quadrant. Sidewalk is proposed on the east side of IL Route 53 south of 75th Street.

2. Design Criteria Utilized

The proposed design was developed using the BDE 3R Guidelines for Bureau of Design and Environment Manual (BDE) 3R Guidelines for Rural and Urban Highways (BDE Chapter 49). See **Supplement S-2** for the design criteria checklist.

3. Geometric Improvements

All approaches to the intersection will be widened to accommodate a designated right turn lane, two through lanes, and two left turn lanes. IL 53 will be widened towards the west, and the existing east curb line will be held. 75th Street will be widened to the south, and the existing north curb line will be held.

On the south leg of the IL 53 at 75th Street intersection, a sidewalk is proposed along the east side of IL 53 which ties into the existing roadway driveway at Fox Ridge Court. On the north leg of the IL 53 at 75th Street intersection, a graded shelf is proposed along the east side of IL 53 .

On the west and east legs of the IL 53 at 75th Street intersection a graded shelf is proposed along the south side of 75th Street.

Corner radii will be increased to accommodate corner islands at the northwest and southeast corners. The corner islands will offer pedestrian refuge for the sidewalk.

4. Pavement Drainage

The proposed drainage system will include the installation of both closed- and open-drainage facilities, that will capture runoff from the site and adjacent properties and convey the flow towards the site's outlets. An LDTM has been prepared for the proposed improvements and can be found in **Supplement S-3**.

5. Design Exceptions

There are 10 design exceptions for this project as listed in the following table. These exceptions were presented and approved at the XXXXX BDE/FHWA Coordination Meeting. See **Supplement S-4** for Design Exception Forms.

Design Exception Table					
#	**BDE Standard**	**Policy Value**	**Proposed Design**	**Location of Exception**	**Justification**
1	Frontage Road Outer Separation BDE Figure 44-2.K	25'	10'	75th Street Frontage Road	The substandard frontage road outer separation is needed to avoid ROW impacts to the residential properties and match the existing frontage road location.
2	Dual Left Turn Lane Taper Length BDE 36-3.05(b)	300'	200'	IL Route 53 NB left turn at 75th Street	The substandard taper length is required to avoid impacting access to the parcels at the southwest quadrant of the intersection.
3	Turn Lane Deceleration Distance BDE Figure 36-3.I	385'	350'	IL Route 53 NB left turn at 75th Street	The substandard taper length is required to avoid impacting access to the parcels at the southwest quadrant of the intersection.
4	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	49'	75th Street WB approach at IL Route 53	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
5	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	58'	75th Street EB approach at IL Route 53	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
6	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	40'	IL Route 53 NB approach at 75th Street	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
7	Stop Bar offset from Edge of Travelled Way BDE 36-1.10 MUTCD Section 3B.16-10	4'-30'	45'	IL Route 53 SB approach at 75th Street	The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.
8	Dual Left Turn Lane Turning Radii BDE Section 36-3.05(b)	90' min.	76'	75th Street EB Left Turn	The substandard turning radii is required to avoid additional intersection impacts and turning movement conflicts.
9	Dual Left Turn Lane Turning Radii BDE Section 36-3.05(b)	90' min.	74.5'	75th Street WB Left Turn	The substandard turning radii is required to avoid additional intersection impacts and turning movement conflicts.

10	Throat Width BDE Section 36-3.05(b)	35' min.	24'	75th Street East Leg 75th Street West leg	The substandard throat width is needed to avoid additional ROW impacts.
11	Throat Width BDE Section 36-3.05(b)	35' min.	31'	IL Route 53 South Leg	The substandard throat width is needed to avoid additional ROW impacts.

6. Public Involvement

It is the policy of IDOT to give all interested persons an opportunity to become acquainted with highway proposals of concern to them and express their views at those stages of a proposed project when the flexibility to respond still exists. As this project does not have major impacts on the surrounding areas and/or large amounts of ROW to be acquired, letters with ROW exhibits were sent to impacted property owners. Refer to **Coordination D-4** for more information on public involvement.

7. Right-of-Way

Temporary easements are required from 3 property owners.

Acquisition:
Total Parcels: 3 Total Acres: 0.15
Land Use Summary: N/A

Temporary Easements:
Total Parcels: 3 Total Acres: 0.22
Land Use Summary: Commercial

Permanent Easements:
Total Parcels: 0 Total Acres: 0
Land Use Summary: N/A

8. Structures

Existing structures within the project limits are anticipated to be minimally impacted by the proposed design. For S.N. 022-0569, proposed fore slope grading will tie into the existing headwall, and culvert extension will not be required. For S.N. 022-0568, the proposed drainage improvements tie into the side of the existing culvert, which matches existing conditions, the proposed trunk line will be larger than existing, so the existing penetration will need to be enlarged. This work shall be investigated further in Phase II.

9. Traffic Signal Replacement/Installation

The existing traffic signals at the intersection of IL 53 at 75th Street will be removed and modernized as part of this project. The modernization will include new traffic signals heads, traffic signal posts, mast arms, pedestrian push buttons, pedestrian signal heads, pedestrian push button posts, pedestrian signal posts, and cabinet. The existing interconnect along 75th Street will also be rerouted to the new cabinet location or replaced. Equipment locations were identified to be compliant with IDOT District 1 equipment offsets and to meet ADA requirements. Accessible Pedestrian Signals are included for pedestrian crossings.

10. Lighting

There is currently no roadway lighting on IL 53 or 75th Street within the project limits.

11. Parking

There is currently no parking on IL 53 or 75th Street within the project limits.

12. Bicyclists and Pedestrians

On the south leg of the IL 53 at 75th Street intersection, a sidewalk is proposed along the east side of IL 53 which ties into the existing roadway driveway at Fox Ridge Court. On the north leg of the IL 53 at 75th Street intersection, a graded shelf is proposed along the east side of IL 53 .

On the west and east legs of the IL 53 at 75th Street intersection a graded shelf is proposed along the south side of 75th Street.

Corner radii will be increased to accommodate corner islands at the northwest and southeast corners. The corner islands will offer pedestrian refuge for the sidewalk.

13. Mass Transportation

There is no mass transportation operating within the project limits.

14. Utility Conflicts

All major utilities are anticipated to not be impacted as part of the proposed design. In Phase II, private utility coordination will be performed to verify relocations as needed to accommodate proposed improvements.

15. Encroachments

There are no encroachments on the existing ROW within the project limits.

16. Mail Drop-Off

There is no mail drop-off within the project limits.

17. Landscape/Roadside Development

All areas disturbed by construction will be restored to turf cover in accordance with “Guidelines for Use of Landscape Items” as appropriate for the project location. All trees and other plants removed for construction will be replaced on a 1:1 nursery stock basis at a minimum wherever feasible and appropriate under Illinois Department of Transportation guidelines. Forested areas or dense strands of trees and shrubs may be replaced with seedling trees on a 3:1 basis where appropriate. Wildflower plantings will be considered for inclusion where applicable to the project.

A copy of the tree survey/vegetation assessment is included in **Supplemental S-7** of the Project Report. Recommendations (to save or remove trees) are primarily based on the size and quality of the trees, as well as proposed geometrics. Final grading and new utility locations may not be known at the time of the tree impact analysis. Therefore, removals may increase in the design

phase. However, all efforts shall be made to keep removals to a minimum in accordance with Departmental Policy D&E-18, “A Policy on Removal and Replacement of Trees”.”

Protection and care will be provided for all existing trees and shrubs to remain with the project limits as provided in Section 201 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, adopted January 1, 2012. Existing trees and shrubs which are to remain will be delineated on the plans, as will those which are to be removed.

18. At-grade Railroad Crossing

There are no at-grade railroad crossings within the project limits.

19. Surveillance

There is no existing or proposed surveillance equipment within the project limits.

20. Pump Stations

There are no pump stations within the project limits.

21. Retaining Walls

There are no retaining walls within the project limits.

22. Dry Land Bridges

There are no dry land bridges within the project limits.

23. Environmental Resources

It is anticipated that 33 trees will be impacted by this project.

It is anticipated that 0.001 acre(s) of wetlands will be impacted by the improvements. Wetland impacts are anticipated to be mitigated at a 1.5:1 ratio (XXX acres) through use of a wetland bank. It is anticipated that 0.000 acres(s) of Waters of the U.S. will be impacted by the improvements.

A Section 404 Permit is required however no U.S. Army Corps of Engineers mitigation is required. It is anticipated that 0.0015 acres of wetlands will be mitigated by IDOT based on the Interagency Wetland Policy Act (IWPA). See **Coordination D-1.**

Impacts to Section 4(f) resources are anticipated as part of this project. The Greene Valley Forest Preserve, classified as a Forest Preserve resource, is located in the northwest quadrant of the IL 53 and 75th Street intersection. The preserve encompasses approximately 1,288 acres and provides a wide range of public recreational opportunities, including walking and biking trails, picnicking areas, camping facilities, off-leash dog areas, wildlife and scenic viewing areas, and a designated model aircraft field. Additional details on this resource can be found in **Supplemental Document S-9**.

Additional information regarding environmental resources can be found in **Coordination D-1**.

24. Air Quality

Conformity

This project is located within a designated nonattainment or maintenance area but is a project type which the US Environmental Protection Agency (USEPA) has designated as exempt from regional emissions analyses of transportation plans and Transportation Improvement Programs for purposes of determining conformity with the State Implementation Plan (SIP). This designation is based on USEPA's determination that nature of the project is such that it would not affect the outcome of a regional emissions analysis.

This project is included in the FY 2019-2024 Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization Policy Committee of the Chicago Metropolitan Agency for Planning (CMAP) for the region in which the project is located. Projects in the TIP are considered to be consistent with the 2050 regional transportation plan endorsed by CMAP. The project is within the fiscally constrained portion of the plan.

On October 24, 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the 2050 regional transportation plan conforms with the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. On October 24, 2018, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments. These findings were in accordance with 40 CFR Part 93, "Determining Conformity of Federal Actions to State or Federal Implementation Plans."

The TIP number for this project is _____.

Mobile Source Air Toxics

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

Microscale Analysis

In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," projects are exempt from project-level carbon monoxide air quality analysis if the highest design-year approach-volume on the busiest leg of the intersection is less than 5,000 vph or 62,500 ADT. The traffic volumes for the project fall below this criteria and therefore a project-level carbon monoxide air quality analysis is not required.

Hot-Spot Analysis

This project is considered **exempt** from the requirements of conformity per 40 CFR 93.126 or 40 CFR 93.128 as applicable. USEPA has determined that such projects meet the Clean Air Act's requirements without any further Hot-Spot analysis.

25. Noise

The types of projects that do not require a noise analysis are stated in *23 CFR Part 772*. This project meets those criteria and does not require a traffic noise analysis, noise barrier, or other noise abatement measures.

Traffic Noise:
No substantial changes in traffic-generated noise levels are expected as a result of this proposed improvement. This project is a Type III project and does not require noise analysis. A Type III project as defined under 23 CFR 772 is a Federal or Federal-aid highway project that does not meet the classifications of a Type I project. A Type I project is generally defined as one for the construction of a highway on new location; or, the physical alteration of an existing highway where there is either substantial horizontal alteration; or, substantial vertical alteration; or, the addition of a through-traffic lane(s); or, the addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or, the addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or, restriping existing pavement for the purpose of adding a through-traffic lane; or, an auxiliary lane; or, the addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

Construction Noise and Vibration:
Trucks and machinery used for construction will produce noise that may well influence and effect some residents and residential area activities during the construction period. Individuals residing in the homes along the alignment will at some time experience perceptible construction noise from the implementation for the reconstruction of and improvements. Noise generated by construction equipment would vary greatly, depending on the equipment type, model and age, mode and duration of operation, closeness to developed properties and residential receptors, and with the specific type of work in progress. Impacts resulting from construction noise that are anticipated are likely to occur during daylight hours, to be localized, temporary, and transitory. No adverse noise and vibration impacts are anticipated during the construction phase of the project.

Abatement of construction noise can be accomplished by construction staging, sequencing of operations, or alternative construction methods. Typically, the specific construction methods to be used for a project are determined in the final engineering design. If situations are identified as requiring abatement during the design phase abatement measures should be included with and described in the contract plan documents.

In addition as a mitigation measure to minimize or eliminate the effect of construction noise from the project as proposed in the areas of residential receptors construction noise mitigation measures will be incorporated into the project in accordance with Article 107.35 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction. Construction contractors need to be aware of any local noise ordinances to assure compliance.

26. Erosion and Sediment Control

The need for erosion and sediment control measures (and any additional right-of-way necessary to accommodate their implementation) have been evaluated for this project.

I. Project Description

a) Proposed Construction Activity

The closed drainage system is proposed to be reconstructed to tie into the existing outfalls. Proposed storm sewer will be upsized to account for additional runoff. Inlet spacing is conceptual and will be determined in Phase II. Foreslope grading and incidental grading of the shelf for future pedestrian improvements will disturb existing land cover and require stabilization

b) Soil Disturbance

☒ ≥ 1.0 acre NPDES SWPPP documentation necessary

☐ < 1.0 acre

c) Sensitive Environmental Resources--The presence of sensitive environmental resources requiring special consideration for protection from sedimentation, or other resources which require special commitments for protection will require attention during the preparation of the erosion control plan whether or not a permit is required.

☐ yes See Commitments section

☒ No

II. Information for the Erosion Control Plan

This project will result in the disturbance of 1.0 acres or more of total land area and is subject to the statewide general NPDES Storm Water Permit for Construction Site Activities. The District is responsible for preparing and updating as necessary throughout subsequent stages of project implementation, a Storm Water Pollution Prevention Plan (SWPPP). The portions of the Plan describing the construction activity, describing the erosion and sediment control measures intended for use and the associated maintenance practices, and describing any requirements applicable under approved State or local erosion and sediment control plans shall be prepared prior to project implementation.

Temporary measures in accordance with applicable Department standards will be used to control erosion and sedimentation while the project is under construction, prior to establishment of permanent measures. Permanent measures as necessary will be part of the completed project

and will be used to prevent erosion and sedimentation after completion of the construction project. The designer shall include appropriate pay items and details in the plans and specifications to implement the selected erosion and sediment control measures. This project may also involve sensitive environmental resources to be protected during all stages of project implementation (see section III).

The following section includes information that will be required in the preparation of the suggested erosion control plan.

27. Transportation Management Plan

The proposed improvements are intended to be limited to the intersection and approach taper and storage limits along each leg. The proposed improvements include an additional left turn lane on each approach and southbound and eastbound right turn lanes. To accommodate the additional turn lanes IL Route 53 is proposed to be widened to the west holding the eastern curb line and 75th Street is proposed to be widened to the south holding the northern curb line. The eastern and northern curb lines are held to reduce impacts to the existing east-west DuPage County water transmission main that runs on the north side and parallel to 75th Street and reduce impacts to the existing gas station located in the southeast quadrant.

- The Department evaluated various strategies for work zone traffic control and has determined that the preferred alternative is the most feasible work zone strategy. The following alternatives were considered but were deemed not feasible for the following reasons. **Full Detour - the high traffic volume on this route would add considerable delays to other routes; the detour would also add a significant amount of additional travel.**

The Department's recommended work zone strategy consists of the following:

IL-53

Staged construction in three stages and a pre-stage. Traffic will be shifted to the East side of IL 53 utilizing existing and temporary pavement, two through lanes in each direction will be provided. After the southbound (SB) lanes and shoulders of IL-53 are constructed, traffic will be shifted to the new pavement and temporary pavement constructed in Stage 1, and the northbound (NB) lanes and shoulders will be reconstructed. In Stage 3, the center median will be constructed. Driveway access will be maintained through the duration of construction.

75th Street

Staged construction in three stages and a pre-stage. Traffic will be shifted to the north side of 75th Street utilizing existing and temporary pavement as well as the existing median, two through lanes in each direction will be provided. After the eastbound (EB) lanes and shoulders of 75th Street are constructed, traffic will be shifted to the new pavement and temporary pavement constructed in Stage 1, and the westbound (WB) lanes and shoulders will be reconstructed. In

Stage 3, the center median will be constructed. Driveway access will be maintained through the duration of construction.

Traffic Control Plan:

The proposed Traffic Control Plan (TCP) consists of **multiple stages.**

IL-53 Staging

Prestage - *Traffic is to remain in the existing configuration while temporary pavement is constructed, and existing roadside items are removed.*

Stage 1 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the east side of IL-53 utilizing existing and temporary pavement. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 2 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the west side of IL-53 utilizing existing and temporary pavement. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 3 - *Two through lanes in each direction will be provided while the proposed median is constructed.*

75th Street Staging

Prestage - *Traffic is to remain in the existing configuration while temporary pavement is constructed, and existing roadside items are removed.*

Stage 1 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the north side of IL-53 utilizing existing and temporary pavement as well as the existing median. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 2 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the south side of IL-53 utilizing existing and temporary pavement. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 3 - *Two through lanes in each direction will be provided while the proposed median is constructed.*

During the Phase I, Engineering and Environmental, Study the Bureau of Programming recommends using the following Temporary Traffic Control Plan (TCP) strategies: **TEMPORARY WIDENING, TEMPORARY SIGNAL PHASING ADJUSTMENTS, LANE SHIFTS, CHANNELIZING DEVICES, TEMPORARY PAVEMENT MARKINGS, FLAGGERS/TRAFFIC CONTROL OFFICERS, COORDINATION WITH LOCAL STAKEHOLDERS AND ADJACENT PROJECTS, OTHERS-SPECIFY** during construction activities.

Work Zone Safety & Mobility:

The Department's Work Zone Safety and Mobility Rule (Safety 3-07) is a policy that intends to eliminate or reduce crashes and fatalities as well as minimize traffic congestion due to construction work zones along Significant Routes. Significant Routes are those State routes where a lane closure on the roadway is expected to cause sustained work zone impacts that are not considered tolerable based on the goals and objectives of this policy or public opinion. The goals of the policy consist of improving safety by eliminating or reducing work zone related crashes through consideration of proper work zone strategies and minimizing impacts on mobility by establishing minimum thresholds consisting of delays less than 5 minutes per mile of project length with a maximum of 30 minutes above the normal occurring delay. If a project is less than 1 mile in length, delays should not exceed 5 minutes. Additionally, queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

IL - 53 is considered a significant route in the Work Zone Safety and Mobility Significant Route Location Map. The work zone impact analysis consisted of comparing the existing traffic volumes with the worst-case scenario work zone configuration for a **L_{wz}** mile long construction zone through the use of Q-DAT, V/C)SIMPLE MATH). According to this analysis, the following queues and delays are expected:

	Delay (minutes per mile)				Queue (miles)			
	Existing	Work Zone	Added Delay	Policy	Existing	Work Zone	Added Queue	Policy
ROUTE NAME	0.0	0.0	0.0	**$5 / L_{wz}$**	0.0	0.0	0.0	1.5
ROUTE NAME	0.0	0.0	0.0	**$5 / L_{wz}$**	0.0	0.0	0.0	1.5

Based on the work zone impact analysis and construction strategies the Work Zone Safety and Mobility Rule goals are expected to be met. The Transportation Management Plan (D1 OP0042) was approved by the Bureau of Traffic Operations on **DATE**. (**See Supplement S-?)**

75th Street is ***not*** considered a significant route in the Work Zone Safety and Mobility Significant Route Location Map. The Work Zone Safety and Mobility Rule goals are expected to be met for

this project.

Transportation Operations Plan:
During the Phase I, Engineering and Environmental, Study the Bureau of Programming recommends using the following Transportation Operations Plan (TOP) strategies which include **PORTABLE CHANGEABLE MESSAGE SIGNS, SIGNAL TIMING/COORDINATION IMPROVEMENTS, PARKING AND TURN RESTRICTIONS, AND COORDINATION WITH ADJACENT PROJECTS** during construction activities.

Public Involvement Plan:
During the Phase I, Engineering and Environmental, Study the Bureau of Programming recommends using the following Public Information Plan (PIP) strategies this project; **PRESS RELEASES AND MEDIA ADVISORIES, COORDINATION WITH MEDIA OUTLETS, MUNICIPALITIES, AND EMERGENCY SERVICES,** during construction activities .

Please note, any major deviations during Phase II, Design and Contract Plan Preparation, from the proposed recommendations in this Transportation Management Plan may require a re-evaluation of the Work Zone Safety and Mobility Impact Analysis by the Phase II Design Engineer. Phase II will be responsible for coordinating the approval of the changes with the Bureau of Safety Programs and Engineering.

All traffic control devices will conform to the Illinois Manual on Uniform Traffic Control Devices (ILMUTCD). All signs, barricades, and temporary striping will conform to the ILMUTCD. Vehicular access to local properties will be maintained at all times during construction, except when paving operations occur directly on or in front of entrances. In this case, flag persons will be used to direct traffic. All properties will have access at the end of every workday.

The following attachments are included for reference:
a. Location Map
b. IDOT D1 Transportation Management Plan Form (D1 OP0042)
c. Q-DAT Analysis

28. Local Cost Participation

There is no local cost participation involved in this project.

COMMITMENTS

To conserve the Northern Long Eared Bat, no tree removal shall occur between April 1 and October 31 of any given year.

SPECIAL DESIGN AND CONSTRUCTION CONSIDERATIONS

1. Phase II shall coordinate with ESU one year prior to project letting when a permit is required for in-stream work or wetland impacts. One year is needed in order to provide ample time for the review process as well as to conduct any necessary field surveys that will need to be performed.
2. A Preliminary Environmental Site Assessment (PESA) has been completed for this project. Further studies may be required if the project will require land acquisition or linear excavation from or adjacent to a property with sites identified in the PESA. It is the responsibility of Phase II to determine if any of the sites with PESA sites or ROW adjacent to the sites will be impacted with the proposed work.
3. The Resident Engineer will contact the Forest Preserve District of DuPage County prior to the start of construction to inform them of the initiation of construction activities near their properties.
4. It is the responsibility of Phase II to include adequate provisions to maintain temporary operations and restore permanent operations to DuPage County’s fiber traffic signal interconnect and the flasher located at Sta. 226+85.88.

PRELIMINARY COST ESTIMATE

Route: **IL Route 53 at 75th Street**
Limits: **The Intersection of IL Route 53 and 75th Street**

Excavation and Earthwork	
Drainage	
Pavement	
Shoulders, Curbs and Gutters	
Roadside Improvements	
Sub Total	
Traffic Control and Protection (10%)	
Roadway Lighting	
Traffic Signals	
Sub Total	
Contingencies (20%)	
Construction Total	
Right-of-Way ___Permanent Easement ___Temporary Easement ___	
Total Cost	
Less City/Village Portion for	
Total IDOT Cost	

LOCATION MAP

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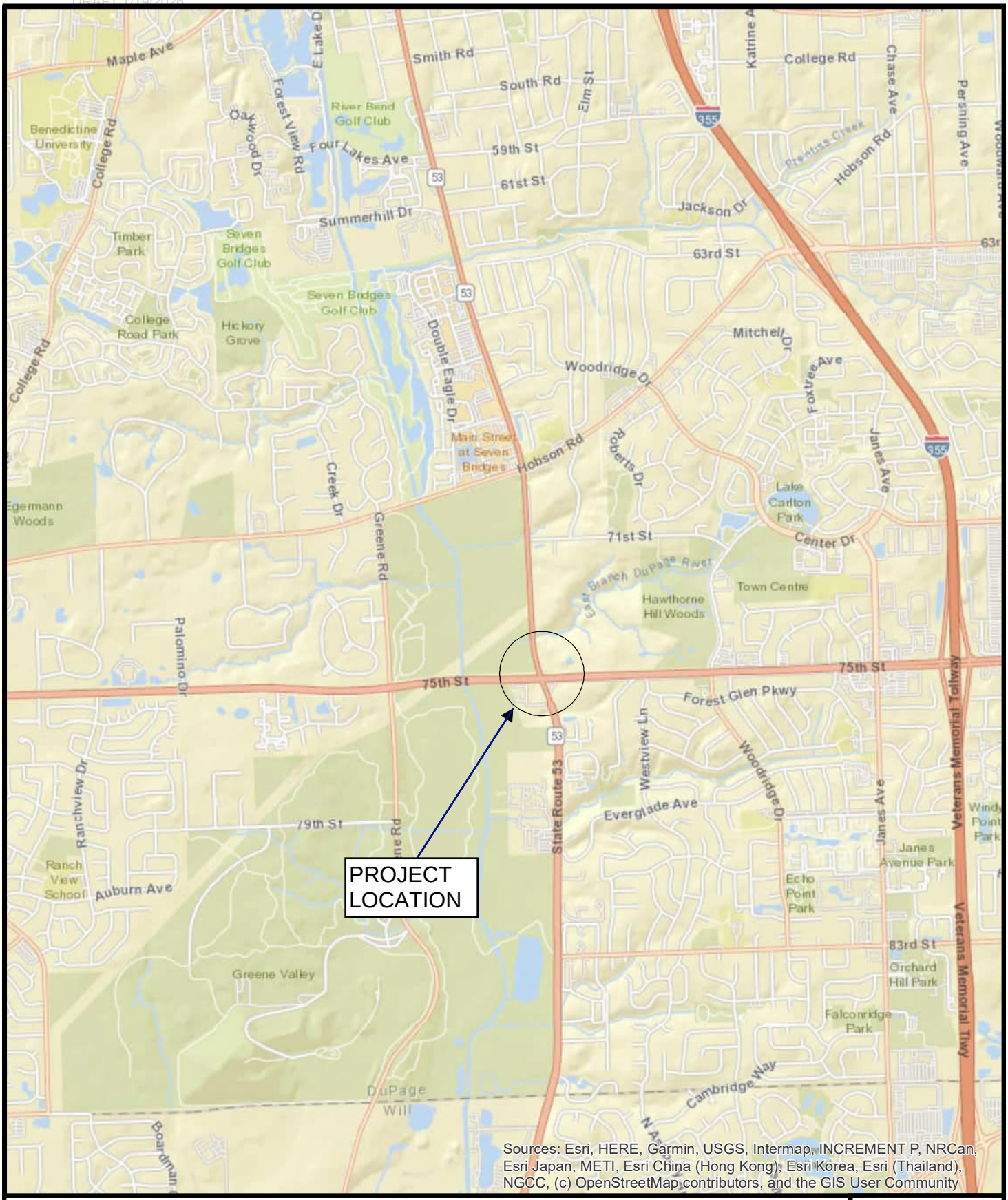

PROJECT LOCATION MAP

IL ROUTE 53 AT 75TH STREET
ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION 1, DISTRICT 1

STRAND ASSOCIATES®

LOCATION MAP
6346.105

TYPICAL SECTIONS

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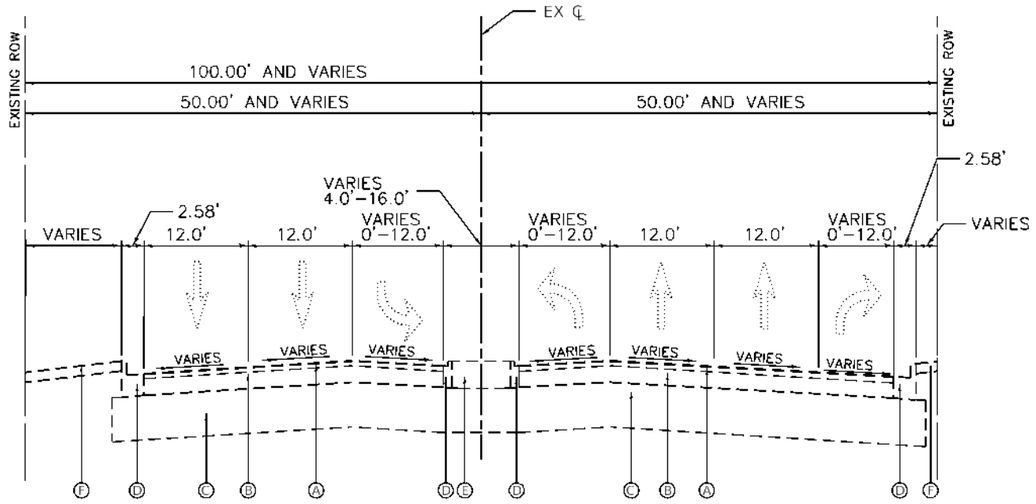

EXISTING IL ROUTE 53 TYPICAL SECTION

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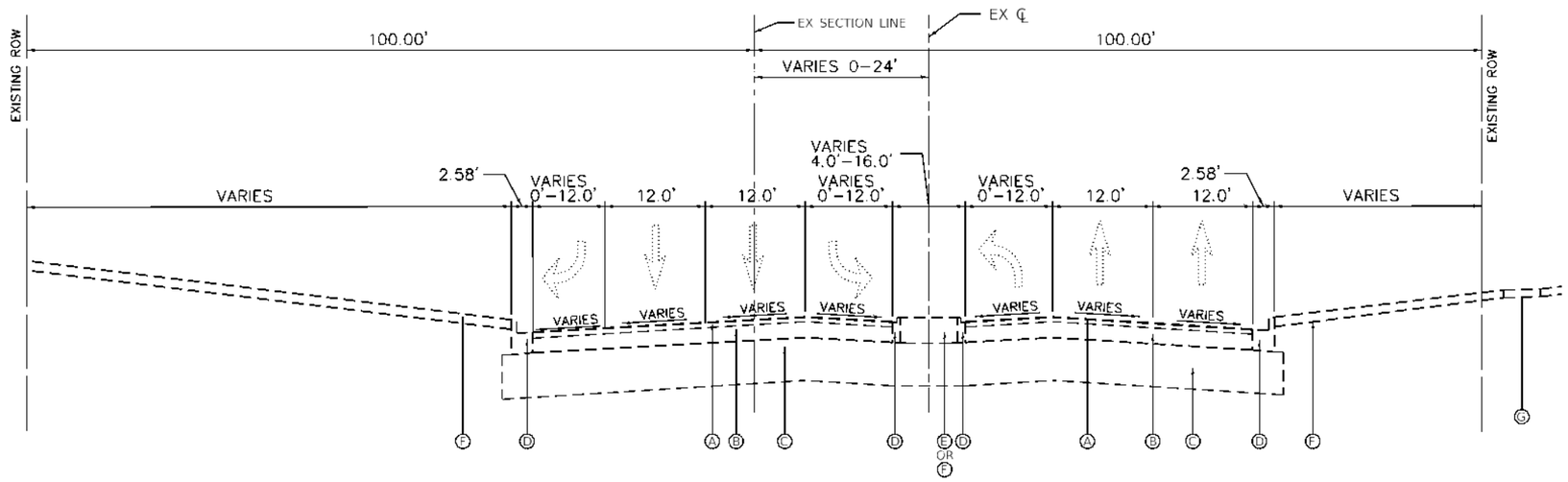

EXISTING 75TH STREET TYPICAL SECTION

STA 208+50.68 TO STA 228+54.11

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT
- (B) EXISTING PCC PAVEMENT
- (C) EXISTING AGGREGATE SUBGRADE
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (E) EXISTING MEDIAN
- (F) EXISTING TURF AREA
- (G) EXISTING PCC SIDEWALK

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PLOT DATE = 9/23/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

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		CONTRACT NO. CNT. NO.		
	ILLINOIS FED. AID PROJECT			

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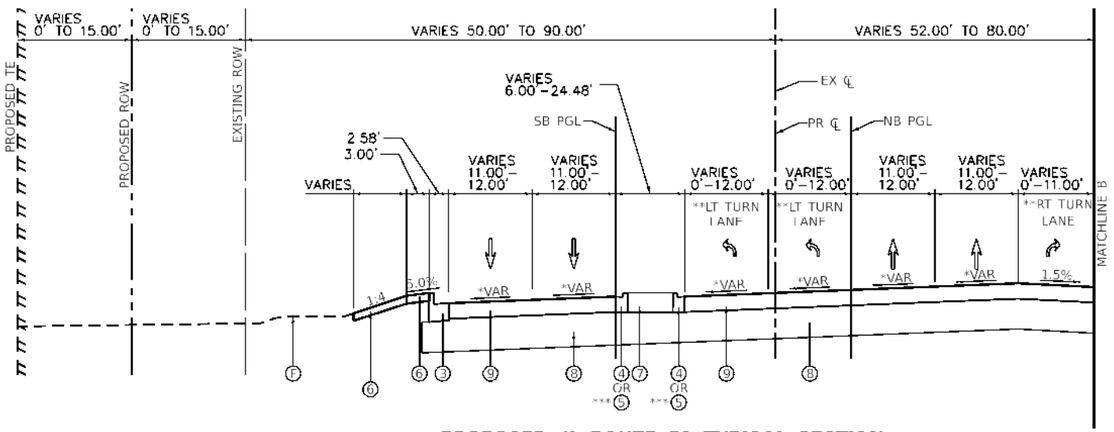

PROPOSED IL ROUTE 53 TYPICAL SECTION

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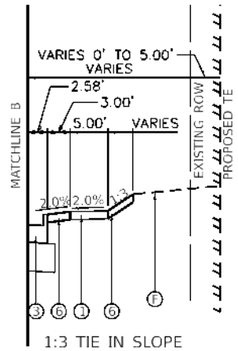
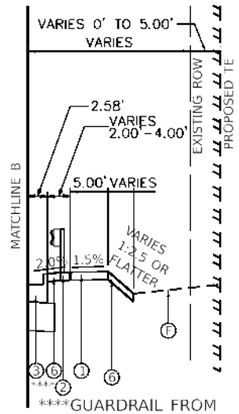
** SINGLE LEFT TURN LANE FROM STA 510+82.03 TO STA 513+62.18.
DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 514+44.82 TO STA 517+96.65
*** MOUNTABLE CURB AND GUTTER FROM STA 510+37.94 STA 512+46.48



1:3 TIE IN SLOPE
STA 512+36.92 TO STA 518+72.87



****GUARDRAIL FROM
STA 511+26.15 TO STA 512+36.92

EXISTING LEGEND

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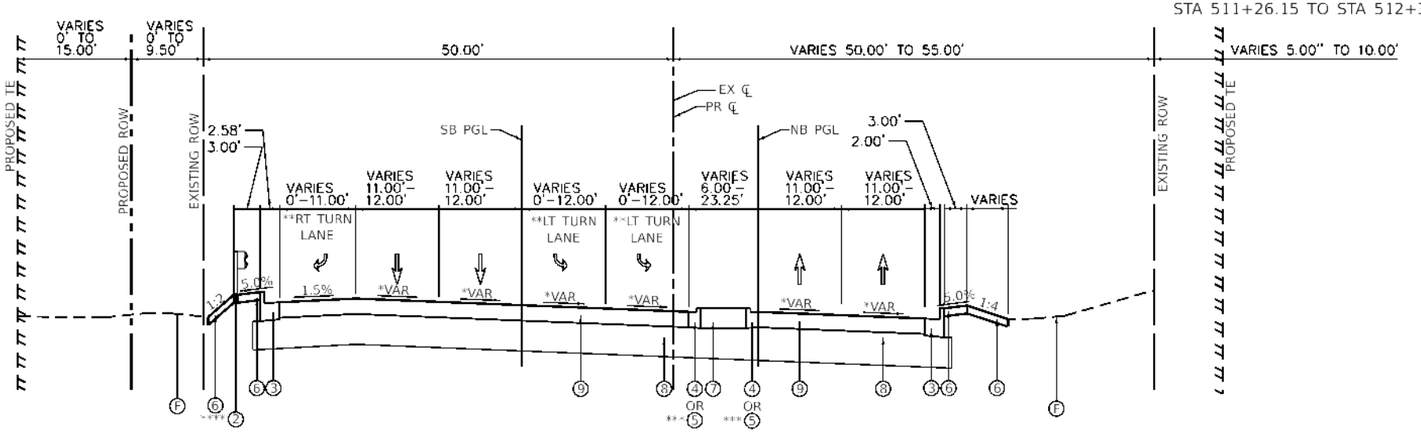
- (B) EXISTING PCC PAVEMENT
- (C) EXISTING AGGREGATE SUBGRADE
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (E) EXISTING MEDIAN
- (F) EXISTING TURF AREA
- (G) EXISTING PCC SIDEWALK

PROPOSED LEGEND

- (1) PCC SIDEWALK
- (2) GUARDRAIL
- (3) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (4) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.12
- (6) TURF AREA
- (7) CONCRETE MEDIAN
- (8) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (9) 11½" FULL DEPTH HMA
  - 2" POLYMERIZED HMA SURFACE COURSE, SMA 9.5, MIX "F",
  - 2¼" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90
  - 7¼" HMA BASE COURSE, IL-19.0, N90
- (10) HMA SHOULDER
- (11) AGGREGATE SHOULDER



PROPOSED IL ROUTE 53 TYPICAL SECTION

STA 518+72.87 TO STA 526+00.17
* SEE SUPERELEVATION TABLE FOR GRADES
** DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 519+49.65 TO STA 524+04.91
***MOUNTABLE CURB AND GUTTER FROM STA 525+50.00 TO STA 526+00.17
****GUARDRAIL FROM STA 520+09.93 TO STA 527+80.47

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
PROPOSED TYPICAL SECTIONS

SCALE: SCALE | SHEET 2 OF 4 SHEETS | STA. | TO STA.

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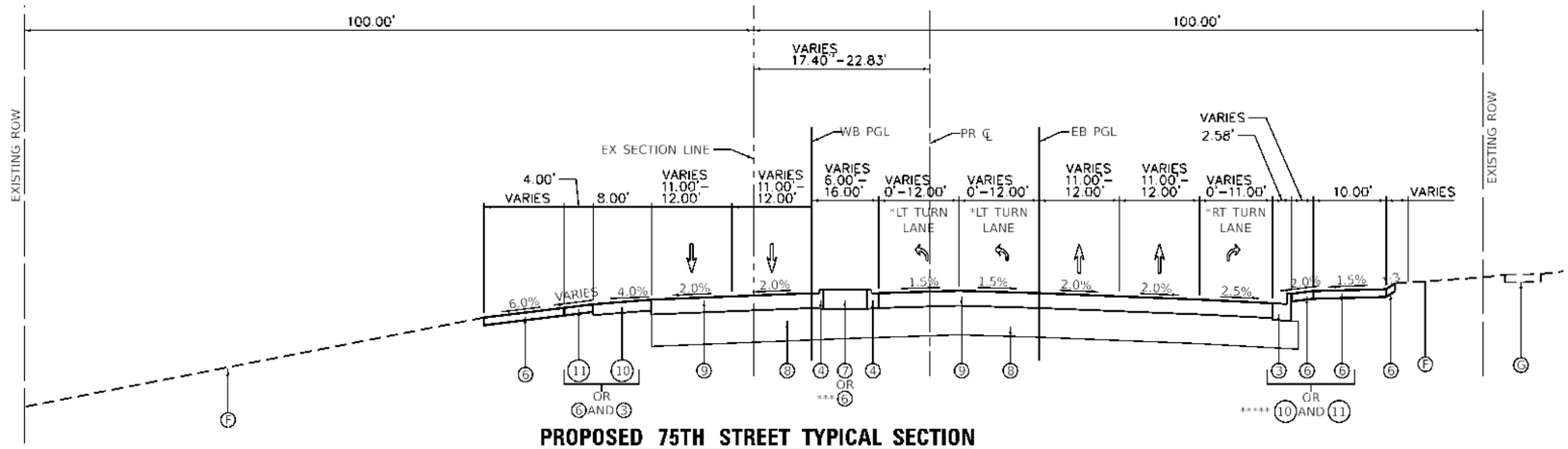

PROPOSED 75TH STREET TYPICAL SECTION

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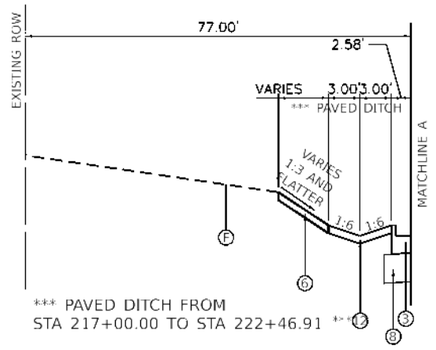
** RIGHT TURN LANE FROM STA 210 +94.15 TO STA 214+93.12
*** TURF MEDIAN FROM STA 208+50.68 TO STA 209+58.12
**** CURB AND GUTTER FROM STA 213+63.47 TO STA 214+93.12
***** HMA SHOULDER AND AGGREGATE SHOULDER FROM STA 208+50.68 TO STA 209+26.78



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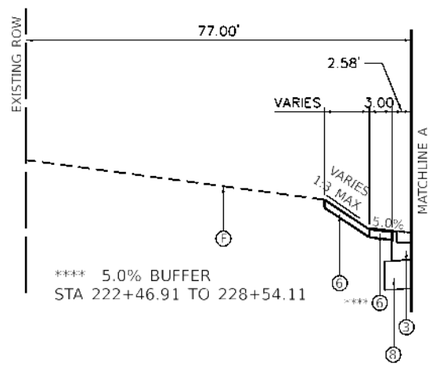

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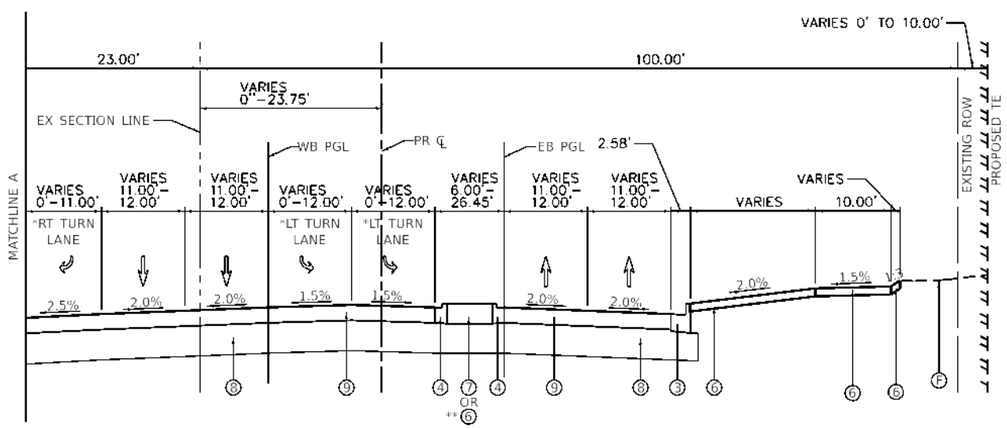

PROPOSED 75TH STREET TYPICAL SECTION

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** TURF MEDIAN FROM STA 222+47.03 TO STA 228+54.11

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT
- (B) EXISTING PCC PAVEMENT
- (C) EXISTING AGGREGATE SUBGRADE
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (E) EXISTING MEDIAN
- (F) EXISTING TURF AREA
- (G) EXISTING PCC SIDEWALK

PROPOSED LEGEND

- (1) PCC SIDEWALK
- (2) GUARDRAIL
- (3) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- (4) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.12
- (6) TURF AREA
- (7) CONCRETE MEDIAN
- (8) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (9) 11½" FULL DEPTH HMA
  - 2" POLYMERIZED HMA SURFACE COURSE, SMA 9.5, MIX "F",N90
  - 2¼" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90
  - 7¼" HMA BASE COURSE, IL-19.0, N90
- (10) HMA SHOULDER
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- (12) PAVED DITCH

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75TH STREET
PROPOSED TYPICAL SECTIONS

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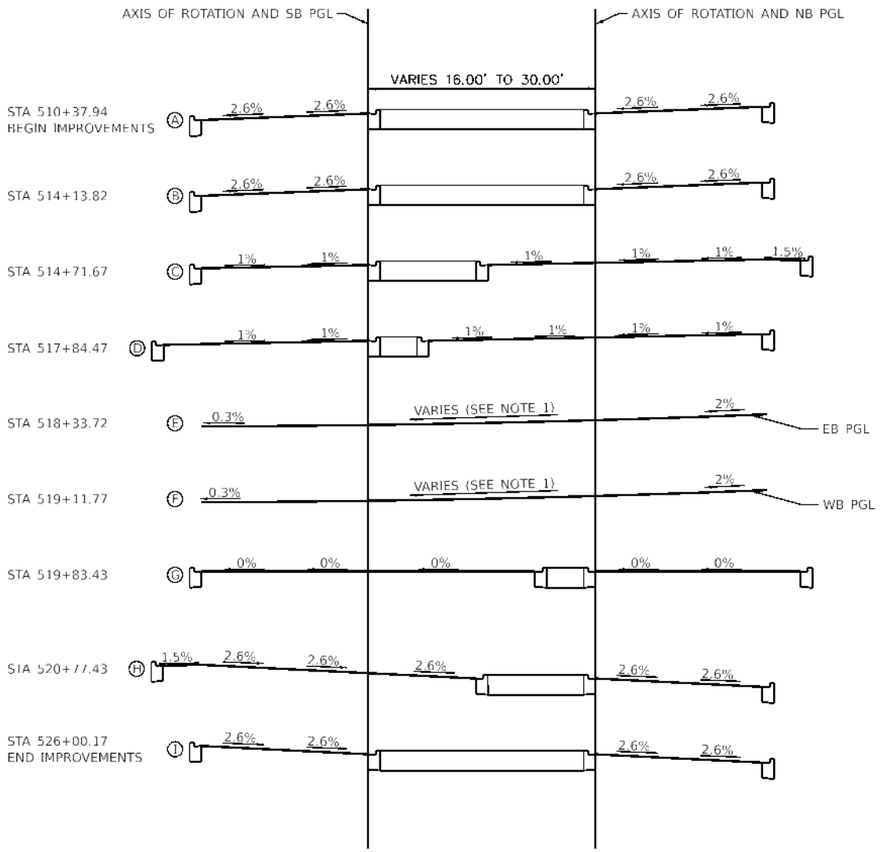

NOTE

1. SEE 75TH STREET PROFILE FOR ADDITIONAL DETAILS ON PROFILE GRADE WITHIN INTERSECTION LIMITS.

MODEL: Super Elevation Detail [Sheet]
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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/23/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
SUPER ELEVATION DETAIL

SCALE: SCALE | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90.0017.21	DUPAGE	4	4
		CONTRACT NO. CNT. NO.		
	ILLINOIS FED. AID PROJECT			

EXISTING CONDITIONS

ENVIRONMENTAL SURVEY REQUEST (ESR) EXHIBITS

DRAFT 1/19/2026

PROJECT LIMIT
1,400' NORTH OF
INTERSECTION

PROJECT LIMIT
1,300' WEST OF
INTERSECTION

PROJECT LIMIT
1,400' EAST OF
INTERSECTION

EX ROW

IL ROUTE 53

75TH STREET

ESR-A

ESR LIMITS

MATCHLINE 515+00

LEGEND

- CENTERLINE
- EXISTING RIGHT OF WAY (R.O.W)
- ESR LIMITS
- ESR ADDENDUM LIMITS

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USER NAME = RyanSmi	DESIGNED - ZHH	REVISED - _____
	DRAWN - ZHH	REVISED - _____
PLOT SCALE =	CHECKED - RRS	REVISED - _____
PLOT DATE =	DATE -	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AND 75TH STREET
ENVIRONMENTAL SURVEY REQUEST ADDENDUM

SCALE: _____ SHEET 1 OF 2 SHEETS STA. _____ TO STA. _____

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1716	31	DUPAGE	2	1
		CONTRACT NO. ____		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: S:\IDL\6300-6399\6346\109\Drawings\CADD\CAD Sheets\Microstation\CADD Sheets\ESR-ADDENDUM-PROJECT-AREA-MAP.dgn

DRAFT 1/19/2026

LEGEND

- CENTERLINE
- EXISTING RIGHT OF WAY (R.O.W)
- ESR LIMITS
- ESR ADDENDUM LIMITS

MODEL: Default
FILE NAME: S:\DL\6300-6399\6346\109\Drawings\CADCAD Sheets\Microstation\CADD Sheets\ESR-ADDENDUM-PROJECT-AREA-MAP2.dgn

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USER NAME = RyanSmi	DESIGNED - ZHH	REVISED -
	DRAWN - ZHH	REVISED -
PLOT SCALE =	CHECKED - RRS	REVISED -
PLOT DATE =	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53 AND 75TH STREET
ENVIRONMENTAL SURVEY REQUEST ADDENDUM

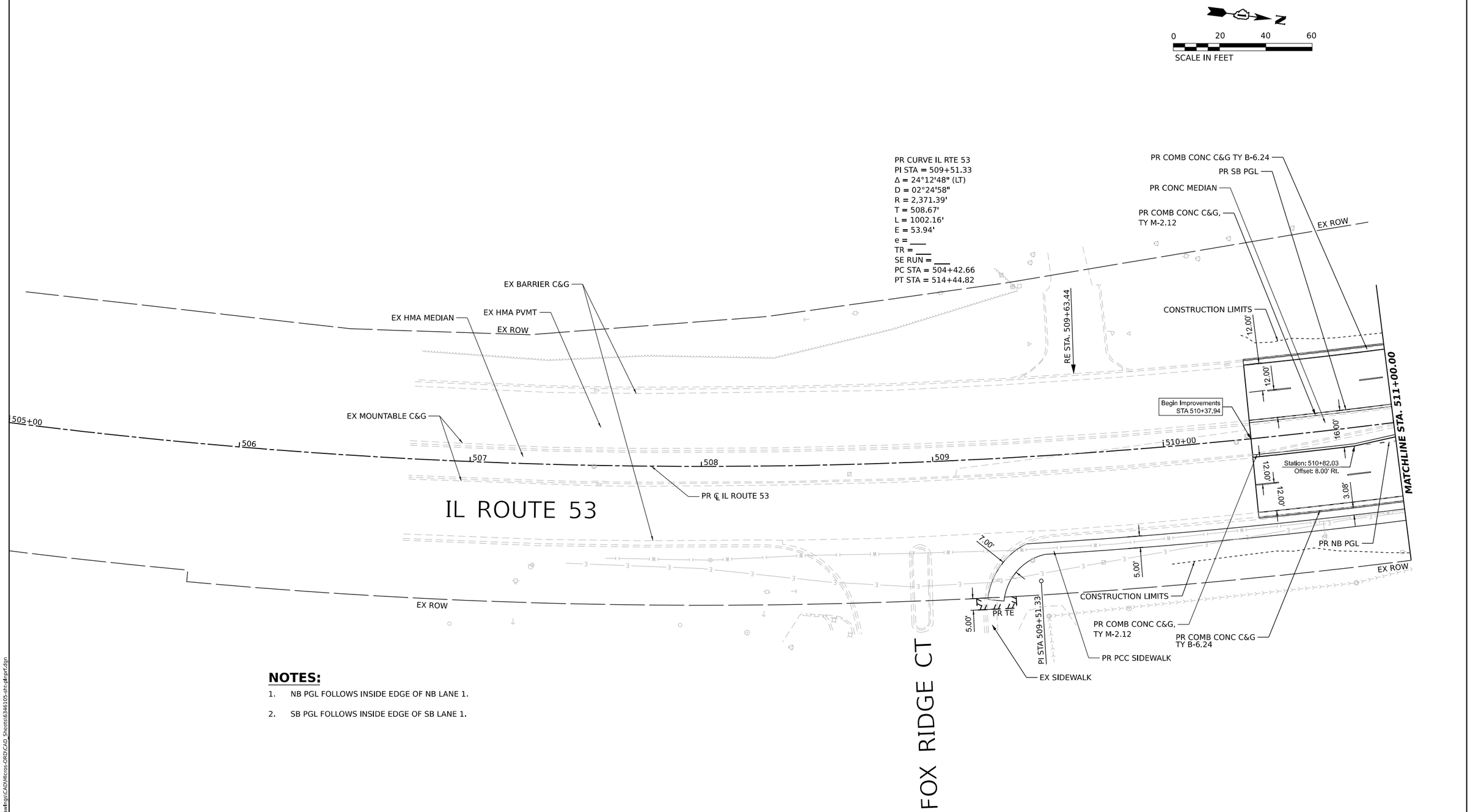
SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1716	31	DUPAGE	2	2
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

PROPOSED CONDITIONS

PLAN AND PROFILE

DRAFT 1/19/2026



NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 1 [Sheet]
FILE NAME: S:\DL\6300-6399\6346\105\Drawings\CADD\Microstation-ORD\CAD_Sheets\6346105-sht-plnprf.dgn

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USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

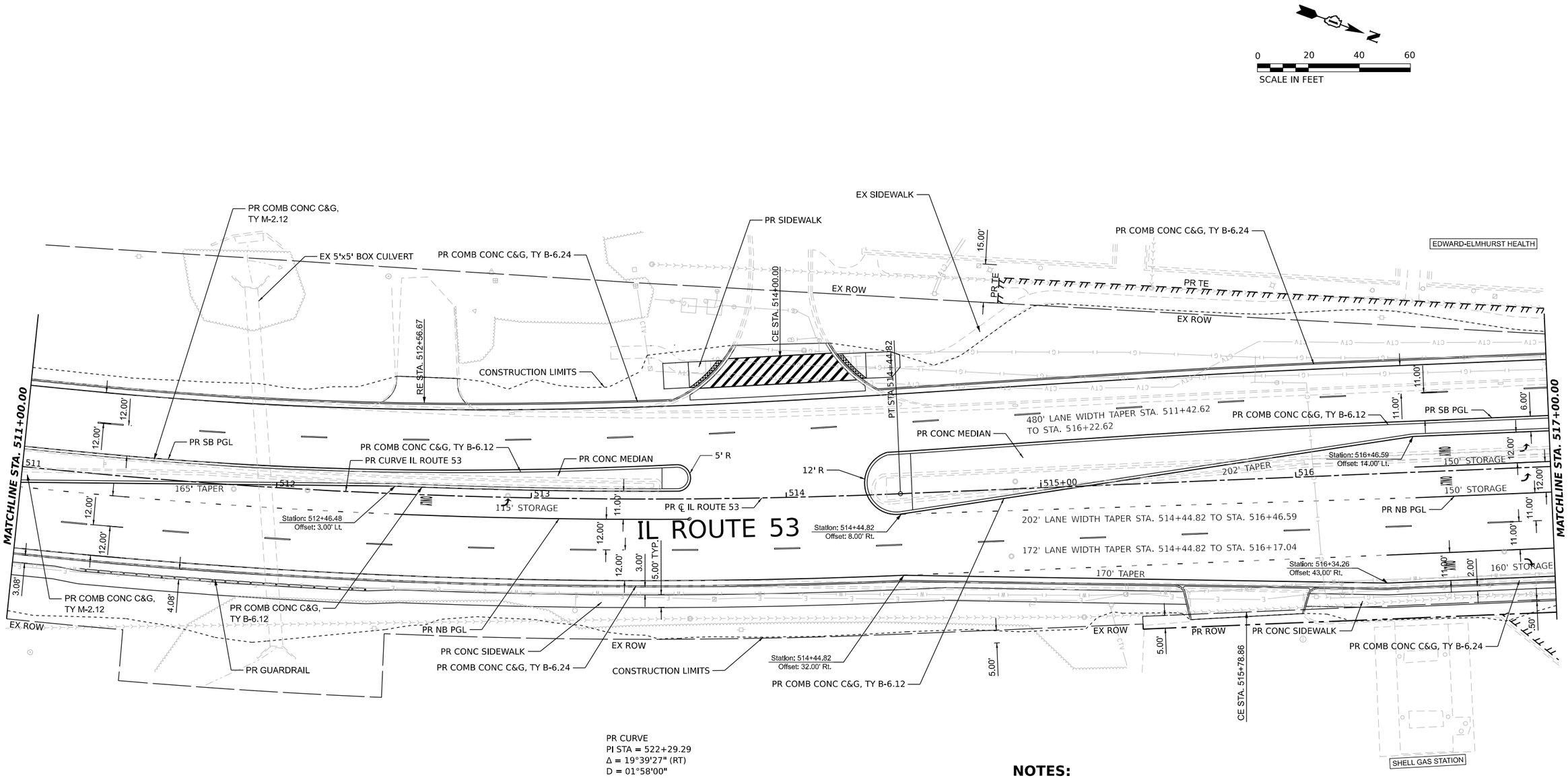
ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 1 OF 8 SHEETS | STA. 510+37.94 | TO STA. 511+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

DRAFT 1/19/2026



PR CURVE
PI STA = 522+29.29
Δ = 19°39'27" (RT)
D = 01°58'00"
R = 2,913.47'
T = 504.75''
L = 999.58'
E = 43.40'
e = 2.6%
TR = 36'
SE RUN = 94'
PC STA = 514+24.55
PT STA = 527+24.12

NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 2 OF 8 SHEETS | STA. 511+00.00 TO STA. 517+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

MODEL: IL RTE 53 - Plan 2 [Sheet]
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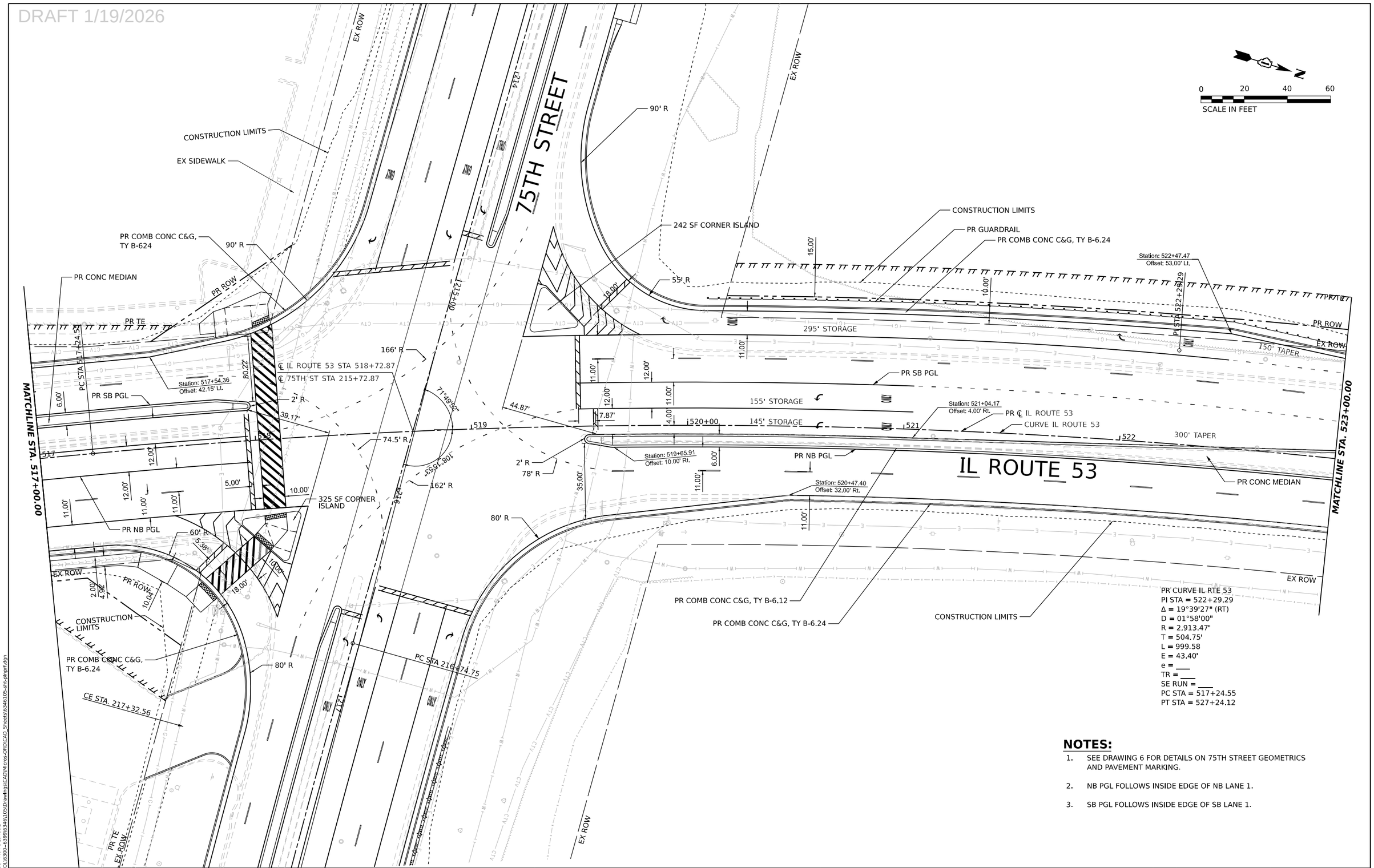
DRAFT 1/19/2026



NOTES:

1. SEE DRAWING 6 FOR DETAILS ON 75TH STREET GEOMETRICS AND PAVEMENT MARKING.
2. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
3. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 3 [Sheet]
FILE NAME: S:\DOL\6300--6399\6346\105\Drawings\CAD\Microstation-ORD\CAD_Sheets\6346105-sht-plnprf.dgn

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USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

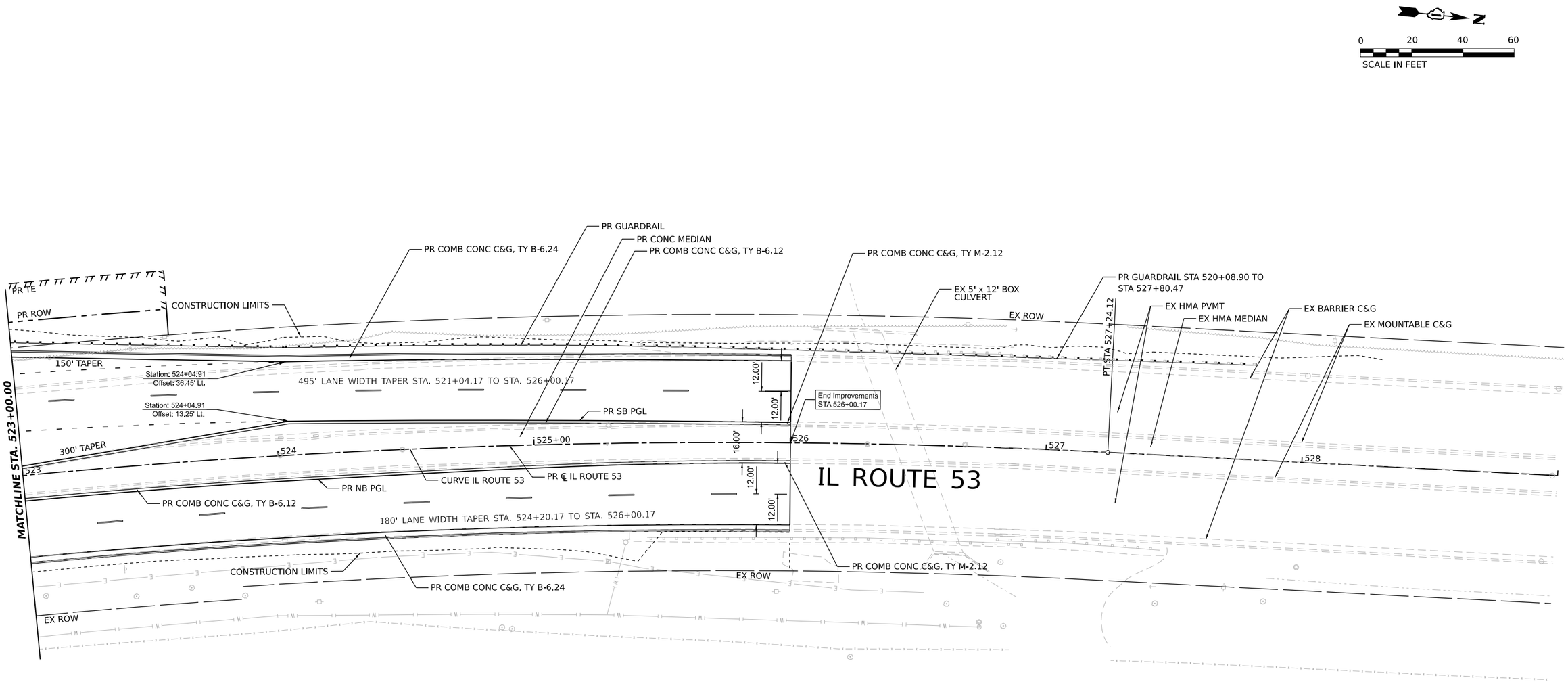
ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

DRAFT 1/19/2026



NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 4 OF 8 SHEETS | STA. 523+00.00 TO STA. 526+00.17

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	4
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

MODEL: IL RTE 53 - Plan 4 [Sheet]
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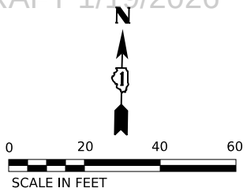
DRAFT 1/19/2026



PR CURVE 75TH STREET
PI STA = 210+54.81
Δ = 00°35'40" (LT)
D = 00°57'58"
R = 5,930.00'
T = 30.76'
L = 61.52'
E = 0.08'
PC STA = 210+24.05
PT STA = 210+85.57

EX ROW

CONSTRUCTION LIMITS

PR CONC MEDIAN

PR COMB CONC C&G, TY B-6.12

EX BARRIER C&G

EX HMA SHLD

PR TURF MEDIAN

PR HMA SHOULDER

EX HMA PVMT

EX TURF MEDIAN

8.00'

12.00'

12.00'

16.00'

12.00'

12.00'

8.00'

PC STA 210+24.05

PT STA 210+85.57

Begin Improvements
STA 208+50.68

Station: 209+58.12
Offset: 8.00' Lt.

PR WB PGL

300' LANE WIDTH TAPER STA. 209+26.78
TO STA. 212+27.25

206 207 208 209 210+00 211

PR CURVE 75TH STREET

300' TAPER

PR ℄ 75TH STREET

Station: 209+58.12
Offset: 8.00' Rt.

PR EB PGL

300' LANE WIDTH TAPER STA. 209+58.12
TO STA. 212+58.12

MATCHLINE STA. 212+00.00

75TH STREET

Station: 210+94.15
Offset: 34.15' Rt.

165' TAPER

PR COMB CONC C&G, TY B-6.24

CE STA. 210+35.85

CONSTRUCTION LIMITS

EX ROW

EX ROW

PR HMA SHOULDER

PR AGG SHOULDER

BIKE/PEDESTRIAN GRADED SHELF

CEDARHURST OF
NAPERVILLE

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

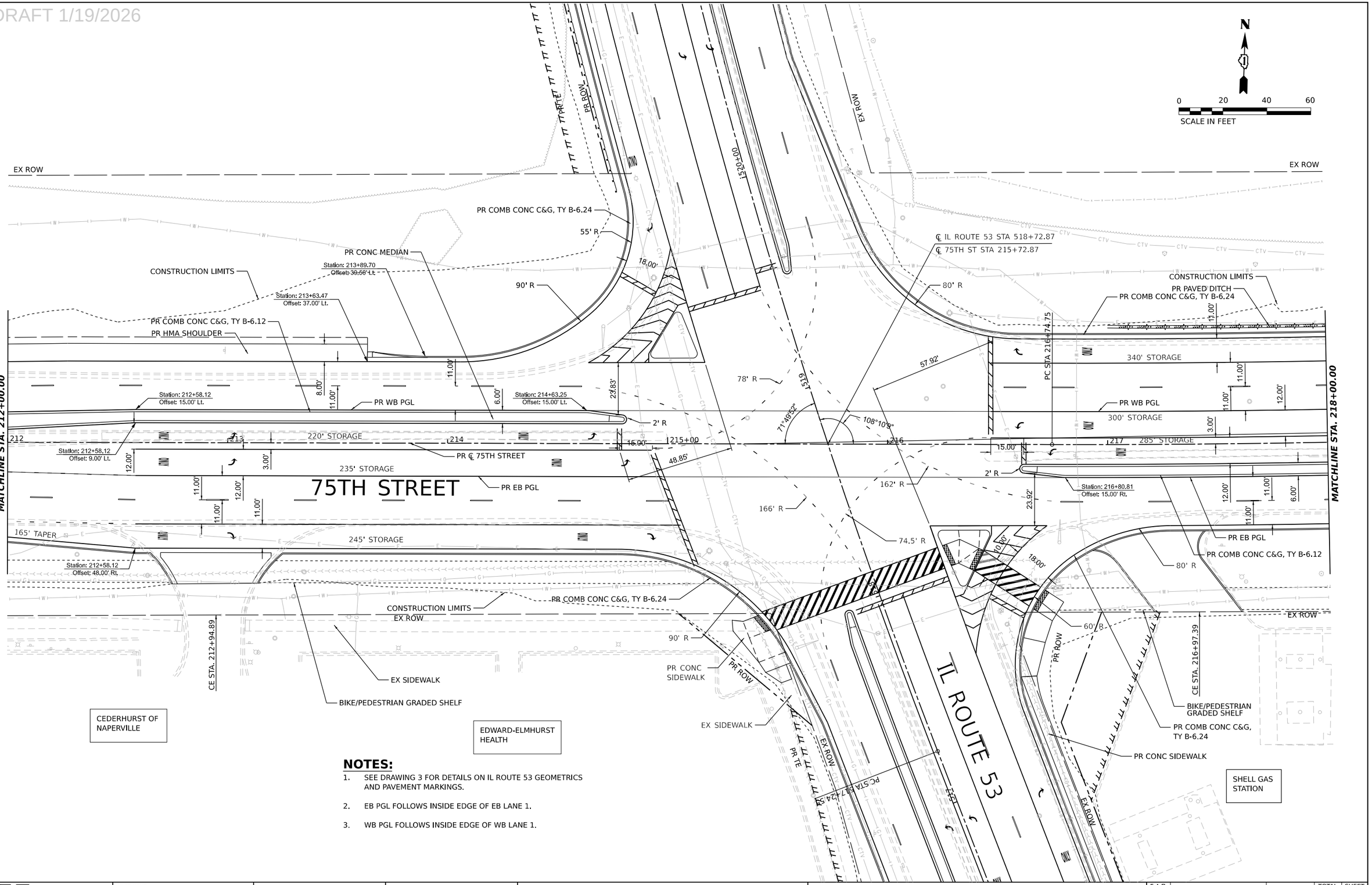
MODEL: 75TH ST - Plan 1 [Sheet]
FILE NAME: S:\DOL\6300-6399\6346105\Drawings\CAD\Micro-ORD\CAD Sheets\6346105-sht-pltnprf.dgn

STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = jorgel	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	75TH STREET PLAN
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 1/19/2026	DATE -	REVISED -		SCALE: 1"=20' SHEET 5 OF 8 SHEETS STA. 208+50.68 TO STA. 212+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	5
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

DRAFT 1/19/2026



NOTES:

1. SEE DRAWING 3 FOR DETAILS ON IL ROUTE 53 GEOMETRICS AND PAVEMENT MARKINGS.
2. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
3. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

MODEL: 75TH ST - Plan 2 [Sheet]
FILE NAME: S:\DL\6300-6399\6346105\Drawings\CADD\Microx-ORD\CAD_Sheets\6346105-sht-plnprf.dgn

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USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

DRAFT 1/19/2026

PR CURVE 75TH STREET
PI STA = 218+77.93
Δ = 03°55'29" (LT)
D = 00°57'58"
R = 5,930.00'
T = 203.18'
L = 406.21'
E = 3.48'
PC STA = 216+74.75
PT STA = 220+80.96

N

0 20 40 60
SCALE IN FEET

EX ROW

CONSTRUCTION LIMITS

PR COMB CONC C&G, TY B-6.12

Station: 219+88.68
Offset: 48.00' Lt.

PR PAVED DITCH

PR COMB CONC C&G, TY B-6.24

Station: 222+47.03
Offset: 36.09' Lt.

340' STORAGE

255' TAPER STA. 219+88.68
TO STA. 222+47.03

PRC STA 220+80.96

75TH STREET

350' LANE WIDTH TAPER STA. 220+48.37
TO STA. 224+22.68

PR WB PGL

Station: 222+47.03
Offset: 12.98' Lt.

PR STA 222+69.01

PR CURVE 75TH STREET

Station: 219+47.03
Offset: 9.00' Rt.

300' TAPER STA. 219+47.03
TO STA. 222+47.03

MATCHLINE STA. 218+00.00

MATCHLINE STA. 224+00.00

PR CONC MEDIAN

PR EB PGL

PR STA 218+77.93

423' LANE WIDTH TAPER STA. 220+95.38
TO STA. 225+18.50

PR CURVE 75TH STREET

PR TURF MEDIAN

℄ 75TH STREET

PR COMB CONC C&G, TY B-6.12

CONSTRUCTION LIMITS

BIKE/PEDESTRIAN GRADED SHELF

PR COMB CONC C&G, TY B-6.24

PR COMB CONC C&G, TY B-6.24

EX ROW

CE STA. 218+72.07

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

PR CURVE 75TH STREET
PI STA = 222+69.01
Δ = 03°37'57" (RT)
D = 00°57'58"
R = 5,930.00'
T = 188.05'
L = 375.97
E = 2.98'
PC STA = 220+80.96
PT STA = 224+56.93

MODEL: 75TH ST - Plan 3 [Sheet]
FILE NAME: S:\DOL\6300-6399\6346105\DrawFngs\CADMicros-DRD\CAD Sheets\6346105-sht-plan.dgn

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USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

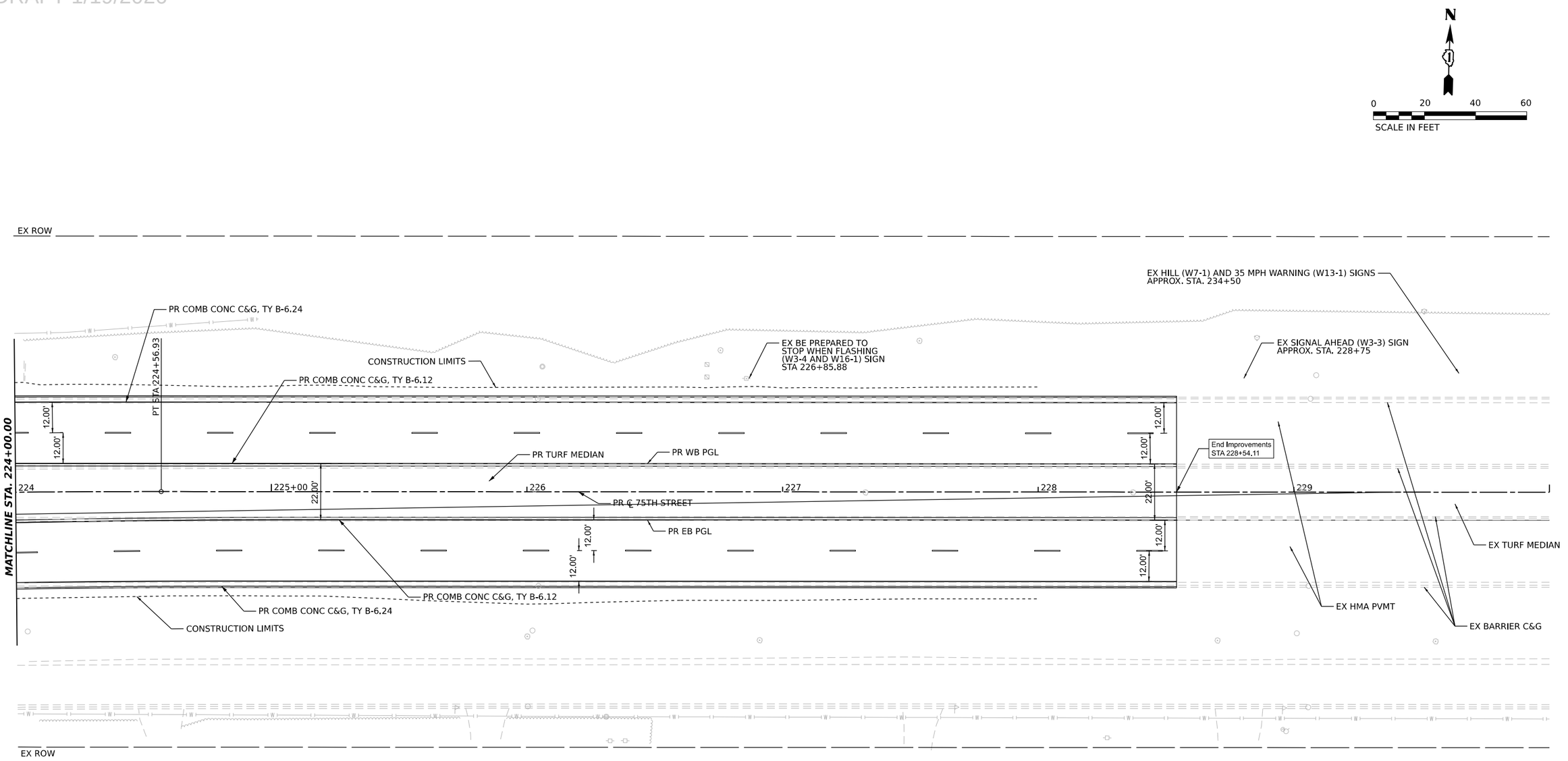
75TH STREET
PLAN

SCALE: 1"=20' | SHEET 7 OF 8 SHEETS | STA. 218+00.00 TO STA. 224+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	7
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

DRAFT 1/19/2026



NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 8 OF 8 SHEETS | STA. 224+00.00 | TO STA. 227+97.90

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	8
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

MODEL: 75TH ST - Plan 4 [Sheet]
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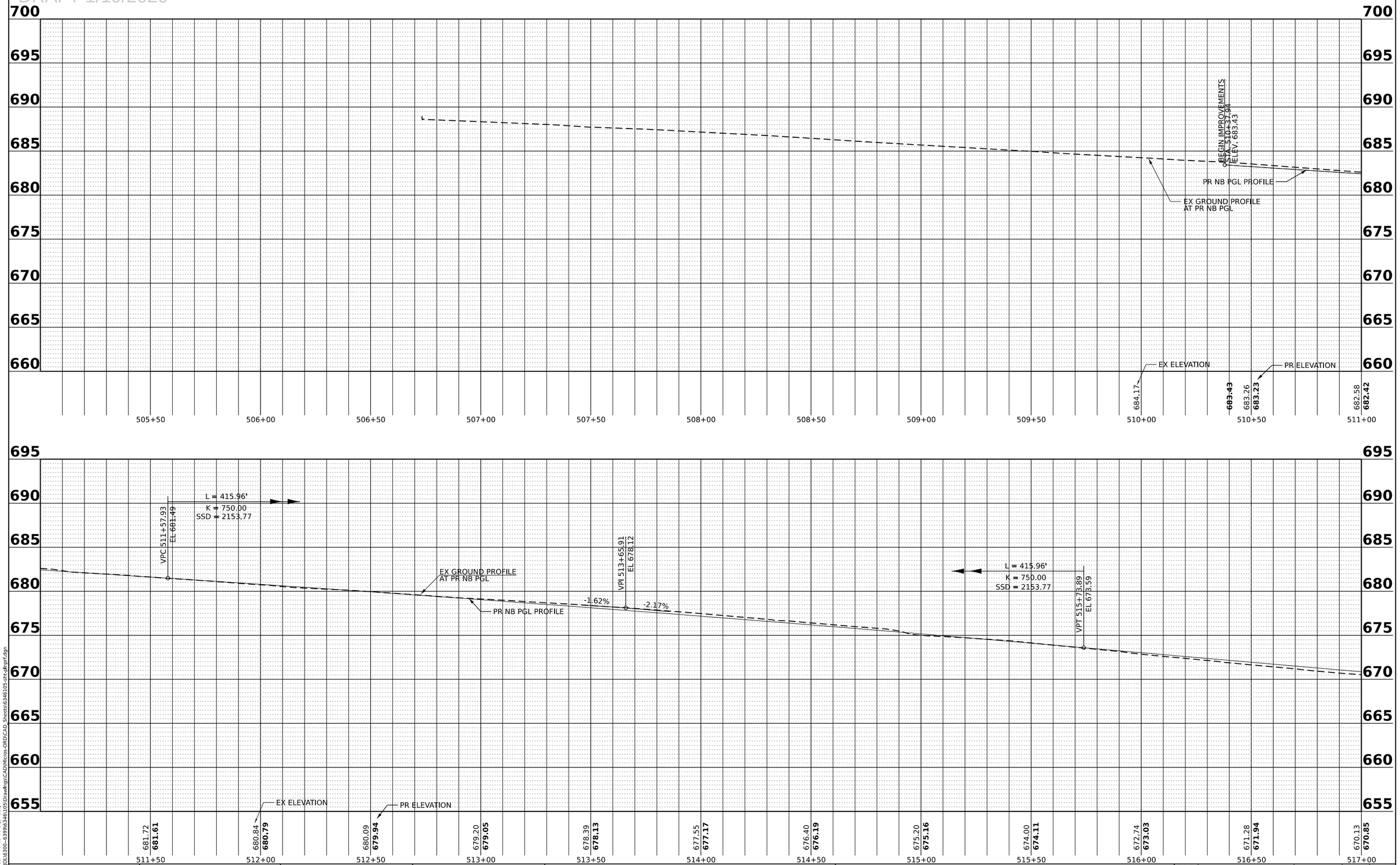
DRAFT 1/19/2026



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USER NAME = jorgel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

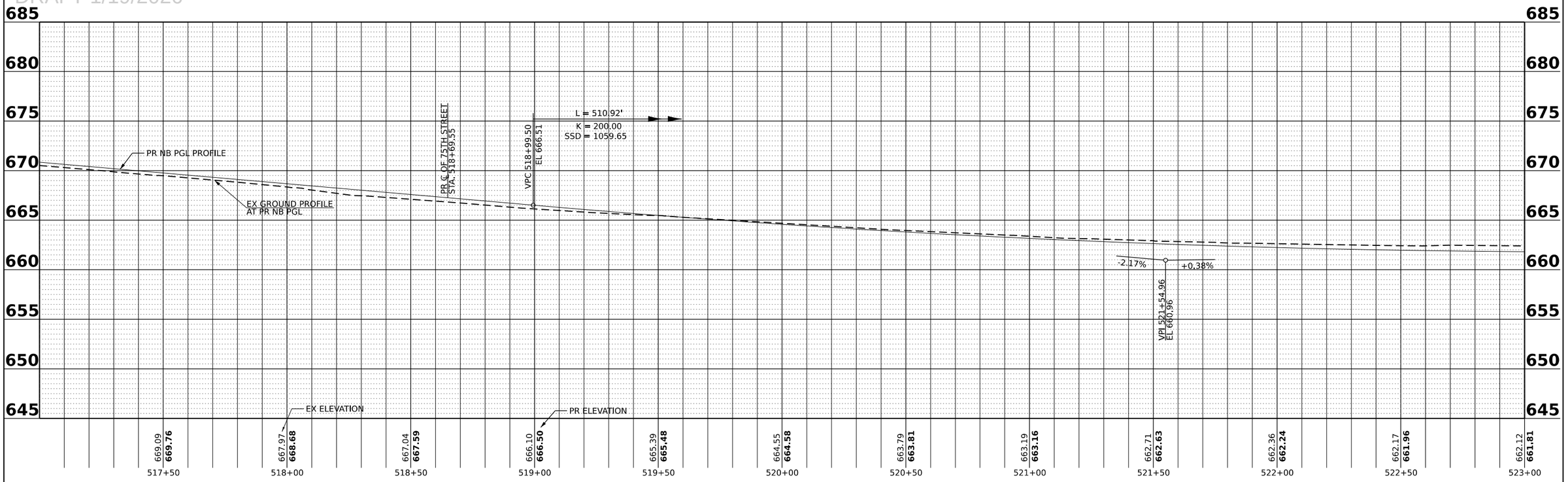
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

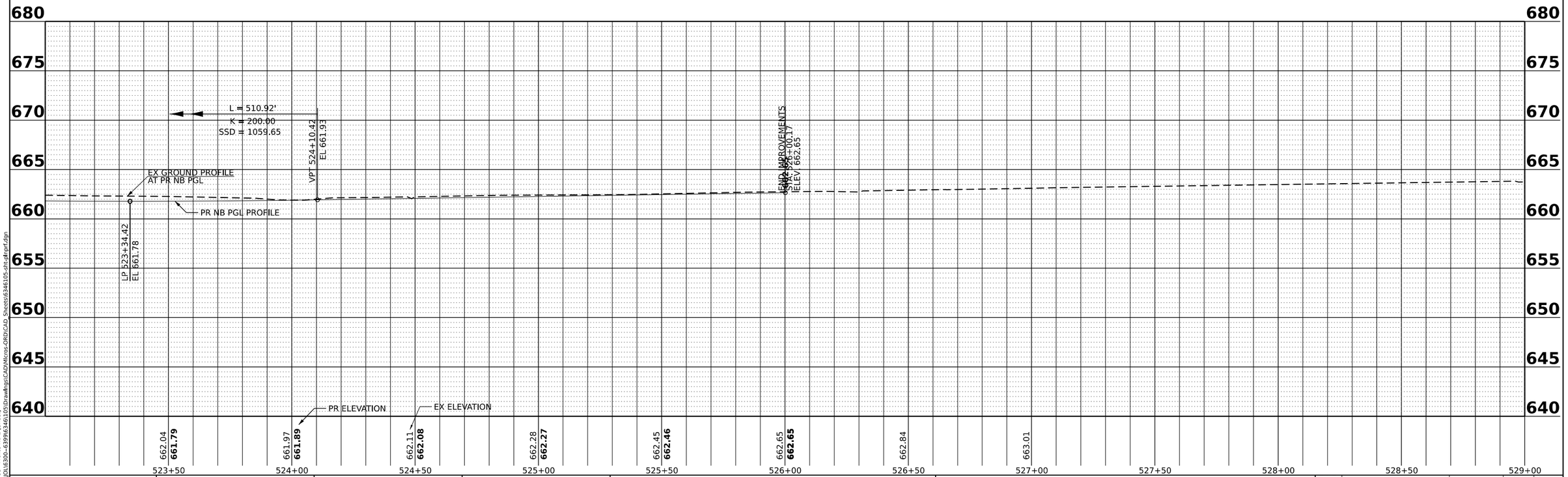
ILLINOIS ROUTE 53 (NORTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	9
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAFT 1/19/2026





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	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (NORTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MODEL: IL RTE 53 - Profile-NB 2 [Sheet]
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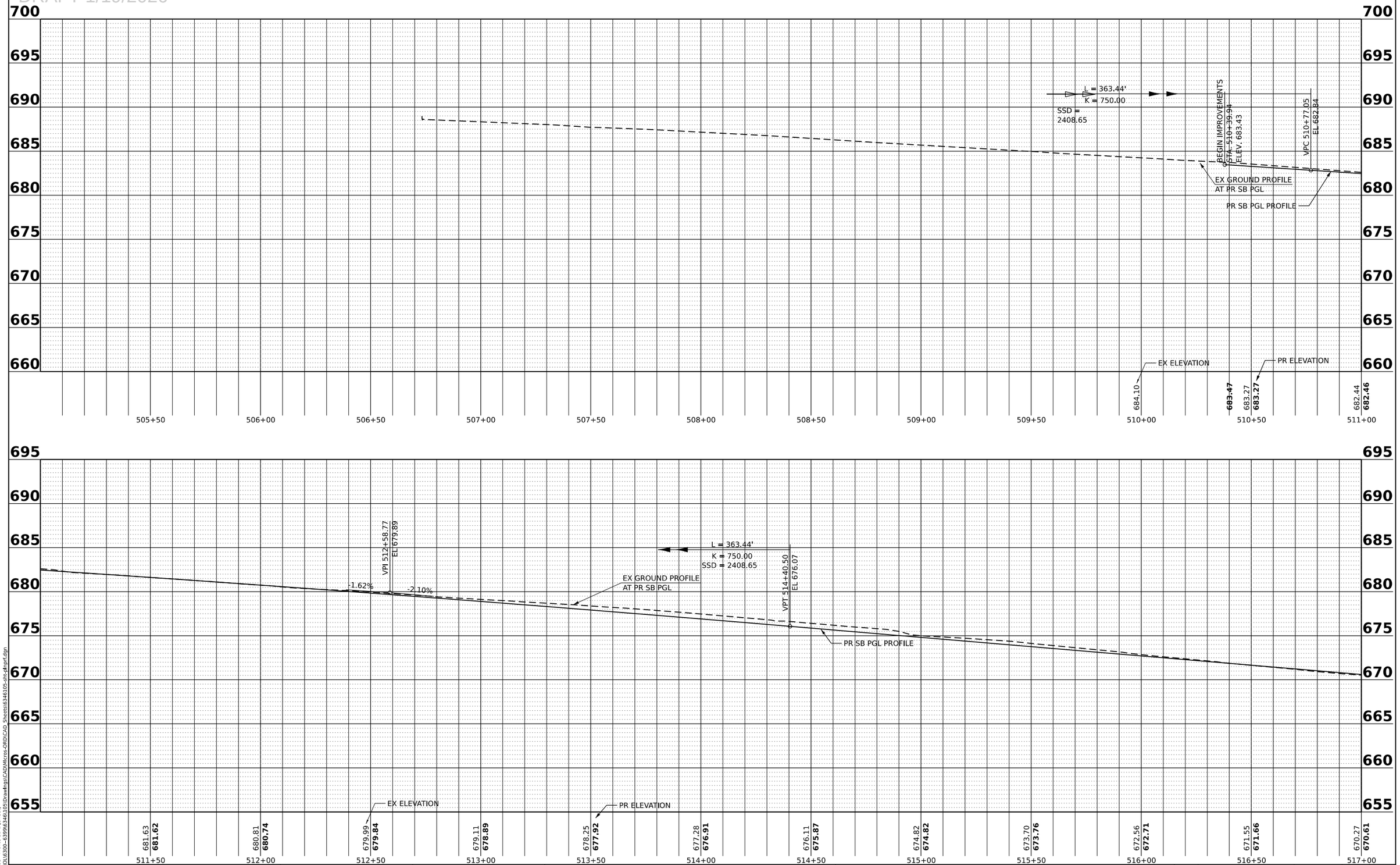
DRAFT 1/19/2026



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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jorgel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

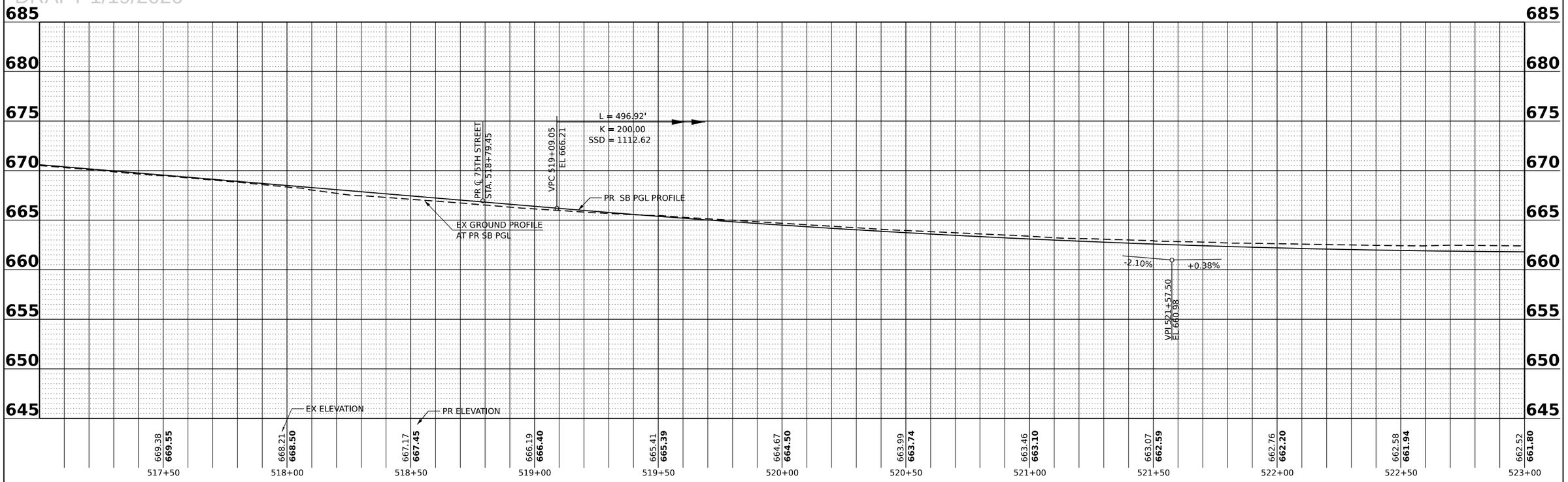
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

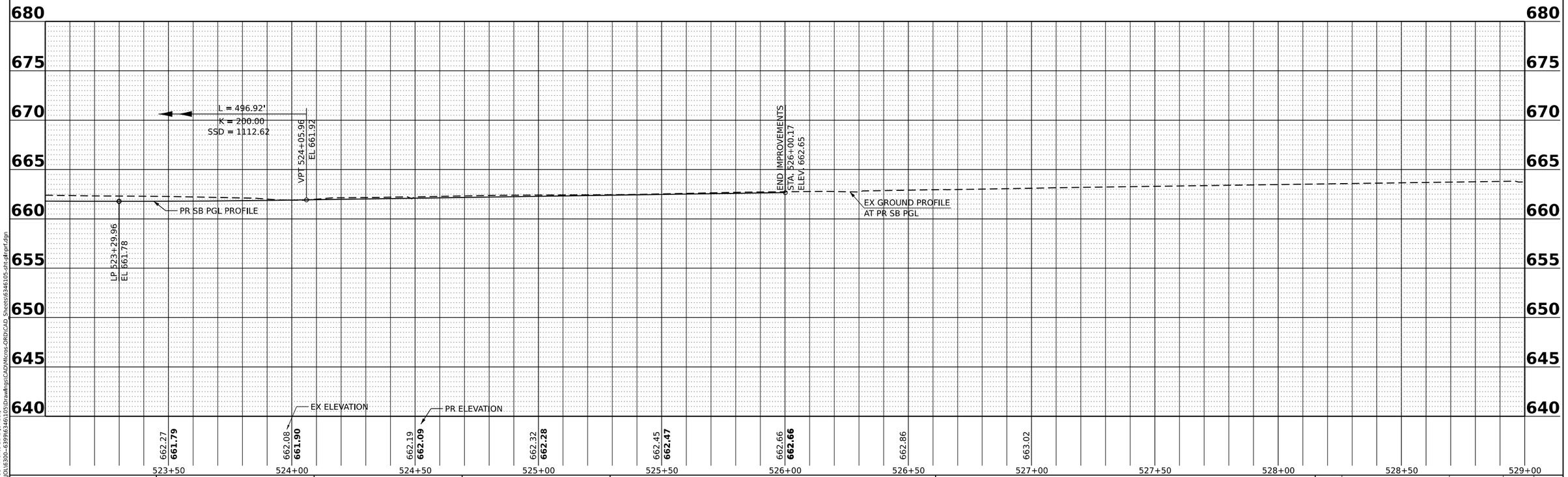
ILLINOIS ROUTE 53 (SOUTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	11
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAFT 1/19/2026





STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jorgel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (SOUTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	12
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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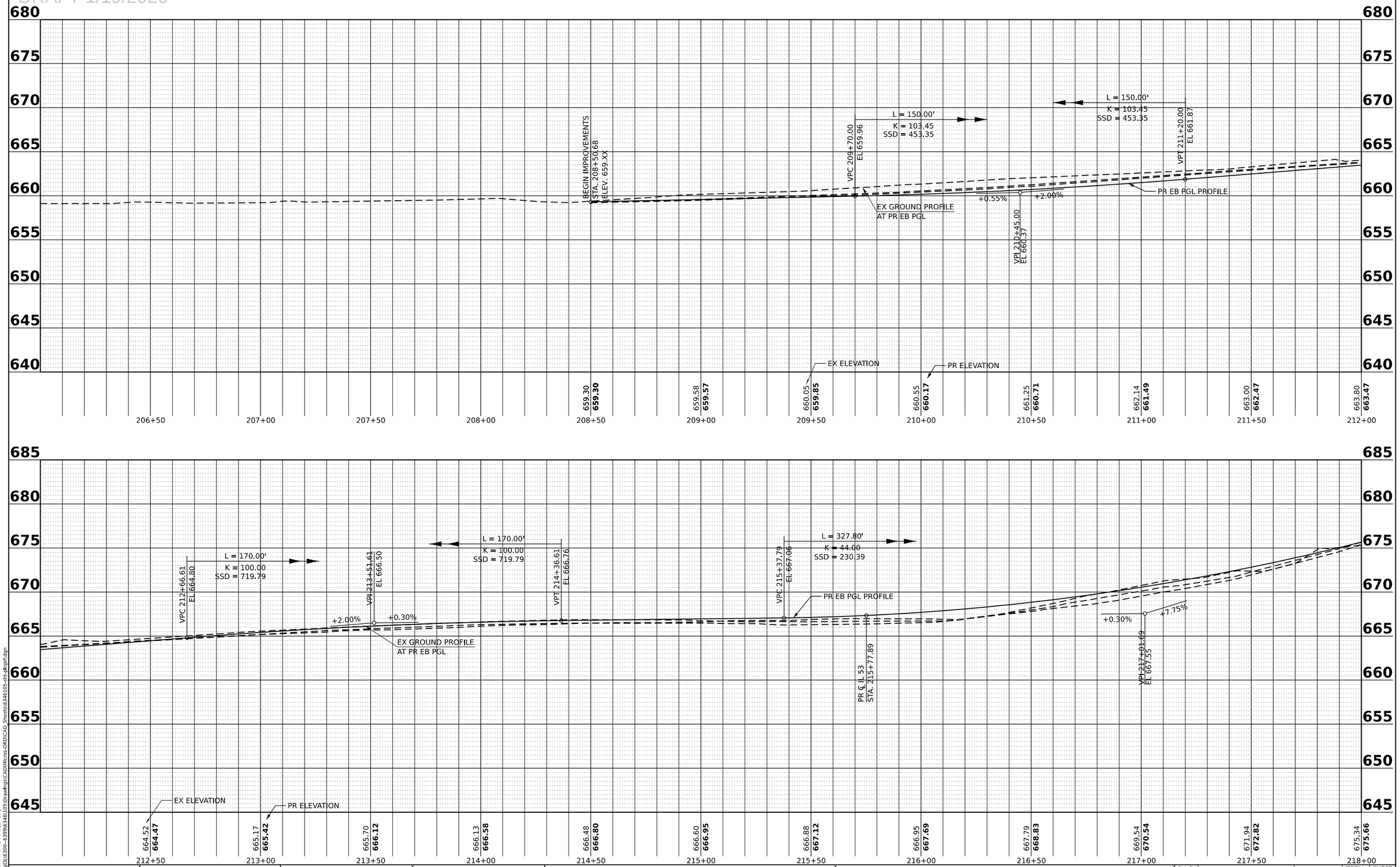
DRAFT 1/19/2026



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USER NAME = jorgel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

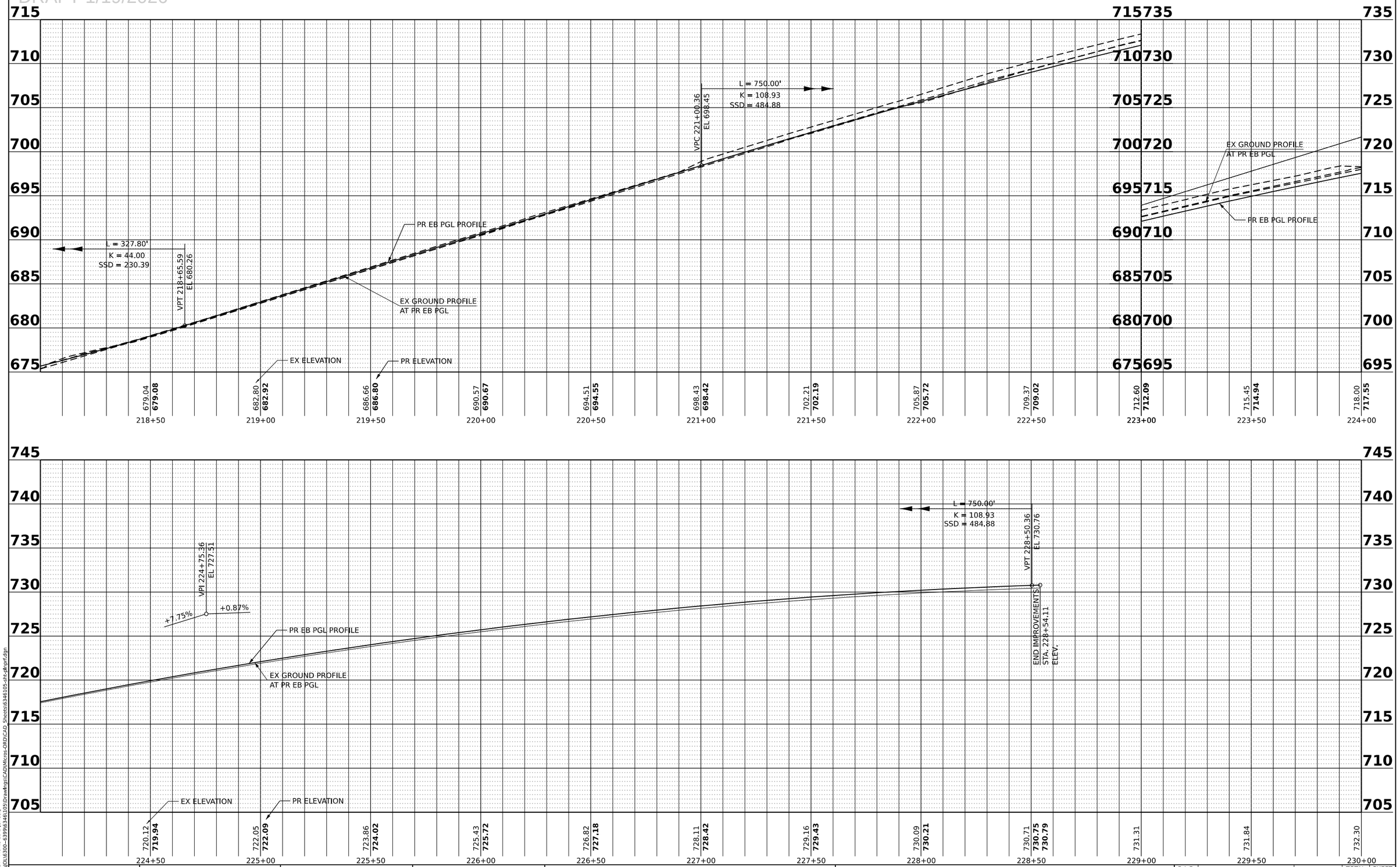
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (EASTBOUND)
PROFILES

SCALE:20H-5V | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	13
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAFT 1/19/2026



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(815) 744-4200

USER NAME = jorgel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

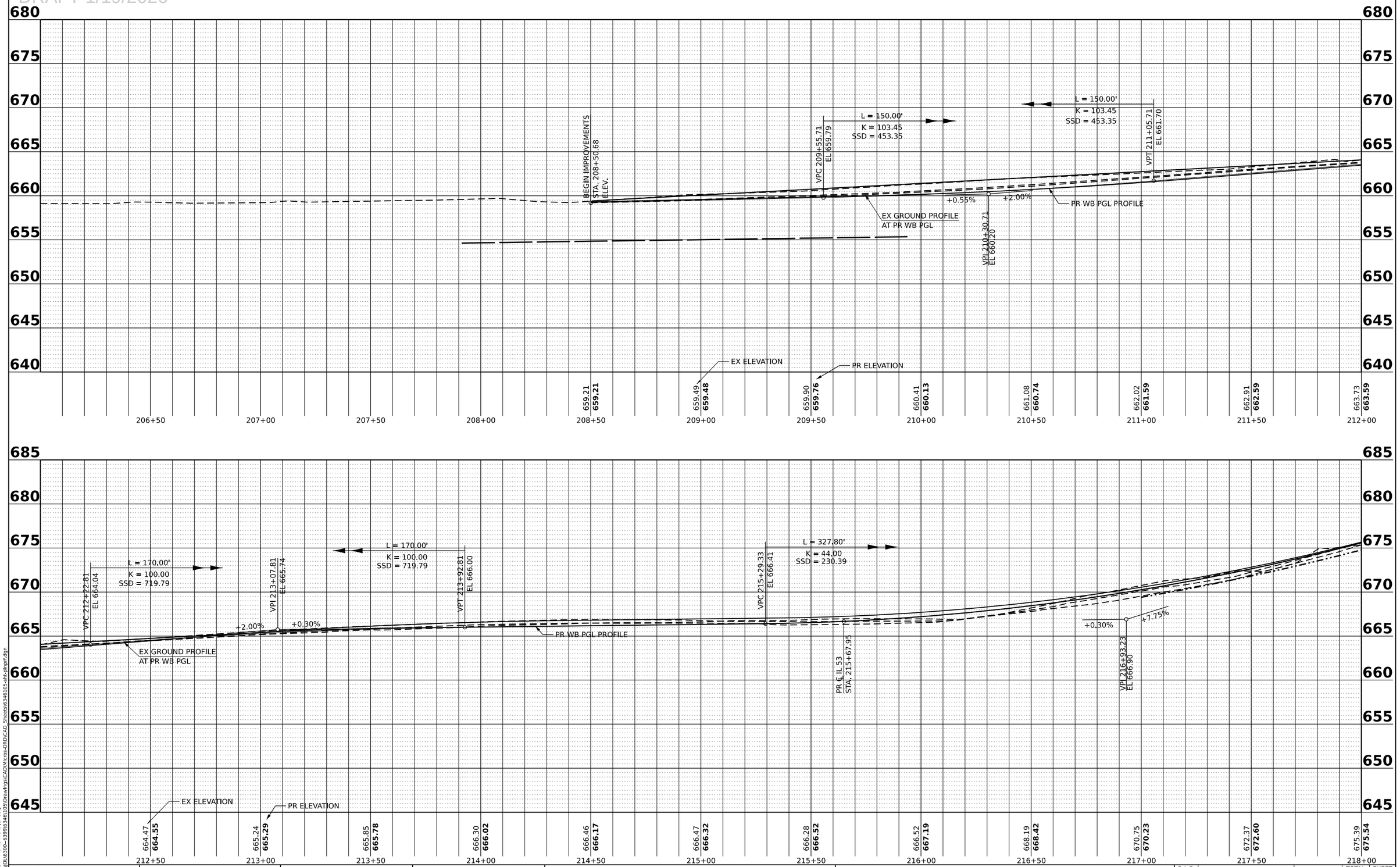
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (EASTBOUND)
PROFILES

SCALE:20H-5V | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	14
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAFT 1/19/2026



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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jorgel	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 1/19/2026	DATE -	REVISED -

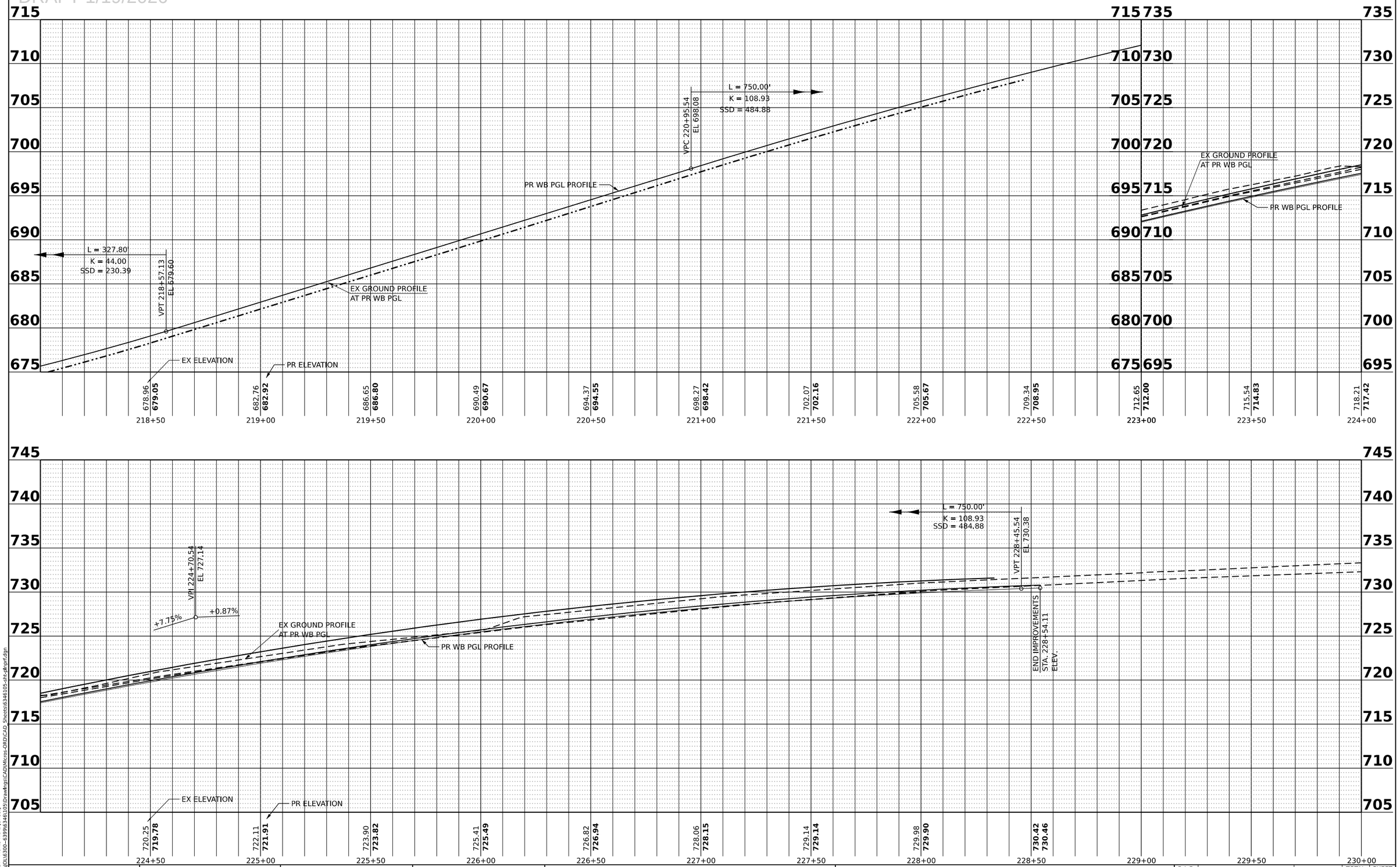
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (WESTBOUND)
PROFILES

SCALE:20H-5V | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	15
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAFT 1/19/2026



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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 1/19/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (WESTBOUND)
PROFILES

SCALE:20H-5V | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	16
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

PROPOSED CONDITIONS

CROSS SECTIONS

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-
REVISED	-
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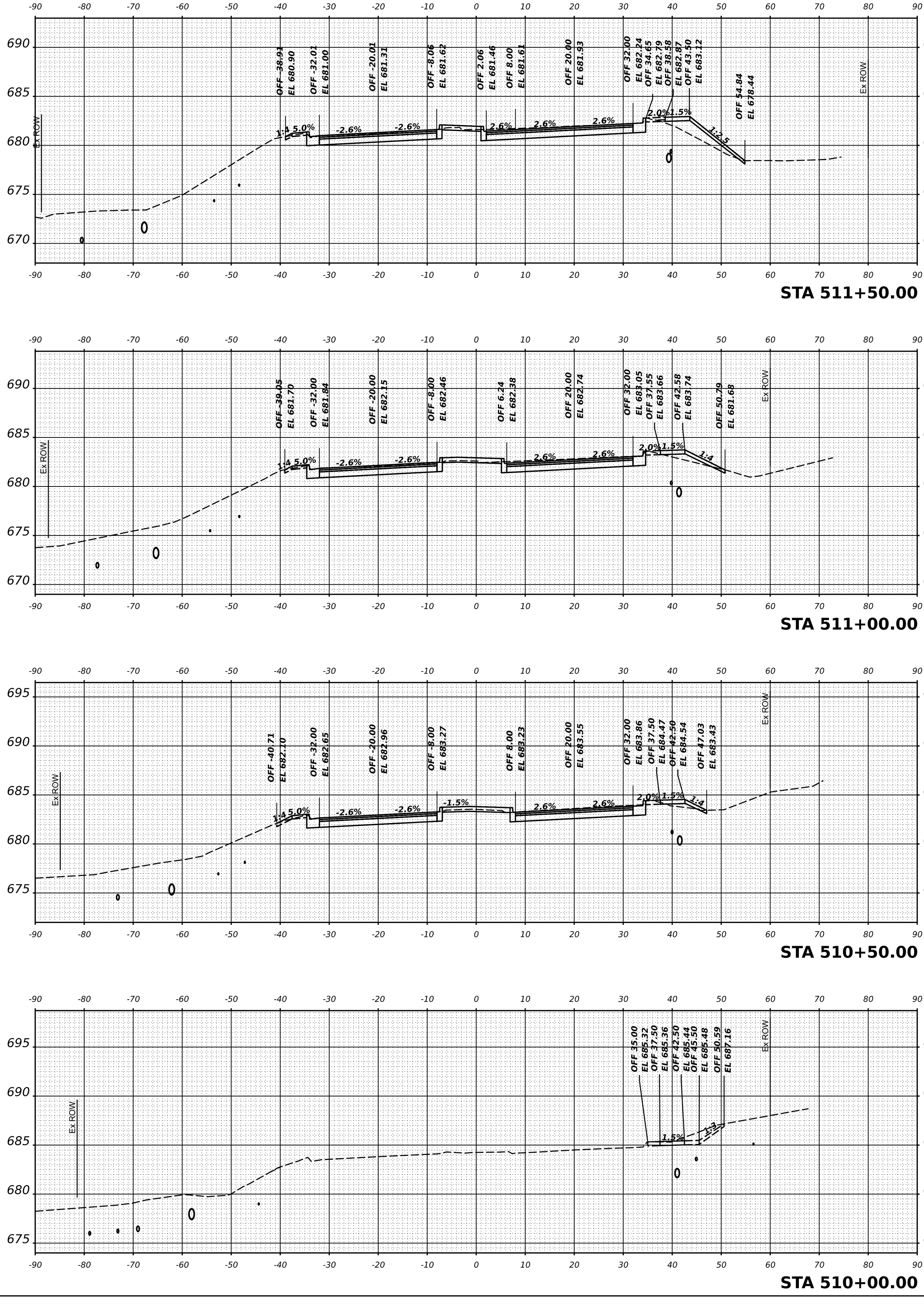

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 1 OF 17 SHEETS
STA.

ILLINOIS
FED. AID PROJECT

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	1

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
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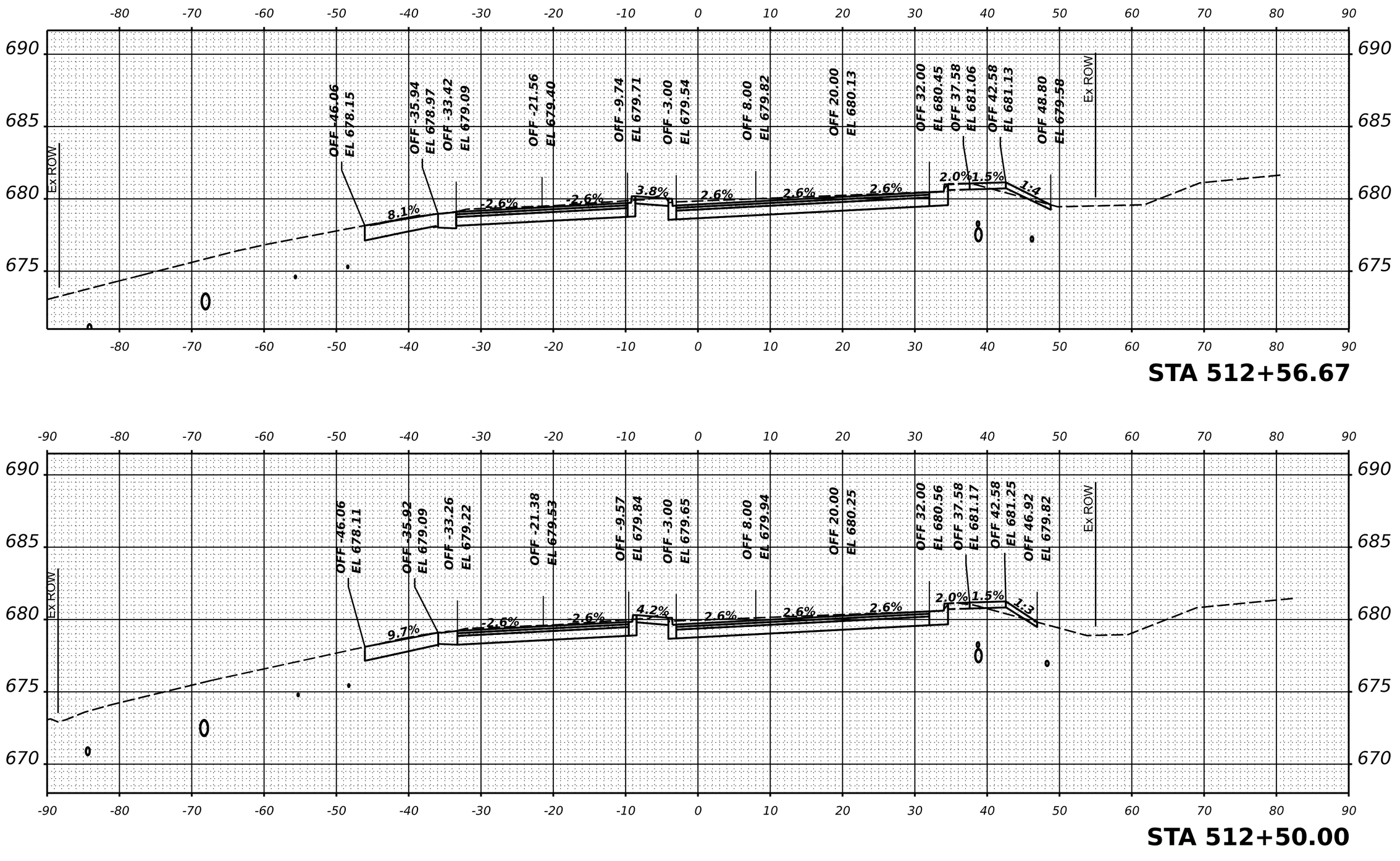

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 2 OF 17 SHEETS
STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	2

ILLINOIS FED. AID PROJECT

CONTRACT NO.

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
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DESIGNED -
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DATE -

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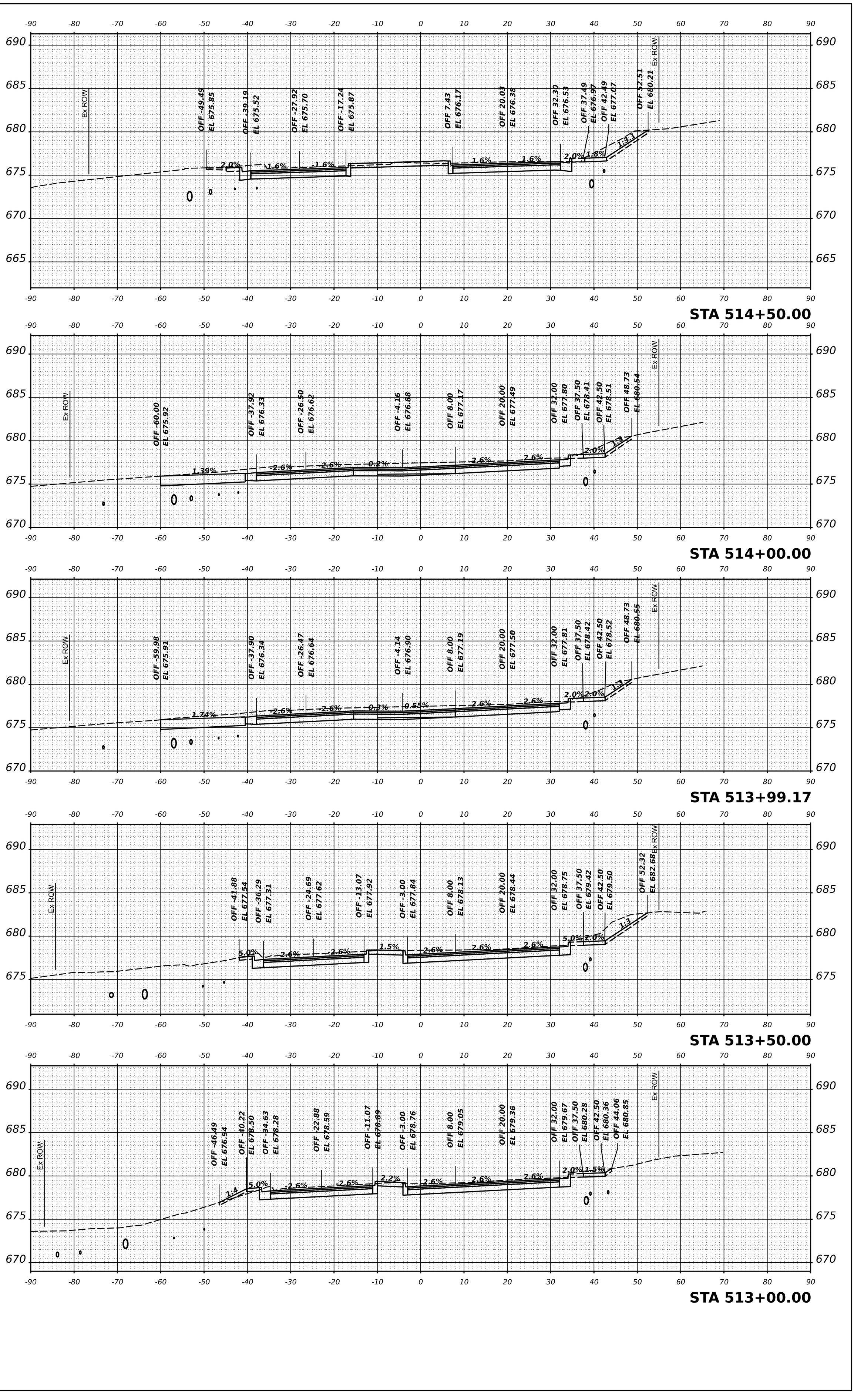

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE:20H-5V
SHEET 3 OF 17 SHEETS
STA.

ILLINOIS
FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	3

CONTRACT NO.

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
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DESIGNED	-	REVISED	-
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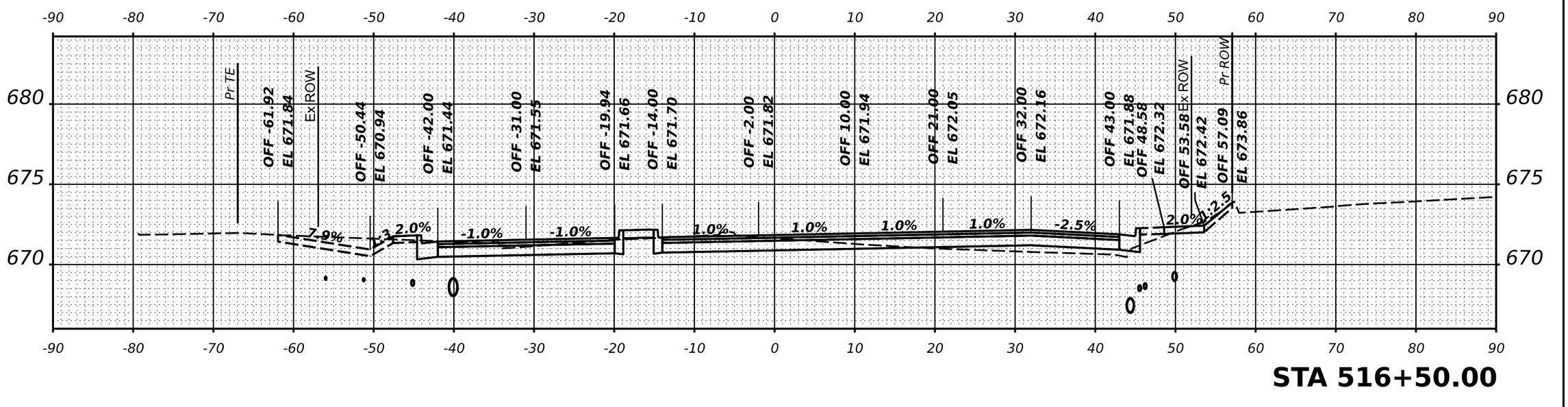
CHECKED	-	REVISED	-
DATE	-	REVISED	-



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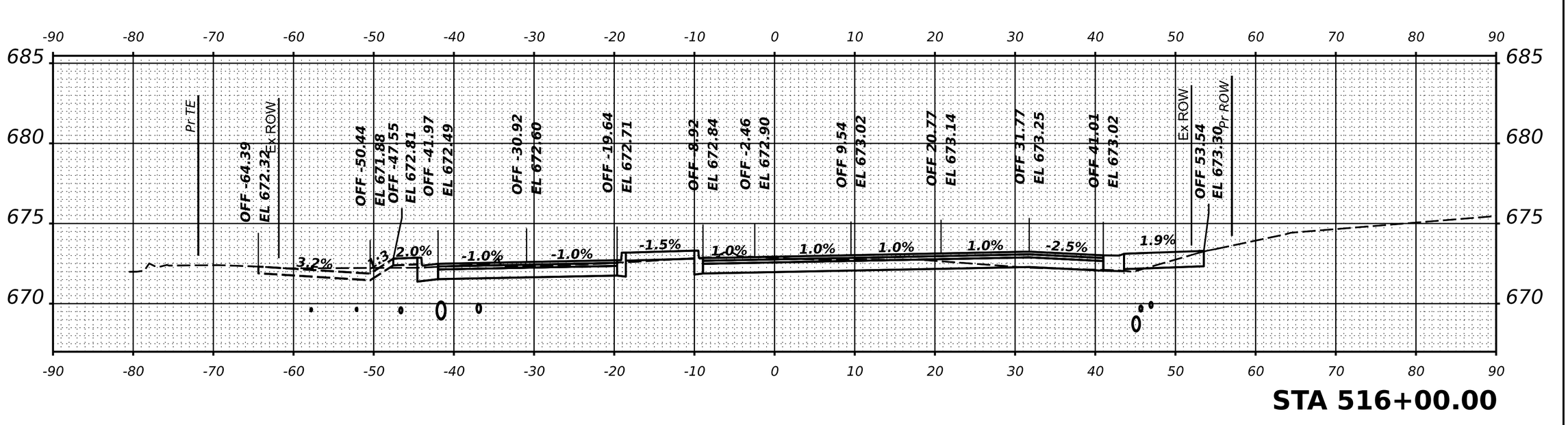

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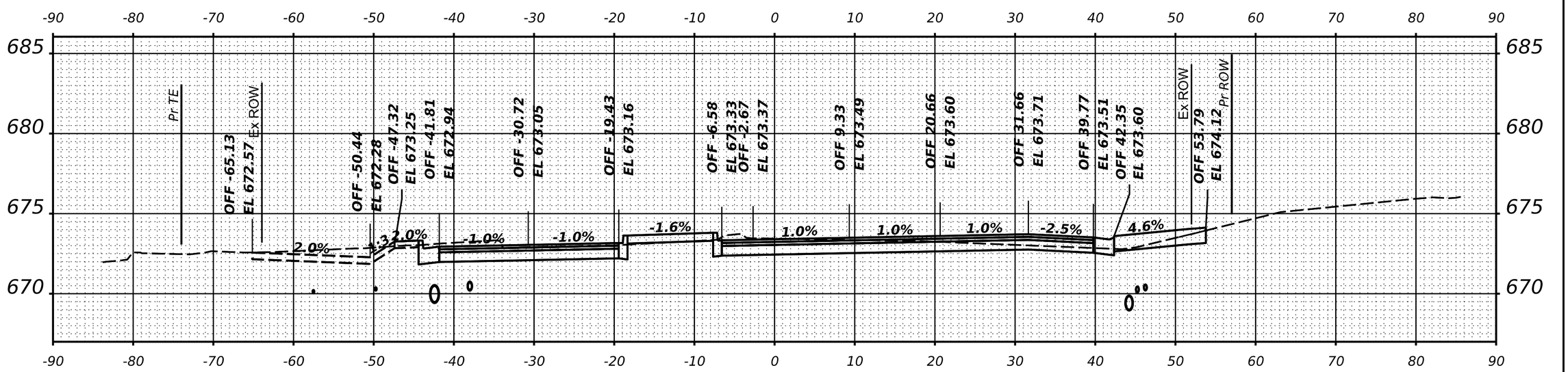
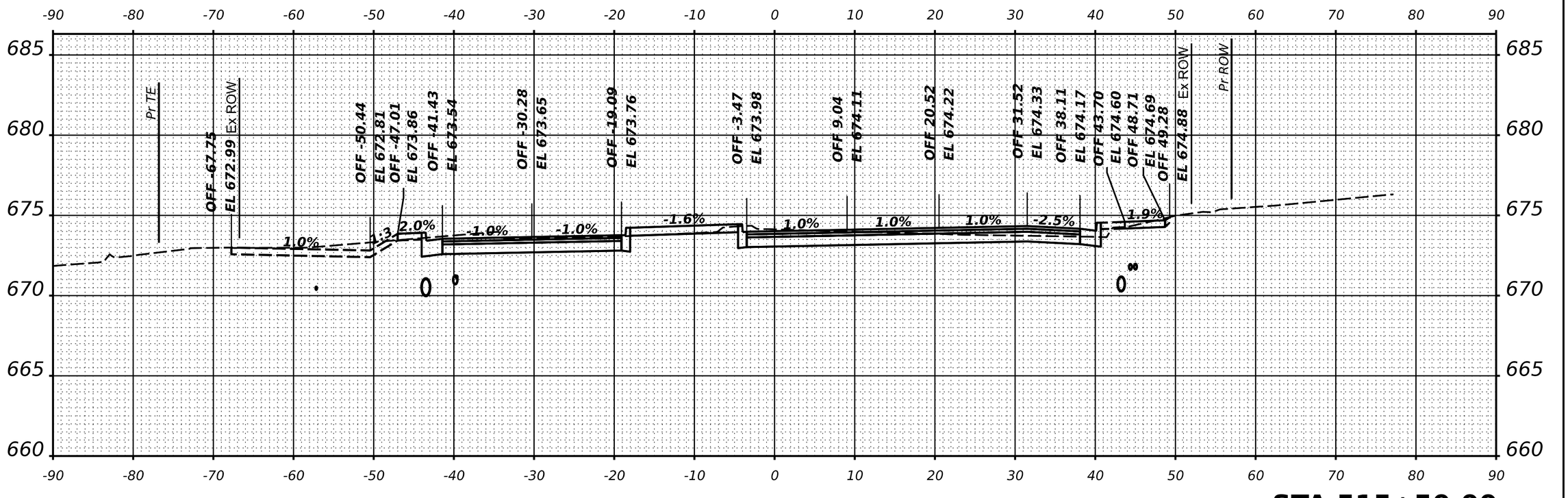


STA 515+78.58



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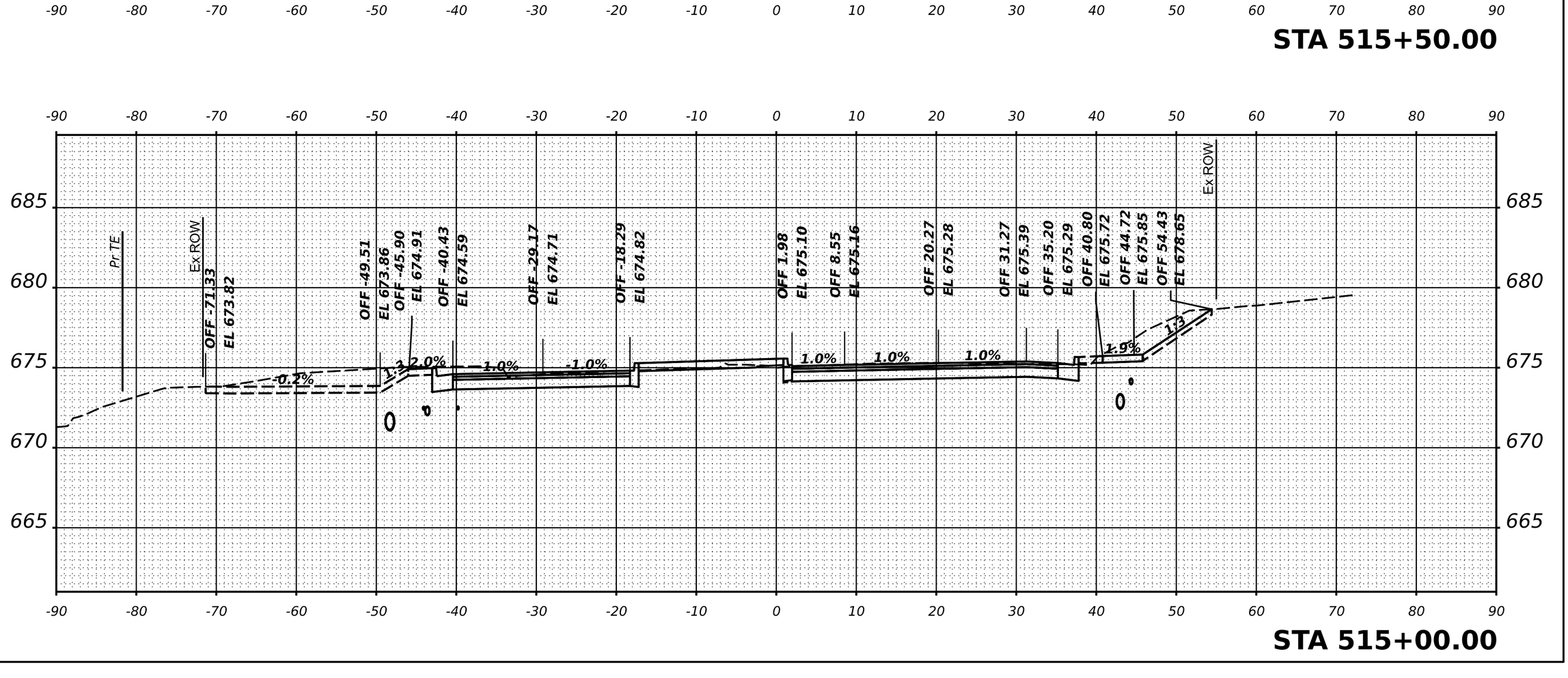


STA 515+00.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V	SHEET 4	OF 17	SHEETS	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	4

ILLINOIS
FED. AID PROJECT

CONTRACT NO.

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED	-	REVISED -
DRAWN	-	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

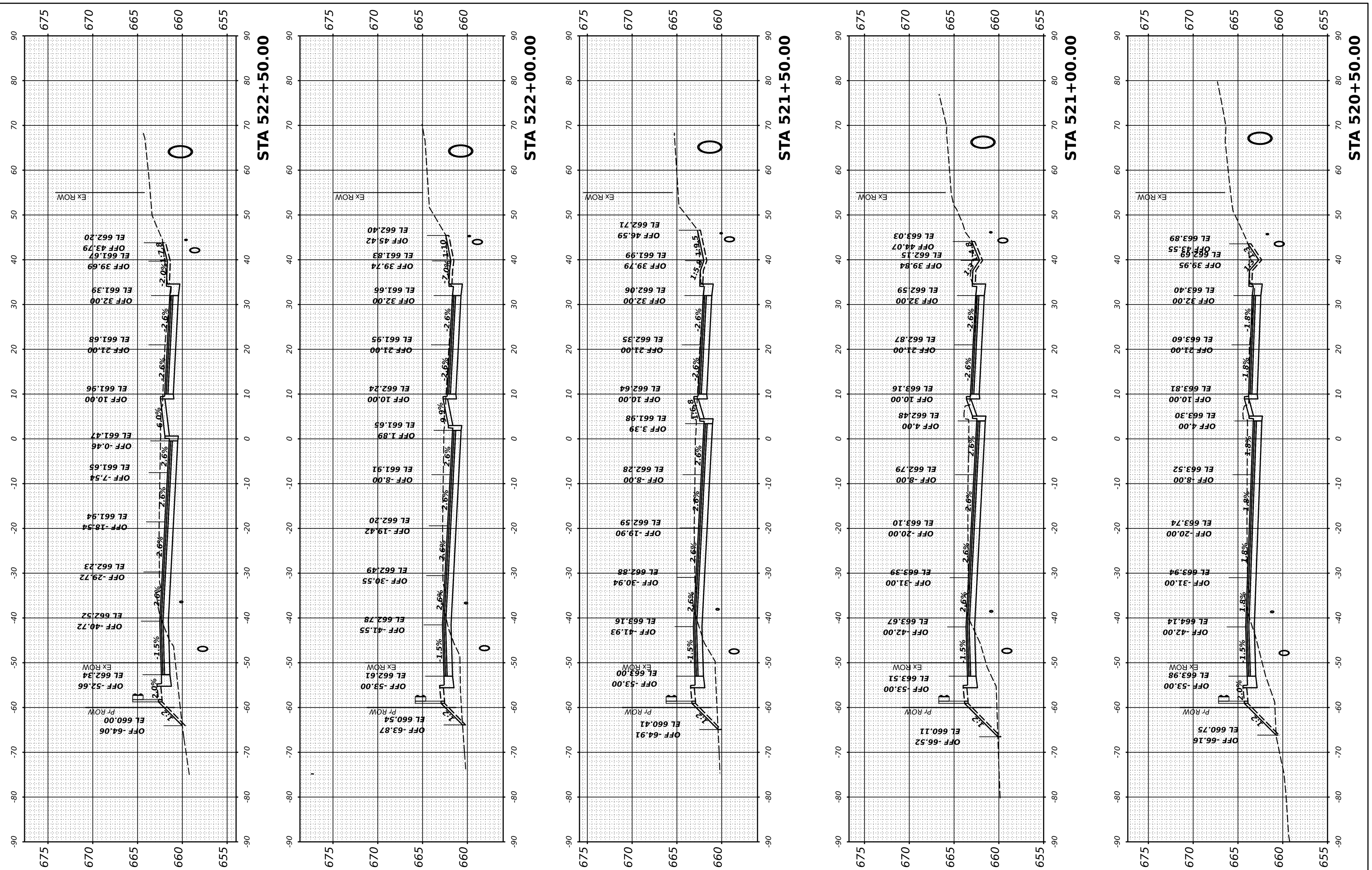
ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE:20H-5V | SHEET 5 OF 17 SHEETS | STA.

ILLINOIS | FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	5

CONTRACT NO.



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

DRAFT 1/19/2026

MODEL: $MODELNAME$
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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE:20H-5V | SHEET 6 OF 17 SHEETS | STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	6
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$	DESIGNED -
PLOT DATE = $DATE$	DATE -
PLOT SCALE = $SCALE$	CHECKED -
	DRAWN -

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 20H-5V | SHEET 7 OF 17 SHEETS | STA.

ILLINOIS ROUTE 53
CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	7

ILLINOIS | FED. AID PROJECT

CONTRACT NO.

MODEL: $MODELNAME$
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DRAFT 1/19/2026

NO.			BY	DATE
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		AREAS		
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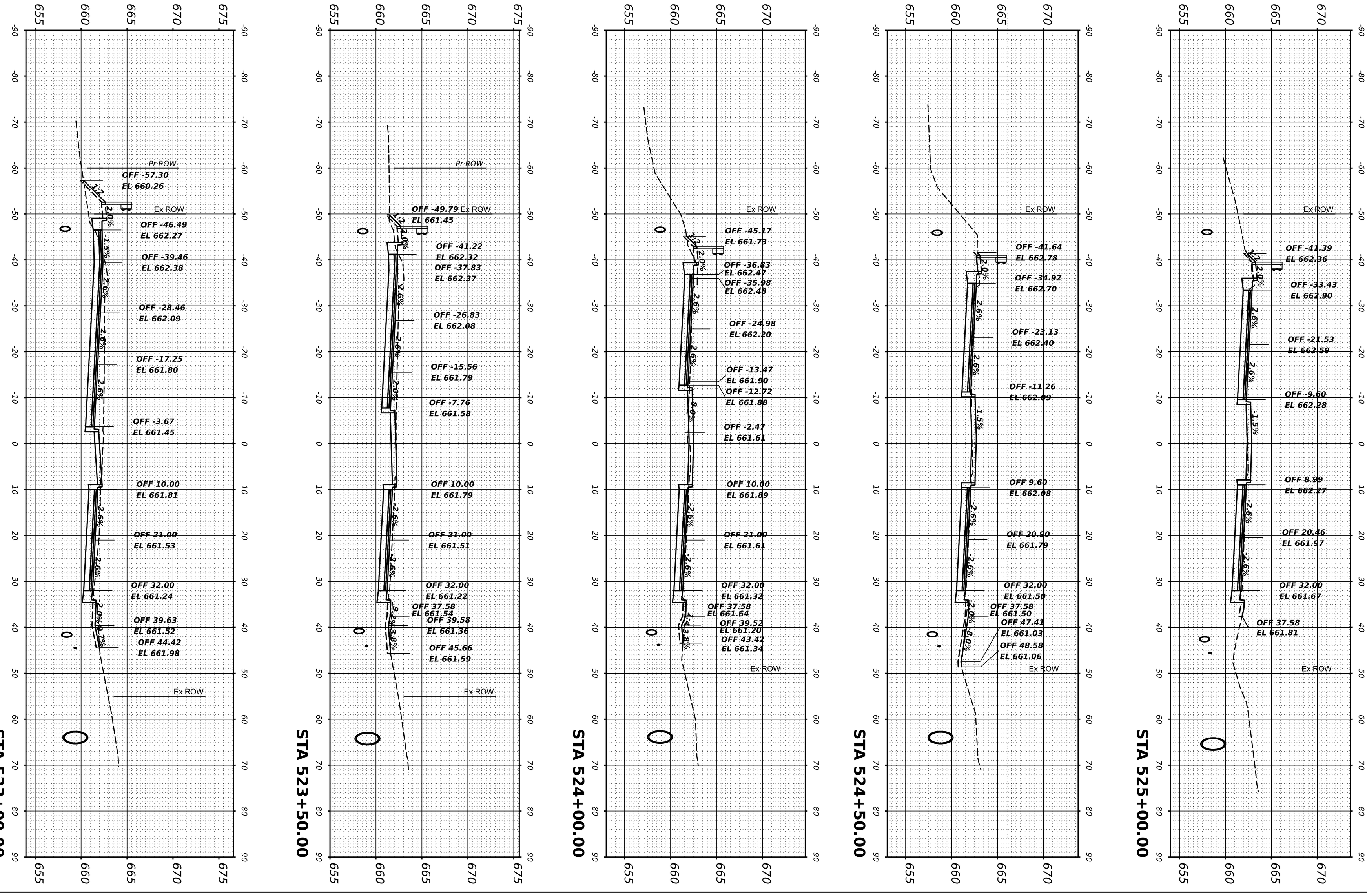

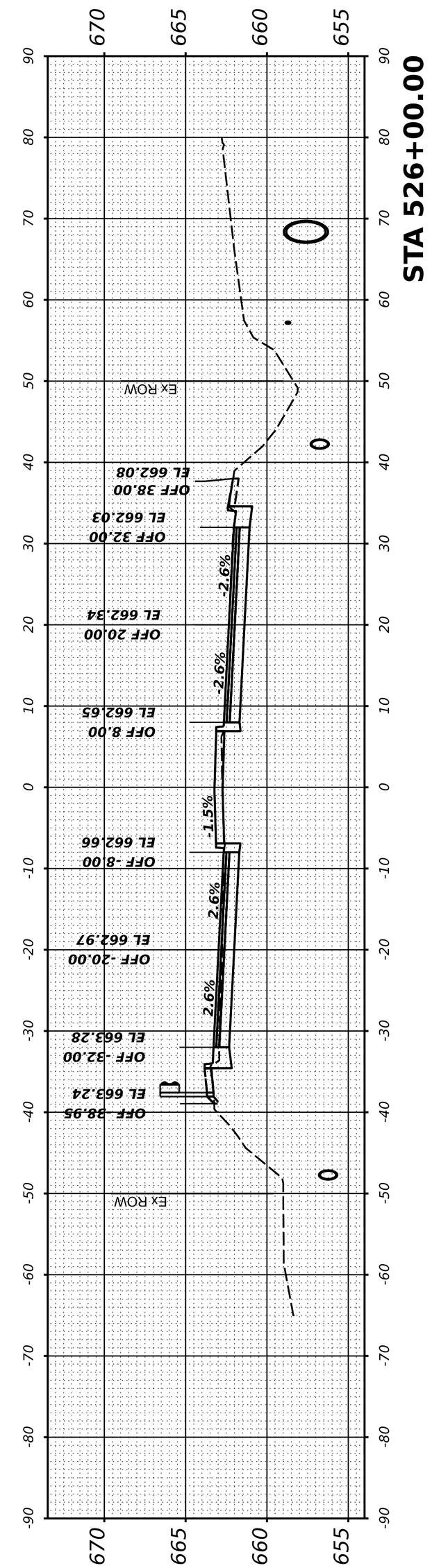

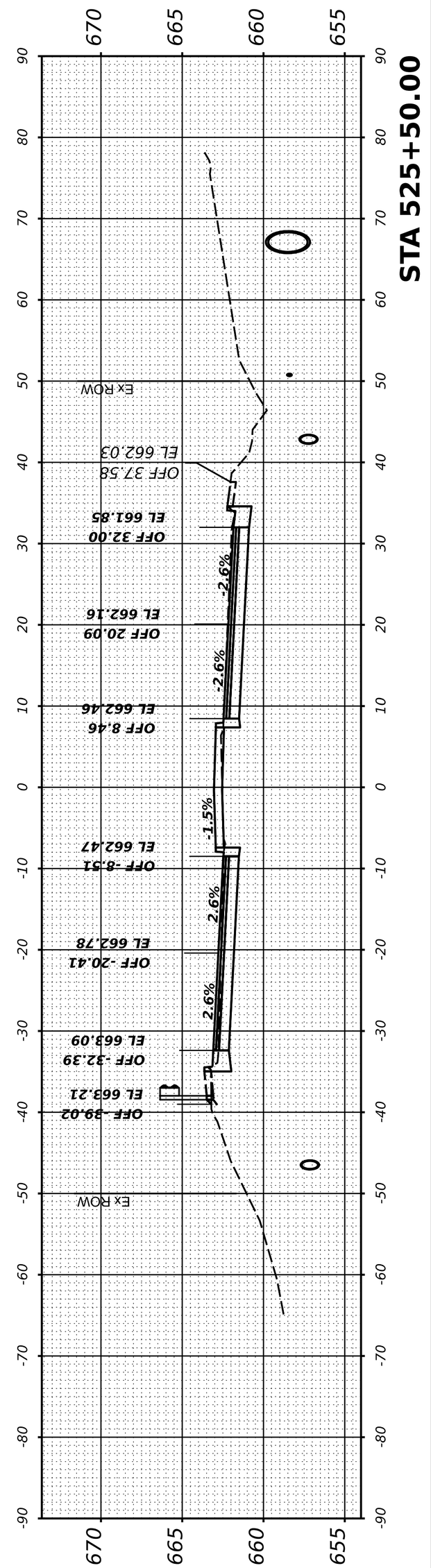

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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NO.	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

DRAFT 1/19/2026

MODEL: $MODEL:NAME$
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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = $DATE$	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE:20H-5V | SHEET 8 OF 17 SHEETS | STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	8
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $$SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -

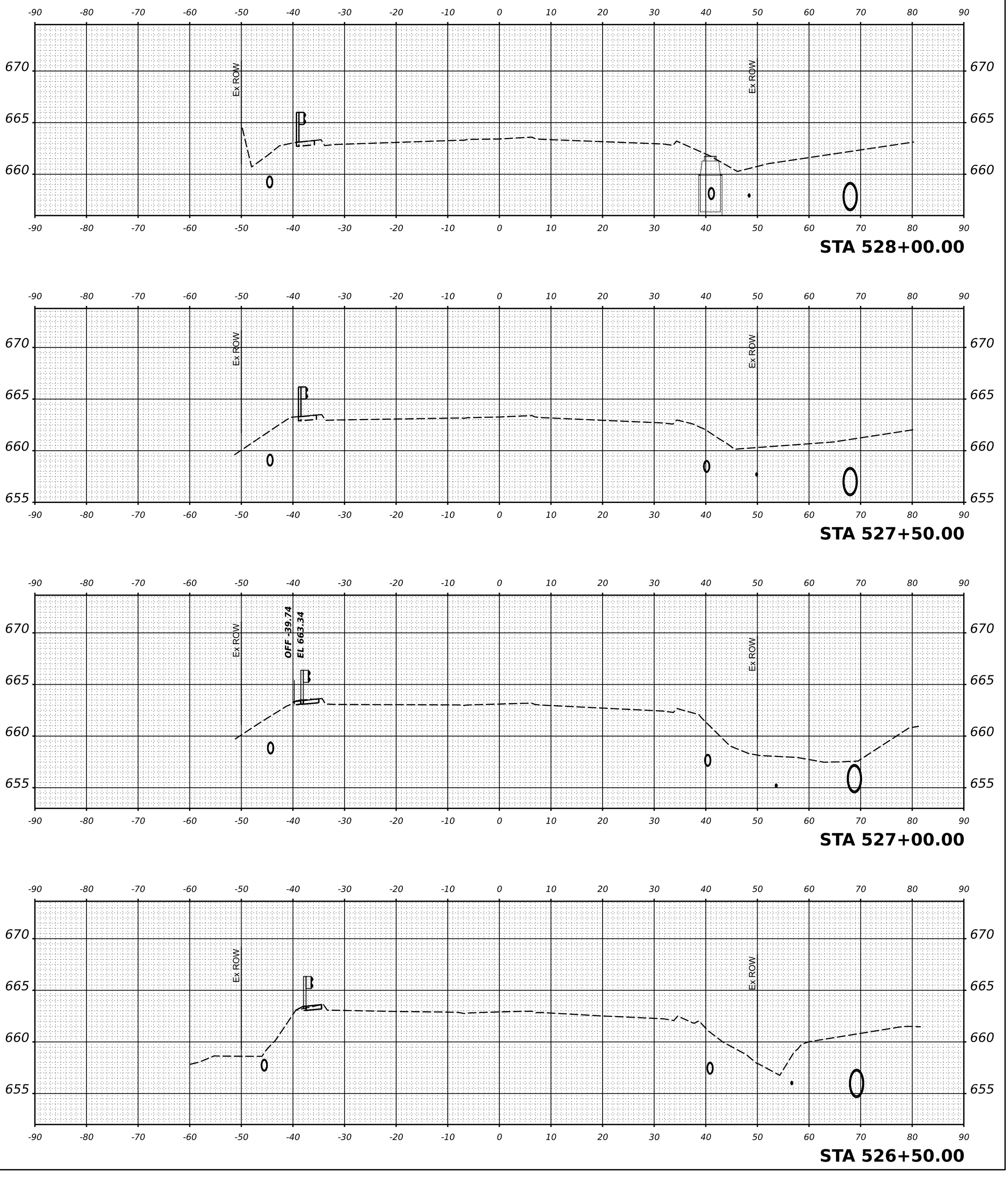
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 0 OF SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		526+50.00

ILLINOIS
FED. AID PROJECT
CONTRACT NO.



DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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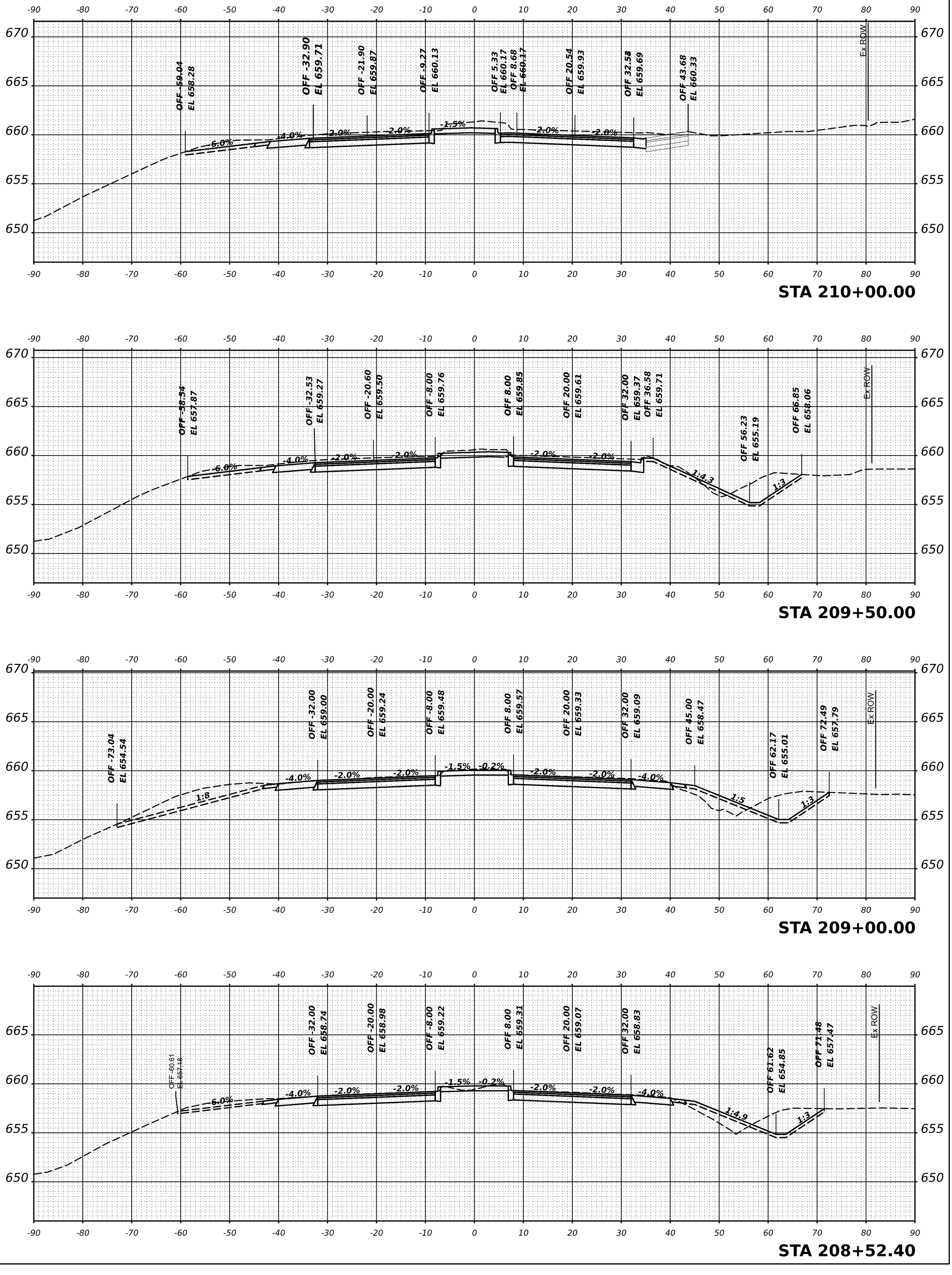
STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jorgel
PLOT SCALE = 0.08333317 ' / in.
PLOT DATE = 9/23/2025

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE:20H-5V | SHEET 9 OF 17 SHEETS | STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	9

ILLINOIS FED. AID PROJECT

CONTRACT NO.

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -

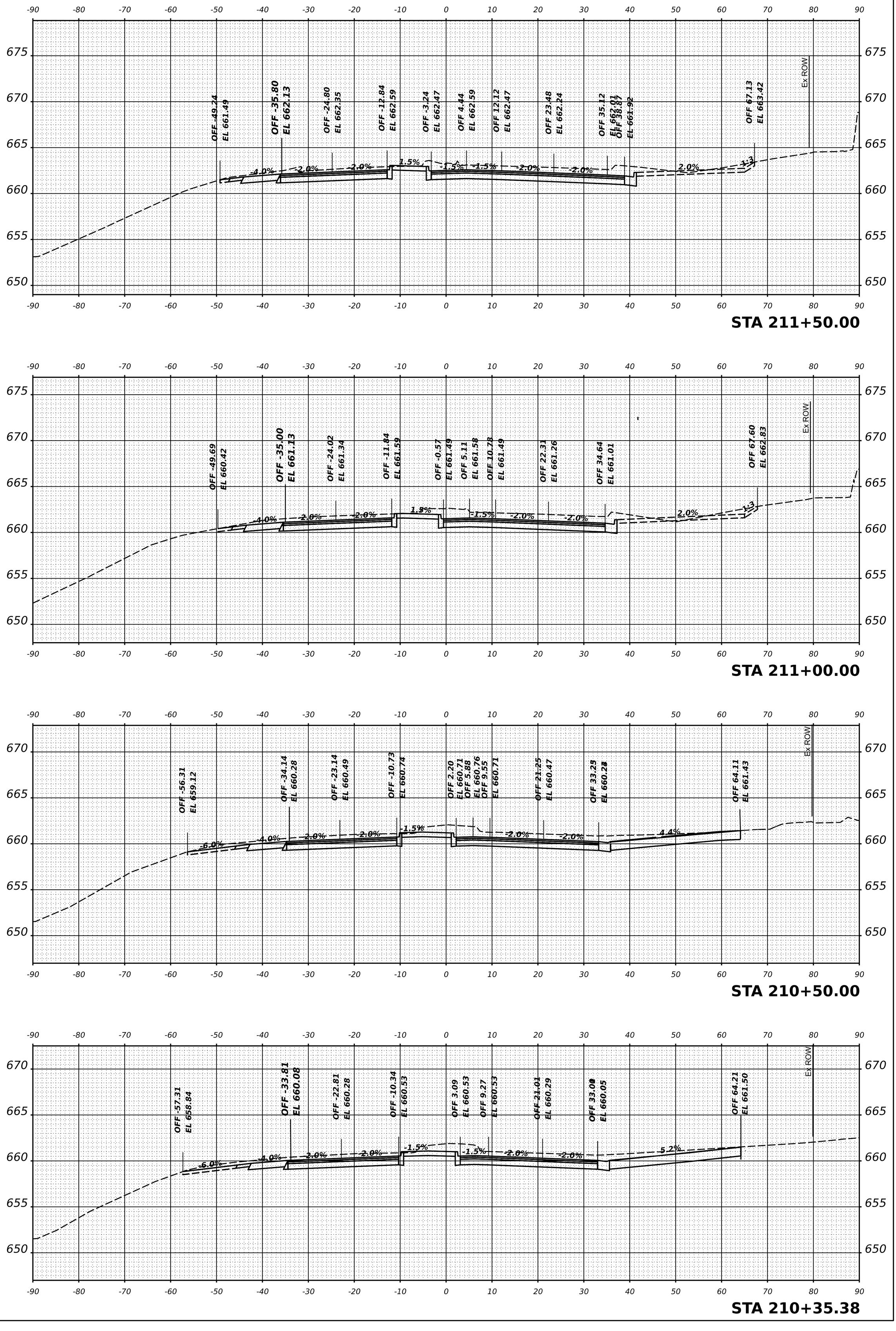
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 10 OF 17 SHEETS
STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	10

ILLINOIS
FED. AID PROJECT
CONTRACT NO.



STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

FILE NAME: $FILE$
MODEL: $MODEL$

USER NAME = $USER$	DESIGNED -
PLOT DATE = $DATE$	DATE -
PLOT SCALE = $SCALE$	CHECKED -
	DRAWN -

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 20H-5V | SHEET 11 OF 17 SHEETS | STA.

75TH STREET
CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	11
			CONTRACT NO.	
	ILLINOIS	FED. AID PROJECT		

ORIGINAL SURVEY
NOTE BOOK
NO.

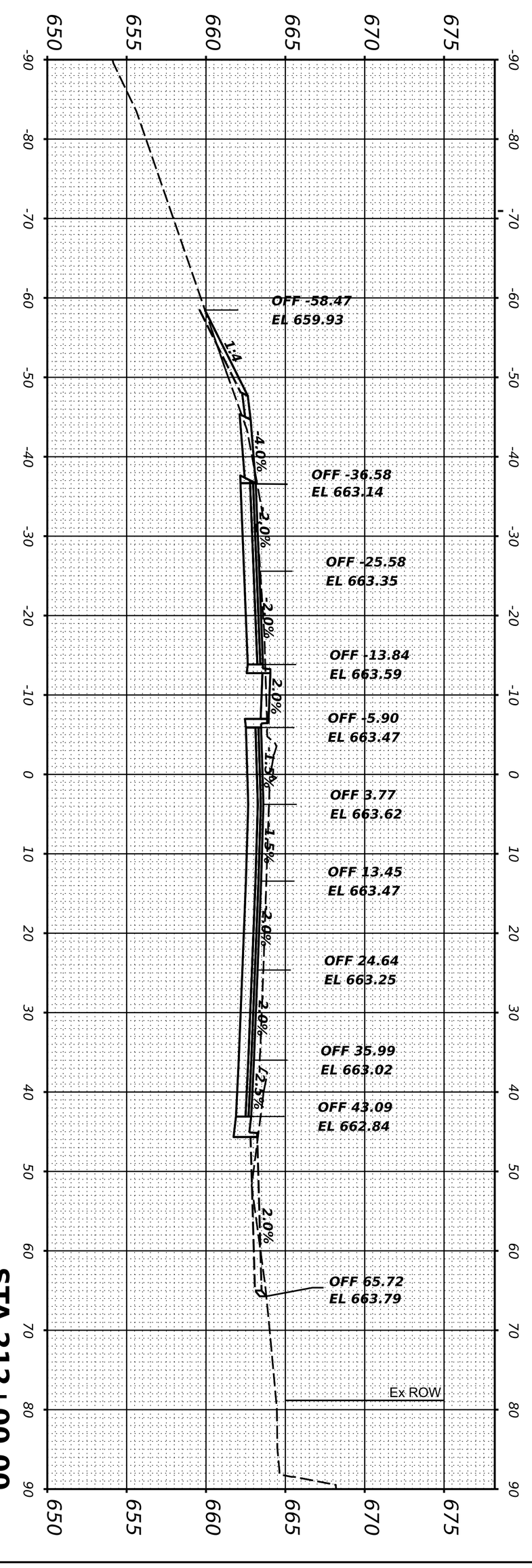
FINAL SURVEY
NOTE BOOK
NO.

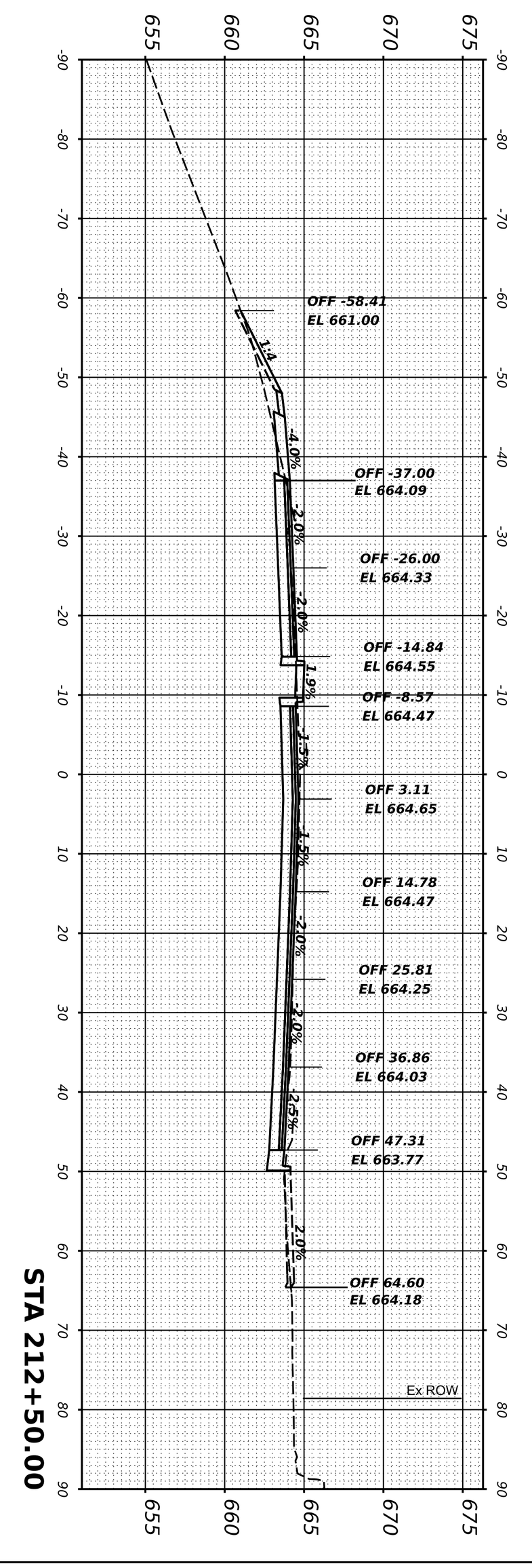
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

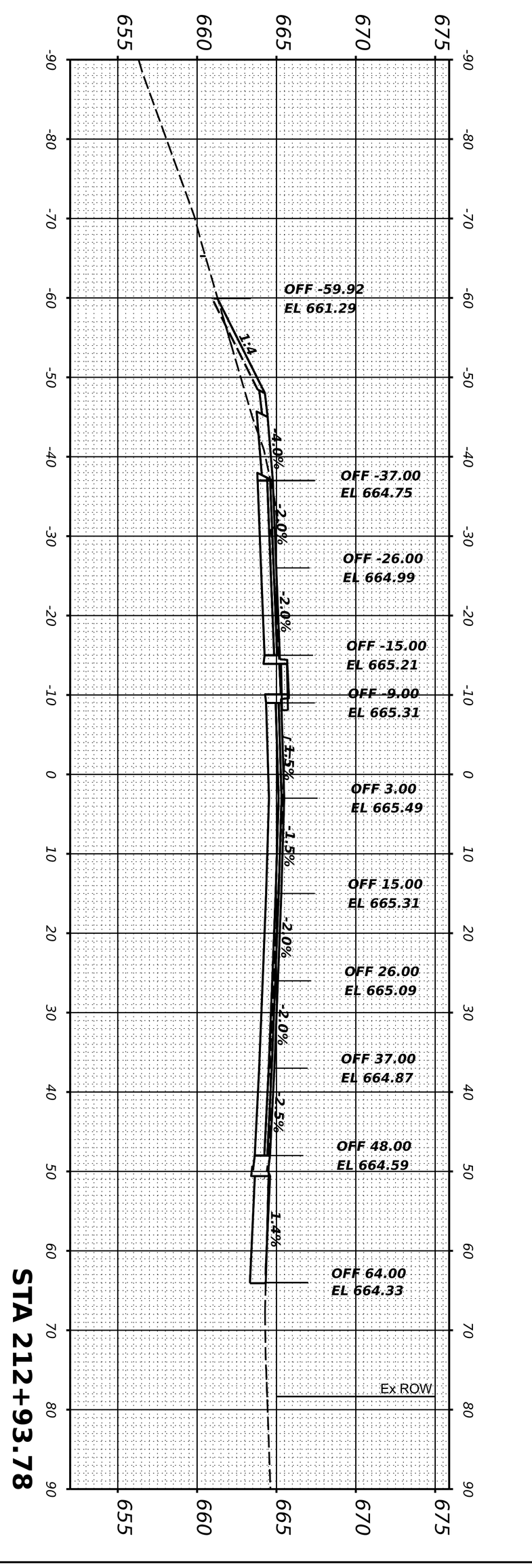
BY

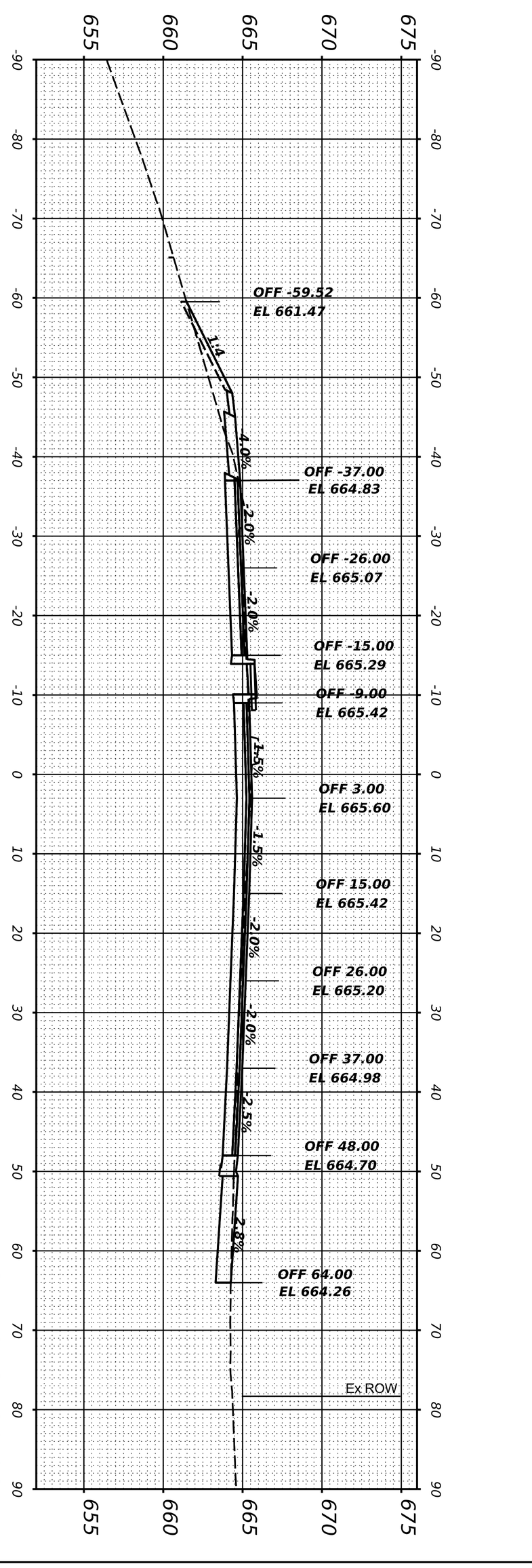
DATE

DRAFT 1/19/2026









DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

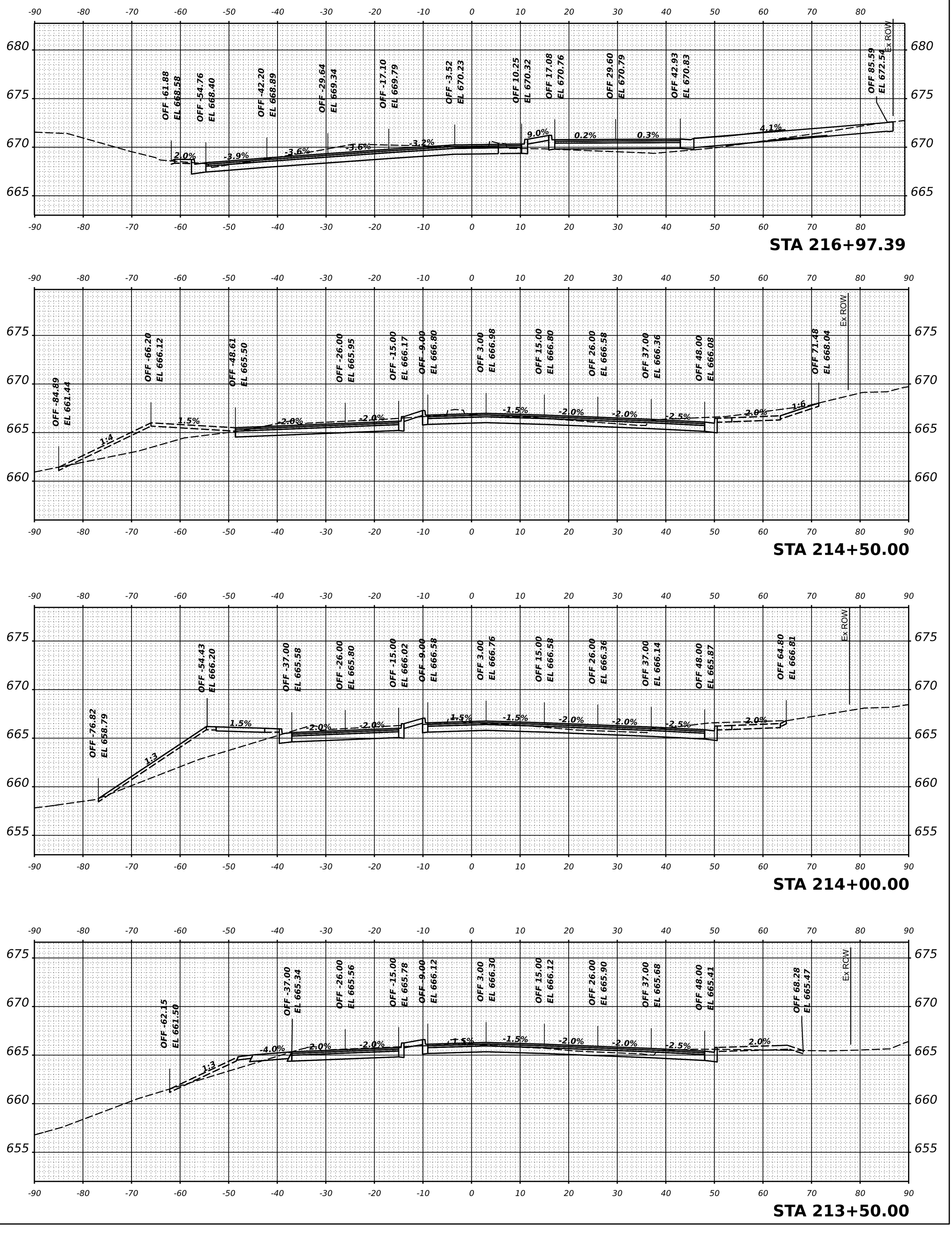
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 12 OF 17 SHEETS
STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	12

ILLINOIS
FED. AID PROJECT

CONTRACT NO.

