SRA

STRATEGIC REGIONAL
ARTERIAL

WIKADUKE SRA Study

(Will, Kane, DuPage, and Kendall Counties)

- Ridge Road/Eola Road (WIKADUKE Trail)
- 95th Street/Boughton Road
- 119th Street
- Caton Farm Road

Illinois Department of Transportation

September 1999

FINAL REPORT

Summary of Recommendations

SUMMARY OF RECOMMENDATIONS

This section provides a summary of the recommended improvements for each of the WIKADUKE Routes and is separated by individual route and route segment. Further details of the recommended improvements are provided in Sections Three through Six.

WIKADUKE TRAIL

Segment 1: U.S. Route 6 from Bell Road to Ridge Road

- One through lane in each direction with an 18-foot wide median and 10-foot wide shoulders within existing right-of-way.
- An interconnected signal system for the entire segment.

Segment 2: Ridge Road from U.S. Route 6 to Interstate 80

- Ridge Road between U.S. Route 6 and McEvilly Road - two through lanes with an 18-foot wide median and 6-foot wide right shoulders within the proposed 120-foot wide right-of-way.
- Ridge Road between McEvilly Road and Twin Rail Drive - two through lanes with 12-foot wide median within the proposed 100-foot wide right-of-way.
- Ridge Road between Twin Rail Drive and ¼-mile north of Mondamin Street - maintain existing two through lanes with 12-foot wide median/turn lane cross-section within existing 100-foot wide right-of-way.
- Ridge Road between ¼-mile north of Mondamin Street and Interstate 80 - two through lanes with 18-foot wide median within proposed 120-foot wide right-of-way. Widen to four through lanes in interchange area.
- Reconstruct Interstate 80 Interchange to provide horizontal clearance for four through lanes and single left-turn lanes beneath structure by providing longer bridge spans over Ridge Road.
- An interconnected signal system for the entire segment.

Segment 3: Ridge Road from Interstate 80 to Wheeler Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 4: New roadway from Wheeler Road to Illinois Route 126

- Provide new roadway alignment connecting Ridge Road with Plainfield Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.

Segment 5: Plainfield Road from Illinois Route 126 to Stewart Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 6: Stewart Road from Plainfield Road to 119th Street/Collins Road Connector

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 7: New roadway from 119th Street/Collins Road Connector to Wolf's Crossing Road

- Provide new roadway alignment connecting Stewart Road with Heggs Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system from U.S. Route 30 to Wolf's Crossing Road.

Segment 8: Heggs Road from Wolf's Crossing Road to 87th Street

- Two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from to the proposed 95th Street Extension to Hafenrichter Road.

Segment 9: Eola Road from 87th Street to Illinois Route 56

- Eola Road between 87th Street and Montgomery Road - two through lanes in each direction with no median within the existing right-of-way.
- Eola Road between Montgomery Road and Illinois Route 56 - maintain the existing four through lane cross-section with existing median within the existing right-of-way.
- An interconnected signal system from 87th Street to Long Grove Drive and from McCoy Drive to Liberty Street.

95th STREET/BOUGHTON ROAD

Segment 1: 95th Street from U.S. Route 30 to 248th Street

- Construct 95th Street Extension from U.S. Route 30 to 248th Street. Recommended cross-section for the proposed roadway is two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Potential future grade separation at the EJ&E Railroad.
- Realign Wolf's Crossing Road to intersect the 95th Street Extension west of 248th Street.
- An interconnected signal system for the entire segment.

Segment 2: 95th Street from 248th Street to Plainfield-Naperville Road

- 248th Street to Illinois Route 59, two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Illinois Route 59 to Plainfield-Naperville Road, maintain the existing four through lane with 16-foot wide median cross-section within the existing 100-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 3: 95th/Boughton Connector

- Construct 95th/Boughton Connector from Plainfield-Naperville Road to Boughton Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 100- to 120-foot wide right-of-way.

Segment 4: Boughton Road from Kings Road to Illinois Route 53

- From Kings Road to Naperville Road - two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Naperville Road to Illinois Route 53 - maintain the existing four through lane with variable width median cross-section within the 100-foot wide existing right-of-way.
- Provide left-turn lane at Lyons Road.
- An interconnected signal system from Schmidt Road to Illinois Route 53.

Segment 5: Boughton Road from Illinois Route 53 to Interstate 355

- Illinois Route 53 to Feather Sound Drive - maintain existing four through lane with 4- to 18-foot wide median cross-section within the 100-foot wide existing right-of-way.
- Provide left-turn lanes at Monroe Drive, Preston and Feather Sound Drive.
- From Feather Sound Drive to Interstate 355, three through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Illinois Route 53 to Interstate 355.

119th STREET

Segment 1: From Stewart Road to Illinois Route 59

- From Stewart Road to U.S. Route 30, construct 119th Street/Collins Road Connector. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- From U.S. Route 30 to Illinois Route 59, two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Stewart Road to Heggs Road and from U.S. Route 30 to Illinois Route 59.

Segment 2: From Illinois Route 59 to Weber Road

- Two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Book Road to Weber Road.

CATON FARM ROAD

Segment 1: From Ridge Road to Illinois Route 59

- From Ridge Road to County Line Road - two through lanes in each direction with an 18-foot wide median within a 120-foot wide right-of-way.
- From County Line Road to Illinois Route 59 - two through lanes in each direction with an 18-foot wide median within 100-foot wide right-of-way.
- An interconnected signal system from Ridge Road to County Line Road.

Table of Contents

TABLE OF CONTENTS

SECTION ONE: INTRODUCTION **Page**

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM 1-1
1.2 WIKADUKE SRA STUDY 1-2
1.3 SRA ROUTE TYPES 1-5
1.4 DESIGN CONCEPT REPORT AND DESIRABLE ROUTE CHARACTERISTICS 1-7
1.5 STUDY OBJECTIVES 1-7
1.6 ORGANIZATION OF THE REPORT 1-7

SECTION TWO: STUDY OVERVIEW

2.1 WIKADUKE STUDY AREA 2-1
2.2 THE WIKADUKE ROUTES 2-1
2.3 WIKADUKE (SRA) ROUTES 2-3
2.4 WIKADUKE LAND USE/DEVELOPMENT CHARACTERISTICS 2-5
2.5 REGIONAL TRANSPORTATION FACILITIES 2-7
2.6 PROJECTED TRAVEL DEMAND 2-8
2.7 ROUTE AREA TYPES AND DESIGN CRITERIA 2-8
2.8 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS 2-18
2.9 TRANSIT 2-26
2.10 SUMMARY OF CONSTRUCTION AND RIGHT-OF-WAY COST ESTIMATES 2-29

SECTION THREE: ROUTE ANALYSIS - WIKADUKE TRAIL

3.1 SEGMENT 1: U.S. ROUTE 6 - BELL ROAD TO RIDGE ROAD

3.1.1 LOCATION 3-3
3.1.2 EXISTING FACILITY CHARACTERISTICS 3-3
3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-4
3.1.4 DEVELOPMENT CHARACTERISTICS 3-4
3.1.5 RECOMMENDED IMPROVEMENTS 3-5
3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-6
3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-6
3.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-6

3.2 SEGMENT 2: RIDGE ROAD - U.S. ROUTE 6 TO INTERSTATE 80

3.2.1 LOCATION 3-9
3.2.2 EXISTING FACILITY CHARACTERISTICS 3-9
3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-10
3.2.4 DEVELOPMENT CHARACTERISTICS 3-11
3.2.5 RECOMMENDED IMPROVEMENTS 3-12
3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-14
3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-14
3.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-14

3.3 SEGMENT 3: RIDGE ROAD - INTERSTATE 80 TO WHEELER ROAD

3.3.1 LOCATION 3-17
3.3.2 EXISTING FACILITY CHARACTERISTICS 3-17
3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-18
3.3.4 DEVELOPMENT CHARACTERISTICS 3-18
3.3.5 RECOMMENDED IMPROVEMENTS 3-19
3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-22
3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-23
3.3.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-23

3.4 SEGMENT 4: NEW ALIGNMENT - WHEELER ROAD TO ILLINOIS ROUTE 126

3.4.1 LOCATION 3-25
3.4.2 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-25
3.4.3 DEVELOPMENT CHARACTERISTICS 3-25
3.4.4 RECOMMENDED IMPROVEMENTS 3-26
3.4.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-28
3.4.6 POTENTIAL ENVIRONMENTAL CONCERNS 3-28
3.4.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-28

3.5 SEGMENT 5: PLAINFIELD ROAD - ILLINOIS ROUTE 126 TO STEWART ROAD

3.5.1 LOCATION 3-29
3.5.2 EXISTING FACILITY CHARACTERISTICS 3-29
3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-30
3.5.4 DEVELOPMENT CHARACTERISTICS 3-30
3.5.5 RECOMMENDED IMPROVEMENTS 3-31
3.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-32
3.5.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-33
3.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-33

3.6 SEGMENT 6: STEWART ROAD - PLAINFIELD ROAD TO 119th STREET/COLLINS ROAD CONNECTOR

3.6.1 LOCATION 3-35
3.6.2 EXISTING FACILITY CHARACTERISTICS 3-35
3.6.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-36
3.6.4 DEVELOPMENT CHARACTERISTICS 3-36
3.6.5 RECOMMENDED IMPROVEMENTS 3-37
3.6.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-39
3.6.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-40
3.6.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-40

3.7 SEGMENT 7: NEW ALIGNMENT - 119th STREET/COLLINS ROAD CONNECTOR TO WOLF'S CROSSING ROAD

3.7.1 LOCATION 3-41

3.7.2 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-41
3.7.3 DEVELOPMENT CHARACTERISTICS 3-41
3.7.4 RECOMMENDED IMPROVEMENTS 3-42
3.7.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-44
3.7.6 POTENTIAL ENVIRONMENTAL CONCERNS 3-44
3.7.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-44

3.8 SEGMENT 8: HEGGS ROAD - WOLF'S CROSSING ROAD TO 87th STREET

3.8.1 LOCATION 3-47
3.8.2 EXISTING FACILITY CHARACTERISTICS 3-47
3.8.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-48
3.8.4 DEVELOPMENT CHARACTERISTICS 3-48
3.8.5 RECOMMENDED IMPROVEMENTS 3-49
3.8.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-50
3.8.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-50
3.8.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-50

3.9 SEGMENT 9: EOLA ROAD - 87th STREET TO ILLINOIS ROUTE 56

3.9.1 LOCATION 3-53
3.9.2 EXISTING FACILITY CHARACTERISTICS 3-53
3.9.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 3-55
3.9.4 DEVELOPMENT CHARACTERISTICS 3-56
3.9.5 RECOMMENDED IMPROVEMENTS 3-57
3.9.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 3-60
3.9.7 POTENTIAL ENVIRONMENTAL CONCERNS 3-61
3.9.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 3-61

SECTION FOUR: ROUTE ANALYSIS - 95th STREET/BOUGHTON ROAD

4.1 SEGMENT 1: 95th STREET EXTENSION - U.S. ROUTE 30 TO 248th STREET

4.1.1 LOCATION 4-3
4.1.2 EXISTING ENVIRONMENTAL CHARACTERISTICS 4-3
4.1.3 DEVELOPMENT CHARACTERISTICS 4-3
4.1.4 RECOMMENDED IMPROVEMENTS 4-4
4.1.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS 4-8
4.1.6 POTENTIAL ENVIRONMENTAL CONCERNS 4-8
4.1.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES 4-8

4.2 SEGMENT 2: 95th STREET - 248th STREET TO PLAINFIELD-NAPERVILLE ROAD

4.2.1 LOCATION 4-11
4.2.2 EXISTING FACILITY CHARACTERISTICS 4-11
4.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS 4-12
4.2.4 DEVELOPMENT CHARACTERISTICS 4-13
4.2.5 RECOMMENDED IMPROVEMENTS 4-14

4.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....4-17
4.2.7 POTENTIAL ENVIRONMENTAL CONCERNS....4-17
4.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....4-17

4.3 SEGMENT 3: 95th/BOUGHTON CONNECTOR - PLAINFIELD-NAPERVILLE ROAD TO BOUGHTON ROAD

4.3.1 LOCATION....4-19
4.3.2 EXISTING ENVIRONMENTAL CHARACTERISTICS....4-19
4.3.3 DEVELOPMENT CHARACTERISTICS....4-19
4.3.4 RECOMMENDED IMPROVEMENTS....4-20
4.3.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....4-23
4.3.6 POTENTIAL ENVIRONMENTAL CONCERNS....4-23
4.3.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....4-23

4.4 SEGMENT 4: BOUGHTON ROAD - 95th/BOUGHTON CONNECTOR TO ILLINOIS ROUTE 53

4.4.1 LOCATION....4-25
4.4.2 EXISTING FACILITY CHARACTERISTICS....4-25
4.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS....4-26
4.4.4 DEVELOPMENT CHARACTERISTICS....4-27
4.4.5 RECOMMENDED IMPROVEMENTS....4-28
4.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....4-31
4.4.7 POTENTIAL ENVIRONMENTAL CONCERNS....4-32
4.4.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....4-32

4.5 SEGMENT 5: BOUGHTON ROAD - ILLINOIS ROUTE 53 TO INTERSTATE 355

4.5.1 LOCATION....4-33
4.5.2 EXISTING FACILITY CHARACTERISTICS....4-33
4.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS....4-34
4.5.4 DEVELOPMENT CHARACTERISTICS....4-35
4.5.5 RECOMMENDED IMPROVEMENTS....4-35
4.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....4-38
4.5.7 POTENTIAL ENVIRONMENTAL CONCERNS....4-38
4.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....4-38

SECTION 5: ROUTE ANALYSIS - 119th STREET

5.1 SEGMENT 1: 119th STREET - STEWART ROAD TO ILLINOIS ROUTE 59

5.1.1 LOCATION....5-3
5.1.2 EXISTING FACILITY CHARACTERISTICS....5-3
5.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS....5-4
5.1.4 DEVELOPMENT CHARACTERISTICS....5-5
5.1.5 RECOMMENDED IMPROVEMENTS....5-6
5.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....5-11

5.1.7 POTENTIAL ENVIRONMENTAL CONCERNS....5-11
5.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....5-11

5.2 SEGMENT 2: 119th STREET - ILLINOIS ROUTE 59 TO WEBER ROAD

5.2.1 LOCATION....5-13
5.2.2 EXISTING FACILITY CHARACTERISTICS....5-13
5.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS....5-14
5.2.4 DEVELOPMENT CHARACTERISTICS....5-15
5.2.5 RECOMMENDED IMPROVEMENTS....5-16
5.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....5-19
5.2.7 POTENTIAL ENVIRONMENTAL CONCERNS....5-20
5.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....5-20

SECTION SIX: ROUTE ANALYSIS - CATON FARM ROAD

6.1 CATON FARM ROAD: RIDGE ROAD TO ILLINOIS ROUTE 59

6.1.1 LOCATION....6-3
6.1.2 EXISTING FACILITY CHARACTERISTICS....6-3
6.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS....6-4
6.1.4 DEVELOPMENT CHARACTERISTICS....6-5
6.1.5 RECOMMENDED IMPROVEMENTS....6-6
6.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS....6-11
6.1.7 POTENTIAL ENVIRONMENTAL CONCERNS....6-11
6.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES....6-11

SECTION SEVEN: PUBLIC INVOLVEMENT

7.1 WIKADUKE MEETING MINUTES
7.2 PUBLIC HEARINGS AND RECORDED COMMENTS
7.3 ADDITIONAL COORDINATION WITH LOCAL JURISDICTIONS
7.4 STUDY RESPONSES

SECTION

1

Introduction

SECTION ONE
INTRODUCTION

1.1 THE STRATEGIC REGIONAL ARTERIAL SYSTEM

The 2010 Transportation System Development (TSD) Plan, adopted in 1989 by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC), recognized that the regional expressway system will be unable to meet the future demand for long-distance, high volume auto and commercial vehicle traffic. In recent years, rapid economic development and growing population has resulted in significant increases in congestion on the expressway system in many parts of the region. Congestion is also increasing on arterials and local roads, and growth in vehicular traffic is expected to continue. According to current NIPC forecasts for the region, included in the CATS 2020 Regional Transportation Plan (RTP), vehicle miles of travel by the year 2020 are expected to increase by 35 percent from 1996 levels.

The Strategic Regional Arterial (SRA) system was developed as part of the 2010 TSD Plan to address these needs. The SRA system is intended to:

- supplement the primary expressway system;
- enhance public transportation;
- accommodate commercial vehicle traffic; and
- increase personal mobility and reduce congestion.

The original system consisted of 143 route segments within 66 different corridors and encompassed 1340 miles of existing roads in Cook, DuPage, Kane, Lake, McHenry and Will Counties.

To implement the SRA system, development of a comprehensive, long-range plan for the entire network is necessary. Since 1989, the Illinois Department of Transportation (IDOT) has undertaken an extensive planning process for the SRA system, with each individual route segment being studied to determine ultimate improvement recommendations needed to accommodate future traffic at an acceptable level of service. The SRA studies allow an examination of each route during which existing route conditions, traffic analyses, environmental studies, public involvement and cost implementation are carefully considered and analyzed. The objective of the SRA studies is to study all possible facets and impacts of the transportation improvements, so that a plan can be developed and supported by all parties. Together, the route studies will constitute a comprehensive, coordinated plan for the entire SRA network.

IDOT divided the routes within the original network into five subsets and funded detailed studies of each route. As a result of these studies and public comment, proposed modifications and additions were made to the system. Subsequently, IDOT funded a sixth subset of studies — the WIKADUKE SRA Study.

1.2 WIKADUKE SRA STUDY

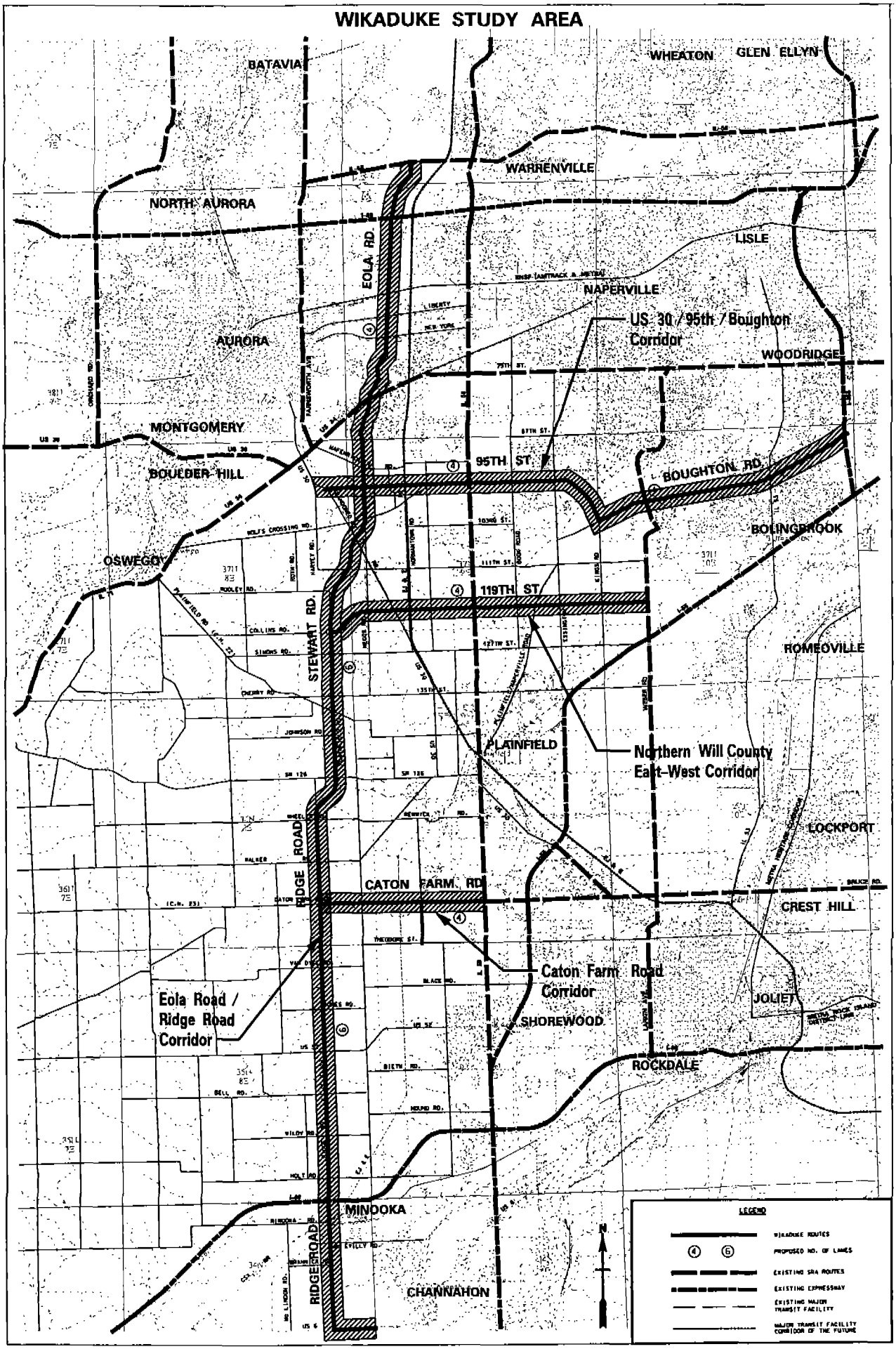
The southwest portion of metropolitan Chicago in **Wi**ll, **Ka**ne, **Du**Page and **Ke**ndall (WIKADUKE) Counties is experiencing rapid urbanization. This fact is underscored in the 2020 forecasts developed by NIPC, which projects that employment and the number of total households in this region will grow by over 150 percent between 1990 and 2020. In recent years, residential and commercial developments have proceeded at a very high pace; a strong industrial and manufacturing base exists across the area; and a third airport for the metropolitan region may possibly someday be located in nearby Peotone. These combined factors have placed increasing pressure upon this region's network of arterial highways in the form of increased travel demand.

A consortium of officials from the various local, township, and county governments in this area have formed what is known as the WIKADUKE committee to work together to plan the future of this rapidly growing area of the region. The transportation officials of this group requested from both the SRA Subcommittee at CATS and IDOT that a pre-Phase I SRA type feasibility study be conducted for four corridors in the area, culminating with a decision on whether or not to adopt the routes or portions of the routes onto the SRA network.

The four corridors initially identified by the WIKADUKE committee for evaluation are Eola Road/Ridge Road, U.S. Route 30/95th Street/Boughton Road, Northern Will County East-West Corridor, and Caton Farm Road. (See Figure 1.2-1.) During corridor evaluation and study, further definition of the corridors became necessary. Based on study results and input from the WIKADUKE committee, detailed roadway alignments were selected within each of the corridors.

This set of four corridors represents the sixth subset of SRA routes to be studied. The WIKADUKE SRA Study was performed in conformance with the study guidelines established for the SRA project. Although not included in the original 1340-mile SRA System, the WIKADUKE routes are intended to function as an extension of the previously defined SRA System. Those subsequently added to the SRA system comprise part of the now 1387-mile SRA network, as included in the 2020 RTP. (See Figure 1.2-2) The 2020 RTP replaces the 2010 Transportation System Development Plan (TSD).

Coordination with the WIKADUKE committee was a major element of this study. The members of the WIKADUKE committee directly involved with the study are listed in Table 1.2-1. Coordination with officials from Grundy County and the Village of Minooka was also conducted as part of this study since the southern portion of the Eola Road/Ridge Road corridor is located in these areas.



Wikaduke Route Corridors
Figure 1.2-1

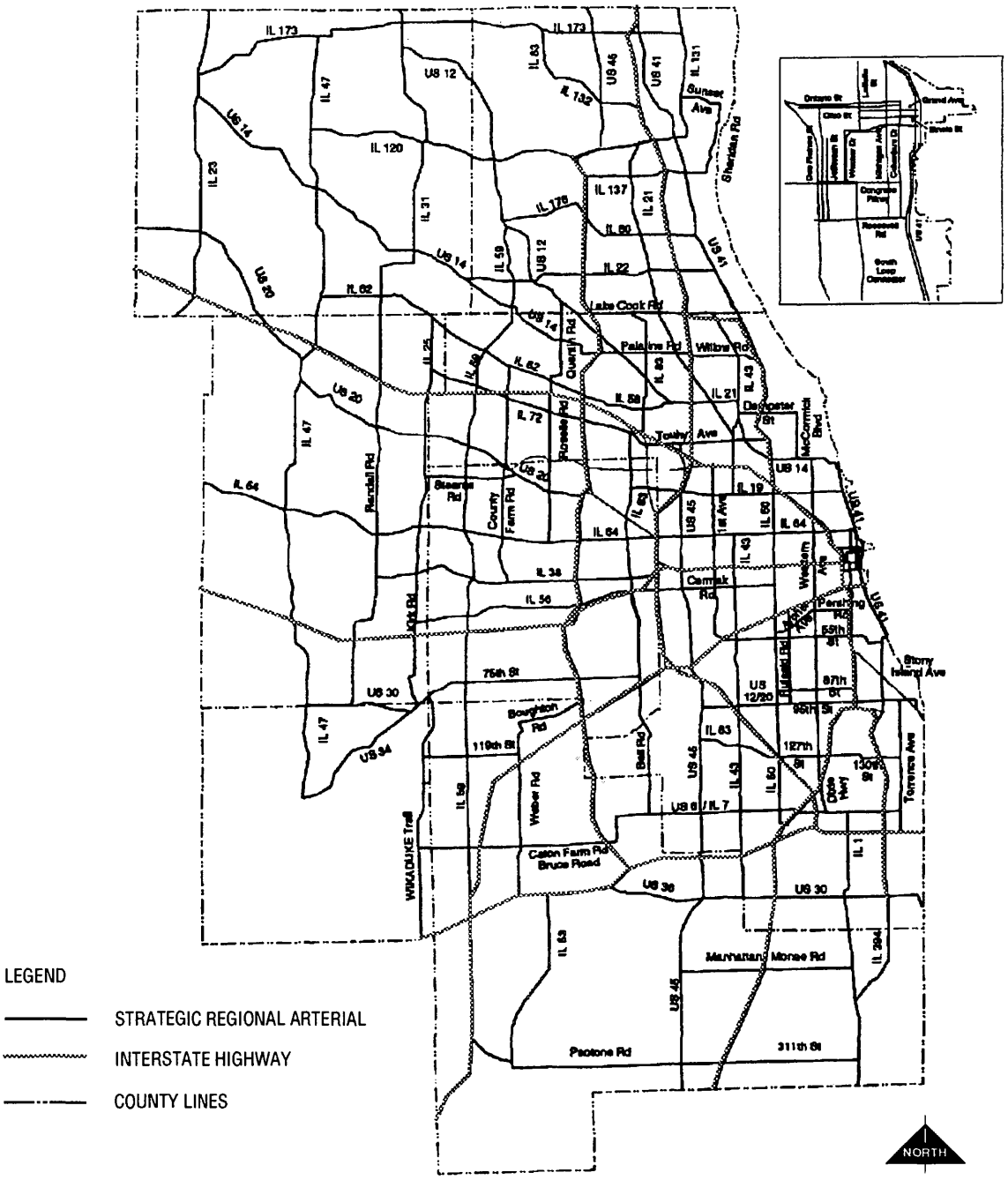


FIGURE 1.2-2
2020 STRATEGIC REGIONAL ARTERIAL SYSTEM

Table 1.2-1
WIKADUKE Group Members

County	Township	Community
Will	Wheatland	Bolingbrook
	DuPage	Channahon
	Plainfield	Joliet
	Troy	Lockport
		Plainfield
		Shorewood
Kane		Aurora
		Montgomery
DuPage		Naperville
Kendall	Na Au Say	Oswego
	Oswego	
	Seward	

1.3 SRA ROUTE TYPES

Within the SRA network there are significant differences in the roadway environment. These differences affect how routes will function in the system. Three different types of SRA routes have been designated, corresponding to three types of roadway environments:

- Urban routes,
- Suburban routes, and
- Rural routes.

The designation of route types was based upon the projected 2010 density of development within the Chicago region (See Figure 1.3-1). Urban SRA routes are located in the City of Chicago and adjacent portions of more densely developed suburbs, where projected densities are greater than 5.0 households per acre. Suburban SRA route designations, where projected densities are between 0.5 and 5.0 households per acre, apply to most of suburban Cook and Lake Counties, all of DuPage County, and the more developed portions of McHenry, Kane and Will Counties. Rural SRA routes are located in the outer portions of Lake, McHenry, Kane and Will Counties, where projected densities are less than 0.5 households per acre.

A reclassification of densities was not undertaken as part of the 2020 RTP. The use of 2020 densities may reclassify some areas to a higher category. All of the WIKADUKE routes have been classified as suburban routes.

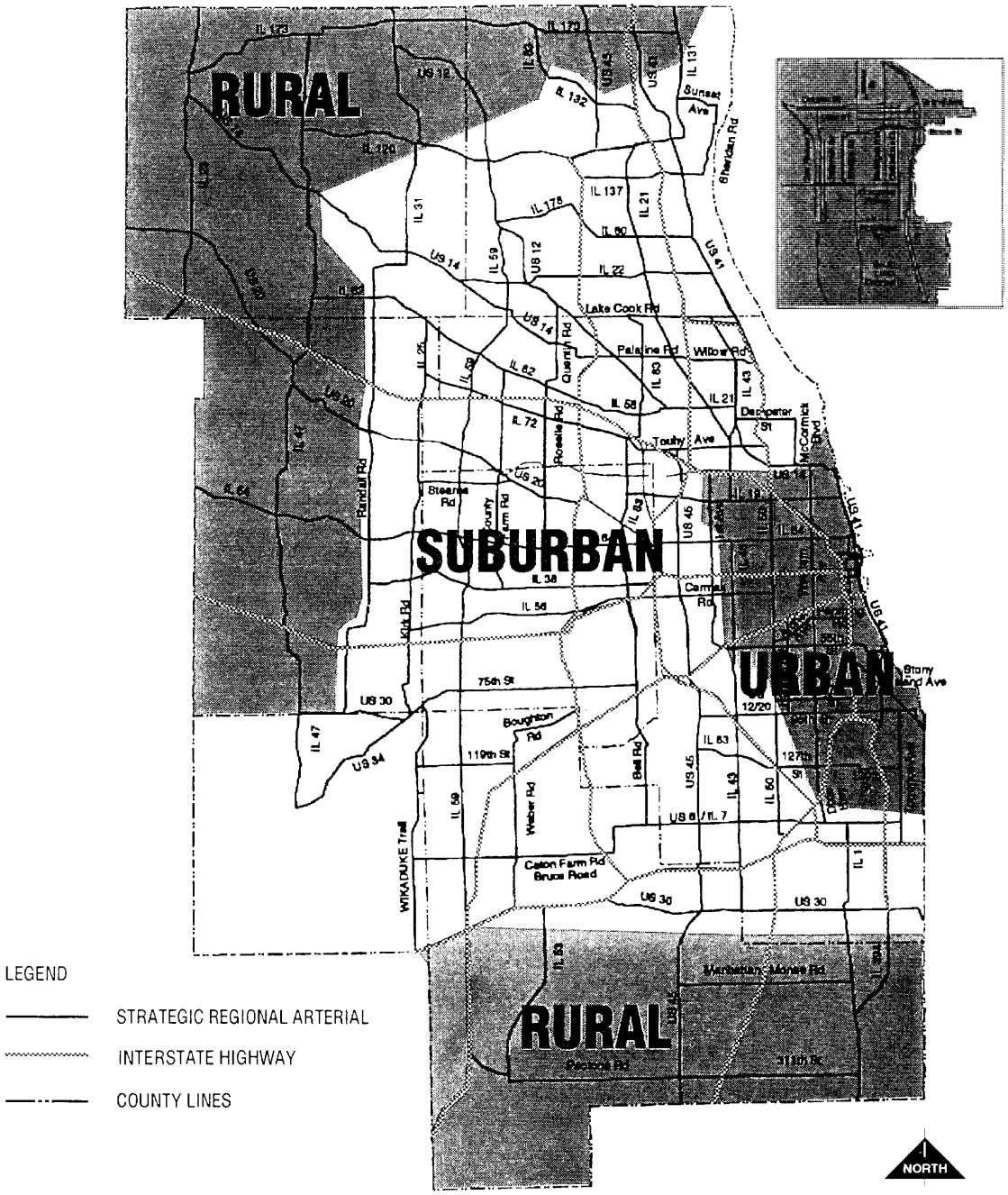


FIGURE 1.3-1
ROUTE TYPES ON THE STRATEGIC REGIONAL ARTERIAL SYSTEM

1.4 DESIGN CONCEPT REPORT AND DESIRABLE ROUTE CHARACTERISTICS

The SRA Design Concept Report, dated March, 1991, and revised February, 1994, was endorsed by the CATS Policy Committee and includes a full description of the recommended designs and features applicable to all SRA route types. These desirable characteristics are intended to provide adequate traffic service and geometric design and to serve as criteria for planning the individual routes. These characteristics are designed to be generally applicable to all SRA routes. However, the SRA planning process recognizes that there may be situations where design features are not appropriate or where special treatment of some features is desirable.

1.5 STUDY OBJECTIVES

The WIKADUKE SRA Study identifies both ultimate and low-cost improvements to enable the route to function as part of the SRA system. The following objectives have guided the study process.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Define right-of-way requirements.
- Enhance access to the regional transit system.
- Identify ways to manage access which would improve through traffic movement and reduce conflicts.
- Coordinate recommended route improvements with projected development.
- Identify necessary improvements to accommodate commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

The completed study will guide implementation of improvements on the WIKADUKE routes, so that individual projects are consistent with the coordinated long-range development of the route as an integral part of the SRA system.

1.6 ORGANIZATION OF THE REPORT

This report on the WIKADUKE SRA Study is divided into seven sections.

Section One, Introduction, provides information about the SRA System; WIKADUKE SRA Study; SRA route types; SRA Design Concept Report and desirable route characteristics; study objectives; and the organization of the report.

Section Two, WIKADUKE Study Overview, provides a general description of the WIKADUKE Study process; existing route characteristics; and type of improvements recommended for each route.

Section Three, Ridge Road/Eola Road Route (WIKADUKE Trail) Analysis, presents a detailed analysis of the existing conditions and recommended route improvements for the Ridge/Eola Route. This section is divided according to the following roadway segments:

- **Section 3.1:** U.S. Route 6 (Bell Road to Ridge Road)
- **Section 3.2:** Ridge Road (U.S. Route 6 to Interstate 80)
- **Section 3.3:** Ridge Road (Interstate 80 to Wheeler Road)
- **Section 3.4:** New Alignment (Wheeler Road to Illinois Route 126)
- **Section 3.5:** Plainfield Road (Illinois Route 126 to Stewart Road)
- **Section 3.6:** Stewart Road (Plainfield Road to 119th Street/Collins Road Connector)
- **Section 3.7:** New Alignment (119th Street/Collins Road Connector to Wolf's Crossing Road)
- **Section 3.8:** Heggs Road (Wolf's Crossing Road to 87th Street)
- **Section 3.9:** Eola Road (87th Street to Illinois Route 56)

Section Four, 95th Street/Boughton Road Route Analysis, presents a detailed analysis of the existing conditions and recommended route improvements for 95th Street and Boughton Road. This section is divided according to the following roadway segments:

- **Section 4.1:** 95th Street Extension (U.S. Route 30 to 248th Street)
- **Section 4.2:** 95th Street (248th Street to Plainfield-Naperville Road)
- **Section 4.3:** 95th/Boughton Connector (Plainfield-Naperville Road to Boughton Road)
- **Section 4.4:** Boughton Road (95th/Boughton Connector to Illinois Route 53)
- **Section 4.5:** Boughton Road (Illinois Route 53 to Interstate 355)

Section Five, 119th Street Route Analysis, presents a detailed analysis of the existing conditions and recommended route improvements for 119th Street. This section is divided according to the following roadway segments:

- **Section 5.1:** Stewart Road to Illinois Route 59
- **Section 5.2:** Illinois Route 59 to Weber Road

Section Six, Caton Farm Road Route Analysis, presents a detailed analysis of the existing conditions and recommended route improvements for Caton Farm Road between Ridge Road and Illinois Route 59.

For each route segment the following analyses are presented.

Existing Facility Characteristics. The existing facility characteristics are defined. Current traffic volumes are listed. Existing right-of-way, number of lanes, pavement widths, location of existing traffic signals and sidewalks, existing transit usage and routes, location of structures and other

appropriate existing facility characteristics are discussed and shown on the corresponding aerial base maps.

Environmental Characteristics. Environmental characteristics of the route segment are defined. Existing streams, wetlands and floodplains; historic properties and districts; flora/fauna; waste disposal sites; sensitive land uses and other environmental characteristics are discussed and shown on the corresponding aerial base maps.

Existing and Projected Development Characteristics. The existing and projected development characteristics of the route segment are analyzed. Jurisdictional boundaries are defined. Existing land use characteristics are examined with respect to the types, density or intensity of use; setbacks and access locations. Future development potential is examined by identification of vacant land, planned or likely redevelopment and other planned development in the vicinity. Finally, public and institutional areas are identified by location and type. The existing and projected development characteristics are shown on corresponding aerial base maps.

Recommended Improvements. The recommended improvements are identified for each route segment. Ultimate and low-cost improvements are specified in the categories of roadway, intersections, traffic signalization, access management, transit and other relevant areas. Right-of-way requirements for the implementation of the recommended improvements are identified. Potential environmental considerations for the implementation of the recommended improvements and right-of-way expansion are analyzed. Cost estimates relating to construction of the recommended improvements and acquisition of right-of-way are given.

Section Seven, Public Involvement, will summarize the public involvement process during the study, including the WIKADUKE coordination meetings, the public hearings and other efforts to promote local involvement in the study process.

SECTION 2

Study Overview

SECTION TWO
STUDY OVERVIEW

2.1 WIKADUKE STUDY AREA

In September of 1993, when planning was halted for a Fox Valley Expressway, the development of alternative methods to address increasing travel demand in the southwestern part of the Chicago Metropolitan area intensified. Communities in the Fox Valley reevaluated existing transportation plans in order to compensate for the loss of this Major Transportation Facility. As a result of this new planning impetus, the affected communities formed a committee of local officials to examine transportation needs on a regional level. This committee took the name WIKADUKE as a way to recognize that the group's composition included representation from the four counties of Will, Kane, DuPage, and Kendall.

The WIKADUKE Study Area is located in northwest Will, southeast Kane, southwest DuPage and northeast Kendall Counties. There is no single governmental entity that comprehensively plans the WIKADUKE region. The actual boundaries of WIKADUKE are determined by the planning boundaries of the member communities. (See Table 1.2-1) The WIKADUKE region is also covered by two IDOT Districts, partially covered by CATS and their transportation modeling efforts, partially covered by NIPC, and partially covered by DuPage, Will, Kane, Kendall and Grundy Counties.

The WIKADUKE group has filled the planning void for the region by providing input into various planning studies such as the Illinois Department of Transportation (IDOT) SRA studies and the Chicago Area Transportation Study (CATS) 2020 process. Through WIKADUKE, local officials met with the Secretary of Transportation to discuss the need to identify future transportation corridors. IDOT initiated SRA type studies on the four corridors in the WIKADUKE region that were identified by the local officials in 1995. The WIKADUKE group has continued to meet on a regular basis since 1993 on the strength of its objectives and through the commitment of its members.

2.2 THE WIKADUKE ROUTES

The WIKADUKE group member communities and associations drafted resolutions requesting that IDOT/CATS study four transportation corridors for inclusion onto the SRA System. Figure 1.2-1 identifies the four WIKADUKE Route Corridors. The corridors were defined as follows:

1. Eola Road/Ridge Road Corridor between Illinois Route 56 (Butterfield Road) and Interstate 80;

2. U.S. Route 30/95th Street/Boughton Road Corridor between the City of Aurora and the Village of Bolingbrook;

3. Northern Will County East-West Corridor between the Eola Road/Ridge Road corridor and Weber Road; and

4. Extension of Caton Farm Road from Illinois Route 59 to Ridge Road.

Each corridor was studied for the purpose of defining an alignment within that corridor. In general, the most direct route with the least amount of impacts was the most desirable. Data collection tasks identified the important issues required to make the alignment decisions. Initial data collected included the location of existing development, wetlands, existing roadway network and other items. Results of the preliminary study were presented to the WIKADUKE group for discussion and comment. The following description identifies the recommended roadway alignment through each corridor.

Eola Road/Ridge Road Corridor

The result of the preliminary study of the Eola/Ridge corridor determined that the most desirable alignment and termini for the route is comprised of a series of north-south roadways that generally parallel the Kane/DuPage and Kendall/Will County lines. The route will create a continuous north-south roadway through WIKADUKE ranging from 1.5 to 4.0 miles west of Illinois Route 59. Beginning at the southern terminus, the route is comprised of: U.S. Route 6 from Bell Road to Ridge Road, a distance of 1.0 mile; Ridge Road between U.S. Route 6 and Wheeler Road, a distance of 12 miles; a new alignment connecting Ridge Road and Plainfield Road between Wheeler Road and Illinois Route 126, a distance of 1.0 mile; Plainfield Road between Illinois Route 126 and Stewart Road, a distance of 1.5 miles; Stewart Road between Plainfield Road and the 119th Street/Collins Road Connector, a distance of 2.0 miles; the Stewart Road/Heggs Road Connector between 119th Street/Collins Road Connector and Wolf's Crossing Road, a distance of 3.0 miles; Heggs/Eola Road from Wolf's Crossing Road to Illinois Route 56 (Butterfield Road), a distance of 9.5 miles. The total distance of this route, including the proposed connections, is approximately 30 miles.

95th Street/Boughton Road Corridor

The 95th/Boughton route will provide a continuous east-west connection between U.S. Route 30, in northeast Kendall County, to Interstate 355, a distance of approximately 13.25 miles. The composition of the route includes 2.5 miles of new roadway at the west end to connect U.S. Route 30 to 95th Street at about 248th Street. From 248th Street to Plainfield-Naperville Road, the route will be carried on 95th Street for a distance of 3.0 miles. A new roadway is proposed between 95th Street and Boughton Road. The alignment for this connection is identified in a 1990 report prepared for the Village of Naperville. Total length of this segment is 1.5 miles. The remaining 6.25 miles of the route will follow the existing alignment of Boughton Road from the Wheatland/DuPage Township line to Interstate 355.

119th Street

The purpose of the Northern Will County East-West Corridor is to create a continuous east-west route extending from the Eola/Ridge corridor on the west to Weber Road on the east. The north and south limits of the corridor were defined as 119th Street and 127th Street, respectively. Based on preliminary data collection and analysis, the 119th Street alignment was selected for additional study. The total length of the roadway is 7.5 miles.

Caton Farm Road

Caton Farm Road provides an east-west connection between Ridge Road on the west and Illinois Route 59 on the east. The length of this route is approximately four miles.

It was agreed that the inclusion of these four routes onto the SRA system would be withheld until a Pre-Phase I SRA Study was initiated. Once the roadway alignments had been identified, the application of SRA route characteristics would follow. During that process the components of the SRA system would be applied to the four routes in order to determine their desirability for inclusion onto the system. Factors such as spacing, termini, and continuity would be assessed.

2.3 WIKADUKE (SRA) ROUTES

A component of the WIKADUKE Study is to recommend which, if any, of the four routes would be suitable for inclusion onto the SRA network formulated as part of the CATS 2020 Regional Transportation Plan (RTP). To permit consistent evaluation of these routes, a set of guidelines and criteria were established. These guidelines are set forth below.

1. The spacing of the WIKADUKE routes would be compared against existing SRA routes. For Suburban SRA routes the spacing between adjacent SRA routes is five miles.

2. The ability of the WIKADUKE routes to meet minimum SRA design criteria for suburban routes would be assessed (See Table 2.3-1).

3. The regional nature of the WIKADUKE routes would be assessed.

4. The termini of the WIKADUKE routes would be evaluated to determine if they conform to SRA guidelines. SRA routes must terminate at another SRA route or a major transportation facility such as an interstate.

The evaluation of each route in accordance with these criteria revealed that not all of the routes would meet SRA requirements. The routes and route segments that were recommended for adoption onto the SRA System are identified below.

1. Eola Road/Ridge Road between U.S. Route 34 and Interstate 80 was recommended due to its identification as a route that would serve to enhance north-south travel in the same

Table 2.3-1
2020 Desirable Route Characteristics
Suburban Strategic Regional Arterials

Right-of-way Width	120’ - 150’
Level of Service (Peak Hour)/Design Speed	C or D / 45 mph
Number of Through Lanes	3 in each direction; 12’ width
Median Width	18’ - 46’, raised
Right Turns	Turn lanes at all major intersections
Left Turns	Dual left turns at all major intersections
Shoulders	Where appropriate, 10’ width paved
Curbs	Yes, with 2’ gutters
Sidewalks	Where appropriate, 5’ width
Parking	Not recommended
Cross Street Intersections	Signals with collectors and arterials New local roads right-in/right-out only
Curb Cut Access	Consolidate access points at 500’ spacing with cross easements
Transit	Bus turnouts, signs and shelters. Express bus service only. Signal pre-emption and HOV potential.
Number of Traffic Signals per Mile	4 maximum
Signalization	Synchronization with pedestrian actuation where needed
Freight: Radii Vertical Clearances	WB-55 typical/WB-60 Type II truck route New structures: 16’-3” Existing structures: 14’-6”
Railroads	Evaluate the need for a grade separation at all railroads.
Loading	Off-street loading

corridor as the former Fox Valley Expressway. Although the route is less than five miles from Illinois Route 59, there are no other routes to the west that could provide similar continuity until Illinois Route 47 which is located eight miles to the west.

The segment of Eola Road north of U.S. Route 34 was not recommended for inclusion into the CATS 2020 SRA Network due to the proximity of SRA routes Illinois Route 59 to the east and Farnsworth Avenue to the west. The portion of the route south of Interstate 80 was also not recommended for inclusion since it does not terminate at a major transportation facility.

2. Boughton Road between Naperville Road and Interstate 355 was recommended due to its connectivity with SRA Weber/Larkin and Interstate 355. Neither Boughton Road west of Naperville Road nor 95th Street was recommended for inclusion onto the CATS 2020 SRA Network because they would encroach on the five mile spacing requirement for suburban SRA Routes due to their proximity to 75th Street to the north and 119th Street to the south.

3. 119th Street between Stewart Road (part of the Eola/Ridge SRA) and Weber Road is recommended for inclusion onto the SRA System since appropriate spacing exists between adjacent SRA routes to the north and south, adequate right-of-way is available, the route serves regional travel and it terminates at other SRA routes.

4. Caton Farm Road between Ridge Road (part of the Eola/Ridge SRA) and Illinois Route 59 is recommended as an extension of the previous SRA study along Caton Farm Road east of Illinois Route 59.

These recommendations were made to the CATS SRA Subcommittee and subsequently adopted onto the SRA System for the 2020 RTP. Although portions of some WIKADUKE routes were not recommended for inclusion onto the SRA System, all WIKADUKE routes are regionally significant and were subsequently studied with equal detail over their entire length.

2.4 WIKADUKE LAND USE/DEVELOPMENT CHARACTERISTICS

The WIKADUKE area is experiencing rapid urbanization, and based on forecasts prepared by NIPC and the Kendall County Economic Development Commission, this trend is projected to continue. NIPC has developed population, household, and employment projections for the year 2020 for the six-county region which includes Cook, Lake, McHenry, Kane, DuPage, and Will counties. The Kendall County Economic Development Commission has projected population for Kendall County for the year 2010.

The WIKADUKE routes are located in six townships included in the NIPC region: Naperville Township in DuPage County and Wheatland, DuPage, Plainfield, Troy, and Channahon townships in Will County. The population in these six townships is projected to increase by approximately 139 percent between 1990 and 2020 from 158,000 to 379,000 people. The number of households is projected to increase 151 percent from 53,000 to 133,000, and employment is projected to increase

172 percent from 69,000 to 189,000. This growth projected for this six-township area accounts for approximately 10 percent of the growth projected for the NIPC six-county region.

In Kendall County, population is projected to grow at a slower rate than in the adjacent DuPage and Will County areas. The three eastern townships — Oswego, Seward, and Na Au Say — comprise part of the WIKADUKE study area. In these townships, a 58 percent increase in population is projected between 1990 and 2010 from 18,000 to 29,000 people. Most of this increase — 95 percent — is projected for Oswego Township. This township also accounts for approximately 60 percent of the total population growth projected for the entire county.

Current Development

The Eola Road/Ridge Road corridor passes through two incorporated areas — the City of Aurora at the north end and the Village of Minooka at the south end. Outside of the planning boundaries, land use is primarily agricultural with some scattered single-family residential development. North of 87th Street in the City of Aurora, land adjacent to Eola Road is primarily developed with a mix of uses, including institutional uses such as schools, parks, and a library; single- and multi-family residential development; and commercial and industrial uses. Along Ridge Road in the Village of Minooka, single-family residential, commercial, and industrial development and a junior high school front the route. Most of the land adjacent to the route within the village limits is developed.

West of Illinois Route 59, property adjacent to the 95th Street/Boughton Road route is unincorporated. There is some single-family residential development in this area, particularly between 248th Street and Illinois Route 59 where development is intensifying. However, west of 248th Street the primary land use is agriculture. Between Illinois Route 59 and Plainfield-Naperville Road, property adjacent to the route is within the corporate limits of the City of Naperville. Through this area, land is occupied with a mix of uses, including a high school and single-family residential and commercial development. Most of the land along the proposed 95th Street/Boughton Road Connector is undeveloped. Boughton Road is within the corporate limits of the Village of Bolingbrook. Land along Boughton Road is primarily developed with residential and commercial uses.

The property along 119th Street is primarily unincorporated, however, the corporate limits of the Village of Bolingbrook encompass some of the land at the east end of the route. The primary land use through this area is agriculture, although there is some single-family residential and industrial development adjacent to the route.

Some of the property adjacent to Caton Farm Road is unincorporated, while other areas are either within the Village of Plainfield or the City of Joliet. Development along the route is intensifying. The recent development has been primarily single-family residences which is now the predominant land use along the route.

Future Development

As growth continues to occur in the WIKADUKE area, much of the agriculture and undeveloped land will be converted to a more dense usage. A review of the current comprehensive plans prepared for the counties and communities in the WIKADUKE area indicates that development is planned for much of the land adjacent to the WIKADUKE routes and in the surrounding areas. While much of this planned development consists of single-family residences, major commercial and industrial areas are also planned. A more detailed description of future development planned along the routes is provided in Sections Three through Six of this report.

2.5 REGIONAL TRANSPORTATION FACILITIES

Figure 2.5-1 depicts the existing and proposed facilities in the WIKADUKE SRA Study project area that have been identified in the regional transportation system as defined in the 2020 RTP.

The existing freeway system in this area consists of Interstate 55, Interstate 355 (North-South Tollway), Interstate 80, and Interstate 88 (East-West Tollway). The existing transit system serving this area consists of Metra commuter rail service on the Burlington Northern Santa Fe, Heritage Corridor, and Rock Island District lines. The Burlington Northern Santa Fe line crosses the northern portion of the study area, with stations in Aurora and Naperville. The other two lines terminate in Joliet, with stations in Lockport and Joliet on the Heritage Corridor and in Joliet on the Rock Island District. All three lines provide service to Chicago. Currently, no Metra service extends to Kendall County.

The 2020 RTP identifies major highway and transit infrastructure improvements for the region. The extension of Interstate 355 from its current southern terminus – Interstate 55 – to Interstate 80 in New Lenox is categorized as part of the Existing and Committed (E+C) Network as an "expressway (approved, not yet constructed)." Additional improvements to the freeway network within or near the project area consist of adding lanes on the existing expressways. Projects recommending an additional lane in each direction are identified for Interstate 55 between Interstate 80 and Naperville Road; Interstate 88 between Illinois Route 31 and Interstate 290; and Interstate 80 between Interstate 55 and U.S. Route 45.

The only major transit improvement recommended for the project area is the Outer Circumferential Commuter Rail Corridor. This project calls for the introduction of new commuter rail service along approximately 50 miles of the 103-mile Elgin, Joliet and Eastern Railway (EJ&E). This rail line runs in a semicircle through the Chicago suburbs approximately 35 miles from downtown Chicago. A core segment will be selected for inclusion in the plan after initial feasibility studies have been completed. Within the project area, the EJ&E passes through Joliet, Plainfield, Aurora, and Naperville.

Additionally, segments of six designated SRA routes are located within the WIKADUKE planning boundaries. These routes are Illinois Route 59, Illinois Route 56 (Butterfield Road), 75th Street/U.S. Route 34/U.S. Route 30, Farnsworth Avenue, Weber Road/Larkin Avenue, and U.S. Route 6/Illinois Route 7/Caton Farm Road.

