



IL 47 Improvement Study

From Kennedy Road in Yorkville to Cross Street in Sugar Grove

MEETING SUMMARY

Community Advisory Group Meeting #5

March 7, 2016

The fifth meeting of the IL 47 Improvement Study Community Advisory Group (CAG) was held in the lower level of the Sugar Grove Township Community Building, in Sugar Grove, IL on Monday, March 7, 2016 at 6:00pm.

Representing IDOT's Study Team were the following individuals:

- Ted Fultz, Location & Environmental Studies Engineer (IDOT District 3)
- Dave Alexander, Studies and Plans Project Engineer (IDOT District 3)
- Brenda Alicea, Design Unit member (IDOT District 1)
- Mike Zorn, Consultant Project Manager (H.W. Lochner, Inc.)
- Dave Shannon, Context Sensitive Solutions Moderator (H.W. Lochner, Inc.)
- Doug Bender, Consultant Project Engineer (H.W. Lochner, Inc.)

The meeting sign-in sheet is included as an attachment to this meeting summary.

Presented below is a summary of the meeting, organized by the meeting's agenda items. Key elements discussed with the CAG (including questions, answers, concerns, and conclusions) are included within the text.

OPENING REMARKS

Mr. Zorn opened the meeting by welcoming the Community Advisory Group members.

Mr. Alexander introduced all members of the IDOT Study Team and finished by asking all CAG members and individuals present to introduce themselves.

Mr. Zorn explained to the CAG members the goals for tonight's meeting. The goals for tonight's meeting were summarized on screen during the project presentation and are shown below:

To make sure that...

you are re-introduced to the project

you are clear on the project status

we understand your comments and concerns

you understand the project's next steps

Mr. Zorn discussed the objectives for tonight's meeting with the CAG members. These objectives were summarized on screen during the project presentation and are shown below:

We ask that you...

Attend each meeting

Participate in discussion and activities

Participate openly and honestly

Respect the opinions of the other members

Represent your organization, constituency, or community

PROJECT STATUS REPORT

Mr. Zorn presented a project schedule on screen summarizing the project history for the IL 47 proposed improvement study and the anticipated milestone completions expected by year end of 2016. Mr. Zorn summarized that the IDOT Study Team anticipates a public hearing fall of 2016 to present the findings of the IL 47 Phase I Engineering Study to the general public. After the public meeting a sixth and final CAG meeting will be held to obtain final input from all CAG members. Mr. Zorn finished with explaining that it is the IDOT Study Team's goal to obtain Final Phase I Approval for this study by year end 2016.

Mr. Fultz informed the CAG members of the current funding status for this project, explaining that the portion of the study length within IDOT District 3 is funded through Phase II (Design) and that the portion within District 1 will be evaluated for Phase II funding upon completion of the Phase I Engineering Study. Mr. Fultz explained that the project is not currently funded in either district for land acquisition or construction.

Mr. Zorn informed the CAG members of the IDOT Study Team's progress. Data collection has taken place in the form of supplemental field survey. As the design has progressed new areas have been identified where additional field survey is necessary to complete the engineering of the roadway. Coordination has taken place between various agencies such as IDOT Districts 1 & 3, US Army Corps of Engineers, Burlington Northern Santa Fe Railroad, Kane County, Kendall County, Village of Sugar Grove and the City of Yorkville.

Mr. Zorn summarized to the CAG members the environmental studies that have been conducted. Noise receptors have been identified and a noise study is now substantially complete for areas within and adjacent to the IL 47 corridor. A wetland study has identified all wetlands located within and adjacent to the IL 47 improvement limits. The IDOT Study team is currently studying impacts and mitigation techniques to these identified wetlands.

Mr. Zorn explained that detailed engineering design has been completed and is currently being done throughout the IL 47 corridor. Intersection Design Studies are progressing towards completion to ensure that the proposed IL 47 improvement will effectively handle traffic projected for the year 2040.

Mr. Fultz gave additional explanation on how the Intersection Design Studies and Bridge Studies are necessary for completion first in order to finalize all proposed roadway geometrics within the study limits.



The following question was raised:

Q. When will IDOT District 1 review and schedule funds for design?

A. Ms. Alicea stated that IDOT District 1 has no information on potential funding at this time. Mr. Fultz added that IDOT District 1 would evaluate their portion of the Phase I Engineering Study for Phase II Design once the IDOT Study Team has completed the IL 47 Phase I Engineering Study.

