

I-57 and IL 17 Interchange at Kankakee Public Involvement October 2020 Comments and responses

Effective as of 11/13/2020

Comment received 10/02/2020 from Robert Schoppen (property owner):

Please provide noise barriers to the neighborhood. The road is already noisy and you are improving it with the expectation of more use and more noise. You are taking away all direct access to IL 17 from Hammes Street, please consider your total impact on our community.

Response dated 10/07/2020

A noise barrier has been found to be reasonable and feasible along your property but solicitation of feedback from benefitted receptors must take place during the Design phase (Phase II) of the project before a final determination on noise barrier construction can be made. Information regarding the noise study process is attached and additional information can be found on the project website.

Access from Hammes Avenue to IL 17 will be removed as part of the City of Kankakee's East Court Street Gateway Signage Project. This project will separate Hammes Avenue from IL 17 and will provide signing and landscaping along IL 17. Access to IL 17 will remain available nearby at St. Joseph Avenue and Fairmount Avenue. Please note that the interchange project proposed to remove access to IL 17 from Hammes also due to the close proximity to the single point intersection.

A copy of your comments and this response are being provided to the City of Kankakee for their information as it relates to the Gateway Signage Project and to the local street network in general.

Comment received 10/05/2020 from Robert Grossi (Kankakee School District 111):

Project start date, project end date. Will all projects be done simultaneously? Will traffic be allowed during construction? Where will traffic be diverted to?

Response dated 10/07/2020

The interchange reconstruction project is not currently funded for construction so there is no project start or end date at this time. It is anticipated that it would be at least two years before detailed design could be completed and land acquisition, which is unfunded, would need to take place prior to construction as well. The interchange reconstruction is anticipated to take two to three construction seasons to complete.

Some portions of the overall project may be completed separately. Construction funding is identified in the Fiscal Year 2021 to 2026 Proposed Highway Improvement Program for replacement of the Waldron Road overhead only. Other portions of the project may be completed before or after the main interchange reconstruction due to road or structure condition or other factors.

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The project proposes to use stage construction which would maintain traffic by reconstructing roadways and bridges in sections and allowing traffic to use the lanes that are not currently under construction. Some temporary closure of local streets and entrances may be required but will be coordinated to maintain access through the duration of construction. Detailed staging plans will be developed as part of the Phase II design.

Comment received 10/18/2020 from Shirley Byrd:

I'm submitting a comment on the I-57 Illinois 17 interchange improvements. When I moved from Chicago in 1962 to 6 miles east of Kankakee, Rte 17 was a one lane country road and I-57 didn't exist. Once the I-57 interchange was built and Rte 17 was enlarged, the number of semi trucks increased. Today the number of larger and longer semi's are increasing too. I'm aware that some of these trucks are traveling Rte 17 to and from Indiana I-65 to avoid weight stations!

The positive side is that many trucks are bringing larger loads to our area and may encourage other companies to move here to enjoy the convenience they provide. It will also bring much needed jobs along with boosting the economy. Last but not least, it will solve a safety issue for motorists, larger trucks come over into the passing lane to make turns onto the entrances of I-57!

I've been waiting over 12 years to see these improvements happen. From the looks of Court St west of the off ramp at the 312 exit, something is about to happen. Considering that I'm 84 years old, I would like to be around to see the completed project.

Response dated 10/21/2020

The department has an ongoing project to resurface and make bridge repairs on I-57 in the area of the interchange and the city has an ongoing Gateway Signage project that will provide signing and landscaping along IL 17. The interchange reconstruction is not funded for construction at this time with the exception of replacement of the bridge carrying Waldron Road over I-57.

Comment received 10/23/2020 Rosie Mason (property owner)

No septic system or water well on my property. Please, whoever this may concern, I oppose any change to highway 57 that is going to involve my property. As long as this project says on highway 57 I have no objects to change or repair. Please stay off my property.