2.6 PROJECTED TRAVEL DEMAND

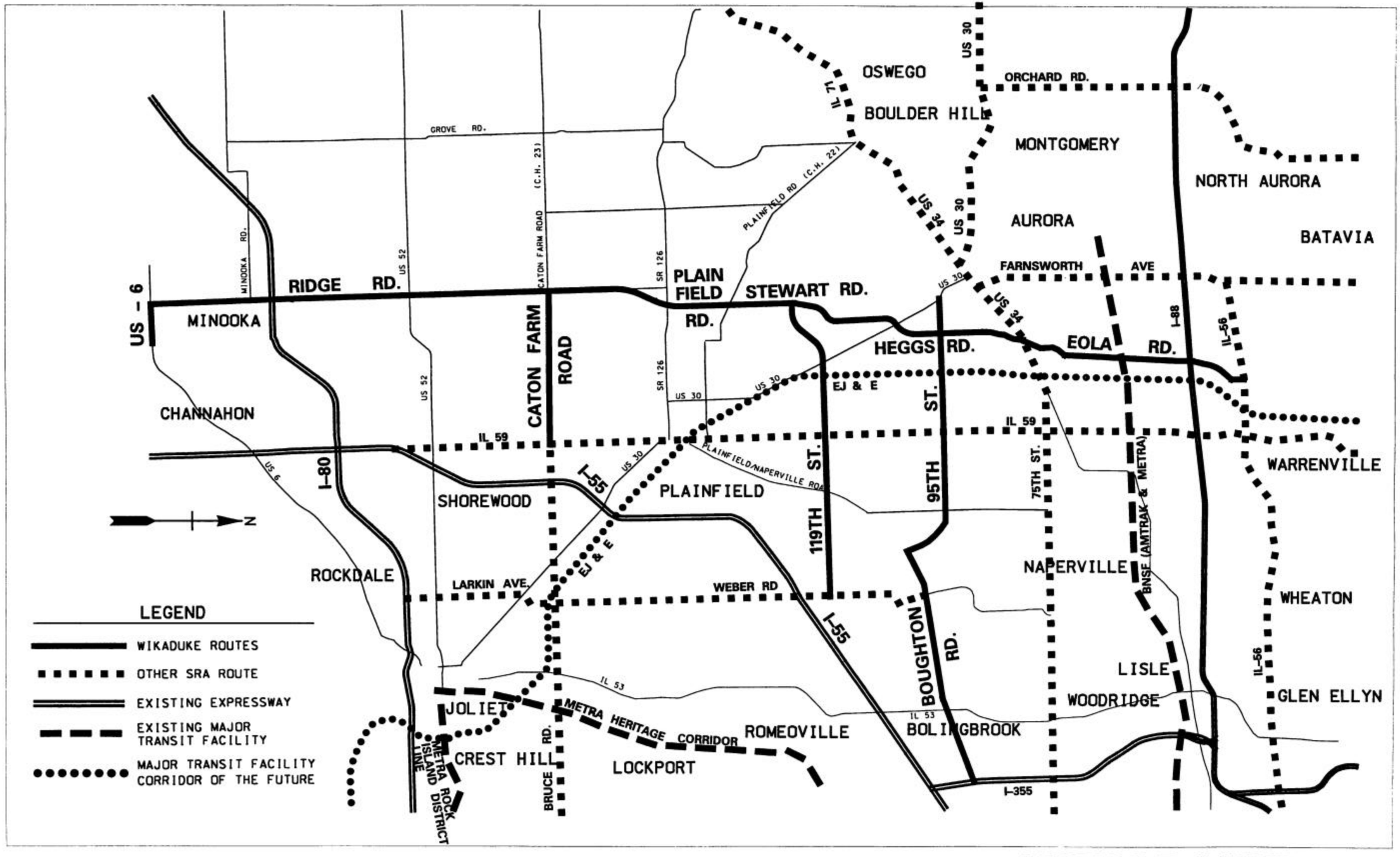
Figures 2.6-1 through 2.6-7 show the projected 2020 average annual daily traffic (AADT) for the WIKADUKE routes. The forecasts were derived from regional travel simulation modeling developed by CATS in conjunction with the preparation of the 2020 Will County Transportation Plan. The CATS modeling for the Will County Transportation Plan preceded the finalization of the preliminary improvement recommendations for the WIKADUKE SRA Study presented in this document. As a result, in some areas CATS modeling assumptions differ from the recommendations made for the WIKADUKE routes. To account for these differences, adjustments were made to the model results, where appropriate, including to the southern area of the Eola Road/Ridge Road corridor where the CATS model is not adequately detailed for the purposes of this study. Even with these caveats, the results from the CATS model are considered to be the best forecasts available for the purpose of evaluating and recommending improvements along the WIKADUKE routes.

2.7 ROUTE AREA TYPES AND DESIGN CRITERIA

The Route Area Types Map, shown in Figure 1.3-1, displays the division of area types established for the SRA System. The original limits identified in the 2010 Transportation System Development (TSD) Plan were extended into the study area for the purpose of identifying route area types for the WIKADUKE routes. All of the routes were studied in accordance with suburban SRA standards.

Desirable route characteristics for the year 2020 have been delineated for each of the three SRA route types - Urban, Suburban and Rural - related to the roadway environment. These desirable characteristics are intended to provide adequate traffic service and geometric design and to serve as criteria for planning the individual SRA routes. Table 2.3-1 lists desirable characteristics for SRA suburban routes in the year 2020, including typical geometrics, operational measures, level of service, and access policies. These desirable characteristics are the basis for defining the desirable SRA suburban route cross-section which is shown in Figure 2.7-1.

Based on the limits established for the SRA Study, the Rural route area type designation is generally defined as any roadway south of Interstate 80 or west of Illinois Route 47. Only the southern most portion of the Eola/Ridge route extends to Interstate 80 and no routes extend to Illinois Route 47 to the west. Although portions of each route passes through areas that are rural in nature, this land use character is expected to change as development continues.



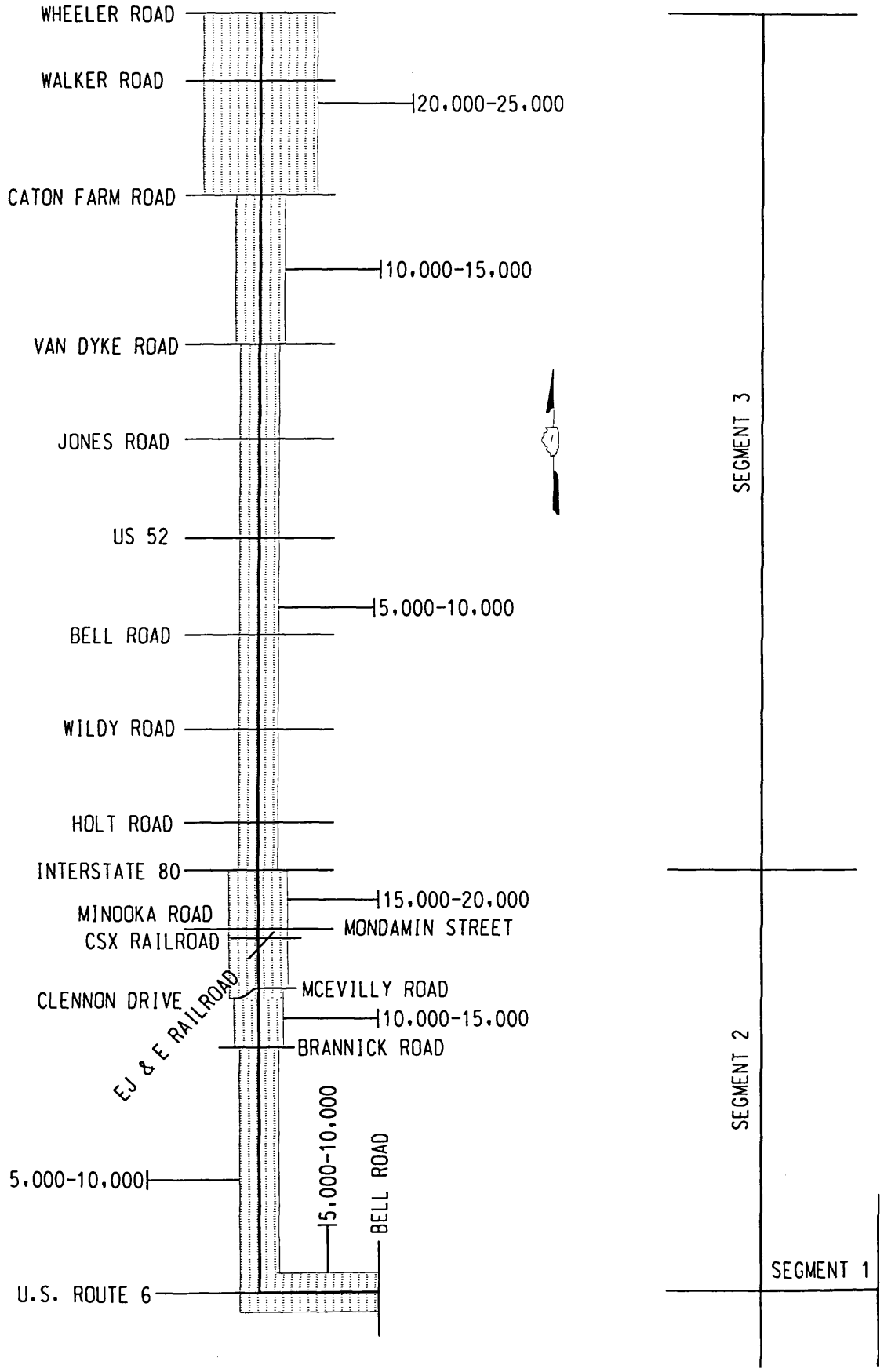
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

WIKADUKE REGIONAL TRANSPORTATION FACILITIES

Figure 2.5–1

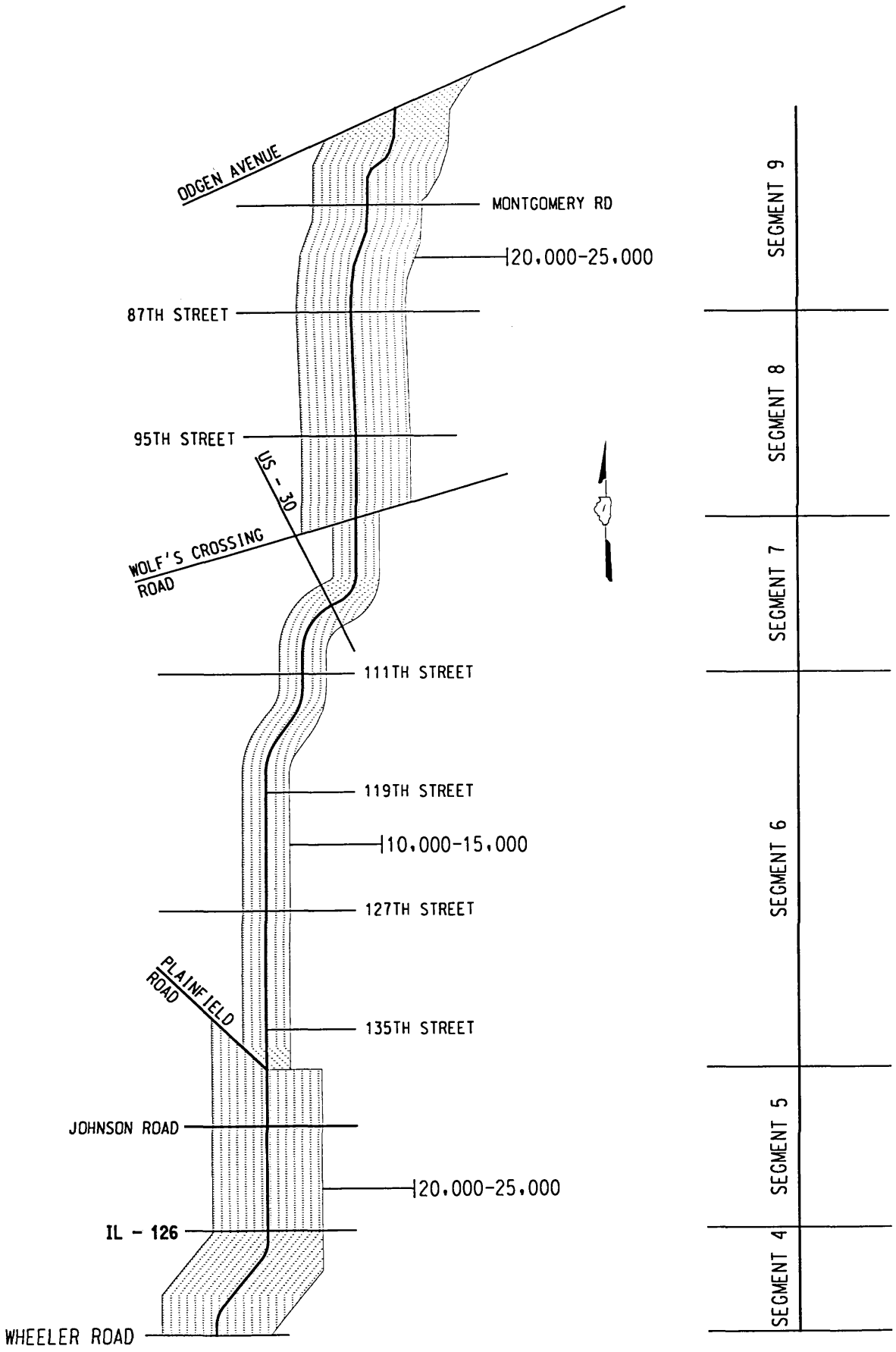
{ THIS PAGE INTENTIONALLY LEFT BLANK }



Ridge Road / Eola Road 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company

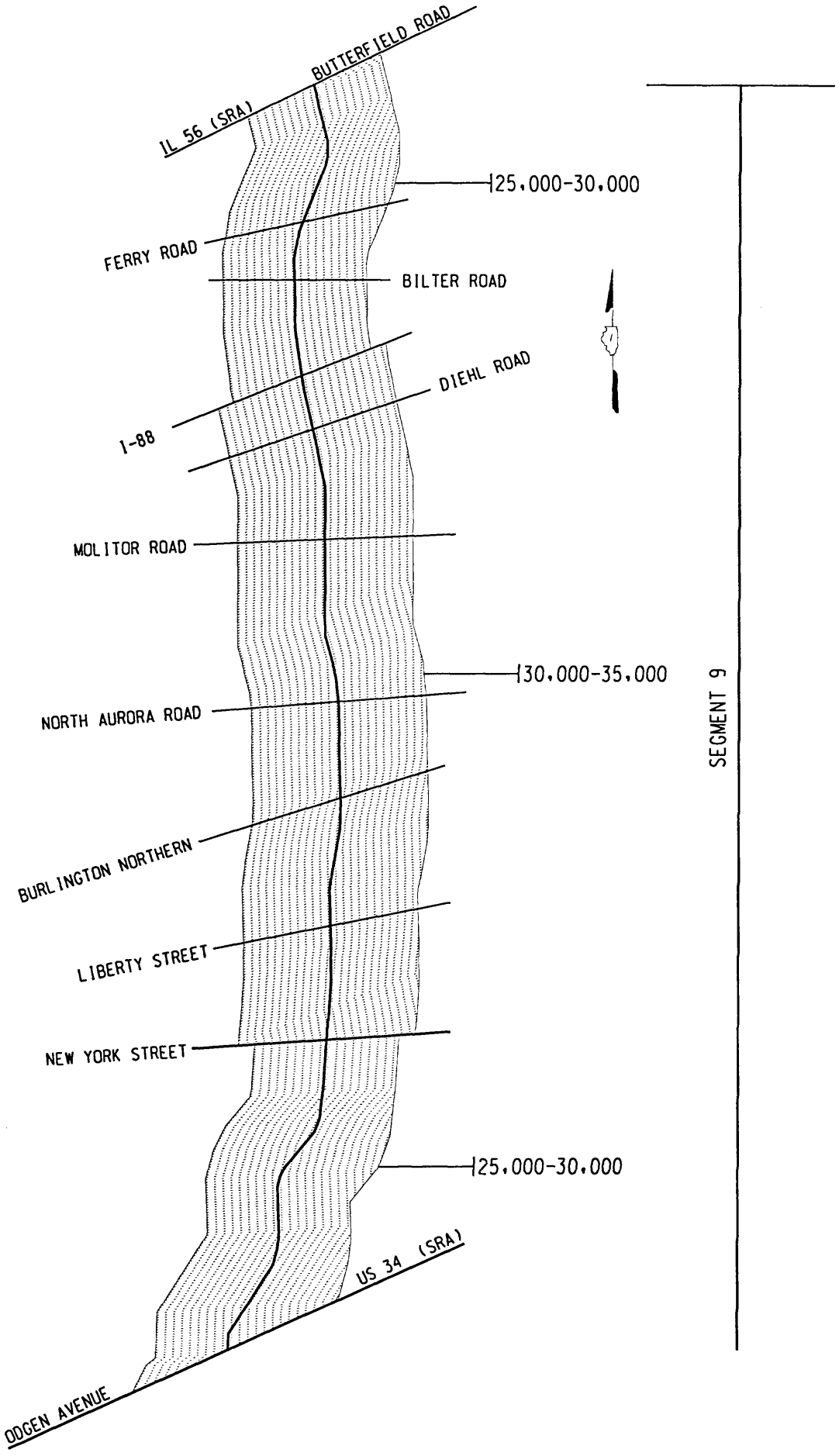
Figure 2.6-1



Ridge Road / Eola Road 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company

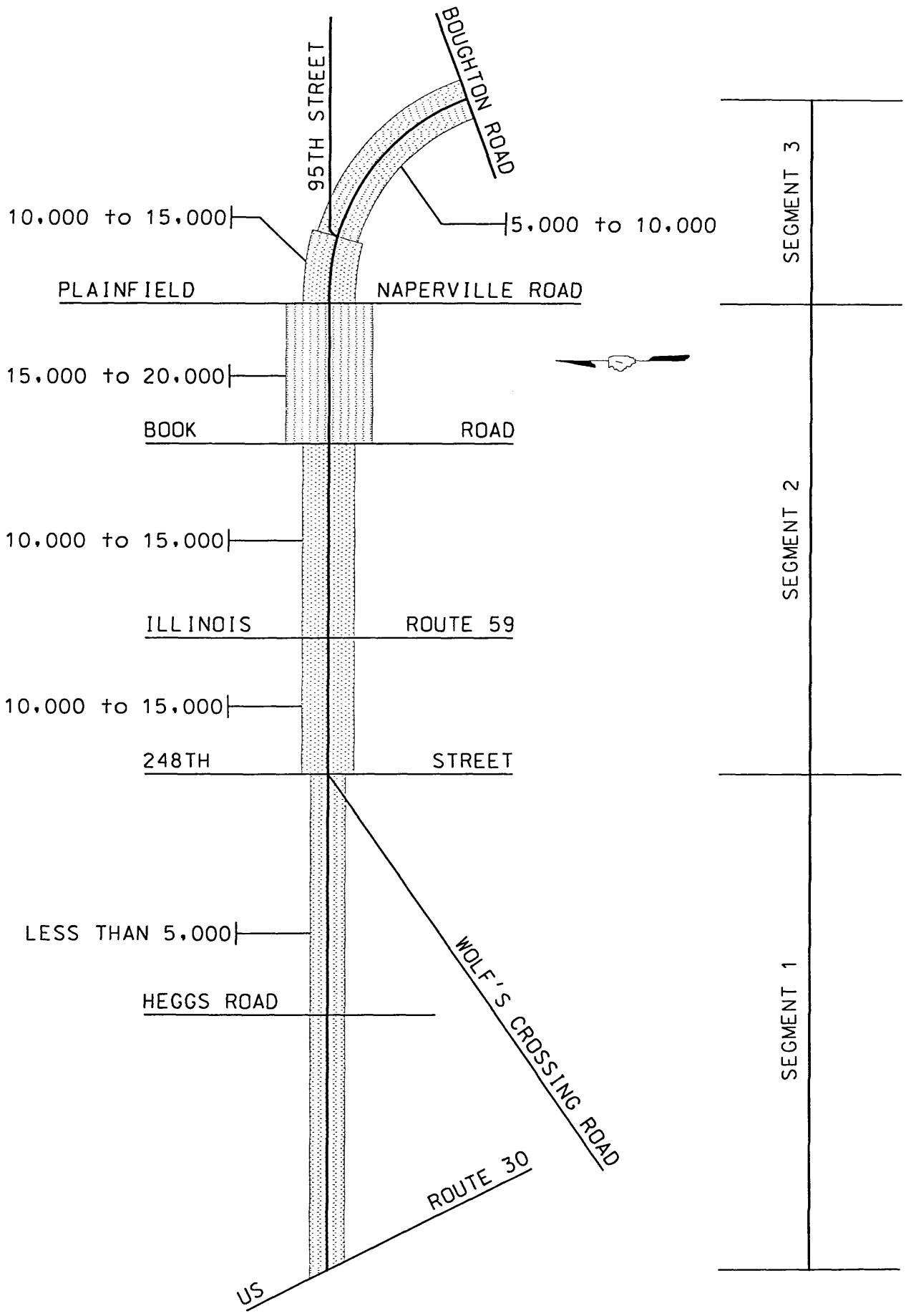
Figure 2.6-2



Ridge Road / Eola Road 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company

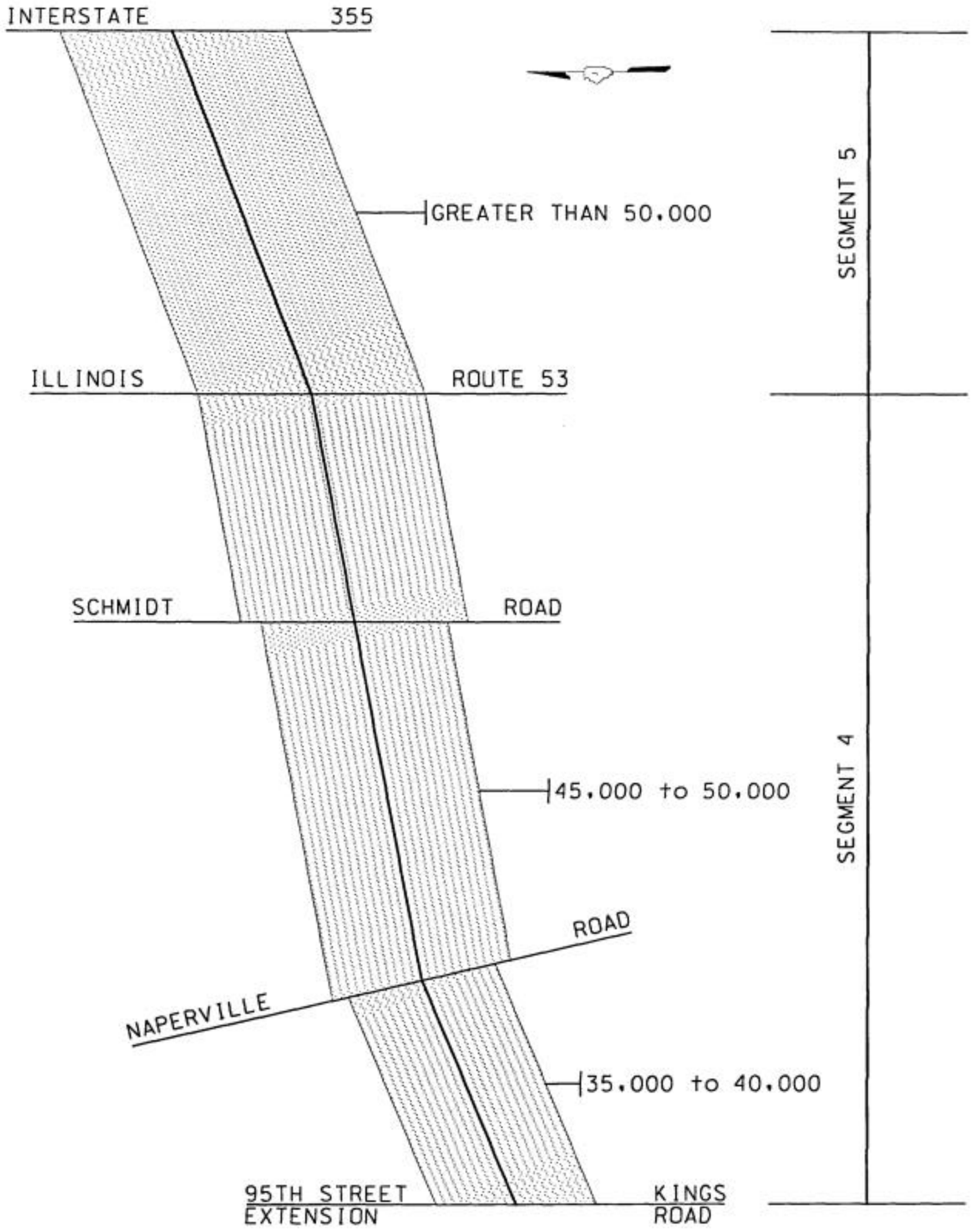
Figure 2.6-3



95th Street/Boughton Road 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company

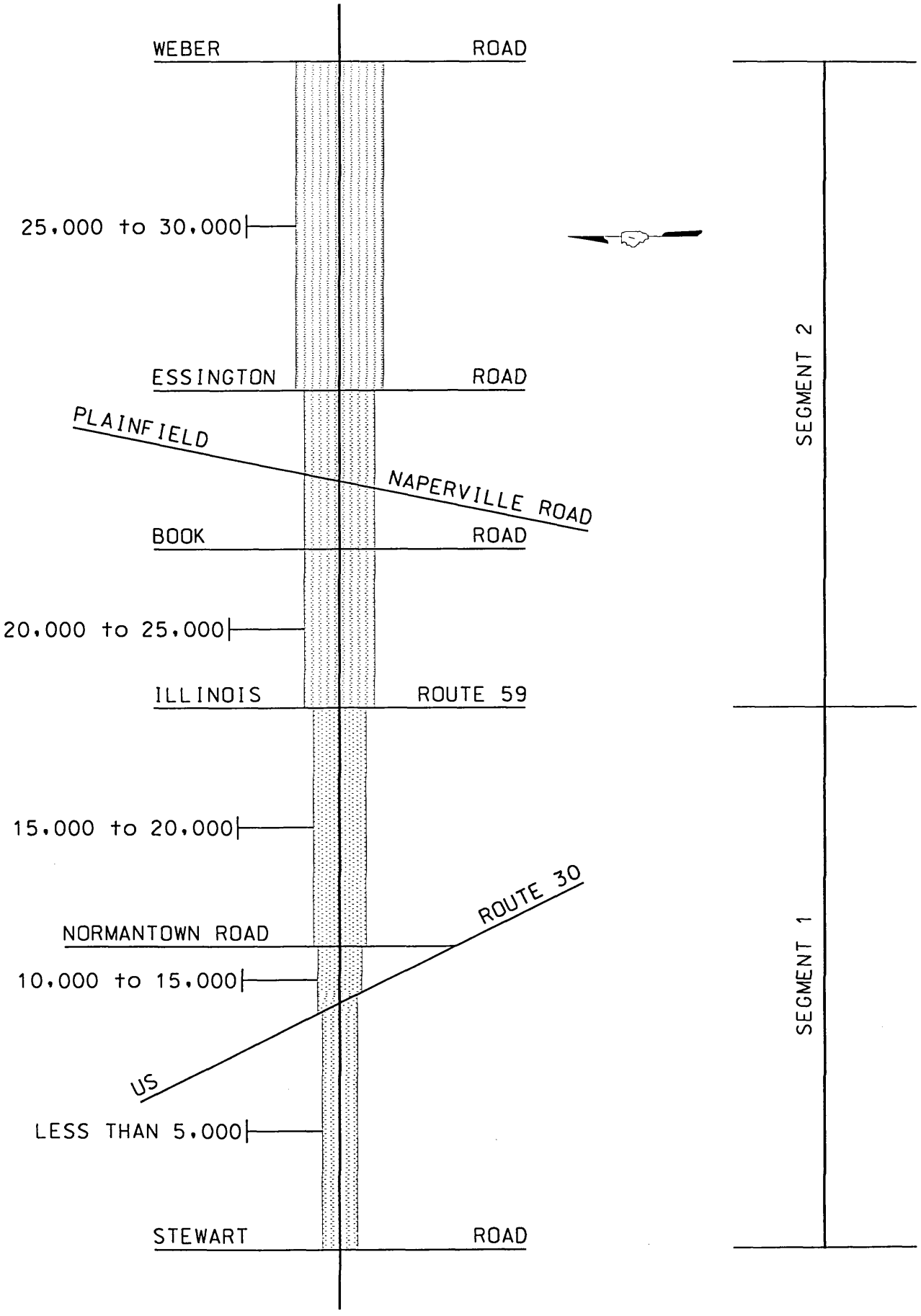
Figure 2.6-4



95th Street/Boughton Road 2020 Projected Travel Demand Volumes

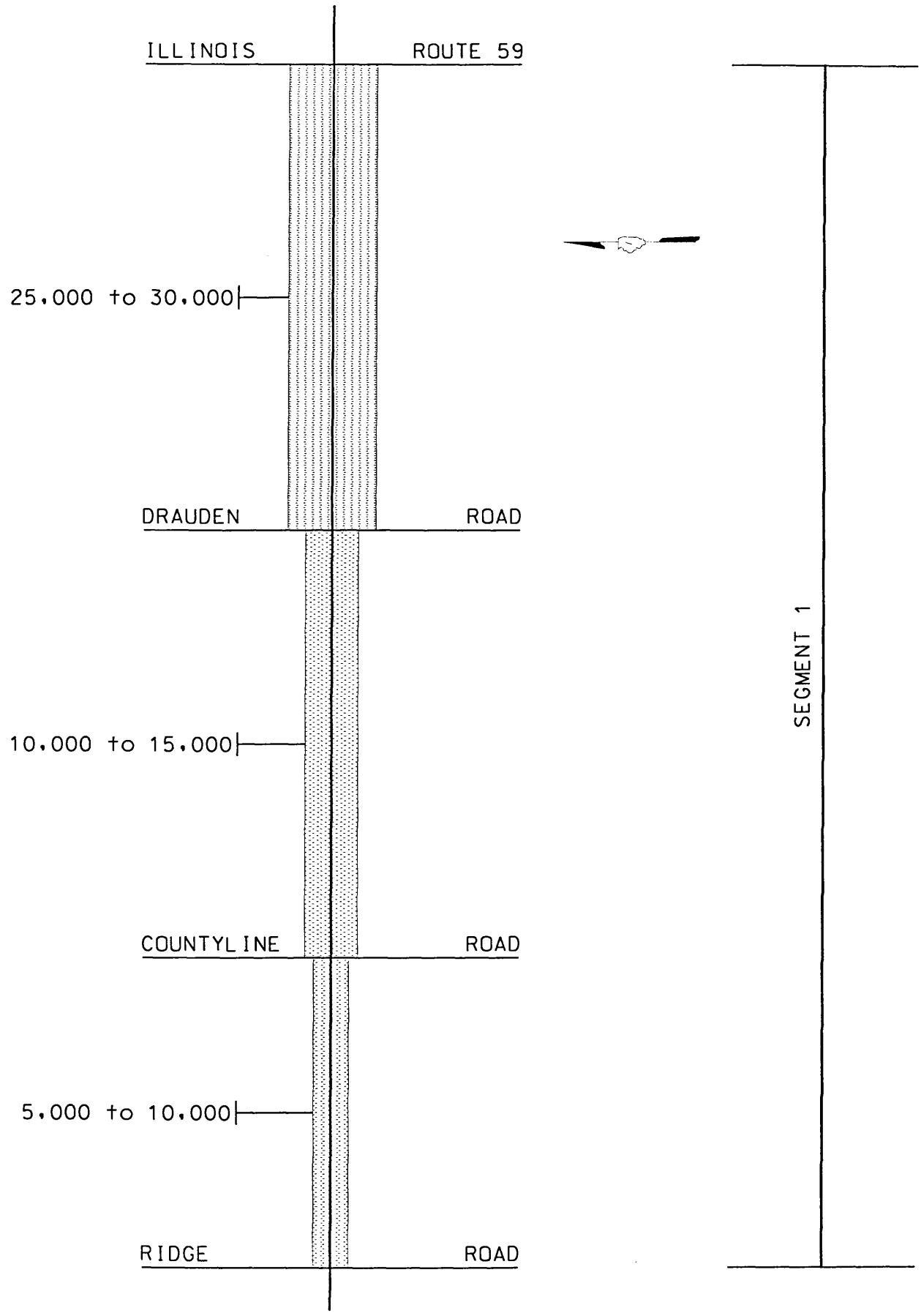
prepared by De Leuw, Cather & Company

Figure 2.6-5



119th Street 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company Figure 2.6-6



Caton Farm Road — 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company

Figure 2.6-7

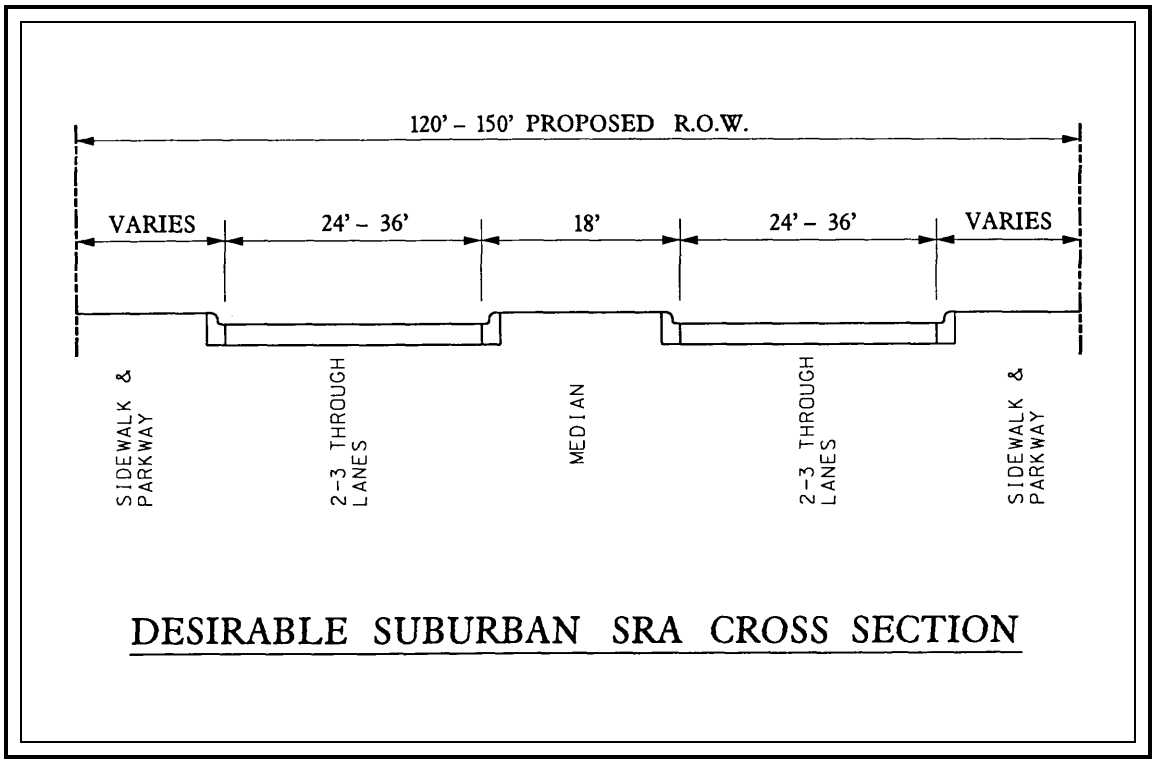


Figure 2.7-1 Desirable Suburban SRA Cross-Section

Based on the suburban SRA design criteria, desirable WIKADUKE route features will include right-of-way between 120 and 150 feet wide and design speed of 45 mph or greater, operating at a desirable minimum level of service of C/D.

2.8 EVALUATION OF EXISTING ROUTE CHARACTERISTICS AND RECOMMENDED ROADWAY IMPROVEMENTS

Ridge Road/Eola Road

As shown in Table 2.8-1, the existing right-of-way and number of through lanes vary along the length of the Ridge/Eola route. In some cases, the current right-of-way width and number of through lanes is less than the minimum desirable for a suburban SRA route, which is a 120-foot wide right-of-way and two through lanes in each direction. The existing roadway configuration on U.S. Route 6, Ridge Road, Plainfield, Road, Stewart Road, and Heggs Road is generally one through lane in each direction between Bell Road and Hafenrichter Road and two through lanes in each direction on Eola Road north of 87th Street.

Table 2.8-1
Eola Road/Ridge Road
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes

	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
Eola Road/Ridge Road	Existing	Recommended	Existing	Recommended
Desirable Standard for a Suburban SRA		120-150		2 - 3
Segment 1 U.S. 6 (Bell Road to Ridge Road)	120	120	1	1
Segment 2 Ridge Road (U.S. 6 to I-80)	66-100	100-120	1	1
Segment 3 Ridge Road (I-80 to Wheeler Road)	70-100	150	1	2
Segment 4 New Alignment (Wheeler Rd. to IL 126)	0	150	0	2
Segment 5 Plainfield Road (IL 126 to Stewart Road)	70	150	1	2
Segment 6 Stewart Road (Plainfield to 119th/Collins)	55	150	1	2
Segment 7 New Align. (119th/Collins to Wolf's Crossing Road)	0	150	0	2
Segment 8 Heggs Road (Wolf's Crossing to 87th St.)	66-100	120	1	2
Segment 9 Eola Road (87th Street to IL 56)	80-120+	80-120+	1-2	2

The recommended number of through lanes in each direction is based upon an evaluation of projected 2020 travel demand, along with the existing roadway characteristics and character of development in each segment.

The results of the capacity analyses comparing the projected 2020 travel demand to the recommended roadway configuration for Ridge Road/Eola Road are given in Table 2.8-2.

Table 2.8-2
Eola Road/Ridge Road - Summary of Arterial Corridor Capacity Analysis

Segment	Projected Travel Demand (2020) (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1 U.S. 6 (Bell Road to Ridge Road)	< 10,000	2	B	Yes
Segment 2 Ridge Road (U.S. 6 to Interstate 80)	< 20,000	2	B	Yes
Segment 3A Ridge Road (Interstate 80 to Van Dyke Road)	< 10,000	4	B	Yes
Segment 3B Ridge Road (Van Dyke Road to Caton Farm Road)	10 to 20,000	4	B	Yes
Segment 3C Ridge Road (Caton Farm Road to Wheeler Road)	20 to 30,000	4	B	Yes
Segment 4 New Alignment (Wheeler Road to Illinois 126)	20 to 30,000	4	B	Yes
Segment 5 Plainfield Road (Illinois 126 to Stewart Road)	20 to 30,000	4	B	Yes
Segment 6 Stewart Road (Plainfield Road to 119th/Collins Connector)	10 to 20,000	4	B	Yes
Segment 7 New Alignment (119th/Collins to Wolf's Crossing Road)	10 to 20,000	4	B	Yes
Segment 8 Heggs Road (Wolf's Crossing Road to 87th Street)	20 to 30,000	4	B	Yes
Segment 9A Eola Road (87th Street to New York Street)	20 to 30,000	4	C	Yes
Segment 9B Eola Road (New York Street to Diehl Road)	30 to 40,000	4	B	Yes
Segment 9C Eola Road (Diehl Road to Illinois 56)	20 to 30,000	4	B	Yes

Within this chart there are fluctuations in capacity and level of service between segments with the same number of lanes. These fluctuations are caused by differences in roadway characteristics. Characteristics such as the number and spacing of traffic signals, the amount and spacing of driveways, lane widths, and medians can cause major fluctuations in capacity.

The recommended roadway configuration is one through lane in each direction on U.S. Route 6 between Bell Road and Ridge Road and on Ridge Road between U.S. Route 6 and Interstate 80. North of Interstate 80, two through lanes is each direction is recommended. The recommended roadway configuration is adequate for the projected 2020 travel demand in all segments.

Specific roadway and right-of-way recommendations for each route segment are discussed in their respective segments in Section Three of this report.

95th Street/Boughton Road

As shown in Table 2.8-3 the existing right-of-way and number of through lanes vary along the length of the 95th Street/Boughton Road route. The current right-of-way width and number of through lanes is less than the minimum desirable for a suburban SRA route in some segments. The existing roadway configuration on 95th Street is one through lane in each direction between 248th Street and Illinois Route 59 and two through lanes in each direction between Illinois Route 59 and Plainfield/Naperville Road. On Boughton Road, there are three through lanes in each direction at the Interstate 355 interchange area. Along the remainder of Boughton Road, the roadway configuration is generally two through lanes in each direction.

Additional right-way for the desirable suburban criteria is generally available along the entire length of the route except through the Village of Bolingbrook between Naperville Road and Interstate 355. Traffic volumes at the Illinois 53 intersection require additional capacity improvements that cannot be implemented within the existing right-of-way. The development and setbacks through this area may not allow the minimum right-of-way to be acquired; however, the full desirable width should be protected, so that future development or redevelopment does not encroach on the ultimate right-of-way.

The recommended number of through lanes in each direction is based upon an evaluation of projected 2020 travel demand, along with the existing roadway characteristics and character of development in each segment. The results of the capacity analyses comparing the projected 2020 travel demand to the recommended roadway configuration for 95th Street/Boughton Road are given in Table 2.8-4.

Within this chart there are fluctuations in capacity and level of service between segments with the same number of lanes. These fluctuations are caused by differences in roadway characteristics. Characteristics such as the number and spacing of traffic signals, the amount and spacing of driveways, lane widths, and medians can cause major fluctuations in capacity.

Table 2.8-3
95th Street/Boughton Road
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes

95th Street/Boughton Road	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
Desirable Standard for a Suburban SRA		120-150		2 - 3
Segment 1 95th Street Extension (U.S. 30 to 248th St.)	0	120	0	2
Segment 2 95th Street (248th to Plainfield-Naperville)	100-120	100-120	1-2	2
Segment 3 95th Street/Boughton Connector	0	120	0	2
Segment 4 Boughton Road (Kings Road to Illinois 53)	100-120	100-120	2	2
Segment 5 Boughton Road (Illinois 53 to I-355)	100-150+	100-150+	2-3	2-3

The recommended roadway configuration is four through lanes in each direction on 95th Street and on Boughton Road between U.S. Route 30 and Janes Avenue. East of Janes Avenue, through the Interstate 355 interchange area, the existing six-lane cross-section would be retained. The recommended roadway configuration is adequate for the projected 2020 travel demand on 95th Street and on Boughton Road, west of Delaware Drive. Between Delaware Drive and the Interstate 355 interchange, traffic projections exceed 50,000 vehicles per day, and two through lanes in each direction (as recommended) can not adequately accommodate this volume of traffic.

Specific roadway and right-of-way recommendations for each route segment are discussed in their respective segments in Section Four of this report.

119th Street

As shown in Table 2.8-5, the existing right-of-way varies along the length of 119th Street. The current right-of-way width and number of through lanes is less than the minimum desirable for a suburban SRA route. The existing roadway configuration on 119th Street is generally one through lane in each direction.

Table 2.8-4
95th Street/Boughton Road - Summary of Arterial Corridor Capacity Analysis

Segment	Projected Travel Demand (2020) (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1 95th Street Extension (U.S. 30 to 248th Street)	< 10,000	4	B	Yes
Segment 2A 95th Street (248th Street to Illinois 59)	< 10,000	4	B	Yes
Segment 2B 95th Street (Illinois 59 to Plainfield-Naperville Road)	10 to 20,000	4	B	Yes
Segment 3 95th Street/Boughton Connector	10 to 20,000	4	B	Yes
Segment 4A Boughton Road (Kings Road to Naperville Road)	30 to 40,000	4	D	Yes
Segment 4B Boughton Road (Naperville Road to Delaware Drive)	40 to 50,000	4	D	Yes
Segment 4C Boughton Road (Delaware Drive to Illinois 53)	> 50,000	4	F	No
Segment 5 Boughton Road (Illinois 53 to Interstate 355)	> 50,000	4 to 6	D	Yes

Additional right-way for the minimum desirable suburban criteria is generally available along the entire length of the route. The full desirable width should be protected, so that future development or redevelopment does not encroach on the ultimate right-of-way.

The recommended number of through lanes in each direction is based upon an evaluation of projected 2020 travel demand, along with the existing roadway characteristics and character of development in each segment. The results of the capacity analyses comparing the projected 2020 travel demand to the recommended roadway configuration for 119th Street are given in Table 2.8-6.

Table 2.8-5
119th Street
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes

119th Street	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
	Existing	Recommended	Existing	Recommended
Desirable Standard for a Suburban SRA		120-150		2 - 3
Segment 1 Stewart Road to Illinois Route 59	0-66	120	0-1	2
Segment 2 Illinois Route 59 to Weber Road	66-93	120	1	2

Table 2.8-6
119th Street - Summary of Arterial Corridor Capacity Analysis

Segment	Projected Travel Demand (2020) (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1A Stewart Road to U.S. 30	< 10,000	4	B	Yes
Segment 1B U.S. 30 to Illinois 59	10 to 20,000	4	B	Yes
Segment 2 Illinois 59 to Weber Road	20 to 30,000	4	B	Yes

Within this chart there are fluctuations in capacity and level of service between segments with the same number of lanes. These fluctuations are caused by differences in roadway characteristics. Characteristics such as the number and spacing of traffic signals, the amount and spacing of driveways, lane widths, and medians can cause major fluctuations in capacity.

The recommended roadway configuration is two through lanes in each direction between Stewart Road and Weber Road. This roadway configuration is adequate for the projected 2020 travel demand.

Specific roadway and right-of-way recommendations for each route segment are discussed in their respective segments in Section Five of this report.

Caton Farm Road

As shown in Table 2.8-7, the existing right-of-way varies along the length of Caton Farm Road. The current right-of-way width and number of through lanes is less than the minimum desirable for a suburban SRA route which is two through lanes in each direction within a 120-foot wide right-of-way. The existing roadway configuration on Caton Farm Road is generally one through lane in each direction within a 100-foot wide right-of-way.

Table 2.8-7
Caton Farm Road
Existing and Recommended Right-of-Way Width and Number of Through Traffic Lanes

	Right-of-Way Width (feet)		Number of Through Lanes in Each Direction	
Caton Farm Road	Existing	Recommended	Existing	Recommended
Desirable Standard for a Suburban SRA		120-150		2 - 3
Segment 1 Ridge Road to Illinois Route 59	66-100	100-120	1	2

Additional right-way for the minimum desirable suburban criteria is available at the west end of the route between Ridge Road and County Line Road and on other undeveloped parcels along the route. East of County Line Road, the development and setbacks may not allow the minimum right-of-way to be acquired; however, the existing 100-foot wide right-of-way through these developed areas can provide adequate space for the development of four through lanes. The full desirable width should be protected on all undeveloped parcels, so that future development does not encroach on the desirable ultimate right-of-way along the entire length of the route.

The recommended number of through lanes in each direction is based upon an evaluation of projected 2020 travel demand, along with the existing roadway characteristics and character of development in each segment. The results of the capacity analyses comparing the projected 2020 travel demand to the recommended roadway configuration for Caton Farm Road are given in Table 2.8-8.

The recommended roadway configuration is two through lanes in each direction between Ridge Road and Illinois Route 59. This roadway configuration is adequate for the projected 2020 travel demand.

Table 2.8-8
Caton Farm Road - Summary of Arterial Corridor Capacity Analysis

Segment	Projected Travel Demand (2020) (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Segment 1A Ridge Road to County Line Road	< 10,000	4	B	Yes
Segment 1B County Line Road to Drauden Road	10 to 20,000	4	B	Yes
Segment 1C Drauden Road to Illinois 59	20 to 30,000	4	B	Yes

Specific roadway and right-of-way recommendations for each route segment are discussed in their respective segments in Section Six of this report.

2.9 TRANSIT

Transit service in WIKADUKE includes bus service by Pace and Metra rail commuter service. The following sub-sections discuss existing service and conditions, as well as the general type of WIKADUKE Route improvements that will enhance accessibility and utilization of transit. Specific recommended improvements are discussed with the respective route segments in Sections Three through Six of this report.

Existing Transit Services and Facilities

Public transportation along the WIKADUKE routes is confined to bus service provided by Pace. No Metra commuter rail stations are located within one mile of any of the route corridors. The Burlington Northern Metra line crosses the Heggs/Eola corridor and serves WIKADUKE with stations in Aurora, Naperville and at Illinois Route 59, just 1.25 miles east of Eola. Metra also has stations in Lockport and Joliet serving communities to the east of the south end of WIKADUKE.

Pace bus routes in WIKADUKE are at present confined to the almost fully developed area north of 87th Street and the new subdivisions surrounding 95th Street and Naperville Road. These routes, as described in Table 2.9-1, serve primarily as feeder bus lines to the Metra stations (Aurora, Route 59 and Naperville) as well as access to shopping centers and commercial developments. South of 87th Street, WIKADUKE is not sufficiently developed to warrant provision of bus service. Additional detail for PACE bus service is located in Sections Three through Six.

Table 2.9-1
Transit Service Inventory (November 1996)

Operator	Route No.	Name	Distance from Route	Scope of Service
PACE	501	Forest Park/ W. Jefferson	West end of this line is east of Ridge/Eola Road in the subject area	5:45 AM to 7:39 PM
	521	High Street	This Aurora circulating route is about 1 ½ miles west of the subject area at the intersection of Eola Road and Burlington Northern	5:35 AM to 6:15 PM
	525/527	Farnsworth Moecheville	This Aurora circulating route is about 1½ miles west of the subject area	5:35 AM to 6:15 PM
	530	Fox Valley Center	This east-west route intersects the subject area	6:15 AM to 5:35 PM
	533	Molitor	This Aurora circulating route is about 1½ miles west of the subject area	5:36 AM to 6:15 PM
	534	Fox Valley Villages Highway 59	This circulating route intersects the subject area	5:36 AM to 6:15 PM
	680	Knock Knolls	This north-south route comes within ½ mile of the easternmost part of the 95th Street subject area	Morning and evening rush hours only
	683	Ashbury	This north-south route intersects the easternmost parts of the 95th Street subject area	Morning and evening rush hours only
	790	Warrenville County/Lake	This commuter service route runs parallel to the subject area, about 1½ miles to the east	Morning and evening rush hours only
	823	West Bolingbrook	This circulator route intersects the easternmost part of the Boughton Road subject area	Morning and evening rush hours only
	825	Central Bolingbrook/ Lisle Feeder	This circulator route intersects the easternmost part of the Boughton Road subject area	Morning and evening rush hours only
	834	Joliet/ Yorktown	This north-south route intersects the easternmost part of the Boughton Road subject area	5:07 AM to 7:05 PM
	855	I-55 Flyer	This route intersects the easternmost part of the Boughton Road subject area	Morning and evening rush hours only
Metra	Burlington Northern	Route 59 Station	This station is about 1¼ miles east of the subject area	5:05 AM to 1:23 AM

Recommended Improvements

The section describes general recommendations for transit facilities to be located in the vicinity of the WIKADUKE routes. Specific recommended improvements for each route are discussed in Sections Three through Six.

Pace. Continuing subdivision development south of Aurora and Naperville and west of Interstate 55 in the Plainfield and Shorewood areas will call for extensions of existing bus service. In the long run, service along the WIKADUKE routes may be required. Therefore, design of intersection improvements should anticipate the possible future need for bus loading areas at appropriate intervals as well as bus turn-arounds when routes are sufficiently defined. Typically, these locations are at signalized intersections with a one-quarter to one-half mile spacing and near locations of existing or planned commercial and employment centers and other transportation facilities. In areas already served by Pace, bus loading areas with bus shelters should be provided whenever improvements to SRA standards are made. Consideration could also be given to providing signal preemption for buses at some signalized intersections.

Metra. While the WIKADUKE routes do not directly serve any existing commuter rail stations, as future suburban development occurs, they will increasingly be used to access Metra stations. Therefore the routes should be clearly signed with directions to stations in Joliet and Lockport and at Illinois Route 59. In the event a Metra circumferential line is developed on the EJ&E right-of-way, one or more stations may be located in proximity to the WIKADUKE routes; in which case, consideration should be given to facilitating access to these stations and provision of Park-and-Ride facilities. Potential future transit stations have been recommended on the WIKADUKE routes at the E, J & E Railroad intersections with the 95th Street Extension and 119th Street. The CSX Railroad passes through Minooka and in the event suburban development continues in this area Metra may wish to consider extending commuter rail service beyond Joliet.

Park-and-Ride. Improvements to Caton Farm Road and 119th Street will improve access to Interstate 55 from the growing residential subdivisions in these areas. As Interstate 55 is heavily used for commuting to jobs in Chicago and other employment centers, provision should be made where possible for Park-and-Ride facilities at interchanges.

Eola Road crosses Interstate 88 (East-West Tollway) shortly before terminating at Butterfield Road. At present there is no access to the Tollway at this location, however, if an interchange is provided at this location, provision should be made for a Park-and Ride facility in the vicinity.

Signage. A comprehensive signage system along the SRA route is recommended and should include directional signs on the WIKADUKE routes at key points such as expressway interchanges and other SRA routes. These directional signs should identify transit stations, such as the Metra stations along Illinois Route 59 and in Aurora and Naperville, which are near, although not directly accessible from, the WIKADUKE routes.

