

Winnebago County

Riverside Boulevard Multi-Use Path

Feasibility Study



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1. INTRODUCTION

Winnebago County takes pride in proactively improving safety of its transportation system for motorized and non-motorized users, increasing accessibility and mobility options available to people, and enhancing travel and tourism. Riverside Boulevard between Perryville Road and Paladin Parkway has been identified as a critical location to meet these goals. Installation of a multi-use path adjacent to Riverside Boulevard would improve safety for alternative modes of transportation by connecting the Perryville Path to the west with the Sportscore II complex, the Rockford Rivets baseball stadium, the Javon Bea Hospital, the Volcano Falls Adventure Park, and other commercial developments. A location map is included in Attachment 1.

Riverside Boulevard crosses the I-90 Tollway, which currently disconnects bicycle and pedestrian traffic east and west of the roadway from both the City of Rockford and Loves Park. Providing a pedestrian crossing of I-90 is essential to providing access and eliminating the current disconnect.

The purpose of this study is to identify infrastructure needs, requirements, and a feasible alignment for a multi-use path adjacent to Riverside Boulevard, that crosses over the I-90 Tollway. Two alternative path alignments were identified for evaluation, one along the north side and one along the south side of Riverside Boulevard. The alternative alignments were evaluated through a stakeholder-driven steering committee planning process generating consensus among key stakeholders to select a preferred alternative to carry forward. The preferred alternative was then evaluated to determine the preferred strategy for crossing I-90: widening the existing I-90 bridge or constructing a separated pedestrian bridge structure.

1.1 Stakeholder and Agency Coordination

It is important to engage stakeholders throughout the study process to ensure all obstacles and concerns are recognized. The Steering Committee was tasked with evaluating path alignments, and consisted of representatives from Region 1 Planning Council (R1), City of Loves Park, and City of Rockford. Winnebago County Highway Department maintains Riverside Boulevard west of I-90 while Loves Park maintains east of I-90. Winnebago County Highway Department is the lead agency for the project.

2. PROJECT EXISTING CONDITIONS AND CONSTRAINTS

Riverside Boulevard is a Principal Arterial west of I-90 and a Major Collector east of I-90. Both the north and south side of Riverside Boulevard consist of commercially zoned properties with most development and trip generators occurring on the north side of Riverside Boulevard. The following constraints were identified within the project limits and evaluated to determine alternative path alignments:

2.1 Environmental and Drainage Impacts

Riverside Boulevard contains wetlands, floodplain, floodway, and detention facilities within the project limits. The following locations present potential challenges for a multi-use path:

- Spring Creek crosses under the southbound I-90 entrance and exit ramps through a large box culvert. Any impacts to the box culvert and/or creek will require substantial structural and hydraulic evaluation.
- Spring Creek is within both floodway and floodplain and any fill will require compensatory storage mitigation. Fill should be limited in order to mitigate the need for compensatory storage. The floodway and floodplain are shown in Attachment 2.
- Detention is currently provided in the I-90 ramp infields north of Riverside Boulevard. Any impact to the detention facilities will require hydraulic analysis and detention design.
- While the National Wetlands Inventory did not identify wetlands within the project limits, a site visit revealed likely wetlands located in proximity to Spring Creek. A wetland delineation will be necessary if the project progresses to Phase 1 Engineering.

2.2 Existing Utility Infrastructure Impacts

Utility infrastructure located within the project limits that may require relocation or modification includes but is not limited to:

- Modification or relocation of the existing traffic signals along Riverside Boulevard to add pedestrian signals at proposed crossings;
- Relocation of ComEd aerial poles located along the southern right-of-way of Riverside Boulevard from Perryville Road to the I-90 northbound exit ramp; and
- Adjustment or relocation of water main structures and fire hydrants along the project limits.

2.3 Property Impacts and Land Acquisition

Land acquisition and property impacts consist of the following:

- Acquisition of right-of-way (ROW) and temporary easements for both path alignment alternatives; and
- Parking lot reconfiguration, including loss of parking stalls and relocation of commercial signs, at the commercial development along Riverside Boulevard.

3. EVALUATION OF MULTI-USE PATH ALIGNMENT ALTERNATIVES

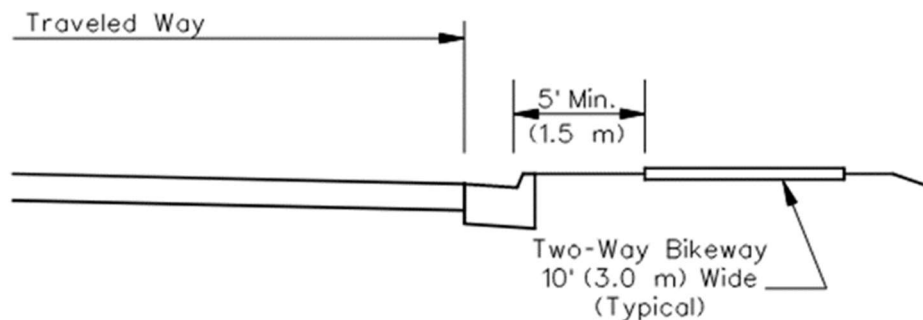
A proposed multi-use path alignment was developed along both the north and south side of Riverside Boulevard. The project corridor was then divided into three logical segments for evaluation. Bell School Road and Interstate Boulevard were selected as transition points because they provide signalized crossings, which allow the path to potentially have a southern alignment in one segment and then transition to a northern alignment in the following segment and vice versa. This would provide flexibility when evaluating alternative alignments. The three segments include:

- Segment 1 – Perryville Road to Bell School Road
- Segment 2 – Bell School Road to Interstate Boulevard
- Segment 3 – Interstate Boulevard to Paladin Parkway

Per Bureau of Local Roads and Streets (BLRS) standards, each alternative in this study assumed a 10-foot-wide multi-use path with 2-foot-wide shoulders on either side. A minimum 5-foot separation is required between the path and face of curb. Figure 1 illustrates these requirements..

FIGURE 1

BLRS Separation Criteria



MINIMUM SEPARATION OF BICYCLE PATH FROM ROADWAY

Figure 42-3C

Existing County contour data was utilized to develop a preliminary surface along Riverside Boulevard. A 3-D model of the proposed path alignments was then developed to identify limits of construction, which allowed impacts to existing conditions and constraints to be quantified more accurately. A summary of the Alternative Analysis is included in Attachment 3.

Each segment has been evaluated for north side and south side path alignment alternatives and detailed below.

3.1 Segment 1 – Perryville Road to Bell School Road

FIGURE 2
Segment 1 Location Map



Segment 1 connects to the existing Perryville Path, located along the east side of Perryville Road. Trip generators in Segment 1 include commercial properties Taco Bell, Dairy Queen, Chipotle, and Starbucks, which are located along the north side of Riverside Boulevard. Further to the north along Bell School Road are significant trip generators such as Volcano Falls Adventure Park and Holiday Inn Express. Trip generators located along the south side of Riverside Boulevard within this segment are limited to Green State Credit Union and McDonald's. The North Path Alternative through this segment would provide the most direct access to present and future trip generators.

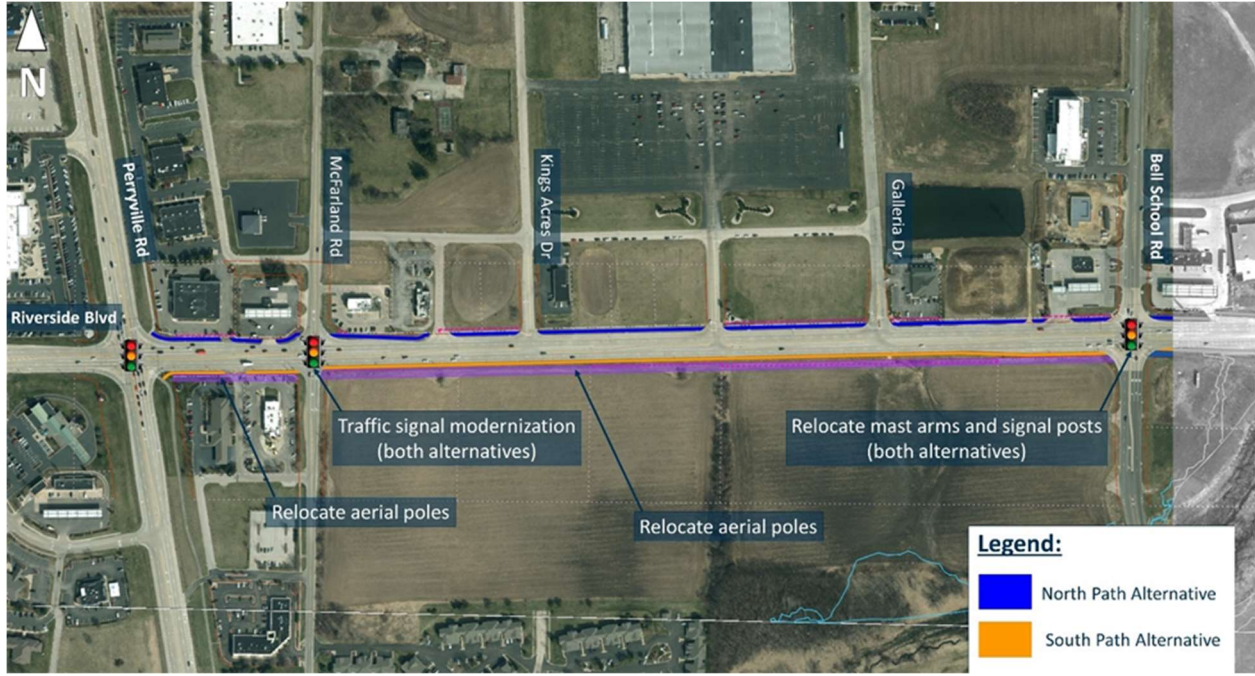
Both north and south side alternatives create minimal environmental and drainage impacts in Segment 1.

Perryville Road, McFarland Road, and Bell School Road are signalized intersections. Traffic signal modernization is required in both north side and south side alternatives at all three intersections.

Aerial ComEd poles located along the south side of Riverside Boulevard would require relocation in the South Path Alternative.

Figure 3 shows drainage, environmental, and infrastructure impacts for the north and side south path alignment of Segment 1.

FIGURE 3

Segment 1 Drainage, Environmental, and Infrastructure Impacts

Both north side and south side alignment alternatives have potential to impact parking lots in Segment 1. In the North Path Alternative, there are potential parking lot impacts at Canyon Kitchen & Bath and BP gas station due to limited right-of-way. There is a maximum width of 20 feet to 25 feet between the edge of parking lot and curb along Riverside Boulevard, which may not accommodate the proposed multi-use path and grading. The North Path Alternative also likely impacts commercial signs at BP gas station, Taco Bell, and Sherwin Williams.

The South Path Alternative likely impacts the parking lot at McDonald's due to limited right-of-way. There is a maximum width of 20 feet to 25 feet between the edge of parking lot and curb along Riverside Boulevard, which may not accommodate the proposed multi-use path, grading, and aerial pole relocations.

Within Segment 1, a north side path alignment would likely require ROW acquisition from 15 private property parcels. A south side path alignment would likely require ROW acquisition from three private property parcels, and temporary easements from two additional parcels for grading purposes.

Figure 4 shows the private property impacts for a north side and south side path alignment of Segment 1.

FIGURE 4

Segment 1 Property Impacts and Land Acquisition



3.2 Segment 2 – Bell School Road to Interstate Boulevard

FIGURE 5

Segment 2 Location Map



Segment 2 is between Bell School Road and Interstate Boulevard, crossing the I-90 Tollway and ramps. The Steering Committee determined that the ramp crossings would occur at grade to minimize cost and aesthetic impacts. The crossing at I-90 was examined further after the path alignment was selected and is discussed later in this study.

Trip generators in Segment 2 include commercial properties Road Ranger and Costco along the north side of Riverside Boulevard. There are no commercial trip generators located along the south side of Riverside Boulevard in this section. Coordination occurred with the Illinois State Toll Highway Authority (ISTHA) to determine traffic volumes and design criteria at the I-90 entrance

Winnebago County

and exit ramp crossings. Traffic volumes for the I-90 ramps located along the south side of Riverside Boulevard are more than double traffic volumes of the ramps to I-90 ramps located along the north side of Riverside Boulevard. A North Path Alignment Alternative in Segment 2 would create a lesser impact to I-90 ramp traffic.

Segment 2 contains the Spring Creek box culvert that crosses under Riverside Boulevard and under the southbound I-90 exit ramp. There is floodway and floodplain at the I-90 southbound entrance and exit ramps. The North Path Alternative will not impact the box culvert. Minimal fill in the floodway and floodplain is possible but that fill can be mitigated by constructing retaining walls. The North Path Alternative would require minor ditch regrading west of the I-90 southbound exit ramp.

The South Path Alternative would require a retaining wall to avoid extending the box culvert south. There would be significant floodway and floodplain impacts with the south alignment, which a retaining wall can reduce, but not eliminate. Ditches along the entire south side of Riverside Boulevard would require regrading to account for the anticipated fill.