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

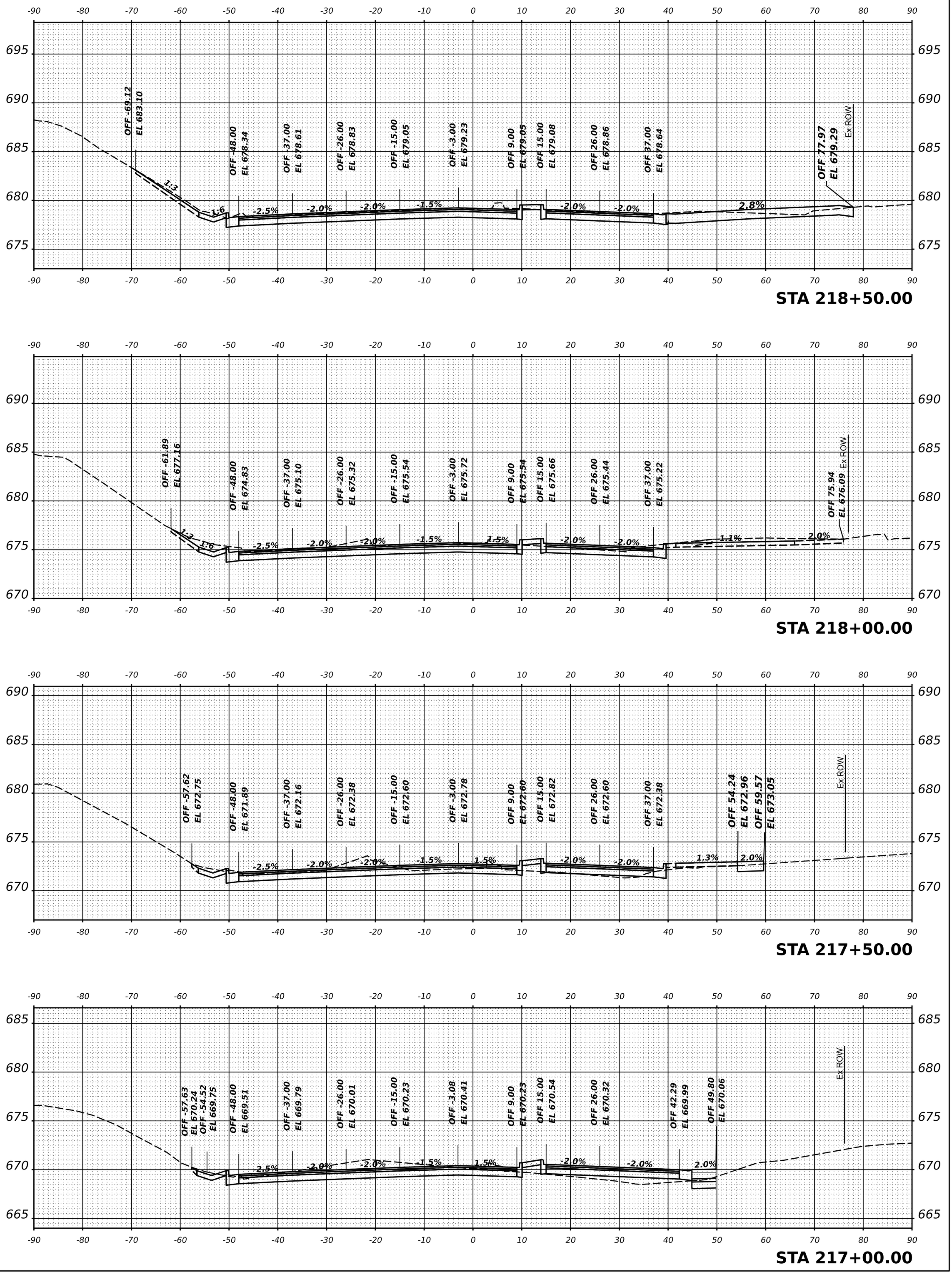
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE:20H-5V
SHEET 13 OF 17 SHEETS STA.

ILLINOIS
FED. AID PROJECT
CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	13



DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

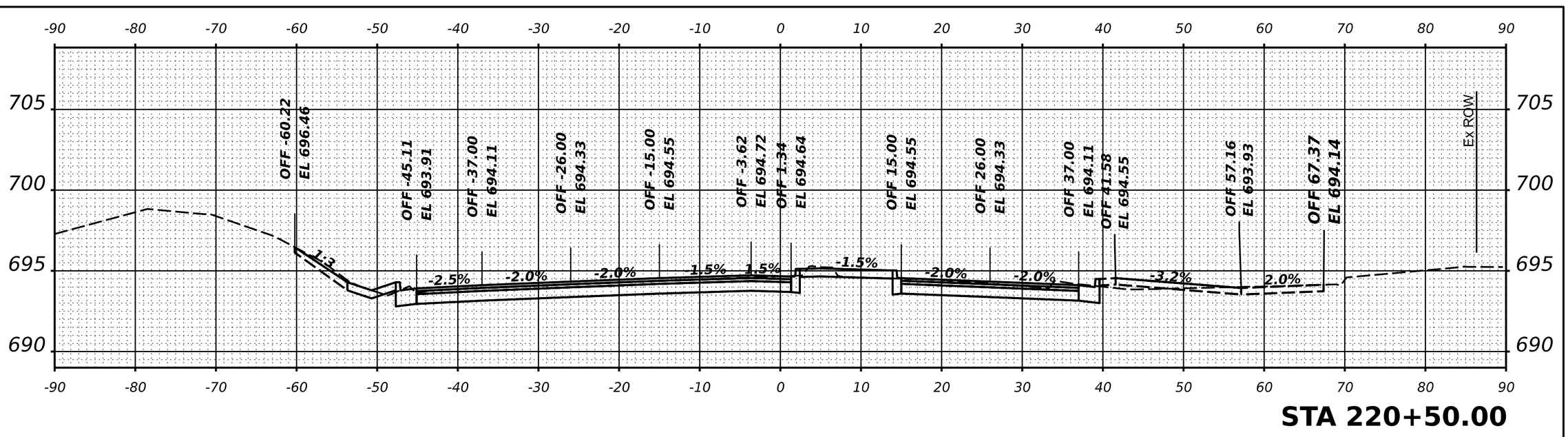
FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED	-	REVISED -
DRAWN	-	REVISED -
CHECKED	-	REVISED -
DATE	-	REVISED -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 14 OF 17 SHEETS
STA.

ILLINOIS
FED. AID PROJECT

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	14

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:20H-5V

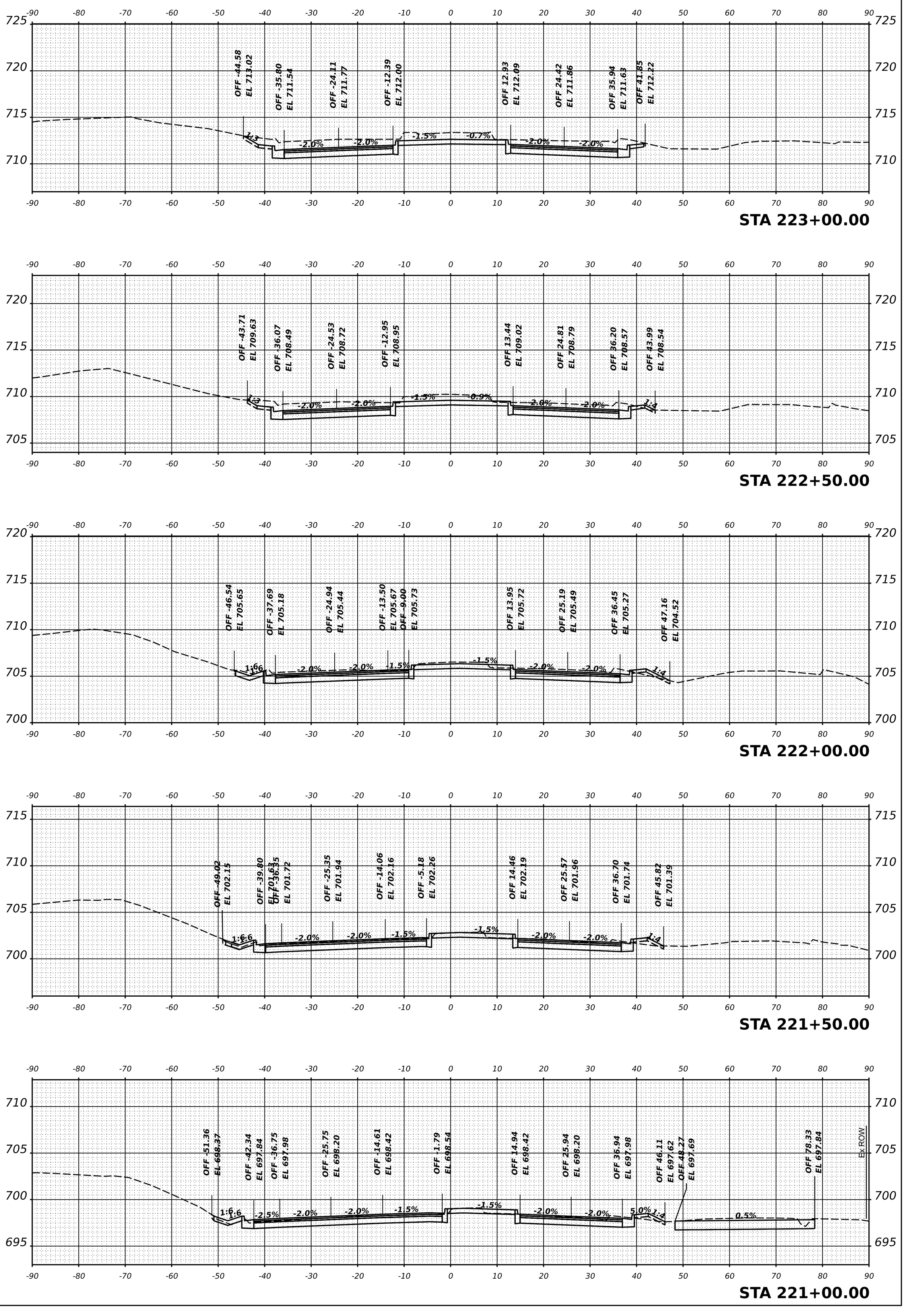
75TH STREET
CROSS SECTIONS

SHEET 15 OF 17 SHEETS STA.

ILLINOIS FED. AID PROJECT

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	15



DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

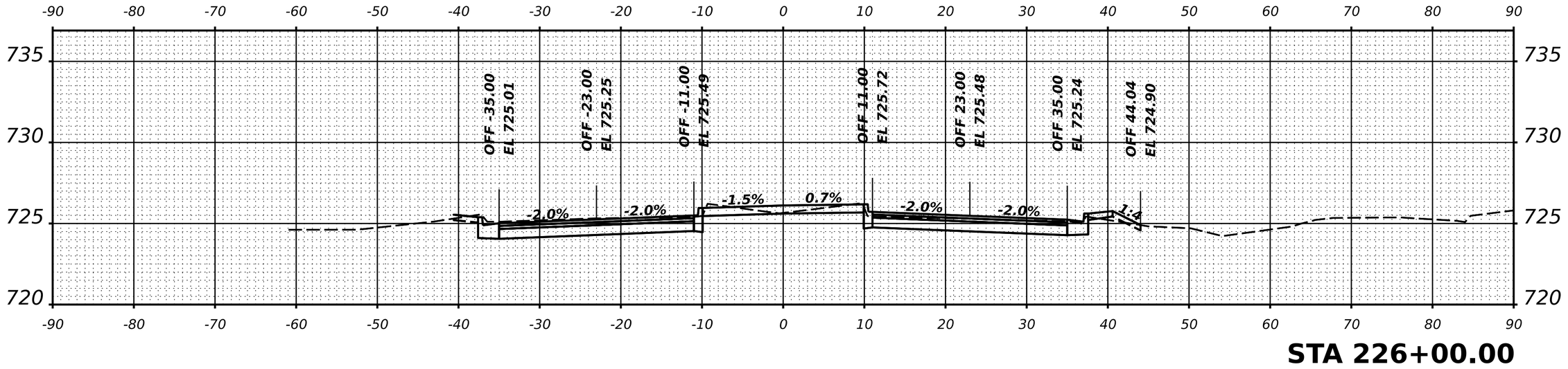
FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-



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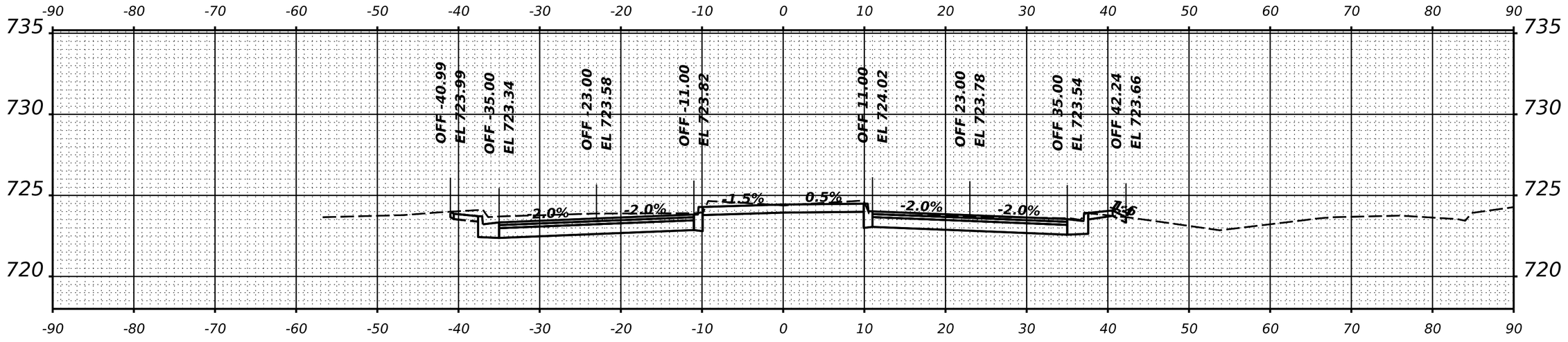

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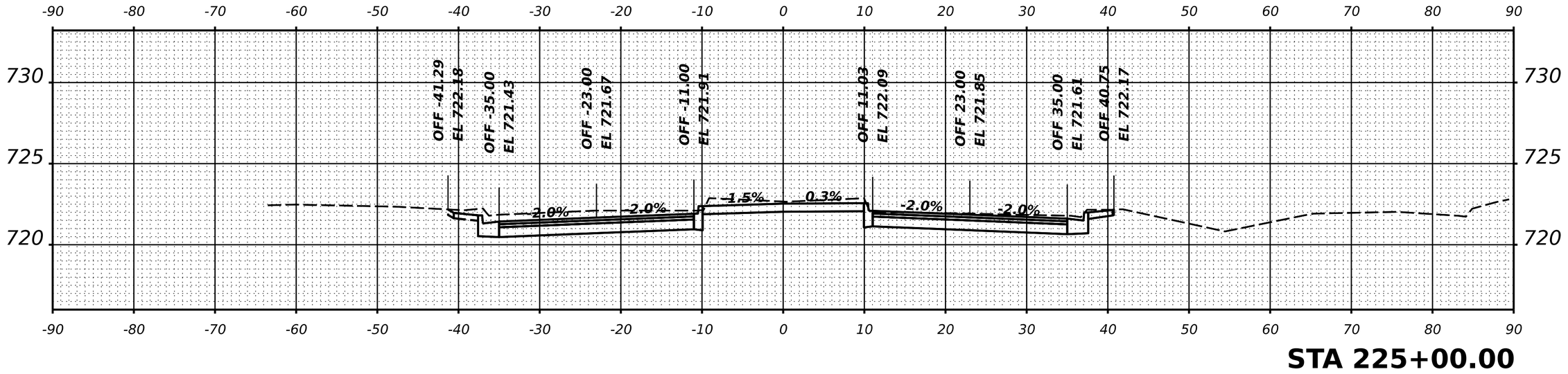

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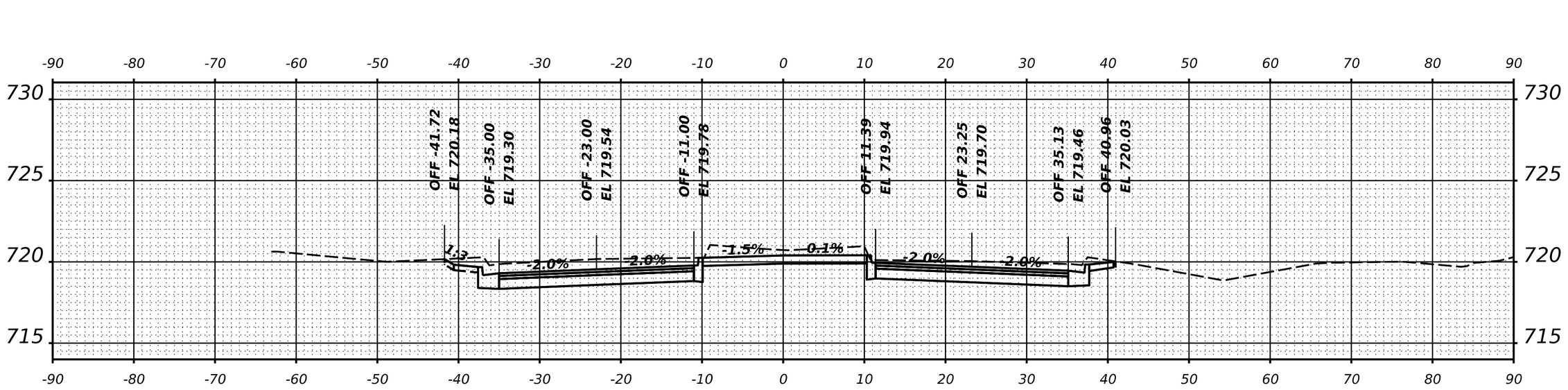

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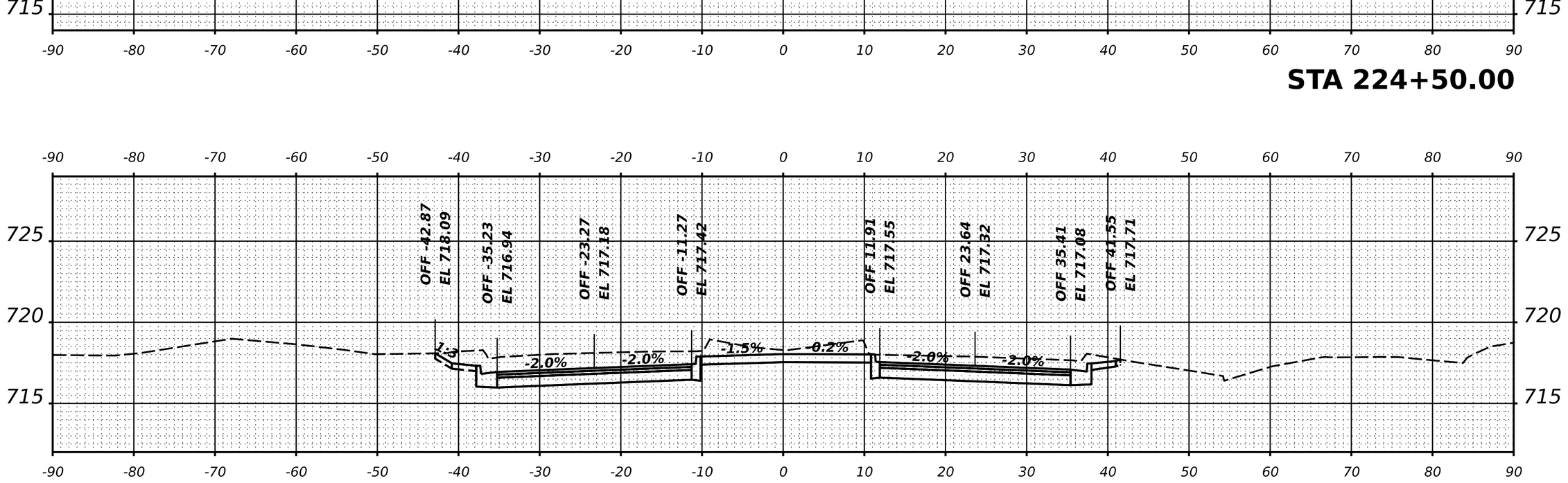

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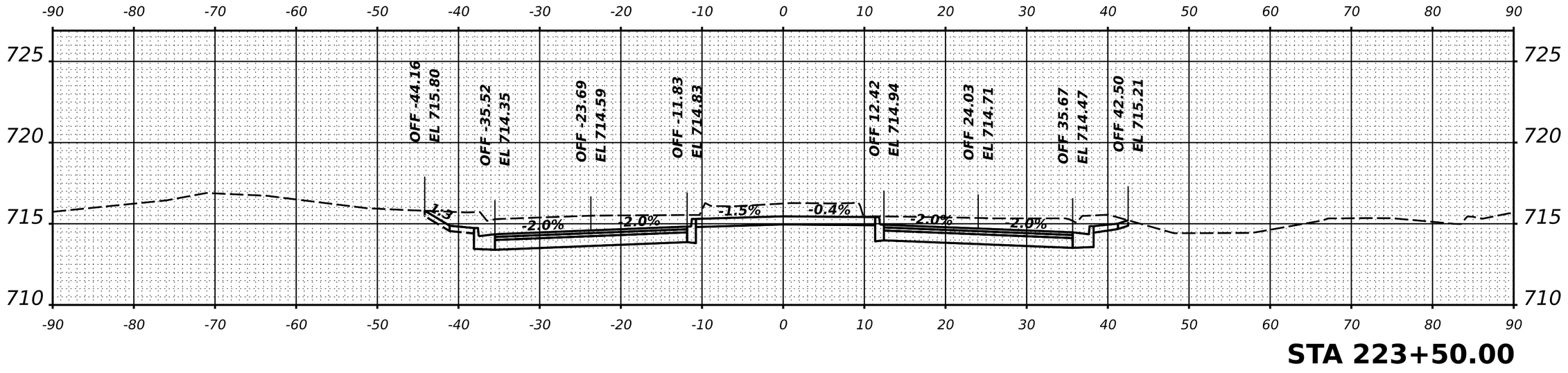


STA 223+50.00

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 16 OF 17 SHEETS
STA.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS | FED. AID PROJECT

CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	16

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $$SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

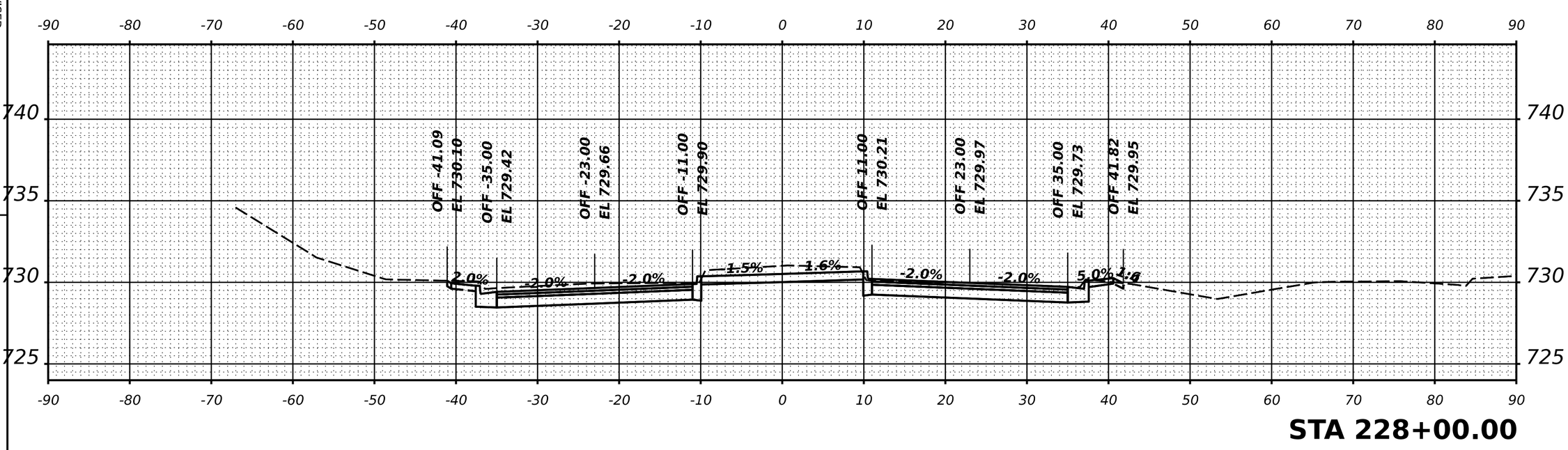
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:20H-5V

75TH STREET
CROSS SECTIONS

SHEET 17 OF 17 SHEETS STA.



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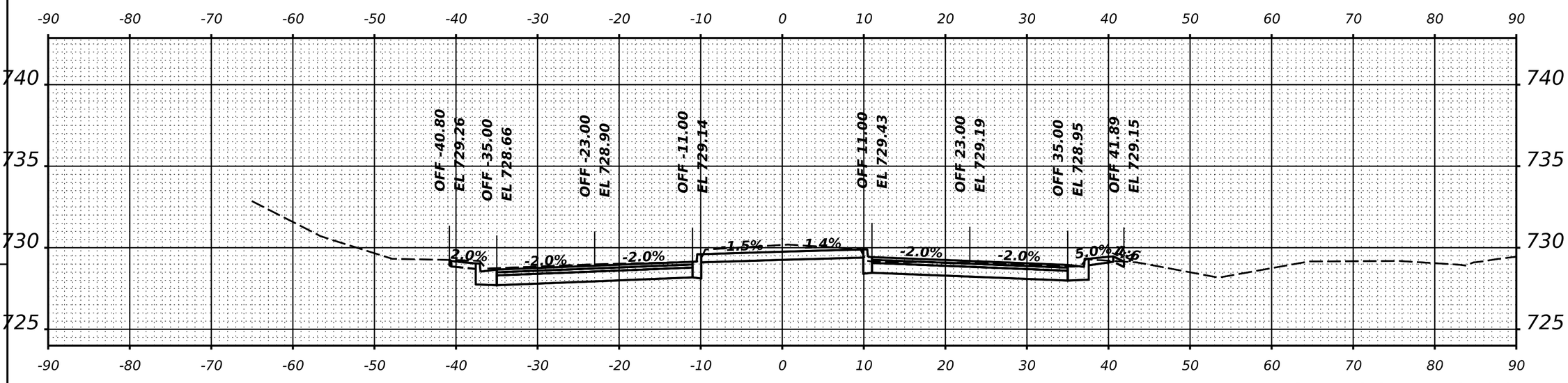

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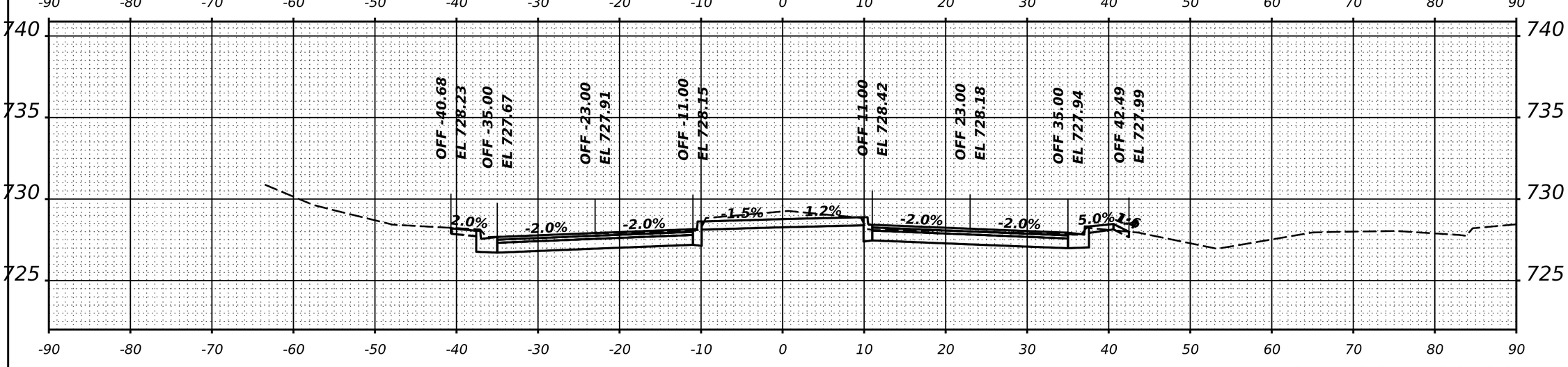

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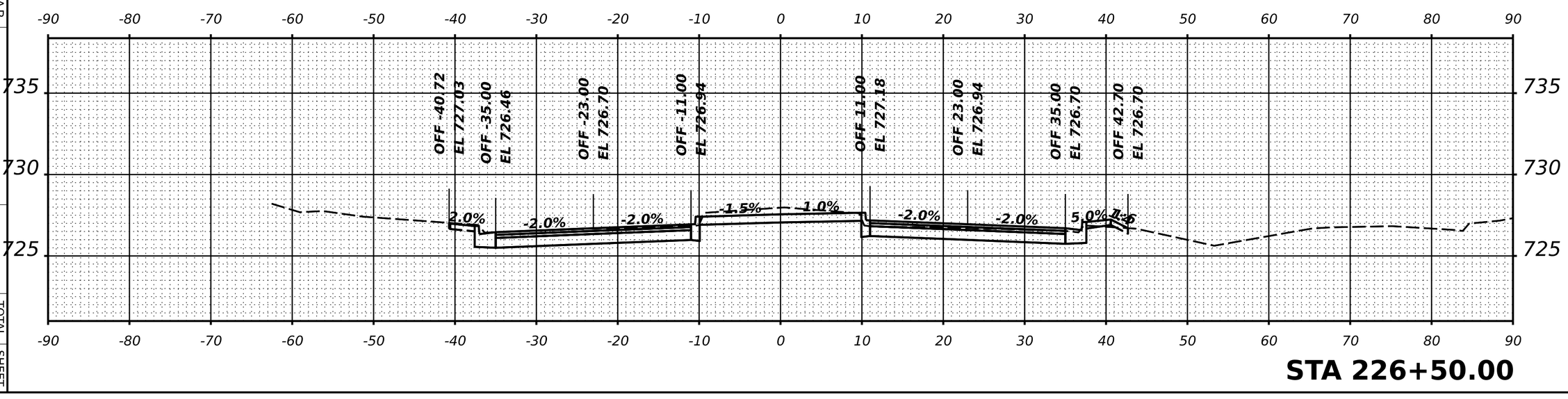


STA 226+50.00

ILLINOIS
FED. AID PROJECT

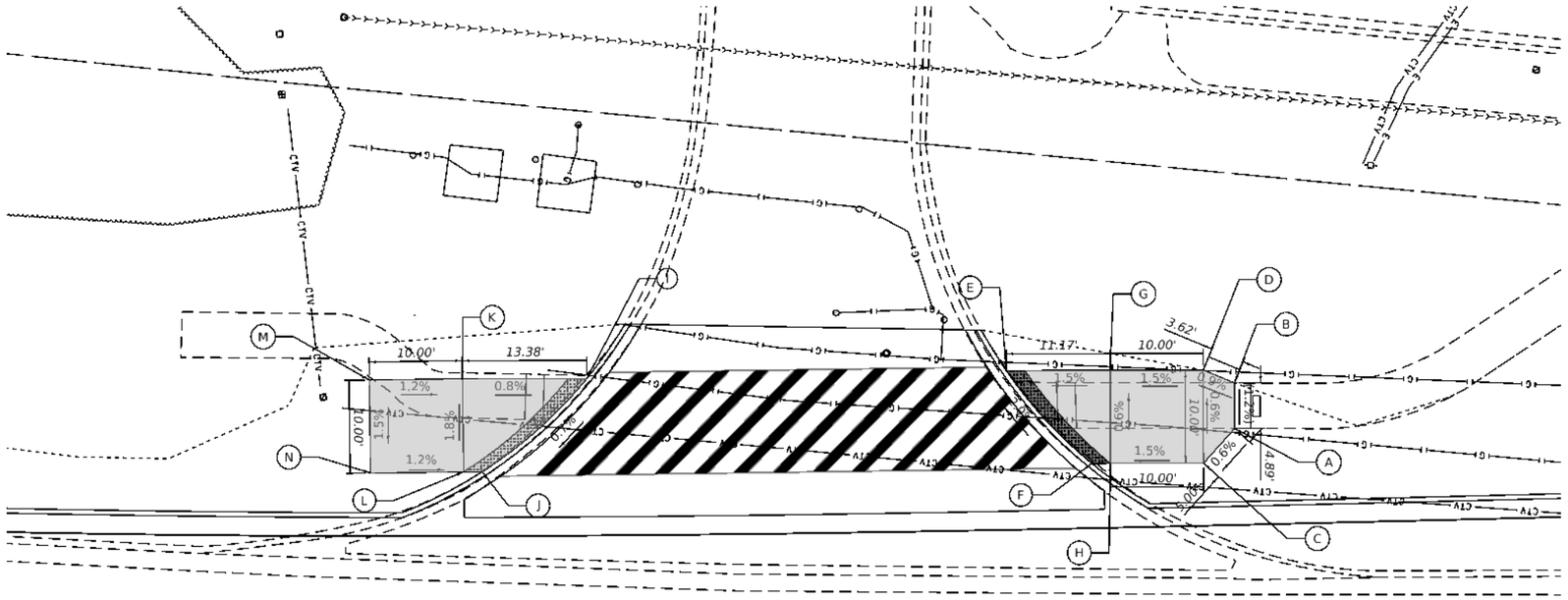
CONTRACT NO.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	17

PROPOSED CONDITIONS

ADA DETAILS

DRAFT 1/19/2026



	STATION	OFFSET	ELEVATION
A	514+46.74	49.50' Lt.	(675.94)
B	514+46.74	54.39' Lt.	(675.88)
C	514+43.37	45.78' Lt.	675.91
D	514+43.37	55.78' Lt.	675.85
E	514+21.68	55.67' Lt.	675.53
F	514+31.13	45.74' Lt.	675.73
G	514+33.12	55.75' Lt.	675.70
H	514+33.17	45.75' Lt.	675.76
I	513+75.56	54.05' Lt.	676.05
J	513+64.39	43.70' Lt.	675.98
K	513+61.88	53.62' Lt.	676.16
L	513+62.35	43.63' Lt.	676.00
M	513+51.67	53.14' Lt.	676.28
N	513+52.18	43.15' Lt.	676.12

MODEL: S-413-75th DW Ramp-4 [Sheet]
FILE NAME: S:\DOT\6300-6399\6346105\Drawings\CAD\Microstation\GRD\CAD Sheets\6346105-sht-DW-ADA.dgn

STRAND ASSOCIATES®
1170 SOUTH GILBERT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4700

USER NAME = jorgel	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/23/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA CURB RAMP DETAILS
IL ROUTE 53 & 75TH STREET

SCALE: 1"=5' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	1	1
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

PROPOSED CONDITION

INTERSECTION DESIGN STUDY

DRAFT 1/19/2026

PLOT DATE = $DATE$
FILE NAME = $FILEL$
PLOT SCALE = $SCALE$
USER NAME = $USER$

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS , VERSION: 7.9.5 SIGNAL TYPE: ACTUATED AREA TYPE: OTHER
NUMBER OF PHASES: (A.M.) 8 (P.M.) 8 CYCLE LENGTH: (A.M.) 120 SEC. (P.M.) 120 SEC. PEAK HOUR FACTOR: 0.98
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 36.6 SECONDS LOS C P.M. 36.4 SECONDS LOS C

APPROACH		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
LANE GROUP		L	T	R	L	T	R	L	T	R	L	T	R
NUMBER OF LANES		2	2	1	2	2	1	2	2	1	2	2	1
2021 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	279	895	110	70	673	159	184	684	65	127	403	88
	P.M.	160	726	184	158	858	104	177	509	135	178	761	170
BASE SATURATION FLOW RATE (veh/h)													
LANE WIDTH (FT)		12	11	11	12	11	11	12	11	11	12	11	11
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M.		P.M.	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.
PEDESTRIANS/HOUR (ped/h)		A.M.		P.M.	A.M.		P.M.	A.M.		P.M.	A.M.		P.M.
ARRIVAL TYPE		3			3			3			3		
LANE UTILIZATION ADJ. FACTOR		0.971	0.952	1.000	0.971	0.952	1.000	0.971	0.952	1.000	0.971	0.952	1.000
GREEN TIME (SECONDS)	A.M.	13.10	48.20	53.1	4.80	39.90	47.10	9.40	38.80	43.60	7.20	36.60	45.20
	P.M.	7.90	40.4	48.90	7.90	40.4	48.90	8.5	42.20	50.10	8.50	42.20	50.10
GREEN RATIO (g/C)	A.M.	0.11	0.40	0.48	0.04	0.33	0.39	0.08	0.32	0.36	0.06	0.30	0.41
	P.M.	0.07	0.34	0.41	0.06	0.34	0.41	0.07	0.35	0.42	0.07	0.35	0.42
CAPACITY (c)	A.M.	374	1494	755	136	1218	608	269	1201	571	201	1106	635
	P.M.	227	1266	647	225	1263	647	246	1328	665	247	1329	667
v/c RATIO (X)	A.M.	0.811	0.651	0.158	0.560	0.600	0.284	0.744	0.619	0.124	0.685	0.396	0.151
	P.M.	0.720	0.585	0.290	0.718	0.693	0.164	0.734	0.391	0.207	0.735	0.584	0.260
RED TIME STORAGE QUEUE (FEET)	A.M.	212	460	105	59	393	169	140	397	71	105	247	97
	P.M.	127	417	185	125	488	105	138	278	132	139	415	167
LANE GROUP DELAY(SECONDS)	A.M.	57.0	30.2	17.7	60.1	34.3	25.2	58.2	36.8	25.9	59.4	34.0	22.5
	P.M.	59.3	33.6	24.2	59.3	36.1	22.7	58.9	30.1	23.1	58.9	33.6	23.8
LANE GROUP LEVEL-OF-SERVICE	A.M.	E	C	B	E	C	C	E	D	C	E	C	C
	P.M.	E	C	C	E	D	C	E	C	C	E	C	C
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	34.9			34.7			40.2			37.6		
	P.M.	35.8			38.2			35.2			36.2		
APPROACH LEVEL-OF-SERVICE	A.M.	C			C			D			D		
	P.M.	D			D			D			D		

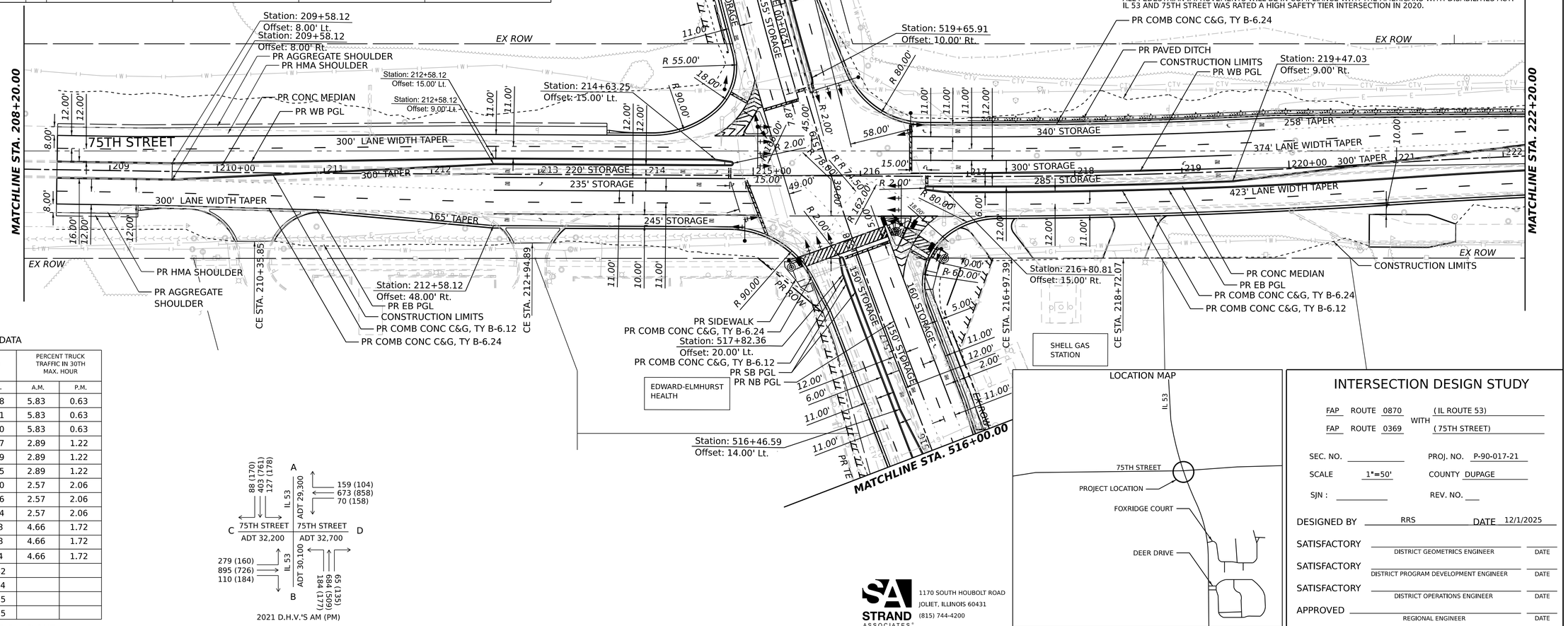
PHASE	1			2			3			4			5			6		
GREEN TIME IN SECONDS A.M.	7.2 Sec.	3.5	1.0	2.2 Sec.	0.0	0.0	36.6 Sec.	4.0	2.0	4.8 Sec.	3.5	1.0	3.8 Sec.	3.5	1.0	39.9 Sec.	4.0	2.0
GREEN TIME IN SECONDS P.M.	8.5 Sec.	3.5	1.0	42.2 Sec.	4.0	2.0	7.9 Sec.	3.5	1.0	40.4	4.0	2.0						

TRAFFIC DATA

MOVEMENT	YEAR 2021 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR	
	A.M.	P.M.	A.M.	P.M.
AD (L)	127	178	5.83	0.63
AB (T)	403	761	5.83	0.63
AC (R)	88	170	5.83	0.63
BC (L)	184	177	2.89	1.22
BA (T)	684	509	2.89	1.22
BD (R)	65	135	2.89	1.22
CA (L)	279	160	2.57	2.06
CD (T)	895	726	2.57	2.06
CB (R)	110	184	2.57	2.06
DB (L)	70	158	4.66	1.72
DC (T)	673	858	4.66	1.72
DA (R)	159	104	4.66	1.72
TOTAL A	1740	1882		
TOTAL B	1516	1924		
TOTAL C	2229	2275		
TOTAL D	1989	2025		

T = THROUGH, L = LEFT, R = RIGHT

2021 D.H.V.'S AM (PM)



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 0870 MARKED ROUTE NUMBER: IL 53
STREET NAME: IL ROUTE 53 SRA ROUTE ? N
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL. OSOW DESIGN ? N
EXISTING ADT: 30,100 VPD DESIGN YEAR ADT: 30,100 VPD
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 45 MPH.

SECONDARY ROUTE:

F.A. ROUTE NUMBER: FAP 0369. MARKED ROUTE NUMBER:
STREET NAME: 75TH STREET SRA ROUTE
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL. OSOW DESIGN ? N
EXISTING ADT: 32,700 VPD. DESIGN YEAR ADT: 32,700 VPD.
PROPOSED DESIGN SPEED: 45 MPH. PROPOSED POSTED SPEED: 45 MPH.

IMPROVEMENT TYPE: HSIP ANTICIPATED YEAR OF CONSTRUCTION:
EXISTING METHOD OF TRAFFIC CONTROL: SIGNALIZED PROPOSED METHOD: SIGNALIZED
SIGNAL WARRANT:
DESIGN VEHICLE: WB-65
DESIGN YEAR: 2021 WHICH IS A 0 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: PREFERRED ROADWAY: STATE MAINTAINED CLASS II
SECONDARY ROADWAY: LOCAL CLASS II
DESIGN CRITERIA: 3R CRITERIA SHOWN IN BUREAU OF DESIGN AND ENVIRONMENT MANUAL CHAPTER 49

GENERAL NOTES

ARE PROFILES PROVIDED ? YES
TYPE B-6.24 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY/SHOULDERS.
TYPE B-6.12 CURB AND GUTTER ON THE APPROACH MEDIAN.
TYPE B-6.12 CURB AND GUTTER ON THE CORNER ISLANDS.
ALL DIMENSIONS ARE E-E , UNLESS OTHERWISE NOTED
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMODATE PER AUTOTURN SOFTWARE, VERSION 11 .
THE SCOPE OF WORK: TO ADDRESS HIGHWAY SAFETY AT THE INTERSECTION DUE TO LEFT TURNING AND REAR END CRASHES AS WELL AS ADD BICYCLE AND PEDESTRIAN ACCOMMODATIONS. SAFETY WILL BE ADDRESSED BY CONVERTING LEFT-TURN PHASING TO PROTECTED ONLY, ADDING DUAL LEFT-TURN LANES TO EACH ALL APPROACHES, AND ADDING EASTBOUND AND SOUTHBOUND RIGHT-TURN LANES.

INTERSECTION DESIGN EXCEPTIONS:

FRONTAGE ROAD OUTER SEPARATION: 10'; CRITERIA 25'
NBL DUAL LEFT TURN LANE TAPER: 200'; CRITERIA 300'
NBL TURN LANE DECELERATION DISTANE: 350'; CRITERIA 385'
EB STOP BAR OFFSET FROM EOTW: 49' ; CRITERIA 4'-30'
WB STOP BAR OFFSET FROM EOTW: 58'; CRITERIA 4'-30'
SB STOP BAR OFFSET FROM EOTW: 45'; CRITERIA 4'-30'
NB STOP BAR OFFSET FROM EOTW: 39'; CRITERIA 4'-30'
EBL/WBL DUAL LEFT TURN LANE TURNING RADI: 76'; CRITERIA 90' MIN
EB/WB THROAT WIDTH: 24'; CRITERIA 35' MIN
SB THROAT WIDTH: 30'; CRITERIA 35' MIN

ADDITIONAL NOTES:
THE WB ADVANCED WARNING FLASHING BEACON SYSTEM SHALL BE MAINTAINED WITH THE PROPOSED TRAFFIC SIGNAL INSTALLATION.
THE INTERSECTION IS NOT INTERCONNECTED TO ANY OTHER SIGNALS.
ALL PEDESTRIAN IMPROVEMENTS WILL BE IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT.
IL 53 AND 75TH STREET WAS RATED A HIGH SAFETY TIER INTERSECTION IN 2020.

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JOLIET, ILLINOIS 60431
(815) 744-4200

LOCATION MAP

INTERSECTION DESIGN STUDY

FAP ROUTE 0870 (IL ROUTE 53)
WITH
FAP ROUTE 0369 (75TH STREET)

SEC. NO. PROJ. NO. P-90-017-21
SCALE 1"=50' COUNTY DUPAGE
SJN : REV. NO.

DESIGNED BY RRS DATE 12/1/2025

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER _____ DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER _____ DATE
APPROVED _____ REGIONAL ENGINEER _____ DATE

CADD FILE NAME : { }
I.D.S. SHEET 1 OF 9

BDE-9908

DRAFT 1/19/2026

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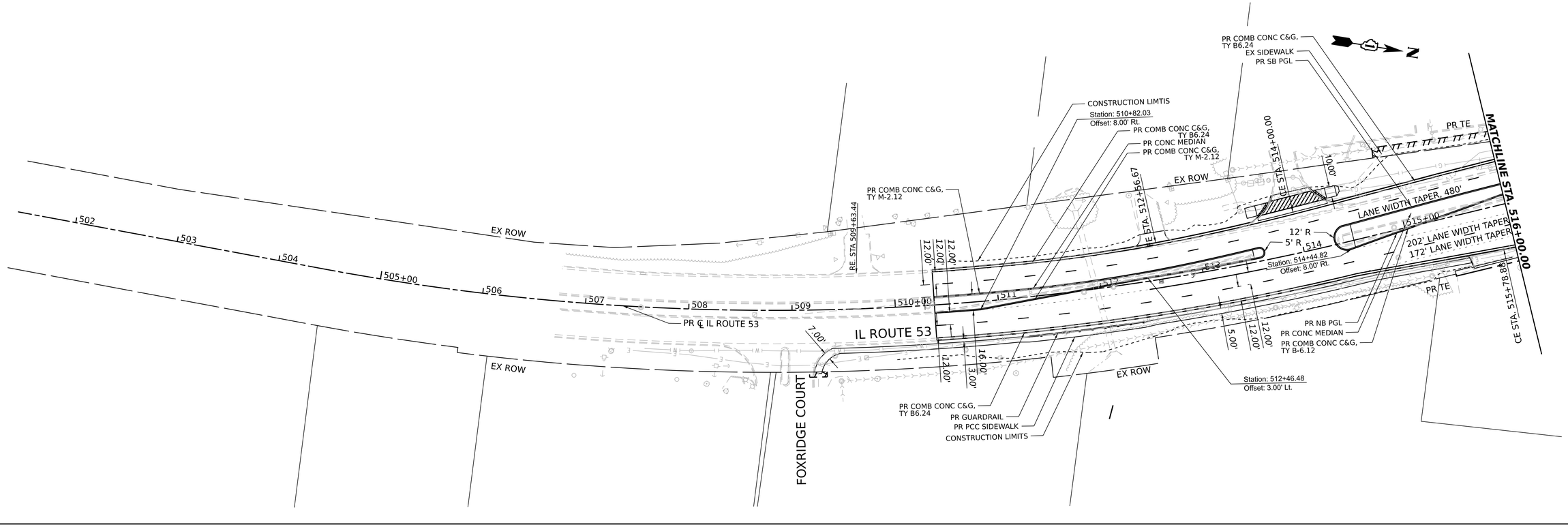
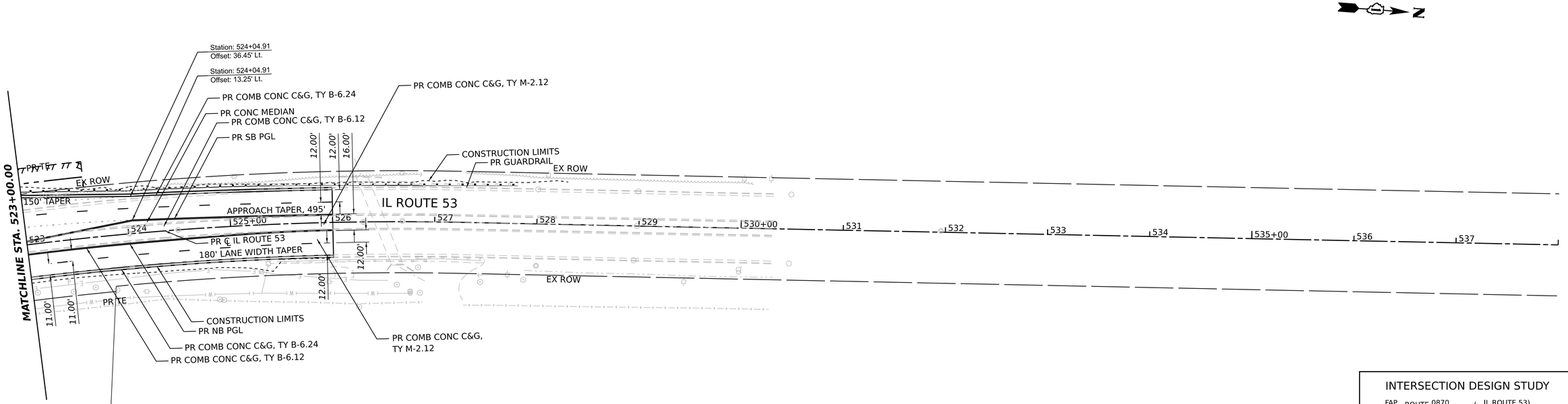
FILE NAME = $FILEL$
PLOT SCALE = $SCALE$
USER NAME = $USER$





INTERSECTION DESIGN STUDY

FAP ROUTE 0870 (IL ROUTE 53)
WITH
FAP ROUTE 0369 (75TH STREET)

SEC. NO. _____

SCALE 1"=50' COUNTY DUPAGE

SJN : _____ PROJ. NO. _____

I.D.S. SHEET 2 OF 9

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JOLIET, ILLINOIS 60431
(815) 744-4200

Long Section Number
Multiple County Names

BDE-9908

DRAFT 1/19/2026

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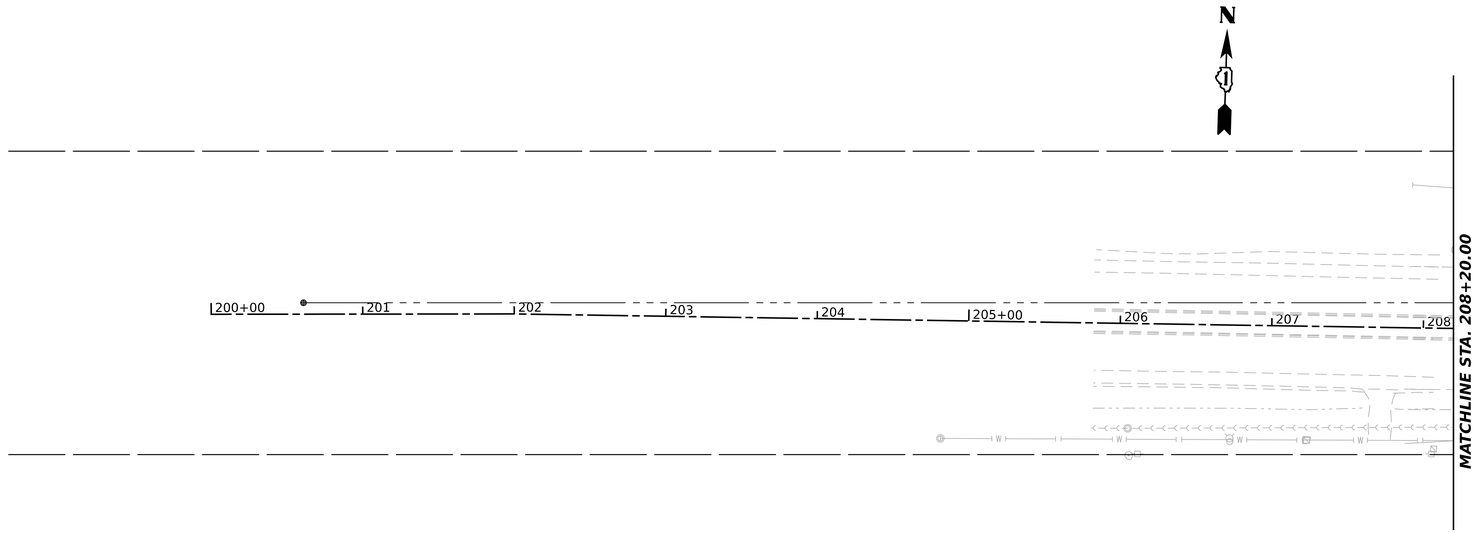

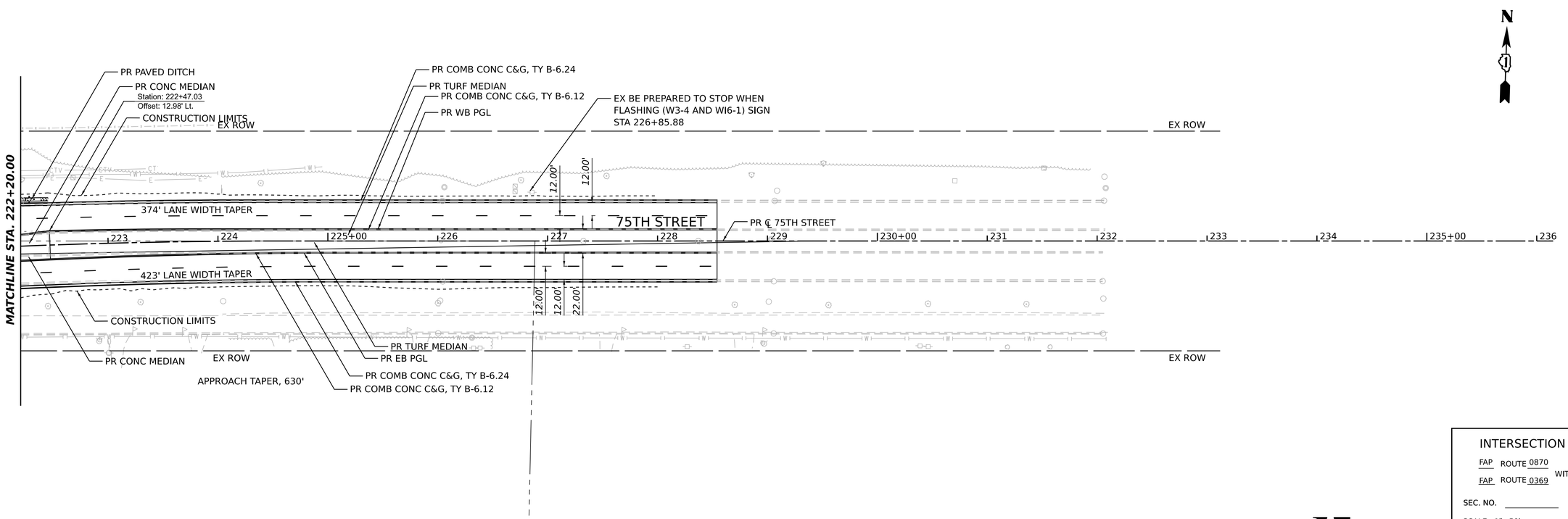

INTERSECTION DESIGN STUDY

FAP ROUTE 0870 (IL ROUTE 53)
WITH
FAP ROUTE 0369 (75TH STREET)

SEC. NO. _____

SCALE 1"=50'

SJN : _____

COUNTY DUPAGE

PROJ. NO. _____

I.D.S. SHEET 3 OF 9

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Multiple County Names

BDE-9908

DRAFT 1/19/2026

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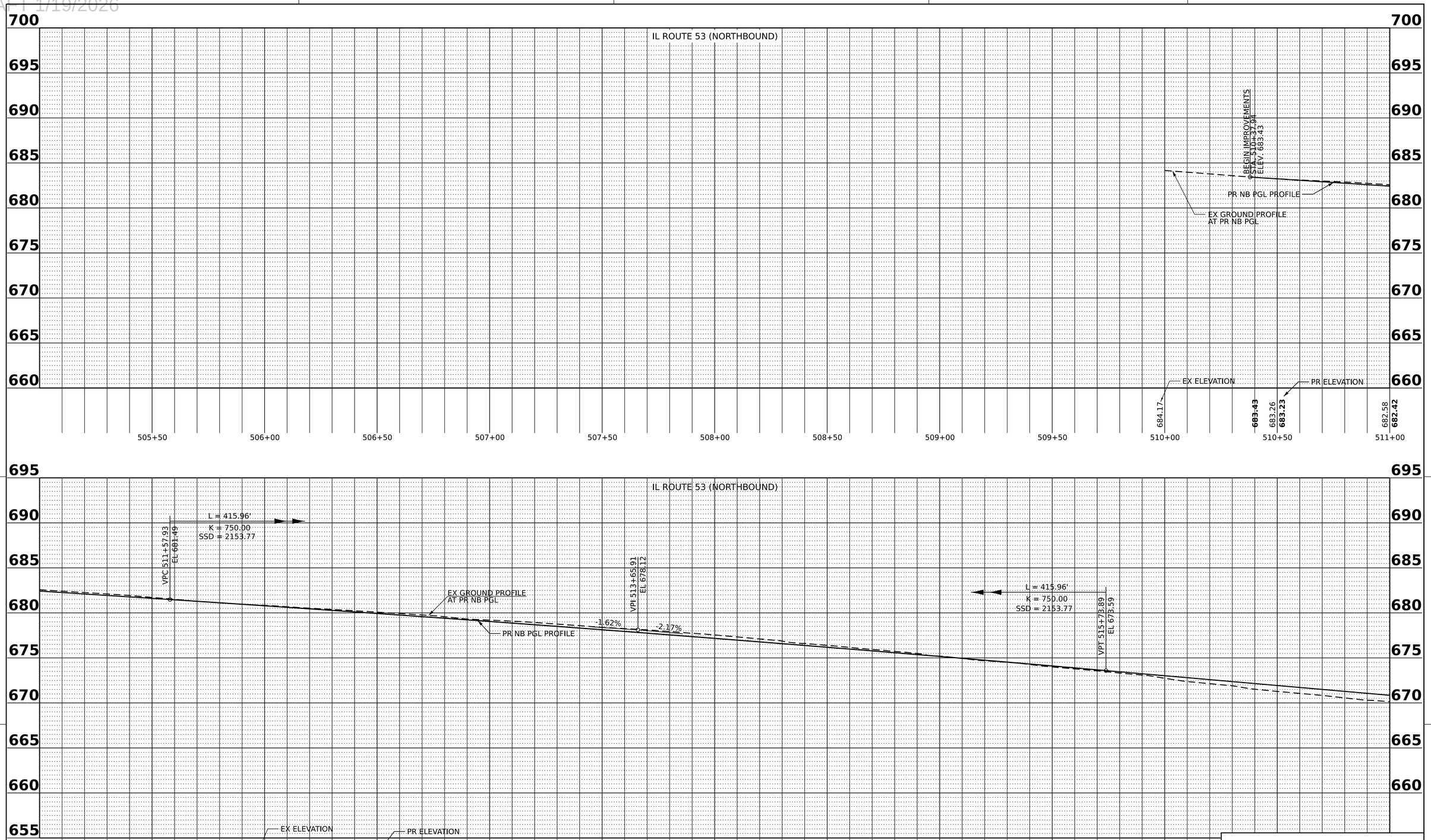

INTERSECTION DESIGN STUDY

___ ROUTE ____ (_____
___ ROUTE ____ WITH (_____

SEC. NO. _____

SCALE _____ COUNTY _____

SJN : _____ PROJ. NO. _____

I.D.S. SHEET 4 OF 9

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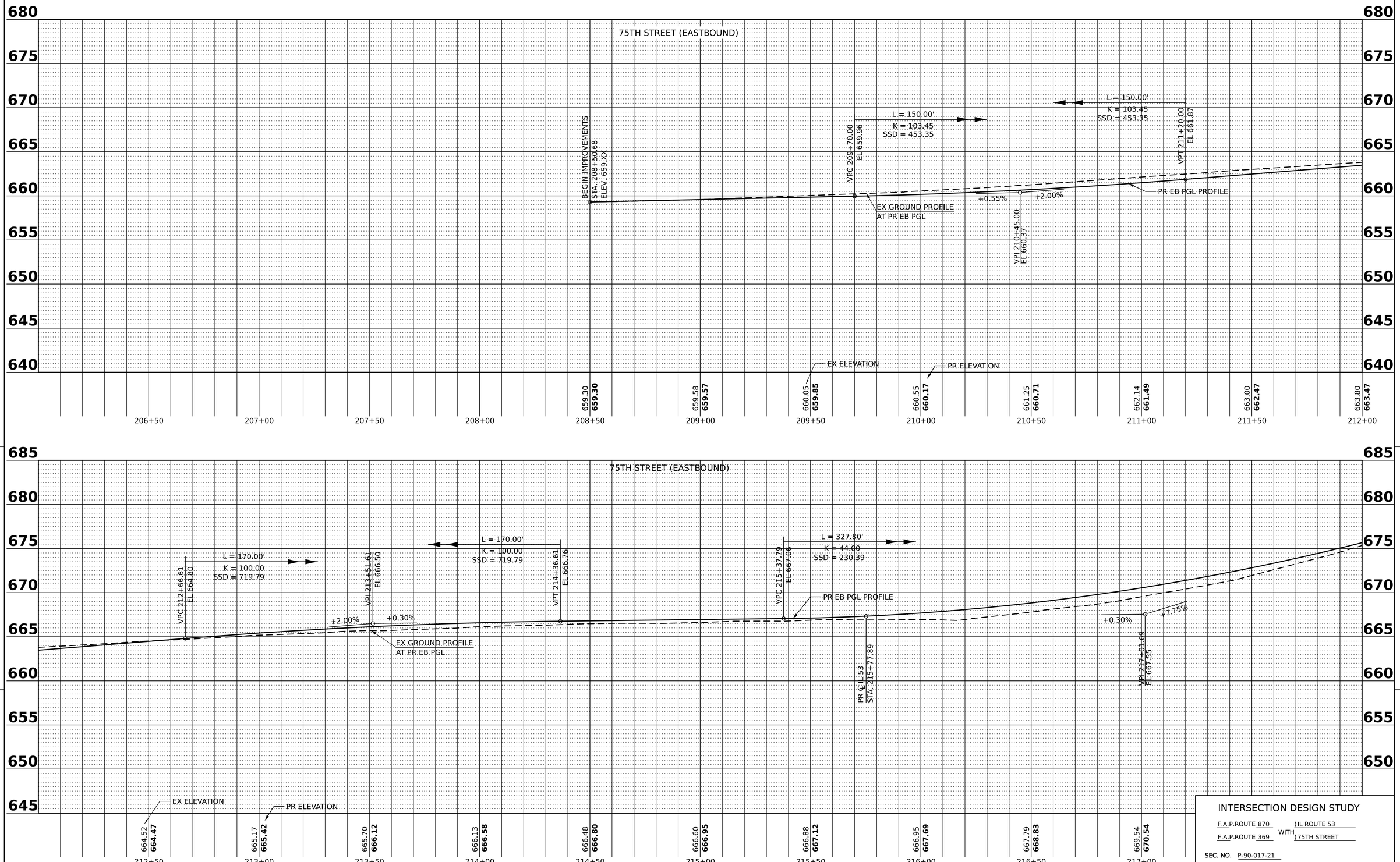

INTERSECTION DESIGN STUDY

F.A.P.ROUTE 870 (IL ROUTE 53
WITH
F.A.P.ROUTE 369 (75TH STREET

SEC. NO. P-90-017-21

SCALE 1"=50'

COUNTY DUPAGE

SJN :

PROJ. NO.

I.D.S. SHEET 5 OF 9

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Long Section Number
Multiple County Names

BDE-9908

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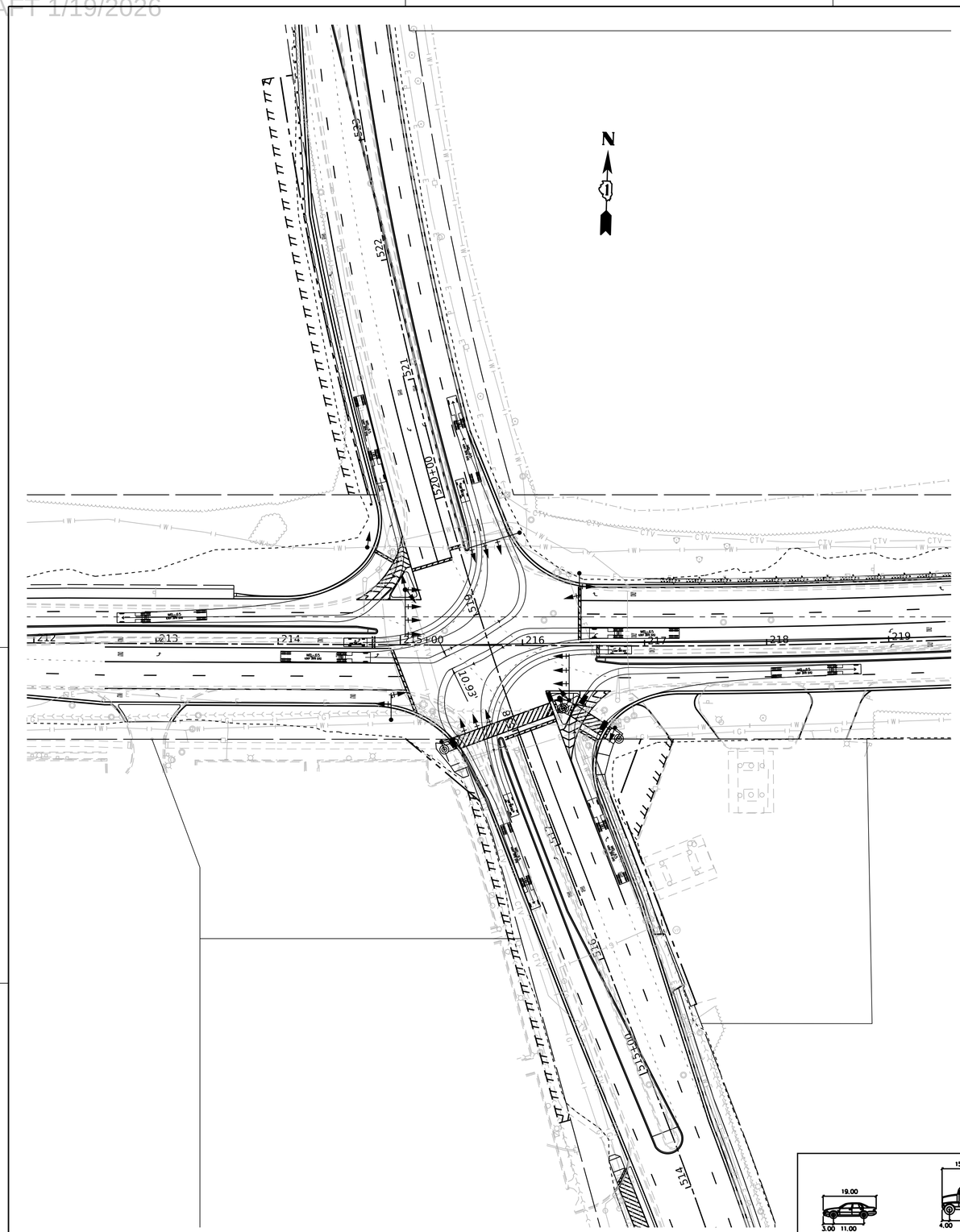

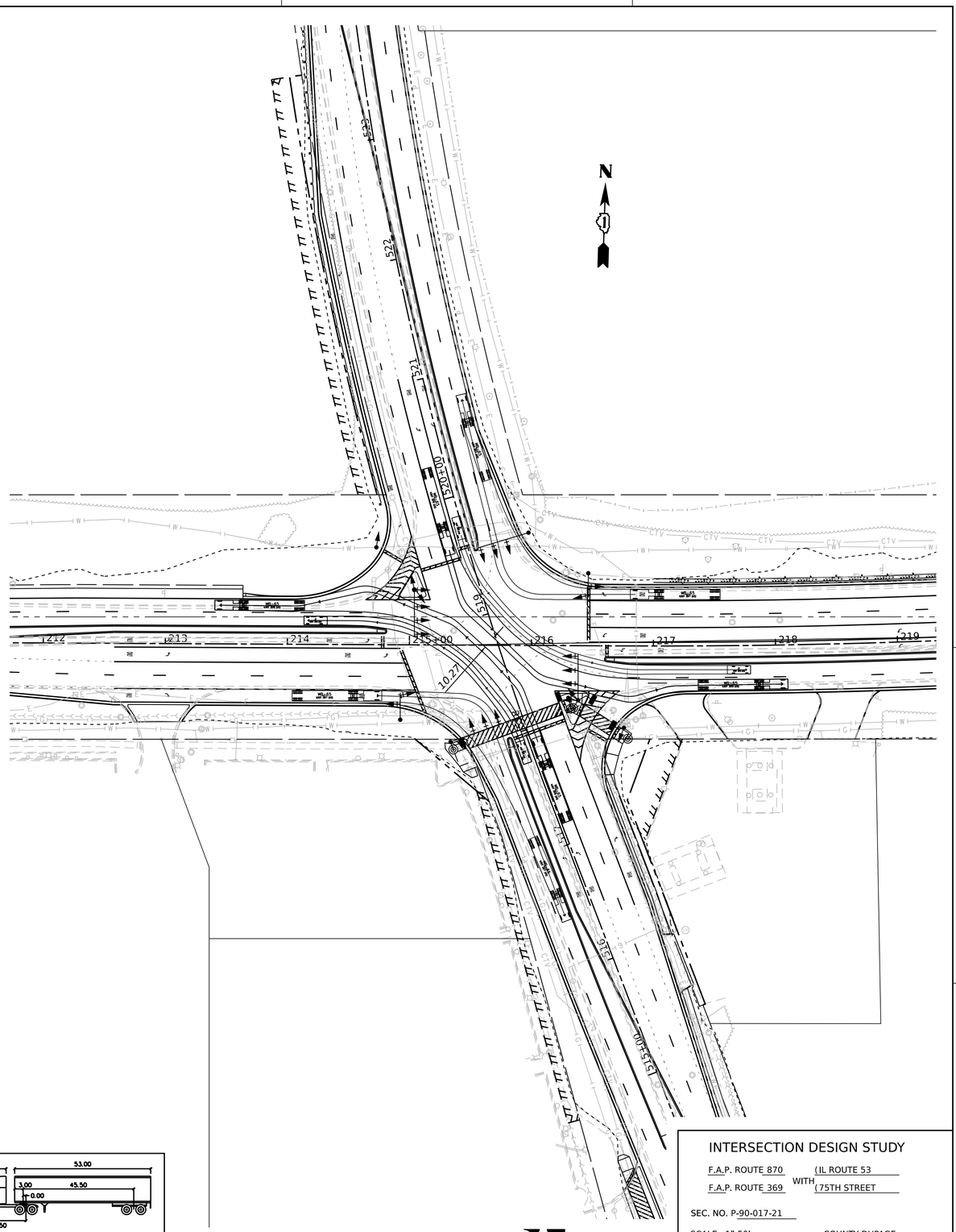

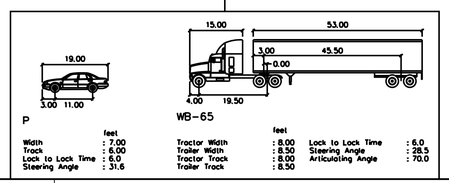

INTERSECTION DESIGN STUDY

F.A.P. ROUTE 870 (IL ROUTE 53
WITH
F.A.P. ROUTE 369 (75TH STREET

SEC. NO. P-90-017-21

SCALE 1"-50' COUNTY DUPAGE

SJN : _____ PROJ. NO. _____

I.D.S. SHEET 6 OF 9

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Multiple County Names

BDE-9908

DRAFT 1/19/2026

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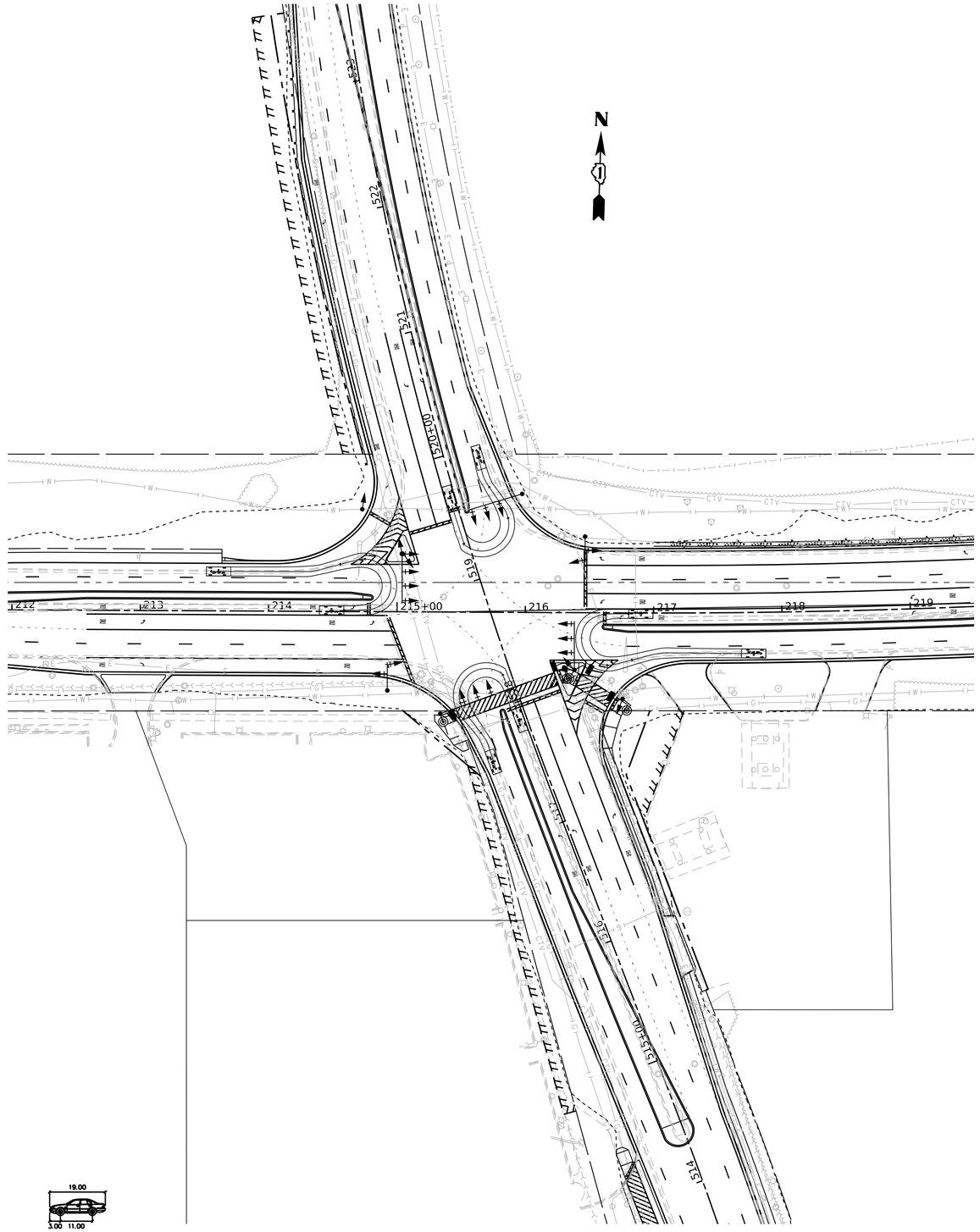

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INTERSECTION DESIGN STUDY

F.A.P. ROUTE 870 (IL ROUTE 53
F.A.P. ROUTE 369 WITH (75TH STREET

SEC. NO. P-90-017-21

SCALE 1"=50' COUNTY DUPAGE

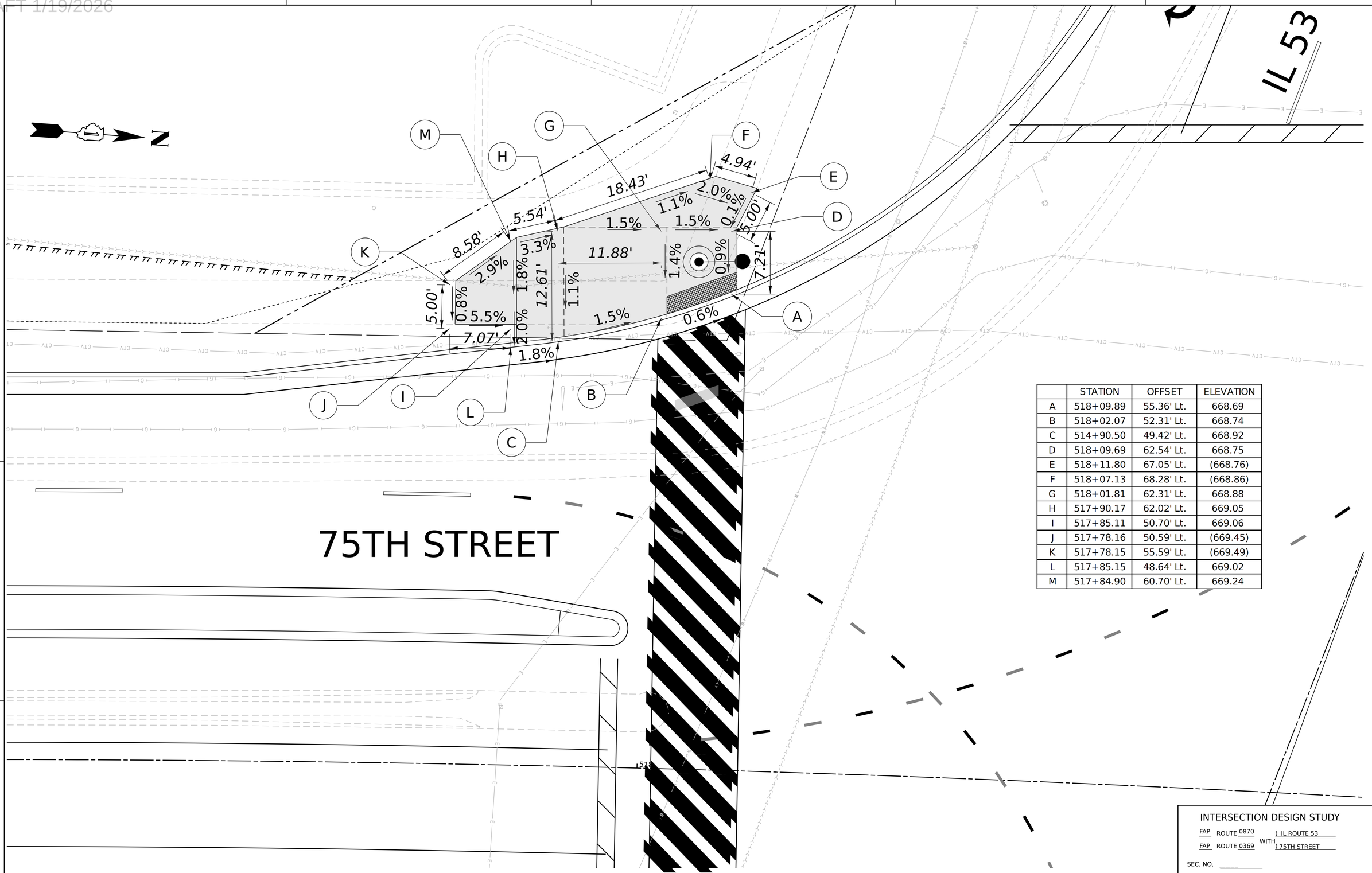
SJN : _____ PROJ. NO. _____

I.D.S. SHEET 7 OF 9

Long Section Number
Multiple County Names

BDE-9908

DRAFT 1/19/2026



	STATION	OFFSET	ELEVATION
A	518+09.89	55.36' Lt.	668.69
B	518+02.07	52.31' Lt.	668.74
C	514+90.50	49.42' Lt.	668.92
D	518+09.69	62.54' Lt.	668.75
E	518+11.80	67.05' Lt.	(668.76)
F	518+07.13	68.28' Lt.	(668.86)
G	518+01.81	62.31' Lt.	668.88
H	517+90.17	62.02' Lt.	669.05
I	517+85.11	50.70' Lt.	669.06
J	517+78.16	50.59' Lt.	(669.45)
K	517+78.15	55.59' Lt.	(669.49)
L	517+85.15	48.64' Lt.	669.02
M	517+84.90	60.70' Lt.	669.24

SW CORNER ADA DETAIL

PLOT DATE = $DATE$
FILE NAME = $FILE$
PLOT SCALE = $SCALE$
USER NAME = $USER$

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INTERSECTION DESIGN STUDY

FAP ROUTE 0870 (IL ROUTE 53
FAP ROUTE 0369 WITH (75TH STREET

SEC. NO. ____

SCALE 1"=5'

SJN : ____

COUNTY DUPAGE

PROJ. NO. P-90-017-21

I.D.S. SHEET 8 OF 9

BDE-9908

DRAFT 1/19/2026

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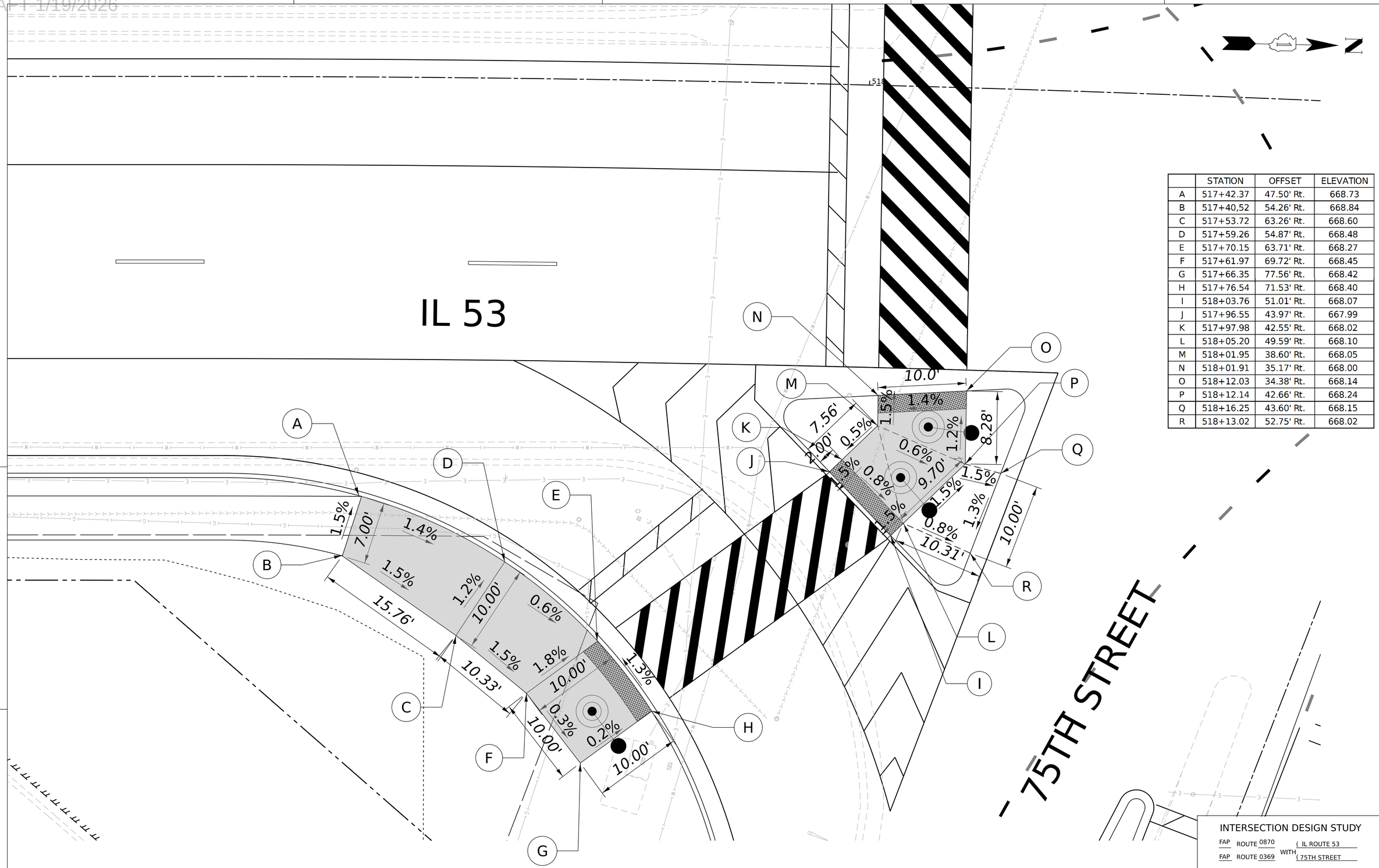

	STATION	OFFSET	ELEVATION
A	517+42.37	47.50' Rt.	668.73
B	517+40,52	54.26' Rt.	668.84
C	517+53.72	63.26' Rt.	668.60
D	517+59.26	54.87' Rt.	668.48
E	517+70.15	63.71' Rt.	668.27
F	517+61.97	69.72' Rt.	668.45
G	517+66.35	77.56' Rt.	668.42
H	517+76.54	71.53' Rt.	668.40
I	518+03.76	51.01' Rt.	668.07
J	517+96.55	43.97' Rt.	667.99
K	517+97.98	42.55' Rt.	668.02
L	518+05.20	49.59' Rt.	668.10
M	518+01.95	38.60' Rt.	668.05
N	518+01.91	35.17' Rt.	668.00
O	518+12.03	34.38' Rt.	668.14
P	518+12.14	42.66' Rt.	668.24
Q	518+16.25	43.60' Rt.	668.15
R	518+13.02	52.75' Rt.	668.02

SE CORNER ADA DETAIL

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INTERSECTION DESIGN STUDY

FAP ROUTE 0870 (IL ROUTE 53
WITH
FAP ROUTE 0369 (75TH STREET

SEC. NO. _____
SCALE 1"=5'
SJN : _____
COUNTY DUPAGE
PROJ. NO. P-90-017-21
I.D.S. SHEET 9 OF 9

BDE-9908

ENVIRONMENTAL RESOURCES

AESR AND ESR

DRAFT 1/19/2026

Illinois Department of Transportation

Addendum
Environmental Survey Request (AESR)

Attention: Environment Section
Room 330

A. Project Information ☒ Bio ☒ Cultural ☒ Wetlands ☒ Special Waste

Original Sequence No.:

Submittal Date: 5/2/2022 Requesting Agency: DOH Region 1

Contract No.: Job No.: P- 90-017-21

District: 1 County(ies): DuPage County

Route: FA 0870 Marked: IL 53

Street: 75th Street Section: 26

Municipality(ies): Woodridge Project Length: 0.5 Miles

From-To (At): Intersection of IL 53 and 75th Street

Quadrangle: Woodridge Township-Range-Section: T38, R10E, Section 26

Anticipated Design Approval: 12/1/2023

B. Reason for Submittal: (Check all that apply)

See Design and Environment Manual 27-1.02 Applicability for further details

☒ Acquisition of Additional ROW or easement Addendum: TBD acres Total Project: TBD acres

☐ In-Stream Work Stream Name:

☒ Other Extended ESR Project Limits to accommodate the temporary widening along IL 53 and 75th Street to facilitate the construction of dual left lanes and right turn lane on each approach of the intersection.

ADDITIONAL INFORMATION regarding the above should be submitted as an attachment to this AESR

C. Addendum Description:

Extended ESR Project Limits to accommodate the temporary widening along IL 53 and 75th Street to facilitate the construction of dual left lanes and right turn lane on each approach of the intersection.

D.

Contact Person: Ryan Smith Local Contact Person: Brenda Alicea

Telephone: 815-744-4200 ext 3137 Telephone: 847-705-4107

E- Ryan.smith@strand.com E-Mail: Brenda.alicea@illinois.gov

E.

☐ Update Entire Project

☒ Addendum Only

For Office Use Only

DRAFT 1/19/2016

Environmental Survey Request – Page 2
Special Waste Screen

Job No.: P- 90-017-21

Route: FA 0870

Special Waste Submittal Date: _____ Section: 26

Cleared for Design: _____ Cleared for Letting: _____

Date of Preliminary Report: _____ Fill-out only if other than CE is chosen on Anticipated Processing

Screening Criteria

1. ☒ Acquisition of additional ROW or easement

No — Railroad ROW (except single rail rural, with no maintenance facilities, evidence of open dumping or record of spills in the project area)

No — Building Demolition/Modification

Yes — Subsurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

2. No — Any known special or non-special waste sites in vicinity (Cerclis [1.0 mile], LUST [1000'], UST and RCRA facilities [property itself])

Description: _____

3. Urban — Land Use History and Development Setting

No — Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

Commercial — Current land uses _____

_____ — Previous land uses _____

Residential — Adjacent land uses _____

4. **Records Review:**

IDOT Sources

☐ Old Plat Books ☐ Soil Survey ☐ Old Aerial Photos ☐ Old Survey Books ☒ Other Files & Photos

Other Sources

☐ City Directories ☐ County Assessor ☐ Fire Dept. ☐ Sanborn Maps ☒ Other google earth

Take photos of sites or attach sketch. If land use is and was always entirely agricultural/residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

Visual Inspection Inspection Date _____

Step 1 _____ Underground Tanks

Buildings or building materials containing regulated substances other than asbestos:

Buildings	Batteries	Solvents	Foundry Sands	Transformers or Other Oil-filled Electrical Equipment	Paint	Lead

Step 2

Surface Tanks	Sumps	Ponds	Drums	Basins	Landfills

_____ Transformers (except pole mounted with no discernable evidence of soil staining)

_____ RR Signal Boxes (except those with no discernable soil staining)

_____ Other (storage structures/pipelines [except water and natural gas)

Step 3

Surface Staining	Oil Sheen	Odors	Vegetation Damage	Other (spills, leaks, illegal dumping, etc.)

If entirely Agricultural/Residential or has some recently developed commercial benign uses, and if all responses to Step 1, Step 2, and Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

☐ District Sign Off or Special Waste Screen Date: _____

Conducted by: _____ Position: _____ Telephone: _____

DRAFT 1/19/2026

Illinois Department of Transportation

Environmental Survey Request (ESR)

Attention: Environment Section
Room 330

A. Project Information ☒ Bio ☒ Cultural ☒ Wetlands ☒ Special Waste

Submittal Date: 08/5/2021 Requesting Agency: DOH Region #1

Contract No.: Job No.: P- 90-017-21

District: 1 County(ies): DuPage County

Route: FA 0870 Marked: IL 53

Street: 75th Street Section:

Municipality(ies): Woodridge Project Length: 0.5 Miles

From-To (At): Intersection of IL Route 53 and 75th Street, 800 feet North, East, West, 1200 feet South.

Quadrangle: Woodridge Township-Range-Section: T38,R10E,Section 26

Anticipated Design Approval: 12/01/2023

B. Reason for Submittal: (Check all that apply)

See Design and Environment Manual 27-1.02 Applicability for further details

☒ Acquisition of Additional ROW or easement TBD acres

☐ In-Stream Work Stream Name:

☐ Other:

ADDITIONAL INFORMATION regarding the above should be submitted as an attachment to this ESR

C.

Project Description: Intersection safety and capacity improvements

Proposed Work: ☒ Highways ☐ Bridge ☒ Bike Trail ☐ Other -

D.

Tree Removal? Don't Know Number? or acres

Existing Bridge(s) Structure Number: N/A On Historic Bridge List: No

Historic District Involved? No Historic Buildings Involved? Don't Know

Section 4(f) Lands Involved? Yes Section 6(f) Lands Involved? Don't Know

E.

Funding: ☒ Federal ☒ State ☐ TBP ☐ MFT ☐ Local Non-MFT

Anticipated Processing: CE

F.

Contact Person: Zachary Hipes Local Contact Person: Brenda Alicea

Telephone: 815-744-4200 ext 3168 Telephone: 847-705-4107

E- zachary.hipes@strand.com E-Mail: brenda.alicea@illinois.gov

DRAFT 4/28/2026

Environmental Survey Request – Page 2
Special Waste Screen

Job No.: P-

Route:

Special Waste Submittal Date: _____ Section: _____

Cleared for Design: _____ Cleared for Letting: _____

Date of Preliminary Report: _____ Fill-out only if other than CE is chosen on Anticipated Processing

Screening Criteria

1. ☒ Acquisition of additional ROW or easement

No — Railroad ROW (except single rail rural, with no maintenance facilities, evidence of open dumping or record of spills in the project area)

No — Building Demolition/Modification

Yes — Subsurface Utility Relocation or Linear Excavation

If all responses are No, sign and place in appropriate report. If any response is Yes or Don't Know, continue screening or survey project as necessary.

2. No — Any known special or non-special waste sites in vicinity (Cerclis [1.0 mile], LUST [1000'], UST and RCRA facilities [property itself])

Description: _____

3. Urban — Land Use History and Development Setting

No — Entirely Agricultural/Residential or with some recently developed commercially benign uses (see list of potentially non benign commercial uses)

Commercial — Current land uses _____

_____ — Previous land uses _____

Residential — Adjacent land uses _____

4. **Records Review:**

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☐ Old Plat Books ☐ Soil Survey ☐ Old Aerial Photos ☐ Old Survey Books ☒ Other Files & Photos

Other Sources

☐ City Directories ☐ County Assessor ☐ Fire Dept. ☐ Sanborn Maps ☒ Other google earth

Take photos of sites or attach sketch. If land use is and was always entirely agricultural/residential or has some recently developed commercially benign uses, continue screen; otherwise submit for survey.

Visual Inspection Inspection Date _____

Step 1 Yes — Underground Tanks

Buildings or building materials containing regulated substances other than asbestos:

Buildings	Batteries	Solvents	Foundry Sands	Transformers or Other Oil-filled Electrical Equipment	Paint	Lead
Yes	No	No	No	Yes	No	No

Step 2

Surface Tanks	Sumps	Ponds	Drums	Basins	Landfills
No	No	No	No	No	No

No — Transformers (except pole mounted with no discernable evidence of soil staining)

No — RR Signal Boxes (except those with no discernable soil staining)

No — Other (storage structures/pipelines [except water and natural gas)

Step 3

Surface Staining	Oil Sheen	Odors	Vegetation Damage	Other (spills, leaks, illegal dumping, etc.)
No	No	No	No	No

If entirely Agricultural/Residential or has some recently developed commercial benign uses, and if all responses to Step 1, Step 2, and Step 3 are No, sign form and place in appropriate report, otherwise send for Preliminary Environmental Site Assessment (PESA).

☐ District Sign Off or Special Waste Screen Date: _____

Conducted by: _____ Position: _____ Telephone: _____

Environmental Survey Request Form (BDE 2287) – Instructions

Attachments/Submittal:

A Transmittal Memorandum is no longer required. Additional project information may be submitted as an attachment to the ESR or AESR as necessary. The address on the form will allow for delivery.

Project Master **1** packet (required with each Biological or Cultural submittal)	*(Only 1 Project Master packet required when Biological and Cultural submitted together)*
❑ 1 ESR or AESR form ❑ 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) ❑ 1 copy of NWI Maps **(BIO submittals only)** ❑ 1 set of plan view layouts with approximate ROW/easement limits ❑ 1 set of aerial photography (if available) **(BIO submittals only)** ❑ 1 copy of ground-level photo(s) as appropriate and feasible	

Biological/Wetlands Requests **2** packets **EACH** containing the following:	**Cultural Requests** **2** packets **EACH** containing the following:
❑ 1 ESR or AESR form ❑ 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) ❑ 1 copy of NWI Maps ❑ 1 set of Plan View Layouts with approximate ROW/easement limits ❑ 2 sets of aerial photography (if available) ❑ 1 copy of ground-level photo(s) as appropriate and feasible	❑ 1 ESR or AESR form ❑ 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) ❑ 1 set of Plan View Layouts with approximate ROW/easement limits ❑ 1 copy of ground-level photo(s) as appropriate and feasible ❑ 1 set of photos of all buildings except those of obviously recent (Post 1960) construction

LOCAL GOVERNMENT HIGHWAY AGENCIES SHOULD SUBMIT FORMS AND ATTACHMENTS TO THE APPROPRIATE DISTRICT BUREAU OF LOCAL ROADS AND STREETS OFFICE.

In addition to the above packets 2 additional copies of the Survey Request Form should be submitted for Local Roads Jobs.

Requests for Special Waste *ONLY CAN* be processed from the ESR/AESR Form with no attachments, up to the Historic Complete stage. However, at that time if the remaining submittals/attachments have not been received they will be requested in order to complete the PESA. To avoid delays in deliverables all submittals/ attachments should be received prior to the Historic Complete stage (check status reports).

Special Waste Requests **2** packets **EACH** containing the following:
❑ 1 ESR or AESR form ❑ 1 Location Map (copies from recent plat books and USGS quadrangle maps are also very useful) ❑ 1 set of plan view layouts with approximate ROW/easement limits ❑ 1 set of aerial photography (if available) ❑ 1 copy of ground-level photo(s) as appropriate and feasible

Local Government Highway Agencies *can* submit Special Waste requests and attachments to appropriate district office IF EITHER OR BOTH OF THE FOLLOWING CONDITIONS ARE MET:

1) **ROW is being taken in the name of the State** or
2) **Contract plans are being prepared by the State**

The District Office can then forward the form to:

Bureau of Design & Environment
Illinois Department of Transportation
2300 South Dirksen Parkway, Room 330
Springfield, Illinois 62764

Attention: Environment Section

For additional information, call (217) 782-4770

DRAFT 1/19/2026

Page 1 – ESR:

An ESR Form (BDE 2287) should be submitted when a Project meets the criteria set forth in Section 27-1.02 of the BDE Manual. Page 2 Screening will be required for Special Waste requests (see Page 2 Instructions). For Addendums see the Instructions for the Addendum ESR Form (BDE 2287A).

- ❑ All fields should be completed unless the information is unavailable at the time of submittal or non-applicable to the Project. Incomplete requests will be returned. The "Don't Know" choice should only be used **if** after researching all available resources the status of the item is still questionable.
- ❑ If the form is filled out manually, choice boxes will be unavailable. Therefore, please use only the choices listed in the following item-by-item instructions when completing those fields identified as **Choice**.

A.

Disciplines Involved	Check all Disciplines involved in this Project. (Update on subsequent requests.)
Submittal Date	Date sent to Central Office (i.e., 01-10-2000)
Requesting Agency	**Choice:** DOH, Local or Other (if "Other" describe in text field)
Contract #	Contract Number when available
Job No.	**Choice:** P, D or C prefix (enter number in text box)
District	Lead District
County(ies)	All counties involved
Route	Route (FAP, FAI, FAU, CH, TR,etc.)
Marked	Marked Route (IL State route designation, U.S. route designation, etc.)
Street/Common Name	Name referred to locally (Marley Road, Oak Street, etc.)
Section	Project identifier
Municipality(ies)	All municipalities involved
Project Length	Length of proposed improvement (number of miles)
From-To (At)	Name or location of project termini

B.

Acquisition of addition ROW or easement	Involves acquisition of additional right-of-way or easements (temporary or permanent)
In-Stream Work	Drainage structure runaround or in-stream work (i.e., any work or activity within the stream banks which affects the bed or banks [coffer dams, riprap, construction haul roads, abutment construction, bank excavation, etc.])
Stream Name	Name of Stream
Other	Potentially affects a recognized natural area/nature preserve, wetland or location where State/Federal-listed species are known to occur

C.

Project Description	Concise statement describing work to be performed (i.e., resurfacing, widening, reconstruction, rehabilitation, add lanes, etc.)
Proposed Work	**Choice:** Highway, Bridge, Bike Trail, Other (describe if Other [i.e., culvert]) List all that apply

D.

Tree Removal	**Choice:** Yes, No, Don't Know
Number or acres **Text Boxes**	Enter the number of trees or the acres involved
Existing Bridge(s) Structure No.	The Access Form will accommodate multiple entries. On MSWord or manual forms enter "See Memo" and list in the Attachment.
On Historic Bridge List	**Choice:** Yes, No
Historic District Involved	**Choice:** Yes, No
Historic Buildings Involved	**Choice:** Yes, No, Don't Know
Section 4(f) Lands Involved	**Choice:** Yes, No, Don't Know
Section 6(f) Lands Involved	**Choice:** Yes, No, Don't Know

E.

Funding	**Choice:** Federal, State, TBP, MFT, Local Non-MFT List all that apply
Anticipated Processing	**Choice:** CE, ECAD, EA, EIS, SIR, Reevaluation, Local Non-Federal Pick one

F.

Contact/Local Contact Person	Name, Telephone Number, E-mail (if available)

Page 2 – Special Waste Screening:

An ESR or AESR Form Page 1 **and** 2 should be submitted when a Project meets the criteria set forth in the D&E Manual, Chapter twenty-seven, Section 27-2 for Special Waste. Page 2 is a guide for District screening and assessment of projects for potential special and non-special waste involvement. The effect of special waste or other regulated substance contamination on the project cannot be determined until the type of work and location are proposed. Therefore, an assessment cannot be performed until a written project description and location map are available. As an aid to project screening and completion of the initial assessment, please refer to the Special Waste Assessment Screening Criteria Flowchart [27-2].

The Special Waste Assessment determination is simply "No" or "Yes". No, if no findings have been made that would indicate a known or potential regulated substance contamination problem within or near the proposed project. Yes, if a known or potential site has been identified which could effect the proposed project and will take more time and effort to determine and coordinate options.

If a "No" determination is made, the Special Waste Screen should be signed and placed in the appropriate report. If a "Yes" determination is made, please submit the Environmental Survey Request (Pages 1 and 2).

- ❑ All fields should be completed unless the information is unavailable at the time of submittal or non-applicable to the Project. Incomplete requests will be returned.
- ❑ Section "D" is not necessary on requests for "Special Waste" ONLY.
- ❑ The "Don't Know" choice should only be used **if** after researching all available resources the status of the item is still questionable.
- ❑ If the form is filled out manually choice boxes will be unavailable. Therefore, please use only the choices listed in the following line-by-line instructions when completing those items identified as **Choice**.

Screening Criteria

1. Check Project features. A project that requires new right-of-way or easements, railroad ROW (except single rail rural, with no maintenance facilities, evidence of open dumping or record of spills in the project area), building demolition/modification, linear excavation or utility relocation will have greater potential for involvement with special waste or other regulated substance contamination than a project which does not involve these features. If the project does not involve any of the features listed, sign the form and include it in the environmental documentation.

Job No., Route, Section	Access form will fill in automatically from Page 1 all others will need to enter information
Acquisition of additional ROW or easement	
Railroad ROW	**Choice:** Yes, No, Don't Know
Building Demolition/Modification	**Choice:** Yes, No, Don't Know
Subsurface Utility Relocation or Linear Excavation	**Choice:** Yes, No, Don't Know

2. Check the CERCLIS list, LUST list, UST & RCRA facilities and any other available records to see if a known site is present. If a site is present in the vicinity, submit for survey otherwise continue screening. A site that is in the vicinity is the ASTM distance of 1.6 kilometers (1.0 mile) for CERCLIS, a modified ASTM (IDOT) distance of 300 meters (1000 feet) for LUSTs and the ASTM standard of the property itself for UST's and RCRA facilities.

Any known special or non-special waste sites in vicinity	**Choice:** Yes, No, Don't Know
Description	For more details use Attachment.

3. Check land use. An urban location generally would present more of a risk than a rural location; and, industrial land uses would generally be more of a risk than commercial uses and so on. Also, there may have been a previous land use which could still present a special or non-special waste contamination risk (i.e., abandoned service stations can usually be identified by the type of structure and location: the underground tank may still be in place). It may be necessary to verify the previous land use. Old survey books are particularly useful for this as are aerial photographs. (IDOT's aerial survey section has some photographs dating back to the 1960's) If past and present land use in the project area is, and always was agricultural/residential or with some recently developed (within the last 5-10 years) commercially benign uses (see list of potentially non-benign commercial uses), continue screen. Otherwise submit for survey.

Land Use History and Development Setting	**Choice:** Rural, Urban
Entirely Agricultural/Residential or with some recently developed commercially benign uses	**Choice:** Yes, No
Current land uses	**Choice:** Heavy Industrial, Light Industrial, Commercial, Railroad, Agricultural, Residential, Other - If "Other" describe in **Text Box**
Previous land uses	
Adjacent land uses	

4. Records Review.

IDOT Sources	Mark all that apply
Other Sources	Mark all that apply - If "Other" describe in **Text Box**

Visual Inspection

Inspection Date	
Steps 1, 2 and 3 list a number of items to look for as indicators of possible regulated substance contamination (i.e., landfills and dumps, surface storage of potentially hazardous materials [i.e., sumps, pits, steel drums], illegal dumping sites [especially on rural projects].	**Choice:** Yes, No, (Underground Tanks includes Don't Know)
District Sign Off – Special Waste and Date	Check if applicable
Conducted by	Include signature, position, and telephone number

ENVIRONMENTAL RESOURCES

CULTURAL

DRAFT 1/19/2026

Illinois Department of Transportation

Memorandum

To:	Jose Rios	Attn: Vanessa Ruiz	
From:	Jack Elston	By: Joseph Galloy	
Subject:	Cultural Resources - No Historic Properties Affected Clearance		
Date:	August 5, 2022		

DuPage County
FAP 087, IL 53, 75th Street
Woodridge
Job No. P-90-017-21
Seq. No. 24198A

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

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

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

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

JG:ses

ENVIRONMENTAL RESOURCES

NATURAL RESOURCES

DRAFT 1/9/2026

Illinois Department of Transportation

Memorandum

To:	Jose Rios	Attn: John Baczek
From:	Jack A. Elston	By: Shawn Wilcockson
Subject:	Natural Resources Review	
Date:	September 17, 2024	

Seq #	24198 and 24198A
Job #	P- 90-017-21
Route:	FAP 087
Marked:	IL 53
Location:	T38N / R10E / S26
Description:	Intersection safety and capacity improvements
Project:	At 75th Street
Municipality	Woodridge
County	DuPage

The proposed project involves intersection safety and capacity improvements at IL 53 and 75th Street in Woodridge. Addendum A extended the project limits to accommodate the temporary widening along IL 53 and 75th St to facilitate the construction of dual left turn lanes and right turn lane on each approach to the intersection. The project will require an unknown quantity of right-of-way (ROW) acquisition or easements. There will be no in stream work. There will be an unknown number of urban trees to be removed. The land cover in the vicinity of the intersection is urban, but there is undeveloped and wooded open space in the NE and NW quadrants of the intersection. Commercial business and single-family residential are present within the SW and SE quadrants but are still wooded. The East Branch of the DuPage River floodplain is located at the western end of the project limits.

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

The Illinois Natural Heritage Database contains two records of State-listed threatened or endangered avian species within the vicinity of the project. Records of black-billed cuckoo (0.4-mile) and short-eared owl (0.8-mile) are located southwest of the project limits within the Green Valley Forest Preserve west of the East Branch of the DuPage River. These species require large complexes of open woodland and grassland. There is no suitable habitat for either species within the project limits, thus no adverse effects will occur. No Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project. **Therefore, consultation under Part 1075 is terminated.**

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

Review for Illinois Interagency Wetland Policy Act – Part 1090

The proposed improvement was surveyed for wetlands. We reviewed the wetland survey report and the Wetlands Impact Evaluation (WIE) form/exhibit and approve both. There is one wetland site located within the ESR limits. This delineated wetland did not have an FQI or mean c-value greater than or equal to 20.0 or 4.0 respectively, thus it was not considered high quality. The report also identified three other surface water (OSW) sites. All three sites (OSW1, OSW2 and OSW3) are unnamed tributaries to the East Branch of the DuPage River. Additionally, several linear and ephemeral stormwater features (roadside drainage ditches) were also identified. According to the WIE, there will be unavoidable permanent impacts to one wetland (Wetland 2) totaling 0.001-acre. Impacts will be mitigated at a replacement ratio of 1.5:1 totaling 0.0015-acre of mitigation credit will be required. Mitigation will be performed with the purchase of wetland credits from and in-basin commercial wetland bank. **Our review for compliance under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

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

Northern long-eared bat and Tricolored bat

Northern long-eared bat suitable summer habitat consists of a wide variety of forested or wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures. This includes forests and woodlots containing potential roosts (i.e., live trees or snags ≥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 an unknown quantity of urban trees removed as a result of this project. Land use in the project area is urban. There are no records of maternity roost trees, maternity colonies, or hibernacula in the vicinity of the project corridor.

Within IPaC there is a Determination Key for the NLEB and Ibat. We used the key to determine applicability of the project with the USFWS revised programmatic biological opinion for transportation projects and to assess what effect the project would have on NLEB. We completed an IPaC qualification interview and determined that **the project is within the scope of the programmatic biological opinion** and is **not likely to adversely affect** the NLEB provided the following conservation measures are implemented:

Trees three (3) inches or greater in diameter at breast height shall not be cleared from April 1st through September 30th of any given year.

This determination is based in part on the results of the bridge/structure assessments (*Conducted 7-19-2024*) which found no bats or signs of bats utilizing the bridge. **Please note that all bridge assessments for signs of bats are valid for two years and that expired assessments will need to be updated prior to the start of work on the bridge.**

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

Eastern prairie fringed orchid

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

We evaluated the limits of the proposed improvement for the presence of potentially suitable EPFO habitat. Our evaluation included the use of EPFO guidance from the US Fish and Wildlife Service, Chicago Ecological Services Field Office. There are no impacted prairies or high-quality wetlands in the project corridor. We determined there would be **no effect** to EPFO from the proposed improvement.

Other Federally Listed Species

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

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

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

JLB

DRAFT 1/19/2026

Illinois Department of Transportation

Wetlands/Surface Waters/Waters of the US (WOUS)
Impact Evaluation

DOH Region 1/District 1

A. PROJECT INFORMATION

Submittal Date: 07/01/2024 Job No.: P- 90-017-21

Contract No.: Seq. No.: 24198

Prepared By: Noah Anderson

Route: FA 0870 Marked: IL 53

Street: IL 53

From-To (At): Intersection of IL 53 and 75th Street

County(ies): DuPage County

Quadrangle: Woodridge

Project Description: Intersection improvements along IL 53, 75th Street, and within the intersection.

B. EVALUATION

1. Does the site have Wetland or Surface Water Impacts? No Type of Impact: None
2. Identify the Wetland or Surface Water site.

   Wetland or Surface Water Site No.: OSW 1 Type of Wetland: Surface Water
3. Describe the work in each individual Wetland or Surface Water. None

4a. Total acres expected to be impacted-

Permanent: 0 Temporary: 0

4b. Length of Surface Water impacted-

0 linear feet

5. Briefly summarize why there are no practicable alternatives to the use of the Wetland or Surface Water.

   N/A - No Impact

6. Briefly describe the measures considered to avoid/minimize adverse impacts to the Wetland or Surface Water.
   No impact. SESC measures will be installed, as necessary, to protect OSW.

7. Wetland mitigation proposed: None

   Total Size of Wetland 0.012 in acres (if Wetland extends off site, add a "+" after the acreage)

   Basin – Des Plaines (07120004)

Biologically Significant Stream?	No	Is this site ADID?	No
Illinois Natural Areas Inventory (INAI)?	No	Nature Preserve (INPC)?	No

FQI: 4.5 (provide numerical value from wetland delineation text sheets)

FOR SURFACE WATERS ONLY

8. Is the surface water on the IEPA's 303(d) list for chloride? ☐ Yes ☒ No
9. Does the surface water have an approved TMDL? ☐ Yes ☒ No

Evaluate and complete a WIE form for each Wetland and/or Surface Waters site. Evaluate impacts within existing ROW, proposed ROW, PEs, and TE's.

Plot Wetland and/or Surface Water site boundaries and show impacts with a crosshatch pattern. Submit relevant plan sheets for the corresponding Wetland and/Surface Water sites.

DRAFT 1/19/2026

Illinois Department of Transportation

Wetlands/Surface Waters/Waters of the US (WOUS)
Impact Evaluation

DOH Region 1/District 1

A. PROJECT INFORMATION

Submittal Date: 07/01/2024 Job No.: P- 90-017-21

Contract No.: Seq. No.: 24198

Prepared By: Noah Anderson

Route: FA 0870 Marked: IL 53

Street: IL 53

From-To (At): Intersection of IL 53 and 75th Street

County(ies): DuPage County

Quadrangle: Woodridge

Project Description: Intersection improvements along IL 53, 75th Street, and within the intersection.

B. EVALUATION

1. Does the site have Wetland or Surface Water Impacts? No Type of Impact: None
2. Identify the Wetland or Surface Water site.

   Wetland or Surface Water Site No.: OSW 2 Type of Wetland: Surface Water
3. Describe the work in each individual Wetland or Surface Water. None

4a. Total acres expected to be impacted-

Permanent: 0 Temporary: 0

4b. Length of Surface Water impacted-

0 linear feet

5. Briefly summarize why there are no practicable alternatives to the use of the Wetland or Surface Water.

   N/A - No Impact

6. Briefly describe the measures considered to avoid/minimize adverse impacts to the Wetland or Surface Water.

   No impact. SESC measures will be installed, as necessary, to protect OSW.

7. Wetland mitigation proposed: None

   Total Size of Wetland 0.001 in acres (if Wetland extends off site, add a "+" after the acreage)

   Basin – Des Plaines (07120004)

   Biologically Significant Stream? No Is this site ADID? No

   Illinois Natural Areas Inventory (INAI)? No Nature Preserve (INPC)? No

   FQI: 4.5 (provide numerical value from wetland delineation text sheets)

FOR SURFACE WATERS ONLY

8. Is the surface water on the IEPA's 303(d) list for chloride? ☐ Yes ☒ No
9. Does the surface water have an approved TMDL? ☐ Yes ☒ No

Evaluate and complete a WIE form for each Wetland and/or Surface Waters site. Evaluate impacts within existing ROW, proposed ROW, PEs, and TE's.

Plot Wetland and/or Surface Water site boundaries and show impacts with a crosshatch pattern. Submit relevant plan sheets for the corresponding Wetland and/Surface Water sites.

DRAFT 1/19/2026

Illinois Department of Transportation

Wetlands/Surface Waters/Waters of the US (WOUS)
Impact Evaluation

DOH Region 1/District 1

A. PROJECT INFORMATION

Submittal Date: 07/01/2024 Job No.: P- 90-017-21

Contract No.: Seq. No.: 24198

Prepared By: Noah Anderson

Route: FA 0870 Marked: IL 53

Street: IL 53

From-To (At): Intersection of IL 53 and 75th Street

County(ies): DuPage County

Quadrangle: Woodridge

Project Description: Intersection improvements along IL 53, 75th Street, and within the intersection.

B. EVALUATION

1. Does the site have Wetland or Surface Water Impacts? No Type of Impact: None
2. Identify the Wetland or Surface Water site.

   Wetland or Surface Water Site No.: OSW 3 Type of Wetland: Surface Water
3. Describe the work in each individual Wetland or Surface Water. None

4a. Total acres expected to be impacted-

Permanent: 0 Temporary: 0

4b. Length of Surface Water impacted-

0 linear feet

5. Briefly summarize why there are no practicable alternatives to the use of the Wetland or Surface Water.

   N/A - No Impact

6. Briefly describe the measures considered to avoid/minimize adverse impacts to the Wetland or Surface Water.

   No impact. SESC measures will be installed, as necessary, to protect OSW.

7. Wetland mitigation proposed: None

   Total Size of Wetland 0.035 in acres (if Wetland extends off site, add a "+" after the acreage)

   Basin – Des Plaines (07120004)

   Biologically Significant Stream? No Is this site ADID? No

   Illinois Natural Areas Inventory (INAI)? No Nature Preserve (INPC)? No

   FQI: 4.5 (provide numerical value from wetland delineation text sheets)

FOR SURFACE WATERS ONLY

8. Is the surface water on the IEPA's 303(d) list for chloride? ☐ Yes ☒ No
9. Does the surface water have an approved TMDL? ☐ Yes ☒ No

Evaluate and complete a WIE form for each Wetland and/or Surface Waters site. Evaluate impacts within existing ROW, proposed ROW, PEs, and TE's.

Plot Wetland and/or Surface Water site boundaries and show impacts with a crosshatch pattern. Submit relevant plan sheets for the corresponding Wetland and/Surface Water sites.

DRAFT 1/19/2026

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) 485-9337

In Reply Refer To: 09/17/2024 16:39:58 UTC
Project Code: 2023-0074540
Project Name: IDOT - 24198/A - Intersection safety & capacity improvements at IL 53 & 75th St

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Additionally, please note that on March 23, 2022, the Service published a proposal to reclassify the northern long-eared bat (NLEB) as endangered under the Endangered Species Act. The U.S. District Court for the District of Columbia has ordered the Service to complete a new final listing

determination for the NLEB by November 2022 (Case 1:15-cv-00477, March 1, 2021). The bat, currently listed as threatened, faces extinction due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across the continent. The proposed reclassification, if finalized, would remove the current 4(d) rule for the NLEB, as these rules may be applied only to threatened species. Depending on the type of effects a project has on NLEB, the change in the species' status may trigger the need to re-initiate consultation for any actions that are not completed and for which the Federal action agency retains discretion once the new listing determination becomes effective (anticipated to occur by December 30, 2022). If your project may result in incidental take of NLEB after the new listing goes into effect this will first need to addressed in an updated consultation that includes an Incidental Take Statement. If your project may require re-initiation of consultation, please contact our office for additional guidance.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see https://www.fws.gov/program/migratory-bird-permit/what-we-do.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and

their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see https://www.fws.gov/library/collections/threats-birds.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/partner/council-conservation-migratory-birds.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code 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) 485-9337

PROJECT SUMMARY

Project Code: 2023-0074540

Project Name: IDOT - 24198/A - Intersection safety & capacity improvements at IL 53 & 75th St

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The proposed project involves intersection safety and capacity improvements at IL 53 and 75th Street in Woodridge. Addendum A extended the project limits to accommodate the temporary widening along IL 53 and 75th St to facilitate the construction of dual left turn lanes and right turn lane on each approach to the intersection. The project will require an unknown quantity of right-of-way (ROW) acquisition or easements. There will be no in stream work. There will be an unknown number of urban trees to be removed. The land cover in the vicinity of the intersection is urban, but there is undeveloped and wooded open space in the NE and NW quadrants of the intersection. Commercial business and single-family residential are present within the SW and SE quadrants but are still wooded. The East Branch of the DuPage River floodplain is located at the western end of the project limits. Unknown construction

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.7498947,-88.06384251774742,14z

Counties: DuPage County, Illinois

ENDANGERED SPECIES ACT SPECIES

There is a total of 8 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered
Tricolored Bat *Perimyotis subflavus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10515	Proposed Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

INSECTS

NAME	STATUS
Hine's Emerald Dragonfly *Somatochlora hineana* There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7877	Endangered
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate
Western Regal Fritillary *Argynnis idalia occidentalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/12017	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Follow the guidance provided at https://www.fws.gov/midwest/endangered/section7/s7process/plants/epfos7guide.html Species profile: https://ecos.fws.gov/ecp/species/601	Threatened
Leafy Prairie-clover *Dalea foliosa* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5498	Endangered

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Illinois Department of Transportation
Name: Joe Bartletti
Address: 2300 S. Dirksen Parkway
City: Springfield
State: IL
Zip: 62764
Email joe.bartletti@illinois.gov
Phone: 2174157157

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

ENVIRONMENTAL RESOURCES

REGULATED SUBSTANCES

Illinois Department of Transportation

Memorandum

To:	Anthony Quigley	Attn:	Irma Romiti-Johnson
From:	Jack A. Elston	By:	John Sherrill
Subject:	PESA Review		*John Sherrill*
Date:	February 23, 2023		

Project:	FAP 087 (IL 53) at 75th Street, Woodridge and unincorporated Lisle Township		
District 1:	DuPage County	Job #:	P-90-017-21
Requesting Agency:	DOH	Contract #:	Not Provided
Survey Target Date:	03/03/2023	Anticipated DA:	12/01/2023
Anticipated Letting:	Not Provided	Section:	Not Provided
BDE Sequence #:	24198A	ISGS PESA #:	4212A

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. For questions regarding this report or the tasking of the statewide consultant, please contact Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313
District Utility Coordinator
District Bureau of Land Acquisition

IDOT Sequence #: 24198A **ISGS: 4212A**
IDOT Job #: P90-017-21 **IDOT District #: 1**

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

FINAL REPORT

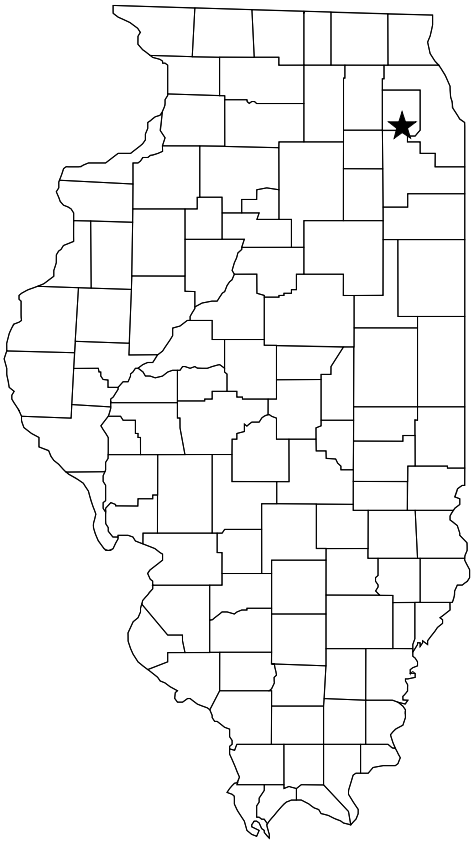
DATE: February 14, 2023

IDOT DESIGN DATE: December 1, 2023

SURVEY TARGET DATE: March 3, 2023

DATE REQUEST RECEIVED: July 11, 2022

LOCATION: FAP 087 (IL 53) at 75th Street, Woodridge and unincorporated Lisle Township, DuPage County; Wheaton and Romeoville quadrangles (USGS 7.5-minute topographic maps), T38N, R10E, Sections 22, 23, and 26.



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GLOSSARY OF ACRONYMS

AAI	-	All Appropriate Inquiries
ACM	-	asbestos-containing material
AST	-	aboveground storage tank
ASTM	-	American Society for Testing and Materials
AUL	-	activity and use limitation (includes institutional controls, engineered barriers, and HAAs)
bgs	-	below ground surface
BOL	-	Bureau of Land (IEPA)
BTEX	-	benzene, toluene, ethylbenzene, and total xylene
CCDD	-	Clean construction and demolition debris
CDPH	-	Chicago Department of Public Health
CERCLIS-		Comprehensive Environmental Response, Compensation, and Liability Information System
CTA	-	Chicago Transit Authority
ERNS	-	Emergency Response Notification System
FEMA	-	Federal Emergency Management Agency
FHWA	-	Federal Highway Administration
FOIA	-	Freedom of Information Act
GIS	-	Geographic Information System
GRO	-	Groundwater Remediation Objective
HAA	-	Highway Authority Agreement
IDNR	-	Illinois Department of Natural Resources
IDOT	-	Illinois Department of Transportation
IEMA	-	Illinois Emergency Management Agency
IEPA	-	Illinois Environmental Protection Agency
IMD	-	Illinois Manufacturers Directory
ISGS	-	Illinois State Geological Survey
ISWS	-	Illinois State Water Survey
LUST	-	leaking underground storage tank
µg/kg	-	micrograms per kilogram (ppb)
µg/l	-	micrograms per liter (ppb)
mg/kg	-	milligrams per kilogram (ppm)
mg/l	-	milligrams per liter (ppm)
M.M.	-	mile marker
MOU	-	memorandum of understanding
M.P.	-	mile post
MSSA	-	Mahomet Sole Source Aquifer
MTBE	-	methyl tertiary butyl ether
NFR	-	No Further Remediation
NPL	-	National Priorities List
NRCS	-	Natural Resources Conservation Service
OER	-	Office of Emergency Response (IEPA)
OSFM	-	Office of the State Fire Marshal
PAA	-	Permit Access Agreement
PAH/PNA-		polynuclear aromatic hydrocarbon
PCB	-	polychlorinated biphenyl
PESA	-	Preliminary Environmental Site Assessment
P.G.	-	Professional Geologist
ppb	-	parts per billion (equivalent to µg/kg for solids, and µg/l in liquids)
ppm	-	parts per million (equivalent to mg/kg in solids, and mg/l in liquids)
PRP	-	Potentially Responsible Party
PSI	-	Preliminary Site Investigation
RCRA	-	Resource Conservation and Recovery Act
REC	-	recognized environmental condition
ROW	-	right-of-way
SEMS	-	Superfund Enterprise Management System
SGRO	-	Soil Gas Remediation Objective
SIC	-	Standard Industrial Classification
SPLP	-	synthetic precipitation leaching procedure
SRO	-	Soil Remediation Objective
SRP	-	Site Remediation Program
SSTS	-	Section Seven Tracking System (USEPA)
SVOC	-	semi-volatile organic compound
TACO	-	Tiered Approach to Corrective Action Objectives (IEPA)
TCLP	-	toxicity characteristic leaching procedure
TPH	-	total petroleum hydrocarbons
TRI	-	Toxics Release Inventory
UIC	-	Underground Injection Control (IEPA)
USDA	-	United States Department of Agriculture
USEPA	-	United States Environmental Protection Agency
USGS	-	United States Geological Survey
UST	-	underground storage tank
VOC	-	volatile organic compound

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to IL 53 at 75th Street, Woodridge and unincorporated Lisle Township, DuPage County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

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

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

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
Greene Valley Forest Preserve NA	4212A-1	Presence on the Archived SEMS, RCRA, BOL, LUST, UST, and UIC lists; potential chemical use; SVOCs and metals; natural gas pipeline; likely past pesticide and/or herbicide use	Archived SEMS, RCRA, BOL, UIC, LUST, UST, IEMA	Recreational
Greene Valley Forest Preserve NA	4212A-4	Spill; presence on the Archived SEMS, RCRA, BOL, LUST, UST, and UIC lists; potential chemical use; HAA; natural gas pipeline; water pipeline; likely past pesticide and/or herbicide use	Archived SEMS, RCRA, ERNS, BOL, UIC, LUST, UST, IEMA, HAA, AUL	Recreational
Greene Valley Forest Preserve NA	4212A-6	Presence on the Archived SEMS, RCRA, BOL, LUST, UST, and UIC lists; potential chemical use; likely natural gas pipeline; likely past pesticide and/or herbicide use	Archived SEMS, RCRA, BOL, UIC, LUST, UST, IEMA	Recreational
ROW NA	4212A-7	Spills; HAA	ERNS, IEMA, HAA, AUL	Transportation

Edward-Elmhurst Health Center NA	4212A-8	Former USTs with documented releases; potential UST(s); former monitoring wells; evidence of former chemical use; spill; impacted soil; HAA; transformer; natural gas pipeline; potential ACM and lead paint	RCRA, ERNS, BOL, LUST, UST, IEMA, HAA, AULs	Commercial
Shell gasoline station NA	4212A-9	USTs with a documented release; former USTs with a documented release; potential UST(s); monitoring wells; former monitoring wells; former drums; former chemical container; evidence of former chemical use; impacted soil and groundwater; natural gas pipeline; likely water pipeline; potential ACM and lead paint	RCRA, BOL, LUST, UST, IEMA, AUL	Commercial
Residence NA	4212A-12	Fill; evidence of chemical use; potential AST; drum; former drum; transformers; natural gas pipeline; potential ACM and lead paint	None	Residential

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

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Utility corridor NA	4212A-2	Likely water pipeline; likely past pesticide and/or herbicide use	Utility
Utility corridor NA	4212A-3	Transformer; likely natural gas pipeline; likely past pesticide and/or herbicide use	Utility
Hawthorne Hill Woods NA	4212A-5	Water pipelines; likely past pesticide and/or herbicide use	Recreational

Vacant land NA	4212A-10	Transformer; likely past pesticide and/or herbicide use	Vacant
Residences NA	4212A-11	Transformer; potential ACM and lead paint	Residential
Residential buildings NA	4212A-13	Transformers; potential ACM	Residential
Residential building NA	4212A-14	Transformer; potential ACM and lead paint	Residential

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

Property name IDOT parcel #	ISGS site #	Land use
None		

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

Property name	ISGS site #	Regulatory database(s)	Land use
DuPage County Public Works	4212A-A	RCRA, ERNS, BOL, LUST, UST, IEMA	Governmental
East Branch of the DuPage River	4212A-B	IEMA	River
Commercial building	4212A-C	HAA, AUL	Commercial

* For all sites:

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

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

DRAFT 1/19/2026

conducted for this PESA.

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

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

The following data gaps exist for all PESAs:

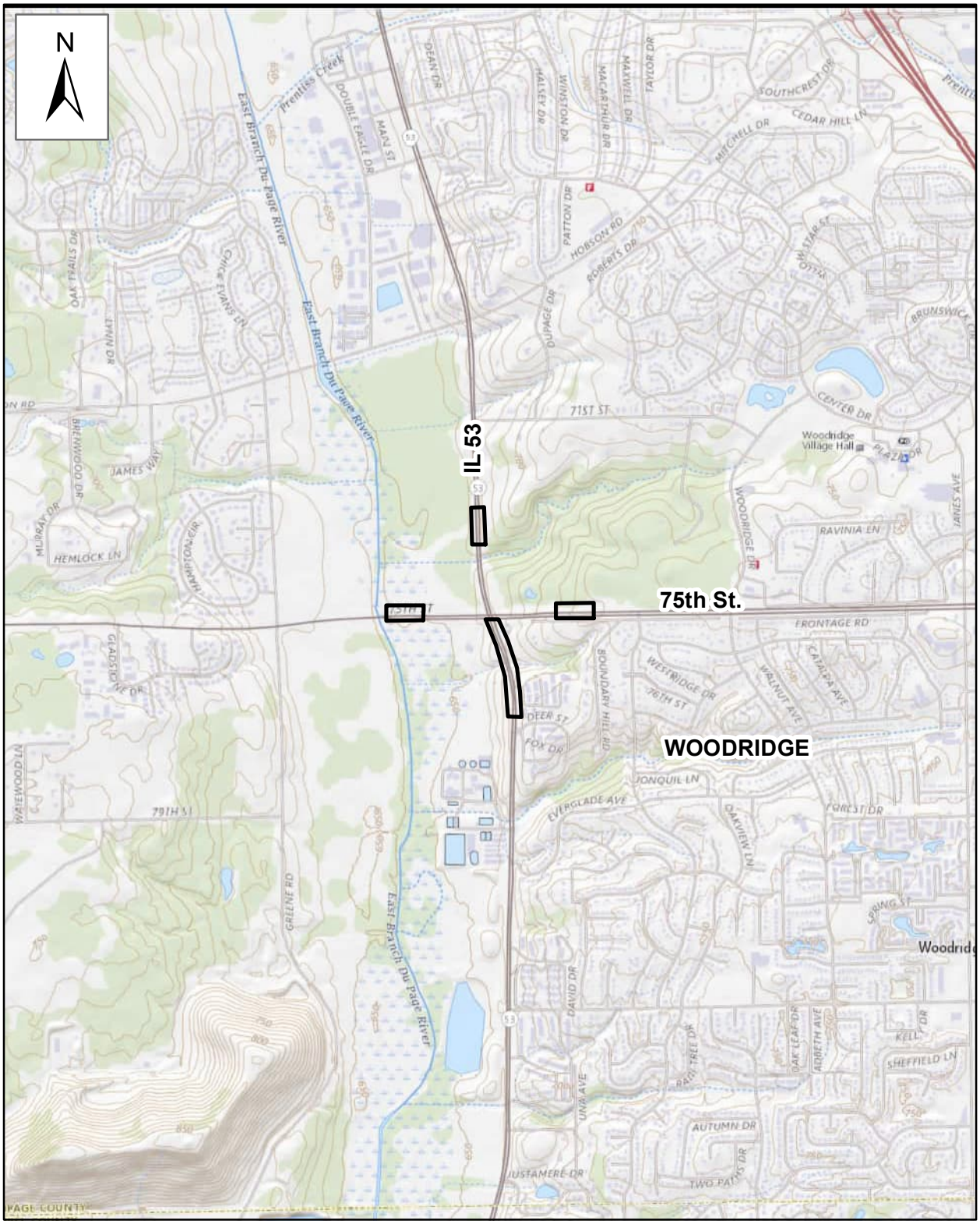
- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

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

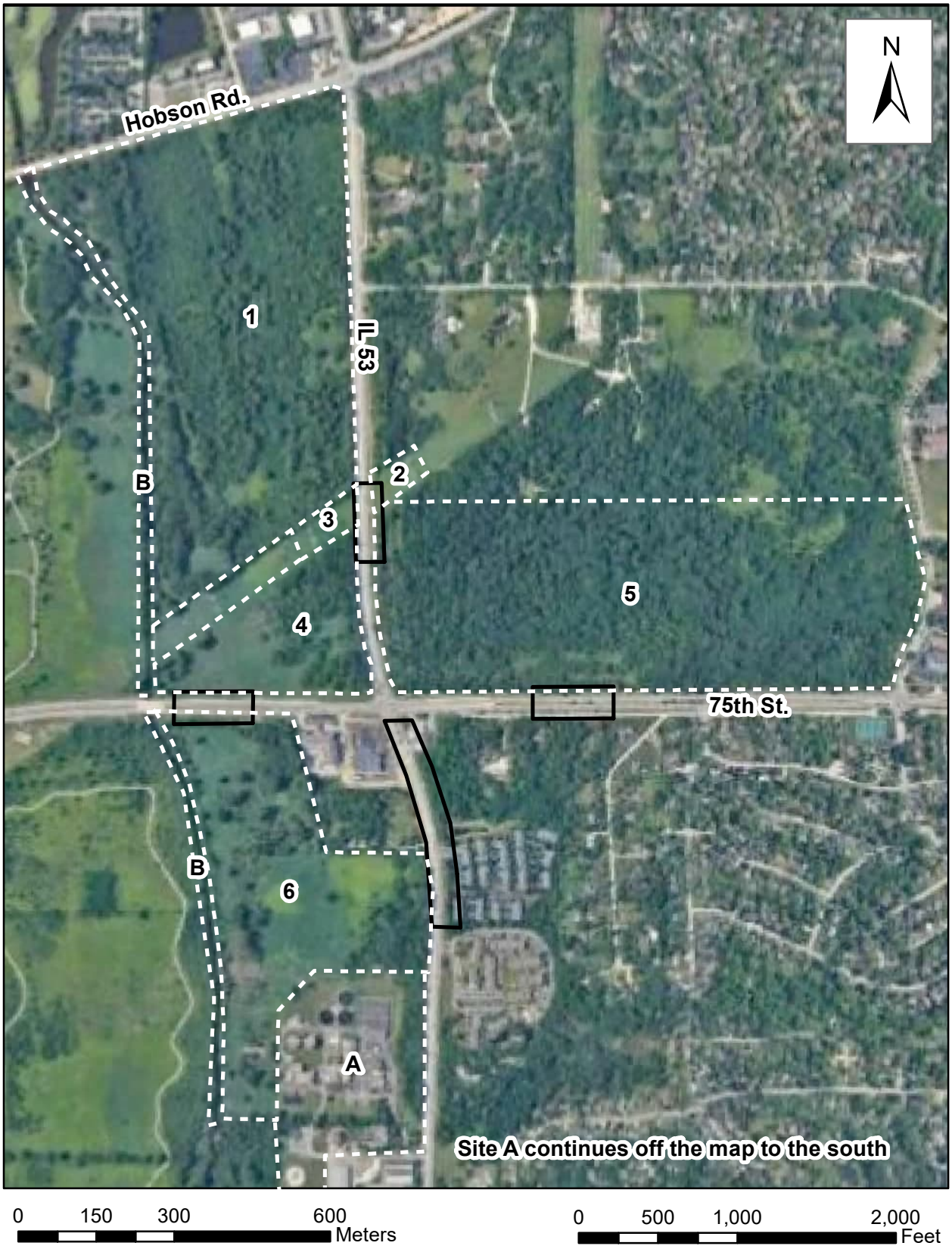
NA = No parcel number was supplied by IDOT for this site.

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

Attachment 1. Project location map, ISGS #4212A.
Project area indicated by heavy black lines.



Attachment 2, page 1. Site location map, Sites 4212A-1 through 4212A-6.
All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 2. Site location map, Sites 4212A-7 through 4212A-14.
All site boundaries are approximate and should not be used as actual parcel boundaries.

MEETINGS

FHWA/BDE MEETINGS

Minutes
Progress Meeting No. 1
Illinois Route 53 and 75th Street Phase I
P-91-004-18
Illinois Department of Transportation–District 1
November 23, 2021, 1:30 P.M.

Invitee	Representing
Nicholas Butler, P.E.	Illinois Department of Transportation–District 1 (IDOT)
Anna Kutryn, P.E.	Illinois Department of Transportation–District 1
Jason Salley, P.E.	Illinois Department of Transportation–District 1
Darcie Gabrisko, P.E.	Strand Associates, Inc.® (Strand)
Zachary Hipes	Strand Associates, Inc.®

A virtual meeting was held to discuss the Highway Safety Improvement Program (HSIP) intersection improvement at Illinois (IL) Route 53 and 75th Street in the Village of Woodridge (Village). IDOT has jurisdiction for IL Route 53 and DuPage County has jurisdiction for 75th Street.

1. Items for Discussion

   a. Design Criteria Check sheet–Design Speed

   It was decided that the posted speed of 45 miles per hour (mph) will be used for Design Criteria Check lists, however, 50 mph will be used for taper rates and vertical curvature where possible. This project be processed as a 3R project, but new construction design criteria should be used when appropriate.

   b. The Capacity Analysis is being prepared and will be sent to IDOT for review and approval. The addition of dual left-turn lanes on each leg was modeled and had minimal improvements. Capacity improvements were noted by adding a southbound to westbound right-turn lane and an eastbound to southbound right-turn lane. The existing traffic volumes should be used for the capacity analyses.

   c. The Crash Analysis is being prepared and will be sent to IDOT for review and approval. Rear end and turning crashes are predominant.

   d. Bicycle and Pedestrian Accommodations
      (1) West of IL Route 53, the existing 75th Street south shoulder will be connected to the existing sidewalk in front of the Cedarhurst assisted living facility. The sidewalk will be extended from the southwest corner of the intersection across the intersection and connect to the 75th Street frontage road, east of the Shell gas station. IDOT will verify whether the sidewalk is acceptable for bicycle and pedestrian accommodations. For bicycle accommodation, the use of paved shoulder or one-way bicycle lane will be evaluated. One area of concern is pedestrian accommodations across the gas station driveways while maintaining Americans with Disabilities Act (ADA) compliance.
      (2) In accordance with the Village request, sidewalk will be installed on the east side of IL Route 53 from the southeast corner of the intersection to the south and connect to the existing sidewalk at Foxridge Court.
      (3) There were two alternatives discussed regarding the northwest quadrant of the intersection. The existing north shoulder of 75th Street can be extended to the east to the intersection, or an off-road bike path can be provided. DuPage County Highway Department should be contacted to discuss its preference.

   Post Meeting Note: Jason Salley recommended a two-way off-road bike path be installed from the SE corner of the intersection to the east and connect to the existing 75th Street frontage road. Additionally, an off-road two-way bike path should be installed on the west side of the south leg of IL Route 53. The north leg of IL Route 53 should be evaluated for the best location for an

off-road two-way bike path. Consider these project limits and where a future connection could most easily be accommodated.

e. Proposed Geometrics

(1) IL Route 53 will be widened to the west, maintaining the location of the existing curb line. 75th Street will be widened south, maintaining the location of the existing curb line, shifting away from the Forest Preserve District of DuPage County (Forest Preserve). Land acquisition on Forest Preserve property west of IL Route 53 is unavoidable. It is anticipated that proposed roadway profiles will generally match existing roadway profiles. However, accommodating the southeast corner may require some adjustments.

(2) The dual left-turn median will be 30 feet wide, and taper as required in the Bureau of Design and Environment (BDE) manual.

2. Other Discussion Items

Existing Plans and Access Permit Applications. Strand will send an updated list of items to be requested from IDOT, the Village of Woodridge, and DuPage County

3. Next Steps

Strand will submit crash analysis, capacity analysis and conceptual geometric submittal to IDOT.

If there are any additions or comments, please call 815-744-4200 ext. 3168.

Prepared and respectfully submitted by Zachary H. Hipes.

c: All Participants

COORDINATION

MUNICIPAL

Minutes
Village of Woodridge Meeting
IL Route 53 and 75th Street Phase I
P-91-004-18
Illinois Department of Transportation–District 1
July 19, 2023, 2 P.M.

Invitee	Representing	Present	Absent
Chris Bethel, Director of Public Works	Village of Woodridge (Village)	☒	☐
Matt Pocius, Civil Engineer	Village of Woodridge	☒	☐
Kimberly Clark, Director of Community Development	Village of Woodridge	☒	☐
Anna Kutryn, P.E., Project Manager	Illinois Department of Transportation–District 1 (IDOT)	☒	☐
Cary Lewis, Project Engineer	Illinois Department of Transportation–District 1	☒	☐
Brenda Alicea, P.E., Phase I Consultant Studies Unit Head	Illinois Department of Transportation–District 1	☒	☐
Ryan Smith, P.E.	Strand Associates, Inc.® (Strand)	☒	☐

A virtual meeting was held between Village, IDOT, and Strand to discuss the Highway Safety Improvement Program (HSIP) intersection safety improvement project at IL Route 53 and 75th Street. IL Route 53 is under IDOT jurisdiction, and DuPage County has jurisdiction on 75th Street. The intersection is located within the Village of Woodridge.

1. Introductions

Introductions were made by all in attendance.

2. Project Background and Purpose

IDOT (Anna) and Strand (Ryan) introduced the IL Route 53 at 75th Street HSIP project. The potential improvements are intended for the intersection and approach taper and storage limits along each leg. The potential improvements include an additional left-turn lane on each approach and southbound and eastbound right-turn lanes. This will result in dual left-turn lanes, two through lanes, and a right-turn lane on each approach. Pedestrian accommodations are also included. To accommodate the additional turn lanes IL Route 53 is proposed to be widened to the west holding the eastern curb line and 75th Street is proposed to be widened to the south holding the northern curb line. The eastern and northern curb lines are held to reduce impacts to the existing east-west DuPage County water transmission main that runs on the north side and parallel to 75th Street and reduce impacts to the existing gas station located in the southeast quadrant. Existing driveways and entrances/exits are maintained as part of this project.

3. Pedestrian and Bicycle Accommodations

a. The pedestrian accommodations along IL Route 53 and 75th Street were discussed. The preliminary drawings show a sidewalk on the east side, a shared-use path on the west side of IL Route 53 from Fox Ridge Court to 75th Street, and a shared-use path on the east side of IL Route 53 from 75th Street to the northern project limits. On 75th Street, a connection from the existing eastbound and westbound shoulder to a proposed shared-use path are provided on the west of IL Route 53. The existing 75th Street shoulder would not be striped as a bicycle route. East of IL Route 53, a shared-use path is proposed on the south side of 75th Street to the existing 75th Street Frontage Road. Within the intersection, crosswalks and accessible pedestrian signals and push buttons would be provided.

b. Ride Illinois and Chicago Metropolitan Agency for Planning (CMAP) both suggested east-west bicycle accommodations to be included along 75th Street.

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c. IDOT complete streets policies require IDOT to cover 100 percent of the construction cost for pedestrian accommodations. After construction, maintenance is the responsibility of the local agency. The Village requested that IDOT provide a sample IDOT letter of intent and agreement to review the specific requirements that would be placed on the Village. *Post Meeting Note: Template letter of intent along with sample resolution was forwarded to meeting participants on 7/19/23. Project specific LOI will be sent at a later date, prior to Phase I completion.*

d. IDOT (Anna) discussed the recent comments provided by DuPage County. The County would prefer for the shared-use path west of IL Route 53 and on the south side of 75th Street to be eliminated. Options to still comply with IDOT's complete street policy were discussed. One option was to extend the asphalt shoulder to the right-turn lane. The Village noted that 75th Street is DuPage County's jurisdiction and it ultimately would be the County's decision.

e. IDOT (Anna) discussed the potential shared-use path along IL Route 53, as shown in the preliminary drawings (east side on the north leg and west side on the south leg). The Village mentioned there doesn't appear to be sufficient space or there are too steep of existing landscaping grades for a shared-use path on the north leg. A sidewalk installation may be more practical. However, after further evaluation, the shared-use path along IL Route 53 is anticipated to be removed as there are no suitable logical termini in close proximity. The shared-use path along IL Route 53 was also not requested by CMAP, Ride Illinois, or other stakeholders during their engagement. The Village will follow up with IDOT after their annual budget meeting with the Mayor and Board in late September, where the discussion will take place about the sidewalk extension to Fox Ridge Ct and if the Village agrees to take on maintenance of this facility. IDOT noted that if the sidewalk extension does not get built (as result of Village not agreeing to maintain), the landscaped area could be graded out during the improvement construction for future sidewalk installation at Village cost.

f. If the Village does not want pedestrian accommodations to be provided, a resolution would need to be passed by the Village. A sample resolution was to be provided to the Village with the letter of intent and agreement sample If the local agency does not desire bicyclist/pedestrian accommodations and/or does not want to take on their maintenance, IDOT will not construct it and will provide the next-highest-and-best accommodation which most often consists of a graded shelf.

4. Village of Woodridge Considerations

a. The Village has existing bicycle routes located to the east of the project at Woodridge Drive. There were no planned bicycle routes within the project limits. The Village's understanding was the bridge over the East Branch of the DuPage River was the barrier to providing east-west accommodations.

b. The Village noted that there are limited on-street bicycle accommodations within the Village and maintaining on-street bicycle accommodations do not fit within the current Village maintenance activities. The Village decided in the past that off-street bicycle facilities were preferred.

5. Open Forum

The Village mentioned potential developments in the southeast quadrant of the intersection of IL Route 53 and 75th Street. The Village's concern was regarding access to these potential developments. Located at approximately Station 514+00 RT, the potential future development may prefer truck traffic to have a southbound left turn lane off of IL 53 to prevent potential traffic back-ups on IL 53 near the signalized intersection. The potential development consists of interest from the current gas station to expand their gas station and add a car wash.

IDOT provided background on IDOT's permit process and contact information for IDOT's Area Permit Engineer.

If there are any additions or comments, please call 815-744-4200 ext. 3137.

Prepared and respectfully submitted by Ryan R. Smith.

c: All participants

Gabrisko, Darcie

From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Friday, November 19, 2021 3:19 PM
To: Gabrisko, Darcie
Cc: Butler, Nicholas J.
Subject: FW: Woodridge IL - Village contact

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

Darcie – I received the below email regarding bike/ped accommodations at the intersection from the Village of Woodridge. I assume items such as cross walks will be accounted for regardless, however I am uncertain about the length of sidewalk we'll be proposing. Please keep in mind the below as you go thru the evaluation. We can talk further on Tuesday. Have a good weekend!

Anna

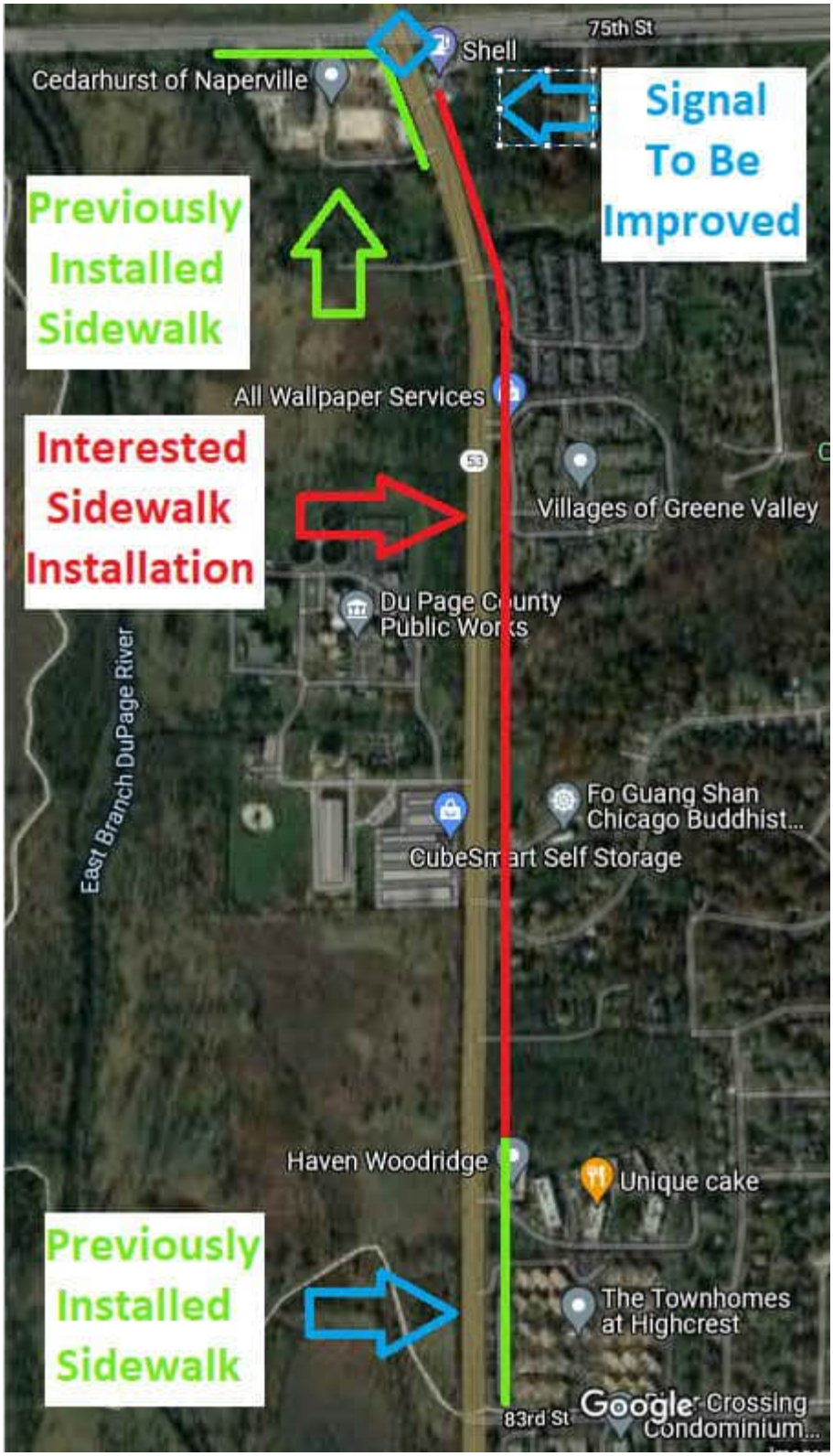
From: Matthew T. Pocius <MPocius@woodridgeil.gov>
Sent: Friday, November 19, 2021 2:47 PM
To: Alicea, Brenda <Brenda.Alicea@Illinois.gov>
Cc: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: [External] RE: Woodridge IL - Village contact

Thank you, Brenda!

Hi Anna,

How much pedestrian accommodations would IDOT consider to install with this project? Currently the SW quadrant of 75th St and IL 53 has a sidewalk along the Cedarhurst property lines, which has an Assisted Living residence and Edward-Elmhurst Health Center to the lot East of it. At this time, there is no pedestrian crossings at any leg of the intersection. Would IDOT take into consideration installing a crossing along the South leg of the intersection?

Also, is IDOT considering adding sidewalk Southbound from the intersection? There are many apartments/townhouses along Route 53 that are located in Courts that don't have any pedestrian access outside of these dead-ends.



Thank you,

Matt Pocius
Civil Engineer
Village of Woodridge
p) 630-719-2941

e) mpocius@woodridgeil.gov

Village of Woodridge

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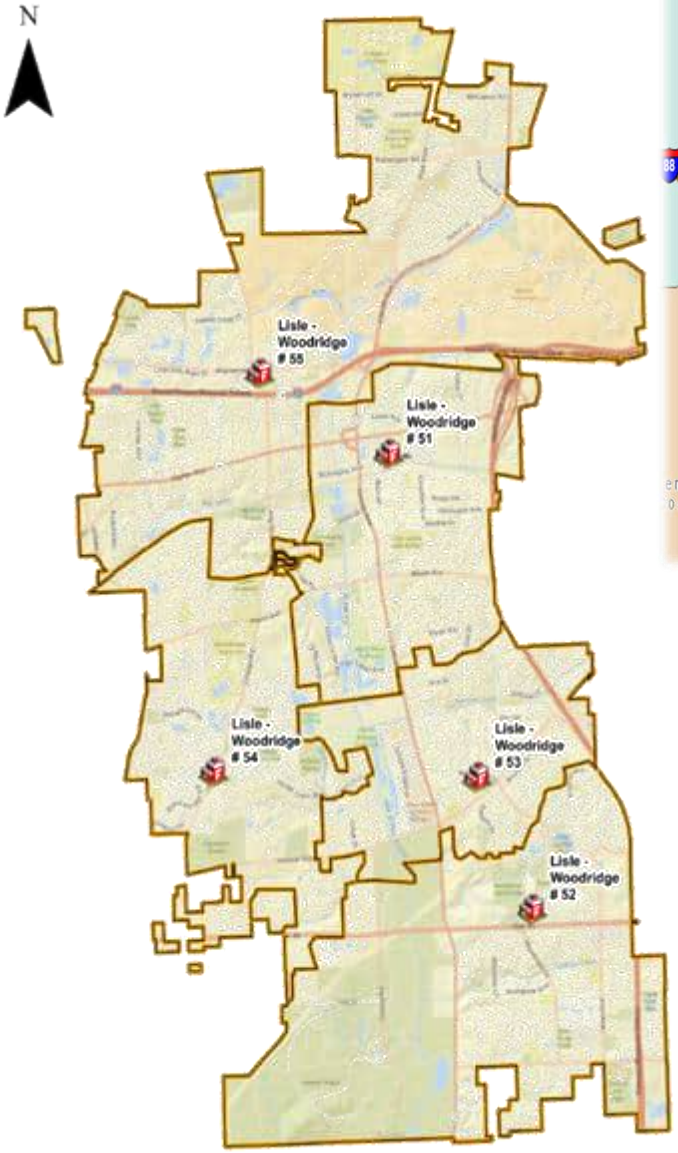
COORDINATION

FIRE DEPARTMENT

Located in DuPage County on the western edge of the Chicago metropolitan area, LWFD serves the Village of Lisle, a portion of the Village of Woodridge, a small portion of the Village of Glen Ellyn and Unincorporated areas in DuPage County. The U.S. Census population estimate is 63,256. The population has remained stable over the last ten years. Growth is projected to be less than 1% annually over the next five years.

A transient workforce of over 30,000 is present within the District during daytime hours. Many people traverse the District daily as well, traveling to employment in Chicago and other metropolitan areas.



COORDINATION

CHICAGO METROPOLITAN AGENCY FOR PLANNING

DRAFT 1/19/2026

TRAFFIC FORECAST RECORD

Record Number: du-04-21

Type of Report: Projection

Year Sought: 2050

Analyst: JAR

Organization requesting forecast: IDOT

Contact: Nicholas Butler, P.E.

Email or Phone Nicholas.Butler@illinois.gov

Sponsor: IDOT

Date request was received: January 29, 2021

Date that response was emailed: January 29, 2021

Facility Location: IL 53 @ 75th Street

Municipality: Woodridge

DRAFT 1/19/2026

Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

January 29, 2021

Mr. Anthony Quigley, P.E.
Region One/District 1 Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Subject: IL 53 @ 75th Street
IDOT

Dear Mr. Quigley:

In response to a request made on your behalf and dated January 29, 2021, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current Volumes	Year 2050 ADT
IL 53 North Leg	29,300	34,300
IL 53 South Leg	30,100	34,300
75th Street (East Leg)	32,700	36,100
75th Street (West Leg)	32,200	36,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2020 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area

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

Sincerely,

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

cc: Rayyan, Salley, Butler (IDOT)
2021_CY_TrafficForecast\Woodridge\du-04-21\du-04-21.docx

COORDINATION

DISTRICT

Butler, Nicholas J.

From: Scandiff Jr., Dan J
Sent: Thursday, February 11, 2021 12:26 PM
To: Butler, Nicholas J.
Subject: FW: IL 53 at 75th Street in Woodridge, DuPage County; Early Input
Attachments: EXB_2021.02.01_IL53-75th_LocationMap.pdf

Please ensure the improvement includes the appropriate number of drainage structures at the sag of the intersection to reduce the likeliness of flooding during heavy rain events…may want to consider including some high flow velocity drainage grates and potentially open curb boxes in the closed drainage systems per State Standards. Debris has occasionally clogged the inlets and restricted drainage.

Ensure there is enough quantity for cleaning and jetting of existing drainage structures and their associated storm sewers along with tree and brush removal for safety and clearance.

Suggest including quantity for removing sediment from existing open ditches.

From: Stumpner, James A <James.Stumpner@illinois.gov>
Sent: Thursday, February 11, 2021 11:17 AM
To: Scandiff Jr., Dan J <Dan.J.Scandiff3@illinois.gov>
Cc: Eurkaitis, Michael L <Michael.Eurkaitis@illinois.gov>
Subject: FW: IL 53 at 75th Street in Woodridge, DuPage County; Early Input

Please respond directly to Mr. Butler with any input.

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Thursday, February 11, 2021 11:00 AM
To: Stumpner, James A <James.Stumpner@illinois.gov>
Cc: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: IL 53 at 75th Street in Woodridge, DuPage County; Early Input

Good Morning,

We have initiated a Phase I study for the intersection of Illinois Route 53 and 75th Street in Woodridge, DuPage County. The scope of work for this project consists of intersection improvements. Attached is a location map. The purpose of this correspondence at this time is to solicit any early input from your bureau regarding the proposed scope of work of this project and our study. Please note that this is an internal communication only; local public agencies and municipalities will be contacted by the Bureau of Programming through formal public outreach.

Should you have any comments, input, or suggestions on areas that require investigation as part of our study, please let us know. If you have any questions or require additional information, please contact me.

Nick Butler, P.E.
Project Engineer
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

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Butler, Nicholas J.

From: Cubic, Amir
Sent: Tuesday, February 16, 2021 2:44 PM
To: Butler, Nicholas J.
Cc: Pociecha, Lukasz; Drew, Daryle A
Subject: RE: IL 53 at 75th Street in Woodridge, DuPage County Early Input

Nick,

According to Google maps there is no lighting at this intersection. Please coordinate with the local municipality if they desire lighting at the intersection.

The cost for proposed lighting would be 100% responsibilities of the local municipality including ownership, maintenance, and electrical energy costs.

Thanks
Amir Cubic
Electrical Engineer
Illinois Department of Transportation
Phone: (847) 705-4708

From: Pociecha, Lukasz <Lukasz.Pociecha@Illinois.gov>
Sent: Tuesday, February 16, 2021 12:52 PM
To: Cubic, Amir <Amir.Cubic@illinois.gov>; Vargas, Andrea <Andrea.Vargas@Illinois.gov>; Kanthaphixay, Brenda C <Brenda.Kanthaphixay@illinois.gov>
Subject: FW: IL 53 at 75th Street in Woodridge, DuPage County Early Input

Lukasz Pociecha, P.E.
Traffic Design Engineer

Illinois Department of Transportation
Region 1 / District 1 / Bureau of Traffic
201 West Center Court | Schaumburg, IL 60196-1096
P: (847) 705-4420 | E: lukasz.pociecha@illinois.gov

Please consider the environment before printing this email

From: Nedoss, Lucie <Lucie.Nedoss@illinois.gov>
Sent: Thursday, February 11, 2021 7:10 PM
To: Gallenbach, Thomas G <Thomas.Gallenbach@illinois.gov>; Lawson, Roy E <Roy.Lawson@illinois.gov>; Daeda, Matthew A <Matthew.Daeda@illinois.gov>; Yuratovac, James M. <James.Yuratovac@illinois.gov>; Kannan-Hosadurga, Kalpana <Kalpana.Kannan-Hosadurga@Illinois.gov>; Pociecha, Lukasz <Lukasz.Pociecha@Illinois.gov>; Tomsons, Roland E <Roland.Tomsons@illinois.gov>; Lloyd, Jonathan M. <Jonathan.Lloyd@illinois.gov>
Subject: FW: IL 53 at 75th Street in Woodridge, DuPage County Early Input

Good afternoon,

Please see the submittals below (due date 3-11-21):

21-0376	Permits
21-0377	Electrical Maintenance/TSC
21-0378	Structural OPS
21-0379	Arterials
21-0380	TCS
21-0381	Design-Lighting
21-0382	Design-ITS
21-0383	Design-Surveillance/Maint
21-0384	Programs-Design
21-0385	Programs-Studies
21-0386	Programs-Signals

Please note that this is an internal communication only; local public agencies and municipalities will be contacted by the Bureau of Programming through formal public outreach.

Lucie

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Thursday, February 11, 2021 10:56 AM
To: Heaven-Baum, Lisa E <Lisa.Heaven-Baum@illinois.gov>
Cc: Nedoss, Lucie <Lucie.Nedoss@illinois.gov>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: IL 53 at 75th Street in Woodridge, DuPage County Early Input

Good Morning,

We have initiated a Phase I study for the intersection of Illinois Route 53 and 75th Street in Woodridge, DuPage County. The scope of work for this project consists of intersection improvements. Attached is a location map. The purpose of this correspondence at this time is to solicit any early input from your bureau regarding the proposed scope of work of this project and our study. Please note that this is an internal communication only; local public agencies and municipalities will be contacted by the Bureau of Programming through formal public outreach.

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Nick Butler, P.E.
Project Engineer
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

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Butler, Nicholas J.

From: Gonzalez, Doreen
Sent: Tuesday, May 25, 2021 2:24 PM
To: Butler, Nicholas J.
Subject: RE: IL 53 at 75th Street in Woodridge, DuPage County; Early Input

Good Afternoon Nicholas,
Sorry for the delay, all the contracts under this scope we'll have the chance to provide guidance during Phase II. This specific intersection, we will make HMA recommendation during Phase II, DG, 5/25/2021

Thanks for the keeping us in the loop.
Doreen Gonzalez
Plan Review
IDOT District One
Bureau of Materials
Office: 847-705-4530

From: Jones, Stephen M <Stephen.M.Jones@illinois.gov>
Sent: Tuesday, February 16, 2021 8:27 AM
To: Gonzalez, Doreen <Doreen.Gonzalez@illinois.gov>; Gierbolini, Giancarlo <Giancarlo.Gierbolini@Illinois.gov>; Goode, Velicia M <Velicia.Goode@illinois.gov>
Subject: FW: IL 53 at 75th Street in Woodridge, DuPage County; Early Input

-Steve Jones

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Thursday, February 11, 2021 11:02 AM
To: Jones, Stephen M <Stephen.M.Jones@illinois.gov>
Cc: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: IL 53 at 75th Street in Woodridge, DuPage County; Early Input

Good Morning,

We have initiated a Phase I study for the intersection of Illinois Route 53 and 75th Street in Woodridge, DuPage County. The scope of work for this project consists of intersection improvements. Attached is a location map. The purpose of this correspondence at this time is to solicit any early input from your bureau regarding the proposed scope of work of this project and our study. Please note that this is an internal communication only; local public agencies and municipalities will be contacted by the Bureau of Programming through formal public outreach.

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Nick Butler, P.E.
Project Engineer
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4126

Nicholas.Butler@Illinois.gov

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COORDINATION

LEGISLATIVE

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 28, 2021

The Honorable Anne Stava-Murray
Illinois State Representative
Eighty-first Representative District
633 Rogers Street, Suite 110
Downers Grove, IL 60515

Dear Representative Stava-Murray:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference.

This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

If you have any questions or need additional information, please contact me or Brenda Alicea, Consultant Studies Unit Head, via email Brenda.Alicea@Illinois.gov or at (847) 705-4107.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

Enclosure: Location Map

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 28, 2021

The Honorable John F. Curran
Illinois State Senator
Forty-first Legislative District
1011 State Street, Suite 205
Lemont, IL 60439

Dear Senator Curran:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference.

This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

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Very truly yours,

Jose Rios, P.E.
Region One Engineer

Enclosure: Location Map

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 28, 2021

The Honorable Bill Foster
Member of Congress
Eleventh Congressional District
2711 East New York Street, Suite 204
Aurora, IL 60502

Dear Congressman Foster:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference.

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Very truly yours,

Jose Rios, P.E.
Region One Engineer

Enclosure: Location Map

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 28, 2021

The Honorable Richard J. Durbin
United States Senator
230 S. Dearborn Street, Suite 3892
Chicago, IL 60604

Dear Senator Durbin:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference.

This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

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Very truly yours,

Jose Rios, P.E.
Region One Engineer

Enclosure: Location Map

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 28, 2021

The Honorable Tammy Duckworth
United States Senator
230 South Dearborn Street, Suite 3900
Chicago, IL 60604

Dear Senator Duckworth:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference.

This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

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Very truly yours,

Jose Rios, P.E.
Region One Engineer

Enclosure: Location Map

LOCATION MAP

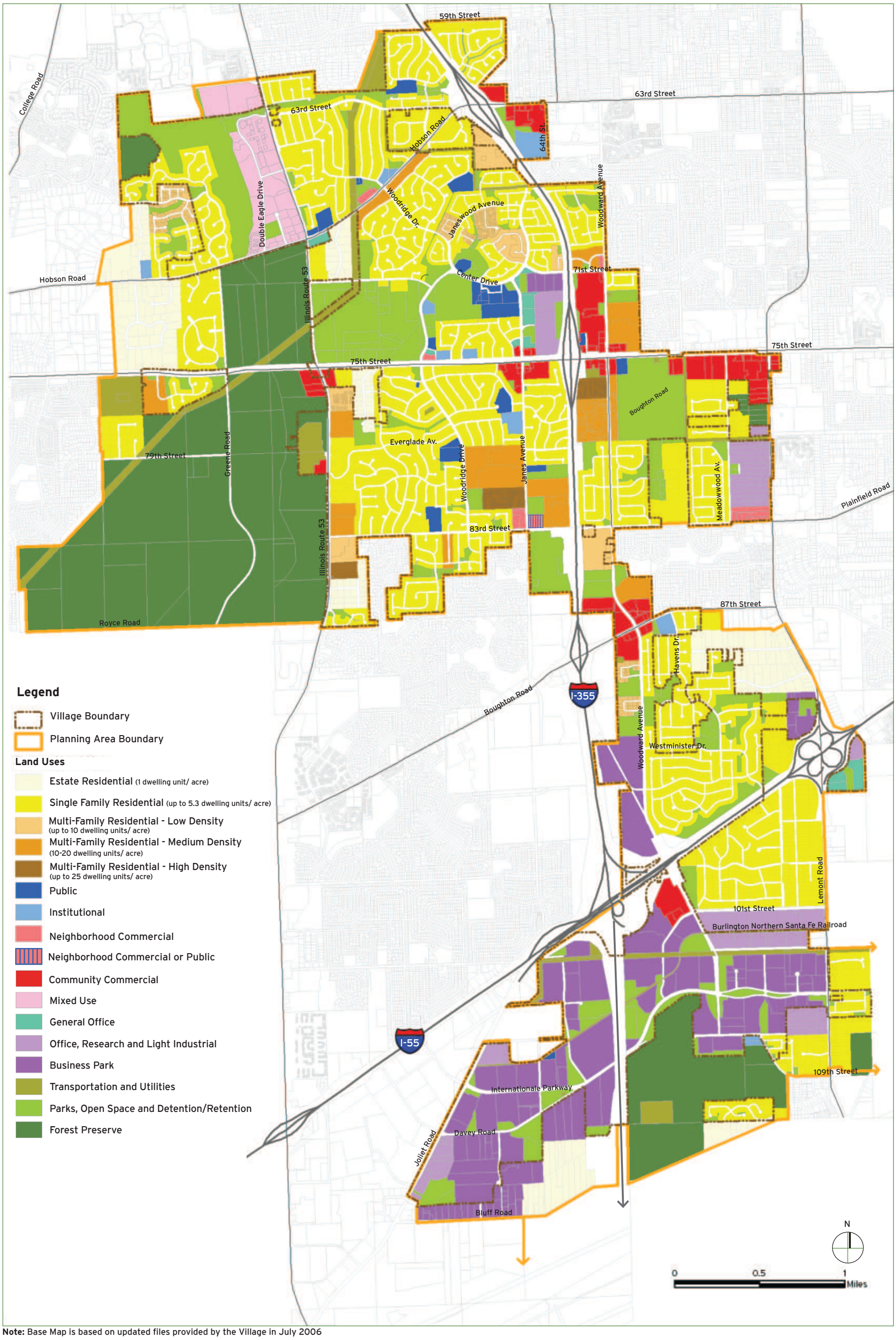
Route: **IL Route 53**
Limits: **At 75th Street**
County: **DuPage**

Village of Woodridge
P-91-017-21

N

COORDINATION

COUNTY



Legend

- Village Boundary
- Planning Area Boundary

Land Uses

- Estate Residential (1 dwelling unit/ acre)
- Single Family Residential (up to 5.3 dwelling units/ acre)
- Multi-Family Residential - Low Density (up to 10 dwelling units/ acre)
- Multi-Family Residential - Medium Density (10-20 dwelling units/ acre)
- Multi-Family Residential - High Density (up to 25 dwelling units/ acre)
- Public
- Institutional
- Neighborhood Commercial
- Neighborhood Commercial or Public
- Community Commercial
- Mixed Use
- General Office
- Office, Research and Light Industrial
- Business Park
- Transportation and Utilities
- Parks, Open Space and Detention/Retention
- Forest Preserve

Note: Base Map is based on updated files provided by the Village in July 2006

DRAFT 1/19/2026

Village of Woodridge

Zoning District & Ordinance Map

Special Use (Refer to Special Use Index Chart Available at www.vil.woodridge.il.us)

Zoning

R-1	Residential	B-2	Community Shopping
R-2	Residential	B-3	Highway and Service Business
R-3	Residential	OSB	Office and Service Business
A-1	Residential	ORI	Office Research and Light Industrial
A-2	Residential	M-1	Manufacturing
B-1	Neighborhood Shopping	RBC	Regional Business Center

ADOPTED JULY 10, 1986

APPROVED: _____ MAYOR

ATTESTED: _____ VILLAGE CLERK

DATE: 03/21/2019

Revision Date
3/26/1998
3/11/1999
2/14/2000
2/22/2001
2/28/2008
3/13/2003
3/4/2004
3/3/2005
3/2/2006
3/15/2007
3/20/2008
3/19/2009
3/18/2010
3/24/2011
3/22/2012
3/28/2013
3/27/2014
3/19/2015
3/19/2016
3/19/2017
3/19/2018
3/21/2019

1. Westmoreland Ct
2. Larkspur Ln
3. Red Bud Ln
4. Wake Robin Ct
5. Juneberry Ave
6. Foxglove St
7. Cherry Tree Court
8. Yellow Star Ct
9. Cherry Tree Ave
10. Swallow Ct
11. Cardinal Ct
12. Quail Ct
13. Blue Jay Ct
14. Plover Ct
15. Kildeer Ct
16. Bittersweet Ct
17. Penny Royal Pl
18. Scarlet Hawthorn Ct
19. Wood Sorrel Pl
20. Brambleb ush Ct
28. Wintergreen Ct

LISLE

DOWNERS GROVE

DARIEN

BOLINGBROOK

Dupage County
Will County

Dupage County
Cook County

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Banbury Rd: A4	Crest Ln: A2	Hall St: B4	Liberty Dr: D2	Peters Ct: D4	Sumac St: B2
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					Waterbury Ct: C3
					Waterbury Dr: C3
					Waterfall Glen Blvd: E5
					Waterford Ln: E4
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					Waverly Ct: E5
					Wayewood Ln: C1
					Webster St: B5
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					Wedgewood Ct: B1
					Wellington Pl: A3
					Wellington Rd: C4
					Wells St: A4
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					Westbury Dr: C3
					Westchester Ln: D2
					Westfield Dr: A3
					Westgate Ct: A3
					Westgate Rd: E5
					Westminster Dr: E4
					Westmoreland Ct: B2
					Westmoreland Dr; A2
					Westridge Dr: C2
					Westview Ln: C2
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					White Ct: B2
					White Dr: B2
					White Oak Rd: F3
					White Pl: B4
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					Whitlock Dr: C4
					Whitney Ln: G4
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					Williams Dr: B2
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					Winston Dr: A2
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					Wood Sorrel Pl: B3
					Woodcrest Ct E: B1
					Woodcrest Ct W: B1
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					Woodlyn Ave: C3
					Woodlyn Dr: C3
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					Woodridge Dr: A2,B2,C2
					Woodside Dr: F5
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					York Ln: E4
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					Z
					Zurich Ct: C3
					Zurich Ln: C2

Railroad
Corporate Limits
County Boundaries
Roads
Parcel
Water
Forest Preserve

0 0.25 0.5 1 Miles

GIS consortium

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

October 28, 2021

Mr. Christopher C. Snyder, P.E.
Director of Transportation/County Engineer
DuPage County
Division of Transportation
421 North County Farm Road
Wheaton, IL 60187-2553

Dear Mr. Snyder:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County (County). A location map is enclosed for your reference. This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

Proposed highway improvements are typically processed in three distinct phases. In Phase I, proposed geometry, environmental concerns, as well as right-of-way requirements are defined. During Phase II, contract plans are prepared, and the necessary right-of-way is acquired. Phase III represents the actual construction of the improvement.

In an effort to ensure that the highway improvement will address actual highway needs and will be sensitive to local and community concerns, the Department will be contacting you at various points during these preliminary studies. The purpose of these contacts will be to assist in data gathering, to incorporate locally requested improvements into the highway improvement (as appropriate), and to keep you informed of project status.

At this early stage of project development, the Department is seeking input from the County on the need for pedestrian and bicyclist accommodations. Please provide information on existing or planned bicycle usage in the vicinity of the project, particularly bike lanes, separate bike trails, or signed bike routes. This information will be helpful in determining whether any special design features need to be considered in order to accommodate bicyclists or pedestrians within the improvement area.

DRAFT 1/19/2026

Please also provide the following data and information, if it is available:

- Drainage concerns or other relevant drainage information, such as sewer atlas or applicable local ordinances
- Land use plans and planned developments
- Zoning ordinances and maps
- School, park, fire protection, and sanitary districts and boundaries
- On street parking ordinances, if applicable
- Locations of County lighting and/or utilities within the study area
- Other community features, facilities, or items that you feel may be relevant for consideration in the development of this project
- Any engineering studies and/or programmed improvements, along with their respective schedules, involving County routes which may affect implementation of the project.