Mr. Zorn continued with discussion of the Type, Size and Location Studies that are being completed for all proposed structures within the study limits, i.e. roadway and railroad bridges. Hydraulic Reports for waterways within and adjacent to the study limits are progressing towards completion. Developing these Hydraulic Reports is key in order to understand their behavior during various storm events and how these storm events behave relative to proposed IL 47 improvements. An overall Location Drainage Study is currently being developed to ensure that all IL 47 proposed roadway and bridge improvements can effectively handle design year storm events. This Location Drainage Study will also aim to identify and remediate areas where roadway flooding occurs within the IL 47 Phase I Engineering Study limits.

The following questions were raised:

Q. Will there be a new traffic signal placed at the intersection of IL 47 and Corneils Road?

A. Mr. Zorn stated that an Intersection Design Study will not be prepared and that there are no plans to install new traffic signals at this intersection. In order for a new traffic signal to be placed at the intersection, the intersection would need to meet one or more warrants based on vehicle volumes or crash history. The intersection of IL 47 and Corneils Road has not met any of the required traffic signal warrants and will remain as stop controlled on the Corneils Rd legs.

Q. Where has the proposed right-of-way been set in order to construct the new IL 47 roadway?

A. Mr. Zorn stated that proposed right-of-way shown on the strip maps varies in general and is preliminary in nature.

Mr. Zorn introduced to the CAG various points of interest throughout the IL 47 Phase I Engineering Study project limits. These points of interest were discussed individually and were shown on screen during the project presentation and are listed below:

*BNSF-Aurora Subdivision Railroad Structure
Prairie Street Intersections
Jericho Road Intersection
Baseline Rd/US 30 Intersection and Drainage Structures
Galena Road Intersection and Drainage Structure
Waterpark Way Intersection
Boombah Boulevard Intersection
BNSF-Mendota Subdivision Railroad Structure
Cannonball Trail Intersection
Blackberry Creek Structure
Kennedy Road Intersection*



The following question was raised:

Q. How many existing tracks are currently on the BNSF-Aurora Subdivision Railroad Structure?

A. Mr. Zorn stated there are currently two existing tracks in operation on the existing structure.

Mr. Zorn discussed with the CAG general design details that are being addressed by the IDOT Study Team. At the two BNSF Railroad bridges, issues such as width of road, profile, thickness of bridge, vertical clearance and drainage need to be studied in order to construct a new IL 47 roadway that will meet Strategic Regional Arterial criteria. IL 47 is classified by IDOT as a Strategic Regional Arterial and currently has existing elements in various locations that do not meet SRA criteria such as vertical clearances at bridges and roadway flooding. Mr. Zorn discussed the effects that adjacent waterways have on the IL 47 improvements. The behavior of the Rob Roy Creek, Blackberry Creek and adjacent floodplains, such as the Raymond Overflow, are modeled to ensure that the new IL 47 roadway will function properly during design year storm events.

Mr. Zorn presented to the CAG an on screen exhibit showing the Traffic volumes within the project study limits existing and proposed for years 2009 and 2036, respectively. This exhibit also summarized the posted speed limits along IL 47. Mr. Zorn explained that additional lanes will be necessary in order for the IL 47 corridor to handle these projected future traffic volumes.

PURPOSE & NEED REVIEW

Mr. Zorn reviewed the purpose and need statement. The purpose and need statement was shown on screen during the project presentation and is stated below:

*The purpose of the proposed action is to ...
provide an improved transportation facility
to safely serve existing and proposed demand
in the project corridor.*

Specifically, the purposes of the project are to ...

- *Consider local and regional planning.*
- *Provide the traffic capacity necessary to accommodate existing and projected traffic volumes at an acceptable level of service.*
- *Provide reasonable access.*
- *Modernize geometrics.*
- *Accommodate all appropriate users.*
- *Address pavement flooding issues without exacerbating current area drainage issues.*

ROADWAY ALTERNATIVES

Mr. Zorn reviewed the Alternative Design Concepts that were presented in the previous meeting with the CAG. Alternatives Design Concepts A, B, C & D were briefly reviewed by Mr. Zorn. Mr. Zorn stated that the IDOT Study Team has selected Alternative Design Concept D as its Recommended Alternative and will present to the CAG for their review this evening strip maps detailing the



proposed improvements of the Recommended Alternative. Mr. Zorn presented an Impact Evaluation summary for the Recommended Alternative. The Impact Evaluation Summary contained six categories, Wetlands, Floodplains, Land Acquisition, Buildings within 10 feet of Proposed Right-of-Way, Buildings within the Proposed Right-of-Way and Construction Cost Estimate.

Mr. Zorn reviewed three typical roadway sections that the CAG will see exhibited on the strip maps for the Recommended Alternative. Mr. Zorn reviewed the strip map legend with the CAG members and explained how to use the legend when reviewing the strip maps. Mr. Zorn asked the CAG members to follow him to the area where the strip maps will be rolled out for review and discussion by the CAG members.