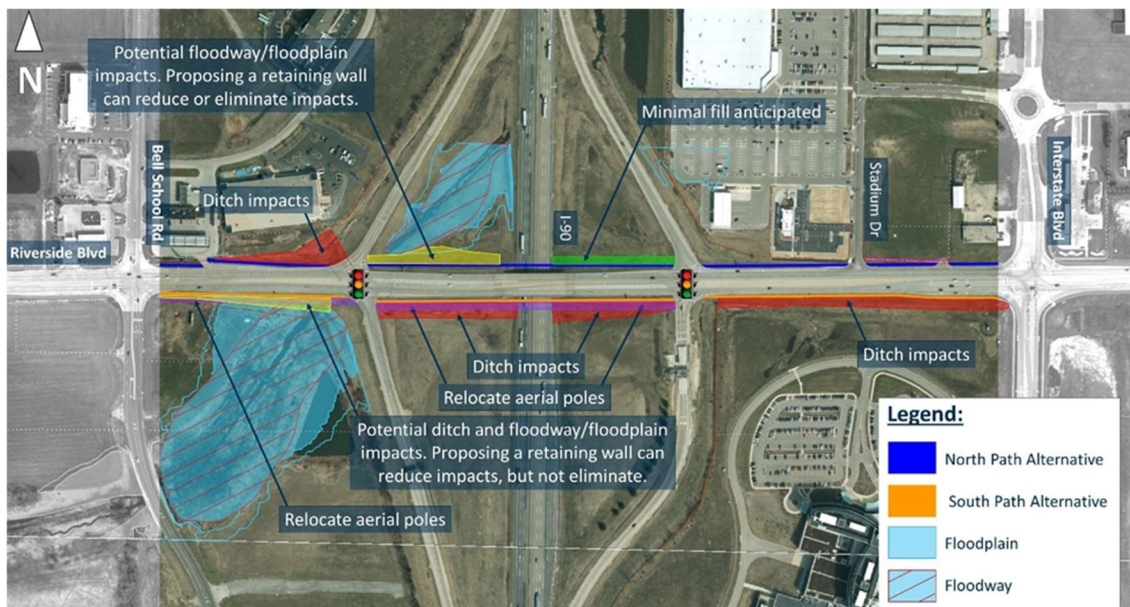
The I-90 entrance and exit ramps are signalized. Traffic signal modifications and potential relocation are anticipated in both north and south side alignment alternatives at each ramp.

Aerial ComEd poles located along the south side of Riverside Boulevard would require relocation with the South Path Alternative.

Figure 6 shows the environmental, drainage, utility, and infrastructure impacts of the north and south alignments in Segment 2.

FIGURE 6

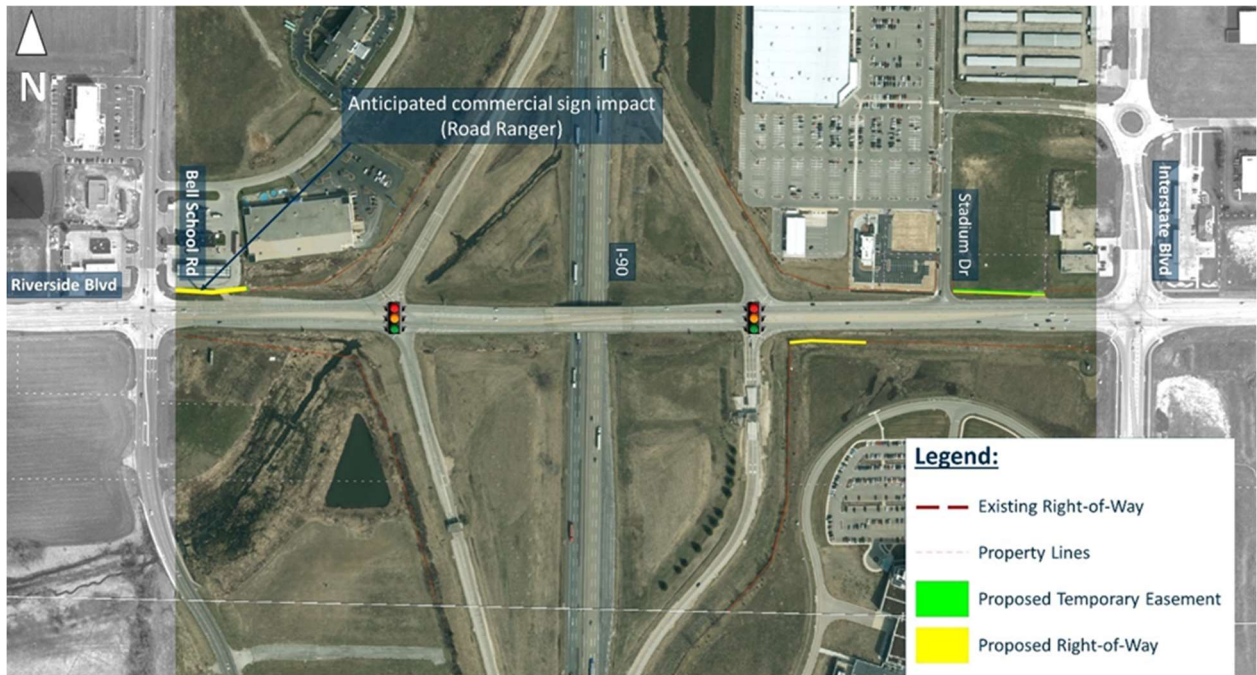
Segment 2 Drainage, Environmental, Utility, and Infrastructure Impacts



Relocation of Road Ranger’s sign is anticipated in the North Path Alternative. ROW acquisition would likely be required from two parcels for the North Path Alternative, and from one parcel for the South Path Alternative. An Intergovernmental Agreement (IGA) would need to be approved between Winnebago County and ISTHA for either alignment alternative due to proximity of the path to I-90.

Figure 7 shows the property and sign impacts of the north and south alignments in Segment 2.

FIGURE 7
Segment 2 Property Impacts and Sign Impacts



3.3 Segment 3 - Interstate Boulevard to Paladin Parkway

FIGURE 8
Segment 3 Location Map



Segment 3 connects the existing bicycle path along the east side of Interstate Boulevard to the existing path along the west side of Paladin Parkway north of Riverside Boulevard. Trip generators

in Segment 3 include commercial properties Casey’s General Store and Big Time Floors, located along the north side of Riverside Boulevard. Further to the north along Interstate Boulevard, the Rockford Rivets baseball stadium and Sportscore II Complex are significant trip generators. The sole trip generator located along the south side of Riverside Boulevard is the Javon Bea Hospital.

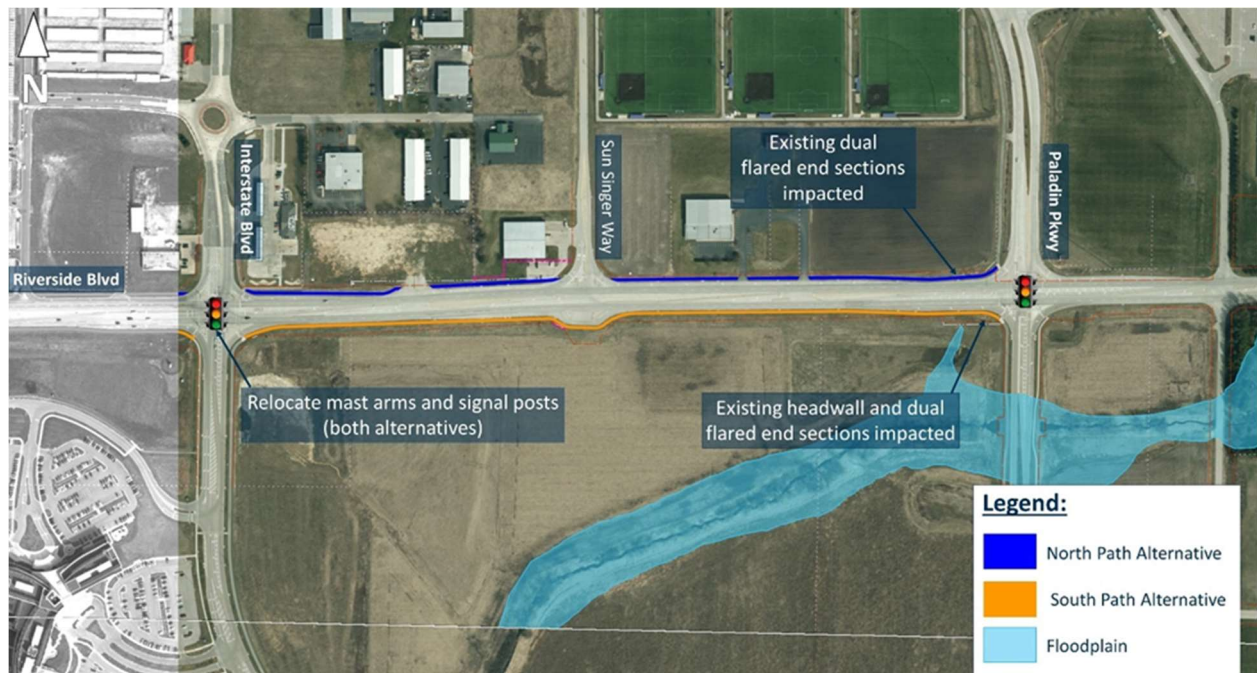
There is an existing cross culvert located west of Paladin Parkway that crosses under Riverside Boulevard. The culvert would be impacted and require extension for both the north side and south side alignment alternatives. The southern end of the culvert contains a headwall and dual flared end section that would be impacted in the South Path Alternative. Additional right-of-way is expected for culvert extension and relocation for both the north side and south side alignment alternatives.

Interstate Boulevard and Paladin Parkway are signalized intersections. Traffic signal modifications and potential relocation are anticipated in both the north side and south side alternatives at Interstate Boulevard and Paladin Parkway.

Figure 9 shows the drainage, environmental, and infrastructure impacts of the north and south alignments in Segment 3.

FIGURE 9

Segment 3 Drainage, Environmental, and Infrastructure Impacts



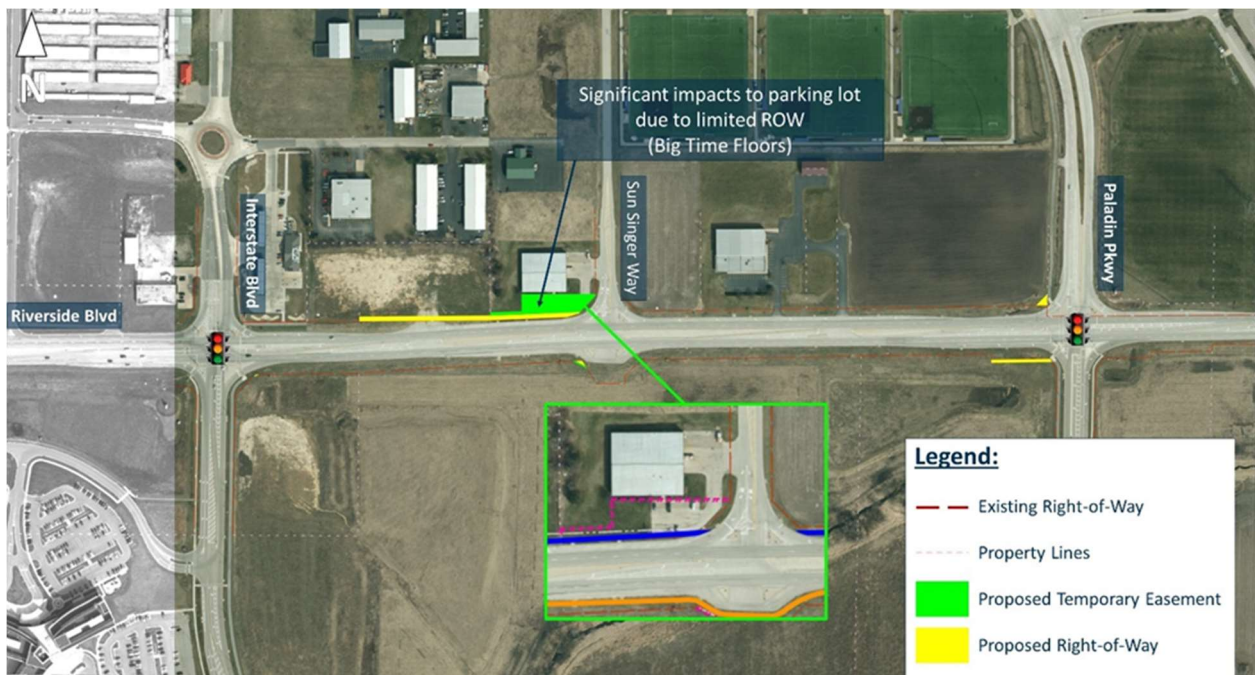
The North Path Alternative would create a significant impact to the Big Time Floors parking lot. Adjacent to the parking lot is a retaining wall located approximately two feet from the back of curb of Riverside Boulevard. Due to limited right-of-way, the existing parking lot would need to be reconfigured and the retaining wall removed and replaced to accommodate the North Path

Alternative. The commercial sign at Big Time Floors would also need to be relocated with the North Path Alternative.

ROW acquisition would be required for three parcels for both the North Path Alternative and South Path Alternative.

Figure 10 shows the property impacts of the north and south alignments in Segment 3.

FIGURE 10
Segment 3 Property Impacts and Land Acquisition



4. MULTI-USE PATH ALIGNMENT SELECTION

The North and South Path Alternatives were presented to the Steering Committee on November 10, 2022. A consensus was reached that for Segment 2, the North Path Alternative is the preferred alternative. ISTHA also voiced their support for the North Path Alternative as shown in Attachment 4.

Along Segments 1 and 3, the North Path Alternative creates more private property and environmental impacts than the South Path Alternative, however, because the North Path Alternative provides better direct access to trip generators and less impact to traffic at the I-90 ramps, the steering committee determined better access and less impact to I-90 outweighs the negative impacts. A consensus was reached to proceed with a continuous North Path Alternative as shown in Attachment 5.

Following the selection of the North Path Alternative an additional alternative analysis was necessary to determine the preferred alternative for crossing I-90.

5. EVALUATION OF ALTERNATIVES FOR THE CROSSING OF I-90 TOLLWAY

Two main alternatives were identified to evaluate the crossing of I-90:

- Alternative 1: Widen the existing bridge over I-90 (IDOT Structure Number 101-9943).
- Alternative 2: Construct a separate pedestrian bridge.

For each alternative considered, this study assumes a 10-foot path width and widening to a 14-foot clear width across the structure. Horizontal and vertical clearances are based on Illinois Tollway guidelines where applicable. Abutment locations are assumed to be in line with the existing abutments, which are outside the clear zone of I-90. Structure-mounted pedestrian lighting is included for both Alternatives – an option that is assumed will be studied during Phase I engineering along with roadway lighting.

For each alternative, primary work items were identified to construct the proposed alternative. While construction of the multi-use path would have limited impact to traffic, the impacts of constructing a crossing of I-90 require more detailed evaluation. Impacts to traffic and maintenance of traffic plans were identified for each alternative, and are detailed below.