Response dated 10/26/2020

The department works to reduce property impacts adjacent to our projects. Ways to reduce right of way requirements along your property will be considered but it is anticipated that some property will still need to be purchased in order to construct the improvement. Follow up

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information will be provided to identify changes made as a result of the public comments received.

Comment received 10/26/2020 Nettie Williams

My greatest concern is the drainage system, what kind of system and can you guarantee the system will do the job of keeping the water away from the people's property? If the people feel the need to have a wall, what will it be made of? What are the comments for, will they be used to help make your decisions or are they just something to say we had some input? We would like for our concerns and comments to be considered in the current plans. When will the public know who is responsible for upkeep of the wall and the property that the state purchases from the owner?

Response dated 10/27/2020

A drainage study was prepared as part of the Phase I Engineering to determine the appropriate drainage design for the project. The proposed system uses a combination of storm sewers and ditches along I-57 to collect and carry storm water. Proposed ditches are designed using a 50-year storm frequency. This means that a storm rainfall event has a 2% chance of occurring in any given year that will exceed the ditch capacity. Flooding can occur for many reasons but the department's goal is to prevent flooding of the roadway or private property under reasonably expected circumstances.

A noise barrier has been found to be reasonable and feasible along Hammes Avenue but solicitation of feedback from benefitted receptors must take place during the design phase (Phase II) of the project before a final determination on noise barrier construction can be made. Noise barriers are typically constructed of concrete panels. Information regarding the noise study process is attached and additional information can be found on the project website.

The location of proposed noise barriers and the necessary right of way or easements will be finalized during Phase II engineering. When feedback is solicited from benefitted receptors, more information will be provided. An agreement between the State of Illinois and the City of Kankakee will be prepared prior to construction of the improvements to detail cost and maintenance responsibilities. The agreement will address any proposed noise barriers.

Comments received 10/26/2020 Barbara Watford (Property Owner)

I, Barbara L. Watford, purchased the home at 604 N. Hammes Ave, Kankakee, IL 60901 on June 9, 2020. You have JP Morgan Chase Bank NA listed as owner. This is incorrect, please update your files. Parcel number 16-09-33-431-040. Also my backyard is fenced in, will the fence be replaced prior to the noise wall being put up? If there are any damages on my

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property outside of what the state purchase, will the state correct all damages and/or compensate me for the damages?

Response dated 10/28/2020

Thank you for providing your information. We will add you to our list of adjacent property owner addresses.

If a noise barrier is proposed the existing access control fence on I-57 right of way will be removed and the noise barrier will take the place of the fence. Fences on private property that are impacted by the construction or land acquisition will be addressed during the land acquisition process. Typically, the property owner would arrange for necessary relocation or modification of a fence and compensation would be included in the offer from the department.

If private property is damaged during construction the department would work with the contractor to ensure that it is restored.

Comments received 10/29/2020 Sarah Ireland (Property Owner)

I am the owner of 564 N Hammes Ave. I purchased this property from Z Realty Group on Dec 18, 2019. There is a utility pole in my back yard by the fence. What will you do with this pole and also if you remove the fence, will you be putting one back up along with the noise wall? How much of my property do you plan on using?

Response dated 11/6/2020

If the pole needs to be relocated because of the project, it will typically be moved to a new location on IDOT right of way by the utility company.

If a noise barrier is proposed, the existing access control fence on I-57 right of way will be removed and the noise barrier will take the place of the fence. Fences on private property that are impacted by the construction or land acquisition will be addressed during the land acquisition process. Typically, the property owner would arrange for necessary relocation or modification of a fence and compensation would be included in the offer from the department.

The proposed right of way, as shown in the public involvement exhibits, would require the department to purchase a strip of land from you that is approximately 8.5' wide at your southern property line and 10' wide at your northern property line. Follow up information will be provided to identify changes made as a result of the public comments received.

Comments received 10/30/2020 Doris Banks

Not interested in wall. Need grocery store and other businesses in Marycrest.

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Response dated 11/6/2020

Input will be solicited from those who own property adjacent to the proposed noise barrier or are benefitted by it. This process will take place during Phase II (detailed design).