At the approaches to transit stations, signage with specific directional instructions for access drives to parking facilities, "kiss-and-ride" areas, or drop-off points should be provided. Within the station

area, consistent graphics should direct the motorist or passenger to specific locations. Also, for bus stops at the station areas, informational signage should provide graphic illustrations of routes, with information on schedules and connecting routes.

Service Drives. To provide for existing or potential future transit operation, service drives should be protected where there is adequate right-of-way available either contiguous to or parallel with the existing right-of-way. Where appropriate to provide local bus service, shared access agreements could be negotiated with major office and commercial developments along the WIKADUKE routes to allow bus use of parking lots and driveway areas. Minor lengths of pavement could connect adjacent parking lots and allow buses to travel between developments parallel to the WIKADUKE routes for significant distances.

2.10 SUMMARY OF CONSTRUCTION AND RIGHT-OF-WAY COST ESTIMATES

A summary of the construction and right-of-way cost estimates for the recommended improvements to the WIKADUKE routes is shown in Table 2.10-1. The estimates are based on per mile costs for roadway and unit costs for intersections, traffic signals, signal interconnection, structures and transit related improvements. Right-of-way acquisition costs are based on square foot costs for land depending on the projected land use for the parcel.

The cost estimates have been divided into ultimate, low cost and post-2020. Ultimate improvement costs reflect the cost for construction of the ultimate improvements in 1998 dollars. Ultimate improvements are recommended to be implemented within the 2020 time frame.

Low cost improvements are recommended interim projects to be constructed prior to the implementation of the ultimate improvements. These types of improvements can be constructed at a much lower cost than the ultimate improvements and include additional turn lanes and signage improvements.

Costs associated with the Post-2020 improvements are those that are required to construct the Post-2020 improvement using the ultimate improvement as a base condition. These costs are given in 1998 dollars.

Table 2.10-1
1998 Construction Cost Estimates for the WIKADUKE Routes

Improvement	Eola/Ridge (WIKADUKE Trail)	95th Street/ Boughton	119th Street	Caton Farm Road
Ultimate				
Roadway	$86,922,000	$33,920,000	$27,750,000	$14,060,000
Intersection	$12,931,000	$6,610,000	$3,486,000	$2,500,000
Traffic Signals	$5,125,000	$1,125,000	$1,750,000	$625,000
Signal Interconnection	$4,557,000	$1,696,000	$1,320,000	$227,000
Structures	$2,850,000	$7,480,000	$2,800,000	$296,000
Transit	$2,400,000	$2,450,000	$2,450,000	$800,000
Right-of-way Acquisition	$22,661,000	$9,616,000	$8,531,000	$2,133,000
Subtotal	**$137,446,000**	**$62,897,000**	**$48,087,000**	**$20,641,000**
Low-Cost				
Roadway	$2,976,000	$1,984,000	$1,984,000	$744,000
Transit	$10,000	$50,000	$20,000	$10,000
Subtotal	**$2,986,000**	**$2,034,000**	**$2,004,000**	**$754,000**
Post-2020				
Roadway	$85,705,000	$0	$0	$0
Structure	$1,500,000	$3,100,000	$0	$0
Subtotal	**$87,205,000**	**$3,100,000**	**$ 0**	**$ 0**
Total Estimated Cost	**$227,637,000**	**$68,031,000**	**$50,091,000**	**$21,395,000**

Route Analysis - WIKADUKE Trail

SECTION
3

SECTION THREE
ROUTE ANALYSIS - WIKADUKE TRAIL

The intent of the WIKADUKE Trail is to create a continuous north-south route extending from Illinois Route 56 (Butterfield road) on the north to Interstate 80 on the south. For the purpose of this study, the WIKADUKE Trail alignment considered segments of six existing roadways including roadway segments south of Interstate 80. These roadways were: U.S. Route 6, Ridge Road, Plainfield Road, Stewart Road, Heggs Road, and Eola Road and two proposed connecting roadways. The route is approximately 30 miles in length.

The WIKADUKE Trail crosses two expressways. Ridge Road crosses Interstate 80 north of Minooka, and Eola Road crosses Interstate 88 in Aurora. An interchange study is currently being conducted evaluating potential configurations for a new interchange at Eola Road and Interstate 88. At Ridge Road and Interstate 80, there is a full-access, diamond interchange.

The WIKADUKE Trail also intersects four designated SRA routes: 75th/U.S. Route 30/U.S. Route 34; Illinois Route 56 (Butterfield Road); 119th Street; and Caton Farm Road.

One existing major transit facility, the Metra Burlington Northern line, intersects Eola Road in Aurora. Stations along the Burlington Northern line are located at Illinois Route 59 and in downtown Aurora.

South of Interstate 88 Eola Road passes beneath a grade separated Illinois Prairie Path.

The proposed connection between Stewart Road and Heggs Road crosses an abandoned line of the Elgin Joliet and Eastern Railroad between 111th Street and Wolf's Crossing Road. Ridge Road also crosses the Elgin, Joliet and Eastern Railroad and the CSX Railroad, between Minooka Road and McEvilly Road, south of Interstate 80.

The WIKADUKE Trail and its various roadway segments have previously been incorporated into local transportation plans. The 1991 Minooka Comprehensive Plan identified Ridge Road as an Arterial, with 120-foot right-of-way. Eola Road has been identified as an arterial in the 1996 revised Aurora Comprehensive Plan. The 1995 Village of Plainfield Transportation plan identified the proposed WIKADUKE Trail as a Trunk Arterial. According to this plan, a Trunk Arterial is a facility with full access control, with right-of-way ranging from 200 to 300 feet. These prior plans have established the importance of this route in the regional transportation plan

Section Three provides the route analysis for the Ridge/Eola Road WIKADUKE route between U.S. Route 6 on the south and Illinois Route 56 (Butterfield Road) on the north. For the purpose of discussion, the route has been divided into roadway segments of similar characteristics. These characteristics include projected traffic volumes, number of travel lanes, right-of-way width, development, and other factors that may distinguish one roadway environment from another. This Section has been arranged according to the roadway segments as described below.

- Segment 1 includes approximately 1.0 mile of U.S. Route 6 between Bell Road and Ridge Road.

- Segment 2 includes 3.0 miles that will follow the existing alignment of Ridge Road from U.S. Route 6 to Interstate 80.

- Segment 3 includes 9.0 miles that will follow the existing alignment of Ridge Road between Interstate 80 and the Ridge Road north terminus at Wheeler Road.

- Segment 4 includes 1.0 mile of new alignment connecting the north terminus of Ridge Road with Plainfield Road at Illinois Route 126.

- Segment 5 is 1.5 miles that will follow the existing alignment of Plainfield Road between Illinois Route 126 and the south terminus of Stewart Road.

- Segment 6 follows the alignment of Stewart Road between Plainfield Road and the 119th Street/Collins Road Connector for a distance of 2.0 miles.

- Segment 7 is 3.0 miles of new alignment connecting Stewart Road with Heggs Road between the 119th Street/Collins Road Connector and Wolf's Crossing Road.

- Segment 8 contains 2.0 miles that will follow the existing alignment of Heggs Road between Wolf's Crossing Road and 87th Street.

- Segment 9 includes 7.5 miles that follow the Eola Road alignment between 87th Street and Illinois Route 56 (Butterfield Road).

3.1 SEGMENT 1: U.S. ROUTE 6 - BELL ROAD TO RIDGE ROAD

3.1.1 LOCATION

Segment 1 of the WIKADUKE Trail is located on U.S. Route 6 from Bell Road on the east to Ridge Road on the west. The length of the segment is approximately one mile. U.S. Route 6 is under the jurisdiction of the Illinois Department of Transportation, District 3.

3.1.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibit 3-1.

Traffic Volumes

According to the 1996 Illinois Department of Transportation Grundy County Traffic Map the Average Annual Daily Traffic (AADT) on this segment is 3,700 vehicles. According to a 1996 Grundy County Highway Department count the AADT on Ridge Road, between Mondamin Street and Interstate 80 is 8,900 vehicles.

According to 1998 Village of Minooka traffic counts the AADT on Ridge Road is 9,897 vehicles between Mondamin Street and Interstate 80 and 5,522 vehicles just south of Mondamin Street.

Right-of-Way

The minimum existing right-of-way width is 120 feet throughout this segment.

Pavement Width and Number of Lanes

The pavement is 26 feet wide which accommodates two through lanes (one in each direction). There are 10-foot wide shoulders along each edge of pavement of which 2 feet is currently paved.

Traffic Signals

There are no traffic signals in this segment of U.S. Route 6.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads in this segment, and on-street parking is not permitted.

Structures

There are no structures in this segment of U.S. Route 6.

Transit

This segment of U.S. Route 6 is not currently served by any public transportation. The nearest Metra station is in Joliet, approximately 15 miles to the northeast.

3.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment are shown on Exhibit 3-1.

Prime Farmland

The undeveloped land along this segment is classified as prime farmland.

3.1.4 DEVELOPMENT CHARACTERISTICS

Existing land use for this segment is shown on Exhibit 3-1.

Land Use Jurisdiction

The property adjacent to U.S. Route 6 through this segment is unincorporated.

Type and Intensity of Development

Land use along this segment is predominantly agricultural. At the south side of U.S. Route 6 at Bell Road, a new residential development is under construction. This development, known as Hunter's Crossing, will consist of over 700 single- and multi-family residential units when completed.

Development Access and Setback

Several farmhouses have access direct access to U.S. Route 6. One collector street intersecting U.S. Route 6 provides access to the development within Hunter's Crossing. Structures adjacent to U.S. Route 6 are set back over 50 feet from the existing right-of-way.

Future Development

The planning boundary of the Village of Channahon encompasses this segment. Plans exist for residential and commercial development at the northeast corner of the U.S. Route 6/Ridge Road intersection.

3.1.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of Ridge Road have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibit 3-1A.

Ultimate Improvements

Roadway

The recommended roadway configuration for this segment provides for one through traffic lane in each direction with an 18-foot wide median and 10-foot wide paved shoulders on each side of the roadway. Ditches are also recommended on both sides of the roadway.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.1-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on U.S. Route 6 between Bell Road and Ridge Road.

Table 3.1-1
Capacity Analysis for Segment 1 - WIKADUKE Trail

Segment	Projected Travel Demand (2020) (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Bell Road to Ridge Road	< 10,000	2	B	Yes

Intersections

Left-turn lanes can be accommodated at all signalized intersections within the recommended 18 foot wide median. Detail 3-1 provides a layout of the U.S. Route 6/Ridge Road intersection.

Traffic Signalization

Locations recommended for potential future signals are at the U.S. Route 6 intersections with Bell Road, Ridge Road, and a future mid-mile collector, as shown on Exhibit 3-1A.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on U.S. Route 6 and interfere with optimization and progression of signal systems.

Interconnection of signals into one system is recommended for the future traffic signals between Ridge Road and Bell Road.

Low-Cost Improvements

Access Management

As parcels are developed or redeveloped it is recommended that access be limited to the locations shown on Exhibit 3-1A. These locations are typically one-quarter mile apart and right-in, right-out only.

3.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

No additional right-of-way is required.

3.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

Because no major widening of the existing roadway or additional lanes are proposed, the impact of the recommended improvements should not be significant.

3.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.1-2.

Table 3.1-2
1998 Construction Cost Estimates for Segment 1 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$4,900,000
Intersection Improvements	$744,000
Traffic Signals	$375,000
Signal Interconnection	$227,000
Structures	$0
Transit Improvements	$0
Right-of-way Acquisition	$0
Total Estimated Cost for Ultimate Improvements	**$6,246,000**
Post-2020	
Roadway	$0
Total Estimated Cost for Post-2020 Improvements	**$ 0**
Total Estimated Cost for All Improvements	**$6,246,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

3.2 SEGMENT 2: RIDGE ROAD - U.S. ROUTE 6 TO INTERSTATE 80

3.2.1 LOCATION

This segment is located on the alignment of Ridge Road from U.S. Route 6 to Interstate 80, a distance of three miles. The entire roadway in this segment is under the jurisdiction of Grundy County.

3.2.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 3-2 and 3-3.

Traffic Volumes

According to the 1996 IDOT Grundy County Traffic Map, the AADT for this segment is 2,200 vehicles between U.S. Route 6 and Brannick Road and 5500 vehicles between Brannick Road and Mondamin Street.

According to a 1996 Grundy County traffic count, the AADT between Mondamin Street and I-80 is 8,900 vehicles. A 1998 Village of Minooka traffic count determined that the AADT for this segment had risen to 9,897 vehicles.

Right-of-Way

The right-of-way width for this segment of Ridge Road is 66 feet except between Twin Rail Drive and a point 800 feet north of Minooka Road/Mondamin Street. Through this area, the right-of-way is 100 feet wide.

Pavement Width and Number of Lanes

The pavement width in this segment is generally 20 feet wide which accommodates two through lanes (one in each direction). Between Twin Rail Drive and a point 800 feet north of Minooka Road/Mondamin Street, the pavement width is 36 feet. This width accommodates one through lane in each direction and a 12-foot wide left turn lane.

Traffic Signals

There are no traffic signals in this segment of Ridge Road. There is a four-way stop with a flashing beacon at the Ridge Road/Minooka Road intersection.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads in this segment, and on-street parking is not permitted.

Structures

There is a viaduct in this segment between Mondamin Street and M^{c}Evilly Road. This structure carries the Elgin, Joliet and Eastern Railroad over Ridge Road. The horizontal clearance is 45 feet between the abutments.

Transit

This segment of Ridge Road is not currently served by any public transportation. The nearest Metra station is located in Joliet, approximately 15 miles to the northeast.

Other Characteristics

Commonwealth Edison right-of-way intersects Ridge Road just south of the Interstate 80 frontage road. There is a grade crossing of the CSX Railroad just south of Minooka Road.

3.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment of Ridge Road include wetlands, special waste sites, prime farmland, and sensitive land uses and are shown on Exhibits 3-2 and 3-3.

Streams/Wetlands/Floodplains

There are wetlands located on both sides of the route, north of U.S. Route 6, which may infringe upon the existing right-of-way.

Special Waste Sites

Sites at the Ridge Road/Mondamin Street intersection are listed in the Leaking Underground Storage Tank (LUST) database for Illinois.

Prime Farmland

Most of the undeveloped land along this segment is classified as prime farmland.

Sensitive Land Uses

Sensitive land uses on this segment include St. Mary's Cemetery located north of Mondamin Street on the east side of Ridge Road and Minooka Junior High and High School located north of M^{c}Evilly Road on the east side of the route.

3.2.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments for this segment are shown on Exhibits 3-2 and 3-3.

Land Use Jurisdiction

Land adjacent to Ridge Road is within the corporate limits of the Village of Minooka on the west side of the road between Brannick Road and the ComEd easement and on the east side of the road between McEvilly Road and Interstate 80. The remainder of the property fronting the route is unincorporated.

Type and Intensity of Development

Land use along this segment, particularly outside of the village limits of Minooka, is predominantly agricultural. Single-family residential development is located on the west side of the route, between Brannick Road and Clennon Drive. North of Clennon Drive, there is a mix of uses, including industrial and commercial development and Minooka Junior High School.

Development Access and Setback

Most of the development adjacent to Ridge Road in this segment has direct access to the route. Exceptions to this include Minooka Junior High School and the residential and industrial development in the vicinity of Clennon Drive.

Building setbacks are typically greater than 50 feet along this segment.

Future Development

Land adjacent to Ridge Road through this segment is primarily within the planning boundary of the Village of Minooka. Their Comprehensive Plan indicates that most of the undeveloped land on the east side of the route, south of McEvilly Road is planned for residential development. According to municipal records as of April, 1997, preliminary plats have been prepared for the expansion of the residential development on the west side of Ridge Road between Brannick Road and Clennon Drive and the industrial development along Twin Rail Drive. Additional plans for development include: a collector street that would intersect Ridge Road north of U.S. Route 6 and extend from McClindon Road on the west to Bell Road on the east; a frontage road on the south side of Interstate 80 that would extend to McClindon Road on the west and Wabena Avenue on the east; and a truck stop on the west side of Ridge Road adjacent to the proposed frontage road.

3.2.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of roadway have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Route Exhibits 3-2A and 3-3A.

Ultimate Improvements

Roadway

The following improvements are recommended:

- Ridge Road between U.S. Route 6 and M^{c}Evilly Road - 2 through lanes with an 18-foot wide median and 6-foot wide right shoulder within the proposed 120-foot wide right-of-way shoulders are recommended to provide an area for disabled vehicles without blocking through traffic. This could also be accomplished by providing a greater pavement width in lieu of shoulders.
- Ridge Road between M^{c}Evilly Road and Twin Rail Drive - 2 through lanes with 12-foot wide median within the proposed 100-foot wide right-of-way.
- Ridge Road between Twin Rail Drive and 800 feet north of Mondamin Street - maintain existing cross-section within existing 100-foot wide right-of-way.
- Ridge Road between 800 feet north of Mondamin Street and Interstate 80 - 2 through lanes with 18-foot wide median within proposed 120-foot wide right-of-way. Widen to 4 through lanes in interchange area.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.2-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on Ridge Road in this segment.

Table 3.2-1
Capacity Analysis for Segment 2 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
U.S. Route 6 to Interstate 80	< 20,000	2	B	Yes

Although not required for capacity, it may be desirable to divert truck traffic from Ridge Road in Minooka. This would reduce noise levels near the residential areas and schools south of Mondamin Street. McClindon Road could serve as an alternate route for truck traffic and would allow easy access to planned industrial areas on the west edge of Minooka. McClindon Road is, however, only one-mile to the west of Ridge Road and, as such, presents an undesirable location for an additional Interstate 80 interchange.

A frontage Road system, constructed north of Mondamin Street, could provide access to McClindon Road. and preserve capacity on the Interstate. Traffic could exit I-80 at Ridge Road and proceed westward along a frontage road system paralleling I-80.

Intersections

It is recommended that the diamond interchange at Interstate 80 be reconstructed to allow for four through lanes and a median to be constructed on Ridge Road. The median would be 18 feet wide for one left-turn lane to the interchange ramps. See Detail 3-2 for the ultimate configuration of the Interstate 80 interchange.

Traffic Signalization

Locations recommended for potential future signals are at the Ridge Road intersections with Brannick Road, M^{c}Evilly Road, Minooka Road/Mondamin Street, Interstate 80 ramps, and all future mid-mile collectors, as shown on Exhibits 3-2A and 3-3A.

Future signals should be installed on the Route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on Ridge Road and interfere with optimization and progression of signal systems.

Interconnection of signals into one system is recommended for the future traffic signals between U.S. Route 6 and Interstate 80.

The use of a constant time warning device should be investigated at the CSX Railroad. Constant time warning devices adjust the downtime of the gates based on the on the speed of the train. This would reduce the excessive delay caused by the gates being down when trains are not present.

Transit

Consideration should be given to the development of a Park-and-Ride facility at Interstate 80, and a right-of-way preservation for a potential future Metra commuter railroad passenger station along the CSX Railroad in Minooka.

Low-Cost Improvements

Access Management

As parcels are developed it is recommended that access be limited to the locations shown on exhibits 3-2A and 3-3A. These locations are typically one-quarter mile apart and right-on, right-out only.

Post-2020

Roadway

Although the horizontal clearance is adequate for the recommended improvements, it is recommended to modify the Elgin, Joliet and Eastern Railroad (EJ&E) structure to provide additional horizontal and vertical clearance for any post 2020 roadway improvements that may become necessary. Due to the potential disruption of rail traffic, structure modifications should be performed only in conjunction with future repairs or rehabilitation required on the structure. Increasing the horizontal clearance would also improve safety and allow for additional amenities such as sidewalks. The CSX Railroad at-grade crossing should be modified to accommodate the proposed improvements.

3.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way for this segment of the Ridge/Eola Road is 120 feet. To achieve this width an additional 27 feet of right-of-way will be required along both sides of the segment, except between McEvilly Road and a point 800 feet north of Minooka Road/Mondamin Street. Through this area, an additional 17 feet on both sides of the route is required south of Twin Rail Drive. North of Twin Rail Drive through this area, no additional right-of-way is required. It is recommended that all needed right-of-way be protected as soon as possible.

3.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

There are several environmentally sensitive areas on this segment which could be impacted. Expansion of the right-of-way could impact wetlands, prime farmland, and sensitive land uses. Additionally, construction of intersection improvements in areas where special waste has been identified could also impact the environment. These issues will require further study during the design phases of the proposed improvements.

3.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.2-2.

Table 3.2-2
1998 Construction Cost Estimates for Segment 2 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$10,577,000
Intersection Improvements	$496,000
Traffic Signals	$875,000
Signal Interconnection	$701,000
Structures	$1,650,000
Transit Improvements	$400,000
Right-of-way Acquisition	$2,155,000
Total Estimated Cost for Ultimate Improvements	**$16,854,000**
Post-2020	
Structure at the EJ&E Railroad	$1,500,000
Total Estimated Cost for Post-2020 Improvements	**$1,500,000**
Total Estimated Cost for All Improvements	**$18,354,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

3.3 SEGMENT 3: RIDGE ROAD - INTERSTATE 80 TO WHEELER ROAD

3.3.1 LOCATION

Segment 3 follows the alignment of Ridge Road from Interstate 80 on the south to Wheeler Road on the north. The total length for this segment is nine miles.

3.3.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 3-4 through 3-8.

Traffic Volumes

According to 1998 Kendall County traffic counts the annual daily traffic (ADT) volumes on Ridge Road are: 6,300 vehicles north of Interstate 80; 3,600 vehicles south of U.S. Route 52; 2,600 vehicles north of U.S. Route 52; 2,600 vehicles south of Caton Farm Road; 2,100 vehicles north of Caton Farm Road; and 2,300 vehicles south of Illinois Route 126.

Right-of-Way

In this segment the existing right-of-way width varies from 70 feet to 100 feet. The right-of-way is 80 feet wide from Interstate 80 to Holt Road; 70 feet wide from Holt Road to ½ mile north of Bell Road; 100 feet wide from ½ mile north of Bell Road to U.S. Route 52; 90 feet wide from U.S. Route 52 to Caton Farm Road; and 70 feet wide from Caton Farm Road to Wheeler Road.

Pavement Width and Number of Lanes

The existing pavement is typically 23 feet wide throughout this segment providing two through lanes (one in each direction). There are unpaved shoulders on each side of the roadway.

Traffic Signals

There are no traffic signals in this segment of Ridge Road.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads in this segment, and on-street parking is not permitted.

Structures

There are two bridges located in this segment: south of US-52 and south of Van Dyke Road. There are also two box culverts in this segment: south of Holt Road and south of Bell Road.

Transit

This segment of Ridge Road is not currently served by any public transportation. The nearest Metra station is located in Joliet, approximately 10 miles to the east.

3.3.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include wetlands, special waste, and prime farmland and are shown on Exhibits 3-4 through 3-8.

Streams/Wetlands/Floodplains

Two wetlands are located adjacent to Ridge Road that may infringe upon the right-of-way of the route. One is located on the east side of the route, south of Wildy Road. The other is located on the west side of the route, south of Bell Road.

Special Waste Sites

A site listed on the Leaking Underground Storage Tank (LUST) database for Illinois is located north of Interstate 80.

Prime Farmland

The undeveloped land along this segment is classified as prime farmland.

3.3.4 DEVELOPMENT CHARACTERISTICS

Existing land use for this segment is shown on Exhibits 3-4 through 3-8.

Land Use Jurisdiction

The property adjacent to Ridge Road in this segment is unincorporated.

Type and Intensity of Development

The predominant land use in this segment is agriculture. There is some commercial development, just north of Interstate 80.

Development Access and Setback

In this segment, most structures are typically set back 50 feet from the existing right-of-way. The commercial development and farmhouses located along this segment have direct access to Ridge Road.

Future Development

Property along Ridge Road between Interstate 80 and Wildy Road is within the planning boundary of the Village of Minooka. According to the Minooka Comprehensive Plan, residential development is planned for most of the property on the east side of the route between Interstate 80 and Holt Road.

There are currently no formal plans for development along this segment of Ridge Road.

3.3.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of Ridge Road have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate, post-2020 or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 3-4A through 3-8A.

Roadway

The recommended roadway configuration for this segment provides for two through lanes in each direction and an 18-foot wide median. The 18-foot wide median would provide for the development of left turn lanes where required.

Curb and gutter is recommended for that portion of the route within the planning boundaries of the City of Joliet. This would coincide with an enclosed drainage system. In the remaining unincorporated Kendall County areas, a more rural, open ditch section is recommended.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.3-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on Ridge Road in this segment.

Table 3.3-1
Capacity Analysis for Segment 3 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
I-80 to Van Dyke Road	< 10,000	4	B	Yes
Van Dyke Road to Caton Farm Road	10 to 20,000	4	B	Yes
Caton Farm Road to Wheeler Road	20 to 30,000	4	B	Yes

Intersections

A major intersection improvement is recommended at the Ridge Road/Caton Farm Road intersection. At this intersection, dual left-turn lanes and separate right-turn lanes are recommended. A diagram of this intersection is provided on Detail 3-3. It is also recommended that the Interstate 80 interchange be reconstructed to provide for the ultimate roadway configuration beneath the structure. This improvement is discussed further in Section 3.2 and is shown on Detail 3-2.

Future peak hour level of service was calculated for each movement at the Ridge Road/Caton Farm Road intersection since each is designated an SRA. The overall intersection is projected to operate at LOS C. The LOS for each movement is shown in Table 3.3-2.

Traffic Signalization

Locations recommended for potential future signals are at the Ridge Road intersections with Holt Road, Wildy Road, Bell Road, U.S. Route 52, Jones Road, Van Dyke Road, Caton Farm Road, Walker Road, Wheeler Road, and future mid-mile collectors, as shown on Exhibits 3-4A through 3-8A.

Future signals should be installed on the Route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report). Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on Ridge Road and interfere with optimization and progression of signal systems.

Table 3.3-2
Ridge Road/Caton Farm Road Intersection Level of Service

Direction/Movement	Level of Service
Ridge Road Northbound	
left turn	C
through	C
right turn	B
Ridge Road Southbound	
left turn	C
through	C
right turn	B
Caton Farm Road Eastbound	
left turn	C
through	C
right turn	B
Caton Farm Road Westbound	
left turn	C
through	C
right turn	B
Total Intersection	**C**

Interconnection of signals into one system is recommended. Ultimately one system would be utilized for all of the signals in this segment.

Structures

The two existing bridges will need to be widened to accommodate the recommended improvements. The box culverts will need to be extended to accommodate the recommended improvements.

Transit

Consideration should be given to the development of Park-and-Ride facilities at Interstate-80 and at Caton Farm Road.

Other Improvements

The modification of the Interstate 80 structure is described in Section 3.2.

Low-Cost Improvements

Intersections

Left turn lanes should be implemented at Holt Road, Wildy Road, Bell Road, US Route 52, Jones Road, Van Dyke Road, Caton Farm Road, Walker Road and Wheeler Road. This would allow left-turning vehicles to store outside of the through lanes on the existing two-lane roadway until the ultimate improvements are constructed.

Access Management

As parcels are developed or redeveloped it is recommended that access be limited to the locations shown on Exhibits 3-4A through 3-8A. These locations are typically one quarter mile apart and right-in/right-out only.

Post-2020

As a post-2020 improvement, the development of six through lanes should be investigated. The recommended right-of-way width of 150 feet should allow implementation of a six through lane cross section without acquisition of additional right-of-way. The implementation of this cross-section would only be studied as required by traffic demands on the roadway.

3.3.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for this segment of Ridge Road is 150 feet. To achieve this width the additional right-of-way required will be: 70 feet between Interstate 80 and Holt Road; 80 feet between Holt Road and ½ mile north of Bell Road; 50 feet between ½ mile north of Bell Road and U.S. Route 52; 60 feet between U.S. Route 52 and Caton Farm Road; and 80 feet between Caton Farm Road and Wheeler Road.

Some of the structures along this segment could potentially be displaced to accommodate the recommended improvements and acquire the desirable right-of-way. During the roadway design phase, areas of potential displacements should be studied further to determine if the right-of-way could be narrowed or if the alignment could be shifted.

3.3.7 POTENTIAL ENVIRONMENTAL CONCERNS

The expansion of the right-of-way could impact wetlands, a special waste site, and prime farmland. The potential impact on these areas will require further study during Phase I study of the recommended improvements.

3.3.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.3-3.

Table 3.3-3
1998 Construction Cost Estimates for Segment 3 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$33,300,000
Intersection Improvements	$4,216,000
Traffic Signals	$2,250,000
Signal Interconnection	$2,054,000
Structures	$1,200,000
Transit Improvements	$800,000
Right-of-way Acquisition	$3,290,000
Total Estimated Cost for Ultimate Improvements	**$47,110,000**
Low-Cost	
Roadway	$2,232,000
Total Estimated Cost for Low-Cost Improvements	**$2,232,000**
Post-2020	
Roadway	$46,750,000
Total Estimated Cost for Post-2020 Improvements	**$46,750,000**
Total Estimated Cost for All Improvements	**$96,092,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

3.4 SEGMENT 4: NEW ALIGNMENT - WHEELER ROAD TO ILLINOIS ROUTE 126

3.4.1 LOCATION

Segment 4 of the WIKADUKE Trail is located on a new alignment that provides a more direct connection between the north terminus of Ridge Road (intersection with Wheeler Road) and the south terminus of Plainfield Road (intersection with Illinois Route 126). The length of this segment is approximately one mile. Ridge Road and Plainfield Road are both under the jurisdiction of Kendall County.

The existing conditions for this area are shown on Exhibit 3-8. The proposed alignment is shown as a dashed line on these exhibits.

3.4.2 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this new alignment include a floodplain and prime farmland and are shown on Exhibit 3-8.

Streams/Wetlands/Floodplains

The centerline of the proposed alignment crosses the floodplain of a tributary of East Aux Sable Creek at a point where the floodplain is approximately 400 feet wide.

Prime Farmland

The undeveloped land along this segment is classified as prime farmland.

3.4.3 DEVELOPMENT CHARACTERISTICS

Existing land use for this segment is shown on Exhibit 3-8.

Land Use Jurisdiction

Property along the proposed alignment for the Ridge Road/Plainfield Road Connector is unincorporated.

Type and Intensity of Development

The predominant land use along this segment is agriculture. There is also some single-family residential development on the west side of the proposed alignment.

The Niznik landing area is immediately adjacent to the route on the north side.

Development Access and Setback

Structures located just north of Wheeler Road and just south of Illinois Route 126 are not set back significantly from the proposed alignment.

One or two parcels may be landlocked if the proposed alignment were constructed. These parcels would require access to the new roadway.

Future Development

There are currently no formal plans for development along this segment.

3.4.4 RECOMMENDED IMPROVEMENTS

Improvements for this section of the new roadway have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate, post-2020 or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibit 3-8A.

Ultimate Improvements

Roadway

The proposed alignment generally follows the alignment recorded by Kendall County. The recommended cross-section for this segment provides for two through traffic lanes in each direction with 18-foot wide median within a 150-foot wide right-of-way.

Although this study did not identify any impacts upon the Niznik landing area, as a result of the roadway alignment, a more in-depth study will be required. The future study should assess the proposed profile of the roadway and the vertical clearance required for aircraft take-offs and landings. Some minor realignment of the roadway may be necessary to ensure that aircraft operations are unimpeded.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.4-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on the Ridge Road/Plainfield Road Connector.

Table 3.4-1
Capacity Analysis for Segment 4 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Ridge/Plainfield Connector	20 to 30,000	4	B	Yes

Intersections

The recommended roadway cross-section with a continuous 18 foot median, provides for the development of left-turn lanes where required.

Traffic Signalization

Locations recommended for potential future signals are at the new alignment intersection with Wheeler Road and Illinois Route 126 as shown on Exhibit 3-8A. No traffic signals should be installed in the vicinity of the Niznik landing field due to potential interference with airplane glide paths operations.

Future signals should be installed on the Route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic regional Arterial Design Concept Report). Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the new alignment and interfere with optimization and progression of signal systems.

Low-Cost Improvements

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to the locations shown on Exhibit 3-8A. These locations are typically one-quarter mile apart and right-in/right-out only.

Post-2020

The post-2020 recommended roadway configuration for this segment provides for three through traffic lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way. This cross-section would be implemented as dictated by traffic volumes.

3.4.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way for this new alignment is 150 feet. It is recommended that all needed right-of-way be protected as soon as possible.

3.4.6 POTENTIAL ENVIRONMENTAL CONCERNS

This new alignment could impact a floodplain and prime farmland. During the Phase I study of this improvement, the environmental concerns would be further identified and evaluated.

3.4.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.4-2.

Table 3.4-2
1998 Construction Cost Estimates for Segment 4 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$4,440,000
Intersection Improvements	$744,000
Traffic Signals	$125,000
Signal Interconnection	$0
Structures	$0
Transit Improvements	$0
Right-of-way Acquisition	$3,564,000
Total Estimated Cost for Ultimate Improvements	**$8,873,000**
Post-2020	
Roadway	$7,350,000
Total Estimated Cost for Post-2020 Improvements	**$7,350,000**
Total Estimated Cost for All Improvements	**$16,223,000**

3.5 SEGMENT 5: PLAINFIELD ROAD - ILLINOIS ROUTE 126 TO STEWART ROAD

3.5.1 LOCATION

Segment 5 of the WIKADUKE Trail is located on Plainfield Road and extends from Illinois Route 126 on the south to Stewart Road on the north, a distance 1.5 miles. Plainfield Road is under the jurisdiction of Kendall County.

3.5.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 3-8 and 3-9.

Traffic Volumes

According to 1998 Kendall County traffic counts, the average daily traffic (ADT) on Plainfield Road is 3,200 vehicles per day between Illinois Route 126 and Stewart Road.

Right-of-Way

The existing right-of-way width along this segment is 70 feet.

Pavement Width and Number of Lanes

The existing pavement is 24 feet wide throughout this segment which provides for two through traffic lanes (one in each direction). There are two-foot gravel shoulders and ditches on both sides of the road.

Traffic Signals

There are no traffic signals in this segment.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads in this segment, and on-street parking is not permitted.

Structures

There are no structures in this segment.

Transit

This segment is not currently served by any public transportation. The nearest Metra stations are in Aurora and on Illinois Route 59, approximately 10 miles to the north.

Other Characteristics

Plainfield Road curves towards the west at the intersection with Stewart Road. The predominant traffic movement is along Plainfield Road which has the through movement preference. Stewart Road intersects Plainfield Road in the middle of a horizontal curve and is stop controlled.

3.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics in this segment includes prime farmland and are shown on Exhibits 3-8 and 3-9.

Prime Farmland

The undeveloped land in this segment is classified as prime farmland.

Sensitive Land Uses

A nursery school is located approximately 500 feet south of the Plainfield Road/Stewart Road intersection on the east side of the route.

3.5.4 DEVELOPMENT CHARACTERISTICS

Existing land use for this segment is shown on Exhibits 3-8 and 3-9.

Land Use Jurisdiction

Property along this segment of Plainfield Road is unincorporated.

Type and Intensity of Development

The predominant land use in this segment is agriculture. There is a nursery school located on the east side of the route, just south of the intersection with Stewart Road.

Development Access and Setback

The nursery school and the farmhouses fronting the route have direct access to Plainfield Road. Most structures are set back over 40 feet from the existing right-of-way.

Future Development

Currently, there are no formal plans for development along this segment.

3.5.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of the WIKADUKE Trail have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate, post-2020 or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 3-8A and 3-9A.

Ultimate Improvements

Roadway

The recommended roadway configuration in this segment provides for two through traffic lanes in each direction with an 18-foot wide median within a 150-foot wide right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.5-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on Plainfield Road in this segment.

Table 3.5-1
Capacity Analysis for Segment 5 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 126 to Stewart Road	20 to 30,000	4	B	Yes

Intersections

Although the predominant traffic movement follows Plainfield Road to the west, future traffic patterns may be altered. Provision should be made to provide for more direct movement to the north on Stewart Road by realigning the Plainfield Road/Stewart Road intersection into a conventional "T" intersection.

Paydon Road should be extended to the west of Stewart Road to intersect Plainfield Road. This would facilitate east-west movement along Paydon Road and would reduce the traffic volume on Stewart Road between Paydon Road and Plainfield Road.

Traffic Signalization

Locations recommended for potential future signals are at the Plainfield Road intersections with Johnson Road, Stewart Road, and the mid-mile collector south of Johnson Road.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on Plainfield Road and interfere with optimization and progression of signal systems.

Interconnection of signals into one coordinated system is recommended for the future traffic signals from IL-126 to the 119th Street/Collins Road connector. The potential future traffic signals would be incorporated into that system.

Low-Cost Improvements

Intersections

Installation of a left-turn lane at Johnson Road would allow turning vehicles to store outside of the through lanes. This would preserve capacity on the existing roadway until the ultimate improvements are constructed.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to the locations shown on Exhibit 3-8A and 3-9A. These locations are typically one-quarter mile apart and right-in/right-out only.

Post-2020

The post-2020 recommended roadway configuration for this segment provides for three through traffic lanes in each direction with an 18-foot wide median within a 150-foot wide right-of-way.

3.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable ultimate right-of-way for this segment is 150 feet. To achieve this width, an additional 40 feet of right-of-way will be required on both sides of the route.

Some of the structures along this segment could potentially be displaced to accommodate the recommended improvements and acquire the desirable right-of-way. During the roadway design phase, areas of potential displacements should be studied further to determine if the right-of-way could be narrowed or if the alignment could be shifted.

3.5.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the right-of-way could impact prime farmland. The potential impacts will require further evaluation during the Phase I study of these improvements.

3.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.5-2.

Table 3.5-2
1998 Construction Cost Estimates for Segment 5 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$5,735,000
Intersection Improvements	$744,000
Traffic Signals	$375,000
Signal Interconnection	$353,000
Structures	$0
Transit Improvements	$0
Right-of-way Acquisition	$1,963,000
Total Estimated Cost for Ultimate Improvements	**$9,170,000**
Low-Cost	
Roadway	$248,000
Total Estimated Cost for Low-Cost Improvements	**$248,000**
Post-2020	
Roadway	$7,595,000
Total Estimated Cost for Post-2020 Improvements	**$7,595,000**
Total Estimated Cost for All Improvements	**$17,013,000**

3.6 SEGMENT 6: STEWART ROAD - PLAINFIELD ROAD TO 119th STREET/COLLINS ROAD CONNECTOR

3.6.1 LOCATION

Segment 6 of the WIKADUKE Trail consists of Stewart Road from Plainfield Road to the proposed 119th Street/Collins Road Connector, a distance of 2.0 miles. Stewart Road through this segment is under the jurisdiction of Na Au Say and Oswego Townships.

3.6.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 3-9 and 3-10.

Traffic Volumes

According to Kendall County 1998 traffic counts, the average daily traffic (ADT) volumes on Stewart Road are: 850 vehicles between Plainfield Road and Simons Road and 900 vehicles north of Simons Road.

Right-of-Way

The existing right-of-way width along this segment is 55 feet.

Pavement Width and Number of Lanes

The existing pavement width is 20 feet which provides for two through traffic lanes.

Traffic Signals

There are no traffic signals in this segment.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads in this segment, and on-street parking is not permitted.

Structures

There are no structures in this segment.

Transit

This segment is not currently served by any public transportation. The nearest Metra stations are in Aurora and on Illinois Route 59, approximately eight miles to the north.

3.6.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics in this segment include wetlands and prime farmland and are shown on Exhibits 3-9 and 3-10.

Streams/Wetlands/Floodplains

There are two wetlands in this segment that may infringe upon the existing right-of-way. They are located between Paydon Road and Simons Road.

Prime Farmland

The undeveloped land in this segment is classified as prime farmland.

3.6.4 DEVELOPMENT CHARACTERISTICS

Existing land use for this segment is shown on Exhibits 3-9 and 3-10.

Jurisdiction

The property along this segment is unincorporated.

Type and Intensity of Development

The predominant land use in this segment is agriculture.

Development Access and Setback

The few scattered residences fronting the route have driveway access to the route.

Structures along this segment are typically set back over 50 feet from the existing right-of-way.

Future Development

Property along Stewart Road between Paydon Road and proposed 119th Street/Collins Road Connector is within the planning boundary of the Village of Oswego. According to the Oswego Draft Comprehensive Plan, single-family residential development is planned for most of the property along Stewart Road between Paydon Road and Simons Road. Commercial development is planned between Simons Road and Scotch Road in the area where the proposed 119th Street/Collins Road Connector intersect Stewart Road.

Although much of the land along this segment is undeveloped, with rapid suburban growth occurring it is foreseeable that more intense development will occur in the agricultural areas along this segment. There are currently no formal plans for development along this segment.

3.6.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of Stewart Road have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate, post-2020 or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 3-9A and 3-10A.

Ultimate Improvements

Roadway

The recommended roadway cross-section in this segment provides for two through traffic lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.6-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on Stewart Road in this segment.

Table 3.6-1
Capacity Analysis for Segment 6 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Plainfield Rd. to 119th/ Collins Road Connector	10 to 20,000	4	B	Yes

Intersections

A re-alignment of the Stewart Road/Plainfield Road connection is recommended as described in Section 3.5.

A major intersection improvement is recommended at the Stewart Road intersection with the proposed 119th Street/Collins Road Connector. The roadway configuration allows for dual left-turn lanes on all legs of the intersection. (See Detail 3-4.)

Future peak hour level of service was calculated for each movement at the Stewart Road/119th Street extension intersection since each is designated an SRA. The overall intersection is projected to operate at LOS C. The LOS for each movement is shown in Table 3.6-2.

Table 3.6-2
Stewart Road/119th Street Extension Intersection Level of Service

Direction/Movement	Level of Service
Stewart Road Northbound	
left turn	C
through	C
right turn	B
Stewart Road Southbound	
left turn	C
through	C
right turn	B
119th Street/Collins Road Connector Eastbound	
left turn	C
through	C
right turn	B
119th Street/Collins Road Connector Westbound	
left turn	C
through	C
right turn	B
Total Intersection	**C**

Extension of Paydon Road (135th Street) across Stewart Road to align with Plainfield road to the west should be considered. This would simplify westbound movements across Stewart Road and eliminate the need for westbound Paydon Road vehicles to travel north or south on Stewart Road before continuing west on Plainfield or Simons Roads.

Traffic Signalization

The locations recommended for potential future signals are at the Stewart Road intersections with Paydon Road, Simons Road, the proposed 119th Street/Collins Road Connector, and at all mid-mile collectors.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Traffic signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on Stewart Road and interfere with optimization and progression of signal systems.

Interconnection of signals into one coordinated system is recommended for the potential future traffic signals from Illinois Route 126 to the 119th Street/Collins Road Connector. All of the signals in this segment would be incorporated into that system.

Transit

Consideration should be given to the development of a future Park-and-Ride facility at intersection of Stewart Road with the proposed 119th Street/Collins Road Connector.

Low-Cost Improvements

Left turn lanes should be installed at Paydon and Simons Roads to preserve capacity in the interim before the ultimate improvements are constructed.

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to the locations shown on Exhibit 3-9A and 3-10A. These locations are typically one-quarter mile apart and right-in/right-out only.

Post-2020

The recommended ultimate road configuration (post 2020) for this segment provides for three through traffic lanes in each direction with an 18-foot wide median within a 150-foot wide right-of-way.

3.6.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way for this segment is 150 feet. To achieve this width, an additional 47.5 feet of right-of-way will be required on both sides of the route.

3.6.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the right-of-way would impact wetland and prime farmland. The potential impact on these areas will require further evaluation during Phase I study of these improvements.

3.6.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.6-3.

Table 3.6-3
1998 Construction Cost Estimates for Segment 6 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$7,030,000
Intersection Improvements	$1,359,000
Traffic Signals	$500,000
Signal Interconnection	$431,000
Structures	$0
Transit Improvements	$400,000
Right-of-way Acquisition	$2,859,000
Total Estimated Cost for Ultimate Improvements	**$12,579,000**
Low-Cost	
Roadway	$496,000
Total Estimated Cost for Low-Cost Improvements	**$496,000**
Post-2020	
Roadway	$9,310,000
Total Estimated Cost for Post-2020 Improvements	**$9,310,000**
Total Estimated Cost for All Improvements	**$22,385,000**

3.7 SEGMENT 7: NEW ALIGNMENT – 119th STREET/COLLINS ROAD CONNECTOR TO WOLF'S CROSSING ROAD

3.7.1 LOCATION

Segment 7 of the WIKADUKE Trail is located on new alignment that would connect Stewart Road with Heggs Road at Wolf's Crossing Road. The proposed alignment intersects U.S. Route 30 south of Wolf's Crossing Road. The total length of this segment is approximately 3.0 miles.

The existing conditions for this segment are shown on Exhibits 3-10 and 3-11. The proposed alignment is shown as a dashed line on these exhibits.

3.7.2 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include wetlands, a state threatened species, and prime farmland and are shown on Exhibits 3-10 and 3-11.

Streams/Wetlands/Floodplains

There is one wetland identified south of Wolf's Crossing Road near the proposed centerline of the alignment.

Flora and Fauna

There is a known occurrence of Loggerhead Shrike, a state threatened bird species, within approximately one mile of this segment.

Prime Farmland

The undeveloped land along this segment is classified as prime farmland.

3.7.3 DEVELOPMENT CHARACTERISTICS

Existing land use for this segment is shown on Exhibits 3-10 and 3-11.

Land Use Jurisdiction

Property along the proposed alignment for the Stewart Road/Heggs Road connector is unincorporated.

Type and Intensity of Development

The predominant land use in this segment is agriculture. There is a single-family residential development located to the west of the proposed alignment at Rance Road.

Development Access and Setback

If the proposed roadway were constructed, it is possible that some parcels will be landlocked. If so, these parcels will require access to the new roadway.

Most of the structures in the area of the proposed alignment are set back significantly from the route.

Future Development

Property along this segment of the route is within the planning boundary of the Village of Oswego. Their Draft Comprehensive Plan identifies the Stewart Road/Heggs Road connector. Most of the land adjacent to the proposed alignment is planned for single-family residential development, except for property at the proposed intersection with U.S. Route 30, where commercial development is planned.

Although much of the land along this segment is undeveloped, with rapid suburban growth occurring it is foreseeable that more intense development will occur in the agricultural areas along this segment. There are currently no formal plans for development along this segment.

3.7.4 RECOMMENDED IMPROVEMENTS

Improvements for this section of the WIKADUKE Trail have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate, post-2020, or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 3-10A and 3-11A.

Ultimate Improvements

Roadway

The recommended initial configuration for this segment provides for two through traffic lanes in each direction with an 18-foot wide median within a 150-foot wide right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.7-1. Results of the capacity

analysis indicate that the peak direction level of service (LOS) will be B on the Stewart Road/Heggs Road Connector.

Table 3.7-1
Capacity Analysis for Segment 7 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Stewart/Heggs Connector	10 to 20,000	4	B	Yes

Intersections

A major intersection improvement is recommended at the U.S. Route 30 intersection with the proposed roadway. The proposed configuration provides for dual left turn lanes on all legs of the intersection. (See Detail 3-5.)

Traffic Signalization

The locations recommended for potential future traffic signals are at the new alignment intersections with U.S. Route 30 and Wolf's Crossing Road.

Future traffic signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRA are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Traffic signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the new alignment and interfere with optimization and progression of signal systems.

The future signals between U.S. Route 30 and Wolf's Crossing Road should be coordinated.

Low-Cost Improvements

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to the locations shown on Exhibits 3-10A and 3-11A. These locations are typically one-quarter mile apart and right-in/right-out only.

Due to the potential development of the parcels identified for this alignment, it is recommended that the proposed centerline be recorded as soon as possible.

Post-2020

The recommended ultimate roadway configuration (post-2020) for this segment provides for three through traffic lanes in each direction with an 18-foot wide median within a 150-foot wide right-of-way.

3.7.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way for this proposed alignment is 150 feet.

3.7.6 POTENTIAL ENVIRONMENTAL CONCERNS

This new alignment could impact wetlands, a state threatened species, and prime farmland. The potential impact will likely require future study during the Phase I study of these improvements.

3.7.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.7-2.

Table 3.7-2
1998 Construction Cost Estimates for Segment 7 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$16,500,000
Intersection Improvements	$1,111,000
Traffic Signals	$250,000
Signal Interconnection	$112,000
Structures	$0
Transit Improvements	$0
Right-of-way Acquisition	$6,910,000
Total Estimated Cost for Ultimate Improvements	**$24,883,000**
Post-2020	
Roadway	$14,700,000
Total Estimated Cost for Post-2020 Improvements	**$14,700,000**
Total Estimated Cost for All Improvements	**$39,583,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

3.8 SEGMENT 8: HEGGS ROAD - WOLF'S CROSSING ROAD TO 87th STREET

3.8.1 LOCATION

Segment 8 of the WIKADUKE Trail follows the Heggs Road alignment from Wolf's Crossing Road to 87th Street, a distance of two miles.

3.8.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 3-11 and 3-12.

Traffic Volumes

It is estimated that the average daily traffic volume on Heggs Road is 1000 vehicles.

Right-of-Way

The existing right-of-way width along this segment of the Heggs Road is 66 feet between Wolf's Crossing Road and Hafenrichter Road and 100 feet between Hafenrichter Road and 87th Street.

Pavement Width and Number of Lanes

Between Wolf's Crossing Road and Hafenrichter Road, the pavement is 21 feet wide, accommodating two traffic lanes (one in each direction). North of Hafenrichter Road to 87th Street, the roadway was recently widened to consist of four 12-foot through lanes (two in each direction) and a 16-foot wide barrier median.

Traffic Signals

There are no traffic signals in this segment of the route.

Parking, Sidewalks and Frontage Roads

There are sidewalks on both sides of Heggs Road between Hafenrichter Road and 87th Street. There are no frontage roads in this segment, and on-street parking is not permitted.

Structures

There are no structures in this segment.

Transit

This segment is not currently served by any public transportation. The nearest Metra stations are in Aurora and on Illinois Route 59, approximately five miles to the north.

3.8.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics in this segment include prime farmland and are shown on Exhibits 3-11 and 3-12.

Prime Farmland

The undeveloped land in this segment is classified as prime farmland.

3.8.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments for this segment are shown on Exhibits 3-11 and 3-12.

Land Use Jurisdiction

Property along this segment of Heggs Road is unincorporated.

Type and Intensity of Development

Much of the agricultural land along this segment is or has recently been converted to residential use. Some agricultural land still remains south of Hafenrichter Road on the west side of the route and north of Hafenrichter Road on the east side of the route.

Development Access and Setback

The residential developments do not have direct access to the route but, rather, are accessed from collector streets which intersect the route. Most structures are set back over 40 feet from the existing right-of-way.

Future Development

The Comprehensive Plans of both the Village of Oswego and the City of Aurora cover this segment of Heggs Road. Both plans indicate that residential development is planned for most of the property adjacent to the route. However, the City of Aurora Plan indicates that some commercial development is planned at Hafenrichter Road and at the proposed Heggs Road intersection with the 95th Street extension.

With rapid suburban growth occurring, it is foreseeable that more intense development will occur in the agricultural areas along this segment.

3.8.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of the WIKADUKE Trail have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of development along the route. Improvements are categorized as ultimate or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 3-11A and 3-12A.

Ultimate Improvements

Roadway

The recommended improvement along this segment provides for two through traffic lanes in each direction with an 18-foot wide median within a 120-foot wide right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.8-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B on Heggs Road in this segment.

Table 3.8-1
Capacity Analysis for Segment 8 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Wolf's Crossing Road to 87th Street	20 to 30,000	4	B	Yes

Intersections

A major intersection improvement is recommended at the intersection with Heggs Road and the 95th Street extension. The proposed configuration allows for dual left-turn lanes. (See Detail 3-6.)

Traffic Signalization

The locations recommended for potential future traffic signals are at the Heggs Road intersections with the 95th Street extension, Hafenrichter Road and 87th Street.

Future traffic signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Traffic signals should not be installed at other than the recommended locations; additional signals would tend to impede flow on Heggs Road and interfere with optimization and progression of signal systems.

The future signals between the 95th Street extension and Hafenrichter Road should be coordinated into one system. The signals at Wolf's Crossing Road and 87th Street are to far from this system to significantly reduce delay.

Transit

Consideration should be given to develop a future Park-and-Ride facility at the Heggs Road/95th Street intersection.

Low-Cost Improvements

Access Management

As parcels are developed or redeveloped, it is recommended that access be limited to the locations shown on Exhibits 3-11A and 3-12A. These locations are typically one-quarter mile apart and right-in/right-out only.

3.8.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way is 120 feet. To achieve this width an additional 27 feet of right-of-way will be required on both sides of the route between Wolf's Crossing Road and Hafenrichter Road.

The City of Aurora has been acquiring right-of-way within this segment as parcels are developed. In general, their proposed right-of-way width is 100' feet. This width is adequate for the ultimate improvements and no further right-of-way will be required.

3.8.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the right-of-way could impact prime farmland. This impact will likely require further study during Phase I study of the improvements.

3.8.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.8-2.