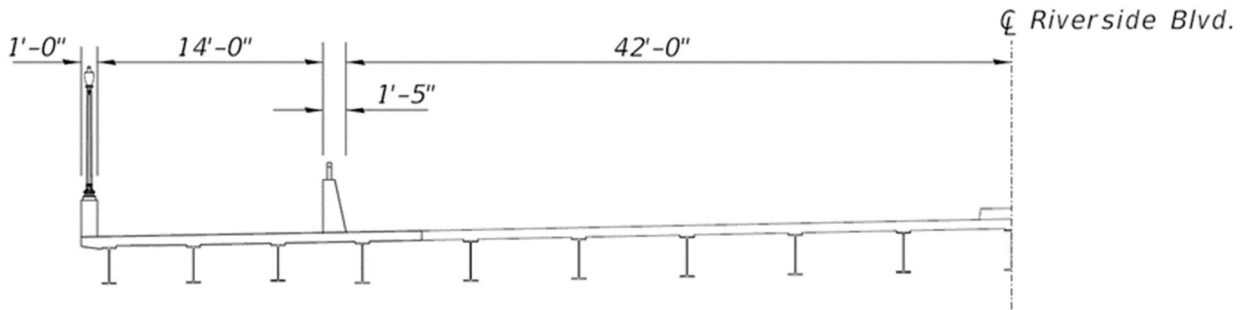
5.1 **Alternative 1 – Widen Bridge (S.N. 101-9943)**

Alternative 1 would involve the following primary work items:

- Removal of the existing north parapet and a portion of the bridge deck
- Removal of a section of median barrier along I-90
- Removal and replacement of the raised median along Riverside Blvd.
- Extension of the existing bridge pier and both abutments, including similar pile foundations
- Addition of three new beams (27" web plate girders assumed; to be verified during preliminary design)
- Widening of the bridge deck
- Construction of a new single-face barrier to separate the trail from highway traffic
- Construction of a new concrete parapet along the north side of the bridge, with pedestrian railing and lighting attached
- Widening of the approach embankment and construction of a 10-foot wide path approximately 6 feet behind the guardrail

Figure 11 shows a typical section of Alternative 1.

FIGURE 11
Alternative 1 Typical Section



Short-term closures of the outside westbound lane along Riverside Boulevard would be required for portions of the grading and pavement work, material delivery, and other miscellaneous work.

Along I-90, long-term shoulder closures would be required in both directions for construction of the bridge pier. Short-term shoulder closures would be required for construction of new concrete slope walls, guardrail removal and replacement, and a portion of the grading. Full overnight closures would be required for installation of the pedestrian bridge spans.

The preliminary estimate of cost for Alternative 1 is \$3,196,000. A detailed breakdown of the estimate of cost is shown in Attachment 6.

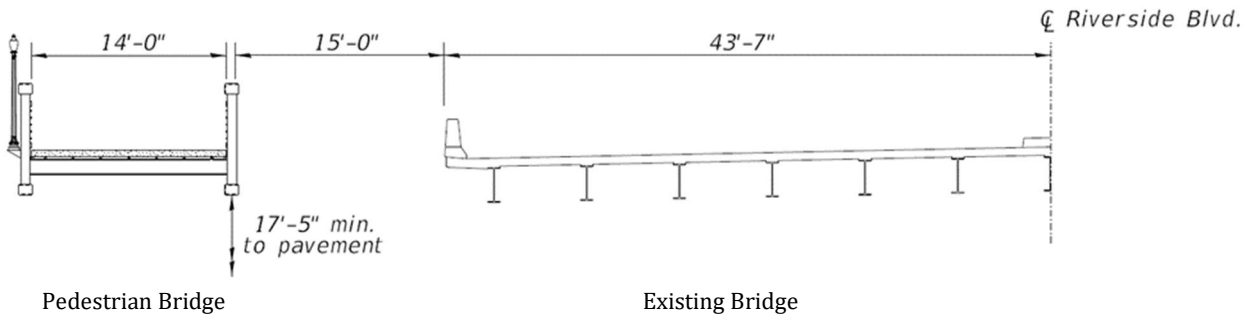
5.2 Alternative 2 – Separate Pedestrian Bridge

Alternative 2 would involve the following primary work items:

- Removal of a section of median barrier along I-90
- Construction of a new median pier and two new abutments
- Installation of a two-span prefabricated pedestrian truss structure, with attached pedestrian lighting
- Widening of the approach embankment and construction of a 10-foot wide path, with alignment designed to provide a 15-foot separation between the new and existing bridges
- Construction of retaining walls along the north side of the widened embankment

Figure 12 shows a typical section of Alternative 2.

FIGURE 12

Alternative 2 Typical Section

Short-term closures of the outside westbound lane along Riverside Boulevard would be required for portions of the grading and pavement work, material delivery, and other miscellaneous work.

Along I-90, long-term shoulder closures would be required in both directions for construction of the bridge pier. Short-term shoulder closures would be required for construction of new concrete slope walls, guardrail removal and replacement, and a portion of the grading. Full overnight closures would be required for installation of the pedestrian bridge spans.

The preliminary estimate of cost for Alternative 2 is \$2,969,000. A detailed breakdown of the estimate of cost is shown in Attachment 6.

5.3 Alternative 3 – Crossing North of Riverside Boulevard

At the November 10, 2022, Steering Committee Meeting, representatives from Loves Park requested that a preliminary review of a third crossing be evaluated, located approximately one quarter mile north of Riverside Boulevard between Rock Valley Parkway and a green space east of I-90. The assumed path alignment would extend from the east end of Rock Valley Parkway and cross I-90 at an approximately 15-degree skew, as shown in Figure 13.

FIGURE 13
Alternative 3 Location Map



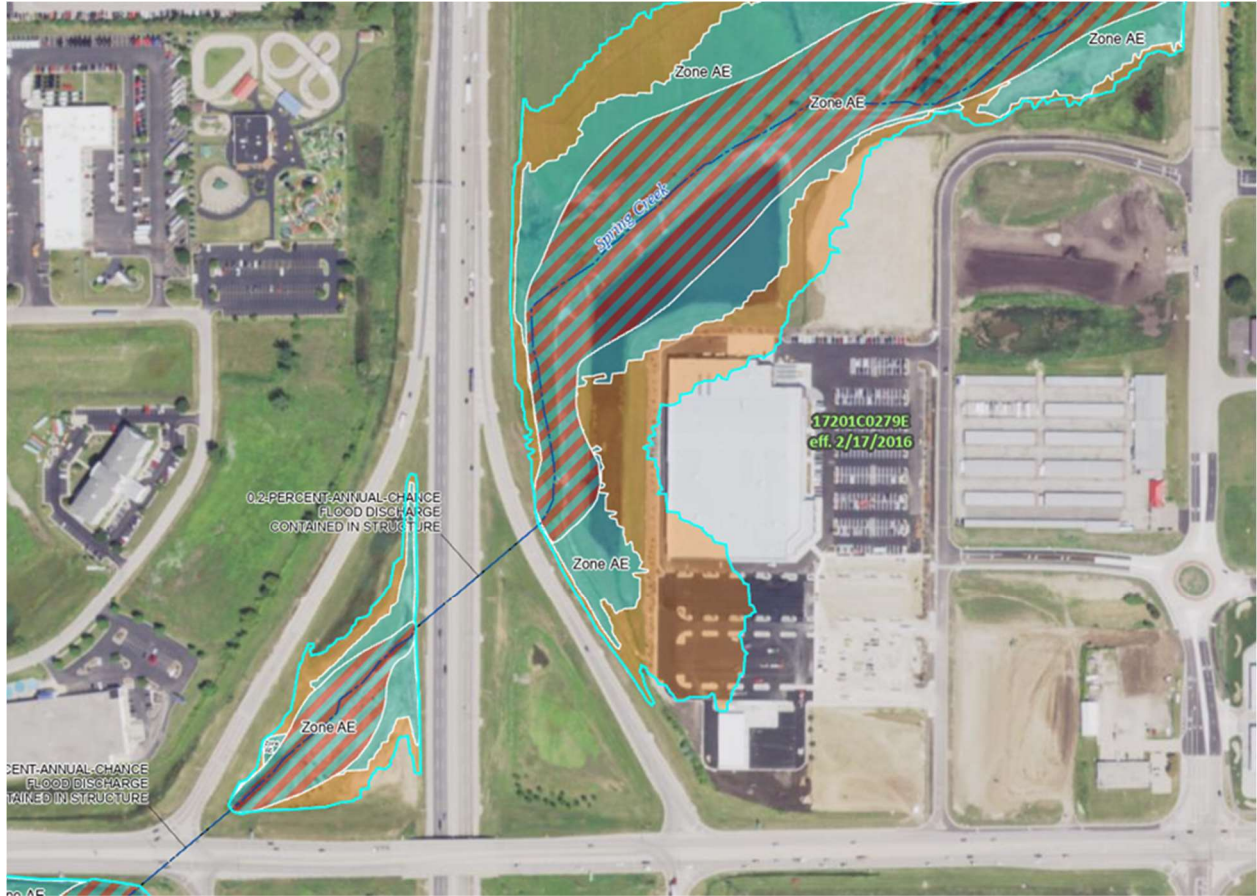
ISTHA was approached with Alternative 3 and is not opposed to the location. Several factors were noted that would require further analysis to proceed with Alternative 3 as the preferred alternative and are detailed in Attachment 4. This further analysis has not been evaluated as part of this study.

Alternative 3 would require the North Path Alternative to be modified between Bell School Road and Interstate Boulevard (Segment 2). West of I-90, the path would continue north along Bell School Road and then east along Rock Valley Parkway to the crossing. East of I-90, a path alignment would need to be developed from the crossing heading east toward Interstate Boulevard and then south along Interstate Boulevard to Riverside Boulevard.

Potential path alignments for the Alternative 3 crossing were not evaluated as part of this study. Spring Creek and its associated floodway and floodplain are located east of the Alternative 3 crossing. Any impacts to Spring Creek would require substantial hydraulic evaluation and require compensatory storage mitigation. The Steering Committee met on February 17, 2023 and it was determined that Alternative 3 should be evaluated further in a Phase 1 Study.

Figure 14 shows the Flood Insurance Rate Map to illustrate the potential environmental impacts of Alternative 3.

FIGURE 14
Flood Insurance Rate Map at Alternative 3



6. CROSSING I-90 TOLLWAY ALTERNATIVE SELECTION

It is recommended that all three Alternatives be evaluated in a more detailed Phase 1 Engineering Study to determine the preferred crossing of I-90. While both alternatives have similarities in cost and impacts, an initial evaluation based on information available shows that Alternative 2 (separated pedestrian bridge) appears to have several advantages over Alternative 1, including:

- Reduced construction cost (approx. 8% lower than Alt. 1)
- Reduced traffic impacts on both Riverside Blvd. and I-90
- Reduced construction duration
- Increased offset improves user safety and allows for future modifications of the mainline bridge

A Phase 1 Engineering Study should be conducted to confirm Alternative 2 is the preferred alternative.

7. COST ESTIMATE

A preliminary cost estimate has been prepared for both the North Path Alternative with Alternative 1 Crossing and the North Path Alternative with Alternative 2 Crossing. The detailed estimate of cost is shown in Attachment 6 and includes land acquisition costs and engineering costs. A detailed breakdown of the land acquisition areas and cost is provided in Attachment 7. The overall preliminary estimate of construction cost is:

- North Path Alternative with Alternative 1 Bridge: \$6,854,000.
- North Path Alternative with Alternative 2 Bridge: \$6,690,000.

8. RECOMMENDATIONS AND NEXT STEPS

The results of this study should be shared with the Illinois State Toll Highway Authority (ISTHA) for their review and concurrence. Winnebago County, the City of Loves Park, and ISTHA will then need to generate a new Letter of Understanding and Intergovernmental Agreement (IGA) to modify the current versions that were generated in 2007.

A Phase 1 Study should be initiated following the conclusion of this study to further develop the North Path Alternative and evaluate the Alternative 1, 2, and 3 crossings. Both roadway and bridge lighting should be evaluated in the Phase 1 Study. Winnebago County will be the lead agency. It is recommended that the Region 1 Planning Council remain engaged with the project and provide potential funding opportunities during Phase 1 Engineering. A project schedule should be developed early in Phase 1 once funding has been determined.