Enclosed for your information and reference is a copy of Exhibit A. Exhibit A generally defines the Department's cost participation policies for highway improvements, including such items as traffic signals, parking lanes, utilities, lighting, sidewalks, and additional work. Your areas of participation, if any, will be defined at a later date as the study nears completion. This information will be provided via a Letter of Intent which will form the groundwork for the County/State agreement to be written during Phase II, contract plan preparation.

Public utilities, installed in the highway right-of-way via permit and requiring relocation, will be relocated at no expense to the Department. The County will be responsible for relocation of its facilities in conflict with the Department's improvement. Facilities subject to the previously stated condition may include, but may not be limited to, watermain and fire hydrants, as well as storm, sanitary, and/or combined sewers.

If you have any questions or need additional information, please contact me or Brenda Alicea, Consultant Studies Unit Head, via email Brenda.Alicea@Illinois.gov or at (847) 705-4107.

Very truly yours,

Jose Rios, P.E.
Region One Engineer
Enclosures: Exhibit A and Location Map

cc: Paul Krueger

LOCATION MAP

Route: **IL Route 53**
Limits: **At 75th Street**
County: **DuPage**

Village of Woodridge
P-91-017-21

N

Exhibit A

TRAFFIC SIGNAL PARTICIPATION

The cost participation associated with traffic signal installation, modernization, or relocation will be in accordance with 92 Ill. Adm. Code 544 "Financing of Traffic Control Signal Installations, Modernization, Maintenance, and Operation on Streets and Highway under State Jurisdiction."

Traffic signals may be installed only where conditions meet warrants established in the current Illinois Manual on Uniform Traffic Control Devices. If a new signal installation is warranted, it may be included within the roadway improvement.

Current IDOT policy requires that IDOT and Local Agency (ies) share the responsibility for installation, modernization, and relocation of traffic signals. The installation, modernization, and relocation of pedestrian signals associated with traffic signal improvements will also require the Department and Local Agency (ies) to share financial responsibility. The eligible share of the cost to each agency will be in proportion to the number of intersection approaches that the agency maintains. Generally, traffic signal costs are 80% Federal and 20% non-Federal based on established cost participation policy (90% Federal and 10% non-Federal for safety projects). IDOT will participate in the non-Federal portion for the State-owned legs of an intersection. At locations where all legs of an intersection are State-owned, IDOT will participate in 100% of the cost of the traffic signal installation, modernization, or relocation. Closely spaced new or modernized traffic signals within the improvement limits generally require signal coordination or hardware interconnection for the purpose of providing vehicle progression. IDOT will be financially responsible for 100% of coordination or interconnection costs.

IDOT will be financially responsible for 100% of the installation and modernization of traffic signals at ramp terminals of ramps connecting to or from a State highway.

The entire cost of installing push button ("Fire pre-emption") and emergency vehicle pre-emption equipment is the responsibility of the requesting local fire district or municipality.

The entire cost of installing, modernizing, relocating, maintaining and energizing private benefit signals is the responsibility of the private benefit agency being served by the traffic signals. However, IDOT will enter into a formal agreement for a private benefit signal installation only with the local jurisdictional or governmental agency.

It should be noted that an agency involved might voluntarily assume responsibility for another agency's share of the cost in order to expedite the installation or modernization.

When warrants are met for school crossing signals at public road intersections, the eligible share to each agency for the installation and modernization cost shall be split on a 50/50 basis or in proportion to the number of intersection approaches that each agency maintains.

TRAFFIC SIGNAL MAINTENANCE

At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will be responsible for the maintenance of the signals.

At intersections lying wholly or partially within the Corporate Limits of one or more municipalities, IDOT will assume the following costs for the maintenance of traffic signals on State highways within municipalities:

(A) The total costs for all signals at the intersections of two or more State highways.
(B) The total costs for all signals at the intersections along State highways that have an average daily traffic in excess of 35,000 vehicles per day as shown on the latest published edition of the traffic volume (AADT) map. The Regional Engineer will determine the limits of this section within the municipality.
(C) The total costs for all signals located at the terminals of ramps connecting to or from a State highway.
(D) At all other intersections IDOT and the municipalities will share in the cost of signal maintenance. The cost to the municipalities will be in proportion to the number of approaches that they maintain.

ENERGY CHARGES

The division of financial responsibility for the energy charges will be as follows:

(A) At intersections lying wholly outside the Corporate Limits of any municipality, IDOT will pay the energy charges for the operation of the signals.
(B) At intersections lying wholly within the Corporate Limits of a municipality, IDOT and the municipality will share the energy charges according to the proportionate number of intersection approaches maintained by each agency.
(C) At intersections lying partially within the Corporate Limits of one or more municipalities, the municipalities will be responsible for the energy charges.

Traffic Signal Master Agreements, consummated by IDOT, give municipality defined maintenance and energy responsibilities required for the operation of traffic signals. New traffic signal improvements shall contain maintenance and energy provisions in the improvement agreement adding the new traffic signals to said Master Agreement. Existing traffic signals to be modernized or relocated, shall contain maintenance and energy provisions in the improvement agreement indicating traffic signal maintenance and energy responsibilities for given traffic signal(s) shall continue to be as outlined in the Master Agreement. Certain circumstances, such as jurisdictional transfers of roadway segments affecting signalized intersections with the improvement limits, could result in a revision to maintenance and energy responsibilities contained in the Master Agreement for a given traffic signal(s). An amendment to the Master Agreement would be required.

IDOT does not share in maintenance costs for school crossing signals unless specified otherwise in the Master Agreement or if the school crossing signals are installed at public road intersections for which the maintenance costs shall be shared in proportion to the number of intersection approaches that each agency maintains.

PARKING LANES

If a new parking lane is added, IDOT will participate in 50% of the cost if the ADT is greater than 5,000 vehicles per day and if the pavement composition and lane width meets the IDOT criteria. The municipality would assume the total cost (100%) of the parking lane if the pavement composition or lane width does not meet IDOT criteria or if the ADT is less than 5,000 vehicles per day.

If an exclusive existing parking lane requires resurfacing, IDOT will participate in 50% of the milling and resurfacing costs for parking with lane widths equal to or less than the adjacent travel lanes. The municipality will assume the total cost (100%) of the milling and resurfacing costs for that portion of the parking that is greater than the width of the adjacent travel lane. The municipality will also assume 100% of any base repair cost for the entire width of the existing parking as well as any patching and curb and gutter repairs. If the municipality declines to participate, a very minimal amount of resurfacing would be done IDOT expense. (Minimal amount of resurfacing is defined as a taper across the parking lane ranging from approximately 1½ inch thick adjacent to the through lane to 1 inch or less adjacent to gutter line).

IDOT will assume the total cost (100%) associated with the milling and resurfacing of parking lanes when parking is eliminated during one or more peak hours.

The municipality is responsible for the total cost (100%) of reconstructing existing parking and any adjacent curb and gutter.

The State will not consider an improvement of a State-maintained highway unless the proposed parking or existing parking adjacent to the traffic lanes is parallel parking except as provided under Chapter 95 1/2 Art. 11-1304(c) (Illinois Revised Statutes).

Parking prohibition ordinances will be required through areas where there are no parking lanes.

ROADWAY MAINTENANCE

The State will assume the maintenance cost associated with the through traffic lanes, turning lanes, and the curb and gutter adjacent to these traffic lanes. The municipality will assume the maintenance cost associated with all other facilities including but not limited to items such as storm sewers, parkways, exclusive parking lanes, curb and gutter adjacent to the parking lanes, sidewalks, landscape features, appurtenances, etc.

UTILITY RELOCATION

Municipal utilities, installed by permit and requiring relocation, will be relocated at no expense to the Department.

Municipal utilities installed prior to the Department's assuming maintenance of the roadway will be relocated, if required, at IDOT expense.

The cost of any improvement to, or betterment of municipal utilities, would be the entire financial responsibility (100%) of the local agency.

ROADWAY LIGHTING

Existing highway lighting that is owned and maintained by the municipality, will be relocated and upgraded to current standards. New lighting, proposed by the municipality, may be incorporated into the total improvement plans.

The cost of the above work would be the entire financial responsibility of the local agency.

PEDESTRIAN AND BICYCLE FACILITIES

Sections 17 Bicycle and Pedestrian Accommodations and 48-2.04 Sidewalks of the IDOT Bureau of Design and Environment Manual establish the criteria to determine pedestrian and bicycle needs. Maintenance responsibilities as well as State and local agency participation toward the cost of these facilities included as part of a roadway construction contract on a State route shall be in accordance with Sections 5-03 and 5-05 of the Bureau of Design and Environment Manual as follows.

Maintenance Responsibilities – The Municipality will maintain any new or replacement sidewalks the Department provides in conjunction with the highway improvement project, excluding those constructed on structures. The Municipality will also maintain any bicycle paths associated with the State highway project other than that portion of the bicycle path carried on state structures. The State will assume the maintenance responsibilities for On-Road Bicycle Lanes or Wide Outside Lane and Widened Shoulders constructed as bicycle accommodations.

Cost Participation

1. New and Deteriorated Sidewalks – Use the criteria in Chapters 17 and 48 to determine the warrants for sidewalks. If these criteria are met and the Local Agency agrees to maintain the sidewalks, proportion the improvement costs associated with new or deteriorated sidewalks as follows:

    a. New Sidewalks – the State will pay 100% for new sidewalks within the project termini or for short distances outsidethe project termini as may be required to connect sidewalks to significant pedestrian generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for sidewalk construction.

    b. Deteriorated Sidewalks – The Local Agency will pay 100% of the cost to remove existing deteriorated sidewalks. The State will pay 100% replacement for deteriorated sidewalk replacement when associated with a highway project. Local Agency will pay 100% of the cost of decorative sidewalks.

    c. Sidewalk Removal and Replacement – The State is 100% financially responsible for removing and replacing existing sidewalks if such a need is caused by the construction of an IDOT highway improvement.

2. Bicycle Accommodations – Use the criteria in Chapter 17 to determine the warrants for bicycle accommodations. If these criteria are met and the Local Agency agrees to maintain the bicycle accommodation as appropriate, proportion the improvement costs associated with the bicycle accommodations as follows:

a. On-Road Bicycle Lanes – The State will pay 100% for the construction of new on-road bicycle lanes as indicated by the facility selection criteria contained in Chapter 17.

b. Wide Outside Lanes and Widened Shoulders – The State will pay 100% of all costs for wide outside lanes or widened shoulders indicated for bicycle accommodation.

c. New Paths – The State will pay 100% of all costs forconstruction of new paths within the project termini or for short distances outside the project termini as may be required to connect paths to significant bicycle traffic generators (e.g., schools, transit facilities). The Phase I Study Report will document the need for path construction.

d. Path Removal and Replacement – The State is 100% financially responsible for removing and replacing existing paths if such a need is caused by the construction of an IDOT highway improvement.

e. Adjustment of Existing Paths – If an existing path requires adjustment due to an IDOT improvement, the State will pay 100% of the adjustment cost. The Department will construct the replacement in accordance with IDOT path criteria. The Local Agency is 100% financially responsible for path adjustments that are caused or initiated by a work request from the Local Agency. If the existing path is not affected by the Department project but deteriorated as determined by the Department and is added at the request of the local agency, the local agency will pay 100% for its removal and the State will pay 100% for its replacement.

f. Paths Above and Beyond Selection Criteria – If facility selection criteria for side paths are not met and the Local Agency still requests side path installation, the Local Agency is 100% financially responsible for all costs for installation of the path above those costs for the improvement identified in the selection criteria, including any necessary right-of-way and construction.

g. Paths on Structures - The State will pay 100% of all costs for bicycle and pedestrian accommodations on structures and approaches. The Local Agency will pay 100% of the cost difference of a separate bicycle and pedestrian structure if bicyclists and pedestrians could have been safely accommodated on the roadway structure, or request grade separation when at-grade crossings are considered safe.

3. Utility Adjustments and Other Items – The State will pay 100% of all costs for reimbursable utility adjustments as defined in Chapter 6, Section 6-1.03 of the BDE Manual, as well as pedestrian barriers, retaining walls, and other collateral items that are required solely for pedestrian and bicycle accommodations not necessitated by the IDOT project. The Local Agency is responsible for 100% of the costs for right-of-way, utility adjustments, barriers, retaining walls, and other collateral items that are not required solely for the pedestrian and bicycle accommodations.

4. Right-of-Way – The State will pay 100% of all costs for right-of-way if acquired solely for sidewalk/path construction necessitated by the IDOT project. Also, the Local Agency will pay 100% of the construction costs for sidewalks/paths associated with the construction of on- system parking not necessitated by the IDOT project. The State will pay 100% for right-of-way if additional right-of-way is required to construct an IDOT-proposed highway cross section.

Local Agency Does Not Accept Maintenance Responsibilities – If the Local Agency does not agree to maintain the pedestrian or bicycle accommodataion, the State will not construct it, even if it is warranted. However, the State will take reasonable actions to not preclude future additions of sidewalk/pahts at such locations.

5. Local Agency Does Not Choose To Participate – If the local agency chooses not to participate financially in the bicycle or pedestrian accommodation, the Department will request that that local agency pass a local resolution indicating their non-participation and have this noted in the Phase I Project Report.

ADDITIONAL WORK

IDOT would be receptive to considering additional highway related work items suggested and paid for by the local agency for incorporation within the improvement, providing that the additional work items would not delay the implementation of the project. Such items could include lighting, over-size storm sewer, utilities, emergency vehicle pre-emption equipment etc.

The local agency may be expected to provide plans, specifications, and estimates for such additional work that is requested to be incorporated into the contract plans for the State-owned portion of the project. Said plans and specifications shall be of such quality to facilitate inclusion in the contract package and shall be available in a timeframe consistent with anticipated contract processing schedules and deadlines.

DRAFT 1/19/2026

COUNTY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
HI-WAY			
33	1986	47	23
SEC. 86-00162-01-FP		DUPAGE CO.	

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, NO. — BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, BENCH MARK, STRUCTURE NO(ATNS CH'KD) — BY, DATE

CREENE RD. + 34
SEE SHEET NO. 44
50' RADII & 5.0' OFF SET WITH 15:1 TAPERS

PRECAST REINF CONC. END SECTION R31"X 55" STA. 199+59 66'LT. INV. ELEV. 660.99

R.C.C.P. TY. 1 145 L.F. REINF. CONC. ARCH CULV. R31"X 55" T.B. = 21 CU. YDS.

REMOVE EXIST. C.M.P. COST INCIDENTAL TO EARTH EXCAVATION

PRECAST REINF. CONC. END SECTION R31"X 55" STA. 201+16 56'LT. INV. ELEV. 659.42

PRECAST REINF CONC. END SECTION 15"DIA. STA. 201+20 55'LT. INV. ELEV. 659.60

PIPE UNDERDRAIN STA. 205+50 104 L.F. 6"DIA. T.B. = 6.3 CU. YDS.

REMOVE EXIST. 6"DIA. UNDERDRAIN 41 L.F. COST INCIDENTAL TO PIPE UNDERDRAIN

PIPE UNDERDRAIN STA. 206+50 104 L.F. 6"DIA. T.B. = 6.3 CU. YDS.

REMOVE EXIST. 6"DIA. UNDERDRAIN 41 L.F. COST INCIDENTAL TO PIPE UNDERDRAIN

INLET TY. B STA. 195+95 18.42'RT. RIM ELEV. 680.61 INV. ELEV. 676.40 TY. B-18 FRAME & GRATE

INLET TY. B STA. 207+50 55.8'RT. RIM ELEV. 660.77 INV. ELEV. 656.22 TY. B-18 FRAME & GRATE

INLET TY. B STA. 209+75 55.8'RT. RIM ELEV. 659.81 INV. ELEV. 655.09 TY. 1 FRAME & OPEN LID

R. O. W.

S.S. - TY. 1 182 L.F. 12"DIA. T.B. = 47 CU. YDS.

S.S. - TY. 1 103 L.F. 12"DIA. T.B. = 25 CU. YDS.

S.S. - TY. 1 67 L.F. 15"DIA. T.B. = 13 CU. YDS.

8" BIT. SH'L'D.

SURV. LINE

CONST. LINE

TY. B-6.12 C.&G.

PROP. SB-6.12 CONC. MED.

PROP. 8" BIT. SH'L'D.

PROP. TY. B-6.12 C.&G.

P.T. + 13.15

P.T. + 85.95

P.C. + 31.76

P.C. + 13.51

P.I. + 93.10

P.I. + 28.71

TY. B-6.18 C.&G.

PROP. TY. B GUT. OUT. TYPICAL

S.S. - TY. 1 205 L.F. 12"DIA. T.B. = 53 CU. YDS.

S.S. - TY. 1 35 L.F. 15"DIA. T.B. = 8 CU. YDS.

S.S. - TY. 1 225 L.F. 12"DIA. T.B. = 70 CU. YDS.

PIPE UNDERDRAIN STA. 195+60 97 L.F. 6"DIA. T.B. = 5.9 CU. YDS.

REMOVE EXIST. 6"DIA. UNDERDRAIN 41 L.F. COST INCIDENTAL TO PIPE UNDERDRAIN

INLET TY. B STA. 198+00 7'RT. RIM ELEV. 671.61 INV. ELEV. 667.36 TY. 1 FRAME & OPEN LID

INLET TY. B STA. 199+82 7'RT. RIM ELEV. 666.28 INV. ELEV. 662.01 TY. 1 FRAME & OPEN LID

INLET TY. B STA. 200+85 16'RT. RIM ELEV. 664.60 INV. ELEV. 660.60 TY. 1 FRAME & OPEN LID

INLET TY. B STA. 201+20 19'RT. RIM ELEV. 664.13 INV. ELEV. 660.13 TY. 1 FRAME & OPEN LID

C.S.C.P. TY. 1 18"DIA. 42 L.F.

C.S.C.P. TY. 1 18"DIA. 40 L.F.

F.E. + 34

F.E. + 50

F.E. + 72

B.M. #7 R.R.S. IN 27" OAK LT. STA. 199+77 ELEV. 667.90

B.M. #8 R.R.S. IN P. POLE RT. STA. 205+61 ELEV. 661.35

CURVE DATA - CONST. LINE
D = 1°-30' Δ = 6°-27'
T = 215.20' L = 430.0'
E = 6.07' R = 3819.71'
P.C. = 207+13.51
P.I. = 209+28.71
P.T. = 211+43.51 EOP 4.0'R.
S = 0.04½ IN 200' " 20.0'R.
STA. 205+60.18 - 207+80.18
" 210+76.84 - 212+76.84
60 MPH

CURVE DATA - SURVEY LINE
D: 0°-53'-36" Δ: 6°-27'
T: 361.34' L: 722.01'
E: 10.19' R: 6413.17
P.C.: 205+31.76
P.I.: 208+93.10
P.T.: 212+53.77

PROFILE OF PROPOSED GRADE
PROFILE - ℄ OF EXISTING ROAD

+5.16 %
S.S.-1 205-12" 4.41%
T.B. = 53 CU. YDS.
+95 INLET TY. B B-18 FR. & GR. T.G. 680.81 INV. 676.40

S.S.-1 182'-12" 2.84 %
T.B. = 47 CU. YDS.

S.S.-1 103'-12" 1.37%
T.B. = 25 CU. YDS.

-0.58 %

+59 660.99

+18 659.42

145 L.F. REINF. CONC. ARCH CULV. R31"X 55"

+00 INLET TY. B-1-OL T.G. 671.61 INV. 667.36

+82 INLET TY. B-1-OL T.G. 666.26 INV. 662.01

+85 INLET TY. B-1-OL T.G. 664.60 INV. 660.60

+20 INLET TY. B-1-OL T.G. 664.13 INV. 660.13

S.S.-1 35'-15" 1.34% T.B. = 8 CU. YDS.

-0.418 %

S.S.-1 225'-12" 0.50 % T.B. = 70 CU. YDS.

+50 INLET TY. B B-18 FR. & GR. T.G. 660.77 INV. 656.22

+75 INLET TY. B-1-OL T.G. 659.81 INV. 655.09

V.C. = 600'
X = 3.44

V.C. = 200'
X = 0.04

P.T. + 00 | P.C. + 00 | P.I. + 00 | 665.17 | P.T. + 00 | P.C. + 00 | P.I. + 00 | 662.27 | P.T. + 00

P.V.T. | P.V.C. | P.V.T. | P.V.C. | P.V.T.

690 680 670 660 650

685.3 685.81 | 683.23 | 679.8 660.65 | 678.17 | 675.6 675.87 | 673.77 | 671.3 671.86 | 670.14 | 668.7 668.61 | 667.27 | 665.5 666.12 | +34 - 665.44 | 665.16 | 663.4 664.39 | 663.82 | 661.9 663.43 | 663.11 | 660.9 662.85 | 662.57 | 659.9 662.31 | 662.07 | 659.3 661.85 | 661.64 | 658.9 661.43 | 661.22 | 658.8 661.01 | 660.81 | 658.9 660.60 | 660.39 | 658.9 660.18 | 659.97 | 658.8 659.76

195 | 96 | 97 | 98 | 99 | 200 | 01 | 02 | 03 | 04 | 205 | 06 | 07 | 08 | 09 | 210

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
TELEDYNE
PRINTED IN U.S.A.

75 TH STREET

DRAFT 1/19/2026

COUNTY HI-WAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
33	1986	47	24
SEC. 86-00162-01-FP		DUPAGE CO.	

PLAN — SURVEYED ___ DATE ___ PLOTTED ___ BY ___ ALIGNMENT CHECKED ___ RT OF WAY CHECKED ___ NOTE BOOK ___ NO. ___

PIPE UNDERDRAIN STA. 213+00 100 L.F. 6" DIA. T.B. = 6 CU. YDS.

PRECAST REINF. CONC. END SECTION 12" DIA. STA. 211+75 58' LT. INV. ELEV. 653.47

R.O.W. MARKER +62-99.40 LT.

SEE BRIDGE DETAIL SHEETS FOR BRIDGE REHABILATATION WORK SHEETS 12-13

PIPE UNDERDRAIN STA. 215+30 100 L.F. 6" DIA. T.B. = 6.1 CU. YDS.

PRECAST REINF. CONC. END SECTION 36" DIA. STA. 215+94 67.7' LT. INV. ELEV. 650.20

STONE RIP RAP 226 S.Y.

MANHOLE TY. A 5' DIA. STA. 217+00 67.7' LT. RIM ELEV. 655.80 INV. ELEV. 650.90 TY. 1 FRAME & CLOSED LID

S.S. TY. 1 100 L.F. 36" DIA.

MANHOLE TY. A 5' DIA. STA. 218+00 34.4' LT. RIM ELEV. 657.00 INV. ELEV. 651.50 TY. 1 FRAME & CLOSED LID

S.S. TY. 1 350 L.F. 36" DIA. T.B. = 230 CU. YDS.

SEE DETAIL SHT. NO. 11 FOR ENTRANCE

C.S.C.P. TY. 1 15" DIA. 38 L.F.

MANHOLE TY. A 5' DIA. STA. 221+50 35.4' LT. RIM ELEV. 657.80 INV. ELEV. 653.85 TY. 1 FRAME & CLOSED LID

MANHOLE TY. A 5' DIA. STA. 225+00 36.3' LT. RIM ELEV. 662.40 INV. ELEV. 655.80 TY. 1 FRAME & CLOSED LID

S.S. - TY. 1 350 L.F. 36" DIA. T.B. = 234 CU. YDS.

S.S. - TY. 1 565 L.F. 12" DIA. T.B. = 14 CU. YDS.

S.S. - TY. 1 200 L.F. 12" DIA. T.B. = 66 CU. YDS.

INLET TY. B STA. 211+75 55.8' RT. RIM ELEV. 659.03 INV. ELEV. 654.09 TY. 1 FRAME & OPEN LID

+54 START TAPER

REMOVE GUARDRAIL AND POSTS 210 L.F. BOTH ENDS OF BRIDGE

EXIST. SANITARY MANHOLE +30 - 85' RT.

+74 START TAPER

REMOVE GUARDRAIL AND POSTS 856 L.F.

PIPE UNDERDRAIN STA. 218+50 97 L.F. 6" DIA. T.B. = 5.9 CU. YDS.

NOTE: ALL PIPE UNDERDRAINS SHALL BE PERFORATED PVC PIPE

C.S.P.A. TY. 1 R-18" S-29" 32 L.F.

PAVEMENT REMOVAL STA. 219+50 - STA. 227+50 4155 S.Y.

EXIST. SANITARY MANHOLE +02 - 81' RT.

EXIST. 30" CMP TO REMAIN

EXIST. FIRE HYDRANT +95 - 84' RT.

DRIVEWAY PAVEMENT REMOVAL 196 S.Y.

REMOVE EXIST. CONC. CURB & GUTTER 119 L.F.

30' RADII TO EDGE OF PAVEMENT SEE SHEET 3 FOR PAVEMENT SECTION

TY. B CURB

SAW CUT JOINT

DU PAGE RIVER

EAST BRANCH

PROP. 8" BIT. SHL'D.

8" BITUMINOUS SHL'D.

CONST. LINE

SURV. LINE

PROP. TY. B-6.12 C&G.

TY. B-6.12 C&G.

TY. B-6.24 C&G.

+50 C&G. OUT.

C&G. OUT. +75

10.19' O.S. TO CURVE

CURVE DATA — CONST. LINE
D = 0°-15'-00" Δ = 1°-00'-00" R
T = 200.0' L = 400.0'
E = 0.87' R = 22,918.3'
P.C. = 214+83.20
P.I. = 216+83.20
P.T. = 218+83.20
E.O.P. = 4.0' R
60 M.P.H. NO SUPER. REQ'D.

B.M. #9 R.R.S. IN P. POLE
RT. STA. 211+60
ELEV. 653.23

B.M. #10 R.R.S. IN P. POLE
RT. STA. 217+41
ELEV. 656.53

B.M. #11 R.R.S. IN P. POLE
RT. STA. 223+24
ELEV. 663.55

PROFILE — SURVEYED ___ DATE ___ PLOTTED ___ BY ___ DRAWN ___ CHECKED ___ B.M.'S NOTED ___ NOTE BOOK ___ NO. ___ STRUCTURE NO. TATNS CH NO.

PROFILE OF PROPOSED GRADE
PROFILE - ℄ OF EXISTING ROAD

V.C. = 200'
X = 0.11'

V.C. = 200'
X = 0.10'

V.C. = 200'
X = 0.34'

-0.41 %
+0.457 %
+1.80 %

SS-1 200'-12" 0.50%
T.B. = 66 CU. YDS.

SS-TY. 1 100'-36" 0.615 %
SS-TY. 1 105'-36" 0.615 %
SS-TY. 1 350'-36" 0.615 %
S.S.-TY. 1 350'-36" 0.615 %

+75 INLET TY. B-1-OL T.G. 659.03 INV. 654.09

+55 BRIDGE ABUT'NTS. +74

+94 P.R.C.E.S. INV. 650.20

+00 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 655.80 INV. 650.85

+00 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 657.00 INV. 651.50

+50 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 657.80 INV. 653.85

+00 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 662.40 INV. 655.80

P.C. +00 | P.I. +00 658.93 | P.T. +00 | P.C. +00 | P.I. +00 658.93 | P.T. +00 | P.C. +00 | P.I. +00 660.30 | P.T. +00 | P.C. +00

P.V.C. | P.V.T. | P.V.C. | P.V.T. | P.V.C. | P.V.T. | P.V.C.

670 660 650 640 630

658.93 659.76 659.55 658.88 659.34 658.16 658.88 659.02 658.95 658.99 658.93 658.93 658.93 658.7 658.93 658.93 658.93 658.6 658.93 658.93 658.7 658.93 658.93 658.6 658.93 658.93 658.93 658.6 658.93 658.93 658.7 668.93 658.95 658.88 659.03 659.18 658.88 659.38 659.61 659.4 659.84 660.16 660.5 660.64 661.28 662.0 662.10 662.10 - 662.39 663.00 663.9 663.90

210 11 12 13 14 215 16 17 18 19 220 21 22 23 24 + 16 225

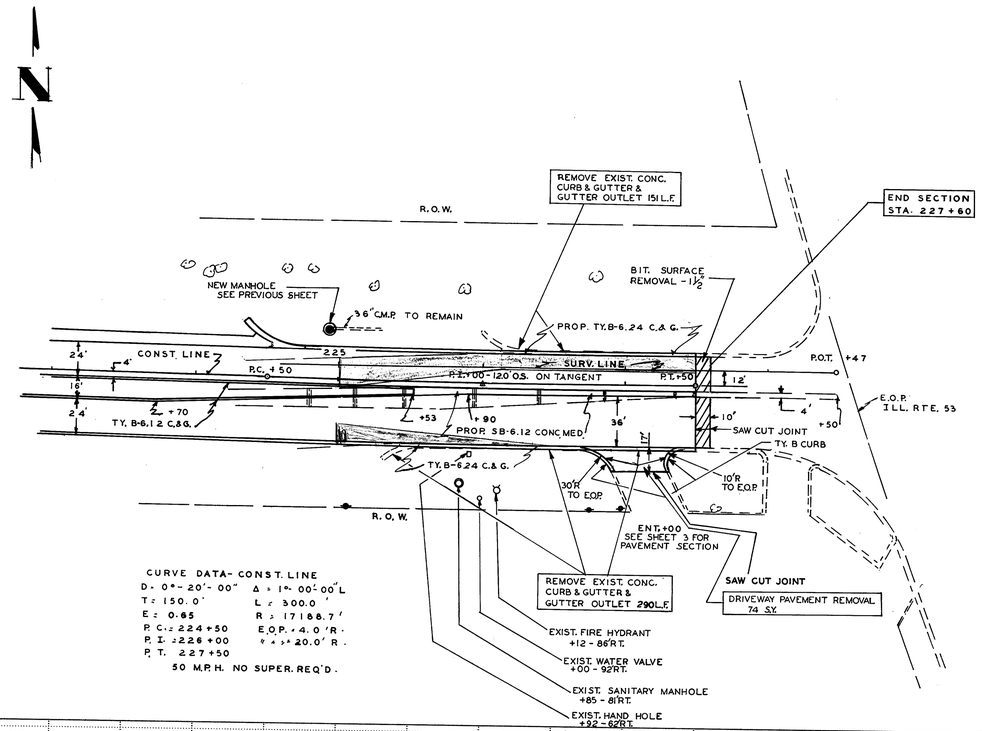
75 TH STREET

HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
TELEDYNE
PRINTED IN U.S.A.

DRAFT 1/19/2026

COUNTY	FISCAL	TOTAL	SHEET
HI-WAY	YEAR	SHEETS	NO.
33	1986	47	25
SEC. 86-00162-01-FP		DUPAGE CO.	

PLAN — SURVEYED / PLOTTED / CHECKED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / NOTE BOOK / NO. — BY / DATE

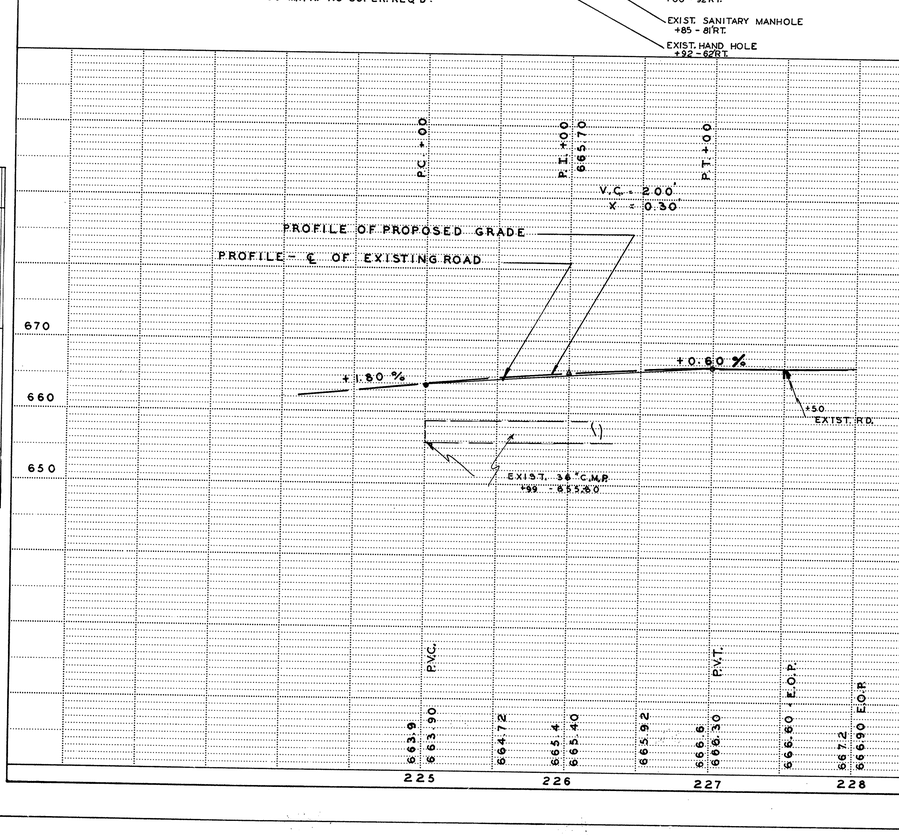


CURVE DATA - CONST. LINE

D = 0°-20'-00" | Δ = 1°-00'-00" L
T = 150.0' | L = 300.0'
E = 0.65 | R = 17188.7'
P.C. = 224+50 | E.O.P. = 4.0' R.
P.I. = 226+00 | ℄ = 20.0' R.
P.T. 227+50

50 M.P.H. NO SUPER. REQ'D.

PROFILE — SURVEYED / PLOTTED / CHECKED / ALIGNMENT CHECKED / R. M.'S NOTED / STRUCTURE NOTATNS CHKD. / NOTE BOOK / NO. — BY / DATE



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
TELEDYNE
PRINTED IN U.S.A.

75 TH STREET

DRAFT 1/19/2026

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 2578	534-R-4 (84)	DuPAGE WILL	139	53
STA.	225+00	TO STA.	235+00	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

MATCH LINE STA. 225+00

ROUTE 53

MEDIAN TO BE REMOVED

EXISTING 75th STREET

PROPOSED 75th STREET

IMPROVEMENT BEGINS
STA. 227+00
(75th St.)

SCARIFY 1-1/2" AND RESURFACE WITH 1-1/2" BITUMINOUS CONCRETE SURFACE COURSE MIXTURE E, CLASS I

PAVED DITCH TYPE A

IMPROVEMENT ENDS
STA. 235+00
(75th St.)

PROPOSED BITUMINOUS BASE COURSE WIDENING 10"

228+41.51 (75TH ST.)
122+02.73 (RTE. 53)

S298	S299	S300	S301
STA. 230+78, 24' L.	STA. 230+88, 28' L.	STA. 232+82, 32' L.	STA. 233+00, 40' L.
CB TA 4' DIA T24F&G	CB TA 4' DIA T24F&G	CB TA 4' DIA T24F&G	CB TA 4' DIA T24F&G
RIM= 675.16	RIM= 676.34	RIM= 690.92	RIM= 692.32
INV= 671.71	INV= 671.81	INV= 686.92	INV= 687.07

P298	P300
24'-12" SST2 @ 1.0% 5J6 CYTBF	32'-12" SST2 @ 1.0% 7.55 CYTBF

P299	P301
5'-12" SST2 @ 1.0% L70 CYTBF	10'-12" SST2 @ 1.0% 6.32 CYTBF

EXISTING PROFILE GRADE LINE

	227	228	+41	229	230	231	232	233	234	235
	666.87	669.78	671.31	673.07	676.91	677.48	685.12	692.88	700.82	708.81

710 705 700 695 690 685 680 675 670 665 660

PLAN: SURVEYED, DRAWN, TRACED, NOTE BOOK, NO., ALIGNMENT CHECKED, RT. OF WAY CHECKED, BY, DATE

PROFILE: SURVEYED, DRAWN, TRACED, NOTE BOOK, NO., BY, DATE

PLATE 1 PLAN PROFILE

EUGENE DIETZGEN CO.

DRAINAGE & UTILITIES 75th STREET

DRAFT 1/19/2026

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
33	1973	15	4
SECTION 231		DU PAGE	COUNTY

GENERAL NOTES
ALL EXISTING DRAINAGE STRUCTURES, CULVERTS STORM SEWER ETC. TO BE REMOVED AS DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS COST TO BE INCIDENTAL TO EARTH EXCAVATION.

CURVE DATA C-1
I = 7° 23' D = 2° 30'
T = 147.88' E = 4.76'
L = 295.33' R = 2291.83'
L_1 = 294.52' M = 19.0'

CURVE DATA C-2
I = 3° 07' D = 1° 03'
T = 148.48' E = 2.0'
L = 296.83' R = 5417.06'
L_1 = 294.52' M = 8.0'

COMBINATION CURB & GUTTER REMOVAL
RT. & LT. STA. 230+00 - 231+80 - 140 LIN. FT.

CURB REMOVAL RT. STA 231+62
40 LIN. FT.

CONC. CURB TY B RT. STA 231+62
40 LIN. FT.

CONCRETE MEDIAN TY C-4
STA. 231+75 - 232+70 - 380 SQ. FT.

COMB. CONC. CURB & GUTTER TY B. 6.18
RT. & LT. STA. 230+00 - 243+00
2600 LIN. FT.

COMB. CONC. CURB & GUTTER TY B. 9.12
RT. & LT. STA 232+70 - 243+00
2060 LIN. FT.

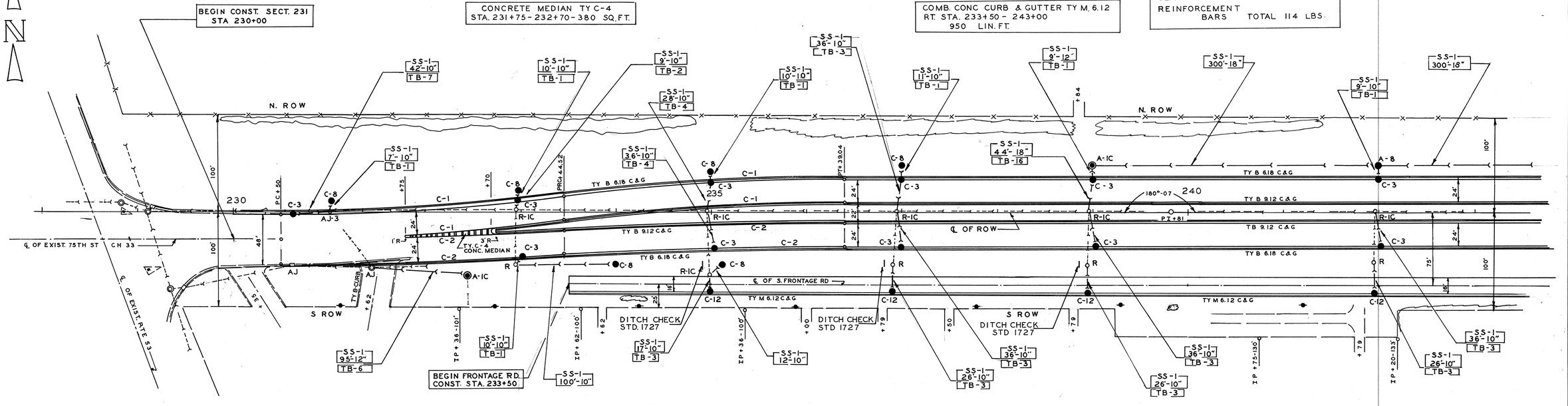
COMB. CONC CURB & GUTTER TY M. 6.12
RT. STA. 233+50 - 243+00
950 LIN. FT.

P. C. CONC. MEDIAN SURFACE 4"
RT. & LT. STA. 232+70 - 239+00
9018 SQ. FT.

DITCH CHECKS - STD. 1727-2
RT. STAS. 234+90, 236+90 & 238+90
CLASS "X" CONC TOTAL 4.8 CU YD
REINFORCEMENT BARS TOTAL 114 LBS.

BEGIN CONST. SECT. 231
STA 230+00

N



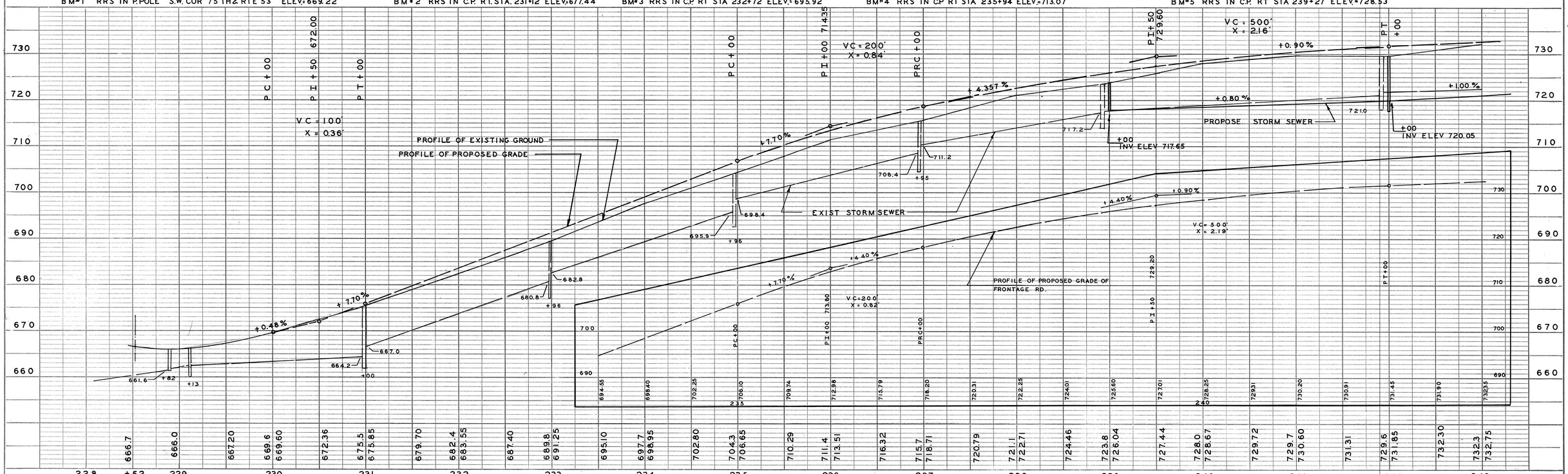


PLATE 1—PLAN—PROFILE O. P. R. & R. E.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

SECTION 231 CH 33 75 TH ST. DU PAGE COUNTY

DRAFT 1/19/2026

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
33	1973	15	5
SECTION 231	DU PAGE COUNTY		

COMB. CONC CURB & GUTTER TYB 6.18
RT. & LT. STA. 243+00 - 258+00 - 3000 L.F.
WESTVIEW LA. INTERSECTION 120 L.F.
TOT. 3120 L.F.

COMB. CURB & GUTTER REMOVAL
RT. STA 248+30 30 L.F.

COMB. CONC. CURB & GUTTER TY B 9.12
RT. & LT. STA. 243+00 - 258+00 3000 L.F.

COMB CONC. CURB & GUTTER TY M 6.12
RT. STA. 243+00 - 248+15 515 L.F.
BOUNDARY HILL INTERSECTION 80 L.F.
WESTVIEW LA " 25 L.F.
TOTAL 620 L.F.

N

INDIAN BOUNDARY LINE + 0.7

N. R.O.W

PROPOSED N. R.O.W.

EXIST. N. R.O.W.

℄ OF R.O.W.

℄ OF SOUTH FRONTAGE ROAD

S R.O.W.

EXISTING SOUTH FRONTAGE ROAD

EXIST. S. FRONTAGE RD

C & G OUTLET

SAN.

SS-1 7'-10" TB-1
SS-1 300'-18" TB-1
SS-1 13'-10" TB-1
SS-1 9'-10" TB-1
SS-1 400'-18" TB-1
SS-1 9'-10" TB-1
SS-1 300'-18" TB-1
SS-1 9'-10" TB-1
SS-1 200'-18" TB-1
SS-1 9'-10" TB-1
SS-1 9'-10" TB-1
SS-1 33'-10" TB-7
SS-1 15'-10" TB-2
SS-1 29'-10" TB-3
SS-1 33'-10" TB-3
SS-1 120'-12" TB-11
SS-1 28'-10" TB-5
SS-1 18'-10" TB-1
SS-1 31'-10" TB-3
SS-1 70'-10" TB-13

TY B 6.18 C&G
TY B 9.12 C&G
TY M 6.12 C&G

C-3 C-8 C-12 A-1C A-8 R-1C AJ

245 250 255

+04 +60 +55 +86 +38 +31 +15 +15 +85 +60.0

IP 63-100.0

GENERAL NOTES
COST OF GUTTER OUTLETS TO BE PAID AS LIN. FT. OF COMB CONC CURB & GUTTER

STD. C. & G OUTLETS

BOUNDARY HILL

℄ WESTVIEW L.A.

END FRONTAGE RD
CONST. STA. 247+90

BOUNDARY HILL INTERSECTION
AREA = 97 SQ. YD.
12" COMP. BSE CSE TY B + 68 TON
2" COMP. BIT. CONC SURF CSE CL. I = 11 TONS

WESTVIEW L.A. INTERSECTION
6" COMP. BIT. AGG. MIX (M S 1500) + 507 S.Y.
2" COMP. BIT. CONC SURF CSE CL I + 58 T
4" COMP. SUB BASE GRAN. MAT'L. TYB + 118 TONS

BM #6 RRS IN C.P. RT STA 248+12 ELEV = 736.93

BM #7 RRS IN P.P. RT STA 257+63 ELEV = 740.96

PLAN — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R. P. NO., STRUCTURE NO & ITMS CHK'D., NOTE BOOK, NO., BY, DATE

P C + 00
P I + 00 738.15
P T + 00
V C = 200'
X = 0.12'

P C + 00
P I + 00 741.75
V C = 200'
X = 0.35'

PROFILE OF EXISTING GROUND
PROFILE OF PROPOSED GRADE

+ 0.90 %
+ 0.40 %
+ 1.00 %
+ 0.916 %
+ 1.50 %
+ 1.80 %

7243 ±00 INV ELEV 723.05
7260 ±00 INV ELEV 726.05
PROPOSE STORM SEWER
EXIST. STORM SEWER
7278 ±00 INV ELEV 730.05
±00 INV. ELEV. 732.80
730.5
±00 INV. ELEV. 735.80

PROFILE OF PROPOSED FRONTAGE RD.

732.3 732.75 733.20 732.0 733.65 734.10 730.6 734.55 735.00 732.0 735.45 735.90 732.7 736.35 736.80 732.5 737.25 737.67 735.5 738.03 738.33 736.8 738.55 738.75 739.5 738.95 739.15 739.8 739.35 739.55 739.5 739.75 739.95 737.9 740.15 740.35 736.8 740.55 740.75 737.5 740.95 741.15 742.0 741.35 741.64 743.9 742.10

243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258

PLATE 1 — PLAN — PROFILE O. P. R. & B. E.
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CHARLES BRUNING COMPANY

SECTION 231 C H 33 75 TH ST. DU PAGE COUNTY

DRAFT 1/19/2026

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO
33	1973	15	6
SECTION 231	DU PAGE COUNTY		

COMB. CONC. C & G TY B 6.18
RT. & LT. STA 258+00 - 259+80 = 360 L.F.
RT. & LT. STA. 261+80 - 273+00 = 2240 L.F.
WOODRIDGE DR INT. = 500 L.F.
WOODRIDGE DR - RT & LT.
STA. S1+08 - 2+65 = 314 L.F.
RT STA 270+25 = 160 L.F.
TOTAL = 3574 L.F

CURVE DATA
I = 0° - 46'
D = 0° - 30'
T = 76.6'
E = 0.2'
L = 153.0'

COMB. CONC. CURB & GUTTER TY B. 9.12
RT. & LT. STAS 258+00 - 260+45 & 261+15 - 273+00 = 2860 LIN. FT.

COMB. CONC. C. & G. TY. M 6.12
RT. STA 259+32 - 262+28 = 400 LIN. FT.

COMB. CURB & GUTTER REMOVAL
SOUTH WOODRIDGE DR. & INT. = 704 LIN. FT.

CONC. MEDIAN TY. SM 6.06
LT. STA. 260+80 = 260 SQ. FT.

CONC. MEDIAN SURFACE 4"
LT. STA. 258+60 - 260+45 = 1295 SQ. FT.
RT. STA. 261+15 - 263+00 = 1295 SQ. FT.
TOT. 2590 SQ. FT.

CATALPA INTERSECTION
6" COMP. BIT. AGG. MIX. BSE CSE = 364 SY.
2" COMP. BIT. CONC. SURF. CSE. CL I = 42 T.
4" SUB BASE GRAN. MAT'L TY. B = 85 T.

NORTH WOODRIDGE DR. TO BE CONST. BY OTHERS

SS-1 58'-10" TB-10
SS-1 280'-15"
SS-1 10'-10" TB-1
SS-1 60'-10"
SS-1 7'-10" TB-1
SS-1 70'-10" TB-12
SS-1 200'-15" TB-50
SS-1 7'-12" TB-1
SS-1 70'-12" TB-15
SS-1 487'-12"
SS-1 318'-12"
SS-1 16'-10" TB-1
SS-1 100'-12" TB-22
SS-1 10'-10" TB-1
SS-1 100'-10"
SS-1 35'-10" TB-5
SS-1 70'-10" TB-8

PROPOSED ROW
N. ROW
EXIST N. ROW
℄ OF ROW
EXISTING N. FRONTAGE RD
EXISTING S. FRONTAGE RD
EXIST. M 6.12 C&G
TY B 6.18 C&G
TY B 9.12 C&G
TY M 6.12 C&G
STD. C&G OUTLET
S. R. O. W.
3 CENTERED RADII
120' - 40' - 120'
5' OFF SET
T = 72.83'
T1 = 45.00'
T2 = 31.08'
SEE SPECIAL DETAIL SHEET
PAINTED MEDIAN BY OTHERS
℄ WOODRIDGE DR.
END CONST.
LIBRARY
SAN
CE
IBT
A-IC
A-8
A-12
A-3
C-3
AJ
℄ CATALPA

WOODRIDGE DR. INTERSECTION
RT & LT. STA. 259+80.17 - 261+79.83
12" COMP. BIT. AGG. MIX. BSE. CSE = 2584 SQ YD
2 1/2" COMP. BIT. CONC. BINDER CSE. = 371 TONS
1 1/2" COMP. BIT. CONC. SURF. CSE CL I = 223 TONS
4" SUB BASE GRAN. MAT'L. TY. B = 602 TONS

SOUTH WOODRIDGE DR
RT. & LT. STA. S. 1+07.83 - 2+05
12" COMP. BIT. AGG. MIX. BSE. CSE. = 883 SQ. YD.
2 1/2" COMP. BIT. CONC. BIND. CSE. = 127 TONS
1 1/2" COMP. BIT. CONC. SURF. CSE CL I = 76 TONS
4" SUB BASE GRAN. MAT'L. TY. B = 206 TONS

BM 8" N.W. COR. OF STOOP RT. STA 265+64 ELEV. 750.87

PROFILE OF EXISTING GROUND
PROFILE OF PROPOSED GRADE
PROPOSED ℄
EXISTING ℄ OF WOODRIDGE DR
PROPOSED STORM SEWER

PI +00 741.75
PT +00
PC +00
PI +00 752.55
PT +00
PC +00
PI +00 749.75
PRC

VC = 200'
X = 0.35'
VC = 400'
X = 1.10'
VC = 400'
X = 0.75'

+1.80%
+0.75%
-0.40%
+1.10%
+0.60%

INV ELEV 737.87
INV ELEV 739.37
INV ELEV 743.02
INV ELEV 744.96
INV ELEV 745.53

PLATE 1 — PLAN — PROFILE O. P. R. & R. E. MADE AND PRINTED IN U.S.A. CHARLES BRUNING COMPANY

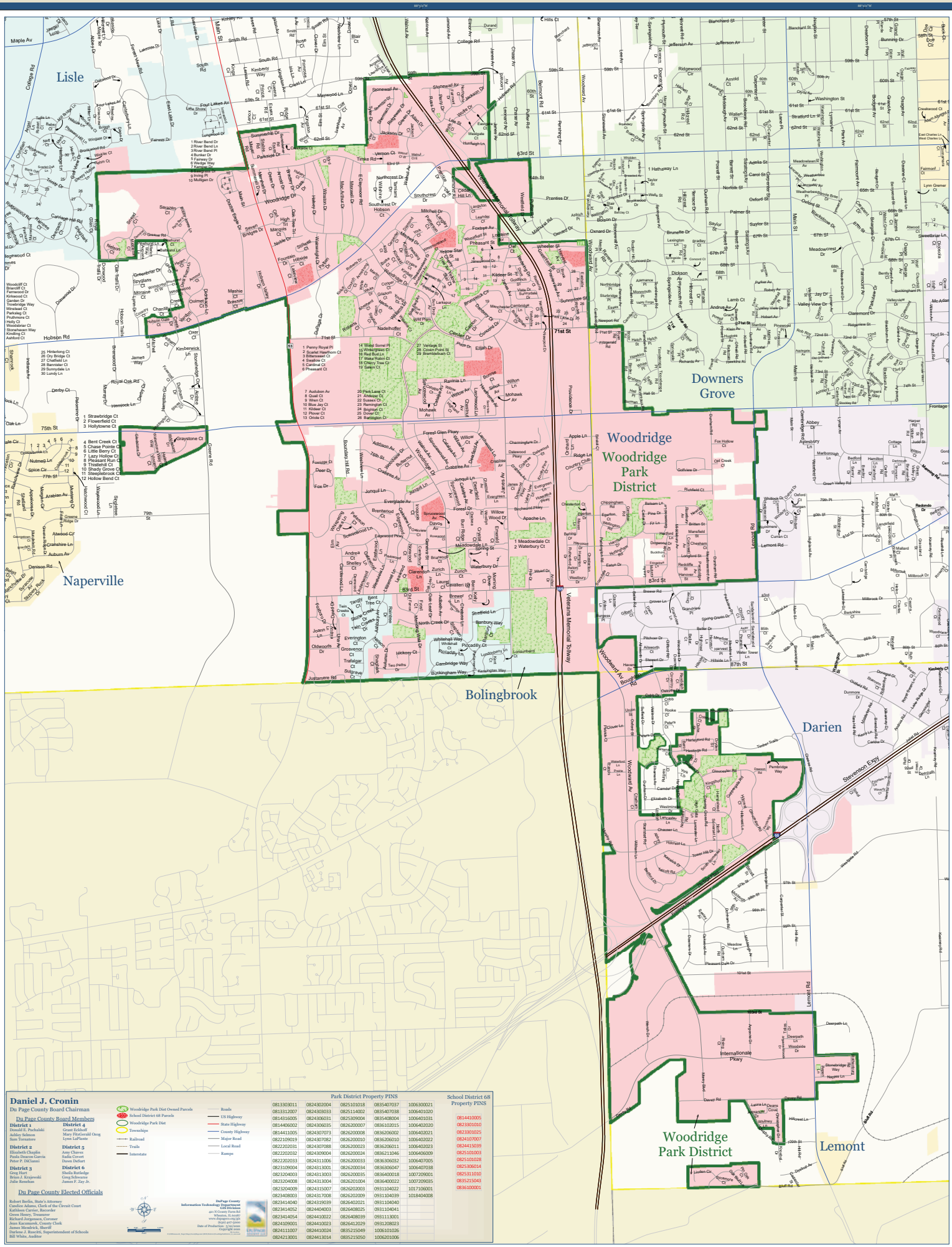
SECTION 231 CH 33 75 TH ST. DU PAGE COUNTY

The County of DuPage
Wheaton, Illinois

DRAFT 1/19/2026

Woodridge Park District

Park and School District Parcels



Daniel J. Cronin
Du Page County Board Chairman

Du Page County Board Members

District 1
Donald E. Puchalski
Ashley Selmon
Sam Tornatore

District 2
Elizabeth Chaplin
Paula Deacon Garcia
Peter P. DiCianni

District 3
Greg Hart
Brian J. Krajewski
Julie Renehan

District 4
Grant Eckhoff
Mary FitzGerald Orog
Lynn LaPlante

District 5
Amy Chavez
Sadia Covert
Dawn DeHart

District 6
Sheila Rutledge
Greg Schwarze
James F. Zay Jr.

Du Page County Elected Officials

Robert Berlin, State's Attorney
Candice Adams, Clerk of the Circuit Court
Kathleen Carrier, Recorder
Gwen Henry, Treasurer
Richard Jorgensen, Coroner
Jean Kaczmarek, County Clerk
James Mendrick, Sheriff
Darlene J. Ruscitti, Superintendent of Schools
Bill White, Auditor

Woodridge Park Dist Owned Parcels
School District 68 Parcels
Woodridge Park Dist
Townships
Railroad
Trails
Interstate
Roads
US Highway
State Highway
County Highway
Major Road
Local Road
Ramps

DuPage County
Information Technology Department
GIS Division
421 N County Farm Rd
Wheaton, IL 60187
www.dupageco.org/gis
(630) 407-5200
Date of Production: 1/16/2026
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Park District Property PINS

0813303011	0824302004	0825103018	0835407037	1006300021
0813312007	0824303033	0825114002	0835407038	1006401020
0814316005	0824306031	0825309004	0835408004	1006401031
0814406002	0824306035	0826200007	0836102015	1006402020
0814411005	0824307073	0826200008	0836206002	1006402021
0822109019	0824307082	0826200010	0836206010	1006402022
0822202031	0824307088	0826200023	0836206011	1006402023
0822202032	0824309004	0826200024	0836211046	1006406009
0822202033	0824311006	0826200033	0836306032	1006407005
0823109004	0824313001	0826200034	0836306047	1006407038
0823204003	0824313003	0826200035	0836400018	1007209001
0823204008	0824313004	0826201004	0836400022	1007209035
0823204009	0824315007	0826202003	0931104022	1017106001
0823408003	0824317008	0826202009	0931104039	1018404008
0823414040	0824319039	0826402021	0931104040	
0823414052	0824404003	0826408025	0931104041	
0823414054	0824410022	0826408039	0931113001	
0824109001	0824410023	0826412029	0931208023	
0824111007	0824410024	0835215049	1006101026	
0824213001	0824413014	0835215050	1006201006	

School District 68 Property PINS

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0823301010
0823301025
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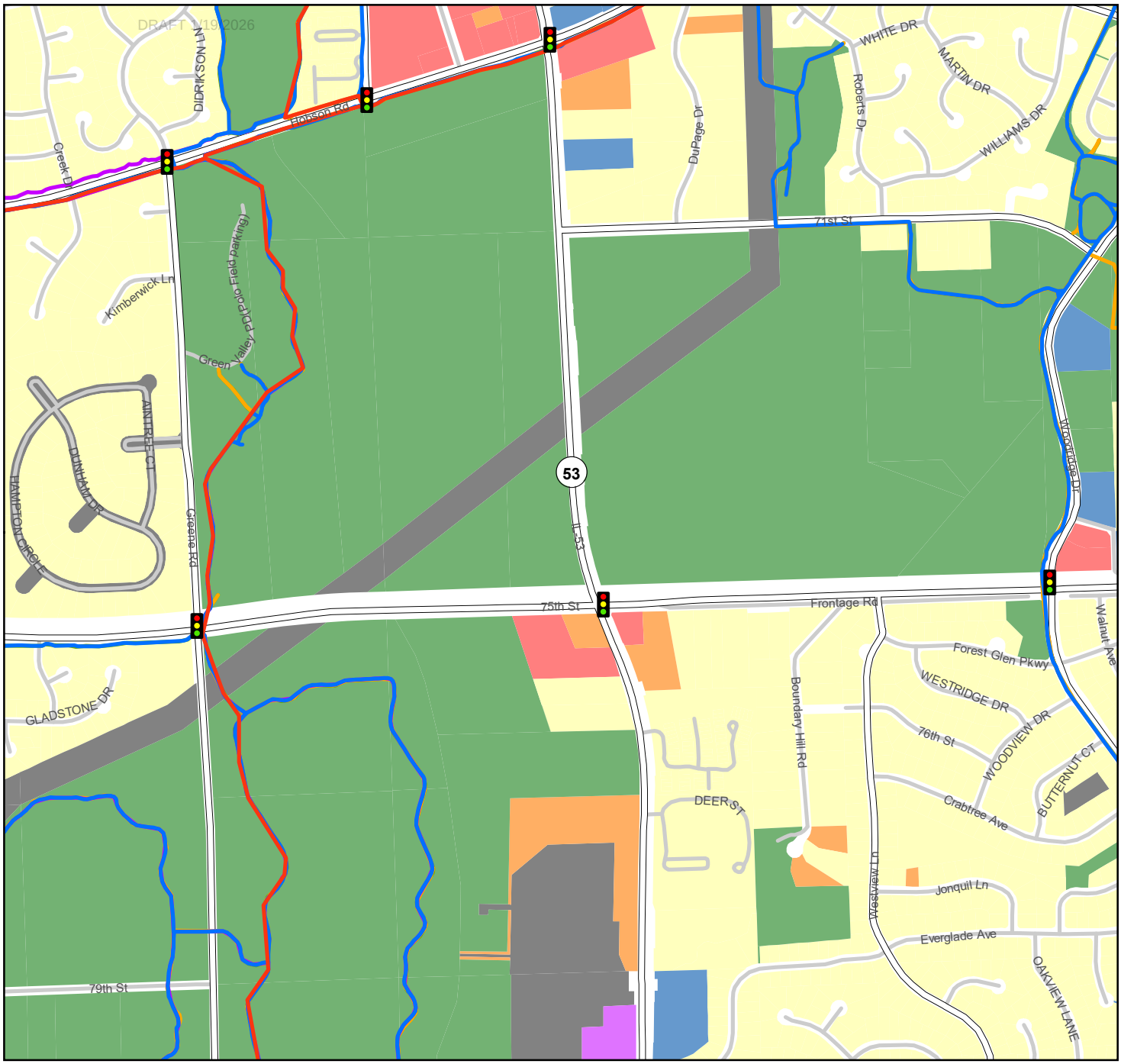
0825311010
0835215043
0836100001

COORDINATION

BICYCLE



2016 CMAP Greenways and Trails Plan

- Existing
- Future

2015 DuPage Bikeway Plan

- Existing
- Future

2011 Naperville Bike Map

- Existing
- Future

2008 Naperville Park District Trails Master Plan

- Existing
- Planned

2007 Woodridge Comp Plan Trans Framework

- Existing
- Future

- Traffic Signals

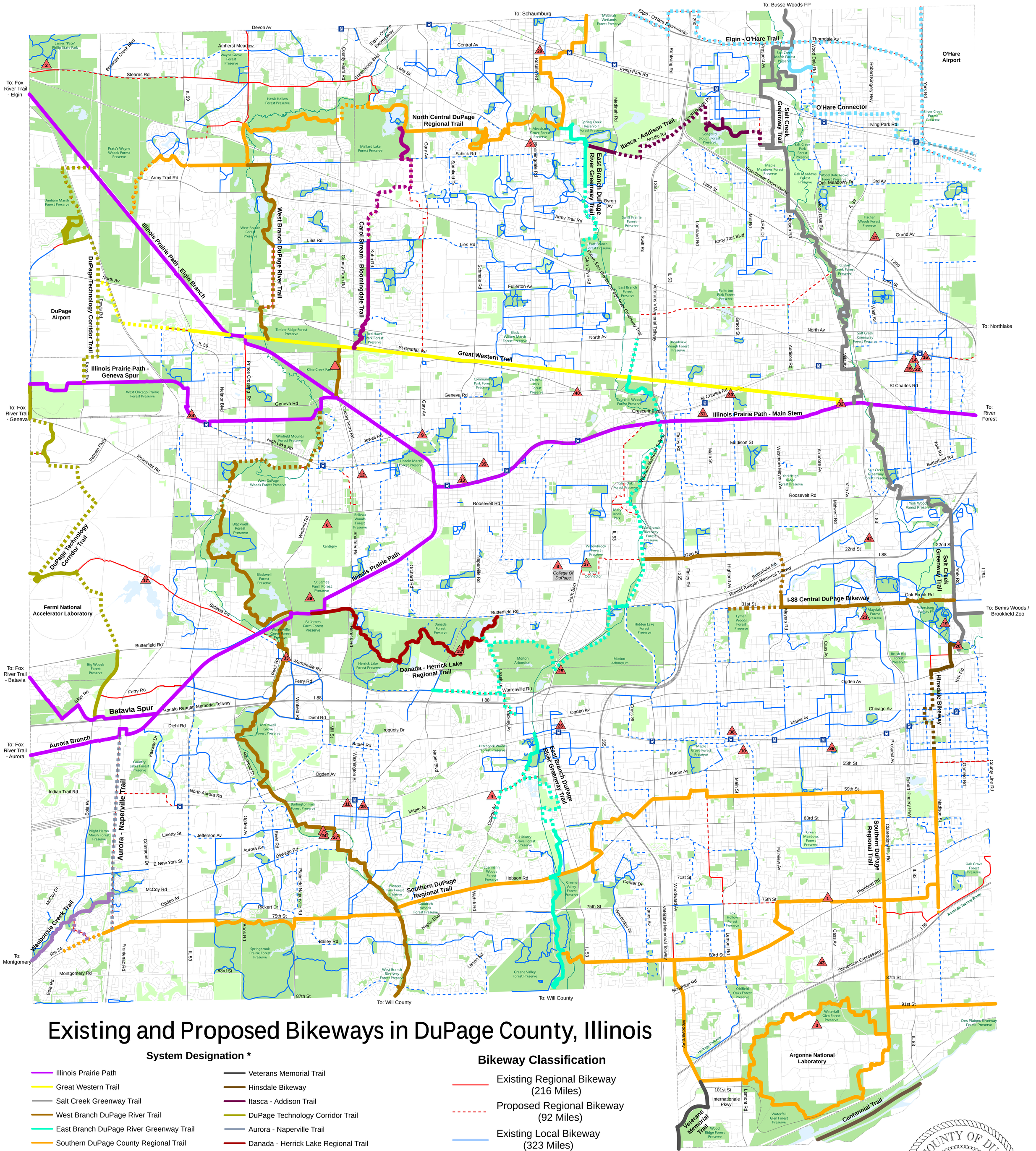
LANDUSE

- Residential
- Commercial
- Institutional
- Industrial
- Trans./Comm./Util.
- Under Construction
- Agriculture
- Open Space
- Vacant
- Water

0 0.125 0.25 0.5 Miles

DRAFT 1/19/2026

DU PAGE COUNTY REGIONAL BIKEWAY MAP



Existing and Proposed Bikeways in DuPage County, Illinois

System Designation *

- Illinois Prairie Path
- Great Western Trail
- Salt Creek Greenway Trail
- West Branch DuPage River Trail
- East Branch DuPage River Greenway Trail
- Southern DuPage County Regional Trail
- North Central DuPage Regional Trail
- Centennial Trail
- Waubonsie Creek Trail
- Veterans Memorial Trail
- Hinsdale Bikeway
- Itasca - Addison Trail
- DuPage Technology Corridor Trail
- Aurora - Naperville Trail
- Danada - Herrick Lake Regional Trail
- Carol Stream - Bloomingdale Trail
- O'Hare Connector
- I-88 Central DuPage Bikeway

* Dashed line indicates proposed future improvement

Bikeway Classification

- Existing Regional Bikeway (216 Miles)
- Proposed Regional Bikeway (92 Miles)
- Existing Local Bikeway (323 Miles)
- Proposed Local Bikeway (181 Miles)
- Regional Open Space
- Local and Other Open Space
- Water
- 42 BikeDestinations

DuPage County Regional Bikeway Plan adopted June 2008 with construction updates through February, 2014

DuPage County Board Environmental Committee
DuPage County Board Transportation Committee
DuPage Mayors and Managers Conference

0 0.75 1.5 3
Miles

N

THE COUNTY OF DU PAGE WHEATON, ILLINOIS

Daniel J Cronin
Chairman

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For more information, contact:
DuPage County Division of Transportation
421 N. County Farm Road, Wheaton, IL 60187
Phone: (630) 407-6900
Website: www.dupageco.org/bikeways
Map produced March, 2014

Butler, Nicholas J.

From: ed@rideillinois.org
Sent: Friday, May 28, 2021 7:49 AM
To: Butler, Nicholas J.; info@rideillinois.org; maggie@activetrans.org; heather@activetrans.org; jburch@cmap.illinois.gov
Cc: Kutryn, Anna; malbin@dmmc-cog.org; jortega@dupageforest.org
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Dear Mr. Butler,

Thanks for the invitation to provide input on this project.

East-west travel: Currently, there are sidepaths and/or trails on their own rights-of-way both north (Hobson) and south (83rd and Greene Valley For. Pres.) of the IL53/75th St intersection. There are well-used, but they are 2/3 to 1 mile away. For more localized travel, the IL53/75th St intersection currently is a gap in non-motorized accommodations. About 300-400' east of IL53 is the west end of a 75th Street frontage road on the south side of the street. About 300' west of IL53 is the start of wide, westbound paved shoulder on 75th. On the south side of 75th west of IL53, the eastbound paved shoulder ends about 400' west of IL53, with a disconnected, new sidewalk going a subset of the way from there towards IL53, in front of the new Cedarhurst facility.

It is recommended to add a continuous sidewalk or sidepath on the south side of 75th between the Cedarhurst facility and that frontage road, using right corner islands in conjunction with crosswalks that would be added at the southeast and southwest corners. For traffic-tolerant cyclists using 75th St paved shoulders west of IL53, add a connection between the eastbound shoulder's eastern end and the Cedarhurst sidewalk, and add 300' of westbound paved shoulder between IL53 and the current start of the shoulder.

North-south travel: IL53 has no bike/ped accommodations in the immediate vicinity. So, there is no priority to connect existing accommodations – just as a first step for future accommodations when IL53 is reconstructed.

Thanks for your consideration,
Ed

Ed Barsotti
Senior Consultant
Ride Illinois
630-781-2338 (cell)
630-216-9282 (Ride IL #)
ed@rideillinois.org
www.rideillinois.org

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 8:16 AM
To: info@rideillinois.org; maggie@activetrans.org; heather@activetrans.org; jburch@cmap.illinois.gov
Cc: Kutryn, Anna <Anna.Kutryn@Illinois.gov>; malbin@dmmc-cog.org; khorsfall@dupageforest.org; jortega@dupageforest.org; Daniel.Thomas@dupageco.org; Madigan, Amy <Amy.Madigan@Illinois.gov>; rhonda@railtrails.org
Subject: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Project and Environmental Studies
IL 53 at 75th Street

DuPage County

The Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) for the improvement of Illinois Route 53 (IL 53) at 75th Street (DuPage County Route 33) in the Village of Woodridge in DuPage County. A location map is enclosed for your reference. This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

At this early stage of Phase I project development, the Department requests that you provide any information relevant to defining an appropriate roadway configuration which can include bicycle accommodations where needs exist. Specific information the Department is requesting includes the following:

- Existing or anticipated future bicycle usage along or crossing the IL 53 corridor
- Existing or planned facilities generating bicycle travel in the project area
- Extent of on-road bicycle usage
- Existing or planned separate bicycle trails or signed bike routes in the vicinity (1.2 miles) of the project
- Planned and programmed local bikeway construction projects within a 5-year period
- Any additional bicycle programs which may affect the IL 53 at 75th Street intersection

The Department appreciates any input you could provide in this matter. If you have any questions or need additional information, please let me know.

Thank you,

Nick Butler, P.E.
Project Engineer
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

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Gabrisko, Darcie

From:	Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent:	Monday, June 28, 2021 7:43 AM
To:	Gabrisko, Darcie
Cc:	Kutryn, Anna; Hipes, Zachary
Subject:	FW: IL 53 at 75th Street in Woodridge, DuPage County- BPUI
Attachments:	DuPage County Bike Map 2014.pdf; IL53_75th_bikesuitability.pdf; IL53_75th_DuPageCo.pdf; IL53_75th_Functional Class.pdf; IL53_75th_Strava.png; IL53_75th_Traffic Counts.pdf

[EXTERNAL EMAIL]: Verify sender before opening links or attachments.

Good morning Darcie,

Please include the below email from CMAP in the project report and consider their suggestions.

Thanks.

Nick Butler, P.E.
Project Engineer
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

From: Jonathan Haadsma <jhaadsma@cmap.illinois.gov>
Sent: Friday, June 25, 2021 3:29 PM
To: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Cc: Caitlin Goodspeed <cgoodspeed@cmap.illinois.gov>; Elliott Lewis <ELewis@cmap.illinois.gov>
Subject: [External] IL 53 at 75th Street in Woodridge, DuPage County- BPUI

Hello Nick,

Thank you for your request to provide input on this upcoming IDOT preliminary engineering and environmental study (Phase I) for the improvement of Illinois Route 53 (IL-53) at 75th St. in the Village of Woodridge in DuPage County.

Attached is a JPEG of CMAP's Bikeway Inventory System map in the area of the project. Please note that, for bikeways, planned routes are conceptual and alignments are approximate, and may not represent the most current conditions and plans of all jurisdictions.

Existing conditions/site characteristics
IL-53 and 75th St. is a high-trafficked, signalized intersection located on the western edge of the Village of Woodridge. Both IL-53 and 75th St. are four-lane, divided, arterial roads with bi-directional traffic at the approaches to the intersection. The posted speed limit along both routes is 45 miles per hour. Both provide regional connectivity between communities such as Naperville, Bolingbrook, and Lisle. An estimated 29,300 vehicles and 1,650 trucks pass through the intersection daily according to Getting Around Illinois. IL-53 contains dedicated left-turn lanes northbound and southbound, as well as a dedicated right-turn lane northbound. 75th St. contains dedicated left-turn lanes eastbound and westbound, as well as a dedicated right-turn lane

westbound. Each approach has a three-foot concrete median to separate traffic. There are no existing pedestrian or bicycling accommodations at the intersection.

The target intersection is abutted by the Greene Valley Forest Preserve to the west of the intersection and Hawthorne Hill Park to the northeast. Parcels to the south of the intersection are zoned for commercial uses, with a gas station on the southeast corner and an assisted living facility to the southwest. In addition, a 37,000 square foot medical office building next to the assisted living facility is currently being constructed. A 300-foot sidewalk was constructed in front of the assisted living facility along 75th St., but it is disconnected from adjacent developments and the target intersection.

Besides this stretch of sidewalk, neither IL-53 nor 75th St. have any bicycle or pedestrian facilities. However, 75th St. does have a consistent shoulder (approximately eight feet wide) just west of the target intersection. On the east side of the intersection, a local frontage road runs adjacent to 75th St. to the south. A sidewalk begins on the 75th St. frontage road just after Westview Lane and continues east to the DuPage Regional Trail at Woodward Ave.

The East Branch DuPage River Greenway Trail runs north to south and is approximately one half-mile west of the intersection. The Hawthorne Hill Trail, another north to south trail, is 3,000 feet east of the intersection. Both trails connect with the Southern DuPage County Regional Trail and the Greene Trail nearly one mile north and south of the target intersection, respectively. Both are west to east trails that connect Woodridge with Naperville and other neighboring municipalities. These multi-use trails are the nearest marked pedestrian crossings of IL-53, representing a nearly two-mile gap in east to west pedestrian connectivity.

References in plans and other documents

Woodbridge Master Plan

Adopted in 2007, the Woodbridge master plan indicates its desire to have a more connected multi-modal system through extending its existing trails and removing existing barriers for pedestrians and cyclists, especially at major arteries. The plan explicitly lists IL-53 and 75th St. intersections as barriers dividing Woodridge that need improvements to create safer environments for non-motorized users. Further, the plan outlines its goal for developing a “palette” of improvements at major corridors to unify and distinguish the corridors through Woodridge. In policy recommendation #2 under the Transportation section, the plan notes the importance of improving function and appearance of 75th St. by using context-sensitive solutions such as design elements that better serve non-motorized users, but does not specify what these designs should include. Lastly, the 2021 Woodridge budget has $600,000 in its Capital Improvements allocated towards the resurfacing of the 75th St. frontage road with a 50 percent match coming from DuPage County.

DuPage County

DuPage County adopted a Healthy Roads amendment in 2004 that recommends the inclusion of bicycle friendly roadway designs where safe, feasible, and cost effective. In 2014, DuPage introduced their most recent bikeway plan map, which is centered in creating a regionally coordinated bikeway system that is safe, connected, and efficient. According to the map, no new proposed bikeways are planned for the IL-53 and 75th St. intersection. In addition to these policies and plans, DuPage County is also the lead sponsor of two sidewalk projects to the north and south of the IL-53 and 75th St. intersection that will add over 1.25 miles of sidewalk along IL-53. One project, about three-quarters of a mile north of 75th St., will add a sidewalk from Hobson Rd. to Mulligan Rd. that will be completed in 2021. And the second, just under a mile to the south of 75th St., will add a sidewalk from 83rd St. to David Dr. slated to be completed in 2025.

Forest Preserve District of DuPage County

A site-specific master plan is currently underway for the Greene Valley Forest Preserve. The process started in early 2021 and in June and July of 2021, the District will be conducting public input meetings to gather feedback and ideas for the plan.

Safety Information
The intersection does not provide any form of pedestrian or bicycle support. According to a bike suitability map from IDOT, northbound and eastbound of the intersection are advised as not recommended for bicycling while southbound and westbound are designated as caution advised roadways for cyclists.

CMAP Recommendations
As highlighted, IL-53 and 75th St. have existing elements beyond the intersection that could provide a basis to grow bicycle and pedestrian support in the area. We recommend IDOT extend a path from the existing shoulder on the south side of 75th St., east of the target intersection, to the existing assisted living facility sidewalk on the south side of 75th St. In addition, a new sidewalk along the south side of 75th St. between IL-53 and the western extent of the 75th St. frontage road will facilitate east-west pedestrian movement.

We further recommend IDOT install high-visibility crosswalks with pedestrian signalization at each intersection corner. The existing concrete medians should also be widened to offer pedestrian refuge islands and shorten crossing distances. These improvements will support infrastructure improvements for potential sidewalk or bicycle facility expansion in the future, such as sidewalk extensions to the planned projects at Hobson Rd. and 83rd St.

I hope you find this helpful. Please let me know if you have any questions.

Thank you,
Jon Haadsma

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Butler, Nicholas J.

From: Nowak, Daniel <Daniel.Nowak@dupageco.org>
Sent: Tuesday, December 14, 2021 3:38 PM
To: Kutryn, Anna
Cc: Butler, Nicholas J.
Subject: [External] RE: IL 53 at 75th St - Drainage Questions

Hi Anna,
Thank you for the explanation. I was under the impression that Complete Streets only applies to State routes. But, if the intersection is proposed to be under construction anyways and if you have to include a bike accommodation on the north side of 75th Street, then extending the north shoulder east to IL 53 would be our preference.

Thanks,
Dan

Dan Nowak, P.E.
Principal Civil Engineer
DuPage County Division of Transportation
421 North County Farm Road
Wheaton, Illinois 60187

Main: 630-407-6900 Direct: 630-407-6909
Daniel.Nowak@dupageco.org

DUPAGECOUNTY

From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Thursday, December 9, 2021 9:50 AM
To: Nowak, Daniel <Daniel.Nowak@dupageco.org>
Cc: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Subject: RE: IL 53 at 75th St - Drainage Questions

[Caution: This email originated outside Dupageco.org. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Dan – Thank you for the quick response. To answer your question and to provide some background/general information about evaluation of bicycle accommodations during Phase I studies I offer the following… As part of any improvement IDOT is required to comply with Complete Streets law and evaluate providing pedestrian and bicycle accommodations. Typically, a shared used path is the proposed accommodation for bicyclists, however, depending on conditions a paved shoulder would be sufficient. In cases where bicyclists cannot be accommodated with a paved shoulder and a shared-use path does not fit within local development plans, the local agency can pass a resolution stating so. In situations were the local agency passes a resolution and shared-use path is not provided, the proposed improvement would be designed in such a way as not to preclude the future installation of a shared-use path. Figure 17-2.A on page 17-2.2 of the BDE Manual is our initial go-to when determining the appropriate bicycle accommodation. I hope this helps. Let me know if you have any additional questions.

Thank you!

Anna

From: Nowak, Daniel <Daniel.Nowak@dupageco.org>
Sent: Monday, December 6, 2021 4:08 PM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Cc: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Subject: [External] RE: IL 53 at 75th St - Drainage Questions

Hi Anna,
See my responses in your email below in **red**. Let me know if you have any questions or would like to discuss.

Thanks,
Dan

Dan Nowak, P.E.
Principal Civil Engineer
DuPage County Division of Transportation
421 North County Farm Road
Wheaton, Illinois 60187

Main: 630-407-6900 Direct: 630-407-6909
Daniel.Nowak@dupageco.org

From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Monday, December 6, 2021 10:34 AM
To: Nowak, Daniel <Daniel.Nowak@dupageco.org>
Cc: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Subject: IL 53 at 75th St - Drainage Questions

[Caution: This email originated outside Dupageco.org. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good Morning Dan –

I'm the Project Manager for the IL 53 at 75th St study and wanted to reach out with a request for additional information regarding the intersection. As our consultant has begun to digest the collected project data and evaluate potential improvements, the following questions have come up:

- There are two alternatives being considered at the northwest quadrant of the intersection. The existing north shoulder of 75th Street can be extended to the east to the intersection, or an off-road bike path can be provided. Does DuPage County Highway Department have a preference? **Since the County's bike plan doesn't include any future bike facilities on 75th Street between Greene Road and IL 53, we do not want an off-road bike path here. We are ok with extending the north shoulder east to IL 53, but why is that being considered as an option?**
- Was the open green space in the Northwest Quadrant of the intersection used as detention for any improvements they are aware of? **Not that I'm aware of. Looking at contours, it looks the open green space is sloped to the west and northwest, so no detention pond here. 75th Street has 200' of existing right-of-way, so there's a lot of open space beyond the roadway.**

We would greatly appreciate your input on this.

Thank you,

Anna Kutryn, P.E.
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4569
anna.kutryn@illinois.gov

From: Nowak, Daniel <Daniel.Nowak@dupageco.org>
Sent: Monday, November 22, 2021 2:58 PM
To: Alicea, Brenda <Brenda.Alicea@Illinois.gov>
Subject: [External] RE: Large File Transfer Link and Email Information

Hi Brenda,
I'm going to try to email this to you again first:

DuPage County Division of Transportation (DuDOT) received the attached letter regarding IDOT initiating preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street in Woodridge, IL. In the attached letter, IDOT requested the following information:

- Drainage concerns or other relevant drainage information, such as sewer atlas or applicable local ordinances **– See attached drainage plans on 75th Street.**
- Land use plans and planned developments **– See attached Zoning map**
- Zoning ordinances and maps **– Will send in separate email due to file size**
- School, park, fire protection, and sanitary districts and boundaries **– See attached park district and fire protection information.**
- On street parking ordinances, if applicable **– No parking is allowed on 75th Street per County Ordinance 23-17. This can be found at the following link: https://library.municode.com/il/dupage_county/codes/code_of_ordinances?nodeId=CH23MOVETR_ARTIIPAROCLSPLIWELI**
- Locations of County lighting and/or utilities within the study area **– No lighting exists on this section of 75th Street**
- Other community features, facilities, or items that you feel may be relevant for consideration in the development of this project
- Any engineering studies and/or programmed improvements, along with their respective schedules, involving County routes which may affect implementation of the project. **None at this time, but I have as-built plans of the 75th Street bridge over the East Branch DuPage River to the west of the 75th/IL 53 intersection. Constructed in 2012. Let me know if you would like a copy of these plans.**

Additionally, IDOT requested input on the need for pedestrian and bicycle accommodations. DuDOT currently doesn't have any planned bicycle or pedestrian accommodations within this section of 75th Street. However, the Village of Woodridge is interested in a sidewalk on the east side of IL 53 between Fox Ridge Court and 75th Street. There is an apartment complex on Fox Ridge Court that would like a sidewalk connection to the gas station at the SE corner of 75th at IL 53.

Moving forward, you can use me as the DuDOT point of contact for this project. If you have any questions or need more information, please let me know.

Thanks,
Dan

Dan Nowak, P.E.
Principal Civil Engineer

DuPage County Division of Transportation
421 North County Farm Road
Wheaton, Illinois 60187

Main: 630-407-6900 Direct: 630-407-6909
Daniel.Nowak@dupageco.org

From: Alicea, Brenda <Brenda.Alicea@Illinois.gov>
Sent: Monday, November 15, 2021 10:30 AM
To: Nowak, Daniel <Daniel.Nowak@dupageco.org>
Subject: Large File Transfer Link and Email Information

[Caution: This email originated outside Dupageco.org. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Good Morning Dan,

Just following on our phone call. Please use this link if you need to send any large files to IDOT: https://filet.illinois.gov/filet/pimupload.asp. Let me know if you have any questions regarding the site.

It was nice talking to you this morning.

Thanks,

Brenda L. Alicea, P.E.
Consultant Studies Unit Head

Illinois Department of Transportation
Project and Environmental Studies / Consultant Studies Unit
201 West Center Ct, Schaumburg IL 60196 / 4th floor
Phone: (847)705-4107
Email: Brenda.Alicea@Illinois.gov

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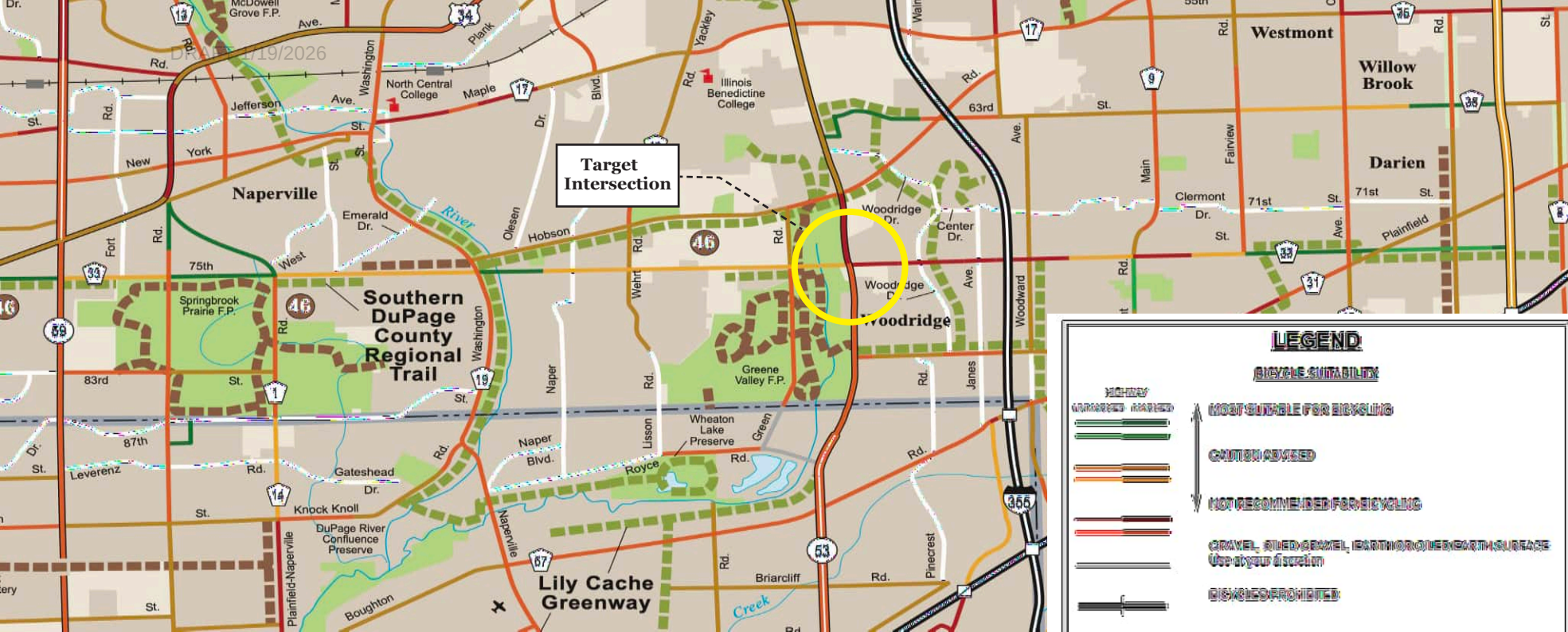
Target Intersection
Naperville
Southern DuPage County Regional Trail
Lily Cache Greenway
Woodridge
Westmont
Willow Brook
Darien
North Central College
Illinois Benedictine College
Wheaton Lake Preserve
Greene Valley F.P.
Springbrook Prairie F.P.
DuPage River Confluence Preserve
LEGEND
BICYCLE SUITABILITY
HIGHWAY
MARKED
UNMARKED
MOST SUITABLE FOR BICYCLING
CAUTION ADVISED
NOT RECOMMENDED FOR BICYCLING
GRAVEL, SLUED GRAVEL, EARTH OR OTHER UNPAVED SURFACE
Use at your discretion
BICYCLES PROHIBITED

COORDINATION

PACE

Butler, Nicholas J.

From: Jessica Ortega <jortega@dupageforest.org>
Sent: Tuesday, June 29, 2021 1:50 PM
To: Butler, Nicholas J.; Kenyon, Sidney
Cc: Kevin Horsfall; Kutryn, Anna
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Hello Nick,

To follow up on your request, I don't have much to add above what others have shared about bike/ped accommodations in this area. We had a public input meeting last week about the Greene Valley Forest Preserve that is adjacent to this intersection and we did not hear anything from the public about additional desired accommodations at that intersection.

The only thing I would add is that once there is greater connectivity in the East Branch DuPage River trail to the north, there may be more bike/ped traffic, but I do not know of any active or near term projects that would provide additional connectivity north of Hobson Road/Seven Bridges at this time.

Thanks for reaching out.

Jessica Ortega, PLA
Landscape Architect Supervisor
Forest Preserve District of DuPage County
630-871-6404
jortega@dupageforest.org
dupageforest.org

Forest Preserve District of DuPage County

Connecting People to Nature in DuPage

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From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 11:28 AM
To: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Jessica Ortega <jortega@dupageforest.org>
Cc: Kevin Horsfall <Khorsfall@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Caution: External Email

Hi Sidney,

We have updated our template to have you as the coordinator for DuPage county.

We're still in the early stages so if you could provide a response within a month or so that would be greatly appreciated.

Thanks.

Nick Butler, P.E.
Project Engineer
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

From: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>
Sent: Wednesday, May 26, 2021 11:24 AM
To: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>; Jessica Ortega <jortega@dupageforest.org>
Cc: Kevin Horsfall <Khorsfall@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Hi Nick,

Thank you for including me in the conversation. For your records, please update IDOT's database to include me as the bike/ped contact for DuPage. My contact information is current below.

How soon do you need a response? We can gather materials and send them your way.

Thank you,

Sidney Kenyon, AICP
Senior Transportation Planner

DuPage County DOT
o: 630-407-6897
m: 630-386-7219
sidney.kenyon@dupageco.org
Try the DuPage Trails app!

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 8:33 AM
To: Jessica Ortega <jortega@dupageforest.org>
Cc: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Jessica,

Thank you for forwarding this to Sidney and letting me know Daniel Thomas is no longer with DuDOT.

The proposed intersection improvements will consist of converting left-turn phasing to protected only and providing dual left-turn lanes on all approaches.

Please let me know if you have any additional questions.

Nick Butler, P.E.
Project Engineer
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

From: Jessica Ortega <jortega@dupageforest.org>
Sent: Wednesday, May 26, 2021 8:25 AM
To: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Cc: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Kevin Horsfall <Khorsfall@dupageforest.org>
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Hello Nick,

I noticed that you send this to Daniel Thomas. He is no longer with DuDOT and the new contact is Sidney Kenyon - Sidney.Kenyon@dupageco.org.

We are undertaking a master plan for Greene Valley that is immediately adjacent to this intersection, so now is a good time to be thinking about this. Do you have any information you can share about what the proposed improvements will entail?

Thank you!

Jessica Ortega, PLA
Landscape Architect Supervisor
Forest Preserve District of DuPage County
630-871-6404
jortega@dupageforest.org
dupageforest.org

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 8:16 AM
To: info@rideillinois.org; maggie@activetrans.org; heather@activetrans.org; jburch@cmap.illinois.gov
Cc: Kutryn, Anna <Anna.Kutryn@Illinois.gov>; malbin@dmmc-cog.org; Kevin Horsfall <Khorsfall@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Daniel.Thomas@dupageco.org; Madigan, Amy <Amy.Madigan@Illinois.gov>; rhonda@railtrails.org
Subject: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Caution: External Email

Project and Environmental Studies
IL 53 at 75th Street
DuPage County

The Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) for the improvement of Illinois Route 53 (IL 53) at 75th Street (DuPage County Route 33) in the Village of Woodridge in DuPage County. A location map is enclosed for your reference. This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement

Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

At this early stage of Phase I project development, the Department requests that you provide any information relevant to defining an appropriate roadway configuration which can include bicycle accommodations where needs exist. Specific information the Department is requesting includes the following:

- Existing or anticipated future bicycle usage along or crossing the IL 53 corridor
- Existing or planned facilities generating bicycle travel in the project area
- Extent of on-road bicycle usage
- Existing or planned separate bicycle trails or signed bike routes in the vicinity (1.2 miles) of the project
- Planned and programmed local bikeway construction projects within a 5-year period
- Any additional bicycle programs which may affect the IL 53 at 75th Street intersection

The Department appreciates any input you could provide in this matter. If you have any questions or need additional information, please let me know.

Thank you,

Nick Butler, P.E.
Project Engineer
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

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DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
IL 53 at 75th Street
DuPage County

November 1, 2021

Mr. Daniel Hebreard
President
Board of Commissioners
Forest Preserve District of DuPage County
3S580 Naperville Road
Wheaton, IL 60189

Dear Mr. Hebreard:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference. This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

The subject improvement is in the vicinity of the Greene Valley Forest Preserve of the DuPage County Forest Preserve District. At this early stage in project development, the Department requests that you provide some background information concerning these holdings. The following information would be of particular interest to the Department:

1. Is this property publicly owned?
2. Is it publicly used as a park, recreational area, wildlife and/or waterfowl refuge?
3. Is it on, or eligible for, the National Register of Historic Places (NRHP)?
4. Size in acres, as well as a right-of-way plat and/or site plan
5. Common name and type of facility (recreational, historic, etc.)
6. Available recreational activities (fishing, swimming, bike trails, etc.)
7. Facilities, existing and planned (description and location)
8. Usage (approximate number of users for each activity)
9. Relationship to other similarly used lands in the vicinity
10. Access (pedestrian, bicyclist, equestrian, and vehicular)
11. Ownership and applicable clauses affecting title, such as covenants, restrictions, or conditions including forfeiture or federal encumbrances (i.e., LAWCON funds)
12. Unusual characteristics of the property (flooding, vegetation, terrain conditions, or any other future plans)
13. A map identifying the extent of your holdings in the area of the proposed improvement

DRAFT 1/19/2026

If you have any questions or need additional information, please contact me or Brenda Alicea, Consultant Studies Unit Head, via email Brenda.Alicea@Illinois.gov or at (847) 705-4107.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steven E. Schilke, P.E.
Project and Environmental Studies Section Chief
Enclosure: Location Map

cc: Linda Painter, District 3 Board of Commissioners
Kevin Horsfall, Forest Preserve District of DuPage County
Brent Manning, Forest Preserve District of DuPage County

LOCATION MAP

Route: **IL Route 53**
Limits: **At 75th Street**
County: **DuPage**

Village of Woodridge
P-91-017-21

N

Minutes
Forest Preserve District of DuPage County Meeting
Illinois Route 53 and 75th Street Phase I
P-91-004-18
Illinois Department of Transportation–District 1
December 18, 2024, 1 P.M.

nvitee	Representing
Eric Neidy	Forest Preserve District of DuPage County (FPDDC)
Kevin Stough	Forest Preserve District of DuPage County
Kevin Horsfall	Forest Preserve District of DuPage County
Brenda Alicea	Illinois Department of Transportation–District 1 (IDOT)
Anna Kutryn	Illinois Department of Transportation–District 1
Cary Lewis	Illinois Department of Transportation–District 1
Ryan Smith	Strand Associates, Inc.® (Strand)
Raymond Pu	Strand Associates, Inc.®

A virtual meeting was held to discuss the Illinois (IL) Route 53 and 75th Street project in the Village of Woodridge (Village).

1. Introductions

Introductions were made by all in attendance.

2. Project Background and Purpose

a. The IL Route 53 and 75th Street project is a Highway Safety Improvement Project initiated by IDOT. The project involves reconstruction of the intersection of IL Route 53 and 75th Street. The proposed improvements are limited to the intersection lane tapers.

b. Proposed improvements have been coordinated with DuPage County and the Village.

c. The proposed improvements are anticipated to impact the FPDDC Greene Valley Forest Preserve property, which was determined to be a Section 4(f) property. It is the study team's understanding that these impacts qualify as *De Minimis* as such a Section 4(f) *De Minimis* report will be prepared and shared with FPDDC.

3. FPDDC Impacts

a. Anticipated improvements include proposed dual left-turn lanes and designated right turn lanes on the intersection approaches. Because of existing steep profile grades on the east leg of 75th Street, a DuPage County water transmission main, and the existing gas station in the southeast quadrant of the intersection, the east edge of pavement along IL Route 53 is anticipated to remain in the same location. To accommodate the proposed turn lanes, IL Route 53 is anticipated to be widened to the west toward the FPDDC Greene Valley Forest Preserve property. Proposed right-of-way (ROW) and temporary easements (TE) are proposed to accommodate the proposed improvements and grading.

b. FPDDC mentioned it believes the FPDDC ROW extends to the existing IL Route 53 centerline. Based on documentation shown by FPDDC during the meeting, it is possible that IDOT only received dedication rights, and not fee simple ownership of the ROW for this section of IL Route 53.The ROW along IL Route 53 will be confirmed in Phase II as part of the land acquisition process.

c. An Intergovernmental Agreement (IGA) will be prepared and executed to convey FPDDC land in Phase II, and a tree removal fee may be required.

(1) A tree survey, tree map, and tree report will be required as part of the IGA. IDOT will coordinate and schedule a tree survey to be performed in 2025. The tree survey will be used along with any mitigation measures determined by FPDDC to decide whether FPDDC can agree to the *De Minimis* determination upon their review. Tree impact mitigation measures will be coordinated with FPDDC.

(2) There are no multiuse paths proposed on or adjacent to the FPDDC Green Valley Forest Preserve parcel, and no maintenance responsibilities are required from FPDDC.

4. Open Discussion

The project is anticipated to achieve design approval in 2025. Construction has not been funded, and Phase II is anticipated to be completed by IDOT in-house.

If there are any additions or comments, please call 815-744-4200.

Prepared and respectfully submitted by Ryan R. Smith.

c: All Participants

COORDINATION

FOREST PRESERVE COUNTY

PUBLIC INVOLVEMENT

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number: 08-26-100-005

November 26, 2025

CERTIFIED MAIL

Forest Preserve District
P.O. Box 5000
Wheaton, IL 60189

Dear To Whom It May Concern:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) is presently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street, in the Village of Woodridge, DuPage County. A location map is attached for your reference. This improvement is not currently included in the Department's FY 2026-2031 Proposed Highway Improvement Program. However, this project will be included in the Department priorities for future funding consideration among similar improvement needs throughout the region. The proposed scope of work for this improvement is anticipated to consist of the installation of dual left-turn lanes along IL 53 at 75th Street, right-turn lanes on the north and west legs of the intersection, traffic signal modernization as well as bicyclist and pedestrian accommodations within the project limits.

This project is currently in Phase I which entails preliminary engineering and environmental studies to identify roadway deficiencies, review alternative ways of improving the roadway, identify the potential impacts of the improvements, and to discuss these issues with the public. If land is to be acquired from private property owners in order to improve the roadway, the amounts needed from affected properties are identified during this phase and coordinated with the individual property owners. When a proposed project has major impacts on the surrounding area and/or large amounts of right-of-way (ROW) will be acquired, generally a public meeting or hearing is held. When a project does not involve these conditions, the Department's practice is to contact each affected property owner directly by certified mail.

Based upon a review of the year 2024 tax records of DuPage County, you are indicated to be the owner of Rt 53, Woodridge IL, 60517. This property is located in the southwest corner of as shown on the attached exhibit.

DRAFT 1/19/2026

The Department employs three basic types of land acquisition. The first is fee simple taking, or the acquisition of all rights and interests of real property. The second type of acquisition is permanent easement. In this case the ownership of the property is retained by the property owner, but access is provided for maintenance activities such as cleaning drainage facilities. The third type of land acquisition is a temporary easement, in which access to the property is required only during construction, generally for grading work or other improvements such as driveway reconstruction.

The proposed improvement will require a small amount of ROW in the form of fee simple and temporary easement. As shown on the enclosed exhibit in yellow, approximately 0.08 acres of fee simple and 0.12 acres of temporary easement is needed for left turn lane installation, sidewalk improvements and to provide ADA compliant curb ramps. You will be compensated for any property acquired.

To further assist the Department in the analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by the project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with the Department, either via the telephone or in a personal meeting. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to the Department in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project currently, please return this form indicating if there are potentially impacted improvements on your property. The Department requests your response at your earliest convenience so that the Department can effectively maintain the project schedule.

Upon completion of the Phase I study, the Department will proceed into the plan preparation and land acquisition phase (Phase II). In that phase, a representative of the Department will contact you regarding land acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property acquired as part of the project.

DRAFT 1/19/2026

The Department requests your response at your earliest convenience to effectively maintain the project schedule. If you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please contact Brenda Alicea, Consultant Studies Unit Head, at 847-705-4107or email Brenda.Alicea@illinois.gov.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steve Schilke, P.E.
Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

DRAFT 1/19/2026

Forest Preserve District
November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number: 08-26-100-005

Please check the desired response.

____ I have no comments at this time.

____ I have noted my comments on the back of this page.

____ I will call Brenda Alicia, Unit Head, at (847) 705-4107 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____. (Preferred time and date)

___ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- ❑ Well
- ❑ Septic System
- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

Forest Preserve District
November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number: 08-26-100-005

Please check the desired response.

____ I have no comments at this time.

____ I have noted my comments on the back of this page.

____ I will call Brenda Alicia, Unit Head, at (847) 705-4107 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

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- ❑ Well
- ❑ Septic System
- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number: 08-26-301-017

November 26, 2025

CERTIFIED MAIL

Green Valley 75 RE LLC
22W535 75th Street
Naperville, IL 60565-9239

Dear To Whom It May Concern:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) is presently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street, in the Village of Woodridge, DuPage County. A location map is attached for your reference. This improvement is not currently included in the Department's FY 2026-2031 Proposed Highway Improvement Program. However, this project will be included in the Department priorities for future funding consideration among similar improvement needs throughout the region. The proposed scope of work for this improvement is anticipated to consist of the installation of dual left-turn lanes along IL 53 at 75th Street, right-turn lanes on the north and west legs of the intersection, traffic signal modernization as well as bicyclist and pedestrian accommodations within the project limits.

This project is currently in Phase I which entails preliminary engineering and environmental studies to identify roadway deficiencies, review alternative ways of improving the roadway, identify the potential impacts of the improvements, and to discuss these issues with the public. If land is to be acquired from private property owners in order to improve the roadway, the amounts needed from affected properties are identified during this phase and coordinated with the individual property owners. When a proposed project has major impacts on the surrounding area and/or large amounts of right-of-way (ROW) will be acquired, generally a public meeting or hearing is held. When a project does not involve these conditions, the Department's practice is to contact each affected property owner directly by certified mail.

Based upon a review of the year 2024 tax records of DuPage County, you are indicated to be the owner of 3329 75th Street, Woodridge, IL 60517. This property is located in the northwest corner of as shown on the attached exhibit.

DRAFT 1/19/2026

The Department employs three basic types of land acquisition. The first is fee simple taking, or the acquisition of all rights and interests of real property. The second type of acquisition is permanent easement. In this case the ownership of the property is retained by the property owner, but access is provided for maintenance activities such as cleaning drainage facilities. The third type of land acquisition is a temporary easement, in which access to the property is required only during construction, generally for grading work or other improvements such as driveway reconstruction.

The proposed improvement will require a small amount of ROW in the form of fee simple and temporary easement. As shown on the enclosed exhibit in yellow, approximately 0.024 acres of fee simple and 0.06 acres of temporary easement is needed for left turn lane installation, sidewalk improvements and to provide ADA compliant curb ramps. You will be compensated for any property acquired.

To further assist the Department in the analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by the project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with the Department, either via the telephone or in a personal meeting. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to the Department in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project currently, please return this form indicating if there are potentially impacted improvements on your property. The Department requests your response at your earliest convenience so that the Department can effectively maintain the project schedule.

Upon completion of the Phase I study, the Department will proceed into the plan preparation and land acquisition phase (Phase II). In that phase, a representative of the Department will contact you regarding land acquisition. Please note that your response, or lack thereof, will in no way influence the amount of compensation you will receive for your property acquired as part of the project.

DRAFT 1/19/2026

The Department requests your response at your earliest convenience to effectively maintain the project schedule. If you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please contact Brenda Alicea, Consultant Studies Unit Head, at 847-705-4107or email Brenda.Alicea@illinois.gov.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steve Schilke, P.E.
Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

DRAFT 1/19/2026

Green Valley 75 RE LLC
November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number: 08-26-301-017

Please check the desired response.

____ I have no comments at this time.

____ I have noted my comments on the back of this page.

____ I will call Brenda Alicia, Unit Head, at (847) 705-4107 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____. (Preferred time and date)

___ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- ❑ Well
- ❑ Septic System
- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

Green Valley 75 RE LLC
November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number: 08-26-301-017

Please check the desired response.

____ I have no comments at this time.

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____ I will call Brenda Alicia, Unit Head, at (847) 705-4107 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

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- ❑ Well
- ❑ Septic System
- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number: 08-26-302-025

November 26, 2025

CERTIFIED MAIL

RIC EEH LLC
533 S. 3rd Street, Unit 100
Minneapolis, MN 55415-7521

Dear To Whom It May Concern:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) is presently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street, in the Village of Woodridge, DuPage County. A location map is attached for your reference. This improvement is not currently included in the Department's FY 2026-2031 Proposed Highway Improvement Program. However, this project will be included in the Department priorities for future funding consideration among similar improvement needs throughout the region. The proposed scope of work for this improvement is anticipated to consist of the installation of dual left-turn lanes along IL 53 at 75th Street, right-turn lanes on the north and west legs of the intersection, traffic signal modernization as well as bicyclist and pedestrian accommodations within the project limits.

This project is currently in Phase I which entails preliminary engineering and environmental studies to identify roadway deficiencies, review alternative ways of improving the roadway, identify the potential impacts of the improvements, and to discuss these issues with the public. If land is to be acquired from private property owners in order to improve the roadway, the amounts needed from affected properties are identified during this phase and coordinated with the individual property owners. When a proposed project has major impacts on the surrounding area and/or large amounts of right-of-way (ROW) will be acquired, generally a public meeting or hearing is held. When a project does not involve these conditions, the Department's practice is to contact each affected property owner directly by certified mail.

Based upon a review of the year 2024 tax records of DuPage County, you are indicated to be the owner of 22W535 75th Street, Downers Grove, IL. This property is located in the northeast corner of as shown on the attached exhibit.

DRAFT 1/19/2026

The Department employs three basic types of land acquisition. The first is fee simple taking, or the acquisition of all rights and interests of real property. The second type of acquisition is permanent easement. In this case the ownership of the property is retained by the property owner, but access is provided for maintenance activities such as cleaning drainage facilities. The third type of land acquisition is a temporary easement, in which access to the property is required only during construction, generally for grading work or other improvements such as driveway reconstruction.

The proposed improvement will require a small amount of ROW in the form of fee simple and temporary easement. As shown on the enclosed exhibit in yellow, approximately 0.047 acres of fee simple and 0.41 acres of temporary easement is needed for left turn lane installation, sidewalk improvements and to provide ADA compliant curb ramps. You will be compensated for any property acquired.

To further assist the Department in the analysis of project impacts, please indicate on the attached comment form the locations of any wells, septic systems, sprinkler systems, or other improvements on your property that may be affected by the project. The form at the end of this letter can also be used to provide any other comments you may have, or to request further discussions with the Department, either via the telephone or in a personal meeting. A second copy of this comment page is attached for your records. Please return a signed copy of the comment page to the Department in the enclosed, self-addressed, stamped envelope. Even if you have no comments regarding the project currently, please return this form indicating if there are potentially impacted improvements on your property. The Department requests your response at your earliest convenience so that the Department can effectively maintain the project schedule.

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DRAFT 1/19/2026

The Department requests your response at your earliest convenience to effectively maintain the project schedule. If you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please contact Brenda Alicea, Consultant Studies Unit Head, at 847-705-4107or email Brenda.Alicea@illinois.gov.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steve Schilke, P.E.
Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

DRAFT 1/19/2026

RIC EEH LLC
November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number: 08-26-302-025

Please check the desired response.

____ I have no comments at this time.

____ I have noted my comments on the back of this page.

____ I will call Brenda Alicia, Unit Head, at (847) 705-4107 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____. (Preferred time and date)

___ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- ❑ Well
- ❑ Septic System
- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

RIC EEH LLC
November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number: 08-26-302-025

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- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number:

November 26, 2025

CERTIFIED MAIL

Dear To Whom It May Concern:

The purpose of this letter is to notify you that the Illinois Department of Transportation (Department) is presently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street, in the Village of Woodridge, DuPage County. A location map is attached for your reference. This improvement is not currently included in the Department's FY 2026-2031 Proposed Highway Improvement Program. However, this project will be included in the Department priorities for future funding consideration among similar improvement needs throughout the region. The proposed scope of work for this improvement is anticipated to consist of the installation of dual left-turn lanes along IL 53 at 75th Street, right-turn lanes on the north and west legs of the intersection, traffic signal modernization as well as bicyclist and pedestrian accommodations within the project limits.

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Based upon a review of the year 2024 tax records of DuPage County, you are indicated to be the owner of . This property is located as shown on the attached exhibit.

DRAFT 1/19/2026

The Department employs three basic types of land acquisition. The first is fee simple taking, or the acquisition of all rights and interests of real property. The second type of acquisition is permanent easement. In this case the ownership of the property is retained by the property owner, but access is provided for maintenance activities such as cleaning drainage facilities. The third type of land acquisition is a temporary easement, in which access to the property is required only during construction, generally for grading work or other improvements such as driveway reconstruction.

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DRAFT 1/19/2026

The Department requests your response at your earliest convenience to effectively maintain the project schedule. If you have any questions or wish to arrange a meeting to discuss this improvement in more detail, please contact Brenda Alicea, Consultant Studies Unit Head, at 847-705-4107or email Brenda.Alicea@illinois.gov.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steve Schilke, P.E.
Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

\\Illinois.gov\DOT\D1Shared\D1\DEV\PRO\Mgr1\Gen\WP\p&es\CONSULT\Projects - Active\IL 53 at 75th Street\Coordination\Property Owner Letters\LT_2025.10.02_IL53-75th_Property Owner Letter.docx

November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number:

Please check the desired response.

____ I have no comments at this time.

____ I have noted my comments on the back of this page.

____ I will call Brenda Alicia, Unit Head, at (847) 705-4107 to either discuss this further in a telephone conversation or to arrange a personal meeting to discuss this project.

____ Please call me at _____ to discuss this further in a phone conversation (your telephone number). The best time to reach me is at _____. (Preferred time and date)

___ There are improvements on my property that may be impacted by the proposed improvement. The improvements include (also specify approximate location):

- ❑ Well
- ❑ Septic System
- ❑ Fence
- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number:

Please check the desired response.

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- ❑ Advertising Sign
- ❑ Other _____

_____ _____
Signature of owner Date

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number:

November 26, 2025

CERTIFIED MAIL

Dear To Whom It May Concern:

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By:
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Bureau Chief of Programming

Enclosure

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November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number:

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Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

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Limits: At 75th Street
County: DuPage County

Re: Property Index Number:

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Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
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Limits: At 75th Street
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Re: Property Index Number:

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DRAFT 1/19/2026

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Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steve Schilke, P.E.
Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

\\Illinois.gov\DOT\D1Shared\D1\DEV\PRO\Mgr1\Gen\WP\p&es\CONSULT\Projects - Active\IL 53 at 75th Street\Coordination\Property Owner Letters\LT_2025.10.02_IL53-75th_Property Owner Letter.docx

November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number:

Please check the desired response.

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- ❑ Other _____

_____ _____
Signature of owner Date

November 26, 2025

Project and Environmental Studies
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Signature of owner Date

DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number:

November 26, 2025

CERTIFIED MAIL

Dear To Whom It May Concern:

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Region One Engineer

By:
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Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

\\Illinois.gov\DOT\D1Shared\D1\DEV\PRO\Mgr1\Gen\WP\p&es\CONSULT\Projects - Active\IL 53 at 75th Street\Coordination\Property Owner Letters\LT_2025.10.02_IL53-75th_Property Owner Letter.docx

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Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number:

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DRAFT 1/19/2026

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: DuPage County

Re: Property Index Number:

November 26, 2025

CERTIFIED MAIL

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Enclosure

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November 26, 2025

Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
County: Will County

Property Index Number:

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Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
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Re: Property Index Number:

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Region One Engineer

By:
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Bureau Chief of Programming

Enclosure

cc: Al Stonitsch, Village of Woodridge

\\Illinois.gov\DOT\D1Shared\D1\DEV\PRO\Mgr1\Gen\WP\p&es\CONSULT\Projects - Active\IL 53 at 75th Street\Coordination\Property Owner Letters\LT_2025.10.02_IL53-75th_Property Owner Letter.docx

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Project and Environmental Studies
Route: IL 53
Limits: At 75th Street
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Property Index Number:

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UTILITY CORRESPONDENCE

DRAFT 1/19/2026

THIS DRAWING IS A FUNCTIONAL REPRESENTATION ONLY AND DOES NOT PURPORT TO SHOW EXACT DISTANCE OR LOCATION.

DEPTH OF ALL ComEd UNDERGROUND CABLE IS ASSUMED TO BE 30 INCHES +/-12 INCHES UNLESS OTHERWISE NOTED.

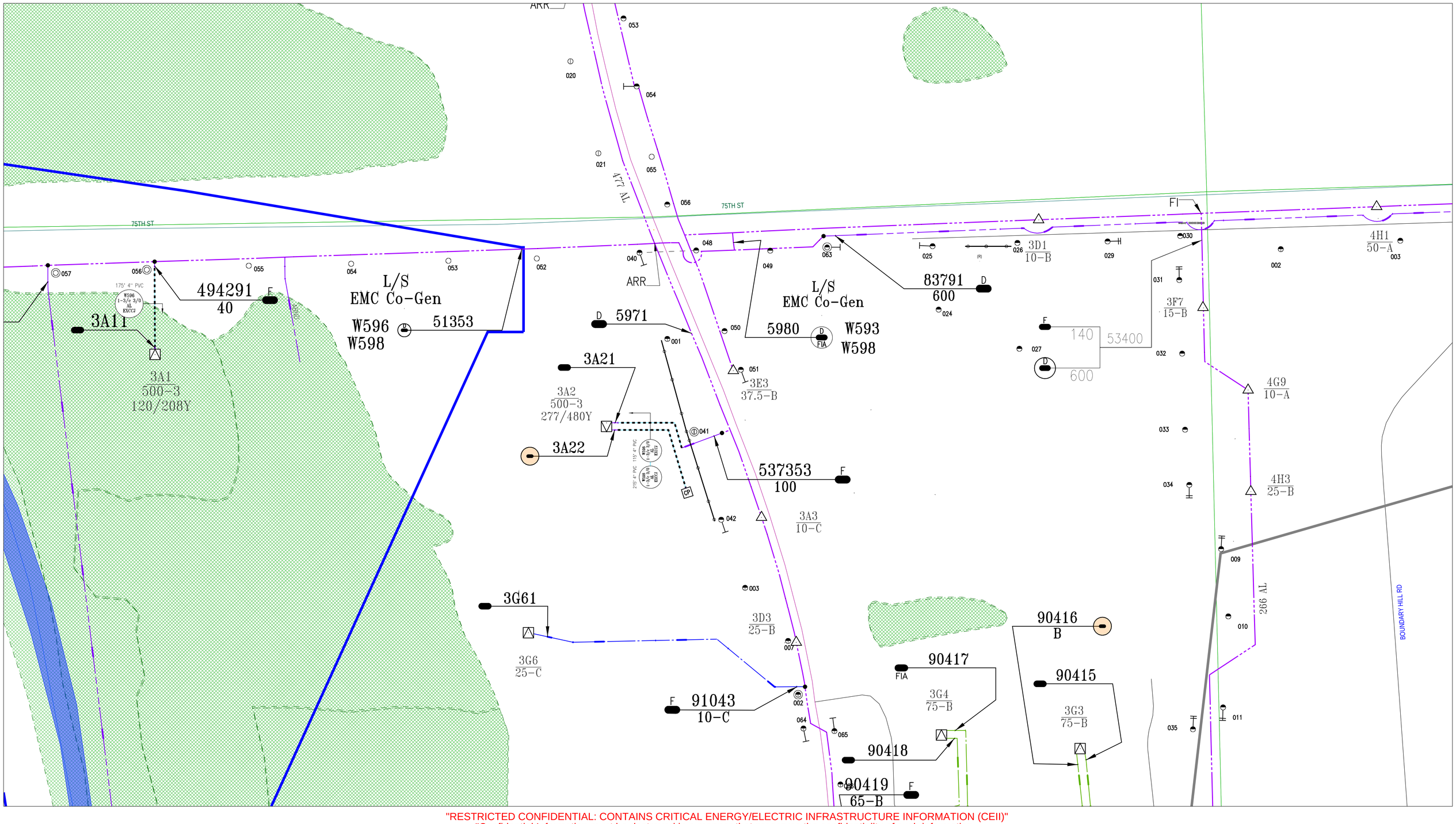
THIS DRAWING CONTAINS CONFIDENTIAL AND PROPRIETARY INFORMATION OF COMMONWEALTH EDISON COMPANY.

THIS DRAWING SHALL NOT BE REPRODUCED OR DISTRIBUTED WITHOUT THE PRIOR WRITTEN CONSENT OF COMMONWEALTH EDISON COMPANY

34KV OVERHEAD
12KV OVERHEAD
UNDERGROUND CABLES
QUARTER SECTION

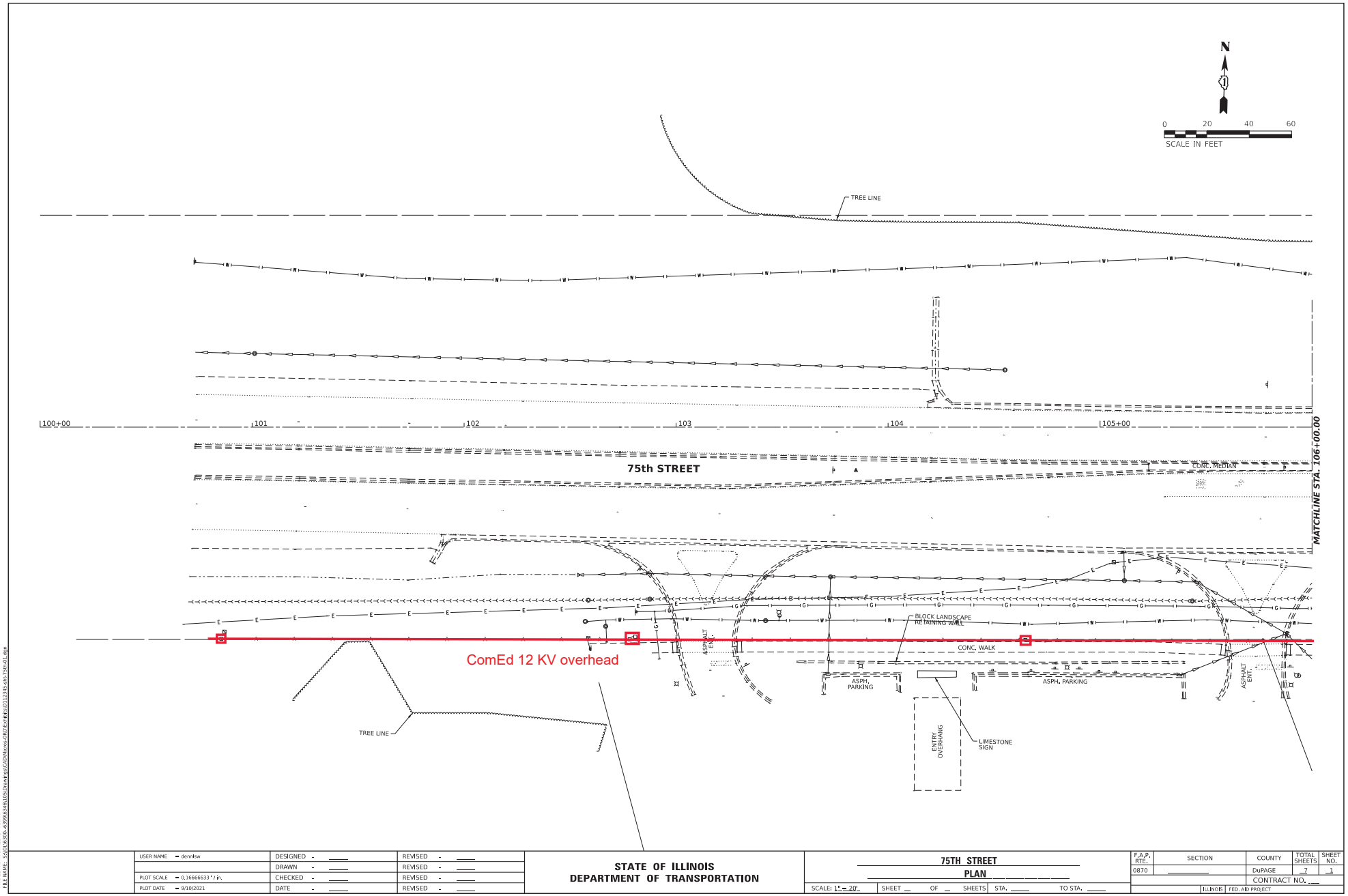
Electrical Connectivity Drawing
NOT TO SCALE
Subject to change at any Time
Existing LIVE as of: 09/22/2021

N
Not associated viewport



"RESTRICTED CONFIDENTIAL: CONTAINS CRITICAL ENERGY/ELECTRIC INFRASTRUCTURE INFORMATION (CEII)"
"Confidential Information must be destroyed in a manner that preserves the confidentiality of such information.
Such methods may include shredding, pulverization or incineration. Confidential Information CANNOT be placed in public or office recycling bins."

DRAFT 1/19/2026



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PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

75TH STREET
PLAN

SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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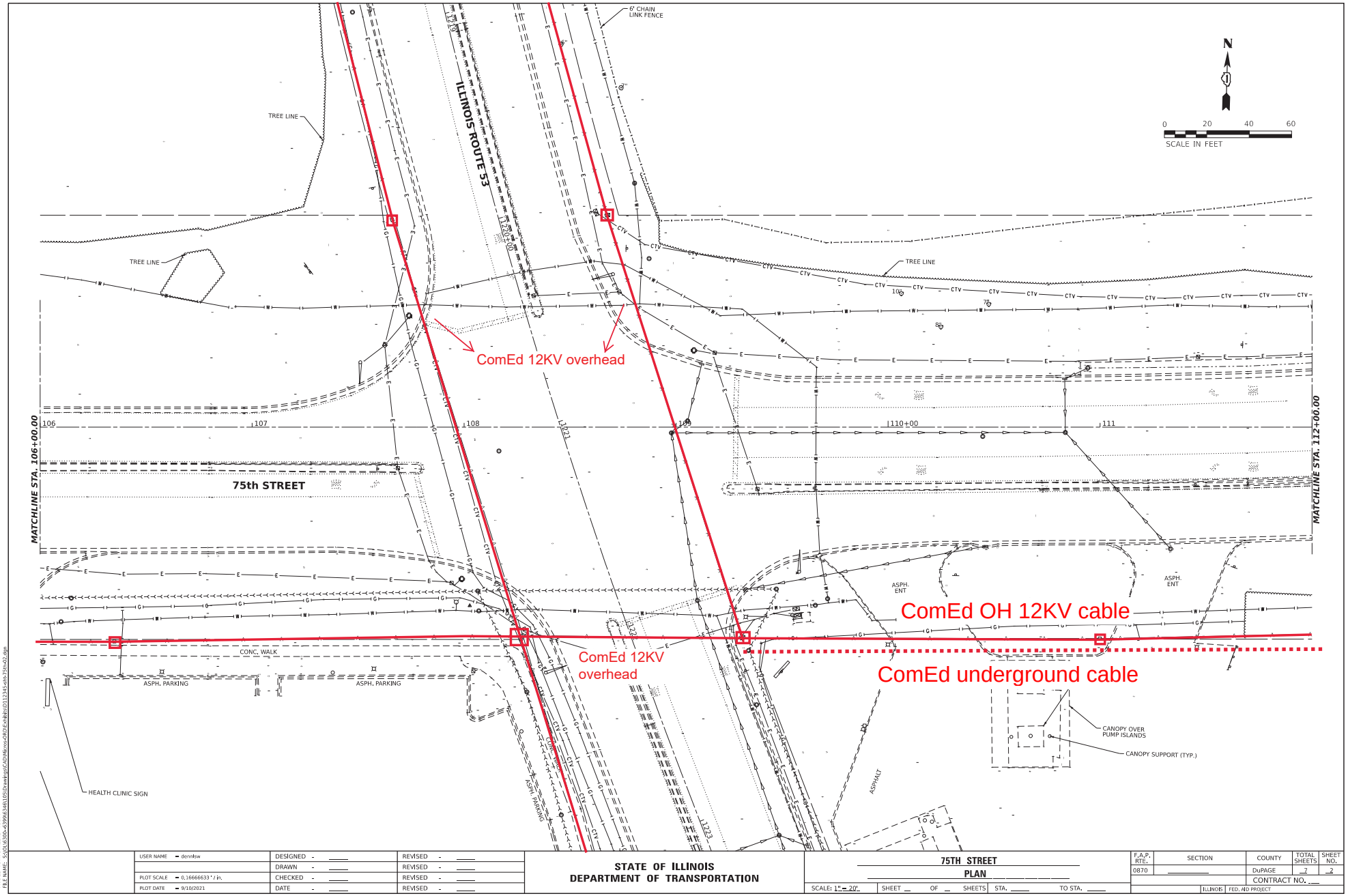
		CONTRACT NO. __		
		ILLINOIS	FED. AID PROJECT	

DRAFT 1/19/2026



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	DRAWN -	REVISED -	
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PLOT DATE = 9/10/2021	DATE -	REVISED -	

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SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870		DuPAGE	7	2
		CONTRACT NO. __		
		ILLINOIS	FED. AID PROJECT	

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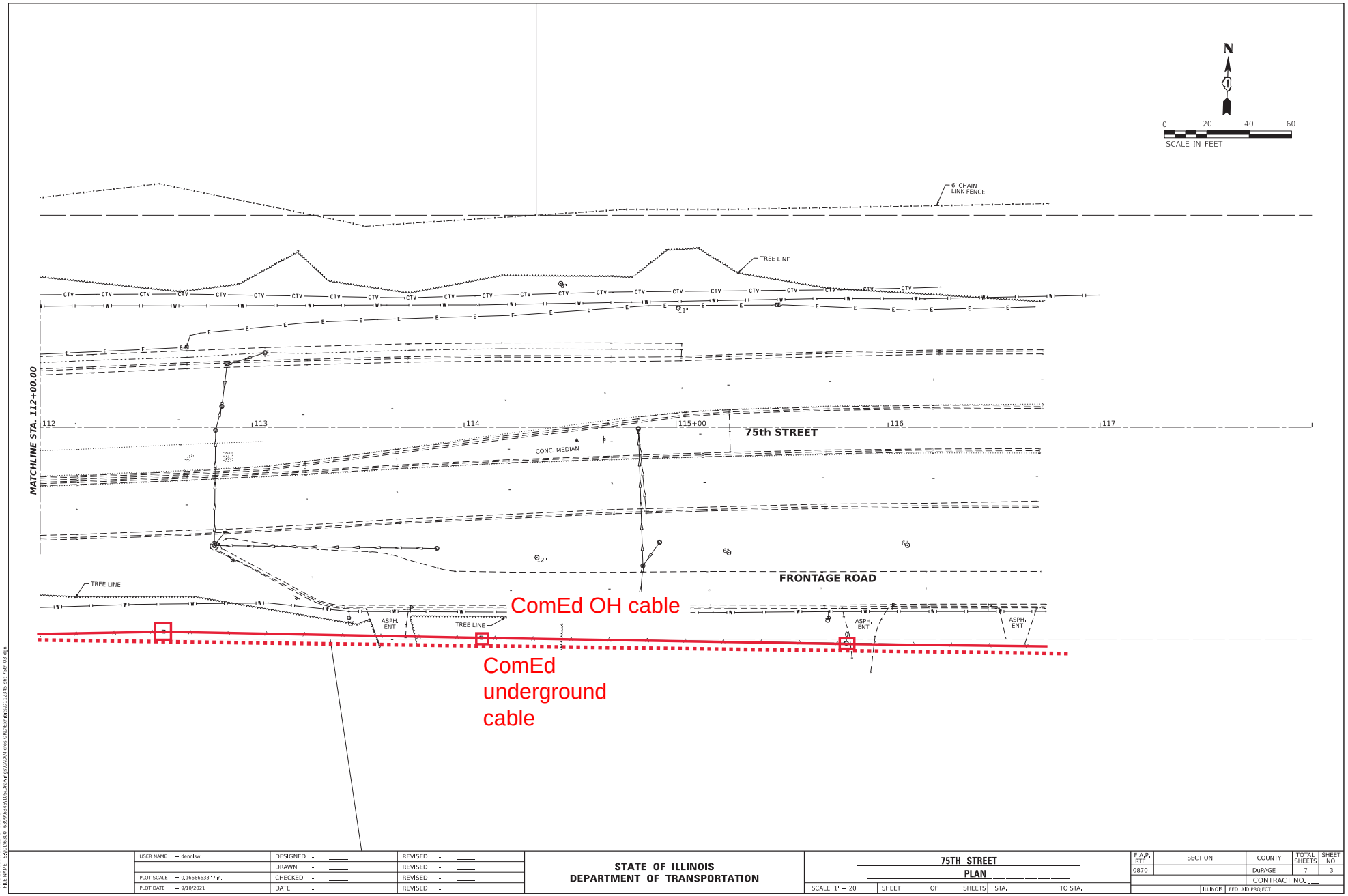
DRAFT 1/19/2026



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PLAN

SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

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		CONTRACT NO. ___		
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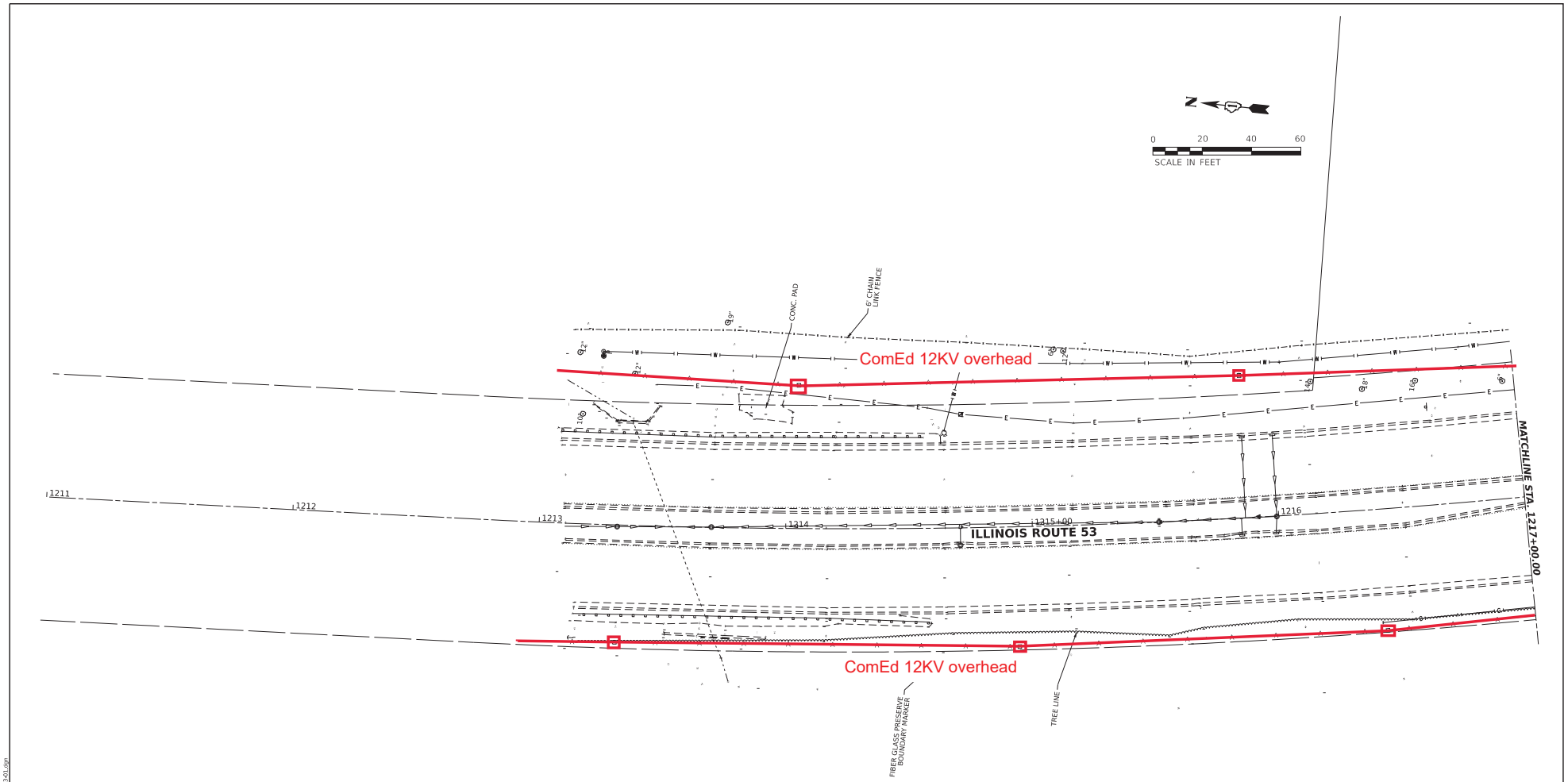
DRAFT 1/19/2026



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/10/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
PLAN

SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPage	7	4
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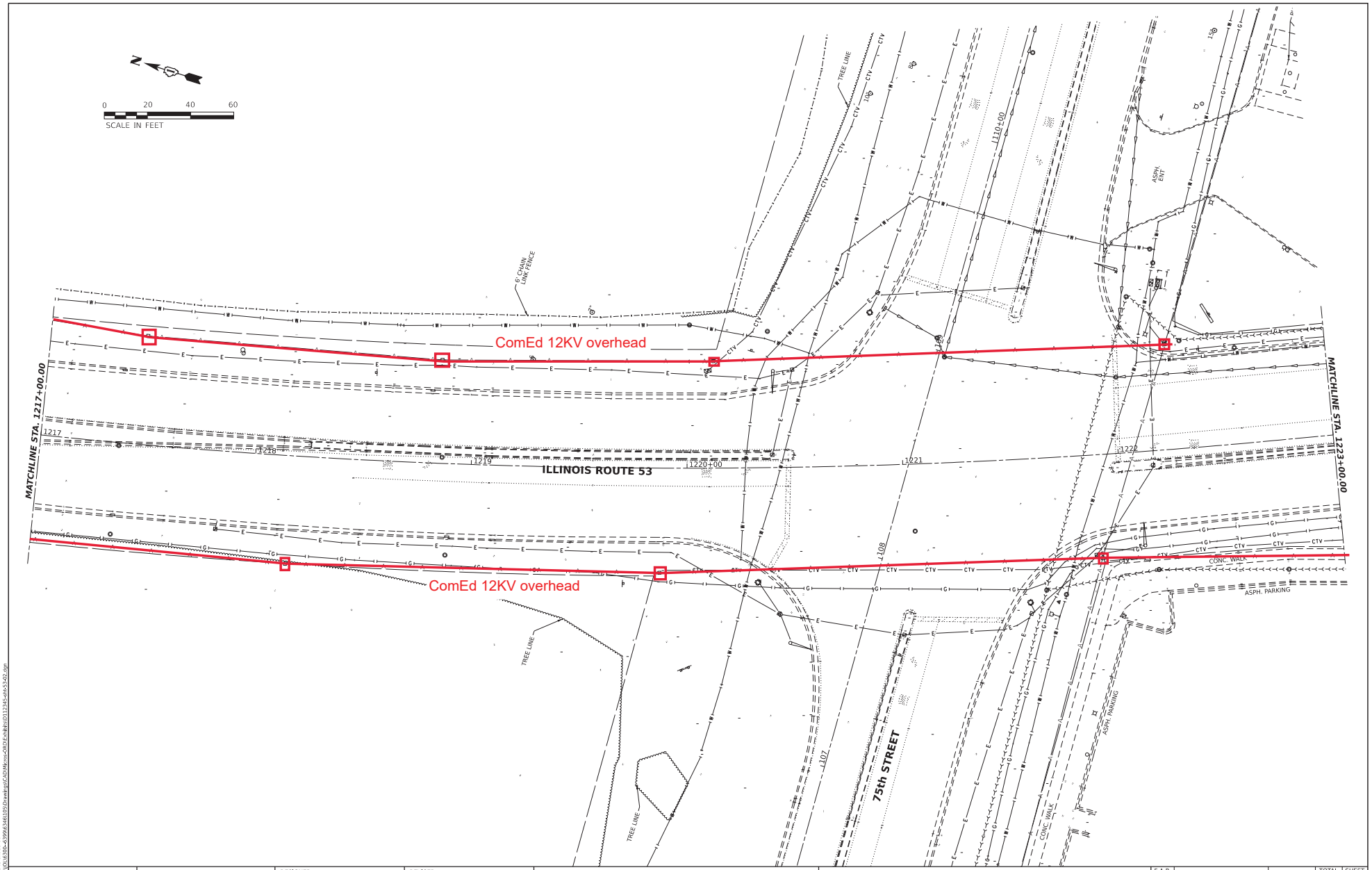

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0870	____	DuPage	7	5
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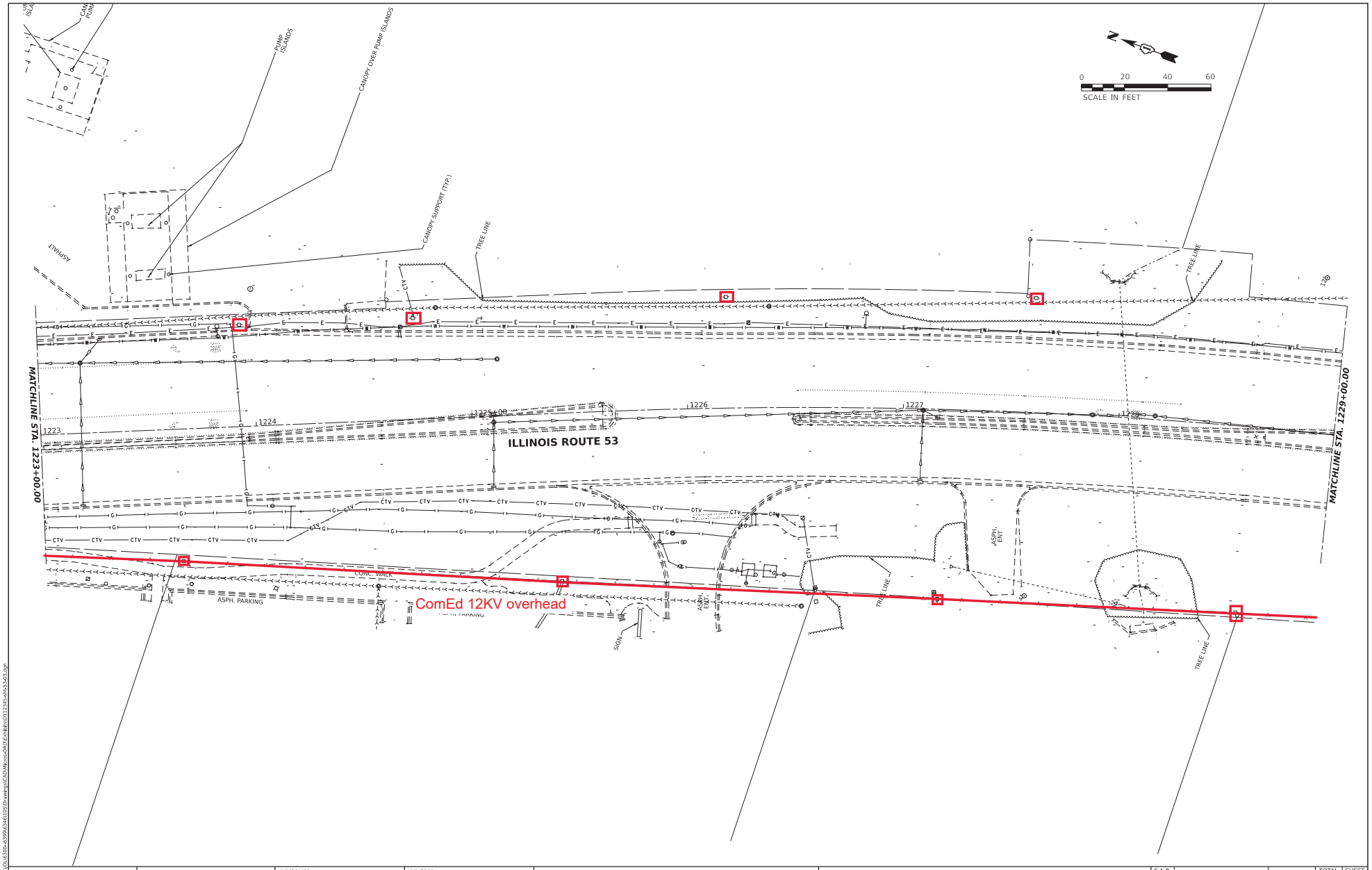
		ILLINOIS	FED. AID PROJECT	

MODEL: D112345-sht-s3-d6
FILE NAME: S:\DOL\530D-253906\346\105\Drawings\CADAE\xrefs\ROUTE\Exhibits\D112345-sht-s3-d2.dgn

DRAFT 1/19/2026



USER NAME = dennisw	DESIGNED - ____	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - ____	REVISED - ____	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

IL ROUTE 53
PLAN
SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPage	7	6
		CONTRACT NO. __		
		ILLINOIS	FED. AID PROJECT	

MODEL: D112345-sht-S3-47
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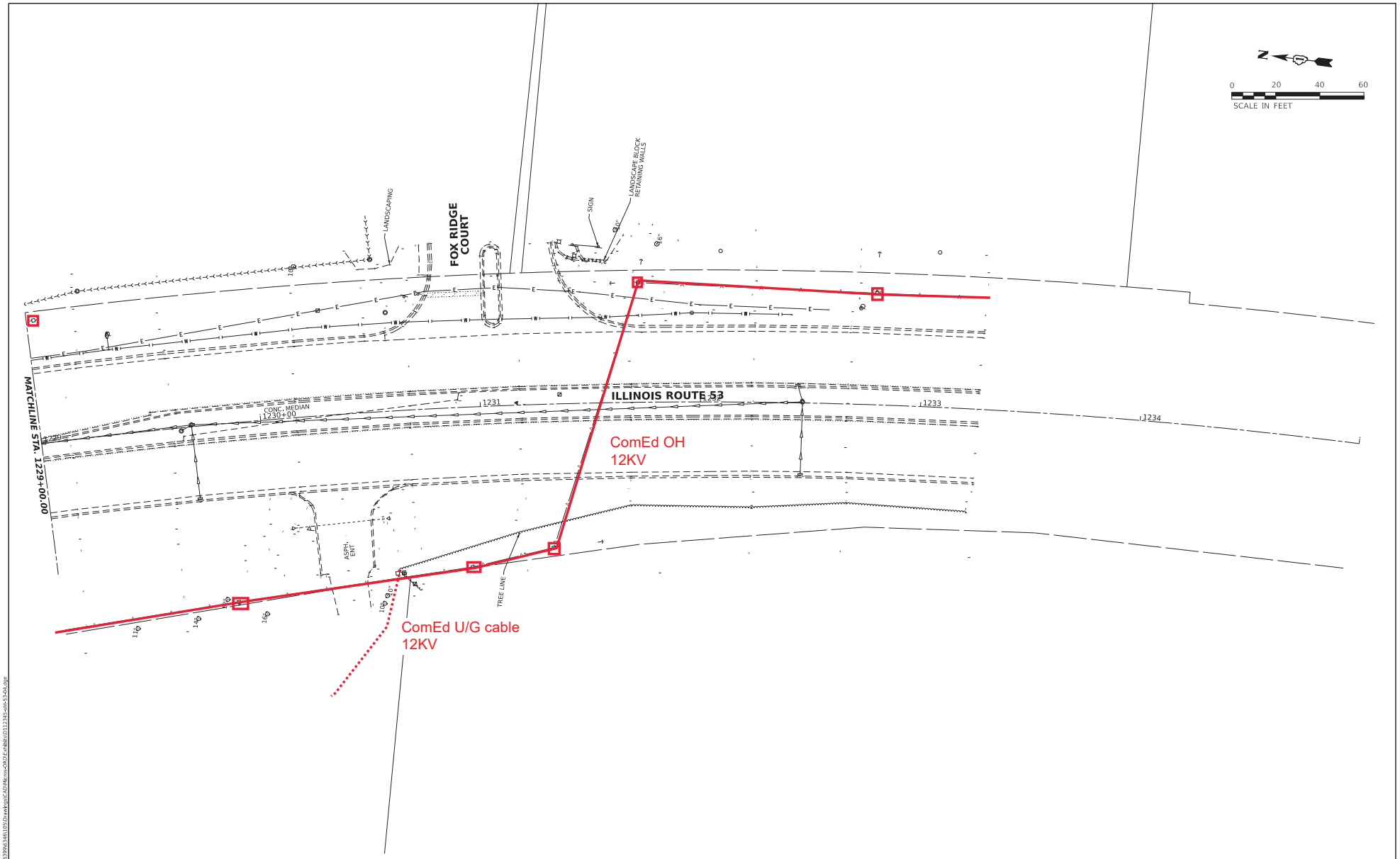
DRAFT 1/19/2026



USER NAME = dennisw	DESIGNED - ____	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 53 PLAN	F.A.P. RTE. 0870 / SECTION ____ / COUNTY DuPage / TOTAL SHEETS 7 / SHEET NO. 7
	DRAWN - ____	REVISED - ____			CONTRACT NO. ___
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____			ILLINOIS / FED. AID PROJECT
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____		SCALE: 1" = 20' / SHEET __ OF __ SHEETS / STA. ____ / TO STA. ____	

MODEL: D112345-sht-S3-08
FILE NAME: S:\DOL\530D-2390\63546\105\Drawings\CADME\xrefs\ROUTE\Exhibits\D112345-sht-S3-04.dgn

DRAFT 1/19/2026

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

09/22/21

Mr. Azzam Hamdan
Illinois Department of Transportation
Division of Highways / Region 1 / District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: **Subject: xxxxxx**
Section: xxxxxx
County: xxxxxx
Contract: xxxxxx
(ComEd Ref.# H23026BOL) Markup Request

Per your request on 09/16/21, I enclosed copies of our maps depicting ComEd facilities in the subject area and I identified all our existing facilities on your plans and enclosed a marked plan set for your review. Please note the underground shown is approximate and were obtained from records only. I am also including print outs of our current electrical connectivity in the area with overhead highlighted in yellow for 12kV and below and in orange for 34kV, the underground is highlighted in green. This information will enable you to compare existing 'live' facilities against those depicted within our older hand drafted maps. These should assist you in locating our facilities and comparing with J.U.L.I.E. locates. Please incorporate this information into your plans.

Please be aware that these maps are a functional representation only and are not intended to show exact locations. It is imperative that underground locates be made prior to any excavation. Please contact J.U.L.I.E. at 1-800-892-0123 to make arrangements. These maps are confidential and are not for redistribution to the general public. They are a representation of the electrical system as of the title block date, which is subject to change without notification.

Please send all future correspondence pertaining to this project to Emily Craven at Emily.craven@exeloncorp.com. Plans can be submitted to PlanSubmittalsandMapRequests@exeloncorp.com and should be in PDF format and full scale please include ComEd Ref# indicated above.

If you have any questions regarding this reply, please contact me at 419-378-9354.
Respectfully yours,

Gaurav Kadel,
ComEd – Public Relocation

DRAFT 1/19/2026

MATCH LINE STA. 181+00

8"Ø BLOW-OFF STA. 182+~~35~~ 46

B-8 25'

185+00

36"Ø MAIN

CORROSION CONTROL TEST STATION

190+00

MATCH LINE STA. 195+00

99' 48' 113' 46' 52' 58' 62' 51' 66'

EAST BRANCH DUPAGE RIVER

WING WALLS

END OF GUARD RAIL

75TH ST.

B.M.1027

GUARD RAIL (TYP.)

DU PAGE RIVER

8" SAN 18" SAN 10" SAN 24"CMP 8"SAN 30"CMP 8" SAN 12"W

ASPH. SHOULDER ASPH. CONC. GUTTER CONC. GUTTER

T.S.M.H. GRAVEL SOD GRASS SC.

R.O.W.

B.M. 1027 EL. 658.49
BRONZE DISK SET ON CONCRETE HEADWALL

REFER TO DETAILS SHEET FOR COMPOSITION OF TRENCH BACKFILL

SIGNET. COPYRIGHT 1987 THE SIDWELL COMPANY
899-240 NORTH AVE., P.O. BOX M, WEST CHICAGO, IL. 60185 (312) 231-0606

DRAWING OF RECORD
DATE: JAN 28 1991

14

ELEVATION FT. U.S.G.S. DATUM

APPROX. SURFACE ELEV.

CORROSION CONTROL TEST STATION (CP-1)

610 BLOW-OFF STA. 182+~~35~~ 46

EAST BRANCH DUPAGE RIVER

INV. EL. 641.5

INV. EL. 640.5

INV. EL. 642.14

INV. EL. 643.

INV. EL. 639.0

INV. EL. 638.73

4' MIN.

66"SAN

36"Ø MAIN

INV. EL. 642.5

2.4

INV. EL. 642.0

INV. EL. 647.4

INV. EL. 646.0

MATCH LINE STA. 181+00

MATCH LINE STA. 195+00

655 650 645 640 635 630 625

181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00

THIS DRAWING IS FOR INFORMATIONAL PURPOSES ONLY. IF EXACT PIPELINE ALIGNMENT OR ELEVATIONS ARE REQUIRED TEST HOLES SHOULD BE DUG. NOTIFY THE DuPAGE WATER COMMISSION FORTY-EIGHT HOURS IN ADVANCE OF ANY EXCAVATIONS. (630) 834-0100

ALVORD, BURDICK & HOWSON
ENGINEERS
1988
CHICAGO

DuPAGE WATER COMMISSION

DATE	INIT.	REVISIONS
7/18/88		ADV. DATE

PLAN & PROFILE

SCALES
HORZ. 20 0 20 40 60 80 100 FT.
VERT. 2 0 2 4 6 8 10 FT.

CONTRACT TS-3/88
SOUTH TRANSMISSION MAIN

S

DRAFT 1/19/2020

MATCH LINE STA. 195+00

22½° BEND STA. 195 + ~~31~~ 25

CORROSION CONTROL TEST STATION (CP-2 OR CP-9)

105 L.F. OF 60"Ø STEEL CASING

CORROSION CONTROL TEST STATION (CP-3)

THRUST BLOCK (TEMPORARY)

30" RESTRAINED PLUG OR CAP

8 1/2" CORPORATION STOP

30"Ø MAIN (35 L.F.)

30" INSULATED FLANGE

30"Ø B.F. VALVE OPERATOR IN VAULT

36"x30" TEE STA. 198 +20 ±

200+00

36"Ø MAIN

205+00

CORROSION CONTROL TEST STATION

MATCH LINE STA. 209+00

22½° BEND STA. 195 + ~~68~~ 75

B-9 SIGNAL CABLE (TYP.)

TRAFFIC DETECTOR (TYP.)

24" STEEL CASING

SIGNAL CONTROL BOX

SHELL GAS STATION

STANDARD GAS STATION

QUANTITIES FOR TRAFFIC SIGNAL MAINTENANCE & REHABILITATION

1 EACH – MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

REFER TO DETAILS SHEET FOR COMPOSITION OF TRENCH BACKFILL

'DETAIL' (NTS)

SIGNET. COPYRIGHT 1987 THE SIDWELL COMPANY
89W240 NORTH AVE., P.O. BOX M, WEST CHICAGO, IL. 60185 (312) 231-0606

THIS DRAWING IS FOR INFORMATIONAL PURPOSES ONLY. IF EXACT PIPELINE ALIGNMENT OR ELEVATIONS ARE REQUIRED TEST HOLES SHOULD BE DUG. NOTIFY THE DuPAGE WATER COMMISSION FORTY-EIGHT HOURS IN ADVANCE OF ANY EXCAVATIONS. (630) 834-0100

DRAWING OF RECORD
DATE: JAN 28 1991

15

ELEVATION FT. U.S.G.S. DATUM

MATCH LINE STA. 195+00

CORROSION CONTROL TEST STATION (CP-3)

INV. EL. 667.15

APPROX. SURFACE ELEV.

INV. EL. 671.5

CONCRETE COUNTER WEIGHT

22½° BEND

36"x30" TEE STA. 198 +20 ±

INV. EL. 656.0

INV. EL. 652.38 1.30

INV. EL. 650.2

INV. EL. 748.8

105 L.F. OF 60"Ø STEEL CASING

36"ØMAIN

STA. 198+63

INV. EL. 685.12

INV. EL. 686.0

APPROX. SURFACE ELEV.

INV. EL. 701.0

36"Ø MAIN

CORROSION CONTROL TEST STATION (CP-1)

APPROX. SURFACE ELEV.

INV. EL. 723.5

INV. EL. 716.5

INV. EL. 710.

36"Ø MAIN

MATCH LINE STA. 209+00

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00

DATE	INIT.	REVISIONS
7/18/88		ADV. DATE

ALVORD, BURDICK & HOWSON
ENGINEERS
1988
CHICAGO

DuPAGE WATER COMMISSION

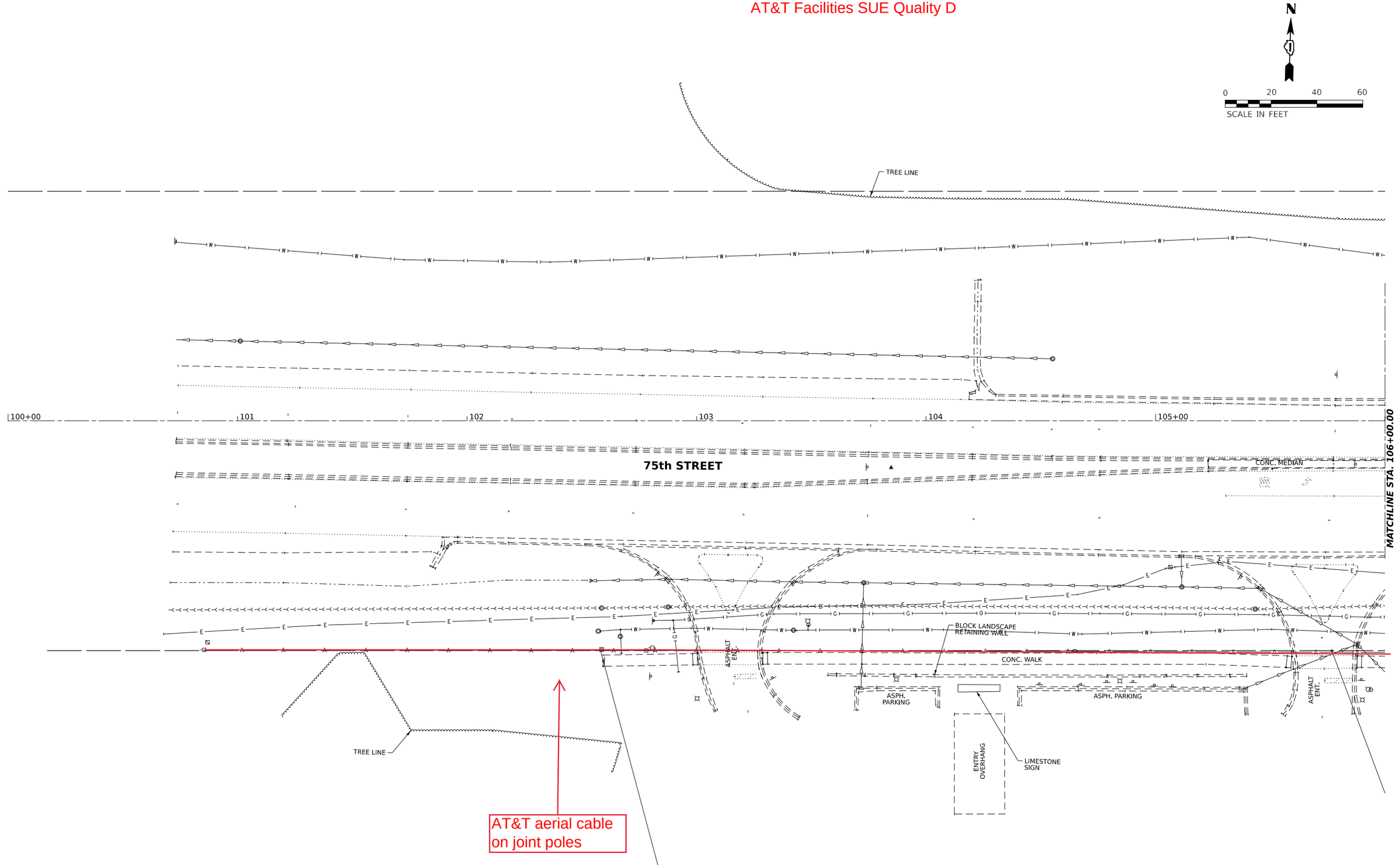
PLAN & PROFILE

SCALES
HORZ. 20 0 20 40 60 80 100 FT.
VERT. 2 0 2 4 6 8 10 FT.

CONTRACT TS-3/88
SOUTH TRANSMISSION MAIN

DRAFT 1/19/2026

AT&T Facilities SUE Quality D



MODEL: 75TH STREET1 - 75th=6
FILE NAME: S:\DI\6300-6399\6346\105\Drawings\CAD\Micros-ORD\Exhibits\D112345-sht-75th-01.dgn

USER NAME = dennisw	DESIGNED - ____	REVISED - ____	**STATE OF ILLINOIS**
	DRAWN - ____	REVISED - ____	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

75TH STREET
PLAN

SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPAGE	7	1
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

DRAFT 1/19/2026

AT&T Facilities SUE Quality D

N

0 20 40 60
SCALE IN FEET

ILLINOIS ROUTE 53

6' CHAIN LINK FENCE

TREE LINE

TREE LINE

TREE LINE

1219

1220+00

1221

1222

1223

106

107

108

109

110+00

111

MATCHLINE STA. 106+00.00

MATCHLINE STA. 112+00.00

75th STREET

CONC. WALK

ASPH. PARKING

ASPH. PARKING

ASPH. PARKING

CONC. WALK

ASPH. ENT

ASPH. ENT

PUMP ISLANDS

CANOPY OVER PUMP ISLANDS

CANOPY SUPPORT (TYP.)

ASPHALT

HEALTH CLINIC SIGN

AT&T Aerial cable on joint owned poles

AT&T Aerial cable on joint owned poles

MODEL: 75TH STREET1 - 75th=7
FILE NAME: S:\DOT\6300-6399\6346\105\Drawings\CAD\Microx-ORD\Exhibits\D112345-sht-75th-02.dgn

USER NAME = dennisw	DESIGNED - ____	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - ____	REVISED - ____	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

75TH STREET
PLAN

SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPAGE	7	2
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

DRAFT 1/19/2026

AT&T Facilities SUE Quality C

N

0 20 40 60

SCALE IN FEET

6' CHAIN LINK FENCE

TREE LINE

MATCHLINE STA. 112+00.00

112 113 114 115+00 116 117

75th STREET

CONC. MEDIAN

FRONTAGE ROAD

TREE LINE

ASPH. ENT

TREE LINE

ASPH. ENT

ASPH. ENT

AT&T aerial cable on joint owned poles

MODEL: 75TH STREET1 - 75th-8
FILE NAME: S:\DOL\6300-6399\6346105\DrawFigs\CADM\Cross-DRD\Exhibits\D1123345-sht-75th-03.dgn

USER NAME = dennisw	DESIGNED - ____	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - ____	REVISED - ____	75TH STREET PLAN
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	SCALE: 1" = 20' SHEET __ OF __ SHEETS STA. ____ TO STA. ____
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPAGE	7	3
		CONTRACT NO. ___		
	ILLINOIS	FED. AID PROJECT		

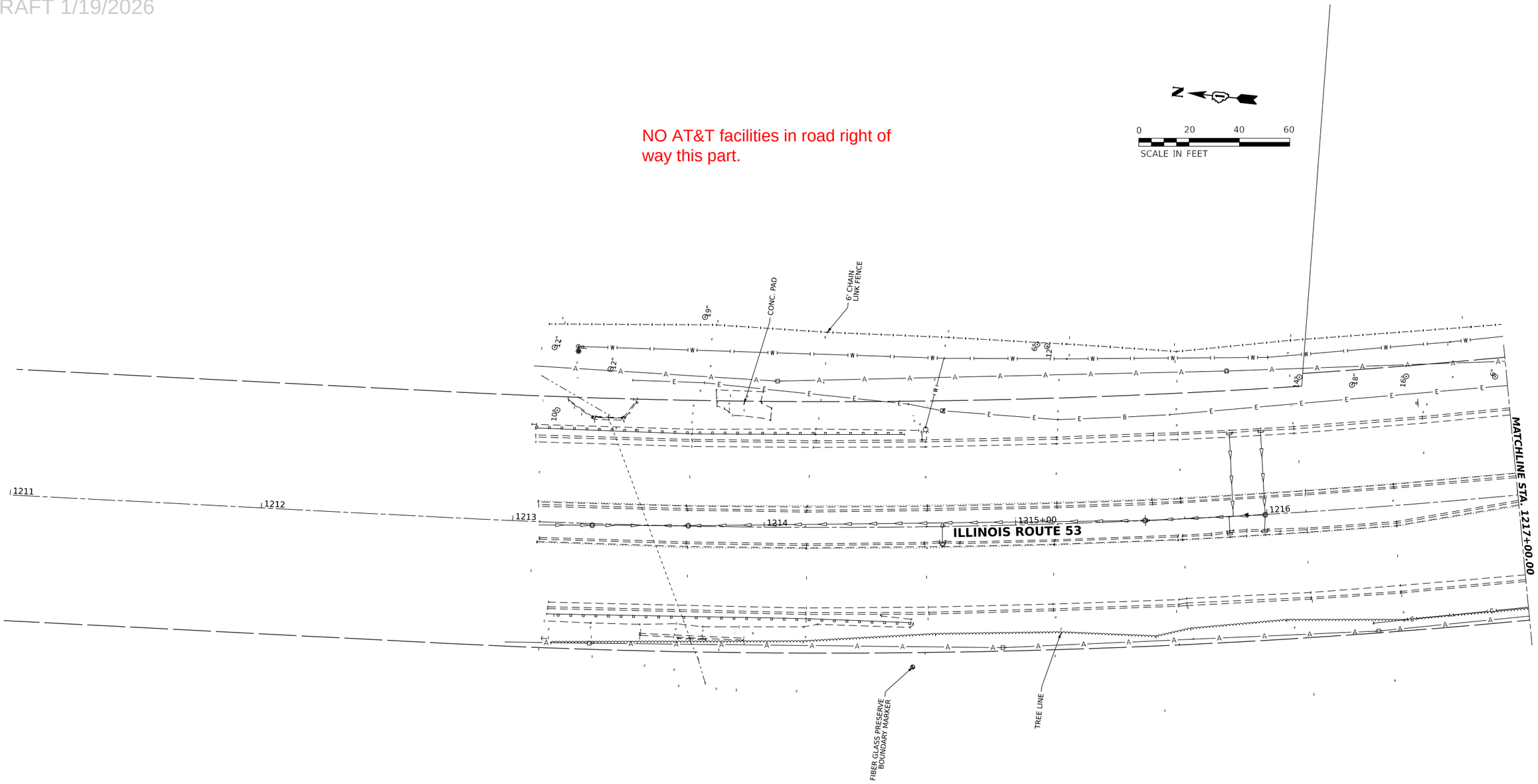
DRAFT 1/19/2026

NO AT&T facilities in road right of way this part.

N

0 20 40 60

SCALE IN FEET



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PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
PLAN

SCALE: 1" = 20'. | SHEET __ OF __ SHEETS | STA. ____ | TO STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPAGE	7	4
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

DRAFT 1/19/2026

AT&T Facilities SUE Quality C

N

0 20 40 60

SCALE IN FEET

MATCHLINE STA. 1217+00.00

MATCHLINE STA. 1223+00.00

ILLINOIS ROUTE 53

75th STREET

1217 1218 1219 1220+00 1221 1222

107 108 110+00 112 15

6' CHAIN LINK FENCE

TREE LINE

ASPH. ENT.

CONC. WALK

ASPH. PARKING

AT&T Aerial cable on joint owned poles

AT&T Aerial cable on joint owned poles

USER NAME = dennisw	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - _____	REVISED - _____	IL ROUTE 53 PLAN
PLOT SCALE = 0.16666633 ' / in.	CHECKED - _____	REVISED - _____	SCALE: 1" = 20' SHEET __ OF __ SHEETS STA. _____ TO STA. _____
PLOT DATE = 9/10/2021	DATE - _____	REVISED - _____	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPAGE	7	5
		CONTRACT NO. ___		
		ILLINOIS	FED. AID PROJECT	

MODEL: D312345-sht-S3-06
FILE NAME: S:\OL\6300-6399\6346\105\Drawings\CAD\MicroSOR\DExhibits\D312345-sht-s53-02.dgn

DRAFT 1/19/2026

AT&T Facilities SUE Quality D

AT&T Buried cable to 22w535

AT&T Aerial cable on joint owned poles

AT&T Buried 100 pair cable

AT&T Buried fiber to 3329 75th St

AT&T aerial cable on joint owned poles

N

0 20 40 60

SCALE IN FEET

PUMP ISLANDS

CANOPY OVER PUMP ISLANDS

CANOPY SUPPORT (TYP.)

TREE LINE

ASPHALT

MATCHLINE STA. 1223+00.00

MATCHLINE STA. 1229+00.00

1223 1224 1225+00 1226 1227 1228

ILLINOIS ROUTE 53

CONC. WALK

ASPH. PARKING

ASPH. PARKING

ASPH. ENT.

ASPH. ENT.

SIGN

TREE LINE

TREE LINE

MODEL: D112345\sht=53-07
FILE NAME: S:\DOI\6300-6399\6346\105\Drawings\CAD\Micros-ORD\Exhibits\D112345-sht=53-03.dgn

USER NAME = dennisw	DESIGNED - ____	REVISED - ____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - ____	REVISED - ____	IL ROUTE 53 PLAN
PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	SCALE: 1" = 20' | SHEET __ OF __ SHEETS | STA. ____ TO STA. ____
PLOT DATE = 9/10/2021	DATE - ____	REVISED - ____	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0870	_____	DuPAGE	7	6
		CONTRACT NO. ___		
		ILLINOIS | FED. AID PROJECT		

DRAFT 1/19/2026

AT&T Aerial cable on joint owned poles

AT&T Facilities SUE Quality C

AT&T Aerial cable on joint owned poles

AT&T buried cable and fiber to Cell site

AT&T Aerial cable on joint owned poles

FOX RIDGE COURT

ILLINOIS ROUTE 53

MATCHLINE STA. 1229+00.00

CONC. MEDIAN

1230+00

1229

1231

1233

1234

LANDSCAPING

SIGN

LANDSCAPE BLOCK RETAINING WALLS

10"

6"

ASPH. ENT

TREE LINE

10"

11"

12"

14"

16"

N

0 20 40 60

SCALE IN FEET

MODEL: D112345-sht-s3-d8
FILE NAME: s:\OL\6300-6399\6346\105\Drawings\CAD\Micros-ORD\Exhibits\D112345-sht-s3-d4.dgn

USER NAME = dennisw	DESIGNED - _____	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 53 PLAN	F.A.P. RTE. 0870 / SECTION _____ / COUNTY DuPAGE / TOTAL SHEETS 7 / SHEET NO. 7
	DRAWN - _____	REVISED - _____			CONTRACT NO. ___
PLOT SCALE = 0.16666633 ' / in.	CHECKED - _____	REVISED - _____			ILLINOIS / FED. AID PROJECT
PLOT DATE = 9/10/2021	DATE - _____	REVISED - _____		SCALE: 1" = 20' / SHEET __ OF __ SHEETS / STA. _____ / TO STA. _____	

DRAFT 1/19/2026

NOTE :
THIS CONTRACTOR IS ADVISED THAT ANOTHER CONTRACTOR WILL BE CONSTRUCTING THE SOUTH TRANSMISSION MAIN AND IF THE TRANSMISSION MAIN IS INSTALLED PRIOR TO THE INSTALLATION OF PIPING UNDER THIS CONTRACT, THIS CONTRACTOR SHALL BE REQUIRED TO PROVIDE ALL MATERIAL AND CONNECT TO THE THEN EXISTING PIPING WITH NO ADJUSTMENT IN CONTRACT PRICE THEREFOR. THE CONNECTION WORK WILL INCLUDE BUT NOT BE LIMITED TO REMOVAL OF THE EXISTING PIPE PLUG, CONCRETE AND INSTALLATION OF NECESSARY CONNECTION PIECES. IF THE SOUTH TRANSMISSION MAIN PIPING IS NOT INSTALLED THE WORK SHALL BE COMPLETED AS SHOWN.

B.M. 1027 EL. 658.49
BRONZE DISK SET ON NORTH-EAST CORNER OF CONCRETE BRIDGE WALL AT 75 TH STREET AND EAST BRANCH DUPAGE RIVER

DETAIL (N.T.S)

NOTE :
THE EXACT LOCATION OF THE PROPOSED PIPELINE SHALL BE DETERMINED IN THE FIELD BY A REGISTERED LAND-SURVEYOR TO ENSURE THAT THE PIPELINE IS CONSTRUCTED WITHIN THE ACQUIRED EASEMENT.

CAUTION:
PLANS DO NOT SHOW IMPROVEMENTS TO RT. 53 WHICH HAVE TAKEN PLACE AFTER AERIAL PHOTOS WERE MADE.

CORROSION CONTROL TEST STATION (CP-2)
AIR RELEASE M.H. STA. 0+25
11 1/4° BEND STA. 0+~~00~~15
30" RESTRAINED PLUG & CONC. THRUST BLOCK (TEMPORARY)
30"Ø B.F. VALVE (BY OTHERS)
SOUTH TRANSMISSION MAIN (BY OTHERS)
20' TEMPORARY CONSTRUCTION EASEMENT (THROUGHOUT)
15' PERMANENT EASEMENT
ALL DAMAGES CAUSED TO RT. 53 RIGHT - OF - WAY MUST BE RESTORED
30" Ø MAIN
8"Ø BLOW-OFF STA. 6+~~55~~81
6' HIGH TEMPORARY CHAIN-LINK FENCE (COST INCIDENTAL TO MAIN INSTALLATION)
30' PERMANENT EASEMENT
CORROSION CONTROL TEST STATION (CP-1)
THE PIPELINE IS APPROX. 1,470 FEET EAST OF EAST SECTION LINE OF SECTION 27 IN LISLE TOWNSHIP T. 38 N. R. 10 E. AND APPROX. 13 FEET FROM NEAREST POLE
(MATCH LINE STA. 13+00)
REFER TO DETAILS SHEET FOR COMPOSITION OF TRENCH BACKFILL

SUMMARY OF QUANTITIES

1 EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

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SIGNET ® THE SIDWELL COMPANY
8996-40 NORTH AVE., P.O. BOX M WEST CHICAGO, IL. 60185 (312) 231-0206

DRAWING OF RECORD
DATE: MAR 06 1991

SECTION I

1

BEGIN AT STA. 0+00
AIR RELEASE M.H. STA. 0+25
8"Ø BLOW-OFF STA. 6+~~55~~81
CORROSION CONTROL TEST STATION (CP-1)
CORROSION CONTROL TEST STATION (CP-2)
MATCH LINE STA. 13+00
ELEC TOWERS
APPROX. GROUND ELEV.
30"Ø MAIN
INV. EL. 653.0
INV. EL. 653.1
INV. EL. 653.0
INV. EL. 653.0
INV. EL. 652.5
INV. EL. 651.5
INV. EL. 650.0
INV. EL. 649.0
INV. EL. 652.5
INV. EL. 656.3
INV. EL. 658.1
INV. EL. 658.8
INV. EL. 659.8
ELEVATION FT. U.S.G.S. DATUM
670
665
660
655
650
645
640
0+00 1+00 2+00 3+00 4+00 5+00 6+00 7+00 8+00 9+00 10+00 11+00 12+00 13+00

THIS DRAWING IS FOR INFORMATIONAL PURPOSES ONLY. IF EXACT PIPELINE ALIGNMENT OR ELEVATIONS ARE REQUIRED TEST HOLES SHOULD BE DUG. NOTIFY THE DuPAGE WATER COMMISSION FORTY-EIGHT HOURS IN ADVANCE OF ANY EXCAVATIONS. (630) 834-0100

ALVORD, BURDICK & HOWSON
ENGINEERS
1989
CHICAGO

DuPAGE WATER COMMISSION

DATE	INIT	REVISIONS
3-27-89		ADV. DATE

PLAN & PROFILE

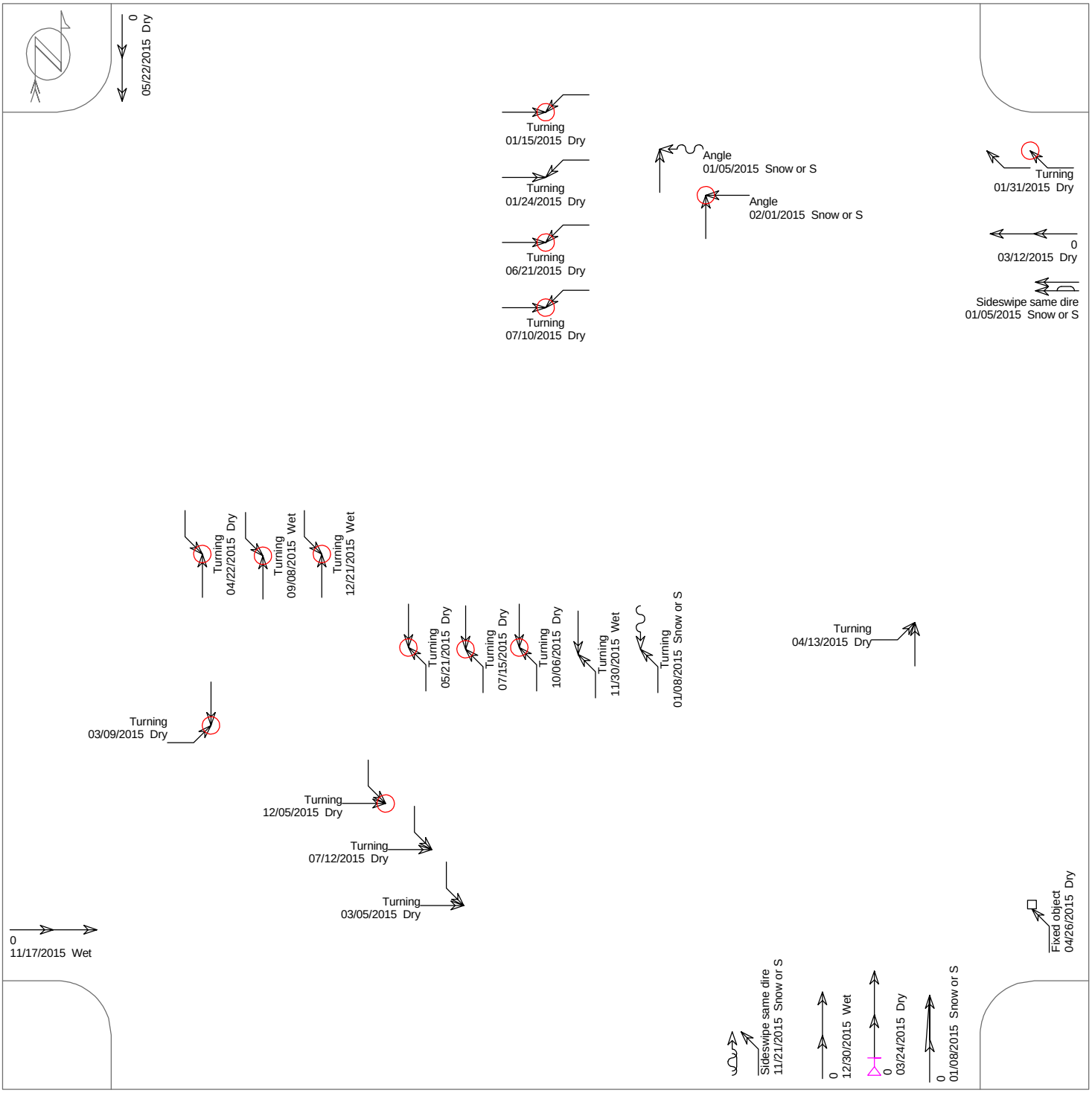
SCALES
HORZ. 20 0 20 40 60 80 100 FT.
VERT. 2 0 2 4 6 8 10 FT.