Table 3.8-2
1998 Construction Cost Estimates for Segment 8 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$4,440,000
Intersection Improvements	$1,111,000
Traffic Signals	$250,000
Signal Interconnection	$86,000
Structures	$0
Transit Improvements	$400,000
Right-of-way Acquisition	$1,670,000
Total Estimated Cost for Ultimate Improvements	**$7,957,000**
Post-2020	
Roadway	$0
Total Estimated Cost for Post-2020 Improvements	**$ 0**
Total Estimated Cost for All Improvements	**$7,957,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

3.9 SEGMENT 9: EOLA ROAD - 87th STREET TO ILLINOIS ROUTE 56 (BUTTERFIELD ROAD)

3.9.1 LOCATION

Segment 9 follows the Eola Road alignment from 87th Street to Illinois Route 56 (Butterfield Road), a distance of approximately 7.5 miles. This segment is under the jurisdiction of the City of Aurora between 87th Street and New York Street and DuPage County between New York Street and Illinois Route 56.

3.9.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 3-12 through 3-15.

Traffic Volumes

According to the 1993 IDOT DuPage County Traffic Map the existing average annual daily traffic volumes along this segment are:

- 12,200 vehicles from Montgomery Road to U.S. Route 34.
- 12,000 vehicles from U.S. Route 34 to McCoy Drive.
- 11,300 vehicles from McCoy Drive to New York Street.
- 13,500 vehicles from New York Street to North Aurora Road.
- 11,600 vehicles from North Aurora Road to Molitor Road.
- 10,000 vehicles from Molitor Road to Bilter Road.
- 9,300 vehicles from Bilter Road to Ferry Road.
- 8,600 vehicles from Ferry Road to Illinois Route 56 (Butterfield Road).

The ADT between 87th Street and Montgomery Road was estimated at 5000 vehicles per day since no volume was provided on the DuPage County Traffic Map.

Right-of-Way

The existing right-of-way width varies between 80 feet and 550 feet. The right-of-way is 80 feet wide from 87th Street to eight hundred feet south of U.S. Route 34; 100 feet wide from eight hundred feet south of U.S. Route 34 to McCoy Drive; 90 to 120 feet between McCoy Drive and New York Street, 120 feet between New York Street and Liberty Street, 110 to 550 feet between Liberty Street and North Aurora Road; between 90 feet and 120 feet from North Aurora Road to Molitor Road, between 100 and 150 feet between Molitor Road and Bilter Road; and 85 to 100 feet between Bilter Road and Illinois Route 56.

Pavement Width and Number of Lanes

The existing pavement width varies from 24 to 66 feet wide. The pavement widths are as follows.

- 24 feet wide accommodating two through traffic lanes (one in each direction) between 87th Street and Montgomery Road.

- 48 feet wide with four through lanes (two in each direction) with no median between Montgomery Road and U.S. Route 34.

- 66 feet wide with four traffic lanes (two in each direction) with an 18-foot wide barrier median between U.S. Route 34 and Illinois Route 56. The median narrows to 15 feet just south of Illinois Route 56.

There is curb and gutter along each edge of the pavement between Montgomery Road and Illinois Route 56. There is approximately 1000 lineal feet of mountable median between New York Street and Liberty Street.

Traffic Signals

There are nine existing signalized intersections in this segment. The configurations for these intersections are shown on Exhibits 3-12 through 3-15.

Parking, Sidewalks, and Frontage Roads

There are sidewalks on both sides of the route between U.S. Route 34 and Liberty Street. There are no frontage roads in this segment, and on-street parking is not permitted.

Existing Structures

There are four structures in this segment. They include a structure over Waubonsie Creek; a pedestrian walkway over Eola Road at the Illinois Prairie Path; a grade separation over the Burlington Northern Railroad; and a grade separation over Interstate 88.

Transit

This segment is served by two Pace bus routes. Pace route 534 is a circulating route which crosses Eola Road at Ridge Avenue and operates on Eola Road between U.S. Route 34 and McCoy Drive. Pace route 530 is an east-west route which intersects Eola Road at New York Street. A number of other Pace routes operating in Aurora and Naperville are within 1.0 to 1.5 miles of Eola Road.

The nearest Metra station is located approximately 1.25 miles to the east at Route 59. This station is along the Burlington Northern Santa Fe line.

3.9.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

Existing environmental characteristics in this segment include floodplains, wetlands, historic sites, state threatened and endangered species, special waste sites, prime farmland, and sensitive land uses and are shown on Exhibits 3-12 through 3-15.

Streams/Wetlands/Floodplains

There is one floodplain crossing in this segment at Waubonsie Creek. It crosses Eola Road approximately one mile north of U.S. Route 34 and is approximately 100 feet wide at this location.

There are several wetlands located in this segment that may infringe upon the right-of-way of the route. Wetlands within or adjacent to the right-of-way are located in the following areas:

- on the west side of the route, north of Montgomery Road.
- on the east side of the route, north of Waubonsie Creek,
- south of the Burlington Northern Railroad (Eola Road Marsh).
- east side of the route, north of Interstate 88.
- on the west side of the route within Big Woods Forest Preserve.

There are also several retention ponds located adjacent to Eola Road in this segment.

Historical Significance

Three sites of historical significance have been identified adjacent to Eola Road, just south of Illinois Route 56. The Crane Brown House, located on the west side of the route in Big Woods Forest Preserve, is listed as an historic landmark constructed in 1844. Big Woods Pioneer Community and Big Woods Congregational Church and Cemetery are listed by the DuPage County Historical Society as having historical significance. These sites are located on the east side of Eola Road and were established prior to 1850.

Flora and Fauna

Three areas within the vicinity of this segment have been identified as habitat for several state threatened and endangered bird and plant species. The Frontenac Road Marsh is located east of Eola Road, near U.S. Route 34. It is a known habitat for Pied-billed Grebe, Least Bittern, Great Egret, Black-crowned Night Heron, and Yellow-headed Blackbird, all state endangered bird species, and Common Moorhen, a state threatened bird species. The Eola Road Marsh, located on the west side of the route, south of the Burlington Northern Santa Fe Railroad, is a known habitat for Common Moorhen and

Yellow-headed Blackbird. Habitat for Hairy Marsh Yellow Cress is located within Big Woods Forest Preserve.

Special Waste Sites

Waubonsie Valley High School and Indian Prairie School are listed on the underground and leaking underground storage tank (UST and LUST) databases for Illinois.

Prime Farmland

Much of the remaining undeveloped land along this segment is classified as prime farmland.

Sensitive Land Use

There are several sensitive land uses along this segment. These include: a linear park north of Dorothy Drive; Francis Granger Middle School and Waubonsie Valley High School at the U.S. Route 34 intersection; Our Lady of Mercy Church, the Eola Community Center/Aurora Public Library, and Oakhurst Community Center and Park between U.S. Route 34 and Oakhurst Drive; Indian Prairie School, north of Stonebridge Road; and Big Woods Forest Preserve and Big Woods Congregational Church and Cemetery, south of Illinois Route 56.

3.9.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments in this segment are shown on Exhibits 3-12 through 3-15

Land Use Jurisdiction

Most of the property adjacent to Eola Road in this segment is within the corporate limits of the City of Aurora. Some of the undeveloped areas are still unincorporated.

Type and Intensity of Development

The land use in this segment is mixed consisting of agricultural, institutional, residential, commercial, and industrial development. Between Liberty Street and Illinois Route 56, some of the land is used for agriculture. Both single- and multi-family residential developments are located along Eola Road. Most of the residential development in this segment is concentrated south of New York Street. Most of the commercial development is located at the intersections with U.S. Route 34, New York Street, Liberty Street, Interstate 88, and Illinois Route 56. The industrial development in this segment is concentrated north of the Illinois Prairie Path.

Development Access and Setback

Outside of the residential development, most property adjacent to the route has direct access to Eola Road. The residential developments are typically accessed from collector streets which intersect the route.

Structures located through some of the more developed areas along the route are not set back significantly from the existing roadway.

Future Development

The property adjacent to Eola Road is within the planning boundary of the City of Aurora. According to their Comprehensive Plan, the remaining agricultural land along the route will be converted to more intense use, with much of it planned for office/research/light industrial development.

3.9.5 RECOMMENDED IMPROVEMENTS

Improvements for this section of the WIKADUKE Trail have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristic and character of development along the route. Improvements are categorized as ultimate or low-cost, and divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 3-12A through 3-15A.

Ultimate Improvements

Roadway

The recommended configuration for this segment provides for two through traffic lanes with no median within the 80-foot wide existing right-of-way between 87th Street and Long Grove Road. From Long Grove Road to Illinois Route 56 (Butterfield Road) two through traffic lanes in each direction with an 18-foot wide median within the existing right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 3.9-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be C on Eola Road between 87th Street and New York Street and B between New York Street and Illinois Route 56.

Table 3.9-1
Capacity Analysis for Segment 9 - WIKADUKE Trail

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
87th St. to New York St.	20 to 30,000	4	C	Yes
New York St. to Diehl Rd.	30 to 40,000	4	B	Yes
Diehl Rd. to Illinois 56	20 to 30,000	4	B	Yes

Intersections

The proposed roadway configuration allows for left-turn lanes to be incorporated where required. Major intersection improvements are recommended at the intersection of Eola Road at U.S. Route 34 (SRA) and Illinois Route 56 (Butterfield Road-SRA). See Details 3-7 and 3-8 for recommended intersection configurations at U.S. Route 34 and Illinois Route 56. At Eola Road/Illinois Route 56 intersection dual left-turn lanes from westbound Illinois Route 56 to southbound Eola Road, and dual left-turn lanes from northbound Eola Road to westbound Illinois Route 56 are recommended.

Future peak hour level of service was calculated for each movement at the Eola Road intersections with U.S. Route 34 and Illinois Route 56. Each of these cross streets is designated an SRA. The overall intersections are projected to operate at LOS D at U.S. Route 34 and LOS C at Illinois Route 56. The LOS for each movement at these intersections is shown in Tables 3.9-2 and 3.9-3.

Traffic Signalization

The locations recommended for potential future traffic signals are at Eola Road intersection with Bilter Road. The existing traffic signals along the segment shall be maintained.

Future traffic signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants recommended for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Traffic signals should not be installed at other than the recommended locations; additional signals would tend to impede flow on Eola Road and interfere with optimization and progression of signal systems.

Table 3.9-2
Eola Road/U.S. Route 34 Intersection Level of Service

Direction/Movement	Level of Service
Eola Road Northbound	
left turn	D
through	D
right turn	C
Eola Road Southbound	
left turn	E
through	E
right turn	C
U.S. Route 34 Eastbound	
left turn	E
through	D
right turn	B
U.S. Route 34 Westbound	
left turn	E
through	E
right turn	B
Total Intersection	**D**

Interconnection of traffic signals into two coordinated systems is recommended for the future and existing traffic signals. One system would interconnect the traffic signals from 87th Street to Long Grove Drive and another from McCoy Drive to Liberty Street. The signals at Long Grove Drive and McCoy Drive are over 4000 feet apart and interconnection would not significantly reduce delay.

Transit

Consideration should be given to develop a future Park-and Ride facility at Eola Road/Interstate 88 and should be coordinated with the development of the planned interchange.

Table 3.9-3
Eola Road/Illinois Route 56 Intersection Level of Service

Direction/Movement	Level of Service
Eola Road Northbound	
left turn	C
through	---
right turn	C
Illinois Route 56 Eastbound	
left turn	---
through	C
right turn	B
Illinois Route 56 Westbound	
left turn	C
through	A
right turn	---
Total Intersection	**C**

Low-Cost Improvements

Access Management

As parcels are developed or redeveloped it is recommended that access to the route be limited to the locations are typically one-quarter mile apart and right-in/right-out only.

Transit

Directional signage is recommended on Eola Road for Metra Commuter rail service at the Illinois Route 59 station on the Burlington Northern Santa Fe line.

3.9.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

There is no additional right-of-way required in this segment. Should additional right-of-way become available between 87th and Montgomery Road, it is recommended that this be preserved for the construction of a median for left-turn lanes.

3.9.7 POTENTIAL ENVIRONMENTAL CONCERNS

Because no major widening of the existing roadway or additional lanes are proposed, the impacts of the recommended improvements should not be significant. The impacts of the roadway expansion south of Montgomery Road on the community park in this area will require further study during the Phase I study of the roadway improvements.

3.9.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

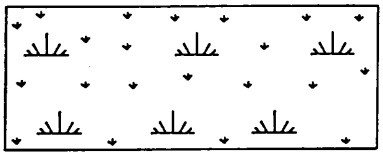
A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of the WIKADUKE Trail is shown in Table 3.9-4.

Table 3.9-4
1998 Construction Cost Estimates for Segment 9 of the WIKADUKE Trail

Improvement	Estimated Cost
Ultimate	
Roadway	$0
Intersection Improvements	$2,406,000
Traffic Signals	$125,000
Signal Interconnection	$593,000
Structures	$0
Transit Improvements	$400,000
Right-of-way Acquisition	$250,000
Total Estimated Cost for Ultimate Improvements	**$3,774,000**
Low-Cost	
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$10,000**
Post-2020	
Roadway	$0
Total Estimated Cost for Post-2020 Improvements	**$ 0**
Total Estimated Cost for All Improvements	**$3,784,000**

LEGEND

ENVIRONMENTAL & EXISTING FACILITY CHARACTERISTICS



Wetland

Sensitive Land Use



Floodplain Boundary (100 Year)

● Special Waste Site

* Historic Site/Structure/Bridge

Existing Structure

Existing R/W

Proposed R/W

Existing Signal

Proposed Signal

Modify Structure

Mid-Mile Collector

* Bus Shelter

X Close Access

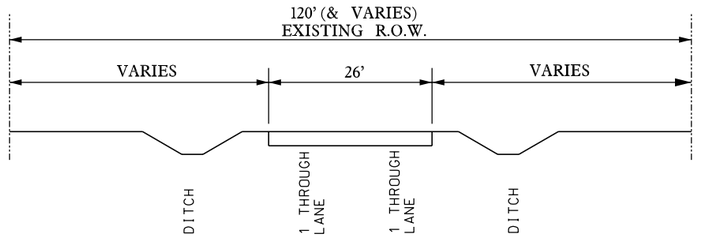
LAND USE CHARACTERISTICS

R	Residential	U	Utility
O	Office	A	Agricultural
C	Commercial	V	Vacant Land
I	Industrial Warehouse	()	Planned Development

Route Map Legend



CROSS SECTION



SECTION A–A

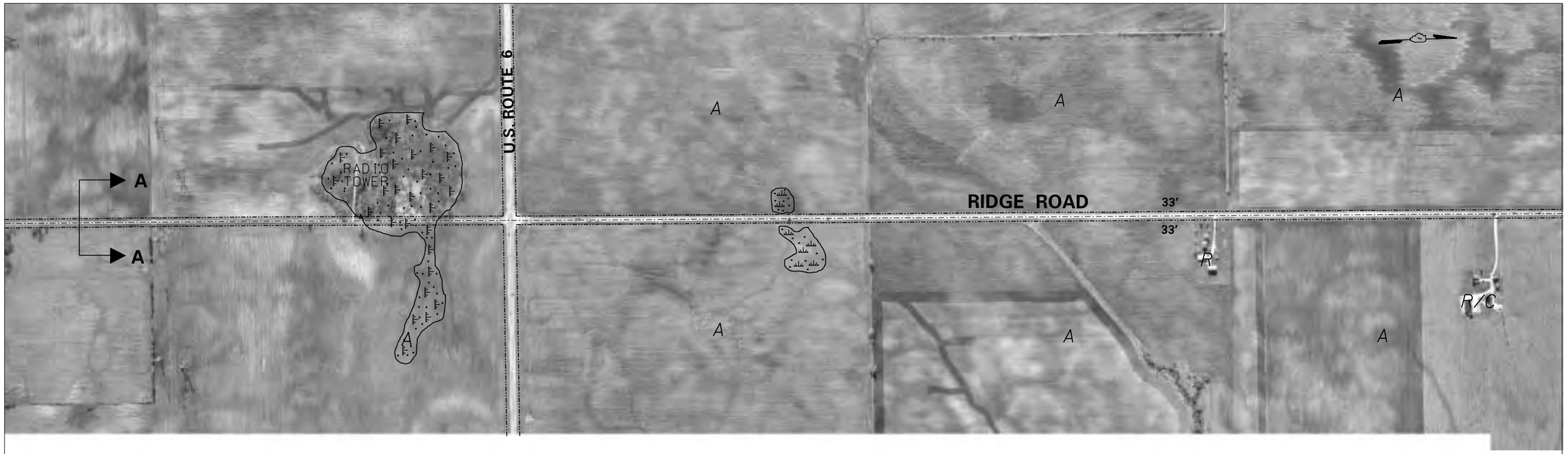
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

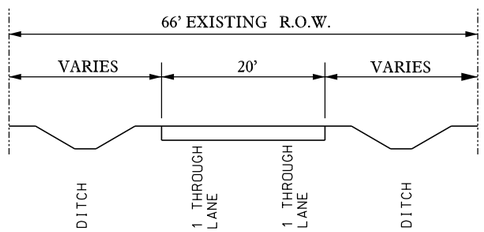
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–1

EWDT3-1.SHT



CROSS SECTION



SECTION A–A

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

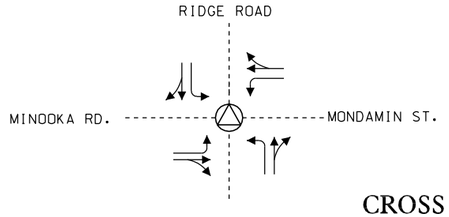
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–2

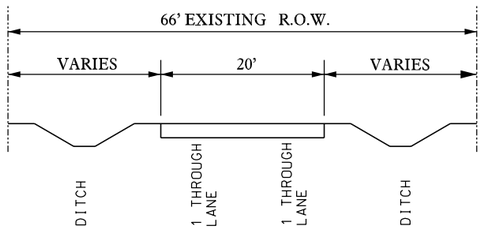
EWDT3-2.SHT



INTERSECTION DIAGRAM

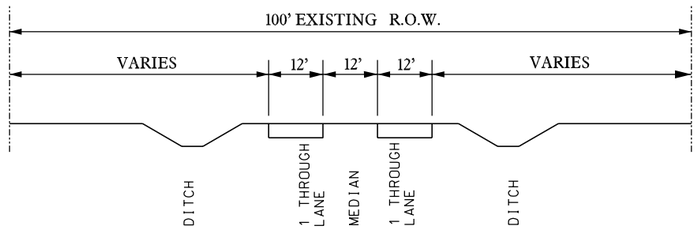


CROSS SECTION



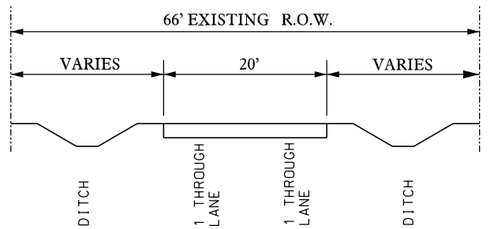
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

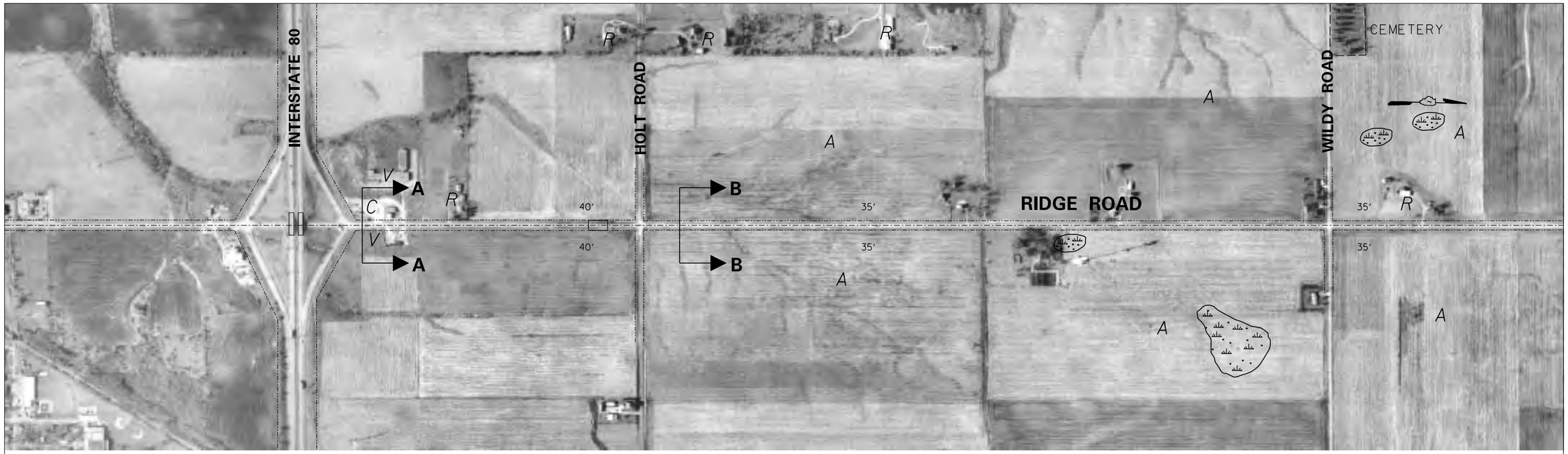
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

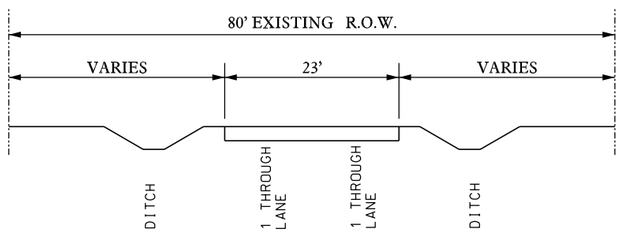
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–3

EWDT3-3.SHT

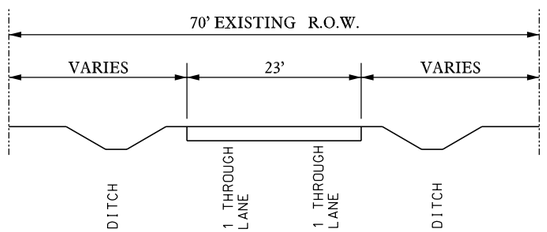


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

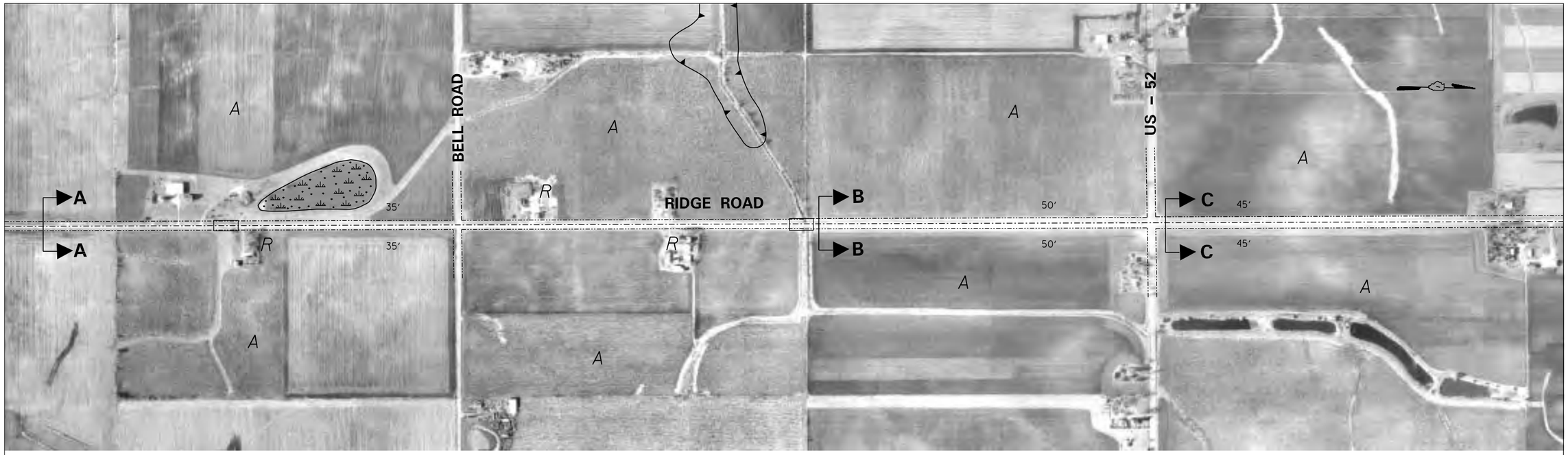
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

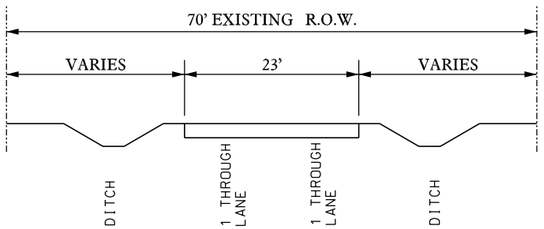
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–4

EWDT3-4.SHT

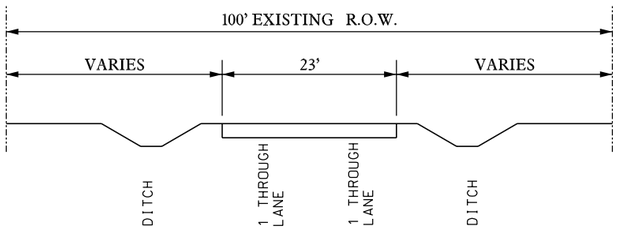


CROSS SECTION



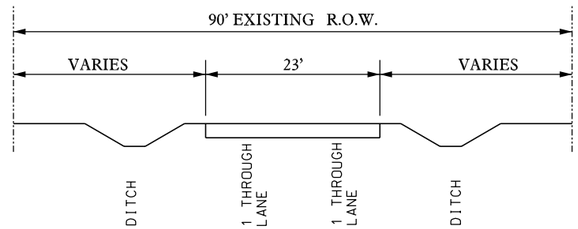
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

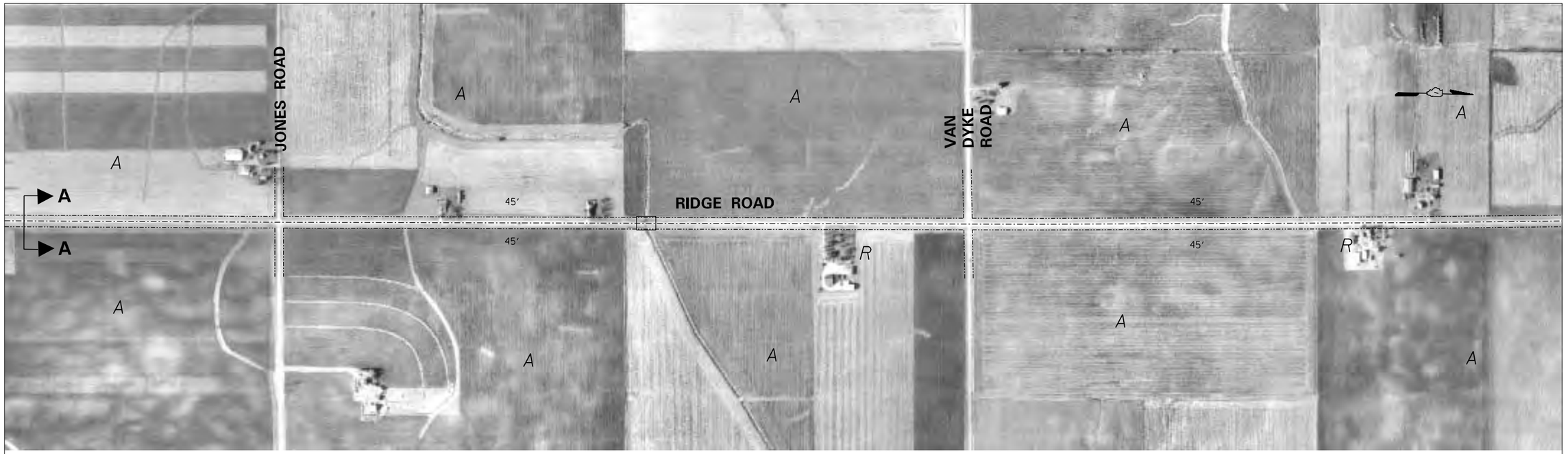
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

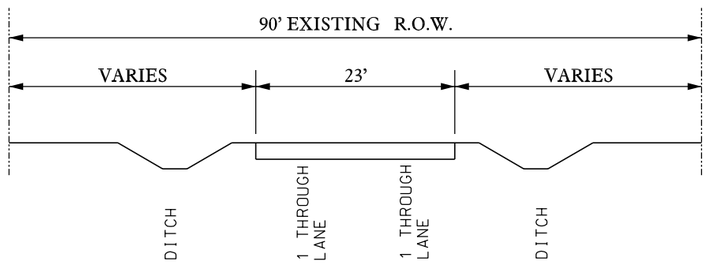
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–5

EWDT3-5.SHT



CROSS SECTION



SECTION A–A

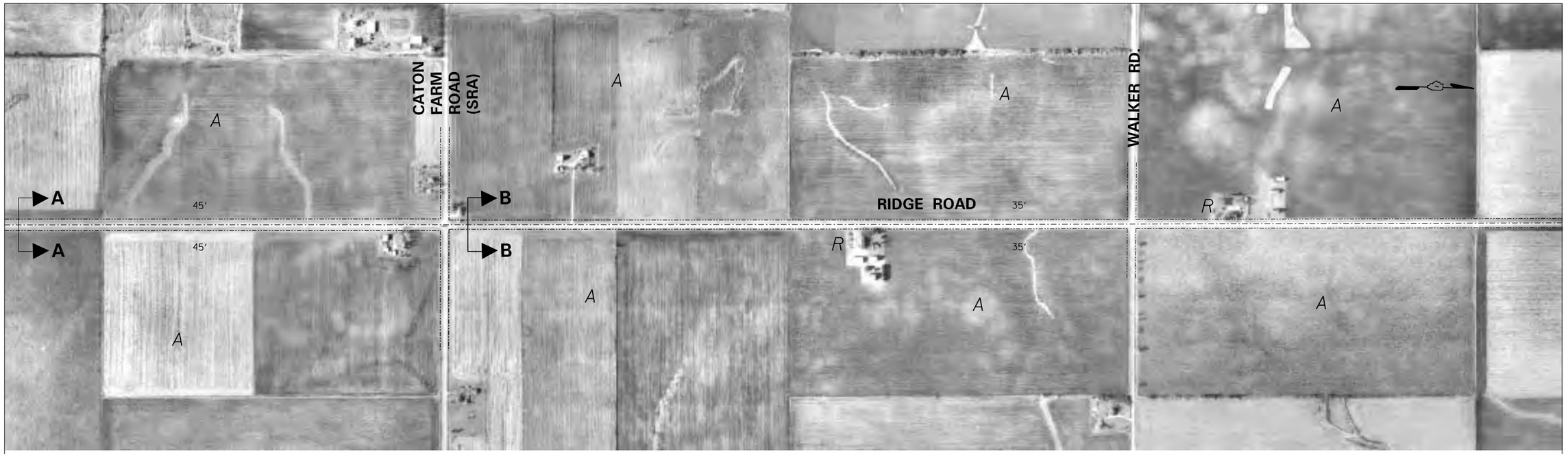
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

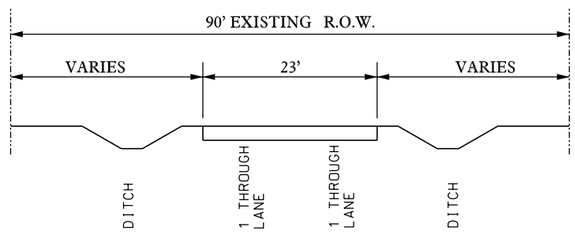
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–6

EWDT3-6.SHT

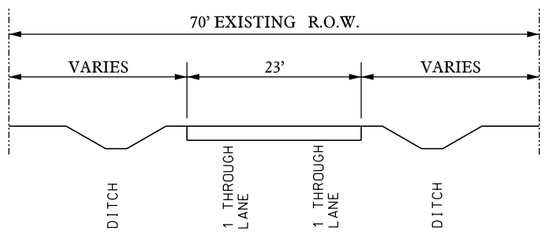


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

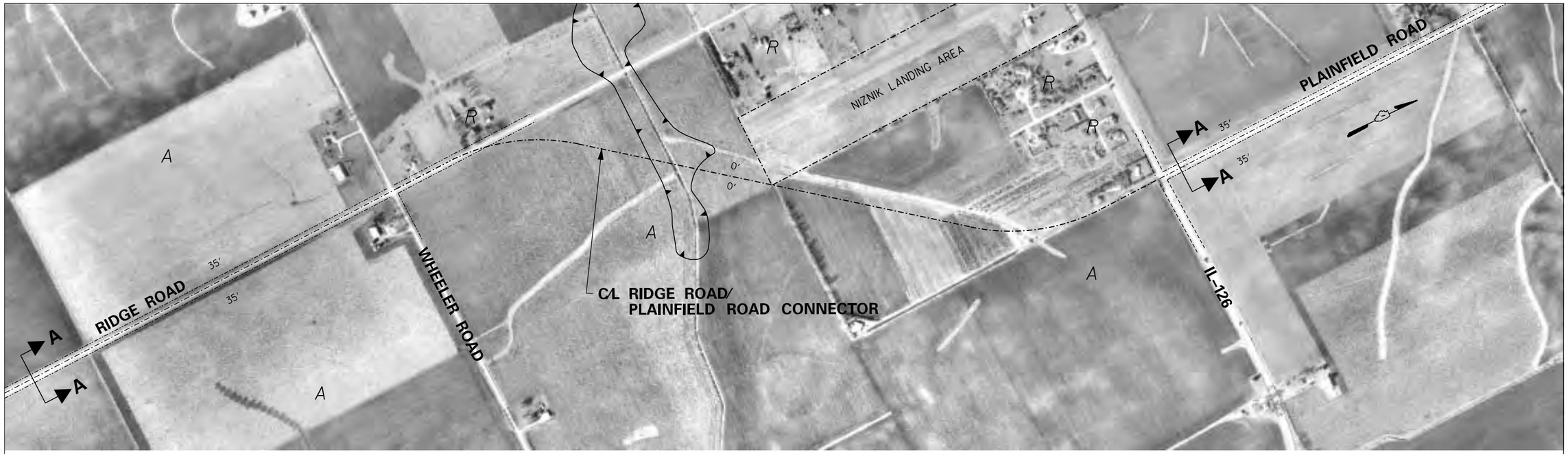
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

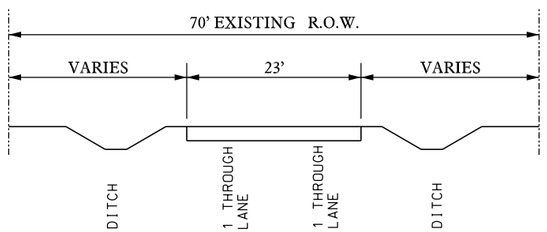
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–7

EWDT3-7.SHT



CROSS SECTION



SECTION A–A

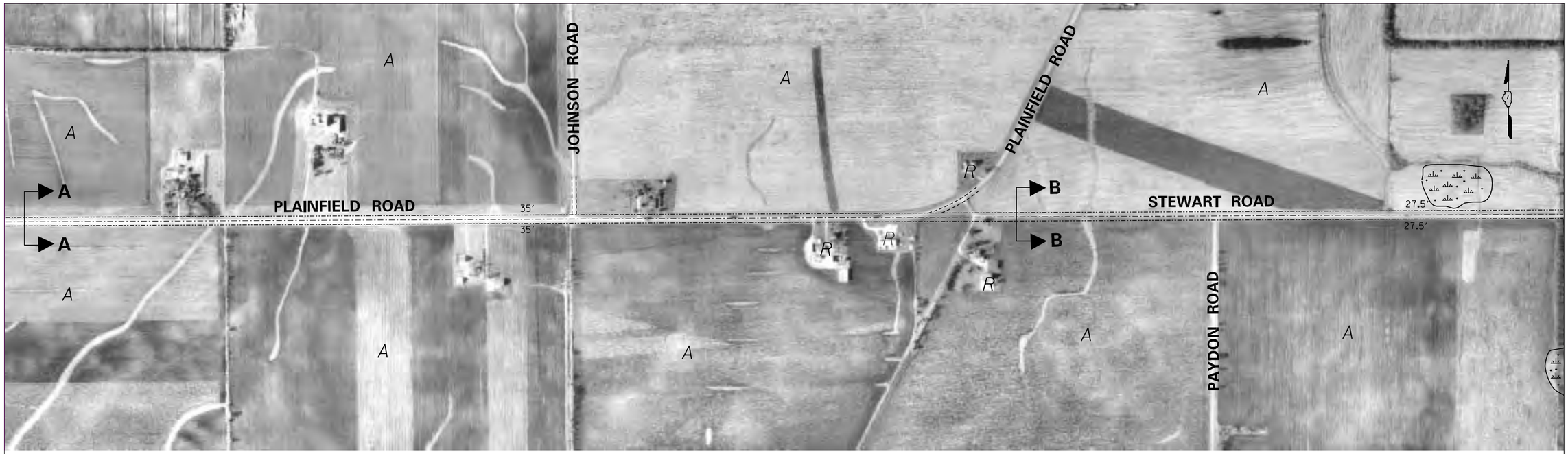
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

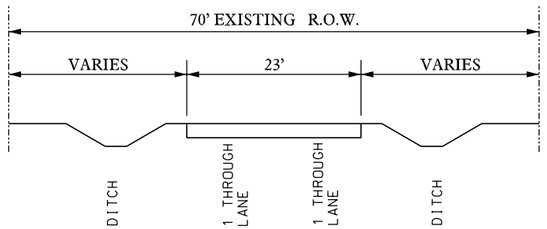
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–8

EWDT3-8.SHT

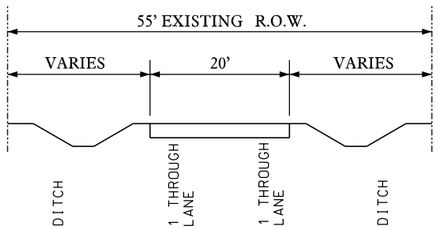


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

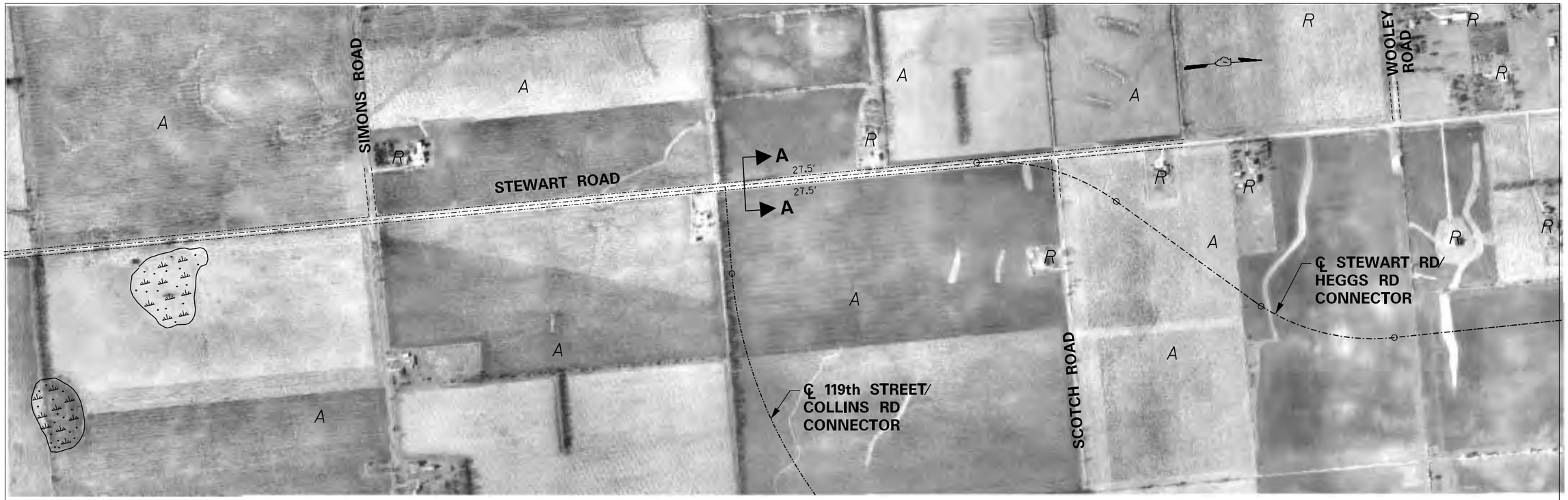
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

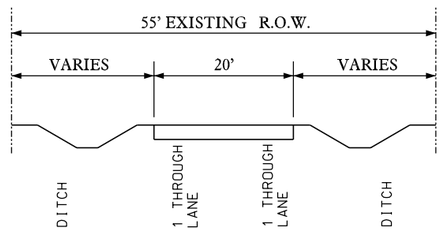
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–9

EWDT3-9.SHT



CROSS SECTION



SECTION A–A

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

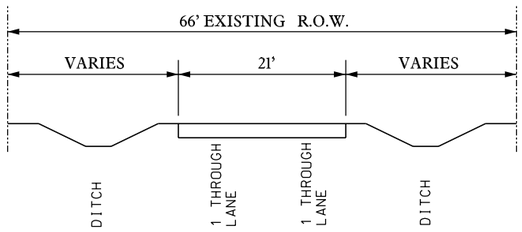
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–10

EWDT3-10.SHT



CROSS SECTION



SECTION A–A

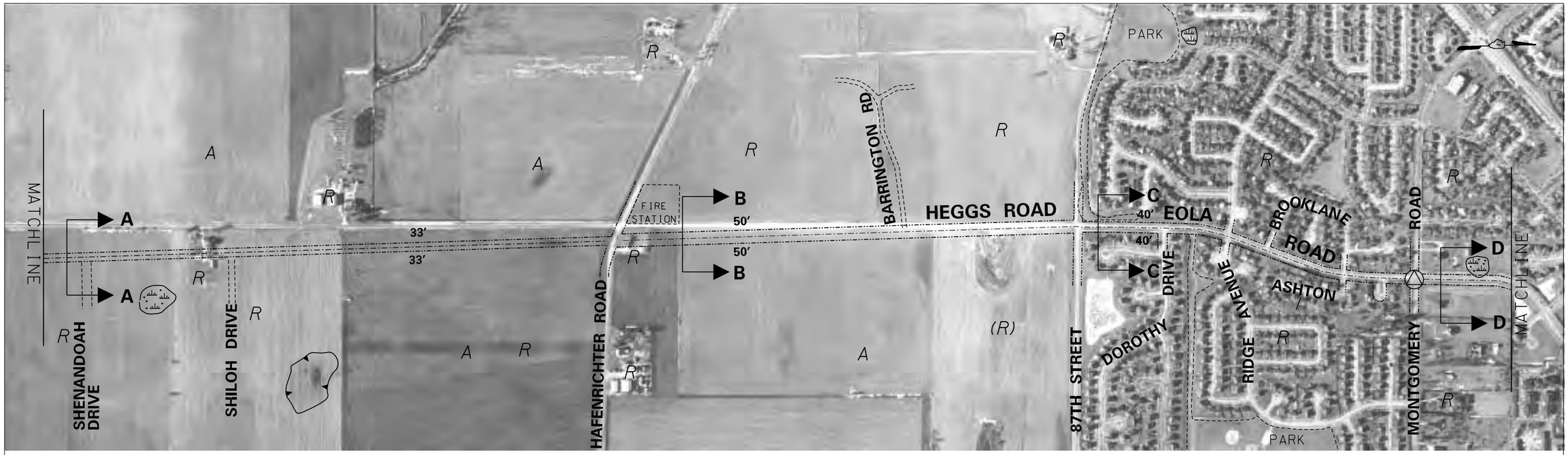
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

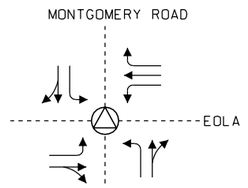
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–11

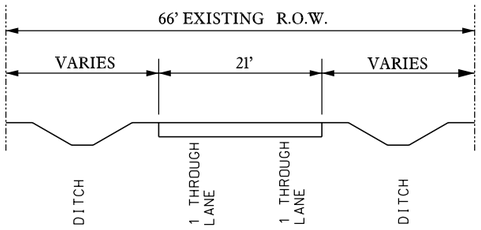
EWDT3-11.SHT



INTERSECTION DIAGRAM

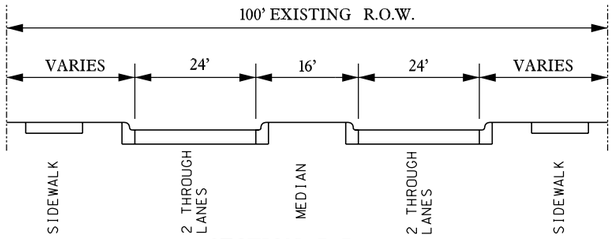


CROSS SECTIONS



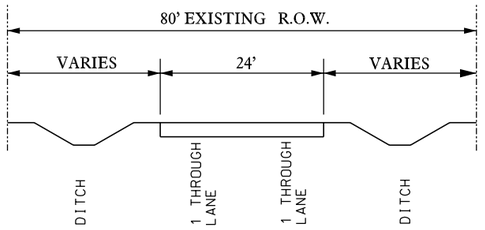
SECTION A–A

CROSS SECTIONS



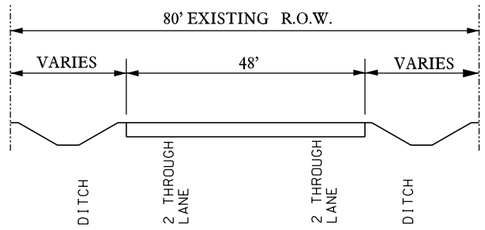
SECTION B–B

CROSS SECTIONS



SECTION C–C

CROSS SECTIONS



SECTION D–D

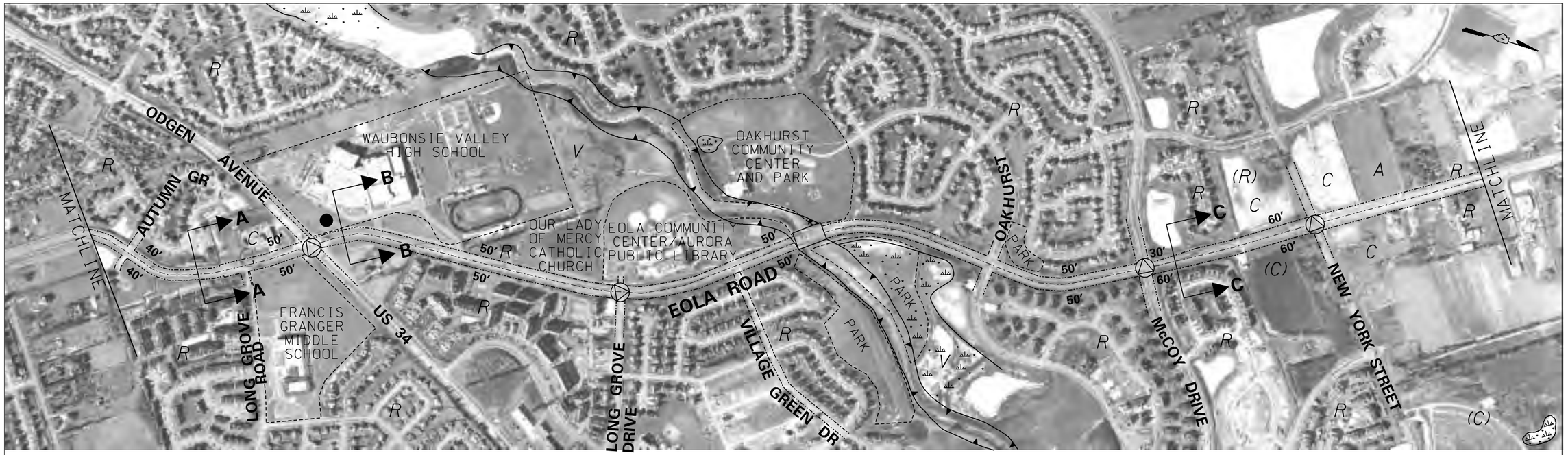
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

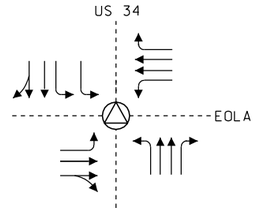
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–12

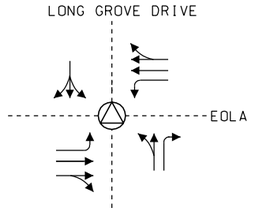
EWDT3-12.SHT, PWDT3-12.HMR



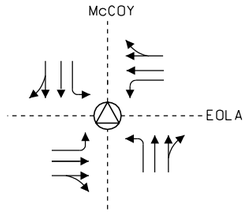
INTERSECTION DIAGRAM



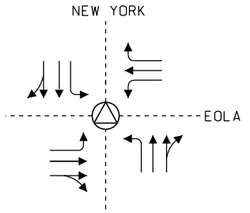
INTERSECTION DIAGRAM



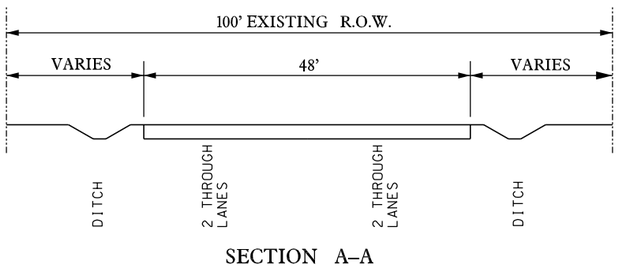
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

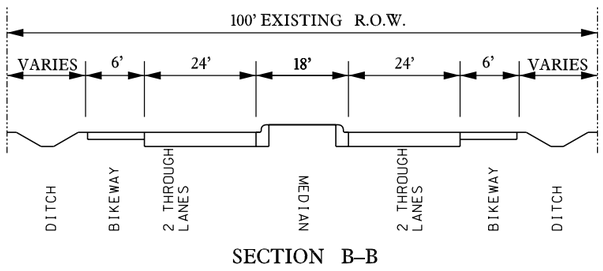


CROSS SECTIONS



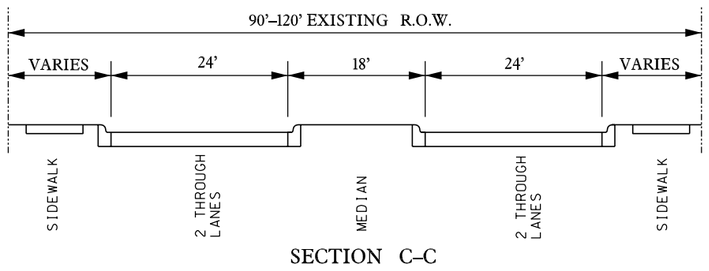
SECTION A–A

CROSS SECTIONS



SECTION B–B

CROSS SECTIONS



SECTION C–C

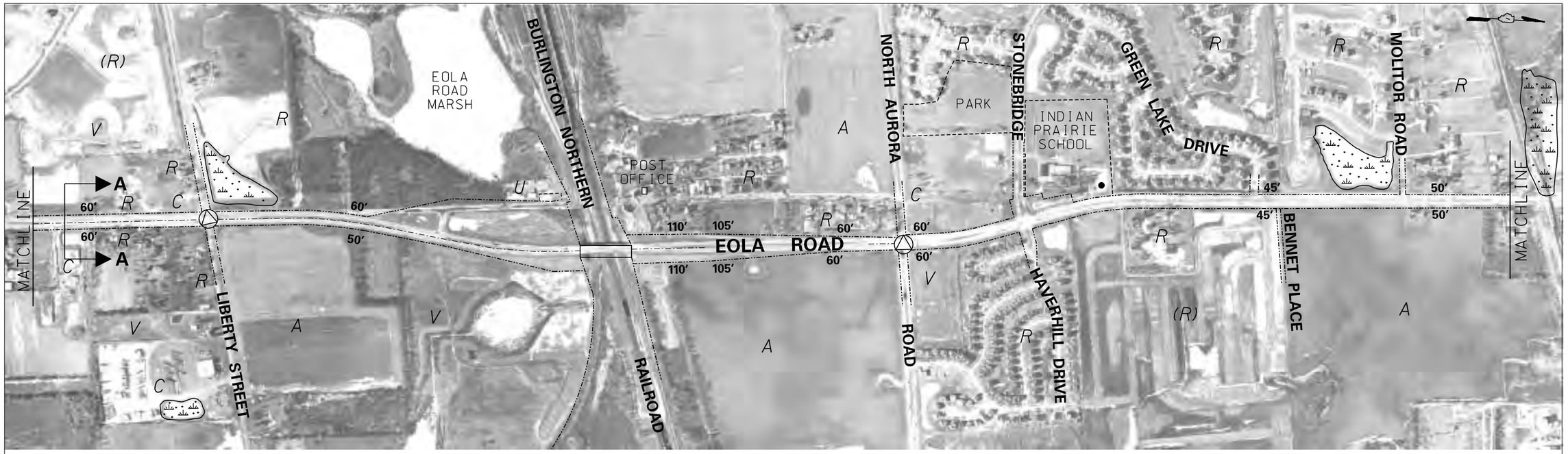
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