Attachment 1

Location Map

Location Map



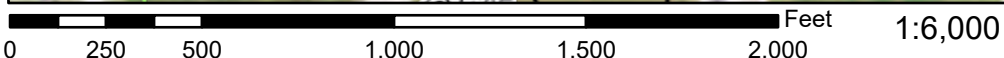
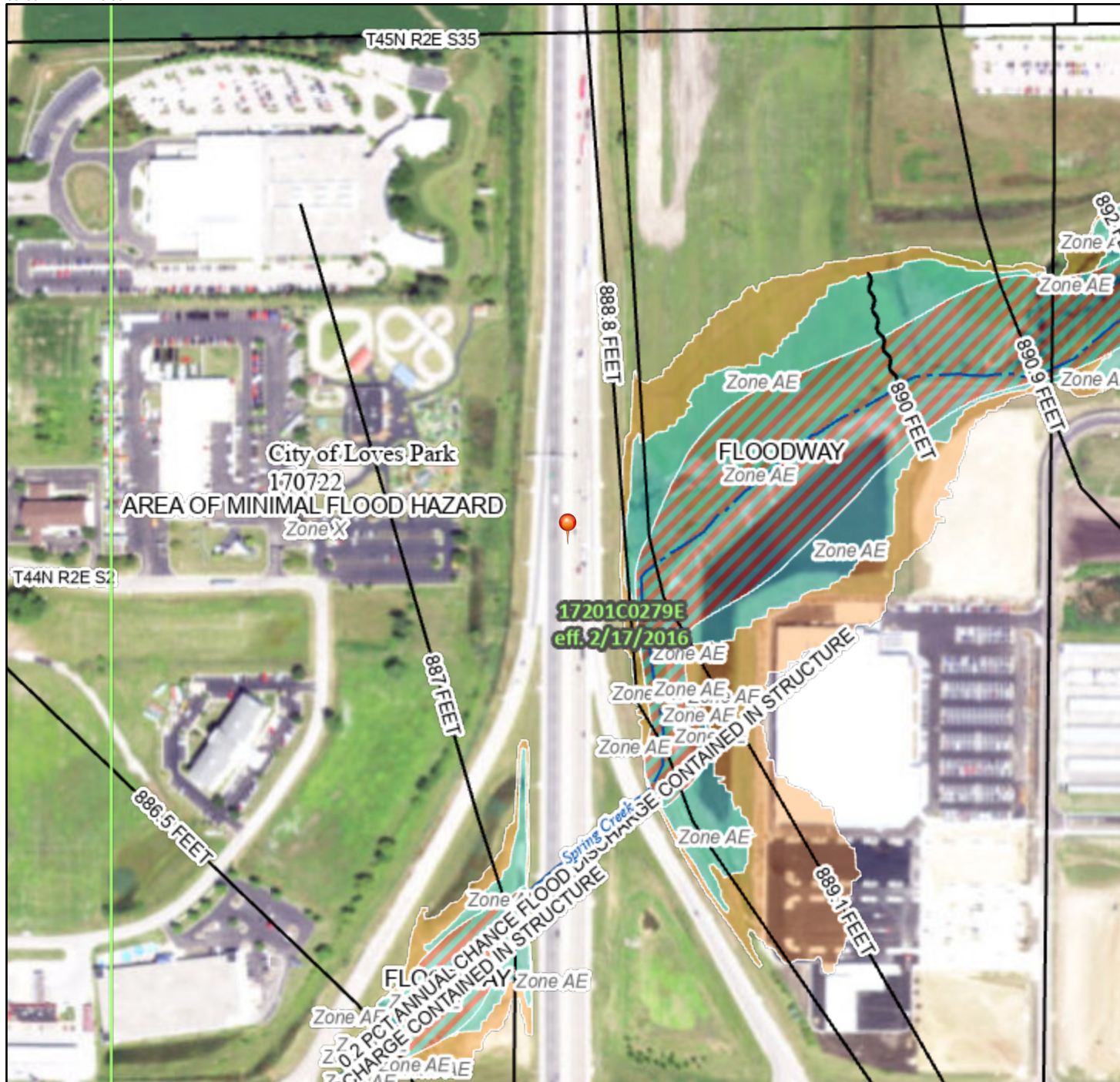
Attachment 2

Flood Rate Insurance Maps

National Flood Hazard Layer FIRMette



88°58'11"W 42°19'36"N



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

<p>SPECIAL FLOOD HAZARD AREAS</p>	<p>Without Base Flood Elevation (BFE) Zone A, V, A99</p> <p>With BFE or Depth Zone AE, AO, AH, VE, AR</p> <p>Regulatory Floodway</p>
<p>OTHER AREAS OF FLOOD HAZARD</p>	<p>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</p> <p>Future Conditions 1% Annual Chance Flood Hazard Zone X</p> <p>Area with Reduced Flood Risk due to Levee. See Notes. Zone X</p> <p>Area with Flood Risk due to Levee Zone D</p>
<p>OTHER AREAS</p>	<p>NO SCREEN Area of Minimal Flood Hazard Zone X</p> <p>Effective LOMRs</p> <p>Area of Undetermined Flood Hazard Zone D</p>
<p>GENERAL STRUCTURES</p>	<p>Channel, Culvert, or Storm Sewer</p> <p>Levee, Dike, or Floodwall</p>
<p>OTHER FEATURES</p>	<p>Cross Sections with 1% Annual Chance Water Surface Elevation</p> <p>Coastal Transect</p> <p>Base Flood Elevation Line (BFE)</p> <p>Limit of Study</p> <p>Jurisdiction Boundary</p> <p>Coastal Transect Baseline</p> <p>Profile Baseline</p> <p>Hydrographic Feature</p>
<p>MAP PANELS</p>	<p>Digital Data Available</p> <p>No Digital Data Available</p> <p>Unmapped</p>

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

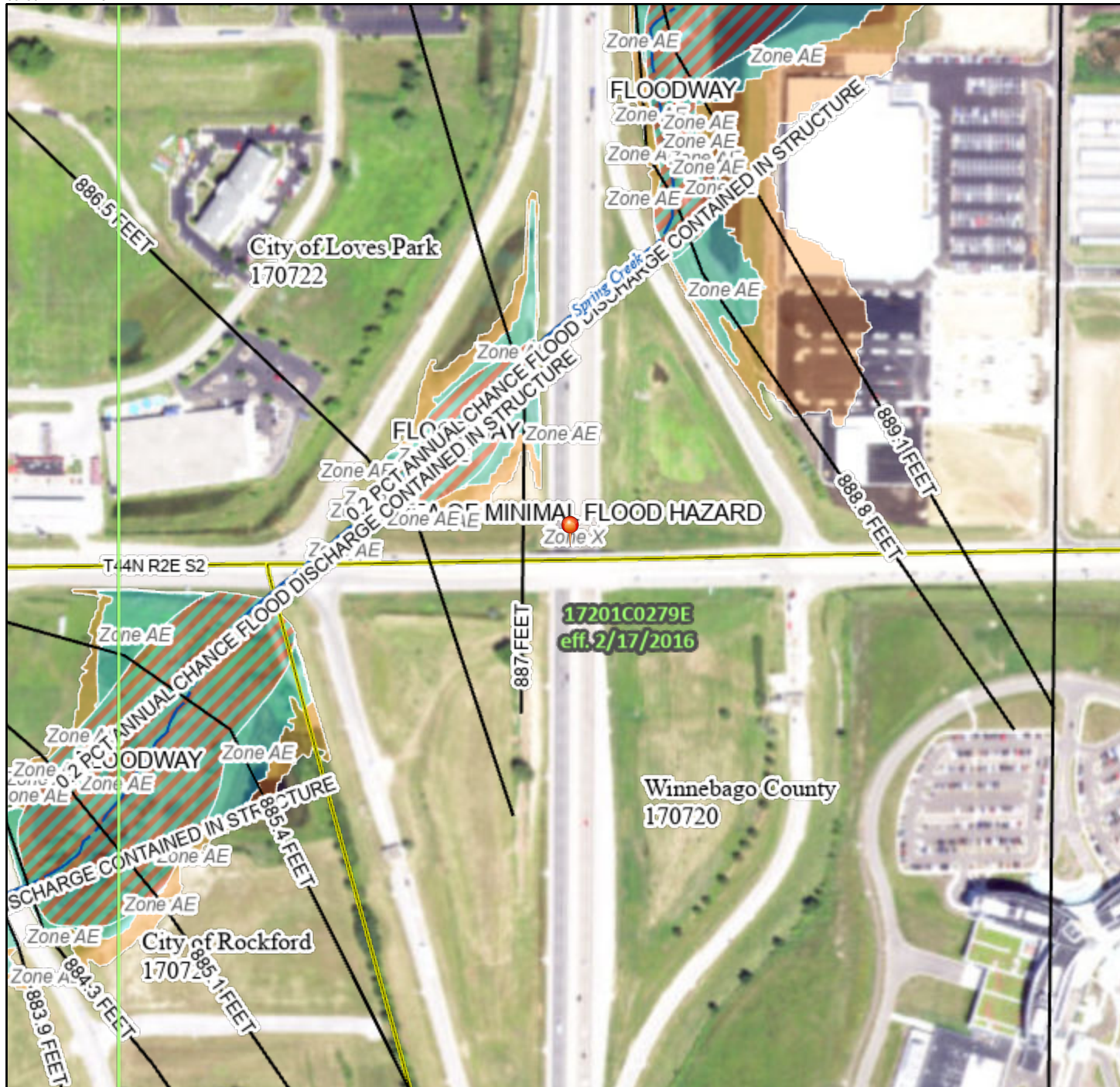
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 1/25/2023 at 10:53 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by 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.

National Flood Hazard Layer FIRMette



88°58'11"W 42°19'22"N



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
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall

OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 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

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88°57'34"W 42°18'56"N

Attachment 3

Alternatives Evaluation Summary



Riverside Boulevard Multi-Use Path Alternatives

Steering Committee

Project Limits



Segment 1
Perryville Road to Bell School Road

Segment 2
Bell School Road to Interstate Blvd

Segment 3
Interstate Blvd to Paladin Pkwy

Impacts Evaluated

Impact	Description
Drainage	<ul style="list-style-type: none">-Filling of existing ditches-Fill in the Floodway and/or Floodplain-Wetland impacts
Utilities	<ul style="list-style-type: none">-Traffic signals-Aerial poles-Water distribution (fire hydrants, etc.)
Land Acquisition	<ul style="list-style-type: none">-Proposed right-of-way-Temporary Easements-Property Impacts<ul style="list-style-type: none">-Commercial sign relocation-Parking lot reconfiguration or loss of stalls

Segment 1 - Perryville Road to Bell School Road



Perryville Rd

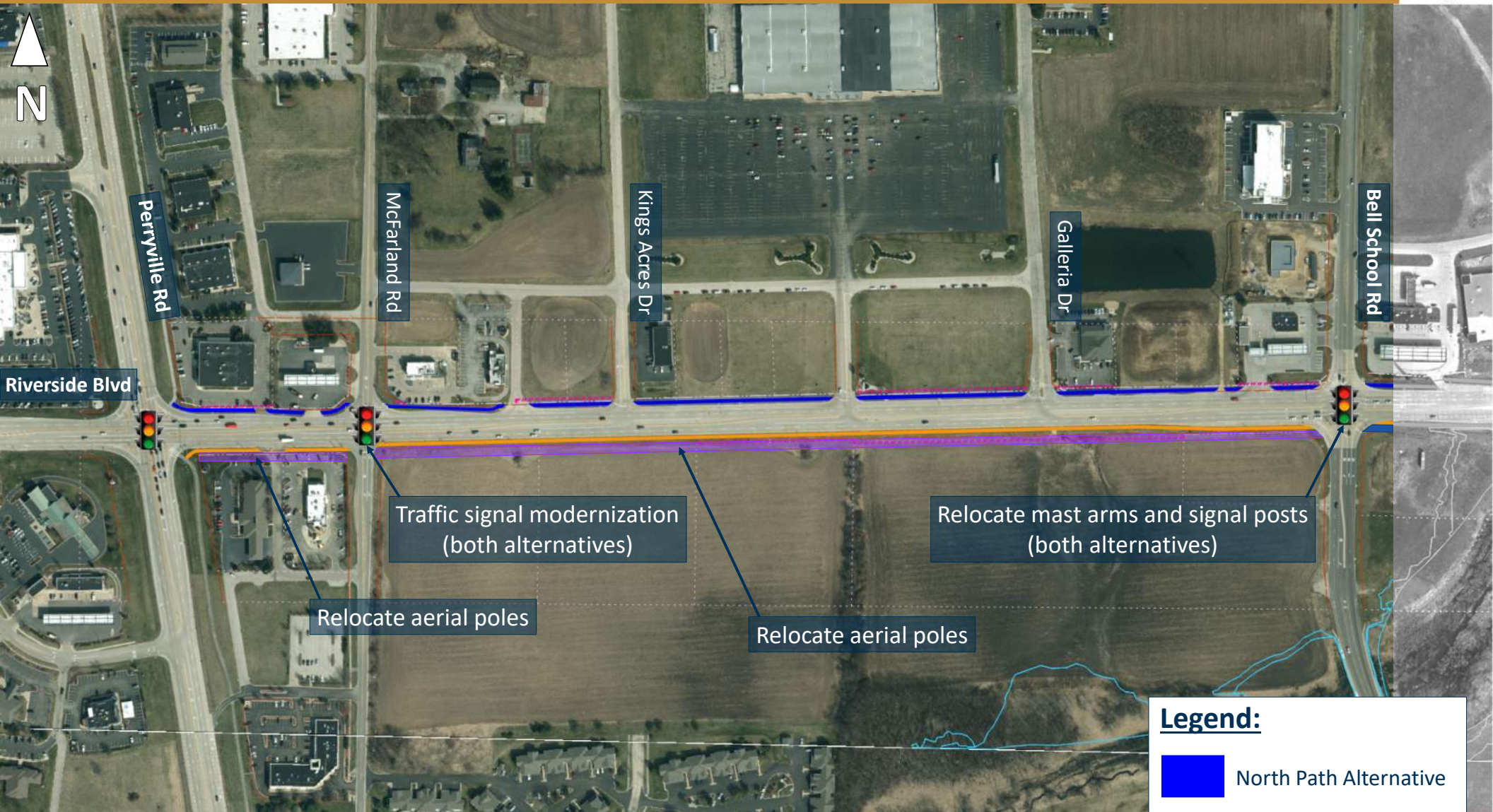
Bell School Rd

Interstate Blvd



Paladin Pkwy

Segment 1
Perryville Road to Bell School Road

Segment 1 – Drainage and Utility Impacts



Legend:

-  North Path Alternative
-  South Path Alternative

Segment 1 - Right-of-Way Impacts



Legend:

- Existing Right-of-Way
- Property Lines
- Proposed Temporary Easement
- Proposed Right-of-Way