Your comments regarding businesses needed in the Marycrest area will be forwarded to the city of Kankakee.

Comments received 10/30/2020 Mrs. Kevin Hawkins Sr. (Property Owner)

Want to know the type of noise barrier wall that might be placed along project route. Also, how close to my property would the wall be? Also, amount of and possible types of pollutants that will be emitted during the construction phase and possible amount of added pollution emissions after completion of added lanes to project route. Changes in air quality in area?

P.S. – There is also a bad drainage problem already. Is that going to be addressed as well?

Response dated 11/6/2020

Noise barriers are typically constructed of concrete panels. The barrier currently proposed is located 2' to 3' from your property line on existing highway right of way. It is possible that an easement on your property will be necessary to construct the wall and for future maintenance.

The United States Environmental Protection Agency (USEPA) sets and monitors air quality standards. More information can be found on their website at <https://www3.epa.gov/airquality/cleanair.html>.

Construction equipment and motor vehicles do contribute pollutants such as carbon monoxide and diesel particulate matter. These pollutants are regulated by USEPA engine and fuel standards. Pollutant levels are generally expected to decline under these regulations even as traffic volumes increase. The proposed project does not add through lanes or move lanes closer to your property so it is not anticipated that vehicle related pollutant levels will increase as compared to not constructing the project.

A drainage study was prepared as part of the Phase I engineering to determine the appropriate drainage design for the project. The proposed system uses a combination of storm sewers and ditches along I-57 to collect and carry storm water.

Comments received 10/30/2020 Angela Wright (Property Owner)

1. We have flooding in our backyard coming from the I-57 ditch on the other side of the fence. This probably applies to all the residents along the I-57 exit 312. We had several residents complain about animals and mostly snakes.

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2. How tall will the sound wall be and will it be built before or after the project is completed. Will they build a new sewage system to address the flooding issue, especially behind my house along the exit 312?
3. I don't want a sound wall. If I have no choice, I would like it built before construction starts to avoid increased noise during construction. I am very concerned about not being able to grow a garden with limited sunlight, and not being able to see the sunrise!
4. When was the project posted in the Kankakee Daily Journal? Not everyone has a subscription to the city.
5. The state should make sure that they take that ditch with all that wild grass that they never cut or take away the grass!

Response dated 11/6/2020

A drainage study was prepared as part of the Phase I engineering to determine the appropriate drainage design for the project. The proposed system uses a combination of storm sewers and ditches along I-57 to collect and carry storm water. Proposed ditches are designed using a 50-year storm frequency. This means that a storm rainfall event has a 2 percent chance of occurring in any given year that will exceed the ditch capacity. Flooding can occur for many reasons but the department's goal is to prevent flooding of the roadway or private property under reasonably expected circumstances.

A noise barrier has been found to be reasonable and feasible along Hammes Avenue, but solicitation of feedback from benefitted receptors must take place during the design phase (Phase II) of the project before a final determination on noise barrier construction can be made. Information regarding the noise study process is attached and additional information can be found on the project website.

If a noise barrier is found to be feasible along Hammes Avenue after solicitation of feedback from adjacent property owners and those benefitted by the wall, it is anticipated that the barrier would be approximately 16' tall. The timing of barrier construction is not typically specified, but based on public comments the department will consider if it is practical to build the noise barrier early in the project, if it is found to be feasible.

The notice was printed in the Kankakee Daily Journal on September 16 and September 28, 2020. A news release was also put out by the department on September 21, 2020. Letters were sent directly to property owners adjacent to the project in an effort to make sure that those most affected were aware of the project and the public involvement opportunity.

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Comments regarding maintenance of landscaping will be discussed internally and with the city of Kankakee. IDOT mowing policy generally calls for minimal mowing of areas that are further from the highway itself.