CONTRACT FSW-1/89
SOUTHWEST FEEDER MAINS

2

CRASH ANALYSIS

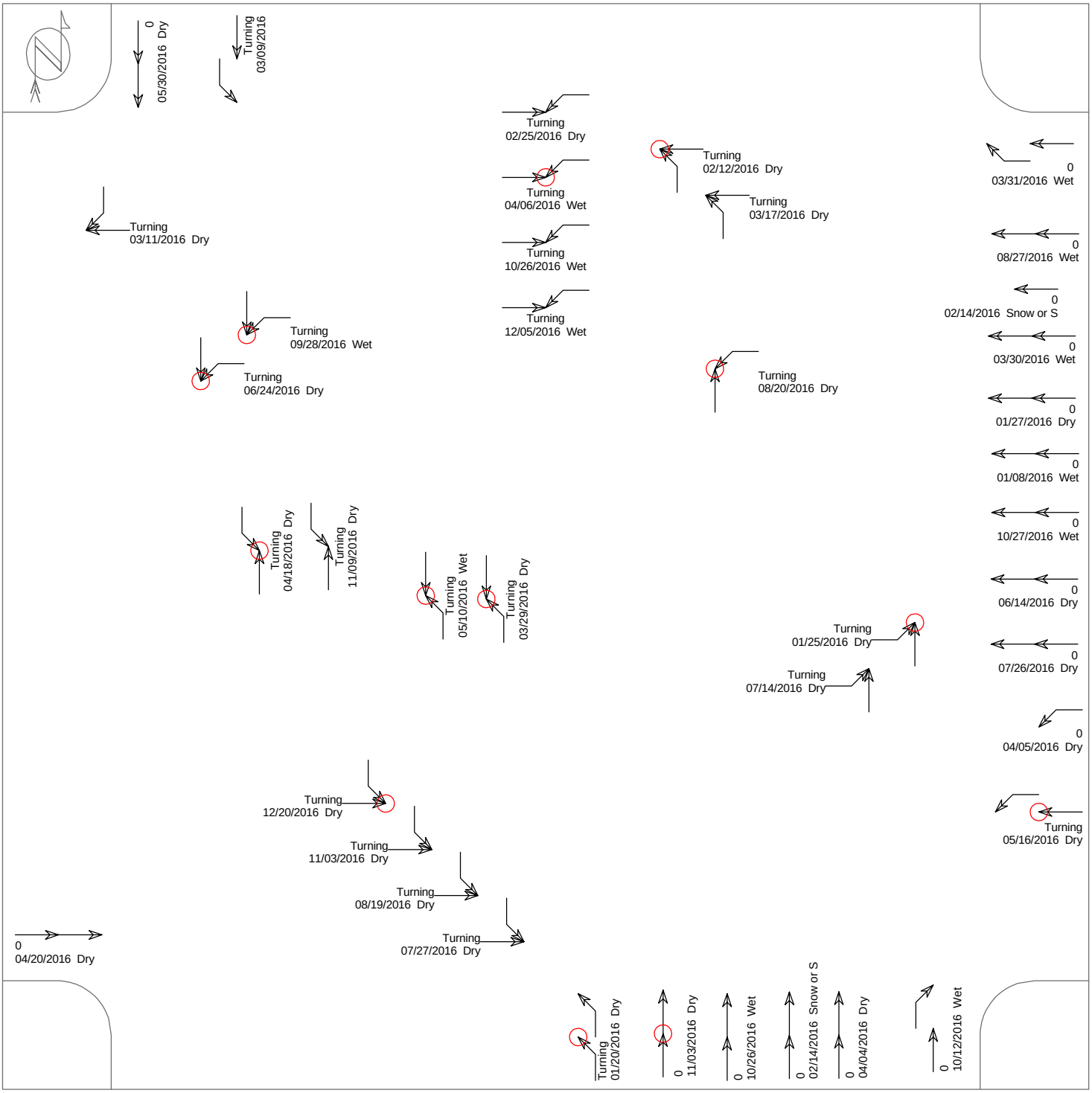
ILL ROUTE 53 @ 75TH STREET
29 Accidents 2015



(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

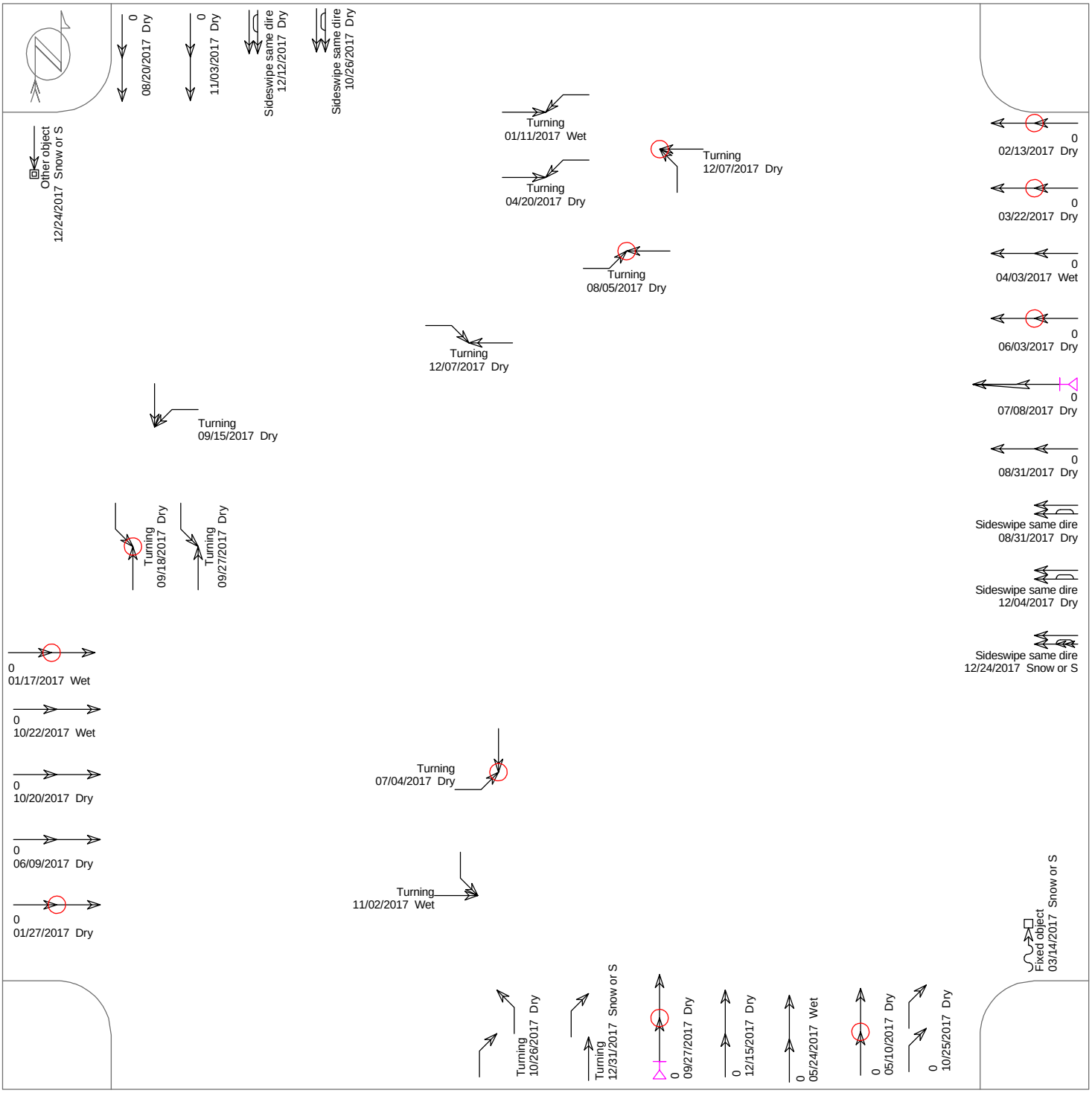
ILL ROUTE 53 @ 75TH STREET
40 Accidents 2016



(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

ILL ROUTE 53 @ 75TH STREET
37 Accidents 2017



(clear filter), (0) accidents with insufficient data for display

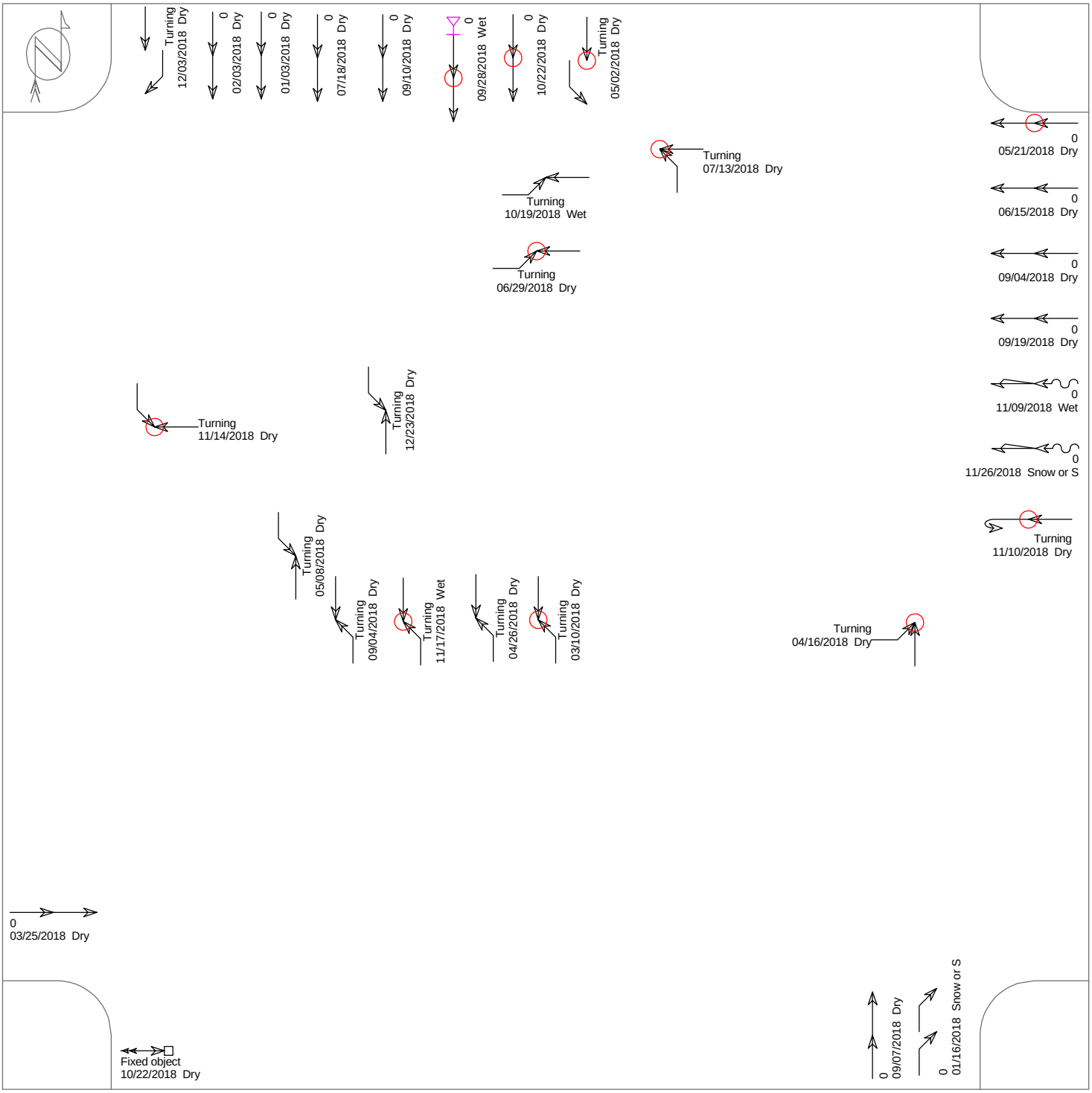
- Straight
- Stopped
- Unknown
- Backing
- Overtaking
- Sideswipe
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn
- Pedestrian
- Bicycle
- Injury
- Fatality
- Nighttime
- DUI

Fixed objects:

- General
- Signal
- Tree
- Pole
- Curb
- Animal

- 3rd vehicle
- Extra data

ILL ROUTE 53 @ 75TH STREET
31 Accidents 2018

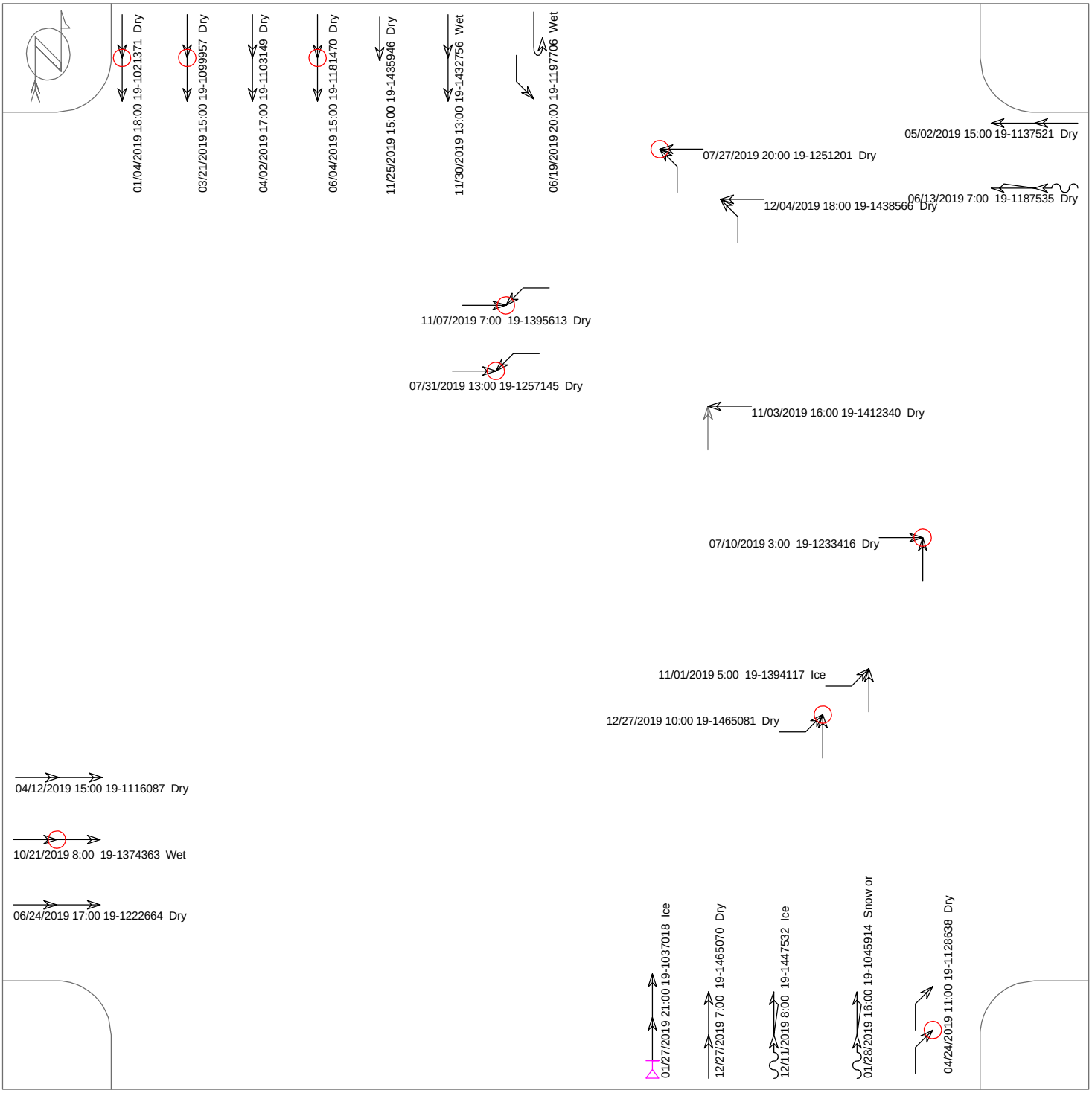


(clear filter), (1) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

DRAFT 1/19/2026

ILL ROUTE 53 @ 75TH STREET
25 Accidents 2019

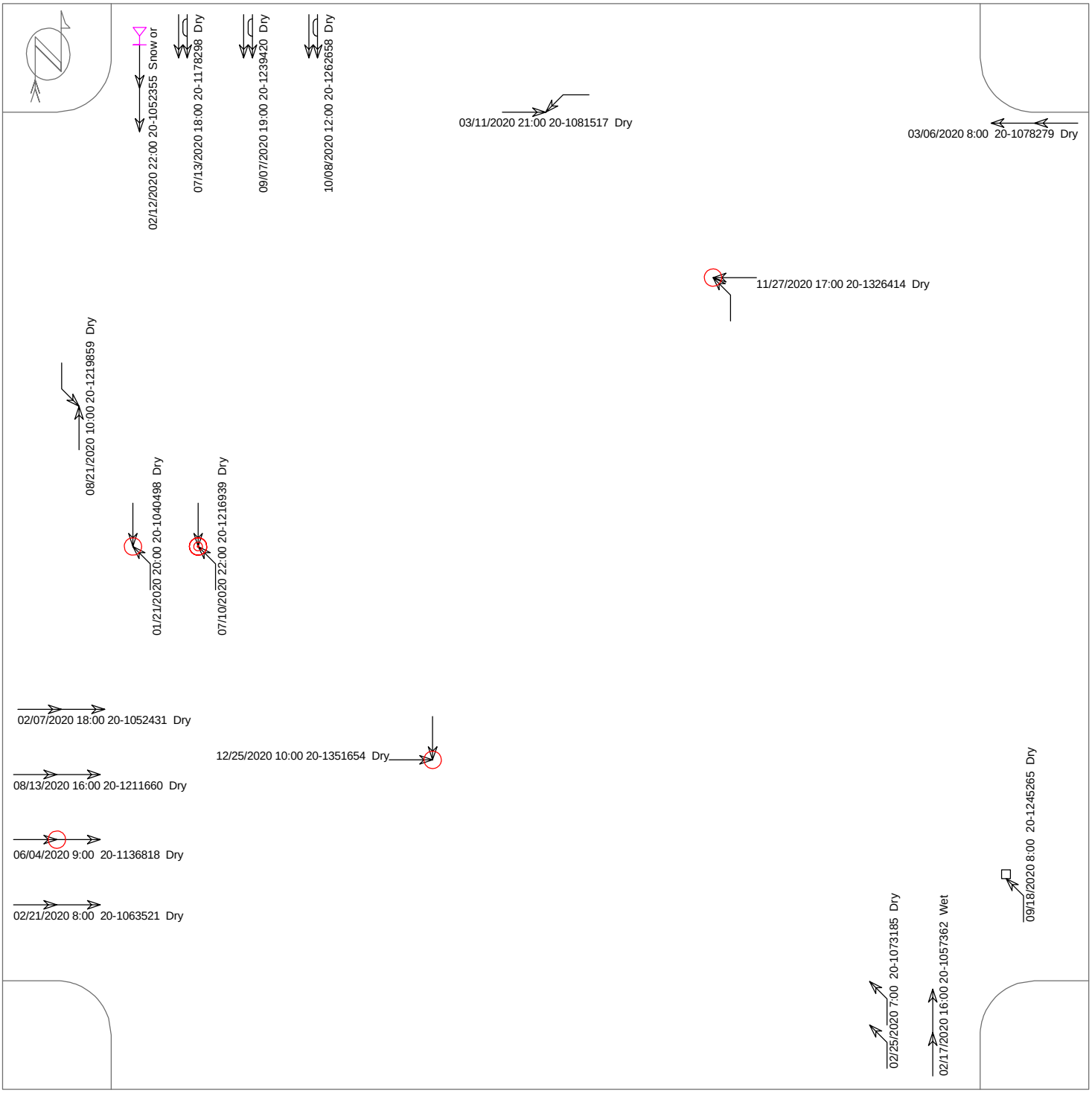


(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

DRAFT 1/19/2026

ILL RTE 53 @ 75TH STREET
18 Accidents 2020

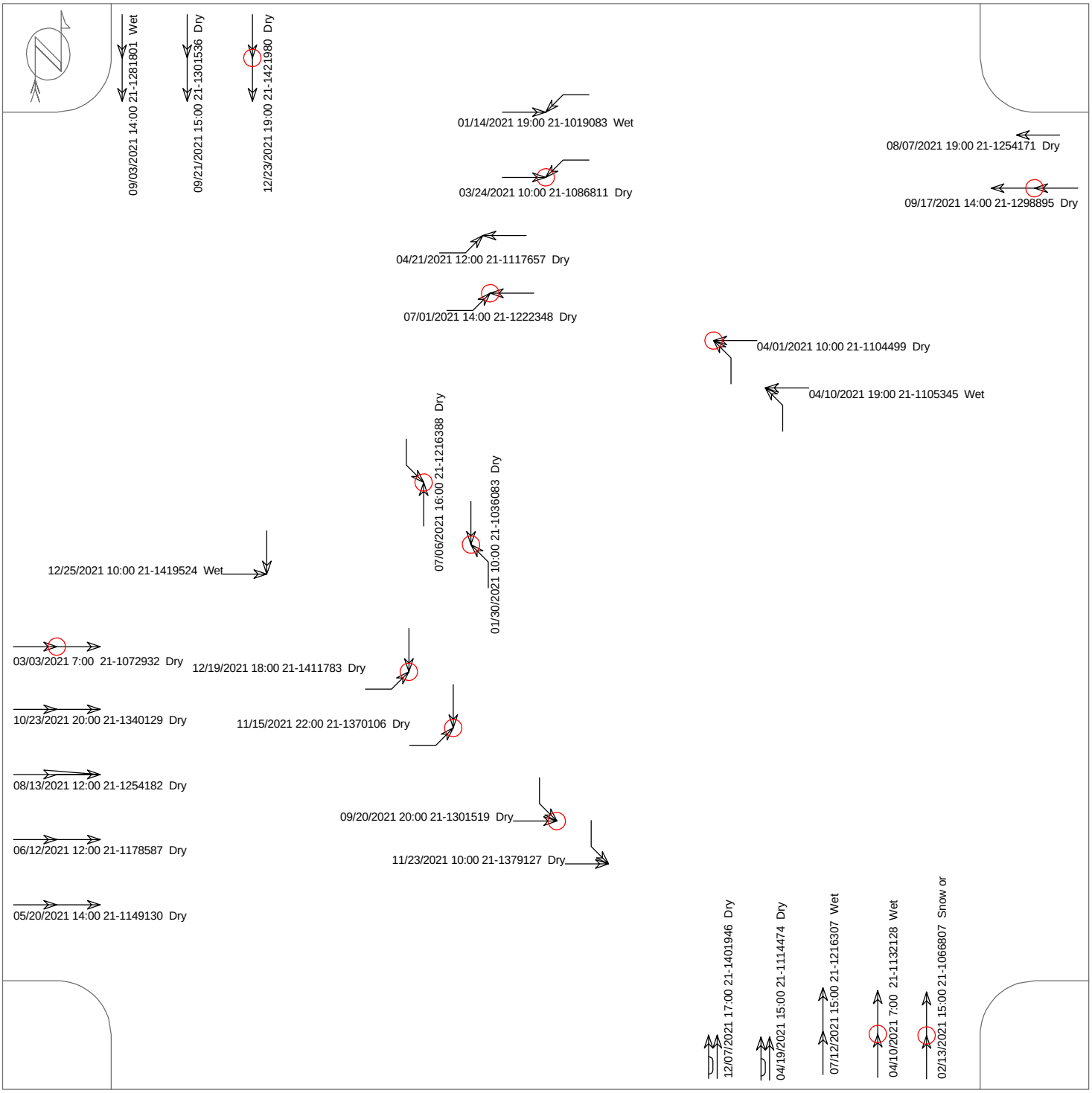


(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

DRAFT 1/19/2026

ILL RTE 53 @ 75TH STREET
28 Accidents 2021

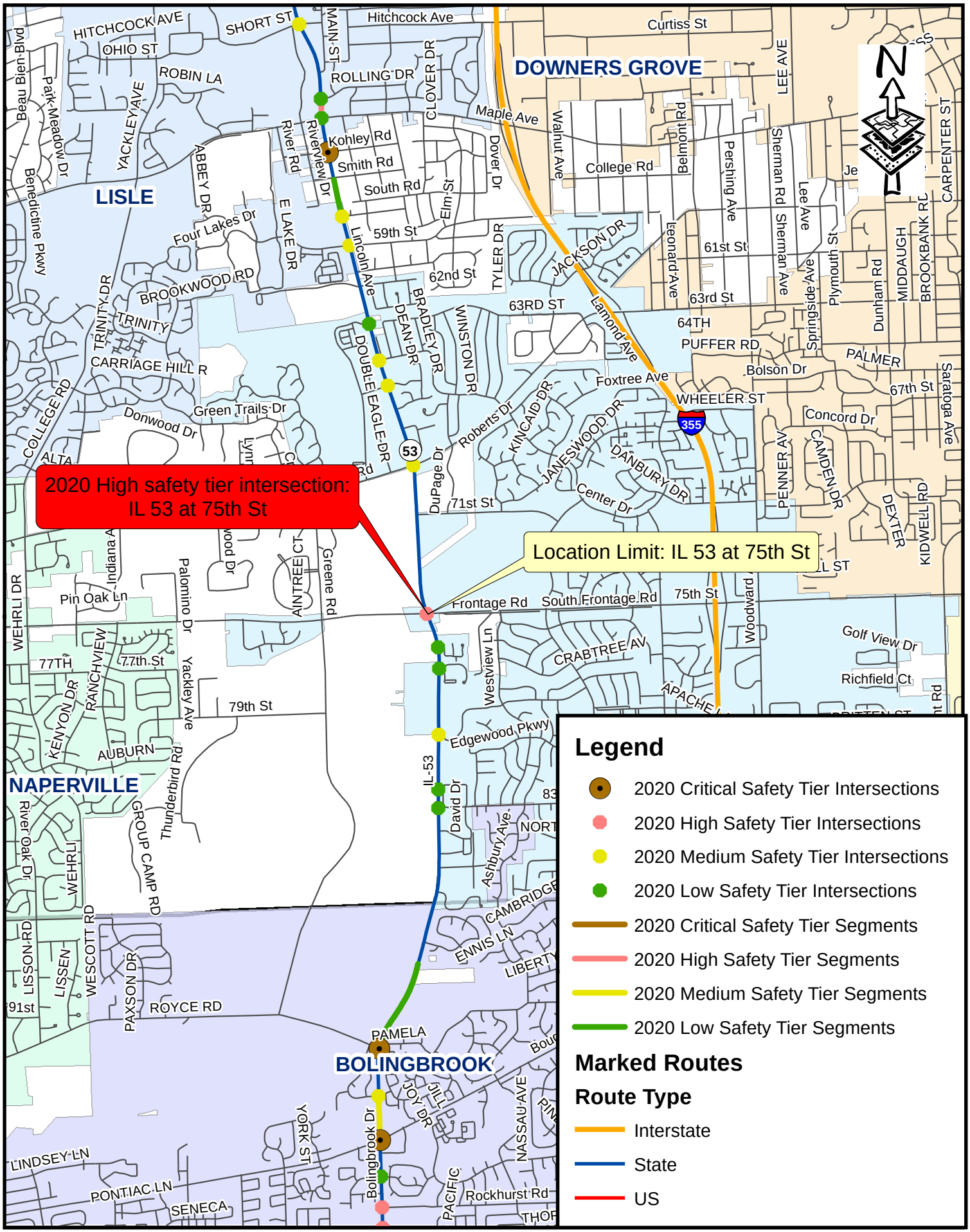


(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

DRAFT 1/19/2026

2020 Safety Tier Locations



DESIGN CRITERIA CHECKLIST

Illinois Department of Transportation

Level Two Design Criteria Checklist

Key Route: PAS 0870

Marked Route/Road Name: IL Route 53

State Job No.: _____ Contract No.: _____

Functional Classification: Other Principal Arterial Highway Type: _____

County(ies): Dupage County Project Length: 0.3 miles

City: Woodridge Section: _____

Project Location: Intersection of IL Route 53 and 75th Street

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

☐	New construction	☐	*Reconstruction	☒	*3R (non-freeway)	☐	*3R (freeway)
☐	3P	☐	SMART	☒	HSIP	☐	Other

**Note: May include "Allowed to Remain in Place" criteria.*
This form is required for all new construction, reconstruction, and 3R projects.

b. Provide a brief project description:

Provide dual left turn lanes on all legs of the intersection, add Southbound and Eastbound right turn lanes, and provide new traffic signals with added protected only left turn phasing

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
1. Basic Design Controls (Chapter 31)			
a. Design speed 50 mph (km/h)	☐	☐	☐
b. Stopping Sight Distance (SSD) application for vertical curves (downgrade adjusted SSD used) 425 ft	☐	☐	☐
c. Truck SSD (level) (at specific sites)	☐	☐	☐
d. Level of service (mainline) D	☐	☐	☐
2. Horizontal Alignment (mainline) (Chapter 32)			
a. Horizontal curvature (minimum radius for selected design speed) feet (meters) R min = 758 ft	☐	☐	☐
b. Superelevation rates (e_{max} = %) e max - 6.0%	☐	☐	☐
c. Superelevation transition lengths 210 ft	☐	☐	☐
d. SSD application at horizontal curves (downgrade adjusted SSD used) 475 ft	☐	☐	☐
e. Superelevation distribution between tangent and curve (ratio or percent) normal Crown to 6%	☐	☐	☐
f. "Breakover" of outside shoulder on super-elevated curves (percent)	☐	☐	☐
g. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E. 1:200,0.50 G(%)	☐	☐	☐
h. Superelevation development at reverse curves	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
i. Is superelevation transition length located off of bridges and bridge approach pavements?	☐	☐	☒
j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars)	☐	☐	☐
3. Vertical Alignment (mainline) (Chapter 33)			
a. Maximum grades (in percent) Reconstruction & 3R = 8%	☐	☐	☐
b. SSD at crest vertical curves (level SSD for passenger cars) SSD = 425 ft k = 84	☐	☐	☐
c. SSD at sag vertical curves (level SSD for passenger cars) SSD = 425 ft k = 96	☐	☐	☐
d. Minimum grades (in percent) considering drainage At least 0.3%	☐	☐	☐
e. Critical length of grade	☐	☐	☐
f. Truck-climbing lanes/critical grade analysis	☐	☐	☐
g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	☐	☐	☐
h. Minimum length of vertical curves for selected design speed = 3* V = 3* 50 = 150 ft	☐	☐	☐
i. Maximum length of vertical curves (drainage of curbed facilities and bridges)	☐	☐	☐
4. Cross Section Elements (mainline) (Chapter 34)			
a. Lane widths 12 feet (meters)	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
b. Traveled way widening	☐	☐	☐
c. Cross-slopes on through lanes (in percent): Inside lane — Lane 1 — 1.5% Outside lanes — Lane 2 — 1.5% Lane 3 — 1.5% Lane 4 — 1.5%	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐
d. Shoulder widths 0 feet (meters)(inside) 0 feet (meters)(outside)	☐ ☐	☐ ☐	☐ ☐
e. Design of parking lanes: • Cross-slope 0 % • Width _____ feet (meters)	☐ ☐	☐ ☐	☒ ☒
f. Type of curb and gutter used on median HMA Mountable Median	☐	☐	☐
g. Drainage of raised curb medians: • Direction of flow of median surface or pavement _____ • Direction of cross-slope on gutter _____ %	☐ ☐	☐ ☐	☐ ☐
h. Type of curb and gutter used along outside edges of pavement B-6.12	☐	☐	☐
i. Two Way Left Turn Lane (TWLTL) width: • Flush type _____ feet (meters) • Traversable type _____ feet (meters)	☐ ☐	☐ ☐	☒ ☒
j. Median widths: • Urban 12 feet (meters) • Suburban 0 feet (meters) • Rural 0 feet (meters)	☐ ☐ ☐	☐ ☐ ☐	☐ ☐ ☐
k. Shoulder cross slopes 2 to 6 %	☐	☐	☐
l. Fill slopes 1V:3H (V:H)	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
m. Outside roadway ditch:			
• Slopes 1:4 • Depth <10	☐	☐	☐
• Widths 2ft	☐	☐	☐
Median ditch:			
• Slopes • Depth :	☐	☐	☒
• Width	☐	☐	☒
n. Cross-section transitions into bridges/ underpasses	☐	☐	☐
o. Use of mountable curbs (V > 45 mph (70 km/h)) No	☐	☐	☐
p. Cross-section transition details (e.g., four-lane to two-lane)	☐	☐	☐
5. Intersections (Chapter 36)			
a. Accommodation of design vehicle (identify vehicle) WB-65	☐	☐	☐
b. Level of service:			
• Through lanes D□	☐	☐	☐
• Turn lanes D	☐	☐	☐
c. Skew angle 68°57 SE, 113°03 NW	☐	☐	☐
d. Profiles	☐	☐	☐
e. Volume guidelines for turn-lanes:			
• Right-turns 150 vph	☐	☐	☐
• Left turns 75 vph	☐	☐	☐
f. Design of right-turn lanes	☐	☐	☐
Design of left-turn lanes	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria? Yes	No	N/A
g. Turn-lane tapers	Approach taper		☐	☐	☐
	Departure taper		☐	☐	☐
	Bay taper		☐	☐	☐
h. Turning roadway widths 115ft			☐	☐	☐
i. Turn-lane lengths	Deceleration (rural)	435 ft	☐	☐	☐
	Storage (urban)	220 ft	☐	☐	☐
j. Intersection sight distance: List criteria and type Minor - 14.4			☐	☐	☐
k. Median opening length 1320 (400) feet (meters)			☐	☐	☐
l. Minimum corner island size Rural- 100 ft^2,Urban- 75ft^2 sq. ft (sq. m)			☐	☐	☐
m. Does right-turn radius accommodate design vehicle without encroachment?			☐	☐	☐
n. Driveway widths 35 feet (meters)			☐	☐	☐
o. Type of traffic control: • Two-way stop			☐	☐	☐
• All-way stop			☐	☐	☐
• Traffic signals Yes			☐	☐	☐
p. Is maximum grade exceeded on any approach?			☐	☐	☐
q. Max. superelevation “e” (in percent) for intersections on curve			☐	☐	☐
6. Interchanges (Chapter 37)					
a. Exit terminal	Standard type		☐	☐	☒
	Design speed of first curve		☐	☐	☒
	Are any exit terminals located on mainline horizontal curve?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)		Does the proposed design meet the criteria?		
		Yes	No	N/A
b. Entrance terminal	Standard type	☐	☐	☒
	Length of tangent after the entering curve	☐	☐	☒
	Design speed of entering curve	☐	☐	☒
c. Design speed of ramp proper _____ mph (km/h)		☐	☐	☒
d. Design speed of crossroad _____ mph (km/h)		☐	☐	☒
e. Maximum ramp grades: • Exit ramp _____ % • Entrance ramp _____ %		☐ ☐	☐ ☐	☒ ☒
f. Ramp pavement width feet (meters)		☐	☐	☒
g. Ramp shoulder widths: • Left _____ feet (meters) • Right _____ feet (meters)		☐ ☐	☐ ☐	☒ ☒
h. Horizontal ramp curvature in conjunction with selected design speeds		☐	☐	☒
i. Superelevation development on ramps	Superelevation rate	☐	☐	☒
	Transition length	☐	☐	☒
	Distribution between tangent & curve	☐	☐	☒
j. Vertical curvature compliance with selected design speed on ramp		☐	☐	☒
k. Length of access control at crossroad		☐	☐	☒
l. Type of traffic control at crossroad: • Stop signs • Traffic signals • Free flow		☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒
m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria?		
			Yes	No	N/A
n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%?			☐	☐	☒
o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment?			☐	☐	☒
p. Is decision sight distance available in advance of exit gore?			☐	☐	☒
q. Is clear recovery area available beyond gore nose?			☐	☐	☒
r. Level of service: • Exit terminal _____ • Entrance terminal _____ • Ramp proper _____ • Weaving area _____ • Ramp/crossroad intersection			☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒
s. Freeway lane drops	Location	Upgrade	☐	☐	☒
		Downgrade	☐	☐	☒
		Inside lane	☐	☐	☒
		Outside lane	☐	☐	☒
		At exit terminal	☐	☐	☒
		Beyond exit terminal	☐	☐	☒
		Taper length	☐	☐	☒
7. Roadside Safety (Chapter 38)					
a. Horizontal clearances: • Clear zones on tangent sections • Clear zones on outside of horizontal curves			☐ ☐	☐ ☐	☐ ☐
b. Barrier warrants Test Level 3			☐	☐	☐
c. Barrier length of need			☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
d. Deceleration criteria for impact attenuators	☐	☐	☐
8. Structure Planning/Geometrics (Chapter 39)			
a. Clear roadway bridge widths feet (meters)	☐	☐	☒
b. Structural capacity of bridges	☐	☐	☒
c. Vertical clearances feet (meters)	☐	☐	☒
9. Pavement Design (Chapter 54)			
a. Structural capacity of roadway	☐	☐	☐

Note: Use multiple forms for each roadway within the project.

Prepared by: _____ Date: _____

Designer (IDOT or Consultant) Signature

Illinois Department of Transportation

Level Two Design Criteria Checklist

Key Route: PAS 0369

Marked Route/Road Name: 75th Street

State Job No.: _____ Contract No.: _____

Functional Classification: Other Principal Arterial Highway Type: _____

County(ies): Dupage County Project Length: 0.3 miles

City: Woodridge Section: _____

Project Location: Intersection of IL Route 53 and 75th Street

Project Scope of Work

a. Check the appropriate box. See Section 31-6 for definitions.

☐	New construction	☐	*Reconstruction	☒	*3R (non-freeway)	☐	*3R (freeway)
☐	3P	☐	SMART	☒	HSIP	☐	Other

**Note: May include "Allowed to Remain in Place" criteria.*
This form is required for all new construction, reconstruction, and 3R projects.

b. Provide a brief project description:

Provide dual left turn lanes on all legs of the intersection, add Southbound and Eastbound right turn lanes, and provide new traffic signals with added protected only left turn phasing.

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
1. Basic Design Controls (Chapter 31)			
a. Design speed 50 mph (km/h)	☐	☐	☐
b. Stopping Sight Distance (SSD) application for vertical curves (downgrade adjusted SSD used) 425 ft	☐	☐	☐
c. Truck SSD (level) (at specific sites)	☐	☐	☐
d. Level of service (mainline) D	☐	☐	☐
2. Horizontal Alignment (mainline) (Chapter 32)			
a. Horizontal curvature (minimum radius for selected design speed) feet (meters) 833 ft	☐	☐	☐
b. Superelevation rates (e_{max} = %) e max = 6.0 %	☐	☐	☐
c. Superelevation transition lengths	☐	☐	☐
d. SSD application at horizontal curves (downgrade adjusted SSD used)	☐	☐	☐
e. Superelevation distribution between tangent and curve (ratio or percent)	☐	☐	☐
f. "Breakover" of outside shoulder on super-elevated curves (percent)	☐	☐	☐
g. Relative longitudinal slope of shoulder to edge of traveled way on high side of S.E. curve adjacent to bridge with S.E.	☐	☐	☐
h. Superelevation development at reverse curves	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
i. Is superelevation transition length located off of bridges and bridge approach pavements?	☐	☐	☐
j. Horizontal stopping sight distance on inside of horizontal curves (Level SSD for passenger cars)	☐	☐	☐
3. Vertical Alignment (mainline) (Chapter 33)			
a. Maximum grades (in percent) Reconstruction & 3R = 8%	☐	☐	☐
b. SSD at crest vertical curves (level SSD for passenger cars) SSD = 425 ft	☐	☐	☐
c. SSD at sag vertical curves (level SSD for passenger cars) SSD = 425 ft	☐	☐	☐
d. Minimum grades (in percent) considering drainage At least 0.3%	☐	☐	☐
e. Critical length of grade	☐	☐	☐
f. Truck-climbing lanes/critical grade analysis	☐	☐	☐
g. Design criteria for truck-climbing lanes (e.g., lane width and shoulder width)	☐	☐	☐
h. Minimum length of vertical curves for selected design speed 3 * V = 3*50 = 150 ft	☐	☐	☐
i. Maximum length of vertical curves (drainage of curbed facilities and bridges)	☐	☐	☐
4. Cross Section Elements (mainline) (Chapter 34)			
a. Lane widths 12 feet (meters)	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
b. Traveled way widening	☐	☐	☐
c. Cross-slopes on through lanes (in percent):			
Inside lane — Lane 1: 1.5%	☐	☐	☐
Outside lanes — Lane 2: 1.5%	☐	☐	☐
Lane 3: 1.5%	☐	☐	☐
Lane 4: 1.5%	☐	☐	☐
d. Shoulder widths 0 feet (meters)(inside)	☐	☐	☐
0 feet (meters)(outside)	☐	☐	☐
e. Design of parking lanes: • Cross-slope ____ %	☐	☐	☒
• Width ____ feet (meters)	☐	☐	☒
f. Type of curb and gutter used on median HMA Mountable Median	☐	☐	☐
g. Drainage of raised curb medians: • Direction of flow of median surface or pavement ____	☐	☐	☐
• Direction of cross-slope on gutter ____ %	☐	☐	☐
h. Type of curb and gutter used along outside edges of pavement B-6.12	☐	☐	☐
i. Two Way Left Turn Lane (TWLTL) width: • Flush type ____ feet (meters)	☐	☐	☒
• Traversable type ____ feet (meters)	☐	☐	☒
j. Median widths: • Urban 12 feet (meters)	☐	☐	☐
• Suburban 0 feet (meters)	☐	☐	☐
• Rural 0 feet (meters)	☐	☐	☐
k. Shoulder cross slopes 2 to 6 %	☐	☐	☐
l. Fill slopes 1V:3H (V:H)	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
m. Outside roadway ditch:			
• Slopes 1:4 • Depth <10	☐	☐	☐
• Widths 2 ft	☐	☐	☐
Median ditch:			
• Slopes • Depth :	☐	☐	☒
• Width	☐	☐	☒
n. Cross-section transitions into bridges/ underpasses	☐	☐	☒
o. Use of mountable curbs (V > 45 mph (70 km/h)) No	☐	☐	☐
p. Cross-section transition details (e.g., four-lane to two-lane)	☐	☐	☐
5. Intersections (Chapter 36)			
a. Accommodation of design vehicle (identify vehicle) WB-65	☐	☐	☐
b. Level of service:			
• Through lanes D	☐	☐	☐
• Turn lanes D	☐	☐	☐
c. Skew angle 68°57 NE, 111°03 SW	☐	☐	☐
d. Profiles	☐	☐	☐
e. Volume guidelines for turn-lanes:			
• Right-turns 150 vph	☐	☐	☐
• Left turns 75 vph	☐	☐	☐
f. Design of right-turn lanes	☐	☐	☐
Design of left-turn lanes	☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria? Yes	No	N/A
g. Turn-lane tapers	Approach taper		☐	☐	☐
	Departure taper		☐	☐	☐
	Bay taper		☐	☐	☐
h. Turning roadway widths 115 ft			☐	☐	☐
i. Turn-lane lengths	Deceleration (rural)	435 ft	☐	☐	☐
	Storage (urban)	220 ft	☐	☐	☐
j. Intersection sight distance: List criteria and type Minor - 14.4 ft			☐	☐	☐
k. Median opening length 1320 (400) feet (meters)			☐	☐	☐
l. Minimum corner island size Rural - 100 ft , Urban - 75 ft sq. ft (sq. m)			☐	☐	☐
m. Does right-turn radius accommodate design vehicle without encroachment?			☐	☐	☐
n. Driveway widths 35 feet (meters)			☐	☐	☐
o. Type of traffic control: • Two-way stop			☐	☐	☐
• All-way stop			☐	☐	☐
• Traffic signals Yes			☐	☐	☐
p. Is maximum grade exceeded on any approach?			☐	☐	☐
q. Max. superelevation “e” (in percent) for intersections on curve			☐	☐	☐
6. Interchanges (Chapter 37)					
a. Exit terminal	Standard type		☐	☐	☒
	Design speed of first curve		☐	☐	☒
	Are any exit terminals located on mainline horizontal curve?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)		Does the proposed design meet the criteria?		
		Yes	No	N/A
b. Entrance terminal	Standard type	☐	☐	☒
	Length of tangent after the entering curve	☐	☐	☒
	Design speed of entering curve	☐	☐	☒
c. Design speed of ramp proper _____ mph (km/h)		☐	☐	☒
d. Design speed of crossroad _____ mph (km/h)		☐	☐	☒
e. Maximum ramp grades: • Exit ramp _____ % • Entrance ramp _____ %		☐ ☐	☐ ☐	☒ ☒
f. Ramp pavement width feet (meters)		☐	☐	☒
g. Ramp shoulder widths: • Left _____ feet (meters) • Right _____ feet (meters)		☐ ☐	☐ ☐	☒ ☒
h. Horizontal ramp curvature in conjunction with selected design speeds		☐	☐	☒
i. Superelevation development on ramps	Superelevation rate	☐	☐	☒
	Transition length	☐	☐	☒
	Distribution between tangent & curve	☐	☐	☒
j. Vertical curvature compliance with selected design speed on ramp		☐	☐	☒
k. Length of access control at crossroad		☐	☐	☒
l. Type of traffic control at crossroad: • Stop signs • Traffic signals • Free flow		☐ ☐ ☐	☐ ☐ ☐	☒ ☒ ☒
m. Is length of crest vertical curve used on crossroad ≥ that required by the selected design speed of crossroad?		☐	☐	☒

Design Criteria (Provide numerical values, where indicated.)			Does the proposed design meet the criteria?		
			Yes	No	N/A
n. Are crossroad approach grades through ramp/ crossroad intersections ≤ 2%?			☐	☐	☒
o. Are ramp/crossroad intersections located on a tangent section of crossroad alignment?			☐	☐	☒
p. Is decision sight distance available in advance of exit gore?			☐	☐	☒
q. Is clear recovery area available beyond gore nose?			☐	☐	☒
r. Level of service: • Exit terminal _____ • Entrance terminal _____ • Ramp proper _____ • Weaving area _____ • Ramp/crossroad intersection			☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐	☒ ☒ ☒ ☒ ☒
s. Freeway lane drops	Location	Upgrade	☐	☐	☒
		Downgrade	☐	☐	☒
		Inside lane	☐	☐	☒
		Outside lane	☐	☐	☒
		At exit terminal	☐	☐	☒
		Beyond exit terminal	☐	☐	☒
		Taper length	☐	☐	☒
7. Roadside Safety (Chapter 38)					
a. Horizontal clearances: • Clear zones on tangent sections • Clear zones on outside of horizontal curves			☐ ☐	☐ ☐	☐ ☐
b. Barrier warrants			☐	☐	☐
c. Barrier length of need			☐	☐	☐

Design Criteria (Provide numerical values, where indicated.)	Does the proposed design meet the criteria?		
	Yes	No	N/A
d. Deceleration criteria for impact attenuators	☐	☐	☐
8. Structure Planning/Geometrics (Chapter 39)			
a. Clear roadway bridge widths feet (meters)	☐	☐	☒
b. Structural capacity of bridges	☐	☐	☒
c. Vertical clearances feet (meters)	☐	☐	☒
9. Pavement Design (Chapter 54)			
a. Structural capacity of roadway	☐	☐	☐

Note: Use multiple forms for each roadway within the project.

Prepared by: _____ Date: _____

Designer (IDOT or Consultant) Signature

LOCATION DRAINAGE TECHNICAL MEMORANDUM

LOCATION DRAINAGE TECHNICAL MEMORANDUM

Illinois Route 53 and 75th Street Intersection Improvements
Village of Woodridge and Unincorporated DuPage County, Illinois

November 2025

Prepared For:
Illinois Department of Transportation
201 West Center Court
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0-00 PROJECT SUMMARY

This Location Drainage Technical Memorandum reviews the existing drainage conditions and the Proposed Drainage Plan (PDP) for the proposed improvements to the intersection of Illinois Route 53 (IL 53) and 75th Street. The project is located approximately 1.50 miles west of Interstate 355 over 75th Street in the Village of Woodridge (Village) in DuPage County, Illinois. The project is located in a predominantly urban area and is adjacent to some commercial development, medium-density residential development, forest preserve, lightly wooded open area, and floodplain.

The general scope of the project includes intersection improvements to the intersection of IL 53 and 75th Street, with roadway reconstruction on each leg. Pedestrian and accompanying drainage improvements will be included. The project is funded using Highway Safety Improvement Program funds.

The project location is shown on the General Location Map in Exhibit 1-00a within Appendix B, and existing site photographs are included in Appendix D.

1-00 EXISTING DRAINAGE SYSTEM

The existing project limits include two crossroad culverts that are not anticipated to be impacted by the proposed improvements. The first culvert spans IL 53 approximately 800 feet north of the intersection, and the second culvert spans IL 53 approximately 700 feet south of the intersection. Existing site drainage is discharged off-site by five different identified outlets, although the majority of the project limits are served by underground storm sewers that drain to an existing 36-inch-diameter sewer along 75th Street, which ultimately discharges to the East Branch DuPage River to the west of the project limits.

East of the intersection of IL 53 and 75th Street, stormwater runoff along 75th Street is collected through a closed drainage system with inlets in the gutter line and grassed median. Collection also occurs through a paved ditch on the north side and a grassed ditch on the south side of the road between 75th Street and the adjacent frontage road. Collected flow is laterally directed to an existing storm sewer trunkline in the 75th Street median, which conveys water west toward the intersection. After reaching the intersection, flow continues to the west out of the proposed improvement limits via an existing 36-inch-diameter reinforced concrete pipe sewer as described previously, ultimately discharging to the East Branch DuPage River.

West of the intersection, 75th Street primarily consists of a rural cross section. Runoff along the north side of the road typically sheet flows off-site to the open area to the north. Runoff along the south side of the road is typically collected by a roadside ditch, which ultimately conveys flow to the East Branch DuPage River to the west. A small area of the existing commercial development in the southwest corner of the intersection is tributary to 75th Street, but the majority of this development drains off-site to a detention area to the southwest, which can be seen in the existing development plans in Appendix A-2.

North of the intersection, IL 53 runoff is collected between two independent closed drainage systems. The first system north of the intersection collects flow through inlets in the median and curbline, which convey flow through an underground storm sewer to the open area to the west via an existing outfall at approximately Station (Sta.) 522+50, Left. The second system north of the intersection collects flow through inlets in the median and curbline and conveys it to the north to the existing crossroad culvert (mentioned earlier) at approximately Sta. 526+50. This second system has an oversized 36-inch-diameter storm sewer that is restricted by a short section of 12-inch-diameter pipe at the discharge location.

South of the intersection, runoff is collected between two independent closed drainage systems. The first system south of the intersection collects flow through inlets in the curbline that convey flow through an underground storm sewer to the north to the existing 75th Street storm sewer trunkline, as described previously. The second system south of the intersection collects flow through inlets in the median and curbline and conveys it to the south to the existing crossroad culvert (mentioned earlier) at approximately Sta. 512+00. This second system has oversized 42-inch-diameter storm sewer that is restricted by a short section of 12-inch-diameter pipe at the discharge location.

According to the United States Geological Survey Hydrologic Investigations Atlas HA-148 (1965), Wheaton Quadrangle, the flood of record for the East Branch DuPage River occurred in October 1954. According to Figure 5 of HA-148, the flood stage at 75th Street was approximately 653.75 feet. This Hydrologic Investigations Atlas can be seen in Appendix A.

Drainage basins were delineated using the topographic survey performed for the project and available Light Detection and Ranging (LiDAR) data for DuPage County. Existing land use was delineated using current available aerial imagery for the project area. According to existing United States Department of Agriculture (USDA) soils survey data, the majority of the existing soils within the project limits are mapped as silt loam-type soils with a hydrologic soil group of C. This existing USDA mapping can be seen in Appendix A. Rational Method runoff coefficients were selected as follows, in accordance with the allowable ranges of values shown in the Illinois Department of Transportation (IDOT) Drainage Manual Table 4-102a:

- Grassy Areas: 0.15
- Wooded Areas: 0.25
- Gravel: 0.75
- Paved Areas: 0.90

Times of concentration (Tc) were calculated in accordance with rational method standards, drawing Tc lines and assigning sheet flow, shallow concentrated flow, and conduit flow as needed. Rational Method calculations for total area, runoff coefficients, and Tc for each subbasin can be seen in Appendix D.

See Exhibit 1-00b in Appendix B for the Existing Drainage Plan for the project.

1-01 IDENTIFIED DRAINAGE PROBLEMS

Based upon existing survey data, the invert of the existing 12-inch-diameter outfall pipe at approximately Sta. 522+50, Left appears to be more than 2 feet higher than the inverts of the upstream pipes tributary to this location. This has created a condition where the upstream pipes are constantly inundated with water and are unable to drain due to the lack of a positive drainage outlet. As a result of this, the upstream pipes and structures are filled with a large amount of silt and debris, reducing the effectiveness of this existing storm sewer system. This is noted as Identified Drainage Problem No. 1 on the General Location Drainage Map.

There is an existing catch basin located within the driveway apron of the gas station entrance at approximately Sta. 111+25, Right. Because this catch basin is not located within the existing 75th Street curbline, or within a localized low spot in the gas station parking lot, this catch basin does not collect a significant amount of flow or contribute to the capacity of the drainage system. This is noted as Identified Drainage Problem No. 2 on the General Location Drainage Map.

Approximately 7.37 acres of off-site area to the east of the project along 75th Street is tributary to the existing storm sewer trunkline in the 75th Street median, which eventually becomes Outfall 2. However, this existing trunkline is only sized as an existing 12-inch-diameter pipe east of the intersection. Because of this, the existing storm sewer calculations show that this trunkline is over capacity for the amount of runoff that is tributary to it. This is noted as Identified Drainage Problem No. 3 on the General Location Drainage Map.

In the northeast corner of the intersection, approximately 3.5 acres of off-site area is tributary to the existing IL 53 closed drainage system. This off-site area drains to the west where it sheet flows directly onto the IL 53 roadway, contributing excessive flow and debris to the roadway curbline. This is noted as Identified Drainage Problem No. 4 on the General Location Drainage Map.

Existing flooding has been indicated by IDOT. Records indicate that flooding occurred in several instances, one of which was indicated to result in closure of the intersection. Documentation for the flooding incidents can be found in Appendix C.

1-02 IDENTIFIED BASE FLOODPLAINS

There are three separate floodplains located within the project limits or vicinity, although none are expected to be impacted by the proposed intersection improvements. The first is the Zone A mapped floodplain of the East Branch DuPage River, located primarily to the northeast of the intersection. The East Branch DuPage River is located to the west of the intersection of 75th Street and IL 53, which is outside the project limits. A portion of this floodplain is within the 75th Street existing right-of-way (ROW), but no impacts are anticipated. The second is the Zone A and AE mapped floodplain of the East Branch Reach No. 10, which is conveyed across IL 53 by an existing crossroad culvert approximately 800 feet north of the intersection. The third floodplain in the project limits is the Zone A and AE mapped floodplain of the East Branch Reach No. 9, which is conveyed across IL 53 by an existing crossroad culvert approximately 700 feet south of the intersection. A portion of this floodway is within the IL 53 existing ROW, but no impacts are anticipated.

The project limits encompass four different Flood Insurance Rate Map (FIRM) panels. The north limit along IL 53 is seen on Map No. 17043C0164J, revised on August 1, 2019. The north portion of the east limit along 75th Street can be seen on Map No. 17043C0168J, revised on August 1, 2019. The south and west limits along IL 53 and 75th Street, respectively, can be seen on Map No. 17043C0252J, revised August 1, 2019. The south portion of the east limit along 75th Street can be seen on Map No. 17043C0256J, revised August 1, 2019.

Existing floodplain mapping can be seen in the FIRM panels and FIRMette shown in Exhibit 1-02a in Appendix B.

1-03 MAJOR DRAINAGE FEATURES

There are two existing major culverts within the project limits. These are the existing 12-foot-wide by 5-foot-high IL 53 crossroad box culvert at approximately Sta. 526+50 and the existing 5-foot-wide by 5-foot-high IL 53 crossroad box culvert at approximately Sta. 512+00, as previously described. Neither culvert is expected to be impacted as part of the proposed intersection improvements.

2-00 PROPOSED DRAINAGE SYSTEM

The drainage system is proposed to be reconstructed as part of the roadway improvements. Existing drainage structures and storm sewer that can be maintained in the proposed conditions will not be removed as part of the improvements. For further discussion regarding the drainage system, see Section 2-07 (PDP) of the report.

2-01 DESIGN CRITERIA

The following IDOT design criteria apply to this project for proposed storm sewers, roadside ditches, and culverts:

1. The proposed roadside ditches and culverts will be designed for the 50-year storm (IDOT Drainage Manual Table 1-305).

2. The proposed storm sewer will be designed for the 10-year storm (IDOT Drainage Manual Table 1-305).

3. The minimum proposed ditch grade is 0.3 percent. The desirable proposed ditch grade is between 0.4 and 0.6 percent (IDOT Drainage Manual 9-302).

4. The calculated water surface elevation in the proposed storm sewer shall be below the top of inlet grade and at least 2 feet below the manhole cover (IDOT Drainage Manual 8-008.03).

5. The velocity of flow within a storm sewer should be between 3 and 10 feet per second (IDOT Drainage Manual 8-008.04).

2-02 OUTLET EVALUATION

The project contains five existing drainage outlets which are suitable for continued use and will remain in place in the proposed drainage system. The hydrologic calculations and evaluation of each outlet can be seen in Appendix D and as described in the following. Existing and proposed design year discharges for outlets can also be seen in Appendix D-1.

Outfall 1

Outfall 1 is located south of the intersection of IL 53 and 75th Street. This outlet drains a tributary area of 2.00 acres consisting mainly of impervious and grassed area. A majority of area draining to this outlet is the IL 53 ROW, with some off-site area tributary. This area drains south, where the storm sewer outfalls to a crossroad box culvert, which drains west and exits the project limits. Before reaching the outfall, this area is detained by an existing oversized 42-inch-diameter in-line detention pipe with a 12-inch-diameter restrictor as previously described. This outfall is considered a sensitive outlet due to the presence of existing stormwater detention.

The proposed additional impervious area consists of 0.08 acres of proposed pavement. The proposed stormwater detention improvements needed to manage the increased runoff caused by the additional impervious areas are summarized in Appendix D-3. The outlet is suitable for continued use.

Outfall 2

Outfall 2 is located west of the intersection of IL 53 and 75th Street, along the north side of 75th Street. This outlet drains a tributary area of 17.68 acres consisting mainly of impervious and grassed area. The majority of area draining to this outlet is the 75th Street ROW, with some off-site area tributary. A portion of the existing drainage area was redirected to Outfalls 3 and 4 due to proposed grading patterns in the intersection. This area drains west, where the storm sewer outfalls outside the project limits to the East Branch DuPage River. Identified Drainage Problem No. 2, which describes the location of an existing catch basin, will be improved in proposed conditions. The structure will be removed and replaced with a new catch basin placed within the flowline. Identified Drainage Problem No. 3 will also be addressed in proposed conditions. A large off-site drainage area contributes and overloads the existing system. This will be resolved with a larger trunkline, and positive drainage on storm sewer within the network, which will properly convey flow to Outfall 2.

The proposed improvements result in a net reduction of 0.06 acres of impervious area. Given the minimal change in runoff coefficient, the additional impervious area is not anticipated to significantly impact stormwater discharges for the outlet, as summarized Appendix D-1. The outlet is suitable for continued use and is not considered sensitive to increases in peak flow.

Outfall 3

Outfall 3 is located west of the intersection of IL 53 and 75th Street, along the south side of 75th Street. This outlet drains a tributary area of 2.52 acres consisting mainly of impervious and grassed area. The majority of area draining to this outlet is the 75th Street ROW, with some off-site area tributary from adjacent commercial properties. This area drains west, where the storm sewer discharges into an open roadside ditch, which outfalls outside the project limits to the East Branch DuPage River.

The proposed improvements result in a net reduction of 0.02 acres of impervious area. Given the minimal change in runoff coefficient, the additional impervious area is not anticipated to significantly impact stormwater discharges for the outlet, as summarized Appendix D-1. The outlet is suitable for continued use and is not considered sensitive to increases in peak flow.

Outfall 4

Outfall 4 is located north of the intersection of IL 53 and 75th Street. This outlet drains a tributary area of 5.55 acres consisting mainly of impervious and grassed area. The majority of area draining to this outlet is the IL 53 ROW, with some off-site area tributary. This area drains north, where the storm sewer outfalls to a flat open area along the west side of IL 53 and exits the project limits. Identified Drainage Problem No. 1, which addresses issues related to pipe inverts for the outfall pipe, is addressed in the proposed conditions. The inverts for structures contributing to this outfall should be configured to provide positive drainage and reduce future siltation. Identified Drainage Problem No. 4 will also be addressed in the proposed conditions. A large off-site drainage area contributes and overloads the existing system. This will be resolved by intercepting large areas of off-site tributary in a proposed swale along the east side of IL 53, preventing this area from sheet-flowing directly onto the IL 53 ROW.

The proposed additional impervious area consists of 0.05 acres of proposed pavement. The increase in discharge rate from existing to proposed is large, so the proposed trunkline will be upsized to account for a larger discharge. The existing outfall was blocked with sediment and will need to be cleaned and re-established for proposed conditions. The outlet is suitable for continued use after the proposed improvements have been completed and is not considered sensitive to increases in peak flow.

Outfall 5

Outfall 5 is located north of the intersection of IL 53 and 75th Street. This outlet drains a tributary area of 3.61 acres consisting mainly of impervious and grassed area. The majority of area draining to this outlet is the IL 53 ROW, with some off-site area tributary. This area drains north, where the storm sewer outfalls to a crossroad box culvert, which drains west and exits the project limits. Before reaching the outfall, this area is detained by an existing oversized 36-inch-diameter in-line detention pipe with a 12-inch-diameter restrictor as previously described. This outfall is considered a sensitive outlet due to the presence of existing stormwater detention.

The proposed additional impervious area consists of 0.12 acres of proposed pavement. The proposed stormwater detention improvements needed to manage the increased runoff caused by the additional impervious areas are summarized in Appendix D-1. The outlet is suitable for continued use.

2-03 STORMWATER DETENTION ANALYSIS

The need for stormwater storage was evaluated for the project due to the proposed increased impervious area caused by the additional roadway pavement and sidewalk within the project limits. As seen in the attached hydrologic calculations shown in Appendix D-2, there are no significant increases in site runoff caused by the added impervious areas. The proposed runoff increases to all sensitive outfalls are less than 0.75 cubic feet (cu ft) per second for the design storm. For detention design, the 10-year storm event was used. For Outfall 1, existing detention is present, and proposed detention modifications are required. An additional 174 cu ft of additional detention will be required, which will be achieved with inline detention by upsizing a section of upstream storm sewer from a 42-inch-diameter to a 48-inch-diameter, which will provide 233 cu ft of storage. For Outfall 5, existing detention is present, and proposed detention modifications are required. An additional 498 cu ft will be required, which will be achieved with inline detention by upsizing all upstream storm sewer from a 36- to a 42-inch-diameter, which will provide 588 cu ft of storage. Because of the lack of significant runoff increases within project limits, stormwater detention is not required for Outfalls 2, 3, and 4 in accordance with Sections 1-304.03 and 2-300 of the IDOT Drainage Manual.

2-04 ROW ANALYSIS

Additional ROW is anticipated to be purchased in the southwest, southeast, and northwest quadrants of the intersection of IL 53 and 75th Street due to the regrading of the roadway embankment and intersection within the project limits. As a result, approximately 0.11 acre of additional ROW is needed to regrade the intersection and roadway embankment. An additional 0.03 acre of proposed ROW will be acquired to regrade near Outfall 4 to achieve positive drainage. This proposed ROW acquisition can be seen in the attached PDP.

2-05 DRAINAGE ALTERNATIVES

Drainage alternatives were evaluated as part of this study. These alternatives included relocating the existing trunkline for easier access and maintenance, to avoid utility conflicts, and for detention purposes. A meeting between IDOT and Strand Associates, Inc.® was held in May 2024 to discuss these alternatives. A summary of the meeting and exhibits can be found in Appendix C-3.

For Outfall 1, the trunkline was evaluated to remain in the existing location or to relocate it to the west side of IL 53. It was determined that the trunkline will remain in place to avoid utility conflicts from various utilities along the west side of IL 53.

For Outfall 2, the trunkline was evaluated to remain in the existing location or to move into the parkway on the north side of 75th Street. It was determined that the trunkline will remain in place to avoid a conflict with an existing potable water transmission main.

For Outfall 3, the trunkline was only evaluated to remain in the existing location, on the south side of 75th Street. It was determined that the trunkline will remain in place to avoid a conflict with existing utilities, as well as avoiding a diversion of flow and more complicated construction and maintenance from directing the line across 75th Street.

For Outfall 4, the trunkline was only evaluated to remain in the existing location, on the west side of IL 53. It was determined that the trunkline will remain in place to avoid conflict with existing utilities along the east side of IL 53, as well as avoiding a diversion of flow and more complicated construction and maintenance from directing the line across IL 53.

For Outfall 5, the trunkline was only evaluated to remain in the existing location, in the median of IL 53. It was determined that the trunkline will remain in place to avoid conflict with existing utilities along the east and west sides of IL 53, as well as avoiding a diversion of flow to the existing crossroad culvert.

Proposed multiuse path and sidewalk configurations were evaluated as part of this study. The proposed pedestrian improvements were determined to minimize drainage impacts, especially near existing culverts.

2-06 LOCAL AND OTHER AGENCY COORDINATION

It was determined that wetlands are present within the project limits, some of which are impacted by the proposed improvements. Because the impacted wetlands were determined to be jurisdictional to the United States Army Corps of Engineers (USACE), coordination and Section 404 permitting with USACE will be required during Phase II engineering.

Because there is no fill within the adjacent floodplain or proposed impacts to waterway structures, no coordination with the Illinois Department of Natural Resources will be required as part of the proposed improvements. A breakdown of the compensatory storage provided in the proposed improvements can be seen in Appendix D-4.

2-07 PDP

The proposed improvements include roadway widening at the intersection to provide two left-turn lanes, two through lanes, and one right-turn lane on each leg of the intersection. Additional storage and tapers for traffic are included as part of the roadway improvements. South of the intersection of IL 53 and 75th Street, sidewalk is proposed along the east side of IL 53 until the intersection, where a curb ramp directs pedestrians to the pedestrian island. A curb ramp was also proposed in the southwest quadrant of the intersection. Driveways within the project limits will be reconstructed to tie into new pavement. Minimal profile impacts are proposed as part of the improvements.

The recommended drainage improvements include upsizing trunklines near the intersection, minor drainage grading, constructing additional drainage structures, upsizing existing oversized in-line detention pipes as needed for proposed increased runoff rates, and adjusting, cleaning, and televising the existing drainage components that are to remain.

Based on hydraulic calculations, trunklines for Outfalls 2, 3, and 4 were substandard based on criteria for velocity and conveyance in the IDOT Drainage Manual. For Outfall 2, the existing trunkline, which varied in size from 12 to 18 inches in diameter, was upsized to 27 and 30 inches in diameter to convey the design storm without operating under a pressure flow condition. Because of the steep roadway profile along 75th Street, the trunkline for Outfall 2 was not able to meet the criteria for velocity. Maximum drops of 5 feet are proposed at trunkline manholes to help decrease the proposed flow velocity within the trunkline. Flow from Outfall 2 was diverted to Outfall 4 as a result of improved grading within the intersection of 75th Street and IL 53. For Outfall 3, the existing trunkline had inadequate slope, which was causing part of the trunkline to be operating higher than full-flow capacity. By changing the slope of the trunkline, the proposed pipe operates within criteria with a smaller capacity pipe, which is 18 inches in diameter. For Outfall 4, the existing pipe network had significant sediment buildup and was not operating within criteria. The existing trunkline (which was 12 inches in diameter) was upsized to 18 inches in diameter in order to convey the design storm without operating under a pressure flow condition. Outfall 4 was also verified to ensure that diverted flow from Outfall 2 can be properly conveyed through the improved system.

For Outfalls 1 and 5, the existing trunklines met the criteria outlined in the IDOT Drainage Manual for velocity and conveyance but required additional detention because of additional impervious area tributary to each outfall. A more detailed description of the proposed inline detention can be seen in Section 2-03 of this report.

In the southwest quadrant of the intersection of IL 53 and 75th Street, a small swale will be graded to direct flow from a low point between the existing sidewalk and the proposed back of curb a catch basin located in the parkway along IL 53.

Along each leg of the intersection, existing structures will be adjusted to the proposed flowline within the new curbline. For structures that are too far away from the proposed curbline to adjust, new structures are proposed with the new lateral storm sewer. For new proposed trunklines, new manholes are proposed to connect each section of the trunkline. Additional pipe is proposed to tie in existing laterals to the new manholes. The PDP for the project can be seen in Exhibit 2-00a.

2-08 WATER QUALITY AND BEST MANAGEMENT PRACTICES (BMP)

Postconstruction, runoff from within the project limits will continue to drain to the closed-drainage system before exiting the project limits. Catch basins will be placed at the beginning of each branch along the trunkline and will act as BMPs by collecting sediment and pollutants into the sump of the structure before being routed through the closed-drainage system. The existing storm sewer to remain will be cleared of debris. Proposed erosion control will include the placement salt-tolerant seeding adjacent to the proposed roadway as a BMP measure. IDOT practices as stated in Chapter 41–Construction Site Storm Water Pollution Control in the Bureau of Design and Environment Manual will be followed.

Erosion control practices may include, but are not limited to, the following:

1. 41-2.01(a) Incorporate Existing Vegetation–When feasible, the existing vegetation will be used as a vegetative buffer.

2. 41-2.01(b) Establish New Vegetation–New vegetation will be established in areas of regrading.

3. 41-2.02(d) Erosion Control Blanket–An erosion control blanket will be used on soil that has been exposed because of regrading for the new pavement to stabilize exposed soil, promote retention of soil moisture, and encourage the establishment of vegetation.

4. 41-2.05(a) Velocity Dissipaters–Riprap will be used on the outlet end of each pipe culvert within the project limits. The purpose of the riprap is to limit erosion and velocity of storm water outflow.

Sediment control practices may include, but are not limited to, the following:

1. 41-3.01(b) Perimeter Silt Fence Barriers–Silt fence barriers will be placed at the perimeter of the project as a secondary measure at locations where the potential for sediment leaving the site in sheet flow exists.

2. 41-3.02 Inlet Filters–Inlet Filters will be used to protect at-grade inlets from clogging or passing sediment through the closed-drainage system.

3. 41-3.02(h) Pipe (Culvert) Inlet Silt Fence Barriers–Pipe Culvert Inlet Silt Fence Barriers will be used to collect sediment from runoff from the construction site and to protect the pipe.

Approximately 10 existing trees will be impacted by this project. In order to verify the needed tree removal and mitigation, a detailed tree survey shall be provided in Phase II.

APPENDIX A: SOURCE DATA REVIEWED

APPENDIX A-1

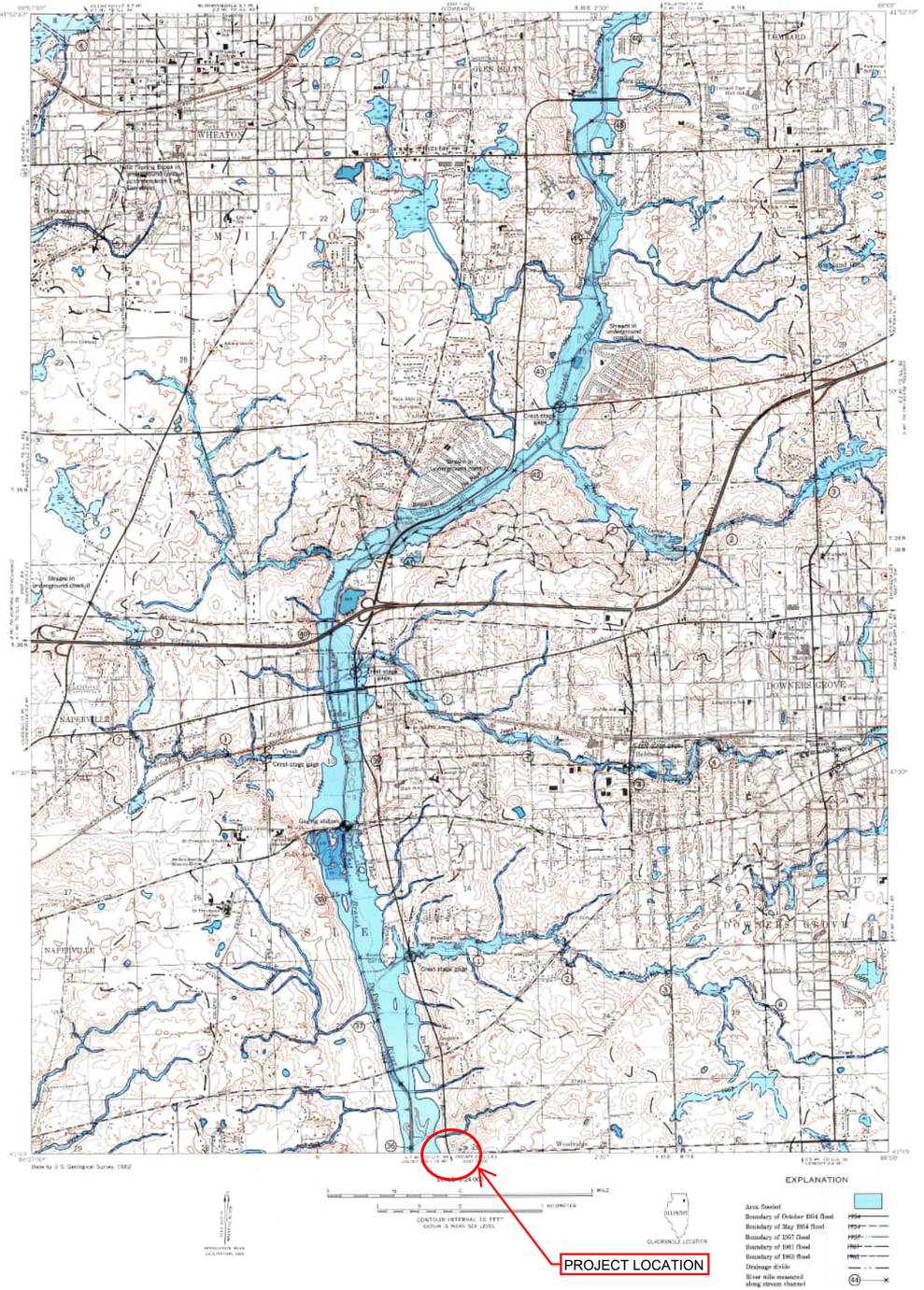
USGS HYDROLOGIC INVESTIGATION ATLAS

DRAFT 1/19/2026

DEPARTMENT OF THE INTERIOR
UNITED STATES GEOLOGICAL SURVEY

PREPARED IN COOPERATION WITH
THE NORTHEASTERN ILLINOIS METROPOLITAN
AREA PLANNING COMMISSION

HYDROLOGIC INVESTIGATIONS
ATLAS HA-148



FLOODS IN WHEATON QUADRANGLE, NORTHEASTERN ILLINOIS

This report presents hydrologic data that can be used to evaluate the depth and frequency of flooding that affect the economic development of flood plains. The data provide a technical basis for making sound decisions concerning the use of flood-plain lands. No recommendations or suggestions for land use regulations are made and no solutions of existing flood problems are proposed.

The approximate areas inundated by floods along streams in the Wheaton 7 1/2-minute quadrangle are delineated on a topographic map. The quadrangle location is shown in figure 1.

FIGURE 1.—*Index map of northeastern Illinois showing location of quadrangles in the flood-hazard mapping program.*

Inundated areas are shown along East Branch Du Page River and Spring Brook for the flood of October 1954; along Winfield Creek for the flood of May 1954; along St. Joseph Creek and its tributaries for the flood of July 1957; along Rott Creek and Lacey Creek for the flood of September 1961; along Prentiss Creek for the flood of July 1963; and along several unnamed tributaries to the East Branch Du Page River for the floods of 1954, 1957, or 1961.

The general procedure used in defining flood limits was to develop flood profiles on the basis of all available data. The extent of flooding delineated on the topographic map was derived from the profiles by interpolation between contours (lines of equal ground elevations) and by plotting overflow limits identified during field investigations and surveys. The flood limits shown on the map are only approximate because the map scale is small (1 inch = 2,000 feet) and the contour interval is relatively large (10 feet, with supplemental 5-foot contours in some flood plains) in relation to the slopes of streams in the area.

The flood limits shown on the map are not necessarily those for the highest floods expected. Greater floods are possible but definition of their probable overflow limits is not within the scope of this report. The flood limits shown reflect channel conditions existing when the floods occurred. No appraisals are made of the effect of possible changes in channel conditions, waterway openings at highways and railroads, or possible changes in runoff characteristics of the streams caused by increased urbanization that may have taken place after the floods occurred. Protective works built after the floods shown may reduce the frequency of flooding in the area but will not necessarily eliminate future flooding. The inundation pattern of future floods may be affected by new highways and bridges, relocation and improvement of stream channels, and other cultural changes.

There are numerous depressions or lowland areas in the Wheaton quadrangle where surface water accumulates because of inadequate drainage to the streams. Frequency and depth of flooding in these areas are unrelated to the water-surface elevation along the streams. Some areas are flooded only briefly after periods of heavy rainfall or snowmelt, whereas others remain inundated continuously, depending largely upon the rates of evaporation and seepage into the ground. Flood limits are shown for many of these areas, but there may have been others that were not detected during this investigation.

Flood limits are not defined for areas that are inundated as a result of backup in storm drains.

Cooperation and acknowledgment — The preparation of this report is a part of an extensive flood-mapping program financed through a cooperative agreement between The Northeastern Illinois Metropolitan Area Planning Commission and the U.S. Geological Survey. Under the agreement, flood maps will be prepared for the 7 1/2-minute quadrangles shown in figure 1. The program includes parts of Cook, Kane, McHenry, and Will Counties, and all of Du Page and Lake Counties. The six counties cooperate in the program financially through separate agreements with the Planning Commission. Financial support for the preparation of this report was provided by Du Page County.

The cooperative program is administered on behalf of the Planning Commission by Matthew L. Rockwell, Executive Director, and is directly coordinated by John R. Sheaffer, Chief Planner.

The report was prepared by the U.S. Geological Survey under the administrative direction of William D. Mitchell, district engineer, and under the immediate supervision of Davis W. Ellis, engineer-in-charge of the project.

Acknowledgment is made to the following agencies that supplied some of the data on which this report is based: the State of Illinois, Department of Public Works and Buildings, Division of Waterways; and the Corps of Engineers, U.S. Army.

Additional data were obtained from officials of municipalities located in the area, and from field investigations.

Flood height.— The height of a flood at a gaging station usually is stated in terms of gage height or stage, which is the elevation of the water surface above a selected datum plane. Elevations shown on the map are in feet above mean sea level. Gage heights at gages in the Wheaton quadrangle can be converted to elevations above mean sea level by adding the gage height to the appropriate datum of gage listed in the following table. The size of drainage area for each station and the type of gage are also listed in the table. The subbasin divides from which the areas were determined are shown on the flood map.

Gaging station	Type of gage	Datum of gage above mean sea level (feet)	Drainage area (square miles)
East Branch Du Page River:			
Near Downers Grove (Butterfield Road—State Highway 56)	C	672.23	37.1
At Lisle (Maple Avenue)	R	633.22	58.6
St. Joseph Creek:			
At Belmont (Belmont Avenue)	C	667.04	8.77
At Lisle (State Highway 53)	C	643.92	11.8
Rott Creek at Lisle (Yackley Avenue)	C	614.04	4.36
Prentiss Creek near Lisle (State Highway 53)	C	640.29	6.49
Spring Brook at Wheaton (Warrenville Road)	C	724.13	1.91

1/ C—Crest-stage gage; R, Water-stage recorder.
2/ Division of Waterways gage.

Gage height and year of occurrence of each annual flood (highest peak stage in each calendar year) above 571-foot elevation at the gaging station, Du Page River at Troy, during the period 1941-63, are shown in figure 2. The gaging station at Troy is located at U.S. Highway 52 about 17 miles south of the Wheaton quadrangle and 10.6 miles upstream from the mouth of the Du Page River. The irregular occurrence of floods is evident.

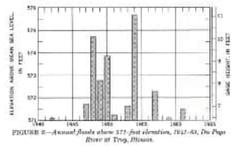


FIGURE 2.—*Annual floods above 571-foot elevation, 1941-63, Du Page River at Troy, Illinois.*

Flood discharge — The rate of discharge of a stream is the volume of flow that passes a particular location in a given period of time. Discharge rates usually are expressed in units of cubic feet per second (cfs). Peak discharge, the maximum discharge attained by a flood, generally occurs at the time of the maximum height (stage) of the flood, but if a stream is affected by varible backwater, the peak discharge may not coincide with the maximum stage. For example, backwater from an ice jam may cause a high stage during a period of relatively low discharge.

Flood frequency — Frequency of floods at the Illinois Division of Waterways gaging station on East Branch Du Page River at Lisle was derived from streamflow records for this station combined with records for nearby stations and with the regional flood-frequency relation for streams in northern Illinois (Mitchell, 1954). The general relation between frequency and discharge is shown in figure 3, and the general relation between frequency and stage is shown in figure 4. The relation between stage and frequency is dependent on the relation of stage to discharge which is affected by changes in physical conditions of channels and constrictions. The frequency curve shown in figure 4 is based on channel conditions existing in 1963. Longer records and future changes in channel conditions may define somewhat different flood-frequency curves. Extrapolation of the curves beyond the limits shown is not recommended.

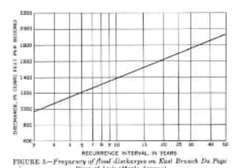


FIGURE 3.—*Frequency of flood discharges on East Branch Du Page River at Lisle (Maple Avenue).*

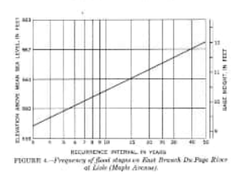


FIGURE 4.—*Frequency of flood stages on East Branch Du Page River at Lisle (Maple Avenue).*

Recurrence intervals — As applied to flood events, recurrence interval is the average interval of time within which a given flood will be equaled or exceeded once. Frequencies of floods can be stated in terms of their probabilities of occurrence (virtually, reciprocals of their recurrence intervals for floods with recurrence intervals greater than 10 years). For example, a flood with a 25-year recurrence interval would have a 4-percent chance of being equaled or exceeded in any given year, or a flood with a 50-year recurrence interval would have a 2-percent chance of being equaled or exceeded in any given year.

The general relation between recurrence interval and flood height for East Branch Du Page River at Lisle (fig. 4) is tabulated below:

Recurrence interval (years)	Elevation above mean sea level (feet)
10	682.2
25	683.6
50	684.7
100	685.5
25	681.6
5	678.9
2	676.4

It is emphasized that recurrence intervals are average figures—the average number of years between occurrence of floods that equal or exceed a given magnitude. The fact that a major flood is experienced in one year does not reduce the probability of that flood being exceeded in the next year or even in the next week.

Flood profiles — Profiles of the water surface, based primarily on elevations of marks left by floods of April 1950, October and May 1954, July 1957, September 1961, and July 1963 are shown in figures 5-10. Where floodmarks could not be obtained, the profiles were constructed on the basis of flood crests determined from photographs and from reports of local residents, and of elevations of streambeds and lower flood stages. River miles used for the profiles correspond to those marked along the streams on the flood map.

The abrupt changes in the profiles, shown at some road crossings, indicate the difference in water-surface elevations at the upstream and downstream sides of bridges that produce channel constrictions. The drop in water surface through bridge openings during future floods may be different from that shown on the profiles. An increase in channel capacity through a bridge opening would reduce the flood height on the upstream side. An accumulation of debris at a bridge would reduce the channel capacity and tend to increase the upstream flood height. Channel changes through bridge openings may also change the overflow pattern of future floods.

Flood depths — Depth of flooding at any point can be estimated by subtracting the ground elevation from the water-surface elevation indicated by the profiles in figures 5-10. The approximate ground elevation can be determined from contours on the map, although more nearly accurate elevations can be obtained by leveling to nearby bench marks.

Additional data — Other information pertaining to floods in the Wheaton quadrangle can be obtained at the office of the U.S. Geological Survey, Oak Park, Ill., and from the following published reports:

Daniels, W. S., and Hale, M. D., 1958, Floods of October 1954 in the Chicago area, Illinois and Indiana: U.S. Geol. Survey Water-Supply Paper 1370-B, p. 107-206.

Illinois Department of Public Works and Buildings, Division of Waterways, 1962, Survey report for flood control, Du Page River, 200 p.

Mitchell, W. D., 1954, Floods in Illinois, magnitude and frequency: Illinois Dept. Public Works and Bldgs., Div. of Waterways, 386 p.

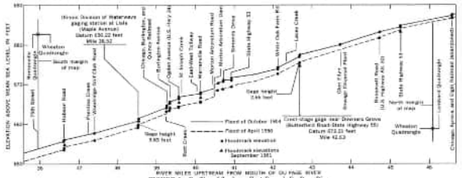


FIGURE 5.—*Profiles of floods on East Branch Du Page River.*

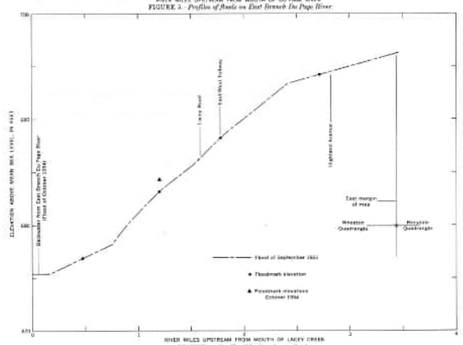


FIGURE 6.—*Profile of flood on Lacey Creek.*

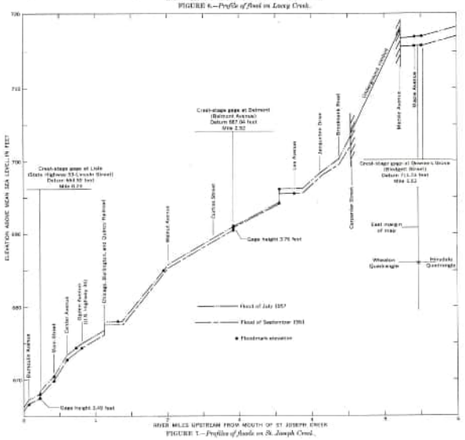


FIGURE 7.—*Profiles of floods on St. Joseph Creek.*

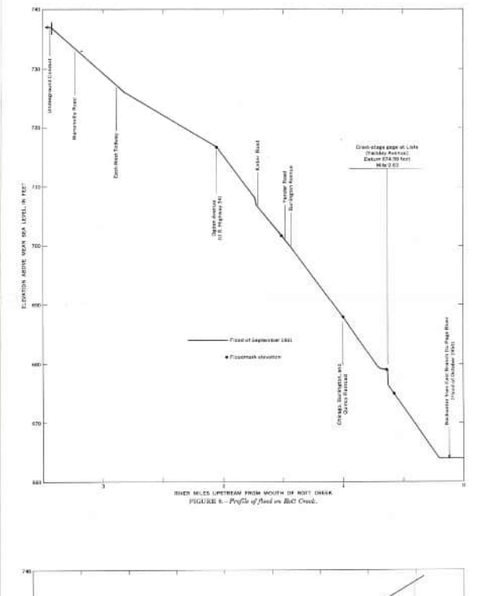


FIGURE 8.—*Profile of flood on Rott Creek.*

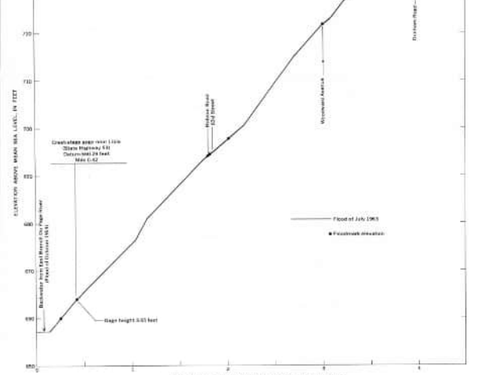


FIGURE 9.—*Profile of flood on Prentiss Creek.*

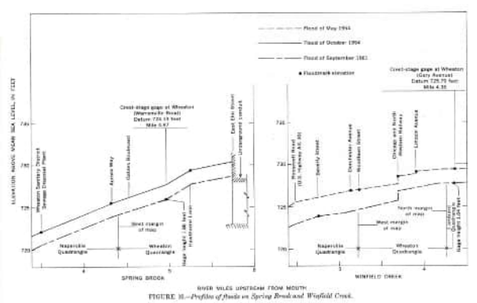


FIGURE 10.—*Profiles of floods on Spring Brook and Winfield Creek.*

FLOODS IN WHEATON QUADRANGLE, NORTHEASTERN ILLINOIS

By
V. Jeff May and Howard E. Allen

1965

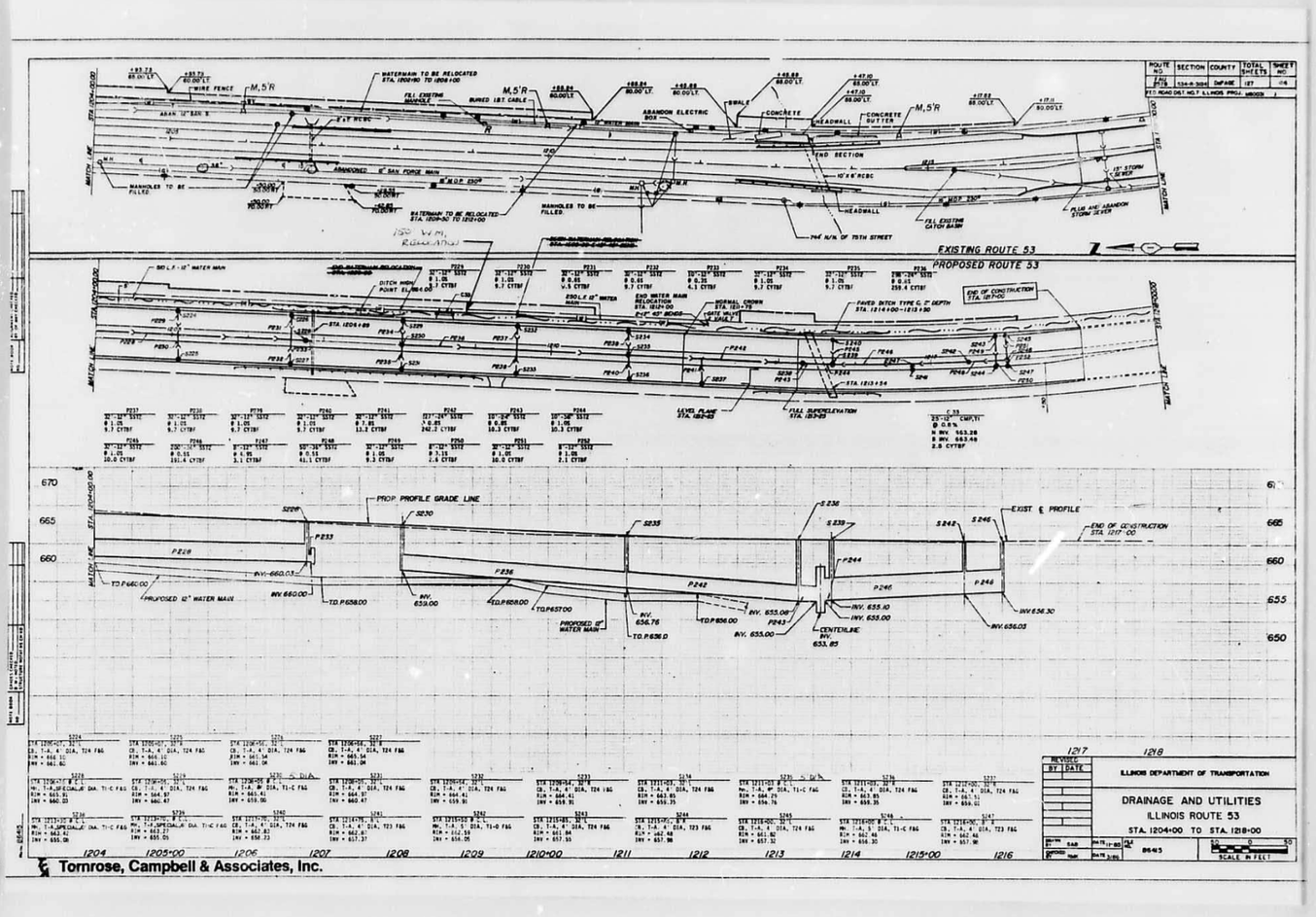
HYDROLOGIC INVESTIGATIONS
ATLAS HA-148

For sale by U.S. Geological Survey, price 75 cents

APPENDIX A-2

PREVIOUS ROADWAY AND ADJACENT DEVELOPMENT PLANS

DRAFT 1/19/2026



DRAFT 1/19/2026

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 2578 534-R-4 (84)	DUPAGE WILL	139	44
STA. 1215+00	TO STA. 1230+00		

30" WATER
36" WATER
10" WATER
WIRE FENCE
60" STEEL CASING
16" GAS MAIN
5 x 5 CONC. PAD
75th STREET
AMOCO SERVICE STATION
TRAFFIC BOX
TEL. BOOTH
GUARD RAIL
P.C. 1225+55.19
P.T. 1222+75.46
EXIST. 5' x 4' RCBC
15" RCP (R)
12" CMP
BIT. DR.
SHELL SERVICE STATION
MATCH LINE STA. 1230+00
EXISTING ROUTE 53
PROPOSED ROUTE 53
TEMP. CONST. EASEMENT FOR CHANNEL RELOCATION
EXIST. R.O.W. LINE
PROP. R.O.W.
IMPROVEMENT BEGINS STATION 1217+00
1221+02.73
CULVERT EXTENTION SEE SHT. 86
45°-15' P.C.T.

P47 12"-12" SST2 @ 1.0% 9.15 CYTBF	P48 8"-12" SST1 @ 1.0% 1.00 CYTBF	P49 12.5"-10" SST1 @ 1.0% 1.70 CYTBF	S47 STA. 1223+26, 42' LT. INLET TA T24F8G RIM= 670.77 INV= 667.47	S48 STA. 1220+95.26, 67.31' LT. INLET TA T24F8G RIM= 667.00 INV= 664.26	S49 STA. 1222+04, 66.43' LT. INLET TA T24F8G RIM= 666.45 INV= 663.46								
P50 4"-12" SST2 @ 1.0% 0.94 CYTBF	P51 30"-12" SST2 @ 1.0% 9.97 CYTBF	P52 206"-48" SST2 @ 0.3% 192.65 CYTBF	P53 6"-12" SST2 @ 1.0% 1.13 CYTBF	P54 30"-12" SST2 @ 1.0% 5.96 CYTBF	P55 77"-48" SST2 @ 0.3% 160.94 CYTBF	P56 13"-12" SST3 @ 1.0% 22.18 CYTBF	P57 12"-12" SST2 @ 1.0% 17.56 CYTBF	P58 157"-36" SST3 @ 1.0% 314.41 CYTBF	P59 6"-12" SST2 @ 1.0% 1.13 CYTBF	P60 30"-12" SST2 @ 1.0% 5.96 CYTBF			
S50 STA. 1225+08, 3'R MH TA 5 DIA TIF OL RIM= 676.09 INV= 668.25	S51 STA. 1225+08, 1'L CB TA 4 DIA T23F8G RIM= 675.96 INV= 671.46	S52 STA. 1225+08, 32'R CB TA 4 DIA T24F8G RIM= 675.55 INV= 670.73	S53 STA. 1225+25, 44'L CB TO BE ADJ. T8G RIM= 674.80 INV= 670.75	S54 STA. 1227+14, 0' MH TA 5 DIA TIF OL RIM= 679.91 INV= 668.23	S55 STA. 1227+14, 8'L CB TA 4 DIA T23F8G RIM= 679.94 INV= 675.45	S56 STA. 1227+14, 32'R CB TA 4 DIA T24F8G RIM= 678.95 INV= 674.45	S57 STA. 1227+91, 0' MAN TA SPL 6 D TIF CL RIM= 681.16 INV= 668.00	S58 STA. 1228+16, 0' MAN TA SPL 6 D TIF CL RIM= 681.56 INV= 669.60	S59 STA. 1229+73, 0' MH TA 5 DIA TIF OL RIM= 684.11 INV= 671.20	S60 STA. 1229+73, 8'L CB TA 4 DIA T23F8G RIM= 684.13 INV= 679.63	S61 STA. 1229+73, 32'R CB TA 4 DIA T24F8G RIM= 683.19 INV= 678.69		

75th STREET

690 685 680 675 670 665 660 655

1215+00 1216 1217 1218 1219 1220+00 1221 1222 1223 1224 1225+00 1226 1227 1228 1229 1230+00

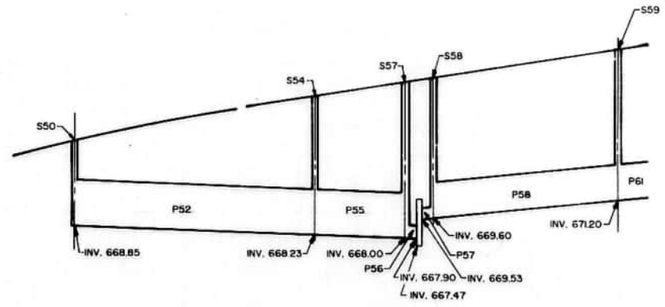


PLATE 1-SINGLE PLAN AND PROFILE FULL LINE

DRAINAGE & UTILITIES

D C B A 0 A B C D

TAMERAN

DRAFT 1/19/2026

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 2578	534-R-4 (84)	DUPAGE WILL	139	45
STA. 1230+00	TO STA 1245+00			

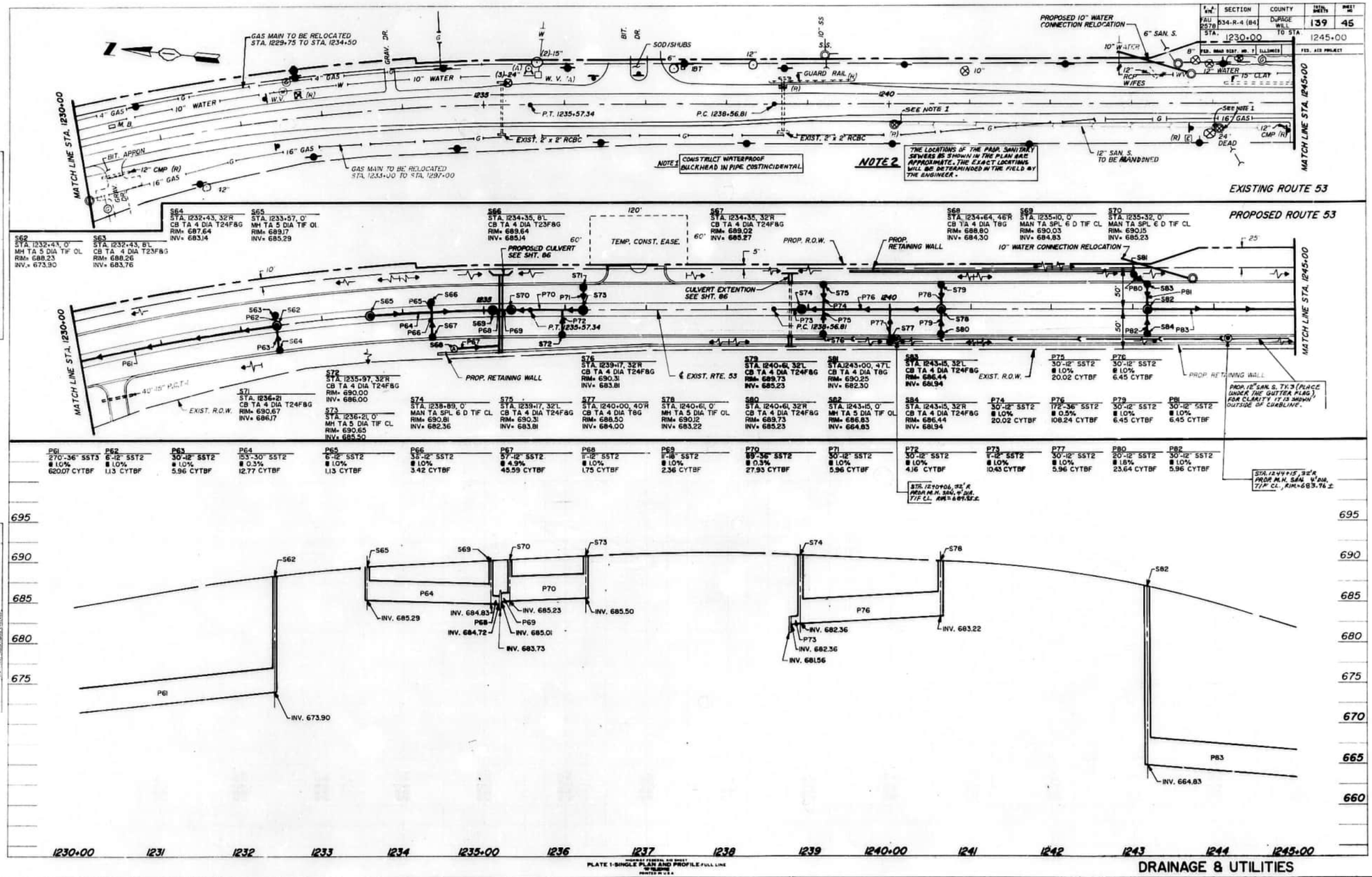


PLATE 1-SINGLE PLAN AND PROFILE-FULL LINE

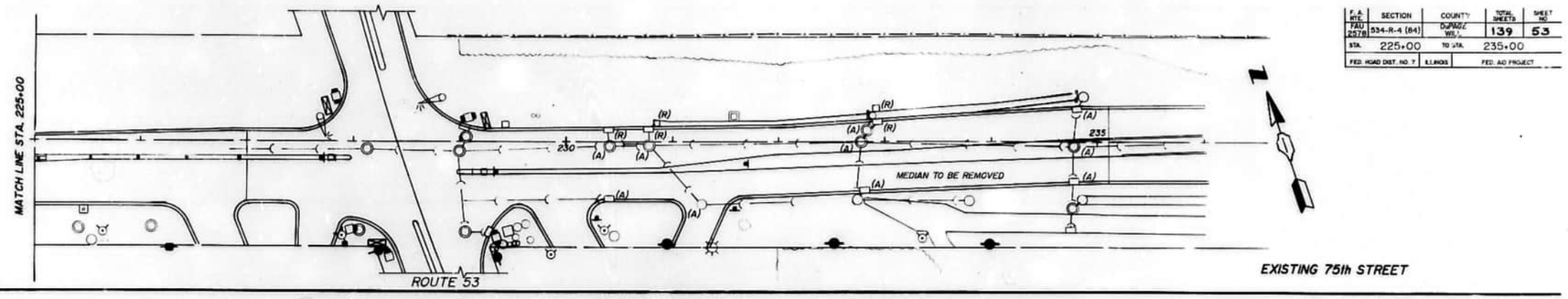
DRAINAGE & UTILITIES

D C B A 0 A B C D

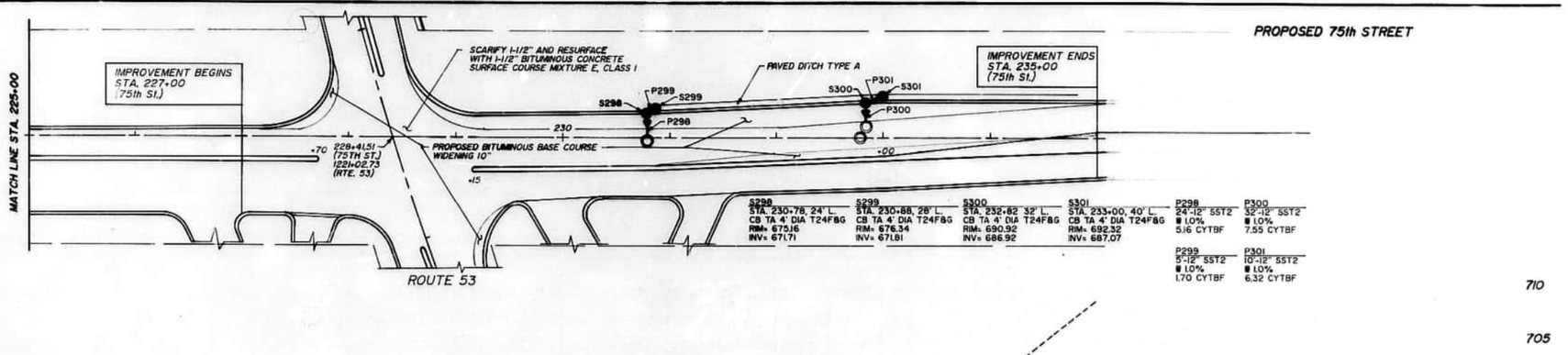
TAMERAN

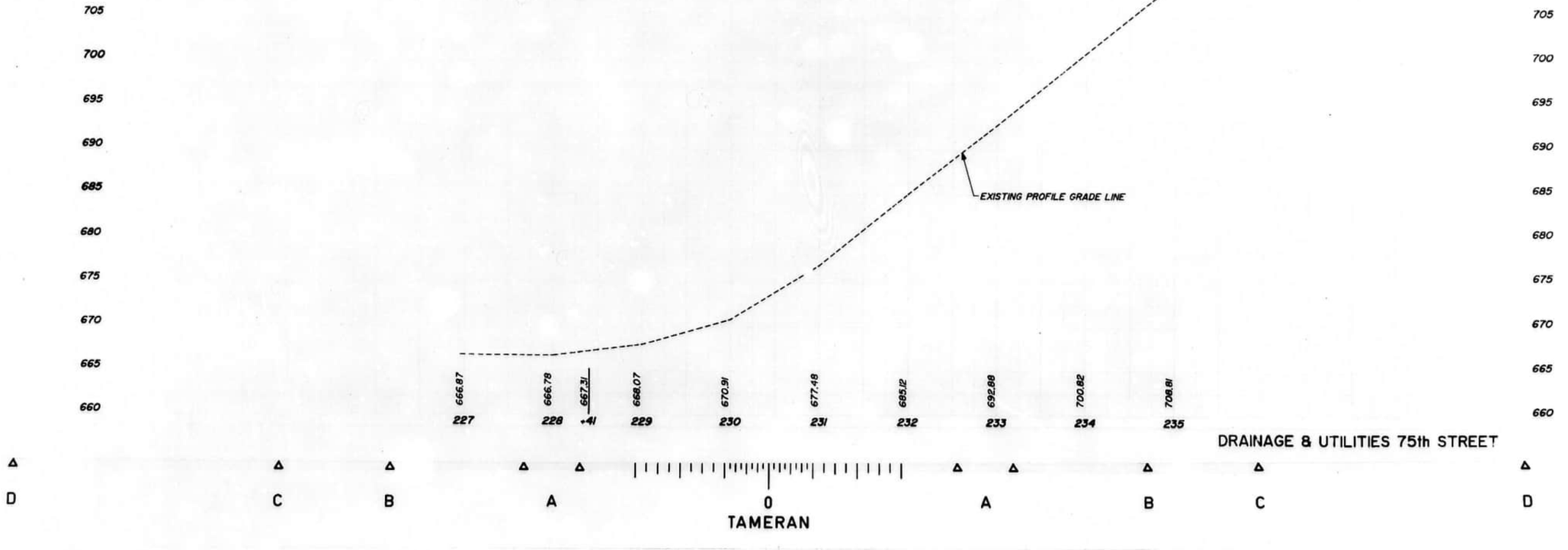
DRAFT 1/19/2026

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 2578	534-R-4 (84)	DUPAGE WILL	139	53
STA. 225+00		TO STA. 235+00		
FED. HIGHWAY DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PROPOSED 75th STREET





DRAFT 1/19/2026

COUNTY	FISCAL	TOTAL	SHEET
HI-WAY	YEAR	SHEETS	NO.
33	1986	47	24

SEC. 86-00162-01-FP DUPAGE CO.

PLAN — SURVEYED ___ DATE ___ | PLOTTED ___ BY ___ | ALIGNMENT CHECKED | R.T. OF WAY CHECKED | NOTE BOOK NO. ___

PIPE UNDERDRAIN STA. 213+00 100 L.F. 6" DIA. T.B. = 6.1 CU. YDS.

PIPE UNDERDRAIN STA. 215+30 100 L.F. 6" DIA. T.B. = 6.1 CU. YDS.

SEE BRIDGE DETAIL SHEETS FOR BRIDGE REHABILATATION WORK SHEETS 12-13

PRECAST REINF. CONC. END SECTION 12" DIA. STA. 211+75 58'L.T. INV. ELEV. 653.47

R.O.W. MARKER +62-99.40 L.T.

PRECAST REINF. CONC. END SECTION 36" DIA. STA. 215+94 67.7'L.T. INV. ELEV. 650.20

STONE RIP RAP 226 S.Y.

MANHOLE TY. A 5' DIA. STA. 217+00 67.7'L.T. RIM ELEV. 655.80 INV. ELEV. 650.90 TY. 1 FRAME & CLOSED LID

S.S. TY. 1 105 L.F. 36" DIA.

MANHOLE TY. A 5' DIA. STA. 218+00 34.4'L.T. RIM ELEV. 657.00 INV. ELEV. 651.50 TY. 1 FRAME & CLOSED LID

SEE DETAIL SHT. NO. 11 FOR ENTRANCE

C.S.C.P. TY. 1 15" DIA. 38 L.F.

MANHOLE TY. A 5' DIA. STA. 221+50 35.4'L.T. RIM ELEV. 657.80 INV. ELEV. 653.55 TY. 1 FRAME & CLOSED LID

MANHOLE TY. A 5' DIA. STA. 225+00 36.3'L.T. RIM ELEV. 662.40 INV. ELEV. 655.80 TY. 1 FRAME & CLOSED LID

S.S. — TY. 1 100 L.F. 36" DIA.

S.S. TY. 1 350 L.F. 36" DIA. T.B. = 230 CU. YDS.

S.S. — TY. 1 350 L.F. 36" DIA. T.B. = 234 CU. YDS.

S.S. - TY. 1 565 L.F. 12" DIA. T.B. = 14 CU. YDS.

S.S. - TY. 1 200 L.F. 12" DIA. T.B. = 66 CU. YDS.

R.O.W.

DU PAGE RIVER

EAST BRANCH

PROR 8' BIT. SHL'DS.

8' BITUMINOUS SHL'D.

8' BIT. SHL'D.

PROP. 8' BIT. SHL'D.

CONST. LINE

SURV. LINE

P.T. + 43.51

TY. B-6.12 C&G.

P.T. + 53.77

P.I. + 83.20

P.T. + 83.20

PROP. TY. B-6.12 C&G.

PROP. TY. B-6.24 C&G.

TY. B-6.24 C&G.

C.&G. OUT. + 75

P.C. + 50

10.19' O.S. TO CURVE

+ 70

+ 29

+ 50 C&G. OUT.

REMOVE EXIST. CONC. CURB & GUTTER 119 L.F.

30' RADII TO EDGE OF PAVEMENT SEE SHEET 3 FOR PAVEMENT SECTION

ENT. + 19

TY. B CURB

SAW CUT JOINT

EXIST. 30" C.M.P. TO REMAIN

EXIST. FIRE HYDRANT +95 - 84' R.T.

DRIVEWAY PAVEMENT REMOVAL 196 S.Y.

EXIST. SANITARY MANHOLE +02 - 81' R.T.

EXIST. SANITARY MANHOLE +30 - 85' R.T.

INLET TY. B STA. 211+75 55' R.T. RIM ELEV. 659.03 INV. ELEV. 654.09 TY. 1 FRAME & OPEN LID

+54 START TAPER

+74 START TAPER

REMOVE GUARDRAIL AND POSTS 210 L.F. BOTH ENDS OF BRIDGE

REMOVE GUARDRAIL AND POSTS 856 L.F.

PIPE UNDERDRAIN STA. 218+50 97 L.F. 6" DIA. T.B. = 5.9 CU. YDS.

NOTE: ALL PIPE UNDERDRAINS SHALL BE PERFORATED PVC PIPE

F.E. + 98

C.S.P.A. TY. 1 R-18" S-29" 32 L.F.

PAVEMENT REMOVAL STA. 219+50 - STA. 227+50 4155 S.Y.

CURVE DATA — CONST. LINE
D = 0°-15'-00" Δ = 1°-00'-00" R
T = 200.0' L = 400.0'
E = 0.87' R = 22,918.3'
P.C. = 214 + 83.20
P.I. = 216 + 83.20
P.T. = 218 + 83.20
E.O.P. = 4.0' R + = 20.0' R.
60 M.P.H. NO SUPER. REQ'D.

B.M. #9 R.R.S. IN P. POLE RT. STA. 211+60 ELEV. 653.23

B.M. #10 R.R.S. IN P. POLE RT. STA. 217+41 ELEV. 656.53

B.M. #11 R.R.S. IN P. POLE RT. STA. 223+24 ELEV. 663.55

PROFILE — SURVEYED ___ DATE ___ | PLOTTED ___ BY ___ | LATTES CHECKED | PLANS CHECKED | B.M.'S NOTED | STRUCTURE NOTATNS CHKD. | NOTE BOOK NO. ___

PROFILE OF PROPOSED GRADE

PROFILE - ℄ OF EXISTING ROAD

-0.418 %

V.C. = 200'
X = 0.11'

+0.457 %

V.C. = 200'
X = 0.10'

+1.80 %

V.C. = 200'
X = 0.34'

0.615 %

+75 INLET TY. B-1-OL T.G. 659.03 INV. 654.09

+55 BRIDGE ABUT'NTS. +74

+94 PRC.F.E.S. INV. 650.20

+00 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 655.80 INV. 650.85

+00 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 657.00 INV. 651.50

+50 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 657.80 INV. 653.65

+00 5' DIA. MH. TY. A TY. 1 FR. & CL. T.G. 662.40 INV. 655.80

P.C. + 00 | P.I. + 00 | P.T. + 00 | P.C. + 00 | P.I. + 00 | P.T. + 00 | P.C. + 00 | P.I. + 00 | P.T. + 00 | P.C. + 00

658.93 | 660.30

P.V.C. | P.V.T. | P.V.C. | P.V.T. | P.V.C. | P.V.T. | P.V.C.

670 | 660 | 650 | 640 | 630

658.9 659.76 659.55 658.8 659.34 659.16 658.8 659.02 658.95 658.9 658.93 658.93 658.7 658.93 658.93 658.6 658.93 658.93 658.7 658.93 658.93 658.6 658.93 658.93 658.6 658.93 658.93 658.7 658.93 658.93 658.35 658.8 659.03 659.18 658.8 659.38 659.61 659.4 659.84 660.16 660.5 660.64 661.28 662.0 662.10 662.39 663.00 663.9 663.90

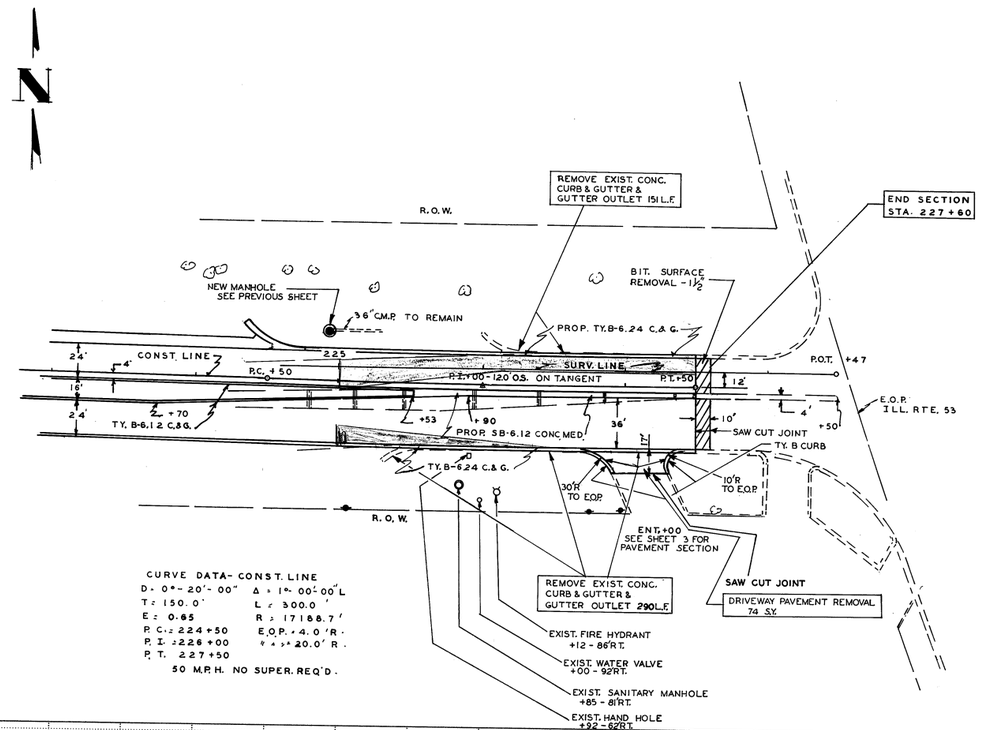
210 | 11 | 12 | 13 | 14 | 215 | 16 | 17 | 18 | 19 | 220 | 21 | 22 | 23 | 24 + 16 | 225

75 TH STREET

DRAFT 1/19/2026

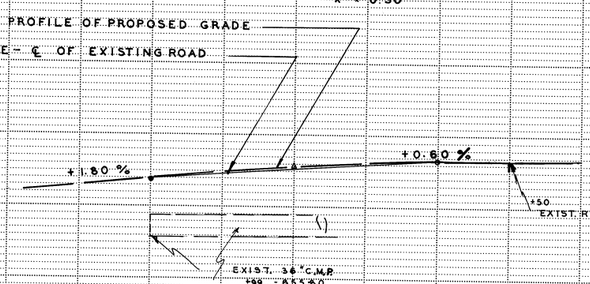
COUNTY HI-WAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
33	1986	47	25
SEC. 86-00162-01-FP			DUPAGE CO.

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R/W CHECKED, NOTE BOOK, NO., BY, DATE



CURVE DATA - CONST. LINE
D = 0°-20'-00" Δ = 1°-00'-00" L
T = 150.0' L = 300.0'
E = 0.65 R = 17188.7'
P.C. = 224+50 E.O.P. = 4.0'R.
P.I. = 226+00 = 20.0'R.
P.T. 227+50
50 M.P.H. NO SUPER. REQ'D.

PROFILE — SURVEYED, PLOTTED, ALIGNMENT CHECKED, R/W CHECKED, NOTE BOOK, NO., BY, DATE



HIGHWAY FEDERAL AID SHEET
PLATE 1-SINGLE PLAN AND PROFILE-FULL DOT
TELEDYNE
PRINTED IN U.S.A.

75 TH STREET

DRAFT 1/19/2026

GENERAL NOTES

ALL EXISTING DRAINAGE STRUCTURES, CULVERTS STORM SEWER ETC. TO BE REMOVED AS DIRECTED BY THE ENGINEER OR AS SHOWN ON THE PLANS. COST TO BE INCIDENTAL TO EARTH EXCAVATION.

CURVE DATA C-1
I = 7° 23' D = 2° 30'
T = 147.88' E = 4.76'
L = 295.33' R = 2291.83'
L1 = 294.52' M = 19.0'

CURVE DATA C-2
I = 3° 07' D = 1° 03'
T = 148.48' E = 2.0'
L = 296.83' R = 5417.06'
L1 = 294.52' M = 8.0'

COMBINATION CURB & GUTTER REMOVAL
RT. & LT. STA. 230+00 - 231+80 - 140 LIN. FT.

CURB REMOVAL RT. STA 231+62
40 LIN. FT.

CONC. CURB TY B RT. STA 231+62
40 LIN. FT.

CONCRETE MEDIAN TY C-4
STA. 231+75 - 232+70 - 380 SQ. FT.

COMB. CONC. CURB & GUTTER TY B. 6.18
RT. & LT. STA. 230+00 - 243+00
2600 LIN. FT.

COMB. CONC. CURB & GUTTER TY B. 9.12
RT. & LT. STA 232+70 - 243+00
2060 LIN. FT.

COMB. CONC. CURB & GUTTER TY M. 6.12
RT. STA. 233+50 - 243+00
950 LIN. FT.

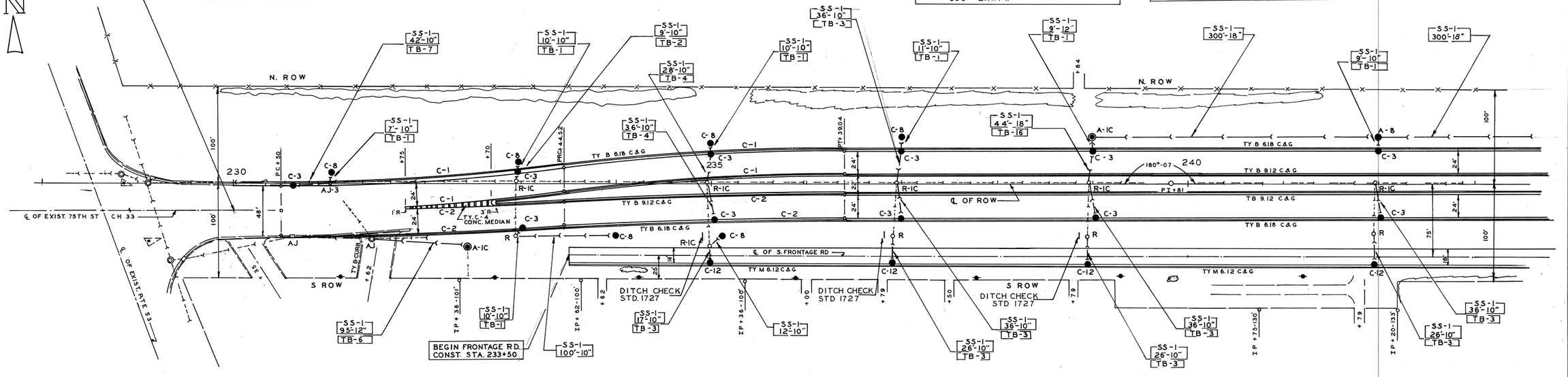
P. C. CONC. MEDIAN SURFACE 4"
RT. & LT. STA. 232+70 - 239+00
9018 SQ. FT.

DITCH CHECKS - STD. 1727.2
RT. STAS. 234+90, 236+90 & 238+90
CLASS "X" CONC TOTAL 4.8 CU YD
REINFORCEMENT BARS TOTAL 114 LBS.

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
33	1973	15	4
SECTION 231	DU PAGE COUNTY		

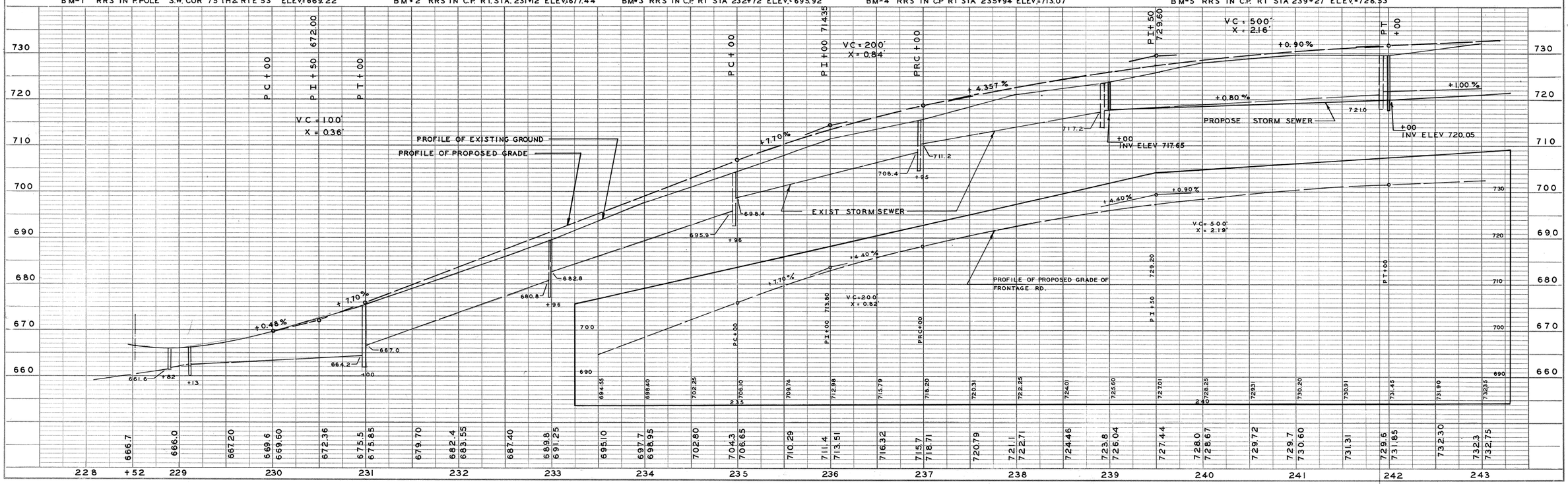
BEGIN CONST. SECT. 231
STA 230+00

N



PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
DRAWING CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE
BY

BM#1 RRS IN P.POLE S.W. COR 75TH & RTE 53 ELEV.= 669.22
BM#2 RRS IN C.P. RT. STA. 231+12 ELEV.= 677.44
BM#3 RRS IN C.P. RT STA 232+72 ELEV.= 695.92
BM#4 RRS IN C.P. RT STA 235+94 ELEV.= 713.07
BM#5 RRS IN C.P. RT STA 239+27 ELEV.= 728.53



PROFILE
SURVEYED
PLOTTED
NOTE BOOK
NO.
DRAWING CHECKED
B. M.s NOTED
STRUCTURE NOTATNS CHKD.
DATE
BY

PLATE 1—PLAN—PROFILE O. P. R. & R. C.
MADE AND PRINTED IN U.S.A.
CHARLES BRUNING COMPANY

SECTION 231 C H 33 75 TH ST. DU PAGE COUNTY

DRAFT 1/19/2026

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
33	1973	15	5
SECTION 231	DU PAGE COUNTY		

COMB. CONC CURB & GUTTER TY B 6.18
RT. & LT. STA. 243+00 - 258+00 - 3000 L.F.
WESTVIEW LA. INTERSECTION 120 L.F.
TOT. 3120 L.F.

COMB. CURB & GUTTER REMOVAL
RT. STA 248+30 30 L.F.

COMB. CONC. CURB & GUTTER TY B 9.12
RT. & LT. STA. 243+00 - 258+00 3000 L.F.

COMB CONC. CURB & GUTTER TY M 6.12
RT. STA. 243+00 - 248+15 515 L.F.
BOUNDARY HILL INTERSECTION 80 L.F.
WESTVIEW LA " 25 L.F.
TOTAL 620 L.F.

N

INDIAN BOUNDARY LINE + 0.7

N. R.O.W

PROPOSED N. R.O.W.

EXIST. N. R.O.W.

℄ OF R.O.W.

℄ OF SOUTH FRONTAGE ROAD

EXISTING SOUTH FRONTAGE ROAD

EXIST. S. FRONTAGE RD

S R.O.W.

TY B 6.18 C&G

TY B 9.12 C&G

TY M 6.12 C&G

C&G OUTLET

STD. C. & G OUTLETS

℄ BOUNDARY HILL

℄ WESTVIEW L.A. + 30

END FRONTAGE RD CONST. STA. 247+90

BOUNDARY HILL INTERSECTION
AREA = 97 SQ. YD.
12" COMP. BSE CSE TY B = 68 TON
2" COMP. BIT. CONC SURF CSE CL. I = 11 TONS

WESTVIEW L.A. INTERSECTION
6" COMP. BIT. AGG. MIX (M S 1500) = 507 S.Y
2" COMP. BIT. CONC SURF CSE CL. I = 58 T
4" COMP. SUB BASE GRAN. MAT'L. TYB = 118 TONS

GENERAL NOTES
COST OF GUTTER OUTLETS TO BE PAID AS LIN. FT. OF COMB CONC CURB & GUTTER

BM #6 RRS IN C.P. RT STA 248+12 ELEV = 736.93

BM #7 RRS IN P.P. RT STA 257+63 ELEV = 740.96

PROFILE OF EXISTING GROUND

PROFILE OF PROPOSED GRADE

PROFILE OF PROPOSED FRONTAGE RD.

PROPOSE STORM SEWER

EXIST. STORM SEWER

P C + 00

P I + 00 738.15

P T + 00

V C = 200'
X = 0.12'

P C + 00

P I + 00 741.75

V C = 200'
X = 0.35'

+ 0.90 %

+ 0.40 %

+ 1.00 %

+ 0.916 %

+ 1.50 %

+ 1.80 %

724.3

726.0

727.8

+00 INV ELEV 723.05

+00 INV ELEV 726.05

+00 INV ELEV 730.05

+00 INV. ELEV. 732.80

730.5

+00 INV. ELEV. 735.80

| | | |

DRAFT 1/19/2026

COUNTY HIGHWAY	FISCAL YEAR	TOTAL SHEETS	SHEET NO
33	1973	15	6
SECTION 231	DU PAGE COUNTY		

COMB. CONC. C & G TY B 6.18
RT. & LT. STA 258+00 - 259+80 = 360 L.F.
RT. & LT. STA. 261+80 - 273+00 = 2240 L.F.
WOODRIDGE DR INT. = 500 L.F.
WOODRIDGE DR - RT & LT.
STA. S1+08 - 2+65 = 314 L.F.
RT STA 270+25 = 160 L.F.
TOTAL = 3574 L.F

CURVE DATA
I = 0° - 46'
D = 0° - 30'
T = 76.6'
E = 0.2'
L = 153.0'

COMB. CONC. CURB & GUTTER TY B.9.12
RT. & LT. STAS 258+00 - 260+45 & 261+15 - 273+00 = 2860 LIN. FT.

COMB. CONC. C.&G. TY.M 6.12
RT. STA 259+32 - 262+28 = 400 LIN. FT.

COMB. CURB & GUTTER REMOVAL
SOUTH WOODRIDGE DR. & INT. = 704 LIN. FT.

CONC. MEDIAN TY. SM 6.06
LT. STA. 260+80 = 260 SQ. FT.

CONC. MEDIAN SURFACE 4"
L.T. STA. 258+60 - 260+45 = 1295 SQ. FT.
R.T. STA. 261+15 - 263+00 = 1295 SQ. FT.
TOT. 2590 SQ. FT.

CATALPA INTERSECTION
6" COMP. BIT. AGG. MIX. BSE CSE = 364 S.Y.
2" COMP. BIT. CONC. SURF. CSE CL I = 42 T.
4" SUB BASE GRAN. MAT'L. TY. B = 85 T.

NORTH WOODRIDGE DR TO BE CONST. BY OTHERS

SS-1 280'-15"
SS-1 58'-10" TB-10
SS-1 10'-10" TB-
SS-1 60'-10"
SS-1 7'-10" TB-1
SS-1 70'-10" TB-12
SS-1 200'-15" TB-50
SS-1 7'-12" TB-1
SS-1 70'-12" TB-15
SS-1 487'-12"
SS-1 318'-12"
SS-1 16'-10" TB-1
SS-1 100'-12" TB-22
SS-1 10'-10" TB-1
SS-1 100'-10"
SS-1 35'-10" TB-5
SS-1 70'-10" TB-8

PROPOSED ROW
N. ROW
EXIST N. ROW
EXISTING N. FRONTAGE RD
EXISTING S. FRONTAGE RD
℄ OF ROW
℄ CATALPA
℄ WOODRIDGE DR
℄ WALNUT AVE.
S. R.O.W.
TY B. 6.18 C&G
TY B 9.12 C&G
TY M 6.12 C&G
EXIST. M 6.12 C&G
STD. C&G OUTLET
PAINTED MEDIAN BY OTHERS
LIBRARY
SAN
IBT
CE
AJ
A-1C
A-3
A-8
A-12
C-3
260
265
270
P I + 59.87
179°-14'

3 CENTERED RADII
120' - 40' - 120'
5' OFF SET
T = 72.83'
T1 = 45.00'
T2 = 31.08'

SEE SPECIAL DETAIL SHEET

WOODRIDGE DR. INTERSECTION
RT & LT. STA. 259+80.17 - 261+79.83
12" COMP. BIT. AGG. MIX. BSE. CSE = 2584 SQ YD
2 1/2" COMP. BIT. CONC. BINDER CSE. = 371 TONS
1 1/2" COMP. BIT. CONC. SURF. CSE CL I = 223 TONS
4" SUB BASE GRAN. MAT'L. TY. B = 602 TONS

SOUTH WOODRIDGE DR
RT. & LT. STA. S. 1+07.83 - 2+05
12" COMP. BIT. AGG. MIX. BSE. CSE. = 883 SQ YD.
2 1/2" COMP. BIT. CONC. BIND. CSE. = 127 TONS
1 1/2" COMP. BIT. CONC. SURF. CSE CL I = 76 TONS
4" SUB BASE GRAN. MAT'L. TY. B = 206 TONS

BM 8" N.W. COR. OF STOOP RT. STA 265+64 ELEV. 750.87

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STRUCTURE NOTATNS CHKD.

EXISTING ℄ OF WOODRIDGE DR
PROPOSED ℄
V.C. = 130'
X = 0.73'
PC+35
PT+00
PT+65
4.3%
0.0%

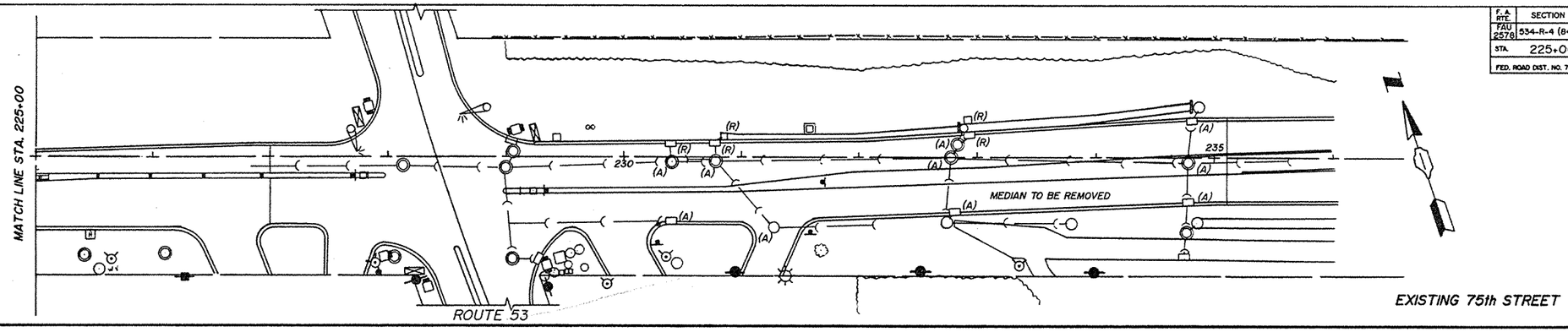
VC = 200'
X = 0.35'
VC = 400'
X = 1.10'
VC = 400'
X = 0.75'
PI+00 741.75
PT+00
PC+00
PI+00 752.55
PT+00
PC+00
PI+00 749.75
PRC
PROFILE OF EXISTING GROUND
PROFILE OF PROPOSED GRADE
+1.80%
+0.75%
-0.40%
+1.10%
+0.60%
INV ELEV 737.87
INV ELEV. 739.37
INV ELEV 743.02
INV ELEV 744.96
INV ELEV. 745.53
PROPOSED STORM SEWER

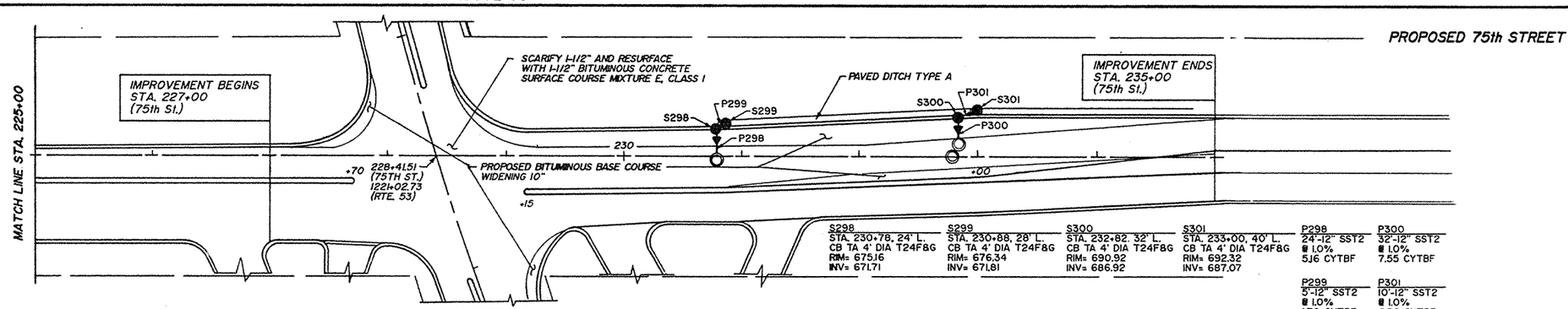
| | | |

DRAFT 1/19/2026

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAU 2578	534-R-4 (84)	DuPAGE WILL	139	53
STA. 225+00		TO STA. 235+00		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

PLAN — DRAWN BY / TRACED BY / CHECKED BY / NOTE BOOK / NO. — ALIGNMENT CHECKED / R.T. OF WAY CHECKED — DATE / REV.





S298
STA. 230+78.24' L.
CB TA 4' DIA T24F&G
RIM= 675.16
INV= 671.71

S299
STA. 230+88.28' L.
CB TA 4' DIA T24F&G
RIM= 676.34
INV= 671.81

S300
STA. 232+82.32' L.
CB TA 4' DIA T24F&G
RIM= 690.92
INV= 686.92

S301
STA. 233+00.40' L.
CB TA 4' DIA T24F&G
RIM= 692.32
INV= 687.07

P298
24'-12" SST2
@ 1.0%
5.16 CYTBF

P300
32'-12" SST2
@ 1.0%
7.55 CYTBF

P299
5'-12" SST2
@ 1.0%
1.70 CYTBF

P301
10'-12" SST2
@ 1.0%
6.32 CYTBF

PROFILE — DRAWN / TRACED / CHECKED / NOTE BOOK / NO. — ALIGNMENT / R.T. OF WAY — DATE / REV.

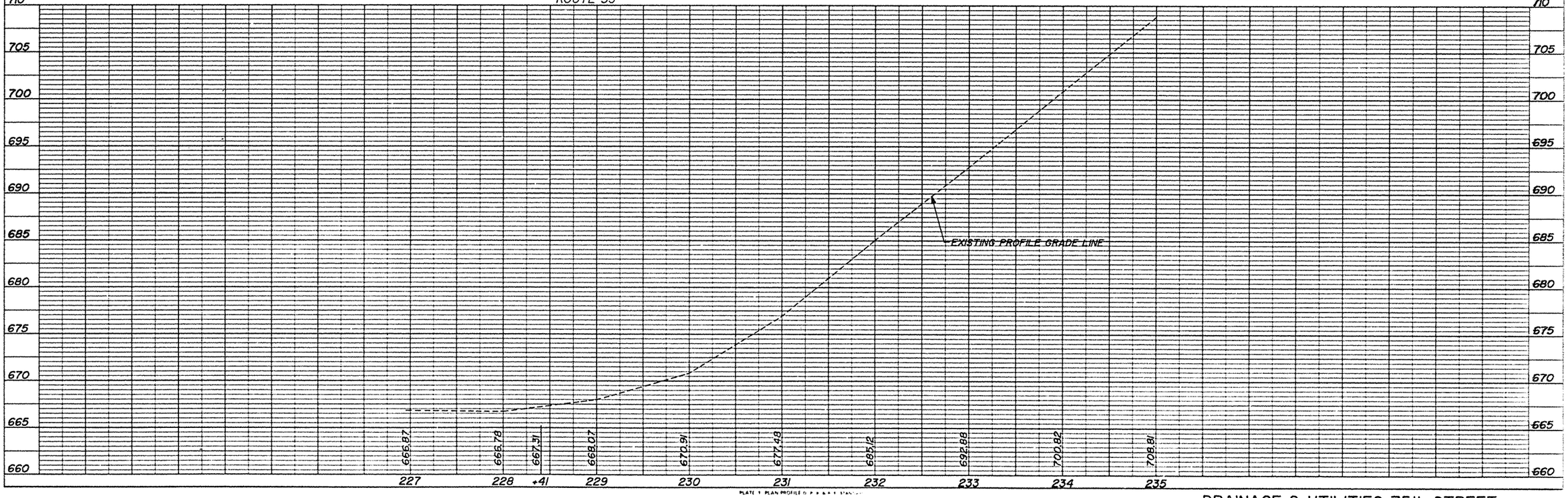
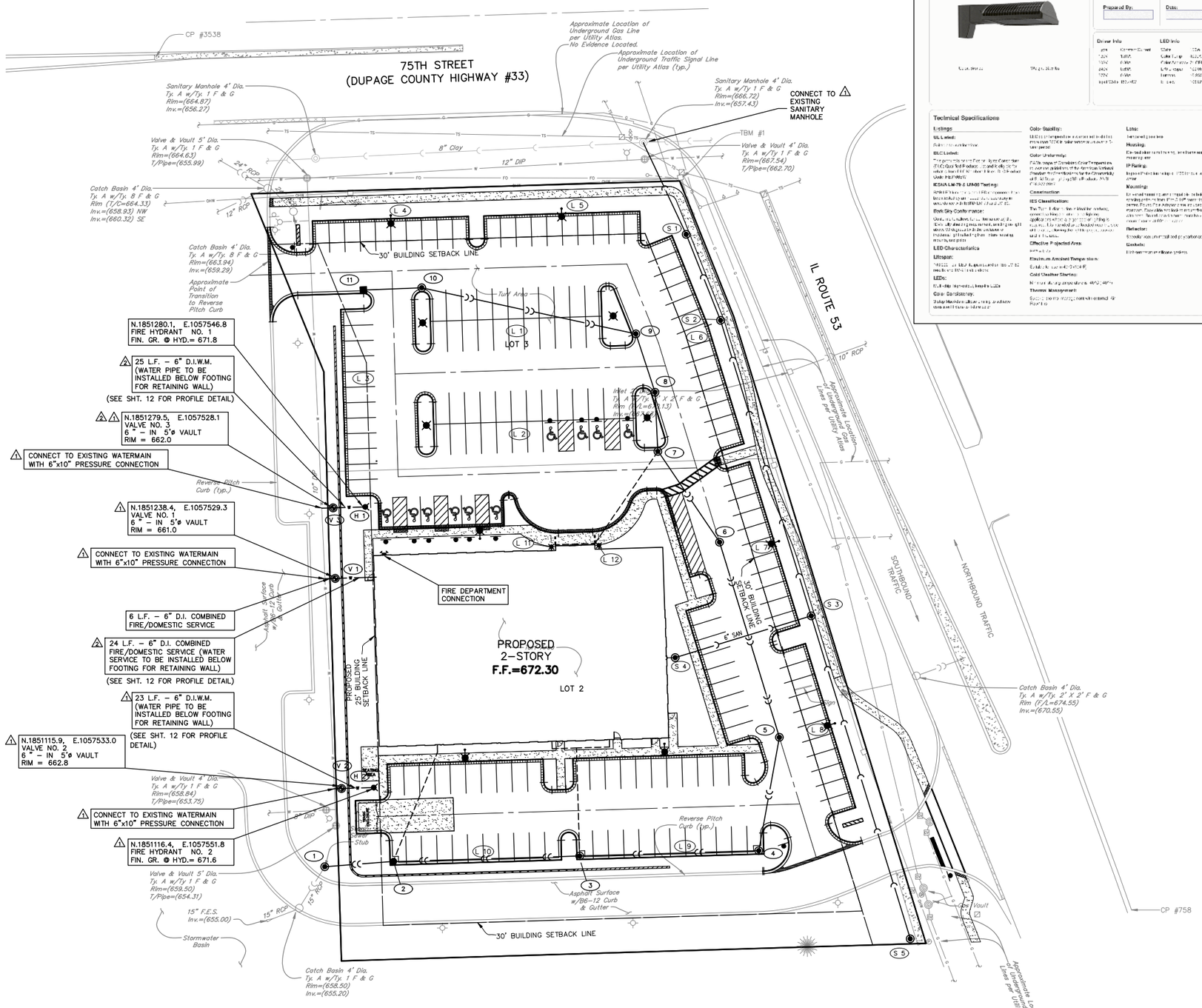


PLATE 1 PLAN PROFILE & X & & STA...

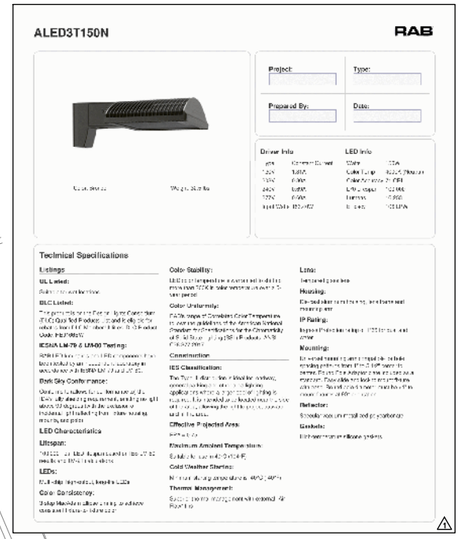
EUGENE DIETZGEN CO.

DRAINAGE & UTILITIES 75th STREET

DRAFT 1/19/2026



Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Lum. Watts	Arr. Watts	Lum. Lumens	LLF	Description	[MANUFAC]
	2	ALED5S150N 347 D10 RCL - RAB0	SINGLE	151.84	151.84	14455	0.800	ALED5S150N_347_D10 RCL (TYPE V Square)	RAB LIGHTING INC.
	8	ALED3T150N - RWLED3T150N - RW	SINGLE	153.4	153.4	16253	0.800	ALED3T150N - RWLED3T150N - RWLED3T150SFN - WPLED3T150N (TYPE III)	RAB LIGHTING INC.
	2	rab04264	SINGLE	15.9	15.9	1922	0.500	SLIM12Y	RAB LIGHTING INC. RC



LEGEND

EXISTING	PROPOSED	DESCRIPTION
◎	◉	MANHOLE
○	●	CATCH BASIN
□	■	INLET
	●	CLEANOUT
	▥	SLOPE INLET BOX
⊢	⊢	HEADWALL
◁	◀	END SECTION
——C——	——C——	STORM SEWER
	●	DOWNSPOUT
——S——	——S——	SANITARY SEWER
——W——	——W——	WATERMAIN
⊗	⊗	VALVE & BOX
⊗	⊗	WATER VALVE IN VAULT
♉	♉	FIRE HYDRANT
		FIRE DEPARTMENT CONNECTION
~~	~~~~	CONTOURS
(ELEV)	ELEV	ELEVATIONS
	(No.)	NUMBERING SYSTEM USED ON PLANS FOR DRAINAGE STRUCTURE IDENTIFICATION
	(L No.)	NUMBERING SYSTEM USED ON PLANS FOR SITE LIGHTING IDENTIFICATION
	(H No.)	NUMBERING SYSTEM USED ON PLANS FOR FIRE HYDRANT IDENTIFICATION
	(V No.)	NUMBERING SYSTEM USED ON PLANS FOR VALVE VAULT IDENTIFICATION
	(S No.)	NUMBERING SYSTEM USED ON PLANS FOR SANITARY MANHOLE IDENTIFICATION

NOTE: ALL SANITARY SEWER SHALL BE 8 INCH DIA. UNLESS OTHERWISE NOTED.

⚠ PROTECT EXISTING WATERMAIN, HYDRANTS AND VALVES DURING CONSTRUCTION.

NO.	DATE	DESCRIPTION
2	07-10-20/KMM	REVISED PER VILLAGE COMMENTS DATED JUNE 26 2020.
1	05-26-20/BCD	REVISED PER VILLAGE COMMENTS DATED APRIL 30, 2020.

REVISIONS

PREPARED FOR:

RYAN COMPANIES U.S., INC.
111 SHUMAN BLVD., SUITE 400
NAPERVILLE, IL 60563
(630) 328-1100

PREPARED BY:

CEMCON, Ltd.
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E-Mail: cadd@cemcon.com Website: www.cemcon.com

OVERALL UTILITY PLAN

WOODRIDGE MEDICAL OFFICE

JOB NO.: 904.308	DATE: 03-19-20	SHEET NO. 06 of 13
DSGN. BY: KMM	DRN. BY: JGC	
FILE NAME: OVERUTIL	FLD. BK./PG.: ---	
DIR: 904308	SCALE: 1" = 30'	

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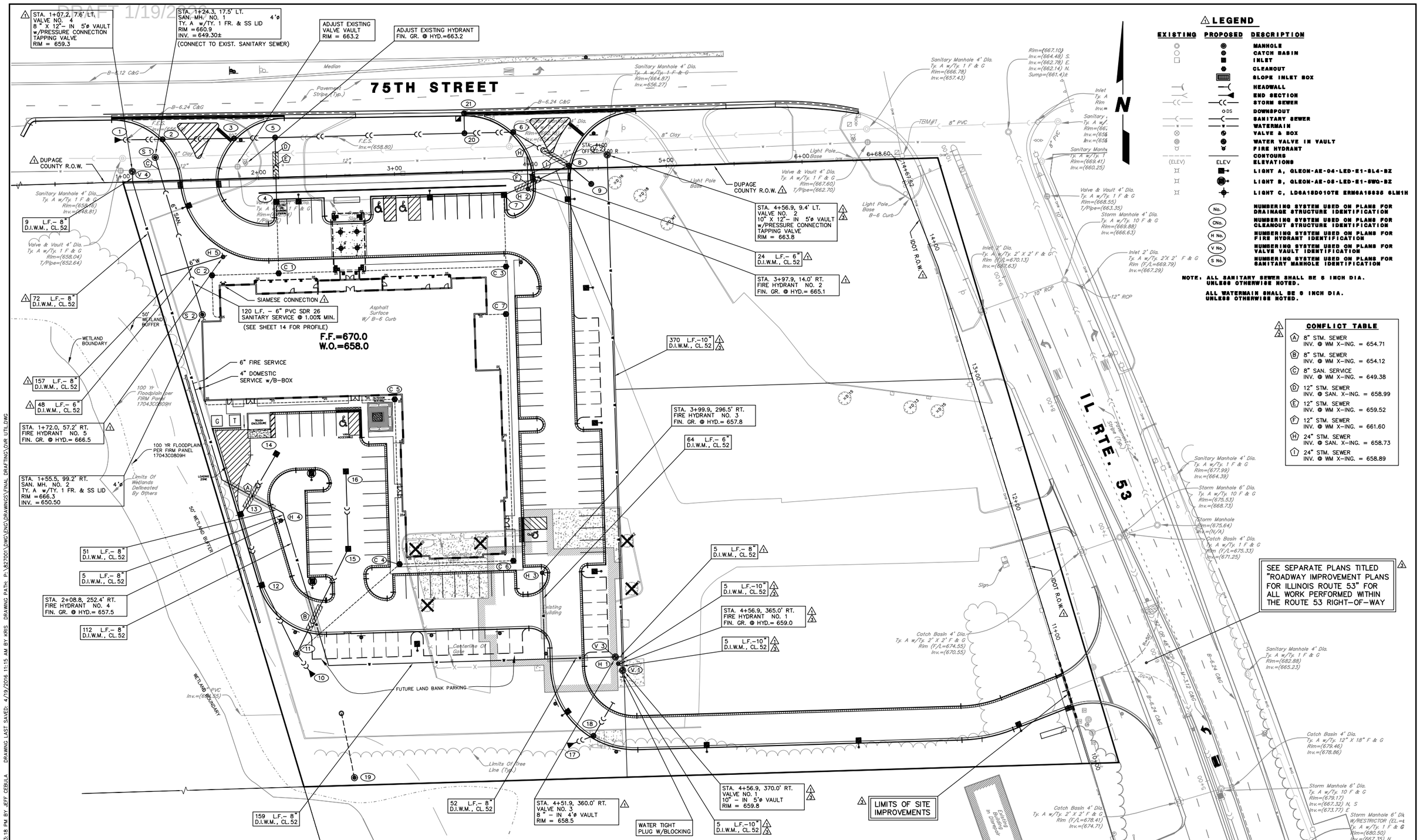
PLOT FILE CREATED: 7/9/2020 12:46 PM BY KRISTIN STAERKEL DRAWING LAST SAVED: 7/9/2020 9:16 AM BY KMM DRAWING PATH: P:\904308\DWG\ENG\DRAWINGS\FINAL DRAFTING\OVERUTIL.DWG

DRAFT 1/19/2016


75TH STREET
IL RTE. 53
STA. 1+07.2, 7.6' LT.
VALVE NO. 4
8 " X 12"– IN 5'ø VAULT
w/PRESSURE CONNECTION
TAPPING VALVE
RIM = 659.3
STA. 1+24.3, 17.5' LT.
SAN. MH. NO. 1
TY. A w/TY. 1 FR. & SS LID
RIM =660.9
INV. = 649.30±
(CONNECT TO EXIST. SANITARY SEWER)
ADJUST EXISTING VALVE VAULT RIM = 663.2
ADJUST EXISTING HYDRANT FIN. GR. @ HYD.=663.2
DUPAGE COUNTY R.O.W.
9 L.F.– 8" D.I.W.M., CL.52
72 L.F.– 8" D.I.W.M., CL.52
120 L.F. – 6" PVC SDR 26 SANITARY SERVICE @ 1.00% MIN.
(SEE SHEET 14 FOR PROFILE)
SIAMESE CONNECTION
F.F.=670.0
W.O.=658.0
6" FIRE SERVICE
4" DOMESTIC SERVICE w/B-BOX
157 L.F.– 8" D.I.W.M., CL.52
48 L.F.– 6" D.I.W.M., CL.52
STA. 1+72.0, 57.2' RT.
FIRE HYDRANT NO. 5
FIN. GR. @ HYD.= 666.5
STA. 1+55.5, 99.2' RT.
SAN. MH. NO. 2
TY. A w/TY. 1 FR. & SS LID
RIM =666.3
INV. = 650.50
STA. 2+08.8, 252.4' RT.
FIRE HYDRANT NO. 4
FIN. GR. @ HYD.= 657.5
112 L.F.– 8" D.I.W.M., CL.52
51 L.F.– 8" D.I.W.M., CL.52
5 L.F.– 8" D.I.W.M., CL.52
159 L.F.– 8" D.I.W.M., CL.52
52 L.F.– 8" D.I.W.M., CL.52
STA. 4+51.9, 360.0' RT.
VALVE NO. 3
8 " – IN 4'ø VAULT
RIM = 658.5
WATER TIGHT PLUG W/BLOCKING
STA. 4+56.9, 9.4' LT.
VALVE NO. 2
10" X 12"– IN 5'ø VAULT
w/PRESSURE CONNECTION
TAPPING VALVE
RIM = 663.8
24 L.F.– 6" D.I.W.M., CL.52
STA. 3+97.9, 14.0' RT.
FIRE HYDRANT NO. 2
FIN. GR. @ HYD.= 665.1
370 L.F.–10" D.I.W.M., CL.52
STA. 3+99.9, 296.5' RT.
FIRE HYDRANT NO. 3
FIN. GR. @ HYD.= 657.8
64 L.F.– 6" D.I.W.M., CL.52
5 L.F.– 8" D.I.W.M., CL.52
5 L.F.–10" D.I.W.M., CL.52
STA. 4+56.9, 365.0' RT.
FIRE HYDRANT NO. 1
FIN. GR. @ HYD.= 659.0
5 L.F.–10" D.I.W.M., CL.52
STA. 4+56.9, 370.0' RT.
VALVE NO. 1
10" – IN 5'ø VAULT
RIM = 659.8
5 L.F.–10" D.I.W.M., CL.52
LIMITS OF SITE IMPROVEMENTS
SEE SEPARATE PLANS TITLED "ROADWAY IMPROVEMENT PLANS FOR ILLINOIS ROUTE 53" FOR ALL WORK PERFORMED WITHIN THE ROUTE 53 RIGHT–OF–WAY
IDOT R.O.W.
DUPAGE COUNTY R.O.W.
Sanitary Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(658.06) Inv.=(648.81)
Valve & Vault 4' Dia. Ty. A w/Ty. 1 F & G Rim=(658.04) T/Pipe=(652.64)
Sanitary Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(664.87) Inv.=656.27)
Sanitary Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(666.78) Inv.=(657.43)
Rim=(667.10) Inv.=(664.48) S. Inv.=(662.78) E. Inv.=(662.14) N. Sump=(661.42)
Valve & Vault 4' Dia. Ty. A w/Ty. 1 F & G Rim=(667.60) T/Pipe=(662.70)
Valve & Vault 4' Dia. Ty. A w/Ty. 1 F & G Rim=(668.55) T/Pipe=(663.35)
Storm Manhole 4' Dia. Ty. A w/Ty. 10 F & G Rim=(669.88) Inv.=(666.63)
Inlet 2' Dia. Ty. A w/Ty. 2' X 2' F & G Rim (T/L=670.13) Inv.=(667.63)
Inlet 2' Dia. Ty. A w/Ty. 2'X 2' F & G Rim (T/L=669.79) Inv.=(667.29)
Sanitary Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(677.99) Inv.=(664.39)
Storm Manhole 6' Dia. Ty. A w/Ty. 10 F & G Rim=(675.53) Inv.=(668.73)
Storm Manhole Rim=(675.64) Inv.=(N/A)
Catch Basin 4' Dia. Ty. A w/Ty. 1 F & G Rim (T/L=675.33) Inv.=(671.25)
Catch Basin 4' Dia. Ty. A w/Ty. 2' X 2' F & G Rim (T/L=674.55) Inv.=(670.55)
Sanitary Manhole 4' Dia. Ty. A w/Ty. 1 F & G Rim=(682.88) Inv.=(665.23)
Catch Basin 4' Dia. Ty. A w/Ty. 12" X 18" F & G Rim=(678.46) Inv.=(678.86)
Storm Manhole 6' Dia. Ty. A w/Ty. 10 F & G Rim=(679.17) Inv.=(667.32) N, S Inv.=(673.77) E
Storm Manhole 6' Dia. W/RESTRICTOR (EL.=6 Ty. A w/Ty. 1 F & G Rim=(680.50) Inv.=(667.35) N
Catch Basin 4' Dia. Ty. A w/Ty. 2' X 2' F & G Rim (T/L=678.41) Inv.=(674.71)
Existing Building to Demolish
Existing Building
Sign
Light Pole Base
Light Pole Base B-6 Curb
TBM#1 8" PVC
Inlet Ty. A Rim Inv.=
Sanitary Ty. A w/ Rim=(66 Inv.=(65 Inv.=(65
Sanitary Manhole Ty. A w/Ty. 1 Rim=(669.41) Inv.=(660.25)
Inlet 2' Dia. Ty. A w/Ty. 2' X 2' F & G Rim (T/L=670.13) Inv.=(667.63)
Inlet 2' Dia. Ty. A w/Ty. 2'X 2' F & G Rim (T/L=669.79) Inv.=(667.29)
10" RCP
12" RCP
8" PVC
8" Clay
12"
6" SAN
6"W
Median
Pavement Stripe (Typ.)
B-6.12 C&G
B-6.24 C&G
Asphalt Surface W/ B-6 Curb
50' WETLAND BUFFER
WETLAND BOUNDARY
100 Yr Floodplain per FIRM Panel 17043C0809H
100 YR FLOODPLAIN PER FIRM PANEL 17043C0809H
Limits Of Wetlands Delineated By Others
50' WETLAND BUFFER
WETLAND BOUNDARY
PVC Inv.=(650.50)
Centerline Of Gate
Existing Building
FUTURE LAND BANK PARKING
Limits Of Tree Line (Typ.)
Centerline Of Gate
Striping (Typ.)
Curb
Gutter
Sidewalk
Loading Zone
Trash Enclosure
Van Accessible
Ramp
Top
Bottom
Slope
Inv.
Rim
Sump
Dia.
Typ.
Elev.
Ty.
Fr.
Inv.=(658.80)
Inv.=(658.48)
Inv.=(658.41)
Inv.=(658.24)
Inv.=(658.07)
Inv.=(657.90)
Inv.=(657.73)
Inv.=(657.56)
Inv.=(657.39)
Inv.=(657.22)
Inv.=(657.05)
Inv.=(656.88)
Inv.=(656.71)
Inv.=(656.54)
Inv.=(656.37)
Inv.=(656.20)
Inv.=(656.03)
Inv.=(655.86)
Inv.=(655.69)
Inv.=(655.52)
Inv.=(655.35)
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Inv.=(653.65)
Inv.=(653.48)
Inv.=(653.31)
Inv.=(653.14)
Inv.=(652.97)
Inv.=(652.80)
Inv.=(652.63)
Inv.=(652.46)
Inv.=(652.29)
Inv.=(652.12)
Inv.=(651.95)
Inv.=(651.78)

DRAFT 1/19/2026

ALTA/ACSM LAND TITLE SURVEY

THAT PART OF LOT 1 IN GHILARDUCCI'S SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 38 NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEREOF RECORDED OCTOBER 28, 1968 AS DOCUMENT NO. 850445, BOUNDED AND DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 1; THENCE ON AN ASSUMED BEARING OF SOUTH 89°59' 55" EAST ON THE NORTH LINE OF SAID LOT 1, 10.00 FEET TO A 5/8 INCH REBAR WITH AN ALLIED CAP STAMPED "STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER RLS 2377", FOR A POINT OF BEGINNING; THENCE SOUTH 03° 21' 52" WEST, 14.99 FEET TO A 5/8 INCH REBAR WITH AN ALLIED CAP STAMPED "STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER RLS 2377" AND TO A POINT 2.00 FEET EASTERLY OF AS MEASURED NORMAL TO THE WEST LINE OF SAID LOT 1, SAID POINT BEING ON A 2250.47 FOOT RADIUS CURVE CONCENTRIC WITH THE CENTERLINE OF ILLINOIS ROUTE NUMBER 53, THE CENTER OF CIRCLE OF SAID CURVE BEARS NORTH 68° 40' 27" EAST FROM SAID POINT; THENCE SOUTHERLY ALONG SAID CURVE 31.68 FEET, CENTRAL ANGLE 00° 38' 03" TO A 5/8 INCH REBAR WITH AN ALLIED CAP STAMPED "STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER RLS 2377"; THENCE SOUTH 26° 57' 30" EAST, PARALLEL WITH SAID CENTER LINE, 180.61 FEET TO A 5/8 INCH REBAR WITH AN ALLIED CAP STAMPED "STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER RLS 2377"; THENCE NORTH 63° 02' 24" EAST, 3.00 FEET TO A 5/8 INCH REBAR WITH AN ALLIED CAP STAMPED "STATE OF ILLINOIS DIVISION OF HIGHWAYS RIGHT OF WAY CORNER RLS 2377"; THENCE SOUTH 26° 57' 30" EAST, PARALLEL WITH SAID CENTER LINE 15.98 FEET; THENCE SOUTH 89° 54' 58" EAST, 143.95 FEET; THENCE NORTH 00° 28' 47" EAST, 232.95 FEET TO THE NORTH LINE OF SAID LOT 1; THENCE NORTH 89° 59' 55" WEST ALONG THE NORTH LINE OF SAID LOT 1, 230.00 FEET TO THE POINT OF BEGINNING, IN DUPAGE COUNTY, ILLINOIS. CONTAINING 1.027 ± ACRES.

N

(IN FEET)
1 inch = 10 ft.

75th STREET

ROUTE 53

STORM MANHOLE
CURB INLET
WATER VALVE VAULT
WATER VALVE VAULT
CURB INLET
CATCH BASIN
CONC MEDIAN
DEPRESSED CURB
DEPRESSED CURB
LANDSCAPE AREA
APRON
APRON
PINE TREE
PHONE
THE N. LINE OF LOT 1 IN GHILARDUCCI'S SUBDIVISION
FD. IRON RE-BAR
POINT OF COMMENCEMENT
S 89°21'52"W 14.99' D. & M.
FD. IRON RE-BAR
POINT OF BEGINNING
N 89°59'55"W 230.00' D. & M.
SET IRON PIPE
Δ = 00°38'03"
RAD. = 2,861.47'
ARC = 31.68'
MEAS. 69°02'18"
ISOLATION DIST.
MEAS. = 90°04'31"
WELL HEAD
PHONE
INDICATES VARIANT A MIN. OF 75'-0" FROM WELL TO PROPERTY LINE
LANDSCAPE AREA
52.00'
FD. IRON RE-BAR
50.00'
2.30'
CANOPY
40' BUILDING LINE
METAL GUARDRAIL
BITUMINOUS
CANOPY POST (TYP. OF 6)
STORM MANHOLE
CURB INLET
250.00'
ONE STORY BRICK SERVICE STATION
GAS
SANITARY GRINDER PUMP
ELEC
N 00°28'47"E 232.95' D. & M.
S 20°57'36"E 166.07' D. & M.
(3) 300 GAL. FILL
(3) FILL
NEW SANITARY FIELD (PROPOSED)
SEPTIC (EXACT LOCATION UNKNOWN)
CONC PAD
METAL GUARDRAIL
MEAS. = 111°02'36"
MEAS. = 90°23'43"
FD. IRON RE-BAR
N 69°02'24" E 3.00' D. & M.
TRAFFIC SIGNAL HANDHOLE
S 20°57'36"E 15.98'
NEW SANITARY LINE CONNECT TO EXIST. MANHOLE
143.95' D. & M.
S 89°54'58"E
SET IRON PIPE
EXISTING SANITARY MANHOLES
SOUTH LINE OF TOPOGRAPHIC ENVELOPE AS PER STANDARD OIL DRAWING NO. S.S. 5651-B-851
40' BUILDING LINE

LEGEND

- WOOD SERVICE POLE
- WATER VALVE
- GAS VALVE
- FIRE HYDRANT
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL BOX
- TOP OF CURB
- FLOW LINE
- POINT OF BEGINNING
- METAL GUARD RAIL
- HANDHOLE
- GAS MAIN
- WATER MAIN
- OVERHEAD WIRE
- LIGHT (STD.)
- MW MONITORING WELL
- D = DEED
- M = MEAS.

GENERAL NOTES

1. FOR INFORMATION REGARDING EASEMENTS, COVENANTS AND RESTRICTIONS SHOWN HEREON, REFER TO CHICAGO TITLE INSURANCE COMPANY'S COMMITMENT FOR TITLE INSURANCE, POLICY NO. 1410 0007004-HAL DATED MAY 14, 1997.
2. COMPARE ALL POINTS BEFORE BUILDING AND NOTIFY ANY DIFFERENCE AT ONCE.
3. CONTACT UTILITY COMPANIES BEFORE EXCAVATING.
4. DIMENSIONS ON THIS PLAT ARE EXPRESSED IN FEET AND DECIMAL PARTS THEREOF, UNLESS OTHERWISE NOTED. BEARINGS ARE REFERRED TO AN ASSUMED MERIDIAN AND ARE USED TO DENOTE ANGLES ONLY.
5. MONUMENTS WERE FOUND AT ALL POINTS INDICATED HEREBY. ONE-HALF INCH (1/2") IRON PIPES, "P.K." NAILS OR CROSSES WERE SET AT ALL OTHER PROPERTY CORNERS.
6. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
7. TOTAL AREA BOUNDED BY BOLD HEAVY LINES: 44,756 ± S.F. OR 1.027 ± ACRES.
8. THE PROPERTY HEREON DESCRIBED IS SITUATED WITHIN "ZONE C" AN AREA OF MINIMAL FLOODING PER THE FLOOD INSURANCE RATE MAP (F.I.R.M.) FOR THE COUNTY OF DUPAGE, ILLINOIS AS PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) COMMUNITY PANEL NO. 170197 0055 B, DATED APRIL 15, 1982.

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

TO: TED SPYROPOULOS
- CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM IN 1992, AND MEETS THE ACCURACY REQUIREMENTS OF A CLASS "B" SURVEY, AS DEFINED THEREIN.

GIVEN UNDER MY HAND AND SEAL AT CHICAGO, ILLINOIS, THIS 21ST DAY OF JULY, A.D., 1998.