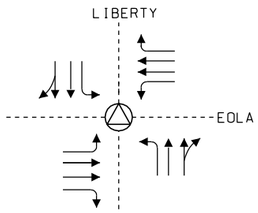
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–13

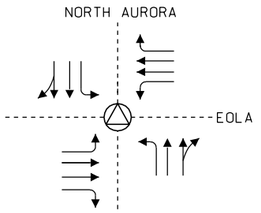
EWDT3-13.SHT



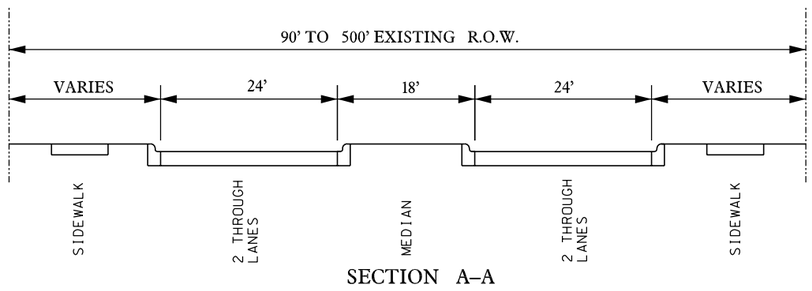
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTIONS



SECTION A–A

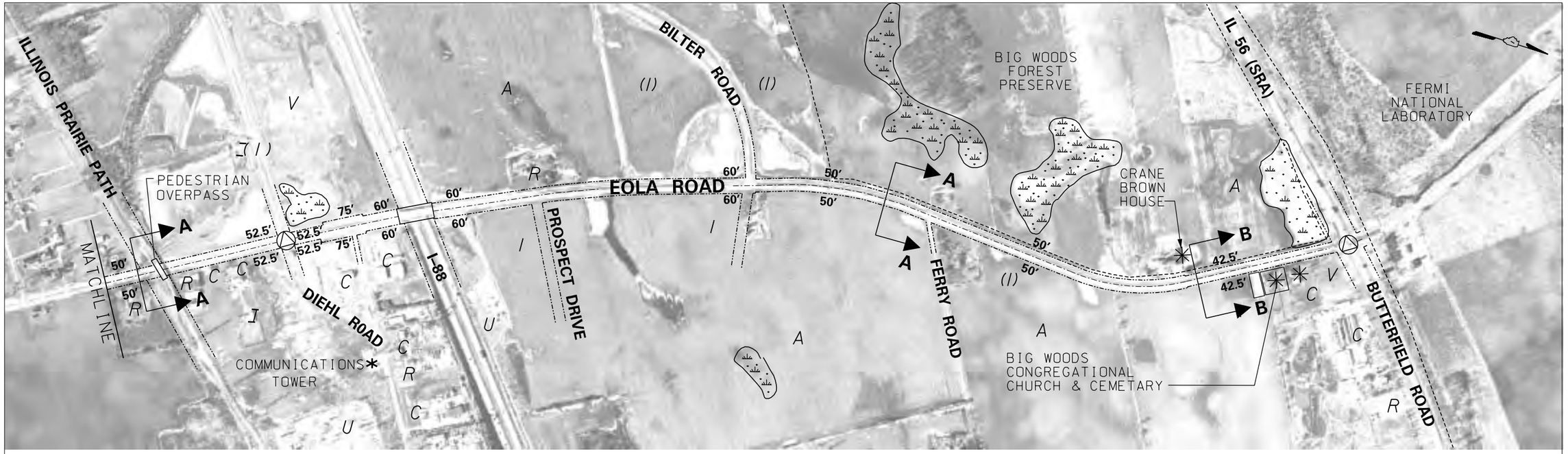
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

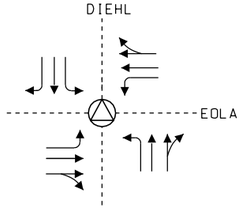
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–14

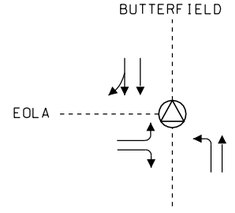
EWDT3-14.SHT



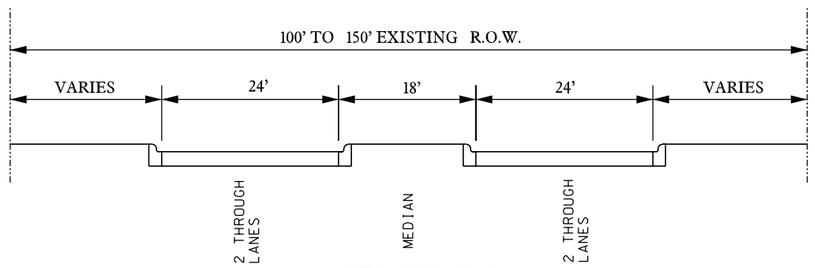
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

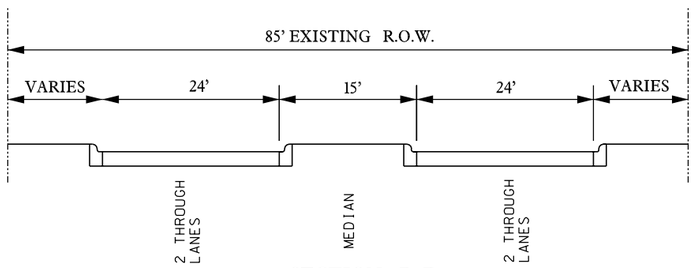


CROSS SECTIONS



SECTION A–A

CROSS SECTIONS



SECTION B–B

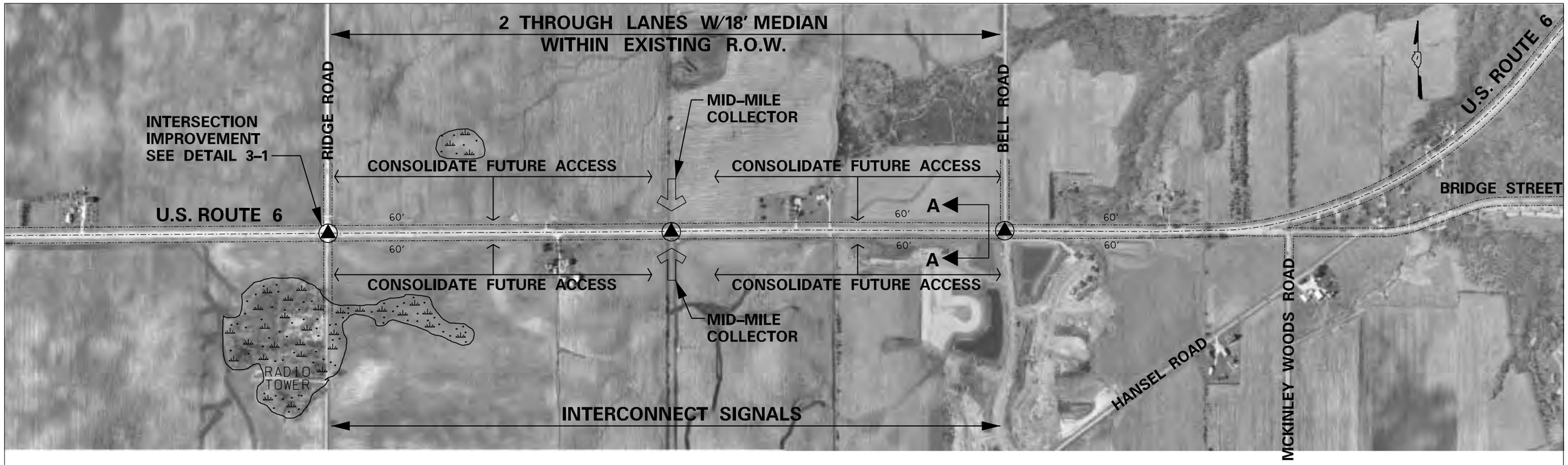
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

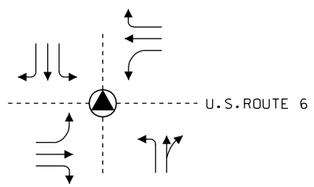
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Existing Conditions
Exhibit 3–15

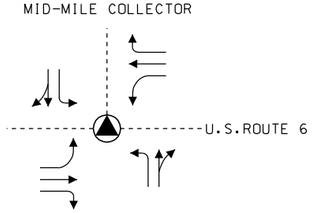
EWDT3-15.SHT



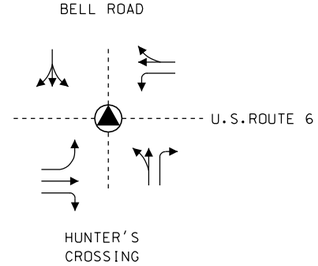
INTERSECTION DIAGRAM



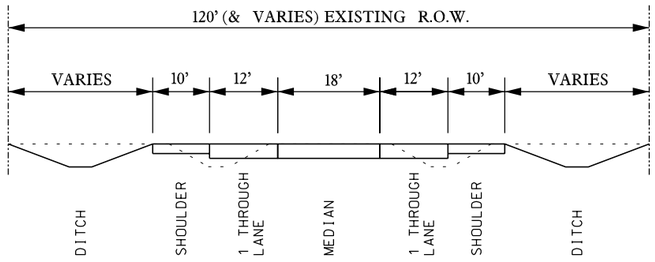
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

NOTES:

1. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANT CRITERIA ARE MET.

2. INTERSECTION CONFIGURATION AT BELL ROAD IS BASED UPON IDOT PHASE I STUDY ON US 6.

3. SHOULDERS AND DITCHES TO BE PROVIDED ON US 6 CONSISTENT WITH IDOT PHASE I STUDY.

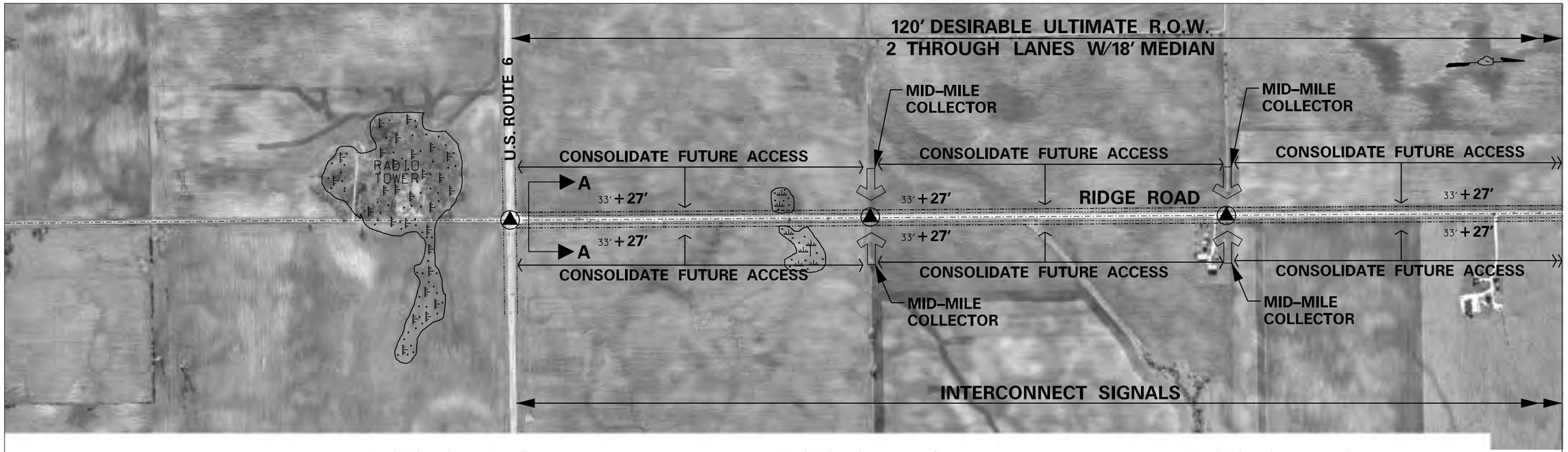
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

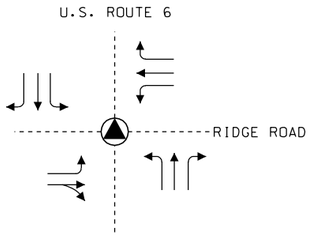
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–1A

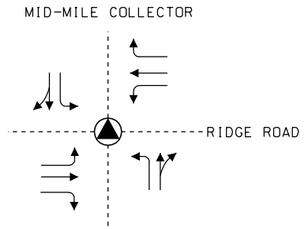
PWDT3-01.SHT



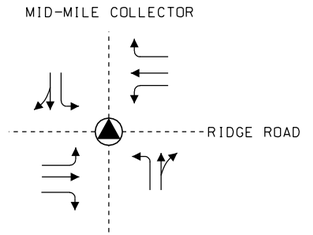
INTERSECTION DIAGRAM



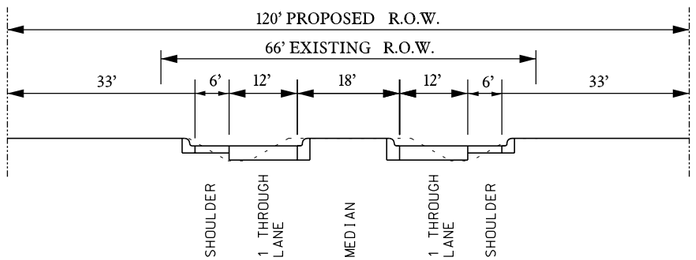
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

NOTES:

1. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANT CRITERIA ARE MET.
2. THE 6' WIDE SHOULDER ON SECTION A–A IS NEEDED TO MAINTAIN TRAFFIC PASSAGE IN THE EVENT A VEHICLE BECOMES DISABLED. THE SHOULDERS COULD BE REPLACED WITH WIDER PAVEMENT, IF DESIRED.

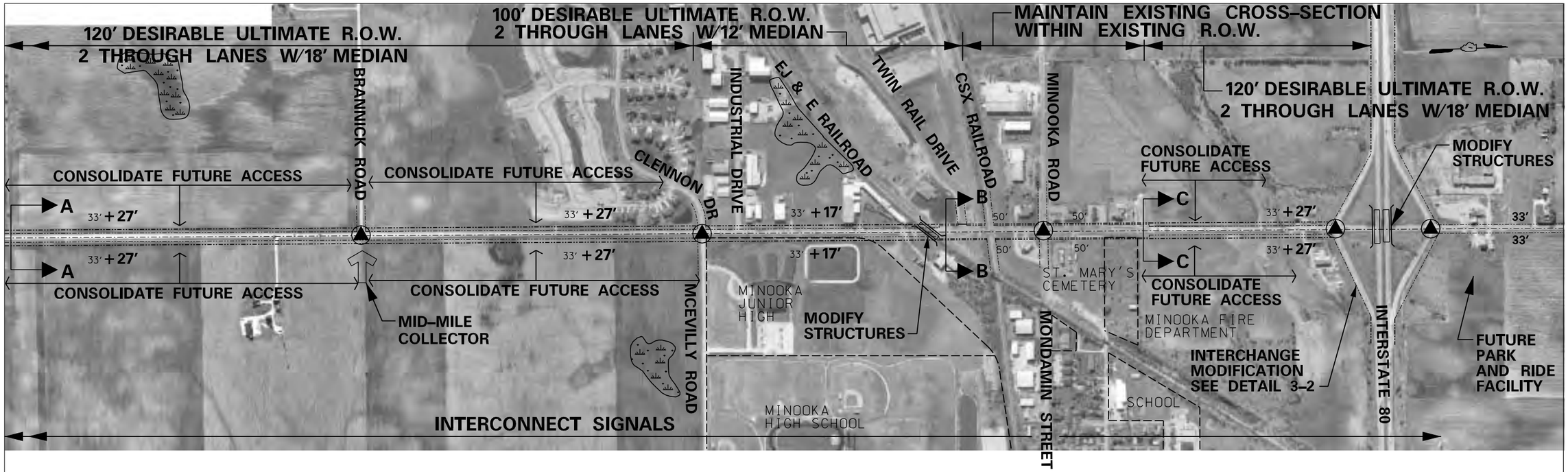
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

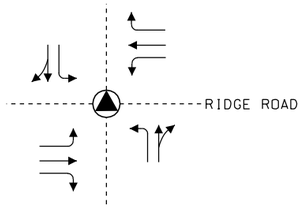
Wikaduke Trail
Proposed Improvements
Exhibit 3–2A

PWDT3-02.SHT



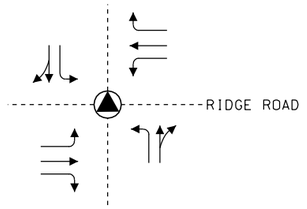
INTERSECTION DIAGRAM

BRANNICK ROAD



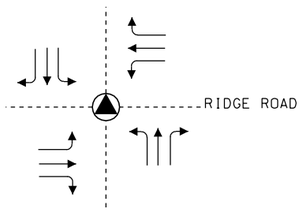
INTERSECTION DIAGRAM

MC EVILLY ROAD



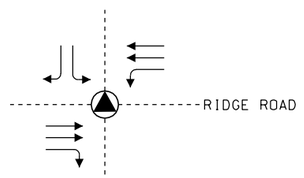
INTERSECTION DIAGRAM

MONDAMIN STREET



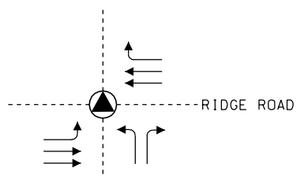
INTERSECTION DIAGRAM

I-80 SOUTH INTERCHANGE RAMPS

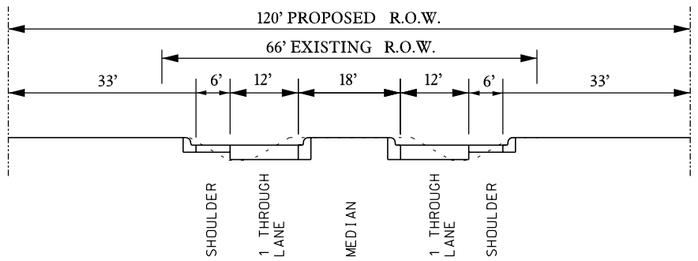


INTERSECTION DIAGRAM

I-80 NORTH INTERCHANGE RAMPS

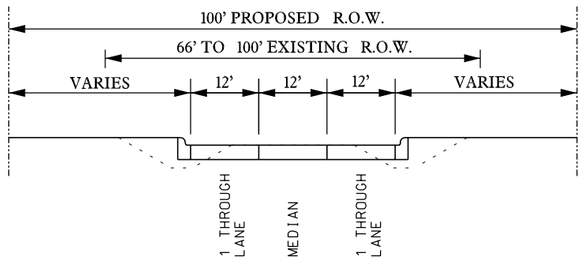


CROSS SECTION



SECTION A–A & SECTION C–C

CROSS SECTION



SECTION B–B

NOTES:

1. CROSS SECTION WOULD ACCOMMODATE A NORTHBOUND LEFT TURN LANE AT TWIN RAIL DRIVE.
2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANT CRITERIA ARE MET.
3. NUMBER OF LANES SHOWN AT BRANNICK ROAD AND MC EVILLY ROAD ARE BASED UPON EXISTING OR EXPECTED CONDITIONS. PLUS ADDITION OF A LEFT TURN LANE. FUTURE DEVELOPMENT MAY INDICATE A NEED TO WIDEN THESE ROADS.
4. THE 6′ WIDE SHOULDERS ON SECTION A-A & C-C ARE NEEDED TO MAINTAIN TRAFFIC PASSAGE IN THE EVENT A VEHICLE BECOMES DISABLED. THE SHOULDERS COULD BE REPLACED WITH WIDER PAVEMENT, IF DESIRED.

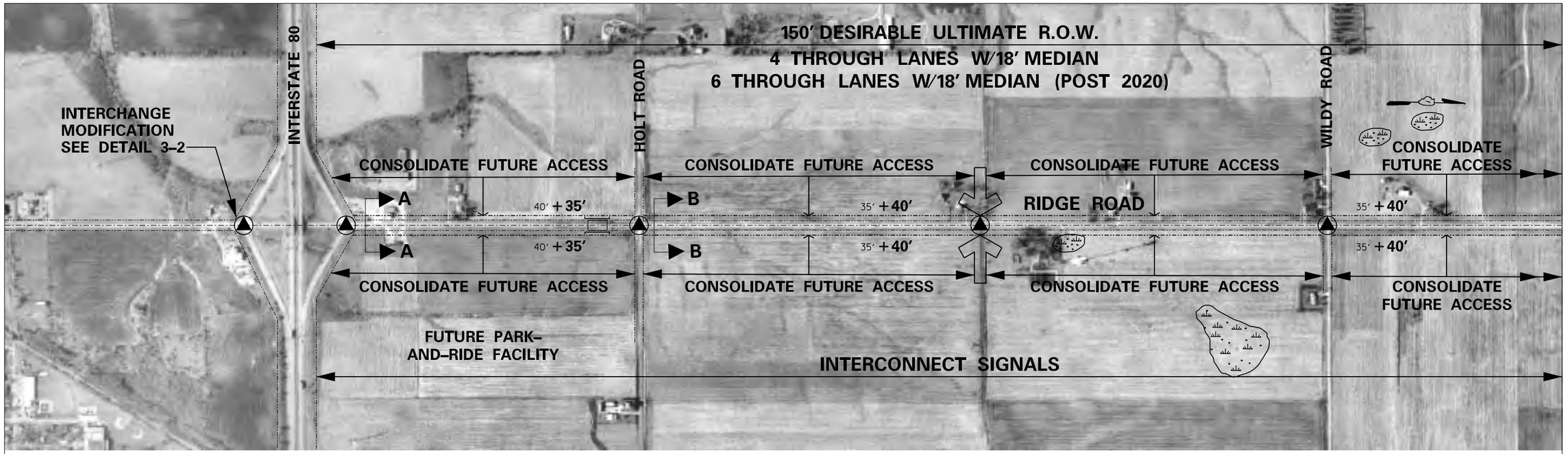
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

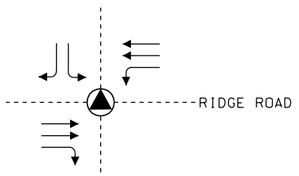
Wikaduke Trail
Proposed Improvements
Exhibit 3–3A

PWDT3-03.SHT



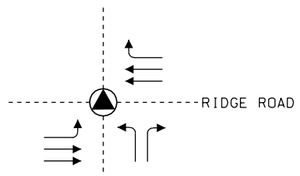
INTERSECTION DIAGRAM

I-80 SOUTH INTERCHANGE RAMPS



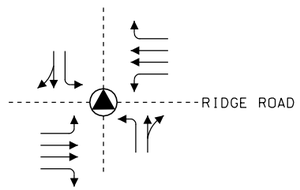
INTERSECTION DIAGRAM

I-80 NORTH INTERCHANGE RAMPS



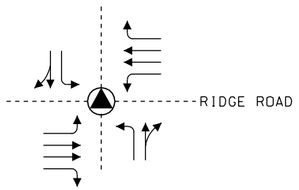
INTERSECTION DIAGRAM

HOLT ROAD



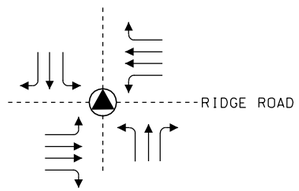
INTERSECTION DIAGRAM

MID-MILE COLLECTOR

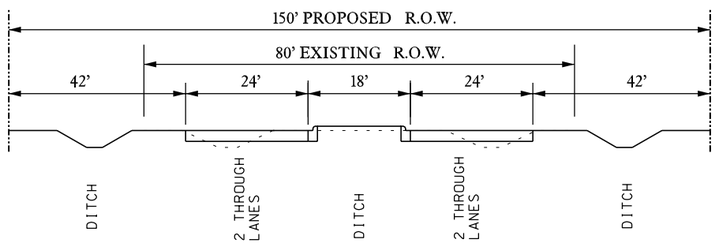


INTERSECTION DIAGRAM

WILDY ROAD

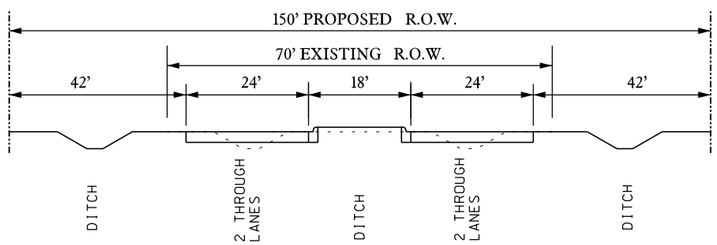


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

NOTES:

1. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANT CRITERIA ARE MET.

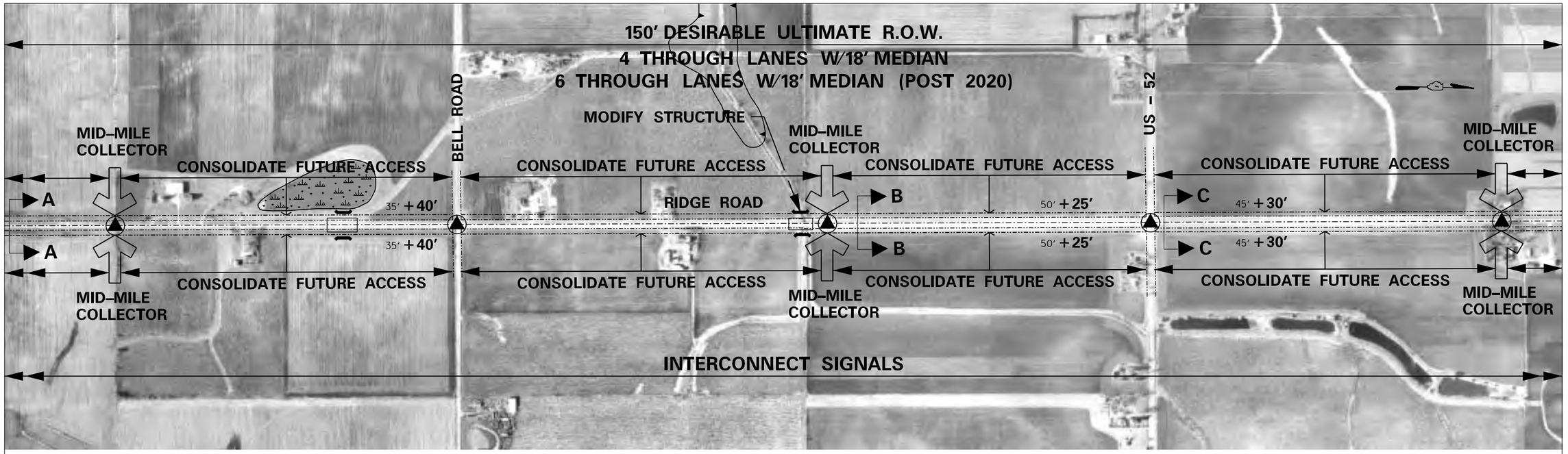
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

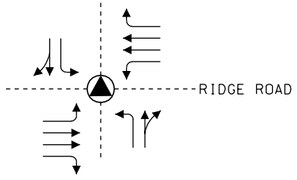
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–4A

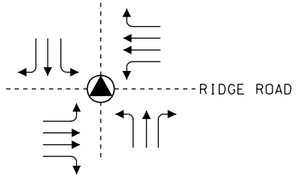
PWDT3-04.SHT



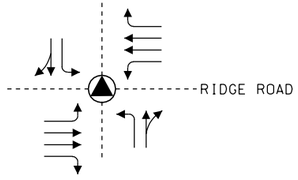
INTERSECTION DIAGRAM



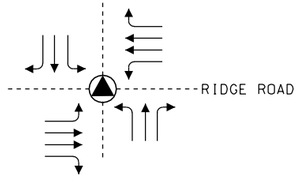
INTERSECTION DIAGRAM



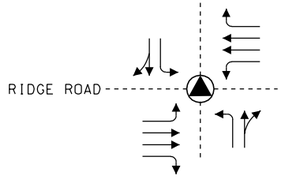
INTERSECTION DIAGRAM



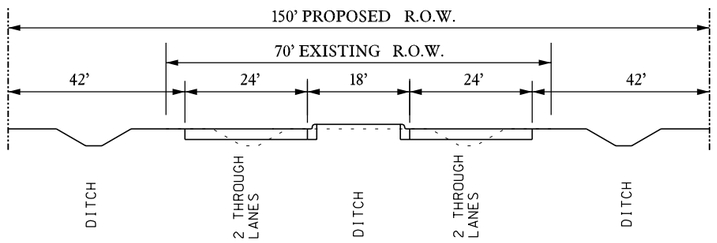
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

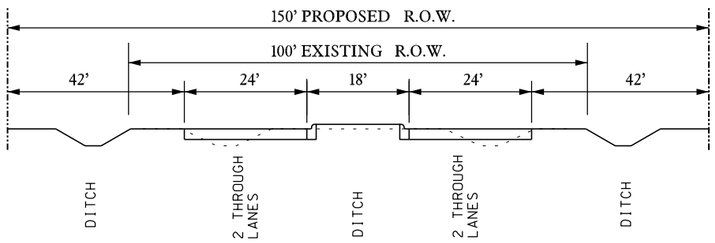


CROSS SECTION



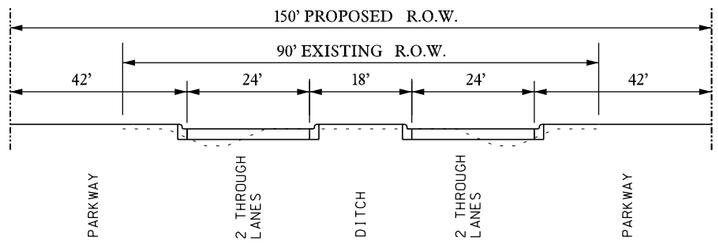
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

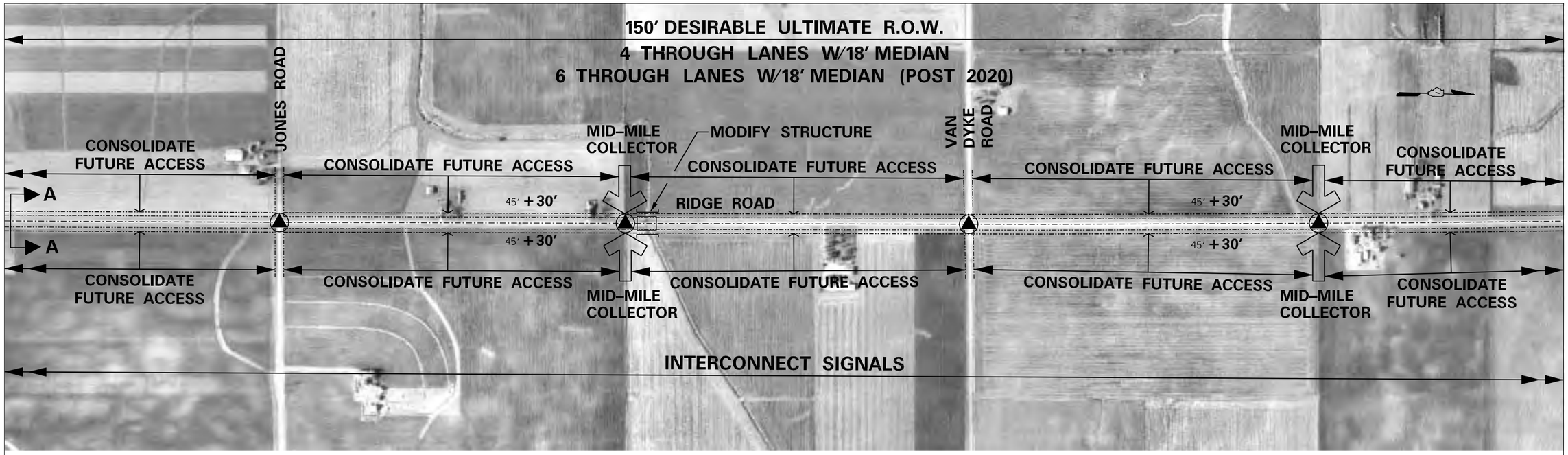
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

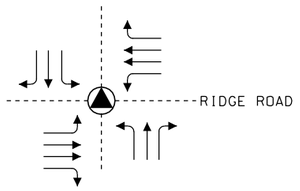
Wikaduke Trail
Proposed Improvements
Exhibit 3–5A

PWDT3-05.SHT



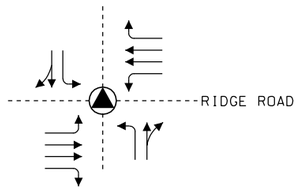
INTERSECTION DIAGRAM

JONES ROAD



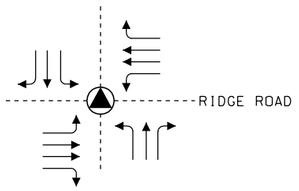
INTERSECTION DIAGRAM

MID-MILE COLLECTOR



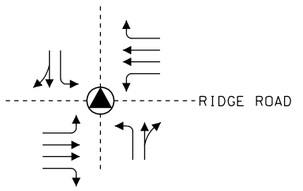
INTERSECTION DIAGRAM

VAN DYKE ROAD

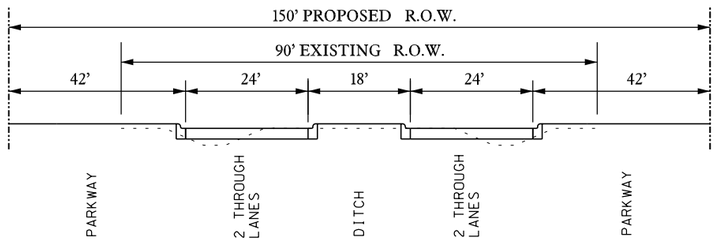


INTERSECTION DIAGRAM

MID-MILE COLLECTOR



CROSS SECTION



SECTION A–A

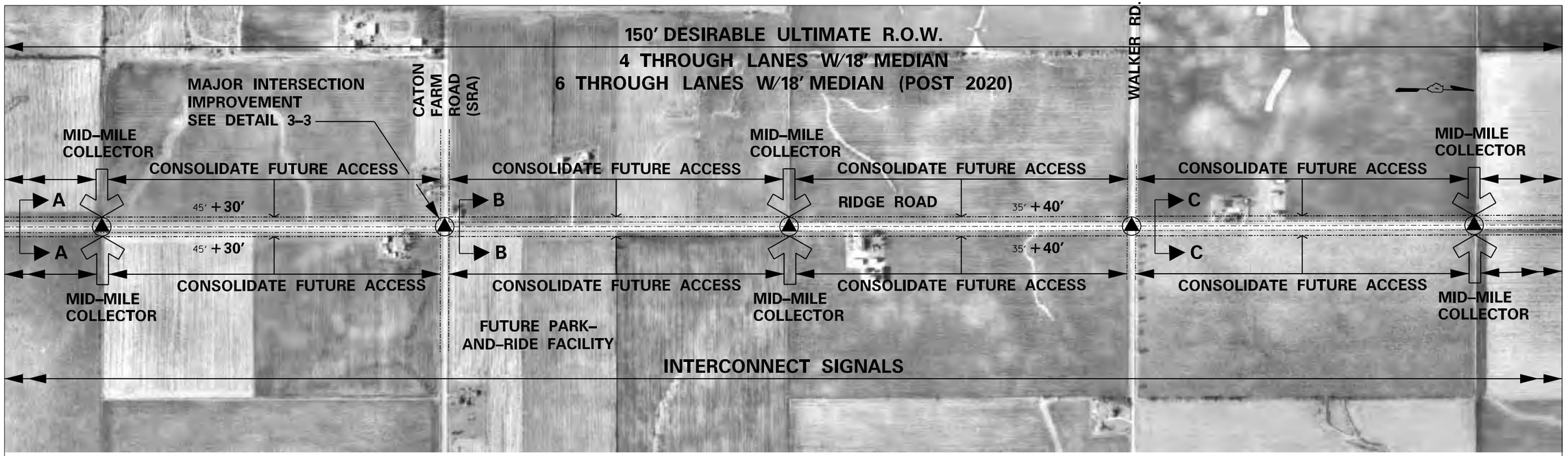
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

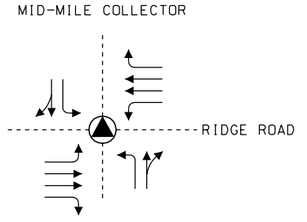
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–6A

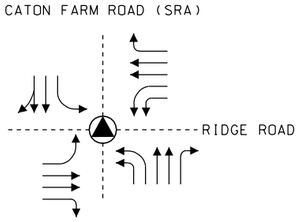
PWDT3-06.SHT



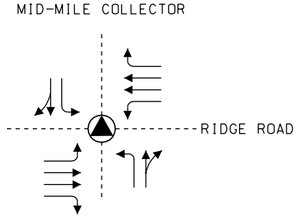
INTERSECTION DIAGRAM



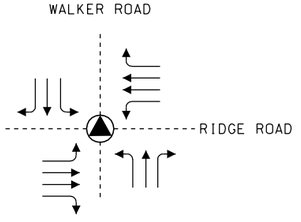
INTERSECTION DIAGRAM



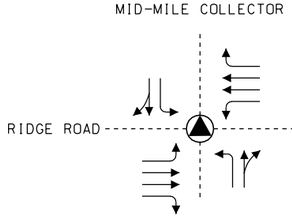
INTERSECTION DIAGRAM



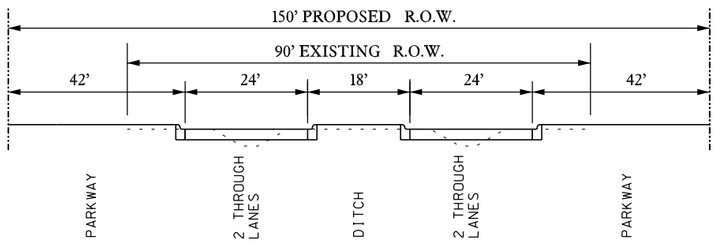
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

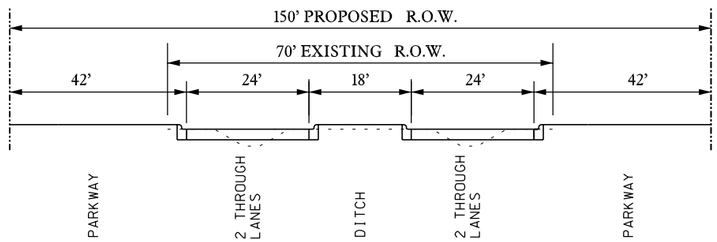


CROSS SECTIONS

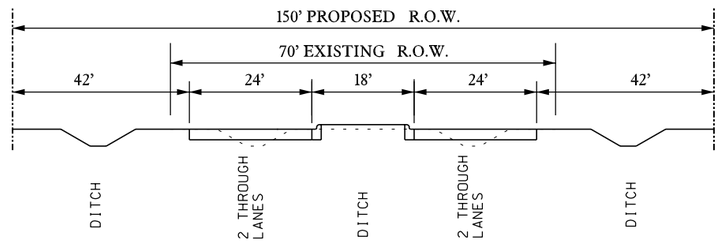


SECTION A–A

CROSS SECTIONS



SECTION B–B



SECTION C–C

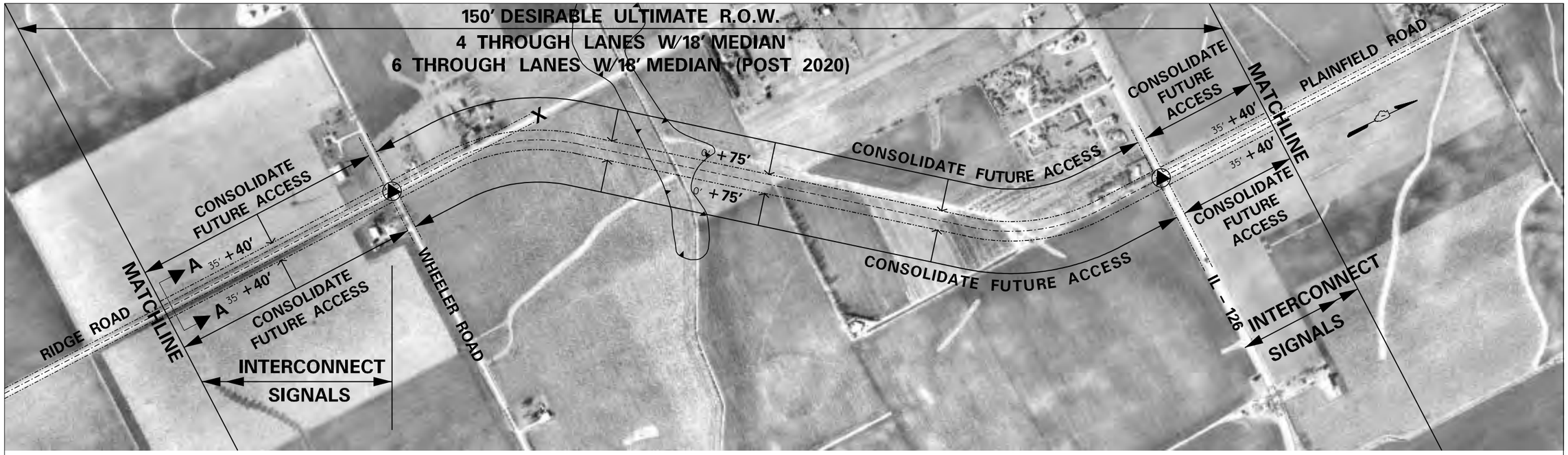
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–7A

PWDT3-07.SHT



INTERSECTION DIAGRAM

INTERSECTION DIAGRAM

INTERSECTION DIAGRAM

CROSS SECTION

SECTION A–A

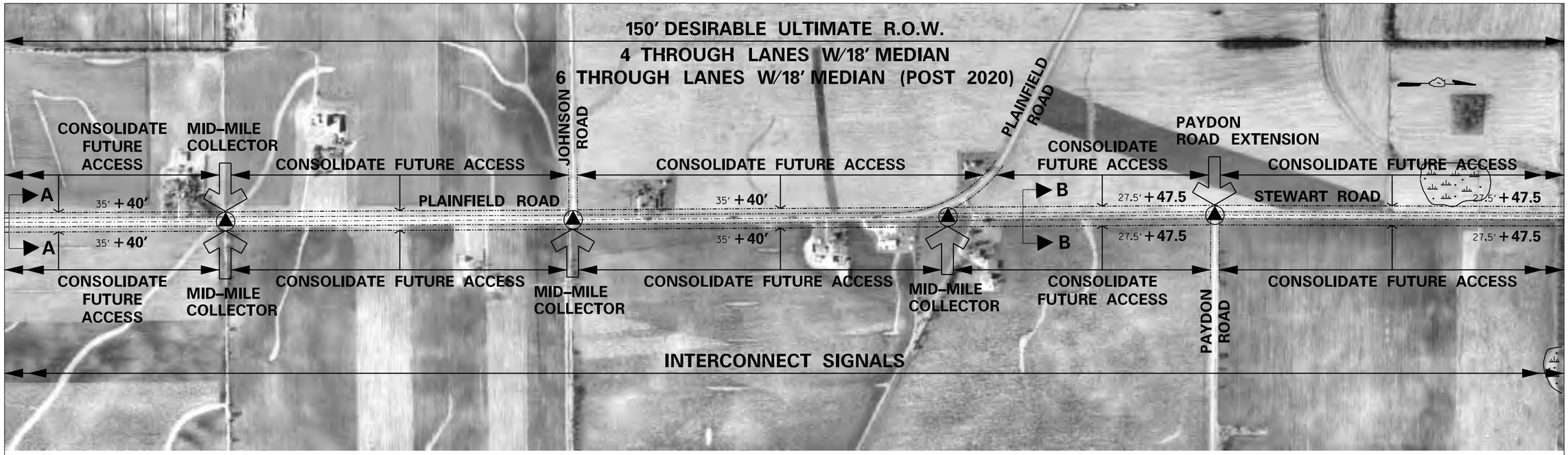
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

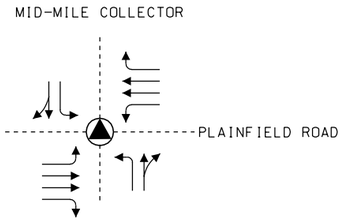
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–8A

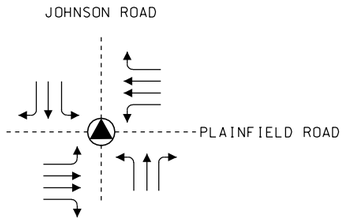
PWDT3-08.SHT



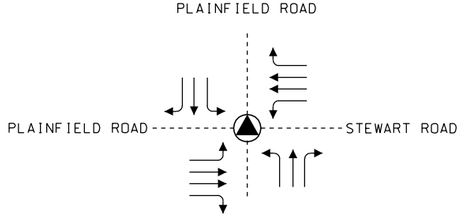
INTERSECTION DIAGRAM



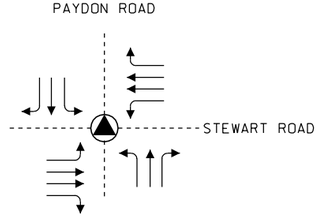
INTERSECTION DIAGRAM



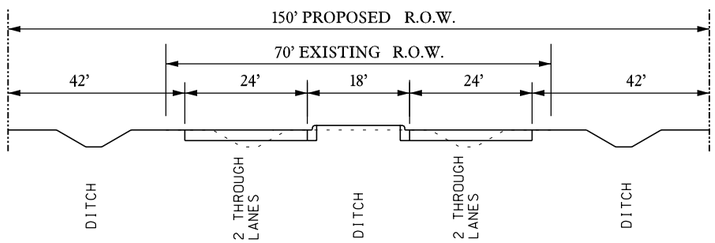
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

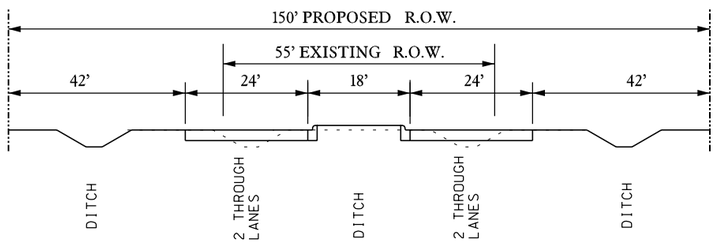


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

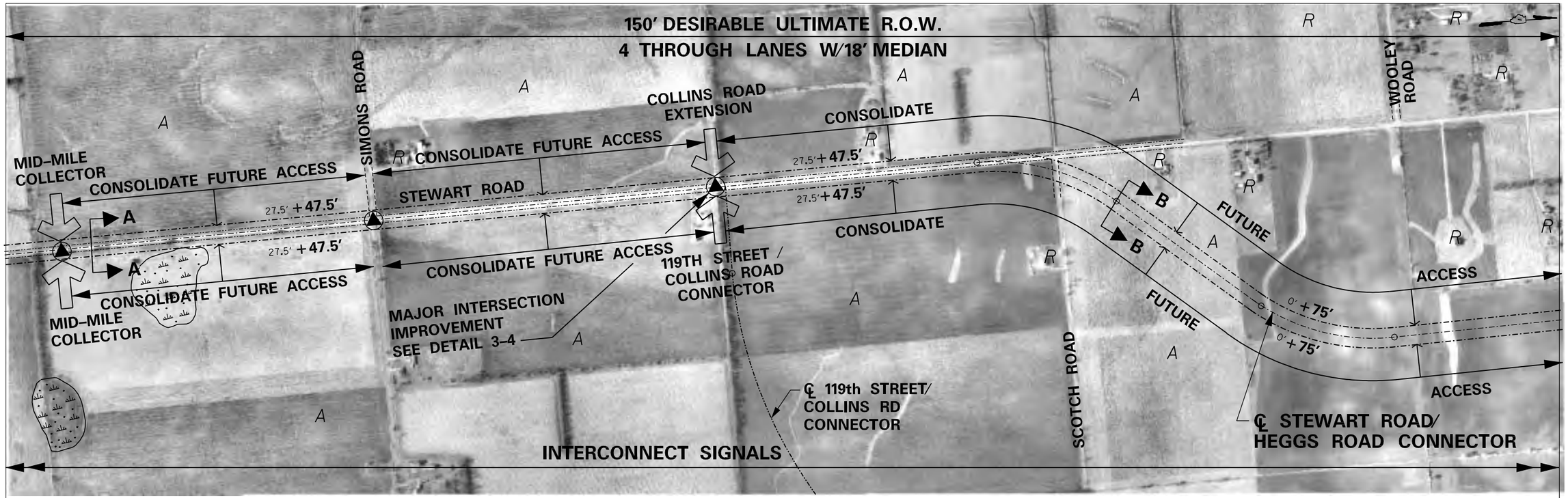
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

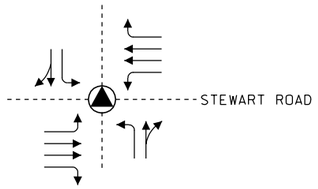
Wikaduke Trail
Proposed Improvements
Exhibit 3–9A

PWDT3-09.SHT



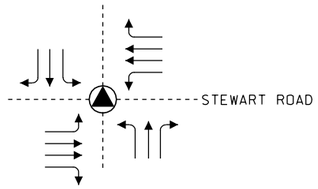
INTERSECTION DIAGRAM

MID-MILE COLLECTOR



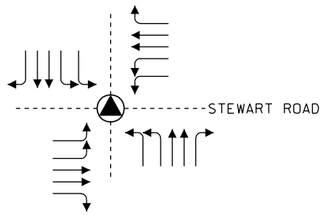
INTERSECTION DIAGRAM

SIMONS ROAD

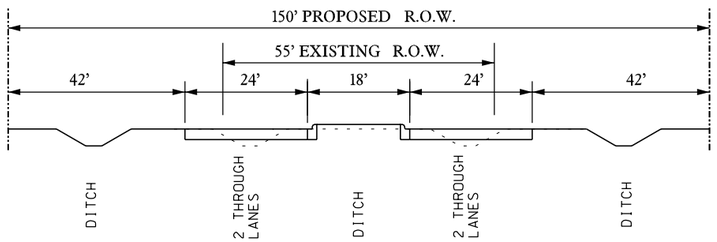


INTERSECTION DIAGRAM

COLLINS ROAD EXTENSION

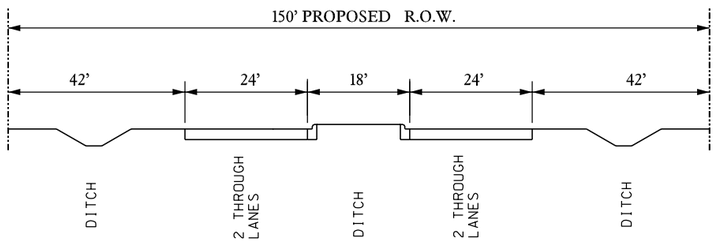


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

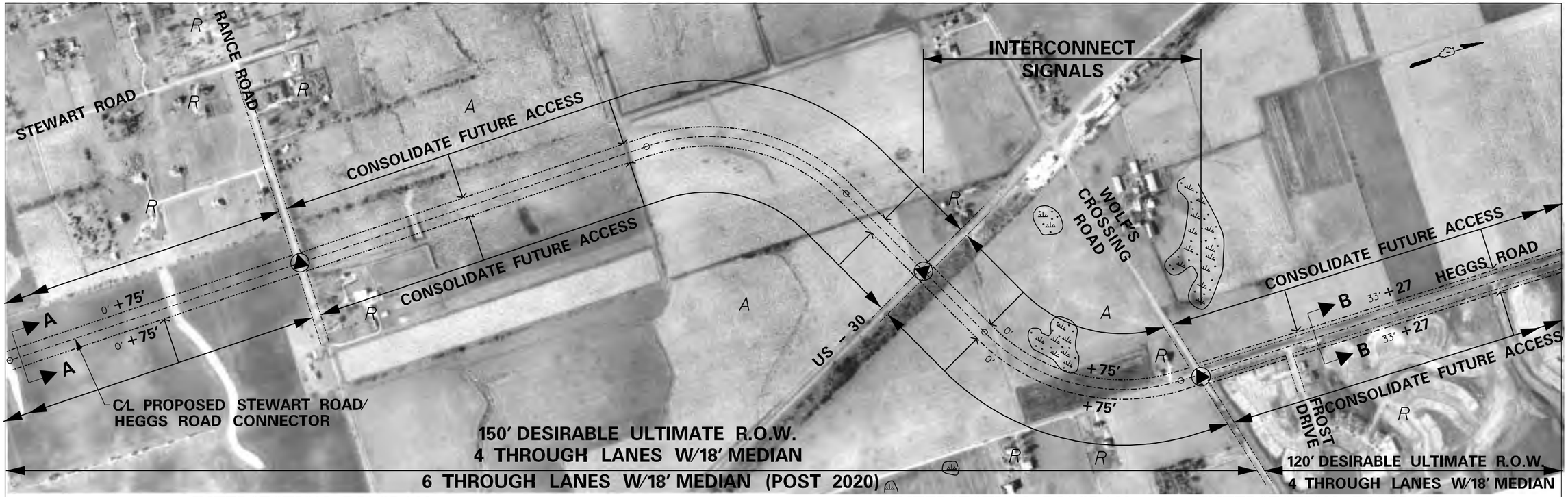
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