The current exhibits show that a strip of right of way will need to be purchased from your property. The strip is approximately 19' wide at your south property line and 15' wide at your north property line. The department works to reduce property impacts adjacent to our projects. Ways to reduce right of way requirements along your property will be considered, but it is anticipated that some property will still need to be purchased in order to construct the improvement. Follow up information will be provided to identify changes made as a result of the public comments received.

Comments received 11/2/20 Jackson Hurst

I approve and support the I-57 and IL 17 interchange project because it will reconstruct the existing interchange with a single point urban interchange (SPUI) which will improve safety by providing turning lanes at IL 17.

Response dated 11/10/2020

Thank you for reviewing public involvement materials concerning the proposed reconstruction of the I-57 interchange at IL 17 (Court St.) in Kankakee, replacement of the Waldron Road (County Highway 3) overpass and replacement of the KB&S railroad overpass and for your support of the project. After the comment period has ended the study will be finalized and all comments and responses will be included. A copy of your comments is attached for your information.

A recorded presentation and exhibits describing the proposed improvements and related impacts can be viewed on the project website at:

<http://www.idot.illinois.gov/projects/i57-interchange-at-il17>

Comments received 11/2/20 Catherine Thompson (Property Owner)

Is there an updated model architectural design of the **I-57 - IL-17 INTERCHANGE RECONSTRUCTION PROJECT** available for public view? If so, is it available now and where is it located.

Who is responsible for keeping the residents of Marycrest with updated info and changes to the IDOT project that would affect our subdivision?

Since Hammes Ave is now blocked off, will there be any updated repair work done at Court Street and St. Joseph - which is now considered our main entrance into Marycrest Subdivision?

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Will all the residents of Marycrest receive a letter or information concerning the project and wall info? Who can vote on the wall?

Approximately when will Marycrest residents receive notification concerning our property reduction due to I-57 interchange?

Will the design show approximately where the wall will begin and end?

Will the project have samples of suggested materials the wall will be made of?

Approximately how tall is a sound barrier wall?

Will the wall go up before, in middle or end of project.

When IDOT suggest or select materials for sound barrier wall and send final selection to City of Kankakee, whose responsibility is it to contact Marycrest residents of the choices submitted. Will it be for public review? Will we have a voice in the picking?

Response dated 11/10/2020

The most recent exhibits are available on the project website at <http://www.idot.illinois.gov/projects/i57-interchange-at-il17>. If you would like printed copies of the portions of the exhibit around your property or a certain area, please contact Mr. Dave Alexander and he can mail you the information.

Follow-up information will be provided to identify changes made as a result of the public comments received. Property owners or tenants that are benefitted by the noise wall or impacted by right of way or easements will be contacted separately regarding those items.

No improvements are planned at IL 17 and St. Joseph Avenue at this time. The intersection was evaluated and is anticipated to be adequate to handle the traffic that was previously using Hammes Avenue without any changes.

Land acquisition and construction are currently unfunded for the interchange reconstruction. When land acquisition funding is identified, the department will begin the process of preparing drawings and appraisals to provide to impacted property owners.

A noise barrier has been found to be reasonable and feasible along Hammes Avenue, but solicitation of feedback from benefitted receptors must take place during the design phase (Phase II) of the project before a final determination on noise barrier construction can be made. When feedback is requested, more details on the proposed barrier will be provided. Phase II is anticipated to begin sometime in calendar year 2021. Information regarding the noise study process is attached and additional information can be found on the project website.

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Noise barriers are typically constructed of concrete panels. If a noise barrier is found to be feasible along Hammes Avenue after solicitation of feedback from adjacent property owners and those benefitted by the wall, it is anticipated that the barrier would be approximately 16' tall. The timing of barrier construction is not typically specified but based on public comments the department will consider if it is practical to build the noise barrier early in the project, if it is found to be feasible.

The department will work with the city of Kankakee to select a standard color and texture for any noise walls to be constructed. Your comments will be forwarded to the city of Kankakee so they are aware of your concerns.