BY: _____
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2685

The Remodeling of:

GREENE VALLEY CITGO

22W 535 75th Street

Woodridge, Illinois

TITLE: SITE PLAN
DATE: 24/03
PROJECT: 2002-130
SHEET: S-1

NO.	DATE	DESCRIPTION
1	5/4/98	PER CITY COMMENTS
2	6/8/98	PER CITY COMMENTS
3	7/21/98	PER CITY COMMENTS

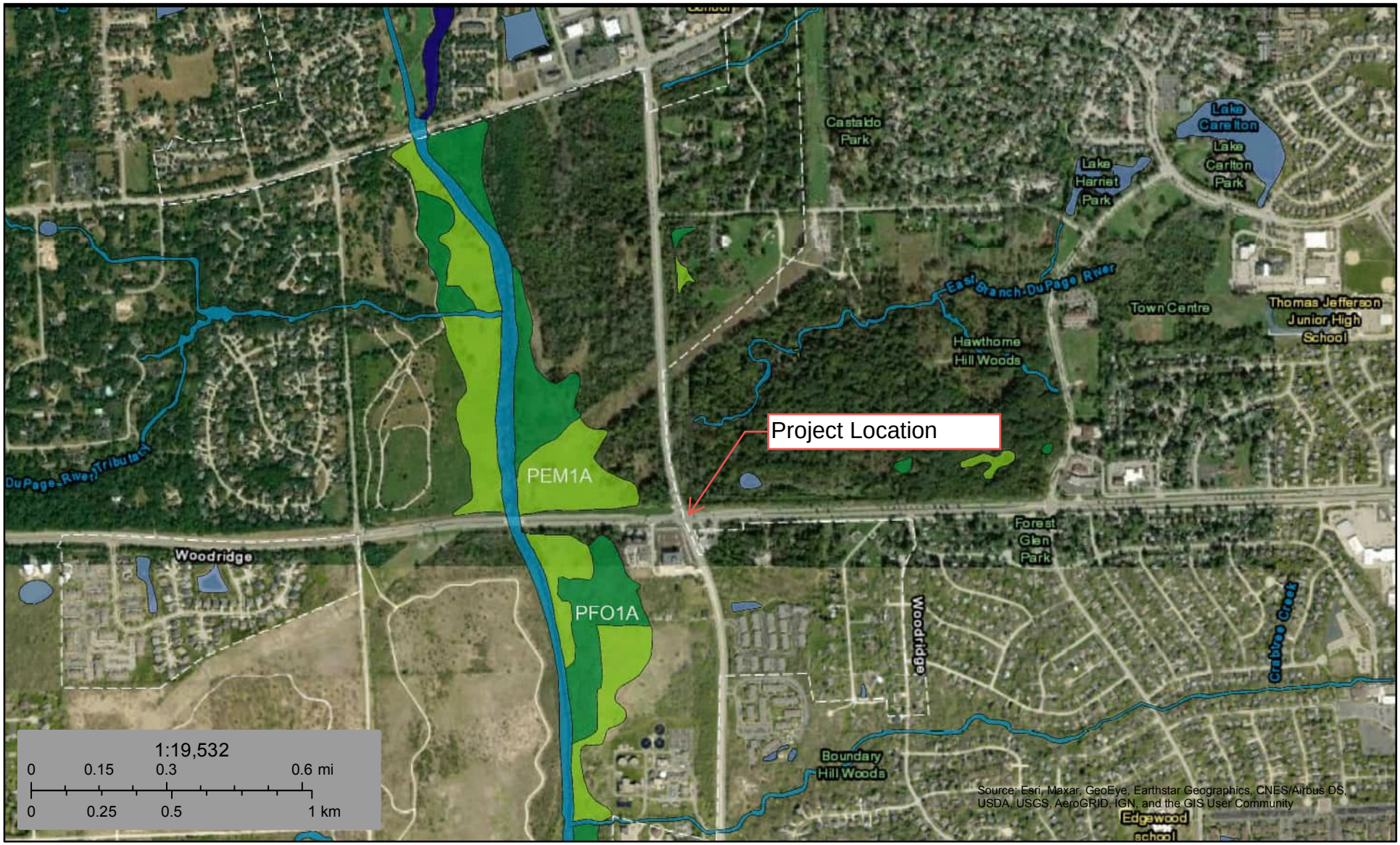
Charles Vincent George Design Group, Inc.
ARCHITECTS
604 North Washington Street
Naperville, Illinois 60563
Telephone 630/357-2033
Telefax 630/357-2602

APPENDIX A-3

NATIONAL WETLANDS INVENTORY MAP

U.S. Fish and Wildlife Service
National Wetlands Inventory

105-Final Wetlands Map



March 1, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

APPENDIX A-4

USDA WEB SOIL SURVEY DATA

DRAFT 1/19/2026

Hydrologic Soil Group—DuPage County, Illinois

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Rating Polygons

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Lines

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Soil Rating Points

A

A/D

B

B/D

C

C/D

D

Not rated or not available

Water Features

Streams and Canals

Transportation

Rails

Interstate Highways

US Routes

Major Roads

Local Roads

Background

Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: DuPage County, Illinois
Survey Area Data: Version 17, Aug 31, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 13, 2020—Jul 6, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
232A	Ashkum silty clay loam, 0 to 2 percent slopes	C/D	7.6	7.9%
298A	Beecher silt loam, 0 to 2 percent slopes	D	0.1	0.1%
526A	Grundelein silt loam, 0 to 2 percent slopes	B/D	7.3	7.6%
530B	Ozaukee silt loam, 2 to 4 percent slopes	C	36.6	37.9%
530C2	Ozaukee silt loam, 4 to 6 percent slopes, eroded	C	16.6	17.2%
530D2	Ozaukee silt loam, 6 to 12 percent slopes, eroded	C	7.5	7.8%
805B	Orthents, clayey, undulating	D	9.1	9.4%
854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes	C/D	5.8	6.0%
3107A	Sawmill silty clay loam, heavy till plain, 0 to 2 percent slopes, frequently flooded	B/D	2.5	2.5%
4904A	Muskego and Peotone soils, ponded, 0 to 2 percent slopes	C/D	3.2	3.3%
W	Water		0.3	0.3%
Totals for Area of Interest			**96.6**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

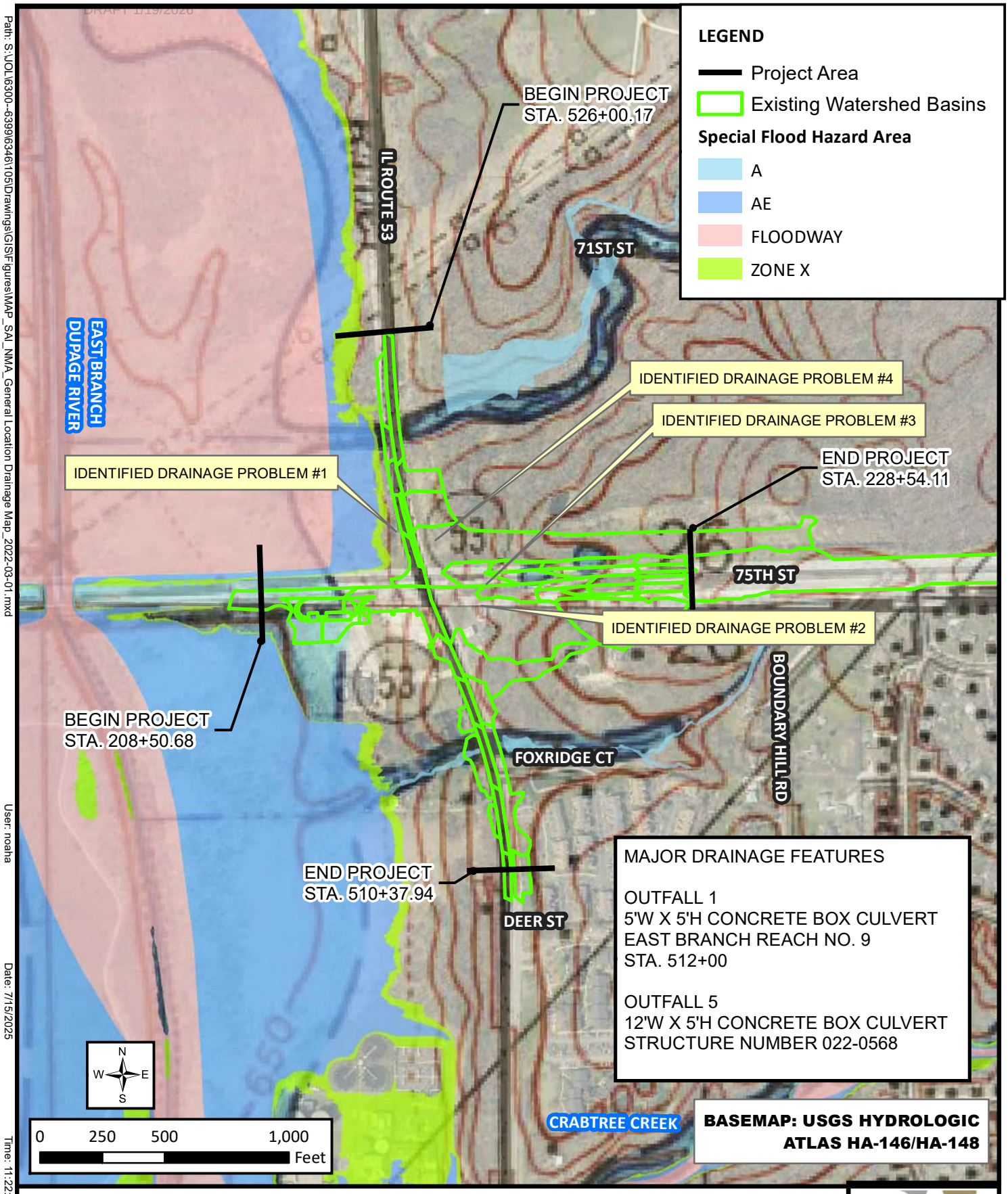
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX B: EXHIBITS

EXHIBIT 1-00a

GENERAL LOCATION DRAINAGE MAP



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User: noaha

Date: 7/15/2025

Time: 11:22:14 AM

GENERAL LOCATION DRAINAGE MAP
EXHIBIT 1-00a
IL ROUTE 53 AT 75TH STREET PHASE I STUDY
ILLINOIS DEPARTMENT OF TRANSPORATION - DISTRICT 1
DUPAGE COUNTY, ILLINOIS
AUGUST 2025

STRAND ASSOCIATES®

6346.105

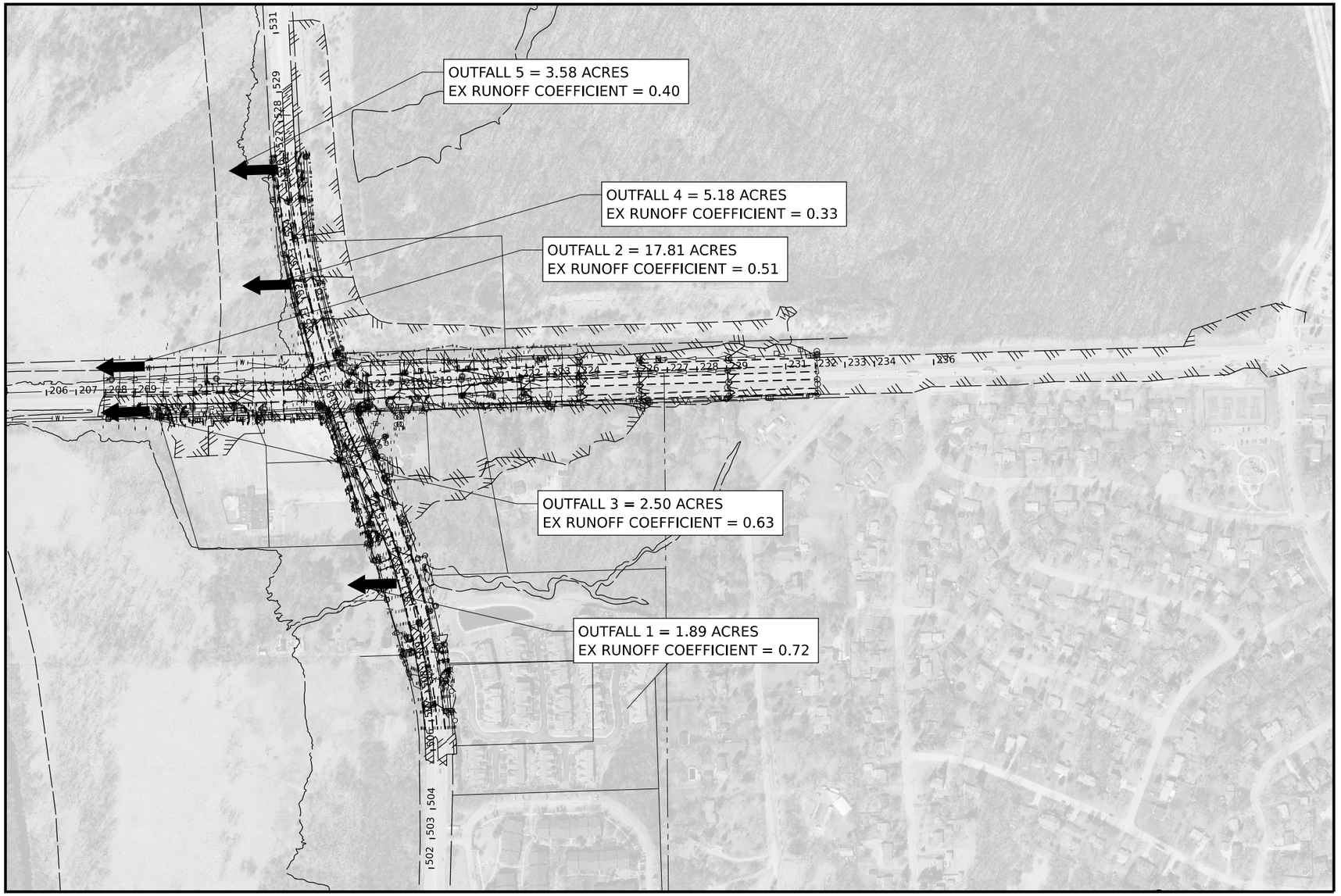
EXHIBIT 1-00b

EXISTING DRAINAGE PLAN

DRAFT 1/19/2026

PROJECT ROUTE: PAS (IL ROUTE 53)
LIMITS: INTERSECTION OF IL ROUTE 53 AND 75TH STREET
COUNTY: DUPAGE

EXISTING DRAINAGE PLAN
NOVEMBER 2025



LEGEND

BOUNDARY LINES/SYMBOLS	EXISTING
MANHOLE	
INLET	
CATCH BASIN	
DRAINAGE BOUNDARY	
STORM SEWER	
OUTFALL	
DITCH FLOW	
SHEET FLOW	
DITCH LINE	
EDGE OF PAVEMENT	
RIGHT OF WAY	
EASEMENT	
SANITARY SEWER	

NOT TO SCALE

N

MODEL: Untitled [Sheet]
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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 11/4/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

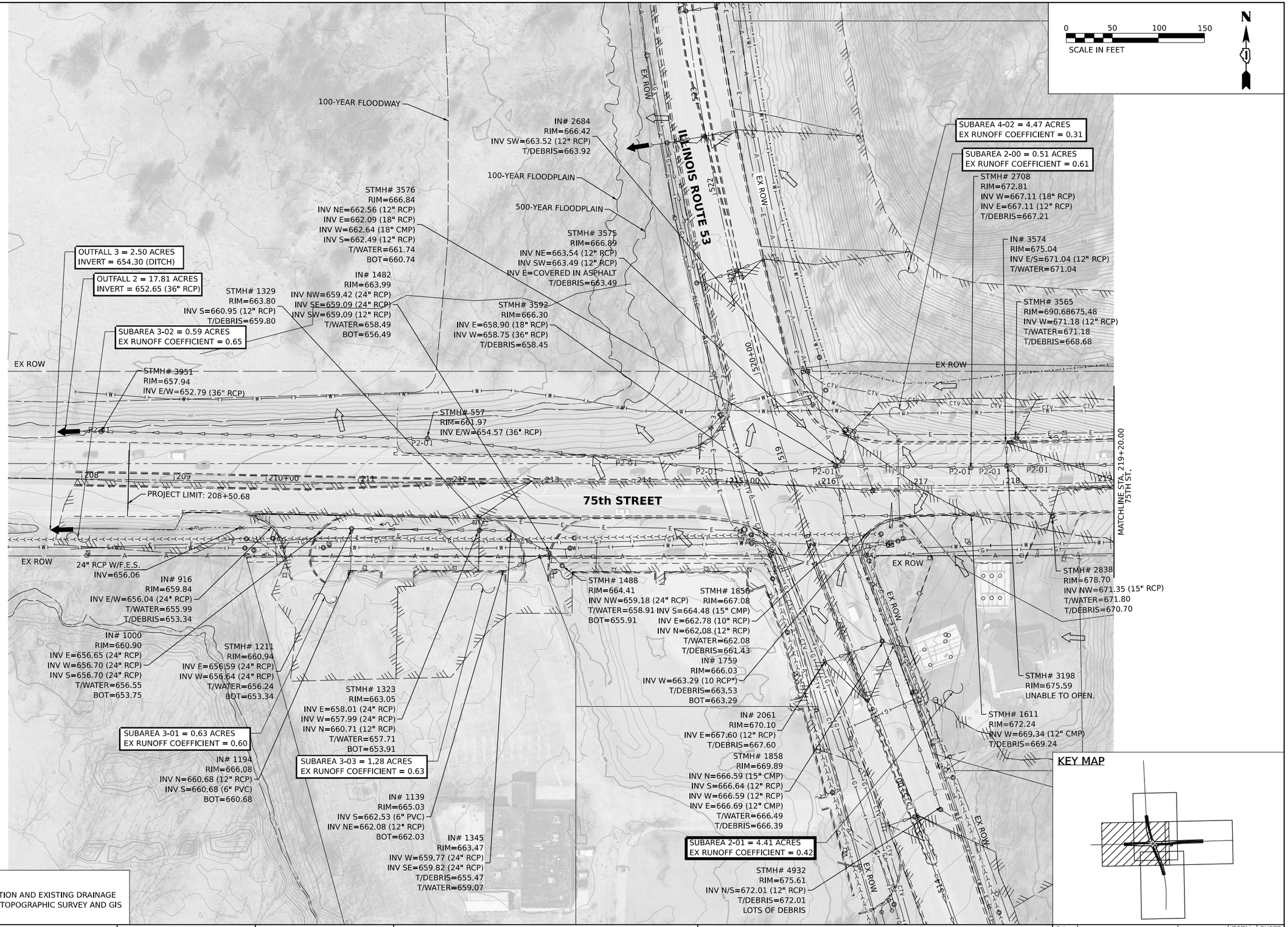
EXISTING DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: | SHEET 1 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	5	1
		CONTRACT NO. CNT. NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

DRAFT 1/19/2026



NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA.

MODEL: 75TH STREET - Proposed Plan 1 [Sheet]
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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 10/27/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

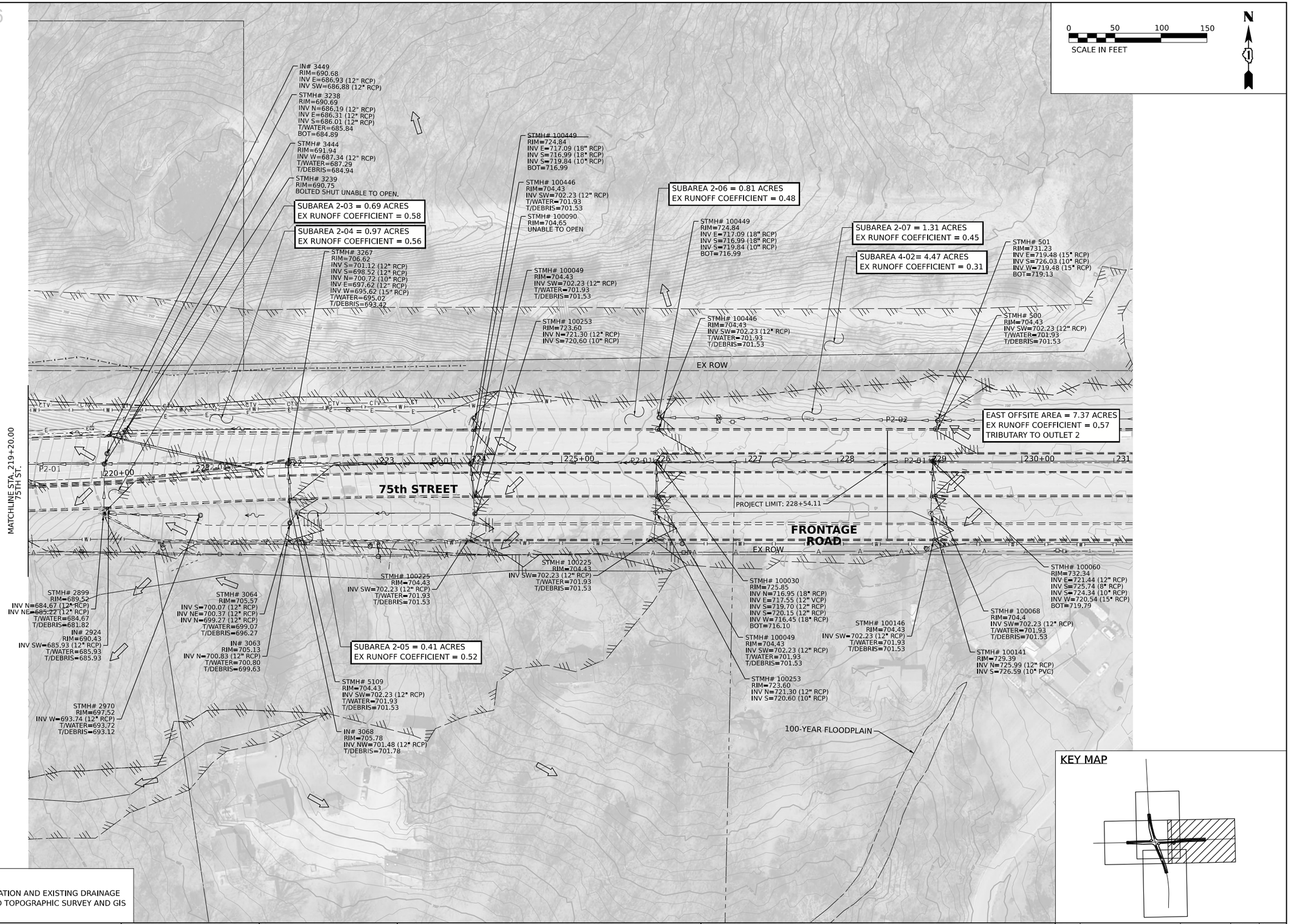
EXISTING DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 2 OF 5 SHEETS | STA. 207+20 | TO STA. 219+20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	5	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

DRAFT 1/19/2026



KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA.

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 10/27/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 3 OF 5 SHEETS | STA. 219+20 | TO STA. 231+20

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	5	3
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

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DRAFT 1/19/2026

0 50 100 150
SCALE IN FEET

N

100-YEAR FLOODPLAIN
500-YEAR FLOODPLAIN

SUBAREA 1-05 = 0.11 ACRES
EX RUNOFF COEFFICIENT = 0.17

15" CMP
INV=666.57

CONTROL STMH# 4817
RIM=680.47
INV N=668.47 (42" RCP)
INV S=666.47 (12" RCP)
T/WALL=672.67
T/WATER=671.02
BOT=666.47

100-YEAR FLOODPLAIN

IN# 4656
RIM=678.51
INV E=674.71 (12" RCP)
T/DEBRIS=674.71

OUTFALL 1 = 1.89 ACRES
INVERT = 659.91 (72" RCP)

15" CMP
INV=672.36

72" RCP
INV=659.91

IN# 5456
RIM=687.00
INV E=683.75 (12" RCP)
T/WATER=683.70
T/DEBRIS=683.00

SUBAREA 1-01 = 0.79 ACRES
EX RUNOFF COEFFICIENT = 0.78

BOX CULVERT (12' W X 10' H)
INV=662.70

IN# 4385
RIM=674.60
INV E=670.20 (12" RCP)
T/WATER=671.10
T/DEBRIS=670.40

STMH# 5489
RIM=687.68
INV N=673.38 (36" RCP)
INV NE=682.18 (12" RCP)
INV W=682.18 (12" RCP)
T/DEBRIS=673.68
BOT=673.38

SUBAREA 1-04 = 0.39 ACRES
EX RUNOFF COEFFICIENT = 0.67

IN# 5317
RIM=682.82
INV E=678.87 (12" RCP)
T/WATER=678.82
T/DEBRIS=678.12

STMH# 4818
RIM=681.05
INV N/S=669.25 (36" RCP)
T/WATER=672.05
T/DEBRIS=670.05
BOT=669.05

12" CMP
INV=679.48

12" CMP
INV=680.46

EX ROW
502
503
504
505+00
506
507
508
509
510+00
511
514
EX ROW

PROJECT LIMIT: 510+37.94

ILLINOIS ROUTE 53

FOX RIDGE COURT

MATCHLINE 515+00.00
IL RTE 53

IN# 5595
RIM=687.58
INV SW=683.88 (12" RCP)
T/WATER=683.68
T/DEBRIS=682.93

STMH# 5555
RIM=683.74
INV W=677.44 (12" RCP)
INV NW=680.29 (12" RCP)
INV N=670.84 (36" RCP)
INV S=670.54 (36" RCP)
T/WATER=672.04
T/DEBRIS=671.24

STMH# 5554
RIM=683.58
INV SE=680.43 (12" RCP)
BOT=680.43

IN# 4801
RIM=679.20
INV NE=675.90 (12" RCP)
T/DEBRIS=676.10
BOT=675.90

SUBAREA 1-02 = 0.42 ACRES
EX RUNOFF COEFFICIENT = 0.73

IN# 4714
RIM=675.39
INV W=671.29 (12" RCP)
INV S=671.29 (42" RCP)
T/WATER=671.09
T/DEBRIS=670.39

SUBAREA 1-03 = 0.18 ACRES
EX RUNOFF COEFFICIENT = 0.90

SUBAREA 2-02 = 1.33 ACRES
EX RUNOFF COEFFICIENT = 0.44

STMH# 4786
RIM=679.24
INV W=673.84 (12" RCP)
INV SW=673.84 (12" RCP)
INV N/S=668.64 (42" RCP)
T/WATER=670.94
T/DEBRIS=669.14
BOT=668.64

100-YEAR FLOODPLAIN

BOX CULVERT (12' W X 10' H)
INV=670.31

KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA.

MODEL: IL RTE 53 - Plan 1 [Sheet]
FILE NAME: S:\DL\6300-6399\6346\105\Drawings\CADM\Micros-DRD\CAD Sheets\6346105-EDP.dgn

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 11/4/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 4 OF 5 SHEETS | STA. 501+00 | TO STA. 515+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	4	5
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

DRAFT 1/19/2026

0 50 100 150
SCALE IN FEET

N

OUTFALL 4 = 5.18 ACRES
INVERT = 659.74 (12" RCP)

STMH# 3631
RIM=663.12
T/WATER=659.72
T/DEBRIS=658.82
FILLED W/WATER
NO PIPES VISIBLE

IN# 3630
RIM=663.18
T/WATER=659.60
T/DEBRIS=659.08
NO PIPES VISIBLE

STMH# 3716
RIM=662.19
INV W=659.89 (12" RCP)
T/WATER=659.79
T/DEBRIS=658.59
NO OTHER PIPES
VISIBLE.

IN# 3711
RIM=662.30
T/WATER=659.70
T/DEBRIS=658.00
NO PIPES VISIBLE

STMH# 3710
RIM=662.40
T/WATER=658.80
T/DEBRIS=658.35
NO PIPES VISIBLE

IN# 3783
RIM=661.81
INV E=657.11 (12" RCP)
T/WATER=657.07
T/DEBRIS=656.01
NO PIPE VISIBLE
NORTH

IN# 3794
RIM=661.85
INV E=657.31 (12" RCP)
T/WATER=657.31
T/DEBRIS=655.75

100-YEAR FLOODPLAIN

STMH# 4194
RIM=662.20
INV E=656.80 (12" RCP)
T/WATER=656.75
T/DEBRIS=655.70

BOX CULVERT
INV=653.93

OUTFALL 5 = 3.58 ACRES
INVERT = 653.93
(BOX CULVERT (12' W X 5' H))

STMH# 4046
RIM=662.71
INV S=654.46 (36")
T/WATER=653.51
T/DEBRIS=654.71
RESTRICTOR TOP OF PLATE
VISIBLE TO NORTH BUT
UNABLE TO GET DEPTH.

100-YEAR FLOODWAY

STMH# 4166
RIM=662.89
INV S=654.34 (24" RCP)
INV N=654.19 (24" RCP)
T/WALL=660.19
T/WATER=655.39
BOT=654.04

500-YEAR FLOODPLAIN

SUBAREA 2-01 = 4.92 ACRES
EX RUNOFF COEFFICIENT = 0.44

75th STREET

ILLINOIS ROUTE 53

MATCHLINE STA 515+00.00
IL RTE 53

520+00

PROJECT LIMIT: 526+00.17

STMH# 3621
RIM=663.14
T/DEBRIS=660.14
FILLED W/DEBRIS
NO PIPES VISIBLE

IN# 3887
RIM=661.01
T/DEBRIS=660.51
FILLED W/DEBRIS

IN# 3946
RIM=662.23
COMPLETELY
FILLED W/DEBRIS
NO PIPES VISIBLE

STMH# 3957
RIM=662.05
INV S=655.40 (36" RCP)
INV N. IS INACCESSIBLE
UNABLE TO SEE PIPE.

STMH# 3776
RIM=661.81
INV N=655.81 (36" RCP)
INV E=656.21 (12" RCP)
INV W=657.26 (12" RCP)
T/WATER=656.41
BOT=655.79

SUBAREA 2-02 = 1.33 ACRES
EX RUNOFF COEFFICIENT = 0.44

SUBAREA 5-02 = 1.20 ACRES
EX RUNOFF COEFFICIENT = 0.63

SUBAREA 4-01 = 0.71 ACRES
EX RUNOFF COEFFICIENT = 0.45

SUBAREA 4-02 = 4.47 ACRES
EX RUNOFF COEFFICIENT = 0.31

BOX CULVERT (12' W X 5' H)
INV=653.62

SUBAREA 5-03 = 2.15 ACRES
EX RUNOFF COEFFICIENT = 0.22

SUBAREA 5-01 = 0.23 ACRES
EX RUNOFF COEFFICIENT = 0.89

100-YEAR FLOODPLAIN

IN# 3836
RIM=661.23
INV W=657.13 (12" RCP)
T/WATER=657.28
T/DEBRIS=655.23

IN# 3837
RIM=661.20
INV W=657.38 (12" RCP)
T/WATER=657.38
T/DEBRIS=655.95

EX ROW

KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA.

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 10/27/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 5 OF 5 SHEETS | STA. 515+00 | TO STA. 530+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	5	5
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

MODEL: IL RTE 54 - Proposed Plan 2 [Sheet]
FILE NAME: S:\OIL\6300-6399\6346\105\Drawings\CAD\Microsoft-ORD\CAD_Sheets\6346105-EDP.dgn

EXHIBIT 1-02a

FLOOD INSURANCE RATE MAP

DRAFT 1/19/2026

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross-sections and interpolated between cross-sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

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Multiple **topographic sources** may have been used in the delineation of Special Flood Hazard Areas. See Flood Insurance Study report for details on source resolution and geographic extent.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services, NOAA, NNGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the Cook County Board of Commissioners. Color digital orthoimages with a 6-inch pixel resolution were photogrammetrically compiled from aerial photography acquired during the leaf-off period of spring 2012.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The Special Flood Hazard Areas and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

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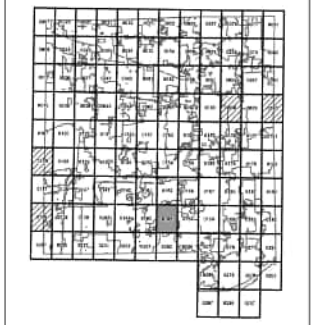
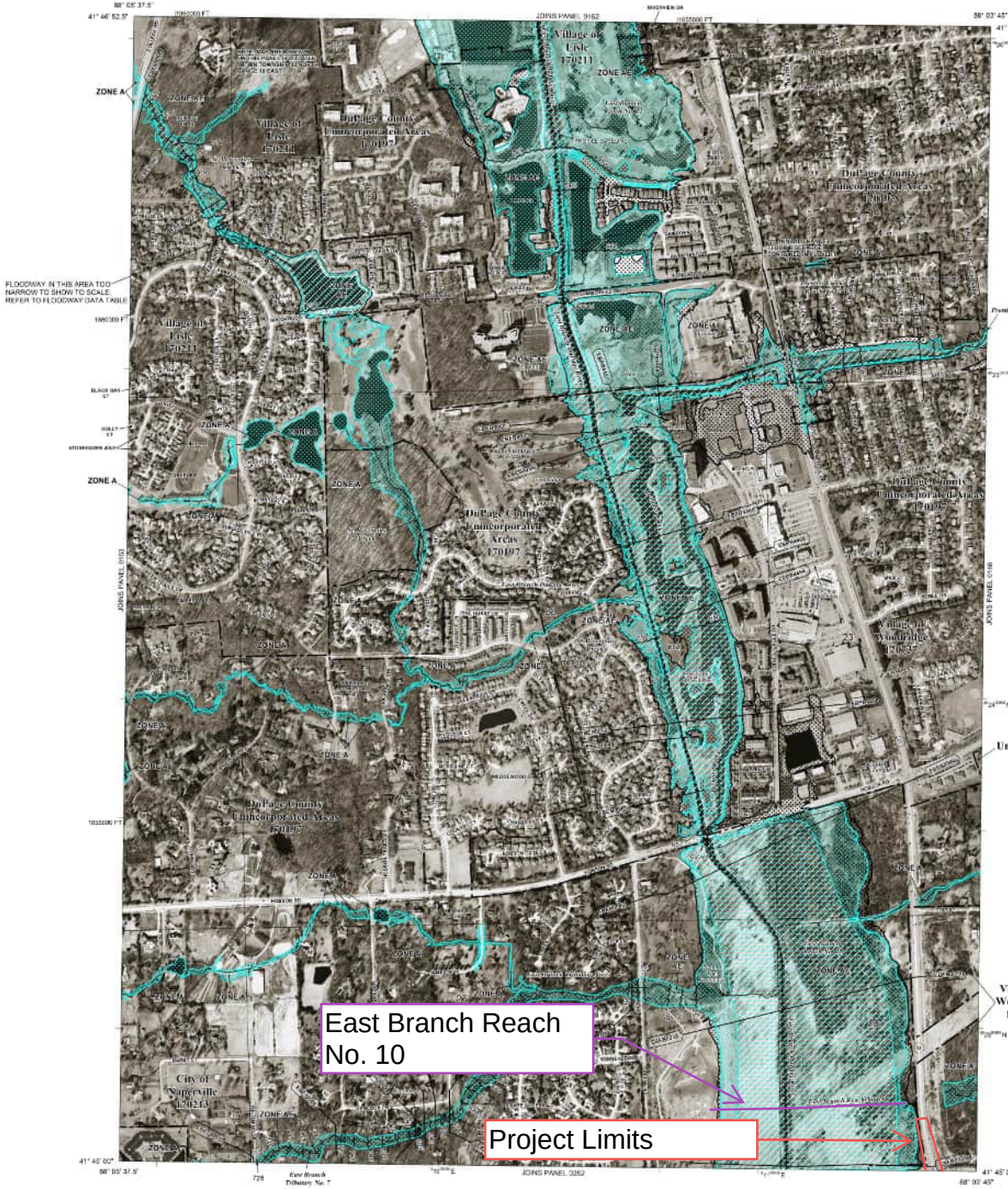
PANEL INDEX



Panel Not Printed



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flood by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The base flood elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A — No Base Flood Elevations determined.
ZONE AE — Base Flood Elevations determined.
ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR — Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99 — Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Area of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513 — Base Flood Elevation line and value; elevation in feet*
(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A — Cross section line
23 — 23 — Transect line
97° 07' 30", 33° 02' 30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
1000-meter Universal Transverse Mercator grid values, zone 16
5000-foot grid ticks: Illinois State Plane East Coast Intn System, 3776 zone (FIPSZONE 1201) Transverse Mercator
DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
Spot Hole

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
DECEMBER 16, 2004

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
August 1, 2019 - to change Special Flood Hazard Areas, to add Base Flood Elevations, and to incorporate previously issued Letters of Map Revision

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
100 0 150 300 METERS

NFIP — NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0164J

FIRM

FLOOD INSURANCE RATE MAP

DU PAGE COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 164 OF 287

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DU PAGE COUNTY	170197	0164	J
LISLE, VILLAGE OF	170211	0164	J
WOODRIDGE, VILLAGE OF	170737	0164	J

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

MAP NUMBER 17043C0164J

MAP REVISED AUGUST 1, 2019

Federal Emergency Management Agency

DRAFT 1/19/2026

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NGS Information Services, NOAA, NNGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

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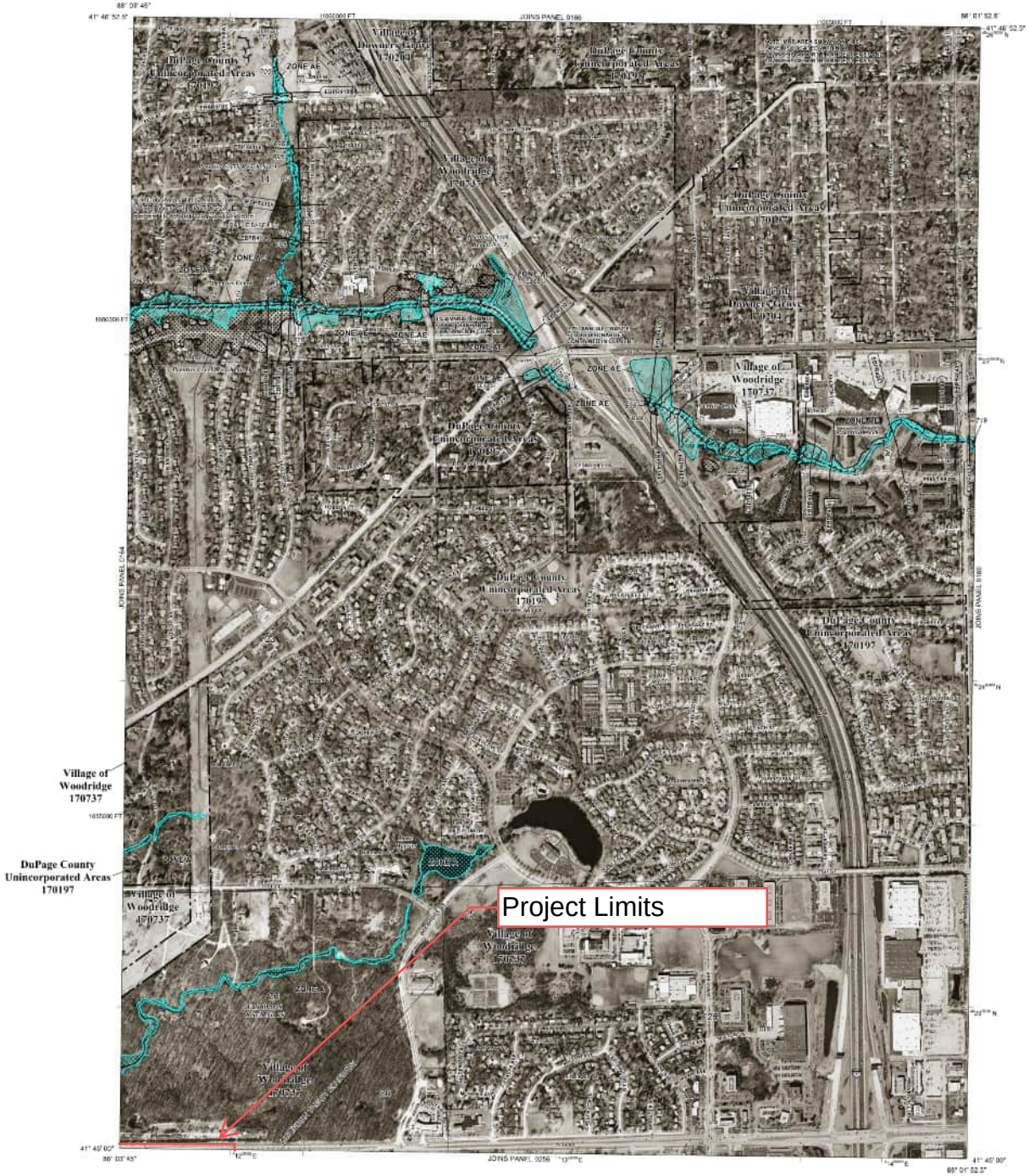
PANEL INDEX

Panel Not Printed



LEGEND

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- **ZONE A** — No Base Flood Elevations determined.
- **ZONE AE** — Base Flood Elevations determined.
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- **ZONE AO** — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
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FLOODWAY AREAS IN ZONE AE

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OTHER AREAS

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CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- 513 — Base Flood Elevation line and value; elevation in feet*
- (EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

- A — A — Cross section line
- 23 — 23 — Transect line
- 97° 07' 30", 33° 02' 30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
- 4275000 m N — 1000-meter Universal Transverse Mercator grid values, zone 16
- 1000000 FT — 5000-foot grid ticks: Illinois State Plane East Coordinate System, 3776 Zone (FIPSZONE 1201), Transverse Mercator
- DX5510 — Bench mark (see explanation in Notes to Users section of this FIRM panel)
- M1.5 — River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
DECEMBER 16, 2004

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
August 1, 2019 - to change Special Flood Hazard Areas, to add Base Flood Elevations, and to incorporate previously issued Letters of Map Revision

For communities/communities listed prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET
100 0 100 200 METERS

PANEL 0168J

FIRM

FLOOD INSURANCE RATE MAP

DU PAGE COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 168 OF 287

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DOWNERS GROVE, VILLAGE OF	170214	0168	J
DU PAGE COUNTY	170197	0168	J
WOODRIDGE, VILLAGE OF	170737	0168	J

Notice to User: The Map Number shown below should be used when ordering flood insurance. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
17043C0168J

MAP REVISED
AUGUST 1, 2019

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

DRAFT 1/19/2026

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or flood plain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with respect to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

In the State of Illinois, any portion of a stream or watercourse that lies within the **floodway fringe** of a studied (AE) stream may have a more regulated floodway. The FIRM may not depict these more regulated floodways.

Floodways restricted by anthropogenic features such as bridges and culverts are shown to reflect natural conditions and may not agree with the model computed widths listed in the Floodway Data table in the Flood Insurance Study report.

Multiple **topographic sources** may have been used in the delineation of Special Flood Hazard Areas. See Flood Insurance Study report for details on source resolution and geographic extent.

Certain **areas** not in **Special Flood Hazard Areas** may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services, NOAA, NNGS12
National Geodetic Survey SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at www.ngs.noaa.gov.

Base map information shown on this FIRM was provided in digital format by the Cook County Board of Commissioners. Color digital orthoimages with a 6-inch pixel resolution were photogrammetrically compiled from aerial photography acquired during the leaf-off period of spring 2012.

This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The Special Flood Hazard Areas and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

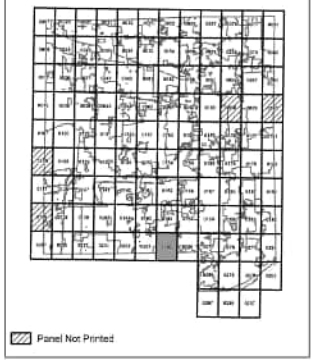
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

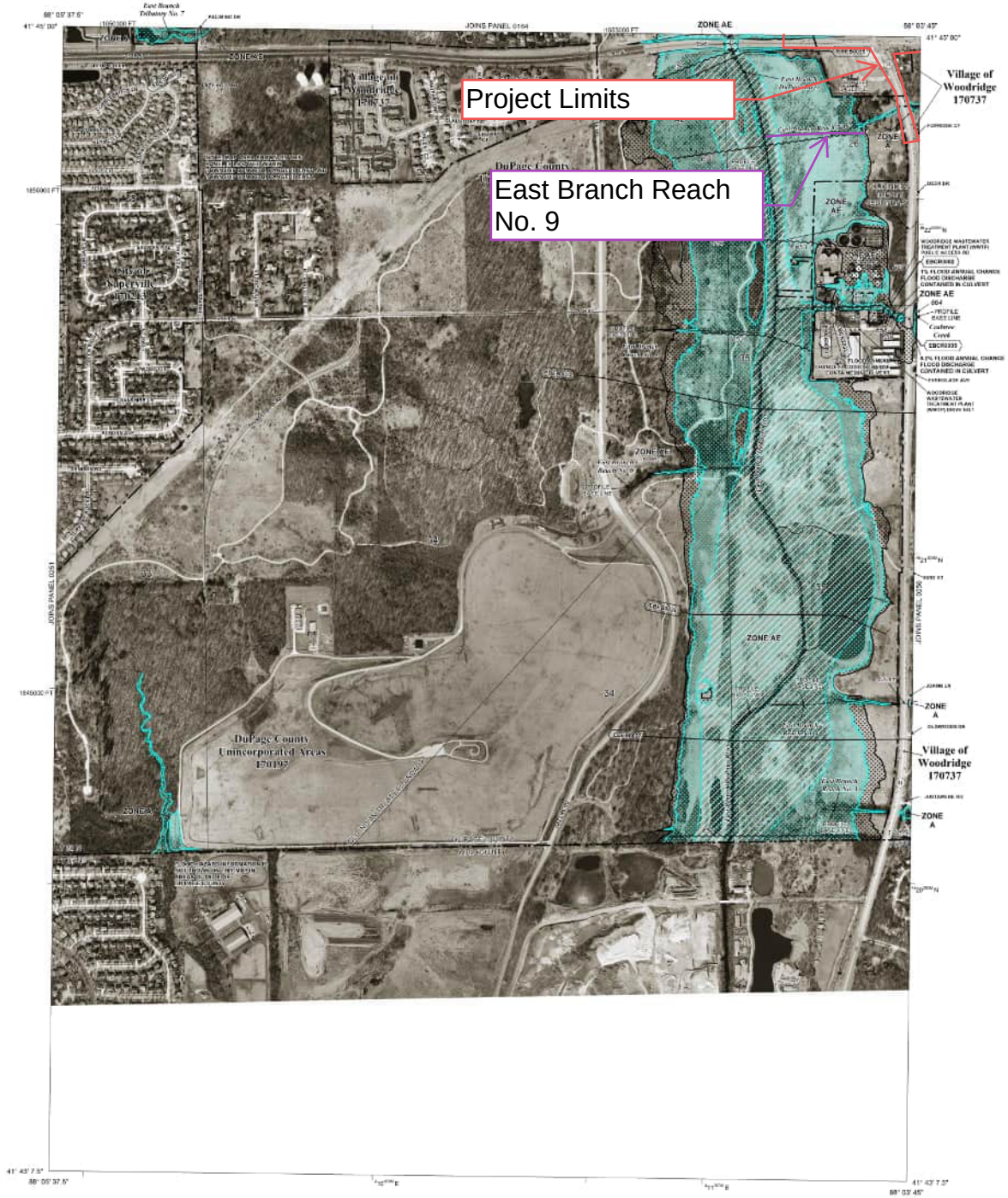
Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For information on **available products** associated with this FIRM visit the Map Service Center (MSC) website at http://msc.fema.gov. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the MSC website.

If you have **questions about this map**, how to order products or the National Flood Insurance Program in general, please call the **FEMA Map Information eXchange (FMIX)** at 1-877-FEMA-MAP (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/business/nfip.

PANEL INDEX





LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flood by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The base flood elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A — No Base Flood Elevations determined.
ZONE AE — Base Flood Elevations determined.
ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR — Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99 — Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Area of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513 — Base Flood Elevation line and value; elevation in feet*
(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A — Cross section line
23 — 23 — Transect line
97° 07' 30", 32° 22' 30" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
5000-meter Universal Transverse Mercator grid values, zone 16
1000-foot grid ticks: Illinois State Plane East Coast Intl Feet Series, 3776 (zone 1395201N, 2201 Transverse Mercator
Digital Map Repositories (see explanation in Notes to Users section of this FIRM panel)
Base Map

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
DECEMBER 16, 2004

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
August 1, 2019 - to change Special Flood Hazard Areas, to add Base Flood Elevations, and to incorporate previously issued Letters of Map Revision

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
100 0 150 300 METERS

NFIP — NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0252J

FIRM

FLOOD INSURANCE RATE MAP

DU PAGE COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 252 OF 287

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
DU PAGE COUNTY	170197	0252	J
NAPERVILLE, CITY OF	170213	0252	J
WOODRIDGE, VILLAGE OF	170737	0252	J

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

MAP NUMBER
17043C0252J

MAP REVISED
AUGUST 1, 2019

Federal Emergency Management Agency

DRAFT 1/19/2026

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

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The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 16. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

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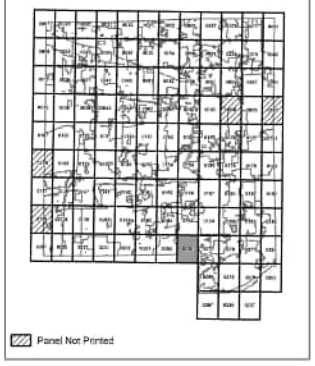
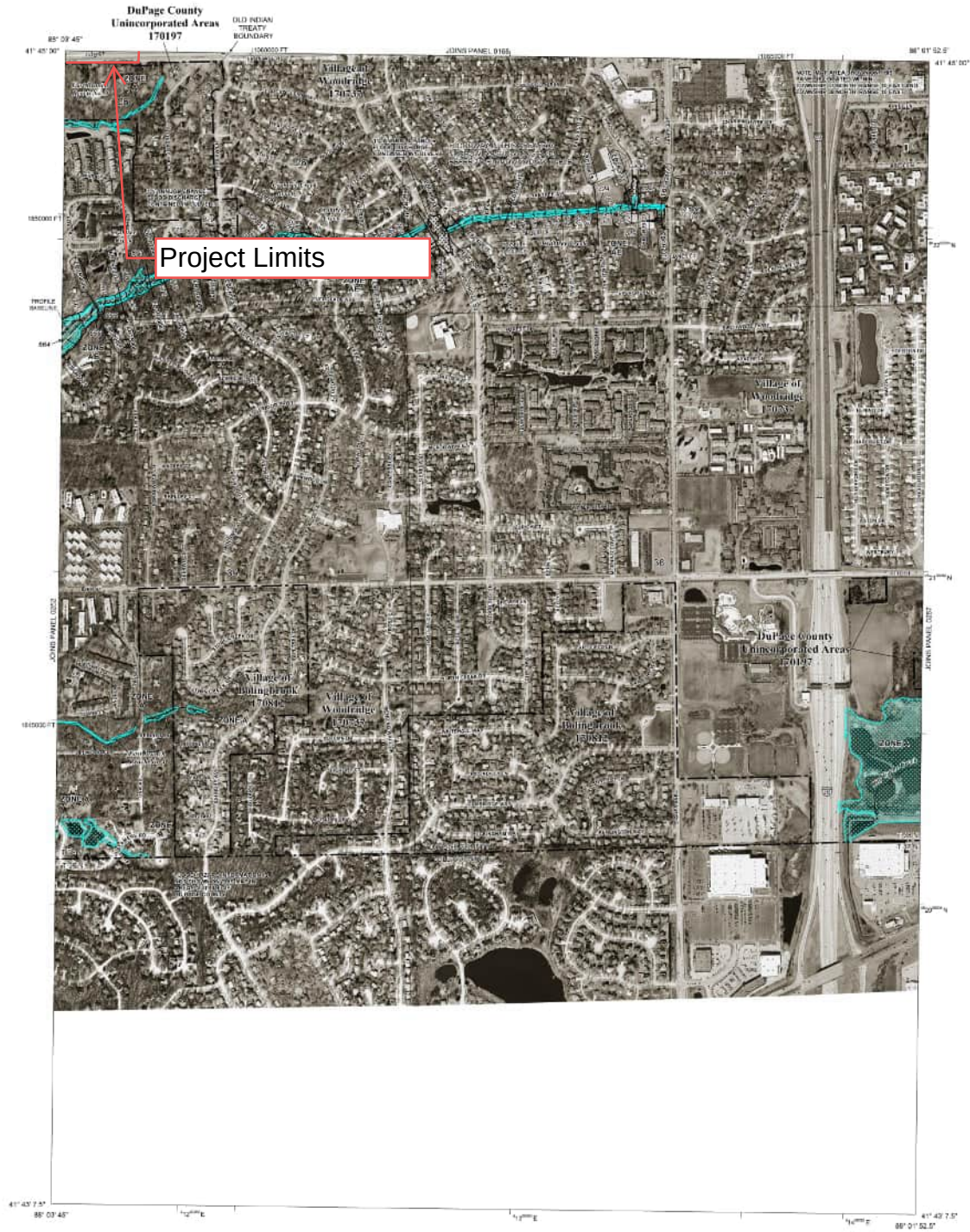
PANEL INDEX





LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flood by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The base flood elevation is the water-surface elevation of the 1% annual chance flood.

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ZONE AE — Base Flood Elevations determined.
ZONE AH — Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO — Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
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ZONE A99 — Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V — Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE — Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X — Area of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X — Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D — Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

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1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513 — Base Flood Elevation line and value; elevation in feet*
(EL 987) — Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A — Cross section line
23 — 23 — Transect line
97° 07' 30", 33° 02' 11" — Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
1000-meter Universal Transverse Mercator grid values, zone 16
5000-foot grid ticks: Illinois State Plane East Coordinate System, 3776 zone (FIPSZONE 1201), Transverse Mercator
Bench mark (see explanation in Notes to Users section of this FIRM panel)
River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
DECEMBER 16, 2004

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
August 1, 2019 - to change Special Hazard Areas, to add Base Flood Elevations, and to incorporate previously issued Letters of Map Revision

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MAP SCALE 1" = 500'
250 0 500 1000 FEET
100 0 100 200 METERS

PANEL 0256J

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
DU PAGE COUNTY, ILLINOIS
AND INCORPORATED AREAS

PANEL 256 OF 287
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BOLINGBROOK, VILLAGE OF	170812	0256	J
DU PAGE COUNTY	170197	0256	J
WOODRIDGE, VILLAGE OF	170537	0256	J

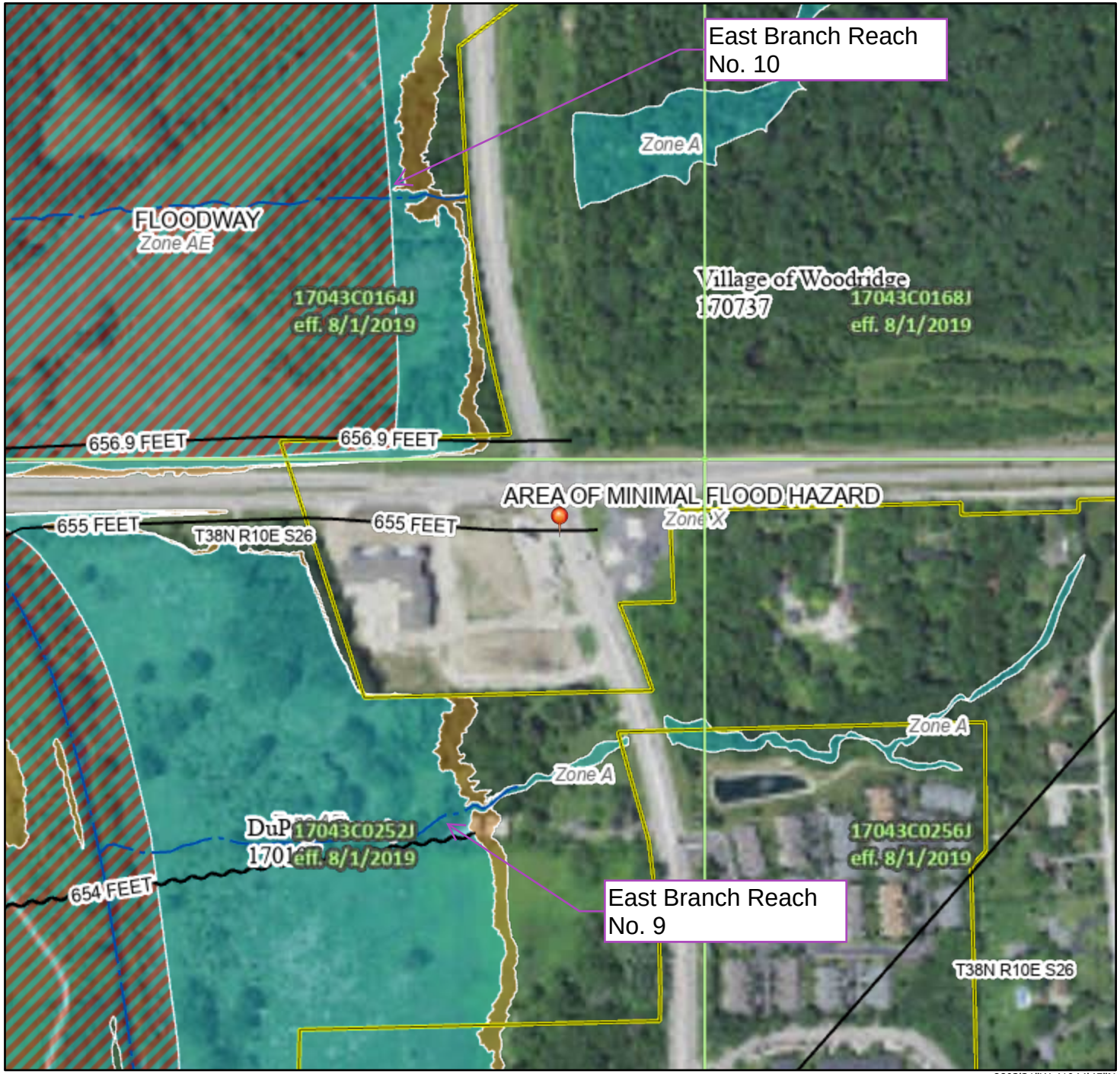
Notice to User: The Map Number shown below should be used when ordering flood insurance. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
17043C0256J
MAP REVISED
AUGUST 1, 2019

Federal Emergency Management Agency

National Flood Hazard Layer FIRMette

88°4'9"W 41°45'12"N



88°3'31"W 41°44'45"N

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 7/22/2021 at 3:39 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

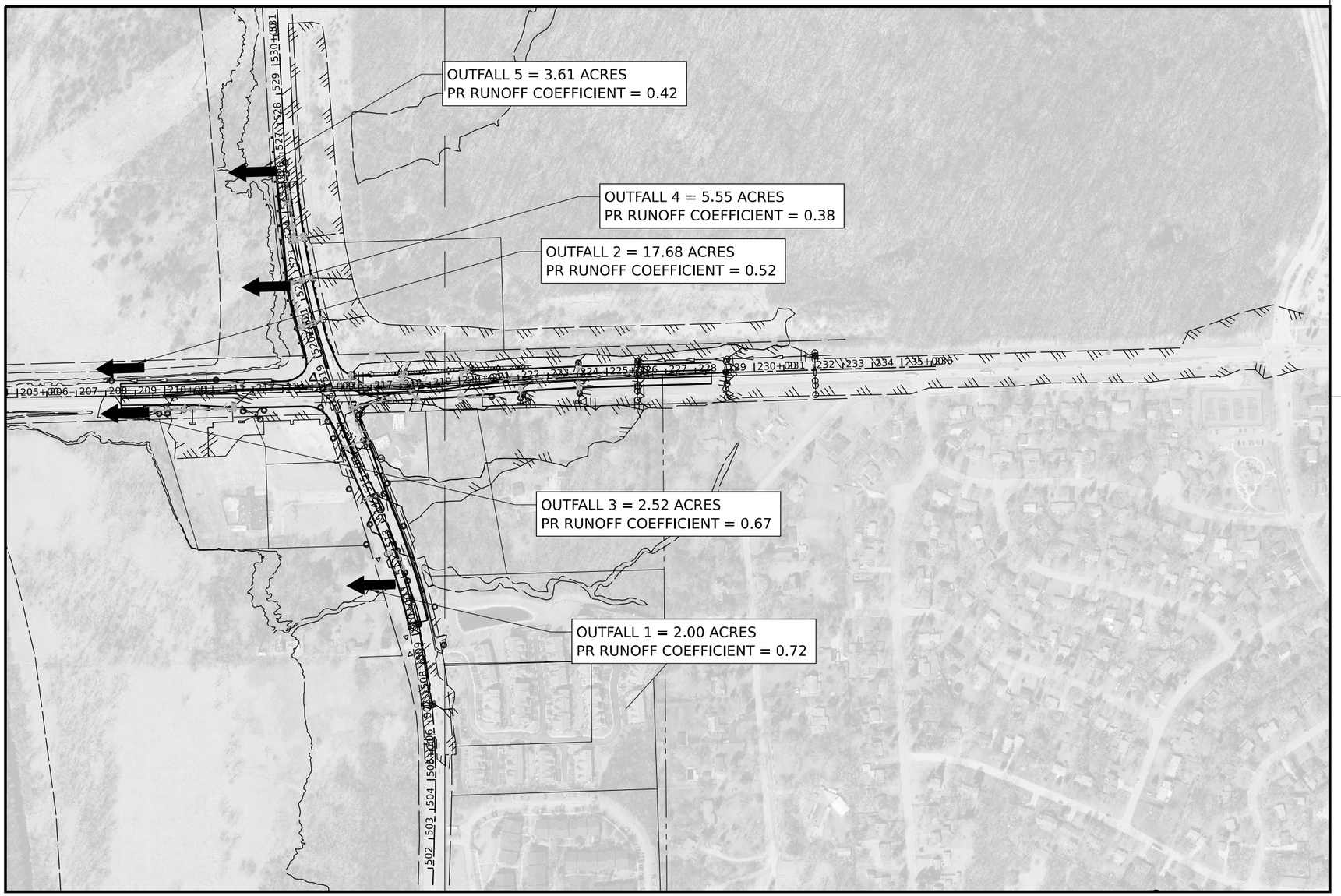
EXHIBIT 2-00a

PROPOSED DRAINAGE PLAN

DRAFT 1/19/2026

PROJECT ROUTE: PAS (IL ROUTE 53)
LIMITS: INTERSECTION OF IL ROUTE 53 AND 75TH STREET
COUNTY: DUPAGE

PROPOSED DRAINAGE PLAN
NOVEMBER 2025



LEGEND

BOUNDARY LINES/SYMBOLS	EXISTING TO REMAIN	PROPOSED	REMOVED
MANHOLE	⊙	⊙	⊙
INLET	▭	▬	▬
CATCH BASIN	○	●	⊗
DRAINAGE BOUNDARY			
STORM SEWER			
OUTFALL			
DITCH FLOW			
SHEET FLOW			
DITCH LINE			
EDGE OF PAVEMENT			
RIGHT OF WAY			
PERMANENT EASEMENT			
TEMPORARY EASEMENT			
SANITARY SEWER			

NOT TO SCALE

N

MODEL: Unified [Sheet]
FILE NAME: S:\DOL\6300-6399\6346105\Drawings\CADD\Micros-ORD\CAD Sheets\6346105-pdp-cover-sht-1.dgn

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 11/4/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	7	1
		CONTRACT NO. CNT. NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

NOTES

1. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES AND PIPES WITHIN PROJECT LIMITS TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

3. PROPOSED INLET SPACING IS CONCEPTUAL. FINAL INLET SPACING IS TO BE DESIGNED IN PHASE 2.

DRAFT 1/19/2026

N

0 50 100 150

SCALE IN FEET

100-YEAR FLOODWAY

100-YEAR FLOODPLAIN

500-YEAR FLOODPLAIN

ILLINOIS ROUTE 53

SUBAREA 4-02 = 4.77 ACRES
PR RUNOFF COEFFICIENT = 0.35

SUBAREA 2-00 = 0.54 ACRES
PR RUNOFF COEFFICIENT = 0.66

OUTFALL 3 = 2.52 ACRES
INVERT = 655.00 (DITCH)

OUTFALL 2 = 17.68 ACRES
INVERT = 652.65 (36" RCP)

CATCH BASINS, TYPE A, 4' DIAMETER, TYPE 11V FRAME AND GRATE

CONCRETE END SECTION, STANDARD 542011, 21", 1:3

MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID

CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE

CATCH BASINS, TYPE A, TYPE 24 FRAME AND GRATE

START PR DITCH:
FORESLOPE: 1:4
2' DITCH BOTTOM
BACKSLOPE: 1:3
ELV: 655.50

END PR DITCH: FORESLOPE: 1:4
2' DITCH BOTTOM BACKSLOPE: 1:3
ELV: 655.00

PROJECT LIMIT: 208+50.68

75TH STREET

12" RCP (MINIMUM CONNECTION)

30" RCP

24" RCP

21" RCP

MANHOLES, TYPE A, 4' DIAMETER, TYPE 1 FRAME, CLOSED LID

INLETS, TYPE A, TYPE 24 FRAME AND GRATE

SUBAREA 3-02 = 0.40 ACRES
PR RUNOFF COEFFICIENT = 0.54

SUBAREA 3-01 = 0.87 ACRES
PR RUNOFF COEFFICIENT = 0.68

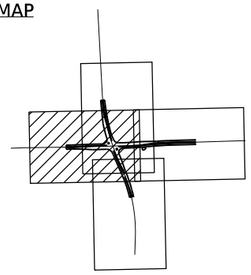
SUBAREA 3-03 = 1.24 ACRES
PR RUNOFF COEFFICIENT = 0.71

SUBAREA 2-01 = 4.20 ACRES
PR RUNOFF COEFFICIENT = 0.40

EX ROW

MATCHLINE STA. 218+00.00

KEY MAP



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PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 10/27/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 2 OF 7 SHEETS | STA. 208+00 | TO STA. 218+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	7	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

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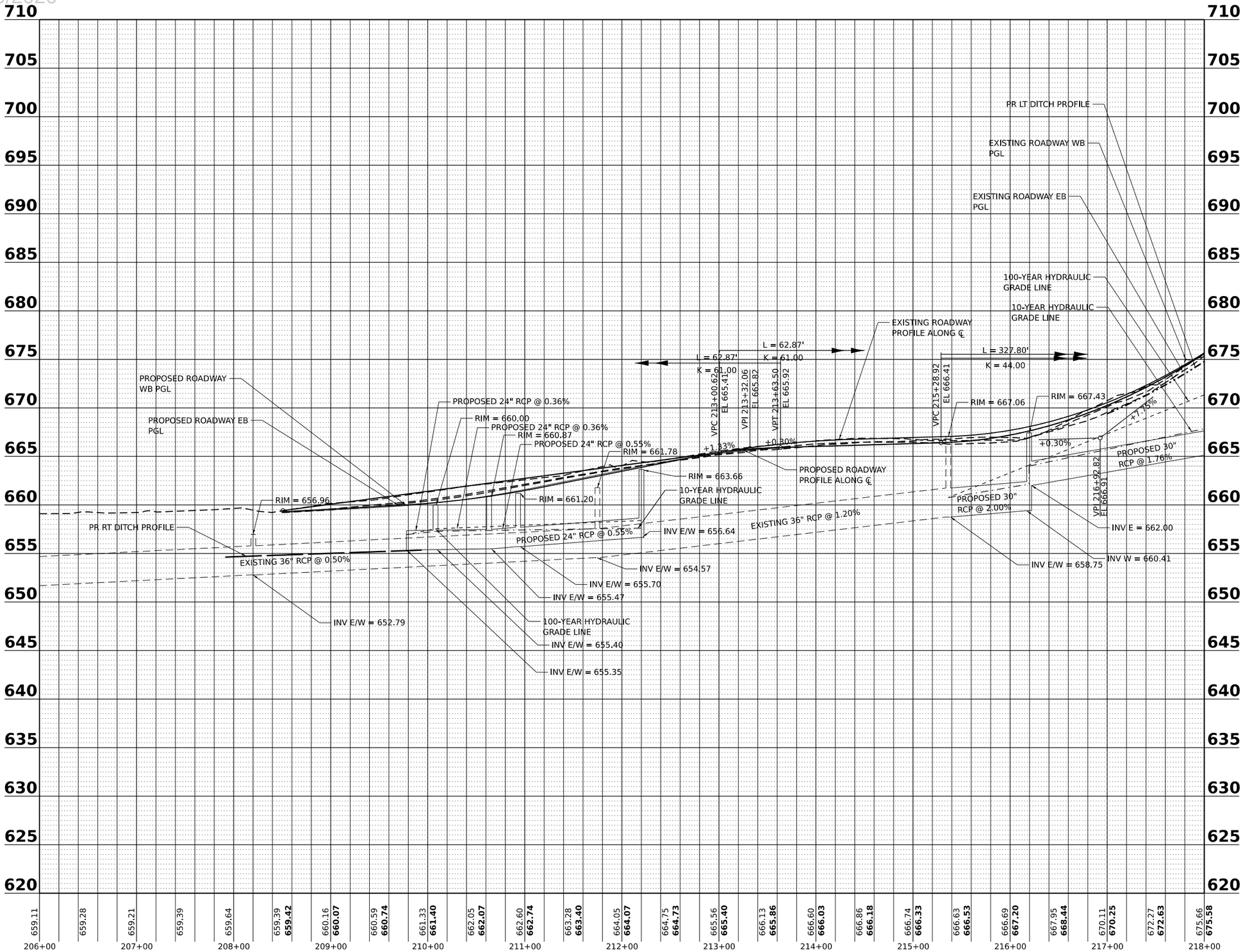

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B/A; NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

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FILE NAME: s:\JOL\6300-6399\6346105\Drawings\CAD\Micros-ORD\CAD_Sheets\6346105-PDP.dgn

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PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 10/27/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 3 OF 7 SHEETS | STA. 208+00 | TO STA. 218+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	7	3
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

NOTES

1. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES AND PIPES WITHIN PROJECT LIMITS TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

3. PROPOSED INLET SPACING IS CONCEPTUAL. FINAL INLET SPACING IS TO BE DESIGNED IN PHASE 2.

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N

0 50 100 150

SCALE IN FEET

MATCHLINE STA. 218+00.00

CATCH BASINS, TYPE A, TYPE 24 FRAME AND GRATE

CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE

MANHOLES, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID

SUBAREA 2-03 = 0.70 ACRES
PR RUNOFF COEFFICIENT = 0.64

SUBAREA 2-04 = 0.97 ACRES
PR RUNOFF COEFFICIENT = 0.61

SUBAREA 2-06 = 0.81 ACRES
PR RUNOFF COEFFICIENT = 0.48

SUBAREA 2-07 = 1.31 ACRES
PR RUNOFF COEFFICIENT = 0.45

SUBAREA 4-02= 4.77 ACRES
PR RUNOFF COEFFICIENT = 0.35

12" RCP (MINIMUM CONNECTION)

CATCH BASINS, TYPE A, 4' DIAMETER, TYPE 11V FRAME AND GRATE

REMOVE AND REPLACE PAVED DITCH

24" RCP

ADJ

220+00

225+00

75TH STREET

PROJECT LIMIT: 228+54.11

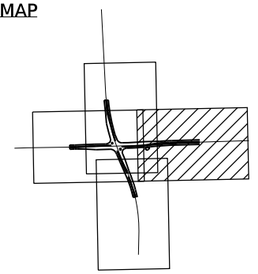
EAST OFFSITE AREA = 7.37 ACRES
EX RUNOFF COEFFICIENT = 0.57
TRIBUTARY TO OUTLET 2

INLETS, TYPE A, TYPE 9 FRAME AND GRATE

SUBAREA 2-05 = 0.41 ACRES
PR RUNOFF COEFFICIENT = 0.51

100-YEAR FLOODPLAIN

KEY MAP



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PLOT DATE = 10/27/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 4 OF 7 SHEETS | STA. 218+00 | TO STA. 229+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	7	4
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

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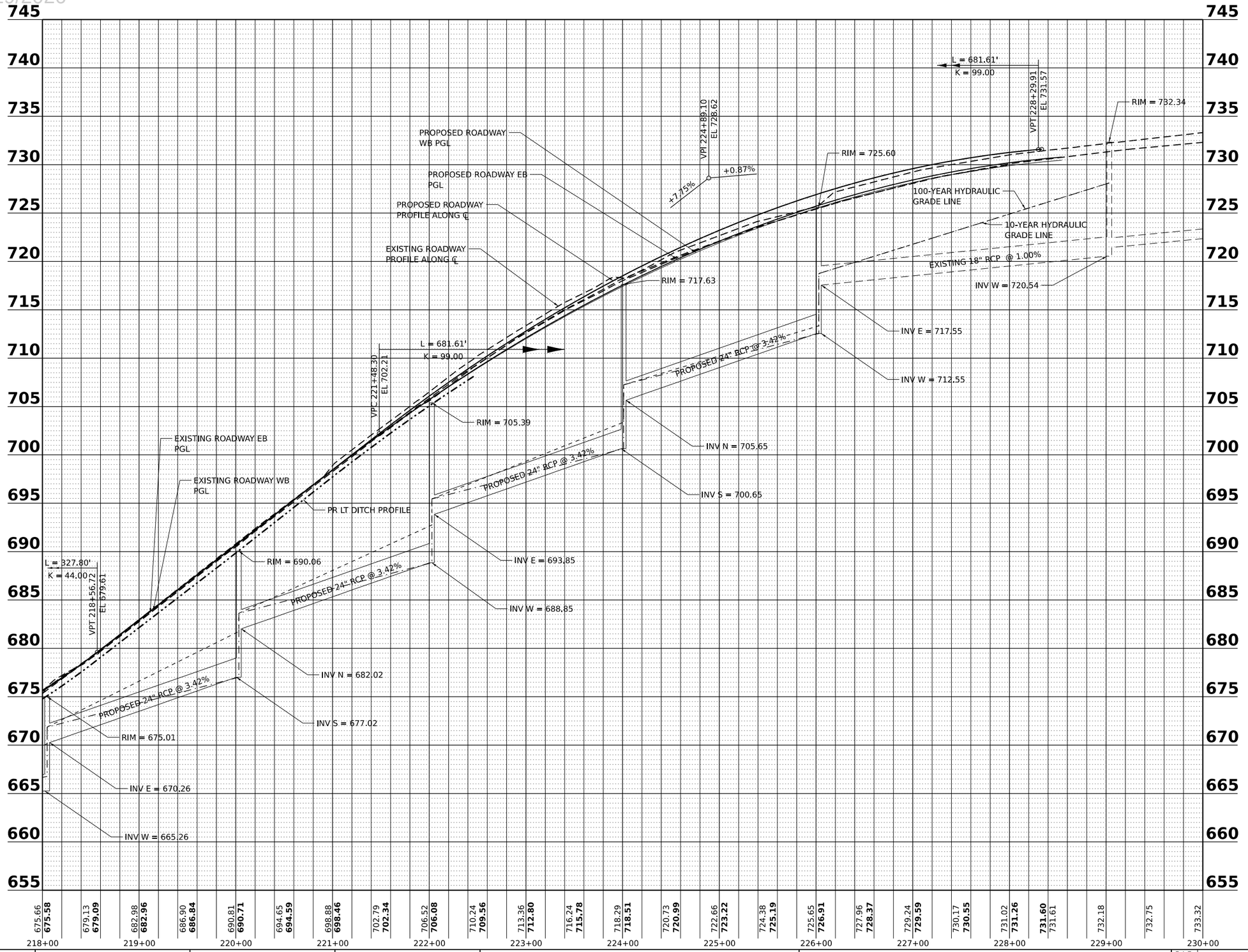

PLAN

DATE	BY	
		SURVEYED
		PLOTTED
		ALIGNMENT CHECKED
		RT. OF WAY CHECKED
		CADD FILE NAME

NOTE BOOK
NO.

PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
		GRADES CHECKED
		B.M. NOTED
		STRUCTURE NOTATNS CHKD

NOTE BOOK
NO.

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PLOT DATE = 10/27/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 5 OF 7 SHEETS | STA. 218+00 | TO STA. 230+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	7	5
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

DRAFT 1/19/2026

NOTES

1. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.
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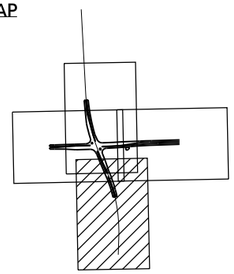
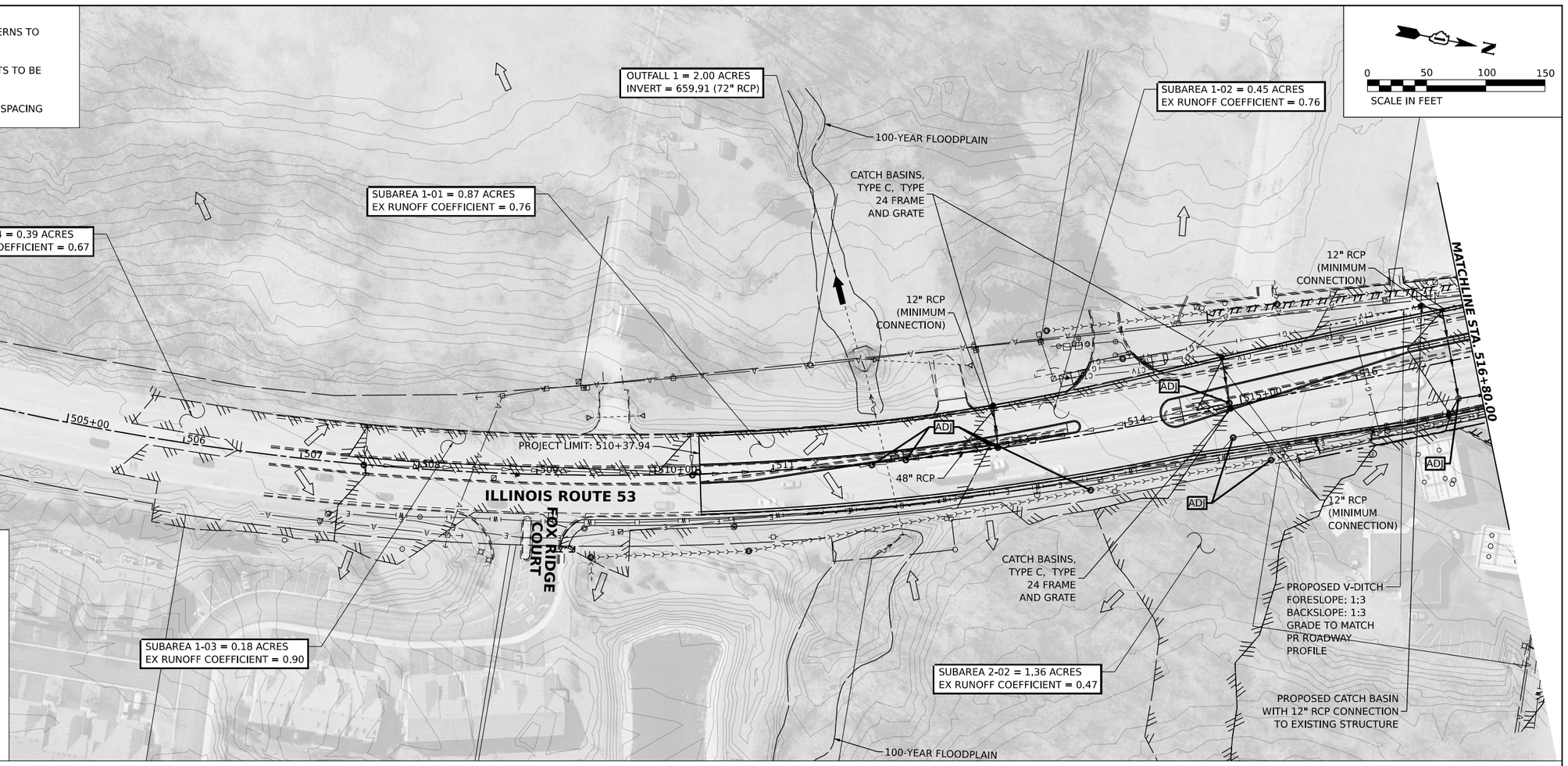
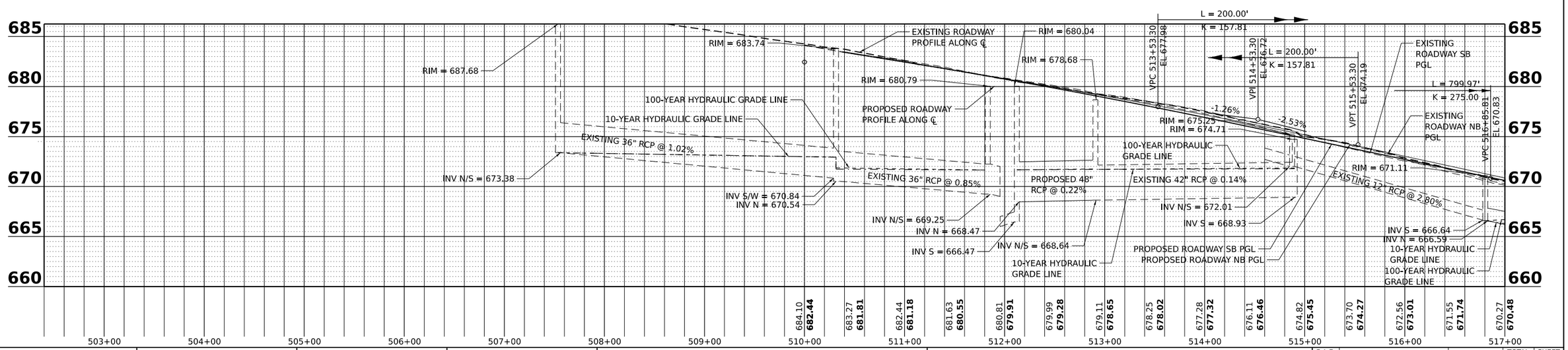
3. PROPOSED INLET SPACING IS CONCEPTUAL. FINAL INLET SPACING IS TO BE DESIGNED IN PHASE 2.

KEY MAP







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PLOT DATE = 10/27/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLAN
IL ROUTE 53 AND 75TH STREET

SCALE: 1"=50' | SHEET 6 OF 7 SHEETS | STA. 505+00 | TO STA. 517+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	7	6
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

NOTES

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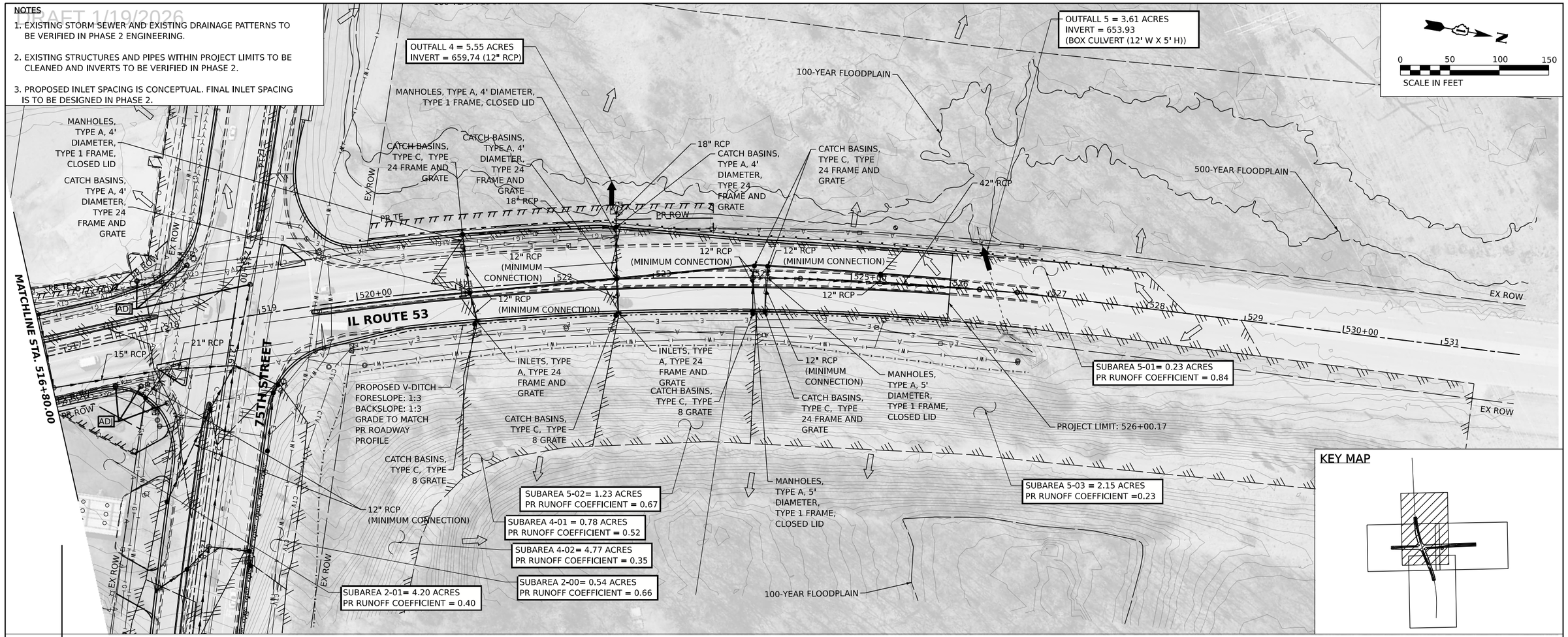

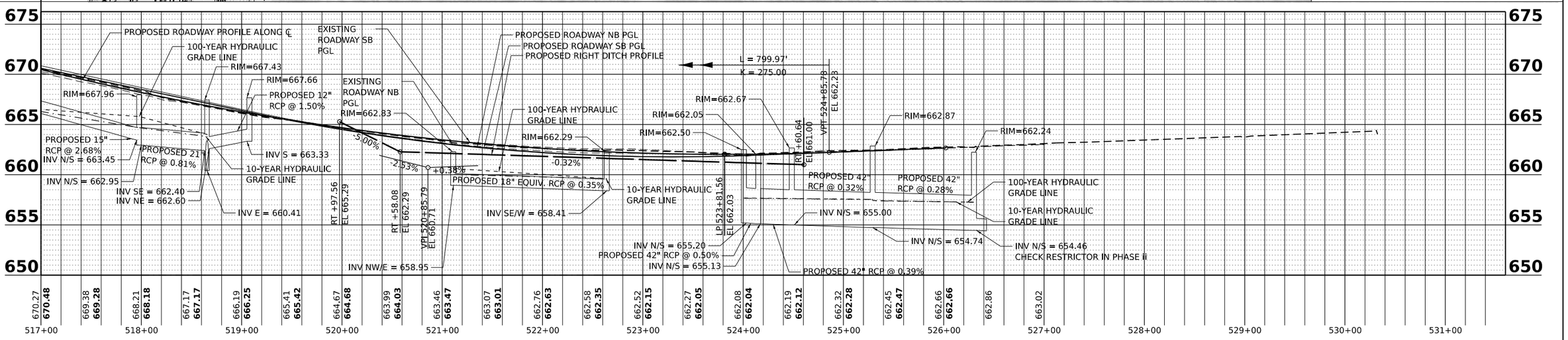

| | | |

EXHIBIT 2-01a

EXISTING AND PROPOSED TYPICAL CROSS SECTIONS

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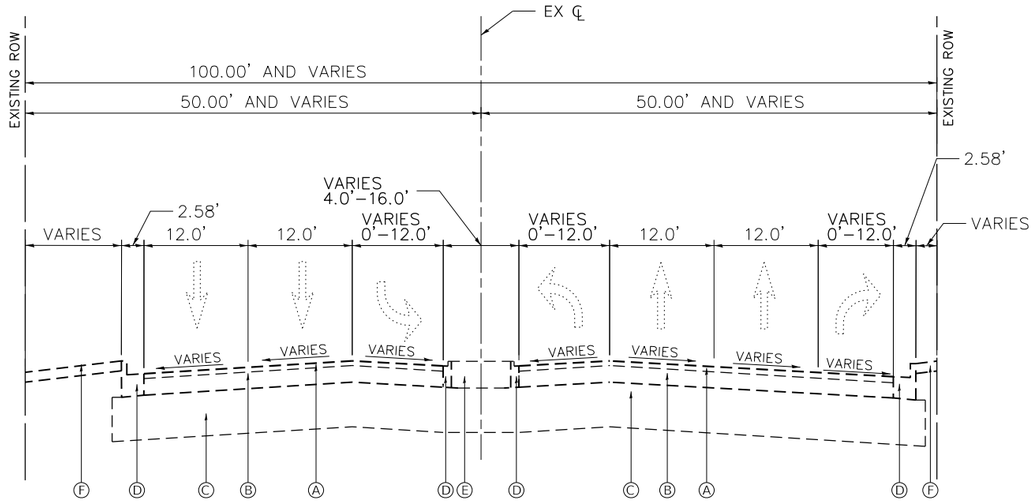
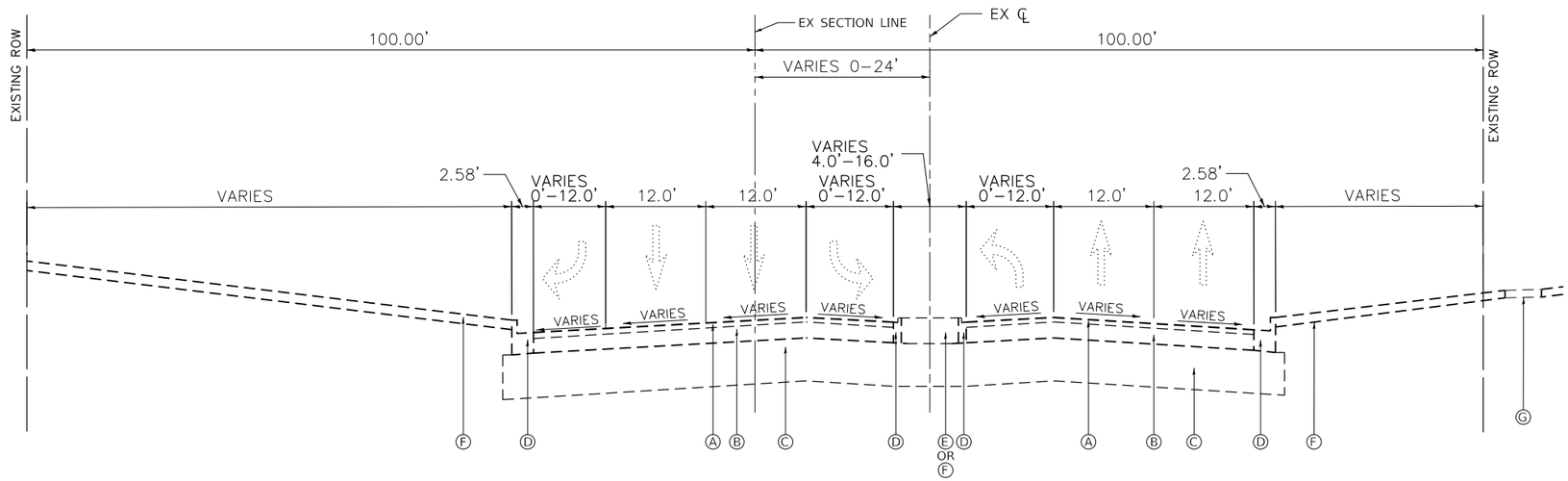


EXISTING IL ROUTE 53 TYPICAL SECTION

STA 510+37.94 TO STA 526+00.17

EXISTING LEGEND

- Ⓐ EXISTING HMA PAVEMENT
- Ⓑ EXISTING PCC PAVEMENT
- Ⓒ EXISTING AGGREGATE SUBGRADE
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ EXISTING MEDIAN
- Ⓕ EXISTING TURF AREA
- Ⓖ EXISTING PCC SIDEWALK



EXISTING 75TH STREET TYPICAL SECTION

STA 208+50.68 TO STA 228+54.11

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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/16/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

SCALE: SCALE | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-0017-21	DUPAGE	4	1
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

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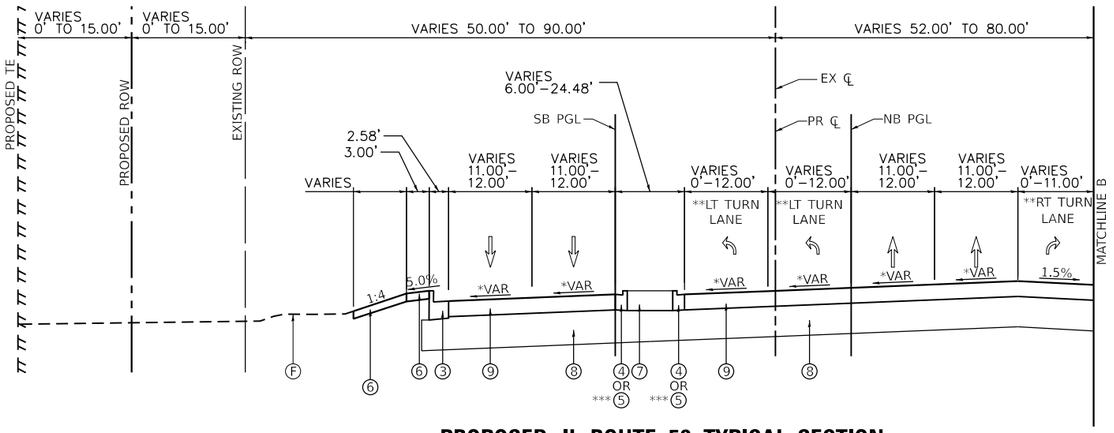
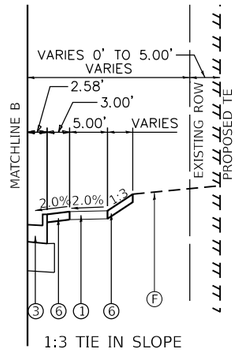
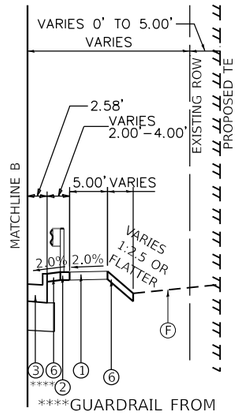


PROPOSED IL ROUTE 53 TYPICAL SECTION

STA 510+37.94 TO STA 518+72.87
* SEE SUPERELEVATION TABLE FOR GRADES
** SINGLE LEFT TURN LANE FROM STA 510+82.03 TO STA 513+62.18.
DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 514+44.82 TO STA 517+96.65
*** MOUNTABLE CURB AND GUTTER FROM STA 510+37.94 STA 512+46.48



1:3 TIE IN SLOPE
STA 512+36.92 TO STA 518+72.87



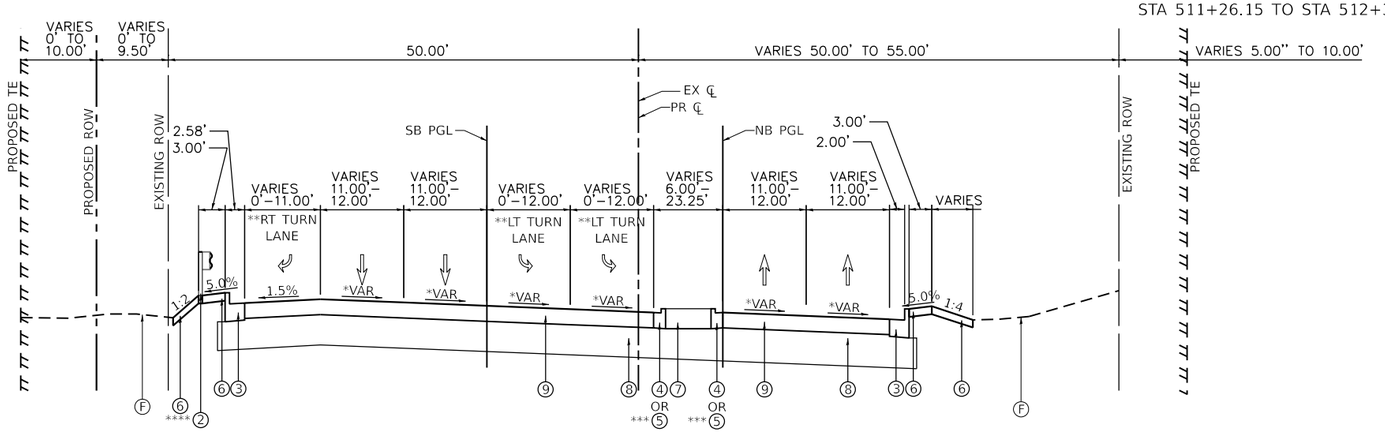
****GUARDRAIL FROM
STA 511+26.15 TO STA 512+36.92

EXISTING LEGEND

- Ⓐ EXISTING HMA PAVEMENT
- Ⓑ EXISTING PCC PAVEMENT
- Ⓒ EXISTING AGGREGATE SUBGRADE
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ EXISTING MEDIAN
- Ⓕ EXISTING TURF AREA
- Ⓖ EXISTING PCC SIDEWALK

PROPOSED LEGEND

- ① PCC SIDEWALK
- ② GUARDRAIL
- ③ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ④ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ⑤ COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.12
- ⑥ TURF AREA
- ⑦ CONCRETE MEDIAN
- ⑧ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑨ 11½" FULL DEPTH HMA
  - 2" POLYMERIZED HMA SURFACE COURSE, SMA 9.5, MIX "F",
  - 2¼" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90
  - 7¼" HMA BASE COURSE, IL-19.0, N90
- ⑩ HMA SHOULDER
- ⑪ AGGREGATE SHOULDER



PROPOSED IL ROUTE 53 TYPICAL SECTION

STA 518+72.87 TO STA 526+00.17
* SEE SUPERELEVATION TABLE FOR GRADES
** DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 519+49.65 TO STA 524+04.91
***MOUNTABLE CURB AND GUTTER FROM STA 525+50.00 TO STA 526+00.17
****GUARDRAIL FROM STA 520+09.93 TO STA 527+80.47

MODEL: PROPOSED-53 [Sheet]
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PLOT DATE = 5/16/2024	DATE -	REVISED -	

STATE OF ILLINOIS
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IL ROUTE 53
PROPOSED TYPICAL SECTIONS

SCALE: SCALE | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	4	2
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

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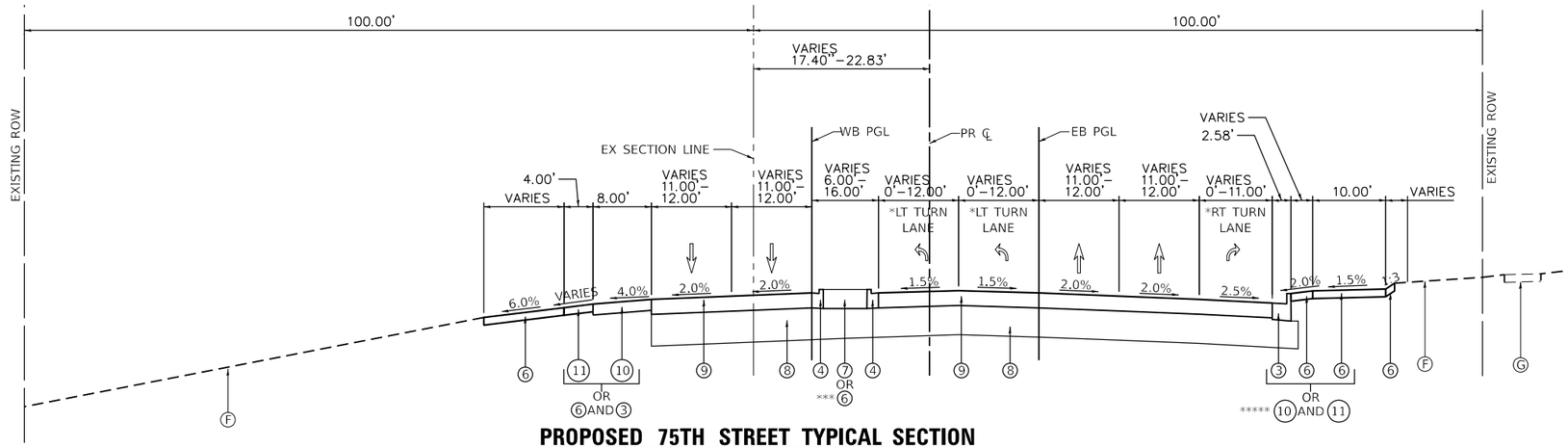
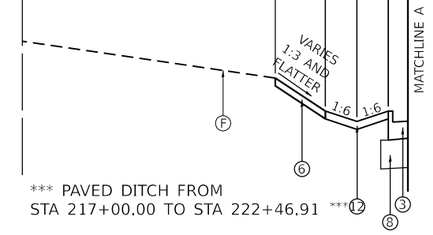
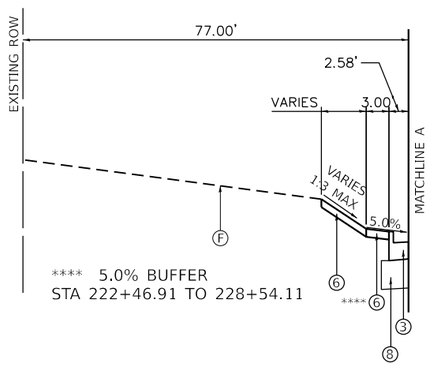


PROPOSED 75TH STREET TYPICAL SECTION

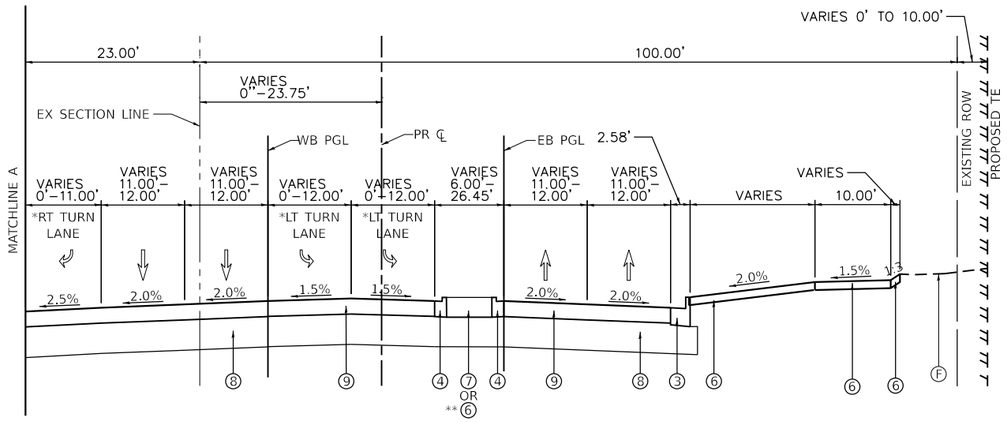
STA 208+50.68 TO STA 215+72.87
* DUAL LEFT TURN LANES FROM STA 209+58.12 TO STA 214+92.74
** RIGHT TURN LANE FROM STA 210 +94.15 TO STA 214+93.12
*** TURF MEDIAN FROM STA 208+50.68 TO STA 209+58.12
**** CURB AND GUTTER FROM STA 213+63.47 TO STA 214+93.12
***** HMA SHOULDER AND AGGREGATE SHOULDER FROM STA 208+50.68 TO STA 209+26.78



*** PAVED DITCH FROM
STA 217+00.00 TO STA 222+46.91



**** 5.0% BUFFER
STA 222+46.91 TO STA 228+54.11



PROPOSED 75TH STREET TYPICAL SECTION

STA 215+72.87 TO STA 228+54.11
* DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 216+46.90 TO STA 222+46.89
** TURF MEDIAN FROM STA 222+47.03 TO STA 228+54.11

EXISTING LEGEND

- Ⓐ EXISTING HMA PAVEMENT
- Ⓑ EXISTING PCC PAVEMENT
- Ⓒ EXISTING AGGREGATE SUBGRADE
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ EXISTING MEDIAN
- Ⓕ EXISTING TURF AREA
- Ⓖ EXISTING PCC SIDEWALK

PROPOSED LEGEND

- ① PCC SIDEWALK
- ② GUARDRAIL
- ③ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ④ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ⑤ COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.12
- ⑥ TURF AREA
- ⑦ CONCRETE MEDIAN
- ⑧ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑨ 11½" FULL DEPTH HMA
  - 2" POLYMERIZED HMA SURFACE COURSE, SMA 9.5, MIX "F",N90
  - 2¼" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90
  - 7¼" HMA BASE COURSE, IL-19.0, N90
- ⑩ HMA SHOULDER
- ⑪ AGGREGATE SHOULDER
- ⑫ PAVED DITCH

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

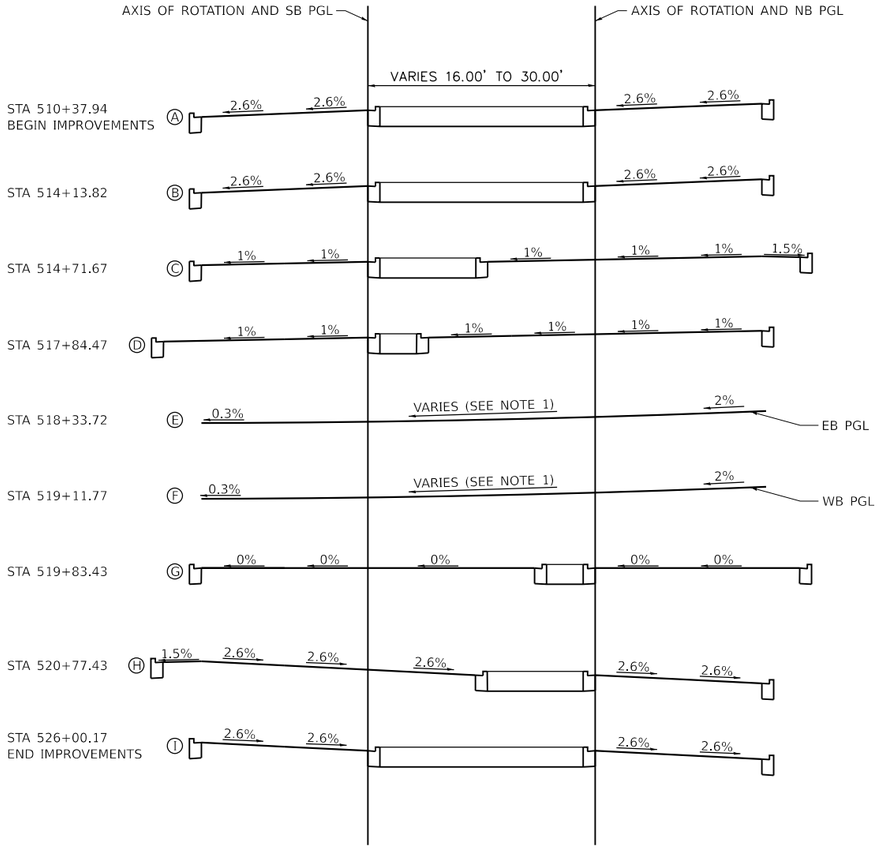
75TH STREET
PROPOSED TYPICAL SECTIONS

SCALE: SCALE | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	4	3
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

MODEL: PROPOSED-75 [Sheet]
FILE NAME: S:\DOL\6300-6399\6346105\Drawings\CAD\Micros-ORD\CAD_Sheets\6346105-sht-typ1c-il.dgn

DRAFT 1/19/2026



NOTE

1. SEE 75TH STREET PROFILE FOR ADDITIONAL DETAILS ON PROFILE GRADE WITHIN INTERSECTION LIMITS.

MODEL: Super Elevation Detail [Sheet]
FILE NAME: S:\OL\6300-6399\6346105\Drawings\CAD\Micro-ORD\CAD Sheets\6346105-sht-typ1-d.dgn

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = ZachH	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/16/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
SUPER ELEVATION DETAIL

SCALE: SCALE | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90.0017.21	DUPAGE	4	4
		CONTRACT NO. CNT. NO.		
	ILLINOIS	FED. AID PROJECT		

APPENDIX C: CORRESPONDENCE

APPENDIX C-1

LOCAL FLOODING RECORDS

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
OPERATIONS AND COMMUNICATIONS CENTER

*** FLOODING ***

DATE: 9/12 DAY: Sat PAGE: 3 OF:

DISP.INIT. / TIME	INFORMANT / NAME OR #	LOCATION OF FLOODING CONDITION	LANE #'S	EST. DEPTH	PASSABLE (YES / NO)	PUMP STATION / YES CONT.NAME / TIME	MAINT. NOTIFIED NAME / TIME	VERIFICATIONS NAME / TIME	VERIFICATIONS INIT / DATE
JB 4:38A	Villa Park PD	on North Ave @ Ardmore / Princeton			yes		DeSante Oakbrook	RC 505 Sowul SPRING	6:00A 9/13
JB 4:39	Rd 958 Powell	EB 290 @ York, Lake & North Ave	-				DeVore Eisenhower	grey 12:24P	9/6 CS
JB 5:01A	ISP-Chgo	N/B & S/B @ Devon, (I-94) Touhy & Lincoln					Frank D Edens	sec/R 08 3135	
CDF 5:08	Crete 915	Rte. 1 NB S/o Old Monee Rd	2 Lns	?	Inside Lns NO		Frnds 5:10mm Rd 421 5:31mm New Lenox 708 650 1946	RC 1421 BG CDP	GMD 9/15
WP 6:07	Kane CTY #12	Route 47 at Route 64	all		VOID		ST CHARLES — IR —		3137
WP	Kane CTY #12	Route 47, South of Legg Road	all	1 inch					
CDF 6:30	Willo Hayward	NB (94) 130 RL				M. Bell	M. Lorenz Ford - 6	355PM	083196 IR
WP	Dupage CT / 41 Stn	Route 53 - South of 75th Street (75th St?)		?	??		Naperville Kochi Rd	Dupage	Cook
CDF 7:05AM	Dist 5 # 17685	Manhatten - Monee Rd bet. Cedar @ Center	all	?	?		RC 1421 7:05am.	frnds 9/6 CS	12:24P
CDF 7:11AM		Rte. 41 (a Deer Path	all				J. Knight 7:13A Cr. ne @	IR 08-5145	

COPIES TO: FITZGERALD, IACULLO, STUMPNER, VAITLA, WOJCIK.

2008

DRAFT 1/19/2008

DRAFT 1/19/2026

Illinois Department of Transportation

Operations and Communications Center District One - Incident Report

DATE: 04/26/2007	DAY: Thursday	TIME: 03:56 PM	INFORMANT: Woodridge PD # 406

SUBJECT: Road closed due to flooding

LOCATION: Rte. 53 between 83rd and 75th | COUNTY: Du Page

PUBLIC/MEDIA EMERGENCY INFORMATION DISTRIBUTION

CONGESTION LIMITS DUE TO INCIDENT:

HAR:	CMS:	CRT:	DOT-INFO EXT# 2

SPRINGFIELD NOTIFIED (WHO/TIME): Gary / 3:58:00 PM | **FAX TO SPFLD. (TIME):**

DETAILS AND NOTIFICATIONS IN CHRONOLOGICAL ORDER

4/26/2007

3:56 PM	JAB	Woodridge PD # 406 advised Control that the above location is closed due to flooding.
3:57 PM	JAB	Control reached and advised Mr. Brautigam of the Naperville yard. Mr. Brautigam will advise Mr. Walsh.
3:58 PM	JAB	Control advised Supervisor Thompson and Gary/Springfield.
4:08 PM	JAB	Control reached and advised Mr. Schivarelli and Mr. Stumpner. Both would like to know when open via blackberry.
4:09 PM	JAB	Control reached and advised Mr. Jucius, did not indicate a call back is needed.
4:14 PM	JAB	DOT-INFO is on line.
5:30 PM	LMH	RC 483 reports all lanes open in this area, water receded (just a bit in median), no debris.
5:31 PM	LMH	Control called Woodridge Police (spoke to Beth), at (630)968- 1212; and no current calls pending, all Police responses were at approximately 3:48 PM, when initial complaints received by Police.
5:45 PM	LMH	Control updated the ComCenter supervisor (DAT), that the road is open.
5:49 PM	LMH	Control notified Springfield (Scott).
5:50 PM	LMH	Control alpha paged Mr. Stumpner and Mr. Schivarelli, with news of opening.
5:55 PM	LMH	Record DOT- INFO, with standard message.

VEHICLE INFO:		PLATE #:	STATE:
DRIVER / OWNER NAME:		TRAILER PLATE #:	STATE:
ADDRESS:		CITY:	STATE:
PD / ACCIDENT RPT. #: Woodridge		E.M.C. #:	
COMMERCIAL M.C.S. (METAL COILS)#:			
VERIFIED DATE: 4/26/2007	TIME: 5:30:00 PM	NAME: RC 483	SPECIALIST (INT): LMH

DISTRIBUTED TO:	ADD'L COPIES TO:	OP. COM. SPECIALIST(S):	INCIDENT REPORT # :
	Mr. Fitzgerald, Mr. Iacullo, Mr. Stumpner, Mr. Wojcik, Mr. Travia	JAB	07-1696

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
OPERATIONS AND COMMUNICATIONS CENTER

***** FLOODING ***** DATE: 2/25/07 DAY: 2/25/07 PAGE: 1 OF:

DISP INIT	INFORMANT TIME REC'D	LOCATION OF FLOODING CONDITION	LANE #'S	EST. DEPTH	PASSABLE (YES/NO)	PUMP STATION? NOTIFY ELEC. CONT.- NAME,COMPANY,TIME	MAINT. NOTIFIED YARD,PERSON,TIME	VERIFIED (NAME)	TIME/DATE & DISP.
WB	6:58am Interstate PD #104	OLDEN AVE IN FRONT OF 121 WEST NEAR CASS AVE					OAK BROOK PAT 6:59am		
WB	7:39am Woodridge PD #504	Route 53 ext 75th - Side Cover			✓		NAPERVILLE Wayne 7:40am		
BRL	6:16AM ISP 5 K. Kawalz	ROUTE 102 at RIVARS. RD.		1½ft			John - New Lenox Yd.	RC 874	8:10A 2/25 NCT
NCT	Gurnee 9:09A	W/B IL 132 ext EO WONT CLOSE EB West of IL 21			✓		RC-210 Gurnee	RC	
NCT	Lockport PD	N/B IL 171 from 179th to 20th			✓		Joliet Jones 9:27A	RC 835	9:35A 2/25 NCT
NCT	Lake Villa	N/B Grand @ Deep Lake			✓		Grayslake RC 243		
NCT	RC 835	US 6 x Spring Meadow			✓		Joliet RC 835	RC 835	10:26A
NCT	RC 835	US 6 x McDonough			✓		Joliet RC 835	RC 835	10:26A

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2007

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT ONE – OPERATIONS & COMMUNICATIONS CENTER

*** FLOODING ***

DATE: 6/7/93 DAY: MONDAY PAGE 1 OF 4

DISP. INIT.	INFORMANT/ TIME REC'D	DIRECTION & LOCATION	LANE #'s	EST. DEPTH	PASSABLE (YES/NO)	CONTACTED (WHO/TIME)	TIME CLOSED	VERIFIED (NAME)	TIME / DATE DISP. INIT.
MTR	ROCKY @ #999 11:45 AM	SW I-55 @ WOLF	ALL	?	YES	STEVENSON @ KEN 1147 HRS	1224	KURT STEVENSON	13.44 6/9/93 JAC OPEN
MTR	KANE CO. 1156 HRS	25 @ SHAGBARK	ALL	?	YES	ST. CHAS 1157 HRS. RON		JOHN ST. CHARLES	6/9/93 1246 JAC
JAC	OAK FOREST P.D DIANE	4900 W. 159TH ST	ALL	?	NO	710 RC		#61	17:30 6/7 JMA
JMA	#4 P3 Woodridge PD 12:03	I-53 / 75th + 83rd St	all	?	Yes	Jeff Naperville PD		83rd by map	by Geara yd 6/7
MTR	WILLOW SPRINGS PD #1 007	171 @ WILL SPRINGS RD	?	?	NO 12:23	12:10 HRS HILLSIDE	12:23	#2	17:26 6/7 JMA
MTR	CITIZEN 1204	83 @ SW HWY	?	?	?	ALSP		FRANK ALSIP	6/9/93 1219 JAC
JAB	12:10 PM RC 913	I-55 SW @ LaGrange Road	LANE 1 & 2	1'	YES	RON Stevenson @		RC681	12:50 6/7 JMA
JAB	12:13 PM CPD.	I-94 NB & SB @ 87th St	ALL	1'	YES	Eddie @ DAN RYAN		ED RYAN	6/9/93 1252 JA
JMA	ISP-4 12:19	NB Ryan @ 95th	1-3	?	Yes	RC 653		ED DAN RYAN	6/9/93 1252 JAC
MTR	RC536	NB ~~MAIN~~ @ ARCHER LaGrange	ALL	1FT.	NO	RC 600	1233	RC 624	6-8-93 1:13 AM RAM

COPIES TO: MR. J. KOS, MR. MCDERMOTT, MR. MARCOTTE, MR. WANG, MR. SABOURIN.

TAKAHASHI 5-92 UPDATED 12/92

STATE OF ILLINOIS DISTRICT ONE — OPERATIONS COMMUNICATION CENTER
DEPARTMENT OF TRANSPORTATION — FLOODING REPORT

DATE: 4-15-91 DAY: SUNDAY / MONDAY PAGE 1 OF 1

ITEM #	DISP	INFORMANT TIME REC'D	DIR	LOCATION	LANE #S	EST. DEPTH	PASSABLE (Y or N)	CONTACTED	TIME	DURATION OF CLOSURE	VERIFIED (NAME)	TIME/DATE DISP
A	SS	0008 #201 KENDALL CNTY. SHERIFF	E&W	US 34 UNDER HILL AVE.	2	6"	Y	HESIK NAPERVILLE	0010			
B	SS	0057 RICHTON PARK #111	NB	GOVERNORS HWY N/O SAUK TRAIL	2	8"	Y	WILLIAMS HARVEY	0102			
C	BLT	536 AM RC 480	N+S	R+53 e 75th	ALL	2"	y	RC 485	Already done			
D	BLT	554 AM RC 301	N+S	McCormick e Howard/ Touhy	2	3"	y	RC 301	554AM	1 hr 37 min	RC 301	731 AM BLT
E	GHP	WILLOW SPRINGS S.S. 650	NB	NB LAGRANGE N/O 79			Y	OWEN HILLSIDE	6:57a			
F	BLT	Prospect Hts. #4	NB	MILWAUKEE S/O Hintz	2	3"	y	Jake @ Northbrook	706AM			
G	SS	0731 CRETE PT # DON	N+S	Rt.1 NORTH OF CRETE - MONEE RD.	4		Y	TOM NEW LENOX	0734			
H	ER	0815 #606 Orland PKD	SB	WOLF (RT7) @ 169TH	UNKN	UNKN	Y	ERIC JOLIET	0817			
I												
J												
K												

CC KLAFETA, KOWALSKI, MURZYN, KOSTUR

91 F - 00012

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
OPERATIONS AND COMMUNICATIONS CENTER

*** FLOODING ***

DATE: 9/13/08 DAY: SATURDAY PAGE: 2 OF:

DISP.INIT. / TIME	INFORMANT / NAME OR #	LOCATION OF FLOODING CONDITION	LANE #'S	EST. DEPTH	PASSABLE (YES / NO)	PUMP STATION / YES CONT.NAME / TIME	MAINT. NOTIFIED NAME / TIME	VERIFICATIONS NAME / TIME	VERIFICATIONS INIT / DATE
IH 505A	BELLWOOD (*357)	MANNHEIM - OAK TO ST. CHARLES	N/B	UNK	YES	N/A	HILLSIDE/RC 172 5:24AM 9/13	RC 622 DEBRIS CLEARED LANES OPEN	6:20A 9/13
IH 5:11	ORLAND PK (*602)	9300 159TH W/B (E/O 94TH AVE)	W/B	UNK	YES	N/A	HANNA-HM 5:50AM/ALSIP	Hanna	9/13/08
GB	RC 958	EB North Ave at 290 EB					Northside RC 592 -530P	RC 592 CLEAR	9/13 7:44AM
IH 534	MEADE GEORGE	EB NORTH AVE AT MANNHEIM	E/B	UNK	YES	#9 - DRY STATUS	RC 592 TOLD 5:45A	RC 592 CLEAR	9/13 7:44AM
[illegible]	La Page CT.	Route 53 at 75th-Bvd in Woodridge	2LL	UNK	?	N/A	Naperville Sgt/KOCHARCZYK	RC 484 -	DRAINS OP 9/13 C:8A
IH 557	ALSIP (*24)	115TH - BETWEEN KOSTNER & KOSTER	ALL	UNK	?		ALSIP 7:10AM RC 710	RC 730 800	9/13
IH 6:08	PALOS Park (*1233)	EB RT 83 AT 80TH AVE	E/B	UNK	YES		ALSIP RC 710 7:18AM	RC 730 800	9/13
CDF 6:10AM	DuPage Co. #1406 (Lyle)	NB Rte. 53 J. 88 bridge by Arboretum (Interstate)	2 LNS	UNK	NO	6:17AM	RC 484 Naperville	Bob 1136A	9/13
IH 6:15	SCHILLER PK (*222)	EB RT 19 AT I294	E/B	UNK	YES		NORTHSIDE TOLD - 6:19A	Angela 1057	9/13
6:25A IH	ROSEN(#14)	SIBLEY (147TH ST) AT I57	EB	UNK	YES		RC 800 TOLD - 6:29AM	RC 803 7:21AM	CDF 9.13.08

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2008

S:SSFORMS\DAILY\TREFIC

DRAFT 1/19/2026

APPENDIX C-2

DUPAGE COUNTY CORRESPONDENCE

Kutryn, Anna

From: Kutryn, Anna
Sent: Monday, October 6, 2025 4:15 PM
To: Nowak, Daniel
Cc: Lewis, Cary D; Masouridis, Eleftherios P; Ponce, Fernando; Kutryn, Anna
Subject: IL 53 at 75th St - IDOT Intersection Improvement - PDP For Review

Good Afternoon Daniel –
As we're nearing the end of the Phase I study for IL 53 at 75th Street, we wanted to take this opportunity and provide the proposed drainage plan (PDP) for the County's review. Due to large file size, I am transmitting the PDP via the following OneDrive link: IL53-75th_PDP_092025.pdf. Please let me know should you have any issues accessing the file.
If possible, we'd appreciate a response by 11/7/25.

Thank you,

Anna Kutryn, P.E.
Project Manager
Illinois Department of Transportation
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4569
anna.kutryn@illinois.gov

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APPENDIX C-3

VILLAGE OF WOODRIDGE CORRESPONDENCE

Kutryn, Anna

From: Kutryn, Anna
Sent: Monday, October 6, 2025 4:22 PM
To: cbethel@woodridgeil.gov; Matthew T. Pocius
Cc: Kutryn, Anna; Lewis, Cary D; Masouridis, Eleftherios P; Ponce, Fernando
Subject: IL 53 at 75th St - IDOT Intersection Improvement - PDP For Review

Good Afternoon Chris and Matt –
As we're nearing the end of the Phase I study for IL 53 at 75th Street, we wanted to take this opportunity and provide the proposed drainage plan (PDP) for the Village's review. Due to large file size, I am transmitting the PDP via the following OneDrive link: IL53-75th_PDP_092025.pdf. Please let me know should you have any issues accessing the file.
If possible, we'd appreciate a response by 11/7/25.

Thank you,

Anna Kutryn, P.E.
Project Manager
Illinois Department of Transportation
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4569
anna.kutryn@illinois.gov

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APPENDIX D: SUPPORTING DOCUMENTATION

APPENDIX D-1

HYDROLOGIC CALCULATIONS AND RESULTS

SUBAREA NAME	AREA (ACRE)	SURFACE TYPE	EXISTING RUNOFF COEFFICIENT	WEIGHTED AVERAGE
East Offsite Area	0.00709	Grass	0.15	
East Offsite Area	0.008286	Grass	0.15	
East Offsite Area	0.003184	Grass	0.15	
East Offsite Area	0.001244	Grass	0.15	
East Offsite Area	0.004885	Grass	0.15	
East Offsite Area	0.195531	Grass	0.15	
East Offsite Area	0.163917	Grass	0.15	
East Offsite Area	4.093771	Impervious	0.90	
East Offsite Area	0.012394	Grass	0.15	
East Offsite Area	0.070266	Grass	0.15	
East Offsite Area	0.414809	Wooded	0.25	
East Offsite Area	0.721318	Grass	0.15	
East Offsite Area	0.609232	Grass	0.15	
East Offsite Area	0.06689	Grass	0.15	
East Offsite Area	0.013228	Grass	0.15	
East Offsite Area	0.404556	Grass	0.15	
East Offsite Area	0.578006	Grass	0.15	**0.57**
East Offsite Area	0.000003	Grass	0.15	
East Offsite Area	0.000003	Impervious	0.90	
East Offsite Area	0.000008	Grass	0.15	
East Offsite Area	0.000008	Impervious	0.90	
East Offsite Area	0.000023	Impervious	0.90	
East Offsite Area	0.000023	Grass	0.15	
East Offsite Area	0.000016	Impervious	0.90	
East Offsite Area	0.000016	Grass	0.15	
East Offsite Area	0.000023	Impervious	0.90	
East Offsite Area	0.000023	Grass	0.15	
East Offsite Area	0.000035	Impervious	0.90	
East Offsite Area	0.000035	Grass	0.15	
East Offsite Area	0.000035	Impervious	0.90	
East Offsite Area	0.000035	Grass	0.15	
East Offsite Area	0.000017	Impervious	0.90	
East Offsite Area	0.000017	Grass	0.15	
Subbarea 1-01	0.000072	Grass	0.15	
Subbarea 1-01	0.000452	Grass	0.15	
Subbarea 1-01	0.083339	Grass	0.15	**0.78**
Subbarea 1-01	0.666199	Impervious	0.90	
Subbarea 1-01	0.038023	Grass	0.15	
Subbarea 1-01	0.00071	Grass	0.15	
Subbarea 1-02	0.000622	Grass	0.15	
Subbarea 1-02	0.021877	Wooded	0.25	
Subbarea 1-02	0.32635	Impervious	0.90	**0.73**
Subbarea 1-02	0.000911	Grass	0.15	
Subbarea 1-02	0.074512	Grass	0.15	
Subbarea 1-03	0.000025	Grass	0.15	**0.90**
Subbarea 1-03	0.178537	Impervious	0.90	
Subbarea 1-04	0.119467	Grass	0.15	
Subbarea 1-04	0.272771	Impervious	0.90	**0.67**
Subbarea 1-05	0.107476	Grass	0.15	
Subbarea 1-05	0.003223	Impervious	0.90	
Subbarea 2-00	0.314879	Impervious	0.90	
Subbarea 2-00	0.020723	Wooded	0.25	
Subbarea 2-00	0.01373	Grass	0.15	**0.61**
Subbarea 2-00	0.163117	Grass	0.15	
Subbarea 2-00	0.000006	Impervious	0.90	
Subbarea 2-00	0.000006	Grass	0.15	
Subbarea 2-01	1.184949	Wooded	0.25	
Subbarea 2-01	0.869575	Wooded	0.25	
Subbarea 2-01	1.165715	Impervious	0.90	
Subbarea 2-01	0.078604	Grass	0.15	
Subbarea 2-01	0.153616	Grass	0.15	
Subbarea 2-01	0.06601	Gravel	0.75	
Subbarea 2-01	0.12597	Grass	0.15	**0.42**
Subbarea 2-01	0.195508	Grass	0.15	
Subbarea 2-01	0.570583	Wooded	0.25	
Subbarea 2-01	0.000007	Impervious	0.90	
Subbarea 2-01	0.000007	Grass	0.15	
Subbarea 2-01	0.000008	Impervious	0.90	
Subbarea 2-01	0.000008	Grass	0.15	

Subbarea 2-02	0.698758	Wooded	0.25	**0.44**
Subbarea 2-02	0.413434	Impervious	0.90	
Subbarea 2-02	0.014309	Grass	0.15	
Subbarea 2-02	0.084664	Grass	0.15	
Subbarea 2-02	0.005301	Impervious	0.90	
Subbarea 2-02	0.000368	Grass	0.15	
Subbarea 2-02	0.0889	Grass	0.15	
Subbarea 2-02	0.000892	Grass	0.15	
Subbarea 2-02	0.022795	Wooded	0.25	
Subbarea 2-02	0.000001	Impervious	0.90	
Subbarea 2-02	0.000001	Grass	0.15	
Subbarea 2-03	0.029173	Wooded	0.25	**0.58**
Subbarea 2-03	0.391462	Impervious	0.90	
Subbarea 2-03	0.007464	Wooded	0.25	
Subbarea 2-03	0.161988	Grass	0.15	
Subbarea 2-03	0.10065	Grass	0.15	
Subbarea 2-03	0.000022	Impervious	0.90	
Subbarea 2-03	0.000022	Grass	0.15	
Subbarea 2-04	0.039033	Wooded	0.25	**0.56**
Subbarea 2-04	0.523899	Impervious	0.90	
Subbarea 2-04	0.009707	Wooded	0.25	
Subbarea 2-04	0.014357	Grass	0.15	
Subbarea 2-04	0.086775	Grass	0.15	
Subbarea 2-04	0.290954	Grass	0.15	
Subbarea 2-04	0.003619	Grass	0.15	
Subbarea 2-04	0.000005	Grass	0.15	
Subbarea 2-04	0.003221	Wooded	0.25	
Subbarea 2-04	0.000011	Impervious	0.90	
Subbarea 2-04	0.000011	Grass	0.15	
Subbarea 2-04	0.000036	Impervious	0.90	
Subbarea 2-04	0.000036	Grass	0.15	
Subbarea 2-05	0.022323	Wooded	0.25	**0.52**
Subbarea 2-05	0.196417	Impervious	0.90	
Subbarea 2-05	0.056966	Grass	0.15	
Subbarea 2-05	0.124942	Grass	0.15	
Subbarea 2-05	0.004637	Grass	0.15	
Subbarea 2-05	0.000033	Impervious	0.90	
Subbarea 2-05	0.000033	Grass	0.15	
Subbarea 2-05	0.000018	Impervious	0.90	
Subbarea 2-05	0.000018	Grass	0.15	
Subbarea 2-06	0.079496	Wooded	0.25	**0.48**
Subbarea 2-06	0.336647	Impervious	0.90	
Subbarea 2-06	0.03046	Wooded	0.25	
Subbarea 2-06	0.090582	Grass	0.15	
Subbarea 2-06	0.124601	Grass	0.15	
Subbarea 2-06	0.146567	Grass	0.15	
Subbarea 2-06	0.000019	Impervious	0.90	
Subbarea 2-06	0.000019	Grass	0.15	
Subbarea 2-06	0.000038	Impervious	0.90	
Subbarea 2-06	0.000038	Grass	0.15	
Subbarea 2-06	0.000039	Impervious	0.90	
Subbarea 2-06	0.000039	Grass	0.15	
Subbarea 2-07	0.096502	Wooded	0.25	**0.45**
Subbarea 2-07	0.065514	Wooded	0.25	
Subbarea 2-07	0.003132	Grass	0.15	
Subbarea 2-07	0.485896	Impervious	0.90	
Subbarea 2-07	0.109048	Wooded	0.25	
Subbarea 2-07	0.134452	Grass	0.15	
Subbarea 2-07	0.185596	Grass	0.15	
Subbarea 2-07	0.232568	Grass	0.15	
Subbarea 2-07	0.000046	Wooded	0.25	
Subbarea 2-07	0.000046	Impervious	0.90	
Subbarea 2-07	0.000029	Impervious	0.90	
Subbarea 2-07	0.000029	Grass	0.15	
Subbarea 2-07	0.000004	Impervious	0.90	
Subbarea 2-07	0.000004	Grass	0.15	
Subbarea 2-07	0.000058	Impervious	0.90	
Subbarea 2-07	0.000058	Grass	0.15	

Subbarea 3-01	0.063097	Grass	0.15	**0.60**
Subbarea 3-01	0.367767	Impervious	0.90	
Subbarea 3-01	0.162376	Grass	0.15	
Subbarea 3-01	0.02535	Grass	0.15	
Subbarea 3-01	0.004133	Wooded	0.25	
Subbarea 3-01	0.006275	Impervious	0.90	
Subbarea 3-01	0.000017	Impervious	0.90	
Subbarea 3-01	0.000017	Grass	0.15	
Subbarea 3-01	0.000013	Impervious	0.90	
Subbarea 3-01	0.000013	Grass	0.15	
Subbarea 3-02	0.155801	Grass	0.15	**0.65**
Subbarea 3-02	0.387063	Impervious	0.90	
Subbarea 3-02	0.043304	Grass	0.15	
Subbarea 3-02	0.000695	Impervious	0.90	
Subbarea 3-03	0.005136	Impervious	0.90	**0.63**
Subbarea 3-03	0.774599	Impervious	0.90	
Subbarea 3-03	0.03948	Grass	0.15	
Subbarea 3-03	0.020097	Grass	0.15	
Subbarea 3-03	0.370527	Grass	0.15	
Subbarea 3-03	0.047001	Impervious	0.90	
Subbarea 3-03	0.023214	Grass	0.15	
Subbarea 3-03	0.000005	Impervious	0.90	
Subbarea 3-03	0.000005	Grass	0.15	
Subbarea 3-03	0.000023	Impervious	0.90	
Subbarea 3-03	0.000023	Grass	0.15	
Subbarea 4-01	0.250398	Impervious	0.90	**0.45**
Subbarea 4-01	0.231836	Wooded	0.25	
Subbarea 4-01	0.007992	Grass	0.15	
Subbarea 4-01	0.177714	Grass	0.15	
Subbarea 4-01	0.038681	Grass	0.15	
Subbarea 4-01	0.000332	Impervious	0.90	
Subbarea 4-02	0.592644	Impervious	0.90	**0.31**
Subbarea 4-02	2.803956	Wooded	0.25	
Subbarea 4-02	0.007233	Grass	0.15	
Subbarea 4-02	0.222132	Grass	0.15	
Subbarea 4-02	0.844462	Grass	0.15	
Subbarea 4-02	0.000003	Impervious	0.90	
Subbarea 4-02	0.000003	Grass	0.15	
Subbarea 5-01	0.222439	Impervious	0.90	**0.89**
Subbarea 5-01	0.003386	Grass	0.15	
Subbarea 5-02	0.731678	Impervious	0.90	**0.63**
Subbarea 5-02	0.310578	Wooded	0.25	
Subbarea 5-02	0.011686	Grass	0.15	
Subbarea 5-02	0.103901	Grass	0.15	
Subbarea 5-02	0.039119	Grass	0.15	
Subbarea 5-02	0.000332	Impervious	0.90	
Subbarea 5-03	0.036228	Impervious	0.90	**0.22**
Subbarea 5-03	1.232056	Wooded	0.25	
Subbarea 5-03	0.564381	Grass	0.15	
Subbarea 5-03	0.322002	Grass	0.15	

SUBAREA NAME	AREA (ACRE)	SURFACE TYPE	PROPOSED RUNOFF COEFFICIENT	WEIGHTED AVERAGE
East Offsite Area	0.01	Grass	0.15	
East Offsite Area	0.008286	Grass	0.15	
East Offsite Area	0.003184	Grass	0.15	
East Offsite Area	0.001244	Grass	0.15	
East Offsite Area	0.004885	Grass	0.15	
East Offsite Area	0.195531	Grass	0.15	
East Offsite Area	0.163917	Grass	0.15	
East Offsite Area	0.012394	Grass	0.15	
East Offsite Area	0.070266	Grass	0.15	
East Offsite Area	0.414809	Wooded	0.25	
East Offsite Area	0.609232	Grass	0.15	
East Offsite Area	0.06689	Grass	0.15	
East Offsite Area	0.013228	Grass	0.15	
East Offsite Area	0.404585	Grass	0.15	
East Offsite Area	0.578008	Grass	0.15	
East Offsite Area	4.093818	Impervious	0.90	
East Offsite Area	0.72135	Grass	0.15	**0.57**
East Offsite Area	0.000003	Grass	0.15	
East Offsite Area	0.000003	Impervious	0.90	
East Offsite Area	0.000008	Grass	0.15	
East Offsite Area	0.000008	Impervious	0.90	
East Offsite Area	0.000023	Grass	0.15	
East Offsite Area	0.000023	Impervious	0.90	
East Offsite Area	0.000023	Grass	0.15	
East Offsite Area	0.000023	Impervious	0.90	
East Offsite Area	0.000035	Grass	0.15	
East Offsite Area	0.000035	Impervious	0.90	
East Offsite Area	0.000035	Grass	0.15	
East Offsite Area	0.000035	Impervious	0.90	
East Offsite Area	0.000013	Grass	0.15	
East Offsite Area	0.000013	Impervious	0.90	
East Offsite Area	0.000014	Impervious	0.90	
East Offsite Area	0.000014	Grass	0.15	
Subbarea 1-01	0.083339	Grass	0.15	
Subbarea 1-01	0.048448	Grass	0.15	
Subbarea 1-01	0.023037	Grass	0.15	
Subbarea 1-01	0.001751	Grass	0.15	**0.76**
Subbarea 1-01	0.000443	Impervious	0.90	
Subbarea 1-01	0.705471	Impervious	0.90	
Subbarea 1-01	0.004194	Grass	0.15	
Subbarea 1-02	0.021877	Wooded	0.25	
Subbarea 1-02	0.015806	Grass	0.15	
Subbarea 1-02	0.005021	Impervious	0.90	**0.76**
Subbarea 1-02	0.358298	Impervious	0.90	
Subbarea 1-02	0.050639	Grass	0.15	
Subbarea 1-03	0.000025	Grass	0.15	**0.90**
Subbarea 1-03	0.178537	Impervious	0.90	
Subbarea 1-04	0.119467	Grass	0.15	**0.67**
Subbarea 1-04	0.272771	Impervious	0.90	
Subbarea 1-05	0.103637	Grass	0.15	
Subbarea 1-05	0.000711	Grass	0.15	**0.17**
Subbarea 1-05	0.000004	Impervious	0.90	
Subbarea 1-05	0.002477	Impervious	0.90	
Subbarea 2-00	0.020827	Wooded	0.25	
Subbarea 2-00	0.134779	Grass	0.15	
Subbarea 2-00	0.016108	Grass	0.15	**0.66**
Subbarea 2-00	0.365989	Impervious	0.90	
Subbarea 2-00	0.000038	Impervious	0.90	
Subbarea 2-01	1.183856	Wooded	0.25	
Subbarea 2-01	0.869575	Wooded	0.25	
Subbarea 2-01	0.06601	Gravel	0.75	
Subbarea 2-01	0.195508	Grass	0.15	
Subbarea 2-01	0.570296	Wooded	0.25	**0.40**
Subbarea 2-01	0.060858	Grass	0.15	
Subbarea 2-01	0.110916	Grass	0.15	
Subbarea 2-01	1.022955	Impervious	0.90	
Subbarea 2-01	0.124641	Grass	0.15	

Subbarea 2-02	0.698758	Wooded	0.25	**0.47**
Subbarea 2-02	0.000368	Grass	0.15	
Subbarea 2-02	0.000892	Grass	0.15	
Subbarea 2-02	0.022795	Wooded	0.25	
Subbarea 2-02	0.004618	Grass	0.15	
Subbarea 2-02	0.007617	Grass	0.15	
Subbarea 2-02	0.05725	Grass	0.15	
Subbarea 2-02	0.492676	Impervious	0.90	
Subbarea 2-02	0.078806	Grass	0.15	
Subbarea 2-03	0.029173	Wooded	0.25	**0.64**
Subbarea 2-03	0.007464	Wooded	0.25	
Subbarea 2-03	0.138418	Grass	0.15	
Subbarea 2-03	0.459522	Impervious	0.90	
Subbarea 2-03	0.070152	Grass	0.15	
Subbarea 2-03	0.000038	Impervious	0.90	
Subbarea 2-04	0.012513	Wooded	0.25	**0.61**
Subbarea 2-04	0.009707	Wooded	0.25	
Subbarea 2-04	0.066692	Grass	0.15	
Subbarea 2-04	0.248251	Grass	0.15	
Subbarea 2-04	0.000005	Grass	0.15	
Subbarea 2-04	0.000259	Wooded	0.25	
Subbarea 2-04	0.590539	Impervious	0.90	
Subbarea 2-04	0.003462	Grass	0.15	
Subbarea 2-04	0.03773	Grass	0.15	
Subbarea 2-04	0.000018	Grass	0.15	
Subbarea 2-04	0.000018	Impervious	0.90	
Subbarea 2-05	0.022323	Wooded	0.25	**0.51**
Subbarea 2-05	0.130489	Grass	0.15	
Subbarea 2-05	0.004637	Grass	0.15	
Subbarea 2-05	0.191872	Impervious	0.90	
Subbarea 2-05	0.057833	Grass	0.15	
Subbarea 2-05	0.000017	Grass	0.15	
Subbarea 2-05	0.000017	Impervious	0.90	
Subbarea 2-06	0.079496	Wooded	0.25	**0.48**
Subbarea 2-06	0.03046	Wooded	0.25	
Subbarea 2-06	0.139864	Grass	0.15	
Subbarea 2-06	0.122117	Grass	0.15	
Subbarea 2-06	0.341003	Impervious	0.90	
Subbarea 2-06	0.095942	Grass	0.15	
Subbarea 2-06	0.000038	Grass	0.15	
Subbarea 2-06	0.000038	Impervious	0.90	
Subbarea 2-07	0.096502	Wooded	0.25	**0.45**
Subbarea 2-07	0.065514	Wooded	0.25	
Subbarea 2-07	0.003132	Grass	0.15	
Subbarea 2-07	0.109048	Wooded	0.25	
Subbarea 2-07	0.203943	Grass	0.15	
Subbarea 2-07	0.207649	Grass	0.15	
Subbarea 2-07	0.488931	Impervious	0.90	
Subbarea 2-07	0.138125	Grass	0.15	
Subbarea 2-07	0.000046	Wooded	0.25	
Subbarea 2-07	0.000046	Impervious	0.90	
Subbarea 2-07	0.000004	Grass	0.15	
Subbarea 2-07	0.000004	Impervious	0.90	
Subbarea 2-07	0.000004	Grass	0.15	
Subbarea 2-07	0.000004	Impervious	0.90	
Subbarea 2-07	0.000005	Impervious	0.90	
Subbarea 2-07	0.000005	Grass	0.15	
Subbarea 3-01	0.06425	Grass	0.15	**0.68**
Subbarea 3-01	0.165819	Grass	0.15	
Subbarea 3-01	0.025302	Grass	0.15	
Subbarea 3-01	0.004133	Wooded	0.25	
Subbarea 3-01	0.612244	Impervious	0.90	
Subbarea 3-01	0.000033	Grass	0.15	
Subbarea 3-01	0.000033	Impervious	0.90	
Subbarea 3-01	0.000013	Grass	0.15	
Subbarea 3-01	0.000013	Impervious	0.90	
Subbarea 3-02	0.161146	Grass	0.15	**0.54**
Subbarea 3-02	0.005241	Gravel	0.75	
Subbarea 3-02	0.203405	Impervious	0.90	
Subbarea 3-02	0.031389	Grass	0.15	

Subbarea 3-03	0.005136	Impervious	0.90	**0.71**
Subbarea 3-03	0.037443	Grass	0.15	
Subbarea 3-03	0.020145	Grass	0.15	
Subbarea 3-03	0.023214	Grass	0.15	
Subbarea 3-03	0.173234	Grass	0.15	
Subbarea 3-03	0.057309	Grass	0.15	
Subbarea 3-03	0.927221	Impervious	0.90	
Subbarea 3-03	0.000011	Grass	0.15	
Subbarea 3-03	0.000011	Impervious	0.90	
Subbarea 3-03	0.000023	Grass	0.15	
Subbarea 3-03	0.000023	Impervious	0.90	
Subbarea 4-01	0.231835	Wooded	0.25	**0.52**
Subbarea 4-01	0.150408	Grass	0.15	
Subbarea 4-01	0.038681	Grass	0.15	
Subbarea 4-01	0.007249	Wooded	0.25	
Subbarea 4-01	0.351762	Impervious	0.90	
Subbarea 4-02	2.803851	Wooded	0.25	**0.35**
Subbarea 4-02	0.001406	Grass	0.15	
Subbarea 4-02	0.204058	Grass	0.15	
Subbarea 4-02	0.844462	Grass	0.15	
Subbarea 4-02	0.002929	Wooded	0.25	
Subbarea 4-02	0.915751	Impervious	0.90	
Subbarea 5-01	0.207592	Impervious	0.90	**0.84**
Subbarea 5-01	0.018445	Grass	0.15	
Subbarea 5-02	0.310598	Wooded	0.25	**0.67**
Subbarea 5-02	0.06446	Grass	0.15	
Subbarea 5-02	0.039119	Grass	0.15	
Subbarea 5-02	0.000552	Wooded	0.25	
Subbarea 5-02	0.809146	Impervious	0.90	
Subbarea 5-02	0.004159	Grass	0.15	
Subbarea 5-03	1.232056	Wooded	0.25	**0.23**
Subbarea 5-03	0.540057	Grass	0.15	
Subbarea 5-03	0.322002	Grass	0.15	
Subbarea 5-03	0.060552	Impervious	0.90	

IL Route 53 at 75th Street
Existing Runoff Coefficient Calculation per Subarea

County:	DuPage	By:	NMA
Date:	9/2/2025	Checked:	AMS

Subarea Name	Area (ACRE)	Runoff Coefficient Value Existing C
East Offsite Area	7.37	0.57
Subbarea 1-01	0.79	0.78
Subbarea 1-02	0.42	0.73
Subbarea 1-03	0.18	0.90
Subbarea 1-04	0.39	0.67
Subbarea 1-05	0.11	0.17
Subbarea 2-00	0.51	0.61
Subbarea 2-01	4.41	0.42
Subbarea 2-02	1.33	0.44
Subbarea 2-03	0.69	0.58
Subbarea 2-04	0.97	0.56
Subbarea 2-05	0.41	0.52
Subbarea 2-06	0.81	0.48
Subbarea 2-07	1.31	0.45
Subbarea 3-01	0.63	0.60
Subbarea 3-02	0.59	0.65
Subbarea 3-03	1.28	0.63
Subbarea 4-01	0.71	0.45
Subbarea 4-02	4.47	0.31
Subbarea 5-01	0.23	0.89
Subbarea 5-02	1.20	0.63
Subbarea 5-03	2.15	0.22

IL Route 53 at 75th Street
Existing Runoff Coefficient Calculation per Basin

County:	DuPage	By:	NMA
Date:	9/2/2025	Checked:	AMS

Basin Name	Area (ACRE)	Runoff Coefficient Value Existing C
Basin 100	1.89	0.72
Basin 200	17.81	0.51
Basin 300	2.50	0.63
Basin 400	5.18	0.33
Basin 500	3.58	0.40

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IL Route 53 at 75th Street
Proposed Runoff Coefficient Calculation per Subarea

County: DuPage By: NMA
Date: 9/2/2025 Checked: AMS

Subarea Name	Area (ACRE)	Runoff Coefficient Value Proposed C
East Offsite Area	7.37	0.57
Subbarea 1-01	0.87	0.76
Subbarea 1-02	0.45	0.76
Subbarea 1-03	0.18	0.90
Subbarea 1-04	0.39	0.67
Subbarea 1-05	0.11	0.17
Subbarea 2-00	0.54	0.66
Subbarea 2-01	4.20	0.40
Subbarea 2-02	1.36	0.47
Subbarea 2-03	0.70	0.64
Subbarea 2-04	0.97	0.61
Subbarea 2-05	0.41	0.51
Subbarea 2-06	0.81	0.48
Subbarea 2-07	1.31	0.45
Subbarea 3-01	0.87	0.68
Subbarea 3-02	0.40	0.54
Subbarea 3-03	1.24	0.71
Subbarea 4-01	0.78	0.52
Subbarea 4-02	4.77	0.35
Subbarea 5-01	0.23	0.84
Subbarea 5-02	1.23	0.67
Subbarea 5-03	2.15	0.23

IL Route 53 at 75th Street
Proposed Runoff Coefficient Calculation per Basin

County: DuPage By: NMA
Date: 9/2/2025 Checked: AMS

Basin Name	Area (ACRE)	Runoff Coefficient Value Proposed C
Basin 100	2.00	0.72
Basin 200	17.68	0.52
Basin 300	2.52	0.67
Basin 400	5.55	0.38
Basin 500	3.61	0.42

IL Route 53 at 75th Street
Runoff Coefficient Calculation per Subarea

County: DuPage By: NMA
Date: 9/2/2025 Checked: AMS

Subarea Name	Runoff Coefficient Value Existing C	Runoff Coefficient Value Proposed C	Change in Runoff Coefficient Value C
East Offsite Area	0.57	0.57	0.00
Subbarea 1-01	0.78	0.76	0.02
Subbarea 1-02	0.73	0.76	0.03
Subbarea 1-03	0.90	0.90	0.00
Subbarea 1-04	0.67	0.67	0.00
Subbarea 1-05	0.17	0.17	0.00
Subbarea 2-00	0.61	0.66	0.05
Subbarea 2-01	0.42	0.40	0.01
Subbarea 2-02	0.44	0.47	0.03
Subbarea 2-03	0.58	0.64	0.06
Subbarea 2-04	0.56	0.61	0.05
Subbarea 2-05	0.52	0.51	0.01
Subbarea 2-06	0.48	0.48	0.00
Subbarea 2-07	0.45	0.45	0.00
Subbarea 3-01	0.60	0.68	0.08
Subbarea 3-02	0.65	0.54	0.11
Subbarea 3-03	0.63	0.71	0.08
Subbarea 4-01	0.45	0.52	0.07
Subbarea 4-02	0.31	0.35	0.04
Subbarea 5-01	0.89	0.84	0.05
Subbarea 5-02	0.63	0.67	0.04
Subbarea 5-03	0.22	0.23	0.01

IL Route 53 at 75th Street
Runoff Coefficient Calculation per Basin

County: DuPage By: NMA
Date: 9/2/2025 Checked: AMS

Basin Name	Runoff Coefficient Value Existing C	Runoff Coefficient Value Proposed C	Change in Runoff Coefficient Value C
Basin 100	0.72	0.72	0.00
Basin 200	0.51	0.52	0.01
Basin 300	0.63	0.67	0.04
Basin 400	0.33	0.38	0.05
Basin 500	0.40	0.42	0.02

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Summary for Subcatchment 1S: East Offsite Area

Runoff = 6.61 cfs @ 0.08 hrs, Volume= 0.047 af, Depth= 0.08"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
7.370	0.57	
7.370		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
16.7	100	0.0050	0.10		**Sheet Flow, 0-100** Grass: Short n= 0.150 P2= 3.34"
2.0	251	0.0110	2.13		**Shallow Concentrated Flow, 100-351** Paved Kv= 20.3 fps
1.3	350	0.0100	4.54	3.56	**Pipe Channel, 351-701** 12.0" Round Area= 0.8 sf Perim= 3.1' r= 0.25' n= 0.013
3.0	1,330	0.0150	7.28	12.87	**Pipe Channel, 701-2031** 18.0" Round Area= 1.8 sf Perim= 4.7' r= 0.38' n= 0.013
23.0	2,031	Total			

Summary for Subcatchment 2S: Subbarea 1-01

Runoff = 4.06 cfs @ 0.08 hrs, Volume= 0.029 af, Depth= 0.44"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.790	0.78	
0.790		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.2	50	0.1900	0.37		**Sheet Flow, 0-50** Grass: Short n= 0.150 P2= 3.34"
3.3	521	0.0170	2.65		**Shallow Concentrated Flow, 50-571** Paved Kv= 20.3 fps
5.5	571	Total			

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Summary for Subcatchment 3S: Subbarea 1-02

Runoff = 2.30 cfs @ 0.06 hrs, Volume= 0.016 af, Depth= 0.45"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.420	0.73	
0.420		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
2.1	34	0.1000	0.27		**Sheet Flow, 0-34** Grass: Short n= 0.150 P2= 3.34"
1.3	231	0.0200	2.87		**Shallow Concentrated Flow, 34-** Paved Kv= 20.3 fps
3.4	265	Total			

Summary for Subcatchment 4S: Subbarea 1-03

Runoff = 1.22 cfs @ 0.04 hrs, Volume= 0.008 af, Depth= 0.56"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.180	0.90	
0.180		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.6	39	0.0200	1.16		**Sheet Flow, 0-39** Smooth surfaces n= 0.011 P2= 3.34"
1.7	260	0.0160	2.57		**Shallow Concentrated Flow, 39-299** Paved Kv= 20.3 fps
2.3	299	Total			

Summary for Subcatchment 5S: Subbarea 1-04

Runoff = 1.96 cfs @ 0.08 hrs, Volume= 0.013 af, Depth= 0.41"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.390	0.67	
0.390		100.00% Pervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
3.5	71	0.1250	0.34		**Sheet Flow, 0-71** Grass: Short n= 0.150 P2= 3.34"
1.1	150	0.0128	2.30		**Shallow Concentrated Flow, 71-221** Paved Kv= 20.3 fps
4.6	221	Total			

Summary for Subcatchment 6S: Subbarea 1-05

Runoff = 0.06 cfs @ 0.08 hrs, Volume= 0.000 af, Depth= 0.05"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.110	0.17	
0.110		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
10.6	100	0.0400	0.16		**Sheet Flow, 0-100** Grass: Dense n= 0.240 P2= 3.34"
0.3	50	0.0400	3.22		**Shallow Concentrated Flow, 100-150** Unpaved Kv= 16.1 fps
10.9	150	Total			

Summary for Subcatchment 7S: Subbarea 2-01

Runoff = 3.84 cfs @ 0.08 hrs, Volume= 0.027 af, Depth= 0.07"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
4.920	0.44	
4.920		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.2	100	0.0350	0.15		**Sheet Flow, 0-100** Grass: Dense n= 0.240 P2= 3.34"
8.2	649	0.0690	1.31		**Shallow Concentrated Flow, 100-749** Woodland Kv= 5.0 fps
1.0	273	0.0480	4.45		**Shallow Concentrated Flow, 749-1022** Paved Kv= 20.3 fps
20.4	1,022	Total			

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Summary for Subcatchment 8S: Subbarea 2-02

Runoff = 1.32 cfs @ 0.08 hrs, Volume= 0.009 af, Depth= 0.09"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
1.330	0.44	
1.330		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
9.6	100	0.0200	0.17		**Sheet Flow, 0-100** Grass: Short n= 0.150 P2= 3.34"
5.9	451	0.0649	1.27		**Shallow Concentrated Flow, 100-551** Woodland Kv= 5.0 fps
0.5	124	0.0357	3.84		**Shallow Concentrated Flow, 551-675** Paved Kv= 20.3 fps
16.0	675	Total			

Summary for Subcatchment 9S: Subbarea 2-03

Runoff = 3.00 cfs @ 0.03 hrs, Volume= 0.021 af, Depth= 0.36"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.690	0.58	
0.690		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	100	0.0750	2.38		**Sheet Flow, 0-100** Smooth surfaces n= 0.011 P2= 3.34"
0.8	271	0.0770	5.63		**Shallow Concentrated Flow, 100-371** Paved Kv= 20.3 fps
1.5	371	Total			

Summary for Subcatchment 10S: Subbarea 2-04

Runoff = 2.66 cfs @ 0.08 hrs, Volume= 0.019 af, Depth= 0.23"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

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Area (ac)	C	Description
0.970	0.56	
0.970		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.4	100	0.0550	0.26		**Sheet Flow, 0-100** Grass: Short n= 0.150 P2= 3.34"
0.5	116	0.0690	4.23		**Shallow Concentrated Flow, 100-216** Unpaved Kv= 16.1 fps
0.5	196	0.0794	6.70	0.80	**Trap/Vee/Rect Channel Flow, 216-412** Bot.W=0.00' D=0.20' Z= 3.0 '/' Top.W=1.20' n= 0.013
7.4	412	Total			

Summary for Subcatchment 11S: Subbarea 2-05

Runoff = 1.60 cfs @ 0.03 hrs, Volume= 0.011 af, Depth= 0.32"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.410	0.52	
0.410		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.4	50	0.0600	1.90		**Sheet Flow, 0-50** Smooth surfaces n= 0.011 P2= 3.34"
1.4	167	0.0690	2.05	0.06	**Trap/Vee/Rect Channel Flow, 50-217** Bot.W=0.00' D=0.10' Z= 3.0 '/' Top.W=0.60' n= 0.025
1.8	217	Total			

Summary for Subcatchment 12S: Subbarea 2-06

Runoff = 2.39 cfs @ 0.08 hrs, Volume= 0.017 af, Depth= 0.25"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.810	0.48	
0.810		100.00% Pervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.0	50	0.0250	0.17		**Sheet Flow, 0-50**
					Grass: Short n= 0.150 P2= 3.34"
0.9	171	0.0410	3.26		**Shallow Concentrated Flow, 50-221**
					Unpaved Kv= 16.1 fps
5.9	221	Total			

Summary for Subcatchment 13S: Subbarea 2-07

Runoff = 2.88 cfs @ 0.08 hrs, Volume= 0.021 af, Depth= 0.19"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
1.310	0.45	
1.310		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.5	50	0.0200	0.15		**Sheet Flow, 0-50**
					Grass: Short n= 0.150 P2= 3.34"
1.9	278	0.0234	2.46		**Shallow Concentrated Flow, 50-338**
					Unpaved Kv= 16.1 fps
7.4	328	Total			

Summary for Subcatchment 14S: Subbarea 3-01

Runoff = 1.07 cfs @ 0.08 hrs, Volume= 0.008 af, Depth= 0.15"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.630	0.60	
0.630		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.4	62	0.0050	0.09		**Sheet Flow, 0-62**
					Grass: Short n= 0.150 P2= 3.34"
1.4	95	0.0050	1.14		**Shallow Concentrated Flow, 62-157**
					Unpaved Kv= 16.1 fps
12.8	157	Total			

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Summary for Subcatchment 15S: Subbarea 3-02

Runoff = 2.90 cfs @ 0.07 hrs, Volume= 0.020 af, Depth= 0.40"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.590	0.65	
0.590		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	100	0.0200	1.41		**Sheet Flow, 0-100** Smooth surfaces n= 0.011 P2= 3.34"
1.9	306	0.0180	2.72		**Shallow Concentrated Flow, 100-406** Paved Kv= 20.3 fps
0.8	122	0.0160	2.68	3.18	**Trap/Vee/Rect Channel Flow, 406-528** Bot.W=4.00' D=0.25' Z= 3.0 '/' Top.W=5.50' n= 0.025
3.9	528	Total			

Summary for Subcatchment 16S: Subbarea 3-03

Runoff = 6.14 cfs @ 0.07 hrs, Volume= 0.042 af, Depth= 0.39"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
1.280	0.63	
1.280		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.2	100	0.0200	1.41		**Sheet Flow, 0-100** Smooth surfaces n= 0.011 P2= 3.34"
2.9	430	0.0150	2.49		**Shallow Concentrated Flow, 100-530** Paved Kv= 20.3 fps
4.1	530	Total			

Summary for Subcatchment 17S: Subbarea 4-01

Runoff = 1.26 cfs @ 0.08 hrs, Volume= 0.009 af, Depth= 0.15"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

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Area (ac)	C	Description
0.710	0.45	
0.710		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.7	100	0.2500	0.22		**Sheet Flow, 0-100** Woods: Light underbrush n= 0.400 P2= 3.34"
0.4	62	0.1100	2.32		**Shallow Concentrated Flow, 100-162** Short Grass Pasture Kv= 7.0 fps
1.1	129	0.0090	1.93		**Shallow Concentrated Flow, 162-291** Paved Kv= 20.3 fps
9.2	291	Total			

Summary for Subcatchment 18S: Subbarea 4-02

Runoff = 1.08 cfs @ 0.08 hrs, Volume= 0.008 af, Depth= 0.02"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
4.470	0.31	
4.470		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
36.6	100	0.0050	0.05		**Sheet Flow, 0-100** Woods: Light underbrush n= 0.400 P2= 3.34"
1.0	319	0.1100	5.34		**Shallow Concentrated Flow, 100-419** Unpaved Kv= 16.1 fps
8.0	1,180	0.0580	2.46	0.17	**Trap/Vee/Rect Channel Flow, 419-1599** Bot.W=0.00' D=0.15' Z= 3.0 '/' Top.W=0.90' n= 0.025 Earth, clean & winding
0.8	123	0.0180	2.72		**Shallow Concentrated Flow, 1599-1722** Paved Kv= 20.3 fps
46.4	1,722	Total			

Summary for Subcatchment 19S: Subbarea 5-01

Runoff = 1.55 cfs @ 0.07 hrs, Volume= 0.011 af, Depth= 0.55"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.230	0.89	
0.230		100.00% Pervious Area

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Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.2	12	0.0200	0.92		**Sheet Flow, 0-12**
					Smooth surfaces n= 0.011 P2= 3.34"
3.8	303	0.0043	1.33		**Shallow Concentrated Flow, 12-315**
					Paved Kv= 20.3 fps
4.0	315	Total			

Summary for Subcatchment 20S: Subbarea 5-02

Runoff = 2.97 cfs @ 0.08 hrs, Volume= 0.021 af, Depth= 0.21"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
1.200	0.63	
1.200		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.8	100	0.2350	0.21		**Sheet Flow, 0-100**
					Woods: Light underbrush n= 0.400 P2= 3.34"
0.1	45	0.1000	5.09		**Shallow Concentrated Flow, 100-145**
					Unpaved Kv= 16.1 fps
1.3	112	0.0050	1.44		**Shallow Concentrated Flow, 145-157**
					Paved Kv= 20.3 fps
9.2	257	Total			

Summary for Subcatchment 21S: Subbarea 5-03

Runoff = 1.92 cfs @ 0.08 hrs, Volume= 0.014 af, Depth= 0.08"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
2.150	0.22	
2.150		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.7	100	0.2450	0.22		**Sheet Flow, 0-100**
					Woods: Light underbrush n= 0.400 P2= 3.34"
1.2	235	0.0440	3.15		**Shallow Concentrated Flow, 100-335**
					Grassed Waterway Kv= 15.0 fps
8.9	335	Total			

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Summary for Subcatchment 22S: Subbarea 2-00

Runoff = 2.33 cfs @ 0.03 hrs, Volume= 0.016 af, Depth= 0.38"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.510	0.61	
0.510		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.7	100	0.0750	2.38		**Sheet Flow, 0-100** Smooth surfaces n= 0.011 P2= 3.34"
1.0	75	0.0690	1.31		**Shallow Concentrated Flow, 100-175** Woodland Kv= 5.0 fps
1.7	175	Total			

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Summary for Subcatchment 17S: Subbarea 4-01

Runoff = 1.55 cfs @ 0.08 hrs, Volume= 0.011 af, Depth= 0.17"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
0.780	0.52	
0.780		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.7	100	0.2500	0.22		**Sheet Flow, 0-100** Woods: Light underbrush n= 0.400 P2= 3.34"
0.4	60	0.1200	2.42		**Shallow Concentrated Flow, 100-160** Short Grass Pasture Kv= 7.0 fps
1.4	127	0.0090	1.54	1.16	**Trap/Vee/Rect Channel Flow, 160-287** Bot.W=0.00' D=0.50' Z= 3.0 '/' Top.W=3.00' n= 0.035 Earth, dense weeds
9.5	287	Total			

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Summary for Subcatchment 20S: Subbarea 5-02

Runoff = 3.21 cfs @ 0.08 hrs, Volume= 0.023 af, Depth= 0.22"

Runoff by Rational method, Rise/Fall=1.0/1.0 xTc, Time Span= 0.00-3.00 hrs, dt= 0.01 hrs
Rainfall Duration=5 min, Inten=7.44 in/hr

Area (ac)	C	Description
1.230	0.67	
1.230		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.8	100	0.2350	0.21		**Sheet Flow, 0-100** Woods: Light underbrush n= 0.400 P2= 3.34"
0.1	42	0.1100	5.34		**Shallow Concentrated Flow, 100-142** Unpaved Kv= 16.1 fps
1.4	113	0.0050	1.34	1.01	**Trap/Vee/Rect Channel Flow, 142-255** Bot.W=0.00' D=0.50' Z= 3.0 '/' Top.W=3.00' n= 0.030
9.3	255	Total			

APPENDIX D-2

HYDRAULIC CALCULATIONS AND RESULTS

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COMPUTATION SHEET FOR EXISTING STORM SEWERS

Outfall 1 North Stretch

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 1-02		0.42	0.42	0.73	0.31			0.31	5.0		5.0	7.44	2.31	42	0.013	0.001	38.30	6.03	3.98	2.18
Subbarea 1-01	79.00	0.79	1.21	0.78	0.62	0.93	0.77	0.93	5.5	5.6	5.6	7.23	6.72	42	0.013	0.002	46.65	14.40	4.85	3.44

79.00 ft. of pipe 1.21 acres

Outfall 1 South Stretch

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 1-04		0.39	0.39	0.67	0.26			0.26	5.0		5.0	7.44	1.96	36	0.013	0.010	67.39	2.91	9.54	4.17
Subbarea 1-03	199.00	0.18	0.57	0.90	0.16	0.42	0.74	0.42	5.0	5.8	5.8	7.18	3.04	36	0.013	0.008	58.95	5.16	8.35	4.37

199.00 ft. of pipe 0.57 acres

Outfall 2 IL 53 Line

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 2-02		1.33	1.33	0.44	0.59			0.59	16.0		16.0	5.34	3.13	15	0.024	0.028	5.82	53.76	4.75	4.83
Subbarea 2-01	117.00	4.41	5.74	0.42	1.84	2.42	0.42	2.42	20.4	16.4	20.4	4.64	11.24	15	0.013	0.001	1.97	570.23	1.61	5.13

117.00 ft. of pipe 5.74 acres

Outfall 2

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
2-07 AND East Offsite		8.68	8.68	0.55	4.81			4.81	23.0		23.0	4.35	20.90	18	0.013	0.010	10.48	199.40	5.94	9.40
Subbarea 2-06	202.00	0.81	9.49	0.48	0.38	5.19	0.55	5.19	5.9	23.4	23.4	4.31	22.40	12	0.013	0.054	8.28	270.61	10.55	20.47
Subbarea 2-05	199.00	0.41	9.90	0.52	0.21	5.40	0.55	5.40	5.0	23.5	23.5	4.30	23.22	15	0.013	0.040	12.88	180.23	10.51	15.55
Subbarea 2-04	200.00	0.97	10.87	0.56	0.54	5.94	0.55	5.94	7.4	23.7	23.7	4.28	25.44	12	0.013	0.064	9.02	282.14	11.49	22.93
Subbarea 2-03	200.00	0.69	11.56	0.58	0.40	6.35	0.55	6.35	5.0	23.9	23.9	4.27	27.07	12	0.013	0.069	9.36	289.36	11.92	24.19
2-02, 2-01, and 2-00	186.00	6.25	17.81	0.44	2.74	9.08	0.51	9.08	20.4	24.0	24.0	4.25	38.65	18	0.013	0.011	11.18	345.57	6.33	14.47

987.00 ft. of pipe 17.81 acres

Outfall 3

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 3-03		1.28	1.28	0.63	0.81			0.81	5.0		5.0	7.44	6.04	24	0.013	0.052	51.45	11.74	16.39	10.93
Subbarea 3-01	223.00	0.63	1.91	0.60	0.38	1.19	0.62	1.19	5.0	5.3	5.3	7.32	8.69	24	0.013	0.054	52.55	16.53	16.74	12.34
Subbarea 3-02	32.00	0.59	2.50	0.65	0.38	1.57	0.63	1.57	12.8	5.4	12.8	5.88	9.20	24	0.013	0.000	4.00	230.23	1.27	2.22

255.00 ft. of pipe 2.50 acres

Outfall 4

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 4-02		4.47	4.47	0.31	1.40			1.40	46.4		46.4	2.83	3.95	12	0.013	0.005	2.52	156.83	3.21	4.33
Subbarea 4-01	223.84	0.71	5.18	0.45	0.32	1.71	0.33	1.71	9.2	47.3	47.3	2.80	4.79	12	0.013	0.005	2.52	190.24	3.21	4.92

223.84 ft. of pipe 5.18 acres

Outfall 5

Subbarea 5-01	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 5-02		1.20	1.20	0.63	0.76			0.76	9.2		9.2	6.56	4.99	36	0.013	0.008	60.10	8.30	8.51	5.14
Subbarea 5-01	112.00	0.23	1.42	0.89	0.20	0.96	0.67	0.96	5.0	9.6	9.6	6.52	6.27	36	0.013	0.008	60.10	10.42	8.51	5.48
													11.25							

112.00 ft. of pipe 1.42 acres

COMPUTATION SHEET FOR PROPOSED STORM SEWERS - 10-YEAR EVENT

Outfall 1 North Stretch

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 1-02		0.45	0.45	0.76	0.34			0.34	5.0		5.0	7.44	2.55	42	0.013	0.001	38.30	6.65	3.98	2.24
Subbarea 1-01	79.00	0.87	1.32	0.76	0.66	1.00	0.76	1.00	5.5	5.6	5.6	7.24	7.25	48	0.013	0.002	66.61	10.89	5.31	3.46

79.00 ft. of pipe 1.32 acres

Outfall 1 South Stretch

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 1-04		0.39	0.39	0.67	0.26			0.26	5.0		5.0	7.44	1.96	36	0.013	0.010	67.39	2.91	9.54	4.17
Subbarea 1-03	165.00	0.18	0.57	0.90	0.16	0.42	0.74	0.42	5.0	5.7	5.7	7.22	3.06	36	0.013	0.008	58.95	5.19	8.35	4.38

165.00 ft. of pipe 0.57 acres

Outfall 2 IL 53 Line

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 2-02		1.36	1.36	0.47	0.65			0.65	16.0		16.0	5.34	3.45	15	0.013	0.027	10.58	32.64	8.63	7.71
Subbarea 2-01	117.00	4.20	5.57	0.40	1.70	2.35	0.42	2.35	20.4	16.3	20.4	4.64	10.88	21	0.013	0.008	14.25	76.40	5.93	6.52

117.00 ft. of pipe 5.57 acres

Outfall 2 75th Street Line

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
East Offsite Area		7.37	7.37	0.57	4.22			4.22	23.0		23.0	4.35	18.34	18	0.013	0.010	10.48	174.98	5.94	8.61
Subbarea 2-07	202.00	1.31	8.68	0.45	0.59	4.81	0.55	4.81	7.4	23.4	23.4	4.31	20.73	24	0.013	0.034	41.90	49.48	13.35	1.18
Subbarea 2-06	199.00	0.81	9.49	0.48	0.39	5.20	0.55	5.20	5.9	26.2	26.2	4.07	21.16	24	0.013	0.034	41.90	50.51	13.35	13.37
Subbarea 2-05	200.00	0.41	9.90	0.51	0.21	5.40	0.55	5.40	5.0	26.4	26.4	4.05	21.91	24	0.013	0.034	41.90	52.28	13.35	13.48
Subbarea 2-04	198.00	0.97	10.87	0.61	0.59	5.99	0.55	5.99	7.4	26.7	26.7	4.04	24.19	24	0.013	0.034	41.90	57.74	13.35	13.82
Subbarea 2-03	185.00	0.70	11.57	0.64	0.45	6.45	0.56	6.45	5.0	26.9	26.9	4.02	25.92	30	0.013	0.018	54.43	47.62	11.10	10.95
2-02, 2-01, and 2-00	84.00	6.11	17.68	0.44	2.70	9.15	0.52	9.15	20.4	27.0	27.0	4.01	36.70	30	0.013	0.020	57.99	63.29	11.82	12.50

866.00 ft. of pipe 17.68 acres

Outfall 3

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 3-03		1.24	1.24	0.71	0.89			0.89	5.0		5.0	7.44	6.59	24	0.013	0.005	15.99	41.22	5.09	4.85
Subbarea 3-01	213.00	0.40	1.64	0.54	0.22	1.10	0.67	1.10	5.0	5.7	5.7	7.19	7.93	24	0.013	0.006	16.77	47.26	5.34	5.26
Subbarea 3-02	33.00	0.87	2.52	0.68	0.59	1.69	0.67	1.69	12.8	5.8	12.8	5.88	9.94	24	0.013	0.004	13.55	73.38	4.32	4.71
													24.46							

246.00 ft. of pipe 2.52 acres

Outfall 4

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 4-02		4.77	4.77	0.35	1.68			1.68	46.4		46.4	2.83	4.76	18	0.013	0.002	4.93	96.74	2.79	3.18
Subbarea 4-01	156.00	0.78	5.55	0.52	0.40	2.09	0.38	2.09	9.5	47.2	47.2	2.80	5.84	18	0.013	0.004	6.21	94.08	3.52	4.00

156.00 ft. of pipe 5.55 acres

Outfall 5

Subbarea 5-01	Length (ft) U.S. MH to this Catchment	Drainage Area (acres) Incremental	Drainage Area (acres) Total	Incremental Runoff Coef. "C"	A x C Incremental	A x C Sum of AxC	A x C Composite "C"	A x C Total	Time of Conc. (min) Incremental	Time of Conc. (min) U.S. Tc + Tt	Time of Conc. (min) Total	10 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps) Flowing Full	Velocity (fps) Design Flow
Subbarea 5-02		1.23	1.23	0.67	0.82			0.82	9.3		9.3	6.55	5.39	42	0.013	0.004	60.30	8.93	6.27	3.88
Subbarea 5-01	101.00	0.23	1.45	0.84	0.19	1.01	0.70	1.01	5.0	9.7	9.7	6.51	6.58	42	0.013	0.003	52.95	12.43	5.51	3.74

101.00 ft. of pipe 1.45 acres

COMPUTATION SHEET FOR PROPOSED STORM SEWERS - 100-YEAR EVENT

Outfall 1 North Stretch

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr. Rainfall Intensity	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
Subbarea 1-02		0.45	0.45	0.76	0.34			0.34	5.0		5.0	12.36	4.23	42	0.013	0.001	38.30	11.05	3.98	2.61
Subbarea 1-01	79.00	0.87	1.32	0.76	0.66	1.00	0.76	1.00	5.5	5.5	5.5	12.07	12.10	48	0.013	0.002	66.61	18.16	5.31	4.02

79.00 ft. of pipe 1.32 acres

Outfall 1 South Stretch

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr. Rainfall Intensity	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
Subbarea 1-04		0.39	0.39	0.67	0.26			0.26	5.0		5.0	12.36	3.26	36	0.013	0.010	67.39	4.83	9.54	4.91
Subbarea 1-03	199.00	0.18	0.57	0.90	0.16	0.42	0.74	0.42	5.0	5.7	5.7	11.99	5.08	36	0.013	0.008	58.95	8.62	8.35	5.10

199.00 ft. of pipe 0.57 acres

Outfall 2 IL 53 Line

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr. Rainfall Intensity	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
Subbarea 2-02		1.36	1.36	0.47	0.65			0.65	16.0		16.0	8.91	5.76	15	0.013	0.027	10.58	54.44	8.63	8.80
Subbarea 2-01	117.00	4.20	5.57	0.40	1.70	2.35	0.42	2.35	20.4	16.2	20.4	7.72	18.12	21	0.013	0.008	14.25	127.20	5.93	6.95

117.00 ft. of pipe 5.57 acres

Outfall 2 75th Street Line

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
East Offsite Area		7.37	7.37	0.57	4.22			4.22	23.0		23.0	4.35	18.34	18	0.013	0.010	10.48	174.98	5.94	8.61
Subbarea 2-07	202.00	1.31	8.68	0.45	0.59	4.81	0.55	4.81	7.4	23.4	23.4	4.31	20.73	24	0.013	0.034	41.90	49.48	13.35	1.18
Subbarea 2-06	199.00	0.81	9.49	0.48	0.39	5.20	0.55	5.20	5.9	26.2	26.2	6.77	35.16	24	0.013	0.034	41.90	83.92	13.35	14.94
Subbarea 2-05	200.00	0.41	9.90	0.51	0.21	5.40	0.55	5.40	5.0	26.4	26.4	6.74	36.41	24	0.013	0.034	41.90	86.90	13.35	15.02
Subbarea 2-04	198.00	0.97	10.87	0.61	0.59	5.99	0.55	5.99	7.4	26.6	26.6	6.71	40.23	24	0.013	0.034	41.90	96.01	13.35	15.18
Subbarea 2-03	185.00	0.70	11.57	0.64	0.45	6.45	0.56	6.45	5.0	26.8	26.8	6.69	43.11	30	0.013	0.018	54.43	79.21	11.10	12.29
2-02, 2-01, and 2-00	84.00	6.11	17.68	0.44	2.70	9.15	0.52	9.15	20.4	27.0	27.0	6.67	61.06	30	0.013	0.020	57.99	105.30	11.82	13.35

866.00 ft. of pipe 17.68 acres

Outfall 3

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
Subbarea 3-03		1.24	1.24	0.71	0.89			0.89	5.0		5.0	12.36	10.95	24	0.013	0.005	15.99	68.47	5.09	5.48
Subbarea 3-01	213.00	0.40	1.64	0.54	0.22	1.10	0.67	1.10	5.0	5.6	5.6	12.00	13.22	24	0.013	0.006	16.77	78.84	5.34	5.91
Subbarea 3-02	33.00	0.87	2.52	0.68	0.59	1.69	0.67	1.69	12.8	5.7	12.8	9.80	16.59	24	0.013	0.004	13.55	122.40	4.32	4.94
													40.76							

246.00 ft. of pipe 2.52 acres

Outfall 4

Catchment	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
Subbarea 4-02		4.77	4.77	0.35	1.68			1.68	46.4		46.4	4.71	7.92	18	0.013	0.004	6.21	127.55	3.52	4.13
Subbarea 4-01	156.00	0.78	5.55	0.52	0.40	2.09	0.38	2.09	9.2	47.0	47.0	4.67	9.75	18	0.013	0.002	4.93	197.87	2.79	4.39

156.00 ft. of pipe 5.55 acres

Outfall 5

Subbarea 5-01	Length (ft) U.S. MH to this Catchment	Drainage Area (acres)		Incremental Runoff Coef. "C"	A x C				Time of Conc. (min)			100 Yr Rainfall Intensity (in/hr)	Discharge (cfs)	Diameter of Pipe (in.)	Mannings "n"	Slope of Pipe (ft/ft)	Capacity Full (cfs)	Percent Full (%)	Velocity (fps)	
		Incremental	Total		Incremental	Sum of AxC	Composite "C"	Total	Incremental	U.S. Tc + Tt	Total								Flowing Full	Design Flow
Subbarea 5-02		1.23	1.23	0.67	0.82			0.82	9.2		9.2	10.94	8.99	42	0.013	0.004	60.30	14.91	6.27	4.49
Subbarea 5-01	101.00	0.23	1.45	0.84	0.19	1.01	0.70	1.01	5.0	9.6	9.6	10.87	11.00	42	0.013	0.003	52.95	20.77	5.51	4.34

101.00 ft. of pipe 1.45 acres

Hydraulic Grade Line - 10-YEAR EVENT

Outfall	US Station	DS Station	US Invert	DS Invert	Outlet Water Surface Elev.	Do: Outflow Pipe Diameter (in)	Qo: Outflow Pipe Design Discharge (cfs)	Lo: Length of Outflow Pipe (ft)	K	Sfo (%)	Hf*	Junction Loss: Vo: Velocity of Outflow Pipe Flow (ft/s)	Junction Loss: Ho: Contraction Loss (ft)		Junction Loss: Vi: Velocity of Inflow Pipe Flow (ft/s)	Junction Loss: QiVi	Junction Loss: Vi^2/2g	Junction Loss: Hi	Junction Loss: Angle	Junction Loss: K	HΔ: Greatest Bend Loss (ft)	Ht: Total Head Loss (ft)	**	1.3 Ht	0.5 Ht	Final H	Inlet Water Surface Elev.	Rim Elev.
	1a	1b	1c	1d	2	3	4	5		6	7	8	9	10	11	12		13	14		15	16		17	18	19	20	21
1 S	510+31.49	511+83.27	670.54	669.25	671.65	36	3.06	165	666	2.11149E-05	0.003484	4.38	0.075		4.17	8.746903	0.27	0.094287	180	0.00	0.00	0.169			0.08	0.088	671.74	
1 S	507+53.64	510+31.49	673.38	670.54	672.94	36	1.96	278	666	8.65914E-06	0.002407	4.17	0.067		3	6.3	0.14	0.048913	90	0.70	0.10	0.214			0.11	0.109	673.38	
1 N	512+90.80	512+12.21	668.64	668.47	671.67	48	7.25	79	1436	2.5501E-05	0.002015	3.46	0.046		2.24	4.706174	0.08	0.027295	180	0.00	0.00	0.074			0.04	0.039	671.71	
1 N	514+89.99	512+90.80	668.93	668.64	671.71	42	2.55	200	1006	6.41322E-06	0.001283	2.24	0.019		3	6.3	0.14	0.048913	90	0.70	0.10	0.166			0.08	0.084	671.79	
2 IL 53	517+97.95	518+65.73	662.95	662.40	663.80	21	10.88	68	158	0.004726645	0.321412	6.52	0.1651805		7.71	16.18423	0.92	0.322796	90	0.70	0.65	1.134			0.57	0.888	664.69	
2 IL 53	516+80.48	517+97.95	666.59	663.45	664.69	15	3.45	117	65	0.002847435	0.33315	7.71	0.2305682		3	6.3	0.14	0.048913	90	0.70	0.10	0.377			0.19	0.522	666.59	
2 75th	216+19.65	215+36.29	660.41	658.75	660.75	30	36.70	83	410	0.008009287	0.664771	12.50	0.6063052		12.50	26.24447	2.43	0.848827	180	0.00	0.00	1.455			0.73	1.392	662.14	
2 75th	218+04.91	216+19.65	665.26	662.00	664.00	30	36.70	185	410	0.008009287	1.481718	12.50	0.6063052		10.95	22.9927	1.86	0.651514	90	0.70	1.30	2.561			1.28	2.762	666.76	
2 75th	220+03.16	218+04.91	677.06	670.26	671.86	24	25.92	198	226	0.013129597	2.59966	10.95	0.4653669		13.82	29.01305	2.96	1.037362	90	0.70	2.07	3.577			1.79	4.388	676.25	
2 75th	222+02.75	220+03.16	688.85	682.06	683.66	24	24.19	198	226	0.011437368	2.264599	13.82	0.7409728		13.48	28.31244	2.82	0.987866	90	0.70	1.98	3.705			1.85	4.117	687.77	
2 75th	224+01.07	222+02.75	700.72	693.85	695.45	24	21.91	200	226	0.009378283	1.875657	13.48	0.7056187		13.37	28.08297	2.78	0.971918	90	0.70	1.94	3.621			1.81	3.686	699.14	
2 75th	226+02.96	224+01.07	712.55	705.72	707.32	24	21.16	199	226	0.008753302	1.741907	13.37	0.6942271		8.61	18.09127	1.15	0.40335	90	0.70	0.81	1.904			0.95	2.694	712.55	
2 75th	229+03.36	226+02.96	720.54	717.55	718.75	18	18.34	300	105	0.030461976	9.138593	8.61	0.288107		3	6.3	0.14	0.048913	90	0.70	0.10	0.435			0.22	9.356	728.11	
3	210+08.04	209+75.92	655.47	655.35	656.95	24	9.94	33	226	0.001932362	0.063768	4.71	0.0861883		5.26	11.04809	0.43	0.150424	90	0.70	0.30	0.537			0.27	0.332	657.28	
3	212+31.64	210+08.04	656.64	655.47	657.28	24	7.93	213	226	0.001227954	0.261554	5.26	0.1074459		3	6.3	0.14	0.048913	180	0.00	0.00	0.156			0.08	0.34	657.62	
4	521+11.41	522+64.17	658.95	658.41	659.61	18	4.76	156	105	0.002055073	0.320591	3.18	0.039136		3	6.3	0.14	0.048913	90	0.70	0.10	0.186			0.09	0.414	660.02	
5	525+29.17	526+30.12	654.74	654.46	657.26	42	6.58	101	1006	4.28184E-05	0.004325	3.74	0.05427		3.88	8.138523	0.23	0.081627	90	0.70	0.16	0.299			0.15	0.154	657.41	
5	524+00.75	525+29.17	655.20	654.74	657.54	42	5.39	128	1006	2.86761E-05	0.003682	3.88	0.0583051		3	6.3	0.14	0.048913	90	0.70	0.10	0.205			0.1	0.106	657.65	

Follow IDOT Drainage Manual for 17 or 18

Hf*= Extra calculations needed for curve alignments (see IDOT drainage manual)

Note: **This calculation follows Section 8-305.04 of the 2011 IDOT Drainage Manual**

(6) Sf= $(\frac{Q}{K})^2$

K= $\frac{1.486}{n} AR^{2/3}$

(13) $Hi = 0.35 \frac{V_L^2}{2g}$

(9) $Ho = 0.25 \frac{V_O^2}{2g}$

(15) $H\Delta = K \frac{V_L^2}{2g}$

(19) $FINAL\ H = Hf + Ht$

(18) Ht= Ho + Hi + HΔ

90° K= 0.70	50° K= 0.47	20° K= 0.16
80° K= 0.66	40° K= 0.38	15° K= 0.10
70° K= 0.61	30° K= 0.28	0° K= 0.00
60° K= 0.55	25° K= 0.22	

Note.
Since no outfalls were found to be submerged during the design storm, all outfalls were assumed to be 0.8 diameter plus the invert elevation of the outflow pipe following IDOT Drainage Manual Section 8-305.04

Hydraulic Grade Line - 100-YEAR EVENT

Outfall	US Station	DS Station	US Invert	DS Invert	Outlet Water Surface Elev.	Do Outflow Pipe Diameter (in)	Qo Outflow Pipe Design Discharge (cfs)	Lo Length of Outflow Pipe (ft)	K	Sfo (%)	Hf*	Junction Loss: Vo Velocity of Outflow Pipe Flow (ft/s)	Junction Loss: Ho Contraction Loss (ft)		Junction Loss: Vi Velocity of Inflow Pipe Flow (ft/s)	Junction Loss: QiVi	Junction Loss: Vi^2/2g	Junction Loss: Hi	Junction Loss: Angle	Junction Loss: K	HΔ Greatest Bend Loss (ft)	Ht Total Head Loss (ft)	**	1.3 Ht	0.5 Ht	Final H	Inlet Water Surface Elev.	Rim Elev.
	1a	1b	1c	1d	2	3	4	5		6	7	8	9	10	11	12		13	14		15	16		17	18	19	20	21
1 S	510+31.49	511+83.27	670.54	669.25	671.65	36	5.08	165	666	5.82828E-05	0.009617	5.10	0.101		4.91	10.31502	0.37	0.131124	180	0.5	0.19	0.420			0.21	0.219	671.87	
1 S	507+53.64	510+31.49	673.38	670.54	672.94	36	3.26	278	666	2.38982E-05	0.006644	4.91	0.094		3	6.3	0.14	0.048913	45	1	0.14	0.282			0.14	0.148	673.38	
1 N	512+90.80	512+12.21	668.64	668.47	671.67	48	12.10	79	1436	7.09595E-05	0.005606	4.02	0.063		2.61	5.480407	0.11	0.037014	180	0.5	0.05	0.153			0.08	0.082	671.75	
1 N	514+89.99	512+90.80	668.93	668.64	671.75	42	4.23	200	1006	1.76997E-05	0.00354	2.61	0.026		3	6.3	0.14	0.048913	90	1	0.14	0.215			0.11	0.111	671.86	
2 IL 53	517+97.95	518+65.73	663.45	662.60	664.00	21	18.12	68	158	0.013102945	0.891	6.95	0.1876993		8.80	18.48014	1.20	0.420876	90	1	1.20	1.811			0.91	1.797	665.80	
2 IL 53	516+80.48	517+97.95	666.59	663.45	665.80	15	5.76	117	65	0.007924353	0.927149	8.80	0.3006258		3	6.3	0.14	0.048913	90	1	0.14	0.489			0.24	1.172	666.97	
2 75th	216+19.65	215+36.29	660.41	658.75	660.75	30	61.06	83	410	0.022168462	1.839982	13.35	0.6913945		13.35	28.02562	2.77	0.967952	180	0.5	1.38	3.042			1.52	3.361	664.11	
2 75th	218+04.91	216+19.65	665.26	662.00	664.11	30	61.06	185	410	0.022168462	4.101166	13.35	0.6913945		12.29	25.81446	2.35	0.82124	90	1	2.35	3.859			1.93	6.031	670.14	
2 75th	220+03.16	218+04.91	677.06	670.26	671.86	24	43.11	198	226	0.036325736	7.192496	12.29	0.5865996		15.18	31.88718	3.58	1.253071	90	1	3.58	5.420			2.71	9.902	681.76	
2 75th	222+02.75	220+03.16	688.85	682.06	683.66	24	40.23	198	226	0.031625652	6.261879	15.18	0.8950509		15.02	31.53733	3.50	1.225726	90	1	3.50	5.623			2.81	9.073	692.73	
2 75th	224+01.07	222+02.75	700.72	693.85	695.45	24	36.41	200	226	0.02591233	5.182466	15.02	0.8755185		14.94	31.38211	3.47	1.213691	90	1	3.47	5.557			2.78	7.961	703.41	
2 75th	226+02.96	224+01.07	712.55	705.72	707.32	24	35.16	199	226	0.024165543	4.808943	14.94	0.8669219		8.61	18.09127	1.15	0.40335	90	1	1.15	2.423			1.21	6.02	713.34	
2 75th	229+03.36	226+02.96	720.54	717.55	718.75	18	18.34	300	105	0.030461976	9.138593	8.61	0.288107		3	6.3	0.14	0.048913	90	1	0.14	0.477			0.24	9.377	728.13	
3	210+08.04	209+75.92	655.47	655.35	656.95	24	16.59	33	226	0.005377267	0.17745	4.94	0.0945916		5.91	12.41799	0.54	0.19004	90	1	0.54	0.828			0.41	0.591	657.54	
3	212+31.64	210+08.04	656.64	655.47	657.54	24	13.22	213	226	0.003417364	0.727899	5.91	0.1357431		3	6.3	0.14	0.048913	180	0.5	0.07	0.255			0.13	0.855	658.40	
4	214+60.73	214+29.61	658.95	658.41	659.61	18	7.92	156	105	0.005683941	0.886695	4.13	0.0663724		3	6.3	0.14	0.048913	90	0.8	0.11	0.227			0.11	1	660.61	
5	525+29.17	526+30.12	654.74	654.46	657.26	42	11.00	101	1006	0.000119502	0.01207	4.34	0.0730825		4.49	9.431858	0.31	0.109632	90	0.5	0.16	0.339			0.17	0.182	657.44	
5	524+00.75	525+29.17	655.20	654.74	657.54	42	8.99	128	1006	7.98779E-05	0.010256	4.49	0.0783087		3	6.3	0.14	0.048913	90	1	0.14	0.267			0.13	0.144	657.68	

Follow IDOT Drainage Manual for 17 or 18

Hf*= Extra calculations needed for curve alignments (see IDOT drainage manual)

Note: **This calculation follows Section 8-305.04 of the 2011 IDOT Drainage Manual**

(6) Sf= $(\frac{Q}{K})^2$

K= $\frac{1.486}{n}AR^{2/3}$

(13) $Hi = 0.35\ \frac{V_i^2}{2g}$

(9) $Ho = 0.25\ \frac{V_o^2}{2g}$

(15) $H\Delta = K\frac{V_i^2}{2g}$

(19) $FINAL\ H = Hf + Ht$

(18) Ht= Ho + Hi + HΔ

90° K= 0.70	50° K= 0.47	20° K= 0.16
80° K= 0.66	40° K= 0.38	15° K= 0.10
70° K= 0.61	30° K= 0.28	
60° K= 0.55	25° K= 0.22	

Note.
Since no outfalls were found to be submerged during the design storm, all outfalls were assumed to be 0.8 diameter plus the invert elevation of the outflow pipe following IDOT Drainage Manual Section 8-305.04

APPENDIX D-3

DETENTION CALCULATIONS AND RESULTS

STORMWATER DETENTION CALCULATIONS

NORTHEAST ILLINOIS

(Illinois State Water Survey Bulletin #75 Rainfall Data)

Outflow Rate (Based on existing conditions)

Tributary Drainage Area (ROW to ROW)			**Diverted Drainage Area (ROW to ROW)**			**Outfall 1**
Area =	1.14	acres	Area =	0.11	acres	
c =	0.801		c =	0.61		

RAINFALL INTENSITY (i)			**TIME OF**	**EXISTING DISCHARGE (Qo)**		
i(2) =	4.80	in/hr		Q2 =	4.4	cfs
i(10) =	7.44	in/hr	**CONCENTRATION**	Q10 =	6.8	cfs
i(50) =	10.80	in/hr	**(Tc)**	Q50 =	9.9	cfs
i(100)=	12.36	in/hr	5.59 minutes	Q100=	11.3	cfs

DETENTION VOLUME REQUIRED

10 YEAR		**50 YEAR**		**100 YEAR**	
174	cubic ft	243	cubic ft	288	cubic ft
	acre ft	0.01	acre ft	0.01	acre ft

Proposed Runoff Factor c	Storm Duration t (min)	Rainfall Intensity i (in/hr)	Drainage Area a (acres)	*Inflow Rate Qi = cia (cfs)	Outflow Rate Qo (cfs)	Storage Rate Qi - Qo (cfs)	Stormwater Detention Volume Required 60(Qi-Qo)(t) (cu. ft.)
		2 YEAR FREQUENCY					
0.811	5	4.80	1.25	4.76	4.40	0.36	108
0.81	10	4.02	1.25	3.99	4.40		
0.81	15	3.28	1.25	3.25	4.40		
0.81	20	2.82	1.25	2.80	4.40		
0.81	25	2.51	1.25	2.49	4.40		
0.81	30	2.24	1.25	2.22	4.40		
0.81	40	1.81	1.25	1.79	4.40		
0.81	50	1.60	1.25	1.59	4.40		
0.81	60	1.43	1.25	1.42	4.40		
0.81	120	0.90	1.25	0.89	4.40		
0.81	180	0.65	1.25	0.64	4.40		
0.81	360	0.38	1.25	0.38	4.40		
		10 YEAR FREQUENCY					
0.81	5	7.44	1.25	7.38	6.80	0.58	174
0.81	10	5.88	1.25	5.83	6.80		
0.81	15	4.84	1.25	4.80	6.80		
0.81	20	4.22	1.25	4.18	6.80		
0.81	25	3.75	1.25	3.72	6.80		
0.81	30	3.30	1.25	3.27	6.80		
0.81	40	2.75	1.25	2.73	6.80		
0.81	50	2.40	1.25	2.38	6.80		
0.81	60	2.10	1.25	2.08	6.80		
0.81	120	1.32	1.25	1.31	6.80		
0.81	180	0.94	1.25	0.93	6.80		
0.81	360	0.57	1.25	0.57	6.80		
		50 YEAR FREQUENCY					
0.81	5	10.80	1.25	10.71	9.90	0.81	243
0.81	10	8.52	1.25	8.45	9.90		
0.81	15	7.00	1.25	6.94	9.90		
0.81	20	6.20	1.25	6.15	9.90		
0.81	25	5.40	1.25	5.35	9.90		
0.81	30	4.78	1.25	4.74	9.90		
0.81	40	3.80	1.25	3.77	9.90		
0.81	50	3.40	1.25	3.37	9.90		
0.81	60	3.04	1.25	3.01	9.90		
0.81	120	1.91	1.25	1.89	9.90		
0.81	180	1.37	1.25	1.36	9.90		
0.81	360	0.82	1.25	0.81	9.90		

STORMWATER DETENTION CALCULATIONS

NORTHEAST ILLINOIS

(Illinois State Water Survey Bulletin #75 Rainfall Data)

Outflow Rate (Based on existing conditions)

Tributary Drainage Area (ROW to ROW)			**Diverted Drainage Area (ROW to ROW)**			**Outfall 5**
Area =	1.03	acres	Area =	0.03	acres	
c =	0.84		c =	0.79		

RAINFALL INTENSITY (i)			**TIME OF**		**EXISTING DISCHARGE (Qo)**		
i(2) =	4.08	in/hr			Q2 =	3.6	cfs
i(10) =	6.00	in/hr	**CONCENTRATION**		Q10 =	5.2	cfs
i(50) =	8.69	in/hr	**(Tc)**		Q50 =	7.6	cfs
i(100)=	10.20	in/hr	9.57	minutes	Q100=	8.9	cfs

DETENTION VOLUME REQUIRED

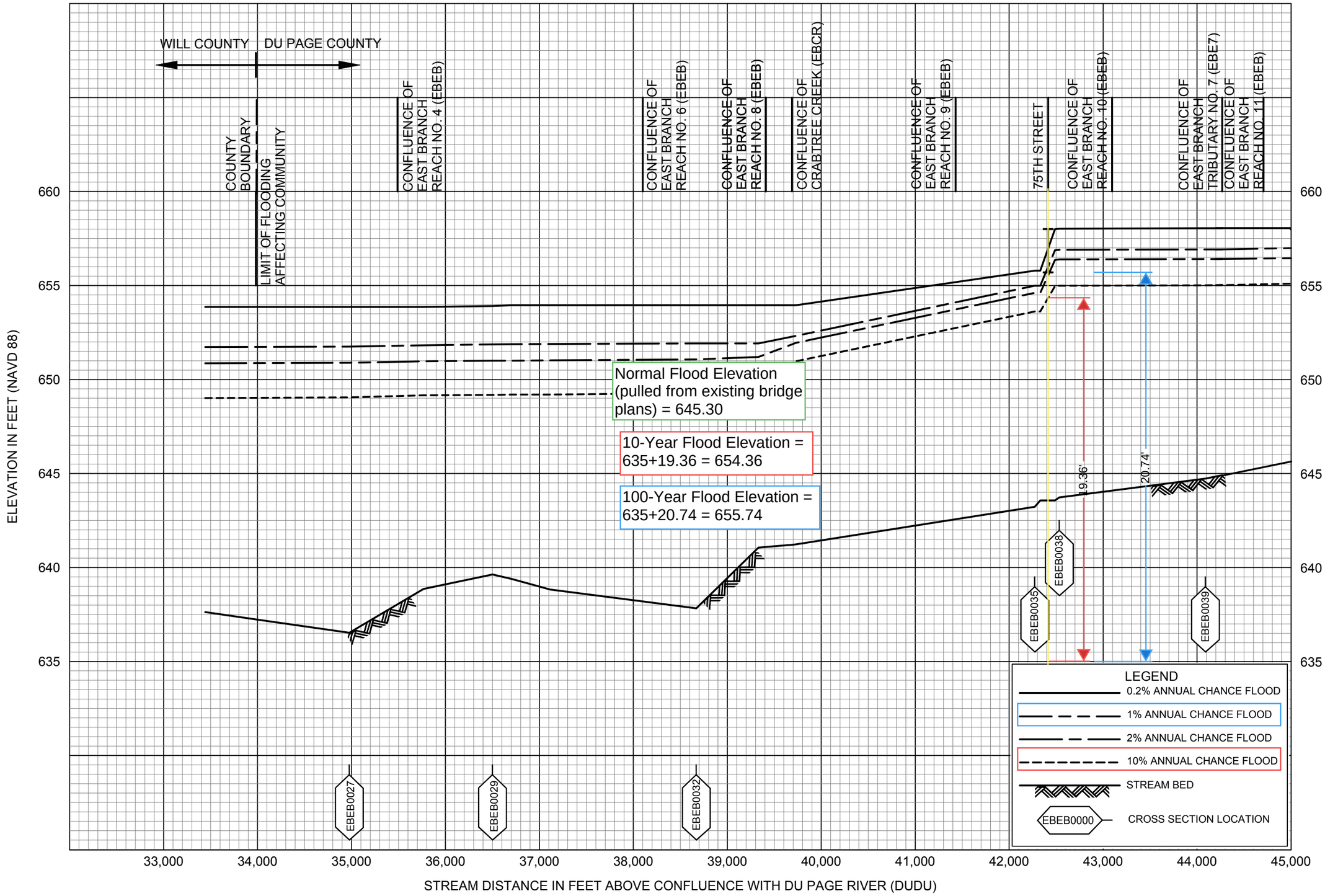
10 YEAR		**50 YEAR**		**100 YEAR**	
498	cubic ft	708	cubic ft	750	cubic ft
0.01	acre ft	0.02	acre ft	0.02	acre ft

Proposed Runoff Factor c	Storm Duration t (min)	Rainfall Intensity i (in/hr)	Drainage Area a (acres)	*Inflow Rate Qi = cia (cfs)	Outflow Rate Qo (cfs)	Storage Rate Qi - Qo (cfs)	Stormwater Detention Volume Required 60(Qi-Qo)(t) (cu. ft.)
		2 YEAR FREQUENCY					
0.87	5	4.80	1.06	4.43	3.60	0.83	249
0.87	10	4.02	1.06	3.71	3.60	0.11	66
0.87	15	3.28	1.06	3.03	3.60		
0.87	20	2.82	1.06	2.60	3.60		
0.87	25	2.51	1.06	2.31	3.60		
0.87	30	2.24	1.06	2.07	3.60		
0.87	40	1.81	1.06	1.67	3.60		
0.87	50	1.60	1.06	1.48	3.60		
0.87	60	1.43	1.06	1.32	3.60		
0.87	120	0.90	1.06	0.83	3.60		
0.87	180	0.65	1.06	0.60	3.60		
0.87	360	0.38	1.06	0.35	3.60		
		10 YEAR FREQUENCY					
0.87	5	7.44	1.06	6.86	5.20	1.66	498
0.87	10	5.88	1.06	5.42	5.20	0.22	132
0.87	15	4.84	1.06	4.46	5.20		
0.87	20	4.22	1.06	3.89	5.20		
0.87	25	3.75	1.06	3.46	5.20		
0.87	30	3.30	1.06	3.04	5.20		
0.87	40	2.75	1.06	2.54	5.20		
0.87	50	2.40	1.06	2.21	5.20		
0.87	60	2.10	1.06	1.94	5.20		
0.87	120	1.32	1.06	1.22	5.20		
0.87	180	0.94	1.06	0.87	5.20		
0.87	360	0.57	1.06	0.53	5.20		
		50 YEAR FREQUENCY					
0.87	5	10.80	1.06	9.96	7.60	2.36	708
0.87	10	8.52	1.06	7.86	7.60	0.26	156
0.87	15	7.00	1.06	6.46	7.60		
0.87	20	6.20	1.06	5.72	7.60		
0.87	25	5.40	1.06	4.98	7.60		
0.87	30	4.78	1.06	4.41	7.60		
0.87	40	3.80	1.06	3.50	7.60		
0.87	50	3.40	1.06	3.14	7.60		
0.87	60	3.04	1.06	2.80	7.60		
0.87	120	1.91	1.06	1.76	7.60		
0.87	180	1.37	1.06	1.26	7.60		
0.87	360	0.82	1.06	0.76	7.60		

APPENDIX D-4

COMPENSATORY STORAGE CALCULATIONS AND CROSS SECTIONS

DRAFT 1/19/2026



FLOOD PROFILES

EAST BRANCH DU PAGE RIVER (EBEB)

FEDERAL EMERGENCY MANAGEMENT AGENCY

DU PAGE COUNTY ,IL

AND INCORPORATED AREAS

DRAFT 1/19/2026

Bench Mark: DuPage County Survey Control Disk (PID DK3129) located on top of NE wingwall, Elev. 658.20 (NAVD88)

Existing Structure: The original 3-spans, two lanes one eastbound and one westbound structure was built in 1959 as part of State of Illinois, F. A. S. Route 1147, S.A. Route 33, Project S-488 (7), and Section No. 162-B, DuPage County. The original structure was modified and widened towards the north as per the contract plans dated June 1983, part of State of Illinois, DuPage County Highway Department, County Highway 33, Section No. 83-00162-02-BR, Station 214+14.50. The structure is a three simple span precast prestressed concrete (P.P.C.) deck beam bridge. Concrete wall abutments and piers are supported by spread footings founded on rock. The structure has an overall length of 120'-8½" back to back abutments and a width of 84'-6" out to out deck. Traffic to be maintained utilizing stage construction.