Segment 1 - Impacts Summary



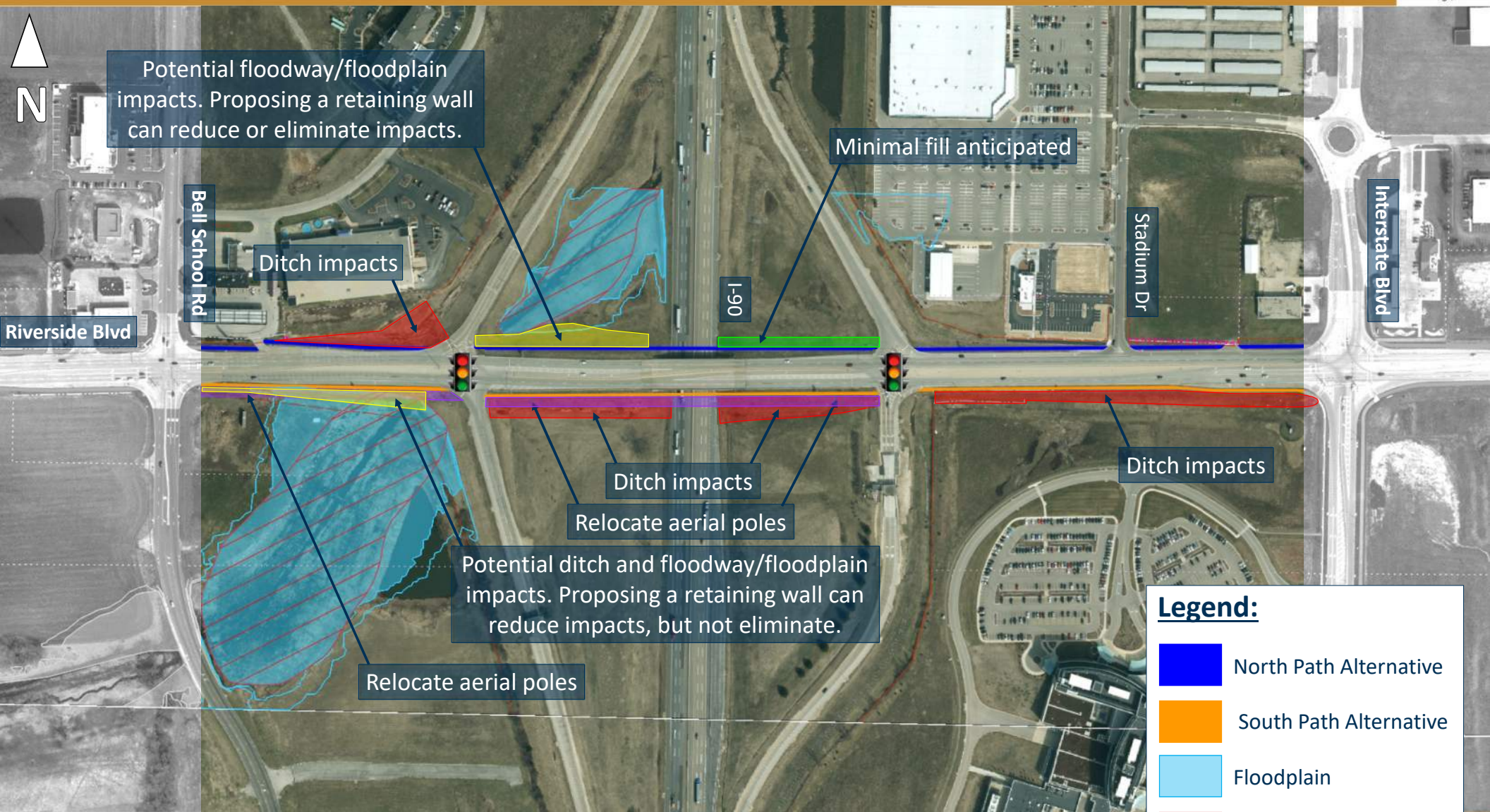
Impact	North Side	South Side
Impacts to Property	-2 potential parking lots impacted. -3 commercial signs impacted.	-1 potential parking lot impacted. -No commercial signs impacted.
Utilities	-Minimal impacts.	-Aerial pole relocations required.
Land Acquisition Proposed ROW	-15 parcels	-3 parcels
Land Acquisition Temp Easement Only	-0 parcels	-2 parcels
Drainage Impacts	-Minimal	-Minimal

Segment 2 - Bell School Road to Interstate Blvd



Segment 2
Bell School Road to Interstate Blvd

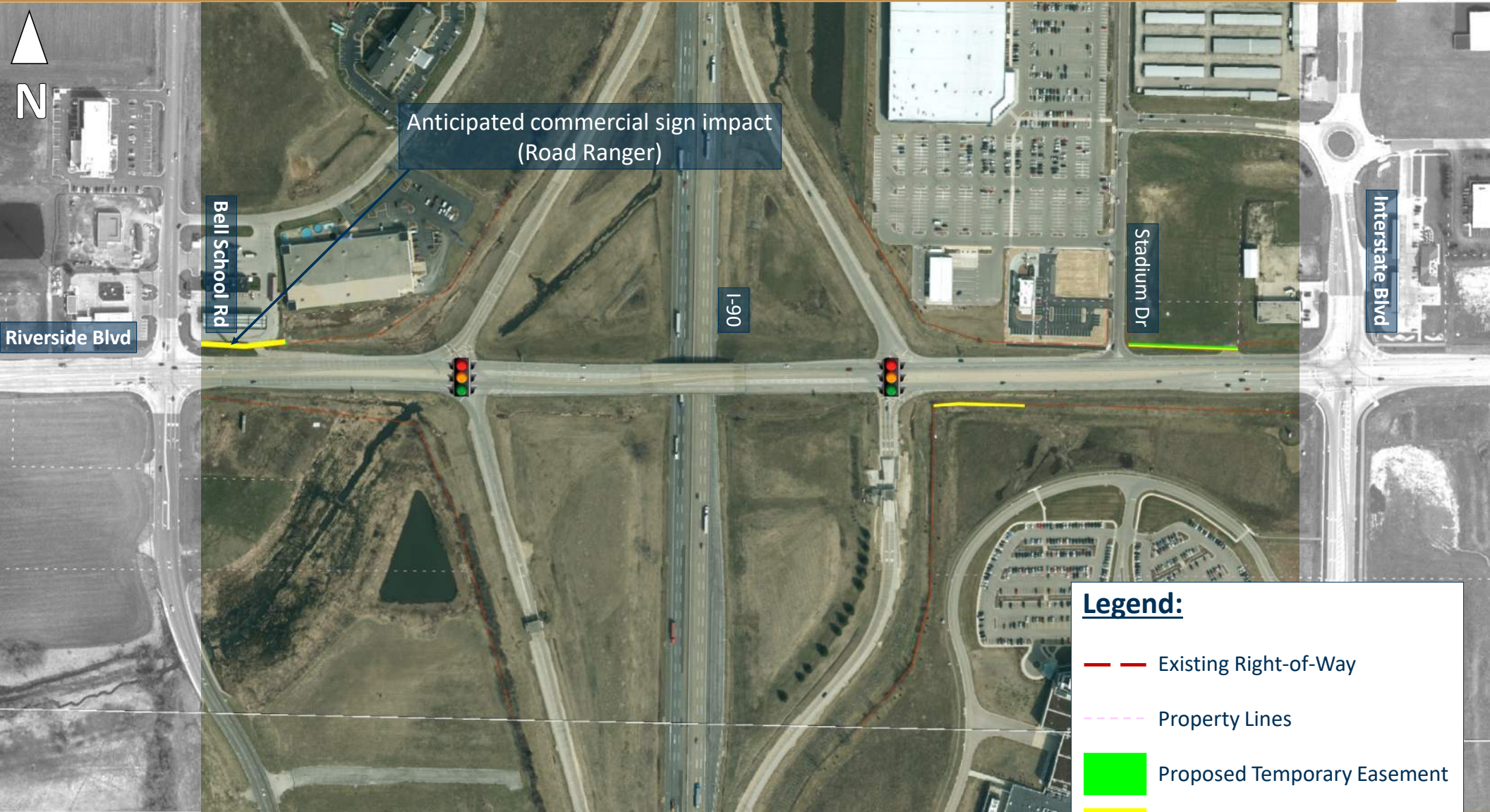
Segment 2 - Drainage and Utility Impacts



Legend:

- North Path Alternative
- South Path Alternative
- Floodplain
- Floodway

Segment 2 – Right-of-Way Impacts



Legend:

- Existing Right-of-Way
- Property Lines
- Proposed Temporary Easement
- Proposed Right-of-Way

Segment 2 - Impacts Summary



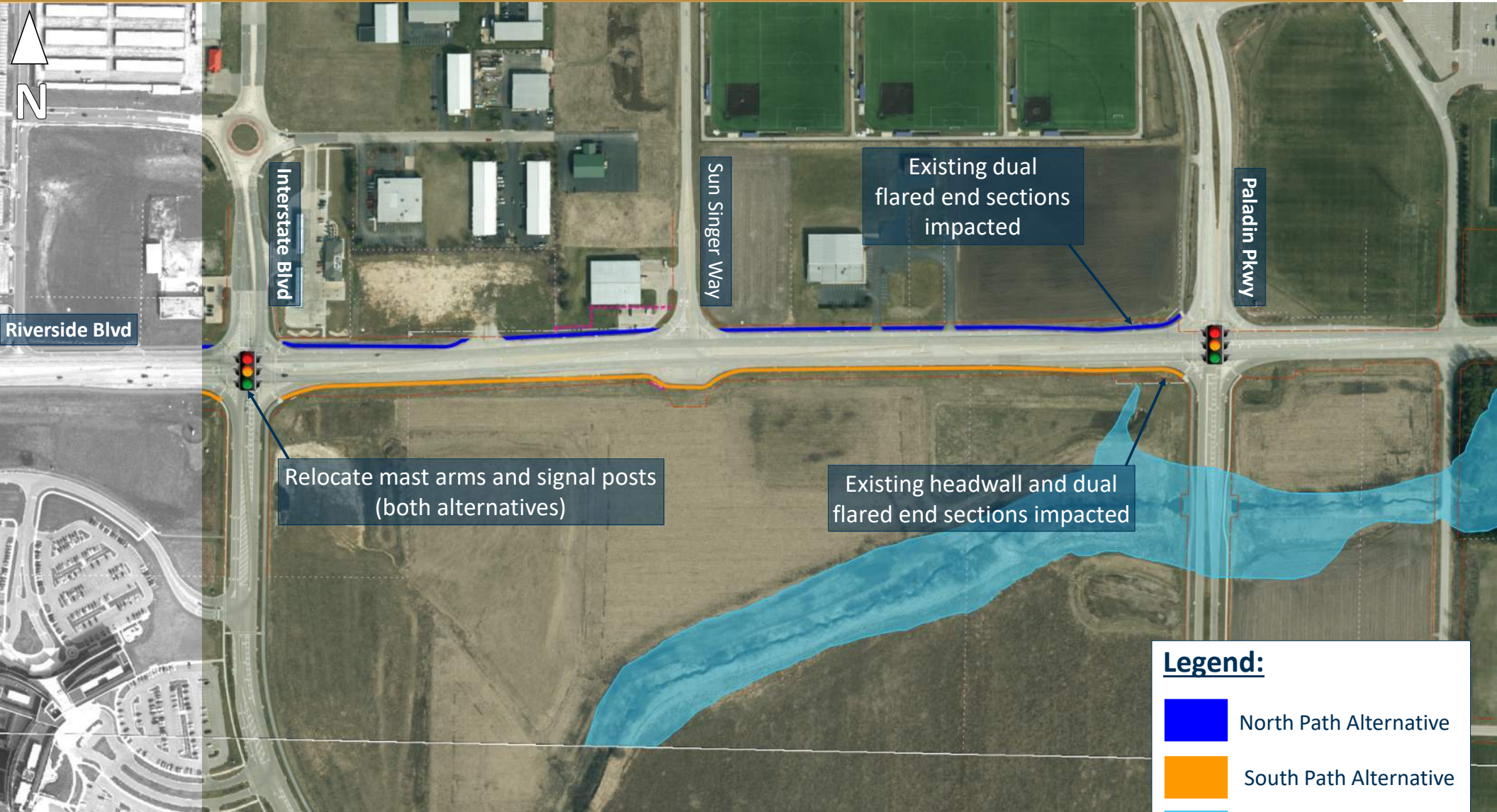
Impact	North Side	South Side
Impacts to Property	-1 commercial sign impacted.	-Minimal impacts.
Utilities	-Minimal impacts.	-Aerial pole relocations required.
Land Acquisition Proposed ROW	-2 parcels	-1 parcel
Land Acquisition Temp Easement Only	-0 parcels	-0 parcels
Drainage Impacts	-Minimal to no Floodway / Floodplain impacts. -Minor ditch regrading. -No impacts to cross culvert.	-Significant Floodway / Floodplain impacts. -Significant ditch regrading. -Retaining wall necessary to avoid impacting cross culvert.

Segment 3 - Interstate Blvd to Paladin Pkwy



Segment 3
Interstate Blvd to Paladin Pkwy

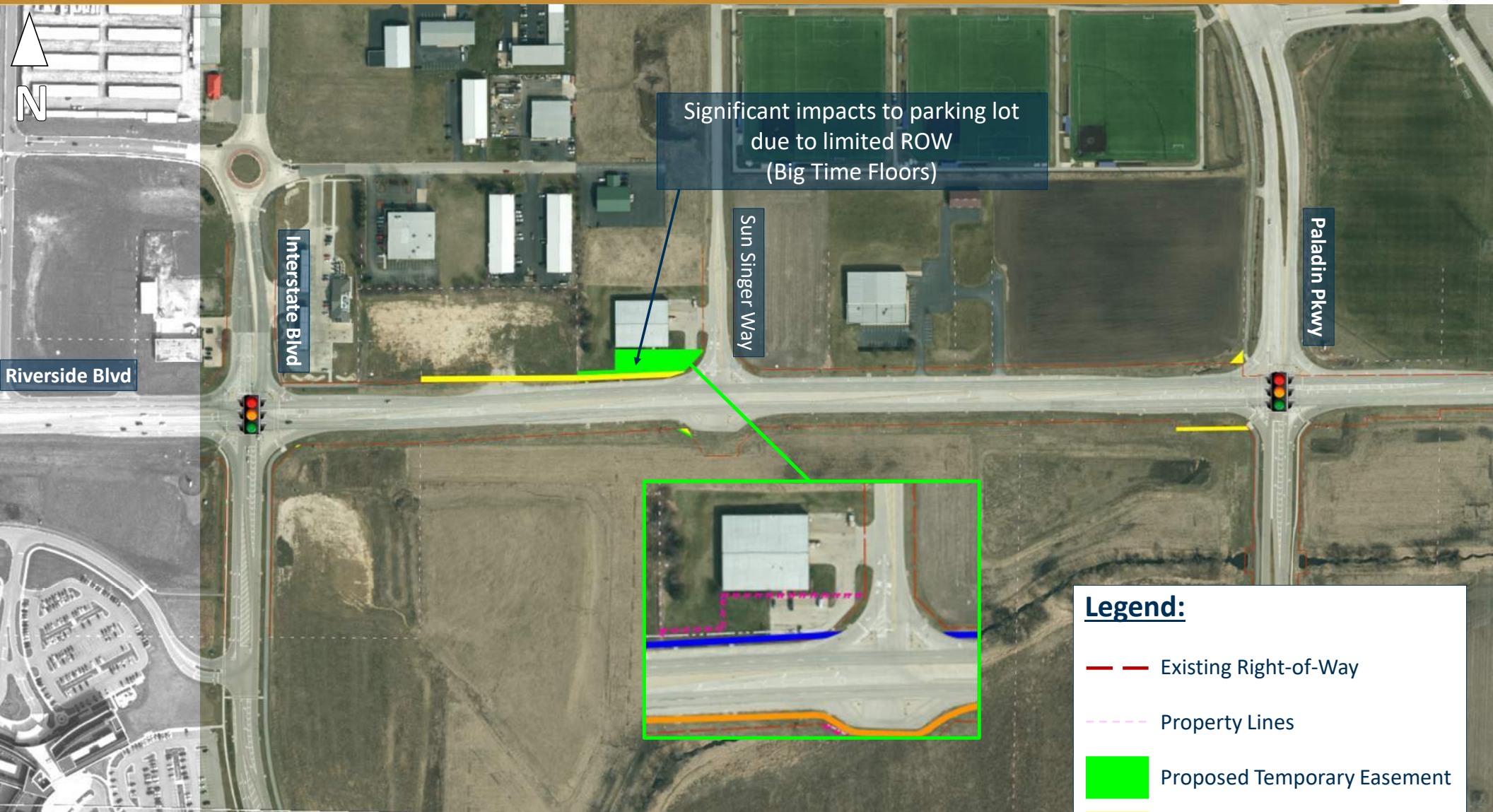
Segment 3 - Drainage and Utility Impacts