Comments received 10/30/20 Theresa Stubblefield (Property Owner)

- 1) Throughout this presentation there is reference to "5 Sheds and 1 Concrete Pad" listed for building removal. Corrections should be made, considered, and duly noted the following information of the 2 buildings located on Property Parcel #16-09-33-211-018: #1 Building Removal is not a "Shed", but it is a "Permanent Structure" of a "Garage". This insulated garage consists of a concrete foundation with floor drains connected to the sewer. #2 Building Removal is not a "Concrete Pad", but it is a "Permanent Structure" of a "Concrete Patio Slab".
- 2) In the Recommended Alternative of the IDOT 1-57 at IL-17 Interchange Project. There are buildings listed to be removed, including permanent structures (i.e. a garage and a concrete slab). Will IDOT be compensating the property owners for replacement and relocation of their buildings?

Comment received 10/30/20 Theresa Stubblefield (Property Owner, Member of Marycrest Community)

1. According to the IDOT letter dated September 10, 2020, the project is in the preliminary stages when design flexibility still exists. What parts of the design are still flexible?
2. Due to this final public involvement time constriction, it is the request that IDOT make construction adjustments for the least impact, if any, on our residential property-- change or reduce proposed access control, minimize right-of-way, minimize building removals, propose some development into the open land and field on the east side of I-57, or any least-impactful measures.
3. Why does the Proposed Access Controlled vary (North Hammes Avenue)? It starts, then stops, then start again? Why is it diagonal throughout the west side of I-57?
4. The recommended alternative exhibits on the IDOT presentation (October 1, 2020) does not give the North Hammes Avenue residents a full picture of the actual impact of our properties. Can IDOT supply an exhibit of the proposed landscaped picture of the area behind the properties located on North Hammes Avenue to include, but not limited to the following:
 - Are there any easements, right-of-way, or wayleave associated with the land

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- acquisition of the North Hammes residential properties? If so, what type and who is responsible for the property taxes?
- What exactly is located at the Proposed Access Controlled (purple hyphenated line (fence, partition, etc.)?)
 - What is exactly between the Proposed Access Controlled and Proposed Noise Wall (asphalt, dirt road, grass)? And who maintains this area?
 - Does the ditch along the west side of I-57 still exist or will it be fill in?
 - How far away is the closest I-57 southbound lane and Ramp A to the residential property lines on North Hammes Avenue?
 - Are any utility poles being relocated? If so, whose property will it be on?
5. Throughout this project, who is responsible for the I-57 at IL-17 project notifications to the community residents that are most affected by this project, namely the Marycrest community?
 6. What were the dates of the evaluation of traffic and safety done at the East Court Street and North St. Joseph Avenue intersection?
 7. North Hammes Avenue was only recently closed (October 2020). Since the evaluation was conducted prior to the actual closing of North Hammes Avenue and it was deemed no change for the East Court Street (IL-17) and North St. Joseph Avenue intersection, will there be a future re- evaluation of the traffic and safety of this intersection to get accurate results?
 8. Some North Hammes Avenue residents (East side) did not receive the IDOT September letters. Some letters went to previous property owners. A lot of North Hammes Avenue are elderly, not tech savvy, or do not read or speak English. Why were the letters to the North Hammes Avenue homeowners not sent via certified mail, especially with such important information as land acquisition?
 9. There was forum(s) conducted by IDOT in 2012/2013 introducing this project to the residents, why was there no forum initiated by IDOT or the City of Kankakee in the last 7 ½ years regarding this proposed alternative which includes residential land acquisition and is "the final public involvement"?
 10. What were the other proposed alternatives or options for this project? Why are they not recommended? Where there any proposed alternatives that did not require the acquisition of residential land? If not, please explain.
 11. The I-57 at IL-50 Interchange (Exit 315) is constructed of many curves and slopes before, during, and after the I-57 Exit 315. In regards to the residential area (Marycrest Community), on the West side of I-57, why would IDOT not slightly shift to the East side of I-57 into the several empty fields and land? These fields and land are empty and there are no residences, no streets, and buildings close to I-57 on these properties.
 12. IDOT has stated that they would like to shift the interchange as far east as possible across from Mount Calvary Cemetery. Why is there not a consideration to shift as far east after the I-57 overpass instead of impeding on the residential property of the North Hammes Avenue citizens?
 13. With Illinois Department of Transportation (IDOT) experience of installing Noise Barrier Walls, how does the Noise Barrier Wall effective property value? Have the receptors been determined to be included in the proposed Noise Barrier Wall vote in Phase II? If so, what is the range of the receptors?