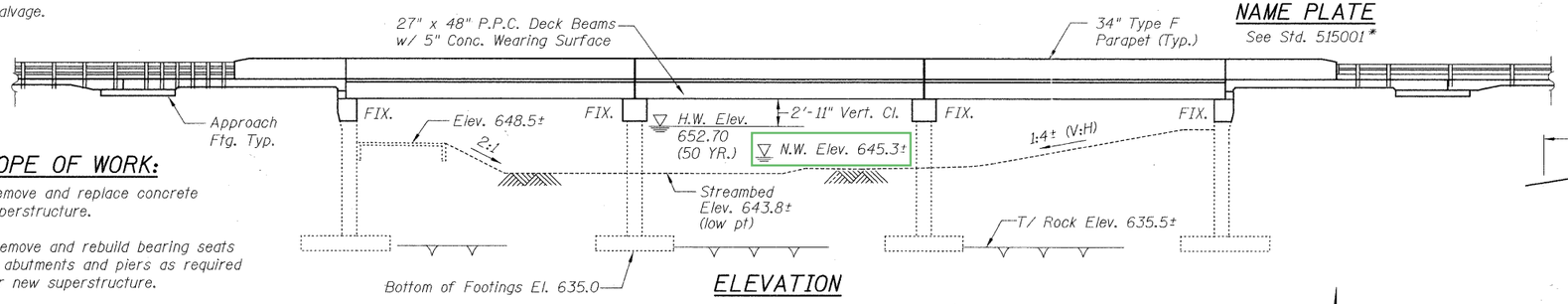
No salvage.

EAST BRANCH DUPAGE RIVER
RE-BUILT 2012 BY
DUPAGE COUNTY
SEC. 08-00162-03-BR
F.A.P. RT. 369 STA. 24+41.52
STR. NO. 022-3012 LOADING HL93

* Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

NAME PLATE

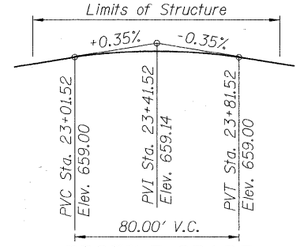
See Std. 515001*



ELEVATION

SCOPE OF WORK:

1. Remove and replace concrete superstructure.
2. Remove and rebuild bearing seats at abutments and piers as required for new superstructure.
3. Repair concrete abutments and piers.
4. Remove and replace bridge approach pavements.



PROFILE GRADE

(along E.B. & W.B. P.G.L. 75th Street)

DESIGN SPECIFICATIONS

NEW CONSTRUCTION:
2010 AASHTO LRFD Bridge Design Specifications, 5th Ed.

LOADING HL-93

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

DESIGN STRESSES

PRECAST PRESTRESSED UNITS (NEW CONSTRUCTION):
f'c = 6,000 psi
f'ci = 5,000 psi
fpu = 270,000 psi (1/2"ϕ low lax strands)
fpbt = 201,960 psi (1/2"ϕ low lax strands)

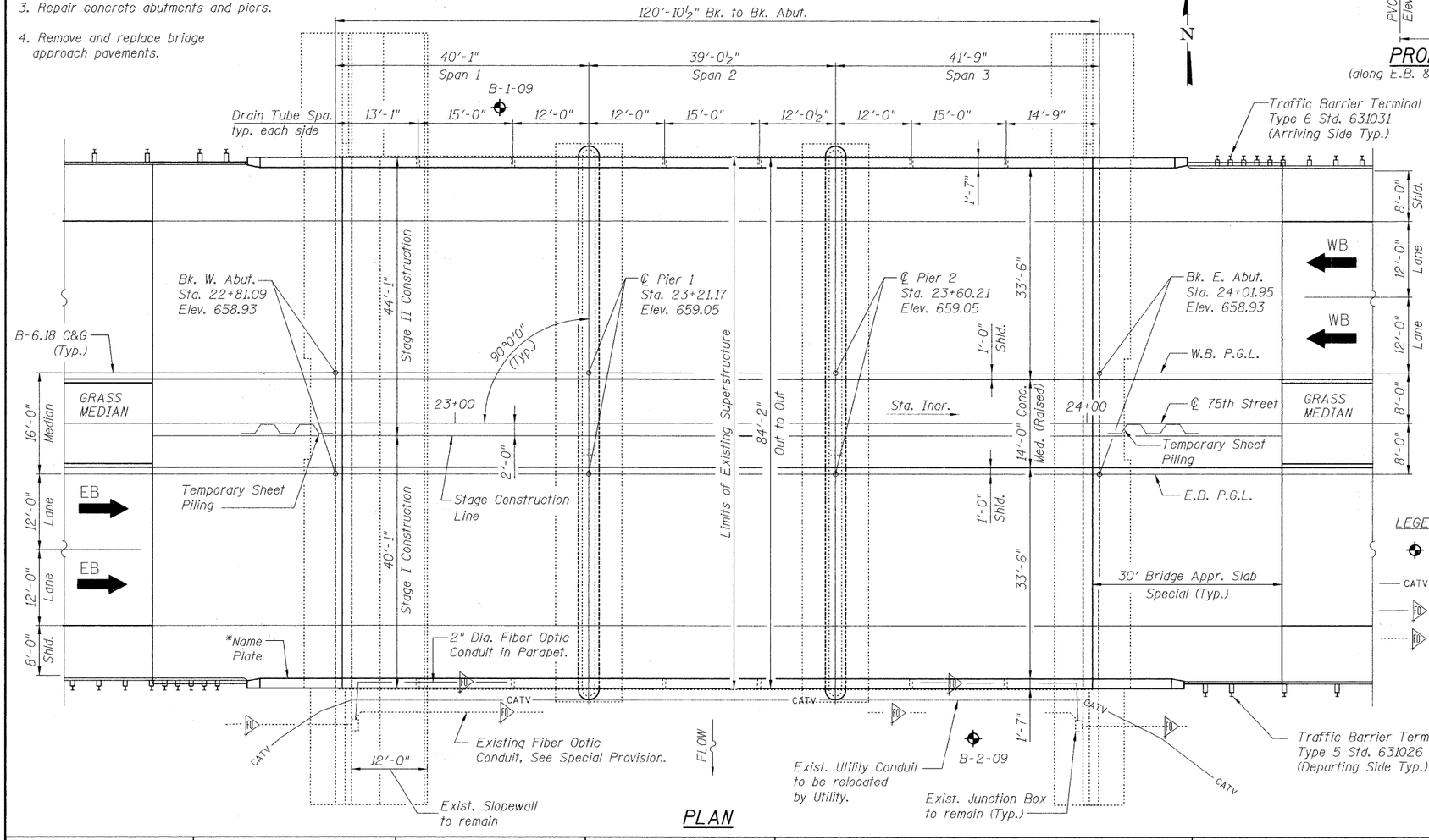
FIELD UNITS (NEW & EXISTING 1983 CONSTRUCTION):
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

FIELD UNITS (EXISTING 1959 CONSTRUCTION):
f'c = 3,500 psi
fc = 1,400 psi (with soil pressure = 1,000 psi)
fs = 20,000 psi (Reinforcement)

SEISMIC DATA

NEW CONSTRUCTION:
Seismic Performance Zone (SPZ) = 1
Design Spectral Acc. at 1.0 sec (SD1) = 0.08g
Design Spectral Acc. at 0.2 sec (SDS) = 0.14g
Soil Site Class = A

EXISTING CONSTRUCTION:
Seismic Performance Category (SPC) = A
Horiz. Bedrock Acceleration Coef. (A) = 0.04g
Site Coefficient = 1.0



PLAN

WATERWAY INFORMATION

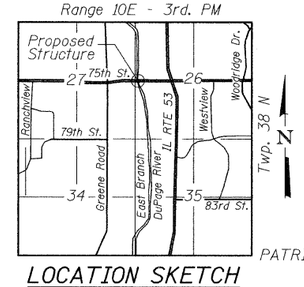
Max Recorded H.W.E. = 653.78'

Drainage Area = 6.32 sq.mi
Existing Low Grade Elev. 658.30' at Sta. 22+81
Proposed Low Grade Elev. 658.57' at Sta. 22+81

Flood	Freq. (Yr.)	Q (cfs)	Opening (Sq. Ft.) Exist.	Opening (Sq. Ft.) Prop.	Natural H.W.E.	Head (ft) Exist.	Head (ft) Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1,840	689.34	689.34	651.93	0.39	0.39	652.32	652.32
Design	50	2,600	775.34	775.34	652.70	0.57	0.57	653.27	653.27
Base	100	3,015	812.20	812.20	653.03	0.67	0.67	653.70	653.70
Max. Calc.	500	4,175	893.75	893.75	653.76	0.92	0.92	654.68	654.68
Overtop	>500								

DESIGN SCOUR ELEVATIONS (Ft)

W. Abut.	Pier 1	Pier 2	E. Abut.
647.50	640.52	640.22	648.00



LOCATION SKETCH

LEGEND:
- Boring Log
- CATV — Cable Line
- F.O. — Fiber Optic
- F.O. — Existing Fiber Optic (to be removed & reinstalled)

PATRICK ENGINEERING, INC

CERTIFICATION

I certify that to the best of my knowledge, information and belief, this bridge/box culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specifications for Highway Bridges.

STATE OF ILLINOIS — ROGER DIGIULIO 081-005197 — LICENSED STRUCTURAL ENGINEER

ROGER DIGIULIO, S.E.
NO. 081-005197
EXP: 11/30/12
DATE: 12/15/2011

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME =	DESIGNED - RDW	REVISED -
	PLOT CONFIG	CHECKED - RLD	REVISED -
	PLOT SCALE =	DRAWN - APD	REVISED -
	PLOT DATE =	CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

GENERAL PLAN
75TH STREET OVER EAST BRANCH DUPAGE RIVER
SHEET NO. S1 OF S24 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	24
		CONTRACT NO. 63662		
		ILLINOIS FED. AID PROJECT		

G:\DPCDOT\21150.007\Drawings\Struct\01-gpe.dgn

DRAFT 1/19/2026

Bench Mark: DuPage County Survey Control Disk (PID DK3129) located on top of NE wingwall, Elev. 658.20 (NAVD88)

Existing Structure: The original 3-spans, two lanes one eastbound and one westbound structure was built in 1959 as part of State of Illinois, F. A. S. Route 1147, S.A. Route 33, Project S-488 (7), and Section No. 162-B, DuPage County. The original structure was modified and widened towards the north as per the contract plans dated June 1983, part of State of Illinois, DuPage County Highway Department, County Highway 33, Section No. 83-00162-02-BR, Station 214+14.50. The structure is a three simple span precast prestressed concrete (P.P.C.) deck beam bridge. Concrete wall abutments and piers are supported by spread footings founded on rock. The structure has an overall length of 120'-8½" back to back abutments and a width of 84'-6" out to out deck. Traffic to be maintained utilizing stage construction.

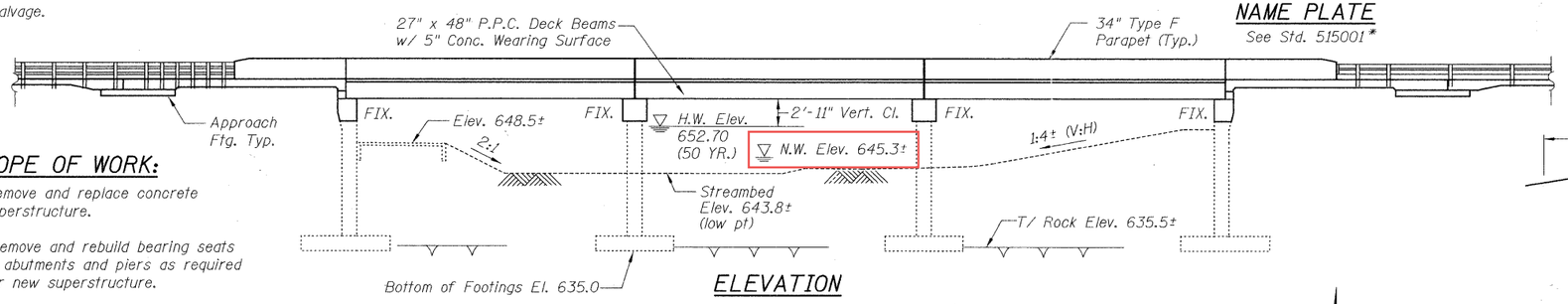
No salvage.

EAST BRANCH DUPAGE RIVER
RE-BUILT 2012 BY
DUPAGE COUNTY
SEC. 08-00162-03-BR
F.A.P. RT. 369 STA. 24+41.52
STR. NO. 022-3012 LOADING HL93

* Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

NAME PLATE

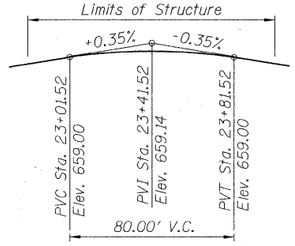
See Std. 515001*



ELEVATION

SCOPE OF WORK:

1. Remove and replace concrete superstructure.
2. Remove and rebuild bearing seats at abutments and piers as required for new superstructure.
3. Repair concrete abutments and piers.
4. Remove and replace bridge approach pavements.



PROFILE GRADE

(along E.B. & W.B. P.G.L. 75th Street)

DESIGN SPECIFICATIONS

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2010 AASHTO LRFD Bridge Design Specifications, 5th Ed.

LOADING HL-93

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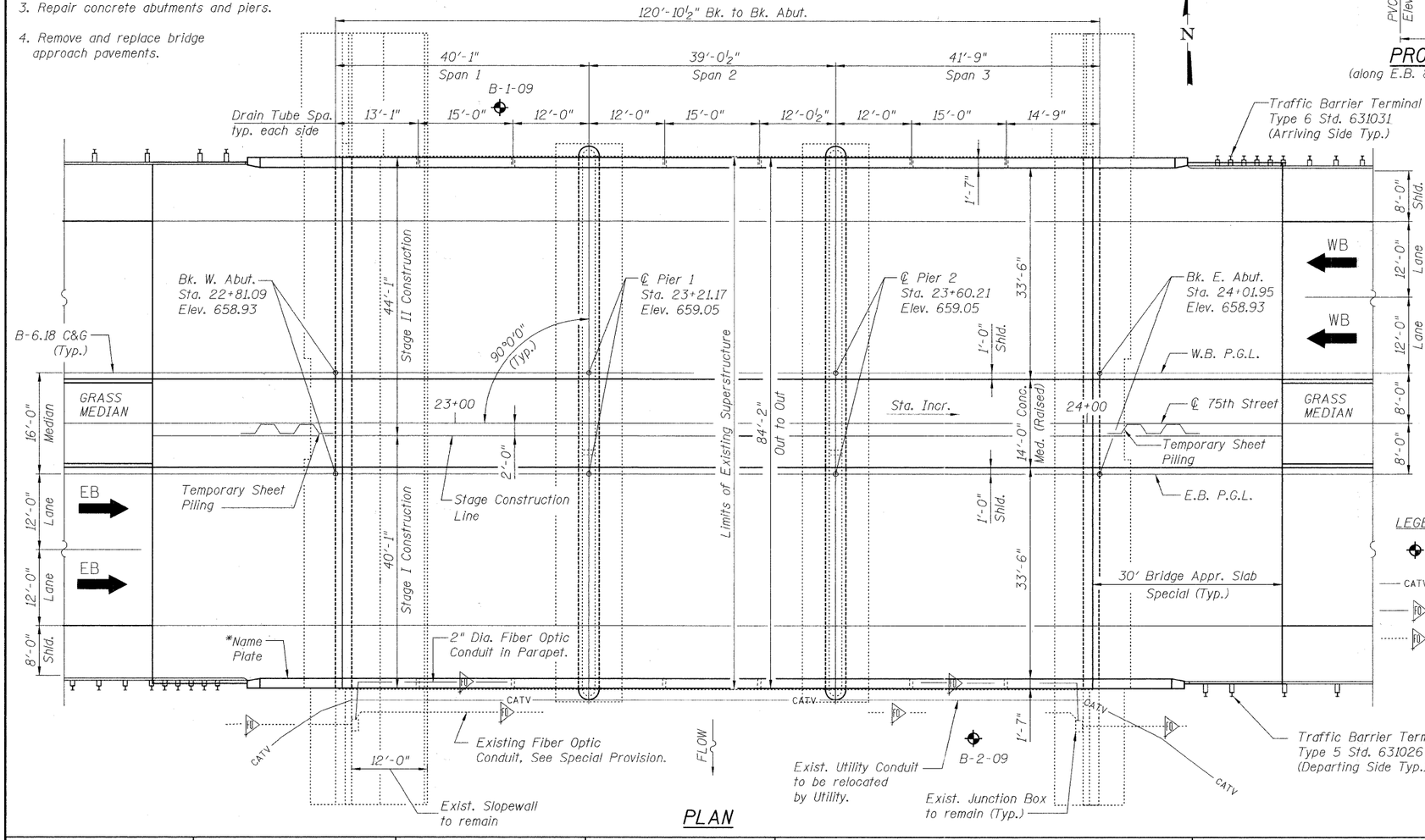

PLAN

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	10	1,840	689.34	689.34	651.93	0.39	0.39	652.32	652.32
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Base	100	3,015	812.20	812.20	653.03	0.67	0.67	653.70	653.70
Max. Calc.	500	4,175	893.75	893.75	653.76	0.92	0.92	654.68	654.68
Overtop	>500								

DESIGN SCOUR ELEVATIONS (Ft)

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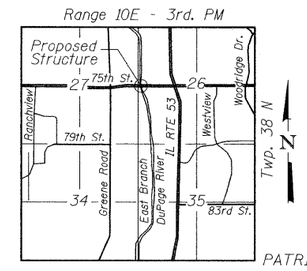

LOCATION SKETCH

LEGEND:
- Boring Log
- CATV — Cable Line
- Fiber Optic
- Existing Fiber Optic (to be removed & reinstalled)

PATRICK ENGINEERING, INC

CERTIFICATION

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STATE OF ILLINOIS — ROGER DIGIULIO 081-005197 — LICENSED STRUCTURAL ENGINEER

ROGER DIGIULIO, S.E.
NO. 081-005197
EXP: 11/30/12
DATE: 12/15/2011

PATRICK ENGINEERING INC. 4970 VARSITY DRIVE LISLE, IL 60532 patrickengineering.com	USER NAME =	DESIGNED - RDW	REVISED -
	PLOT CONFIG	CHECKED - RLD	REVISED -
	PLOT SCALE =	DRAWN - APD	REVISED -
	PLOT DATE =	CHECKED - RLD	REVISED -

DUPAGE COUNTY
DIVISION OF TRANSPORTATION

GENERAL PLAN
75TH STREET OVER EAST BRANCH DUPAGE RIVER
SHEET NO. S1 OF S24 SHEETS

FAP RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0369	08-00162-03-BR	DUPAGE	58	24
		CONTRACT NO. 63662		
		ILLINOIS FED. AID PROJECT		

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Compensatory Storage Calculations - IL 53 at 75th Street

								A	B			C	D
Station Range	LT/RT	NORMAL ELEVATION	10 YR EXISTING ELEVATION	100 YR EXISTING ELEVATION	Station	10-Year Cut XS Area (sf)	10-Year Fill XS Area (sf)	10-Year Cut Volume (cf)	10-Year Fill Volume (cf)	100-Year Cut XS Area (sf)	100-Year Fill XS Area (sf)	100-Year Cut Volume (cf)	100-Year Fill Volume (cf)
					208+50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
					208+52.40	0.16	0.00	3.74	0.00	9.09	0.00	342.01	0.00
					209+00.00	0.00	0.00	0.00	0.00	5.28	0.00	192.50	0.00
					209+50.00	0.00	0.00	0.00	0.00	2.42	0.00	63.55	0.00
208+52.40 to 209+50.00	LT	645.3	855.23	857.03									
					210+00.00	0.00	0.00	0.00	0.00	0.12	0.00	3.05	0.00
					210+50.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
							TOTAL:	1.87	0.00		TOTAL:	300.55	0.00
						TOTAL NORMAL TO 10 YR		Normal to 10 YR Cut (cu. yd.)	Normal to 10 YR Fill (cu. yd.)	TOTAL 10 YR TO 100 YR		10 YR to 100 YR Cut (cu. yd.)	10 YR to 100 YR Fill (cu. yd.)
								1.868	0.000			300.553	0.000
Note:	No fill within the flood elevations is present. DuPage County SMO requires a 1:1 mitigation ratio of cut to fill to meet compensatory storage requirements.					RATIO		N/A		RATIO		N/A	

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: 75TH STREET - 208+52.40 [Sheet]
FILE NAME: S:\JOL\6300-6399\6346\105\Drawings\CAD\Micros-ORD\CAD_Sheets\6346105-sht-75th-PR-XS-COMPENSATORY STORAGE .dgn

STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = NoahA
PLOT SCALE = 0.16666683 ' / in.
PLOT DATE = 6/13/2024

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
COMPENSATORY STORAGE

SCALE:20H-5V | SHEET 1 OF 1 SHEETS | STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	9

ILLINOIS | FED. AID PROJECT | CONTRACT NO.

APPENDIX D-5

SITE PHOTOGRAPHS

DRAFT 1/19/2026

Date: 07-08-2021

Time: N/A

Description: The west side of IL 53 looking north towards the intersection of IL 53 and 75th Street.

Date: 07-08-2021

Time: N/A

Description: The intersection of IL 53 and 75th Street, seen from the southwest corner of the intersection.

PHOTOGRAPHS

ILLINOIS ROUTE 53 AND 75TH STREET
INTERSECTION IMPROVEMENTS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DUPAGE COUNTY, IL
SITE PHOTOGRAPHS

STRAND ASSOCIATES®

DRAFT 1/19/2026

Date: 07-08-2021

Time: N/A

Description: The south side of 75th Street looking east towards the intersection of IL 53 and 75th Street.

Date: 07-08-2021

Time: N/A

Description: The north side of 75th Street looking west towards the 75th Street bridge over the East Branch DuPage River.

PHOTOGRAPHS

ILLINOIS ROUTE 53 AND 75TH STREET
INTERSECTION IMPROVEMENTS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DUPAGE COUNTY, IL
SITE PHOTOGRAPHS

STRAND ASSOCIATES®

DRAFT 1/19/2026

Date: 07-08-2021

Time: N/A

Description: The east side of IL 53 looking north, north of the intersection of IL 53 and 75th Street.

Date: 07-08-2021

Time: N/A

Description: The intersection of IL 53 and 75th Street, seen from the northeast corner of the intersection.

PHOTOGRAPHS

ILLINOIS ROUTE 53 AND 75TH STREET
INTERSECTION IMPROVEMENTS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DUPAGE COUNTY, IL
SITE PHOTOGRAPHS

STRAND ASSOCIATES®

APPENDIX D-6

IDOT DRAINAGE ALTERNATIVES MEETING SUMMARY

Alternative 1

DRAFT 1/13/2026

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW
DITCH FLOW
OUTFALL
INTERPRETED DRAINAGE AREA TO OUTLET
EXISITING STORM SEWER
MANHOLE
INLET
CATCH BASIN
SANITARY SEWER
RIGHT OF WAY
EDGE OF PAVEMENT

SCALE IN FEET: 0 50 100 150

N

Alternative 1

100-YEAR FLOODWAY

100-YEAR FLOODPLAIN

EX ROW

STMH# 3575
RIM=666.89
INV NE=663.54 (12" RCP)
INV SW=663.49 (12" RCP)
INV E=COVERED IN ASPHALT
T/DEBRIS=663.49

SUBAREA 4-02 = 4.47 ACRES
EX RUNOFF COEFFICIENT = 0,31

SUBAREA 2-01 = 4.84 ACRES
EX RUNOFF COEFFICIENT = 0.43

STMH# 2708
RIM=672.81
INV W=667.11 (18" RCP)
INV E=667.11 (12" RCP)
T/DEBRIS=667.21

IN# 3574
RIM=675.04
INV E/S=671.04 (12" RCP)
T/WATER=671.04

STMH# 3565
RIM=690.68675.48
INV W=671.18 (12" RCP)
T/WATER=671.18
T/DEBRIS=668.68

STMH# 3576
RIM=666.84
INV NE=662.56 (12" RCP)
INV E=662.09 (18" RCP)
INV W=662.64 (18" CMP)
INV S=662.49 (12" RCP)
T/WATER=661.74
BOT=660.74

STMH# 3592
RIM=666.30
INV E=658.90 (18" RCP)
INV W=658.75 (36" RCP)
T/DEBRIS=658.45

IN# 2684
RIM=666.42
INV SW=663.52 (12" RCP)
T/DEBRIS=663.92

OUTFALL 3 = 2.50 ACRES
INVERT = 654.30 (DITCH)

OUTFALL 2 = 17.81 ACRES
INVERT = 652.65 (36" RCP)

STMH# 1329
RIM=663.80
INV S=660.95 (12" RCP)

IN# 916
RIM=659.84
INV E/W=656.04 (24" RCP)
T/WATER=655.99
T/DEBRIS=653.34

Outfall 2: Maintain existing trunk line location to avoid potential utility conflicts, or additional ROW acquisition. Outfall is considered to be sensitive.

STMH# 3951
RIM=657.94
INV E/W=652.79 (36" RCP)

STMH# 557
RIM=661.97
INV E/W=654.57 (36" RCP)

PROJECT LIMIT: 208+50.68

MATCHLINE STA. 112+00.00
IL 75TH ST.

Outfall 3: Location to remain to avoid any diversion of flow, or more complicated construction. Outfall is not considered to be sensitive.

24" RCP W/F.E.S.
INV=656.06

STMH# 1488
RIM=664.41
INV NW=659.18 (24" RCP)
T/WATER=658.91
BOT=655.91

STMH# 1856
RIM=667.08
INV S=664.48 (15" CMP)
INV E=662.78 (10" RCP)
INV N=662.08 (12" RCP)
T/WATER=662.08
T/DEBRIS=661.43

STMH# 2838
RIM=678.70
INV NW=671.35 (15" RCP)
T/WATER=671.80
T/DEBRIS=670.70

STMH# 3198
RIM=675.59
UNABLE TO OPEN.

STMH# 1611
RIM=672.24
INV W=669.34 (12" CMP)
T/DEBRIS=669.24

IN# 1000
RIM=660.90
INV E=656.65 (24" RCP)
INV W=656.70 (24" RCP)
INV S=656.70 (24" RCP)
T/WATER=656.55
BOT=653.75

STMH# 1211
RIM=660.94
INV E=656.59 (24" RCP)
INV W=656.64 (24" RCP)
T/WATER=656.24
BOT=653.34

STMH# 1323
RIM=663.05
INV E=658.01 (24" RCP)
INV W=657.99 (24" RCP)
INV N=660.71 (12" RCP)
T/WATER=657.71
BOT=653.91

SUBAREA 3-02 = 0.59 ACRES
EX RUNOFF COEFFICIENT = 0.65

SUBAREA 3-01 = 0,63 ACRES
EX RUNOFF COEFFICIENT = 0.60

SUBAREA 3-03 = 1,28 ACRES
EX RUNOFF COEFFICIENT = 0.63

IN# 1759
RIM=666.03
INV W=663.29 (10 RCP")
T/DEBRIS=663.53
BOT=663.29

STMH# 4932
RIM=675.61
INV N/S=672.01 (12" RCP)
T/DEBRIS=672.01
LOTS OF DEBRIS

IN# 2061
RIM=670.10
INV E=667.60 (12" RCP)
T/DEBRIS=667.60

IN# 1194
RIM=666.08
INV N=660.68 (12" RCP)
INV S=660.68 (6" PVC)
BOT=660.68

IN# 1139
RIM=665.03
INV S=662.53 (6" PVC)
INV NE=662.08 (12" RCP)
BOT=662.03

IN# 1345
RIM=663.47
INV W=659.77 (24" RCP)
INV SE=659.82 (24" RCP)
T/DEBRIS=655.47
T/WATER=659.07

IN# 1482
RIM=663.99
INV NW=659.42 (24" RCP)
INV SE=659.09 (24" RCP)
INV SW=659.09 (12" RCP)
T/WATER=658.49
BOT=656.49

STMH# 1858
RIM=669.89
INV N=666.59 (15" CMP)
INV S=666.64 (12" RCP)
INV W=666.59 (12" RCP)
INV E=666.69 (12" CMP)
T/WATER=666.49
T/DEBRIS=666.39

Trunk Line Layout

- Outfall 1
- Outfall 2
- Outfall 3
- Outfall 4
- Outfall 5

KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

MODEL: 75TH STREET - Proposed Plan 1 [Sheet]
FILE NAME: S:\JOL\63300-63399\6346\105\Drawings\CAD\Microstation-ORD\CAD_Sheets\6346105-EDP.dgn

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = noaha	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/1/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE:20H-5V | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

DRAFT 1/13/2020

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW	INLET
DITCH FLOW	CATCH BASIN
OUTFALL	SANITARY SEWER
INTERPRETED DRAINAGE AREA TO OUTLET	RIGHT OF WAY
EXISITING STORM SEWER	EDGE OF PAVEMENT
MANHOLE	

Alternative 1

0 50 100 150
SCALE IN FEET

N

IN# 3449
RIM=690.68
INV E=686.93 (12" RCP)
INV SW=686.88 (12" RCP)

STMH# 3238
RIM=690.69
INV N=686.19 (12" RCP)
INV E=686.31 (12" RCP)
INV S=686.01 (12" RCP)
T/WATER=685.84
BOT=684.89

STMH# 3444
RIM=691.94
INV W=687.34 (12" RCP)
T/WATER=687.29
T/DEBRIS=684.94

STMH# 3239
RIM=690.75
BOLTED SHUT UNABLE TO OPEN.

SUBAREA 2-03 = 0.78 ACRES
EX RUNOFF COEFFICIENT = 0.59

SUBAREA 2-04 = 0.97 ACRES
EX RUNOFF COEFFICIENT = 0.56

STMH# 3267
RIM=706.62
INV S=701.12 (12" RCP)
INV S=698.52 (12" RCP)
INV N=700.72 (10" RCP)
INV E=697.62 (12" RCP)
INV W=695.62 (15" RCP)
T/WATER=695.02
T/DEBRIS=693.42

STMH# 100449
RIM=724.84
INV E=717.09 (18" RCP)
INV S=716.99 (18" RCP)
INV S=719.84 (10" RCP)
BOT=716.99

STMH# 100446
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100030
RIM=725.85
INV N=716.95 (18" RCP)
INV E=717.55 (12" VCP)
INV S=719.70 (12" RCP)
INV S=720.15 (12" RCP)
INV W=716.45 (18" RCP)
BOT=716.10

STMH# 100049
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100253
RIM=723.60
INV N=721.30 (12" RCP)
INV S=720.60 (10" RCP)

SUBAREA 2-06 = 0.81 ACRES
EX RUNOFF COEFFICIENT = 0.48

STMH# 100449
RIM=724.84
INV E=717.09 (18" RCP)
INV S=716.99 (18" RCP)
INV S=719.84 (10" RCP)
BOT=716.99

SUBAREA 2-07 = 1.31 ACRES
EX RUNOFF COEFFICIENT = 0.45

SUBAREA 4-02= 4.47 ACRES
EX RUNOFF COEFFICIENT = 0.31

STMH# 501
RIM=731.23
INV E=719.48 (15" RCP)
INV S=726.03 (10" RCP)
INV W=719.48 (15" RCP)
BOT=719.13

STMH# 500
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

Outfall 2: Maintain existing trunk line location to avoid potential utility conflicts, or additional ROW acquisition. Outfall is considered to be sensitive.

EAST OFFSITE AREA = 7.37 ACRES
EX RUNOFF COEFFICIENT = 0.57
TRIBUTARY TO OUTLET 2

MATCHLINE STA. 112+00.00
IL 75TH ST.

220+00 221 223 224 225+00 226 227 228 229 230+00 231

75th STREET

PROJECT LIMIT: 228+54.11

FRONTAGE ROAD

EX ROW

STMH# 100060
RIM=732.34
INV E=721.44 (12" RCP)
INV S=725.74 (8" RCP)
INV S=724.34 (10" RCP)
INV W=720.54 (15" RCP)
BOT=719.79

STMH# 100068
RIM=704.4
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100141
RIM=729.39
INV N=725.99 (12" RCP)
INV S=726.59 (10" PVC)

STMH# 100146
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 2899
RIM=689.52
INV N=684.67 (12" RCP)
INV NE=685.22 (12" RCP)
T/WATER=684.67
T/DEBRIS=681.82

IN# 2924
RIM=690.43
INV SW=685.93 (12" RCP)
T/WATER=685.93
T/DEBRIS=685.93

STMH# 2970
RIM=697.52
INV W=693.74 (12" RCP)
T/WATER=693.72
T/DEBRIS=693.12

STMH# 3064
RIM=705.57
INV S=700.07 (12" RCP)
INV NE=700.37 (12" RCP)
INV N=699.27 (12" RCP)
T/WATER=699.07
T/DEBRIS=696.27

IN# 3063
RIM=705.13
INV N=700.83 (12" RCP)
T/WATER=700.80
T/DEBRIS=699.63

SUBAREA 2-05 = 0.41 ACRES
EX RUNOFF COEFFICIENT = 0.52

STMH# 100225
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 5109
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

IN# 3068
RIM=705.78
INV NW=701.48 (12" RCP)
T/DEBRIS=701.78

KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

MODEL: 75TH STREET - Proposed Plan 2
FILE NAME: S:\IOL\63300--\63996\6346\105\Drawings\CAD\Micros-ORD\CAD Sheets\6346105-EDP.dgn

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USER NAME = noaha	DESIGNED -	REVISED -	
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PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/1/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE:20H-5V | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

DRAFT 1/13/2026

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW		INLET	
DITCH FLOW		CATCH BASIN	
OUTFALL		SANITARY SEWER	
INTERPRETED DRAINAGE AREA TO OUTLET		RIGHT OF WAY	
EXISITING STORM SEWER		EDGE OF PAVEMENT	
MANHOLE			

Alternative 1

0 50 100 150

SCALE IN FEET

N

100-YEAR FLOODPLAIN

15" CMP
INV=666.57

CONTROL STMH# 4817
RIM=680.47
INV N=668.47 (42" RCP)
INV S=666.47 (12" RCP)
T/WALL=672.67
T/WATER=671.02
BOT=666.47

SUBAREA 1-05 = 0.11 ACRES
EX RUNOFF COEFFICIENT = 0.17

IN# 4385
RIM=674.60
INV E=670.20 (12" RCP)
T/WATER=671.10
T/DEBRIS=670.40

IN# 4656
RIM=678.51
INV E=674.71 (12" RCP)
T/DEBRIS=674.71

15" CMP
INV=672.36

OUTFALL 1 = 1.89 ACRES
INVERT = 659.91 (72" RCP)

72" RCP
INV=659.91

IN# 5456
RIM=687.00
INV E=683.75 (12" RCP)
T/WATER=683.70
T/DEBRIS=683.00

SUBAREA 1-01 = 0.79 ACRES
EX RUNOFF COEFFIC

STMH# 5489
RIM=687.68
INV N=673.38 (36" RCP)
INV NE=682.18 (12" RCP)
INV W=682.18 (12" RCP)
T/DEBRIS=673.68
BOT=673.38

SUBAREA 1-04 = 0.39 ACRES
EX RUNOFF COEFFICIENT = 0.67

Outfall 1: Maintain existing trunk line location to avoid additional acquisition of ROW. Detention will be maintained or improved on north leg where existing detention is present. Outfall is considered sensitive with existing detention.

EX ROW

502 503 504 505+00 506 507 508 509 510+00 511

PROJECT LIMIT: 510+37.94

MATCHLINE 515+00.00
IL RTE 53

ILLINOIS ROUTE 53

FOX RIDGE COURT

IN# 5595
RIM=687.58
INV SW=683.88 (12" RCP)
T/WATER=683.68
T/DEBRIS=682.93

STMH# 5555
RIM=683.74
INV W=677.44 (12" RCP)
INV NW=680.29 (12" RCP)
INV N=670.84 (36" RCP)
INV S=670.54 (36" RCP)
T/WATER=672.04
T/DEBRIS=671.24

SUBAREA 1-03 = 0.18 ACRES
EX RUNOFF COEFFICIENT = 0.90

STMH# 5554
RIM=683.58
INV SE=680.43 (12" RCP)
BOT=680.43

IN# 4801
RIM=679.20
INV NE=675.90 (12" RCP)
T/DEBRIS=676.10
BOT=675.90

STMH# 4786
RIM=679.24
INV W=673.84 (12" RCP)
INV SW=673.84 (12" RCP)
INV N/S=668.64 (42" RCP)
T/WATER=670.94
T/DEBRIS=669.14
BOT=668.64

100-YEAR FLOODPLAIN

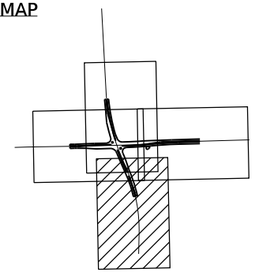
BOX CULVERT (12' W X 10' H)
INV=670.31

SUBAREA 1-02 = 0.42 ACRES
EX RUNOFF COEFFICIENT = 0.73

IN# 4714
RIM=675.39
INV W=671.29 (12" RCP)
INV S=671.29 (42" RCP)
T/WATER=671.09
T/DEBRIS=670.39

SUBAREA 2-02 = 1.33 ACRES
EX RUNOFF COEFFICIENT = 0.44

KEY MAP



NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA, EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

MODEL: IL RTE 53 - Plan 1 [Sheet]
FILE NAME: S:\OL\6300s\6339\6346\105\Drawings\CAD\Micros-ORD\CAD_Sheets\6346105-EDP.dgn

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PLOT SCALE = 0.16666633 ' / in.	CHECKED - ____	REVISED - ____	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE: 20H-5V | SHEET 3 OF 4 SHEETS | STA. ____ | TO STA. ____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	__	__
		CONTRACT NO. ___		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

DRAFT 1/13/2026

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW	INLET
DITCH FLOW	CATCH BASIN
OUTFALL	SANITARY SEWER
INTERPRETED DRAINAGE AREA TO OUTLET	RIGHT OF WAY
EXISITING STORM SEWER	EDGE OF PAVEMENT
MANHOLE	

0 50 100 150

SCALE IN FEET

Alternative 1

SUBAREA 2-01 = 4.84 ACRES
EX RUNOFF COEFFICIENT = 0.43

SUBAREA 2-02 = 1.33 ACRES
EX RUNOFF COEFFICIENT = 0.44

OUTFALL 4 = 5.18 ACRES
INVERT = 659.74 (12" RCP)

Outfall 4: Location to remain to avoid any diversion of flow, or more complicated construction. Outfall is not considered to be sensitive.

OUTFALL 5 = 3.58 ACRES
INVERT = 653.93
(BOX CULVERT (12' W X 5' H))

Outfall 5: Location to remain to avoid any diversion of flow, or more complicated construction. Outfall is not considered to be sensitive.

75th STREET

ILLINOIS ROUTE 53

EX ROW

PROJECT LIMIT: 526+00.00

MATCHLINE STA 515+00.00 IL RTE 53

MATCHLINE STA 530+00.00 IL RTE 53

STMH# 3799S
RIM=659.82

STMH# 3716
RIM=662.19
INV W=659.89 (12" RCP)
T/WATER=659.79
T/DEBRIS=658.59
NO OTHER PIPES VISIBLE.

IN# 3711
RIM=662.30
T/WATER=659.70
T/DEBRIS=658.00
NO PIPES VISIBLE

IN# 3783
RIM=661.81
INV E=657.11 (12" RCP)
T/WATER=657.07
T/DEBRIS=656.01
NO PIPE VISIBLE
NORTH

IN# 3794
RIM=661.85
INV E=657.31 (
T/WATER=657.3
T/DEBRIS=655.

STMH# 3710
RIM=662.40
T/WATER=658.80
T/DEBRIS=658.35
NO PIPES VISIBLE

T/WATER=659.60
T/DEBRIS=659.08
NO PIPES VISIBLE

STMH# 4046
RIM=662.71
INV S=654.46 (36")
T/WATER=653.51
T/DEBRIS=654.71
RESTRICTOR TOP OF PLATE VISIBLE TO NORTH BUT UNABLE TO GET DEPTH.

100-YEAR FLOODWAY

STMH# 4166
RIM=662.89
INV S=654.34 (24" RCP)
INV N=654.19 (24" RCP)
T/WALL=660.19
T/WATER=655.39
BOT=654.04

100-YEAR FLOODPLAIN

STMH# 3621
RIM=663.14
T/DEBRIS=660.14
FILLED W/DEBRIS
NO PIPES VISIBLE

IN# 3887
RIM=661.01
T/DEBRIS=660.51
FILLED W/DEBRIS

IN# 3946
RIM=662.23
COMPLETELY FILLED W/DEBRIS
NO PIPES VISIBLE

STMH# 3957
RIM=662.05
INV S=655.40 (36" RCP)
INV N. IS INACCESSIBLE
UNABLE TO SEE PIPE.

STMH# 3776
RIM=661.81
INV N=655.81 (36" RCP)
INV E=656.21 (12" RCP)
INV W=657.26 (12" RCP)
T/WATER=656.41
BOT=655.79

BOX CULVERT (12' W X 5' H)
INV=653.62

SUBAREA 5-02 = 1.20 ACRES
EX RUNOFF COEFFICIENT = 0.63

SUBAREA 4-01 = 0.71 ACRES
EX RUNOFF COEFFICIENT = 0.45

SUBAREA 4-02 = 4.47 ACRES
EX RUNOFF COEFFICIENT = 0.31

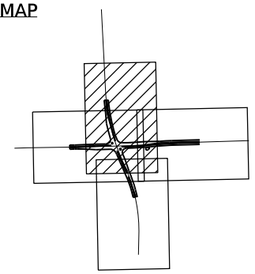
SUBAREA 5-03 = 2.15 ACRES
EX RUNOFF COEFFICIENT = 0.22

SUBAREA 5-01 = 0.23 ACRES
EX RUNOFF COEFFICIENT = 0.89

IN# 3837
RIM=661.20
INV W=657.38 (12" RCP)
T/WATER=657.38
T/DEBRIS=655.95

IN# 3836
RIM=661.23
INV W=657.13 (12" RCP)
T/WATER=657.28
T/DEBRIS=655.23

KEY MAP



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PLOT DATE = 5/1/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE:20H-5V | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

MODEL: IL RTE 54 - Proposed Plan 2 [Sheet]
FILE NAME: S:\OIL\6300-6399\6346\105\Drawings\CAD\Micros-ORD\CAD_Sheets\6346105-EDP.dgn

Alternative 2

DRAFT 1/13/2026

LEGEND — BOUNDARY LINES/SYMBOLS

SHEET FLOW	INLET
DITCH FLOW	CATCH BASIN
OUTFALL	SANITARY SEWER
INTERPRETED DRAINAGE AREA TO OUTLET	RIGHT OF WAY
EXISITING STORM SEWER	EDGE OF PAVEMENT
MANHOLE	

SCALE IN FEET: 0 50 100 150

N

Alternative 2

100-YEAR FLOODWAY

100-YEAR FLOODPLAIN

EX ROW

STMH# 3575
RIM=666.89
INV NE=663.54 (12" RCP)
INV SW=663.49 (12" RCP)
INV E=COVERED IN ASPHALT
T/DEBRIS=663.49

SUBAREA 4-02 = 4.47 ACRES
EX RUNOFF COEFFICIENT = 0,31

SUBAREA 2-01 = 4.84 ACRES
EX RUNOFF COEFFICIENT = 0.43

STMH# 2708
RIM=672.81
INV W=667.11 (18" RCP)
INV E=667.11 (12" RCP)
T/DEBRIS=667.21

IN# 3574
RIM=675.04
INV E/S=671.04 (12" RCP)
T/WATER=671.04

STMH# 3565
RIM=690.68675.48
INV W=671.18 (12" RCP)
T/WATER=671.18
T/DEBRIS=668.68

STMH# 3576
RIM=666.84
INV NE=662.56 (12" RCP)
INV E=662.09 (18" RCP)

IN# 2684
RIM=666.42
INV SW=663.52 (12" RCP)
T/DEBRIS=663.92

Outfall 2: Move trunk line to parkway. This alternative does not appear to be feasible considering proximity to water transmission line on the north side of 75th Street and several underground utilities on the south side of 75th Street.

OUTFALL 3 = 2.50 ACRES
INVERT = 654.30 (DITCH)

OUTFALL 2 = 17.81 ACRES
INVERT = 652.65 (36" RCP)

STMH# 1329
RIM=663.80
INV S=660.95 (12" RCP)
T/DEBRIS=659.80

IN# 916
RIM=659.84
INV E/W=656.04 (24" RCP)
T/WATER=655.99
T/DEBRIS=653.34

STMH# 3951
RIM=657.94
INV E/W=652.79 (36" RCP)

STMH# 557
RIM=661.97
INV E/W=654.57 (36" RCP)

PROJECT LIMIT: 208+50.68

MATCHLINE STA.112+00.00
IL 75TH ST.

Outfall 3: Location to remain to avoid any diversion of flow, or more complicated construction. Outfall is not considered to be sensitive.

24" RCP W/F.E.S.
INV=656.06

IN# 1000
RIM=660.90
INV E=656.65 (24" RCP)
INV W=656.70 (24" RCP)
INV S=656.70 (24" RCP)
T/WATER=656.55
BOT=653.75

STMH# 1211
RIM=660.94
INV E=656.59 (24" RCP)
INV W=656.64 (24" RCP)
T/WATER=656.24
BOT=653.34

SUBAREA 3-02 = 0.59 ACRES
EX RUNOFF COEFFICIENT = 0.65

SUBAREA 3-01 = 0,63 ACRES
EX RUNOFF COEFFICIENT = 0.60

IN# 1194
RIM=666.08
INV N=660.68 (12" RCP)
INV S=660.68 (6" PVC)
BOT=660.68

STMH# 1323
RIM=663.05
INV E=658.01 (24" RCP)
INV W=657.99 (24" RCP)
INV N=660.71 (12" RCP)
T/WATER=657.71
BOT=653.91

SUBAREA 3-03 = 1,28 ACRES
EX RUNOFF COEFFICIENT = 0.63

IN# 1139
RIM=665.03
INV S=662.53 (6" PVC)
INV NE=662.08 (12" RCP)
BOT=662.03

IN# 1345
RIM=663.47
INV W=659.77 (24" RCP)
INV SE=659.82 (24" RCP)
T/DEBRIS=655.47
T/WATER=659.07

STMH# 1488
RIM=664.41
INV NW=659.18 (24" RCP)
T/WATER=658.91
BOT=655.91

STMH# 1856
RIM=667.08
INV S=664.48 (15" CMP)
INV E=662.78 (10" RCP)
INV N=662.08 (12" RCP)
T/WATER=662.08
T/DEBRIS=661.43

IN# 1759
RIM=666.03
INV W=663.29 (10 RCP")
T/DEBRIS=663.53
BOT=663.29

IN# 2061
RIM=670.10
INV E=667.60 (12" RCP)
T/DEBRIS=667.60

IN# 1482
RIM=663.99
INV NW=659.42 (24" RCP)
INV SE=659.09 (24" RCP)
INV SW=659.09 (12" RCP)
T/WATER=658.49
BOT=656.49

STMH# 1858
RIM=669.89
INV N=666.59 (15" CMP)
INV S=666.64 (12" RCP)
INV W=666.59 (12" RCP)
INV E=666.69 (12" CMP)
T/WATER=666.49
T/DEBRIS=666.39

STMH# 2838
RIM=678.70
INV NW=671.35 (15" RCP)
T/WATER=671.80
T/DEBRIS=670.70

STMH# 3198
RIM=675.59
UNABLE TO OPEN.

STMH# 1611
RIM=672.24
INV W=669.34 (12" CMP)
T/DEBRIS=669.24

STMH# 4932
RIM=675.61
INV N/S=672.01 (12" RCP)
T/DEBRIS=672.01
LOTS OF DEBRIS

Trunk Line Layout

- Outfall 1
- Outfall 2
- Outfall 3
- Outfall 4
- Outfall 5

KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

MODEL: 75TH STREET - Proposed Plan 1 [Sheet]
FILE NAME: S:\JOL\63300-63399\6346\105\Drawings\CAD\Microstation-ORD\CAD Sheets\6346105-EDP.dgn

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PLOT SCALE = 0.16666000 ' / in.		CHECKED -		REVISED -	
PLOT DATE = 5/1/2024		DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE:20H-5V | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

DRAFT 1/13/2020

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW
DITCH FLOW
OUTFALL
INTERPRETED DRAINAGE AREA TO OUTLET
EXISITING STORM SEWER
MANHOLE
INLET
CATCH BASIN
SANITARY SEWER
RIGHT OF WAY
EDGE OF PAVEMENT

Alternative 2

Outfall 2: Move trunk line to parkway. This alternative does not appear to be feasible considering proximity to water transmission line on the north side of 75th Street and several underground utilities on the south side of 75th Street.

SCALE IN FEET 0 50 100 150

N

MATCHLINE STA. 112+00.00
IL 75TH ST.

75th STREET

FRONTAGE ROAD

EX ROW

PROJECT LIMIT: 228+54.11

SUBAREA 2-03 = 0.
EX RUNOFF COEFF

SUBAREA 2-04 =
EX RUNOFF COEF

SUBAREA 2-05 = 0.41 ACRES
EX RUNOFF COEFFICIENT = 0.52

SUBAREA 2-06 = 0.81 ACRES
EX RUNOFF COEFFICIENT = 0.48

SUBAREA 2-07 = 1.31 ACRES
EX RUNOFF COEFFICIENT = 0.45

SUBAREA 4-02= 4.47 ACRES
EX RUNOFF COEFFICIENT = 0.31

EAST OFFSITE AREA = 7.37 ACRES
EX RUNOFF COEFFICIENT = 0.57
TRIBUTARY TO OUTLET 2

IN# 3449
RIM=690.68
INV E=686.93 (12" RCP)
INV SW=686.88 (12" RCP)

STMH# 3238
RIM=690.69
INV N=686.19 (12" RCP)
INV E=686.31 (12" RCP)
INV S=686.01 (12" RCP)
T/WATER=685.84
BOT=684.89

STMH# 3444
RIM=691.94
INV W=687.34 (12" RC
T/WATER=687.29
T/DEBRIS=684.94

STMH# 3239
RIM=690.75
BOLTED SHUT UNABLE

STMH# 3267
RIM=706.62
INV S=701.12
INV S=698.52
INV N=700.72
INV E=697.62 (12" RCP)
INV W=695.62 (15" RCP)
T/WATER=695.02
T/DEBRIS=693.42

STMH# 100449
RIM=724.84
INV E=717.09 (18" RCP)
INV S=716.99 (18" RCP)
INV S=719.84 (10" RCP)
BOT=716.99

STMH# 100446
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 501
RIM=731.23
INV E=719.48 (15" RCP)
INV S=726.03 (10" RCP)
INV W=719.48 (15" RCP)
BOT=719.13

STMH# 500
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100060
RIM=732.34
INV E=721.44 (12" RCP)
INV S=725.74 (8" RCP)
INV S=724.34 (10" RCP)
INV W=720.54 (15" RCP)
BOT=719.79

STMH# 100068
RIM=704.4
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100141
RIM=729.39
INV N=725.99 (12" RCP)
INV S=726.59 (10" PVC)

STMH# 100030
RIM=725.85
INV N=716.95 (18" RCP)
INV E=717.55 (12" VCP)
INV S=719.70 (12" RCP)
INV S=720.15 (12" RCP)
INV W=716.45 (18" RCP)
BOT=716.10

STMH# 100049
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100253
RIM=723.60
INV N=721.30 (12" RCP)
INV S=720.60 (10" RCP)

STMH# 100146
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 100225
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

STMH# 2899
RIM=689.52
INV N=684.67 (12" RCP)
INV NE=685.22 (12" RCP)
T/WATER=684.67
T/DEBRIS=681.82

IN# 2924
RIM=690.43
INV SW=685.93 (12" RCP)
T/WATER=685.93
T/DEBRIS=685.93

STMH# 2970
RIM=697.52
INV W=693.74 (12" RCP)
T/WATER=693.72
T/DEBRIS=693.12

STMH# 3064
RIM=705.57
INV S=700.07 (12" RCP)
INV NE=700.37 (12" RCP)
INV N=699.27 (12" RCP)
T/WATER=699.07
T/DEBRIS=696.27

IN# 3063
RIM=705.13
INV N=700.83 (12" RCP)
T/WATER=700.80
T/DEBRIS=699.63

STMH# 5109
RIM=704.43
INV SW=702.23 (12" RCP)
T/WATER=701.93
T/DEBRIS=701.53

IN# 3068
RIM=705.78
INV NW=701.48 (12" RCP)
T/DEBRIS=701.78

KEY MAP

NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA. EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

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PLOT DATE = 5/1/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE:20H-5V | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

MODEL: 75TH STREET - Proposed Plan 2
FILE NAME: S:\IOL\6300--6399\6346\105\Drawings\CAD\Microstation-ORD\CAD_Sheets\6346105-EDP.dgn

DRAFT 1/13/2026

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW		INLET	
DITCH FLOW		CATCH BASIN	
OUTFALL		SANITARY SEWER	
INTERPRETED DRAINAGE AREA TO OUTLET		RIGHT OF WAY	
EXISITING STORM SEWER		EDGE OF PAVEMENT	
MANHOLE			

0 50 100 150

SCALE IN FEET

N

Alternative 2

100-YEAR FLOODPLAIN

SUBAREA 1-05 = 0.11 ACRES
EX RUNOFF COEFFICIENT = 0.17

15" CMP
INV=666.57

CONTROL STMH# 4817
RIM=680.47
INV N=668.47 (42" RCP)
INV S=666.47 (12" RCP)
T/WALL=672.67
T/WATER=671.02
BOT=666.47

IN# 4385
RIM=674.60
INV E=670.20 (12" RCP)
T/WATER=671.10
T/DEBRIS=670.40

IN# 4656
RIM=678.51
INV E=674.71 (12" RCP)
T/DEBRIS=674.71

15" CMP
INV=672.36

OUTFALL 1 = 1.89 ACRES
INVERT = 659.91 (72" RCP)

72" RCP
INV=659.91

IN# 5456
RIM=687.00
INV E=683.75 (12" RCP)
T/WATER=683.70
T/DEBRIS=683.00

SUBAREA 1-01 = 0.79 ACRES
EX RUNOFF COEFFICIENT = 0.78

BOX CULVERT (12' W X 10' H)
INV=662.70

STMH# 4818
RIM=681.05
INV N/S=669.25 (36" RCP)
T/WATER=672.05
T/DEBRIS=670.05
BOT=669.05

STMH# 5489
RIM=687.68
INV N=673.38 (36" RCP)
INV NE=682.18 (12" RCP)
INV W=682.18 (12" RCP)
T/DEBRIS=673.68
BOT=673.38

IN# 5317
RIM=682.82
INV E=678.87 (12" RCP)
T/WATER=678.82

SUBAREA 1-04 = 0.39 ACRES
EX RUNOFF COEFFICIENT = 0.67

Outfall 1: Maintain existing trunk line location on the south and redirecting north trunk line into roadside ditch. This will provide opportunity for infiltration before reaching outfall, and can be detained with a smaller cross-driveway culvert. Given how many utilities are present, and the extent of grading needed to detain the current flow, this alternative does not seem preferable compared to Alternative 1.

EX ROW

502 503 504 505+00 506 507

10+37.94

MATCHLINE STA 513+00.00
IL RTE 53

E 53

SUBAREA 1-02 = 0.42 ACRES
EX RUNOFF COEFFICIENT = 0.73

IN# 4714
RIM=675.39
INV W=671.29 (12" RCP)
INV S=671.29 (42" RCP)
T/WATER=671.09
T/DEBRIS=670.39

SUBAREA 2-02 = 1.33 ACRES
EX RUNOFF COEFFICIENT = 0.44

IN# 5595
RIM=687.58
INV SW=683.88 (12" RCP)
T/WATER=683.68
T/DEBRIS=682.93

STMH# 5554
RIM=683.58
.43 (12" RCP)
BOT=680.43

# 4801
RIM=679.20
INV NE=675.90 (12" RCP)
T/DEBRIS=676.10
BOT=675.90

SUBAREA 1-03 = 0.18 ACRES
EX RUNOFF COEFFICIENT = 0.90

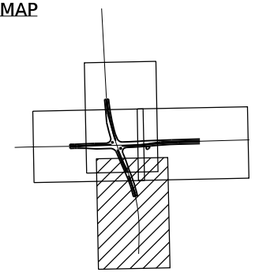
INV N=670.84 (36" RCP)
INV S=670.54 (36" RCP)
T/WATER=672.04
T/DEBRIS=671.24

STMH# 4786
RIM=679.24
INV W=673.84 (12" RCP)
INV SW=673.84 (12" RCP)
INV N/S=668.64 (42" RCP)
T/WATER=670.94
T/DEBRIS=669.14
BOT=668.64

100-YEAR FLOODPLAIN

BOX CULVERT (12' W X 10' H)
INV=670.31

KEY MAP



NOTES

1. ALL EXISTING STORM SEWER INFORMATION AND EXISTING DRAINAGE PATTERNS ARE BASED OFF OF LIMITED TOPOGRAPHIC SURVEY AND GIS DATA, EXISTING STORM SEWER AND EXISTING DRAINAGE PATTERNS TO BE VERIFIED IN PHASE 2 ENGINEERING.

2. EXISTING STRUCTURES TO BE CLEANED AND INVERTS TO BE VERIFIED IN PHASE 2.

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		DRAWN - ____		REVISED - ____	
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PLOT DATE = 5/1/2024		DATE - ____		REVISED - ____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE: 20H-5V | SHEET 3 OF 4 SHEETS | STA. ____ | TO STA. ____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	__	__
		CONTRACT NO. __		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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PLOT SCALE = 0.16666689 ' / in.
PLOT DATE = 5/9/2024

DESIGNED -
DRAWN -
CHECKED -
DATE -

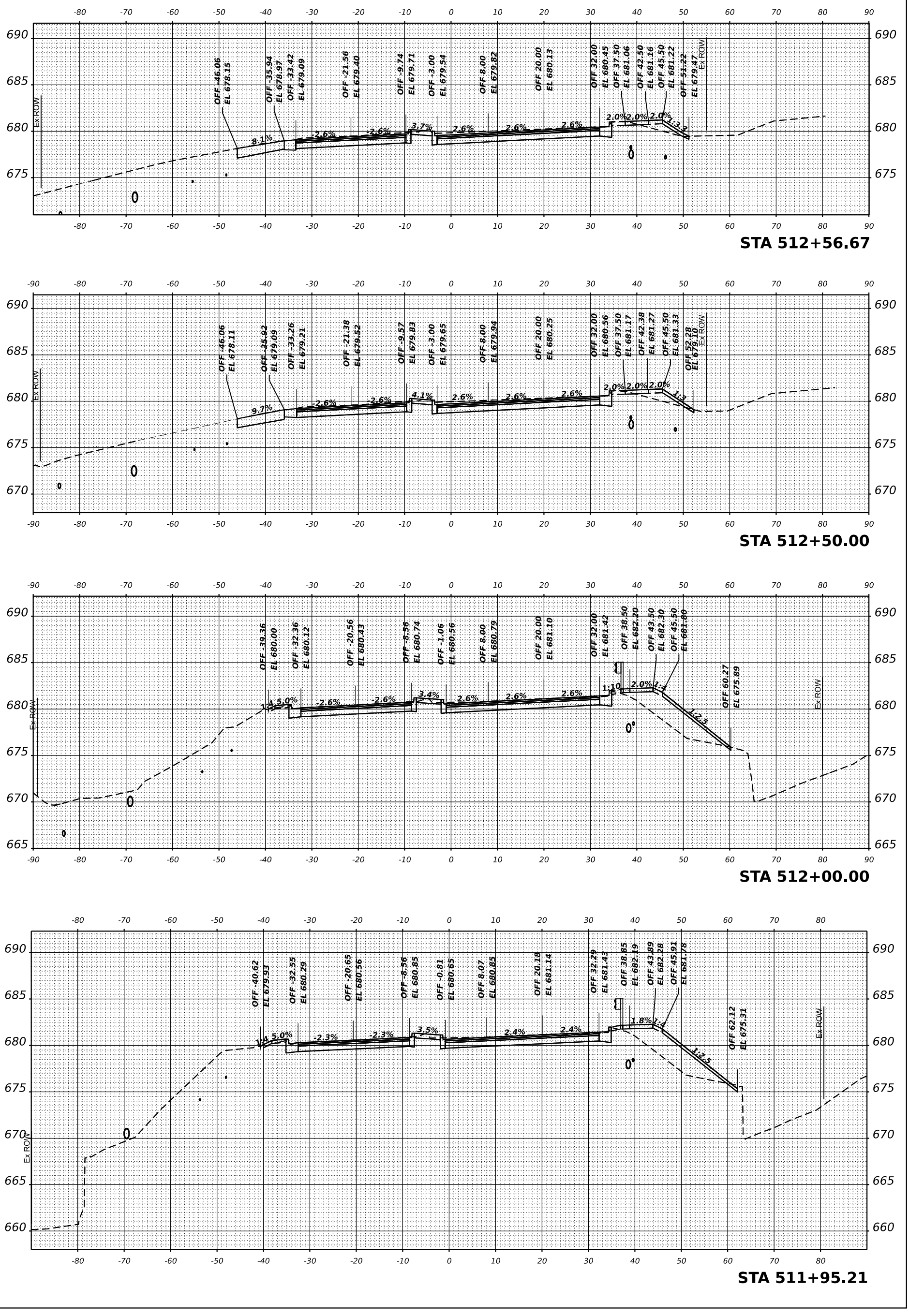
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V

SHEET 2 OF 17 SHEETS STA.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	2

ILLINOIS | FED. AID PROJECT

CONTRACT NO.

DRAFT 1/19/2024

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

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PLOT DATE = 5/9/2024

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 3 OF 17 SHEETS STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	3

ILLINOIS
FED. AID PROJECT
CONTRACT NO.

DRAFT 1/13/2026

LEGEND

BOUNDARY LINES/SYMBOLS

SHEET FLOW	INLET
DITCH FLOW	CATCH BASIN
OUTFALL	SANITARY SEWER
INTERPRETED DRAINAGE AREA TO OUTLET	RIGHT OF WAY
EXISITING STORM SEWER	EDGE OF PAVEMENT
MANHOLE	

0 50 100 150
SCALE IN FEET

ILLINOIS ROUTE 53

75th STREET

EX ROW

SUBAREA 2-01 = 4.84 ACRES
EX RUNOFF COEFFICIENT = 0.43

SUBAREA 2-02 = 1.33 ACRES
EX RUNOFF COEFFICIENT = 0.44

OUTFALL 4 = 5.18 ACRES
INVERT = 659.74 (12" RCP)

Outfall 4: Location to remain to avoid any diversion of flow, or more complicated construction. Outfall is not considered to be sensitive.

Outfall 5: Location to remain to avoid any diversion of flow, or more complicated construction. Outfall is not considered to be sensitive.

OUTFALL 5 = 3.58 ACRES
INVERT = 653.93
(BOX CULVERT (12' W X 5' H))

STMH# 3799S
RIM=659.82

STMH# 3716
RIM=662.19
INV W=659.89 (12" RCP)
T/WATER=659.79
T/DEBRIS=658.59
NO OTHER PIPES VISIBLE.

IN# 3711
RIM=662.30
T/WATER=659.70
T/DEBRIS=658.00
NO PIPES VISIBLE

IN# 3783
RIM=661.81
INV E=657.11 (12" RCP)
T/WATER=657.07
T/DEBRIS=656.01
NO PIPE VISIBLE
NORTH

IN# 3794
RIM=661.85
INV E=657.31 (
T/WATER=657.3
T/DEBRIS=655.

STMH# 3710
RIM=662.40
T/WATER=658.80
T/DEBRIS=658.35
NO PIPES VISIBLE

T/WATER=659.60
T/DEBRIS=659.08
NO PIPES VISIBLE

STMH# 4046
RIM=662.71
INV S=654.46 (36")
T/WATER=653.51
T/DEBRIS=654.71
RESTRICTOR TOP OF PLATE VISIBLE TO NORTH BUT UNABLE TO GET DEPTH.

100-YEAR FLOODWAY

STMH# 4166
RIM=662.89
INV S=654.34 (24" RCP)
INV N=654.19 (24" RCP)
T/WALL=660.19
T/WATER=655.39
BOT=654.04

100-YEAR FLOODPLAIN

PROJECT LIMIT: 526+00.00

MATCHLINE STA 515+00.00
IL RTE 53

MATCHLINE STA 530+00.00
IL RTE 53

STMH# 3621
RIM=663.14
T/DEBRIS=660.14
FILLED W/DEBRIS
NO PIPES VISIBLE

IN# 3887
RIM=661.01
T/DEBRIS=660.51
FILLED W/DEBRIS

IN# 3946
RIM=662.23
COMPLETELY FILLED W/DEBRIS
NO PIPES VISIBLE

STMH# 3957
RIM=662.05
INV S=655.40 (36" RCP)
INV N. IS INACCESSIBLE
UNABLE TO SEE PIPE.

STMH# 3776
RIM=661.81
INV N=655.81 (36" RCP)
INV E=656.21 (12" RCP)
INV W=657.26 (12" RCP)
T/WATER=656.41
BOT=655.79

BOX CULVERT (12' W X 5' H)
INV=653.62

SUBAREA 5-02 = 1.20 ACRES
EX RUNOFF COEFFICIENT = 0.63

SUBAREA 4-01 = 0.71 ACRES
EX RUNOFF COEFFICIENT = 0.45

SUBAREA 4-02 = 4.47 ACRES
EX RUNOFF COEFFICIENT = 0.31

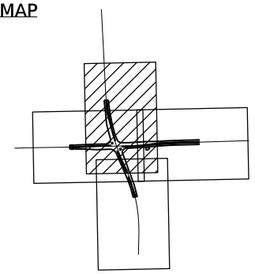
SUBAREA 5-03 = 2.15 ACRES
EX RUNOFF COEFFICIENT = 0.22

SUBAREA 5-01 = 0.23 ACRES
EX RUNOFF COEFFICIENT = 0.89

IN# 3837
RIM=661.20
INV W=657.38 (12" RCP)
T/WATER=657.38
T/DEBRIS=655.95

IN# 3836
RIM=661.23
INV W=657.13 (12" RCP)
T/WATER=657.28
T/DEBRIS=655.23

KEY MAP



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PLOT DATE = 5/1/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL ROUTE 53 AND 75TH STREET

SCALE:20H-5V | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE		
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

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APPENDIX D-7

CROSS SECTIONS

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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PLOT SCALE = 0.08333317 ' / in.
PLOT DATE = 8/15/2025

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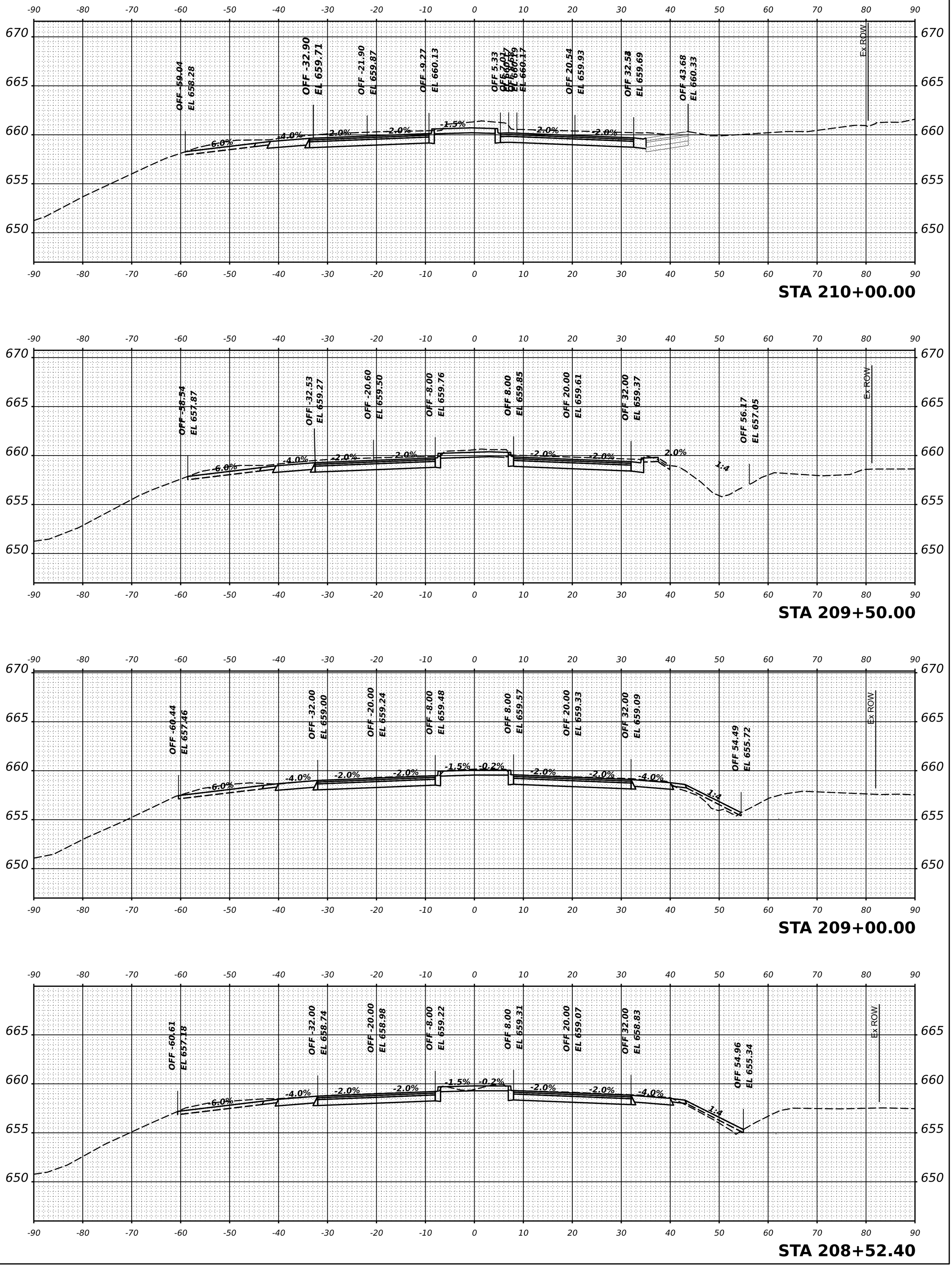
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 9 OF 17 SHEETS STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	9

ILLINOIS FED. AID PROJECT

CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

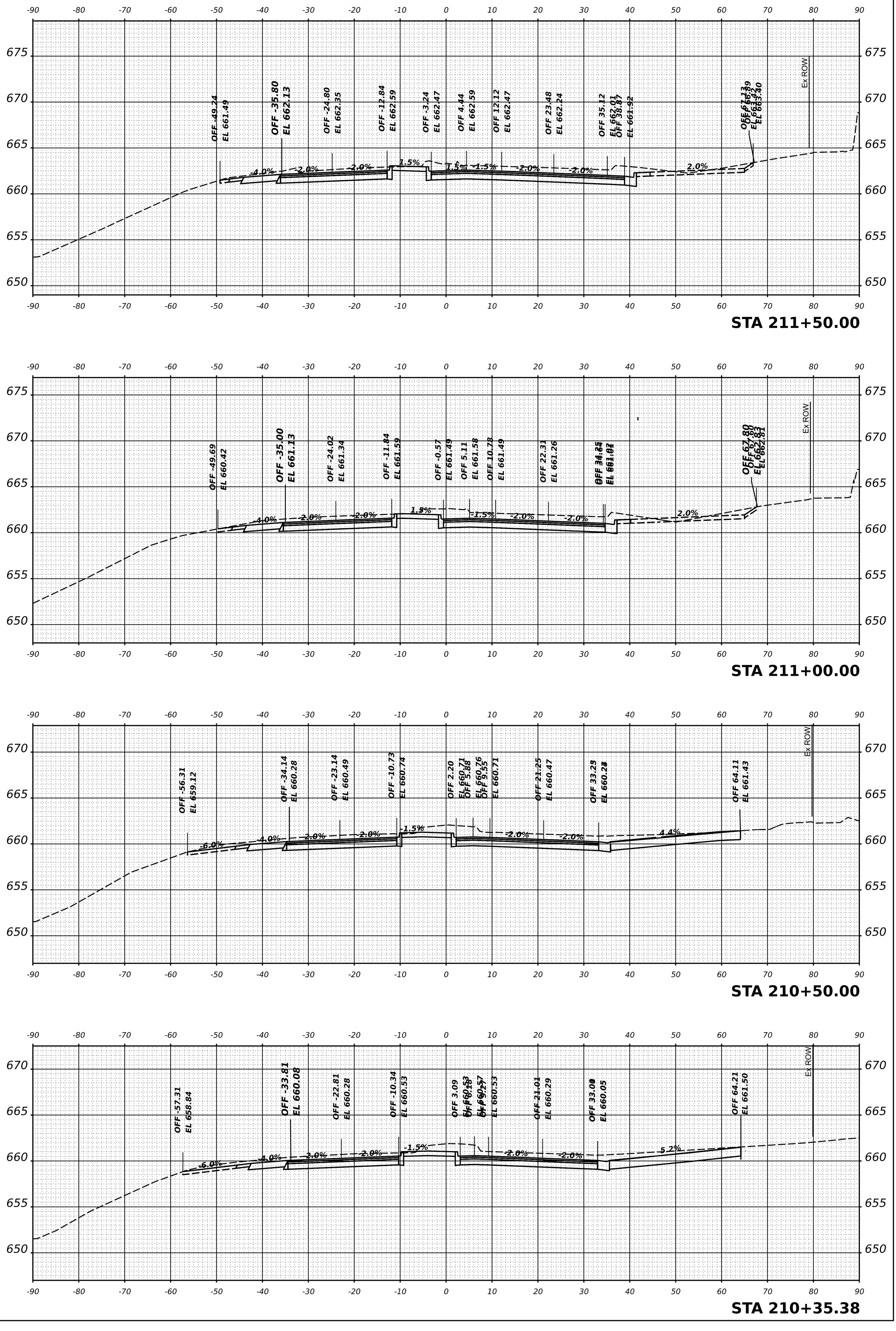
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 10 OF 17 SHEETS
STA.

F.A.P. RTE. 870
SECTION P-90-017-21
COUNTY DUPAGE
TOTAL SHEETS 17
SHEET NO. 10
CONTRACT NO. _____
ILLINOIS FED. AID PROJECT



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MODEL: $MODELNAME$
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PLOT SCALE = $SCALE$	CHECKED - _____
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REVISED - _____	
REVISED - _____	
REVISED - _____	
REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 20H-5V | SHEET 11 OF 12 SHEETS | STA. _____

75TH STREET
CROSS SECTIONS

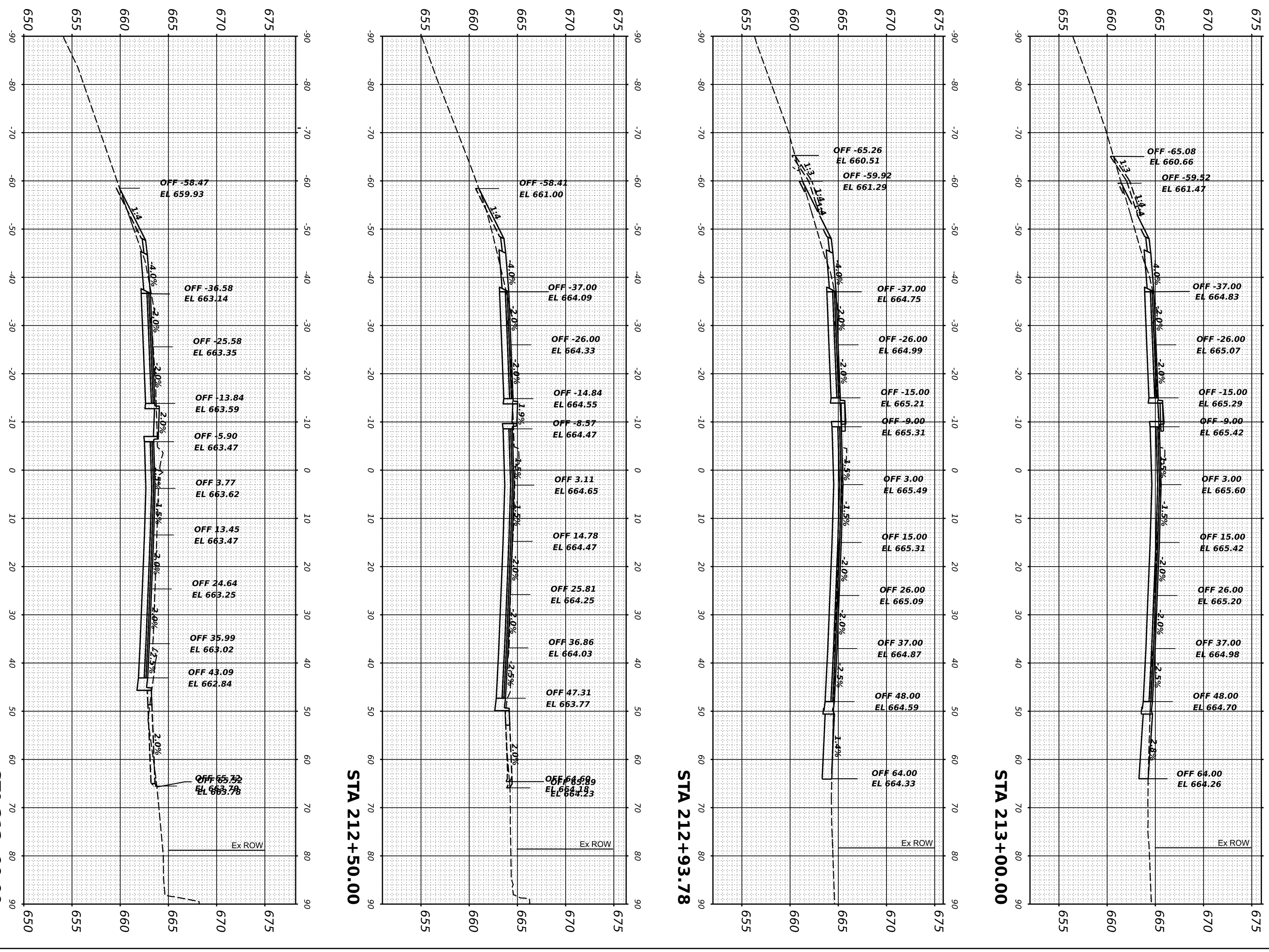
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	12	11

CONTRACT NO. _____

ILLINOIS | FED. AID PROJECT

DRAFT 1/19/2026

NO.	ORIGINAL SURVEY	SURVEYED	BY	
	NOTE BOOK	PLOTTED		DATE
		TEMPLATE		
		AREAS		
		AREAS CHECKED		



DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

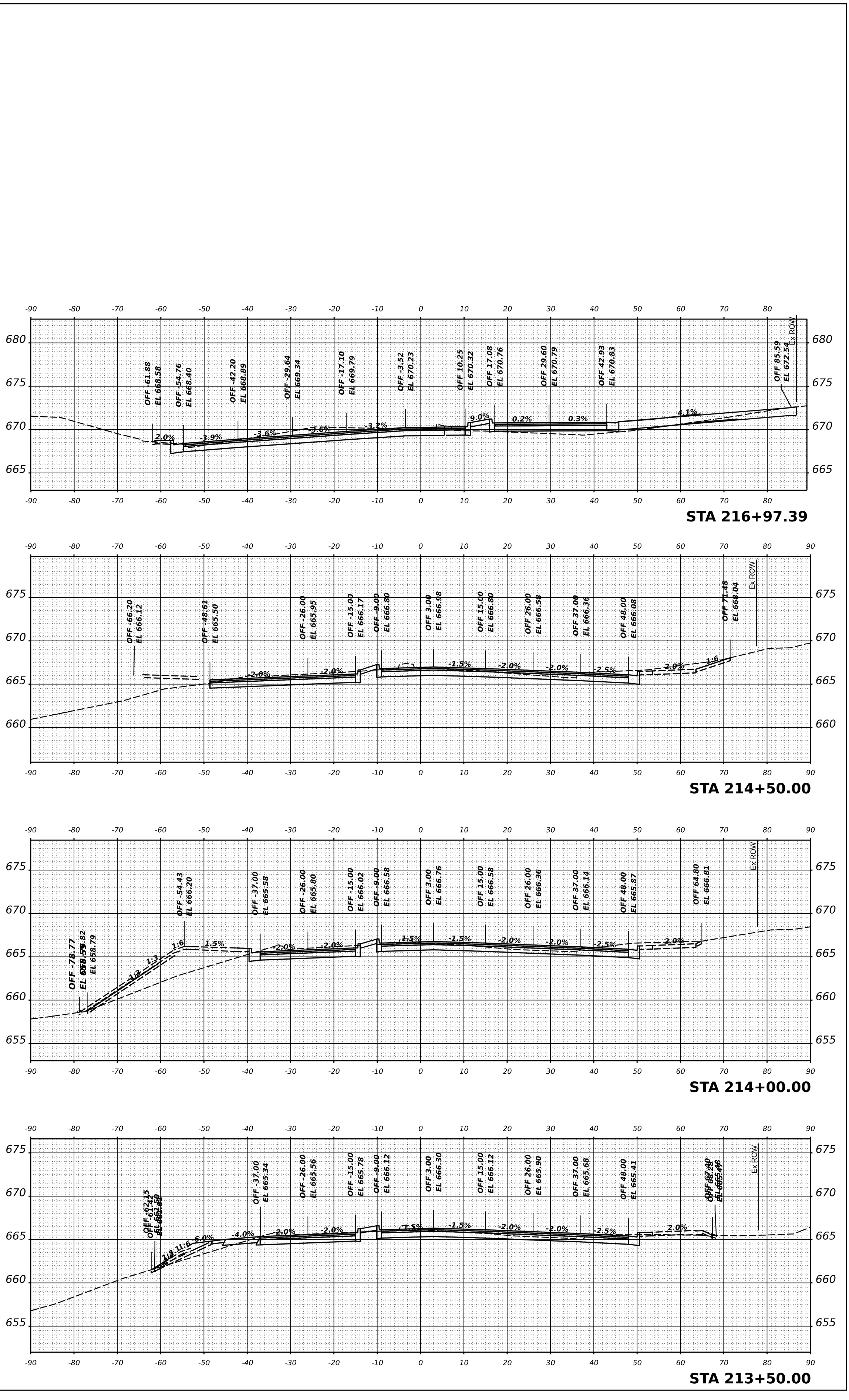
MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 12 OF 17 SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	12

ILLINOIS FED. AID PROJECT

CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

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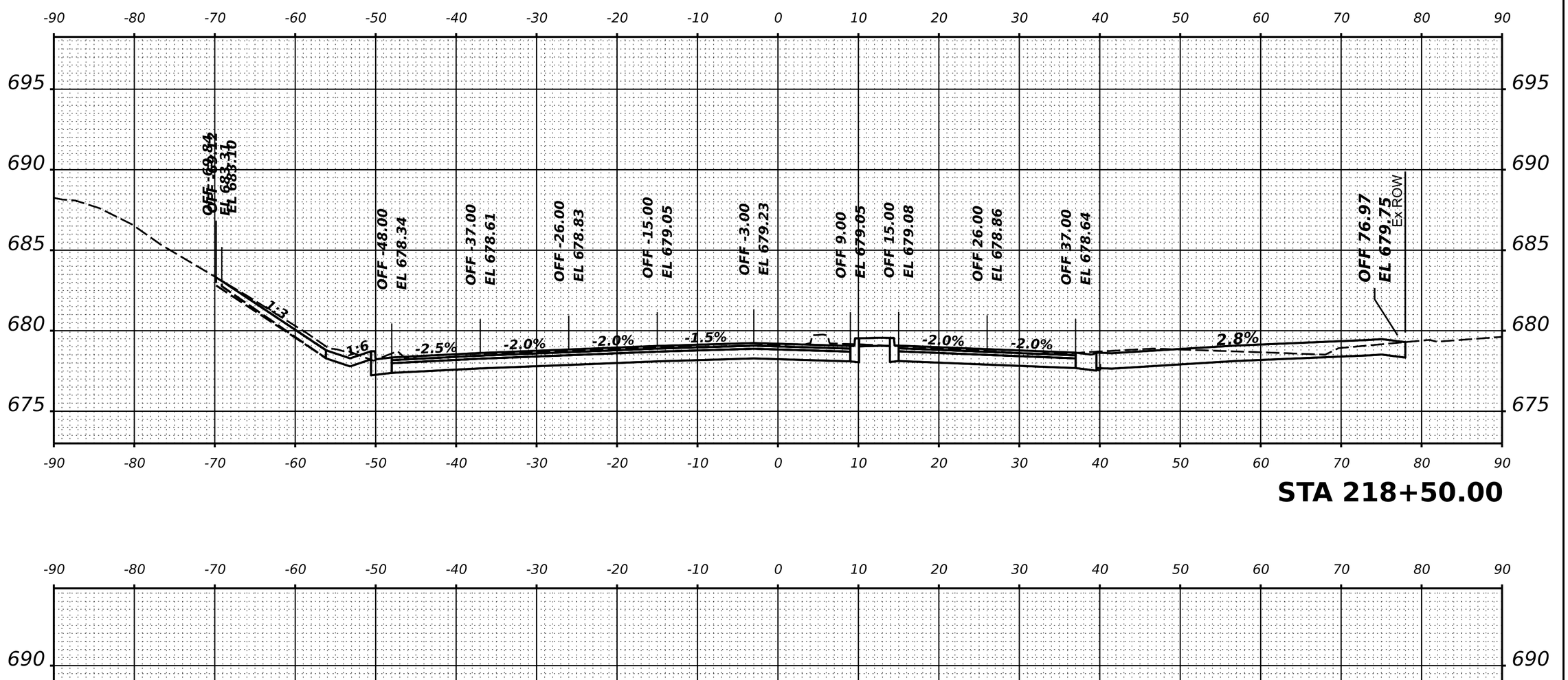
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 13 OF 17 SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	13

ILLINOIS FED. AID PROJECT
CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

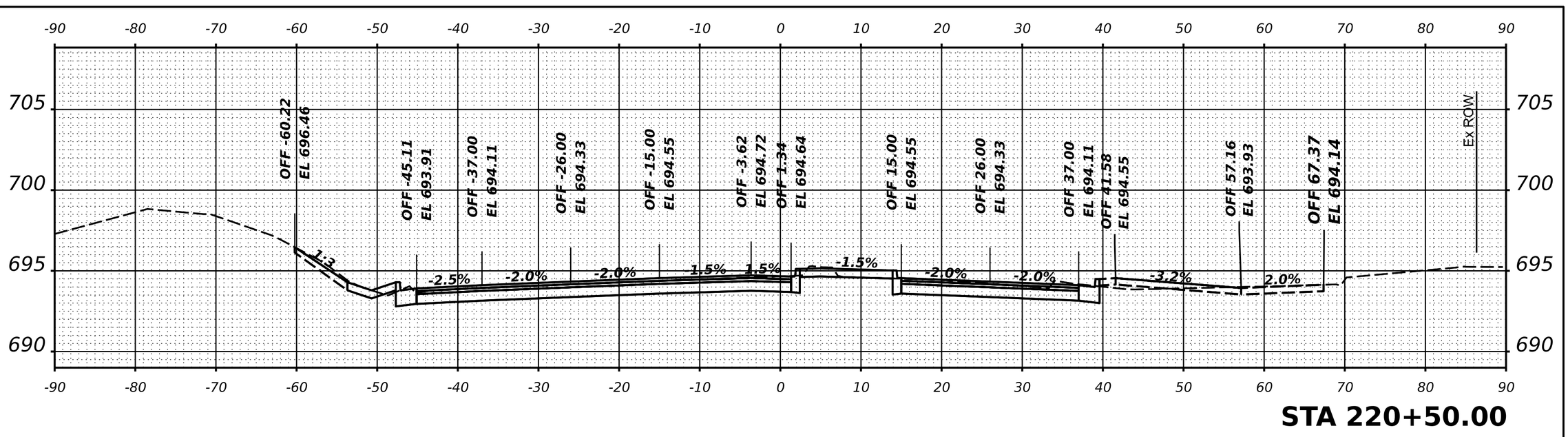
MODEL: $MODELNAME$
FILE NAME: $FILEL$

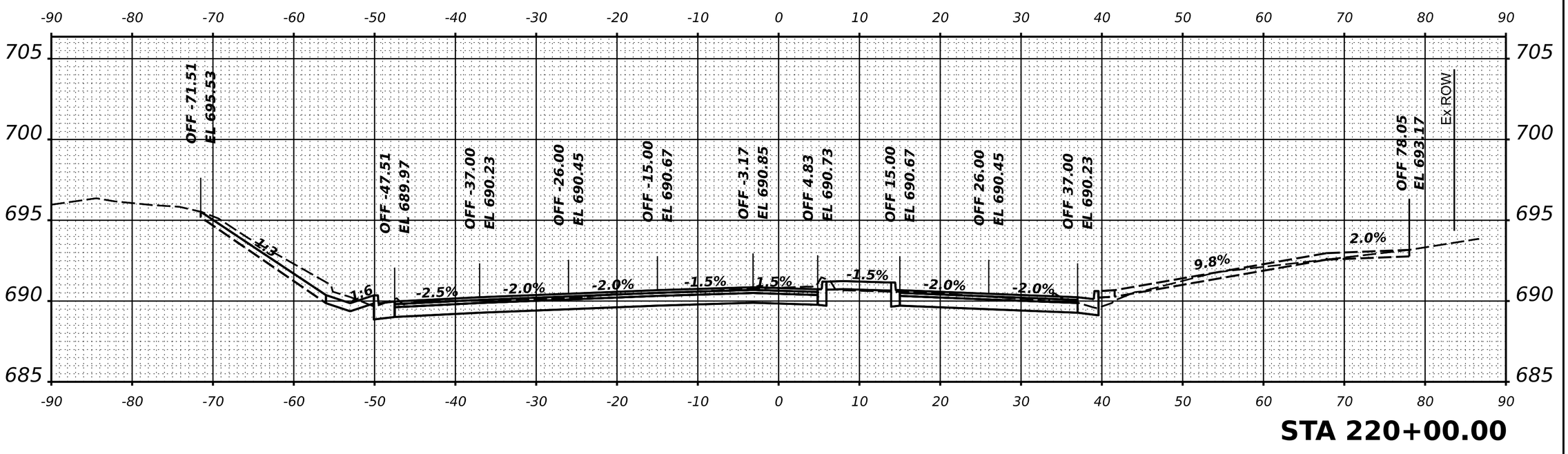
STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

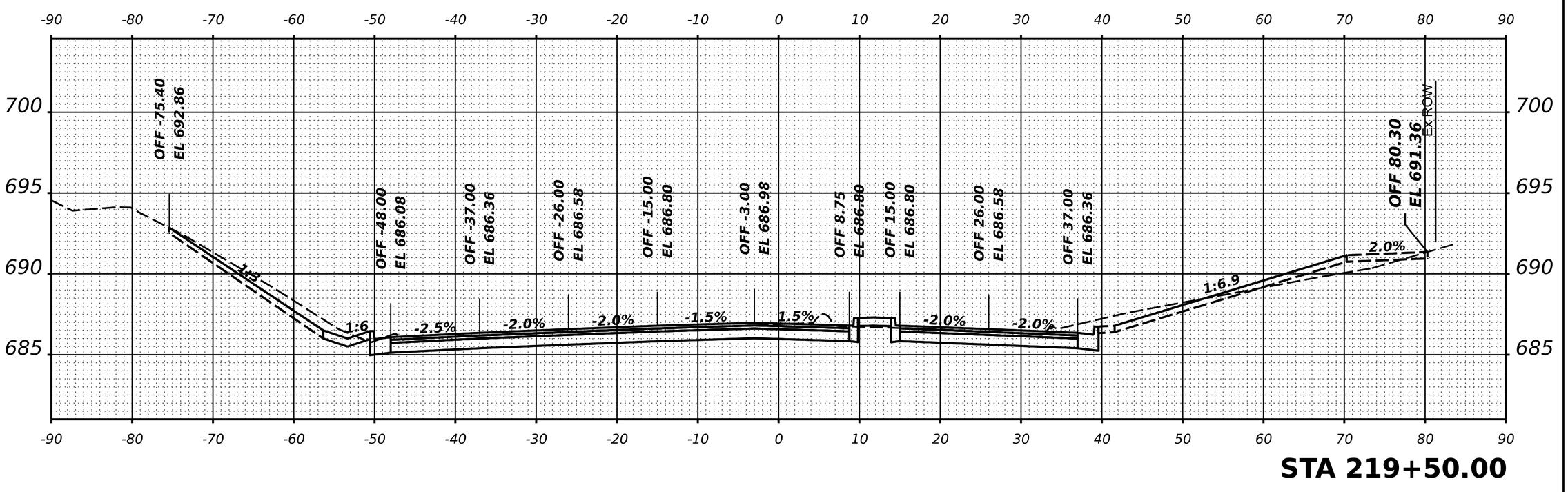
USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

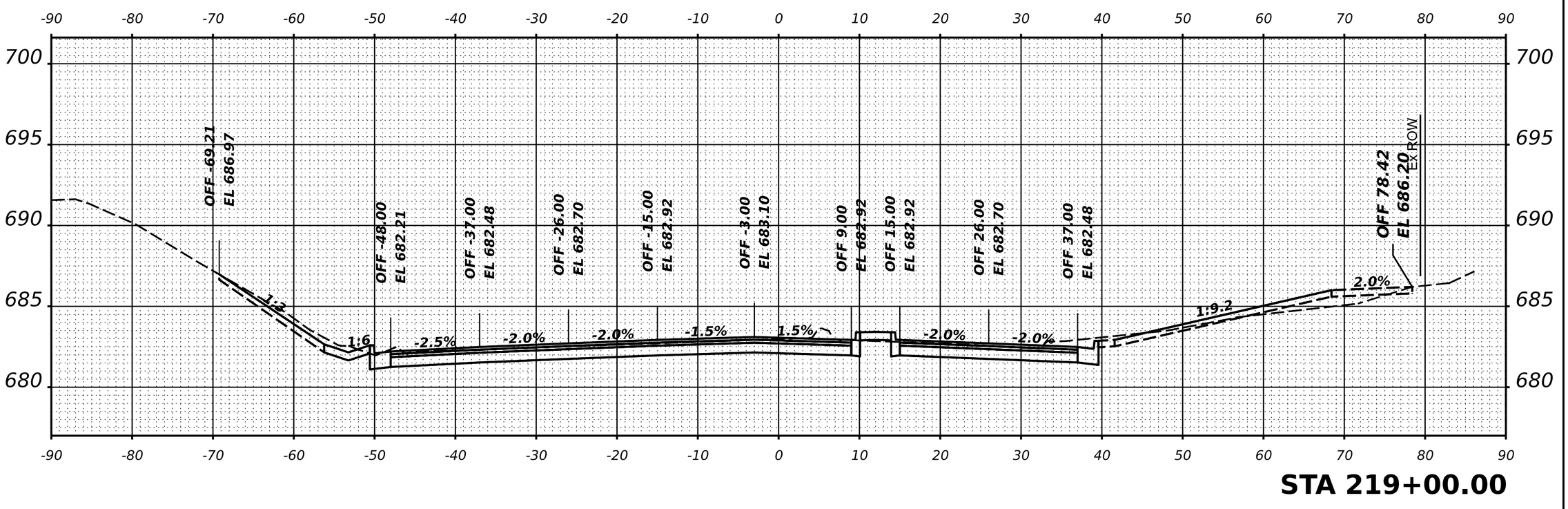
DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

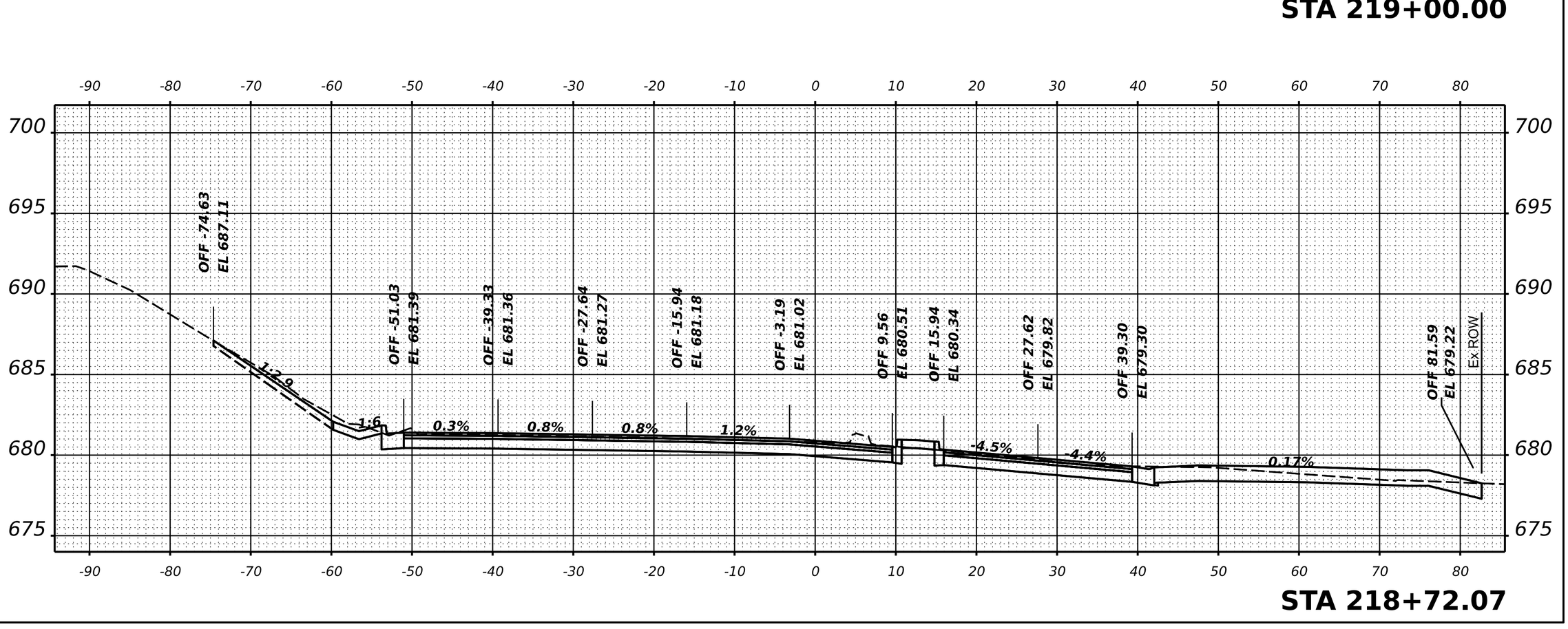
REVISED - _____
REVISED - _____
REVISED - _____











75TH STREET
CROSS SECTIONS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 20H-5V
SHEET 14 OF 17 SHEETS
STA. _____

ILLINOIS
FED. AID PROJECT

CONTRACT NO. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	14

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

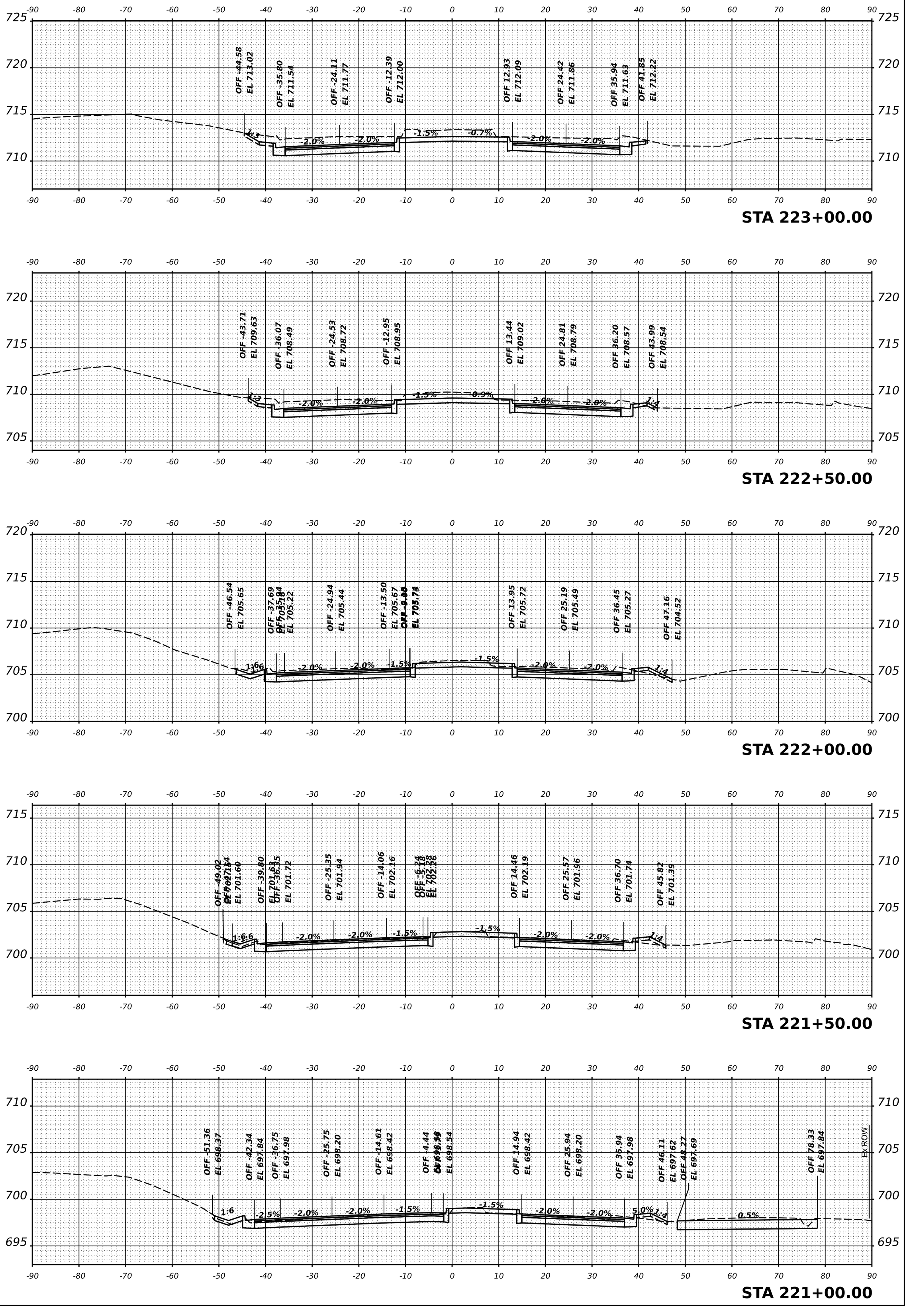
MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 15 OF 17 SHEETS STA. ____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	15

ILLINOIS FED. AID PROJECT
CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

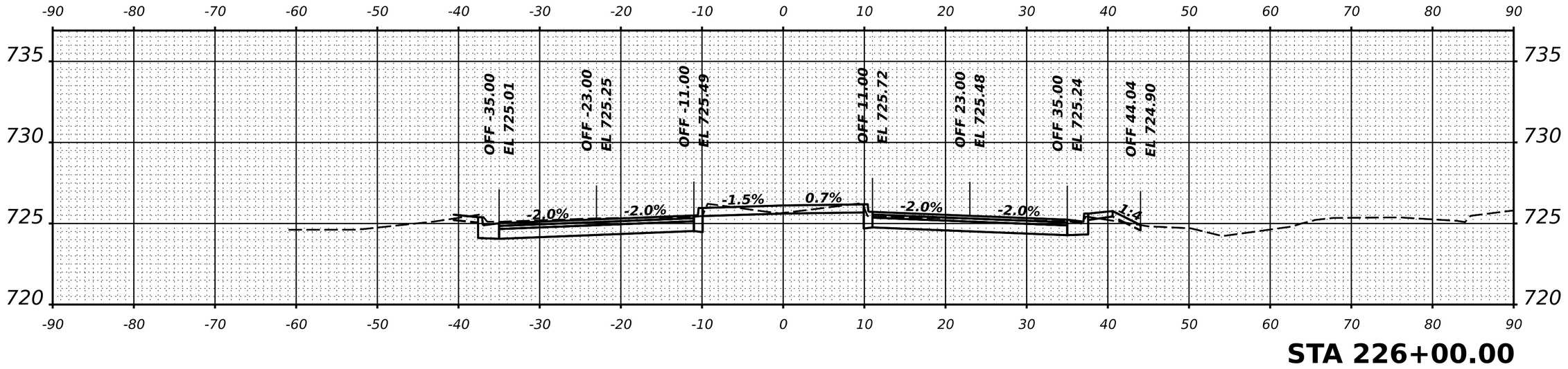
MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

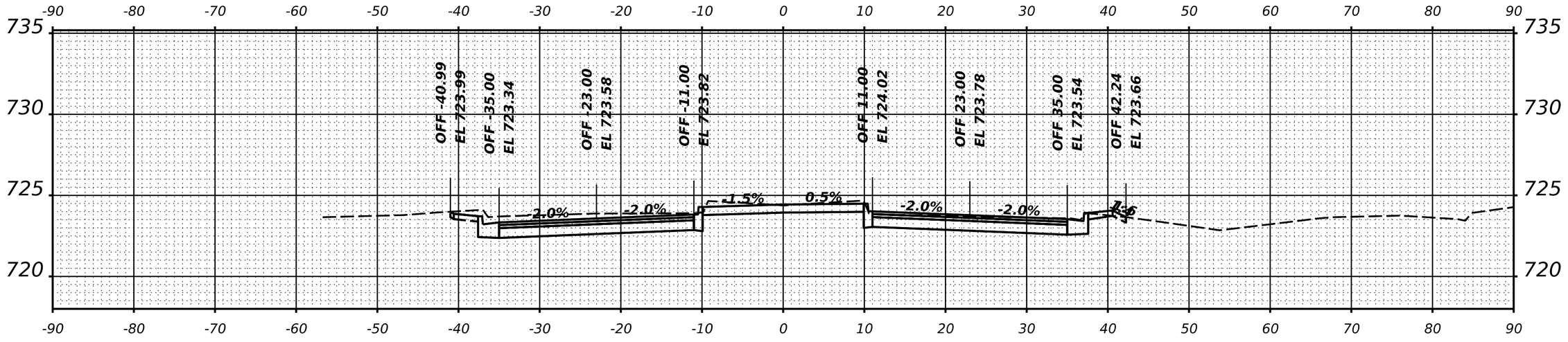
USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____



STA 226+00.00



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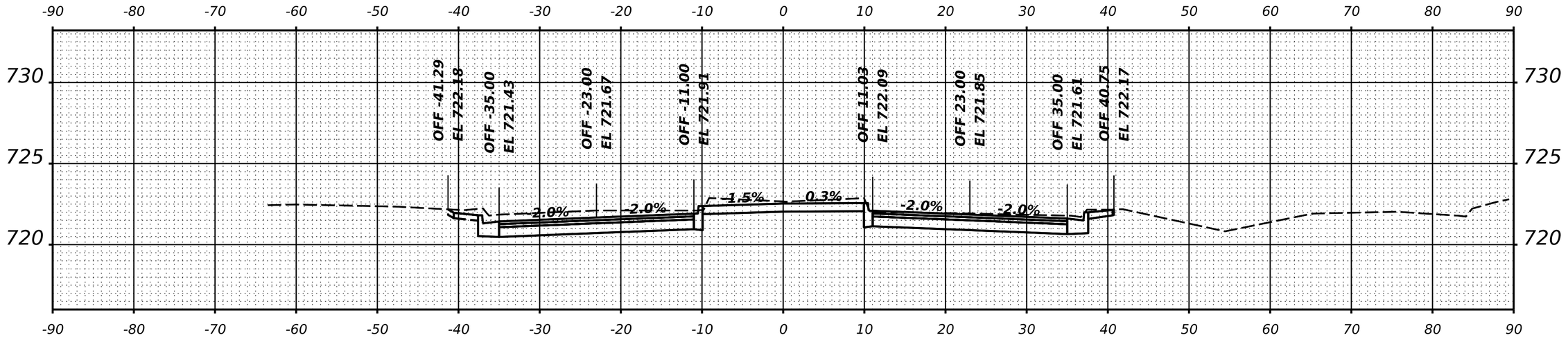

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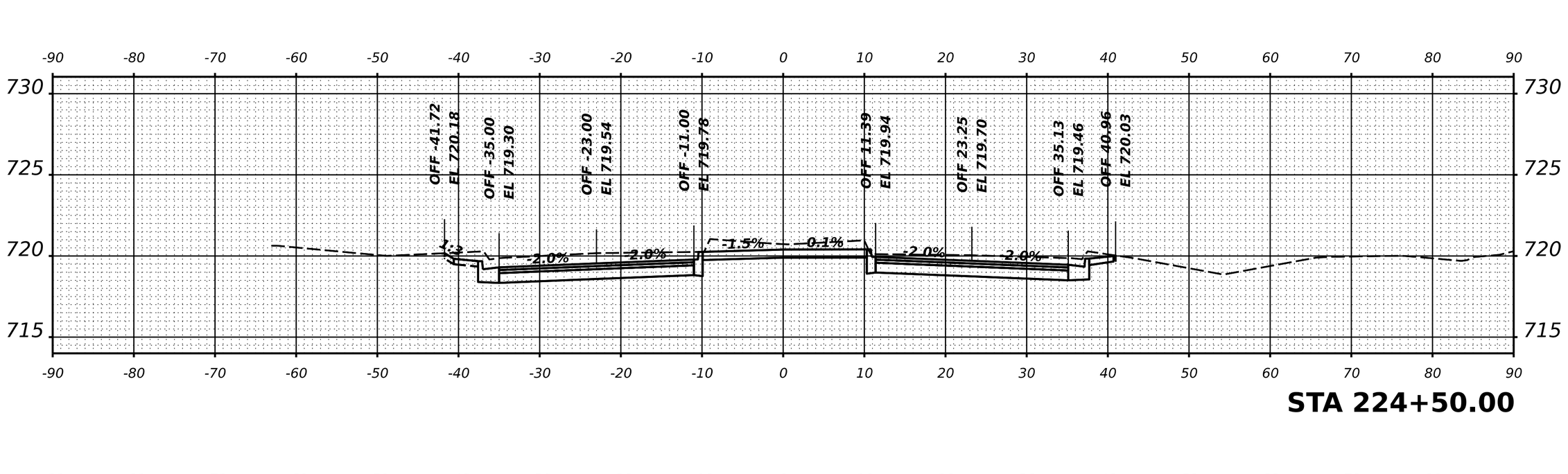

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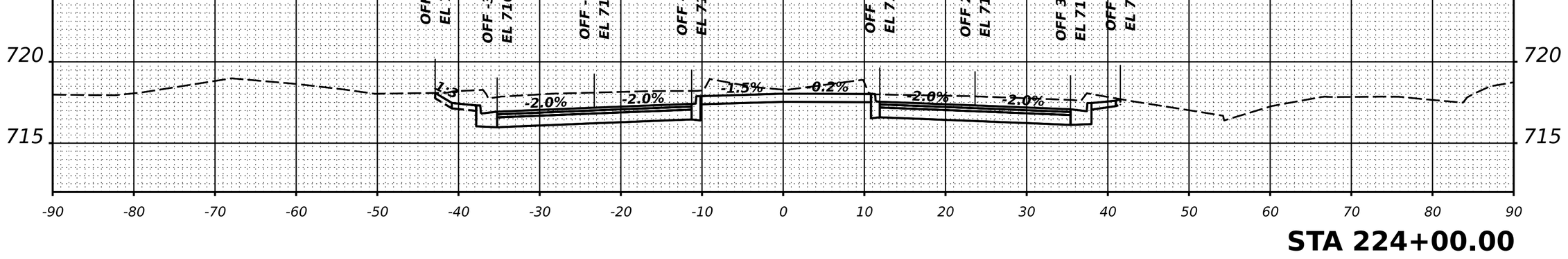

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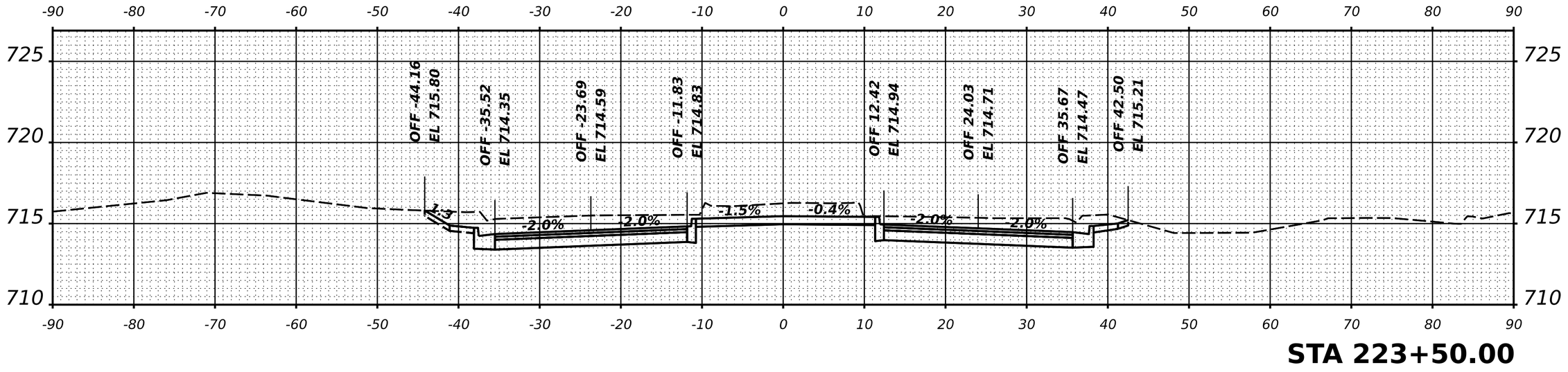


STA 223+50.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
CROSS SECTIONS

SCALE: 20H-5V
SHEET 16 OF 17 SHEETS STA. _____

ILLINOIS FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	16

CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $$SCALE$
PLOT DATE = $DATE$

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

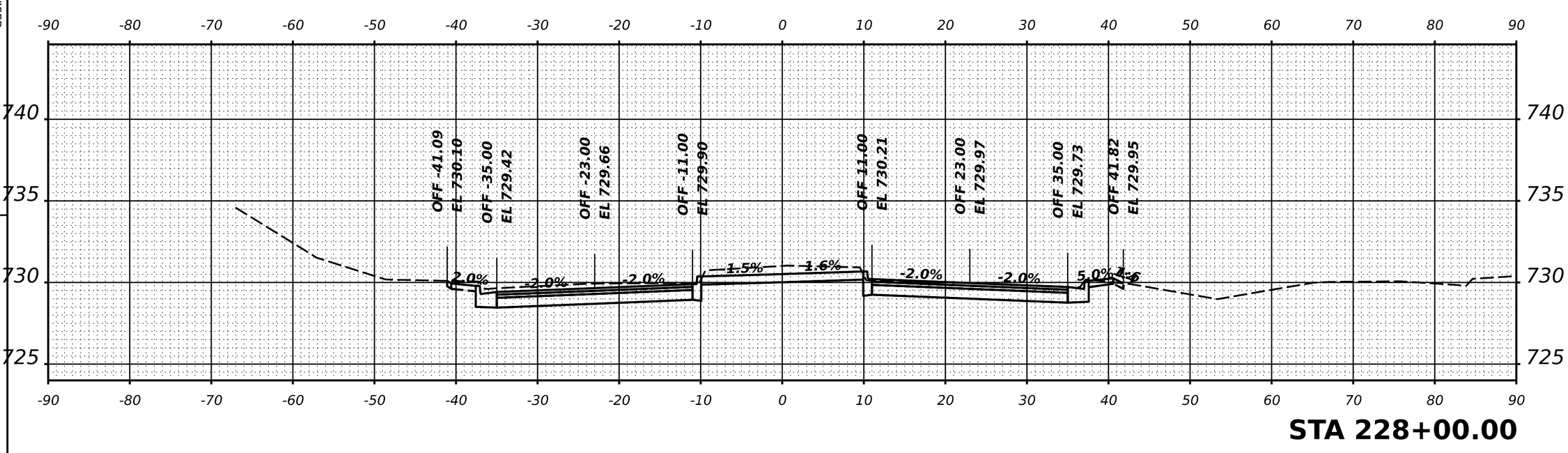
REVISED - _____
REVISED - _____
REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 20H-5V

SHEET 17 OF 17 SHEETS STA. _____

75TH STREET
CROSS SECTIONS



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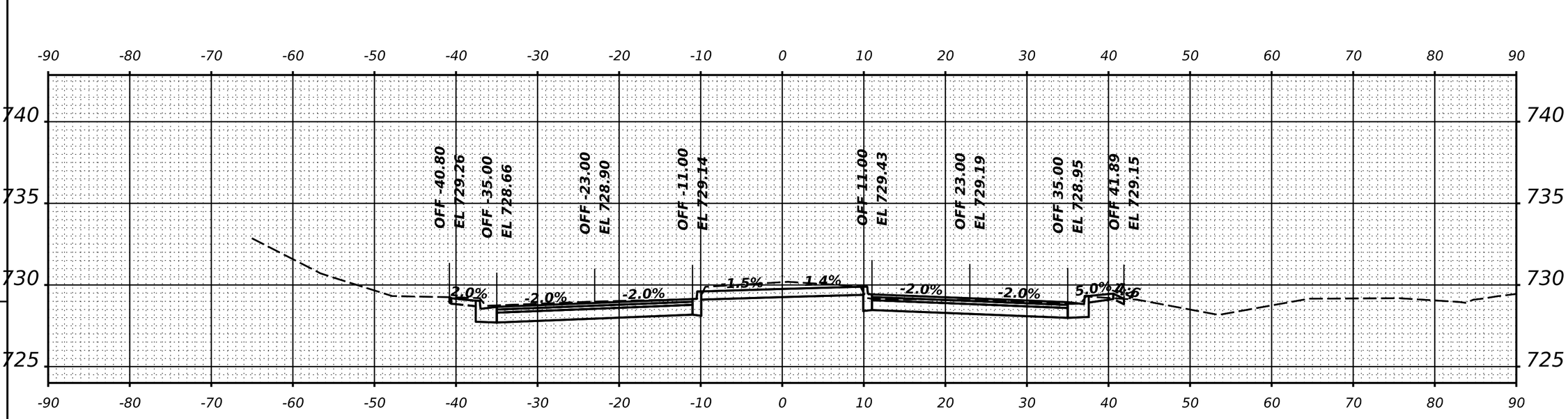
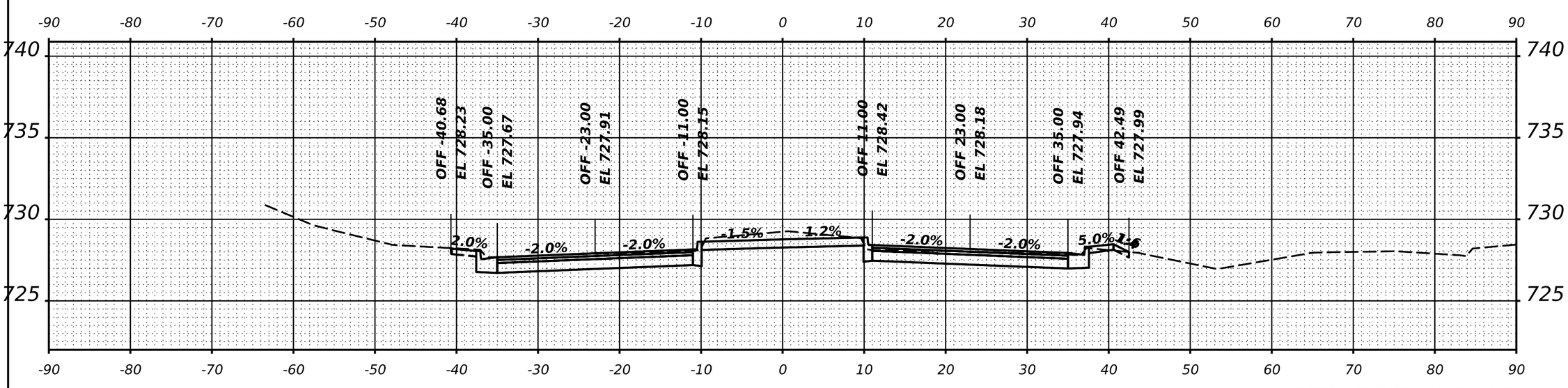


STA 227+50.00



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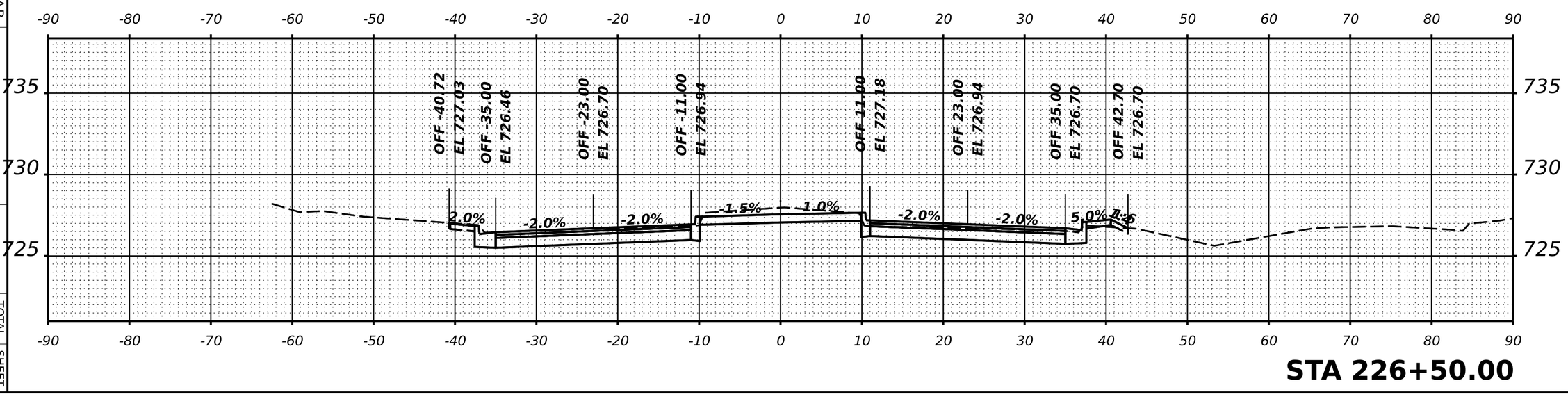


STA 226+50.00

ILLINOIS FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	17

CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

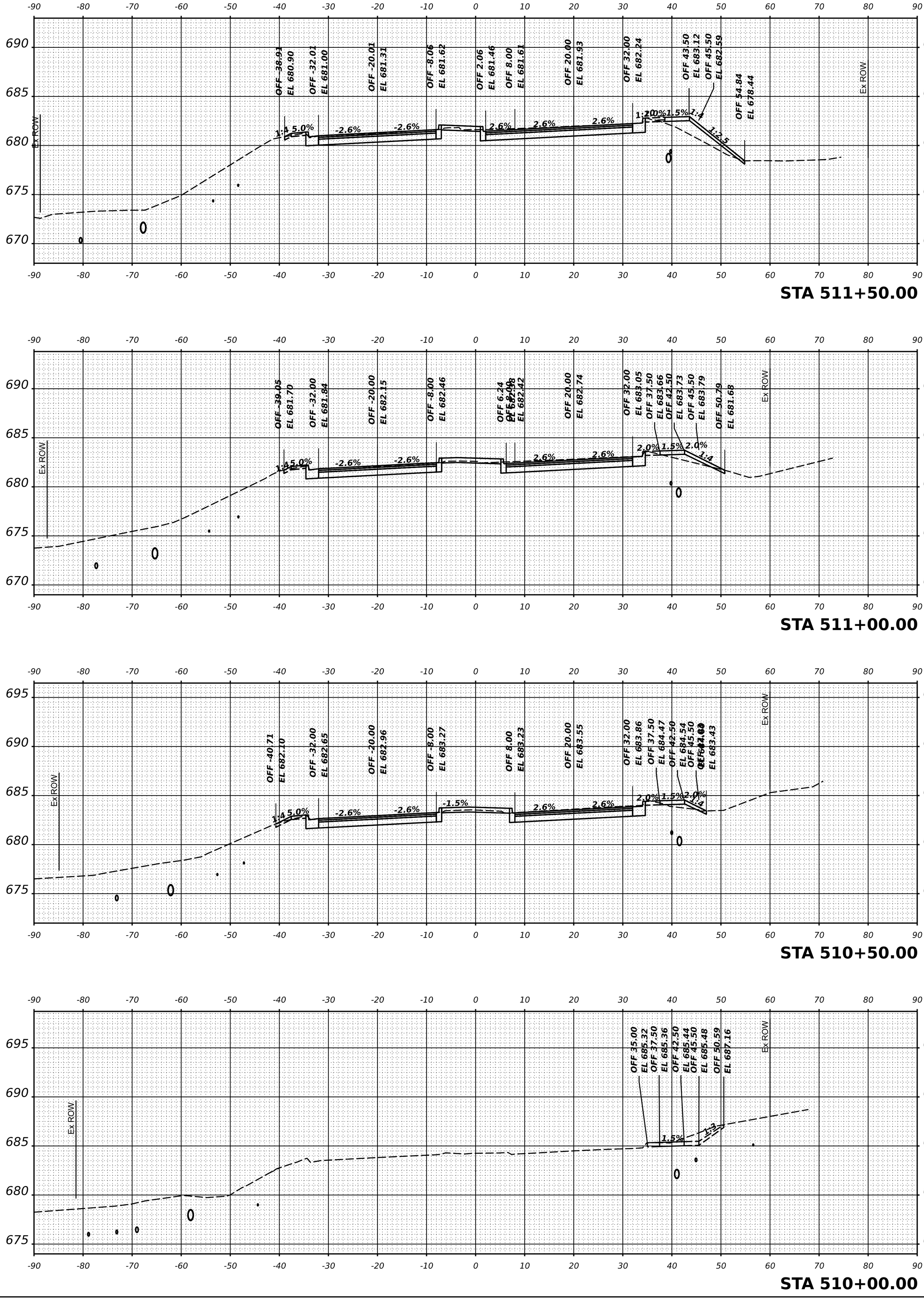
MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 1 OF 17 SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	1

ILLINOIS FED. AID PROJECT

CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -

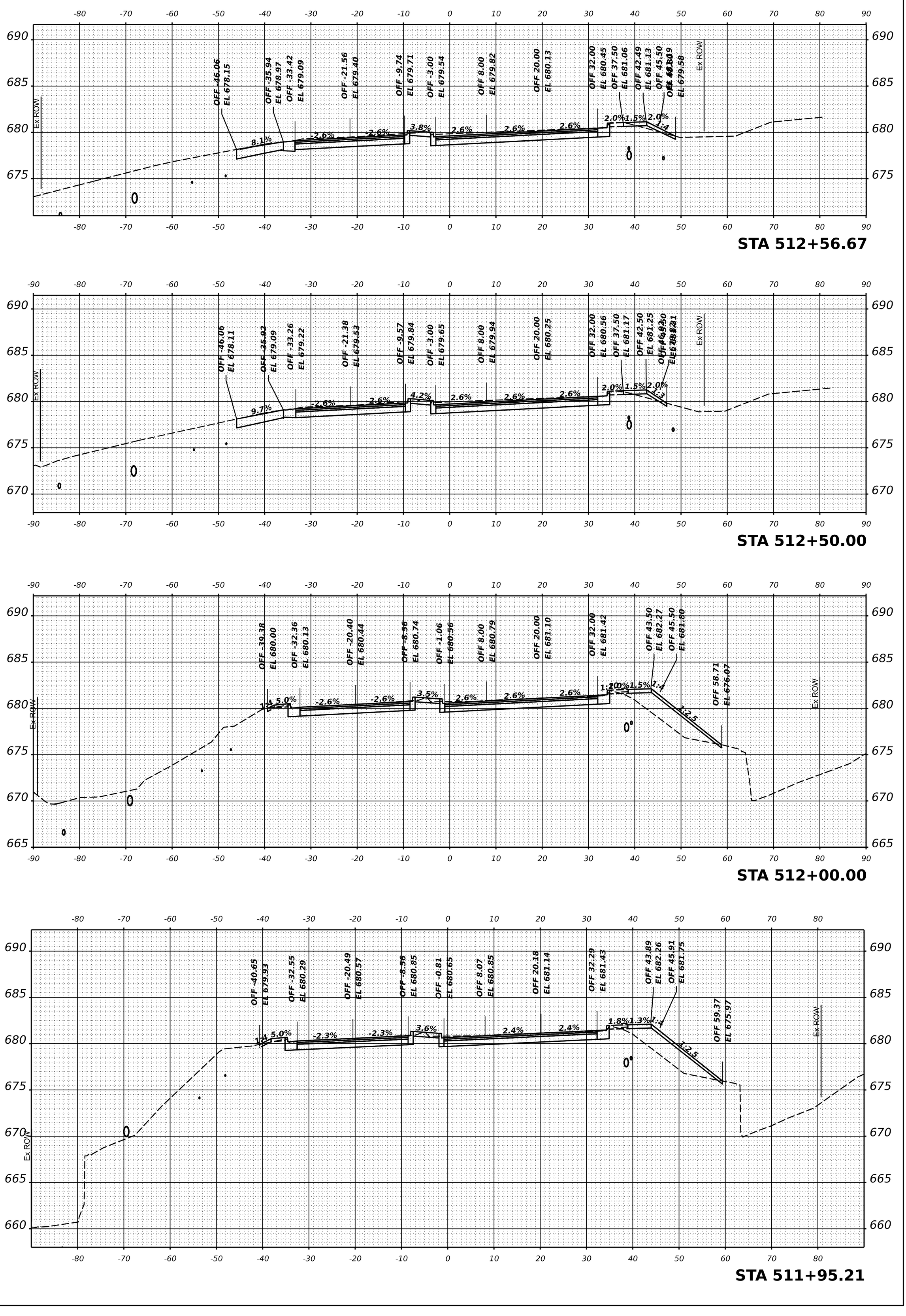
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 2 OF 17 SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	2

ILLINOIS FED. AID PROJECT
CONTRACT NO. _____



STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$	DESIGNED - ———
PLOT DATE = $DATE$	DATE - ———
PLOT SCALE = $SCALE$	CHECKED - ———
	DRAWN - ———

REVISED - ———	
REVISED - ———	
REVISED - ———	
REVISED - ———	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 20H-5V | SHEET 3 OF 12 SHEETS | STA. ———

ILLINOIS ROUTE 53
CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	3

CONTRACT NO. ———

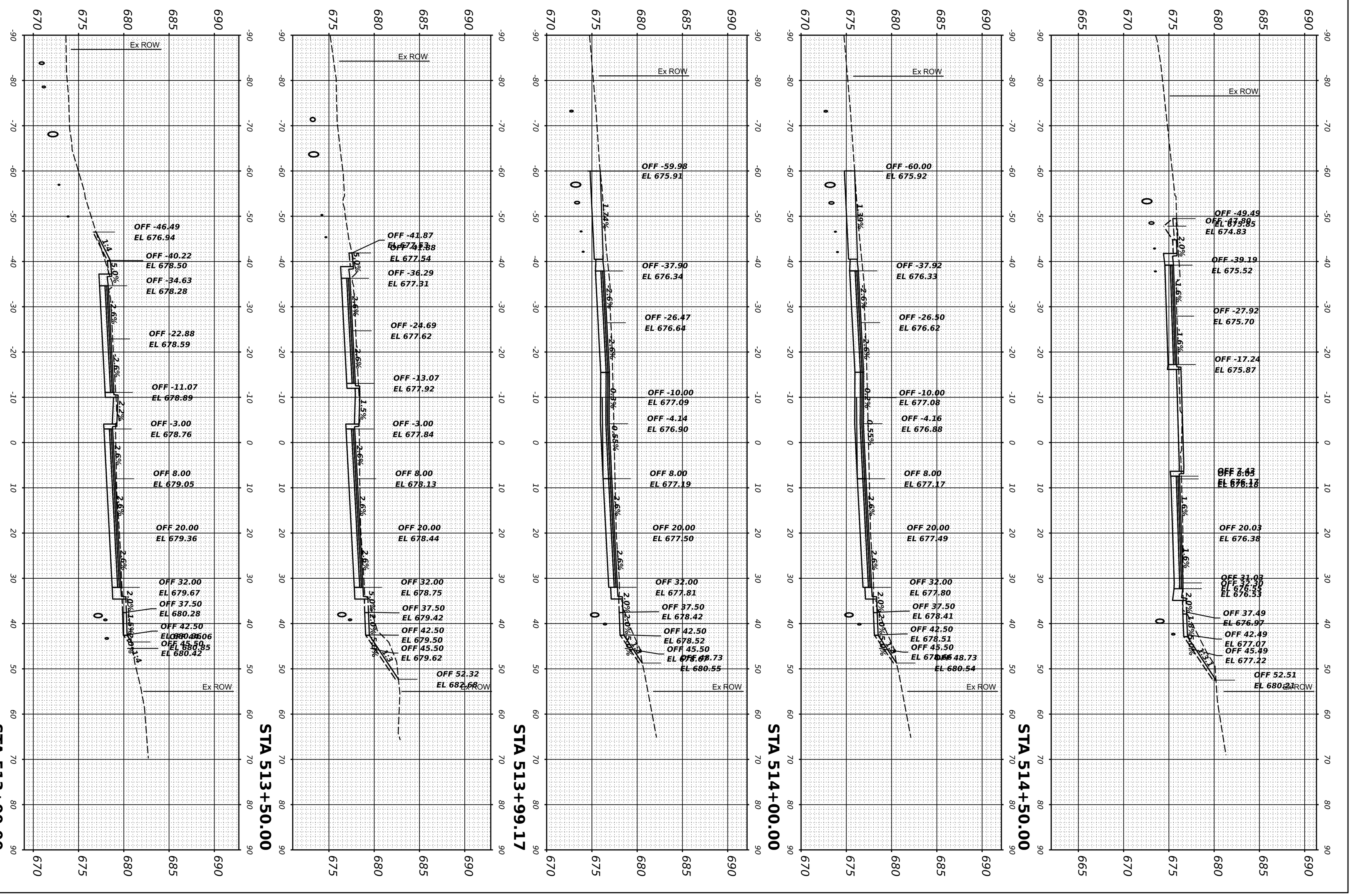
ILLINOIS | FED. AID PROJECT

MODEL: $MODELNAME$
FILE NAME: $FILE$

DRAFT 1/19/2026

NO.	NOTE BOOK	ORIGINAL SURVEY
		SURVEYED
		PLOTTED
		TEMPLATE
		AREAS
		AREAS CHECKED

BY | DATE



DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

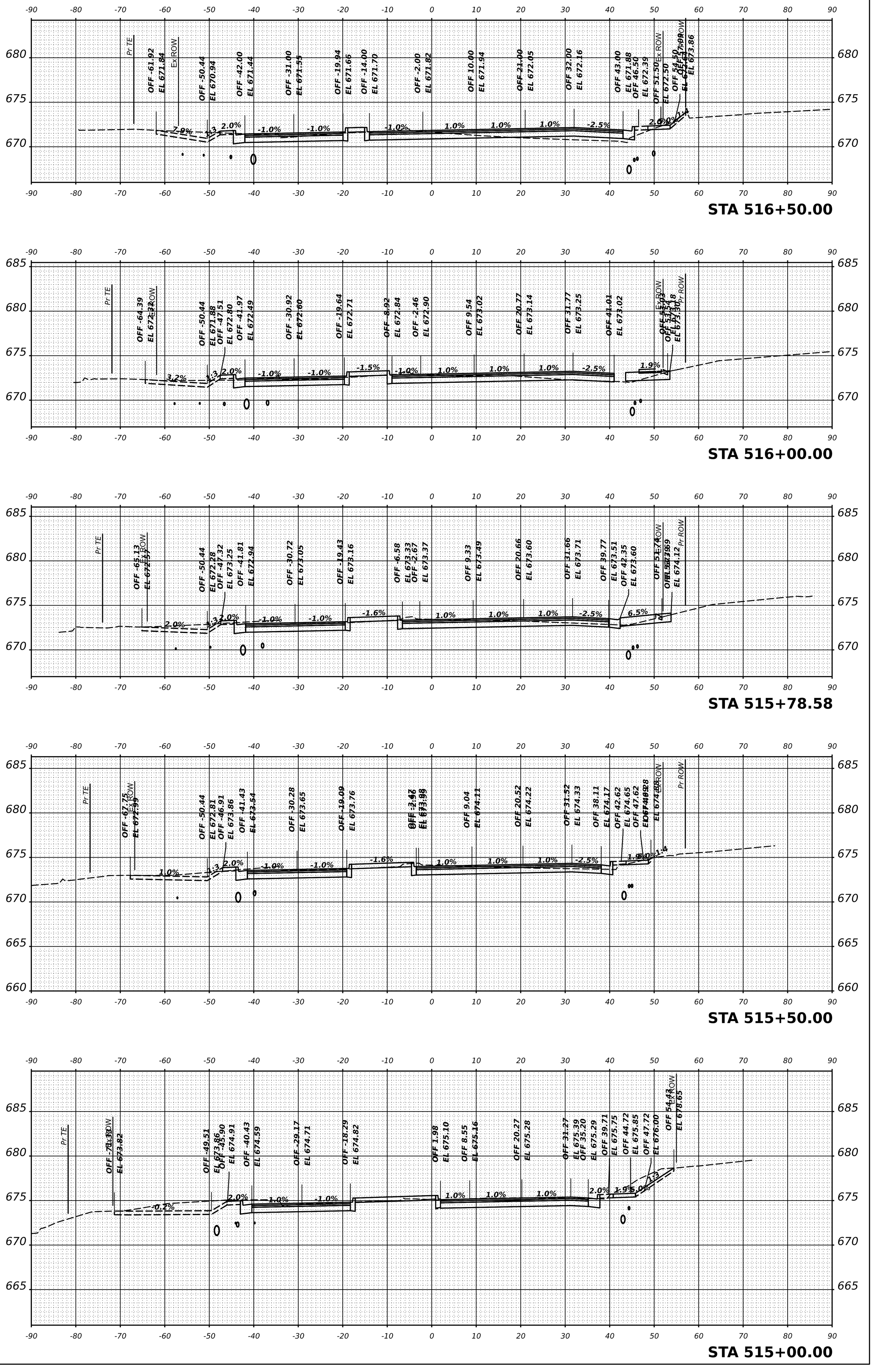
MODEL: $MODELNAME$
FILE NAME: $FILEL$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 4 OF 17 SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	4

ILLINOIS FED. AID PROJECT

CONTRACT NO. _____

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

MODEL: IL 53 XS - 517+00.00 [Sheet]
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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = noaha
PLOT SCALE = 0.08333317 ' / in.
PLOT DATE = 8/15/2025

DESIGNED - _____
DRAWN - _____
CHECKED - _____
DATE - _____

REVISED - _____
REVISED - _____
REVISED - _____

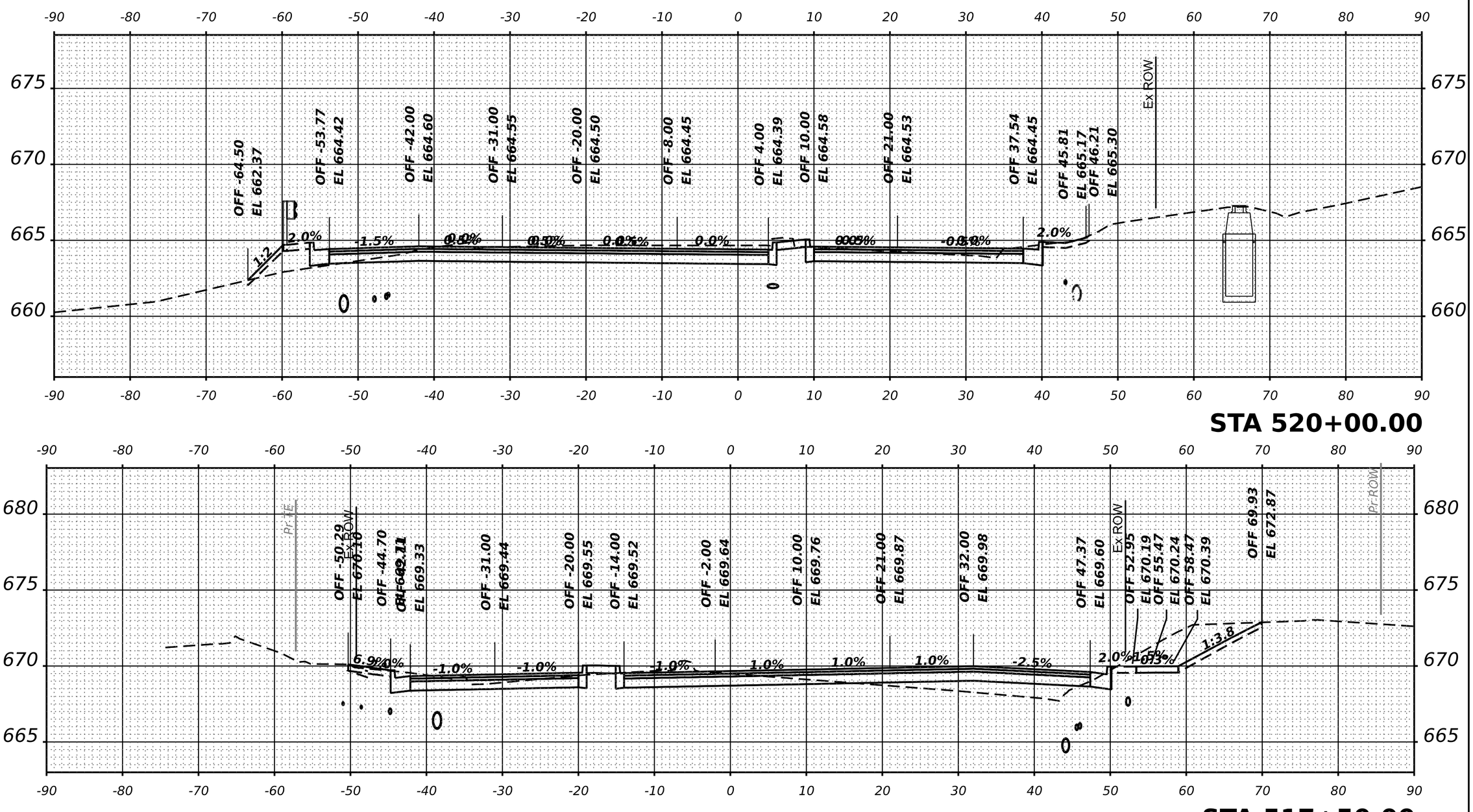
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

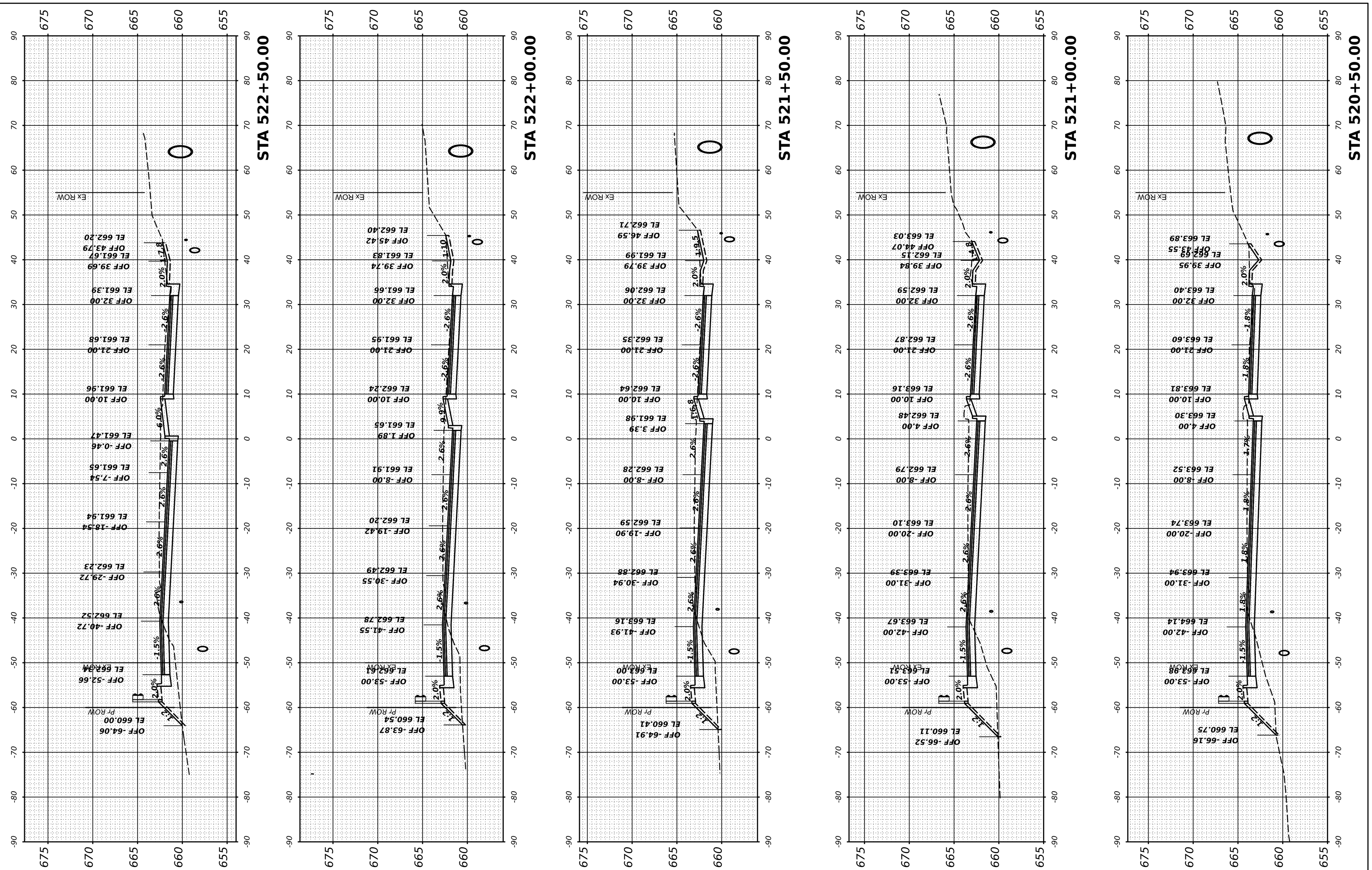
ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 5 OF 17 SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	5

ILLINOIS
FED. AID PROJECT
CONTRACT NO. _____





FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

DRAFT 1/19/2026

MODEL: $MODELNAME$
FILE NAME: $FILE$

STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = $USER$	DESIGNED - _____	REVISED - _____
	DRAWN - _____	REVISED - _____
PLOT SCALE = $SCALE$	CHECKED - _____	REVISED - _____
PLOT DATE = $DATE$	DATE - _____	REVISED - _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V | SHEET 6 OF 17 SHEETS | STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	6
		CONTRACT NO. ___		
	ILLINOIS	FED. AID PROJECT		

DRAFT 1/19/2026

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

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PLOT DATE = 8/15/2025

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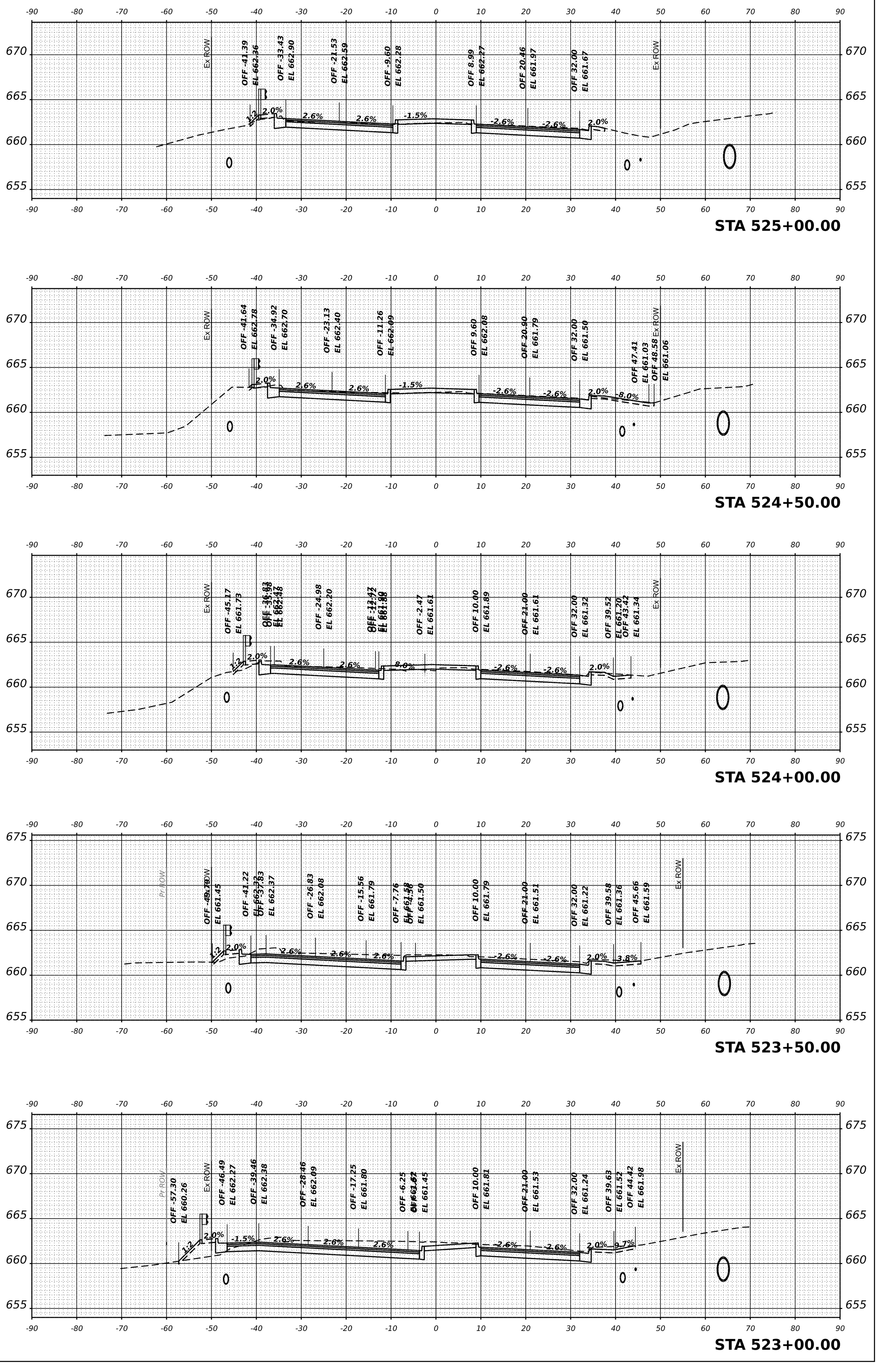

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 7 OF 17 SHEETS
STA. _____

ILLINOIS
FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	7

CONTRACT NO. _____

DRAFT 1/19/2026

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FINAL SURVEY		BY	DATE
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	AREAS CHECKED		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

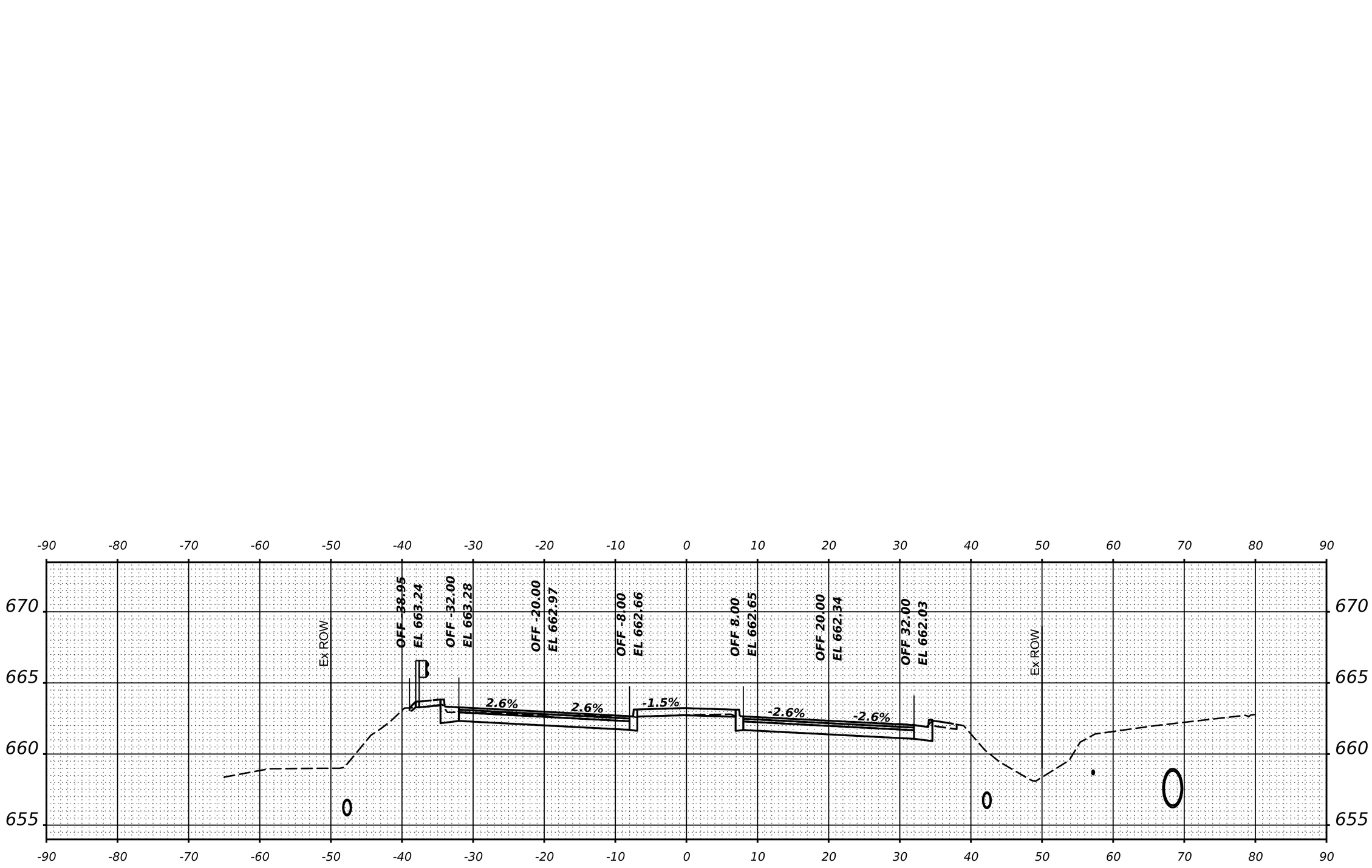
ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V | SHEET 8 OF 17 SHEETS | STA. _____

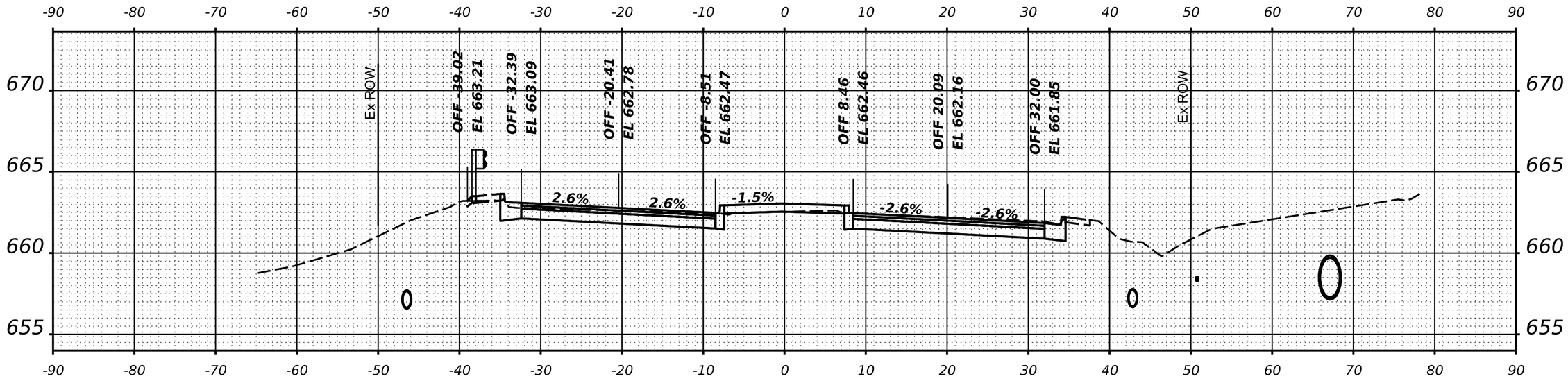
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	17	8

ILLINOIS | FED. AID PROJECT

CONTRACT NO. _____



STA 526+00.00



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DRAFT 1/19/2026

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	AREAS CHECKED		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

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DATE - _____

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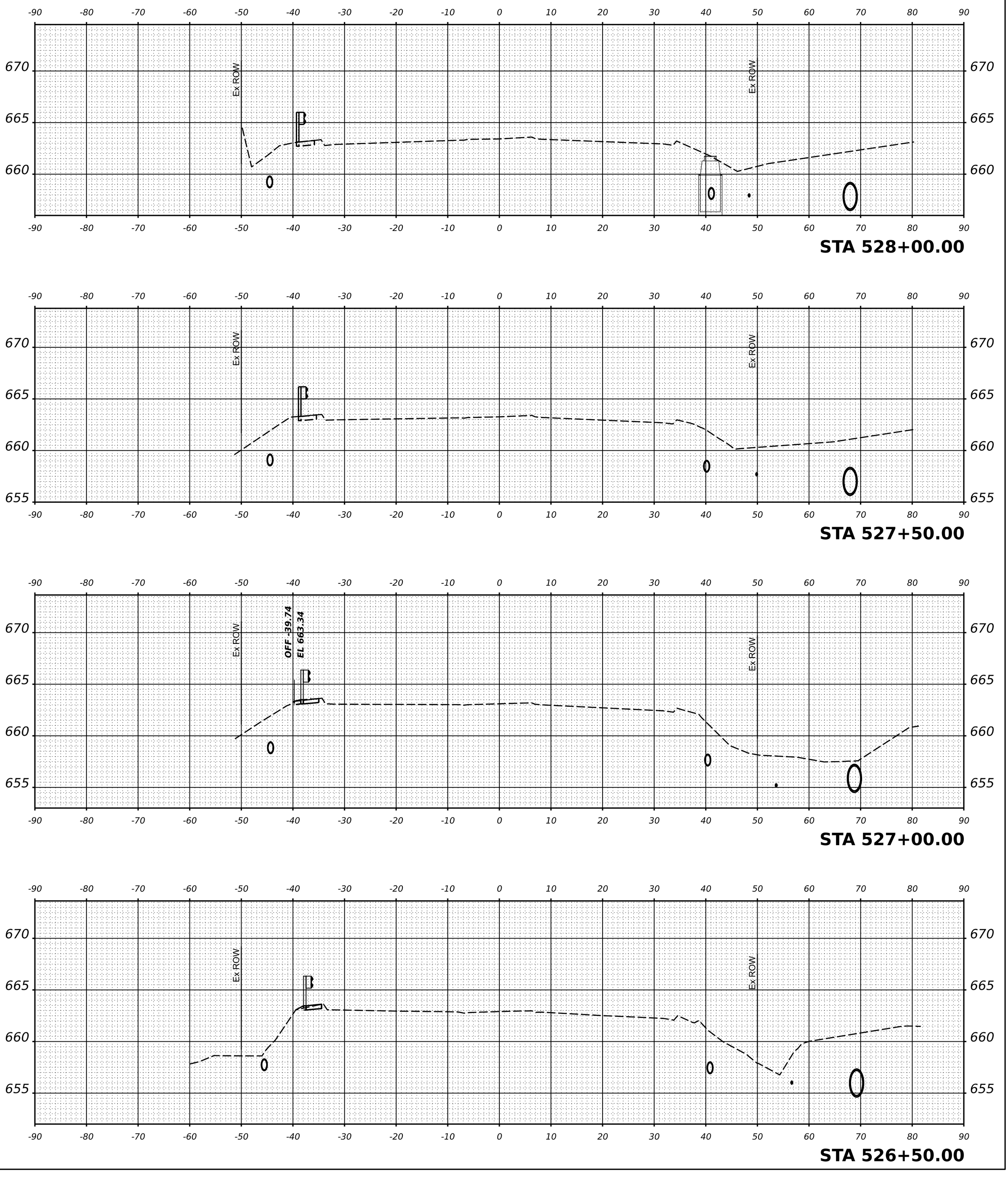

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
CROSS SECTIONS

SCALE: 20H-5V
SHEET 0 OF __ SHEETS
STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	__	526+50.00

ILLINOIS
FED. AID PROJECT

CONTRACT NO. _____

DESIGN EXCEPTION FORMS

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Frontage Road Outer Separation

Design Element Policy Value

25 feet (BDE Figure 44-2.K)

Proposed Design Element Value

10 feet

Location(s) of Exception

East leg of 75th Street

Crash History and Potential of Exception Location(s)

No crash history at the Frontage Road was analyzed

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$75,000.00	$25,000.00

Impacts Other Than Cost of Using Policy Value

Using the Policy Value would increase the impacts of the project and involve the acquisition of ROW from 2 residential properties

Proposed Mitigation to Address Exception

Guardrail will be proposed to separate EB 75th Street and the Frontage Road.