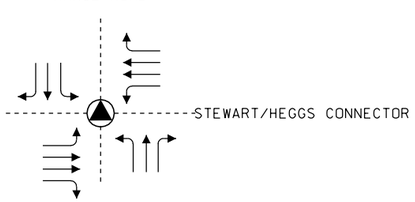
Wikaduke Trail
Proposed Improvements
Exhibit 3–10A

PWDT3-10.SHT



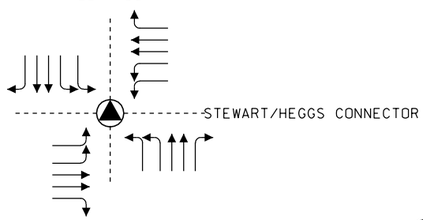
INTERSECTION DIAGRAM

RANCE ROAD



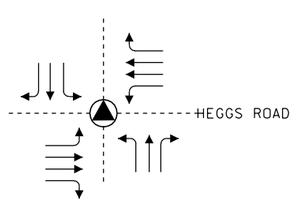
INTERSECTION DIAGRAM

US - 30

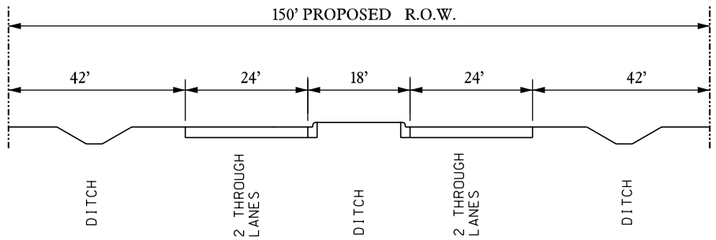


INTERSECTION DIAGRAM

WOLF'S CROSSING ROAD

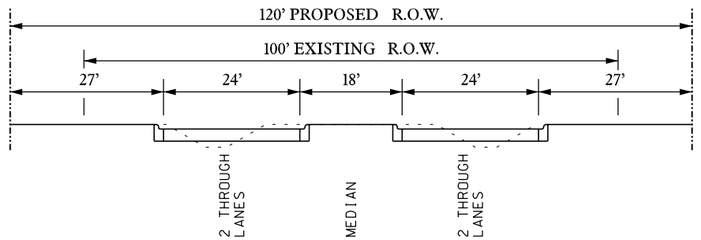


CROSS SECTION



SECTION A–A

CROSS SECTIONS



SECTION B–B

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

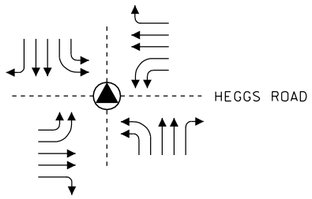
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–11A

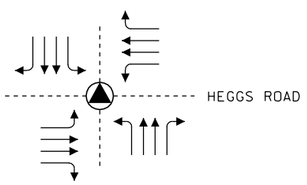
PWDT3-11.SHT



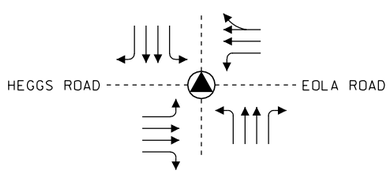
INTERSECTION DIAGRAM



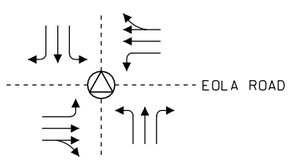
INTERSECTION DIAGRAM



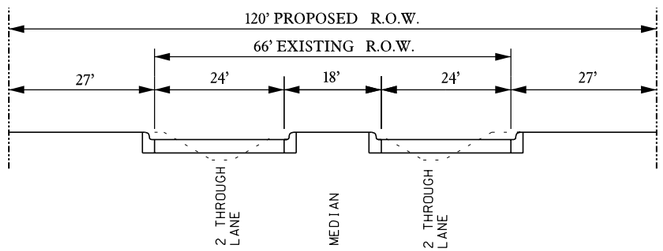
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

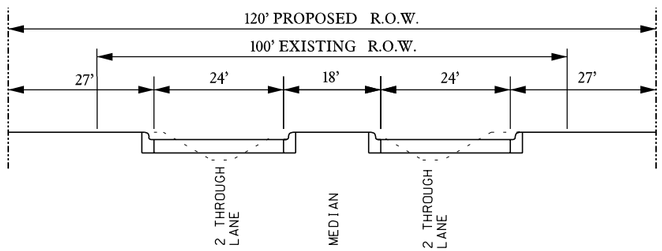


CROSS SECTION



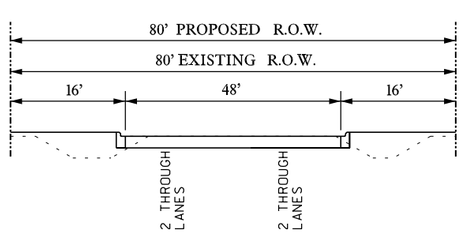
SECTION A–A

CROSS SECTION



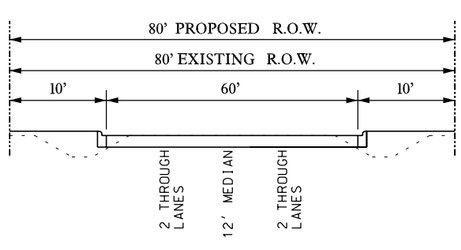
SECTION B–B

CROSS SECTION



SECTION C–C

CROSS SECTION



SECTION D–D

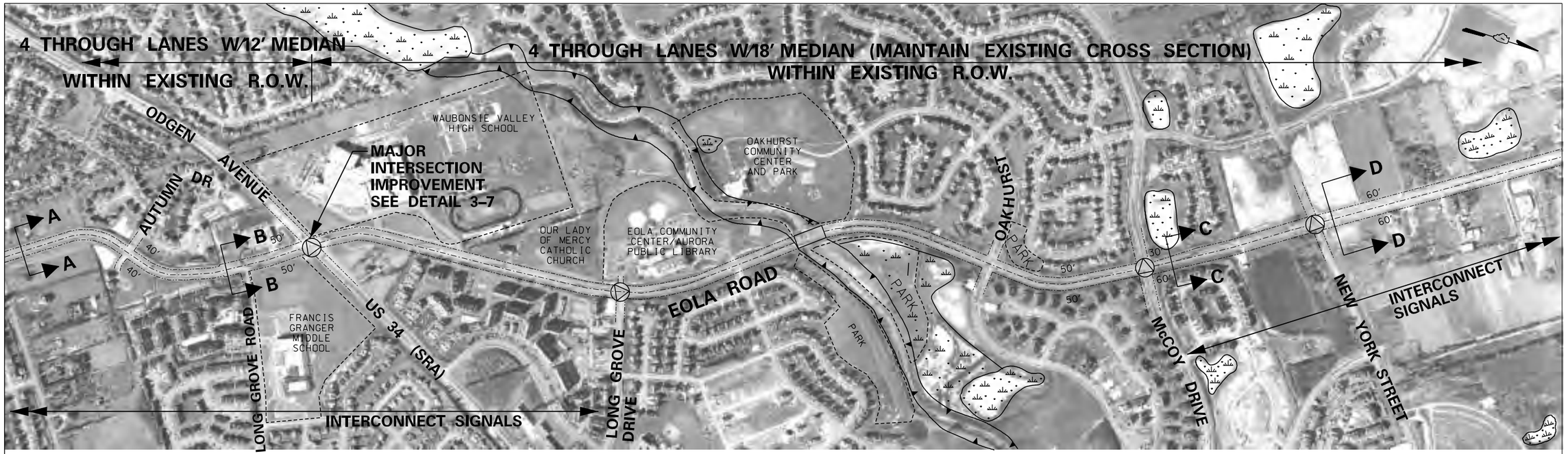
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

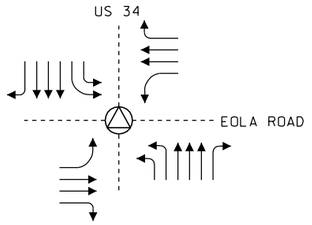
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–12A

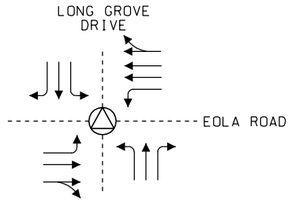
PWDT3-13.SHT



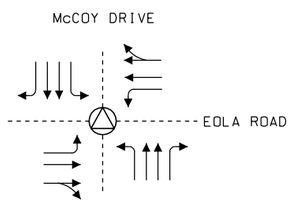
INTERSECTION DIAGRAM



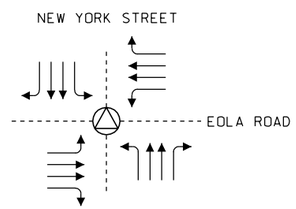
INTERSECTION DIAGRAM



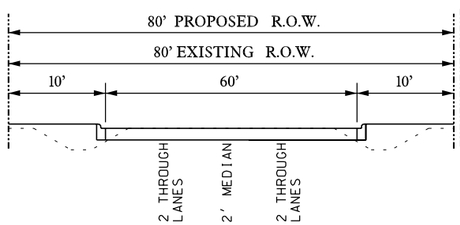
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

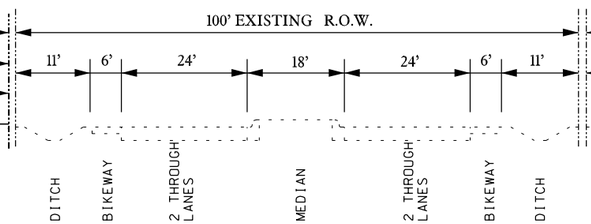


CROSS SECTION



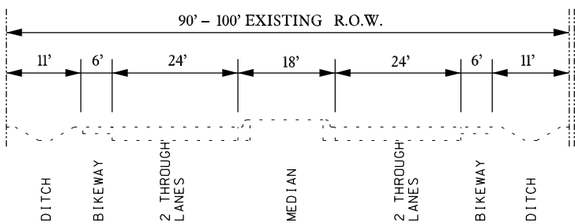
SECTION A–A

CROSS SECTION



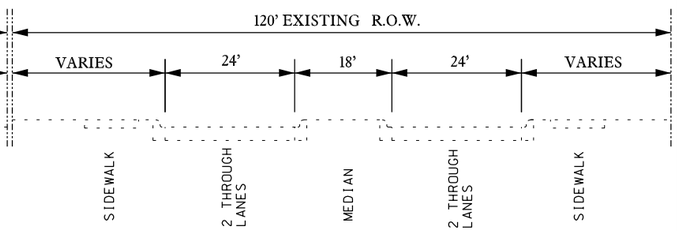
SECTION B–B

CROSS SECTION



SECTION C–C

CROSS SECTION



SECTION D–D

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

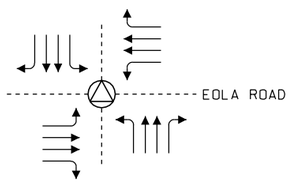
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–13A

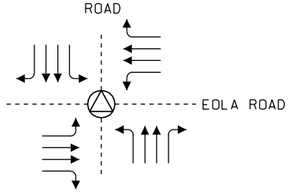
PWDT3-14.SHT



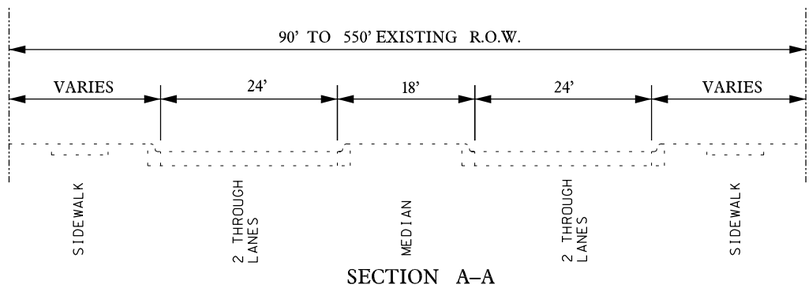
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

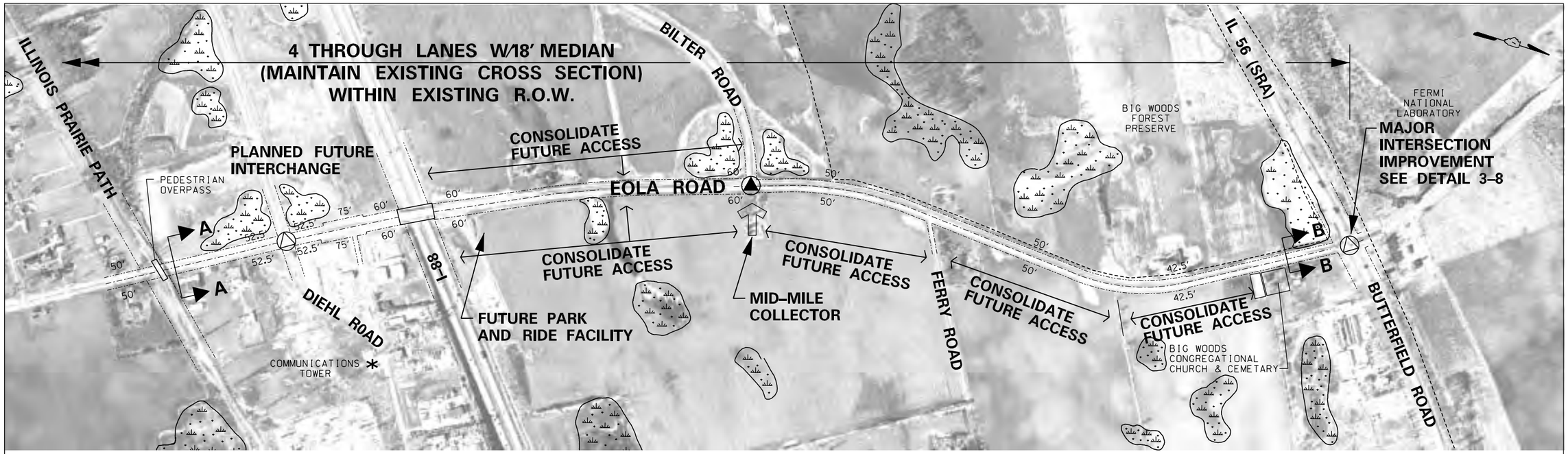
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

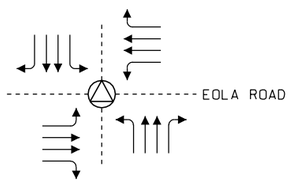
Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–14A

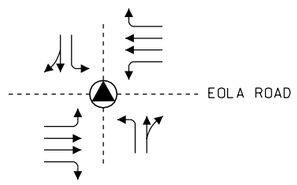
PWDT3-15.SHT



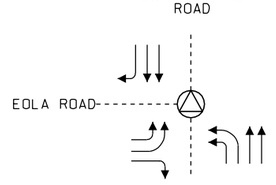
INTERSECTION DIAGRAM



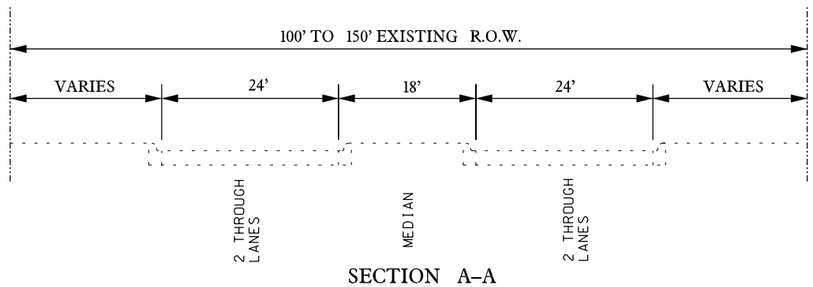
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

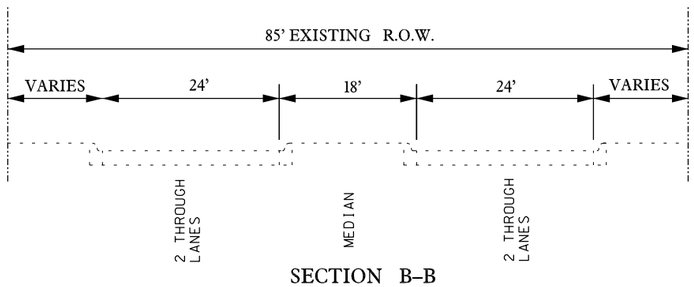


CROSS SECTIONS



SECTION A–A

CROSS SECTIONS



SECTION B–B

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

Wikaduke Trail
Proposed Improvements
Exhibit 3–15A

PWDT3-16.SHT

GENERAL NOTES :

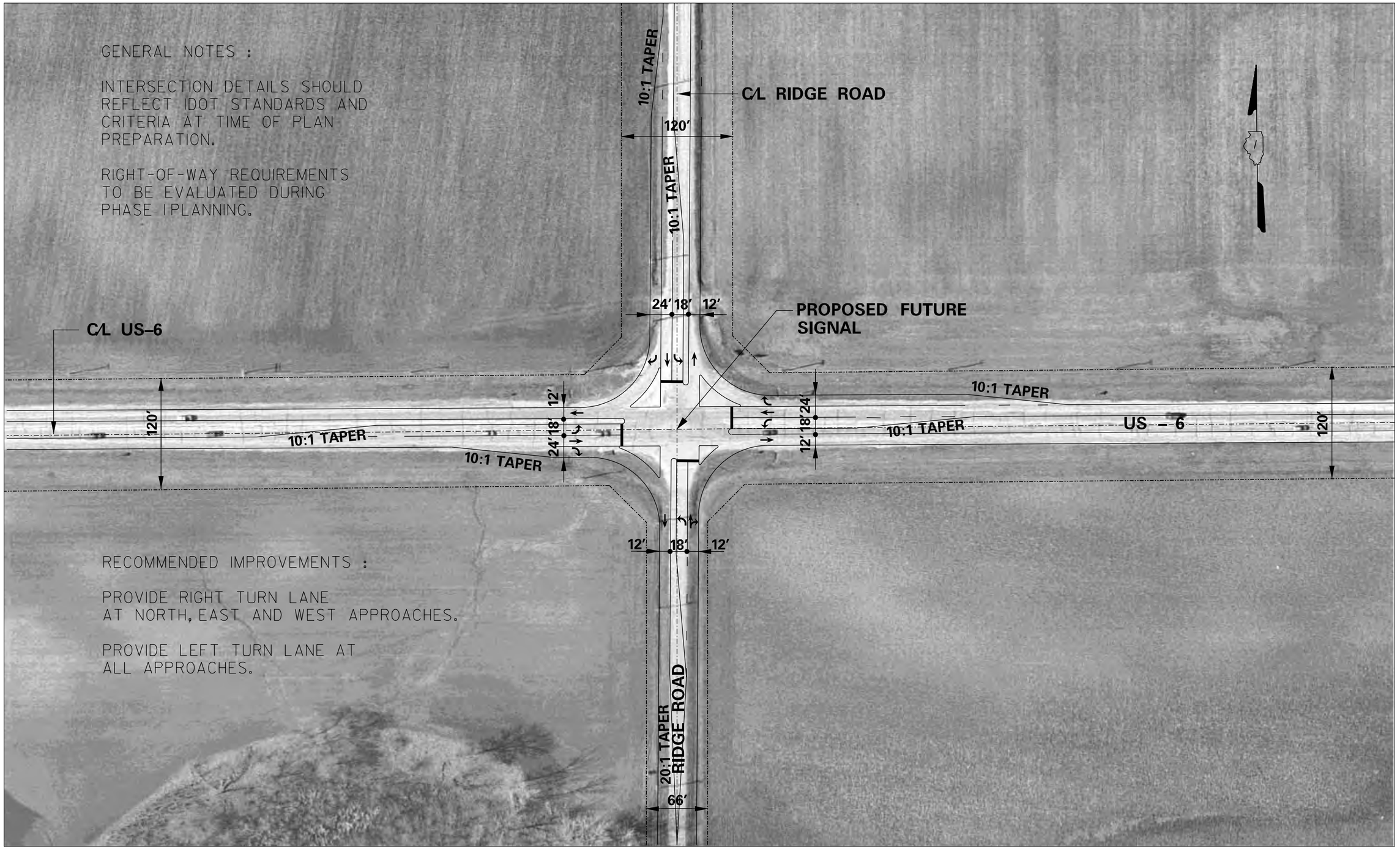
INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

RECOMMENDED IMPROVEMENTS :

PROVIDE RIGHT TURN LANE AT NORTH, EAST AND WEST APPROACHES.

PROVIDE LEFT TURN LANE AT ALL APPROACHES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Wikaduke Trail
Ridge Road / US-6 Intersection
Detail 3-1

IUS6RIDG.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

TWO LANE RAMPS TAPER TO ONE LANE AT I-80 ENTRANCE/EXIT

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE AT ALL APPROACHES

PROVIDE RIGHT THROUGH LANE AT RAMP ENTRANCES

PROVIDE LEFT TURN LANE AT RAMP ENTRANCES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

Wikaduke Trail
I - 80 / Ridge Road Interchange
Detail 3-2

II-80RDG.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

100' FOOT WIDE CATON FARM RIGHT-OF-WAY WIDENS TO 120' ON EAST LEG OF INTERSECTION

C/L CATON FARM ROAD

10:1 TAPER

100'

PROPOSED FUTURE SIGNAL

C/L RIDGE ROAD (SRA)

24' 30' 24'

150'

10:1 TAPER

20:1 TAPER

36' 30' 24'

10:1 TAPER

20:1 TAPER

150'

24' 30' 36'

120'

10:1 TAPER

10:1 TAPER

100'

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE AT ALL APPROACHES.

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES AT ALL APPROACHES.

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Wikaduke Trail
Ridge Road / Caton Farm Road
Detail 3–3

ICF-RIDG.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

C/L COLLINS ROAD EXTENSION

10:1 TAPER

120'

10:1 TAPER

36' 30' 24'

PROPOSED FUTURE SIGNAL

C/L STEWART ROAD

20:1 TAPER

150'

10:1 TAPER

20:1 TAPER

24' 30' 36'

10:1 TAPER

10:1 TAPER

24' 30' 36'

20:1 TAPER

150'

10:1 TAPER

20:1 TAPER

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE ON NORTH AND SOUTH APPROACHES.

PROVIDE RIGHT THROUGH LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES AT ALL APPROACHES.

EXTEND COLLINS ROAD TO STEWART ROAD ON WEST LEG.

CONSTRUCT 119th STREET/COLLINS ROAD CONNECTOR ON EAST LEG.

24' 30' 36'

10:1 TAPER

C/L 119th STREET/COLLINS ROAD CONNECTOR (SRA)

120'

10:1 TAPER

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Wikaduke Trail
Stewart Road / 119th Street-Collins Rd Connector Intersection
Detail 3–4

1stwtcol.sht

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

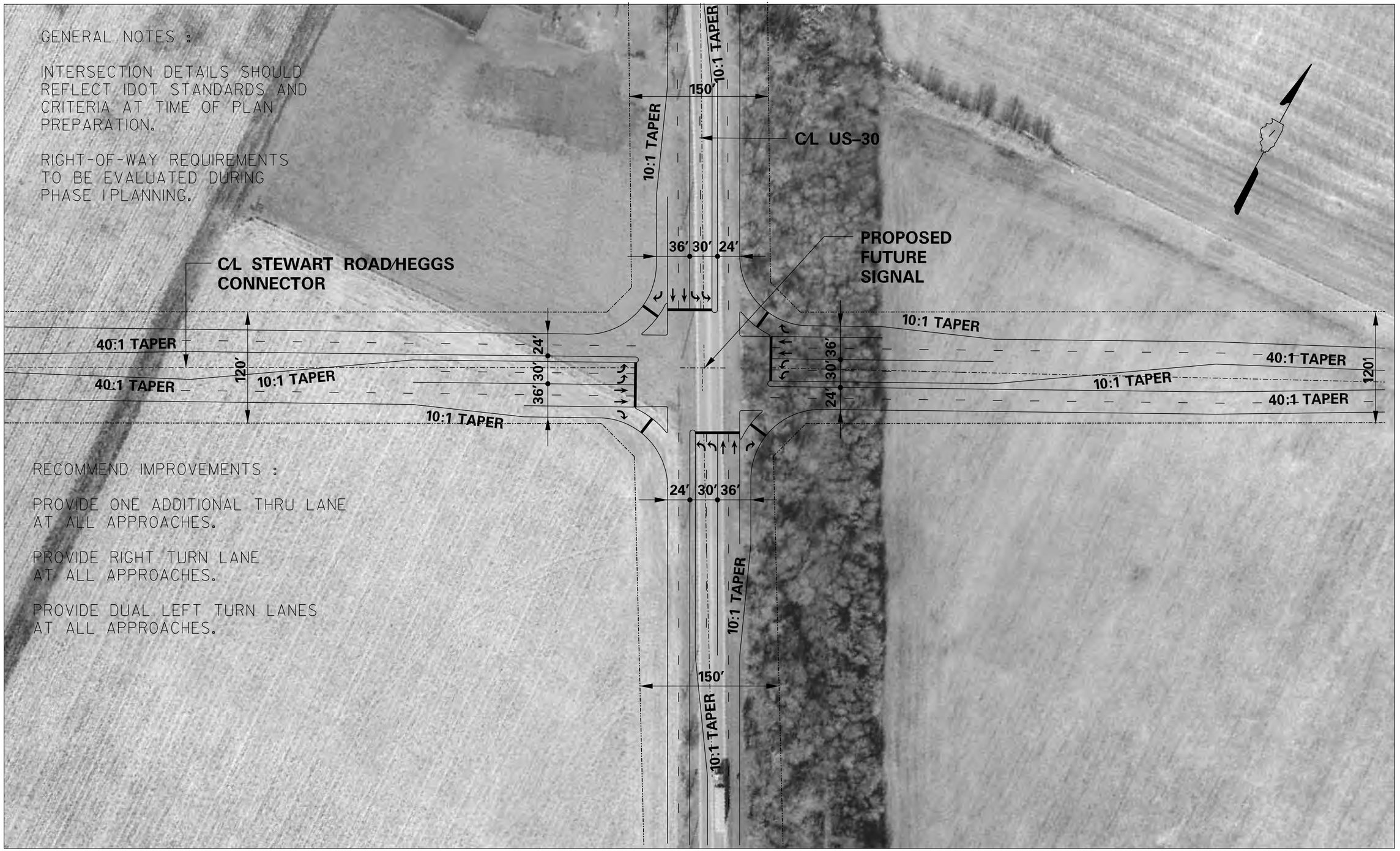
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

RECOMMEND IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THRU LANE AT ALL APPROACHES.

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES AT ALL APPROACHES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Wikaduke Trail
US Route 30 / Stewart–Heggs Connector
Detail 3–5

lhegus30.sht

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

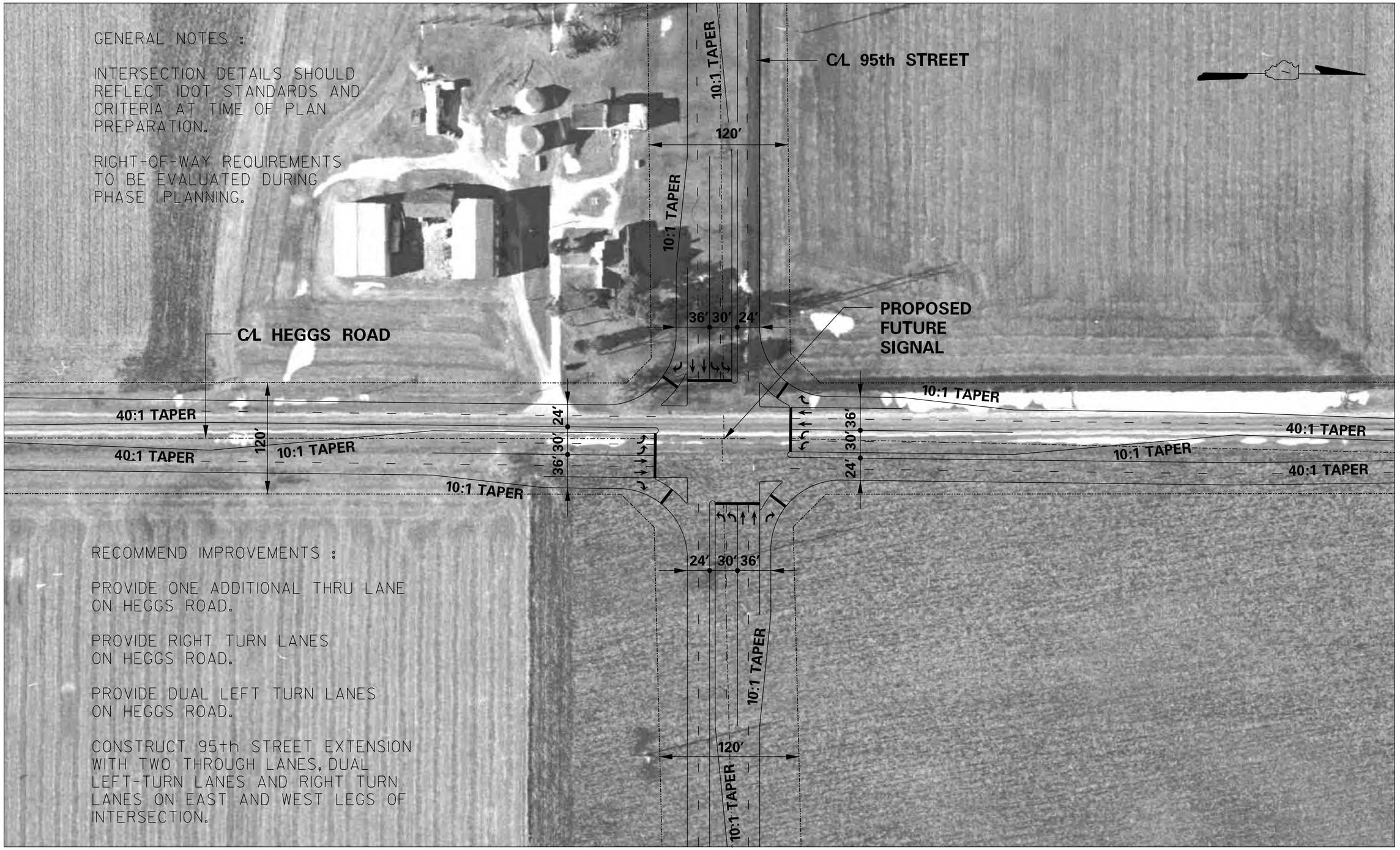
RECOMMEND IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THRU LANE ON HEGGS ROAD.

PROVIDE RIGHT TURN LANES ON HEGGS ROAD.

PROVIDE DUAL LEFT TURN LANES ON HEGGS ROAD.

CONSTRUCT 95th STREET EXTENSION WITH TWO THROUGH LANES, DUAL LEFT-TURN LANES AND RIGHT TURN LANES ON EAST AND WEST LEGS OF INTERSECTION.



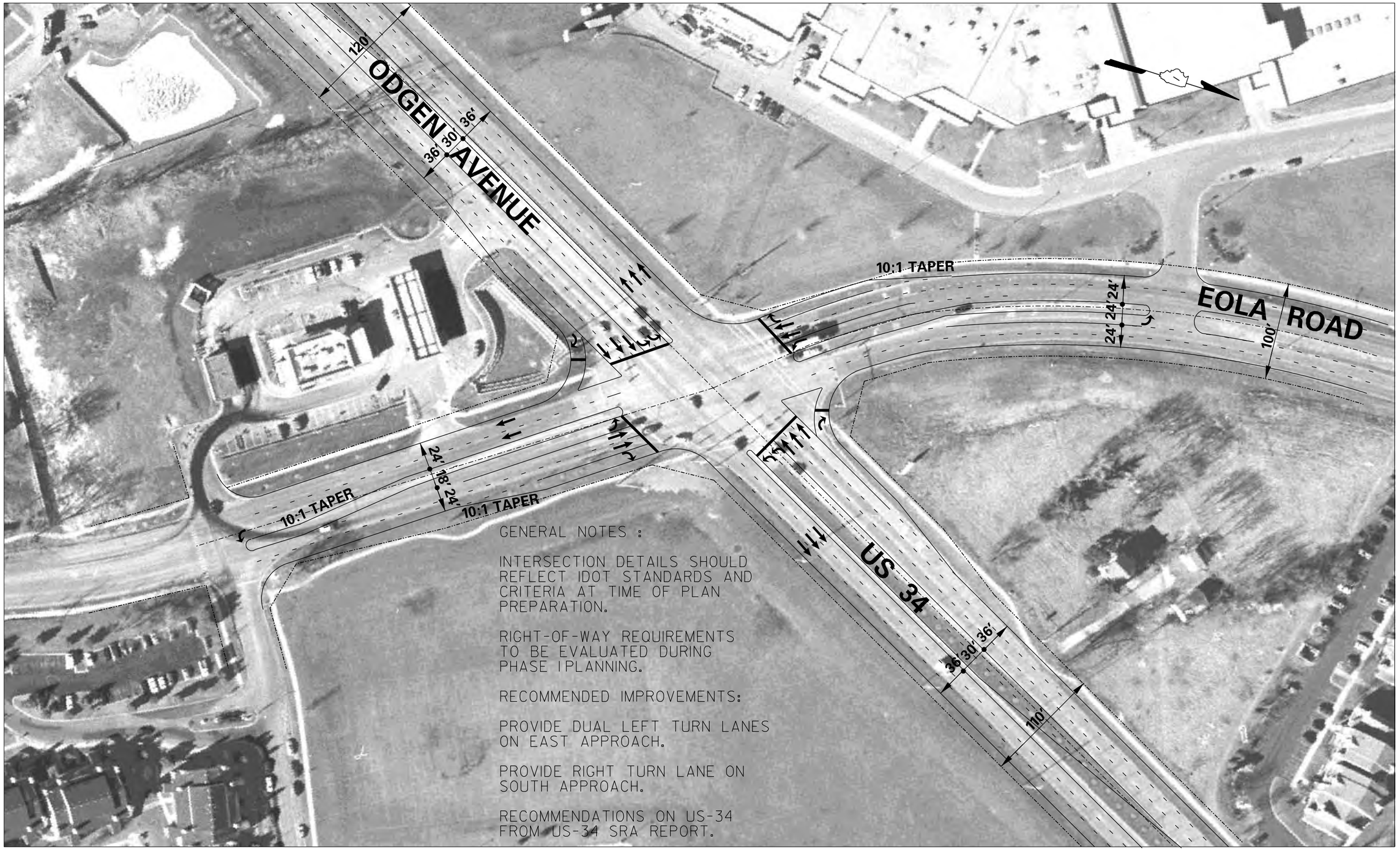
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Wikaduke Trail
Heggs Road / 95th Street Extension Intersection
Detail 3–6

IHEG95ST.sht



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 300

Wikaduke Trail
Eola Road / US–34 INTERSECTION
Detail 3–7

IEOLUS34.sht

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

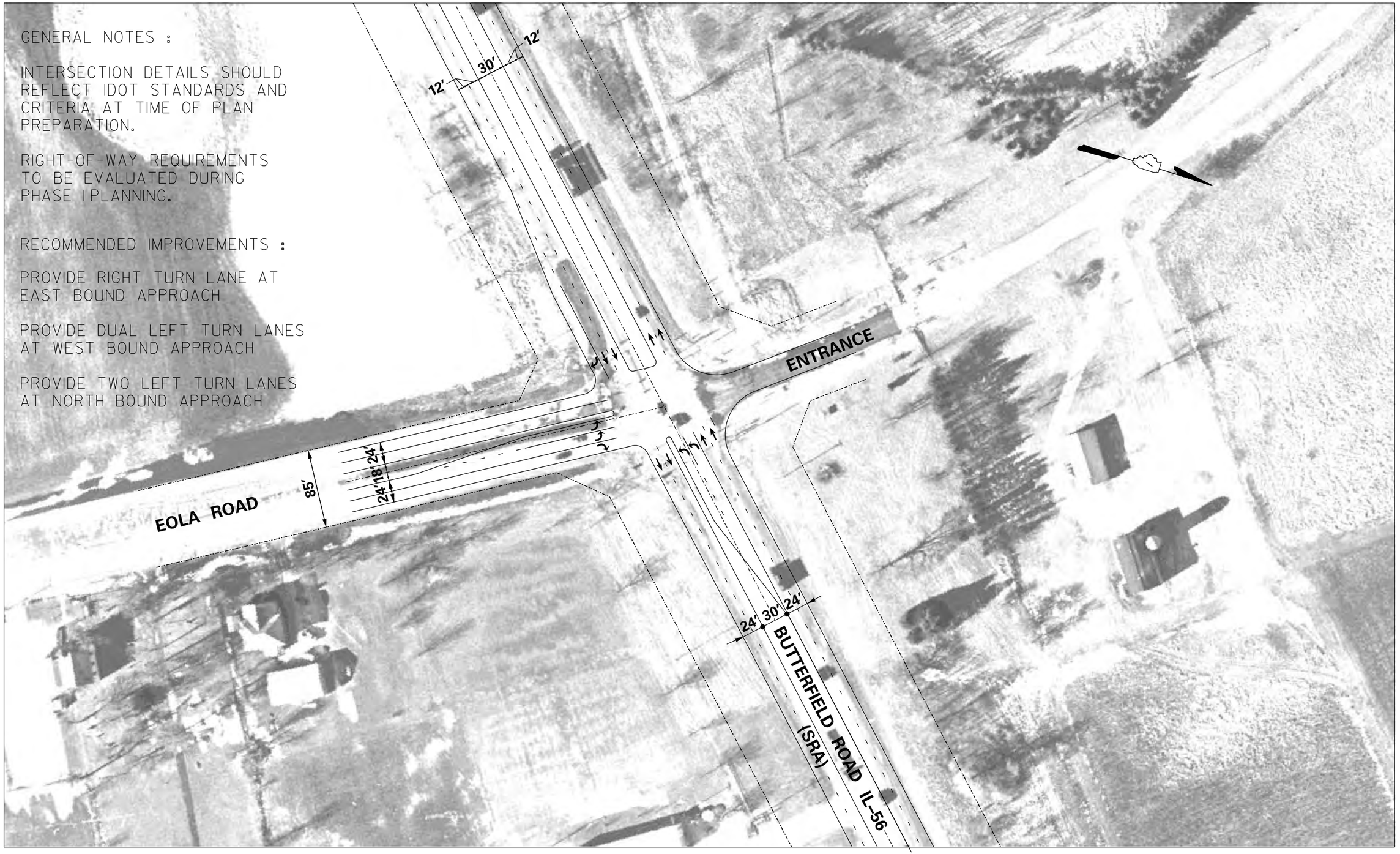
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE IPLANNING.

RECOMMENDED IMPROVEMENTS :

PROVIDE RIGHT TURN LANE AT EAST BOUND APPROACH

PROVIDE DUAL LEFT TURN LANES AT WEST BOUND APPROACH

PROVIDE TWO LEFT TURN LANES AT NORTH BOUND APPROACH



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Wikaduke Trail
Eola Road / IL-56 (Butterfield Road) Intersection
Detail 3-8

IEOLIL56.sht

Route Analysis - 95th Street/Boughton Road

SECTION 4

SECTION FOUR
ROUTE ANALYSIS - 95th STREET/BOUGHTON ROAD

The 95th Street/Boughton Road WIKADUKE route, hereafter referred to as 95th/Boughton, will provide a continuous east-west connection between U.S. Route 30, in northeast Kendall County, and Interstate 355, a distance of approximately 13.25 miles. For the purpose of discussion, the route has been divided into roadway segments of similar characteristics. These characteristics include projected traffic volumes, number of travel lanes, right-of-way width, development and other factors that may distinguish one roadway environment from another. This Section has been arranged according to the roadway segments as described below.

Section 4.1 discusses the elements of roadway Segment 1 which consists of 2.5 miles of new roadway at the west terminus of the route connecting U.S. Route 30 and 95th Street. The alignment of this connection will parallel the section line and an existing utility easement and intersect 95th Street at 248th Street. From 248th Street to Plainfield-Naperville Road, the route will follow the 95th Street alignment for a distance of 3.0 miles. This segment is identified as Segment 2 and is discussed in Section 4.2 of this report. Segment 3 consists of a proposed new roadway connecting 95th Street and Boughton Road. The alignment for this connection is identified in a 1990 report prepared for the Village of Naperville. Discussion of this 1.5-mile roadway segment is in Section 4.3. Section 4.4 discusses Segment 4 of the route. This 4.0-mile segment follows the existing alignment of Boughton Road from the Wheatland/DuPage Township line to Illinois Route 53. The last segment is located along the Boughton Road alignment between Illinois Route 53 and Interstate 355. Segment 5 is discussed in Section 4.5.

Three designated SRA Routes intersect 95th/Boughton. The proposed 95th Street Extension intersects Heggs Road, part of the WIKADUKE Trail SRA, approximately one mile east of U.S. Route 30. 95th Street intersects Illinois Route 59, approximately 2.5 miles east of Heggs Road, and Boughton Road intersects Naperville Road, part of the Naper/Weber/Larkin SRA, approximately four miles east of Illinois Route 59.

Although this section provides analysis for the entire length of 95th/Boughton, only a portion of the route was included into the SRA System as described in the 2020 Regional Transportation Plan. This portion includes the east end of the route from SRA Naper/Weber/Larkin to Interstate 355.

Previous planning for 95th/Boughton has been undertaken by the Communities of Aurora, Naperville and Bolingbrook. The Naperville Comprehensive Master Plan, Sector G Revision 1994, has identified 95th Street as a Major Arterial and included the extension of 95th Street along the section line to intersect Normantown Road. Other major arterials identified in this plan are Illinois Route 59 and Plainfield-Naperville Road.

The proposal to connect 95th Street in Naperville with Boughton Road in Bolingbrook has been the subject of previous study. The 95th Street Relocation Study, prepared for the City of Naperville in March of 1990, recommended a roadway alignment and crossing location of the DuPage River through an undeveloped tract of land east of Plainfield-Naperville Road. Future development of this crossing would require the acquisition of the necessary permits for work in the floodplain and potential impacts to wetlands and water quality.

The Bolingbrook Thoroughfare Plan identified Boughton Road, Naperville Road and Illinois Route 53 as Major Arterials within the Village Boundaries. The proposed 95th Street/Boughton Road Connection is also identified

as a Major Arterial and a southern extension of this connection has been identified. This southern extension, known as proposed Kings Road, will follow along the township line to Interstate 55 utilizing existing Kings Road between 119th and 127th Street.

4.1 SEGMENT 1: 95th STREET EXTENSION - U.S. ROUTE 30 TO 248th STREET

4.1.1 LOCATION

Segment 1 of 95th/Boughton is a proposed 2.5-mile extension of 95th Street that would connect 95th Street at its terminus at 248th Street to U.S. Route 30. The 95th Street extension intersection with U.S. Route 30 would be located approximately one mile south of U.S. Route 34.

The existing conditions for Segment 1 of 95th/Boughton are shown on Exhibits 4-1 and 4-2. The proposed alignment for the connection between 95th Street and U.S. Route 30 is shown as a dashed line on these exhibits.

The proposed alignment crosses a ComEd right-of-way just east of U.S. Route 30 and then parallels the easement on the north side until the intersection with the EJ&E railroad.

4.1.2 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include floodplains, wetlands, and prime farmland. These characteristics are shown on Exhibits 4-1 and 4-2.

Streams/Wetlands/Floodplains

Two wetlands have been identified along this segment that may infringe upon the recommended right-of-way identified for the extension. One is located between U.S. Route 30 and Heggs Road, south of the proposed centerline. The other is located between Carl's Drive and the EJ&E Railroad. A floodplain has also been identified in this area.

Prime Farmland

The undeveloped land in this segment is considered prime farmland.

4.1.3 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments for Segment 1 of the 95th/Boughton are shown on Exhibits 4-1 and 4-2.

Land Use Jurisdiction

All of the land along the proposed alignment is unincorporated.

Type and Intensity of Development

Most of the land along the proposed extension is used for agriculture. There is also some single-family residential development located on the south side of the alignment, east of U.S. Route 30, and along Carl's Drive.

Development Access and Setback

Between U.S. Route 30 and 248th Street, the new alignment will intersect Heggs Road and Carl's Drive. There is no existing development through this area that will require access to the new roadway.

Existing structures are typically set back over 100 feet from the proposed right-of-way of the new alignment. West of Heggs Road, there are some outbuildings setback approximately 25 feet from the proposed right-of-way.

Future Development

Between U.S. Route 30 and the EJ&E Railroad, property along the proposed alignment is within the planning boundary of the City of Aurora. According to the City of Aurora Comprehensive Plan, the majority of the land through this area is planned for single-family residential development. Some multi-family residential and commercial development is also planned near Heggs Road. East of the EJ&E Railroad, property is within the planning boundary of the City of Naperville. According to the City of Naperville Comprehensive Plan, property along the proposed alignment between the EJ&E Railroad and 248th Street is planned for "business park" development.

The comprehensive plans for both communities identify a future extension of 95th Street. The proposed alignment provided in this report differs from the alignment currently developed by the City of Aurora. The City of Aurora followed on the south side of the ComEd easement until crossing over to the north side just west of Carl's Drive. During Phase I Planning for this improvement, the exact alignment will be determined.

According to municipal records as of October, 1997, two residential developments are being constructed on the east side of Heggs Road that will consist of approximately 830 units. Additionally, 40 to 50 acres of commercial development has been proposed along Heggs Road in the area of the proposed 95th Street extension.

4.1.4 RECOMMENDED IMPROVEMENTS

Improvements for this segment have been recommended after evaluating the projected travel demand for the year 2020 along with the character of existing and planned development along the route. Improvements are divided into those related to the roadway, intersections, traffic signalization, structures, transit, access, and other improvements. Recommended improvements are shown on Exhibits 4-1A and 4-2A.

Ultimate Improvements

Roadway

The recommended roadway configuration on this new alignment provides for two through lanes in each direction separated by an 18-foot wide raised median within a 120 wide right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 4.1-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B for this segment of 95th/Boughton.

Table 4.1-1
Capacity Analysis for Segment 1 - 95th/Boughton

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
U.S. 30 to 248th Street	< 10,000	4	B	Yes

Intersections

The roadway configuration will allow development of separate left- and right-turn lanes as necessary at future intersections along the new alignment. Separate right-turn lanes are recommended at all signalized intersections.

The 95th Street Extension intersects U.S. Route 30 in short tangent section between two horizontal curves. To provide a 90 degree intersection angle, the 95th Street Extension must curve to the south at the intersection. See Detail 4-1 for an enlargement of this intersection configuration. It would be desirable to provide additional improvements to the intersection angle, however, this may require modifications to the existing alignment of U.S. Route 30. Because U.S. Route 30 is outside of the scope of this study the effect of any realignment of U.S. Route 30 cannot be fully assessed. Therefore, it is recommended that this intersection be the focus of a separate Phase I study.

The skew angle of the Harvey Road intersection should also be included in the intersection study at U.S. Route 30. It is possible that the north end of Harvey Road could be realigned to intersect U.S. Route 30 opposite the 95th Street approach. The impacts of this realignment would be assessed in the future Phase I study.

A major intersection improvement is recommended at the 95th Street Extension/Heggs Road intersection. Heggs Road is part of the WIKADUKE Trail SRA route and heavy intersection movements can be expected. The recommended intersection configuration is for dual left-turn lanes and separate right-turn lanes on all legs of the intersection. Detail 4-2 provides an enlargement of this intersection configuration.

Future peak hour level of service was calculated for each movement at the 95th Street Extension/Heggs Road intersection since Heggs Road is an SRA. The overall intersection is projected to operate at LOS B. The LOS for each movement is shown in Table 4.1-2.

Table 4.1-2
95th Street/Heggs Road Intersection Level of Service

Direction/Movement	Level of Service
95th Street Eastbound	
left turn	D
through	D
right turn	C
95th Street Westbound	
left turn	D
through	D
right turn	C
Heggs Road Northbound	
left turn	D
through	B
right turn	A
Heggs Road Southbound	
left turn	D
through	B
right turn	A
Total Intersection	**B**

A major intersection improvement is also recommended at the 95th Street Extension/Wolf's Crossing Road intersection. The five-legged intersection configuration formed by 95th Street, 248th Street and Wolf's Crossing Road will lead to excessive intersection delay due to the additional movements. It is recommended that the Wolf's Crossing Road approach be closed and relocated ¼ mile to the west as shown on Detail 4-3. This will remove the Wolf's Crossing Road movement from the intersection and provide more green time for vehicles on 95th Street.

Traffic Signalization

Locations recommended for potential future signals are at the future 95th Street intersections with U.S. Route 30, the future mid-mile collector between U.S. Route 30 and Heggs Road, Heggs Road, Carl's Drive, realigned Wolf's Crossing Road and 248th Street.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on 95th Street and interfere with optimization and progression of signal systems.

Interconnection of signals into one coordinated system is recommended for the future traffic signals between U.S. Route 30 and realigned 95th Street, east of Plainfield-Naperville Road in Segment 3.

Transit

The intersections with U.S. Route 30, Heggs Road, and 248th Street are potential bus transfer points where it would be desirable to provide off-street bus loading areas. Shelters at intermediate stops, along with bus traffic signal preemption, should also be provided when bus service is initiated.

Consideration should be given to development of a Park-and-Ride facility at Heggs Road in conjunction with future Pace bus service along 95th Street. A potential location for the proposed future Park-and-Ride facility is shown on Exhibit 4-1A.

Consideration should be given to the development of a future transit station in the vicinity of the intersection of 95th Street and the EJ&E Railroad in conjunction with the potential for transit service along that existing rail line. A potential location for the proposed future transit station is shown on Exhibit 4-2A.

Directional signage is recommended on 95th Street for Metra commuter rail service at the Route 59 station of the Burlington Northern line.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 95th Street be limited to the locations shown on Exhibits 4-1A and 4-2A. All of these locations are spaced at least one-quarter mile apart and are recommended to operate as right-in/right-out only.

Post-2020

Roadway

It is recommended that provision be made for a future grade separation at the 95th Street crossing of the EJ&E Railroad. Due to the potential for the EJ&E Railroad to develop into a transit corridor with corresponding increases in train frequency, a grade crossing would enhance the progression of traffic along 95th Street. This is especially applicable to this area where a future transit station may be located. Commuter trains stopped at this station could cause significant delays along the 95th Street Extension if it remains at-grade.

Low-Cost Improvements

Transit

Directional signage is recommended along the 95th Street Extension for commuter rail service at the future transit station along the EJ&E railroad.

4.1.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for the 95th Street Extension is 120 feet. However, the desirable width widens to 200 feet to accommodate the recommended grade separation at the EJ&E railroad. Currently, no right-of-way has been acquired for the new roadway.

4.1.6 POTENTIAL ENVIRONMENTAL CONCERNS

Acquisition of right-of-way and construction of a new roadway could impact floodplains, wetlands, and prime farmland. The potential impact on these areas will likely require further study during Phase I planning for the roadway.

4.1.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 95th/Boughton is shown in Table 4.1-3.

Table 4.1-3
1998 Construction Cost Estimates for Segment 1 of 95th/Boughton

Improvement	Estimated Cost
Ultimate	
Roadway	$18,500,000
Intersection Improvements	$2,532,000
Traffic Signals	$750,000
Signal Interconnection	$559,000
Transit Improvements	$1,650,000
Right-of-way Acquisition	$5,310,000
Total Estimated Cost for Ultimate Improvements	**$29,301,000**
Low-Cost	
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$10,000**
Post-2020	
Grade Separation	$3,100,000
Total Estimated Cost for Post-2020 Improvements	**$3,100,000**
Total Estimated Cost for All Improvements	**$32,411,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

4.2 SEGMENT 2: 95th STREET - 248th STREET TO PLAINFIELD-NAPERVILLE ROAD

4.2.1 LOCATION

Segment 2 of the 95th/Boughton WIKADUKE route extends for approximately three miles from 248th Street on the west to Plainfield-Naperville Road on the east. This segment of 95th Street is maintained by Wheatland Township between 248th Street and Illinois Route 59 and by the City of Naperville between Illinois Route 59 and Plainfield-Naperville Road.

4.2.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 4-2 and 4-3.

Traffic Volumes

According to the 1995 IDOT Will County Traffic Map, average annual daily traffic (AADT) volumes on 95th Street are 3,800 vehicles between 248th Street and Illinois Route 59; 3,700 vehicles between Illinois Route 59 and Book Road; and 4,000 vehicles between Book Road and Plainfield-Naperville Road. Due to the pace of development in this area, it is expected that the current AADT is above the 1995 levels.

Right-of-Way

The existing right-of-way for 95th Street is 100 feet wide between 248th Street and Illinois Route 59 and 120 feet wide between Illinois Route 59 and Plainfield-Naperville Road.