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14. If the proposed Noise Barrier Wall is voted in, will the City of Kankakee and/or Kankakee County have any input?
15. Have the following factors been determined for the proposed Noise Barrier Wall: What is the proposed height, depth, etc. of the Noise Barrier Wall? What is the proposed material for the Noise Barrier Wall? If not, when will these factors be determined?
16. The North Hammes Avenue (East side of the street) residents already experience the lack of upkeep of the 1-57 area behind their properties with wildlife, vermin, and overgrown weeds, trees, brush, shrubs, etc. Who will be responsible for this maintenance and upkeep of the Noise Barrier Wall?
Can IDOT, City of Kankakee, and the Kankakee County subcontract with each other to keep up the area and maintenance of the Noise Barrier Wall?
17. The Kankakee residents were introduced to the I-57 at IL-17 Interchange Project in 2012/2013. At the open forum of exhibits at the Kankakee Public Library (2nd Floor), several Marycrest residents asked the IDOT representatives if this project required IDOT to acquire any of the residential land on the west side of I-57 (Marycrest residential property), since our backyards are parallel to the southbound lanes (west side of I-57). We were informed that this project would not require the acquisition of our residential land. There has not be any information shared with the residents from IDOT, the City of Kankakee, nor Kankakee County of even a possibility of their land acquisition until some residents received letters in September 2020. One letter referencing the project and the other letter referencing land acquisition. Both letters stated that this is the "final public involvement" of preliminary stages of Phase I, with only a 30-day window of public comments/questions/suggestions. Residents are questioning, "Why were there no previous public involvement of the preliminary stages of Phase I"?

Response dated 11/12/2020

Thank you for the additional information about structures on your property. The plan notes will be revised accordingly.

When preparing the appraisal of the property to be purchased, the appraiser will consider the contributory value of all improvements within the area to be acquired such as trees, structures, landscaping, etc. Attached is a summary of the land acquisition process. This document is also available through the project website.

The department is considering public comments and is reviewing the design. The overall design concept is not likely to change, but the department is working to determine ways to reduce identified impacts.

The proposed access control limits generally outline the area to construct and maintain the proposed improvement. The construction limits are the area within which excavation or other work must take place. The construction limits expand as the ditch gets deeper or as the

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highway elevation rises in comparison to the adjacent land. Differences between the construction limits and access control limits generally are due to the required land needed for future maintenance concerns.

The proposed access control line would be the edge of the department's right of way after land acquisition is complete. This is generally where the access control fence is placed. If a noise barrier is constructed, it is anticipated that no fence would be required in those areas.

The area around a noise barrier is typically earth and will be seeded or sodded. We are reviewing the need for right of way behind the wall or if a permanent easement might be able to be used so the homeowner can continue to maintain the area on their side of the noise barrier. We will also discuss maintenance of the area internally and with the city of Kankakee.

Right of way purchased by the department would no longer be taxable to the previous owner. Easements grant the department rights to use the property but leave ownership with the current owner. Easements would still be part of the taxable area assessed to the homeowner. The current exhibits show all acquisition as right of way but the use of easements will be considered to allow homeowners to landscape around proposed noise barriers if they are constructed.

A ditch is proposed along the west side of I-57 along Hammes Avenue.

The proposed edge of southbound through or ramp lanes are anticipated to be 48' or more from the proposed right of way as it is shown in the public involvement exhibits. Proposed lane edges are generally over 40' from the existing right of way line but the tightest point along Ramp A is approximately 28' from the proposed ramp edge of lane to the existing right of way line.