Geometric Compatibility with Adjacent Sections

The proposed substandard frontage road outer separation matches the existing frontage road.

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

he substandard frontage road outer separation is needed to avoid ROW impacts to the residential properties and maintain the existing frontage road location.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026

PR CURVE 75TH STREET
PI STA = 218+77.93
Δ = 03°55'29" (LT)
D = 00°57'58"
R = 5,930.00'
T = 203.18'
L = 406.21'
E = 3.48'
PC STA = 216+74.75
PT STA = 220+80.96

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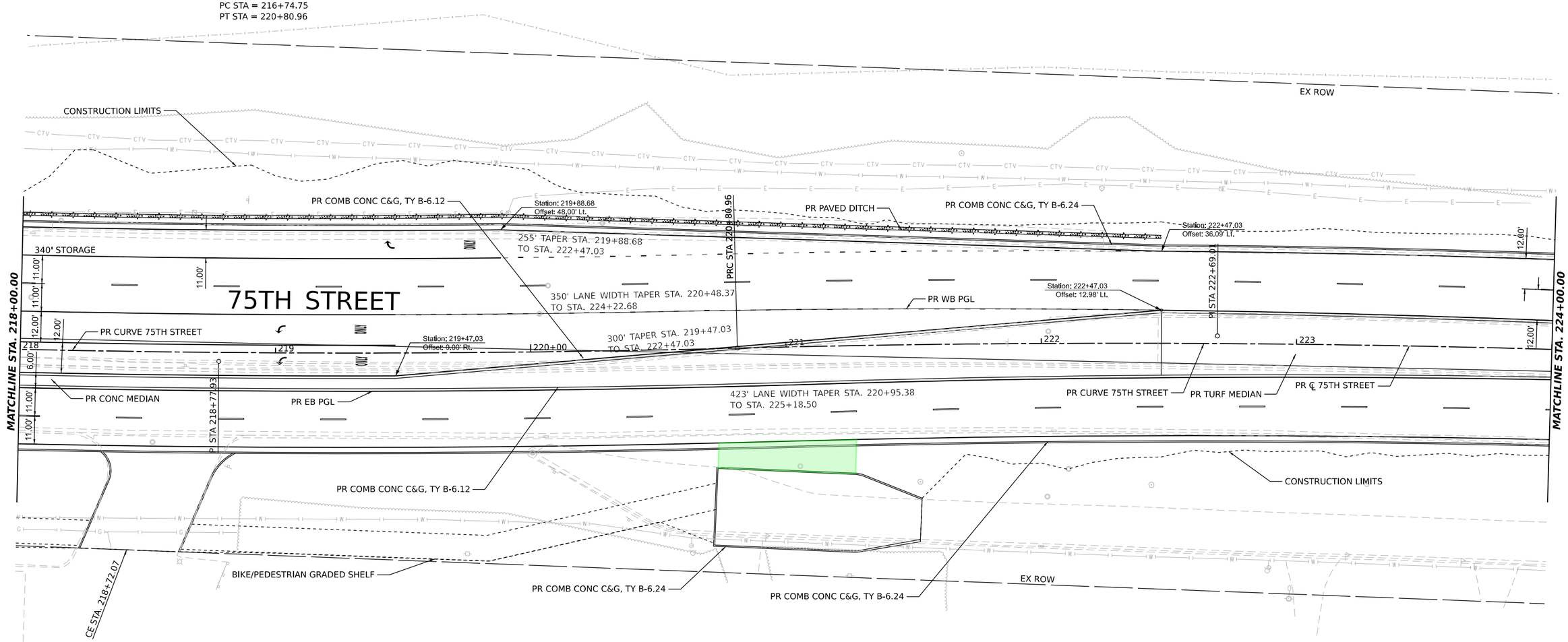

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

PR CURVE 75TH STREET
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Δ = 03°37'57" (RT)
D = 00°57'58"
R = 5,930.00'
T = 188.05'
L = 375.97
E = 2.98'
PC STA = 220+80.96
PT STA = 224+56.93

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 7 OF 8 SHEETS | STA. 218+00.00 TO STA. 224+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	7
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Dual left turn lane taper length

Design Element Policy Value

300 feet (BDE Section 36-3.05(b))

Proposed Design Element Value

200 feet

Location(s) of Exception

IL Route 53 Northbound left turn lane at 75th Street

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$75,000.00

Impacts Other Than Cost of Using Policy Value

Access to the business at the southwest quadrant of the intersection of IL Route 53 and 75th Street would be impacted by using the policy value.

Proposed Mitigation to Address Exception

Provide turn lane skip dashes and signage

Geometric Compatibility with Adjacent Sections

The substandard turn lane taper is compatible with a median opening accommodating access to the parcels at the southwest quadrant of the intersection

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

Using the policy value turn lane taper will eliminate access to the parcel at the southwest quadrant of the intersection

Summary of Justification for Exception

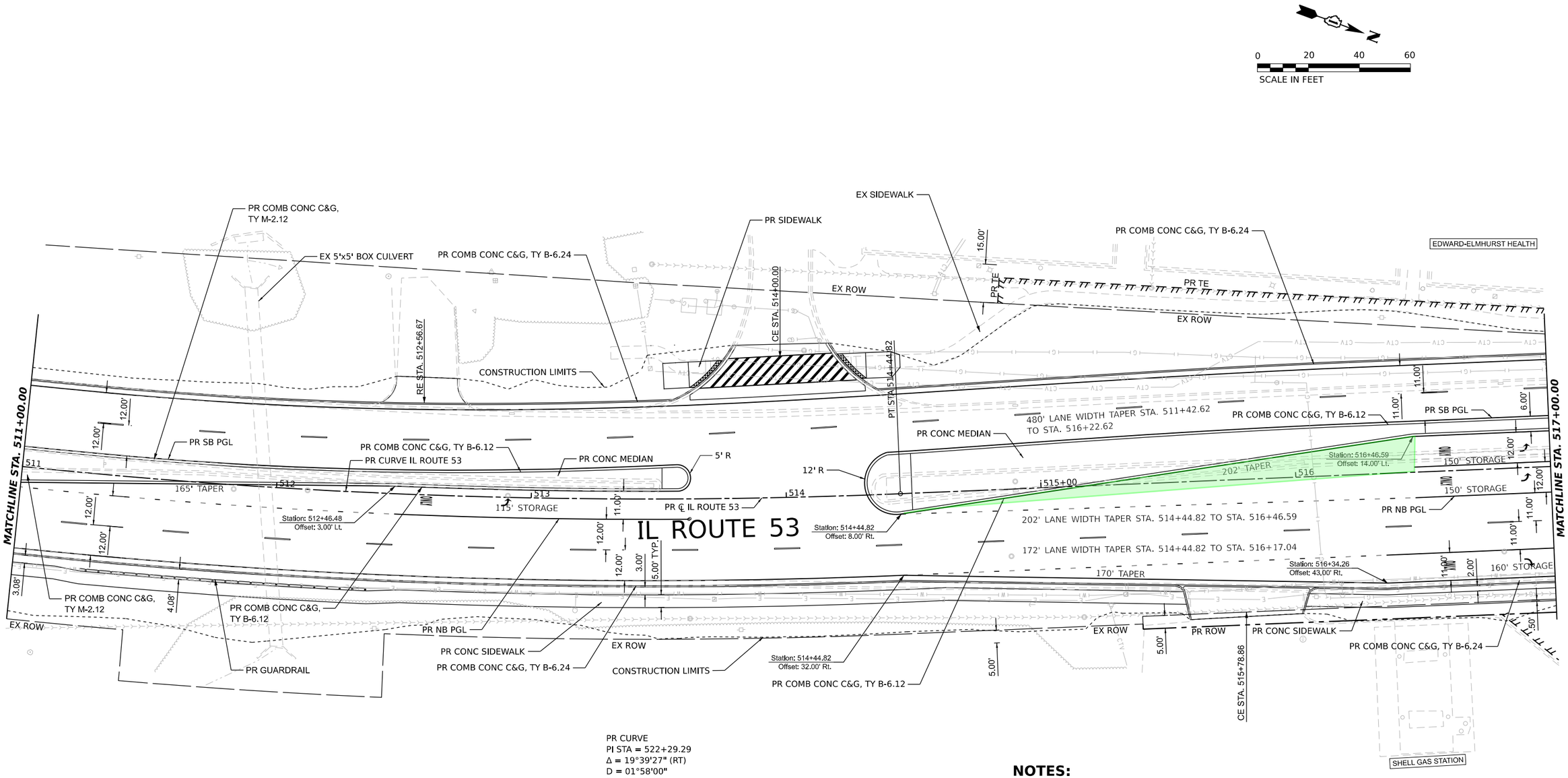
Access to the business at the southwest quadrant shall be maintained so a substandard taper length is needed.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



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L = 999.58'
E = 43.40'
e = 2.6%
TR = 36'
SE RUN = 94'
PC STA = 514+24.55
PT STA = 527+24.12

NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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PLOT DATE = 9/23/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 2 OF 8 SHEETS | STA. 511+00.00 TO STA. 517+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

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Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System? ☒ Yes ☐ No

Structure Numbers

Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Turn Lane Deceleration Distance

Design Element Policy Value

385 feet (BDE Figure 36-3.I)

Proposed Design Element Value

350 feet

Location(s) of Exception

IL Route 53 Northbound left turn lane at 75th Street

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$75,000.00

Impacts Other Than Cost of Using Policy Value

Access to the business at the southwest quadrant of the intersection of IL route 53 and 75th Street would be impacted by using the policy value.

Proposed Mitigation to Address Exception

Provide turn lane skip dashes and signage

Geometric Compatibility with Adjacent Sections

The substandard deceleration distance is compatible with a median opening accommodating access to the parcels at the southwest quadrant of the intersection

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

Using the policy value deceleration distance will eliminate access to the parcel at the southwest quadrant of the intersection

Summary of Justification for Exception

Access to the business at the southwest quadrant shall be maintained so the substandard turn lane deceleration distance is needed.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

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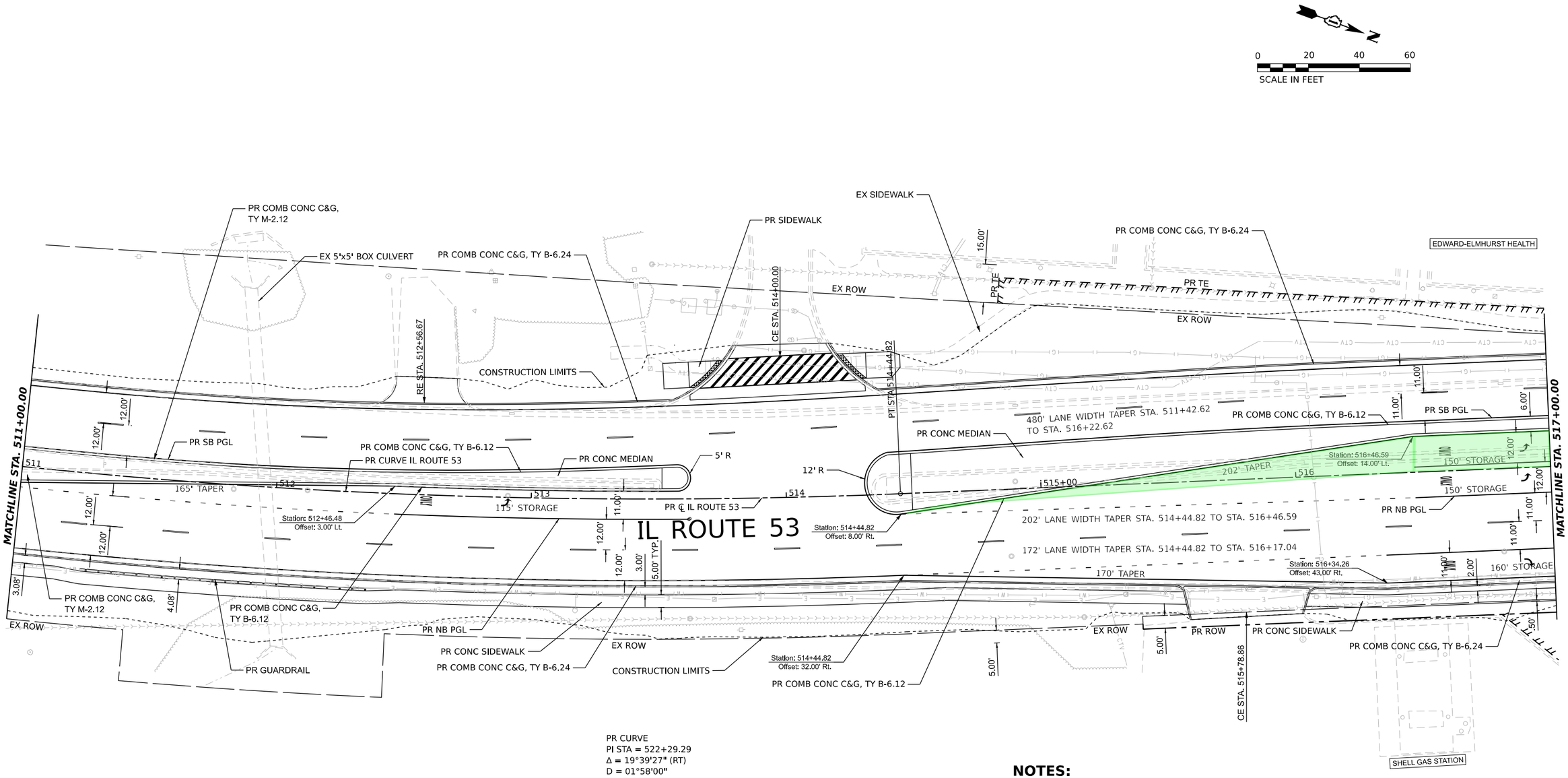

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E = 43.40'
e = 2.6%
TR = 36'
SE RUN = 94'
PC STA = 514+24.55
PT STA = 527+24.12

NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 2 OF 8 SHEETS | STA. 511+00.00 TO STA. 517+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

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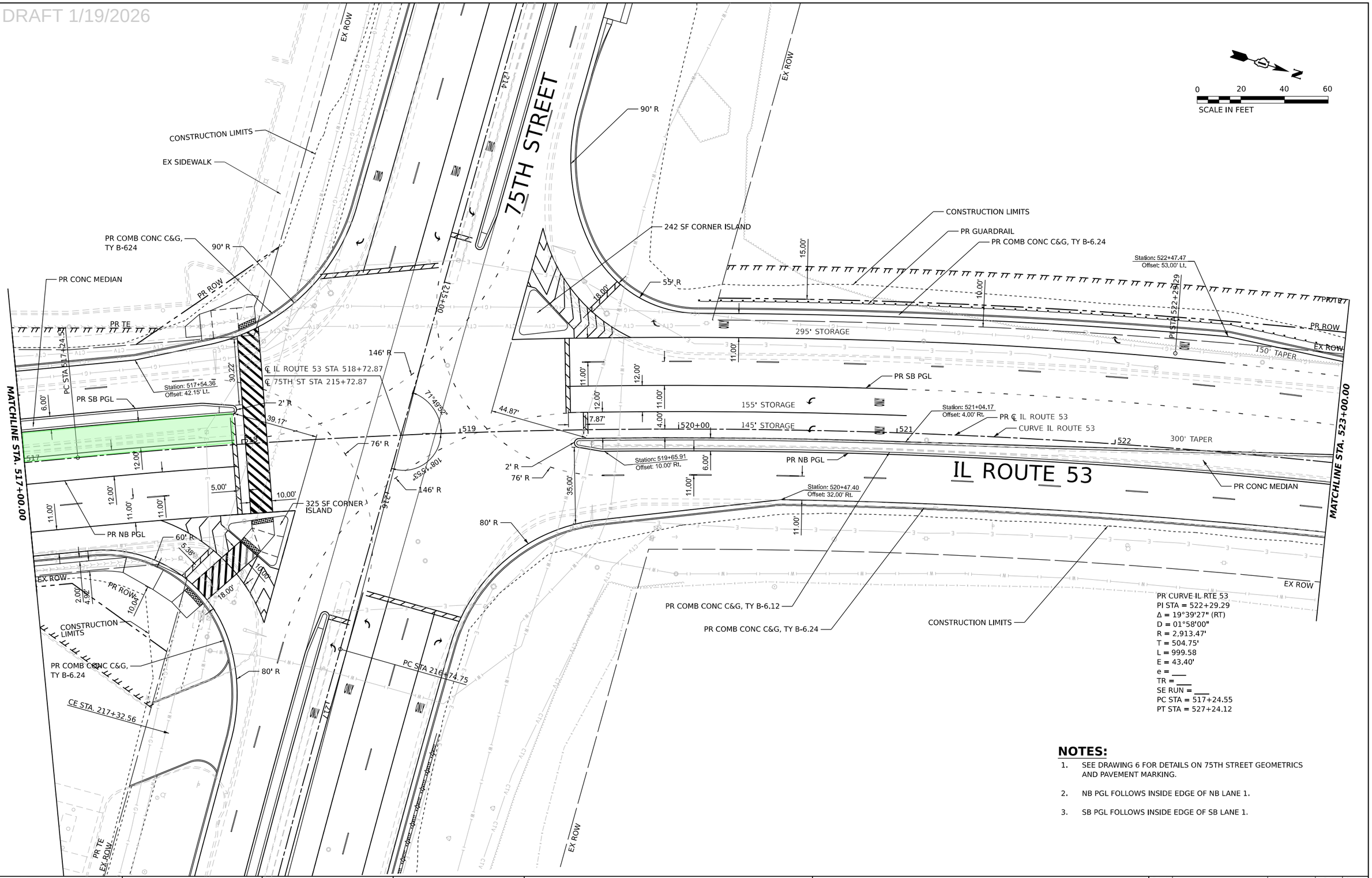

NOTES:

1. SEE DRAWING 6 FOR DETAILS ON 75TH STREET GEOMETRICS AND PAVEMENT MARKING.
2. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
3. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length

Project Limits

at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Stop Bar - Traveled Way Offset

Design Element Policy Value

30 feet maximum (BDE Section 36-1.10; MUTCD Section 3B.16-10)

Proposed Design Element Value

49 feet

Location(s) of Exception

75th Street Westbound approach at IL Route 53

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$750,000.00	$250,000.00

Impacts Other Than Cost of Using Policy Value

Using the policy value would cause the stop bar to conflict with the intersection turning movements. in order to use the policy value without creating a conflict with the turning movements, the median width would need to be increased, causing the ROW impacts of the intersection to increase.

Proposed Mitigation to Address Exception

Staggered stop bars are proposed.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

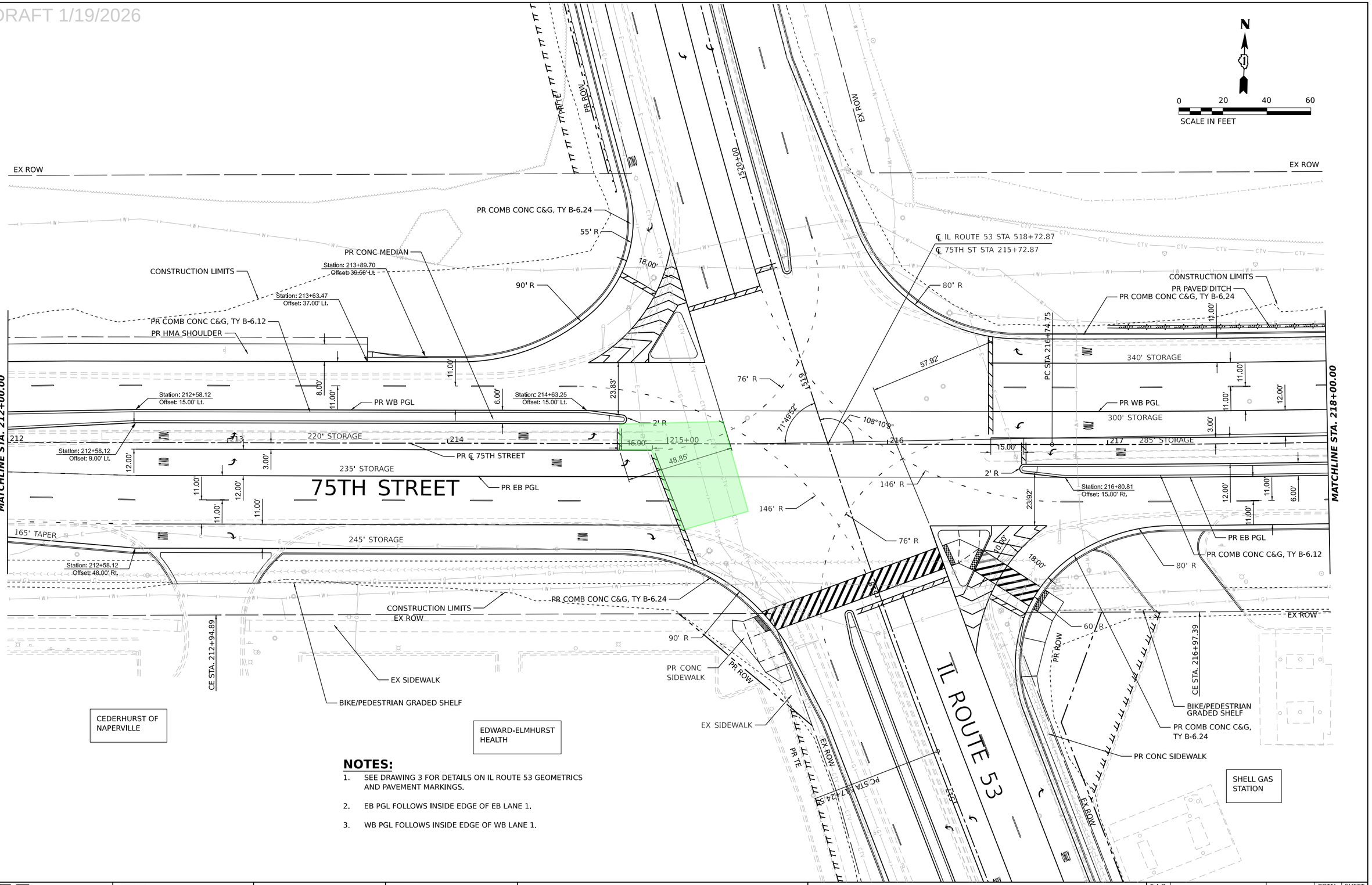
The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



NOTES:

1. SEE DRAWING 3 FOR DETAILS ON IL ROUTE 53 GEOMETRICS AND PAVEMENT MARKINGS.
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3. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

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PLOT DATE = 9/23/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 | TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Stop Bar - Traveled Way Offset

Design Element Policy Value

30 feet maximum (BDE Section 36-1.10; MUTCD Section 3B.16-10)

Proposed Design Element Value

58 feet

Location(s) of Exception

75th Street Eastbound approach at IL Route 53

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$750,000.00	$250,000.00

Impacts Other Than Cost of Using Policy Value

Using the policy value would cause the stop bar to conflict with the intersection turning movements. in order to use the policy value without creating a conflict with the turning movements, the median width would need to be increased, causing the ROW impacts of the intersection to increase.

Proposed Mitigation to Address Exception

staggered stop bars are proposed.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

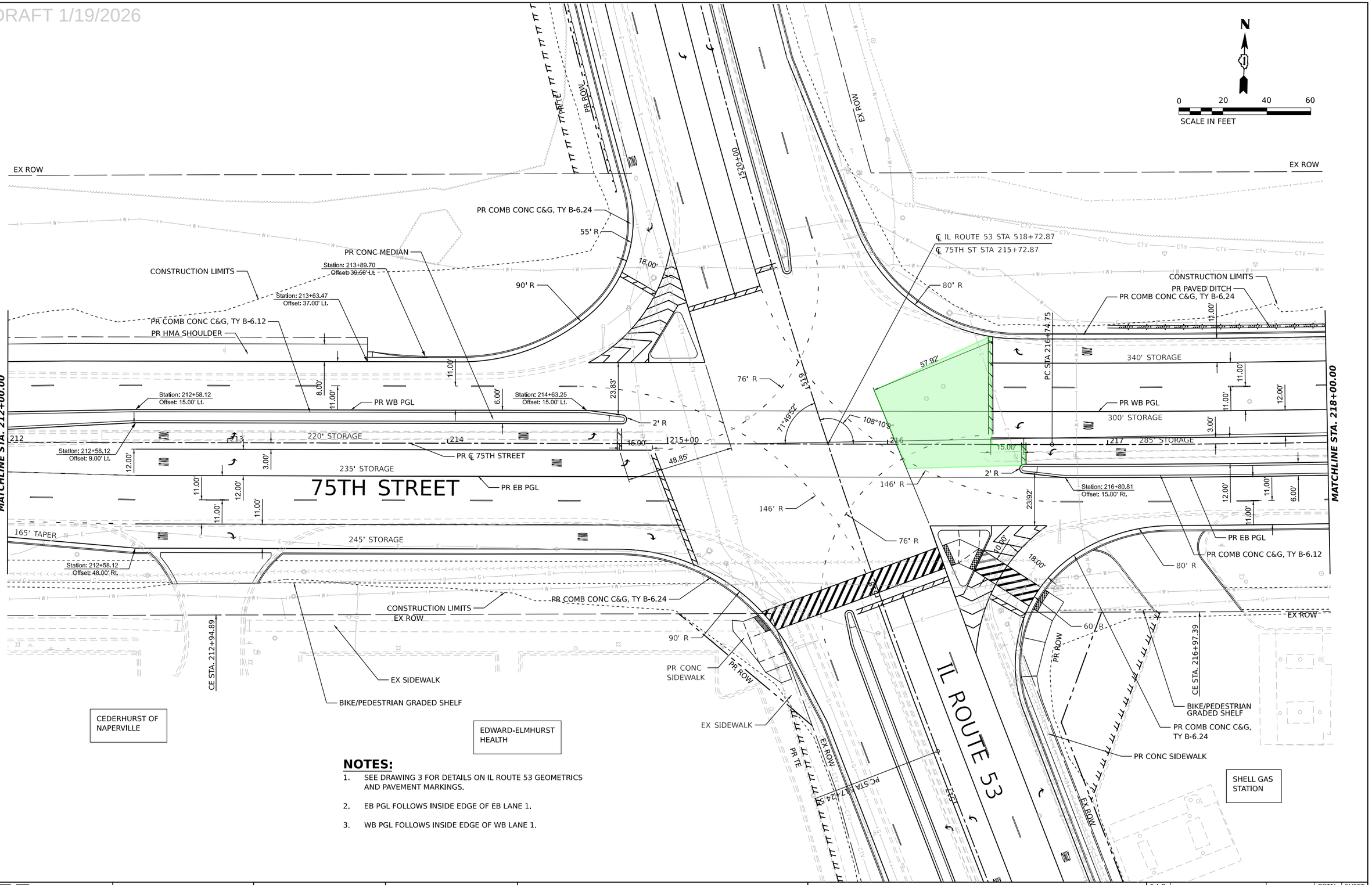
The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



NOTES:

1. SEE DRAWING 3 FOR DETAILS ON IL ROUTE 53 GEOMETRICS AND PAVEMENT MARKINGS.
2. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
3. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

MODEL: 75TH ST - Plan 2 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Stop Bar - Traveled Way Offset

Design Element Policy Value

30 feet maximum (BDE Section 36-1.10; MUTCD Section 3B.16-10)

Proposed Design Element Value

40 feet

Location(s) of Exception

IL Route 53 Northbound approach at 75th Street

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$750,000.00	$250,000.00

Impacts Other Than Cost of Using Policy Value

Using the policy value would cause the stop bar to conflict with the intersection turning movements. in order to use the policy value without creating a conflict with the turning movements, the median width would need to be increased, causing the ROW impacts of the intersection to increase.

Proposed Mitigation to Address Exception

Staggered stop bars are proposed.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

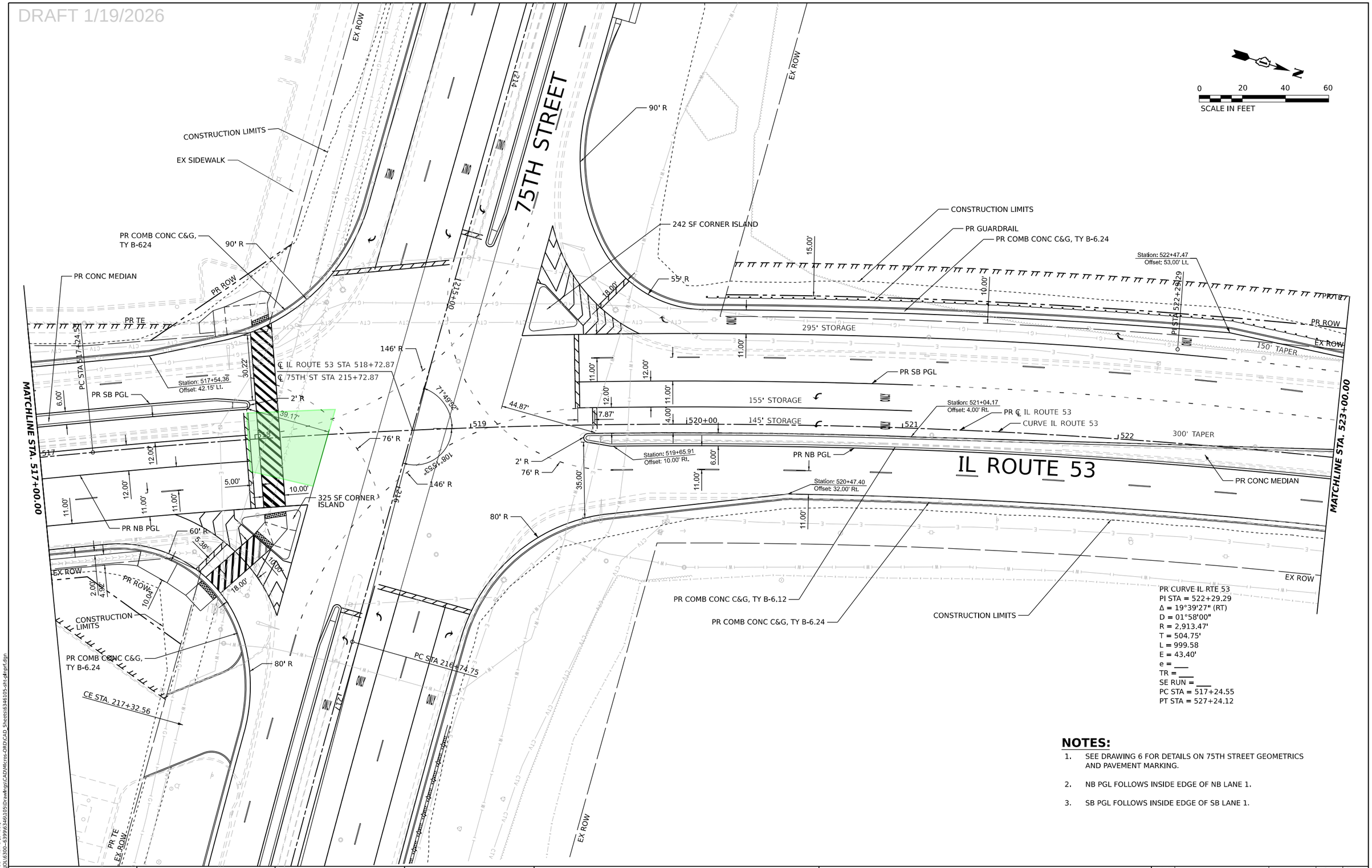
The substandard stop bar offset is required to avoid additional intersection impacts and turning movement conflicts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



NOTES:

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2. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

MODEL: IL RTE 53 - Plan 3 [Sheet]
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Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Stop Bar - Traveled Way Offset

Design Element Policy Value

30 feet maximum (BDE Section 36-1.10; MUTCD Section 3B.16-10)

Proposed Design Element Value

45 feet

Location(s) of Exception

IL Route 53 Southbound approach at 75th Street

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$750,000.00	$250,000.00

Impacts Other Than Cost of Using Policy Value

Using the policy value would cause the stop bar to conflict with the intersection turning movements. in order to use the policy value without creating a conflict with the turning movements, the median width would need to be increased, causing the ROW impacts of the intersection to increase.

Proposed Mitigation to Address Exception

Staggered stop bars are proposed.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

No impacts are anticipated in regards to other design elements due to this design exception.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception and turning movement conflicts.

Summary of Justification for Exception

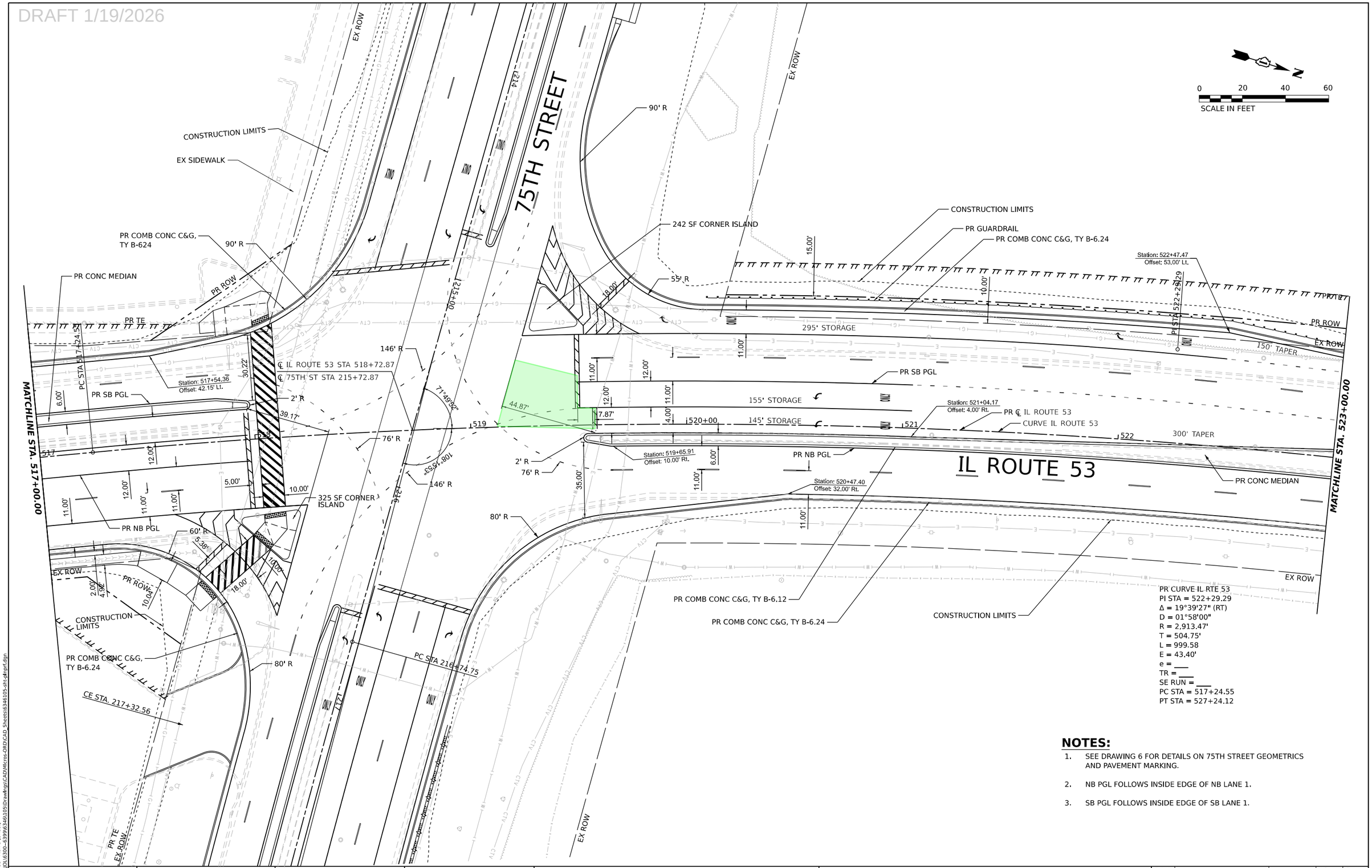
The substandard stop bar offset is required to avoid additional intersection impacts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



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3. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 3 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT		Design Traffic DHV	
45		Principal Arterial	2021	30100	AM		PM

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Dual Left Turn Lane Turning Radii

Design Element Policy Value

90 feet radius (BDE Section 36-3.05(b))

Proposed Design Element Value

78 feet radius

Location(s) of Exception

EB approach left turn

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$750,000.00	$250,000.00

Impacts Other Than Cost of Using Policy Value

The policy value, 90 foot radius, necessitates a larger intersection because of the skewed intersection. Providing the policy value would increase the size of the intersection and ROW impacts at all quadrants of the intersection will increase.

Proposed Mitigation to Address Exception

Design vehicle turning movements were developed to verify the design vehicle can make the maneuver without conflict.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

The turning radii impacts the stop bar location at the NB and SB approach legs

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

The substandard turning radii is needed to avoid additional intersection impacts and turning movement conflicts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026

N

0 20 40 60

SCALE IN FEET

75TH STREET

EX ROW

PR ROW

EX ROW

PR COMB CONC C&G, TY B-6.24

55' R

PR CONC MEDIAN

CONSTRUCTION LIMITS

Station: 213+89.70
Offset: 39.68' Lt.

Station: 213+63.47
Offset: 37.00' Lt.

90' R

18.00'

PR COMB CONC C&G, TY B-6.12

PR HMA SHOULDER

11.00'

8.00'

11.00'

6.00'

23.83'

Station: 212+58.12
Offset: 15.00' Lt.

Station: 214+63.25
Offset: 15.00' Lt.

PR WB PGL

2' R

MATCHLINE STA. 212+00.00

212

213

220' STORAGE

214

16.00'

1215+00

PR ℄ 75TH STREET

Station: 212+58.12
Offset: 9.00' Lt.

12.00'

3.00'

235' STORAGE

11.00'

12.00'

11.00'

11.00'

PR EB PGL

165' TAPER

245' STORAGE

Station: 212+58.12
Offset: 48.00' Rt.

PR COMB CONC C&G, TY B-6.24

CONSTRUCTION LIMITS

EX ROW

CE STA. 212+94.89

EX SIDEWALK

BIKE/PEDESTRIAN GRADED SHELF

CEDERHURST OF NAPERVILLE

EDWARD-ELMHURST HEALTH

℄ IL ROUTE 53 STA 518+72.87

℄ 75TH ST STA 215+72.87

80' R

78' R

519'

71°49'52"

108°10'9"

48.85'

57.92'

PC STA 216+74.75

CONSTRUCTION LIMITS

PR PAVED DITCH

PR COMB CONC C&G, TY B-6.24

11.00'

340' STORAGE

11.00'

12.00'

PR WB PGL

300' STORAGE

3.00'

11.00'

12.00'

15.00'

217

285' STORAGE

216

2' R

Station: 216+80.81
Offset: 15.00' Rt.

162' R

166' R

74.5' R

23.92'

12.00'

11.00'

6.00'

11.00'

MATCHLINE STA. 218+00.00

PR EB PGL

PR COMB CONC C&G, TY B-6.12

80' R

18.00'

60' R

EX ROW

PR ROW

CE STA. 216+97.39

BIKE/PEDESTRIAN GRADED SHELF

PR COMB CONC C&G, TY B-6.24

PR CONC SIDEWALK

90' R

PR CONC SIDEWALK

PR ROW

EX SIDEWALK

EX ROW

PR TE

PC STA 217+24.13

152'

IL ROUTE 53

EX ROW

SHELL GAS STATION

NOTES:

1. SEE DRAWING 3 FOR DETAILS ON IL ROUTE 53 GEOMETRICS AND PAVEMENT MARKINGS.
2. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
3. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

MODEL: 75TH ST - Plan 2 [Sheet]
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT		Design Traffic DHV	
45		Principal Arterial	2021	30100	AM		PM

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Dual Left Turn Lane Turning Radii

Design Element Policy Value

90 feet radius (BDE Section 36-3.05(b))

Proposed Design Element Value

74.5 feet radius

Location(s) of Exception

WB approach left turn

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$750,000.00	$250,000.00

Impacts Other Than Cost of Using Policy Value

The policy value, 90 foot radius, necessitates a larger intersection because of the skewed intersection. Providing the policy value would increase the size of the intersection and ROW impacts at all quadrants of the intersection will increase.

Proposed Mitigation to Address Exception

Design vehicle turning movements were developed to verify the design vehicle can make the maneuver without conflict.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

The turning radii impacts the stop bar location at the NB and SB approach legs

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

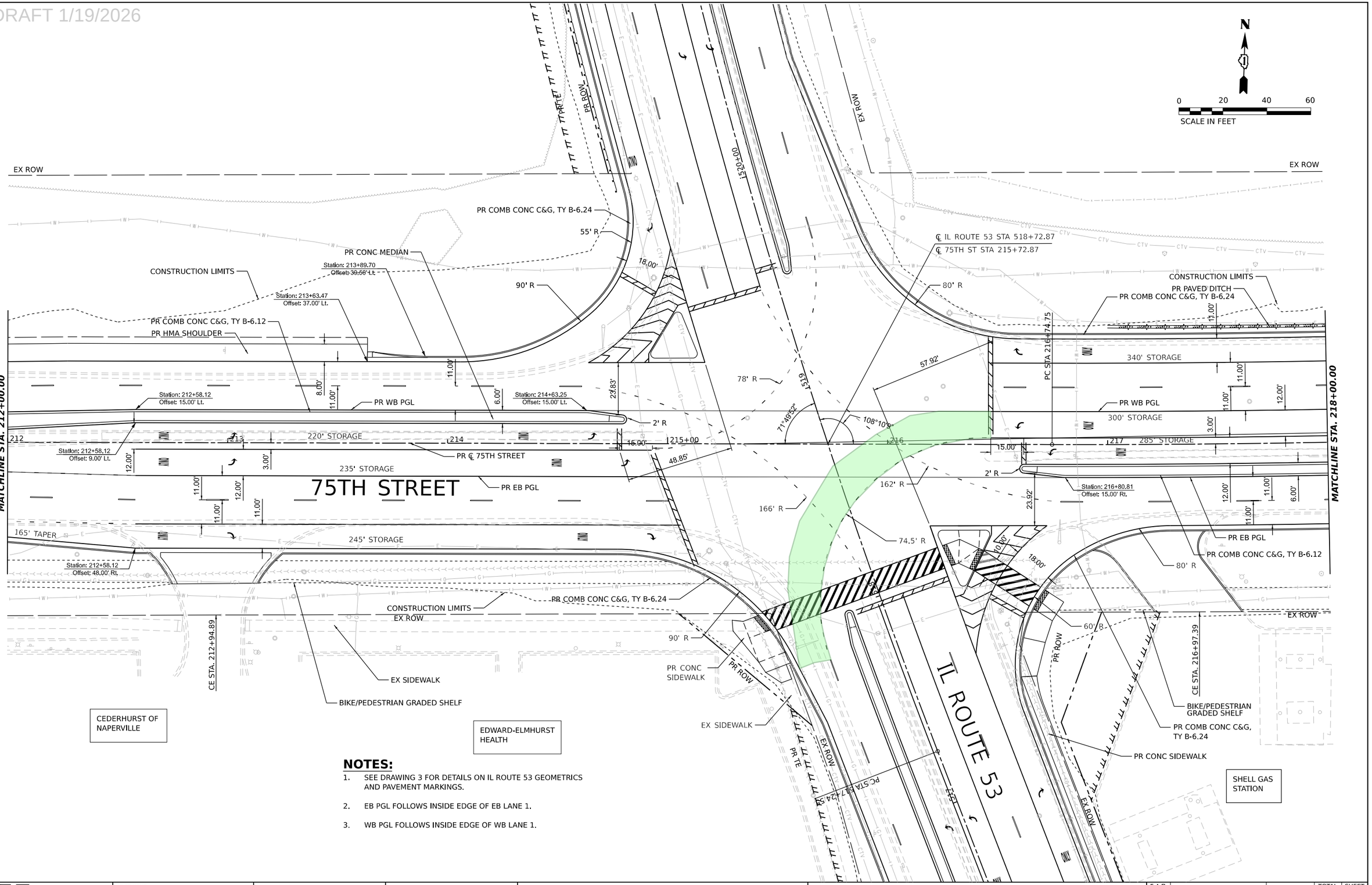
The substandard turning radii is needed to avoid additional intersection impacts and turning movement conflicts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
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Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency
DuPage County	Village of Woodridge	

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits: at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	Design Traffic DHV PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Throat Width

Design Element Policy Value

35 feet minimum (BDE Section 36-3.05(b))

Proposed Design Element Value

24 feet

Location(s) of Exception

75th Street East Leg; 75th Street West Leg

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$250,000.00	$50,000.00

Impacts Other Than Cost of Using Policy Value

Providing the policy throat width involves moving the corner islands and increasing the corner radii at the southeast and northwest quadrants of the intersection. This would increase the ROW impacts at the southeast and northwest quadrants of the intersection.

Proposed Mitigation to Address Exception

Design vehicle turning movements were developed to verify the design vehicle can make the maneuver without conflict. The striped portion of the NB and SB IL 53 right turn lanes also provide additional width to assist with turning movements.

Geometric Compatibility with Adjacent Sections

None.

Potential Effects on Other Design Elements

The policy throat width effects the corner island design and corner radii.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

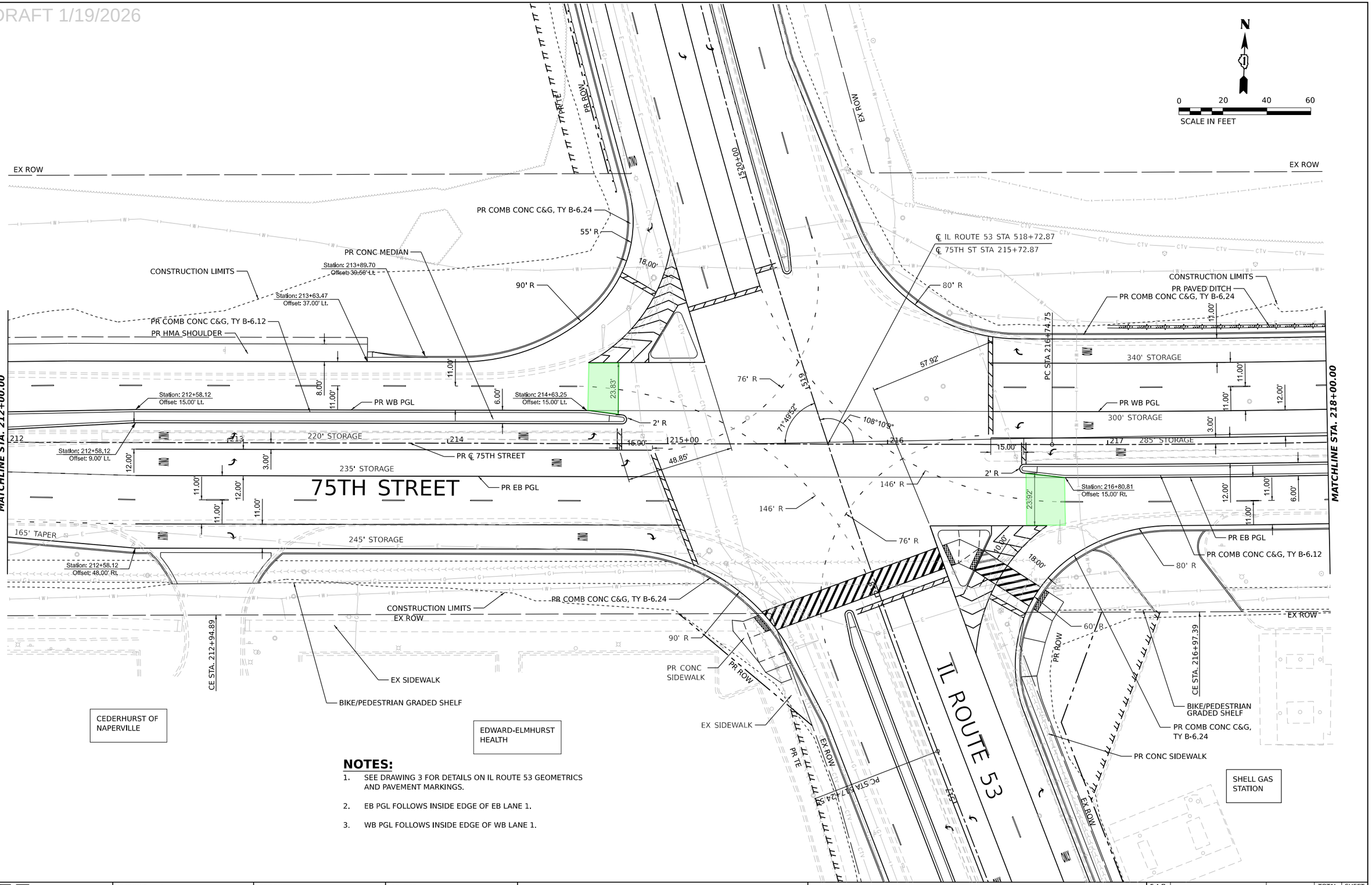
A substandard throat width is needed to avoid additional ROW impacts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



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STATE OF ILLINOIS
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75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

Illinois Department of Transportation

Design Exception Request Project Identification

Key Route	Marked Route/Road Name	Contract Number	State Job Number	Section Number
PAS 0870	IL Route 53		P-90-017-21	

County(ies)	Municipality	Local Agency

LRS Section Number	Permit Applicant	Permit Number	Project Length
			0.3 Miles

Project Limits

at 75th Street

Current Posted Speed	Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV AM	PM
45		Principal Arterial	2021	30100		

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	N/A	HSIP

Brief Project Description

The general scope of work for this Highway Safety Improvement Project (HSIP) consists of providing dual left turn lanes on all intersection approaches, adding southbound and eastbound right turn lanes, and providing new traffic signals with Protected left turn only phasing. The proposed improvement include roadway pavement widening to provide the pavement width for the dual left turns and right turn channelization. Bicycle and pedestrian accommodations will be provided at the intersection.

EXCEPTION DOCUMENTATION

Level of Exception ☐ Level 1 ☒ Level 2

Design Element for Which an Exception is Requested

Throat Width

Design Element Policy Value

35 feet minimum (BDE Section 36-3.05(b))

Proposed Design Element Value

31 feet

Location(s) of Exception

IL Route 53 South Leg

Crash History and Potential of Exception Location(s)

280 total crashes from 2015 to 2020 occurred at the intersection of IL Route 53 and 75th Street. 83 of the 280 crashes in this segment resulted in an injury. The intersection of IL Route 53 and 75th Street was identified as a High Safety Tier intersection.

Cost of Using Policy Value	Cost of Using Proposed Exception Value
$100,000.00	$15,000.00

Impacts Other Than Cost of Using Policy Value

Providing the policy throat width involves moving the corner radii at the southwest quadrants of the intersection impacting the adjacent health facility parking lot and existing sidewalk and reduce the available space for a future shared-use path.

Proposed Mitigation to Address Exception

Design vehicle turning movements were developed to verify the design vehicle can make the maneuver without conflict.

Geometric Compatibility with Adjacent Sections

None

Potential Effects on Other Design Elements

The policy throat width effects the corner island design and corner radii.

Potential Impacts on Mobility or Traffic Operations

No impacts are anticipated in regards to mobility or traffic operations due to this design exception.

Summary of Justification for Exception

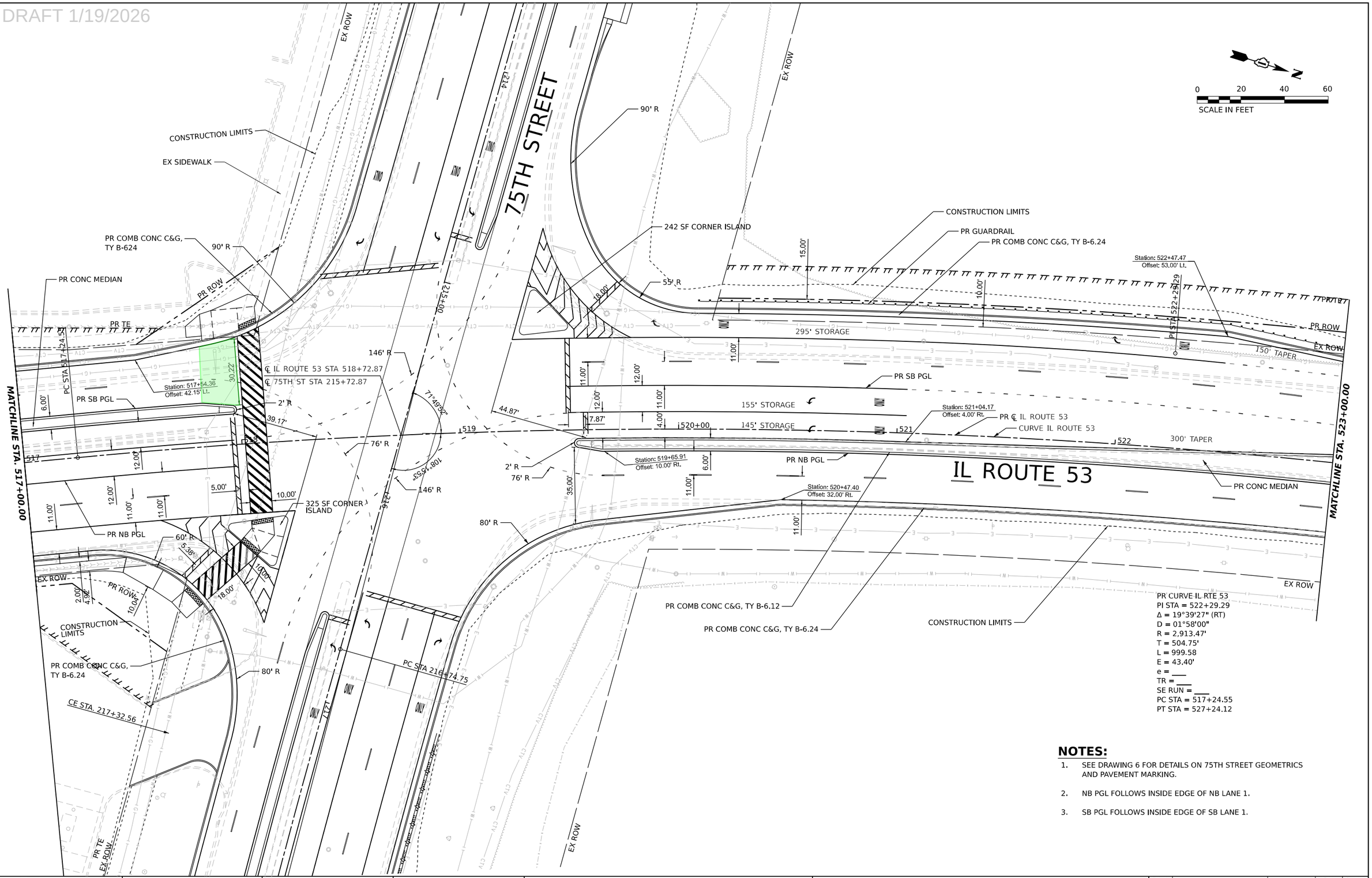
A substandard throat width is needed to avoid additional ROW impacts.

Coordination Meeting Date	Proposed By	Date

APPROVAL/DISAPPROVAL

BDE Approval Date	FHWA Approval Date (Level One)

DRAFT 1/19/2026



NOTES:

1. SEE DRAWING 6 FOR DETAILS ON 75TH STREET GEOMETRICS AND PAVEMENT MARKING.
2. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
3. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 3 [Sheet]
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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 9/23/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

BICYCLE TRAVEL ASSESSMENT

Illinois Department of Transportation

Bicycle Travel Assessment

To	From	Date
Carlos Feliciano (Bicycle Coordinator)	Ryan Smith (Strand Associates, Inc.)	11/21/22

Route	Section Number	County
PAS 0870 (IL Route 53)		DuPage

Contract Number	Job Number	TIP Number
	P-91-017-21	

Project Limits

Intersection of IL 53 and 75th Street

Project Description

This HSIP project includes additional left turn lane on each approach and southbound and eastbound right turn lanes at the intersection of IL 53 and 75th Street. To accommodate the additional turn lanes IL 53 is proposed to be widened to the west holding the eastern curb line and 75th Street is proposed to be widened to the south holding the northern curb line. The project limits along each approach are limited to only include the approach tapers, turn lane tapers, and storage limits.

Region 1 / District 1 has assessed and coordinated bicycle travel needs for the referenced project, which is ☒ / is not ☐ in or within one mile of a municipality with a population over 1,000 people.

Checklist for bicycle travel generators in project vicinity

Generator	Yes	No	Generator	Yes	No
Residential Areas	☒	☐	Shopping Center	☐	☒
Parks	☒	☐	Hospitals	☐	☒
Recreation Areas	☒	☐	Employment Centers	☐	☐
Churches	☐	☒	Government Offices	☐	☒
Schools	☐	☒	Local Businesses	☒	☐
Libraries	☐	☒	Industrial Plants	☐	☒
Existing Bicycle Trails	☒	☐	Public Transportation Facilities	☐	☒
Planned Bicycle Trails	☐	☒	Other	☐	☐

Checklist for organizations and public coordination

Organization	Yes	No	Organization	Yes	No
Illinois Department of Natural Resources	☐	☒	Ride Illinois	☒	☐
Local Municipalities	☒	☐	Local Bicycle Clubs, Advocacy Groups	☐	☒
Park or Forest Preserve Districts	☒	☐	Active Transportation Alliance (District 1 only)	☒	☐
Metropolitan Planning Organization (if applicable)	☒	☐			
Sub-Regional Planning Council (as appropriate)	☒	☐	Other	☐	☐

Summary of comments received

CMAP -
As highlighted, IL-53 and 75th St. have existing elements beyond the intersection that could provide a basis to grow bicycle and pedestrian support in the area. We recommend IDOT extend a path from the existing shoulder on the south side of 75th St., east of the target intersection, to the existing assisted living facility sidewalk on the south side of 75th St. In addition, a new sidewalk along the south side of 75th St. between IL-53 and the western extent of the 75th St. frontage road will facilitate east-west pedestrian movement. We further recommend IDOT install high-visibility crosswalks with pedestrian signalization at each intersection

corner. The existing concrete medians should also be widened to offer pedestrian refuge islands and shorten crossing distances. These improvements will support infrastructure improvements for potential sidewalk or bicycle facility expansion in the future, such as sidewalk extensions to the planned projects at Hobson Rd. and 83rd St.

Ride Illinois -
It is recommended to add a continuous sidewalk or sidepath on the south side of 75th between the Cedarhurst fa cility and that frontage road, using right corner islands in conjunction with crosswalks that would be added at the southeast and southwest corners. For traffic-
tolerant cyclists using 75th St paved shoulders west of IL53, add a connection between the eastbound shoulder's eastern end and the Cedarhurst sidewalk, and add 300' of westbound paved shoulder between IL53 and the cur rent start of the shoulder.

DuPage County -
On the 75th Street extend the north shoulder east to IL 53.

Bicycle travel warrants:

Warrant 1: Is the highway or street designated as a bikeway or recommended bike route in a regionally or locally adopted bike plan or shown in a regionally or locally adopted map as a recommended bike route? ☐ Yes ☒ No

Describe the designation

N/A

Warrant 2: Will the projected two-way bicycle traffic volume approximate 25 ADT or more during the peak three months of the bicycling season five years after completion of the project? ☒ Yes ☐ No

Estimating method

There are no current bicycle volumes nor projections available. However, given the proximity to the 13.8 miles of trails at the adjacent Greene Valley Forest Preserve and connections to other regional bicycle routes, it would be reasonable to have an ADT greater than 25.

Warrant 3: Does the route provide access to a park, recreational area, school, or other significant destination? ☐ Yes ☒ No

Destinations

The 75th Street improvements provide east-west access to the Green Valley Forest Preserve.

Warrant 4: Does the project provide access across a river, railroad, highway, corridor, or other natural or man-made barrier?

☒ Yes ☐ No

Barriers

The project will provide access for bicycle and pedestrians across IL 53.

Warrant 5: Will the highway project negatively affect the recreational or transportation utility or an independent bikeway or trail? Highway projects will negatively affect at-grade paths or trails when they are severed, when the projected roadway traffic volumes increase to a level that prohibits safe crossing at-grade, or where the widening of the roadway prohibits sufficient time for safe crossing.

☐ Yes ☒ No

Bikeway(s) affected

N/A

If any of the five warrants above are met, the Department shall provide on-road or off-road accommodations for bicycle travel. Roadway improvement corridors should also be assessed with respect to adjacent/contiguous routes

Warrants 3 and 4 are met.

The following bicycle network considerations apply

N/A

Accommodation type(s) identified as in the Bicycle Facility Selection Table

8'-wide paved shoulder or 7'-wide one-way separated bicycle lane or 8' wide shared-use path

Accommodations proposed

The following accommodations are proposed.

IL 53 - South of 75th Street
-10'-wide shared-use path on the west side of IL 53 terminating at an existing residential driveway.
-5'-wide sidewalk on the east side of IL 53 connecting to existing sidewalk at Fox Ridge Court.

IL 53 - North of 75th Street
-10'-wide shared-use path on the east side of IL 53 terminating at the project limits

75th Street - West of IL 53
-10'-wide shared-use path on the south side of 75th Street transitioning to a existing paved shoulder at the project limits.
-Extension of the existing 8'-wide paved shoulder on the north side of 75th Street and then transitioning to a 10'-wide shared-use path at the intersection.

75th Street - East of IL 53
-10'-wide shared-use path on the south side of 75th Street connecting to the 75th Street Frontage Road.

Key connections to be provided with this project

IL 53 - Sidewalk connection to Fox Ridge Court.
75th Street - Connection to 75th Street Frontage Road and to the existing paved shoulders (West Leg)

Reasons for lesser accommodations (highest/best or none)

N/A

Bicycle LOS information (for on-road non-separated facilities only; complete BDE 1703)

Bicycle LOS C (Shoulder accommodations on 75th Street west of IL 53)

Local coordination has been completed with Village of Woodridge

Name of the Local Agency

The local agency (☒ will / ☐ will not) accept the maintenance of the facility in accordance with requirements outlined in Chapter 5 of the BDE Manual. The local agency (☐ has / ☒ has not) passed a resolution indicating the accommodation does not fit with their development plan. Include a copy of the resolution, when applicable.

Additional justification of accommodation decisions, if applicable

None.

☒ By checking this box and typing my name below, I verify that I have reviewed and concur with the information provided.

Name	Date
Carlos Delgado	05/16/2023

CC: Bicycle and Pedestrian/ADA Policy Engineer

Attachments

Insert an image below or attach a map to the form illustrating generators and travel paths. Show and describe where bicyclists would cross or ride parallel to the project.

SHOULDER ACCOMMODATION
2016 Highway Capacity Manual (6th Ed)
Volume 2 - Chapter 15

CONTRACT	P-91-017-21
ROUTE	IL ROUTE 53 & 75TH S
SECTION	
COUNTY	DUPAGE COUNTY
ADT	32,200
DATE	11/21/2022

		USER INPUT		
Outside Lane Width (ft)	W_{OL}	11		
Paved Shoulder Width (ft)	W_S	8		
Hourly directional vehicle volume = 55% of future DHV; DHV = 10% of ADT	V	1771	32200 ADT	
Number of thru lanes each direction	N	2		
Percent Trucks (SU + MU) (decimal)	T	0.05		
Posted Speed Limit	S_P	45		
Percent with on-highway parking	%OHP	0		
Pavement Rating (CRS)	P	6.4	FHWA Rating	3.52
PHF = Peak Hour Factor Use 0.9 for rural roadways Use 0.92 for urban roadways	PHF	0.92		

CALCULATE DIRECTIONAL FLOW RATE IN THE OUTSIDE LANE	V_{OL}	962.50

CALCULATE EFFECTIVE WIDTH		
Effective width as a function of traffic volume	W_V	19
Find Effective Width	W_e	27

CALCULATE SPEED FACTOR		
Effective speed factor	S_t	4.42

BICYCLE LEVEL OF SERVICE (BLOS)		
	Score	3.20
	Grade	C

BLOS Score	Grade
<= 1.5	A
> 1.5 - 2.5	B
> 2.5 - 3.5	C
> 3.5 - 4.5	D
> 4.5 - 5.5	E
> 5.5	F

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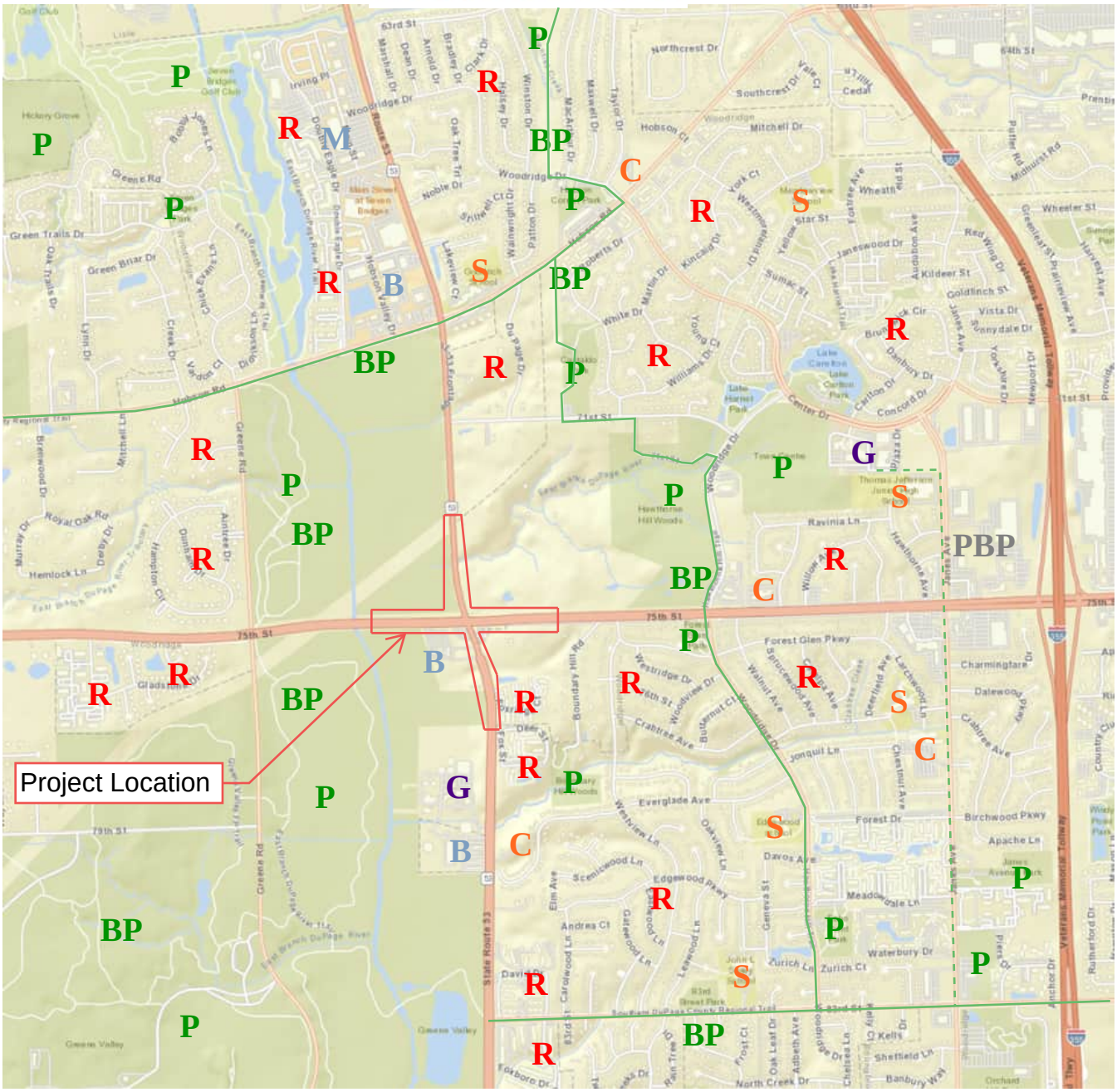
BICYCLE TRAVEL MAP


Project Location
75th St
79th St
Greene Rd
Route 53
Woodridge Dr
Hobson Rd
Mitchell Dr
Northcrest Dr
Southcrest Dr
Ravinia Ln
Forest Glen Pkwy
Everglade Ave
Forest Dr
Davos Ave
Waterbury Dr
Zurich Ln
Zurich Ct
Meadowdale Ln
Edgewood Pkwy
Scenicwood Ln
Andrea Ct
Carolwood Ln
Elm Ave
Deer St
Fox St
Boundary Hill Rd
Westridge Dr
Woodview Dr
Crabtree Ave
Jonquil Ln
Chestnut Ave
Deerfield Ave
Larchwood Ln
Spruce Ave
Walnut Ave
Willow Ave
Hawthorne Ave
Jane Ave
Charmingfare
Dalewood Pkwy
Birchwood Pkwy
Apache Ln
Sheffield Ln
Banbury Way
North Creek Dr
Foxboro Dr
Rain Tree Ln
Oak Leaf Dr
Adbeth Ave
Chelsea Ln
Frost Ct
Anchor Dr
Rutherford Dr
Veterans Memorial Tollway
Greene Valley
East Branch DuPage River
Hickory Grove
Green Trails Dr
Green Briar Dr
Oak Trails Dr
Creek Dr
Lynn Dr
Brentwood Dr
Mitchell Ln
Royal Oak Rd
Derby Dr
Murray Dr
Hemlock Ln
Hampton Ct
Dunham Dr
Ainslee Dr
Gladstone Dr
Woodridge
Lake Carleton Park
Lake Hornet Park
Hawthorne Hill Woods
Thomas Jefferson Junior High School
Lake Carleton
Lake Hornet
Golf Club
Seven Bridges Golf Club
Main Street at Seven Bridges
Lisle
Prentiss
Wheeler St
Wheaton
Janeswood Dr
Kildeer St
Goldfinch St
Vista Dr
Sunnydale Dr
Red Wing Dr
Danbury Dr
Carlton Dr
Concord Dr
Center Dr
Newport Dr
Yorkshire Dr
Veterans Memorial Tollway
Greenleaf St
Prairieview Ave
Harvest Ave
Pfeffer Rd
Midhurst Rd
Sumac St
Yellow Star St
Kingsley Dr
Westminster Dr
York Ct
Williams Dr
Young Ct
Martin Dr
White Dr
Roberts Dr
Hobson Valley Dr
Lakeview Ct
Stillwell Ct
Noble Dr
Oak Tree Trl
Bradley Dr
Arnold Dr
Dean Dr
Marshall Dr
Clark Dr
Irving Pl
Bristol Joes Ln
Eagle Dr
Double Eagle Dr
Eagle Ln
Eagle Trl
Cheshire Ln
Dogwood Ln
Victor Ct
Dixon Ln
Lisle Estates
Lisle Estates Dr
Maxwell Dr
Taylor Dr
Mac Ave
Winston Dr
Woodridge Ct
Patton Dr
Manning Dr
Hobson Ct
Mitchell Dr
Woodridge
Hobson
Southcrest
Northcrest
Cedar
Wheaton
Wheeler
Janeswood
Kildeer
Goldfinch
Vista
Sunnydale
Red Wing
Danbury
Carlton
Concord
Center
Newport
Yorkshire
Veterans Memorial Tollway
Greenleaf
Prairieview
Harvest
Pfeffer
Midhurst
Sumac
Yellow Star
Kingsley
Westminster
York
Williams
Young
Martin
White
Roberts
Hobson Valley
Lakeview
Stillwell
Noble
Oak Tree
Bradley
Arnold
Dean
Marshall
Clark
Irving
Bristol Joes
Eagle
Double Eagle
Eagle Ln
Eagle Trl
Cheshire
Dogwood
Victor
Dixon
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Maxwell
Taylor
Mac
Winston
Woodridge
Patton
Manning
Hobson
Mitchell

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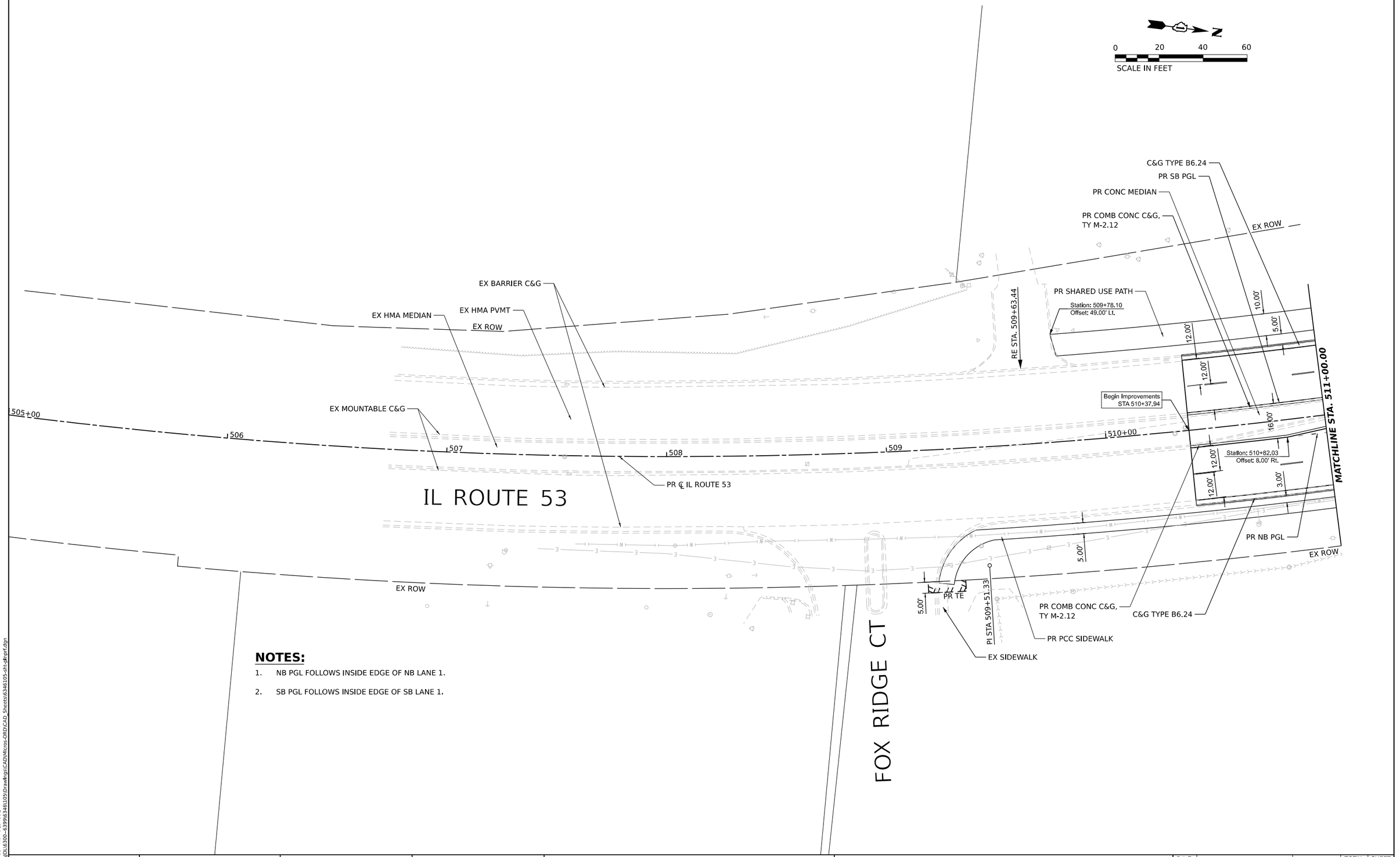

NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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USER NAME = RaymondP	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/2/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 20H-5V | SHEET 1 OF 8 SHEETS | STA. 510+37.94 | TO STA. 511+00.00

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

Long Section Number

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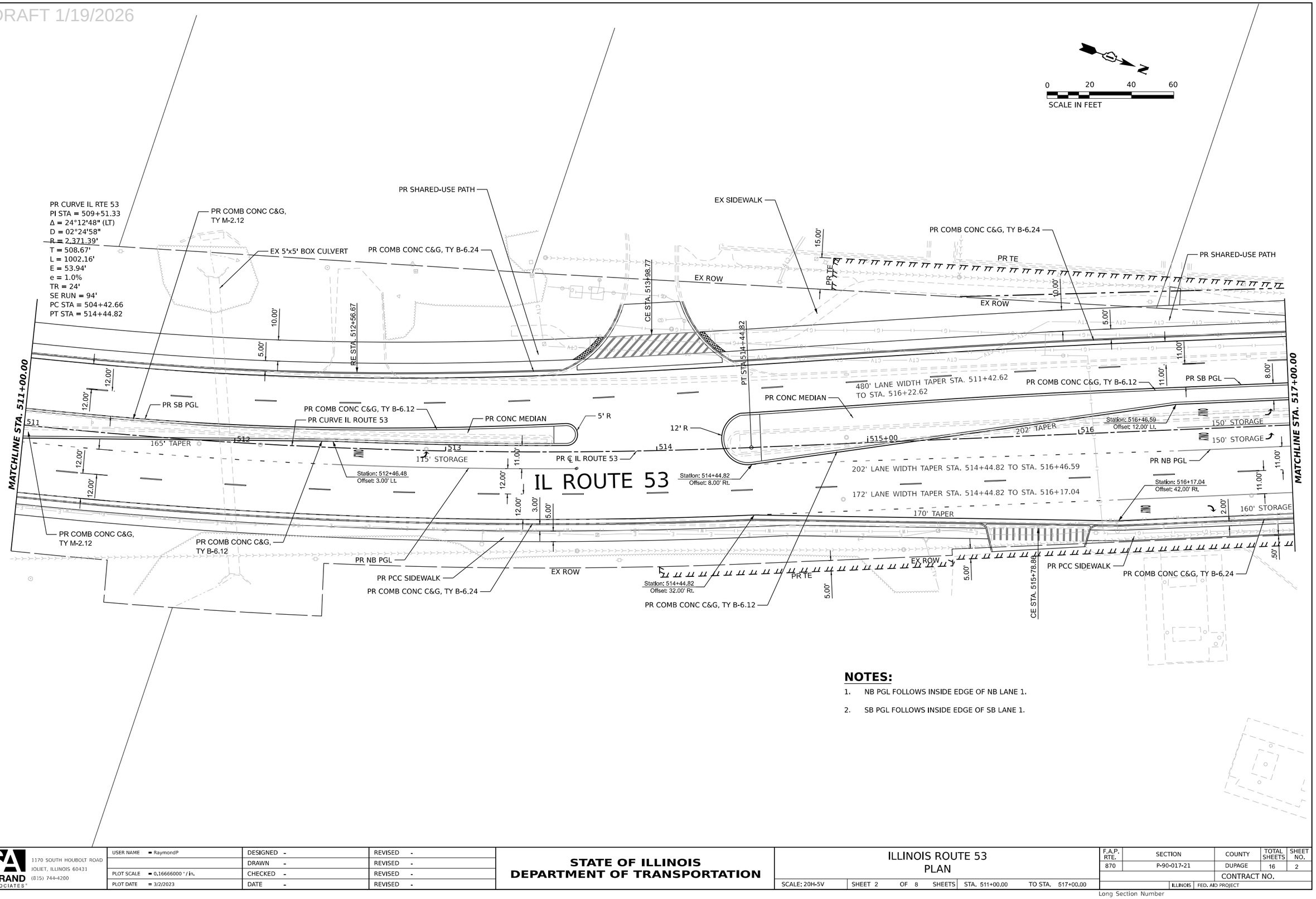

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PLOT DATE = 3/2/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 20H-5V | SHEET 2 OF 8 SHEETS | STA. 511+00.00 TO STA. 517+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

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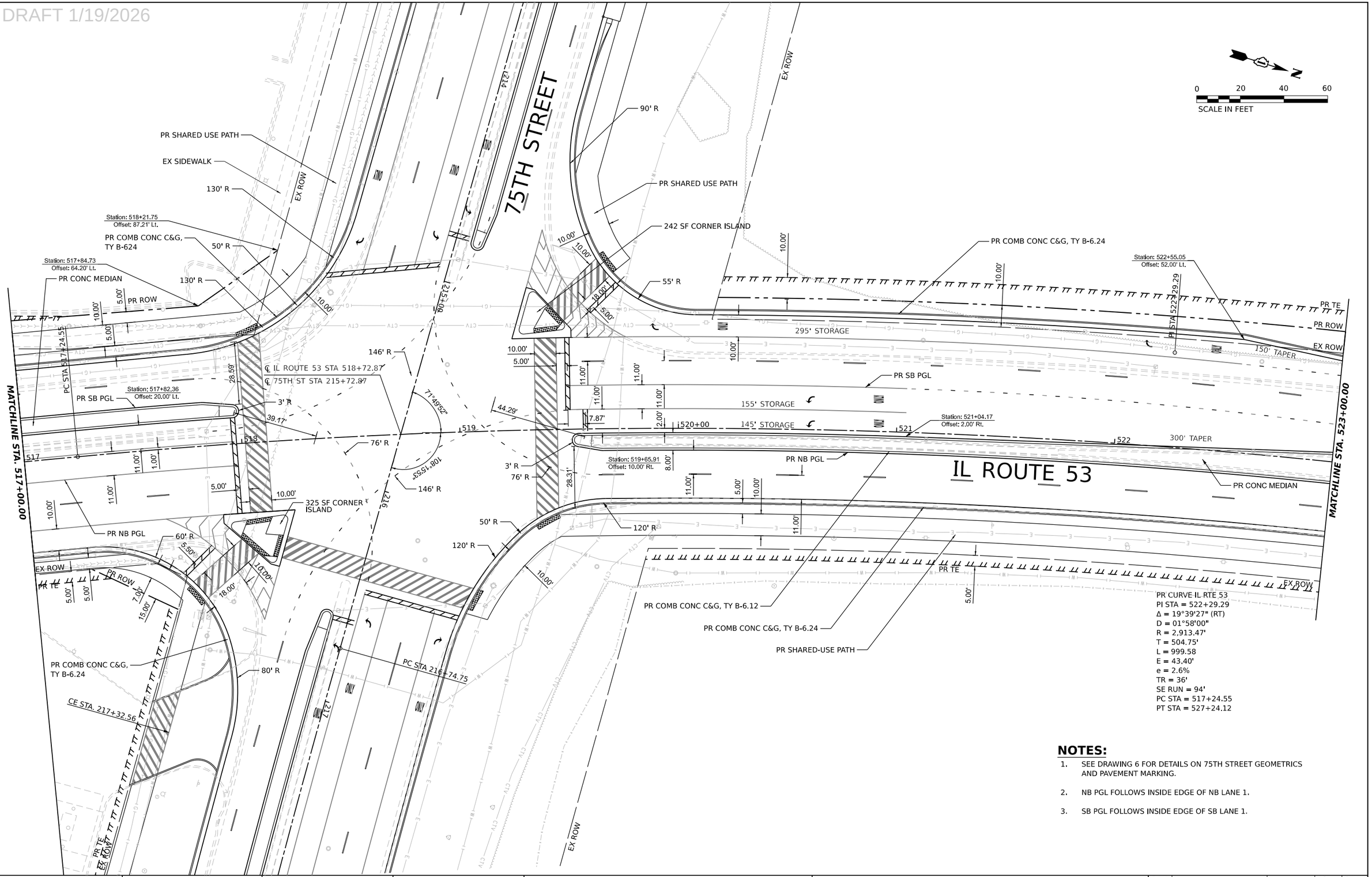

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D = 01°58'00"
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T = 504.75'
L = 999.58
E = 43.40'
e = 2.6%
TR = 36'
SE RUN = 94'
PC STA = 517+24.55
PT STA = 527+24.12

NOTES:

1. SEE DRAWING 6 FOR DETAILS ON 75TH STREET GEOMETRICS AND PAVEMENT MARKING.
2. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
3. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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STATE OF ILLINOIS
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ILLINOIS ROUTE 53
PLAN

SCALE: 20H-5V | SHEET 3 OF 8 SHEETS | STA. 517+00.00 | TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
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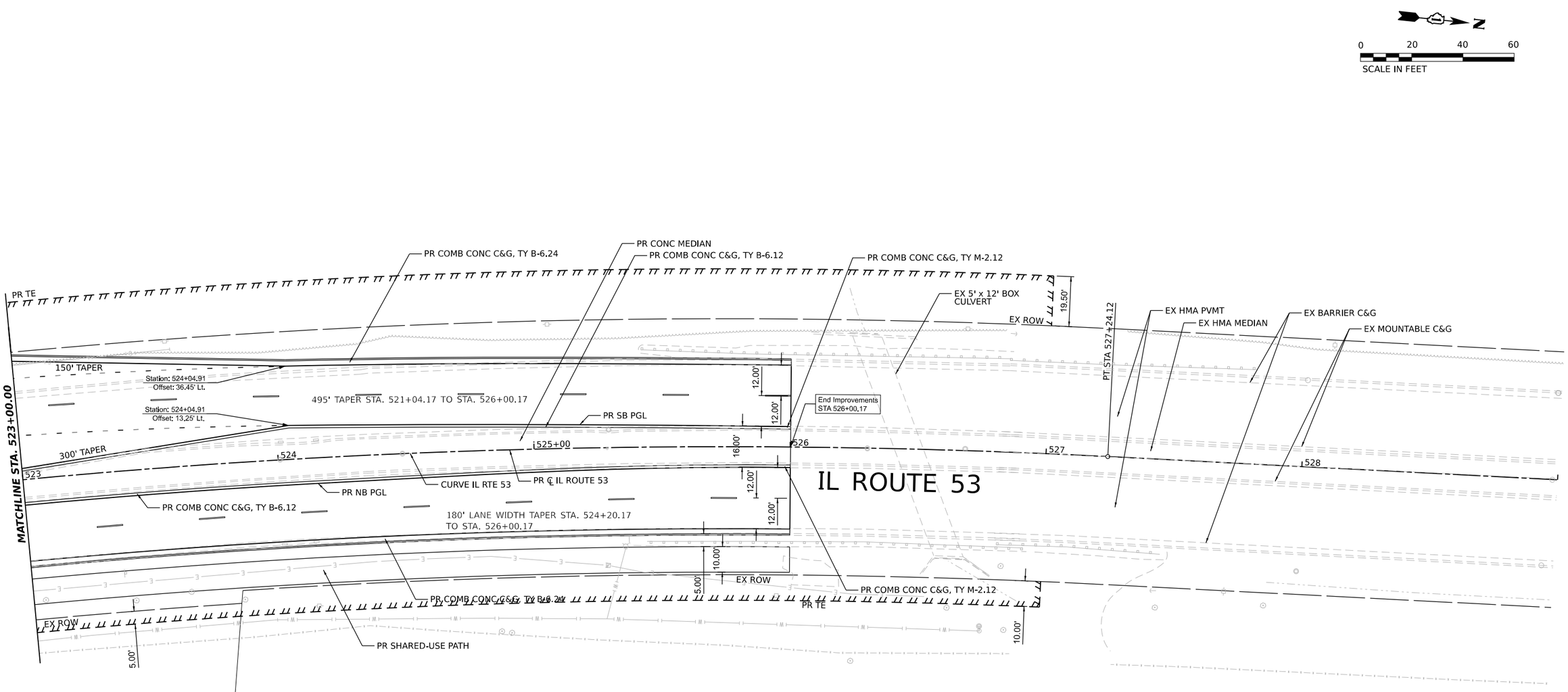

NOTES:

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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 20H-5V | SHEET 4 OF 8 SHEETS | STA. 523+00.00 | TO STA. 526+00.17

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	4
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

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N

0 20 40 60

SCALE IN FEET

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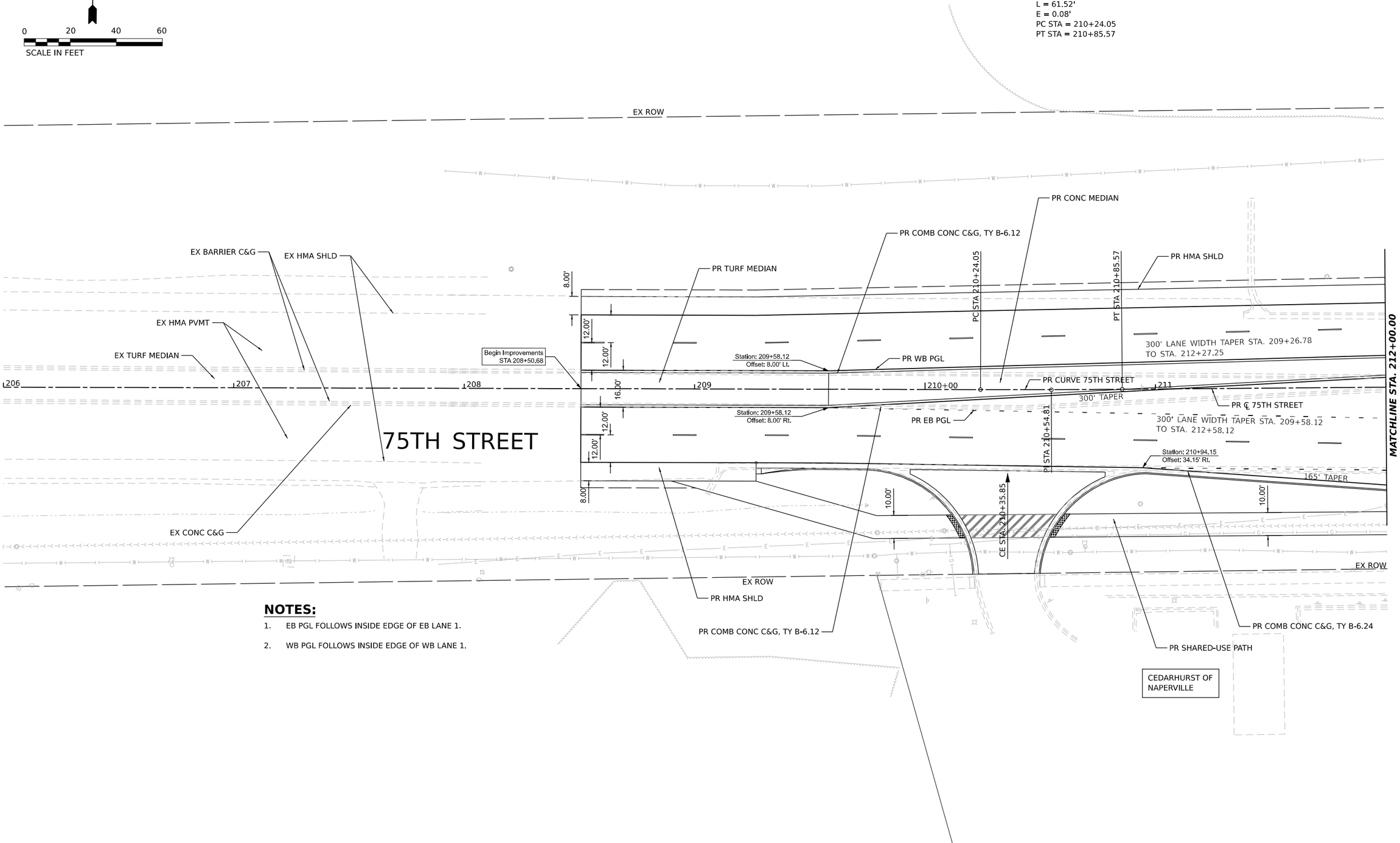
D = 00°57'58"
R = 5,930.00'
T = 30.76'
L = 61.52'
E = 0.08'
PC STA = 210+24.05
PT STA = 210+85.57



NOTES:

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2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/2/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

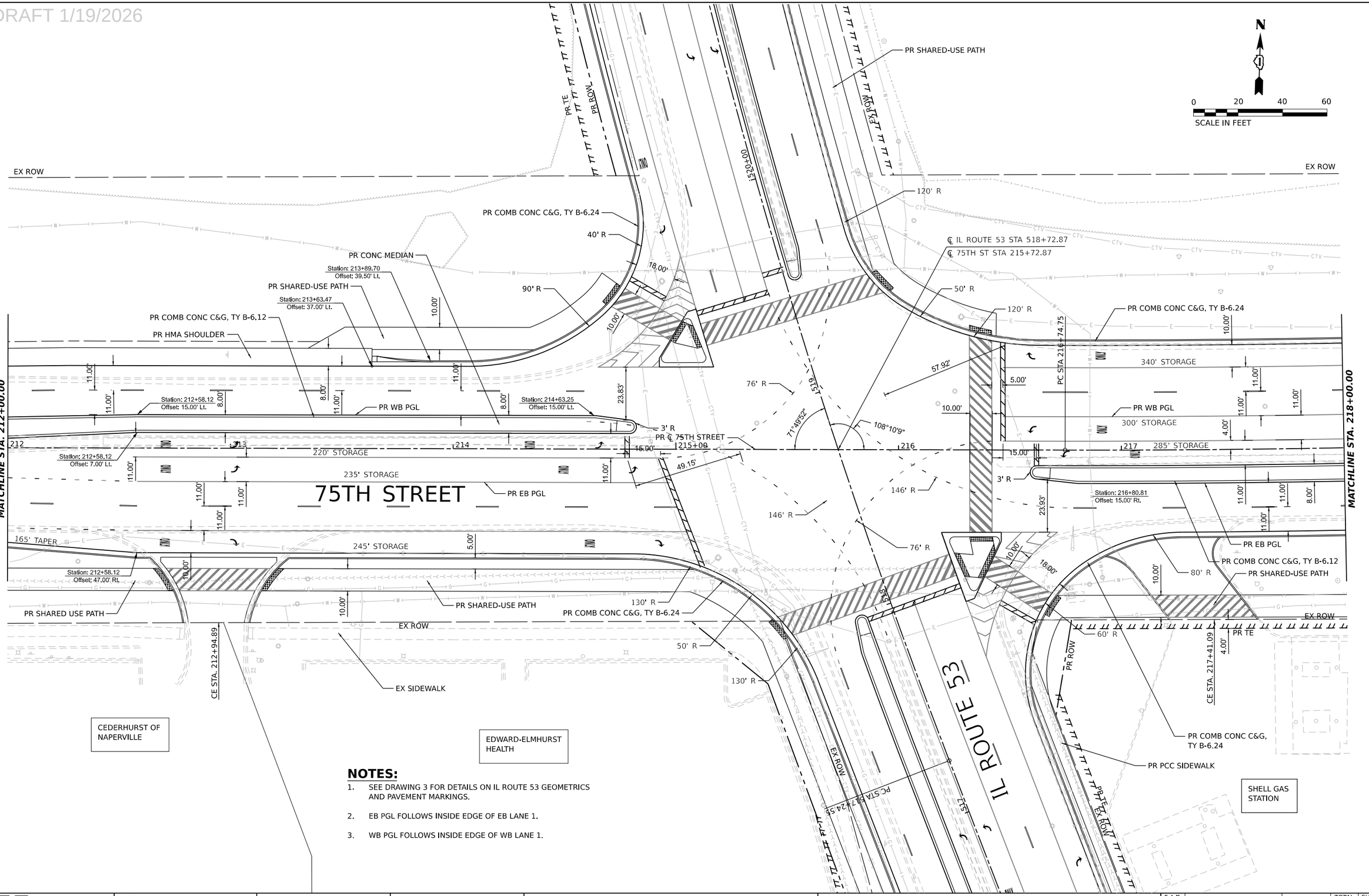
75TH STREET
PLAN

SCALE: 20H-5V | SHEET 5 OF 8 SHEETS | STA. 208+50.68 | TO STA. 212+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	5
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

DRAFT 1/19/2026



NOTES:

1. SEE DRAWING 3 FOR DETAILS ON IL ROUTE 53 GEOMETRICS AND PAVEMENT MARKINGS.
2. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
3. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

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PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/2/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 20H-5V | SHEET 6 OF 8 SHEETS | STA. 212+00.00 | TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

MODEL: 75TH ST - Plan 2 [Sheet]
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DRAFT 1/19/2026

PR CURVE 75TH STREET
PI STA = 218+77.93
Δ = 03°55'29" (LT)
D = 00°57'58"
R = 5,930.00'
T = 203.18'
L = 406.21'
E = 3.48'
PC STA = 216+74.75
PT STA = 220+80.96

N

0 20 40 60
SCALE IN FEET

EX ROW

PR COMB CONC C&G, TY B-6.12

Station: 219+88.68
Offset: 47.00' Lt.

255' TAPER STA. 219+88.68
TO STA. 222+47.03

PRC STA 220+80.96

PR COMB CONC C&G, TY B-6.24

Station: 222+47.03
Offset: 36.09' Lt.

340' STORAGE

11.00'
11.00'
11.00'
10.00'

75TH STREET

350' LANE WIDTH TAPER STA. 220+48.37
TO STA. 224+22.68

PR WB PGL

Station: 222+47.03
Offset: 12.98' Lt.

PR STA 222+69.01

12.00'

PR CURVE 75TH STREET

Station: 219+47.03
Offset: 7.00' Rt.

300' TAPER STA. 219+47.03
TO STA. 222+47.03

218 219 220+00 221 222 223

12.00'
12.00'
12.00'

MATCHLINE STA. 218+00.00

8.00'
11.00'
11.00'
11.00'

PR CONC MEDIAN

PR EB PGL

PR STA 218+77.93

400' LANE WIDTH TAPER STA. 220+95.38
TO STA. 225+18.50

PR CURVE 75TH STREET

PR TURF MEDIAN

℄ 75TH STREET

MATCHLINE STA. 224+00.00

PR COMB CONC C&G, TY B-6.12

30' R

10.00'

PR TE

1.00'

4.00'

PR SHARED-USE PATH

CE STA. 218+42.89

10.00'

PR TE

PR COMB CONC C&G, TY B-6.12

EX ROW

PR COMB CONC C&G, TY B-6.24

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

PR CURVE 75TH STREET
PI STA = 222+69.01
Δ = 03°37'57" (RT)
D = 00°57'58"
R = 5,930.00'
T = 188.05'
L = 375.97
E = 2.98'
PC STA = 220+80.96
PT STA = 224+56.93

MODEL: 75TH ST - Plan 3 [Sheet]
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STATE OF ILLINOIS
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75TH STREET
PLAN

SCALE: 20H-5V | SHEET 7 OF 8 SHEETS | STA. 218+00.00 | TO STA. 224+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	7
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

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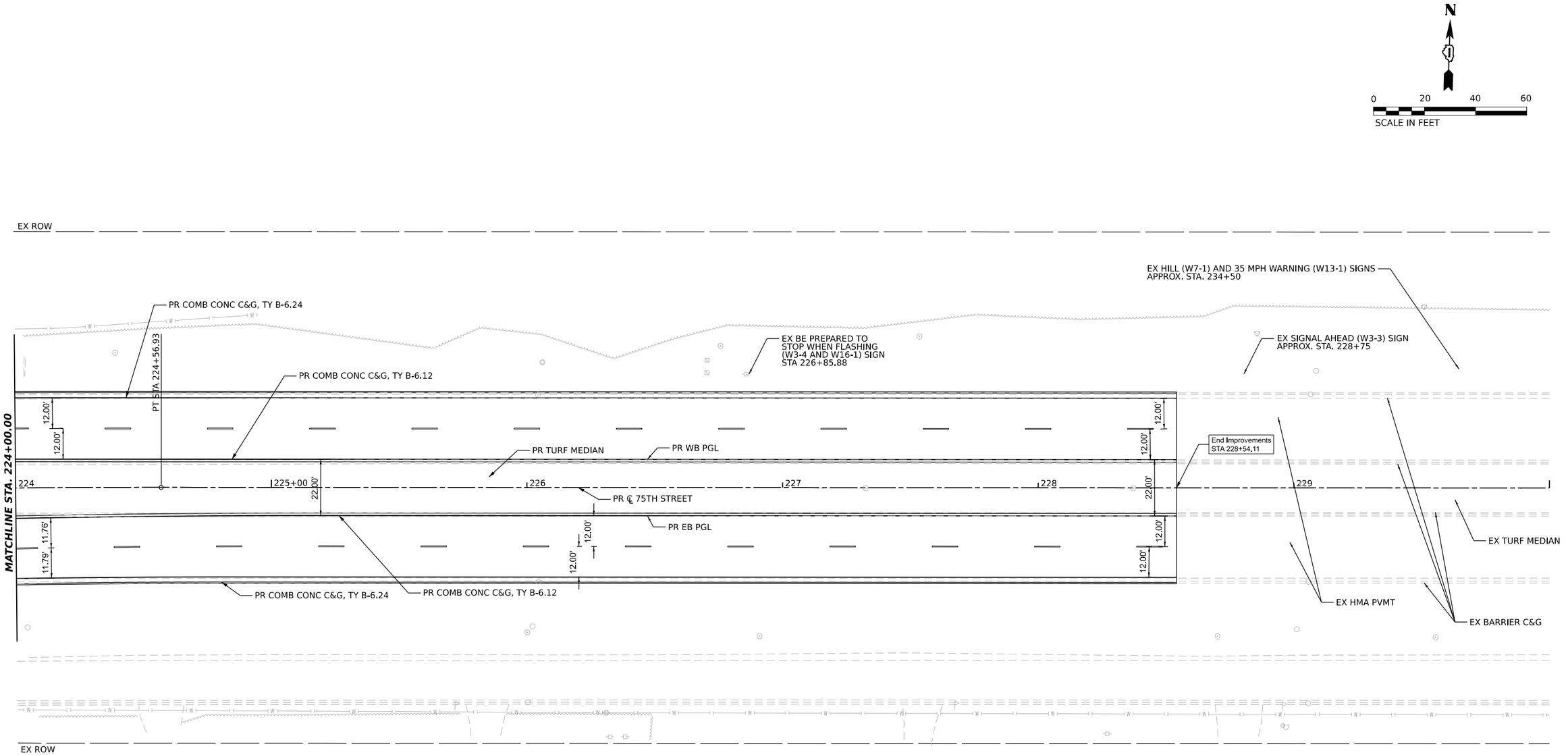

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 20H-5V | SHEET 8 OF 8 SHEETS | STA. 224+00.00 | TO STA. 227+97.90

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	8
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

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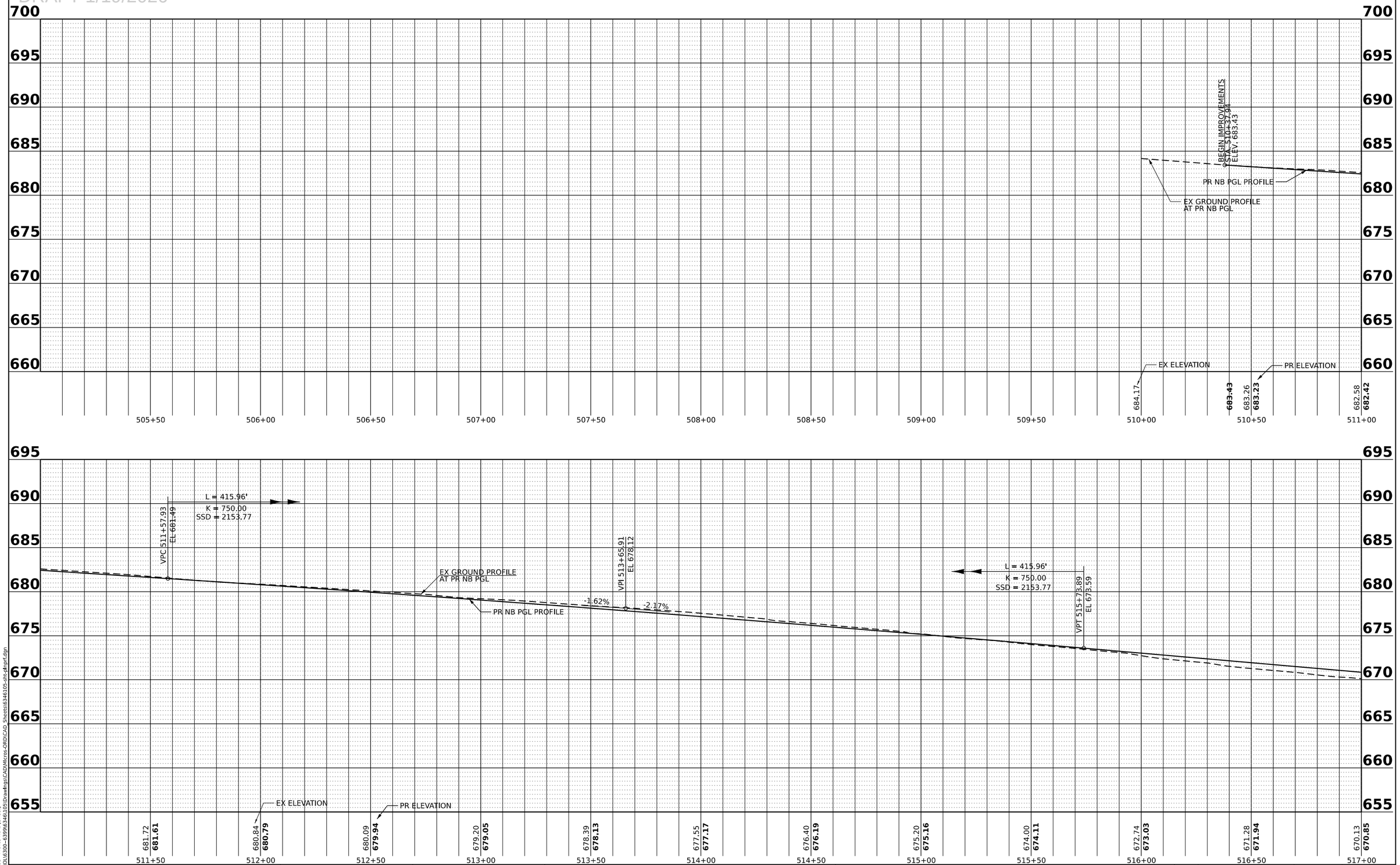

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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (NORTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 1 OF 41 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	41	1
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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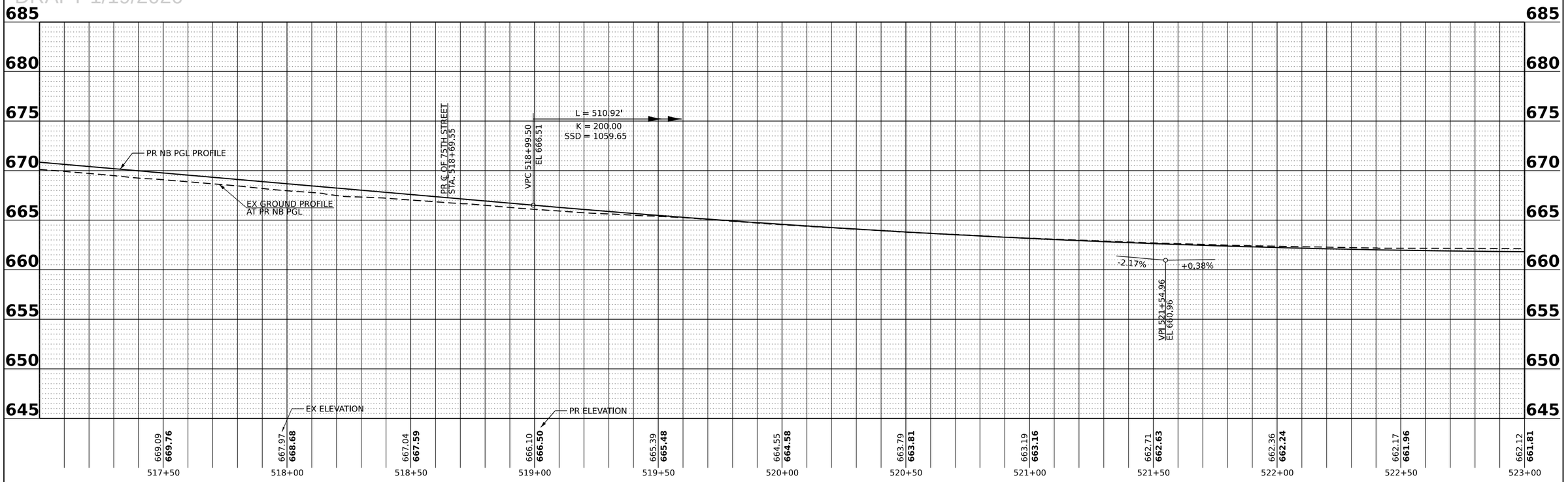

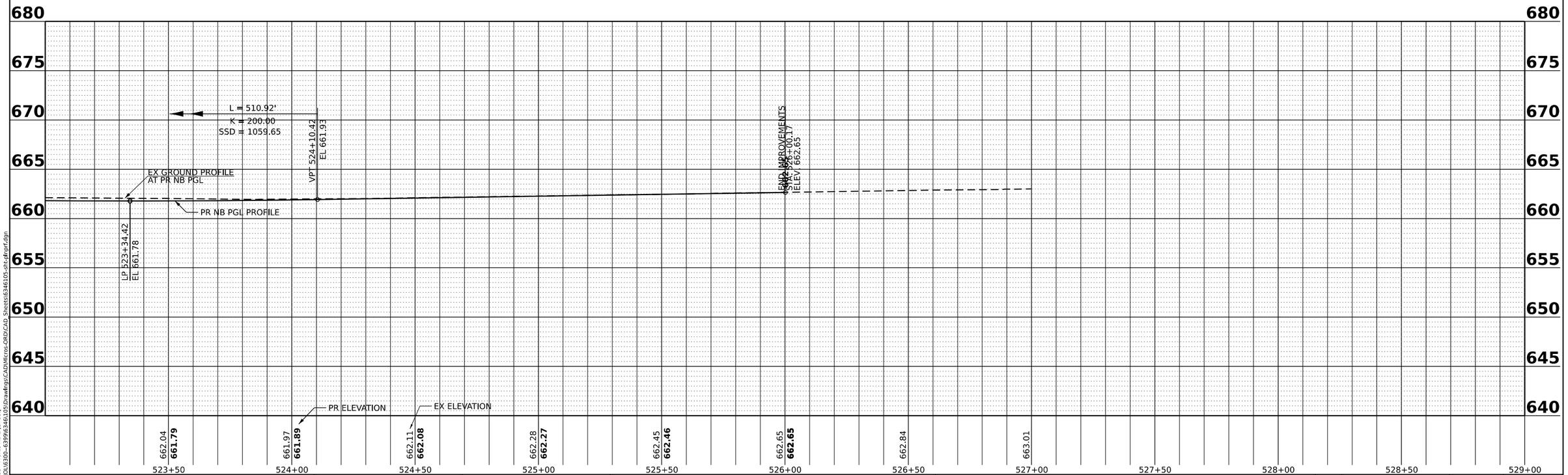

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (NORTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 2 OF 41 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	41	2
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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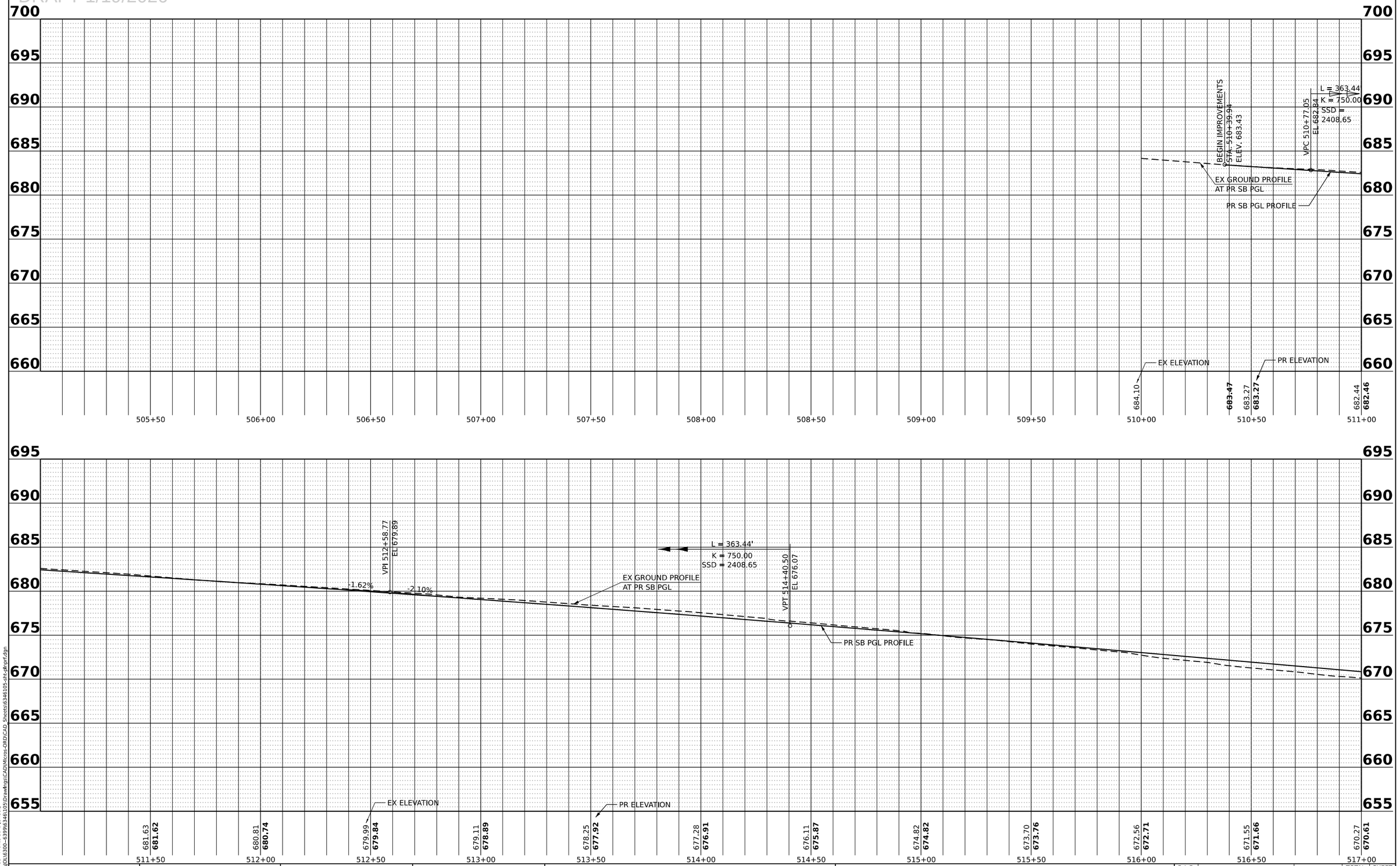

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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (SOUTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 3 OF 41 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	41	3
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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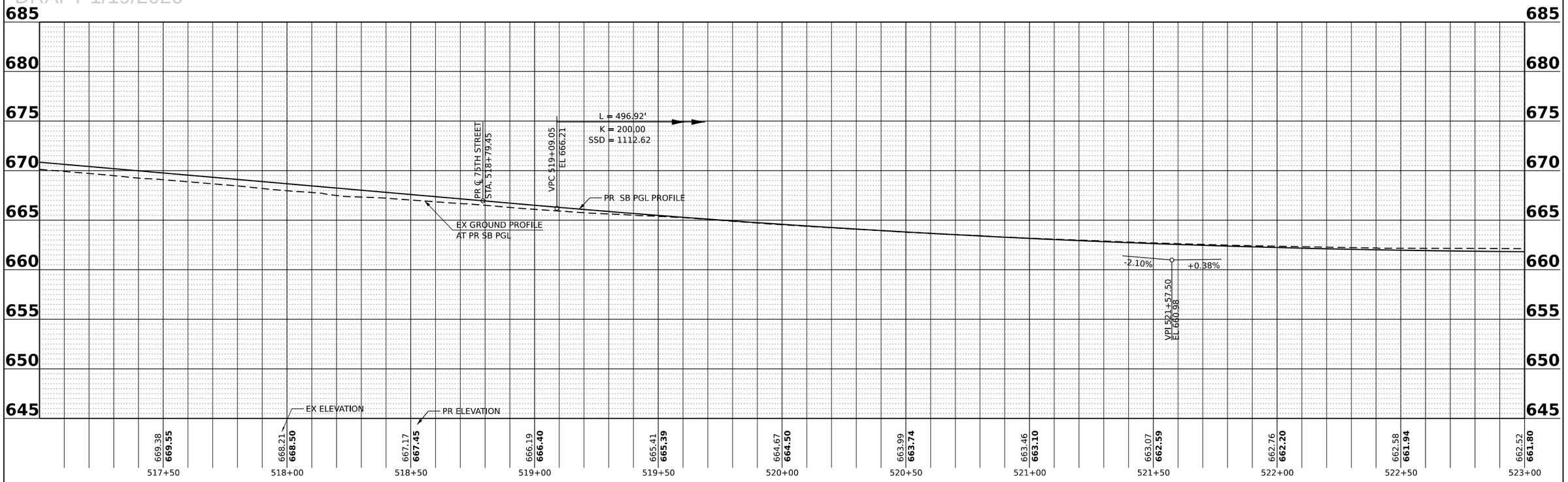

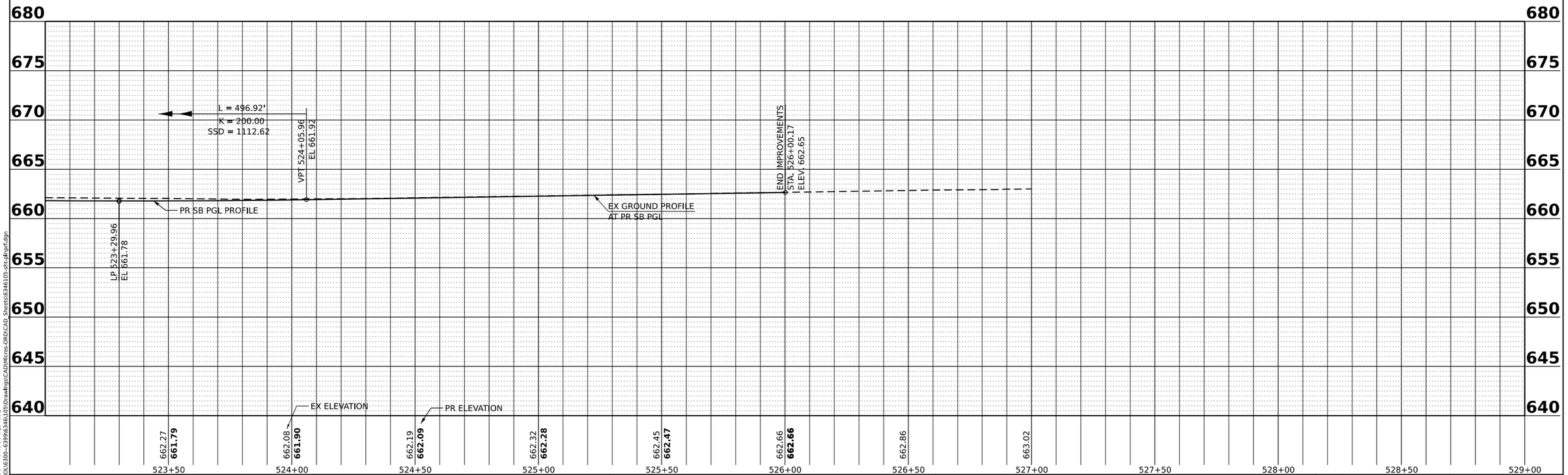

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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (SOUTHBOUND)
PROFILES

SCALE:20H-5V | SHEET 4 OF 41 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	41	4
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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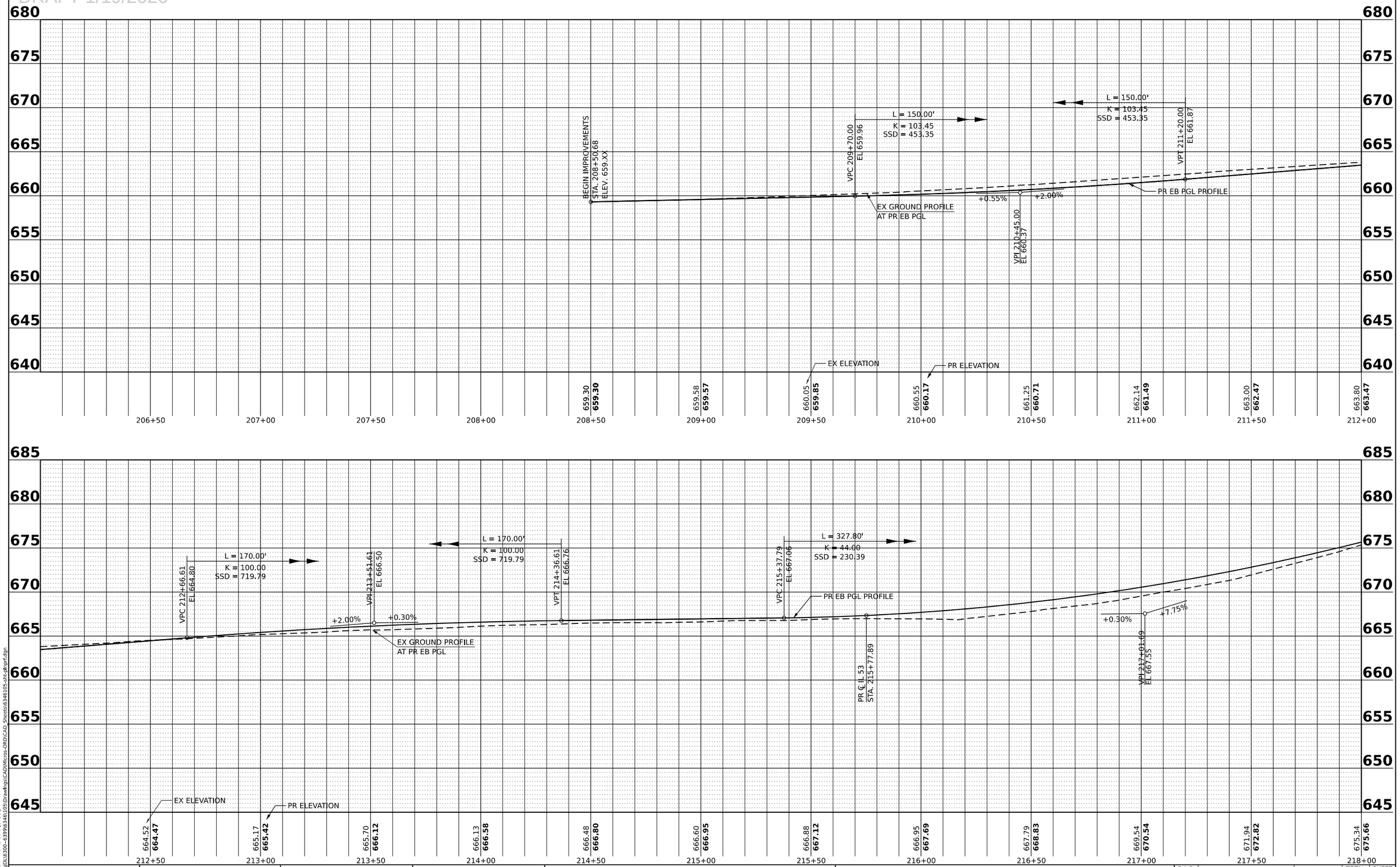

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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (EASTBOUND)
PROFILES

SCALE:20H-5V | SHEET 9 OF 53 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	53	9
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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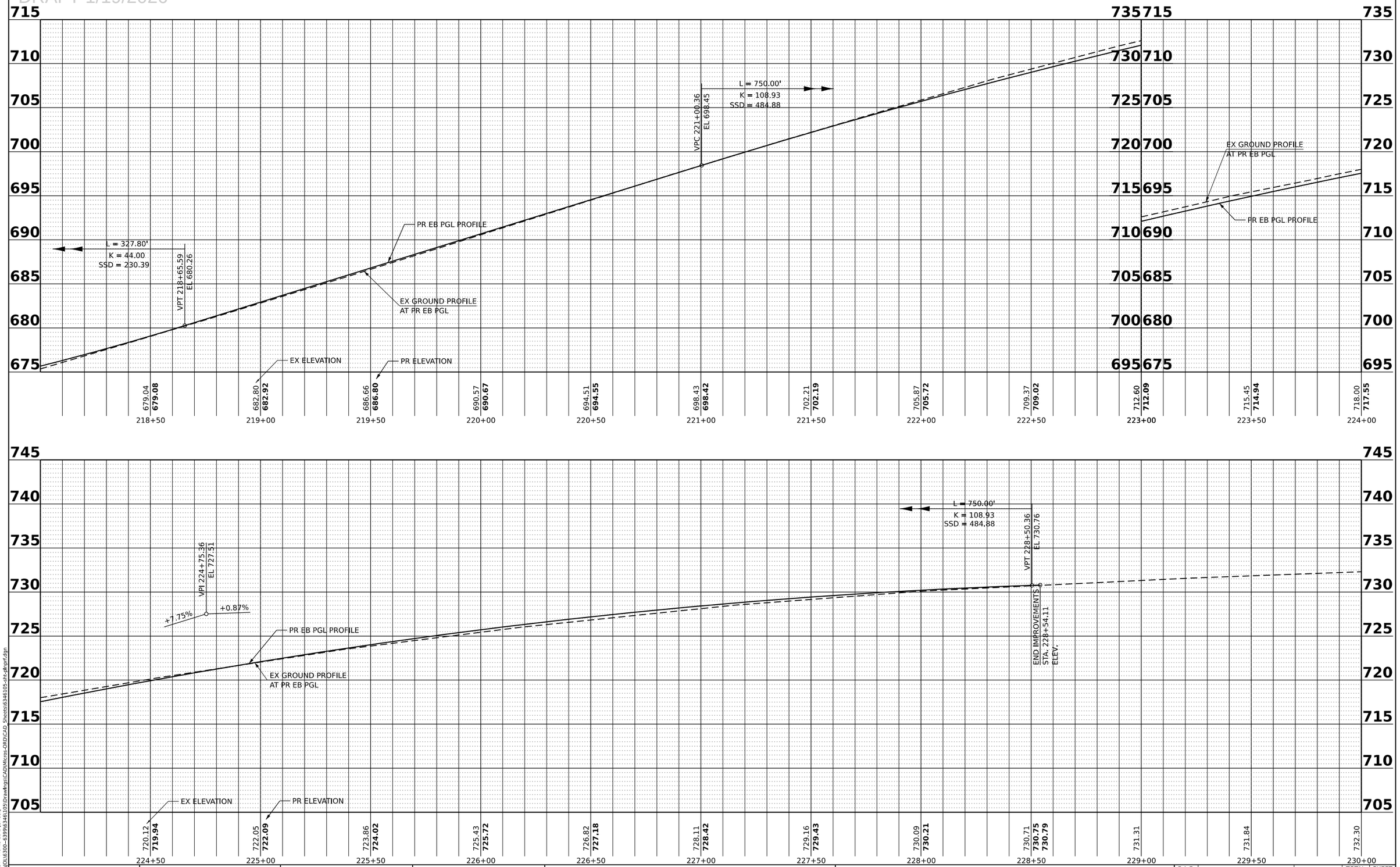

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PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/2/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (EASTBOUND)
PROFILES

SCALE:20H-5V | SHEET 10 OF 53 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	53	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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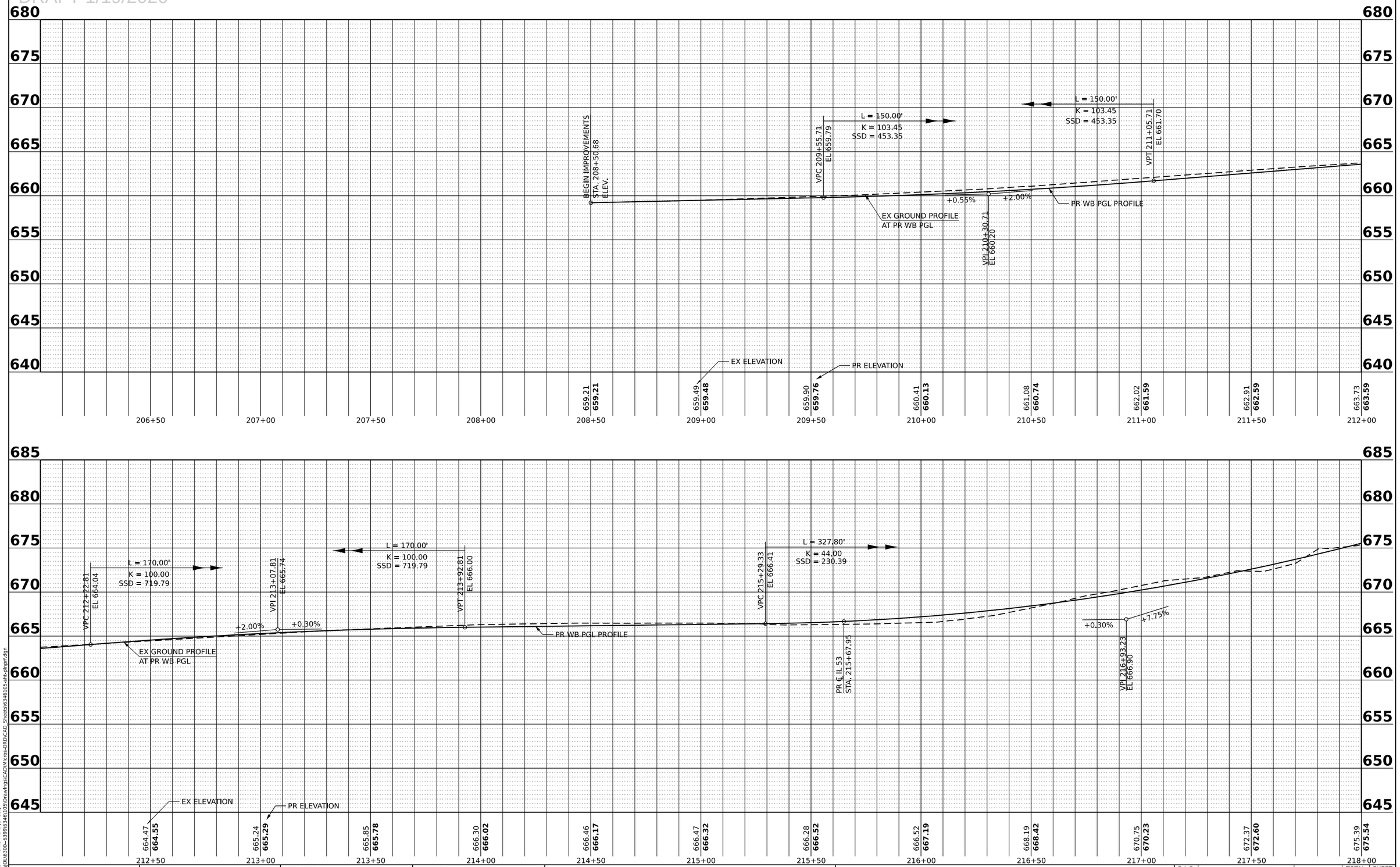

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PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (WESTBOUND)
PROFILES

SCALE:20H-5V | SHEET 11 OF 53 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	53	11
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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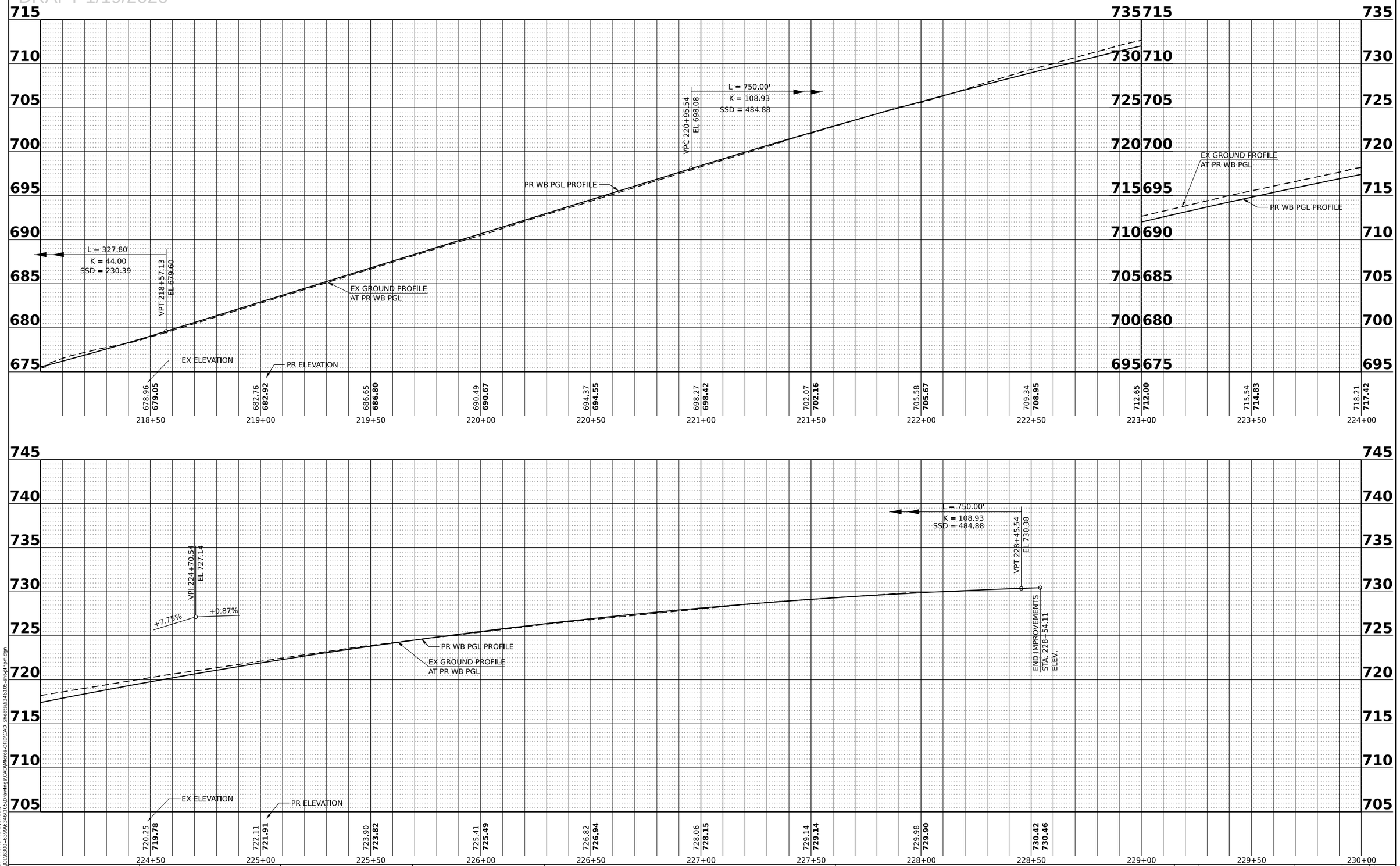

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PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/2/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (WESTBOUND)
PROFILES

SCALE:20H-5V | SHEET 12 OF 53 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	53	12
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TRANSPORTATION MANAGEMENT PLAN

Transportation Management Plan

The proposed improvements are intended to be limited to the intersection and approach taper and storage limits along each leg. The proposed improvements include an additional left turn lane on each approach and southbound and eastbound right turn lanes. To accommodate the additional turn lanes IL Route 53 is proposed to be widened to the west holding the eastern curb line and 75th Street is proposed to be widened to the south holding the northern curb line. The eastern and northern curb lines are held to reduce impacts to the existing east-west DuPage County water transmission main that runs on the north side and parallel to 75th Street and reduce impacts to the existing gas station located in the southeast quadrant.

The Department evaluated various strategies for work zone traffic control and has determined that the preferred alternative is the most feasible work zone strategy. The following alternatives were considered but were deemed not feasible for the following reasons.

- **Full Detour - the high traffic volume on this route would add considerable delays to other routes; the detour would also add a significant amount of additional travel.**

The Department's recommended work zone strategy consists of the following:

IL-53

Staged construction in three stages and a pre-stage. Traffic will be shifted to the East side of IL 53 utilizing existing and temporary pavement, two through lanes in each direction will be provided. After the southbound (SB) lanes and shoulders of IL-53 are constructed, traffic will be shifted to the new pavement and temporary pavement constructed in Stage 1, and the northbound (NB) lanes and shoulders will be reconstructed. In Stage 3, the center median will be constructed. Driveway access will be maintained through the duration of construction.

75th Street

Staged construction in three stages and a pre-stage. Traffic will be shifted to the north side of 75th Street utilizing existing and temporary pavement as well as the existing median, two through lanes in each direction will be provided. After the eastbound (EB) lanes and shoulders of 75th Street are constructed, traffic will be shifted to the new pavement and temporary pavement constructed in Stage 1, and the westbound (WB) lanes and shoulders will be reconstructed. In Stage 3, the center median will be constructed. Driveway access will be maintained through the duration of construction.

Traffic Control Plan:

The proposed Traffic Control Plan (TCP) consists of multiple stages.

IL-53 Staging

Prestage - *Traffic is to remain in the existing configuration while temporary pavement is constructed, and existing roadside items are removed.*

Stage 1 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the east side of IL-53 utilizing existing and temporary pavement. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 2 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the west side of IL-53 utilizing existing and temporary pavement. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 3 - Two through lanes in each direction will be provided while the proposed median is constructed.

75th Street Staging

Prestage - *Traffic is to remain in the existing configuration while temporary pavement is constructed, and existing roadside items are removed.*

Stage 1 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the north side of IL-53 utilizing existing and temporary pavement as well as the existing median. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 2 - *Two through lanes in each direction and a left-turn lane at the intersection will be provided. Travel lanes will be on the south side of IL-53 utilizing existing and temporary pavement. Temporary accommodations will be provided to maintain access to driveways abutting pavement construction.*

Stage 3 - *Two through lanes in each direction will be provided while the proposed median is constructed.*

During the Phase I, Engineering and Environmental, Study the Bureau of Programming recommends using the following Temporary Traffic Control Plan (TCP) strategies: **TEMPORARY WIDENING, TEMPORARY SIGNAL PHASING ADJUSTMENTS, TEMPORARY SIGNAGE, LANE SHIFTS, CHANNELIZING DEVICES, TEMPORARY PAVEMENT MARKINGS, FLAGGERS/TRAFFIC CONTROL OFFICERS, COORDINATION WITH LOCAL STAKEHOLDERS AND ADJACENT PROJECTS,** during construction activities.

Work Zone Safety & Mobility:

The Department's Work Zone Safety and Mobility Rule (Safety 3-07) is a policy that intends to eliminate or reduce crashes and fatalities as well as minimize traffic congestion due to construction work zones along Significant Routes. Significant Routes are those State routes where a lane closure on the roadway is expected to cause sustained work zone impacts that are not considered tolerable based on the goals and objectives of this policy or public opinion. The goals of the policy consist of improving safety by eliminating or reducing work zone related crashes through consideration of proper work zone strategies and minimizing impacts on mobility by establishing minimum thresholds consisting of delays less than 5 minutes per mile of project length with a maximum of 30 minutes above the normal occurring delay. If a project is less than 1 mile in length, delays should not exceed 5 minutes. Additionally, queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

IL - 53 is considered a Significant Route in the Work Zone Safety and Mobility Significant Route Location Map. The work zone impact analysis consisted of comparing the existing traffic volumes with the worst-cast scenario work zone configuration for a **L_{wz}** mile long construction zone through the use of **Q-DAT, V/C(SIMPLE MATH).** According to this analysis, the following queues and delays are expected:

	Delay (minutes per mile)				**Queue (miles)**			
	Existing	Work Zone	Added Delay	Policy	Existing	Work Zone	Added Delay	Policy
IL 53	0.0	0.0	0.0	**$5 / L_{wz}$**	0.0	0.0	0.0	**1.5**
75th St	0.0	0.0	0.0	**$5 / L_{wz}$**	0.0	0.0	0.0	**1.5**

75th Street is ***not*** considered a significant route in the Work Zone Safety and Mobility Significant Route Location Map. The Work Zone Safety and Mobility Rule goals are expected to be met for this project.

Transportation Operations Plan:

During the Phase I, Engineering and Environmental, Study the Bureau of Programming recommends using the following Transportation Operations Plan (TOP) strategies which include**, PORTABLE CHANGEABLE MESSAGE SIGNS, SIGNAL TIMING IMPROVEMENTS, TURN RESTRICTIONS, AND COORDINATION WITH ADJACENT PROJECTS** during construction activities.

Public Involvement Plan:

During the Phase I, Engineering and Environmental, Study the Bureau of Programming recommends using the following Public Information Plan (PIP) strategies for this project, **PRESS RELEASES AND MEDIA ADVISORIES, COORDINATION WITH MEDIA OUTLETS, MUNICIPALITIES, AND EMERGENCY SERVICES** during construction activities.

Please note, any major deviations during Phase II, Design and Contract Plan Preparation, from the proposed recommendations in this Transportation Management Plan may require a re-evaluation of the Work Zone Safety and Mobility Impact Analysis by the Phase II Design Engineer. Phase II will be responsible for coordinating the approval of the changes with the Bureau of Safety Programs and Engineering.

All traffic control devices will conform to the Illinois Manual on Uniform Traffic Control Devices (IL MUTCD). All signs, barricades, and temporary striping will conform to the IL MUTCD. Vehicular access to local properties will be maintained at all times during construction, except when paving operations occur directly on or in front of entrances. In this case, flag persons will be used to direct traffic. All properties will have access at the end of every workday.

The following attachments are included for reference:

a. IDOT D1 Transportation Management Plan Form (D1 OP0042)
b. **Q-DAT Analysis**
c. Location Map

Illinois Department of Transportation

Transportation Management Plan

Region No: **1** Project No: **P-90-017-21** Contract No: _____

District No: **1** County: **DuPage** Program Yr.: _____

Route: **PAS 0870 (IL Route 53)** Project Limits: **PAS 0369 (75th Street)**

The stated mobility goals of the Safety Engineering Policy Memorandum Safety 3-07 are:

1. Delays caused by work zones should not exceed more than 5 minutes per mile of project length with a maximum of 30 minutes above the normal recurring traffic delay.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

Please check the appropriate box explaining the Traffic Control Case:

☐ Significant Route Project: Based on current impact analysis and construction strategies, the stated goals are not expected to be met. See attachments for details. *In addition, complete and attach the 'Request for Exception to Compliance with the Work Zone Safety and Mobility Rule' (BSPE WZ 2) form*. **(IDOT – District 1 Traffic Operations Bureau Chief, Springfield, and FHWA approval required) –** Route Name/Number if applicable:

☒ Significant Route Long-Term Project that meets expectations **(IDOT – District 1 Traffic Operations Bureau Chief approval required) –** Route Name/Number if applicable: **PAS 0870 (IL Route 53)**

☐ Non-significant Project; No exceptions requested **(IDOT – District 1 Traffic Operations Bureau Chief approval required)**

Attachments shall:

1. Provide a brief description of the project.
2. Include a brief discussion of strategies considered and the reasons these strategies will not be utilized, which could include a listing of pros/cons, cost, delays and queues.
3. Describe the recommended strategies which will be utilized identifying the delays and queues. The mitigation measures to reduce the impacts on the project will be fully described.
4. Include a location map with project limits and applicable parts of the plan.

Submitted by District Representative:

Phase I	Phase II
Anna Kutryn	Type Name and Date

Approved by:

D1- Bureau of Traffic Operations	D1- Bureau of Traffic Operations

District No.: **1** Contract No.: Letting Date:
Route: **1** Section: Program Cost:
Project Location: **Illinois Route 53 at 75th Street in Village of Woodridge**
County: **DuPage**

Scope of Work
The purpose of the project is to address highway safety at the intersection of Illinois Route 53 and 75th Street and provide bicycle and pedestrian accommodations. The scope of work includes intersection widening, proposed sidewalk, and proposed shared-use paths.

Facility type: **Principal Arterial**
Area type (Urban, Suburban, or Rural): Urban
Project length (miles): **0.3 miles**
Project duration (months): 12

				Number of Lanes		Speed Limit			
#	Route	Description	Segment	Exist	Work Zone	Posted	Work Zone	Design Speed	ADT
1	**Illinois Route 53**	**Arterial**	**at 75th Street**	**2(1L1 R) - 2(1L)**	**2-2**	**45**	**45**	**45**	**27,300 (2023)**
2	**75th Street**	**Arterial**	**at Illinois Route 53**	**2(1L) - 2(1L1 R)**	**2-2**	**45**	**45**	**45**	**28,100 (2023)**

Phase I

1. A. Temporary Traffic Control Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☒ 1 Use of temporary widening **1,2**
☐ 2 Use of night work
☒ 3 Permanent lane closures **1,2**
☐ 4 Temp/ Restricted Lane closure
☐ 5 Railroad coordination
☐ 6 Spec. Events Restrictions (Specify):
☐ 7 Signing &/or improving alt. routes
☐ 8 Detour
☐ 9 Pedestrian accommodations
☐ 10 Other (Specify):

Comments:

1.B. Transportation Operation Plan: Strategies anticipated to be utilized (Applicable strategies are marked)

☒ 1 Signal Coordination **1,2**
☐ 2 Turn restrictions
☐ 3 Service Patrol
☐ 4 Parking restrictions
☐ 5 State Police Hirebacks
☐ 6 Temporary Surveillance
☐ 7 Smart WZ
☐ 8 Other (Specify):

Comments:

Design Approval:

Phase II

Does the proposed Maintenance of Traffic (MOT) in Phase II match what was proposed in Phase I? ☐ Yes ☐ No

Specify & Describe Changes (if applicable): _____

2.A. Temporary Traffic Control Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Use of temporary widening	_____	☐ 7 Improving & signing alternate routes	_____
☐ 2 Use of night work	_____	☐ 8 Detour	_____
☐ 3 Permanent lane closures	_____	☐ 9 Pedestrian accommodations	_____
☐ 4 Temp/Restricted Lane closure	_____	☐ 10 Incentive/Disincentive clauses	_____
☐ 5 Railroad coordination	_____	☐ 11 Bus stop coordination	_____
☐ 6 Spec. Events Restrictions (Specify):	_____	☐ 12 Other (Specify):	_____

Comments:

2.B. Transportation Operation Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Signal Coordination	_____	☐ 8 Speed Limit Reduction	_____
☐ 2 Turn restrictions	_____	☐ 9 Increased WZ violations penalties	_____
☐ 3 Service Patrol	_____	☐ 10 Coord w/ adj. construction sites	_____
☐ 4 Parking restrictions	_____	☐ 11 Speed Indicator Signs	_____
☐ 5 State Police Hirebacks	_____	☐ 12 Incidence response coord	_____
☐ 6 Traffic Control Surveillance	_____	☐ 13 Other (Specify):	_____
☐ 7 Smart Work Zone	_____		

Comments:

2.C. Public Information Plan: Strategies anticipated to be utilized (Applicable strategies are marked):

☐ 1 Media Press Release	_____	☐ 4 Static Message Signs	_____
☐ 2 Web Page	_____	☐ 5 Brochures/Flyers	_____
☐ 3 Changeable Message Signs	_____	☐ 6 Other (Specify):	_____

Comments:

Phase III

To be completed by Resident Engineer and sent to the D-1Traffic Control Supervisor and the Bureau of Safety Programs and Engineering within thirty (30) days of essential completion of the project. The information provided will be used to measure TMP performance and determine appropriate strategies for future contracts.

Were the limits and scope included on the second page of this report included in the construction contract?

☐ Yes ☐ No

If no, list limits and scope below:

3.A. Temporary Traffic Control Plan: Phase II of this report included the strategies that were planned to be used as part of the work for which the contractor was responsible for during construction. The following strategies were utilized (Please check all that apply):

☐ 1 Use of temporary widening		☐ 7 Improving & signing alternate routes	
☐ 2 Use of night work		☐ 8 Detour	
☐ 3 Permanent lane closures		☐ 9 Pedestrian accommodations	
☐ 4 Temp/Restricted Lane closure		☐ 10 Incentive/Disincentive clauses	
☐ 5 Railroad coordination		☐ 11 Bus stop coordination	
☐ 6 Spec. Events Restrictions		☐ 12 Other (Specify):	

List any changes made to the plan, explain briefly:

Evaluate the success of the plan:

3.B. Transportation Operation Plan: Phase II of this report included the strategies that were planned to be used that involve changes that directly affected the roadway users during construction. The following strategies were utilized (Please check all that apply):

☐ 1 Signal Coordination		☐ 8 Speed Limit Reduction	
☐ 2 Turn restrictions		☐ 9 Increased WZ violations penalties	
☐ 3 Service Patrol		☐ 10 Coord w/ adj. construction sites	
☐ 4 Parking restrictions		☐ 11 Speed Indicator Signs	
☐ 5 State Police Hirebacks		☐ 12 Incidence response coord	
☐ 6.Traffic Control Surveillance		☐ 13 Other (Specify):	
☐ 7 Smart Work Zone			

List any changes made to the plan, explain briefly:

Evaluate the success of the plan:

3.C. Public Information Plan: Phase II of this report included the strategies that were planned to be used for the outreach to the public about the project. The following strategies were utilized (Please check all that apply):

☐ 1 Media: Press Release		☐ 4 Static Message Signs	
☐ 2 Web Page		☐ 5 Brochures/Flyers	
☐ 3 Changeable Message Signs		☐ 6 Other (Specify):	

List any changes made to the plan, explain briefly:

Evaluate the success of the plan:

Provide a description of any changes made to the traffic control due to crashes occurring within the project limits during construction and if the action taken improved safety. Did it have any other effect on the roadway users (i.e. improved wait time or increased delay)?

Recommendations, if any, for changes to IDOT's standards, specifications, policies, or procedures.

Q-DAT

Texas Department of Transportation

Step 1: Select Output Option

Lane Closure Schedule | Delay & Queue Estimation

Step 2: Input Variables ?

Speed

free flow speed(mph)	45

Lane closure configuration

normal number of lanes per direction	2
Length of the lane closure(miles)	0.12

Work zone capacity

change C value

Capacity (vphpl)	?	1642
Work intensity adjustment (I)	?	-100
Ramp adjustment (R)	?	0
Percentage of trucks (P)	?	5
Passenger car Equivalent (E)	?	1.7

"Lane Closure Schedule" output option only

Excessive Queuing ?

○ Critical length of Queue ○ Maximum acceptable delay

Critical length of queue (miles)	?	1.5
Maximum acceptable delay(minutes)	?	5

"Delay & Queue Estimation" output option only

Schedule of Work Activity ?

Number of Closed Lanes		1
Hour lane closure begins	?	0
Hour lane closure ends	?	23

Volume input

○ Directional hourly volume ◉ ADT volume

"ADT volume" option only

Input weekday ADT value: 27300

Day of week: ◉ weekday ○ Saturday ○ Sunday

Location of work zone: ○ IH rural ○ IH urban ○ US rural ◉ US urban

0:	12AM-1AM
1:	1AM-2AM
2:	2AM-3AM
3:	3AM-4AM
4:	4AM-5AM
5:	5AM-6AM
6:	6AM-7AM
7:	7AM-8AM
8:	8AM-9AM
9:	9AM-10AM
10:	10AM-11AM
11:	11AM-12PM
12:	12PM-1PM
13:	1PM-2PM
14:	2PM-3PM
15:	3PM-4PM
16:	4PM-5PM
17:	5PM-6PM
18:	6PM-7PM
19:	7PM-8PM
20:	8PM-9PM
21:	9PM-10PM
22:	10PM-11PM
23:	11PM-12AM

Step 3: Run the Program !

RUN

The **Lane Closure Schedule** will identify all hours when lane(s) can be closed without exceed a critical length of queue or maximum acceptable delay (to be shown on the output option 1 tab below). **Delay & Queue Estimation** will compute those measures for a given start time, end time, and number of lanes closed (shown on output option 2 tab below).

If you have hourly volumes, click on "**Directional hourly volume**" and enter them directly. Otherwise, click on "**ADT volume**" and enter the value.

Enter the total number of lanes on the roadway section of interest.

Refer to the WRK INTENSITY AND RAMP FACTORS tab below for suggestions on values to use. Click on a non-green cell and then click on "**change C value**" to update the capacity value

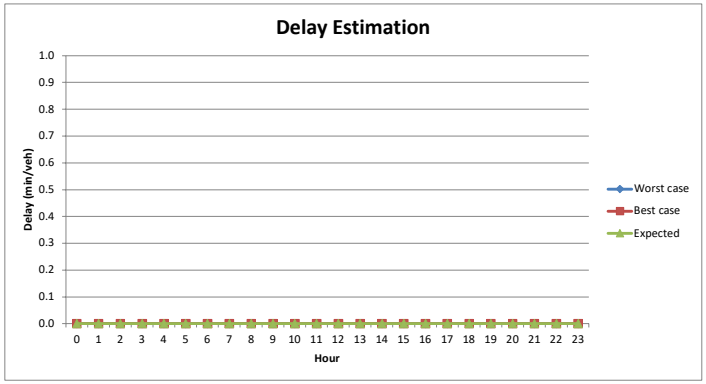
Select the desired factor to consider and enter a value if the **Lane Closure Schedule** option was selected in step 1.

Enter the number of lanes to be closed and start and end hours of the closure if the **Delay & Queue Estimation** option was selected above.

Expected: Estimated Delay(min/veh)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

Best case: Estimated Delay(min/veh)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

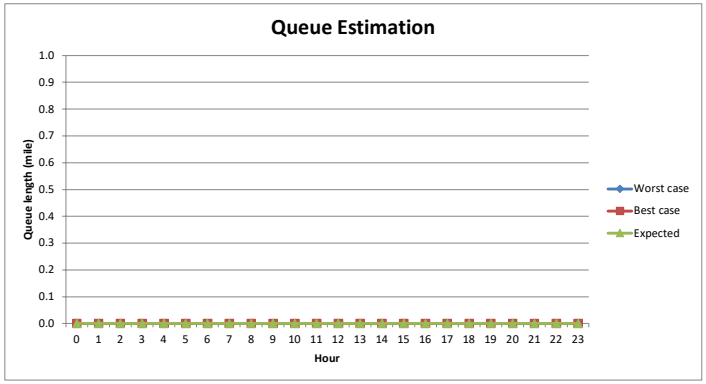
Worst case: Estimated Delay(min/veh)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0



Expected: Estimated Queue(mile)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

Best case: Estimated Queue(mile)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

Worst case: Estimated Queue(mile)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0



Q-DAT

Texas Department of Transportation

Step 1: Select Output Option

Lane Closure Schedule | Delay & Queue Estimation

Step 2: Input Variables ?

Speed

free flow speed(mph)	45

Lane closure configuration

normal number of lanes per direction	2
Length of the lane closure(miles)	0.12

Work zone capacity

change C value

Capacity (vphpl)	?	1653
Work intensity adjustment (I)	?	-100
Ramp adjustment (R)	?	0
Percentage of trucks (P)	?	4
Passenger car Equivalent (E)	?	1.7

"Lane Closure Schedule" output option only

Excessive Queuing ?

(•) Critical length of Queue ( ) Maximum acceptable delay

Critical length of queue (miles)	?	1.5
Maximum acceptable delay(minutes)	?	5

"Delay & Queue Estimation" output option only

Schedule of Work Activity ?

Number of Closed Lanes		1
Hour lane closure begins	?	0
Hour lane closure ends	?	23

Volume input

( ) Directional hourly volume (•) ADT volume

"ADT volume" option only

Input weekday ADT value: 28100

Day of week: (•) weekday ( ) Saturday ( ) Sunday

Location of work zone: ( ) IH rural ( ) IH urban (•) US rural ( ) US urban

0: 12AM-1AM	98
1: 1AM-2AM	65
2: 2AM-3AM	65
3: 3AM-4AM	65
4: 4AM-5AM	130
5: 5AM-6AM	327
6: 6AM-7AM	670
7: 7AM-8AM	1013
8: 8AM-9AM	931
9: 9AM-10AM	915
10: 10AM-11AM	931
11: 11AM-12PM	964
12: 12PM-1PM	997
13: 1PM-2PM	1046
14: 2PM-3PM	1095
15: 3PM-4PM	1177
16: 4PM-5PM	1275
17: 5PM-6PM	1340
18: 6PM-7PM	1046
19: 7PM-8PM	735
20: 8PM-9PM	539
21: 9PM-10PM	408
22: 10PM-11PM	277
23: 11PM-12AM	179

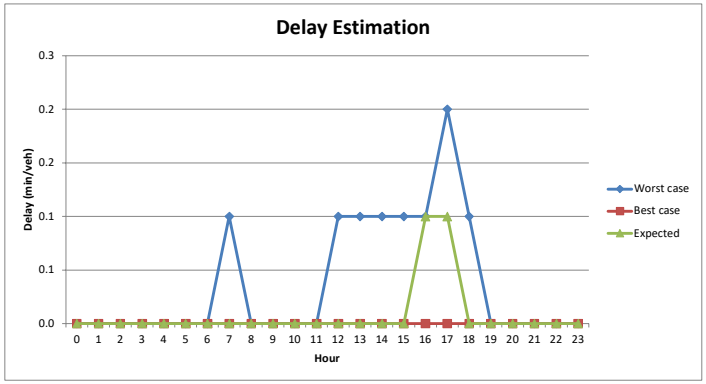
Step 3: Run the Program !

RUN

Expected: Estimated Delay(min/veh)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.1
	17	0.1
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

Best case: Estimated Delay(min/veh)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

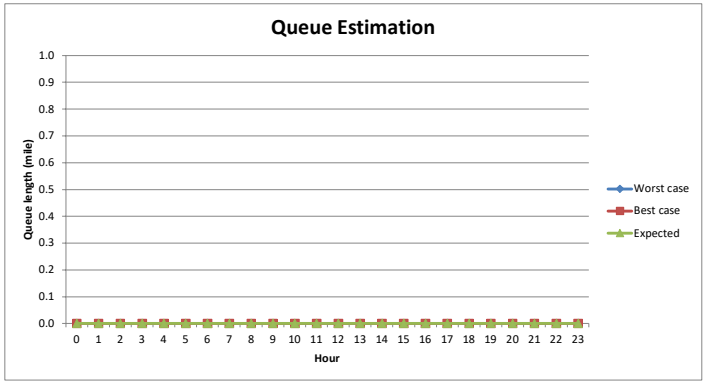
Worst case: Estimated Delay(min/veh)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.1
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.1
	13	0.1
	14	0.1
	15	0.1
	16	0.1
	17	0.2
	18	0.1
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0



Expected: Estimated Queue(mile)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

Best case: Estimated Queue(mile)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0

Worst case: Estimated Queue(mile)		
start hour	0	0.0
	1	0.0
	2	0.0
	3	0.0
	4	0.0
	5	0.0
	6	0.0
	7	0.0
	8	0.0
	9	0.0
	10	0.0
	11	0.0
	12	0.0
	13	0.0
	14	0.0
	15	0.0
	16	0.0
	17	0.0
	18	0.0
	19	0.0
	20	0.0
	21	0.0
	22	0.0
end hour	23	0.0



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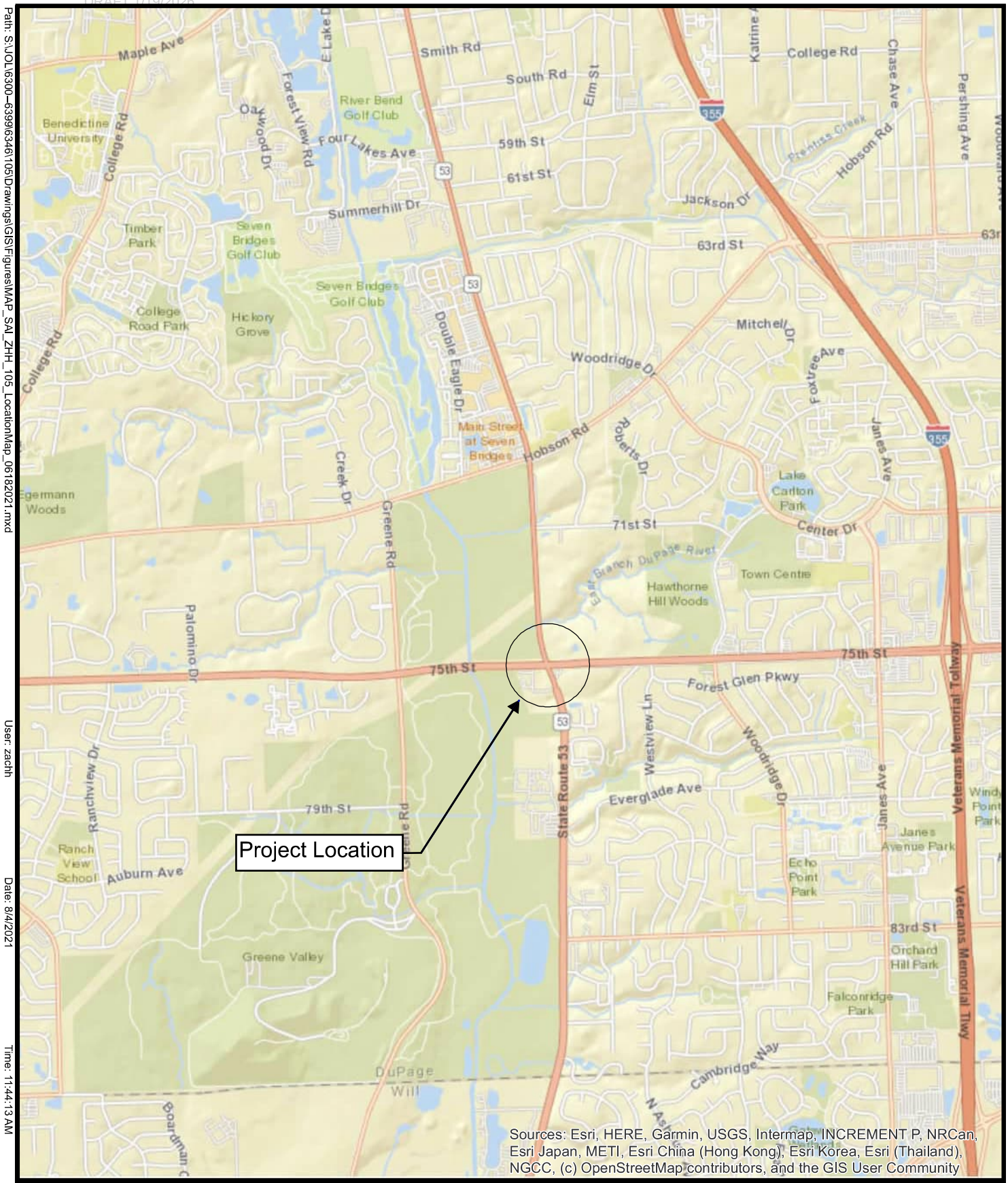


PROJECT LOCATION MAP

IL ROUTE 53 AT 75TH STREET
ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION 1, DISTRICT 1

STRAND ASSOCIATES®

LOCATION MAP
6346.105

TREE SURVEY

Illinois Department of Transportation
Illinois Route 53 at 75th Street
Woodridge, DuPage County, Illinois
Tree Inventory: Left Offsets (West)

Point (Tree Number)	Station	Offset (Feet)	Latitude	Longitude	Original Size	Size[1] (Inches)	Tree Type (Species)	Health[2]	Structure[2]	Origin[3]	MS Size (Inches)	Comments[6]	NLEB Tree?[4]	If NLEB Tree, Type of Habitat[5]
10127	52051.333	-75.212			3 IN	4.0	Black walnut	G	G	V			No	
10124	52075.185	-70.724			4 IN	MS	American elm	G	F	V	6.0, 6.0		No	
10118	52090.347	-74.879			2 X 5 IN	MS	American elm	F	F	V	6.0, 6.0		No	
10116	52104.852	-71.332			3 IN	6.0	Black walnut	F	G	V			No	
10115	52111.172	-75.712			4 IN	5.5	American elm	G	G	V			No	
10114	52114.773	-74.008			5 IN	7.0	Green ash	F	G	V			No	
10117	52115.827	-67.884			12 IN	9.0	Black walnut	G	G	V			No	
10096	52150.356	-63.166			5 IN	7.0	Box elder	P	F	V			No	
10095	52154.962	-69.028			2 X 3 IN	MS	Common buckthorn	F	F	V	7.0, 6.5, 3.0, 3.0, 2.5		No	
10094	52168.166	-63.283			31 IN	18.5	White oak	F	G	V			No	
10093	52169.199	-66.098			22 IN	14.0	White oak	F	G	V			No	
10092	52173.703	-68.958			9 IN	8.0	Black cherry	F	F	V			No	
10090	52194.128	-52.53			15 IN	MS	White oak	P	P	V	12.0, 11.0		No	
10091	52194.462	-52.877			16 IN	NA	NA	NA	NA	NA		This is a multistem of tree 10090, remove from dataset	No	
10089	52206.536	-51.735			22 IN	14.5	White oak	P	P	V			No	
10088	52230.287	-54.115			25 IN	16.5	White oak	F	F	V			No	
10085	52231.646	-61.613			4 X 3 IN	MS	Common buckthorn	G	G	V	6.0, 5.0, 4.0, 3.0, 3.0		No	
10087	52233.929	-53.778			24 IN	17.0	White oak	G	F	V			No	
10086	52236.003	-54.836			3 IN	5.0	Bur oak	G	P	V			No	
10082	52250.147	-54.525			14 IN	MS	Bur oak	F	F	V	16.0, 8.0		No	
10083	52250.219	-54.703			7 IN	NA	NA	NA	NA	NA		This is a multistem of tree 10082, remove from dataset	No	
10080	52273.899	-58.207			22 IN	16.0	Bur oak	G	F	V			No	
10081	52280.516	-59.612			24 IN	14.5	Bur oak	G	G	V			No	
10079	52287.443	-64.501			5 IN	7.0	Dead			V			Yes	S
10078	52311.263	-75.608			18 IN	13	Bur oak	G	G	V			No	
10075	52330.592	-62.213			18 IN	11.5	White oak	G	F	V			No	
10074	52335.946	-58.483			12 IN	9.0	Bur oak	G	F	V			No	
10073	52336.884	-57.603			30 IN	17.0	Black walnut	G	F	V			No	
10069	52338.219	-74.788			11 IN	9.0	American elm	G	G	V			No	
10072	52343.455	-47.22			12 IN	8.5	Black walnut	F	P	V			No	
10068	52349.121	-62.87			38 IN	18.5	Bur oak	G	G	V			No	
10065	52366.904	-48.611			2 X 4 IN	MS	Common buckthorn	F	F	V	6.0, 5.0, 5.0 3.0, 3.0, 2.0		No	
10063	52382.907	-56.781			50 IN	28.5	Black cherry	F	P	V			Yes	S, P
10062	52386.263	-54.47			3 IN	5.0	Common buckthorn	G	F	V			No	
10061	52390.266	-51.641			4 IN	NA	Honeysuckle sp.	NA	NA	V		This is a shrub, remove from dataset	No	
10060	52392.666	-51.875			2 X 3 IN	NA	Honeysuckle sp.	NA	NA	V		This is a shrub, remove from dataset	No	
10059	52400.721	-53.537			5 IN	6.0	Common buckthorn	G	G	V			No	
10058	52407.25	-48.844			3 IN	MS	Common buckthorn	G	F	V	5.0, 5.0, 4.0, 3.0		No	
10048	52423.23	-57.334			36 IN	19.5	White oak	G	G	V			No	
10045	52429.384	-58.296			20 IN	13.0	White oak	F	G	V			No	
10046	52436.477	-55.599			11 IN	8.0	Common buckthorn	P	P	V			No	

Illinois Department of Transportation
Illinois Route 53 at 75th Street
Woodridge, DuPage County, Illinois
Tree Inventory: Left Offsets (West)

Point (Tree Number)	Station	Offset (Feet)	Latitude	Longitude	Original Size	Size[1] (Inches)	Tree Type (Species)	Health[2]	Structure[2]	Origin[3]	MS Size (Inches)	Comments[6]	NLEB Tree?[4]	If NLEB Tree, Type of Habitat[5]
10047	52438.094	-54.973			6 IN DEAD LAYING DOWN	6.0	Dead	D	D	V		Dead tree that has partially fallen	No	
10041	52454.243	-58.197			4 IN	5.5	Black cherry	F	P	V			No	
10039	52460.281	-54.936			30 IN	18.0	White oak	G	F	V			No	
10040	52466.006	-54.023			6 IN	8.0	Box elder	P	F	V			No	
10037	52486.384	-53.55			15 IN	11.0	American elm	P	F	V			No	
10035	52487.481	-58.555			7 IN	7.5	American elm	P	F	V			No	
10036	52490.437	-56.063			4 IN	MS	Common buckthorn	F	P	V	6.0, 4.0, 3.0		No	
10032	52494.907	-54.21			8 IN	7.0	American elm	F	F	V			No	
10033	52495.92	-55.784			11 IN	9.5	American elm	F	F	V			No	
10031	52499.511	-52.071			17 IN	12.5	Bur oak	F	P	V			No	
10029	52500.014	-53.877			18 IN	MS	American elm	F	P	V	14.5, 5.5		No	
10030	52501.312	-52.479			4 IN	5.5	Dead			V			No	
10027	52517.675	-52.014			5 IN	MS	Common buckthorn	F	F	V	7.0, 5.0		No	
10003	52517.797	-53.131			4 IN	NA	Honeysuckle sp.	NA	NA	V		This is a shrub, remove from dataset	No	
Added tree			41.750298°	-88.064410°		6.0	Black walnut	G	G	V			No	
Added tree			41.750335°	-88.064450°		15.5	White oak	F	G	V			No	
Added tree			41.751076°	-88.064610°		25.0	Dead	D	D	V			Yes	S, H

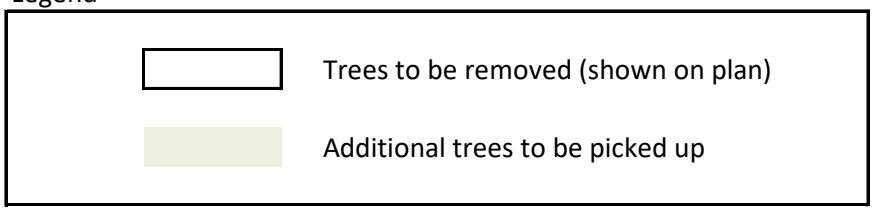
1 - MS = Multistemmed, multistem sizes are in MS Size column.
2 - Health and Structure: G = Good, F = Fair, P = Poor, D = Dead
3 - Origin: V = Volunteer, L = Landscaped
4 - NLEB = Northern Long-Eared Bat Tree: Yes = Provides habitat for the NLEB, No = Does not provide habitat for the NLEB
5 - P = Peeling bark, C = Cracks, S = Snag, H = Hole
Exceptional trees are in bold font.