RECOMMENDED ALTERNATIVE STRIP MAP PRESENTATION

Mr. Bender gave a brief introduction for each of the three strip maps. Mr. Bender provided details to CAG members on how to locate each roadway typical section and corresponding limits for application.

The following questions and comments were raised:

Q. Will the IL 47 proposed profile in the area of Blackberry Creek change much from existing?

A. The proposed profile in this area, generally will be raised or remain similar to the existing. Proposed profiles will be available at the public hearing.

C. General comments were made on the proposed vertical clearances at the two railroad viaduct locations and that vehicles have hit the bridges in the past. Mr. Fultz explained the maximum legal height for vehicles is 13' 6" and taller vehicles require permits and are routed around the viaducts. Mr. Fultz explained that IL 47 is a Strategic Regional Arterial highway, and IDOT is considering viaduct designs that would accommodate vehicles up to at least 16' high.

Q. Will the proposed design accommodate left turn movements from Corneils Road?

A. There is a break in the proposed median on IL 47 that would allow turn movements from Corneils Road to IL 47.

Q. Could proposed traffic signals be added to the project?

A. The strip map exhibits show the location of existing and proposed traffic signals. IDOT has a process to determine if an intersection warrants a traffic signal. If conditions significantly change along the project between now and development of phase II design, IDOT will consider if additional intersections warrant traffic signals.

C. Northbound traffic at the intersection of IL 47 and Baseline Road backs up to the Waterpark during peak hours.

Q. Will the driveways on IL 47 between Jericho Road and Baseline Road maintain northbound access?

A. The proposed design has a median that would not allow northbound turns for this area.

Q. Where are the proposed entrances on the maps?



A. Proposed entrance designs and locations will be provided at the public hearing.

Q. Is there a reason why a signal is not used at Prairie?

A. A study was done of these intersections and they do not meet the criteria to warrant a traffic signal.

C. The access to the residential property at the corner of IL 47 and East Prairie Avenue should be reconfigured further to the east away from IL 47.

Q. Will southbound IL 47 vehicles be able to turn left across the median to access the commercial property in the northeast quadrant of the IL 47 and Jericho Road intersection?

A. The proposed design currently shows a barrier median that would no longer allow this turning movement. Vehicles would need to make a left turn on to Jericho Road and then an immediate left again in order to access this commercial property.

MEETING WRAP-UP

Following the strip map presentation, the CAG members returned to the project presentation seating area where Mr. Shannon re-introduced himself as this evening's moderator and asked that the CAG members verbalize any issues that they would like to have recorded on the flip board. The CAG members gave general consensus that access to IL 47 was the #1 topic. Mr. Shannon concluded his discussion as moderator and returned the presentation back to Mr. Zorn for the meeting conclusion.

Mr. Zorn concluded the meeting by revisiting the project schedule and thanking the CAG members for attending tonight's 5th IL 47 Community Advisory Groups meeting and encouraged all CAG members to contact Mr. Alexander for further discussion on information presented in tonight's meeting. Mr. Alexander's contact information was presented on screen to CAG members.

During Mr. Zorn's conclusion the following questions and comments were raised:

Q. Is there cost sharing on a township road like Prairie Street?

A. Mr. Fultz stated IDOT is planning to have a local officials meeting where cost participation issues such as this will be discussed.

Q. How quickly can this project be constructed?

A. Mr. Fultz stated IDOT is targeting completing Phase I in 2016 and the Phase II design process is anticipated to have 2 years duration. The earliest project construction is anticipated to occur is 2019.

Mr. Zorn completed conclusion by encouraging all CAG members to attend a public hearing anticipated to take place later this year and that he hoped to see all CAG members for the 6th and final CAG meeting anticipated to happen during the fall of 2016.

The meeting was closed and concluded at 7:40 pm.

SIGN-IN SHEET – CAG MEMBERS

Tony Speciale Tony Speciale

Tom Kozlowicz _____

Pat Rollins _____

Dan Reedy _____

Rich Hart _____

Ron Burke _____

Jan Ward Jackie Forbes for Jan Ward

Charles Cole _____

Steve Ekker _____

Michael Fagel _____

Joe White _____

Timothy O'Keefe _____

Gerard Fabrizious _____

Judi Potthoff Judi Potthoff

Fran Klaas _____

James Ratos JR

Todd Hoppenstedt Todd Hoppenstedt

Joe Minardi _____

Brad Sanderson _____

Brian Weber Brian Weber

Joe White

SIGN-IN SHEET – IDOT Study Team

TED FULTZ

Doug Bender HWL

Dave Alexander IDOT 03

Mike Zorn HWL

DAVID SHANNON HWL

Brenda L- Alica IDOT DA