Pavement Width and Number of Lanes

Between 248th Street and Illinois Route 59, the pavement is 38 feet wide, consisting of two 12-foot through lanes and a 14-foot flush median. Between Illinois Route 59 and Plainfield-Naperville Road, the roadway consists of four through lanes (two in each direction) and a 16-foot wide barrier median.

There is curb and gutter on both sides of the route between Illinois Route 59 and Plainfield-Naperville Road.

Traffic Signals

There are six existing signalized intersections in this segment. Exhibit 4-3 shows the existing intersection configurations at these locations.

Parking, Sidewalks, and Frontage Roads

There are sidewalks along both sides of the route between Illinois Route 59 and Plainfield-Naperville Road. There are no frontage roads along 95th Street in this segment, and on-street parking is not permitted..

Structures

There is a box culvert located on Spring Brook No. 2, west of Plainfield-Naperville Road.

Transit

The eastern end of this segment is served by one Pace bus route. Route 683 begins at 95th Street just west of Plainfield-Naperville Road, circulates through the residential community south of 95th Street, crosses 95th Street at Longacre, goes through the community north to 87th Street where it turns east to Plainfield-Naperville Road and then proceeds north to the Naperville Metra station.

The nearest Metra stations are the Naperville and Route 59 stations on the Burlington Northern line. These stations are located approximately five miles north of 95th Street.

Other Characteristics

Currently, 95th Street terminates at 248th Street on the west. Wolf's Crossing Road, which runs in a northeast-southeast direction, merges with 95th Street near this intersection. Westbound travel on 95th Street predominantly continues southwest on Wolf's Crossing Road towards Oswego. There is a signal at the 248th Street/Wolf's Crossing Road intersection.

4.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include floodplains, wetlands, prime farmland, and sensitive land uses. These characteristics are shown on Exhibits 4-2 through 4-3.

Streams/Wetlands/Floodplains

There are three floodplains intersecting 95th Street in this segment. The locations are:

- between Illinois Route 59 and Book Road where the floodplain is approximately 800 feet wide;
- east of Brossman Street where the floodplain is approximately 400 feet wide; and

- west of Plainfield-Naperville Road where the floodplain for Spring Brook No. 2 is approximately 500 feet wide.

There are wetlands associated with each of these floodplains.

Prime Farmland

The remaining undeveloped land along this segment is classified as prime farmland.

Sensitive Land Uses

Two churches, two schools, and a park are located along this segment. The Wheatland Salem United Methodist Church was formerly located at the southwest corner of the Illinois Route 59 intersection. The church has been relocated to a new facility at the southeast corner of the Book Road intersection. The Church of Jesus Christ of the Latter Day Saints is located on the north side of the route, west of Ashbury Drive. Park Junior High and Neuqua Valley High School are located on the south side of 95th Street, between Illinois Route 59 and Book Road. The Springbrook Crossings Park is located to the north of 95th Street, just west of the Plainfield-Naperville Road. A nursery school and YMCA are located north and south of 95th Street, west of Book Road. Gordon Gregory Middle School is located just east of Book Road on the north side of 95th Street.

4.2.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments are shown on Exhibits 4-2 and 4-3.

Land Use Jurisdiction

Property adjacent to the route in this segment is either within the City of Naperville or unincorporated. Between 248th Street and Illinois Route 59, most of the land adjacent to 95th Street is part of the unincorporated areas of Will County. East of Illinois Route 59, the majority of the property is within the corporate limits of the City of Naperville.

Type and Intensity of Development

A mix of land uses are found along this segment. While most of the land between 248th Street and Illinois Route 59 is used for agriculture, three residential subdivisions are under construction.

East of Illinois Route 59, residential subdivision development is the predominant land use, and most of the land is developed. There is commercial development located on the northeast corner of the Illinois Route 59 intersection and commercial and office development at the Book Road intersection. The Neuqua Valley High School/Park Junior High School complex is located on the south side of the route between Illinois Route 59 and Book Road. Additionally, there is some undeveloped land east of Illinois Route 59 used for agriculture.

Development Access and Setback

The residential subdivisions along this segment have access to 95th Street via collector streets. Other development fronting the route has direct access to 95th Street.

East of Illinois Route 59, buildings are typically setback more than 30 feet from the existing right-of-way.

Future Development

Land along this segment is within the official planning boundary of the City of Naperville. According to the Naperville Comprehensive Plan, most of the undeveloped land is planned for single- and multi-family residential development. Commercial development is planned for the undeveloped land at the intersection with Illinois Route 59.

Most of the agricultural land along this segment is currently being converted to more intense uses.

4.2.5 RECOMMENDED IMPROVEMENTS

Improvements for this segment have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of existing and planned development along the route. Improvements are categorized as ultimate and low-cost and divided into those related to the roadway, intersections, traffic signalization, transit, access and other improvements. Recommended improvements are shown on Exhibits 4-2A and 4-3A.

Ultimate Improvements

Roadway

The recommended roadway configuration between 248th Street and Illinois Route 59 provides for two through traffic lanes in each direction with an 18-foot wide median within a 120-foot wide right-of-way. East of Illinois Route 59, the existing cross-section of two through lanes in each direction and a 16-foot wide raised median within a 100-foot wide right-of-way would be retained.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 4.2-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B for this segment of 95th/Boughton.

Table 4.2-1
Capacity Analysis for Segment 2 - 95th/Boughton

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
248th Street to Illinois 59	< 10,000	4	B	Yes
Illinois 59 to Plainfield-Naperville Road	10 to 20,000	4	B	Yes

Intersections

The roadway configuration will allow development of separate left- and right-turn lanes as necessary at intersections along 95th Street. A major intersection improvement is recommended at the 95th Street and Illinois Route 59 intersection where dual left-turn lanes and separate right-turn lanes are recommended for all legs of the intersection. See Detail 4-4 for an enlargement of this intersection.

Future peak hour level of service was calculated for each movement at the 95th Street/Illinois Route 59 intersection since Illinois Route 59 is an SRA. The overall intersection is projected to operate at LOS C. The LOS for each movement is shown in Table 4.2-2.

Traffic Signalization

Recommended locations for potential future signals are at the 95th Street intersections with the future mid-mile collector between 248th Street and Illinois Route 59 and at Ashbury Drive.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on 95th Street and interfere with optimization and progression of signal systems.

Table 4.2-2
95th Street/Illinois Route 59 Intersection Level of Service

Direction/Movement	Level of Service
95th Street Eastbound	
left turn	C
through	C
right turn	B
95th Street Westbound	
left turn	C
through	C
right turn	B
Illinois Route 59 Northbound	
left turn	C
through	C
right turn	B
Illinois Route 59 Southbound	
left turn	C
through	C
right turn	B
Total Intersection	**C**

Interconnection of signals into one coordinated system is recommended for the future traffic signals between U.S. Route 30 in Segment 1 and realigned 95th Street, east of Plainfield-Naperville Road, in Segment 3.

Transit

As bus services are extended further west on 95th Street, provision should be made for bus stops, bus shelters and signal preemption.

Consideration should also be given to development of a Park-and-Ride facility at the intersection with Illinois Route 59 in conjunction with future Pace bus service along 95th Street.

Low-Cost Improvements

Access Management

As parcels west of Book Road are developed, it is recommended that access to 95th Street be limited to the locations shown on Exhibits 4-2A and 4-3A. These locations are typically spaced approximately one-quarter mile apart and should function as right-in/right-out only.

Transit

Directional signage is recommended on 95th Street for Metra commuter rail service at the Route 59 and Naperville stations of the Burlington Northern Line.

4.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for this segment of 95th Street is 120 feet. To achieve this width, an additional 10 feet of right-of-way will be required on each side of the roadway between 248th Street and Illinois Route 59. Between Illinois Route 59 and Plainfield-Naperville Road, no additional right-of-way will be required.

4.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

There are several environmentally sensitive areas on this segment which could be impacted. Expansion of the right-of-way could impact floodplains, wetlands, and prime farmland. Additionally, noise impacts could result in areas where the roadway is widened. The potential impact on these areas will likely require further study during Phase I roadway design.

4.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 95th/Boughton is shown in Table 4.2-3.

Table 4.2-3
1998 Construction Cost Estimates for Segment 2 of 95th/Boughton

Improvement	Estimated Cost
Ultimate	
Roadway	$4,320,000
Intersection Improvements	$2,163,000
Traffic Signals	$125,000
Signal Interconnection	$679,000
Transit Improvements	$400,000
Right-of-way Acquisition	$317,000
Total Estimated Cost for Ultimate Improvements	**$8,004,000**
Low-Cost	
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$10,000**
Total Estimated Cost for All Improvements	**$8,014,000**

4.3 SEGMENT 3: 95th/BOUGHTON CONNECTOR - PLAINFIELD-NAPERVILLE ROAD TO BOUGHTON ROAD

4.3.1 LOCATION

Segment 3 of the 95th Street/Boughton Road WIKADUKE route is a proposed new alignment connecting 95th Street with Boughton Road. The location of the recommended alignment was developed by the City of Naperville and the Village of Bolingbrook and was recommended at the conclusion of the 95th Street Relocation Study (1990). It was subsequently modified through Bolingbrook to accommodate the development of a recently constructed single-family residential subdivision. Further discussion of the Connector can be found in Section 7.3. The length of the proposed new alignment is approximately 1.5 miles.

From the east, 95th Street would be realigned to intersect with the new alignment approximately 2000 feet east of Plainfield-Naperville Road.

The centerline of the proposed alignment is shown as a dashed line on Exhibit 4-4 along with the existing conditions.

4.3.2 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include floodplains, wetlands, and prime farmland. These characteristics are shown on Exhibit 4-4.

Streams/Wetlands/Floodplains

The proposed alignment crosses the DuPage River and its associated floodplain in an area where the floodplain is approximately 1200 feet wide. Additionally, there are several wetlands associated with this floodplain.

Prime Farmland

The undeveloped land in this segment is classified as prime farmland.

4.3.3 DEVELOPMENT CHARACTERISTICS

Existing land use in Segment 4 is shown on Exhibit 4-4.

Jurisdiction

Between Plainfield-Naperville Road and the DuPage River, the proposed alignment is located in unincorporated Will County. This property is going to be transferred into the City of Naperville. Property along the remainder of the alignment is within the Village of Bolingbrook.

Type and Intensity of Development

Along the proposed alignment between Plainfield-Naperville Road and the DuPage River, the land use is agricultural. South of the DuPage River, single-family residential development is located along the proposed alignment. This residential development was constructed after the 95th Street Relocation Study was completed in 1990. The properties were platted with right-of-way reserved for construction of the connector.

Development Access and Setback

Between Plainfield-Naperville Road and the DuPage River, there are no existing roadways that would cross the proposed alignment. South of the river, one street within the residential subdivision would intersect the proposed alignment. None of the existing development would require direct access to the new roadway.

Most of the residences located between the DuPage River and Boughton Road are set back over 40 feet from the right-of-way of the proposed alignment. However, there are approximately five structures set back less than 20 feet from the proposed right-of-way.

Future Development

According to the comprehensive plan of the City of Naperville, the undeveloped land between Plainfield-Naperville Road and the DuPage River is planned for residential development. However, according to municipal records as of April, 1997, no development is currently proposed for this area.

4.3.4 RECOMMENDED IMPROVEMENTS

The proposed improvements for this new alignment have been recommended after evaluating the projected travel demand for the year 2020 along with the character of existing and planned development along the route. Improvements are categorized as ultimate and are divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown Exhibit 4-4A.

Ultimate Improvements

Roadway

The recommended roadway configuration for the 95th Street/Boughton Road connector provides for two through lanes in each direction with a continuous 18-foot wide raised median within 100 to 120 feet of right-of-way.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 4.3-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B for this segment of 95th/Boughton.

Table 4.3-1
Capacity Analysis for Segment 3 - 95th/Boughton

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
95th/Boughton Connector	10 to 20,000	4	B	Yes

Intersections

The recommended roadway configuration will allow development of separate left-and right-turn lanes where required at intersections along the 95th/Boughton Connector. Separate right-turn lanes are recommended at all signalized intersections along this segment.

A major intersection improvement is recommended at the intersection of the new alignment and Boughton Road at Kings Road. An enlargement of this intersection is shown on Detail 4-5. Southbound dual left-turn lanes and westbound dual right-turn lanes are recommended for the intersection of the Connector at Boughton Road to promote through route continuity.

It is also recommended that Alan Deatheridge Drive not connect to the proposed 95th/Boughton Connector due to the proximity of the Boughton Road intersection and the potential for vehicles to use the subdivision as a "cut through" to avoid the traffic signal at Boughton Road.

Traffic Signalization

Locations recommended for potential futures signals are at the 95th/Boughton Connector intersections with the realigned east leg of 95th Street and at Boughton Road.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the route and interfere with optimization and progression of signal systems.

Interconnection of the signals at Plainfield-Naperville Road and realigned 95th Street into a coordinated system is also recommended. These signals would be part of a system that extends to U.S. Route 30 on the west.

Structures

A new, approximately 1500-foot long, structure spanning the DuPage River and floodplain will be required with the construction of the 95th/Boughton Connector.

Transit

Improvements along this new alignment should allow for the inclusion of sheltered bus stops and bus turn-around or transfer points at the Plainfield-Naperville Road and Boughton Road intersections as bus service in the area is modified. Additionally, intersections should be equipped with bus signal preemption.

Low-Cost Improvements

Access Management

As parcels are developed, it is recommended that access to the 95th/Boughton Connector be limited to the locations shown on Exhibit 4-4A. These access points are typically spaced ¼-mile apart and should operate as right-in/right-out only.

Transit

Directional signage is also recommended on the 95th Street/Boughton Road connector for Metra commuter rail service at the Naperville station on the Burlington Northern line.

4.3.5 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for this segment is 120 feet wide. Through the residential development in the vicinity of Boughton Road, 100 feet of right-of-way has been reserved for the future roadway. This right-of-way will be adequate for the proposed four lane cross-section.

4.3.6 POTENTIAL ENVIRONMENTAL CONCERNS

Construction of roadway facilities over the DuPage River, as well as into prime farmland, floodplains, and wetlands, will require further study during the design phase.

4.3.7 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 95th Street/Boughton Road is shown in Table 4.3-2.

Table 4.3-2
1998 Construction Cost Estimates for Segment 3 of 95th/Boughton

Improvement	Estimated Cost
Ultimate	
Roadway	$11,100,000
Intersection Improvements	$248,000
Traffic Signals	$125,000
Signal Interconnection	$86,000
Structures	$7,480,000
Right-of-way Acquisition	$3,539,000
Total Estimated Cost for Ultimate Improvements	**$22,578,000**
Low-Cost	
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$10,000**
Total Estimated Cost for All Improvements	**$22,588,000**

{ THIS PAGE INTENTIONALLY LEFT BLANK }

4.4 SEGMENT 4: BOUGHTON ROAD - 95th/BOUGHTON CONNECTOR TO ILLINOIS ROUTE 53

4.4.1 LOCATION

Segment 4 of the 95th/Boughton is approximately four miles long and follows the alignment of Boughton Road between the proposed 95th/Boughton Connector and Illinois Route 53. Boughton Road is maintained by Will County between Kings Road and Naperville Road and by the Village of Bolingbrook between Naperville Road and Illinois Route 53.

4.4.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 4-5 and 4-6.

Traffic Volumes

According to the 1995 IDOT Will County Traffic Map, the average annual daily traffic (AADT) on Boughton Road is 20,100 vehicles between Kings Road and Naperville Road and 29,900 vehicles between Naperville Road and Illinois Route 53.

Right-of-Way

The existing right-of-way along this segment ranges from 80 to 100 feet wide. The right-of-way is 100 feet wide adjacent to all developed parcels and 80 feet wide:

- on both sides of the route between Hickory Oaks Drive and Vincent Drive;
- on both sides of the route from Lindsay Road and Whitewater Drive; and
- on the north side of the route between Springwood Way and Delaware Drive.

Pavement Width and Number of Lanes

This segment of 95th/Boughton consists of four 12-foot through lanes (two in each direction) and a variable median width. The portion of this segment west of Sunshine Drive is currently under construction.

There is a 16-foot wide barrier median between Kings Road and Whitewater Drive; a 16-foot flush median between Whitewater Drive and Schmidt Road; and a four-foot wide barrier median between Schmidt Road and Illinois Route 53.

When the construction west of Sunshine Drive is complete, there will be curb and gutter throughout the length of this segment.

Traffic Signals

There are ten existing signalized intersections in this segment. The intersection configurations for these signalized intersections are provided on Exhibits 4-5 and 4-6.

Parking, Sidewalks, and Frontage Roads

There are sidewalks along both sides of Boughton Road between Kings Road and Illinois Route 53. There are no frontage roads, and on-street parking is not permitted in this segment.

Structures

There is one structure in this segment. It is located approximately 600 feet east of Delaware Drive.

Transit

This segment is served by six Pace Routes, two serving the communities north of Boughton Road and four in the areas south of Boughton Road. North of Boughton Road, Pace bus 819 begins at Naperville Road and Royce Road and Pace Route 822 begins at 83rd Street and Illinois Route 53. Both routes use Illinois Route 53 to feed the Lisle Metra station which is located approximately six miles north of Boughton Road..

South of Boughton Road, Pace bus route 823 begins on Boughton Road east of Naperville Road, circulates through the residential communities south of Boughton Road, rejoins Boughton Road at Schmidt Road, and runs east on Boughton Road to Illinois Route 53 where it turns and proceeds north to the Lisle Metra station. Pace bus route 825 begins at the Bolingbrook Town Center location at Briarcliff Road (west of Illinois Route 53), circulates through the community and joins Boughton Road at Maywood, runs east on Boughton Road to Illinois Route 53, where it also turns north and proceeds to the Lisle Metra station. Pace routes 834 and 824 also serve Bolingbrook to the south of Boughton Road and east of Illinois Route 53 as feeder routes — 824 to the Lisle Metra station and 834 to the Pace express bus service on Interstate 55. There are park-and-ride facilities at Interstate 55 and at the Lisle Metra station.

4.4.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include, special waste sites, prime farmland, and sensitive land uses. These characteristics are shown on Exhibits 4-5 and 4-6.

Special Waste Sites

Sites at Schmidt Road and Illinois Route 53 are listed on the underground and leaking underground storage tank (UST and LUST) databases.

Prime Farmland

Most of the agricultural land along this segment is classified as prime farmland.

Sensitive Land Uses

The St. Francis Assisi Parish Center, west of Whitewater Drive, and the Independent Baptist Church , east of Lyons Road, are located along this segment.

Additionally, the Bolingbrook Fire Station is located at the southeast corner of the Naperville Road intersection, and the Hidden Lakes Historic Trail Park is located along the DuPage River, north of the route.

4.4.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments are shown on Exhibits 4-5 and 4-6.

Land Use Jurisdiction

The majority of the property along Boughton Road in this segment is within the corporate limits of the Village of Bolingbrook. However, there are areas that are unincorporated. Generally, the unincorporated areas include the agricultural land along the route.

Type and Intensity of Development

A mix of land uses is found along this segment. There are several single- and multi-family residential subdivisions and developments located along Boughton Road. Commercial development is typically concentrated at the major intersections. Larger retail centers are located at the Naperville Road intersection. Small, independent commercial establishments and office buildings front Boughton Road in the area between Whitewater Drive and Lyons Road. Additionally, some land east of Kings Road and east of Lindsay Road/Springwood Way is used for agriculture. Clow International Airport fronts Boughton Road, just west of Naperville Road.

Development Access and Setback

Commercial development and scattered residences independent of other uses surrounding them have direct access to Boughton Road, creating various points of ingress/egress without coordination. There are approximately 15 to 20 such points along this segment. Homes within subdivisions do not have direct access to the route but, rather, are accessed from

collector streets which intersect the route. Each subdivision has one or two collector streets that intersect Boughton Road.

Much of the development along this segment is set back less than 50 feet from the existing right-of-way of Boughton Road.

Future Development

This entire segment is within the official planning boundary of the Village of Bolingbrook. According to their Land Use Plan, commercial development is planned for the southeast corner of the Kings Road intersection and the southwest corner of the Naperville Road intersection. Single-family residential development is planned for the areas currently used for agriculture.

According to municipal records as of April, 1997, commercial development is proposed for the southwest corner of the Boughton Road/Naperville Road intersection. The proposed development includes over 200,000 square feet commercial space and a 12-screen movie theater.

4.4.5 RECOMMENDED IMPROVEMENTS

Improvements for this segment have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of existing and planned development along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, access, transit and other improvements. Recommended improvements are shown on Exhibits 4-5A and 4-6A.

Ultimate Improvements

Roadway

The recommended roadway configuration for Boughton Road between Kings Road and Sunshine Drive provides for two through lanes in each direction with a continuous 16-foot wide raised median. This section of Boughton Road was recently widened to achieve this cross-section. East of Sunshine Drive to Illinois Route 53, the existing cross-section, with two through lanes in each direction and a variable width median would be maintained. It is recommended that the median be widened to a minimum of 16 feet wide to accommodate left turning vehicle at various intersections. See low-cost improvements for further recommendations concerning the median width in this segment.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 4.4-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B between Kings Road and

Delaware Drive and F between Delaware Drive and Illinois 53. Right-of-way constraints prevent the implementation of a six lane cross-section that would allow this segment of roadway to operate at a acceptable LOS. If redevelopment occurs, additional right-of-way should be preserved for implementation of a six lane cross-section.

Table 4.4-1
Capacity Analysis for Segment 4 - 95th/Boughton

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Kings Rd. to Naperville Rd.	30 to 40,000	4	D	Yes
Naperville Rd. to Delaware Drive	40 to 50,000	4	D	Yes
Delaware Dr. to Illinois 53	> 50,000	4	F	No

Intersections

The recommended roadway configuration will allow development of separate left- and right-turn lanes as necessary at intersections along this segment of Boughton Road. A major intersection improvement is recommended at the Boughton Road/Naperville Road intersection where dual left-turn lanes are recommended on all legs of the intersection. See Detail 4-6 for an enlargement of this intersection configuration.

Future peak hour level of service was calculated for each movement at the Boughton Road/Naperville Road intersection since Boughton Road and Naperville Road (to the south) are SRA Routes. The overall intersection is projected to operate at LOS F. The LOS for each movement is shown in Table 4.4-2.

Traffic Signalization

No additional traffic signals are recommended for this segment. If traffic signals become warranted, they should be installed maintaining one-half mile spacing.

Table 4.4-2
Boughton Road/Naperville Road Intersection Level of Service

Direction/Movement	Level of Service
Boughton Road Eastbound	
left turn	D
through	F
right turn	B
Boughton Road Westbound	
left turn	F
through	F
right turn	B
Naperville Road Northbound	
left turn	D
through	F
right turn	C
Naperville Road Southbound	
left turn	F
through	F
right turn	B
Total Intersection	**F**

Interconnection of signals into coordinated systems is recommended for the signals between Schmidt Road and Illinois Route 53.

Transit

This area is already well served by Pace. Transit improvement recommendations include the provision of off-street bus loading areas with shelters at appropriate intervals as recommended in the Pace Development Guidelines and bus signal preemption at signalized intersections.

Low-Cost Improvements

Intersections

The construction of left-turn lanes is recommended at the Boughton Road intersections with Lyons Road and Hywood Lane. Due to the minimal setback of adjacent structures at the Hywood Lane intersection, the installation of a left-turn lane would only be feasible if the parcels were to be redeveloped.

Separate right-turn lanes are also recommended along Boughton Road at all signalized intersections including the Naperville Road, Delaware Drive, and Illinois Route 53 intersections. Due to the minimal setback of adjacent structures, installation of a right-turn lane at the Delaware Drive intersection would only be feasible as parcels are redeveloped.

Access Management

As the vacant or undeveloped parcels are developed, it is recommended that access to Boughton Road be limited to the locations shown on Exhibits 4-5A and 4-6A.

Transit

Directional signage is recommended on Boughton Road for Metra commuter rail service at the Lisle station of the Burlington Northern line.

4.4.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for this segment is 120 feet, however this width is not achievable in most of the developed areas. However, between Hickory Oaks Drive and Vincent Drive and between Springwood Drive and Whitewater Drive 120 feet of right-of-way should be preserved by protecting 20 feet of additional right-of-way on each side of the route. Between Whitewater Drive and Delaware Drive an additional 20 feet of right-of-way should be protected on the north side of the route.

Adjacent to the developed areas, the existing 100-foot wide right-of-way is adequate for the recommended cross-section. No additional right-of-way will be required:

- between Kings Road and Hickory Oaks;
- between Vincent Drive and Springwood Way;
- on the south side of the route between Whitewater Drive and Illinois Route 53; and
- on the north side of the route between Delaware Drive and Illinois Route 53.

4.4.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the roadway facilities into prime farmland; construction of intersection improvements in areas were special waste sites have been identified; and potential noise impacts will require further study during the design phase of the proposed improvements.

4.4.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 95th Street/Boughton Road is shown in Table 4.4-3.

Table 4.4-3
1998 Construction Cost Estimates for Segment 4 of 95th/Boughton

Improvement	Estimated Cost
Ultimate	
Intersection Improvements	$923,000
Signal Interconnection	$227,000
Right-of-way Acquisition	$200,000
Total Estimated Cost for Ultimate Improvements	**$1,350,000**
Low-Cost	
Roadway	$1,240,000
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$1,250,000**
Total Estimated Cost for All Improvements	**$2,600,000**

4.5 SEGMENT 5: BOUGHTON ROAD - ILLINOIS ROUTE 53 TO INTERSTATE 355

4.5.1 LOCATION

Segment 5 of 95th/Boughton is approximately 2.25 miles long and is located along the Boughton Road alignment between Illinois Route 53 and Interstate 355. Boughton Road through this segment is maintained by the Village of Bolingbrook.

4.5.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 4-7 and 4-8.

Traffic Volumes

According to the 1995 IDOT Will County Traffic Map, the average annual daily traffic (AADT) on this segment of Boughton Road is 27,200 vehicles.

Right-of-Way

The existing right-of-way between Illinois Route 53 and Feather Sound Drive varies between 90 and 100 feet wide. Between Feather Sound Drive and Interstate 355 the existing right-of-way widens to over 100 feet wide to accommodate the proposed 6-lane cross-section at the tollway that is currently under construction.

Pavement Width and Number of Lanes

Through most of this segment, the pavement width on Boughton Road is 52 feet wide which accommodates four 12-foot wide through lanes (two in each direction) and a four-foot wide median. At some intersections, the median widens to 16 feet to provide left-turn lanes. Between Janes Avenue and Woodward Avenue, across Interstate 355, there are three through lanes in each direction.

There is curb and gutter on both sides of the roadway in this segment.

Traffic Signals

There are five existing signalized intersections in this segment. The intersection configurations for these signalized intersections are shown on Exhibits 4-7 and 4-8. There is an existing traffic signal interconnect system which includes the signals at Janes Avenue and Interstate 355. Woodward Avenue will be included in this system in the near future.

Parking, Sidewalks, and Frontage Roads

There are sidewalks along both sides of Boughton Road between Illinois Route 53 and Feather Sound Drive. There are no frontage roads, and on-street parking is not permitted in this segment.

Structures

There is one existing structure in this segment that carries Boughton Road over Interstate 355. This structure is currently being widened to accommodate three through lanes in each direction and opposing left-turn lanes.

Transit

This segment is served by two Pace routes. Pace routes 834 and 824 serve Bolingbrook to the south of Boughton Road as feeder routes. Pace route 824 circulates through the community and proceeds north on Illinois Route 53 north to the Lisle Metra Station. Pace route 834 provides is a feeder route to express bus service on Interstate 55. There are park-and-ride facilities at Interstate 55 and at the Lisle Metra station, which is located approximately six miles north of Boughton Road.

4.5.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include wetlands, prime farmland, and sensitive land uses. These characteristics are shown on Exhibits 4-7 and 4-8.

Streams/Wetlands/Floodplains

A wetland is located on the north side of the route between Feather Sound Drive and Janes Avenue that may infringe upon the right-of-way of the route.

Prime Farmland

Some of the undeveloped land just west of Interstate 355 is classified as prime farmland.

Sensitive Land Uses

Sensitive land uses in this segment include: the Hillcrest Cemetery, west of Pinecrest Drive; Seventh Day Adventist Church and Friendship United Methodist Church, east of Winston Drive; and the Boughton Ridge Golf course, west of Ashbury Drive.

A Bolingbrook Fire Protection District Station and the Bolingbrook Public Works Department Building is located east of Ashbury Avenue, north of Boughton Road.

4.5.4 DEVELOPMENT CHARACTERISTICS

Most of the land along this segment has been developed. Existing land use and planned developments are shown on Exhibits 4-7 and 4-8.

Land Use Jurisdiction

The majority of the property along Boughton Road in this segment is within the corporate limits of the Village of Bolingbrook. The undeveloped land just west of the Interstate 355 interchange on the south side of the route is unincorporated.

Type of Intensity of Development

A mix of land uses is found along this segment. The predominant land use is residential. There are several single and multi-family residential subdivisions and developments located along Boughton Road. Commercial development occurs in the area near the Boughton Road intersections with Illinois Route 53, Pinecrest Road, and Feather Sound Drive. Most of the land adjacent to the route is developed, however, at the east end of the route, there still remains some land used for agriculture.

Development Access and Setback

Commercial development, institutional uses, and scattered residences, independent of other uses surrounding them, have direct access to Boughton Road, creating various points of ingress/egress without coordination. There are approximately 20 such points along this segment. Homes within subdivisions do not have direct access to the route but, rather, are accessed from collector streets which intersect the route. Each subdivision has one or two collector streets that intersect with Boughton Road. Many of the structures along this segment are setback less than 40 feet from the existing right-of-way.

Future Development

This entire segment is within the official planning boundary of the Village of Bolingbrook. According to their Land Use Plan, commercial development is planned for the undeveloped land west of Interstate 355.

4.5.5 RECOMMENDED IMPROVEMENTS

Improvements for this segment have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of existing and planned developments along the route. Improvements are categorized as ultimate or low-cost and divided into those related to the roadway, intersections, traffic signalization, access, transit and other improvements. Recommended improvements are shown on Exhibits 4-7A and 4-8A.

Ultimate Improvements

Roadway

The recommended roadway configuration for Boughton Road between Illinois Route 53 and Pinecrest Road is to maintain the existing cross-section, with two through lanes in each direction and a four-foot wide median within the existing 100-foot wide right-of-way. It is recommended that the median be widened to a minimum of 16 feet wide to accommodate left turning vehicles at various intersections. See low-cost improvements for further recommendations concerning the median width in this segment.

Between Pinecrest Road and Feather Sound Drive, two through lanes in each direction with an 18-foot wide raised median would be provided. The recommended roadway configuration for Boughton Road between Feather Sound Drive and Interstate 355 provides for three through lanes in each direction with a continuous 18-foot wide (or greater) raised median within the existing right-of-way. The existing three through lanes in each direction across Interstate 355, from Janes Avenue to Woodward Avenue, would be retained.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 4.5-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be D for this segment of 95th/Boughton.

Table 4.5-1
Capacity Analysis for Segment 5 - 95th/Boughton

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 53 to Interstate 355	> 50,000	4 to 6	D	Yes

Intersections

The recommended roadway configuration will allow development of separate left- and right-turn lanes as necessary at intersections along this segment of Boughton Road. Dual left-turn lanes are recommended for Interstate 355 east ramps intersection as shown in Detail 4-7.

Traffic Signalization

A location recommended for a potential future signal is at the Boughton Road intersection with Ashbury Avenue.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRA are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on the route and interfere with optimization and progression of signal systems.

Interconnection of the signals at Boughton Road from Illinois 53 to Interstate 355 into a coordinated system is also recommended. This system would include the existing signal system east of Janes Avenue.

Transit

This area is presently well served by Pace. Transit improvement recommendations include the provision of off-street bus loading areas with shelters at appropriate intervals as recommended in the Pace Development Guidelines and bus signal preemption at signalized intersections.

Consideration should also be given to development of a Park-and-Ride facility in conjunction with future express bus service. A potential location for such a facility would be at Interstate 355.

Low-Cost Improvements

It is recommended that left-turns be restricted at Monroe Drive and Minor Drive due to the absence of left-turn lanes at these intersections. Surrounding development could still be accessed utilizing other area streets that currently have left-turn lanes. If left turns cannot be restricted at these intersections, construction of left-turn lanes is recommended. Due to the minimal setback of adjacent structures at the Minor Drive intersection, the installation of a left-turn lane would only be feasible if the affected parcels were to be redeveloped.

Prior to the construction of the recommended four-lane cross-section between Pinecrest Road and Interstate 355, it is recommended that left-turn lanes be installed at Preston Drive and Feather Sound Drive.

Separate right-turn lanes are also recommended along Boughton Road at all signalized intersections including the Ashbury Avenue and Pinecrest Road. Due to the minimal setback of adjacent structures, installation of a right-turn lane at these intersections would only be feasible as parcels are redeveloped.

Access Management

As the vacant or undeveloped parcels are developed, it is recommended that access to Boughton Road be limited to the locations shown on Exhibit 4-8A.

Transit

Directional signage is recommended on Boughton Road for Metra commuter rail service at the Lisle station on the Burlington Northern line.

4.5.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The existing and desirable right-of-way width for this segment is 100 feet between Illinois Route 53 and Janes Avenue, and the existing right-of-way between Janes Avenue and Woodward Avenue corresponds with the recommended improvements. Therefore, no additional right-of-way will be needed.

4.5.7 POTENTIAL ENVIRONMENTAL CONCERNS

There are several environmentally sensitive areas on this segment which could be impacted. Expansion of the roadway could impact the wetland on the north side of the route between Feather Sound Drive and Janes Avenue and prime farmland west of Interstate 355. Additionally, noise impacts could result in areas where the roadway is widened. The potential impact on these areas will likely require further study during Phase I roadway design.

4.5.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

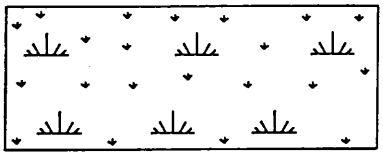
A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 95th/Boughton is shown in Table 4.5-2.

Table 4.5-2
1998 Construction Cost Estimates for Segment 5 of 95th/Boughton

Improvement	Estimated Cost
Ultimate	
Intersection Improvements	$744,000
Traffic Signals	$125,000
Signal Interconnection	$145,000
Transit Improvements	$400,000
Right-of-way Acquisition	$250,000
Total Estimated Cost for Ultimate Improvements	**$1,664,000**
Low-Cost	
Roadway	$744,000
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$754,000**
Total Estimated Cost for All Improvements	**$2,418,000**

LEGEND

ENVIRONMENTAL & EXISTING FACILITY CHARACTERISTICS



Wetland

Sensitive Land Use



Floodplain Boundary (100 Year)

● Special Waste Site

* Historic Site/Structure/Bridge

Existing Structure

Existing R/W

Proposed R/W

Existing Signal

Proposed Signal

Modify Structure

Mid-Mile Collector

* Bus Shelter

X Close Access

LAND USE CHARACTERISTICS

R	Residential	U	Utility
O	Office	A	Agricultural
C	Commercial	V	Vacant Land
I	Industrial Warehouse	()	Planned Development

Route Map Legend



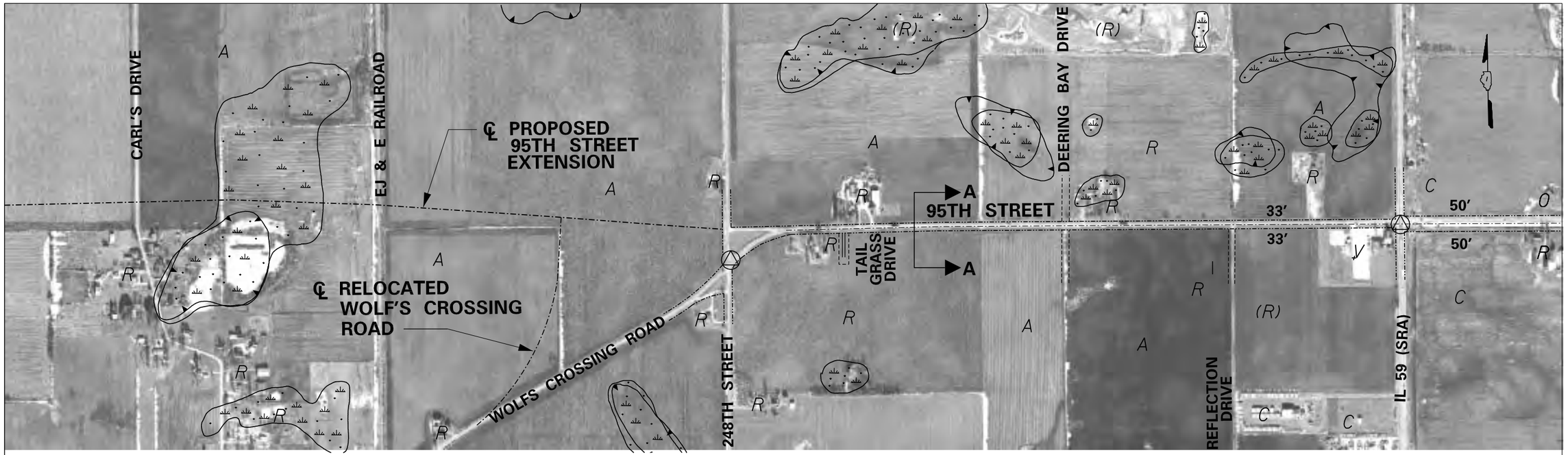
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

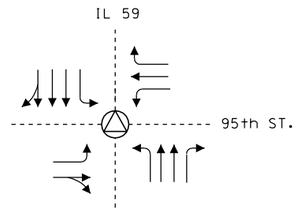
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–1

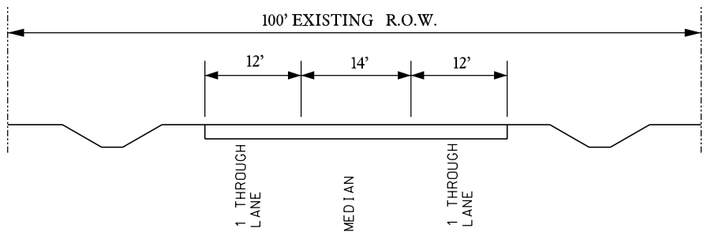
R2FILE01.SHT



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

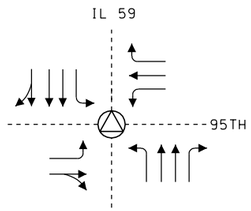
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–2

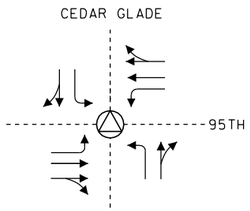
R2FILE02.SHT



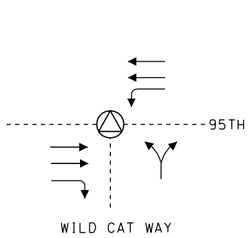
INTERSECTION DIAGRAM



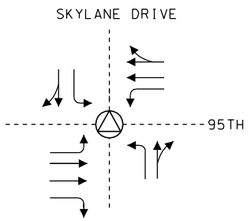
INTERSECTION DIAGRAM



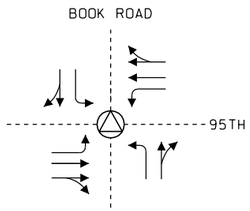
INTERSECTION DIAGRAM



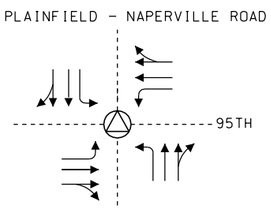
INTERSECTION DIAGRAM



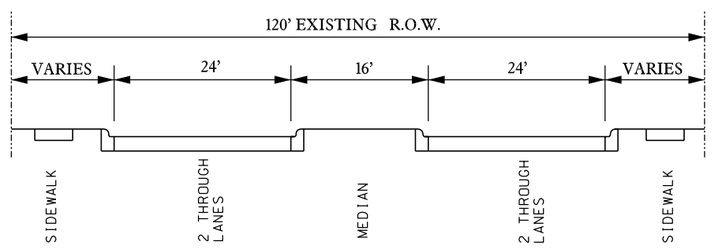
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

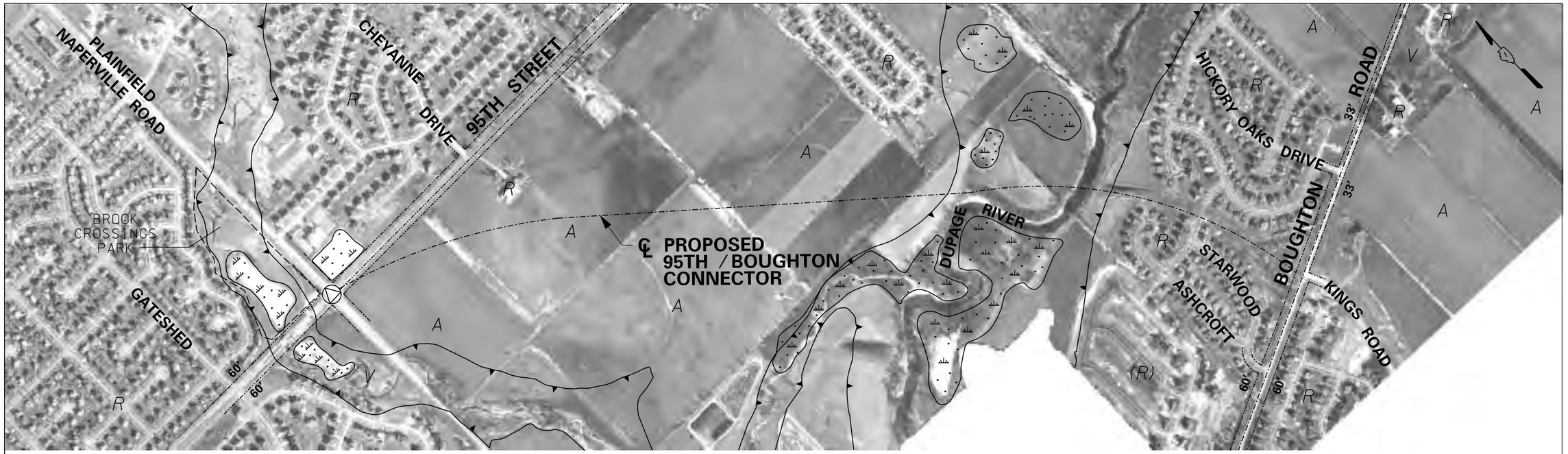
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

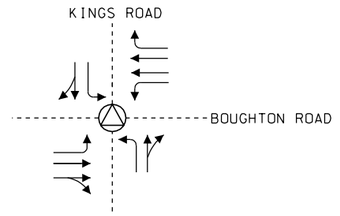
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–3

R2FILE03.SHT



INTERSECTION DIAGRAM



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

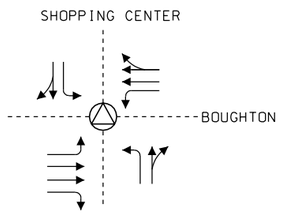
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–4

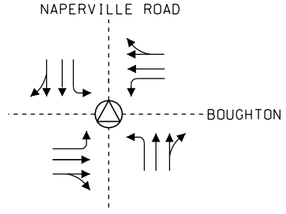
R2FILE04.SHT



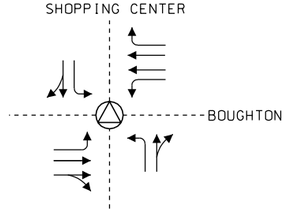
INTERSECTION DIAGRAM



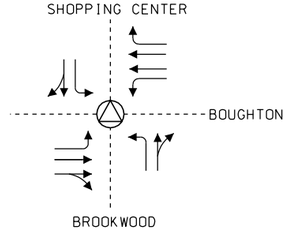
INTERSECTION DIAGRAM



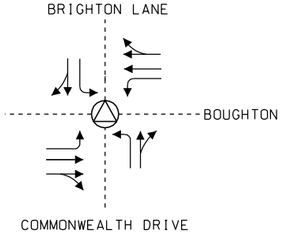
INTERSECTION DIAGRAM



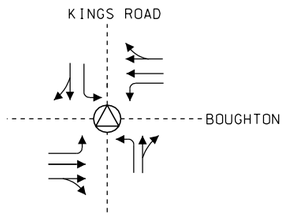
INTERSECTION DIAGRAM



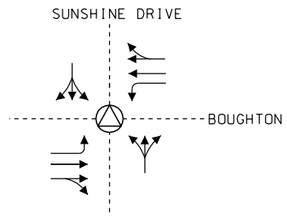
INTERSECTION DIAGRAM



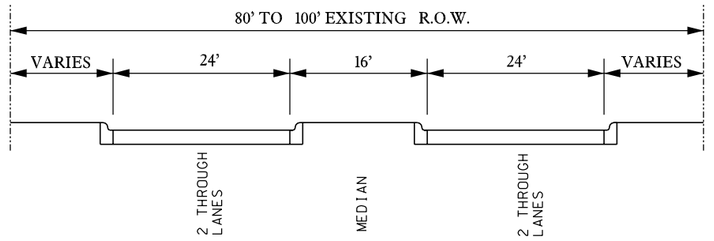
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

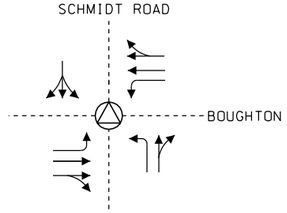
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–5

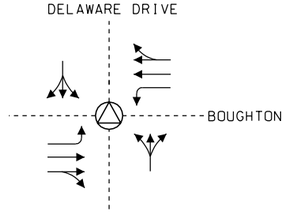
R2FILE05.SHT



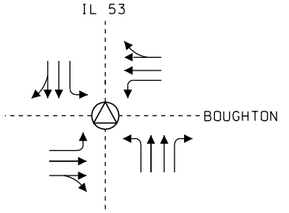
INTERSECTION DIAGRAM



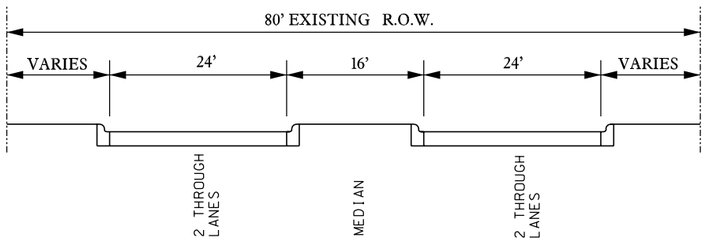
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

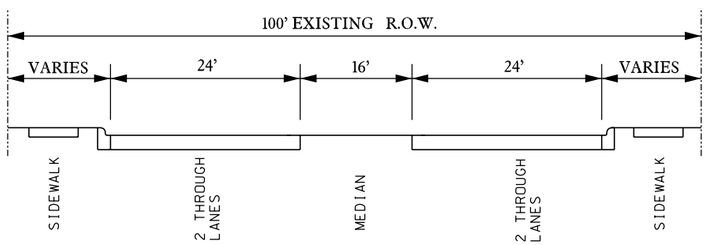


CROSS SECTION



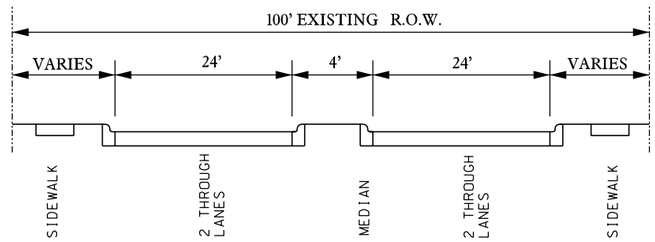
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–6

R2FILE06.SHT

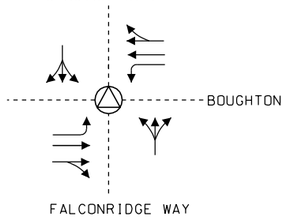


IVANHOE PARK

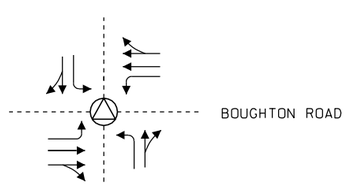
SEVENTH DAY ADVENTIST CHURCH

FRIENDSHIP UNITED METHODIST CHURCH

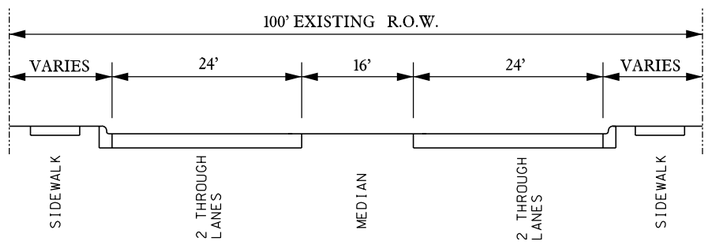
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

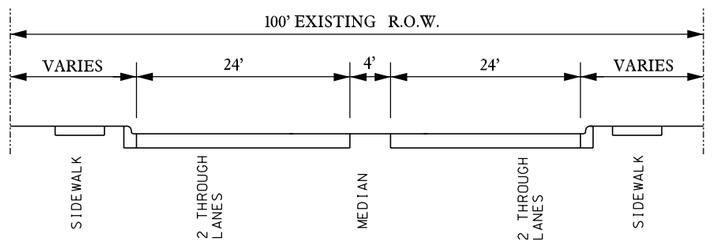


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

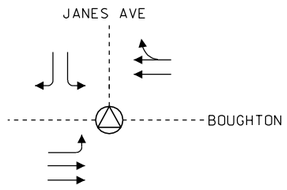
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–7

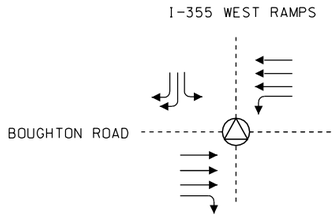
EBOUGHTI.SHT, P:\66066\RIDBOUGH\BOUGHOI.HMR



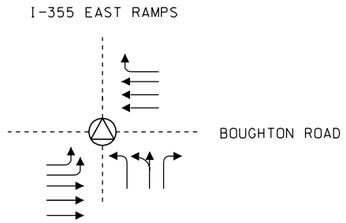
INTERSECTION DIAGRAM



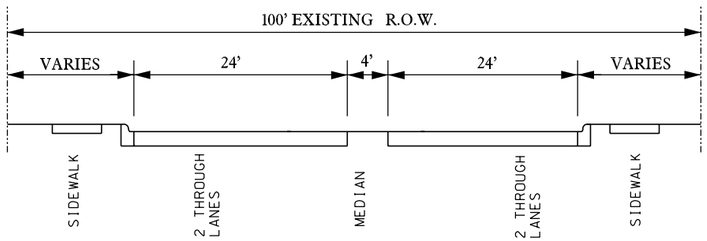
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

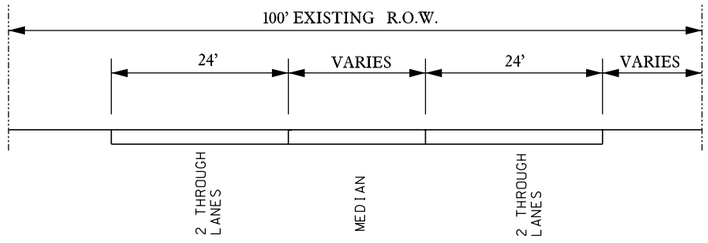


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

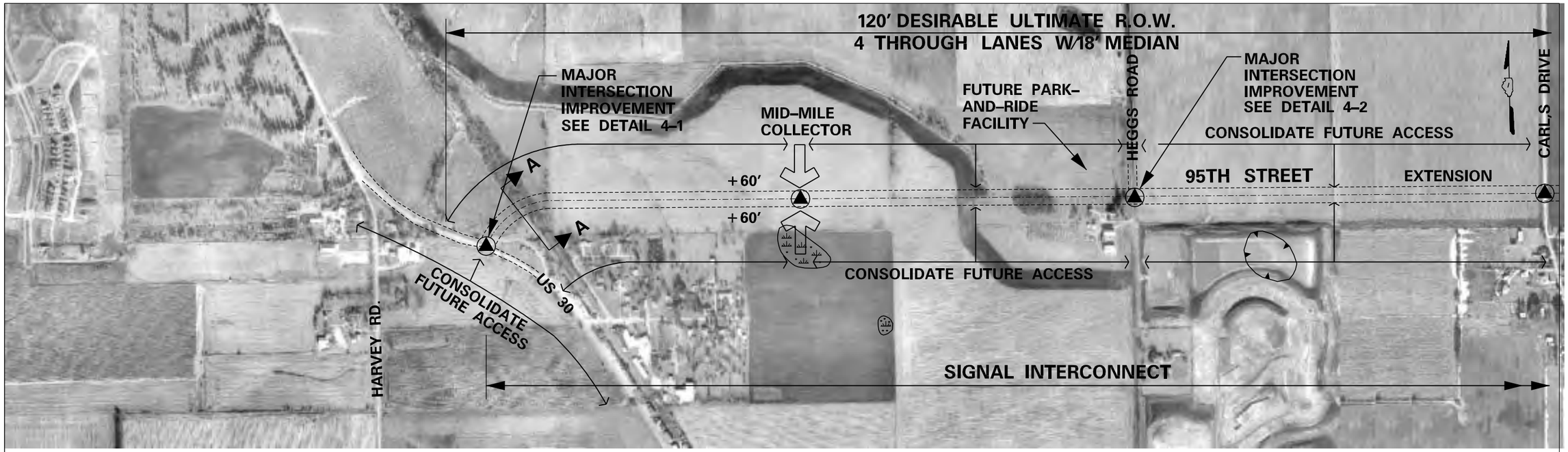
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

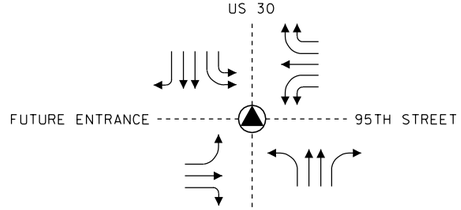
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Existing Conditions
Exhibit 4–8

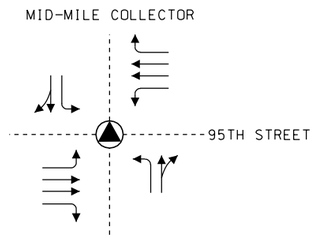
EBOUGHT2.SHT, P:\66066I\RIDBOUG\BOUGH2.HMR



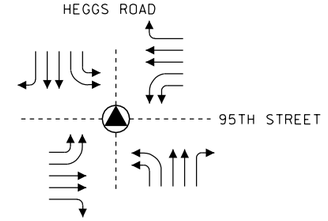
INTERSECTION DIAGRAM



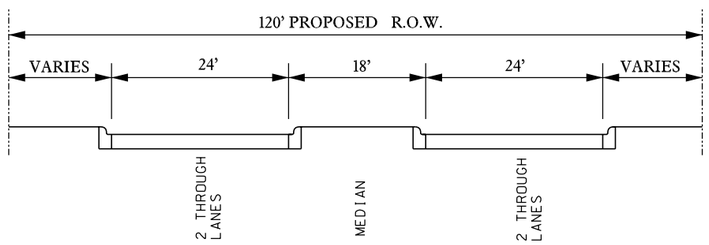
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

NOTES:

1. NUMBER OF LANES SHOWN AT US 30, MID-MILE COLLECTOR AND HEGGS ROAD ARE BASED UPON EXPECTED CONDITIONS. FUTURE DEVELOPMENT MAY INDICATE THE NEED TO WIDEN THESE ROADS.
2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.