Legend:

- North Path Alternative
- South Path Alternative
- Floodplain

Segment 3 – Right-of-Way Impacts



Significant impacts to parking lot due to limited ROW (Big Time Floors)

Interstate Blvd

Sun Singer Way

Paladin Pkwy

Riverside Blvd

Legend:

- Existing Right-of-Way
- Property Lines
- Proposed Temporary Easement
- Proposed Right-of-Way

Segment 3 - Impacts Summary



Impact	North Side	South Side
Impacts to Property	-Significant impact to 1 commercial parking lot. Parking lot reconfiguration anticipated. -1 commercial sign impacted.	-Minimal impacts.
Utilities	-Minimal impacts.	-Minimal impacts.
Land Acquisition Proposed ROW	-3 parcels	-3 parcels
Land Acquisition Temp Easement Only	-0 parcels	-0 parcels
Drainage Impacts	-Cross culvert dual flared end section impacts.	-Cross culvert headwall and dual flared end section impacts.

Attachment 4

Illinois State Toll Highway Authority Coordination

Adam M. Woods

From: Guerriero II, Henry <hguerriero@getipass.com>
Sent: Monday, January 9, 2023 7:27 AM
To: Adam M. Woods
Cc: Zuccherro, Rocco; Lintner, Adam; Valentino, Michael
Subject: Re: from R1 re: Riverside Path Feasibility Study

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Adam Woods,

Illinois Tollway - Planning is not opposed to a new Rockford region pedestrian structure as indicated by the provided design plans for the new pedestrian bridge over the Tristate just north of 47th Street. However, the Illinois Tollway is a large organization with multiple individuals representing our interests. Feel free to let me coordinate internally contrary feedback.

At the new proposed location span lengths required to stay out of the clear zones will be significant. With ramp maneuvers occurring to join the highway mainline, the outside bridge abutments would have to be placed beyond the clear zones. Please note the Illinois Tollway does not round off clear zones at 30 feet like IDOT.

Assuming a median pier, shoulder width reduction is anticipated but should be minimized.

Under a permit process the requesting entity is entirely responsible. If your client is seeking mutual financial and physical responsibility of an Intergovernmental Government Agreement (IGA) there are additional elements for parties to develop. The Illinois Tollway always requests local governments negotiate with benefited and impact landowners for right-of-way. Price will not be determined but Rockford R1 should gauge receptiveness of landowners for a path connecting Rock Valley Parkway to Stadium Drive north of Costco.

Assuming Baxter and Woodman is responsible for technical aspects of the feasibility study, to the extent your budget permits please advise your client and the Illinois Tollway of construction and a concept of maintenance life cycle costs comparing the new location to that of a structure adjacent to Riverside Boulevard with ramp crosswalks.

If an IGA eventually moves forward we will delineate additional responsibilities, such as it will be infeasible for the Illinois Tollway to undertake snow and ice removal from this path under any project scenario. Rockford R1 should consider winter maintenance concepts ranging from: signed for no winter maintenance, maintenance by local benefited entities such as Costco or the sports complex at their cost, or local government winter maintenance. Additionally, structural inspections, long term path and structure maintenance, and eventual bridge removal responsibilities all need to be delineated.

In summary, the Illinois Tollway is not opposed to the identified location nor the project. Rather a feasibly level bullet point identification of items and costs should be generated for policy consideration.

Thank you sincerely and we look forward to a continued conversation on this interesting project.

Henry Guerriero
Illinois Tollway Planning

From: Adam M. Woods <awoods@baxterwoodman.com>
Sent: Friday, January 6, 2023 12:46 PM
To: Guerriero II, Henry <hguerriero@getipass.com>
Cc: Zuccherro, Rocco <rzuccher@getipass.com>; Lintner, Adam <alintner@getipass.com>; Valentino, Michael <MValentino@getipass.com>
Subject: RE: from R1 re: Riverside Path Feasibility Study

Henry,

We are finalizing our draft feasibility study based upon the information that you have provided and there is an item that was brought up by Loves Park that I would like to receive your input on. This feasibility Study is focused with a proposed bike path that crosses I-90 along Riverside Blvd. Are there any Tollway standard practices that would rule out a crossing north or south of Riverside Blvd? I have attached an example that was brought up of a potential crossing. This location would avoid at grade crossings along the ramps but would require a proposed pedestrian bridge roughly 1,400 feet north of the existing Riverside Blvd. bridge. The Region 1 Planning Council and Winnebago County had been under the impression that the Tollway would not be receptive to a new structure location.

Thank you,
Adam



Adam Woods, PE
Assistant Department Manager
Transportation Group



direct: 815.444.3303 mobile: 630.253.8212
awoods@baxterwoodman.com
baxterwoodman.com
8430 W Bryn Mawr Ave., Suite 400
Chicago, IL 60631

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From: Guerriero II, Henry <hguerriero@getipass.com>
Sent: Tuesday, November 22, 2022 9:57 AM
To: Adam M. Woods <awoods@baxterwoodman.com>
Cc: Zuccherro, Rocco <rzuccher@getipass.com>; Lintner, Adam <alintner@getipass.com>; Valentino, Michael <MValentino@getipass.com>
Subject: RE: from R1 re: Riverside Path Feasibility Study

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Adam Woods;

For the proposed pedestrian structure over the Jane Addams Tollway along or adjacent to Riverside Boulevard in Winnebago County and City of Loves Park, following are responses to your questions.

1. Is there a required horizontal separation for a separated pedestrian structure from the existing bridge? The Riverside Boulevard bridge over I-90 was constructed in 2010 and was designed with the intent to accommodate additional future left turn lanes. Baxter & Woodman was on the Phase 2 design team.

Illinois Tollway design criteria does not provide a minimum separation for this specific scenario. Best practice is to provide enough separation, nominally 15 feet or more, to allow performance of bridge inspection and minor repair using a person lift. If it were determined the new closely spaced pedestrian structure could impact the substructure of the existing bridge the new bridge would need to be aligned outside the impact footprint, potentially greater than 15 feet.

2. Could the I-90 median be utilized for a pier for the separated pedestrian bridge? ==

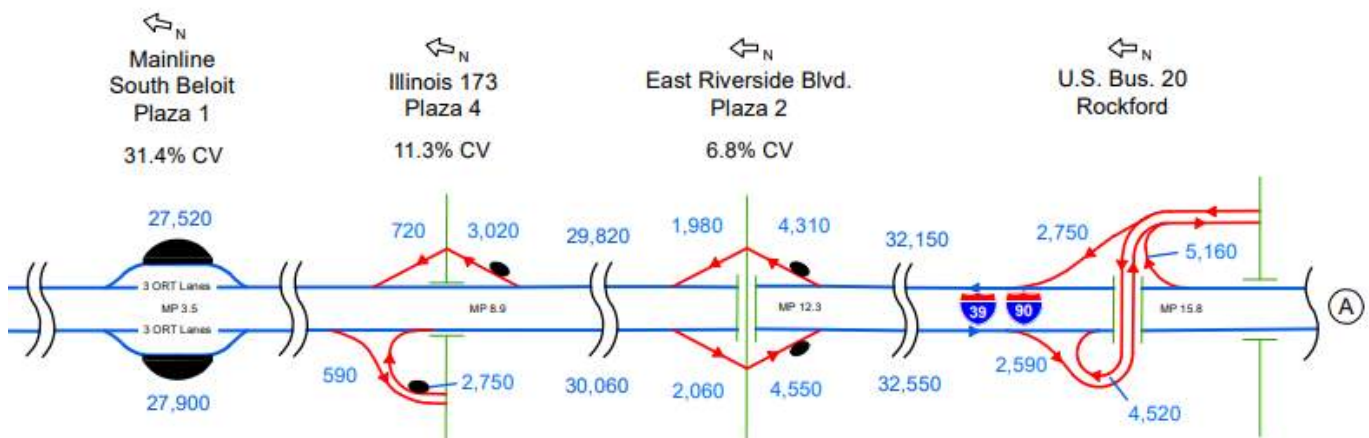
A median pier is acceptable with an abutment offset. Two 125-130' spans could be ideal with the median pier.

3. The proposed path will be crossing the existing I-90 ramps at grade. We are still analyzing north side vs south side alternatives but are there any specific constraints or design criteria we should be aware of when laying out the crossings?

The south ramps experience more than double the north ramp vehicle traffic. Pedestrian trip generators include the hotels and Volcano Falls Adventure Park to the northwest, and, the sports facilities across the highway to the northeast. Hospital pedestrian trips south of Riverside Boulevard have a marked and pedestrian signaled crosswalk at Interstate Boulevard. These items together suggest a north side alignment along Riverside Boulevard.

2021 Annual Average Daily Traffic

On Jane Addams Memorial Tollway, from Rockton Road to Illinois 23 (Plaza 7A)



Ref: [2021Traffic_Data_Report.pdf \(illinoisvirtualtollway.com\)](#)

Stearns School Road over the Tri-State Tollway is a recent example of path accommodation on the main bridge structure. A new separate pedestrian structure over I-294 along 47th Street is set to open next Friday. See links below, particularly the design documents in the shared Egnyte folder. Additionally, 127th Street over the Veterans Memorial Tollway, I-355, has marked ADA complaint crosswalks. But note there has been critique at this location of the lack of a vehicle barrier between the travel lanes of 127th Steet and the bridge sidewalk, and, further critique of the relatively low pedestrian barrier to the highway below. Neither of these issues are present on the Stearns School bridge. Thus consider the engineering and architectural elements the two recent projects, Stearns School road and 47th Street, along with industry best practice for crosswalks traversing diamond interchange highway ramps. Ensure concept design concurrence of Engineers from the local jurisdictions of Winnebago County and Loves Park; the County having jurisdiction of Riverside Boulevard.

[https://iltollwaygis.egnyte.com/fl/qCwHjg6EVm/Ped_Bridge_Contract_I-294 - Google Maps](https://iltollwaygis.egnyte.com/fl/qCwHjg6EVm/Ped_Bridge_Contract_I-294_-_Google_Maps)
[16210 Stearns School Rd - Google Maps](#)
[Lemont, Illinois - Google Maps](#)

Well regards on this project concept phase.

Sincerely,
Henry Guerriero
Planning Department, Illinois Tollway

From: Adam M. Woods <awoods@baxterwoodman.com>
Sent: Monday, November 07, 2022 8:34 PM
To: Guerriero II, Henry <hguerriero@getipass.com>
Subject: FW: from R1 re: Riverside Path Feasibility Study
Importance: High

Good Evening Henry,

My name is Adam Woods and we are preparing a feasibility study for a proposed bike path along Riverside Boulevard in Winnebago County on behalf of the Region 1 Planning Council (location attached). The path will cross I-90 and we are looking at alternatives to either widen the existing bridge or construct a separated pedestrian structure to convey pedestrians over I-90. We have begun laying out some alternatives and identifying constraints and before finalizing we wanted to reach out for any input, requirements, and preferences that the Tollway would have when it comes to the widening vs separated structure alternatives? I have also listed some specific questions we have regarding the alternatives.

The goal of the Feasibility Study is to determine whether a formal Phase 1 Study should be pursued.

Questions:

1. Is there a required horizontal separation for a separated pedestrian structure from the existing bridge? The Riverside Boulevard bridge over I-90 was constructed in 2010 and was designed with the intent to accommodate additional future left turn lanes. Baxter & Woodman was on the Phase 2 design team.
2. Could the I-90 median be utilized for a pier for the separated pedestrian bridge?
3. The proposed path will be crossing the existing I-90 ramps at grade. We are still analyzing north side vs south side alternatives but are there any specific constraints or design criteria we should be aware of when laying out the crossings?

Thank you,
Adam

From: Eric Tison <ETison@r1planning.org>
Sent: Friday, November 4, 2022 3:03 PM
To: Adam M. Woods <awoods@baxterwoodman.com>
Cc: Jason J. Fluhr <jfluhr@baxterwoodman.com>
Subject: FW: from R1 re: Riverside Path Feasibility Study
Importance: High

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Adam and Jason,
In an effort to assist, I was able to connect with R1's contact at the Tollway, Henry Guerriero.
Please see the message and info below, as well as the attached and take care to follow up with Henry.
He indicates that he is in a very good position to provide feedback for Tollway-related project in this area.