Row Labels	Count of Point (Tree Number)
White oak	11
Common buckthorn	9
American elm	9
Bur oak	8
Black walnut	6
Dead	4
Black cherry	3
Box elder	2
Green ash	1
Grand Total	**53**

Point	Station	Offset	Northing	Easting	Elevation	Description
10127	520+51.33	-75.212	1851696.516	1057626.622	659.126	3 IN
10124	520+75.19	-70.724	1851721.254	1057624.189	659.519	4 IN
10118	520+90.35	-74.879	1851735.100	1057616.000	659.814	2 X 5 IN
10116	521+04.85	-71.332	1851750.378	1057615.485	659.631	3 IN
10115	521+11.17	-75.712	1851755.489	1057609.566	659.366	4 IN
10114	521+14.77	-74.008	1851759.498	1057610.252	659.547	5 IN
10117	521+15.83	-67.884	1851762.125	1057615.889	659.428	12 IN
10096	521+50.36	-63.166	1851797.477	1057611.528	659.23	5 IN
10095	521+54.96	-69.028	1851800.598	1057604.685	658.713	2 X 3 IN
10094	521+68.17	-63.283	1851815.094	1057606.973	659.088	31 IN
10093	521+69.20	-66.098	1851815.440	1057603.986	658.726	22 IN
10092	521+73.70	-68.958	1851819.226	1057600.100	659.143	9 IN
10090	521+94.13	-52.53	1851843.365	1057611.146	660.246	15 IN
10091	521+94.46	-52.877	1851843.615	1057610.730	660.118	16 IN
10089	522+06.54	-51.735	1851855.838	1057609.011	660.192	22 IN
10088	522+30.29	-54.115	1851878.870	1057601.265	659.402	25 IN
10085	522+31.65	-61.613	1851878.571	1057593.645	658.124	4 X 3 IN
10087	522+33.93	-53.778	1851882.562	1057600.776	659.584	24 IN
10086	522+36.00	-54.836	1851884.393	1057599.284	659.346	3 IN
10082	522+50.15	-54.525	1851898.529	1057596.473	659.518	14 IN
10083	522+50.22	-54.703	1851898.562	1057596.284	659.463	7 IN
10080	522+73.90	-58.207	1851921.428	1057587.791	659.114	22 IN
10081	522+80.52	-59.612	1851927.749	1057585.037	658.991	24 IN
10079	522+87.44	-64.501	1851933.688	1057578.818	658.476	5 IN
10078	523+11.26	-75.608	1851955.410	1057563.116	657.065	18 IN
10075	523+30.59	-62.213	1851977.381	1057572.509	658.353	18 IN
10074	523+35.95	-58.483	1851983.444	1057575.159	659.054	12 IN
10073	523+36.88	-57.603	1851984.547	1057575.847	659.421	30 IN
10069	523+38.22	-74.788	1851982.720	1057558.705	657.346	11 IN
10072	523+43.46	-47.22	1851993.027	1057584.823	661.555	12 IN
10068	523+49.12	-62.87	1851995.865	1057568.389	658.796	38 IN
10065	523+66.90	-48.611	1852016.231	1057579.205	661.109	2 X 4 IN
10063	523+82.91	-56.781	1852030.878	1057568.355	659.169	50 IN
10062	523+86.26	-54.47	1852034.639	1057570.060	660.043	3 IN
10061	523+90.27	-51.641	1852039.130	1057572.167	660.049	4 IN
10060	523+92.67	-51.875	1852041.500	1057571.528	659.964	2 X 3 IN
10059	524+00.72	-53.537	1852049.316	1057568.543	659.841	5 IN
10058	524+07.25	-48.844	1852056.632	1057572.099	660.733	3 IN
10048	524+23.23	-57.334	1852071.356	1057561.139	658.775	36 IN
10045	524+29.38	-58.296	1852077.409	1057559.224	658.268	20 IN
10046	524+36.48	-55.599	1852084.966	1057560.790	658.611	11 IN
10047	524+38.09	-54.973	1852086.690	1057561.161	658.038	6 IN DEAD LAYING DOWN
10041	524+54.24	-58.197	1852102.496	1057555.539	658.081	4 IN
10039	524+60.28	-54.936	1852109.056	1057557.883	659.452	30 IN
10040	524+66.01	-54.023	1852114.959	1057557.960	658.726	6 IN

10037	524+86.38	-53.55	1852135.581	1057555.573	658.864	15 IN
10035	524+87.48	-58.555	1852136.019	1057550.465	657.769	7 IN
10036	524+90.44	-56.063	1852139.338	1057552.534	658.135	4 IN
10032	524+94.91	-54.21	1852144.098	1057553.771	658.231	8 IN
10033	524+95.92	-55.784	1852144.915	1057552.076	657.929	11 IN
10031	524+99.51	-52.071	1852149.024	1057555.283	659.275	17 IN
10029	525+00.01	-53.877	1852149.299	1057553.425	658.688	18 IN
10030	525+01.31	-52.479	1852150.790	1057554.640	658.758	4 IN
10027	525+17.68	-52.014	1852167.372	1057553.003	659.312	5 IN
10003	525+17.80	-53.131	1852246.107	1057543.163	659.425	4 IN

Legend


Trees to be removed (shown on plan)
Additional trees to be picked up

WETLANDS REPORT

DRAFT 1/19/2026

ILLINOIS NATURAL HISTORY SURVEY
PRAIRIE RESEARCH INSTITUTE

WETLAND DETERMINATION REPORT

IL 53 (FAP 087) and Addendum A
DuPage County, Illinois

IDOT Sequence Number: 24198 & 24198A

Prepared by:
Elizabeth A. Miernicki, Paul B. Marcum, Laura Stasavich, Susan McIntyre, Eric Janssen, and Jeannine Adomaitis

INHS/IDOT Wetland Science Program

November 2022

Project Summary

A wetland survey was conducted for proposed work on IL 53 (FAP 087) and Addendum A in DuPage County, Illinois. All potential wetlands within the specified project area were examined. One site met the three criteria of a wetland established in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* (U.S. Army Corps of Engineers [USACE] 2010) and was, therefore, determined to be wetland. Summary information regarding the wetland determination sites is presented in the wetland project report. Wetland determination forms are found in Appendix A and a wetland plant species list is included in Appendix B. Wetland boundaries were recorded using a Trimble Global Navigation Satellite System (GNSS). The spatial data have been digitally uploaded to the Illinois Site Assessment Tracking System (https://isats.dot.illinois.gov/login.aspx). Locations of determination sites were overlaid on a digital aerial orthophoto using ArcGIS; the resulting figure is included in Appendix C. Additional maps and figures are also included in Appendix C. Appendix D contains photographs of each wetland and other surface water.

Signed: Date: November 14, 2022

Scott M. Wiesbrook
Wetland Science Program
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Conducted By:

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Cover Photo: Facing east overlooking OSW3.

IL 53 (FAP 087) and Addendum A
DuPage County, Illinois

Introduction

A wetland survey was conducted on November 3, 2022, for the proposed work on IL 53 (FAP 087) and Addendum A in DuPage County, Illinois. This report includes areas that were surveyed by INHS on November 1, 2021, and wetland numbering is consistent with that report (Miernicki et al., 2022). Construction work is to include intersection safety and capacity improvements. The project limits have been extended to accommodate temporary widening along IL 53 and 75th Street to facilitate the construction of dual left turn lanes and a right turn lane on each approach to the intersection. DuPage County was rated as D1 Moderate Drought by the U.S. Drought Monitor on 11/01/2022 (Fuchs 2022), two days prior to the second survey.

Methods

All potential wetlands within the specified study area were examined. Characteristics of vegetation, soils, hydrology, and topography were evaluated during field investigation and on-site wetland determination. Locations of observation points for wetland determinations were selected based on plant community borders and topographic changes. The following sources were examined while surveying the project corridor to determine wetland locations and boundaries: aerial photographs; US Geological Survey topographic map (Romeoville and Wheaton 7.5 minute quadrangles); National Wetlands Inventory (NWI) website (USFWS 2020); *Wetlands of DuPage County* (DuPage County Stormwater Management 2020); the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987); the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* (USACE 2010); the USDA-NRCS *Official Series Descriptions*; and the USDA-NRCS *Web Soil Survey*. Positional inaccuracies are known to occur with downloaded sources of digital data listed above. As presented on maps and figures in this report, data can be shifted from their actual position when compared to modern aerial photography.

Wetland determinations were conducted using definitions and guidelines established in the *Corps of Engineers Wetlands Delineation Manual* (Environmental Laboratory 1987), the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* (USACE 2010), and the *Chicago District Regional Permit Program* (USACE Chicago District 2020). Data from these determinations were recorded on U.S. Army Corps of Engineers' Wetland Determination Data Forms – Midwest Region (Appendix A); a data form was completed for each wetland sampling point. All potential wetlands, including all areas mapped as wetlands by the NWI, were described using at least one sampling point. Results of these determinations are summarized in the following text. Adjacent upland areas were also investigated; forms were also completed for these areas. A comprehensive plant species list was compiled for the wetland site and is presented in Appendix B.

All areas of agricultural land use within the project corridor were evaluated following the NRCS method of wetland determination (for more information, see: USDA-NRCS 2016). Briefly, this method involves examining five years of aerial photography taken during the early summer for evidence of saturation or inundation (wetland signature). The years used are determined to be five years during which precipitation was closest to the long-term precipitation averages. Any area which showed a wetland signature in three years out of five (or in two years out of five if the site was also mapped as wetland by the NWI) was investigated by a site visit. If hydric soils were present at the site, the site was determined to be wetland. The site was then delineated from the aerial photography based on an average wetland signature. Photographic documentation for this procedure is presented only when a wetland is determined to be present or when a site was mapped as wetland in the NWI. No wetlands were determined to be present in the project boundary utilizing the NRCS method.

Wetland and water location data were recorded using a Trimble Global Navigation Satellite System (model GeoExplorer 7 Series Geo7X), with a presumed accuracy of +/- 0.5 m under optimal field conditions. Occasionally, conditions prohibit field-delineation of boundaries using GNSS equipment, and these boundaries are digitized in the office using aerial photography. Typically this is done when one of three issues prevents field personnel from conducting a normal field delineation:

- Site cannot be accessed due to fence, lack of permission, hostile landowner, or other reason.
- Current conditions make delineation impossible (for example, delineating a stream or other water during a major flood when boundaries cannot be seen in the field).
- Current conditions make field delineation dangerous to our personnel. This often occurs with very steep-sided banks on creeks that have a great deal of vegetation obscuring the drop-off.

When a site is delineated using aerial photography, the site boundary must be readily visible from the aerial photo, and not obscured by overhanging vegetation or other features on the photo.

Spatial data were digitally uploaded to the Illinois Site Assessment Tracking System (https://isats.dot.illinois.gov/login.aspx). Locations of determination sites were overlaid on a digital aerial orthophoto and approximate area was determined for each wetland site using ArcGIS Desktop 10.8.1 software (ESRI 2020). Resulting areas are calculated in acres, reported to two decimal places. Area of streams and ditches is given for the entire channel and includes the best estimate of area enclosed in a pipe or culvert. Length of streams and ditches is given for the entire length within the project corridor; this includes pipes and culverts where visual observation can locate both ends. Site location, with respect to the nearest road, was measured from the edge of the pavement and is reported to the nearest foot.

Each native plant species was assigned a “coefficient of conservatism” (C) (Wilhelm and Rericha 2017), a subjective rating of species fidelity to undegraded natural communities, ranging from zero to ten. Conservative species - those more likely to be found in “pristine” natural areas - were assigned high numbers, whereas non-conservative species - those that occur in

anthropogenically disturbed areas - were given lower numbers. Non-native species and those not identifiable to species level were not assigned a rating. The Floristic Quality Index (FQI) is computed as FQI = (mean C) X (√N), where mean C is the mean coefficient of conservatism for all native plant species at a site and N is the total number of native plant species at the site. In very general terms, higher FQI values for plant communities indicate more similarity to "pristine" natural areas, as compared to those communities with lower FQI values. Botanical nomenclature follows *Flora of the Chicago Region* (ibid.), while wetland indicator status for each species follows *National Wetland Plant List*, *version 3.5* (USACE 2020, Lichvar et al. 2016).

A photograph of each wetland and other surface waters was taken from each sampling point; these photographs are presented in Appendix D.

Wetland Determination Site Summaries

Sites 1 and 2 were surveyed in November 2021 (Miernicki et al. 2022). For the 2022 survey, Site 3 was added.

Site Number: 1

Community type: **Non-native grassland**
National Wetlands Inventory code**: PEM1A (temporarily flooded, persistent emergent, palustrine wetland)**
Site location: **Sampling point 1A is approximately 50 feet north of 75th Street**
Hydrophytic Vegetation? **Yes** Hydric Soils? **No** Wetland Hydrology? **No**
Is this site a wetland? **No**
Is this a county wetlands inventory site? **Yes**
Additional remarks: **Soil is hydric much further into the NWI. Sampling point right at the base of the slope.**

Site Number: 2

Community type: **Wet meadow**
National Wetlands Inventory code**: U (upland)**
Site location: **Approximately 24 feet west of IL 53**
Hydrophytic Vegetation? **Yes** Hydric Soils? **Yes** Wetland Hydrology? **Yes**
Is this site a wetland? **Yes**
Area of site occurring within the project corridor: **<0.01 ac**
Total site area: **Undetermined**
Is this a county wetlands inventory site? **No**
Is this site a High Quality Aquatic Resource (HQAR) (USACE-CD 2012)? **No**
Does this site meet U.S. Fish and Wildlife Service (FWS) criteria for potential *Platanthera leucophaea* (Eastern prairie fringed orchid) habitat (USFWS 2014)? **No**
Waters type (USACE and USEPA 2007): **Wetlands adjacent to but not directly abutting RPWs that flow directly or indirectly into Traditional Navigable Waters (RPWWN)**
HGM type: **Depressional**
Mean Coefficient of Conservatism (mean C): **2.9** Floristic Quality Index (FQI): **8.1**

Site Number: 3
Community type: **Non-native grassland**
National Wetlands Inventory code**: PEM1A (temporarily flooded, persistent emergent, palustrine wetland)**
Site location: **Sampling point 3A is approximately 54 feet north of 75th Street**
Hydrophytic Vegetation? **Yes** Hydric Soils? **No** Wetland Hydrology? **No**
Is this site a wetland? **No**
Is this a county wetlands inventory site? **Yes**
Additional remarks: **Site 3 is highly disturbed from previous road construction work. DuPage County was rated as D1 Moderate Drought on 11/01/2022 by the U.S. Drought Monitor (Fuchs 2022).**

Other Surface Waters
All potential other surface waters were investigated. Results of these determinations are summarized in the following text. All other surface waters in this report possessed a definite bed, bank, and ordinary high water mark (OHWM) and are assumed to be potentially jurisdictional. Ephemeral stormwater drainage features that lacked a bed, bank, and OHWM are indicated on the determination map in Figure 5, Appendix C, but are not included in the summaries below.

Site Number: OSW1
Site Name: **Unnamed Tributary to East Branch DuPage River**
Site Location: **Crosses under IL 53 approximately 620 feet south of 75th Street**
Latitude: **41.74809** Longitude: **- 88.06316**
Community type: **Stream**
National Wetlands Inventory code: **U (upland)**
Area of site occurring within the project corridor: **0.01 ac**
Linear feet: **190 ft**
Waters type (USACE 2007): **RPW (Relatively Permanent Waters that flow directly or indirectly into Traditional Navigable Waters)**
USGS 8-Digit Hydrologic Unit Code (HUC): **07120004 (Des Plaines River)**
Watershed area: **<1 mi^2 (USGS 2016)**
Riffles observed? **No** Pools observed? **No**
Mussel shell material observed? **No**
Is the stream or body of water perennial/intermittent/ephemeral? **Intermittent**
Is this a county wetlands inventory site? **No**
Is this site a High Quality Aquatic Resource (HQAR) (USACE-CD 2012)? **No**
Is the stream identified by the IDNR (2008) as a biologically significant stream? **No**
Stream Integrity Rating: **Not Rated** Stream Diversity Rating: **Not Rated**
Additional Remarks: **OSW1 stops at a culvert on the west side of IL 53.**

Site Number: OSW2
Site Name: **Unnamed Tributary to East Branch DuPage River**
Site Location: **Approximately 19 feet west of IL 53**
Latitude: **41.74616** Longitude: **- 88.06297**
Community type: **Stream**
National Wetlands Inventory code: **U (upland)**
Area of site occurring within the project corridor: **<0.01 ac**
Linear feet: **36 ft**
Waters type (USACE 2007): **RPW (Relatively Permanent Waters that flow directly or indirectly into Traditional Navigable Waters)**
USGS 8-Digit Hydrologic Unit Code (HUC): **07120004 (Des Plaines River)**
Watershed area: **<1 mi^2 (USGS 2016)**
Riffles observed? **No** Pools observed? **No**
Mussel shell material observed? **No**
Is the stream or body of water perennial/intermittent/ephemeral? **Intermittent**
Is this a county wetlands inventory site? **No**
Is this site a High Quality Aquatic Resource (HQAR) (USACE-CD 2012)? **No**
Is the stream identified by the IDNR (2008) as a biologically significant stream? **No**
Stream Integrity Rating: **Not Rated** Stream Diversity Rating: **Not Rated**
Additional Remarks: **OSW2 enters a culvert on the west side of IL 53, and doesn't resurface on the east side of the road.**

Site Number: OSW3
Site Name: **Unnamed Tributary to East Branch DuPage River**
Site Location: **Crosses under IL 53 approximately 708 feet north of 75th Street**
Latitude: **41.75193** Longitude: **- 88.06449**
Community type: **Stream**
National Wetlands Inventory code: **U (upland)**
Area of site occurring within the project corridor: **0.03 ac**
Linear feet: **201 ft**
Waters type (USACE 2007): **RPW (Relatively Permanent Waters that flow directly or indirectly into Traditional Navigable Waters)**
USGS 8-Digit Hydrologic Unit Code (HUC): **07120004 (Des Plaines River)**
Watershed area: **<1 mi^2 (USGS 2016)**
Riffles observed? **Yes** Pools observed? **Yes**
Mussel shell material observed? **No**
Is the stream or body of water perennial/intermittent/ephemeral? **Intermittent**
Is this a county wetlands inventory site? **No**
Is this site a High Quality Aquatic Resource (HQAR) (USACE-CD 2012)? **No**
Is the stream identified by the IDNR (2008) as a biologically significant stream? **No**
Stream Integrity Rating: **Not Rated** Stream Diversity Rating: **Not Rated**
Additional Remarks: **OSW3 appears to be a continuation of the Dupage County wetland inventory site east of the project limits in Fig. 3, but the area within the project limits is not designated as a DuPage County wetland inventory site.**

Threatened/Endangered Species and Natural Communities of Special Interest

No species listed as threatened or endangered federally or in Illinois were found during our wetland survey within the project corridor. Also, no natural communities of special interest were noted. However, part of the project corridor includes Hawthorne Hill Woods, a forest preserve covering approximately 71 acres and owned by the Woodridge Park District (Woodridge Park District 2022). There is a slight overlap between the project boundary and the forest preserve. No sampling points were taken within Hawthorne Hill Woods.

All wetland determination sites were assessed for potential habitat suitability of *Platanthera leucophaea* (Eastern Prairie Fringed Orchid or EPFO). EPFO is a federal threatened and Illinois endangered plant species. Our assessment of suitable habitat follows the guidelines established in *Information for Planning and Consultation: Eastern prairie fringed orchid (*Platanthera leucophaea*)* (USFWS 2022).

Based on floristic quality assessment and assessment of associated species no sites were determined to be potential habitat for EPFO.

Literature Cited

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APPENDIX A

Wetland Determination Forms

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: IL 53 (FAP 087) and Addendum A City/County: DuPage Sampling Date: 11/1/2021

Applicant/Owner: IDOT District 1 State: IL Sampling Point 1A

Investigator(s): Miernicki, Marcum, and Carr Section, Township, Range: Sec. 26, T38N, R10E

Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Convex/None

Slope (%): 0-2 Lat: 41.75007 Long: -88.06718 Datum: NAD 83

Soil Map Unit Name: Sawmill SICL, heavy till plain, 0-2% slopes, frequently flooded NWI classification: PEM1A

Are climatic/hydrologic conditions on the site typical for this time of year? Yes (If no explain in Remarks.)

Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes

Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	**Is the Sampled Area within a Wetland?** **No**
Hydric Soil Present?	No	
Wetland Hydrology Present?	No	

Remarks: Community type is non-native grassland.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: 30 ft radius)			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft radius)			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	
Herb Stratum (Plot size: 5 ft radius)			
1. *Phalaris arundinacea*	100	Yes	FACW
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100	= Total Cover	
Woody Vine Stratum (Plot size: 30 ft radius)			
1.			
2.			
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: _____ (A)

Total Number of Dominant Species Across All Strata: _____ (B)

Percent of Dominant Species That are OBL, FACW, or FAC: _____ (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals	(A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators

- [x] 1-Rapid Test for Hydrophytic Vegetation
- [ ] 2-Dominance Test is >50%
- [ ] 3-Prevalence Index is < or =3.0[1]
- [ ] 4-Morphological Adaptations [1](Provide supporting data in Remarks or on a separate sheet)
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes**

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 1A

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-26	2.5Y 2.5/1	100					SICL	
26-36+	N 2.5/	100					SICL	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2] Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **No**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two is required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? No Depth (inches): _____

Water Table Present? No Depth (inches): _____

Saturation Present? (includes capillary fringe) No Depth (inches): _____

Wetland Hydrology Present? **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: IL 53 (FAP 087) and Addendum A City/County: DuPage Sampling Date: 11/1/2021

Applicant/Owner: IDOT District 1 State: IL Sampling Point 2A

Investigator(s): Miernicki, Marcum, and Carr Section, Township, Range: Sec. 26, T38N, R10E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave

Slope (%): 2-3 Lat: 41.75083 Long: -88.06464 Datum: NAD 83

Soil Map Unit Name: NRCS mapped Grundelein SIL, 0-2% slopes; revised to Undetermined NWI classification: U

Are climatic/hydrologic conditions on the site typical for this time of year? Yes (If no explain in Remarks.)

Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes

Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	**Is the Sampled Area within a Wetland?**	**Yes**
Hydric Soil Present?	Yes		
Wetland Hydrology Present?	Yes		

Remarks: Community type is wet meadow.

VEGETATION - Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: 30 ft radius)			
1.			
2.			
3.			
4.			
5.			
	0 = Total Cover		
Sapling/Shrub Stratum (Plot size: 15 ft radius)			
1.			
2.			
3.			
4.			
5.			
	0 = Total Cover		
Herb Stratum (Plot size: 5 ft radius)			
1. *Phalaris arundinacea*	85	Yes	FACW
2. *Cirsium arvense*	20	No	FACU
3. *Phragmites australis*	20	No	FACW
4. *Solanum dulcamara*	2	No	FAC
5.			
6.			
7.			
8.			
9.			
10.			
	127 = Total Cover		
Woody Vine Stratum (Plot size: 30 ft radius)			
1. *Solanum dulcamara*	1	No	FAC
2.			
	1 = Total Cover		

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: _____ (A)

Total Number of Dominant Species Across All Strata: _____ (B)

Percent of Dominant Species That are OBL, FACW, or FAC: _____ (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals	(A)		(B)

Prevalence Index = B/A = _____

Hydrophytic Vegetation Indicators

- [x] 1-Rapid Test for Hydrophytic Vegetation
- [ ] 2-Dominance Test is >50%
- [ ] 3-Prevalence Index is < or =3.0[1]
- [ ] 4-Morphological Adaptations [1](Provide supporting data in Remarks or on a separate sheet)
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes**

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 2A

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-3	2.5Y 2.5/1	100					SIL	
3-8	2.5Y 3/1	99	7.5YR 4/4	1	C	M	SICL	
8-15	10YR 4/2	90	5YR 4/6	2	C	M	SIL	
8-15			10YR 4/1	8	D	M		

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2] Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☑ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two is required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? No Depth (inches): _____

Water Table Present? No Depth (inches): _____

Saturation Present? (includes capillary fringe) No Depth (inches): _____

Wetland Hydrology Present? **Yes**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: IL 53 (FAP 087) and Addendum A City/County: DuPage Sampling Date: 11/1/2021

Applicant/Owner: IDOT District 1 State: IL Sampling Point 2B

Investigator(s): Miernicki, Marcum, and Carr Section, Township, Range: Sec. 26, T38N, R10E

Landform (hillslope, terrace, etc.): Upland Local relief (concave, convex, none): Convex

Slope (%): 2 Lat: 41.75105 Long: -88.06460 Datum: NAD 83

Soil Map Unit Name: Grundelein SIL, 0-2% slopes NWI classification: U

Are climatic/hydrologic conditions on the site typical for this time of year? Yes (If no explain in Remarks.)

Are Vegetation No, Soil No, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes

Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	No	**Is the Sampled Area within a Wetland?** **No**
Hydric Soil Present?	No	
Wetland Hydrology Present?	No	

Remarks: Community type is upland forest.

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: 30 ft radius)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Quercus macrocarpa*	40	Yes	FAC
2. *Ulmus rubra*	20	Yes	FAC
3.			
4.			
5.			
	60	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft radius)			
1. *Lonicera maackii*	35	Yes	UPL
2. *Celtis occidentalis*	3	No	FAC
3.			
4.			
5.			
	38	= Total Cover	
Herb Stratum (Plot size: 5 ft radius)			
1. *Lonicera maackii*	25	Yes	UPL
2. *Geum canadense*	2	No	FAC
3. *Verbesina alternifolia*	2	No	FACW
4. *Hydrophyllum virginianum*	1	No	FAC
5.			
6.			
7.			
8.			
9.			
10.			
	30	= Total Cover	
Woody Vine Stratum (Plot size: 30 ft radius)			
1.			
2.			
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 50% (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators

- ☐ 1-Rapid Test for Hydrophytic Vegetation
- ☐ 2-Dominance Test is >50%
- ☐ 3-Prevalence Index is < or =3.0[1]
- ☐ 4-Morphological Adaptations [1](Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **No**

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 2B

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-2	10YR 2/1	100					SIL	
2-15	10YR 3/1	100					SIL	

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2] Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **No**

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two is required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? _____ Depth (inches): _____

Water Table Present? _____ Depth (inches): _____

Saturation Present? (includes capillary fringe) _____ Depth (inches): _____

Wetland Hydrology Present? **No**

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM - Midwest Region

Project/Site: IL 53 (FAP 087) and Addendum A City/County: DuPage Sampling Date: 11/3/2022

Applicant/Owner: IDOT District 1 State: IL Sampling Point 3A

Investigator(s): Miernicki, McIntyre, and Janssen Section, Township, Range: Sec. 26, T38N, R10E

Landform (hillslope, terrace, etc.): Upland Local relief (concave, convex, none): None

Slope (%): 3-5 Lat: 41.75005 Long: -88.06898 Datum: NAD 83

Soil Map Unit Name: Sawmill SICL, heavy till plain, 0-2% slopes, frequently flooded NWI classification: PEM1A

Are climatic/hydrologic conditions on the site typical for this time of year? Yes (If no explain in Remarks.)

Are Vegetation No, Soil Yes, or Hydrology No significantly disturbed? Are "Normal Circumstances" present? Yes

Are Vegetation No, Soil No, or Hydrology No naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS - Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes	**Is the Sampled Area within a Wetland?**	**No**
Hydric Soil Present?	No		
Wetland Hydrology Present?	No		

Remarks: Community type is non-native grassland.
DuPage County was rated as D1 Moderate Drought on 11/01/2022 by the U.S. Drought Monitor (Fuchs 2022).

VEGETATION - Use scientific names of plants.

Tree Stratum (Plot size: 30 ft radius)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Populus deltoides*	8	Yes	FAC
2. *Rhamnus cathartica*	6	Yes	FAC
3. *Pyrus calleryana*	3	No	UPL
4.			
5.			
	17	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 ft radius)			
1. *Lonicera maackii*	8	Yes	UPL
2.			
3.			
4.			
5.			
	8	= Total Cover	
Herb Stratum (Plot size: 5 ft radius)			
1. *Phalaris arundinacea*	100	Yes	FACW
2. *Bolboschoenus fluviatilis*	8	No	OBL
3. *Phragmites australis*	4	No	FACW
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	112	= Total Cover	
Woody Vine Stratum (Plot size: 30 ft radius)			
1.			
2.			
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That are OBL, FACW, or FAC: 75% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	
FACW species		x 2 =	
FAC species		x 3 =	
FACU species		x 4 =	
UPL species		x 5 =	
Column Totals	(A)		(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators

- ☐ 1-Rapid Test for Hydrophytic Vegetation
- ☑ 2-Dominance Test is >50%
- ☐ 3-Prevalence Index is < or =3.0[1]
- ☐ 4-Morphological Adaptations [1](Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes**

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 3A

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Type[1]	Loc[2]	Texture	Remarks
0-15	2.5Y 2/1	100					SIL	Disturbed

[1] Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2] Location: PL=Pore Lining, M=Matrix

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3] Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: Gravel

Depth (inches): 15

Hydric Soil Present? No

Remarks: The soil was nearly impenetrable at a depth of 15 inches due to a gravel restrictive layer. Soil sampling was not conducted as deep as normal.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two is required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? No Depth (inches):

Water Table Present? No Depth (inches):

Saturation Present? (includes capillary fringe) No Depth (inches):

Wetland Hydrology Present? No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

APPENDIX B

Wetland Plant Species List

Site 2 - Wet meadow

Scientific Name	Common Name	Strata	Wetland Indicator Status	Coefficient of Conservatism
Phalaris arundinacea*	**reed canary grass**	**H**	**FACW**	**-**
Phragmites australis*	**common reed**	**H**	**FACW**	**-**
*Cirsium arvense**	Canada thistle	H	FACU	-
*Elaeagnus umbellata**	autumn olive	S	UPL	-
Eupatorium serotinum	late boneset	H	FAC	0
Fallopia scandens	climbing false buckwheat	H	FAC	3
Humulus lupulus var. pubescens	downy American hops	W	FACU	3
Persicaria punctata	smartweed	H	OBL	4
Quercus macrocarpa	burr oak	T	FAC	5
*Rhamnus cathartica**	common buckthorn	HST	FAC	-
*Solanum dulcamara**	bittersweet nightshade	HW	FAC	-
Solidago altissima	tall goldenrod	H	FACU	1
Toxicodendron radicans	poison ivy	H	FAC	2
Verbesina alternifolia	wingstem	H	FACW	5

*Non-native species **Bolded species is dominant in the denoted stratum** Mean C = 2.9

H = Herb, T = Tree, S = Sapling/Shrub, W = Woody Vine FQI = 8.1

APPENDIX C

Figures

Figure 1 – Project Location Map
Figure 2 – National Wetlands Inventory Map
Figure 3 – County Wetland Inventory Map
Figure 4 – Soil Survey Map
Figure 5 – Wetland Determination Map

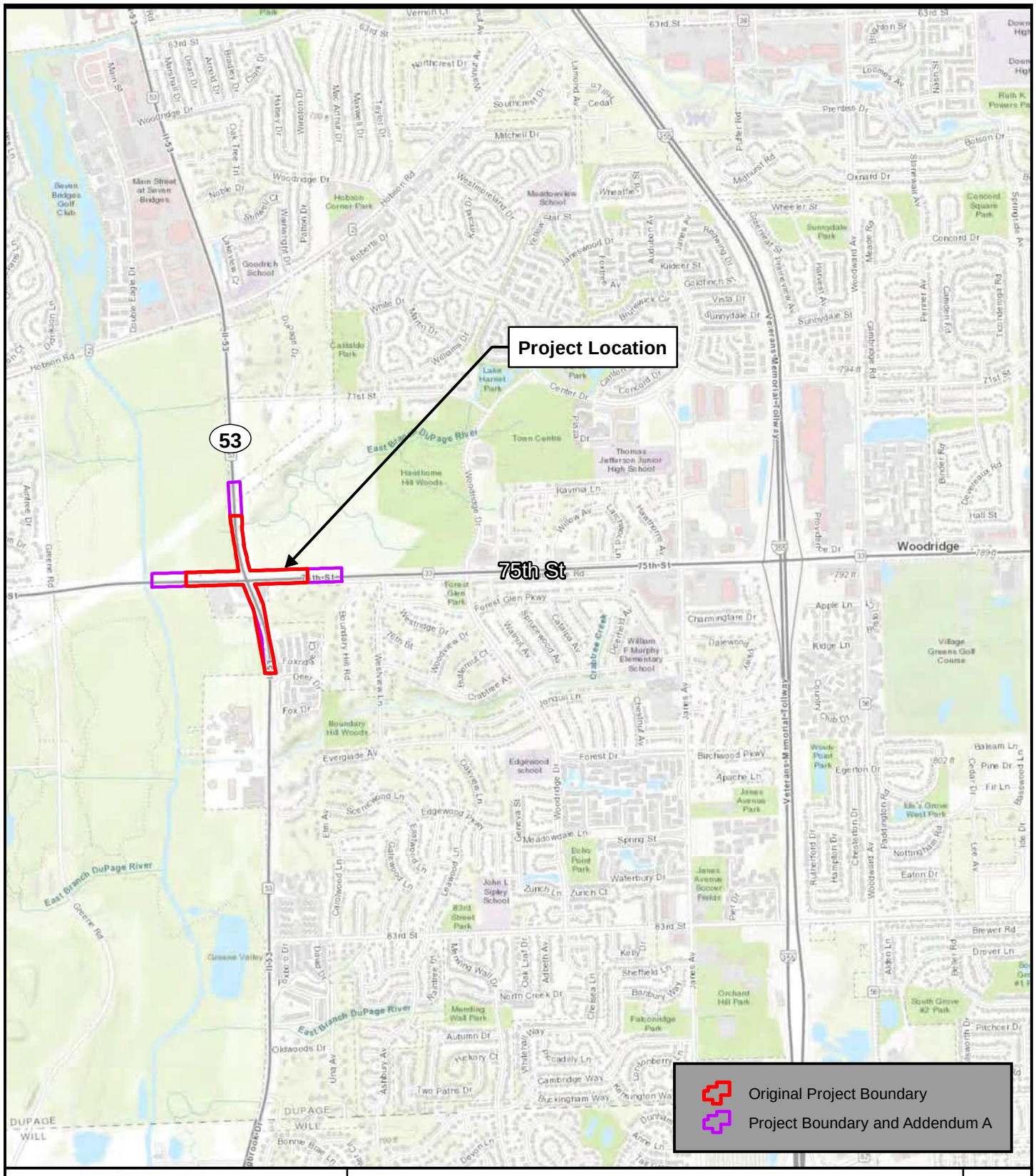


Figure 1
Project Location Map
IL 53 (FAP 087)
DuPage County

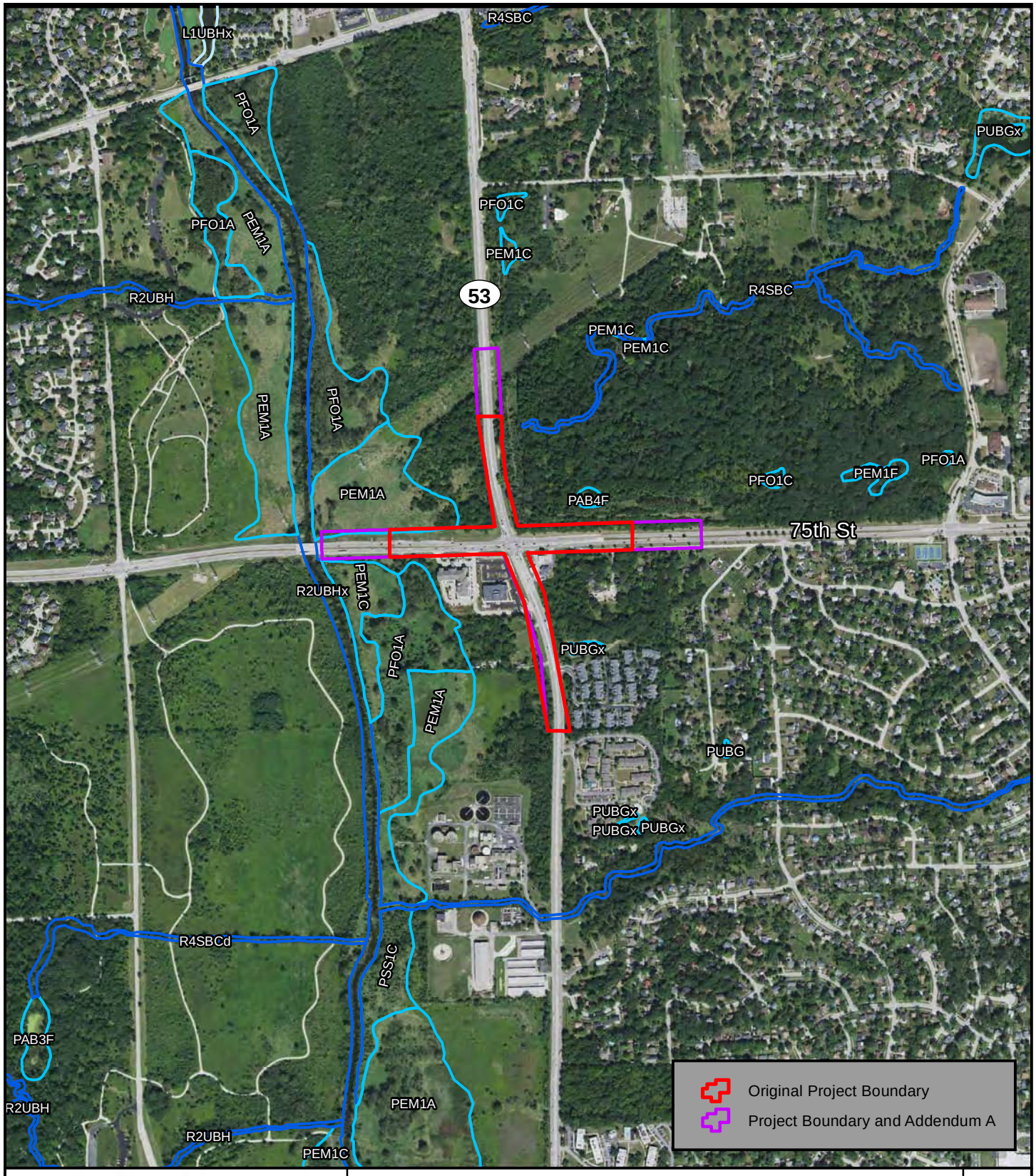
Seq. No: 24198 & 24198A

ILLINOIS
Illinois Natural History Survey
PRAIRIE RESEARCH INSTITUTE

INHS/IDOT Wetland Science Program
1816 South Oak Street
Champaign, Illinois 61820

Meters 0 500 Feet 0 2,000

November 2022



ILLINOIS
Illinois Natural History Survey
PRAIRIE RESEARCH INSTITUTE

INHS/IDOT Wetland Science Program
1816 South Oak Street
Champaign, Illinois 61820

Figure 2
National Wetlands Inventory Map
IL 53 (FAP 087)
DuPage County

Seq. No: 24198 & 24198A

Meters 0 300
Feet 0 1,000

November 2022

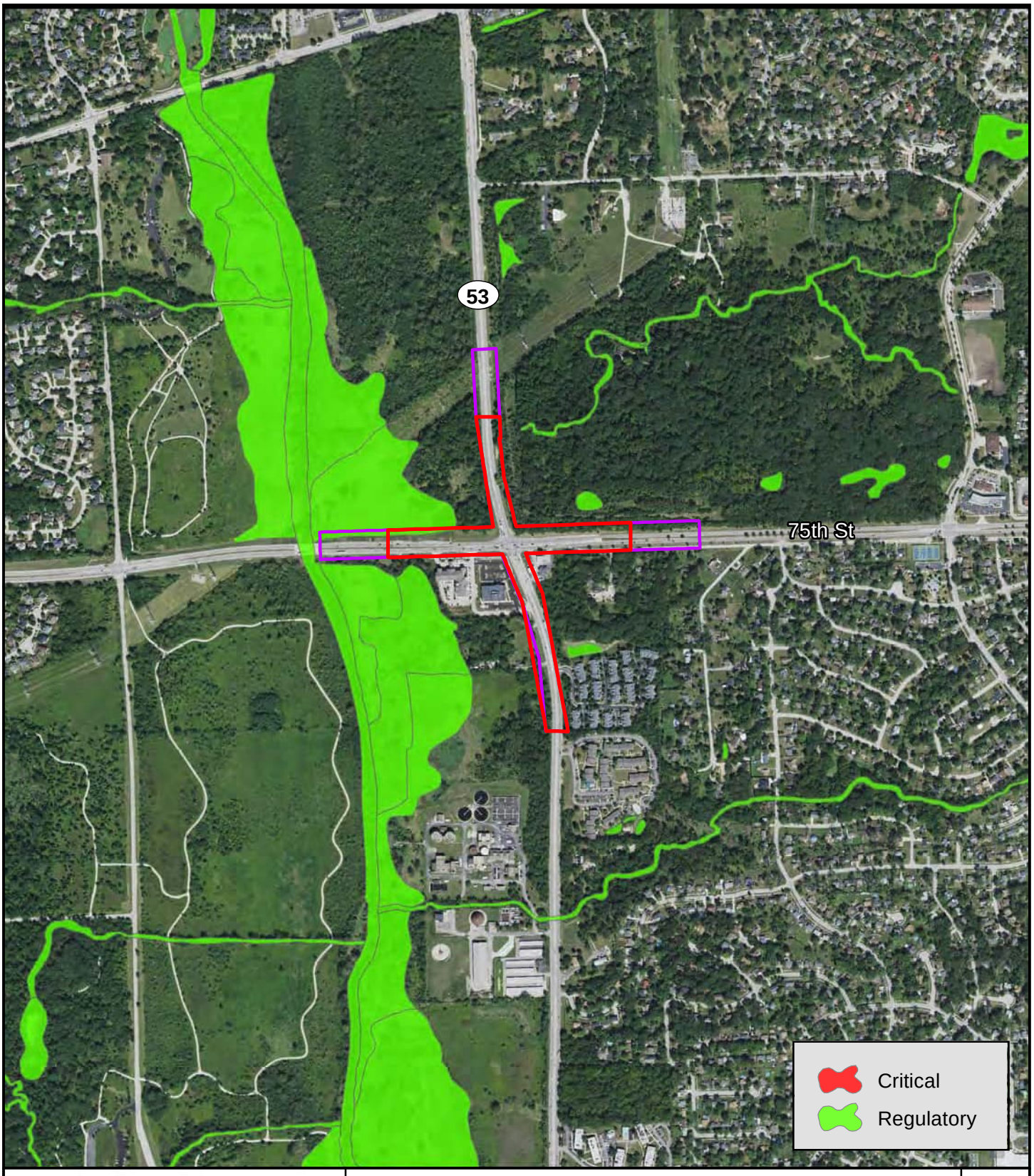


Figure 3
DuPage County Wetland Inventory Map
IL 53 (FAP 087)
DuPage County

Seq. No: 24198 & 24198A

ILLINOIS
Illinois Natural History Survey
PRAIRIE RESEARCH INSTITUTE

INHS/IDOT Wetland Science Program
1816 South Oak Street
Champaign, Illinois 61820

Meters 0 300

Feet 0 1,000

November 2022

N

3107A - Sawmill silty clay loam, heavy till plain, 0-2% slopes, frequently flooded
327B - Fox silt loam, 2-4% slopes
526A - Grundelein silt loam, 0-2% slopes
530B - Ozaukee silt loam, 2-4% slopes
530C2 - Ozaukee silt loam, 4-6% slopes, eroded
530D2 - Ozaukee silt loam, 6-12% slopes, eroded
805B - Orthents, clayey, undulating

ILLINOIS
Illinois Natural History Survey
PRAIRIE RESEARCH INSTITUTE

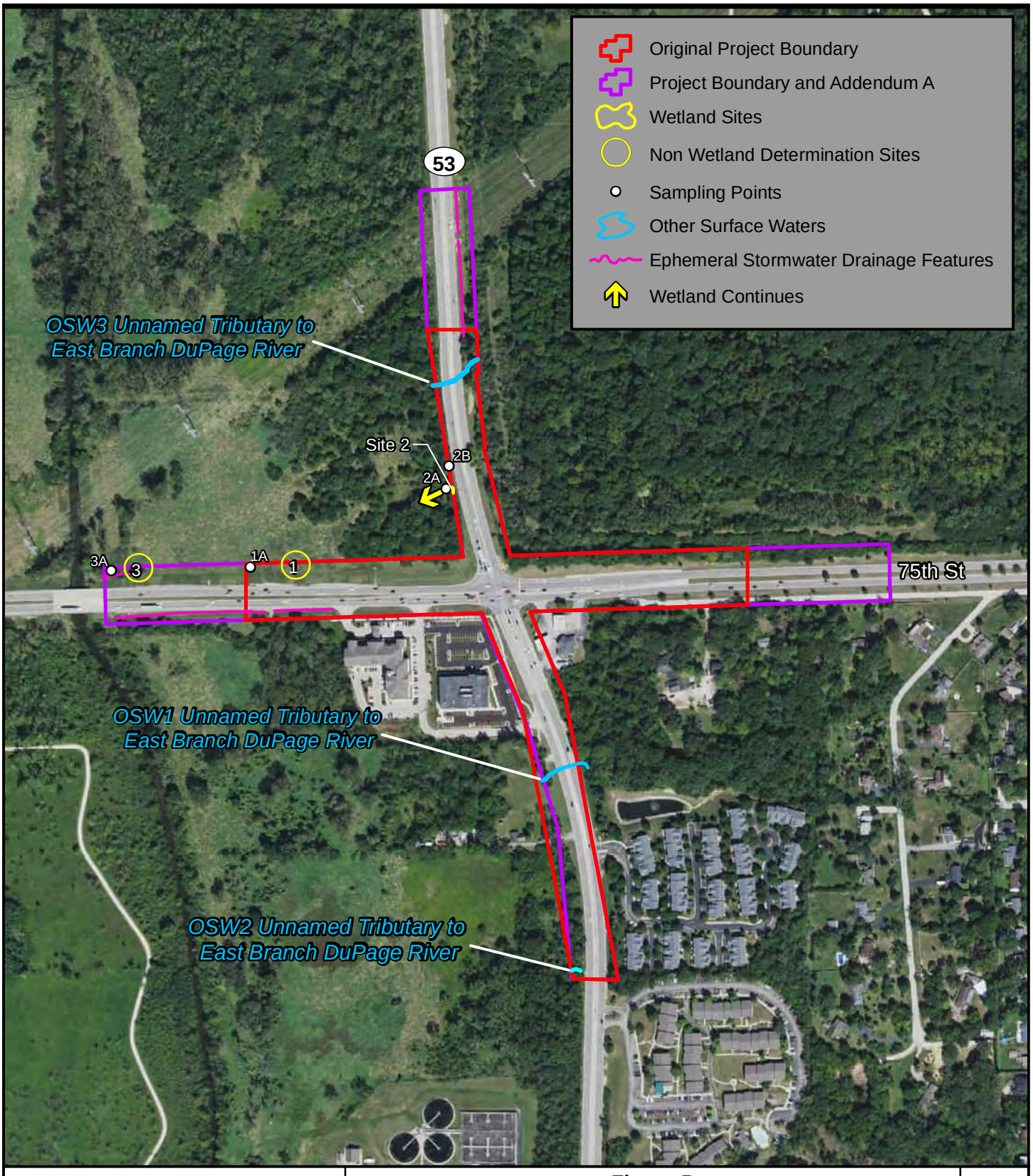
INHS/IDOT Wetland Science Program
1816 South Oak Street
Champaign, Illinois 61820

Figure 4
Soil Survey Map
IL 53 (FAP 087)
DuPage County

Seq. No: 24198 & 24198A

Meters 0 300
Feet 0 1,000

November 2022



ILLINOIS
Illinois Natural History Survey
PRAIRIE RESEARCH INSTITUTE

INHS/IDOT Wetland Science Program
1816 South Oak Street
Champaign, Illinois 61820

Figure 5
Wetland Determination Map
IL 53 (FAP 087) and Addendum A
DuPage County

Seq. No: 24198 and 24198A

Meters 0 150 Feet 0 500

November 2022

APPENDIX D

Photographs of Wetlands and Other Surface Waters

Wetland Photographs

Facing west from Sampling Point 2A, overlooking Wetland Site 2.

Other Surface Waters (OSW) Photographs

Facing northwest overlooking OSW1.

Facing east overlooking OSW2.

Facing east overlooking OSW3.

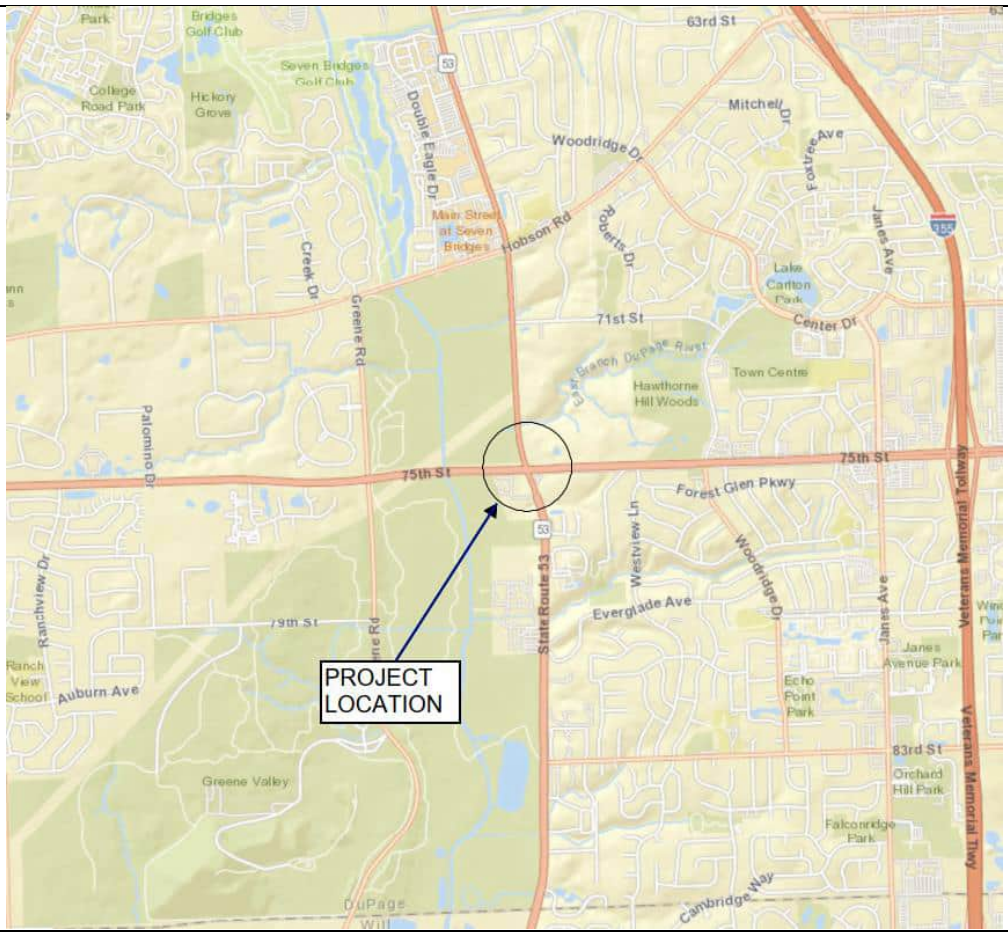
DE MINIMIS REPORT

Illinois Department of Transportation

Section 4(f) De Minimis Documentation

Green Valley Forest Preserve
Forest Preserve District of DuPage County

ILLINOIS ROUTE 53
AT
75TH STREET



P-91-017-21
Village of Woodridge
DuPage County, IL

Illinois Department of Transportation
Office of Highways Project Implementation
District One
August 2025

Illinois Route 53 at 75th Street - Section 4(f) *De Minimis* Documentation
Green Valley Forest Preserve
Forest Preserve District of DuPage County

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ITEM **PAGE**

DI MINIMIS DOCUMENTATION

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2. Section 4(f) Resources....1
3. Description and Intended Section 4(f) Resource Use....2
4. Description of Efforts to Avoid, Minimize, & Mitigate or Enhance Resource....3
5. Evidence of Opportunity for Public Review and Comment....4
6. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)....4
7. Supporting Documentation....5

Illinois Route 53 at 75th Street - Section 4(f) *De Minimis* Documentation
Green Valley Forest Preserve
Forest Preserve District of DuPage County

1. Project Description

a. **Project Number:** P-91-017-21
b. **Project Name:** Illinois Route 53 (IL 53) at 75th Street
c. **Project Location:** IL 53 at 75th Street within the Village of Woodridge, DuPage County
d. **Project Type:** Intersection safety improvement. The scope of work consists of widening to accommodate a southbound right turn at 75th Street, and an additional left turn lane along each leg of the intersection. Additional improvements include 5-foot-wide sidewalk, drainage enhancements, pedestrian improvements, updated traffic signal modifications, and new driveway entrances.
e. **Project Length:** 0.68 miles (3,566 feet, approximately 1,560 feet along IL 53 and 2,000 feet along 75th Street)
f. **NEPA Class of Action:** State Approved Categorial Exclusion
g. **Purpose and Need of the Project:** The purpose of this project is to improve the safety, mobility, and operations of the intersection of IL 53 and 75th Street. The improvement is needed to provide dedicated storage for vehicles completing turning movements along IL 53 and 75th Street as well as decrease the number of crashes resulting from an insufficient intersection capacity related to the left turn phases.
h. **Project Status:** The Illinois Department of Transportation (Department) is currently engaged in a preliminary engineering and environmental study (Phase I) in accordance with State and Federal requirements. This project is not currently included in the Department's FY 2025-2030 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region.

2. Section 4(f) Resources

a. **Resource Type:** Forest Preserve
b. **Resource Name:** Greene Valley Forest Preserve
c. **Official with Jurisdiction (OWJ):** Forest Preserve District of DuPage County. 3S580 Naperville Road, Wheaton, IL 60189.
d. **Description of role/significance in the community:** This recreation area is located in the northwest quadrant of the IL 53 at 75th Street intersection and is 1,388 acres in size. Recreation activities allowed at the Greene Valley Forest Preserve are: walking/biking, picnicking, camping, off-leash dog areas, wildlife/scenic viewing and model airfields. The area offers 12 miles of marked trails.

3. Description of Intended Section 4(f) Resource Use

a) **Type and Acres of Impact:** 0.080 acres.
   i. Fee-Simple (Proposed ROW) Acquisition: 0.080 acres for roadway widening, guardrail installation, and re-grading the roadway embankment along the west side of IL 53 north of 75th Street. This portion of the Greene Valley Forest Preserve, which consists mostly of grass and trees, will be used to re-grade the embankment to meet the safety requirements outlined in the Department's Bureau of Design and Environment (BDE) Manual.
   ii. Temporary Easement: 0.120 acres for installation of the new guardrail and roadway embankment along the west side of IL 53 north of 75th Street. This portion of the Greene Valley Forest Preserve consists of grass and trees.

b) **Existing Function of Impacted Areas:** The impacted areas are located adjacent to the west side IL 53 north of 75th Street, away from recreational facilities and amenities. The impacted area is dense brush and forested area with trees and other plants. The impacted area functions as a barrier between the roadway and the remaining property within the forest preserve.

c) **Description of the relationship of the impacted area to the Section 4(f) function and significance of the resource:** The proposed installation of the guardrail and roadway embankment on the Forest Preserve's property will protect drivers along IL 53 from unsafe conditions in the event of a crash and will protect the Greene Valley Forest Preserve from damages related to vehicle crashes and other roadway incidents.

4. Description of Efforts to Avoid, Minimize, and Mitigate or Enhance the Resource

a. **Avoidance and minimization efforts made and benefits to resource:**
Implementation of the proposed improvements will have impacts to Greene Valley Forest Preserve property within the project limits. These impacts are unavoidable due to the topography in the area. Several alternatives were evaluated to minimize impacts.

No Action:
The No Action alternative while addressing the need to eliminate loss of 4(f) land is not feasible or prudent since it would not address the existing safety hazards and operational deficiencies at the intersection. If the intersection of IL 53 at 75th Street remains in its current configuration, the frequency of crashes at the intersection is anticipated to worsen with time as traffic volumes increase. Operational conditions and Level of Service would also worsen over time, leading to long queue times and decreases in pavement condition.

Improve the Roadway by symmetrically widening about the existing centerline:
It is not feasible to construct the proposed improvement at the intersection of IL 53 at 75th Street without impacting a Section 4(f) property. This alternative considered widening the roadway symmetrically about the existing centerline to decrease impacts to the Greene Valley Forest Preserve property. This alternative was eliminated due to utility conflicts, including impacts to 30-inch and 36-inch water transmission mains, which feed nearby communities. Widening would also impact the Girl Scouts of DuPage property along the east side of IL 53 north of 75th Street, which is also a Section 4(f) property. Widening symmetrically would result in an increase in the project limits, impacts to an existing culvert under IL 53, and additional ROW take that would potentially lead to the business displacement of the Shell Gas Station located in the southeast quadrant of the intersection. Widening would also significantly impact the profile of 75th Street to the east of the intersection, increasing the already steep profile.

Improve the Roadway by asymmetrically widening to the east:
It is not feasible to construct the proposed improvement at the intersection of IL 53 at 75th Street without impacting a Section 4(f) property. This alternative considered shifting the centerline and widening the roadway asymmetrically to the east to eliminate impacts to the Greene Valley Forest Preserve property. This alternative was eliminated due to utility conflicts, including impacts to 30-inch and 36-inch water transmission mains, which feed nearby communities. Shifting to the east would also have a greater impact to the Girl Scouts of DuPage property

along the east side of IL 53 north of 75th Street, which is also a Section 4(f) property. Shifting to the east would result in an increase in the project limits, impacts to an existing culvert under IL 53, and additional ROW take that would potentially lead to the business displacement of the Shell Gas Station located in the southeast quadrant of the intersection. Shifting the roadway to the east would also significantly impact the profile of 75th Street to the east of the intersection, increasing the already steep profile.

a. **Commitments for Mitigation or Enhancement:**
The impacted areas contain 28 trees on Greene Valley Forest Preserve property that are proposed to be removed, which will be replaced according to Department Policy D&E-18 Preservation and Replacement of Trees. Tree replacement provides an opportunity to replant trees that will enhance the quality of the forest preserve. A landscaping plan will be prepared during Phase II, which can be coordinated with the Forest Preserve District of DuPage County.

The Department will contact the Forest Preserve District of DuPage County prior to the start of construction to inform them of the initiation of construction activities near their properties. A commitment will be included in the project report as follows: "The Construction Resident Engineer will contract the Forest Preserve District of DuPage County prior to the start of construction to inform them of the initiation of construction activities near their properties."

5. Evidence of Opportunity for Public Review and Comment:

a. **Type of public availability:** A newspaper advertisement was posted in XXXXX on XX/XX/XXXX and XXXXX on XX/XX/XXX to encourage the public to review the Section 4(f) documents. Copies of the documents were posted on the IDOT website and hard copies were made available for review at the IDOT and FPDDC regional offices to allow the public an opportunity to review and comment on the Section 4(f) impacts (see Appendix C). No comments have bene received to date.

6. Evidence of Coordination with Official(s) with Jurisdiction (OWJ)

The following evidence of coordination is found in Appendix B:

a. May 23, 2025 – Forest Preserve District of DuPage County provides review comments on the Tree Survey for the proposed improvements at IL 53 and 75th Street.
b. March 12, 2025 – Tree Survey submitted by IDOT to the Forest Preserve District of DuPage County.
c. December 24, 2024 – Right of Way documents provided by the Forest Preserve District of DuPage County.
d. December 18, 2024 – Meeting with the Forest Preserve District of DuPage County.
e. April 7, 2023 – Forest Preserve District of DuPage County provides review comments on the plans for proposed intersection improvements at IL 53 and 75th Street.
f. March 7, 2023 – IDOT sends plan and profile sheets and typical sections to the Forest Preserve District of DuPage County for review.
g. November 1, 2021 – Official coordination letter from IDOT sent to the Forest Preserve District of DuPage County.
h. June 29, 2021 – Response from the Forest Preserve District of DuPage County to IDOT.
i. May 26, 2021 – Follow up email from IDOT to the Forest Preserve District of DuPage County.
j. May 26, 2021 – Response from the Forest Preserve District of DuPage County to IDOT.
k. May 26, 2021 – Follow up email from IDOT to the Forest Preserve District of DuPage County.
l. May 26, 2021 – Forest Preserve District of DuPage County initial response email to IDOT.
m. May 26, 2021 – IDOT initial coordination email to several agencies including the Forest Preserve District of DuPage County.

6. Supporting Documentation

Appendix A – Exhibits

a. Project Location Map (Exhibit 1)
b. Aerial View (Exhibit 2)
c. Section 4(f) Impact Exhibit (Exhibit 3)
d. Proposed Improvements (Exhibit 4)

Appendix B – Coordination

Appendix C – Public Review

Illinois Route 53 at 75th Street - Section 4(f) *De Minimis* Documentation
Green Valley Forest Preserve
Forest Preserve District of DuPage County

Appendix A
Exhibits

DRAFT 1/19/2026
DRAFT 9/8/2025

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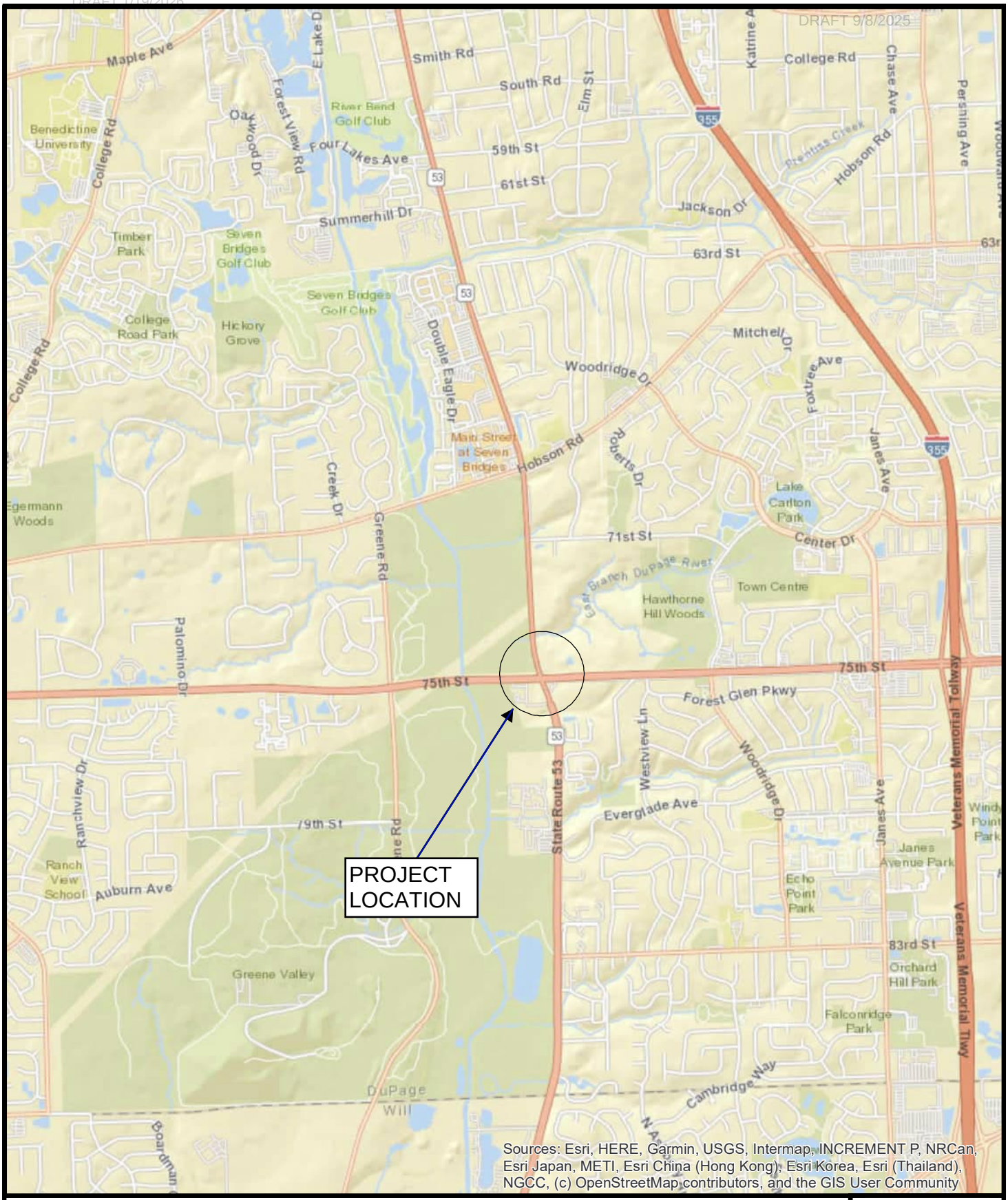


PROJECT LOCATION MAP

IL ROUTE 53 AT 75TH STREET
ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION 1, DISTRICT 1

STRAND ASSOCIATES®

LOCATION MAP
6346.105

EXHIBIT 1

N

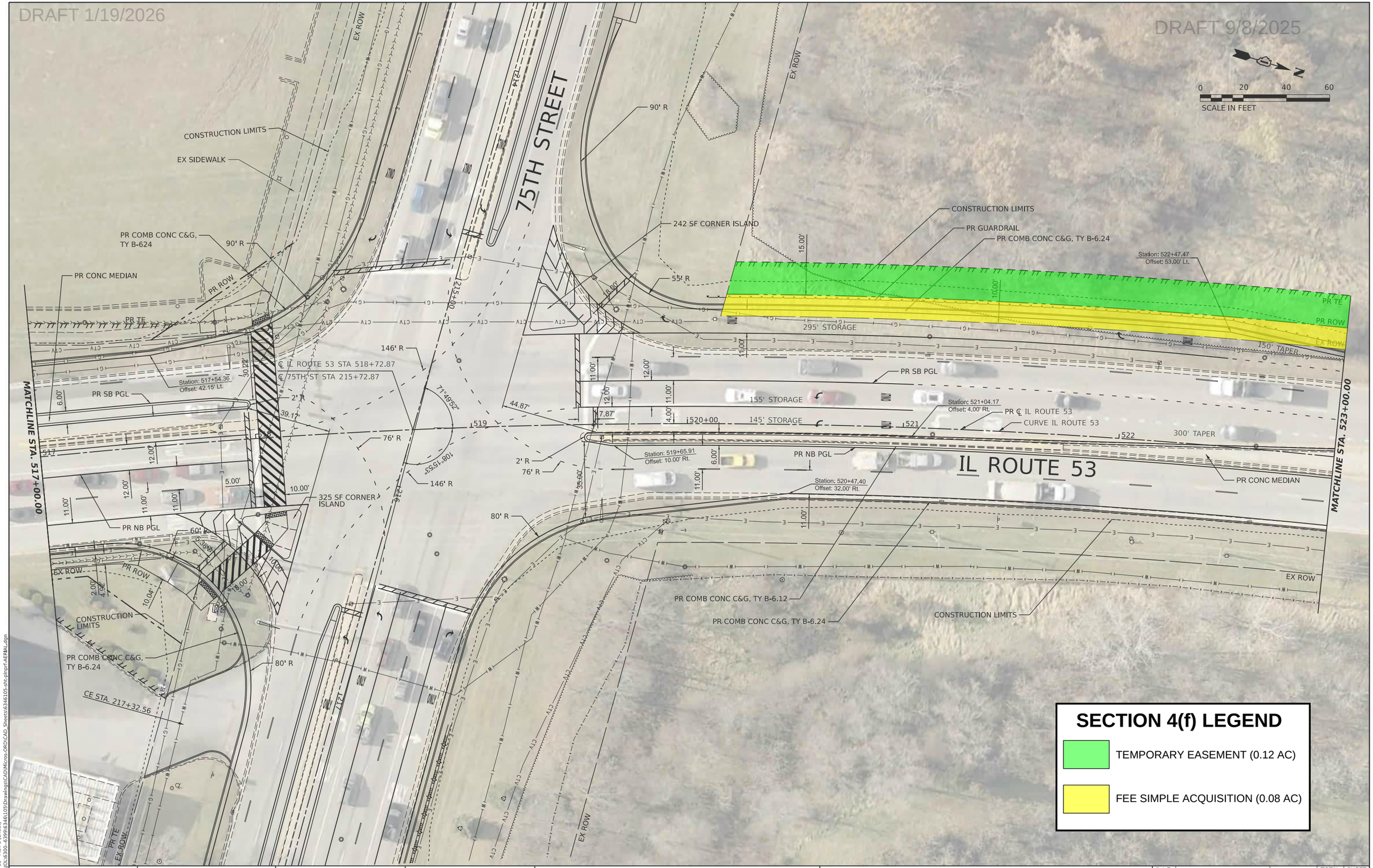
AERIAL VIEW

IL 53 at 75th Street

EXHIBIT 2

DRAFT 1/19/2026

DRAFT 9/8/2025



SECTION 4(f) LEGEND

- TEMPORARY EASEMENT (0.12 AC)
- FEE SIMPLE ACQUISITION (0.08 AC)

MODEL: IL RTE 53 - Plan 3 [Sheet]
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STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = jaker	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = 8/22/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

EXHIBIT 3

DRAFT 1/19/2026

DRAFT 9/8/2025

N

0 20 40 60

SCALE IN FEET

PR TE

PR ROW

CONSTRUCTION LIMITS

PR COMB CONC C&G, TY B-6.24

PR GUARDRAIL

PR CONC MEDIAN

PR COMB CONC C&G, TY B-6.12

PR COMB CONC C&G, TY M-2.12

EX 5' x 12' BOX CULVERT

EX ROW

PR GUARDRAIL STA 520+08.90 TO STA 527+80.47

EX HMA PVMT

EX HMA MEDIAN

EX BARRIER C&G

EX MOUNTABLE C&G

150' TAPER

Station: 524+04.91
Offset: 36.45' Lt.

495' LANE WIDTH TAPER STA. 521+04.17 TO STA. 526+00.17

12.00'

12.00'

End Improvements
STA 526+00.17

Station: 524+04.91
Offset: 13.25' Lt.

PR SB PGL

300' TAPER

525+00

526

527

528

523

524

16.00'

PR NB PGL

CURVE IL ROUTE 53

PR ℄ IL ROUTE 53

IL ROUTE 53

12.00'

12.00'

PR COMB CONC C&G, TY B-6.12

180' LANE WIDTH TAPER STA. 524+20.17 TO STA. 526+00.17

MATCHLINE STA. 523+00.00

CONSTRUCTION LIMITS

PR COMB CONC C&G, TY B-6.24

EX ROW

EX ROW

PR COMB CONC C&G, TY M-2.12

PR TE

SECTION 4(f) LEGEND

TEMPORARY EASEMENT (0.12 AC)

FEE SIMPLE ACQUISITION (0.08 AC)

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STRAND ASSOCIATES®
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jaker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/22/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 4 OF 8 SHEETS | STA. 523+00.00 | TO STA. 526+00.17

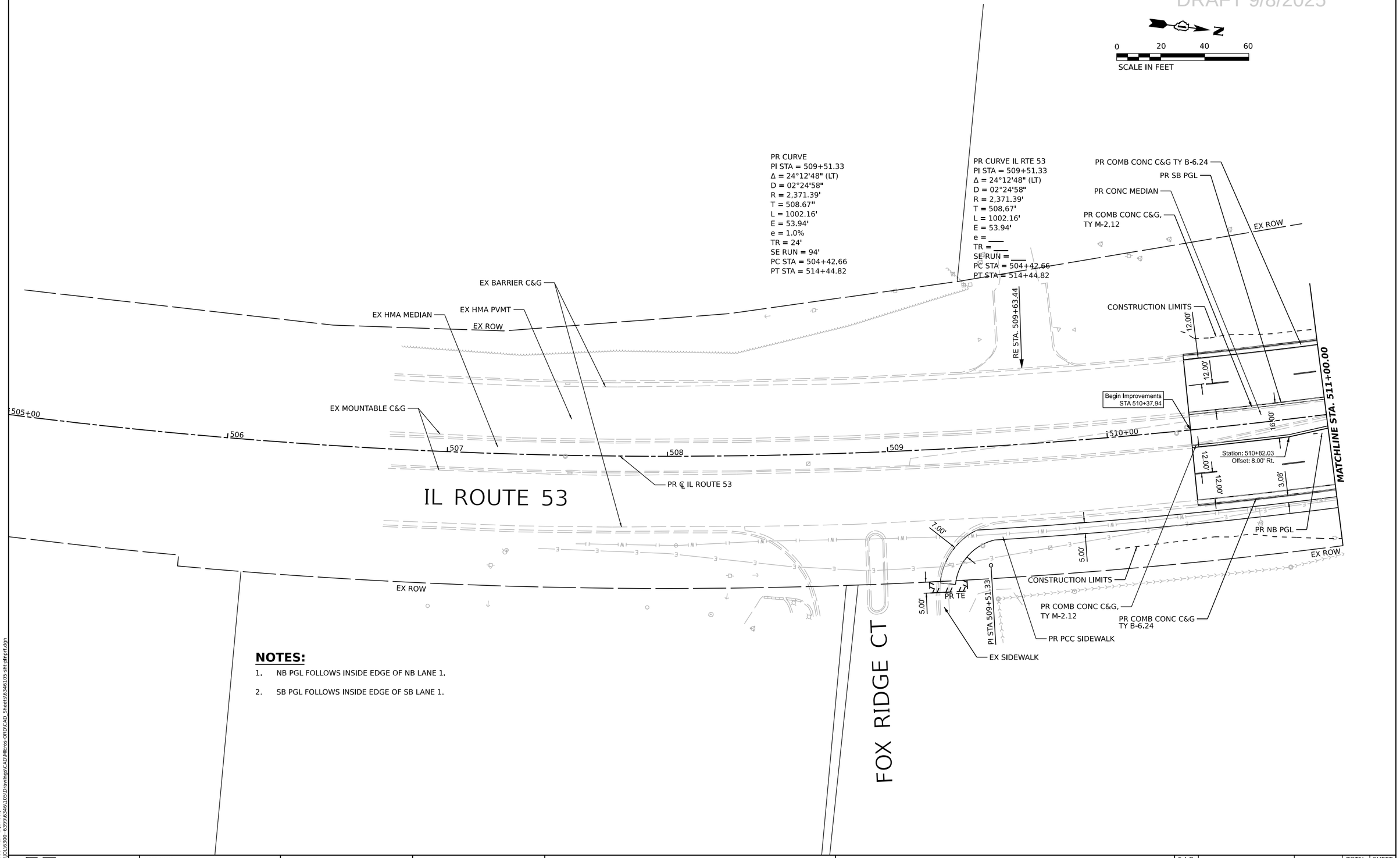
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	4
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

EXHIBIT 3

DRAFT 1/19/2026

DRAFT 9/8/2025



NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 1 [Sheet]
FILE NAME: S:\OL\6300-6399\6346105\Drawings\CAD\MicroGRDI\CAD Sheets\6346105-sht-plnprf.dgn

STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = jaker	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 1 OF 8 SHEETS | STA. 510+37.94 | TO STA. 511+00.00

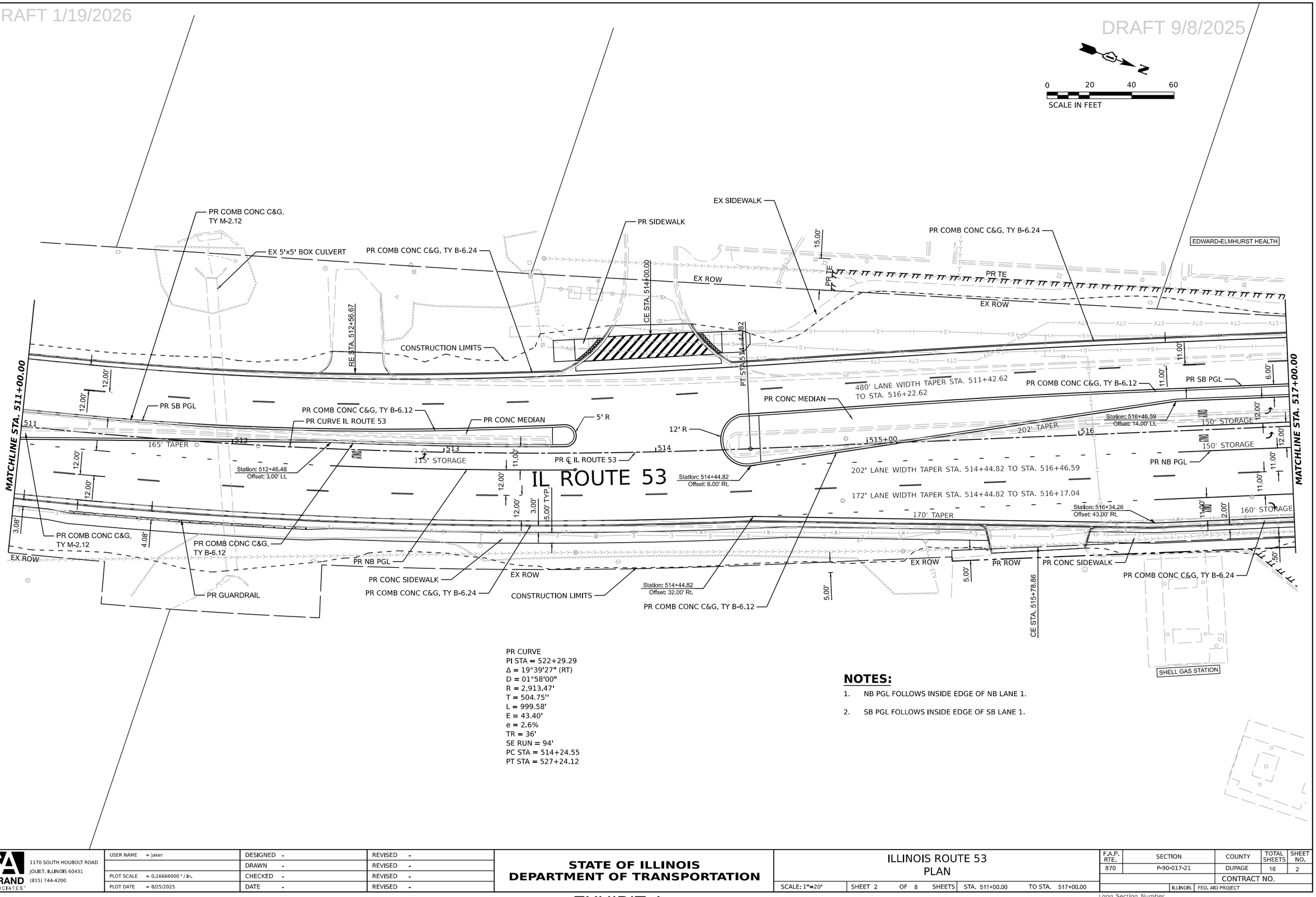
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	1
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



PR CURVE
PI STA = 522+29.29
Δ = 19°39'27" (RT)
D = 01°58'00"
R = 2,913.47'
T = 504.75''
L = 999.58'
E = 43.40'
e = 2.6%
TR = 36'
SE RUN = 94'
PC STA = 514+24.55
PT STA = 527+24.12

NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 2 [Sheet]
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USER NAME = jaker	DESIGNED -	REVISED -
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PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 2 OF 8 SHEETS | STA. 511+00.00 | TO STA. 517+00.00

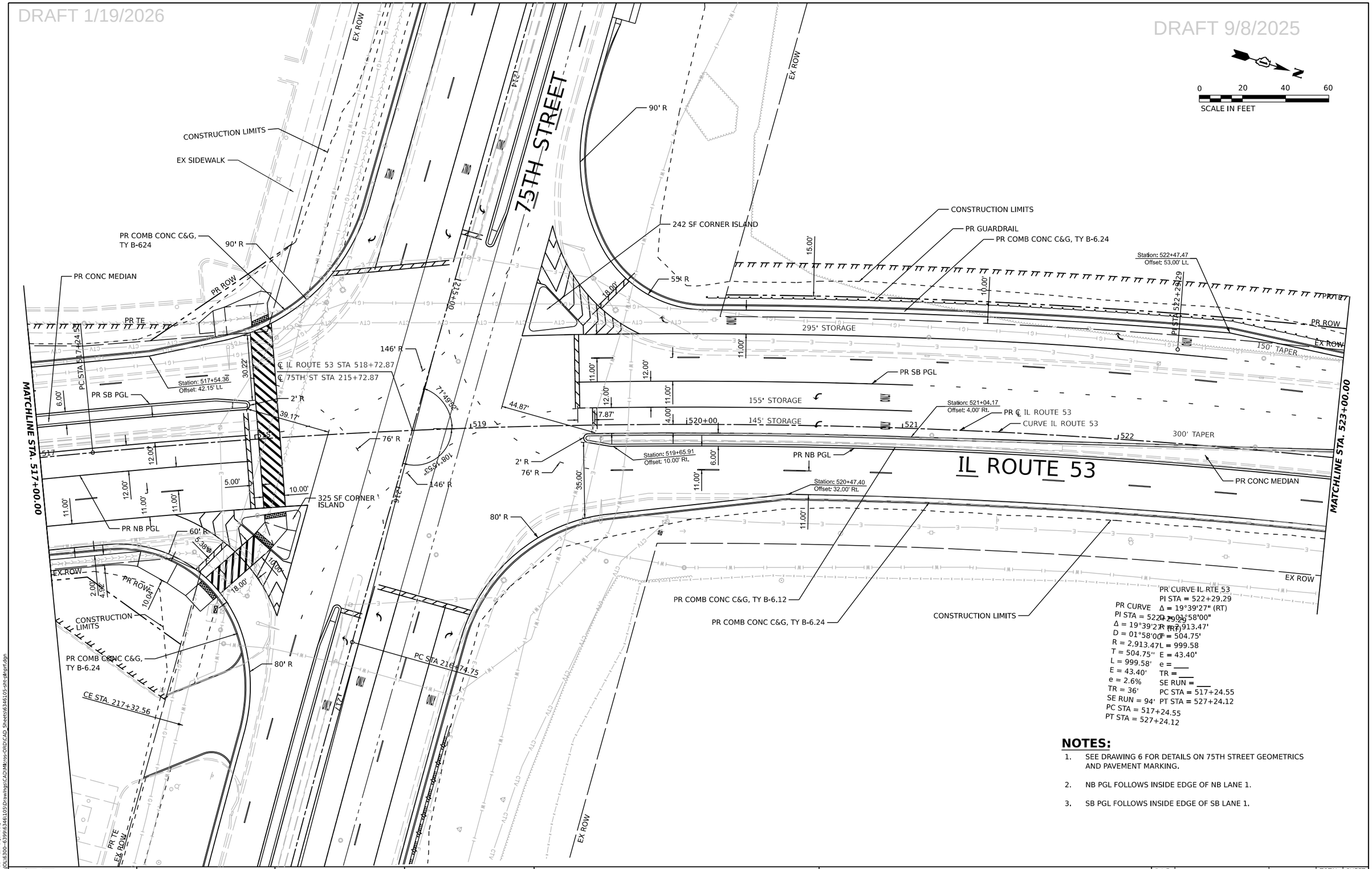
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	2
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

Long Section Number

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



PR CURVE IL RTE 53
PI STA = 522+29.29
Δ = 19°39'27" (RT)
D = 01°58'00"
R = 2,913.47'
T = 504.75'
L = 999.58'
E = 43.40'
e = ____
TR = ____
SE RUN = ____
PC STA = 517+24.55
PT STA = 527+24.12

PR CURVE
PI STA = 522+29.29
Δ = 19°39'27" (RT)
D = 01°58'00"
R = 2,913.47'
T = 504.75'
L = 999.58'
E = 43.40'
e = 2.6%
TR = 36'
SE RUN = 94'
PC STA = 517+24.55
PT STA = 527+24.12

NOTES:

1. SEE DRAWING 6 FOR DETAILS ON 75TH STREET GEOMETRICS AND PAVEMENT MARKING.
2. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
3. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 517+00.00 TO STA. 523+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	3
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

MODEL: IL RTE 53 - Plan 3 [Sheet]
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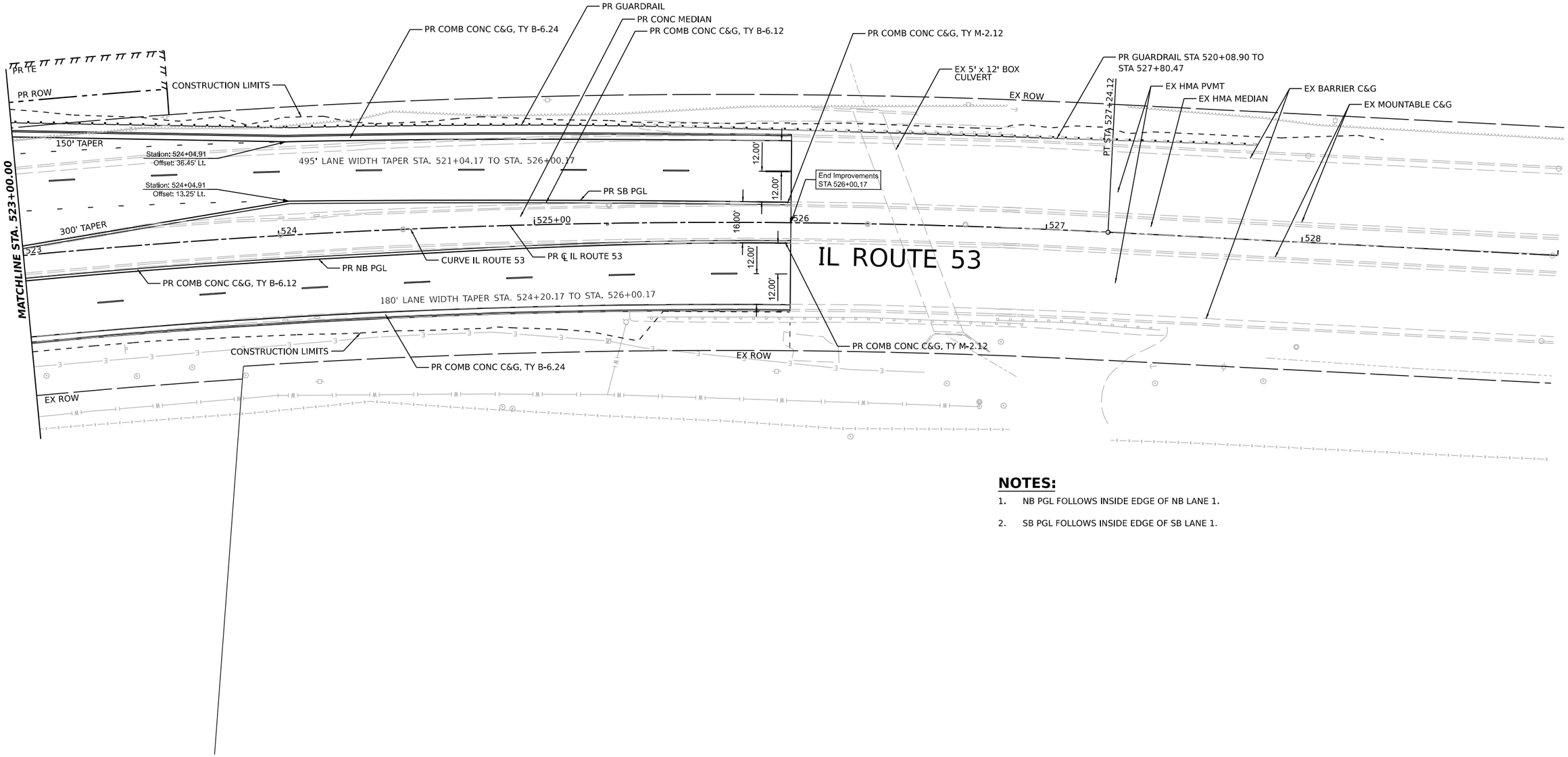
EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



0 20 40 60

SCALE IN FEET

NOTES:

1. NB PGL FOLLOWS INSIDE EDGE OF NB LANE 1.
2. SB PGL FOLLOWS INSIDE EDGE OF SB LANE 1.

MODEL: IL RTE 53 - Plan 4 [Sheet]
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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53
PLAN

SCALE: 1"=20' | SHEET 4 OF 8 SHEETS | STA. 523+00.00 TO STA. 526+00.17

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	4
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025

N

0 20 40 60

SCALE IN FEET

PR CURVE 75TH STREET
PI STA = 210+54.81
Δ = 00°35'40" (LT)
D = 00°57'58"
R = 5,930.00'
T = 30.76'
L = 61.52'
E = 0.08'
PC STA = 210+24.05
PT STA = 210+85.57

EX ROW

CONSTRUCTION LIMITS

PR CONC MEDIAN

PR COMB CONC C&G, TY B-6.12

EX BARRIER C&G

EX HMA SHLD

PR TURF MEDIAN

PR HMA SHOULDER

EX HMA PVMT

EX TURF MEDIAN

Begin Improvements
STA 208+50.68

8.00'

12.00'

12.00'

16.00'

12.00'

12.00'

8.00'

PC STA 210+24.05

PT STA 210+85.57

300' LANE WIDTH TAPER STA. 209+26.78
TO STA. 212+27.25

Station: 209+58.12
Offset: 8.00' Lt.

PR WB PGL

PR CURVE 75TH STREET

300' TAPER

PR ℄ 75TH STREET

Station: 209+58.12
Offset: 8.00' Rt.

PR EB PGL

300' LANE WIDTH TAPER STA. 209+58.12
TO STA. 212+58.12

206 207 208 209 210+00 211

75TH STREET

MATCHLINE STA. 212+00.00

Station: 210+94.15
Offset: 34.15' Rt.

165' TAPER

PR COMB CONC C&G, TY B-6.24

CONSTRUCTION LIMITS

CE STA. 210+35.85

EX ROW

EX ROW

PR HMA SHOULDER

PR AGG SHOULDER

BIKE/PEDESTRIAN GRADED SHELF

CEDARHURST OF
NAPERVILLE

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

MODEL: 75TH ST - Plan 1 [Sheet]
FILE NAME: S:\OL\6300-6399\6346\105\Drawings\CAD\MEnos-ORD\CAD_Sheets\6346105-sht-pltnprf.dgn

STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = jaker	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	75TH STREET PLAN
		DRAWN -	REVISED -		
	PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 8/25/2025	DATE -	REVISED -		SCALE: 1"=20' SHEET 5 OF 8 SHEETS STA. 208+50.68 TO STA. 212+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	5
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025

N

0 20 40 60

SCALE IN FEET

EX ROW

EX ROW

PR COMB CONC C&G, TY B-6.24

55' R

PR CONC MEDIAN

CONSTRUCTION LIMITS

Station: 213+89.70
Offset: 39.58' Lt.

Station: 213+63.47
Offset: 37.00' Lt.

90' R

18.00'

PR COMB CONC C&G, TY B-6.12

PR HMA SHOULDER

11.00'

8.00'

11.00'

6.00'

23.83'

Station: 212+58.12
Offset: 15.00' Lt.

PR WB PGL

Station: 214+63.25
Offset: 15.00' Lt.

2' R

212

213

220' STORAGE

214

215+00

15.00'

Station: 212+58.12
Offset: 9.00' Lt.

12.00'

3.00'

235' STORAGE

PR ℄ 75TH STREET

75TH STREET

PR EB PGL

MATCHLINE STA. 212+00.00

11.00'

12.00'

11.00'

11.00'

165' TAPER

245' STORAGE

Station: 212+58.12
Offset: 48.00' Rt.

CONSTRUCTION LIMITS

EX ROW

PR COMB CONC C&G, TY B-6.24

CE STA. 212+94.89

EX SIDEWALK

BIKE/PEDESTRIAN GRADED SHELF

CEDERHURST OF NAPERVILLE

EDWARD-ELMHURST HEALTH

PR ROW

EX ROW

℄ IL ROUTE 53 STA 518+72.87

℄ 75TH ST STA 215+72.87

1520.00

80' R

76' R

519

71°49'52"

108°10'8"

48.85'

146' R

146' R

76' R

90' R

PR CONC SIDEWALK

EX SIDEWALK

PR ROW

EX ROW

PC STA 217+24.34

152'

TL ROUTE 53

CONSTRUCTION LIMITS

PR PAVED DITCH

PR COMB CONC C&G, TY B-6.24

11.00'

PC STA 216+74.75

57.92'

340' STORAGE

11.00'

PR WB PGL

12.00'

300' STORAGE

11.00'

3.00'

15.00'

217

285' STORAGE

2' R

Station: 216+80.81
Offset: 15.00' Rt.

23.92'

12.00'

11.00'

6.00'

11.00'

MATCHLINE STA. 218+00.00

PR EB PGL

PR COMB CONC C&G, TY B-6.12

80' R

18.00'

10.04'

60' R

EX ROW

PR ROW

CE STA. 216+97.39

BIKE/PEDESTRIAN GRADED SHELF

PR COMB CONC C&G, TY B-6.24

PR CONC SIDEWALK

SHELL GAS STATION

EX ROW

EX ROW

PR TE

NOTES:

1. SEE DRAWING 3 FOR DETAILS ON IL ROUTE 53 GEOMETRICS AND PAVEMENT MARKINGS.
2. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
3. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

MODEL: 75TH ST - Plan 2 [Sheet]
FILE NAME: S:\JOL\6300-6399\6346105\Drawings\CADD\Micro-ORD\CAD_Sheets\6346105-sht-plnprf.dgn

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1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = jaker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 6 OF 8 SHEETS | STA. 212+00.00 | TO STA. 218+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	6
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

Long Section Number

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025

PR CURVE 75TH STREET
PI STA = 218+77.93
Δ = 03°55'29" (LT)
D = 00°57'58"
R = 5,930.00'
T = 203.18'
L = 406.21'
E = 3.48'
PC STA = 216+74.75
PT STA = 220+80.96

PR CURVE 75TH STREET
PI STA = 222+69.01
Δ = 03°37'57" (RT)
D = 00°57'58"
R = 5,930.00"
T = 188.05'
L = 375.97
E = 2.98'
PC STA = 220+80.96
PT STA = 224+56.93

N

0 20 40 60
SCALE IN FEET

EX ROW

CONSTRUCTION LIMITS

PR COMB CONC C&G, TY B-6.12

Station: 219+88.68
Offset: 48.00' Lt.

PR PAVED DITCH

PR COMB CONC C&G, TY B-6.24

Station: 222+47.03
Offset: 36.09' LT.

255' TAPER STA. 219+88.68
TO STA. 222+47.03

PRC STA 220+80.96

340' STORAGE

11.00'

12.00'

75TH STREET

350' LANE WIDTH TAPER STA. 220+48.37
TO STA. 224+22.68

PR WB PGL

Station: 222+47.03
Offset: 12.98' Lt.

PR STA 222+69.01

PR CURVE 75TH STREET

Station: 219+47.03
Offset: 9.00' Rt.

300' TAPER STA. 219+47.03
TO STA. 222+47.03

218 219 220+00 221 222 223

2.00'

6.00'

MATCHLINE STA. 218+00.00

MATCHLINE STA. 224+00.00

PR CONC MEDIAN

PR EB PGL

PR STA 218+77.93

423' LANE WIDTH TAPER STA. 220+95.38
TO STA. 225+18.50

PR CURVE 75TH STREET

PR TURF MEDIAN

PR ℄ 75TH STREET

PR COMB CONC C&G, TY B-6.12

CONSTRUCTION LIMITS

BIKE/PEDESTRIAN GRADED SHELF

PR COMB CONC C&G, TY B-6.24

EX ROW

PR COMB CONC C&G, TY B-6.24

CE STA. 218+72.07

NOTES:

1. EB PGL FOLLOWS INSIDE EDGE OF EB LANE 1.
2. WB PGL FOLLOWS INSIDE EDGE OF WB LANE 1.

PR CURVE 75TH STREET
PI STA = 222+69.01
Δ = 03°37'57" (RT)
D = 00°57'58"
R = 5,930.00'
T = 188.05'
L = 375.97
E = 2.98'
PC STA = 220+80.96
PT STA = 224+56.93

MODEL: 75TH ST - Plan 3 [Sheet]
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USER NAME = jaker	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PLAN

SCALE: 1"=20' | SHEET 7 OF 8 SHEETS | STA. 218+00.00 | TO STA. 224+00.00

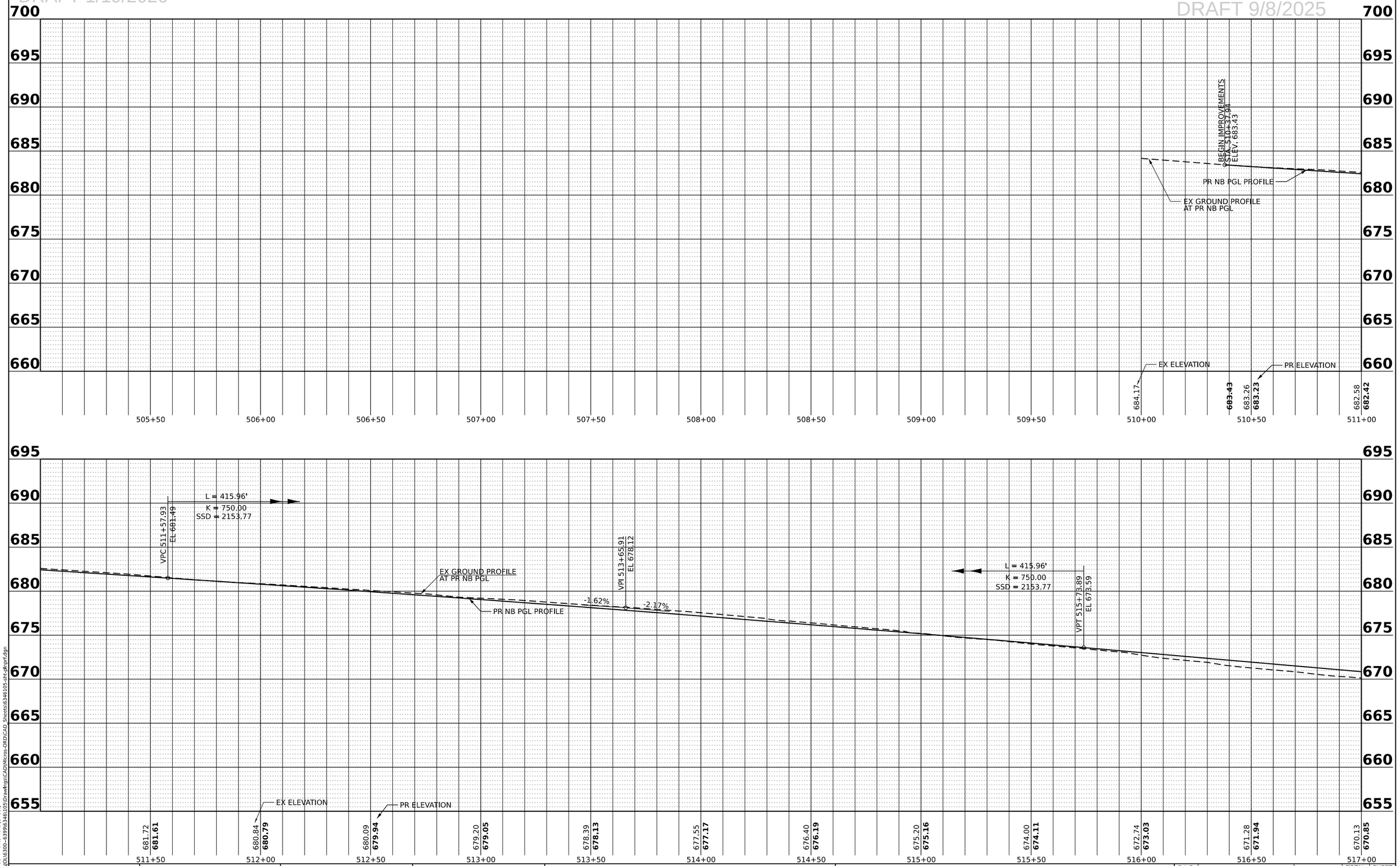
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	16	7
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

Long Section Number

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



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(815) 744-4200

USER NAME = ZachH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (NORTHBOUND)
PROFILES

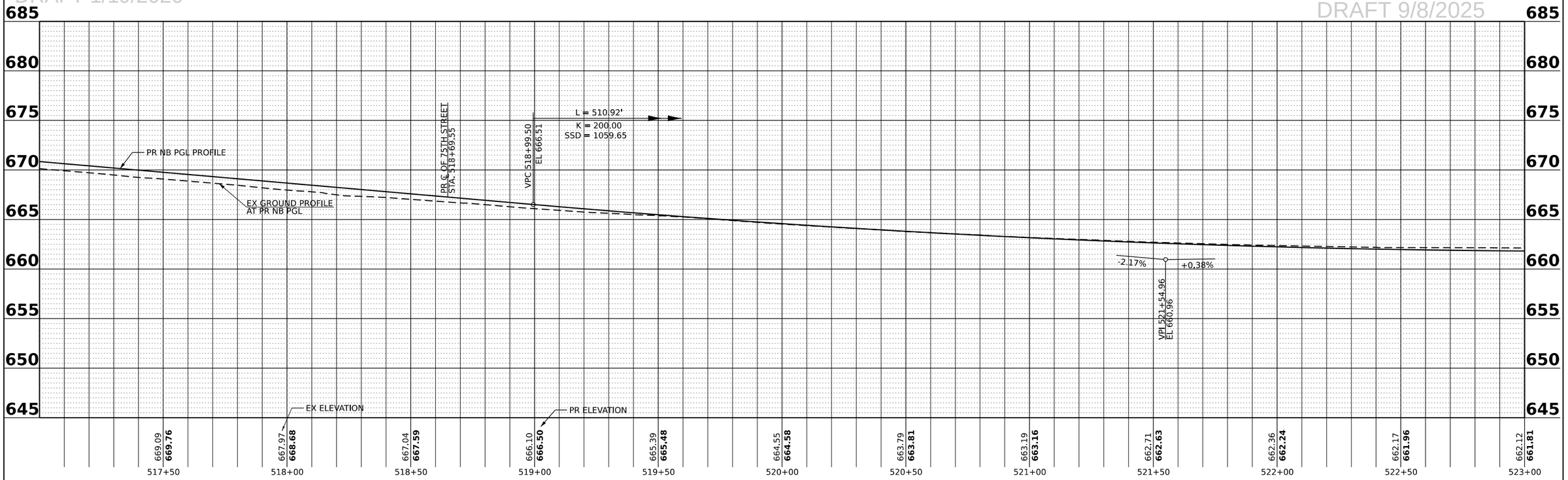
SCALE:20H-5V | SHEET 1 OF 8 SHEETS | STA. | TO STA.

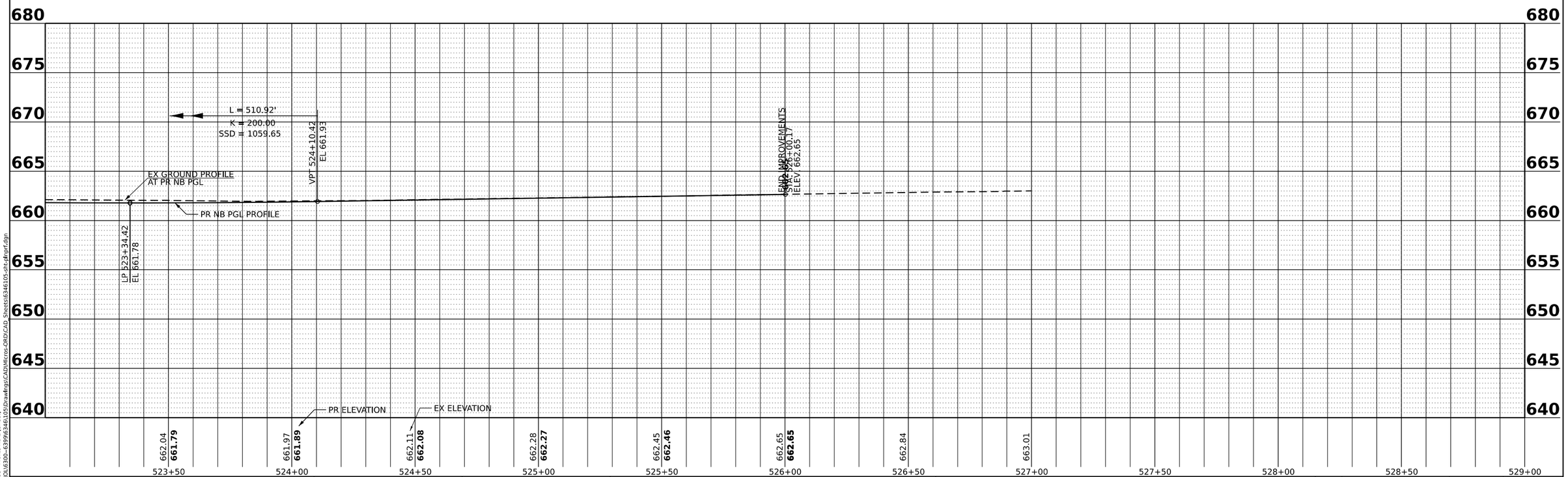
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	9
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025





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USER NAME = ZachH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (NORTHBOUND)
PROFILES

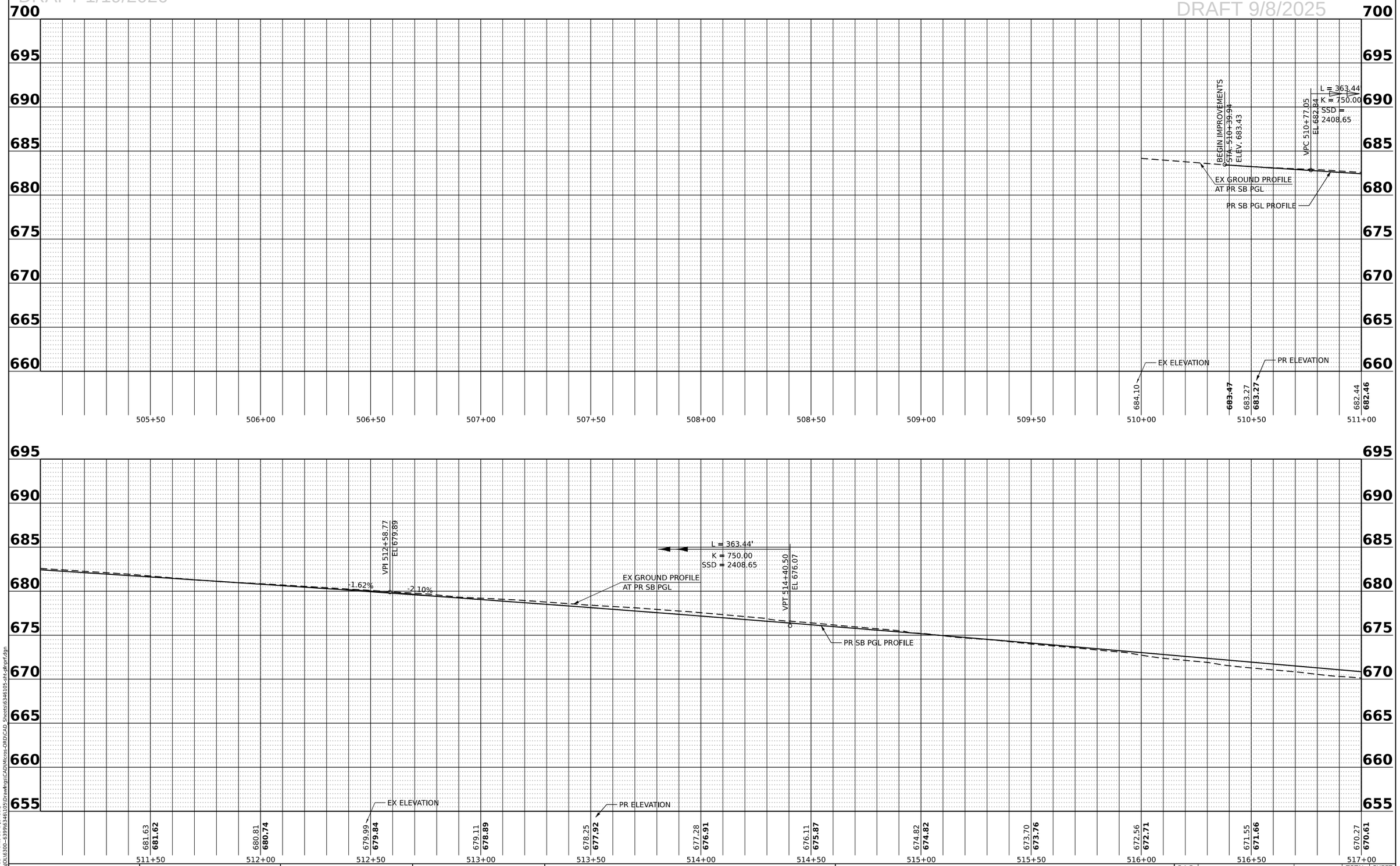
SCALE:20H-5V | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	10
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = ZachH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (SOUTHBOUND)
PROFILES

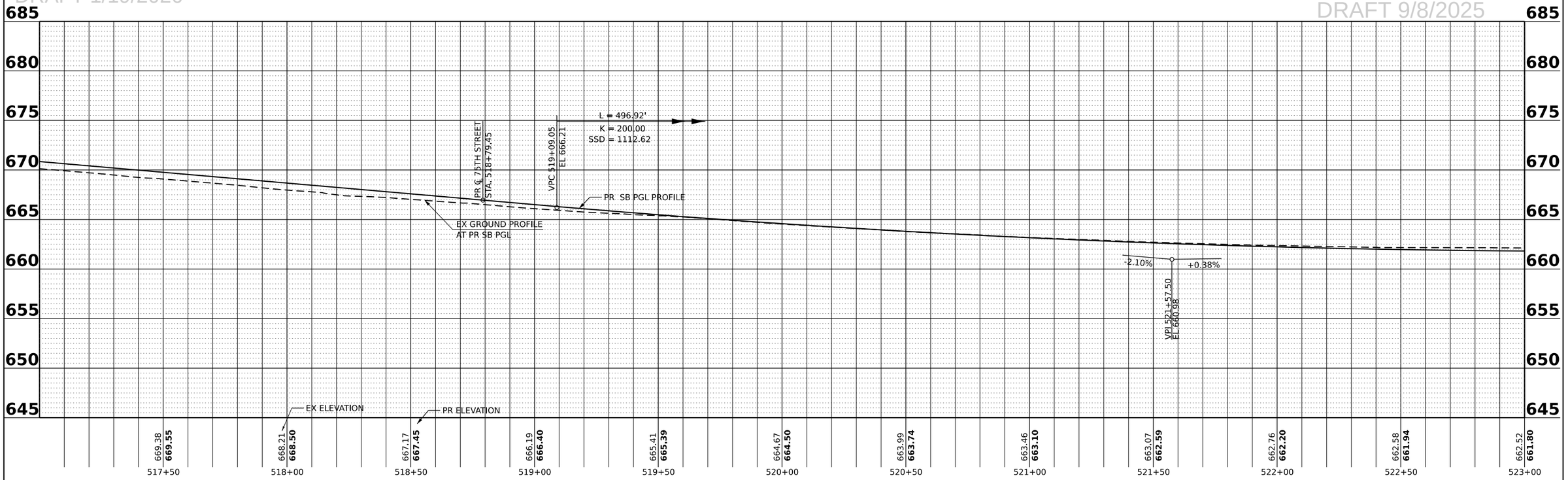
SCALE:20H-5V | SHEET 3 OF 8 SHEETS | STA. | TO STA.

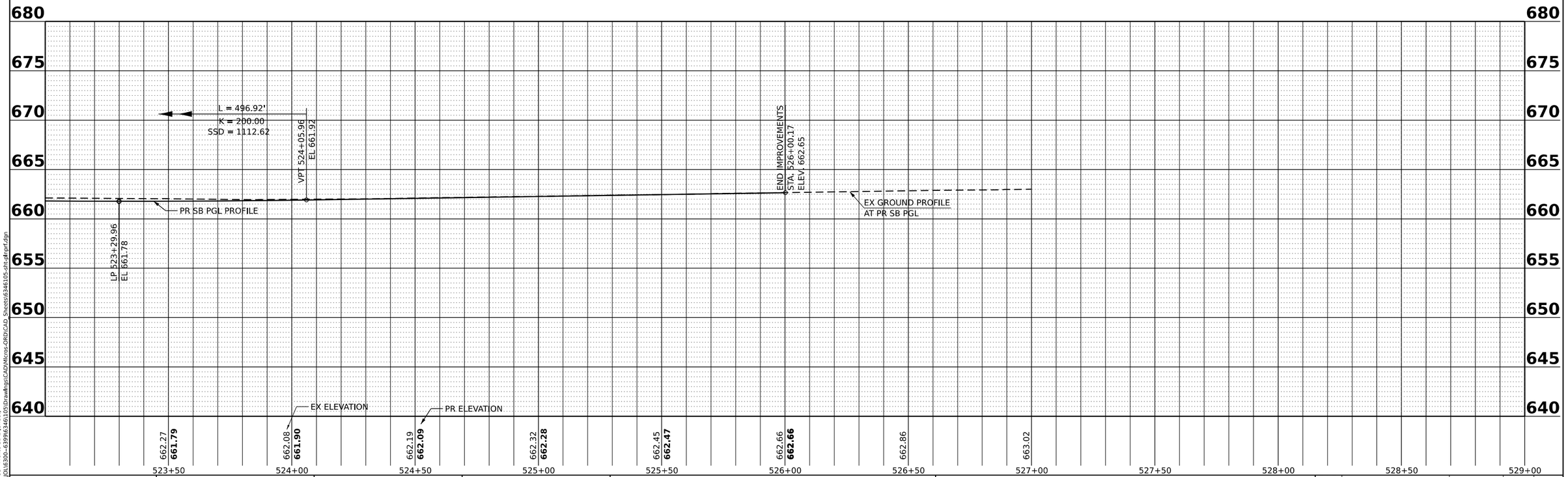
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	11
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025





MODEL: IL RTE 53 - Profile-SB 2 [Sheet]
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JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = ZachH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS ROUTE 53 (SOUTHBOUND)
PROFILES

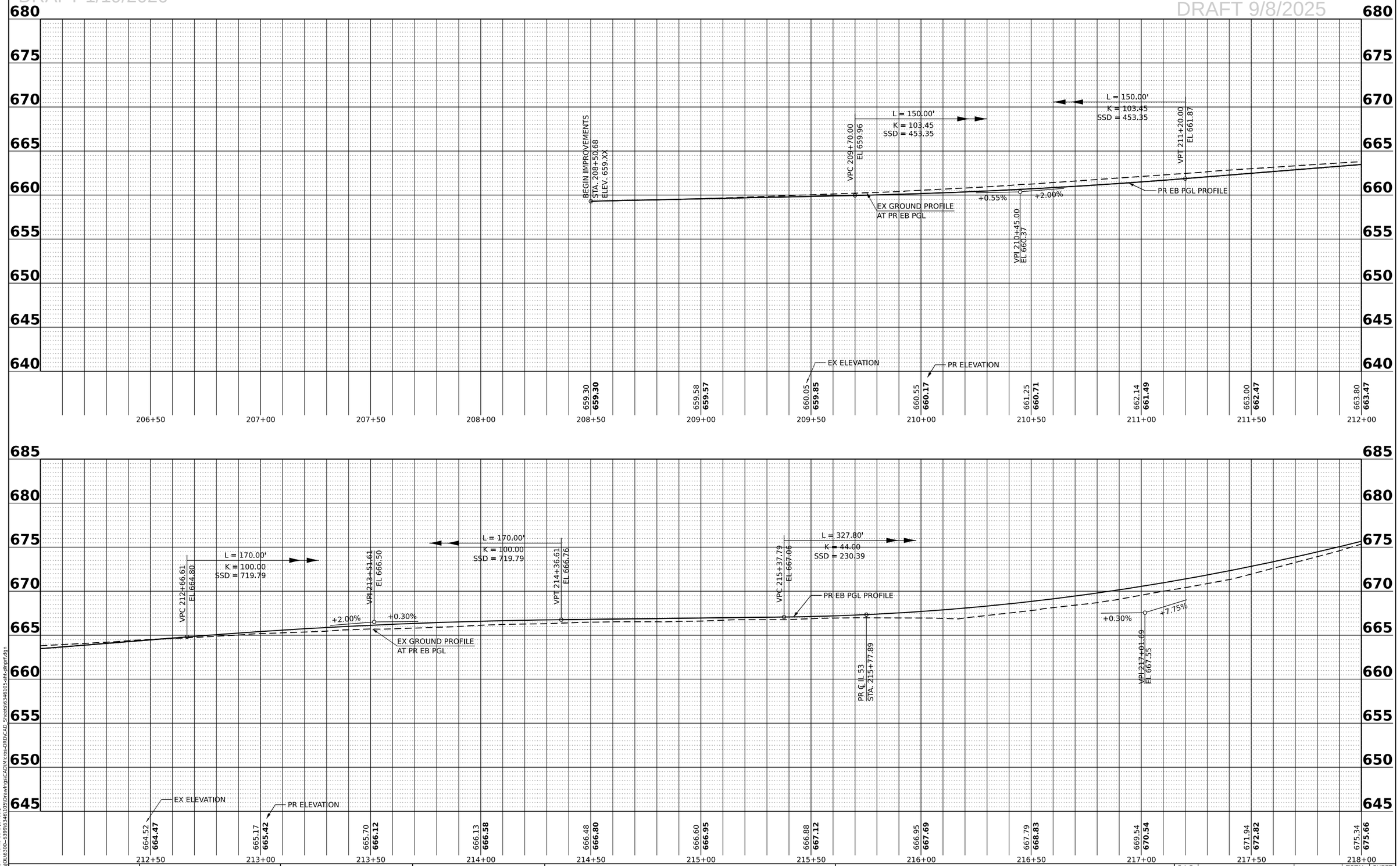
SCALE:20H-5V | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	12
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



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STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = ZachH	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (EASTBOUND)
PROFILES

SCALE:20H-5V | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	13
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025

L = 327.80'
K = 44.00
SSD = 230.39

VPT 218+65.59
EL 680.26

PR EB PGL PROFILE

EX GROUND PROFILE
AT PR EB PGL

L = 750.00'
K = 108.93
SSD = 484.88

VPC 221+00.36
EL 698.45

EX GROUND PROFILE
AT PR EB PGL

PR EB PGL PROFILE

EX ELEVATION

PR ELEVATION

218+50	219+00	219+50	220+00	220+50	221+00	221+50	222+00	222+50	223+00	223+50	224+00
679.04 **679.08**	682.80 **682.92**	686.66 **686.80**	690.57 **690.67**	694.51 **694.55**	698.43 **698.42**	702.21 **702.19**	705.87 **705.72**	709.37 **709.02**	712.60 **712.09**	715.45 **714.94**	718.00 **717.55**

L = 750.00'
K = 108.93
SSD = 484.88

VPT 228+50.36
EL 730.76

END IMPROVEMENTS
STA. 228+54.11
ELEV.

VPI 224+75.36
EL 727.51

+7.75%

+0.87%

PR EB PGL PROFILE

EX GROUND PROFILE
AT PR EB PGL

EX ELEVATION

PR ELEVATION

224+50	225+00	225+50	226+00	226+50	227+00	227+50	228+00	228+50	229+00	229+50	230+00
720.12 **719.94**	722.05 **722.09**	723.86 **724.02**	725.43 **725.72**	726.82 **727.18**	728.11 **728.42**	729.16 **729.43**	730.09 **730.21**	730.71 **730.75** **730.79**	731.31	731.84	732.30

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	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (EASTBOUND)
PROFILES

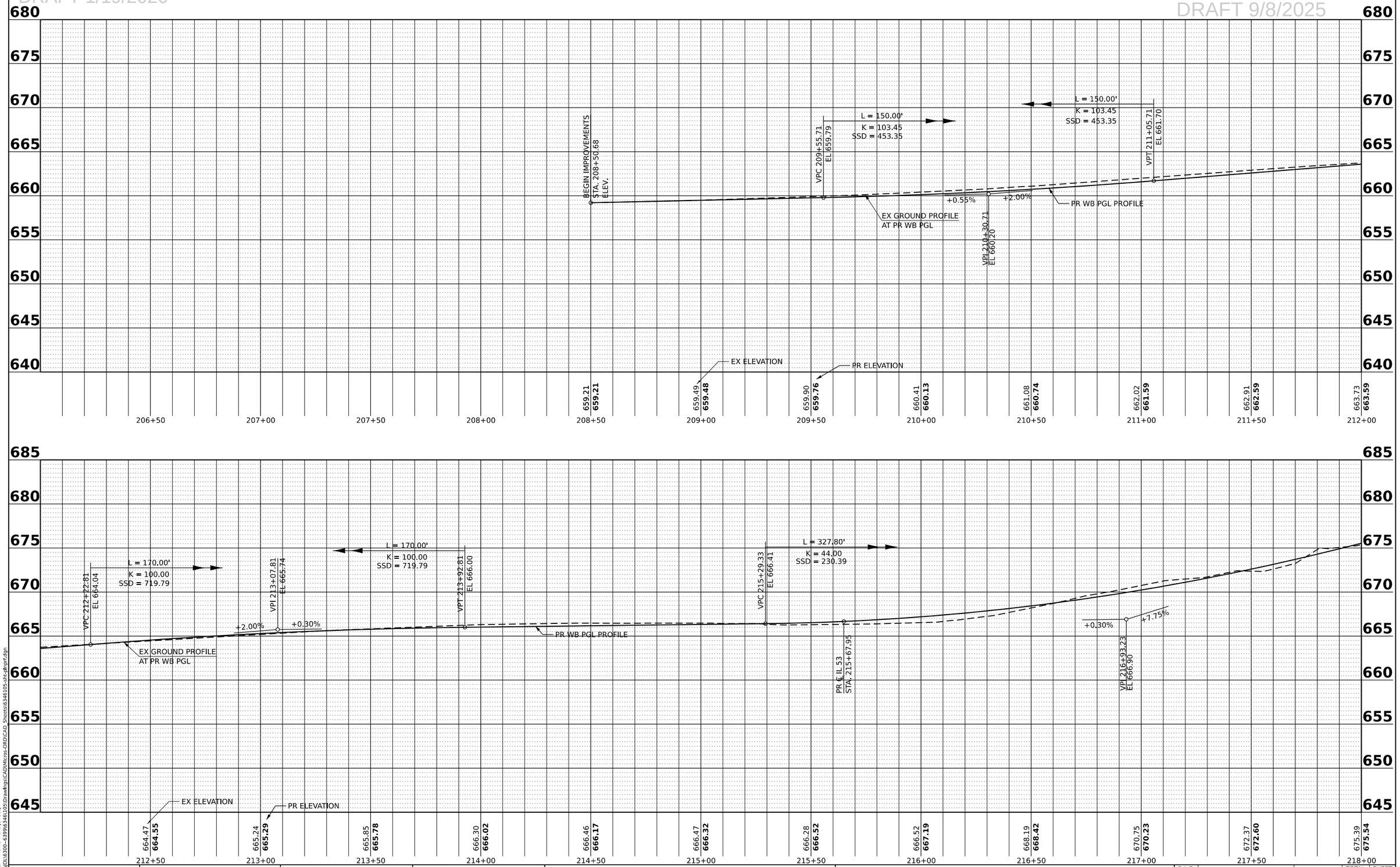
SCALE:20H-5V | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	14
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



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USER NAME = ZachH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (WESTBOUND)
PROFILES

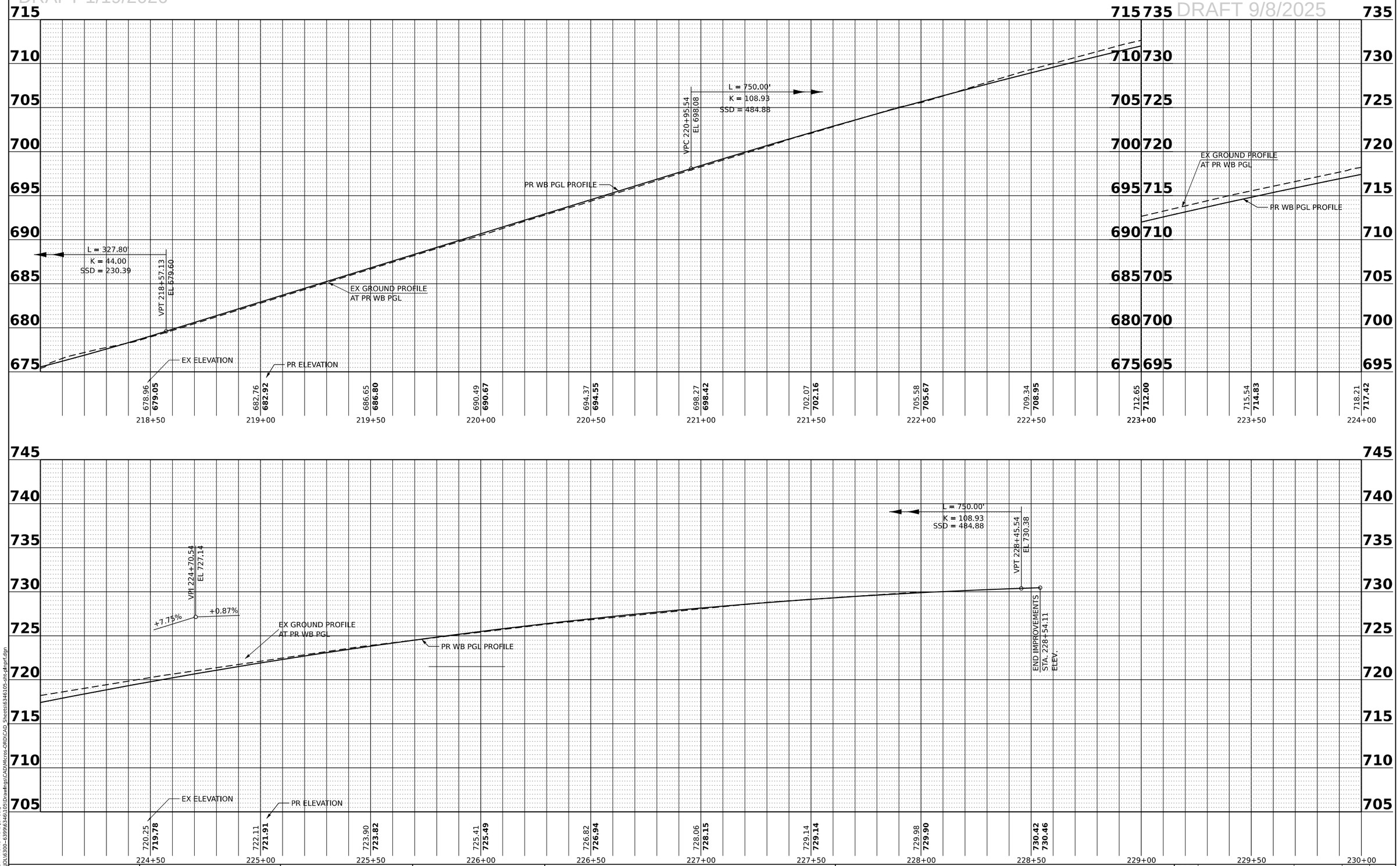
SCALE:20H-5V | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	15
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025



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STRAND ASSOCIATES® 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = ZachH	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 0.16666685 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET (WESTBOUND)
PROFILES

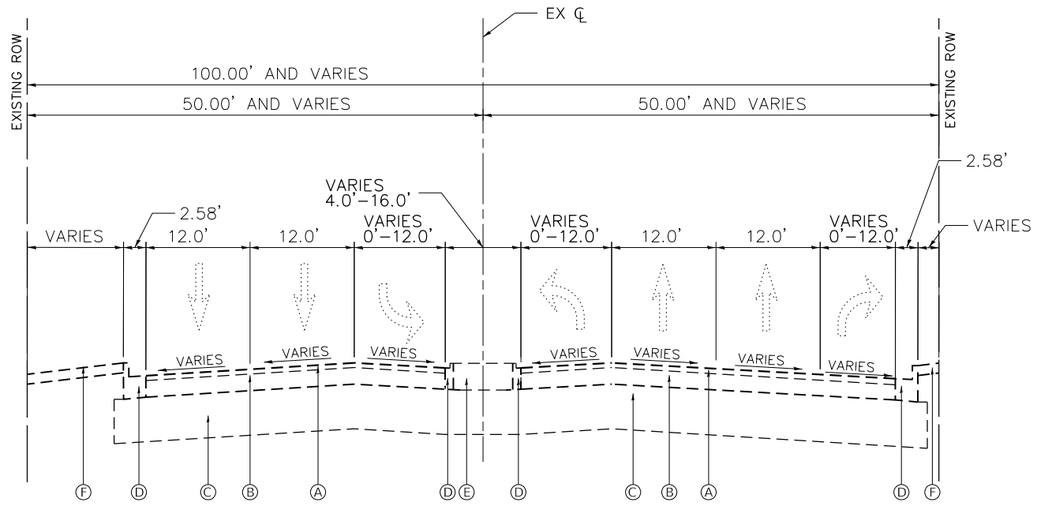
SCALE:20H-5V | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	16	16
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

EXHIBIT 4

DRAFT 1/19/2026

DRAFT 9/8/2025

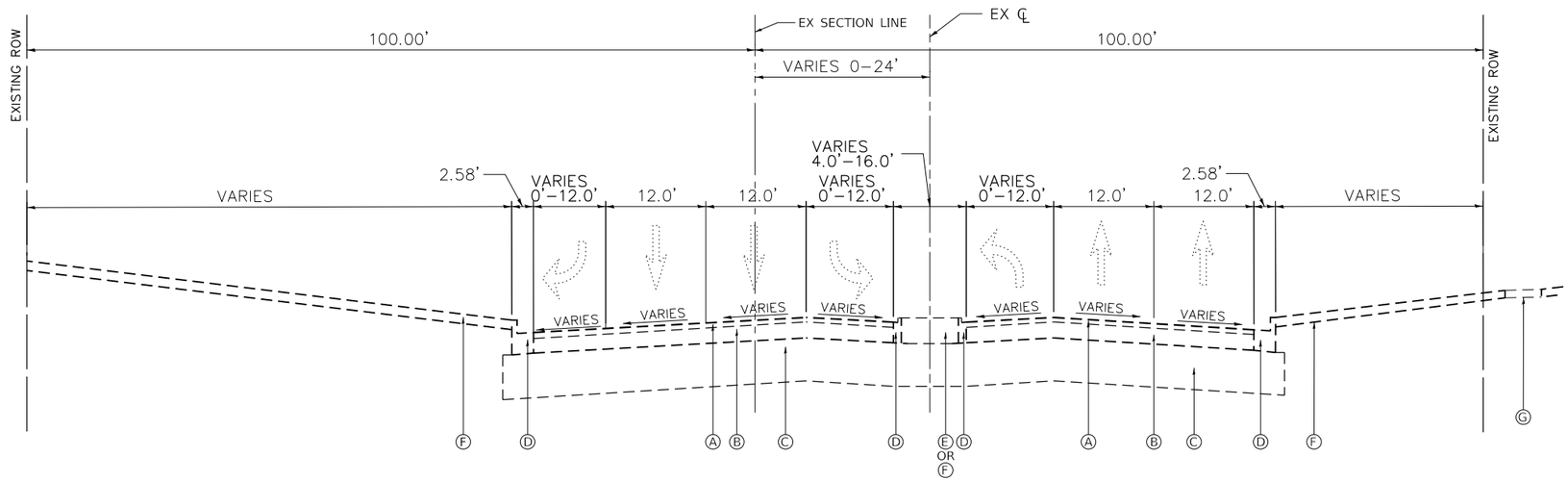


EXISTING IL ROUTE 53 TYPICAL SECTION

STA 510+37.94 TO STA 526+00.17

EXISTING LEGEND

- Ⓐ EXISTING HMA PAVEMENT
- Ⓑ EXISTING PCC PAVEMENT
- Ⓒ EXISTING AGGREGATE SUBGRADE
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ EXISTING MEDIAN
- Ⓕ EXISTING TURF AREA
- Ⓖ EXISTING PCC SIDEWALK



EXISTING 75TH STREET TYPICAL SECTION

STA 208+50.68 TO STA 228+54.11

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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/16/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTIONS

SCALE: SCALE | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-0017-21	DUPAGE	4	1
		CONTRACT NO. CNT. NO.		
	ILLINOIS	FED. AID PROJECT		

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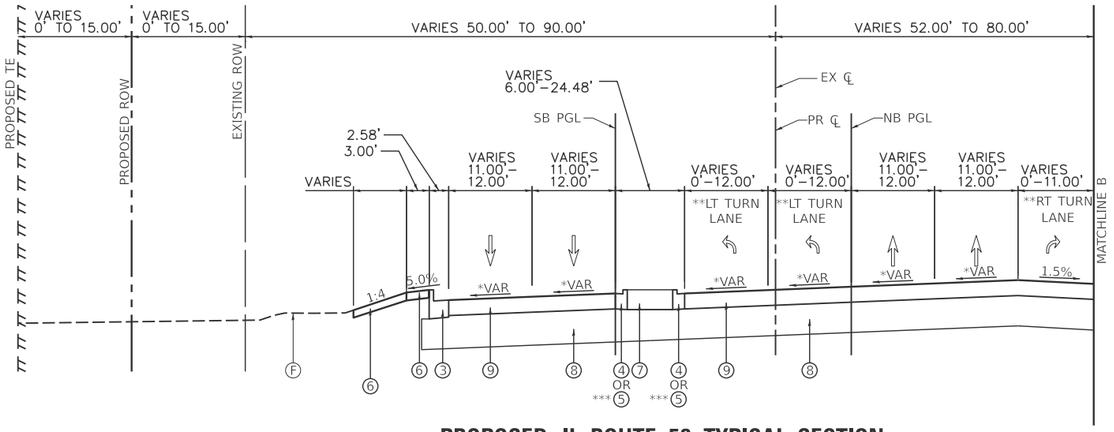
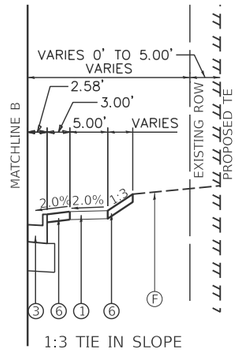
DRAFT 1/19/2026

DRAFT 9/8/2025

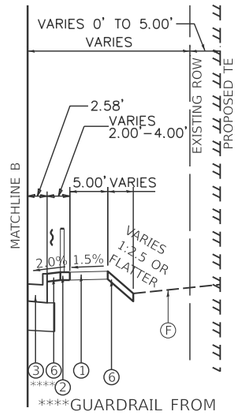


PROPOSED IL ROUTE 53 TYPICAL SECTION

STA 510+37.94 TO STA 518+72.87
* SEE SUPERELEVATION TABLE FOR GRADES
** SINGLE LEFT TURN LANE FROM STA 510+82.03 TO STA 513+62.18.
DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 514+44.82 TO STA 517+96.65
*** MOUNTABLE CURB AND GUTTER FROM STA 510+37.94 STA 512+46.48



1:3 TIE IN SLOPE
STA 512+36.92 TO STA 518+72.87



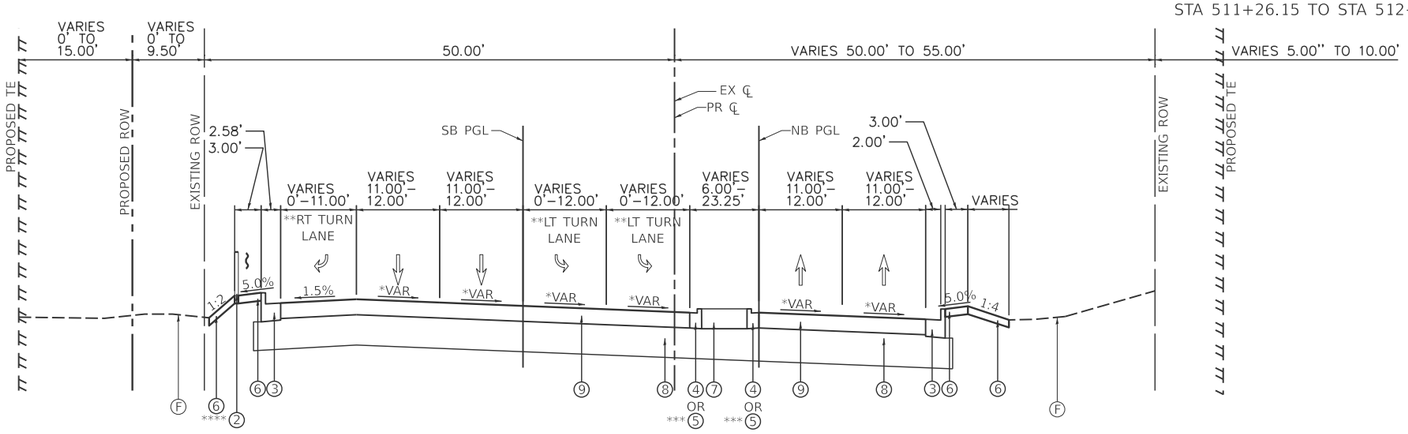
****GUARDRAIL FROM
STA 511+26.15 TO STA 512+36.92

EXISTING LEGEND

- Ⓐ EXISTING HMA PAVEMENT
- Ⓑ EXISTING PCC PAVEMENT
- Ⓒ EXISTING AGGREGATE SUBGRADE
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ EXISTING MEDIAN
- Ⓕ EXISTING TURF AREA
- Ⓖ EXISTING PCC SIDEWALK

PROPOSED LEGEND

- ① PCC SIDEWALK
- ② GUARDRAIL
- ③ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ④ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ⑤ COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.12
- ⑥ TURF AREA
- ⑦ CONCRETE MEDIAN
- ⑧ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑨ 11½' FULL DEPTH HMA
  - 2" POLYMERIZED HMA SURFACE COURSE, SMA 9.5, MIX "F",
  - 2¼" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90
  - 7¼" HMA BASE COURSE, IL-19.0, N90
- ⑩ HMA SHOULDER
- ⑪ AGGREGATE SHOULDER



PROPOSED IL ROUTE 53 TYPICAL SECTION

STA 518+72.87 TO STA 526+00.17
* SEE SUPERELEVATION TABLE FOR GRADES
** DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 519+49.65 TO STA 524+04.91
***MOUNTABLE CURB AND GUTTER FROM STA 525+50.00 TO STA 526+00.17
****GUARDRAIL FROM STA 520+09.93 TO STA 527+80.47

MODEL: PROPOSED-53 [Sheet]
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USER NAME = Jaker	DESIGNED -	REVISED -	
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PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/22/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 53
PROPOSED TYPICAL SECTIONS

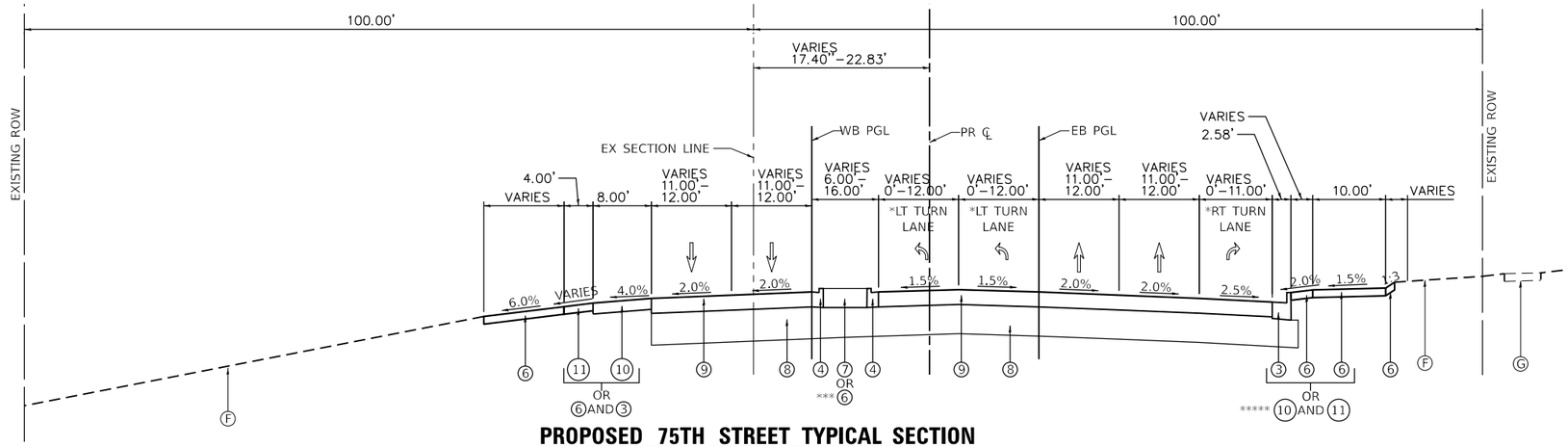
SCALE: SCALE | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	P-90-017-21	DUPAGE	4	2
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

EXHIBIT 4

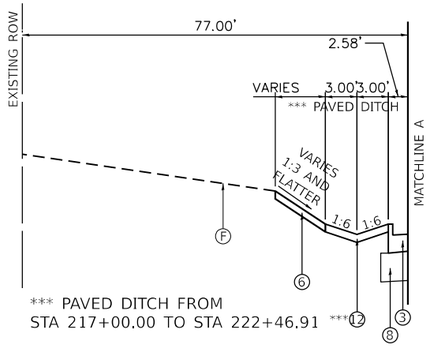
DRAFT 1/19/2026

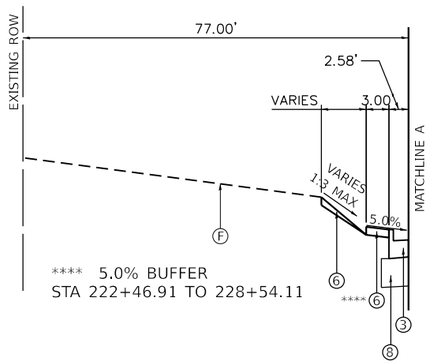
DRAFT 9/8/2025

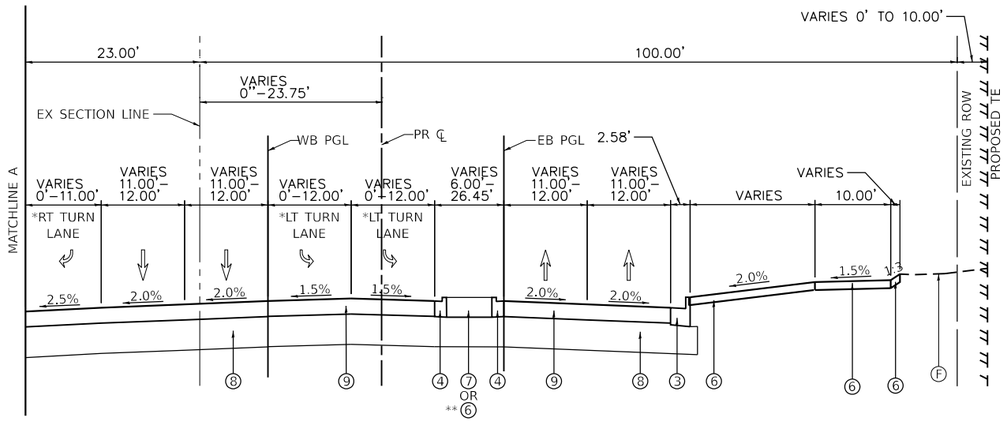


PROPOSED 75TH STREET TYPICAL SECTION

STA 208+50.68 TO STA 215+72.87
* DUAL LEFT TURN LANES FROM STA 209+58.12 TO STA 214+92.74
** RIGHT TURN LANE FROM STA 210 +94.15 TO STA 214+93.12
*** TURF MEDIAN FROM STA 208+50.68 TO STA 209+58.12
**** CURB AND GUTTER FROM STA 213+63.47 TO STA 214+93.12
***** HMA SHOULDER AND AGGREGATE SHOULDER FROM STA 208+50.68 TO STA 209+26.78







PROPOSED 75TH STREET TYPICAL SECTION

STA 215+72.87 TO STA 228+54.11
* DUAL LEFT TURN AND RIGHT TURN LANES FROM STA 216+46.90 TO STA 222+46.89
** TURF MEDIAN FROM STA 222+47.03 TO STA 228+54.11

EXISTING LEGEND

- Ⓐ EXISTING HMA PAVEMENT
- Ⓑ EXISTING PCC PAVEMENT
- Ⓒ EXISTING AGGREGATE SUBGRADE
- Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- Ⓔ EXISTING MEDIAN
- Ⓕ EXISTING TURF AREA
- Ⓖ EXISTING PCC SIDEWALK

PROPOSED LEGEND

- ① PCC SIDEWALK
- ② GUARDRAIL
- ③ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24
- ④ COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12
- ⑤ COMBINATION CONCRETE CURB AND GUTTER TYPE M-2.12
- ⑥ TURF AREA
- ⑦ CONCRETE MEDIAN
- ⑧ AGGREGATE SUBGRADE IMPROVEMENT 12"
- ⑨ 11½" FULL DEPTH HMA
  - 2" POLYMERIZED HMA SURFACE COURSE, SMA 9.5, MIX "F",N90
  - 2¼" POLYMERIZED HMA BINDER COURSE, IL-19.0, N90
  - 7¼" HMA BASE COURSE, IL-19.0, N90
- ⑩ HMA SHOULDER
- ⑪ AGGREGATE SHOULDER
- ⑫ PAVED DITCH

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USER NAME = ZachH	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

75TH STREET
PROPOSED TYPICAL SECTIONS

SCALE: SCALE | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
369	P-90-017-21	DUPAGE	4	3
		CONTRACT NO. CNT. NO.		
		ILLINOIS	FED. AID PROJECT	

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EXHIBIT 4

Illinois Route 53 at 75th Street - Section 4(f) *De Minimis* Documentation
Green Valley Forest Preserve
Forest Preserve District of DuPage County

Appendix B
Coordination

Smith, Ryan

From:	Kevin Stough <kstough@dupageforest.org>
Sent:	Friday, May 23, 2025 11:05 AM
To:	Kutryn, Anna
Cc:	Erik Neidy; Kevin Horsfall; Brock Lovelace P.E.; Jessica Ortega; Lewis, Cary D; Smith, Ryan
Subject:	[External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request
Attachments:	Tree Survey Map zoom-in - IDOT 75th & Rte 59 - Green Valley.pdf; TREE VALUE TABLE - IDOT Rte. 53 & 75th Temporary Easement - Greene Valley -5.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged

Good morning Anna,

Sorry for the delay in getting back to you. We have reviewed the tree survey information and have a few comments:

- There are five trees within or close to the PR TE that are proposed for removal that we want saved and protected (see highlighted trees on attached Tree Survey Map zoom-in): #10068 38" Bur Oak, #10069 11" American Elm, #10074 12" Bur Oak, #10075 18" White Oak, and #10078 18" White Oak. These trees are 8' plus away from the construction limits.
- Protection shall include root pruning and construction fencing at the construction limits.
- With saving the above referenced five trees, the tree removal fee for the removal of trees within the PR TE is approximately $23,719.

Regards,

Kevin Stough
Land Preservation Manager
Core Management-Land Preservation
Forest Preserve District of DuPage County
Phone: 630-933-7235
kstough@dupageforest.org
dupageforest.org

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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Thursday, April 24, 2025 11:38 AM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Smith, Ryan <ryan.smith@strand.com>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Caution: External Email

Thank you! Appreciate the update.

Anna

From: Kevin Stough <kstough@dupageforest.org>
Sent: Thursday, April 24, 2025 11:32 AM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Smith, Ryan <ryan.smith@strand.com>
Subject: [External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Anna,

We are still reviewing the tree survey report and map. I should be able to send you our feedback by early May.

Regards,

Kevin Stough
Land Preservation Manager
Core Management-Land Preservation
Forest Preserve District of DuPage County
Phone: 630-933-7235
kstough@dupageforest.org
dupageforest.org

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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Tuesday, April 22, 2025 11:12 AM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Smith, Ryan <ryan.smith@strand.com>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Caution: External Email

Good Morning Kevin – I wanted to check-in and see if the Forest Preserve had a chance to review and assess the provided tree survey. Thank you!

Anna

From: Kutryn, Anna
Sent: Thursday, March 20, 2025 8:19 AM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Smith, Ryan <ryan.smith@strand.com>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Good Morning Kevin – Attached is a revised tree removal exhibit with tree IDs added.

Thank you,

Anna

From: Kevin Stough <kstough@dupageforest.org>
Sent: Thursday, March 13, 2025 11:38 AM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Smith, Ryan <ryan.smith@strand.com>
Subject: [External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Hi Anna,

It looks like on the attached tree survey/report that all of the existing trees within the proposed ROW and proposed TE are being removed. Please confirm. It would be helpful if the corresponding tree numbers were added to the tree survey for the trees within the proposed ROW and proposed TE.

Thanks,

Kevin Stough
Land Preservation Manager
Core Management-Land Preservation
Forest Preserve District of DuPage County
Phone: 630-933-7235
kstough@dupageforest.org
dupageforest.org

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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Wednesday, March 12, 2025 3:59 PM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>; Smith, Ryan <ryan.smith@strand.com>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Caution: External Email

Good Afternoon All – Attached please find the requested tree survey for the proposed improvement at the IL 53 at 75th Street intersection. Please let us know if you have any questions or concerns with the data presented and the anticipated Section 4(f) de minimis impact. If you'd like to have a follow up meeting, we are also available.

Thank you!

Anna

From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Monday, February 24, 2025 1:56 PM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>;

APPENDIX B

Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Good Afternoon All – I wanted to provide a status update of the tree survey submittal. The field work has been completed, and the consultant should be working on the preparation of the memo. With that said, our submittal of the tree survey to the Forest Preserve District will likely slide into March. We'll work to get it into your hands by mid-March.

Thank you,

Anna

From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Tuesday, December 24, 2024 10:21 AM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Good Morning All – I wanted to follow up regarding the tree survey. I'm anticipating submittal of the tree survey for your review by the end of February.

Wishing you happy holidays!

Anna

From: Kevin Stough <kstough@dupageforest.org>
Sent: Wednesday, December 18, 2024 4:11 PM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Cc: Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>
Subject: [External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Anna,

Per our meeting today, attached please find the Plat of Survey (NW corner of Rte. 53 and 75th is identified as property G-FIVE-b on right side of survey) and the Deed to the NW corner of Rte. 53 and 75th Street.

Regards,

Kevin Stough
Land Preservation Manager
Core Management-Land Preservation
Forest Preserve District of DuPage County
Phone: 630-933-7235
kstough@dupageforest.org
dupageforest.org

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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Wednesday, December 11, 2024 4:17 PM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Daniel L. Zinnen <dzinnen@dupageforest.org>; Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Caution: External Email

Kevin – Thank you for the quick response. I just sent out a WebEx invite for 12/18 at 1 PM. Thank you!

Anna

From: Kevin Stough <kstough@dupageforest.org>
Sent: Wednesday, December 11, 2024 3:58 PM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Cc: Daniel L. Zinnen <dzinnen@dupageforest.org>; Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>
Subject: [External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Hi Anna,

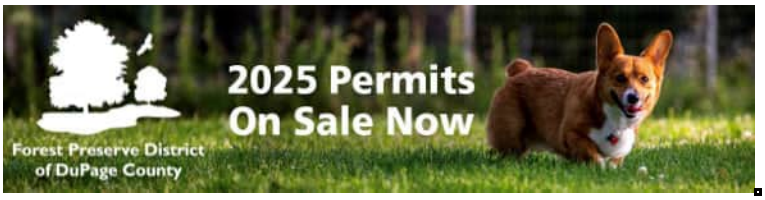
We are available on 12/18 from 1pm to 2pm. Will you send out the meeting invite?

Regards,

Kevin Stough
Land Preservation Manager
Core Management-Land Preservation
Forest Preserve District of DuPage County
Phone: 630-933-7235

APPENDIX B

kstough@dupageforest.org
dupageforest.org



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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Tuesday, December 10, 2024 3:44 PM
To: Kevin Stough <kstough@dupageforest.org>
Cc: Daniel L. Zinnen <dzinnen@dupageforest.org>; Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Caution: External Email

Good Afternoon Kevin – I'm reaching back out regarding the subject project. The study team would like to schedule a virtual meeting with the Forest Preserve District to discuss the proposed geometry and associated Section 4(f) impacts to the Forest Preserve property in the NW quadrant of the IL 53 at 75th Street intersection. The following is the study teams availability:

- 12/16 11 AM – 3:30 PM
- 12/18 1 PM – 3:30 PM
- 12/20 9 AM – 10 AM or 2 PM - 3:30 PM

Please let us know if you are available for a 1 hour call during any of the above listed times. We could also try to find some availability on 12/17 if that works better for the District. Thank you!

Anna Kutryn, P.E.
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4569
anna.kutryn@illinois.gov

From: Kevin Stough <kstough@dupageforest.org>
Sent: Friday, April 7, 2023 4:17 PM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>

APPENDIX B

Cc: Dan Zinnen <dzinnen@dupageforest.org>; Erik Neidy <eneidy@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Brock Lovelace P.E. <blovelace@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>
Subject: [External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Hi Anna,

Thank you for the opportunity to review the preliminary plans and provide comments on the proposed intersection improvements. Here are the Forest Preserve District's preliminary comments:

- The Forest Preserve District will require an Intergovernmental Agreement with IDOT for the conveyance of land and the granting of easements on Forest Preserve District property.
- The Forest Preserve District will not be responsible for maintaining any proposed paths or sidewalks in the ROW's, even those in the ROW adjacent to Forest Preserve District property.
- Who will be responsible for maintaining the proposed paths and sidewalks in the ROW's?
- The proposed right-of-way (PR ROW) at the NW corner of 75th and Rte. 53 ends at STA 523.00 (sheet 3) and is not carried onto sheet 4; please add sufficient PR ROW on sheet 4 so that there is room for IDOT to maintain the new right turn lane without encroaching on Forest Preserve District property.

Regards,

Kevin Stough
Land Preservation Manager
Forest Preserve District of DuPage County
(630) 933-7235
www.dupageforest.org
www.dupageforest.com

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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Wednesday, March 8, 2023 1:21 PM
To: Erik Neidy <eneidy@dupageforest.org>
Cc: Lewis, Cary D <Cary.Lewis@illinois.gov>; Dan Zinnen <dzinnen@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Kevin Stough <kstough@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Caution: External Email

Great! Thank you for your assistance.

I'll be on the lookout for comments from Dan and Kevin since we are currently showing need for right of way (fee simple and TE) on the west side of IL 53. We will be sending property owner letters out in the future after this round of geometry review completed and plans are revised.

Don't hesitate to reach out with questions!

Anna

From: Erik Neidy <eneidy@dupageforest.org>
Sent: Tuesday, March 7, 2023 2:49 PM
To: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Cc: Lewis, Cary D <Cary.Lewis@illinois.gov>; Dan Zinnen <dzinnen@dupageforest.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Kevin Stough <kstough@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>
Subject: [External] RE: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Hi Anna,

I would be the contact for anything related to Natural Resources.

However Engineering and Design would go to our Resource Management and Development Department, Dan Zinnen. Easements etc. would go to Kevin Stough. Both cc'd here.

Have a good day.

Erik Neidy
Director of Natural Resources
630-933-7675 office
630-726-6984 cell
eneidy@dupageforest.org
dupageforest.org

Forest Preserve District of DuPage County

"A society grows great when good people plant trees whose shade they know, they shall never sit under."

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From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Tuesday, March 7, 2023 1:36 PM
To: Erik Neidy <eneidy@dupageforest.org>
Cc: Lewis, Cary D <Cary.Lewis@illinois.gov>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: FW: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

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APPENDIX B

Good Afternoon Erik – I sent the below email to Jessica Ortega since she provided some input at the initiation of the project back in 2021, however I'm not sure if there would be a more appropriate contact when it comes to proposed geometry review. In my coordination with Woodridge, Chris Bethel named you as a good resource. Thank you for the help!

Anna

From: Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Sent: Tuesday, March 7, 2023 11:42 AM
To: Jessica Ortega <jortega@dupageforest.org>
Cc: Kevin Horsfall <Khorsfall@dupageforest.org>; Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Lewis, Cary D <Cary.Lewis@illinois.gov>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: IDOT - IL 53 at 75th Street in Woodridge - Geometry Review Request

Good Morning Jessica -

The Illinois Department of Transportation (Department) is currently engaged in preliminary engineering and environmental studies (Phase I) for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference. The proposed scope of work consists of the addition of dual left turn lanes on each leg of the intersection, right turn lanes on the north leg IL 53 and the west leg of 75th Street as well as bike and pedestrian accommodations. Funding for the intersection improvement is currently not included in the Department's FY 2023-2028 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The purpose of this submittal is to request a review of the Phase I geometry by the Forest Preserve District.

Enclosed are following documents for the above referenced project:

- Plan and Profile Sheets
- Typical Sections

Please review the geometry and provide any comments within 30 days so the Department may maintain the project schedule.

If you have any questions or need additional information, please don't hesitate to contact me.

Thank you!

Anna Kutryn, P.E.
Bureau of Programming | Consultant Studies Unit
201 West Center Court | Schaumburg, IL 60196-1096
Phone: 847.705.4569
anna.kutryn@illinois.gov

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APPENDIX B

DRAFT 1/19/2026

DRAFT 9/8/2025

Minutes
Forest Preserve District of DuPage County Meeting
Illinois Route 53 and 75th Street Phase I
P-91-004-18
Illinois Department of Transportation–District 1
December 18, 2024, 1 P.M.

nvitee	Representing
Eric Neidy	Forest Preserve District of DuPage County (FPDDC)
Kevin Stough	Forest Preserve District of DuPage County
Kevin Horsfall	Forest Preserve District of DuPage County
Brenda Alicea	Illinois Department of Transportation–District 1 (IDOT)
Anna Kutryn	Illinois Department of Transportation–District 1
Cary Lewis	Illinois Department of Transportation–District 1
Ryan Smith	Strand Associates, Inc.® (Strand)
Raymond Pu	Strand Associates, Inc.®

A virtual meeting was held to discuss the Illinois (IL) Route 53 and 75th Street project in the Village of Woodridge (Village).

1. Introductions

Introductions were made by all in attendance.

2. Project Background and Purpose

   a. The IL Route 53 and 75th Street project is a Highway Safety Improvement Project initiated by IDOT. The project involves reconstruction of the intersection of IL Route 53 and 75th Street. The proposed improvements are limited to the intersection lane tapers.

   b. Proposed improvements have been coordinated with DuPage County and the Village.

   c. The proposed improvements are anticipated to impact the FPDDC Greene Valley Forest Preserve property, which was determined to be a Section 4(f) property. It is the study team's understanding that these impacts qualify as *De Minimis* as such a Section 4(f) *De Minimis* report will be prepared and shared with FPDDC.

3. FPDDC Impacts

   a. Anticipated improvements include proposed dual left-turn lanes and designated right turn lanes on the intersection approaches. Because of existing steep profile grades on the east leg of 75th Street, a DuPage County water transmission main, and the existing gas station in the southeast quadrant of the intersection, the east edge of pavement along IL Route 53 is anticipated to remain in the same location. To accommodate the proposed turn lanes, IL Route 53 is anticipated to be widened to the west toward the FPDDC Greene Valley Forest Preserve property. Proposed right-of-way (ROW) and temporary easements (TE) are proposed to accommodate the proposed improvements and grading.

   b. FPDDC mentioned it believes the FPDDC ROW extends to the existing IL Route 53 centerline. Based on documentation shown by FPDDC during the meeting, it is possible that IDOT only received dedication rights, and not fee simple ownership of the ROW for this section of IL Route 53.The ROW along IL Route 53 will be confirmed in Phase II as part of the land acquisition process.

DRAFT 1/19/2026

DRAFT 9/8/2025

c. An Intergovernmental Agreement (IGA) will be prepared and executed to convey FPDDC land in Phase II, and a tree removal fee may be required.

(1) A tree survey, tree map, and tree report will be required as part of the IGA. IDOT will coordinate and schedule a tree survey to be performed in 2025. The tree survey will be used along with any mitigation measures determined by FPDDC to decide whether FPDDC can agree to the *De Minimis* determination upon their review. Tree impact mitigation measures will be coordinated with FPDDC.

(2) There are no multiuse paths proposed on or adjacent to the FPDDC Green Valley Forest Preserve parcel, and no maintenance responsibilities are required from FPDDC.

4. Open Discussion

The project is anticipated to achieve design approval in 2025. Construction has not been funded, and Phase II is anticipated to be completed by IDOT in-house.

If there are any additions or comments, please call 815-744-4200.

Prepared and respectfully submitted by Ryan R. Smith.

c: All Participants

DRAFT 1/19/2026

DRAFT 9/8/2025

Illinois Department of Transportation
Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

Project and Environmental Studies
IL 53 at 75th Street
DuPage County

November 1, 2021

Mr. Daniel Hebreard
President
Board of Commissioners
Forest Preserve District of DuPage County
3S580 Naperville Road
Wheaton, IL 60189

Dear Mr. Hebreard:

The purpose of this letter is to inform you that the Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies for the improvement of IL 53 at 75th Street in the Village of Woodridge, DuPage County. A location map is enclosed for your reference. This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

The subject improvement is in the vicinity of the Greene Valley Forest Preserve of the DuPage County Forest Preserve District. At this early stage in project development, the Department requests that you provide some background information concerning these holdings. The following information would be of particular interest to the Department:

1. Is this property publicly owned?
2. Is it publicly used as a park, recreational area, wildlife and/or waterfowl refuge?
3. Is it on, or eligible for, the National Register of Historic Places (NRHP)?
4. Size in acres, as well as a right-of-way plat and/or site plan
5. Common name and type of facility (recreational, historic, etc.)
6. Available recreational activities (fishing, swimming, bike trails, etc.)
7. Facilities, existing and planned (description and location)
8. Usage (approximate number of users for each activity)
9. Relationship to other similarly used lands in the vicinity
10. Access (pedestrian, bicyclist, equestrian, and vehicular)
11. Ownership and applicable clauses affecting title, such as covenants, restrictions, or conditions including forfeiture or federal encumbrances (i.e., LAWCON funds)
12. Unusual characteristics of the property (flooding, vegetation, terrain conditions, or any other future plans)
13. A map identifying the extent of your holdings in the area of the proposed improvement

DRAFT 1/19/2026

DRAFT 9/8/2025

If you have any questions or need additional information, please contact me or Brenda Alicea, Consultant Studies Unit Head, via email Brenda.Alicea@Illinois.gov or at (847) 705-4107.

Very truly yours,

Jose Rios, P.E.
Region One Engineer

By:
Steven E. Schilke, P.E.
Project and Environmental Studies Section Chief
Enclosure: Location Map

cc: Linda Painter, District 3 Board of Commissioners
Kevin Horsfall, Forest Preserve District of DuPage County
Brent Manning, Forest Preserve District of DuPage County

LOCATION MAP

Route: **IL Route 53**
Limits: **At 75th Street**
County: **DuPage**

Village of Woodridge
P-91-017-21

Butler, Nicholas J.

From: Jessica Ortega <jortega@dupageforest.org>
Sent: Tuesday, June 29, 2021 1:50 PM
To: Butler, Nicholas J.; Kenyon, Sidney
Cc: Kevin Horsfall; Kutryn, Anna
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Hello Nick,

To follow up on your request, I don't have much to add above what others have shared about bike/ped accommodations in this area. We had a public input meeting last week about the Greene Valley Forest Preserve that is adjacent to this intersection and we did not hear anything from the public about additional desired accommodations at that intersection.

The only thing I would add is that once there is greater connectivity in the East Branch DuPage River trail to the north, there may be more bike/ped traffic, but I do not know of any active or near term projects that would provide additional connectivity north of Hobson Road/Seven Bridges at this time.

Thanks for reaching out.

Jessica Ortega, PLA
Landscape Architect Supervisor
Forest Preserve District of DuPage County
630-871-6404
jortega@dupageforest.org
dupageforest.org

Forest Preserve District of DuPage County

Connecting People to Nature in DuPage

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From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 11:28 AM
To: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Jessica Ortega <jortega@dupageforest.org>
Cc: Kevin Horsfall <Khorsfall@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Caution: External Email

Hi Sidney,

We have updated our template to have you as the coordinator for DuPage county.

We're still in the early stages so if you could provide a response within a month or so that would be greatly appreciated.

Thanks.

Nick Butler, P.E.
Project Engineer
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

From: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>
Sent: Wednesday, May 26, 2021 11:24 AM
To: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>; Jessica Ortega <jortega@dupageforest.org>
Cc: Kevin Horsfall <Khorsfall@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Hi Nick,

Thank you for including me in the conversation. For your records, please update IDOT's database to include me as the bike/ped contact for DuPage. My contact information is current below.

How soon do you need a response? We can gather materials and send them your way.

Thank you,

Sidney Kenyon, AICP
Senior Transportation Planner

DuPage County DOT
o: 630-407-6897
m: 630-386-7219
sidney.kenyon@dupageco.org
Try the DuPage Trails app!

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 8:33 AM
To: Jessica Ortega <jortega@dupageforest.org>
Cc: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Kevin Horsfall <Khorsfall@dupageforest.org>; Kutryn, Anna <Anna.Kutryn@Illinois.gov>
Subject: RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Jessica,

Thank you for forwarding this to Sidney and letting me know Daniel Thomas is no longer with DuDOT.

The proposed intersection improvements will consist of converting left-turn phasing to protected only and providing dual left-turn lanes on all approaches.

Please let me know if you have any additional questions.

Nick Butler, P.E.
Project Engineer
Phone: 847.705.4126
Nicholas.Butler@Illinois.gov

From: Jessica Ortega <jortega@dupageforest.org>
Sent: Wednesday, May 26, 2021 8:25 AM
To: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Cc: Kenyon, Sidney <Sidney.Kenyon@dupageco.org>; Kevin Horsfall <Khorsfall@dupageforest.org>
Subject: [External] RE: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Hello Nick,

I noticed that you send this to Daniel Thomas. He is no longer with DuDOT and the new contact is Sidney Kenyon - Sidney.Kenyon@dupageco.org.

We are undertaking a master plan for Greene Valley that is immediately adjacent to this intersection, so now is a good time to be thinking about this. Do you have any information you can share about what the proposed improvements will entail?

Thank you!

Jessica Ortega, PLA
Landscape Architect Supervisor
Forest Preserve District of DuPage County
630-871-6404
jortega@dupageforest.org
dupageforest.org

From: Butler, Nicholas J. <Nicholas.Butler@illinois.gov>
Sent: Wednesday, May 26, 2021 8:16 AM
To: info@rideillinois.org; maggie@activetrans.org; heather@activetrans.org; jburch@cmap.illinois.gov
Cc: Kutryn, Anna <Anna.Kutryn@Illinois.gov>; malbin@dmmc-cog.org; Kevin Horsfall <Khorsfall@dupageforest.org>; Jessica Ortega <jortega@dupageforest.org>; Daniel.Thomas@dupageco.org; Madigan, Amy <Amy.Madigan@Illinois.gov>; rhonda@railtrails.org
Subject: IDOT Phase I Study Initiation - IL 53 at 75th Street in Woodridge, DuPage County

Caution: External Email

Project and Environmental Studies
IL 53 at 75th Street
DuPage County

The Illinois Department of Transportation (Department) has recently initiated preliminary engineering and environmental studies (Phase I) for the improvement of Illinois Route 53 (IL 53) at 75th Street (DuPage County Route 33) in the Village of Woodridge in DuPage County. A location map is enclosed for your reference. This improvement is not currently included in the Department's FY 2022-2027 Proposed Highway Improvement

Program. However, this project will be included in the Department's priorities for future funding consideration among similar improvement needs throughout the region. The proposed project is anticipated to consist of an intersection improvement.

At this early stage of Phase I project development, the Department requests that you provide any information relevant to defining an appropriate roadway configuration which can include bicycle accommodations where needs exist. Specific information the Department is requesting includes the following:

- Existing or anticipated future bicycle usage along or crossing the IL 53 corridor
- Existing or planned facilities generating bicycle travel in the project area
- Extent of on-road bicycle usage
- Existing or planned separate bicycle trails or signed bike routes in the vicinity (1.2 miles) of the project
- Planned and programmed local bikeway construction projects within a 5-year period
- Any additional bicycle programs which may affect the IL 53 at 75th Street intersection

The Department appreciates any input you could provide in this matter. If you have any questions or need additional information, please let me know.

Thank you,

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Illinois Route 53 at 75th Street - Section 4(f) *De Minimis* Documentation
Green Valley Forest Preserve
Forest Preserve District of DuPage County

Appendix C
Public Review