If an existing utility pole needs to be relocated because of the project, it will typically be moved to a new location on IDOT right of way by the utility company.

The Illinois Department of Transportation is the lead agency on this project and has conducted the public involvement. The project involves many properties, agencies, and interested parties and the department works to provide appropriate information about the project to all involved. Follow up information will be provided to identify changes made as a result of the public comments received. Property owners or tenants that are benefitted by the noise wall or impacted by right of way or easements will be contacted separately regarding those items.

The intersection of IL 17 with St. Joseph Avenue was evaluated early in the Phase I process and was then re-evaluated in 2013. The evaluation used 2020 and 2040 projected traffic volumes. It was determined that even if existing Hammes Avenue traffic was added to the intersection, it would not warrant a traffic signal. The department will consider reviewing updated traffic data in the future to determine if the changes to Hammes Avenue have impacted that finding.

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Letters are sent to property owners adjacent to the project and are based on information available from the county property tax data. The event was advertised in the local newspaper, through press release, and on local agency websites. Certified mail is not typically used with large mailings for events that are widely advertised. Please note that contacts regarding the land acquisition process will come from the staff that are involved in that process after funding has been identified to purchase property.

This public involvement event is taking the place of an in-person public meeting that would have been the next step and final public involvement of the Phase I process. The current worldwide pandemic required a change from in-person to on-line presentation of the exhibits. An interim meeting was not held because design studies and coordination with adjacent projects were still underway.

There is an exhibit on the project website called "Interchange Alternatives" that shows the footprint of the other major alternatives. The single point urban interchange was found to have the least impacts when a shifted alignment was used. All alternatives have property impacts because no modern interchange designs were identified that meet current standards and do not require some degree of property impacts.

The department generally follows the existing alignment when practical. There are curves at the IL 50 interchange that were existing prior to the recent reconstruction. The alignment of I-57 is shifted east at the interchange and tapers back to the existing alignment as you go north or south. Additional alignment modifications can be considered but other constraints, such as apartment buildings east of I-57 and the location of bridges across Grinnell Road and the railroad to the north, must also be considered.

The department does not monitor property values after an improvement is constructed. Market demand and many other factors impact property values making the contribution of one isolated component difficult to determine. The department's appraisal will attempt to quantify the impacts of the improvement on each individual property. This information will be discussed with the property owner during the land acquisition phase.

The benefitted receptors are identified in the project noise study. An exhibit is attached to show benefitted receptors along Hammes Avenue.

The department will work with the city of Kankakee to develop an agreement on cost and maintenance responsibilities for the project and will continue to work with the city during construction to select a standard color and texture for any noise walls to be constructed.

Noise barriers are typically constructed of concrete panels. If a noise barrier is found to be feasible along Hammes Avenue after solicitation of feedback from adjacent property owners and those benefitted by the wall, it is anticipated that the barrier would be approximately 16' tall and

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between 1' and 3' thick. When feedback is requested, more details on the proposed barrier will be provided. Phase II is anticipated to begin sometime in calendar year 2021. Information regarding the noise study process is attached and additional information can be found on the project website.

Comments regarding maintenance of landscaping will be discussed internally and with the city of Kankakee. IDOT mowing policy generally calls for minimal mowing of areas that are further from the highway itself. Maintenance of any noise barriers to be constructed will be addressed in the city/state agreement for the project.

The need for land acquisition from properties along Hammes Avenue was not identified until late in the project. That is one of the reasons for the public involvement that occurred this year and one of the reasons that the typical 14 day comment period was extended to allow comments for the entire month of October. Follow up information will be provided to identify changes made as a result of the public comments received and the department will still respond to comments and questions from interested parties as Phase II design progresses and property owners or tenants that are benefitted by the noise wall or impacted by right of way or easements will be contacted separately regarding those items.

Your comments will be forwarded to the city of Kankakee so they are aware of your concerns.