Eric



Eric Tison
Project Coordinator
A 127 N Wyman St, Suite 100 | Rockford, Illinois 61101
P 815-319-4195 W r1planning.org

From: Guerriero II, Henry [<mailto:hguerriero@getipass.com>]
Sent: Friday, November 4, 2022 2:54 PM
To: Eric Tison <ETison@r1planning.org>
Cc: Sydney Turner <STurner@r1planning.org>; Zuccheri, Rocco <rzuccher@getipass.com>
Subject: Re: from R1 re: Riverside Path Feasibility Study

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Eric,

For the feasibility study of a pedestrian and bicycle path along Riverside Boulevard over the Jane Addams Tollway, I-90, I am the best point of contact within the agency. I am well familiar with the area and Illinois Tollway processes that would bring such a project to fruition. A feasible project moving forward will likely have: right-of-way delineation, negotiation of a mutual Letter of Understanding, capital budget approvals, a potential addendum to the 2007 Intergovernmental Agreement, concept plan review or engineering permit application if construction is lead external to the agency.

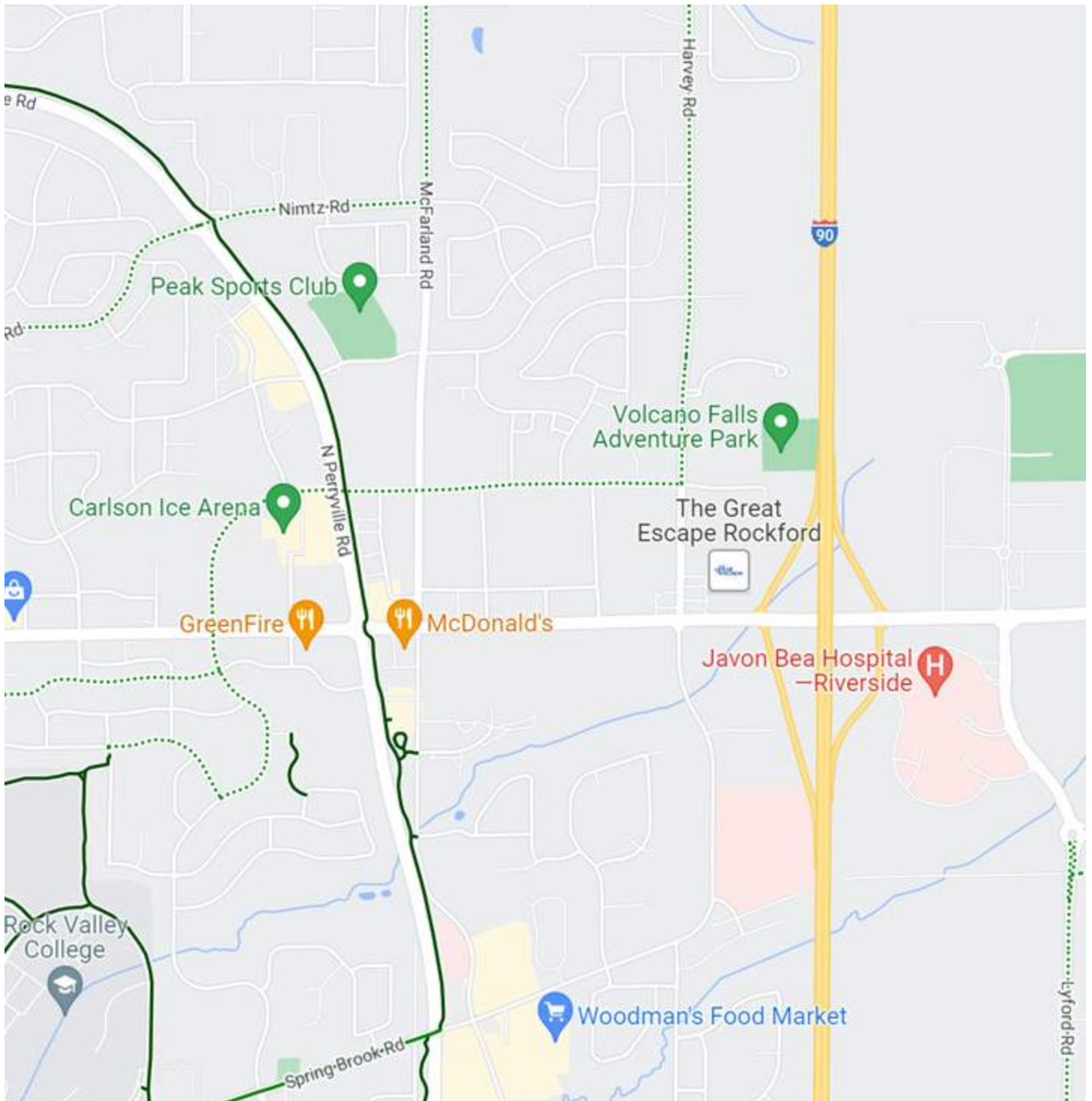
Attached is the 2007 Letter of Understanding and the Intergovernmental Agreement (IGA) delineating responsibilities for the current infrastructure. IGA Section 8, Maintenance, assigns Winnebago County and the City of Loves Park responsibility for Riverside Boulevard roadway surface and traffic signals. The Illinois Tollway is responsible for all highway ramp and bridge structural elements. The replacement bridge design was performed in 2007 under the lead of Winnebago County with interagency reviews. The Illinois Tollway agreed and paid a cost share contribution of \$10 million. Any feasible path project will generate a new Letter of Understanding including the original parties of Winnebago County, the City of Loves Park, along with new entities having financial responsibilities.

We look forward to supporting your study.

Sincerely,

Henry Guerriero
Traffic & Revenue Analyst
Planning Department, Illinois Tollway
Office: 630-241-6800 x4844
Cell: 773-383-4544

Present area context with roadway and bicycling paths (Google Maps):



2007 Historical Aerial image (Google Earth):

Search

Search

x: Museums in New York, NY

Get Directions History

Places

- My Places
- Sightseeing Tour
Make sure 3D Buildings layer is checked
- Temporary Places



Layers

- Gallery
- More
- Terrain

From: Eric Tison <ETison@r1planning.org>
Sent: Friday, November 4, 2022 10:32 AM
To: Guerriero II, Henry <hguerriero@getipass.com>
Cc: Sydney Turner <STurner@r1planning.org>
Subject: from R1 re: Riverside Path Feasibility Study

Good morning Henry.

At the last MPO Technical Committee, Sydney provided some info regarding our Riverside Boulevard bicycle/pedestrian path project.

As you may recall, R1 is engaged with a consulting engineering firm to assess the feasibility of placing a bicycle/pedestrian path along Riverside Boulevard at the I-90 bridge. This will connect the Perryville Path to the Sportscore II complex.

I completed a conversation with the project engineer earlier this morning, and they have reached out to the Tollway for some additional feedback on their analysis, but have not heard back as of this morning.

Is there a department and staff member who would be in a position to discuss this project in a bit more detail? I would like to pass that on to Baxter & Woodman to facilitate discussion and keep this project moving forward.

Any assistance you can provide would be appreciated.

Thank you.

Eric Tison



Eric Tison

Project Coordinator

A 127 N Wyman St, Suite 100 | Rockford, Illinois 61101

P 815-319-4195 **W** r1planning.org

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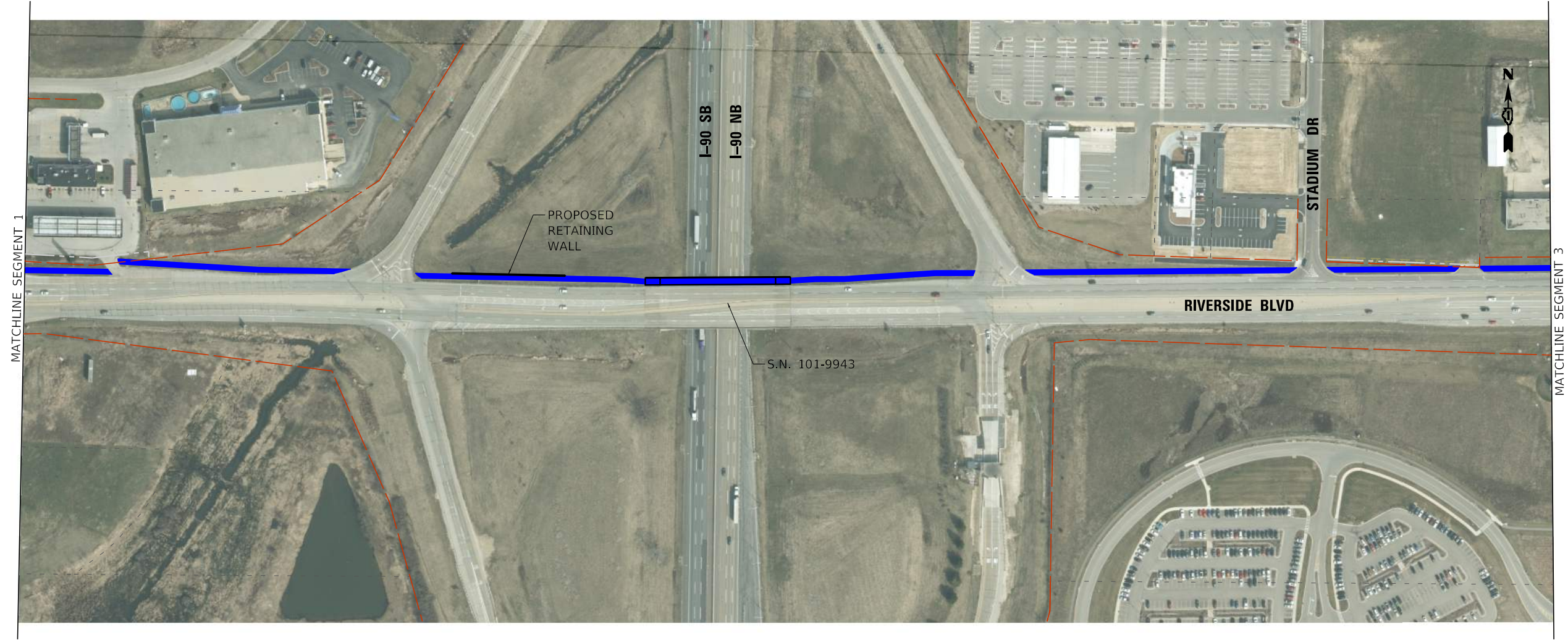
Attachment 5

North Path Alternative Alignment



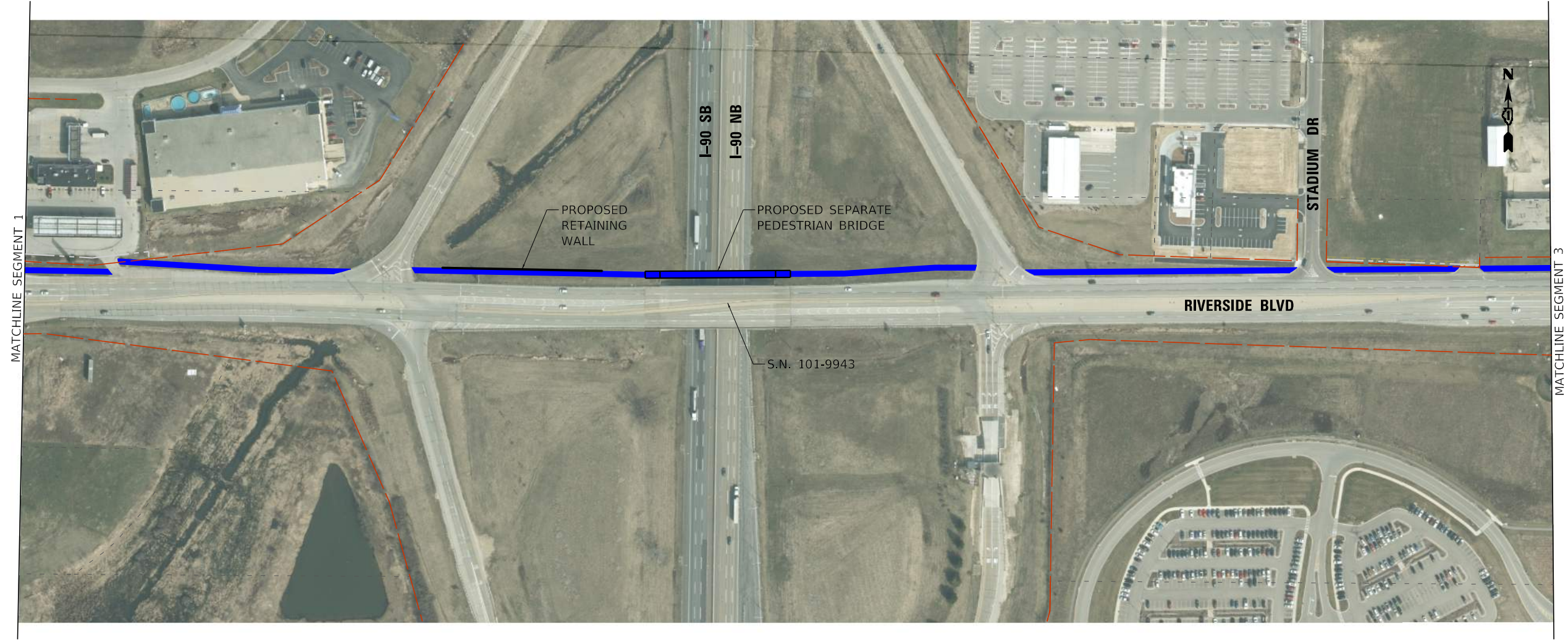
LEGEND

- NORTH PATH ALTERNATIVE
- - - - - PROPERTY LINES
- - - - - EXISTING RIGHT-OF-WAY
- - - - - PROPOSED RIGHT-OF-WAY
- ||||| TEMPORARY EASEMENT



LEGEND

- NORTH PATH ALTERNATIVE
- PROPERTY LINES
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- TEMPORARY EASEMENT



LEGEND

- ▬ NORTH PATH ALTERNATIVE
- - - PROPERTY LINES
- - - EXISTING RIGHT-OF-WAY
- - - PROPOSED RIGHT-OF-WAY
- ▨▨▨▨▨▨▨▨▨▨ TEMPORARY EASEMENT



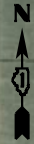
MATCHLINE SEGMENT 2

INTERSTATE BLVD






SUN SINGER WAY

RIVERSIDE BLVD

PALADIN PKWY



LEGEND

-  NORTH PATH ALTERNATIVE
-  PROPERTY LINES
-  EXISTING RIGHT-OF-WAY
-  PROPOSED RIGHT-OF-WAY
-  TEMPORARY EASEMENT

Attachment 6

Preliminary Estimate of Cost

RIVERSIDE BOULEVARD MULTI-USE PATH - ALTERNATIVE 1 BRIDGE

PRELIMINARY ESTIMATE OF COST - 3/10/2023

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
AGGREGATE BASE COURSE	SQ YD	2750	\$ 25.00	\$ 68,750.00
HMA SURFACE COURSE	TON	475	\$ 110.00	\$ 52,250.00
CONCRETE REMOVAL	CU YD	210	\$ 1,000.00	\$ 210,000.00
PROTECTIVE SHIELD	SQ YD	170	\$ 60.00	\$ 10,200.00
STRUCTURE EXCAVATION	CU YD	380	\$ 50.00	\$ 19,000.00
CONCRETE STRUCTURES	CU YD	130	\$ 1,200.00	\$ 156,000.00
CONCRETE SUPERSTRUCTURE	CU YD	290	\$ 1,000.00	\$ 290,000.00
CONCRETE SLOPEWALL	SQ YD	230	\$ 100.00	\$ 23,000.00
MEDIAN BARRIER REMOVAL AND REPLACEMENT	FOOT	30	\$ 500.00	\$ 15,000.00
FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	\$ 440,000.00	\$ 440,000.00
STUD SHEAR CONNECTORS	EACH	1422	\$ 5.00	\$ 7,110.00
REINFORCEMENT BARS, EPOXY COATED	POUND	84000	\$ 2.00	\$ 168,000.00
PARAPET RAILING	FOOT	480	\$ 150.00	\$ 72,000.00
BICYCLE RAILING	FOOT	890	\$ 250.00	\$ 222,500.00
DRIVING PILES	FOOT	480	\$ 80.00	\$ 38,400.00
MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	1410	\$ 100.00	\$ 141,000.00
TEMPORARY CONCRETE BARRIER	FOOT	1100	\$ 30.00	\$ 33,000.00
PEDESTRIAN BRIDGE LIGHTING SYSTEM	L SUM	1	\$ 200,000.00	\$ 200,000.00
TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$ 150,000.00	\$ 150,000.00
MOBILIZATION & MISCELLANEOUS (15%)				\$ 347,431.50
			SUBTOTAL	\$2,663,641.50
			CONTINGENCY (20%)	\$ 532,728.30
			TOTAL	\$3,196,000.00

RIVERSIDE BOULEVARD MULTI-USE PATH - ALTERNATIVE 2 BRIDGE

PRELIMINARY ESTIMATE OF COST - 3/10/2023

ITEM	UNIT	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
AGGREGATE BASE COURSE	SQ YD	2750	\$ 25.00	\$ 68,750.00
HMA SURFACE COURSE	TON	475	\$ 110.00	\$ 52,250.00
STRUCTURE EXCAVATION	CU YD	560	\$ 50.00	\$ 28,000.00
CONCRETE STRUCTURES	CU YD	140	\$ 1,200.00	\$ 168,000.00
CONCRETE SUPERSTRUCTURE	CU YD	65	\$ 1,000.00	\$ 65,000.00
REINFORCEMENT BARS, EPOXY COATED	POUND	34500	\$ 2.00	\$ 69,000.00
MEDIAN BARRIER REMOVAL AND REPLACEMENT	FOOT	50	\$ 500.00	\$ 25,000.00
BICYCLE RAILING	FOOT	1800	\$ 250.00	\$ 450,000.00
DRIVING PILES	EACH	480	\$ 80.00	\$ 38,400.00
PEDESTRIAN TRUSS SUPERSTRUCTURE	SQ FT	3262	\$ 200.00	\$ 652,400.00
MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	2850	\$ 100.00	\$ 285,000.00
PEDESTRIAN BRIDGE LIGHTING SYSTEM	L SUM	1	\$ 200,000.00	\$ 200,000.00
TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$ 50,000.00	\$ 50,000.00
MOBILIZATION & MISCELLANEOUS (15%)				\$ 322,770.00
			SUBTOTAL	\$2,474,570.00
			CONTINGENCY (20%)	\$ 494,914.00
			TOTAL	\$2,969,000.00

RIVERSIDE BOULEVARD MULTI-USE PATH - ALTERNATIVE 1

PRELIMINARY ESTIMATE OF COST - 3/10/2023

ITEM	UNIT	SEGMENT 1	SEGMENT 2	SEGMENT 3	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT		10		10	\$ 55.00	\$ 550.00
EARTH EXCAVATION	CU YD	805	180	1375	2360	\$ 45.00	\$ 106,200.00
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	115	100	110	325	\$ 38.00	\$ 12,350.00
FURNISHED EXCAVATION	CU YD	640	75	310	1025	\$ 50.00	\$ 51,250.00
TOPSOIL EXCAVATION AND PLACEMENT	CU YD	400	105	415	920	\$ 32.00	\$ 29,440.00
SEEDING, CLASS 2A	ACRE	0.36	0.38	0.31	1.05	\$ 4,500.00	\$ 4,725.00
AGGREGATE SUBGRADE IMPROVEMENT	CU YD	104	96	98	298	\$ 34.00	\$ 10,132.00
AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	2826	2750	2414	7990	\$ 25.00	\$ 199,750.00
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	488	475	417	1380	\$ 110.00	\$ 151,800.00
DRIVEWAY PAVEMENT REMOVAL	SQ YD	300	120	535	955	\$ 18.00	\$ 17,190.00
COMBINATION CURB AND GUTTER REMOVAL	FOOT	470	282	150	902	\$ 16.00	\$ 14,432.00
FIRE HYDRANTS TO BE MOVED	EACH	5	1	4	10	\$ 3,500.00	\$ 35,000.00
MANHOLES TO BE ADJUSTED	EACH	11	4	8	23	\$ 800.00	\$ 18,400.00
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	470	282	150	902	\$ 40.00	\$ 36,080.00
NON-SPECIAL WASTE DISPOSAL	CU YD	121	27	206	354	\$ 75.00	\$ 26,550.00
SPECIAL WASTE PLANS AND REPORTS	L SUM				1	\$ 5,000.00	\$ 5,000.00
SOIL DISPOSAL ANALYSIS	EACH	5	5	5	15	\$ 1,500.00	\$ 22,500.00
UPDATE PEDESTRIAN SIGNALS AND RELOCATE EXISTING TRAFFIC SIGNALS	EACH	1	2	1	4	\$ 300,000.00	\$ 1,200,000.00
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	300	120	535	955	\$ 85.00	\$ 81,175.00
CONSTRUCTION LAYOUT	L SUM				1	\$ 70,000.00	\$ 70,000.00
HANDHOLE TO BE ADJUSTED	EACH	4		4	8	\$ 3,000.00	\$ 24,000.00
TRAFFIC SIGNAL MODERNIZATION	L SUM	1			1	\$ 600,000.00	\$ 600,000.00
TEMPORARY EASEMENT	ACRE	0.24	0.04		0.28	\$ 75,000.00	\$ 21,000.00
PREMIUM TEMPORARY EASEMENT	ACRE			0.31	0.31	\$ 150,000.00	\$ 46,500.00
PROPOSED RIGHT-OF-WAY	ACRE	0.70	0.13	0.16	0.99	\$ 150,000.00	\$ 148,500.00
PREMIUM PROPOSED RIGHT-OF-WAY	ACRE			0.10	0.10	\$ 500,000.00	\$ 50,000.00
RETAINING WALL REMOVAL AND REPLACEMENT	L SUM			1	1	\$ 65,000.00	\$ 65,000.00
ALTERNATIVE 1 BRIDGE	L SUM		1		1	\$ 2,663,641.50	\$ 2,663,641.50
						CONTINGENCY (20%)	\$ 1,142,233.10
TOTAL CONSTRUCTION COST							\$6,854,000.00
PRELIMINARY ENGINEERING - PHASE I (5%)							\$343,000.00
ENGINEERING - PHASE II (8%)							\$549,000.00
CONSTRUCTION ENGINEERING - PHASE III (10%)							\$686,000.00
TOTAL							\$8,432,000.00

RIVERSIDE BOULEVARD MULTI-USE PATH - ALTERNATIVE 2

PRELIMINARY ESTIMATE OF COST - 3/10/2023

ITEM	UNIT	SEGMENT 1	SEGMENT 2	SEGMENT 3	TOTAL QUANTITY	UNIT PRICE	TOTAL PRICE
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT		10		10	\$ 55.00	\$ 550.00
EARTH EXCAVATION	CU YD	805	50	1375	2230	\$ 45.00	\$ 100,350.00
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	115	105	110	330	\$ 38.00	\$ 12,540.00
FURNISHED EXCAVATION	CU YD	640	1090	310	2040	\$ 50.00	\$ 102,000.00
TOPSOIL EXCAVATION AND PLACEMENT	CU YD	400	325	415	1140	\$ 32.00	\$ 36,480.00
SEEDING, CLASS 2A	ACRE	0.36	0.57	0.31	1.24	\$ 4,500.00	\$ 5,580.00
AGGREGATE SUBGRADE IMPROVEMENT	CU YD	104	96	98	298	\$ 34.00	\$ 10,132.00
AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	2826	2750	2414	7990	\$ 25.00	\$ 199,750.00
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	488	475	417	1380	\$ 110.00	\$ 151,800.00
DRIVEWAY PAVEMENT REMOVAL	SQ YD	300	120	535	955	\$ 18.00	\$ 17,190.00
COMBINATION CURB AND GUTTER REMOVAL	FOOT	470	305	150	925	\$ 16.00	\$ 14,800.00
FIRE HYDRANTS TO BE MOVED	EACH	5	1	4	10	\$ 3,500.00	\$ 35,000.00
MANHOLES TO BE ADJUSTED	EACH	11	4	8	23	\$ 800.00	\$ 18,400.00
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	470	305	150	925	\$ 40.00	\$ 37,000.00
NON-SPECIAL WASTE DISPOSAL	CU YD	121	8	206	335	\$ 75.00	\$ 25,125.00
SPECIAL WASTE PLANS AND REPORTS	L SUM				1	\$ 5,000.00	\$ 5,000.00
SOIL DISPOSAL ANALYSIS	EACH	5	5	5	15	\$ 1,500.00	\$ 22,500.00
UPDATE PEDESTRIAN SIGNALS AND RELOCATE EXISTING TRAFFIC SIGNALS	EACH	1	2	1	4	\$ 300,000.00	\$ 1,200,000.00
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 10"	SQ YD	300	120	535	955	\$ 85.00	\$ 81,175.00
CONSTRUCTION LAYOUT	L SUM				1	\$ 70,000.00	\$ 70,000.00
HANDHOLE TO BE ADJUSTED	EACH	4		4	8	\$ 3,000.00	\$ 24,000.00
TRAFFIC SIGNAL MODERNIZATION	L SUM	1			1	\$ 600,000.00	\$ 600,000.00
TEMPORARY EASEMENT	ACRE	0.24	0.04		0.28	\$ 75,000.00	\$ 21,000.00
PREMIUM TEMPORARY EASEMENT	ACRE			0.31	0.31	\$ 150,000.00	\$ 46,500.00
PROPOSED RIGHT-OF-WAY	ACRE	0.70	0.13	0.16	0.99	\$ 150,000.00	\$ 148,500.00
PREMIUM PROPOSED RIGHT-OF-WAY	ACRE			0.10	0.10	\$ 500,000.00	\$ 50,000.00
RETAINING WALL REMOVAL AND REPLACEMENT	L SUM			1	1	\$ 65,000.00	\$ 65,000.00
ALTERNATIVE 2 BRIDGE	L SUM		1		1	\$ 2,474,570.00	\$ 2,474,570.00
						CONTINGENCY (20%)	\$ 1,114,988.40
TOTAL CONSTRUCTION COST							\$6,690,000.00
PRELIMINARY ENGINEERING - PHASE I (5%)							\$335,000.00
ENGINEERING - PHASE II (8%)							\$536,000.00
CONSTRUCTION ENGINEERING - PHASE III (10%)							\$669,000.00
TOTAL							\$8,230,000.00

Attachment 7

Land Acquisition Summary

LAND ACQUISITION SUMMARY						
SEGMENT		MULTI-USE PATH				TOTAL
		TEMPORARY EASEMENT	PREMIUM TEMPORARY EASEMENT	PROPOSED RIGHT-OF-WAY	PREMIUM PROPOSED RIGHT-OF-WAY	
SEGMENT 1	Sq Feet	10131	0	30395	0	40526
	Acre	0.24	0	0.70	0	0.94
	Cost	\$18,000	\$0	\$105,000	\$0	\$123,000
SEGMENT 2	Sq Feet	1602	0	5425	0	7027
	Acre	0.04	0	0.13	0	0.17
	Cost	\$3,000	\$0	\$19,500	\$0	\$22,500
SEGMENT 3	Sq Feet	0	13409	6753	3985	24147
	Acre	0	0.31	0.16	0.10	0.57
	Cost	\$0	\$46,500	\$24,000	\$50,000	\$120,500
TOTAL	Sq Feet	11733	13409	42573	3985	71700
	Acre	0.28	0.31	0.99	0.10	1.68
	Cost	\$21,000	\$46,500	\$148,500	\$50,000	\$266,000

Premium temporary easement and premium proposed right-of-way is included for acquisition within the Big Time Floors property limits.

CATEGORY	COST	UNIT
Temporary Easement	\$75,000	Acre
PR ROW	\$150,000	Acre
Premium Temp Easement	\$150,000	Acre
Premium PR ROW	\$500,000	Acre

	NUMBER OF PARCELS		
	PROPOSED ROW	TEMPORARY EASEMENT ONLY	TOTAL
SEGMENT 1	15	0	15
SEGMENT 2	2	0	2
SEGMENT 3	3	0	3
TOTAL	20	0	20