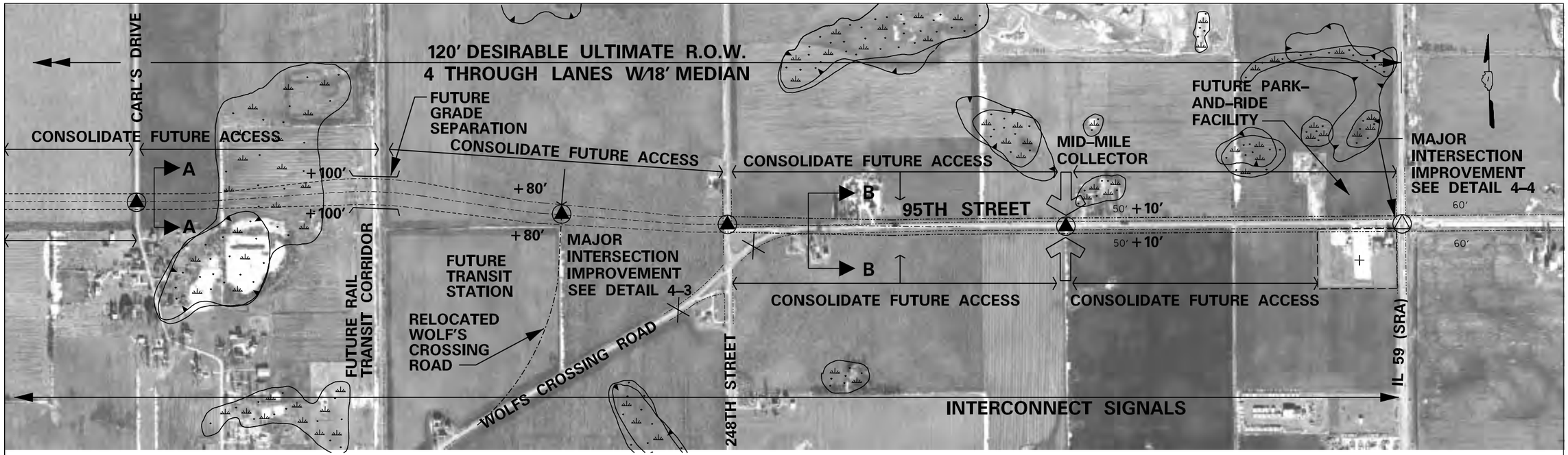
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

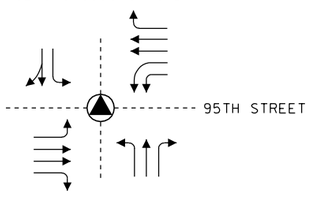
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–1A

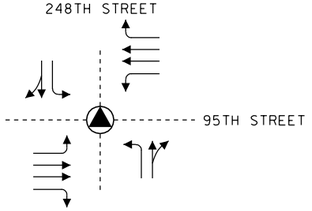
PR2FILE1.SHT, R2FILE01.HMR



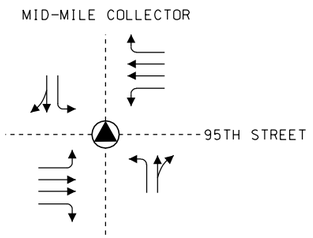
INTERSECTION DIAGRAM



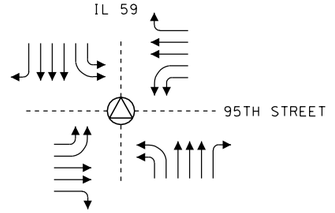
INTERSECTION DIAGRAM



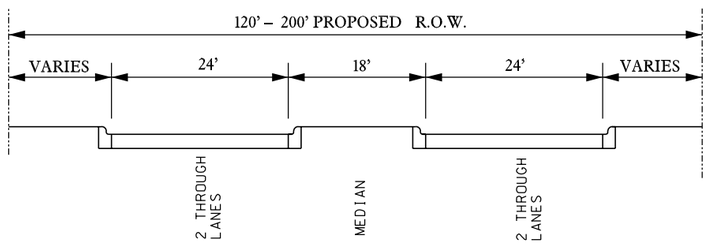
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

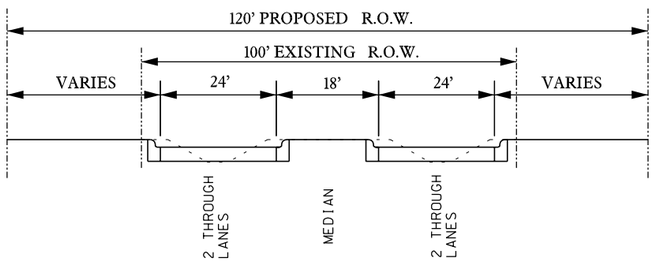


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

NOTES:

1. NUMBER OF LANES SHOWN AT 248TH STREET AND THE MID-MILE COLLECTOR ARE BASED UPON EXISTING OR EXPECTED CONDITIONS, PLUS THE ADDITION OF A LEFT TURN LANE. FUTURE DEVELOPMENT MAY INDICATE A NEED TO WIDEN THESE ROADS.
2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.
3. NUMBER OF THROUGH LANES SHOWN AT IL 59 ARE BASED UPON RECOMMENDATIONS CONTAINED IN THE IL 59 SRA REPORT.
4. PRESERVE RIGHT-OF-WAY FOR FUTURE GRADE SEPARATION FOR 95TH ST EXTENSION OVER THE EJ & E RAILROAD. EXACT RIGHT-OF-WAY REQUIREMENTS FOR A GRADE SEPARATION AT THE EJ & E RAILROAD SHALL BE DEFINED DURING PHASE I PLANNING.

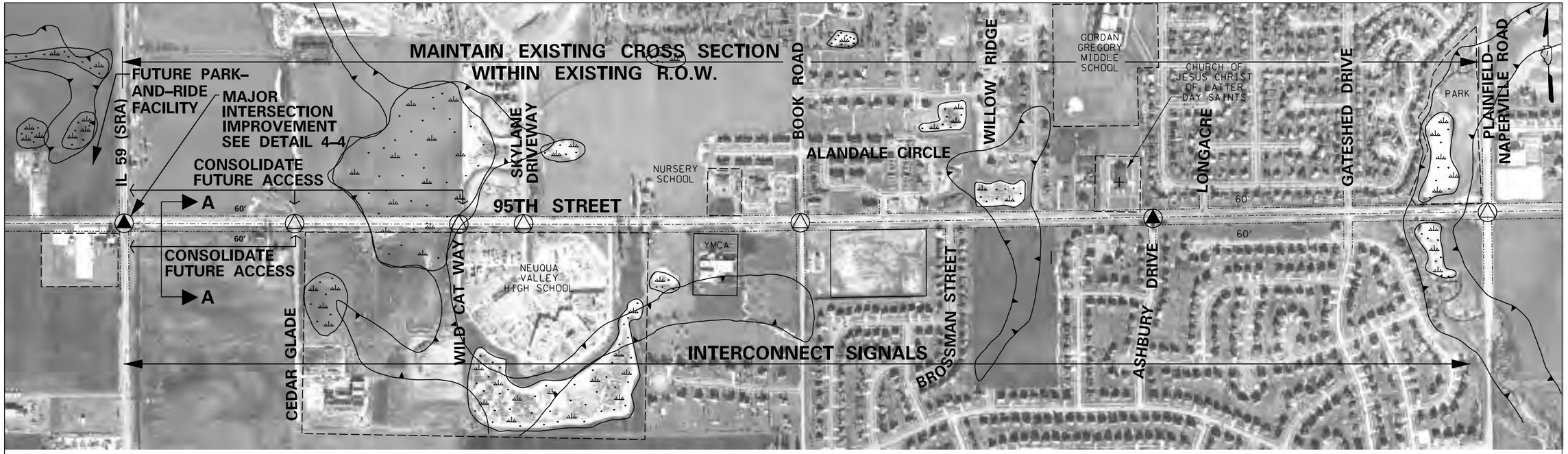
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

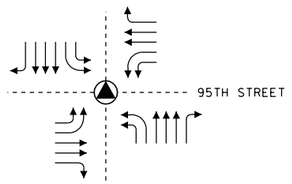
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–2A

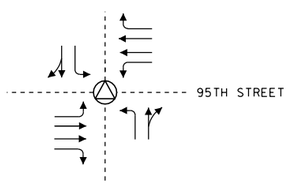
Pr2File2.SHT



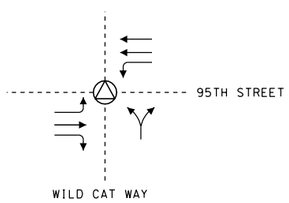
INTERSECTION DIAGRAM



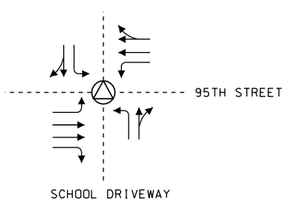
INTERSECTION DIAGRAM



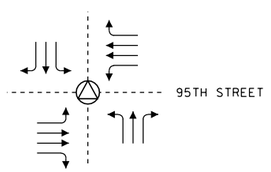
INTERSECTION DIAGRAM



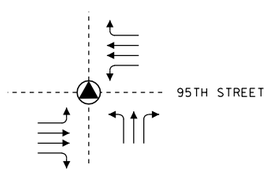
INTERSECTION DIAGRAM



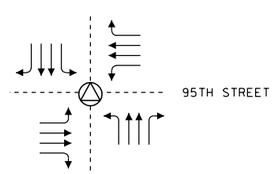
INTERSECTION DIAGRAM



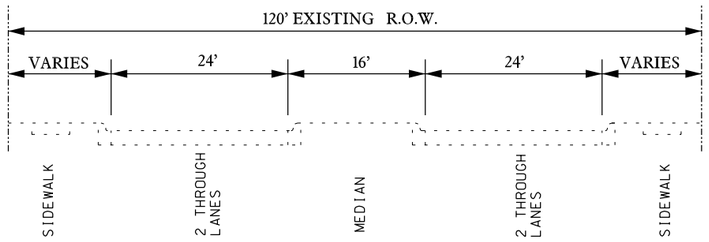
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

NOTES:

1. NUMBER OF LANES SHOWN AT BOOK ROAD AND PLAINFIELD–NAPERVILLE ROAD ARE BASED UPON EXISTING OR EXPECTED CONDITIONS, PLUS THE ADDITION OF A RIGHT TURN LANE. FUTURE DEVELOPMENT MAY INDICATE A NEED TO WIDEN THESE ROADS.

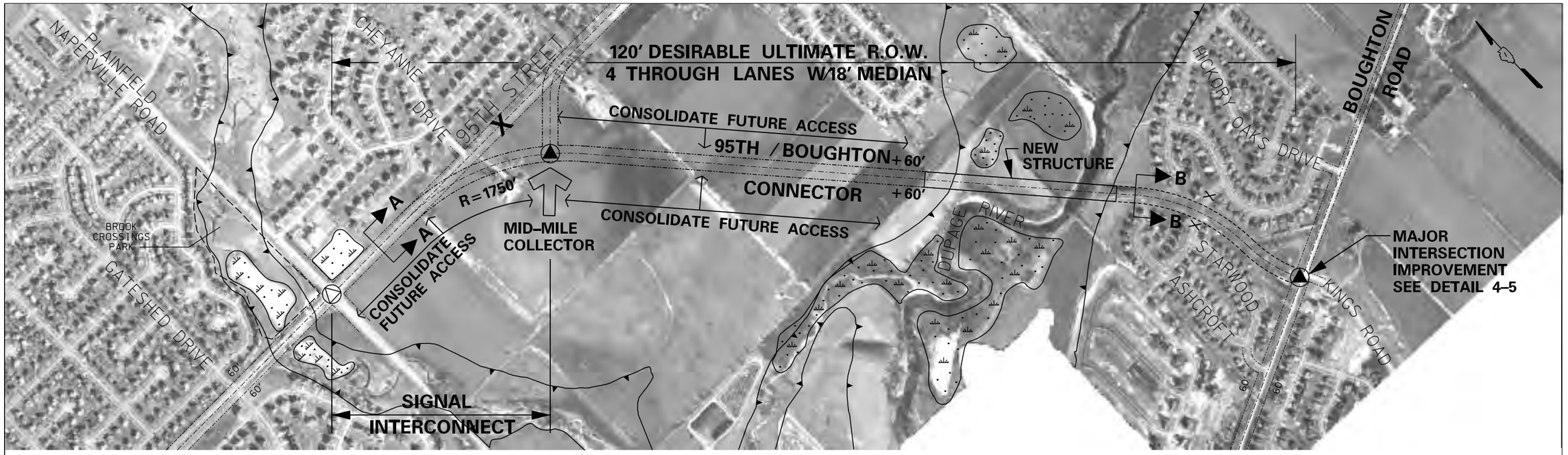
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

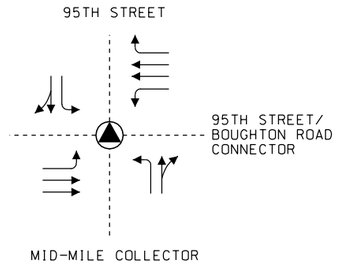
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–3A

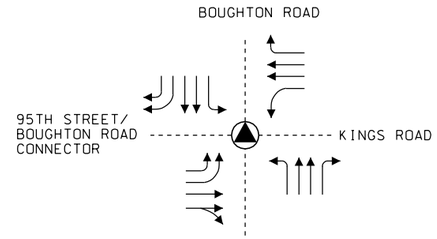
PR2FILE3.SHT



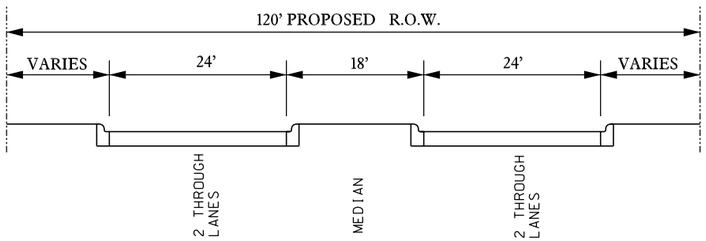
INTERSECTION DIAGRAM



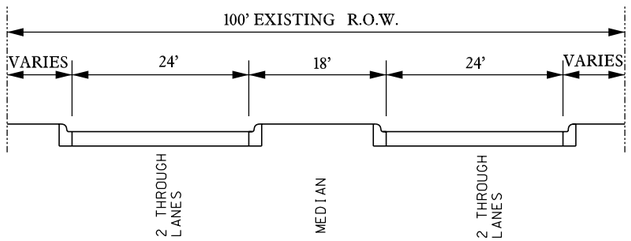
INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A



SECTION B–B

NOTES:

1. ADDITIONAL RIGHT-OF-WAY MAY BE REQUIRED NEAR THE NEW STRUCTURE OVER THE DUPAGE RIVER BECAUSE OF ROADWAY PROFILE REQUIREMENTS AND EXISTING TOPOGRAPHY.
2. MAJOR INTERSECTION IMPROVEMENT AT BOUGHTON ROAD IS TO PROMOTE THROUGH ROUTE CONTINUITY.
3. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

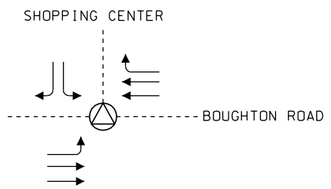
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–4A

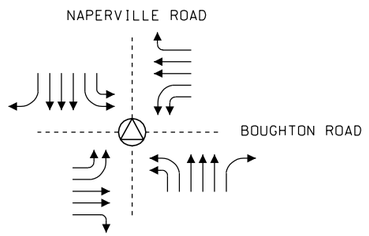
PR2FILE4.SHT



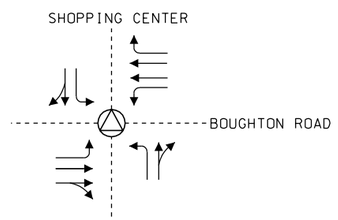
INTERSECTION DIAGRAM



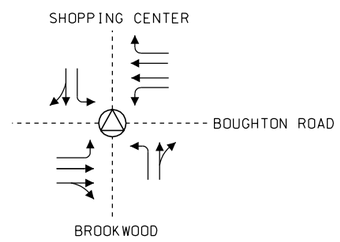
INTERSECTION DIAGRAM



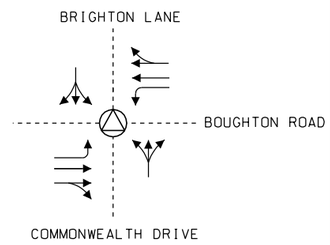
INTERSECTION DIAGRAM



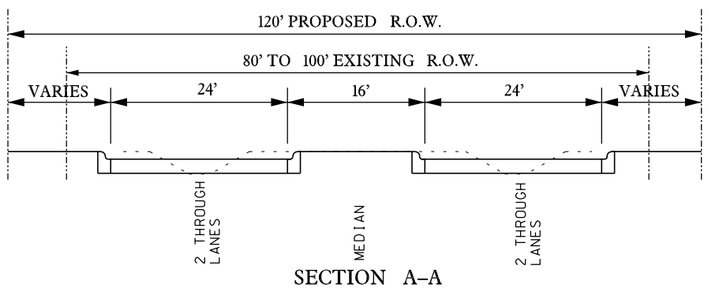
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

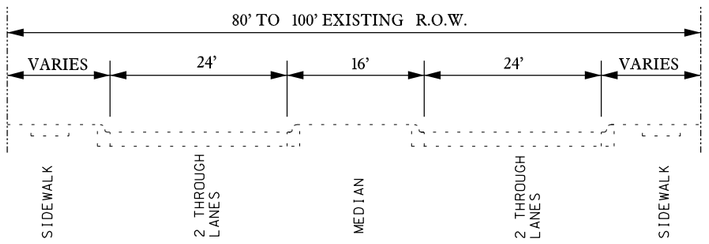


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

NOTES:

1. NUMBER OF THROUGH LANES SHOWN AT NAPERVILLE ROAD ARE BASED UPON RECOMMENDATIONS CONTAINED IN THE NAPER/WEBER/LARKIN SRA REPORT.

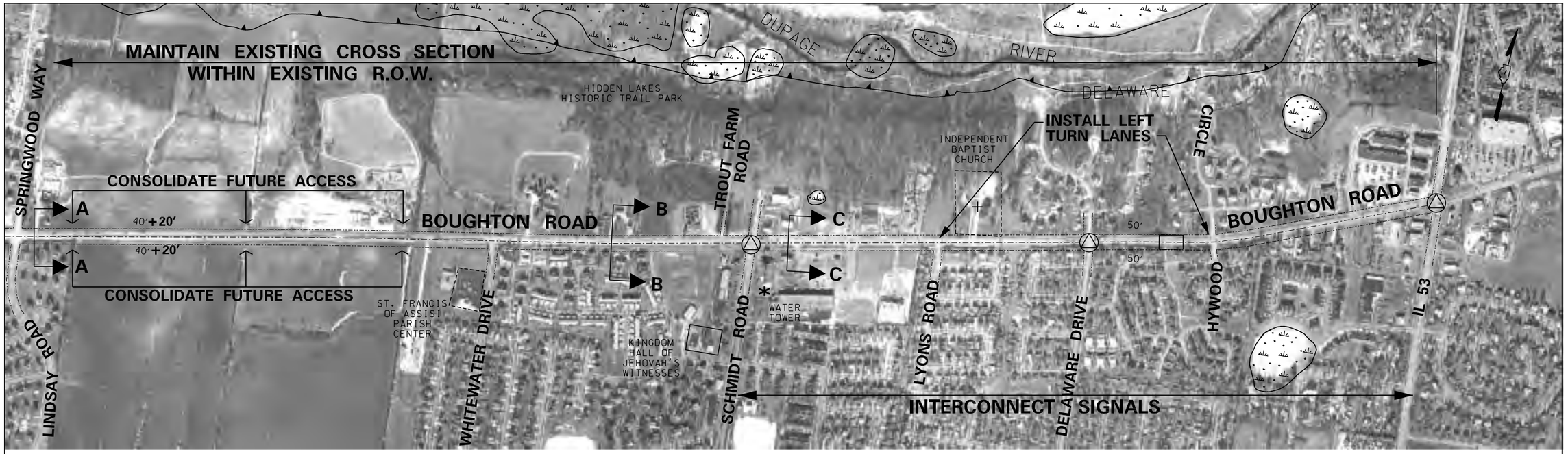
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

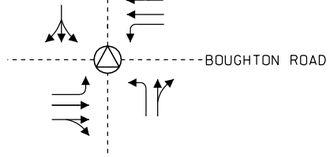
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–5A

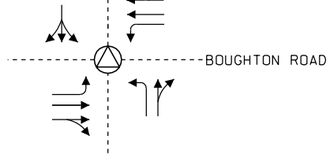
PR2FILE5.SHT



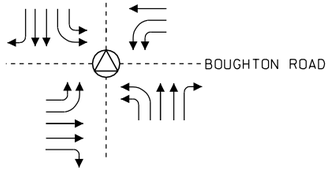
INTERSECTION DIAGRAM



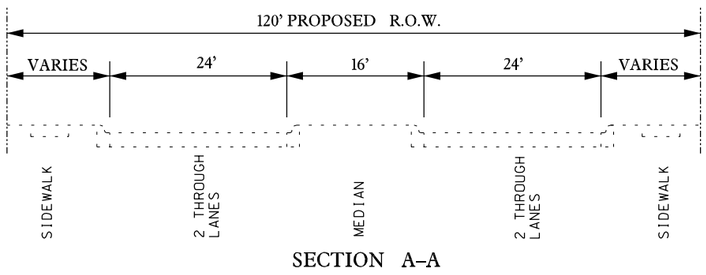
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

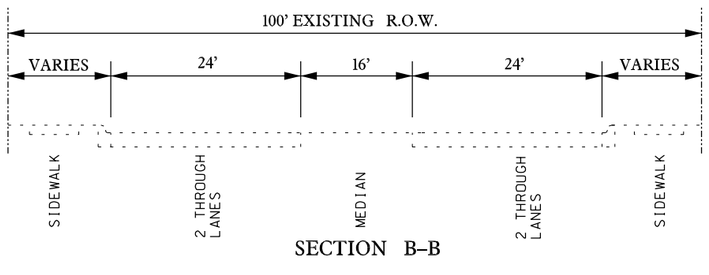


CROSS SECTION



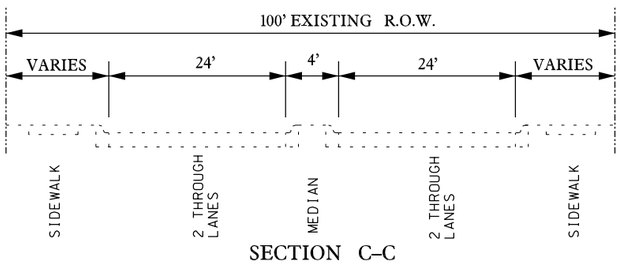
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

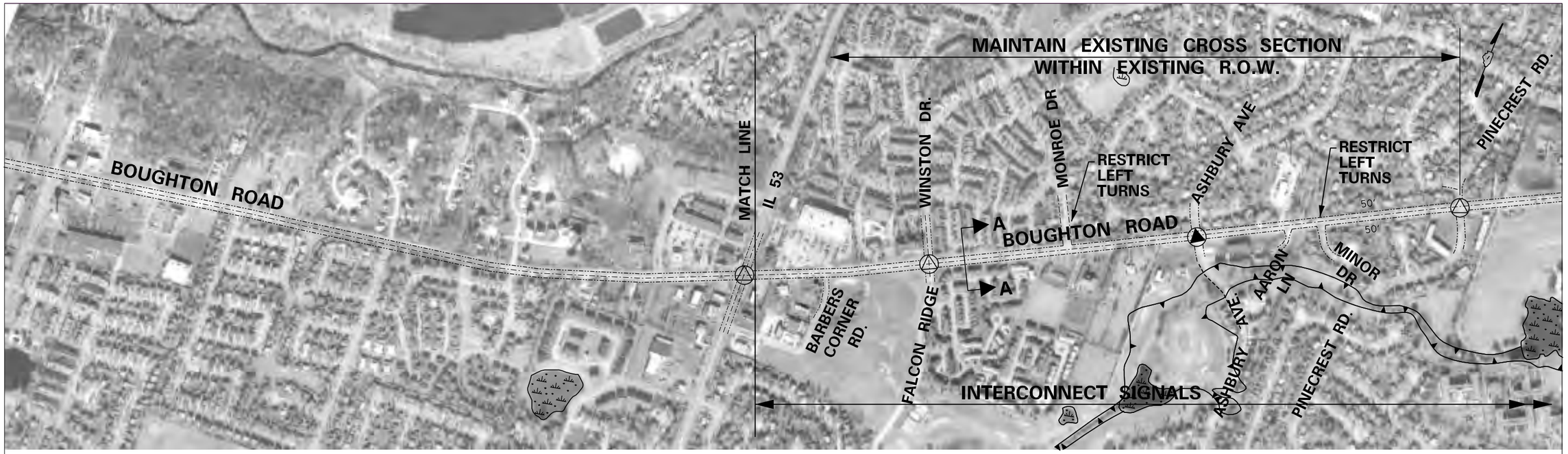
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

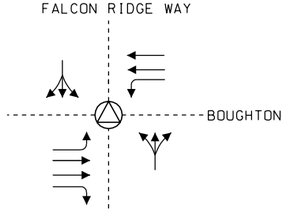
Scale in Feet
0 200 400 800 1200

95th Boughton Route
Proposed Improvements
Exhibit 4–6A

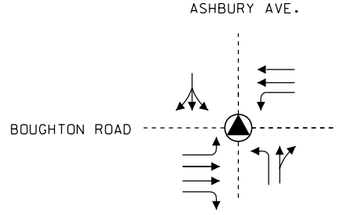
PR2FILE6.SHT



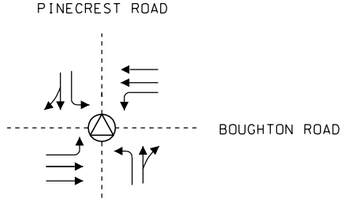
INTERSECTION DIAGRAM



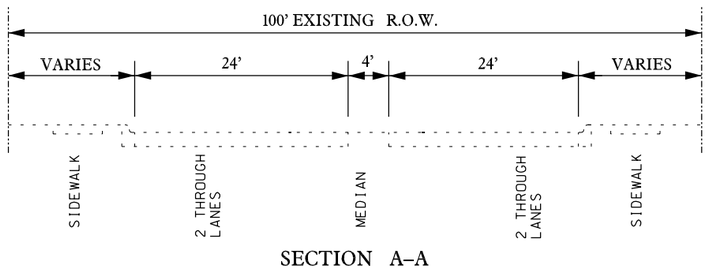
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

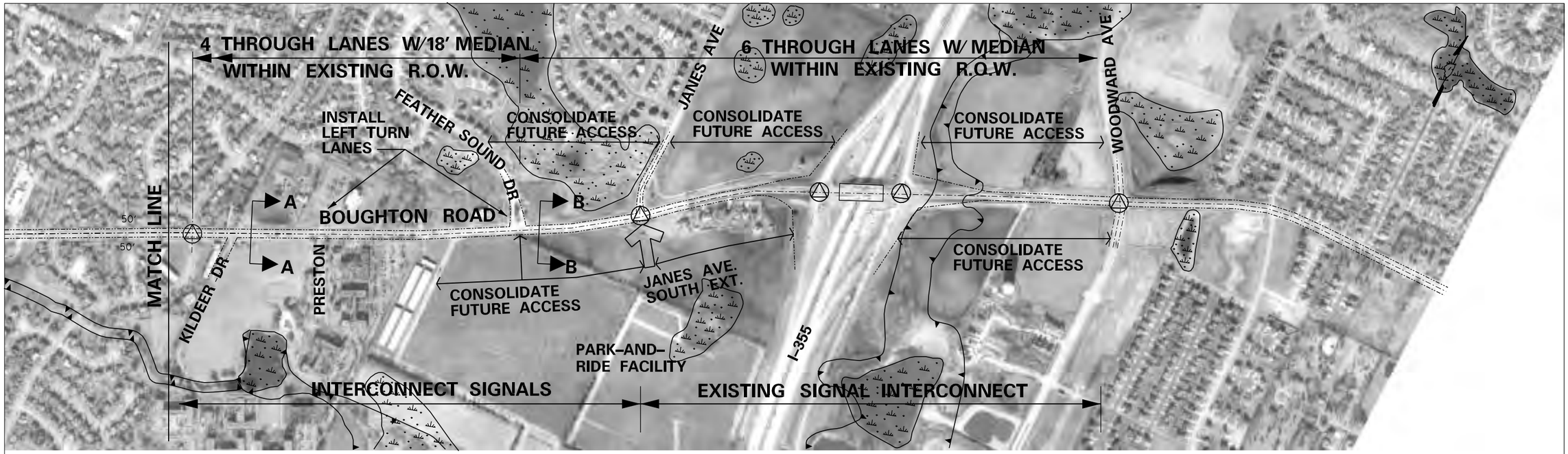
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

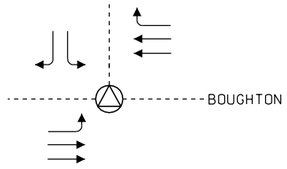
Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–7A

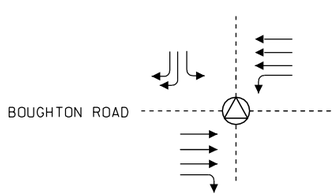
BOUGHTOI.SHT



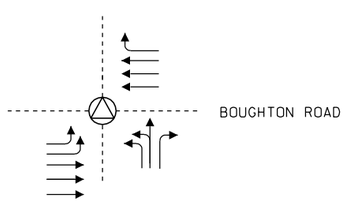
INTERSECTION DIAGRAM



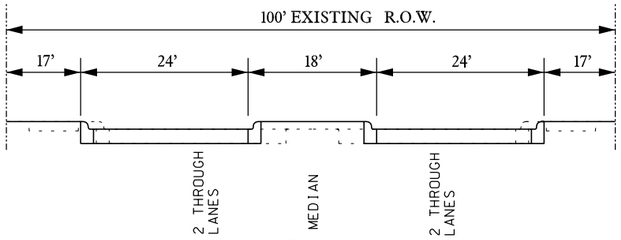
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

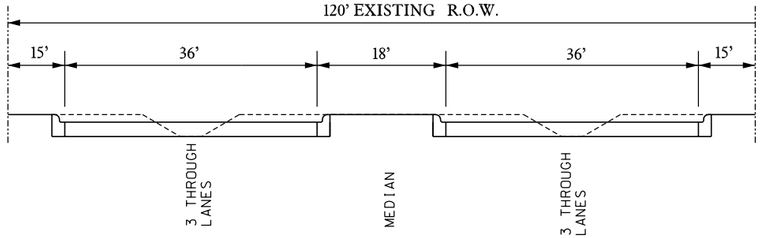


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

95th / Boughton Route
Proposed Improvements
Exhibit 4–8A

bought02.SHT, p:\66066\rigboug\bough2.nmr

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE 1 PLANNING.

RECOMMENDED IMPROVEMENTS :

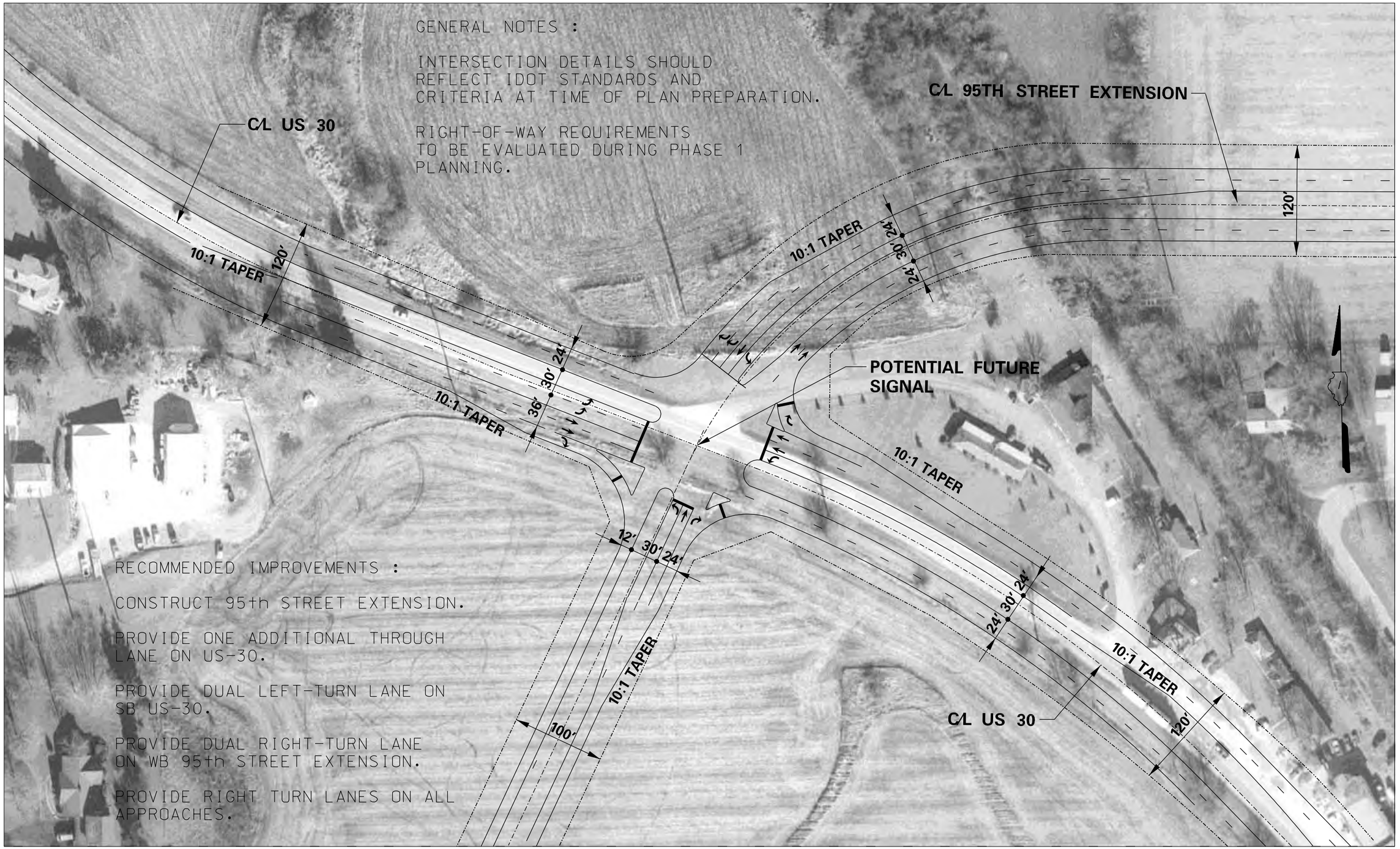
CONSTRUCT 95th STREET EXTENSION.

PROVIDE ONE ADDITIONAL THROUGH LANE ON US-30.

PROVIDE DUAL LEFT-TURN LANE ON SB US-30.

PROVIDE DUAL RIGHT-TURN LANE ON WB 95th STREET EXTENSION.

PROVIDE RIGHT TURN LANES ON ALL APPROACHES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

95th / Boughton
95th / US 30 Intersection
Detail 4–1

195US30.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD
REFLECT IDOT STANDARDS AND
CRITERIA AT TIME OF PLAN PREPARATION.

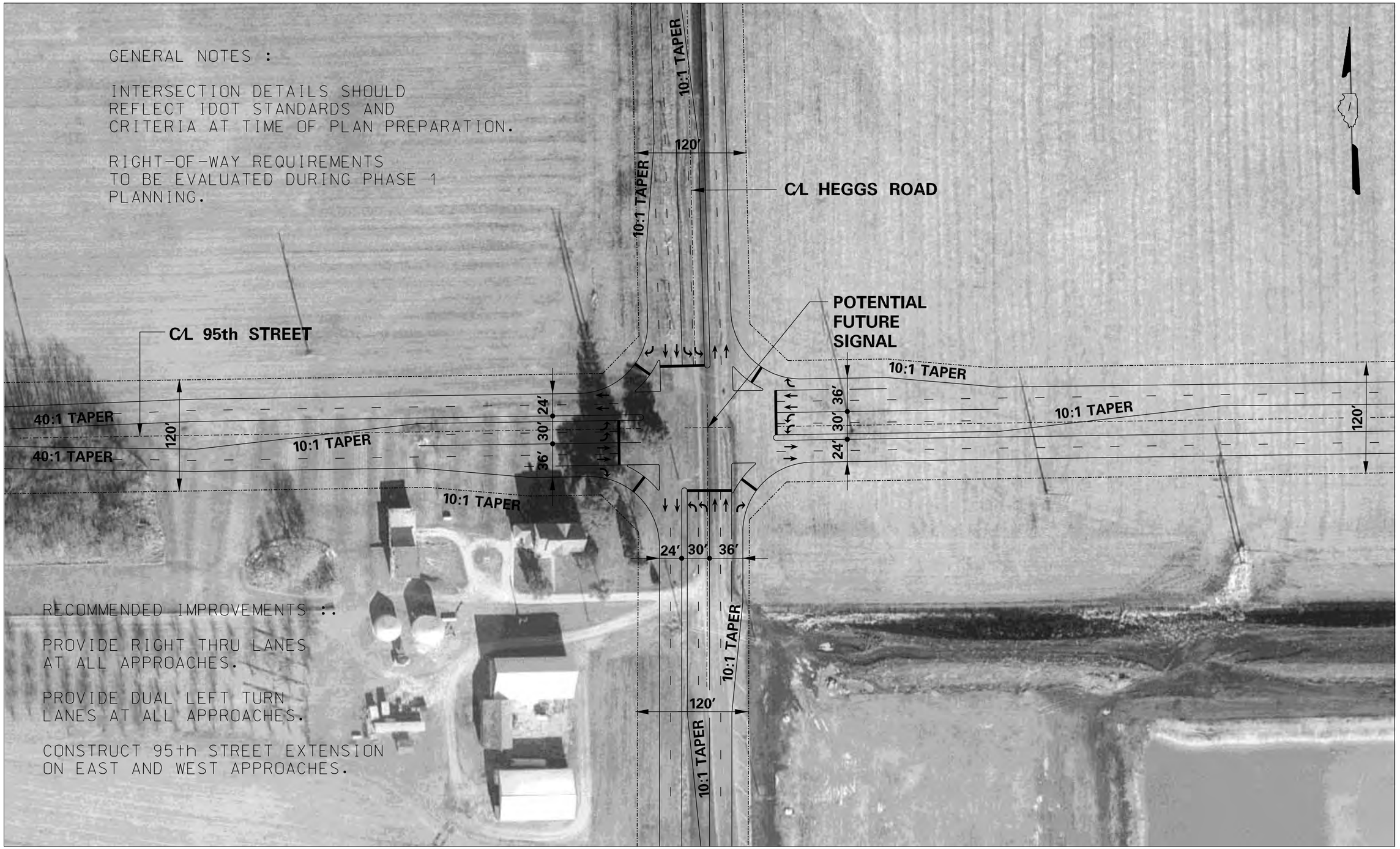
RIGHT-OF-WAY REQUIREMENTS
TO BE EVALUATED DURING PHASE 1
PLANNING.

RECOMMENDED IMPROVEMENTS :.

PROVIDE RIGHT THRU LANES
AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN
LANES AT ALL APPROACHES.

CONSTRUCT 95th STREET EXTENSION
ON EAST AND WEST APPROACHES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

95th / Boughton
95th / Heggs Road Intersection
Detail 4–2

195HEGGS.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD
REFLECT IDOT STANDARDS AND
CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS
TO BE EVALUATED DURING PHASE 1
PLANNING.

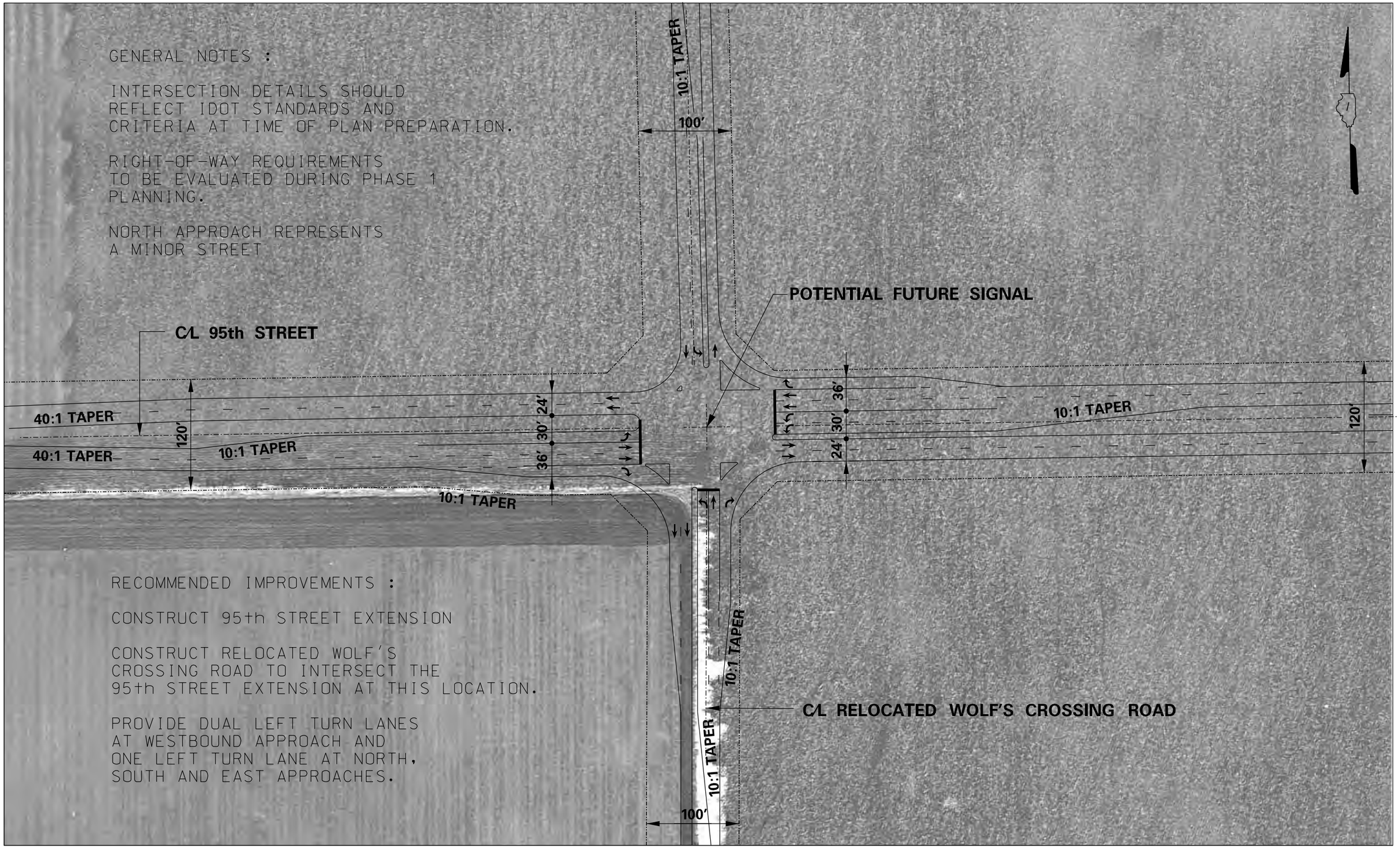
NORTH APPROACH REPRESENTS
A MINOR STREET

RECOMMENDED IMPROVEMENTS :

CONSTRUCT 95th STREET EXTENSION

CONSTRUCT RELOCATED WOLF'S
CROSSING ROAD TO INTERSECT THE
95th STREET EXTENSION AT THIS LOCATION.

PROVIDE DUAL LEFT TURN LANES
AT WESTBOUND APPROACH AND
ONE LEFT TURN LANE AT NORTH,
SOUTH AND EAST APPROACHES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

95th / Boughton
95th / Wolf's Crossing Rd. Intersection
Detail 4–3

195wolf.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD
REFLECT IDOT STANDARDS AND
CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS
TO BE EVALUATED DURING PHASE 1
PLANNING.

C/L IL 59

C/L 95TH STREET

EXISTING
SIGNAL

10:1 TAPER

10:1 TAPER

48′ 30′ 36′

36′ 30′ 24′

10:1 TAPER

40:1 TAPER

120′

10:1 TAPER

40:1 TAPER

24′ 30′ 36′

10:1 TAPER

120′

36′ 30′ 48′

10:1 TAPER

160′

10:1 TAPER

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH
LANE ON EASTBOUND APPROACH.

PROVIDE ADDITIONAL LEFT TURN
LANE ON ALL APPROACHES.

PROVIDE RIGHT TURN LANE ON ALL
APPROACHES.

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

95th / Boughton
95th Street / IL 59 Intersection
Detail 4–4

IR29559.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE 1 PLANNING.

LANE CONFIGURATION ON WEST APPROACH BASED ON ROAD 2020 TRAFFIC VOLUMES.

RECOMMENDED IMPROVEMENTS :

CONSTRUCT 95TH STREET / BOUGHTON ROAD CONNECTOR

PROVIDE ONE ADDITIONAL THROUGH LANE AT ALL APPROACHES.

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES TO ALL APPROACHES.

C/L BOUGHTON ROAD

C/L 95TH STREET/ BOUGHTON ROAD CONNECTOR

C/L KINGS ROAD

PROPOSED FUTURE SIGNAL

ALAN DEATHERIDGE

10:1 TAPER

120'

100'

36' 30' 24'

24' 30' 36'

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

95th / Boughton
Boughton Rd / Kings Road Intersection
Detail 4–5

ir295br.SHT, IR29BGT.HMR

RECOMMENDED IMPROVEMENTS :

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES ON ALL APPROACHES.

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE 1 PLANNING.

LANE CONFIGURATION ON NAPERVILLE ROAD BASED ON RECOMMENDATIONS IN NAPERVILLE ROAD SRA REPORT



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

95th / Boughton
Boughton Rd / Naperville Rd Intersection
Detail 4–6

ir2brnp.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

I-355

BOUGHTON ROAD

36'
36'
36'
36'
36'
36'
48'
36'
10:1 TAPER

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE IN EACH DIRECTION WEST OF I-355.

INTERCHANGE CONFIGURATION REFLECTS CONDITIONS PRESENTLY UNDER CONSTRUCTION.

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 100 200 400 600

95th / Boughton
Boughton Rd / I–355 Interchange
Detail 4–7

19513355.SHT, 19513355.hmr

SECTION

5

Route Analysis - 119th Street

SECTION FIVE
ROUTE ANALYSIS - 119th STREET

Section Five provides the route analysis for 119th Street which extends from Stewart Road on the west to Weber Road on the east. Three designated SRA Routes intersect the 119th Street Route: Stewart Road, part of the WIKADUKE Trail, at the western terminus of the route; Illinois Route 59 approximately 3.5 miles east of the WIKADUKE Trail; and Weber Road, part of the Naper/Weber/Larkin SRA, at the eastern terminus of the route. Other transportation facilities located within the study area include U.S. Route 30 and the EJ&E Railroad, both located between Heggs Road and Normantown Road. The total length of the route is approximately 7.5 miles.

This portion of 119th Street was adopted onto the Strategic Regional Arterial System as defined in the 2020 Regional Transportation Plan. This route will provide an additional east-west SRA arterial between the 75th Street and Caton Farm Road SRA routes.

119th Street is identified as a Major Area Service Arterial in the Transportation Plan contained in the Village of Plainfield Comprehensive Plan. Illinois Route 59 and Caton Farm Road are also classified as Major Area Service Arterials in this plan.

Between Illinois Route 59 to just west of Kings Road, 119th Street is identified as a Major Arterial in the Village of Bolingbrook Thoroughfare Plan. East of this point to Weber Road, it is identified as a Minor Arterial. New roadway segments connecting 119th Street, 115th Street and Remington Boulevard are also included in this plan to provide a continuous east-west Major Arterial that would connect 119th Street with Illinois Route 53.

For the purpose of discussion, the route has been divided into roadway segments of similar characteristics. These characteristics include projected traffic volumes, number of travel lanes, right-of-way width, development, and other factors that may distinguish one roadway environment from another. This Section has been arranged according to the roadway segments as described below.

Section 5.1 discusses the elements of roadway Segment 1 which includes 3.5 miles between Stewart Road and Illinois Route 59. At the west end of this segment, a one and one half-mile extension of 119th Street is recommended from just east of Heggs Road to Stewart Road. Segment 2 is located between Illinois Route 59 and Weber Road. This segment is four miles long and follows the existing 119th Street alignment.

{ THIS PAGE INTENTIONALLY LEFT BLANK }

5.1 SEGMENT 1: 119th STREET - STEWART ROAD TO ILLINOIS ROUTE 59

5.1.1 LOCATION

Segment 1 of the 119th Street WIKADUKE route extends for approximately 3.5 miles from Stewart Road on the west to Illinois Route 59 on the east. At the west end of this segment, an extension of 119th Street to Stewart Road is proposed. 119th Street between Heggs Road and Illinois Route 59 is maintained by the Wheatland Township Highway Department.

5.1.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 5-1 through 5-3.

Traffic Volumes

According to the 1995 IDOT Will County Traffic Map, the average annual daily traffic (AADT) on 119th Street is 400 vehicles between U.S. Route 30 and 248th Street and 3,800 vehicles between 248th Street and Illinois Route 59. No volume was listed on the 1995 map for 119th Street between Heggs Road and U.S. Route 30. However, an AADT of 150 vehicles was listed on the 1991 IDOT Will County Traffic Map for this area.

Right-of-Way

The existing right-of-way on this segment of 119th Street is 66 feet wide.

Pavement Width and Number of Lanes

Between Heggs Road and Normantown Road, the existing pavement is 20 feet wide, and between Normantown Road and Illinois Route 59, it is 24 feet wide. Throughout the segment, there are two through lanes (one in each direction).

There are no shoulders in this segment.

Traffic Signals

There are no traffic signals in this segment.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads located along 119th Street, and on-street parking is not permitted.

Structures

There are two box culverts in this segment. One is located under the U.S. Route 30/119th Street intersection. The other is at Wolf Creek, west of Illinois Route 59.

Transit

This segment of 119th Street is not currently served by any public transportation. The nearest Metra station is located along Illinois Route 59, approximately 7.5 miles to the north.

Other Characteristics

There is an at-grade railroad crossing of the EJ&E Railroad immediately west of the Normantown Road intersection. Between the EJ&E Railroad and Normantown Road, there is a substantial change in grade. 119th Street also crosses an abandoned EJ&E Railroad right-of-way immediately east of the U.S. Route 30 intersection.

U.S. Route 30 intersects 119th Street at a skewed angle (approximately 65 degrees).

119th crosses a utility easement west of the EJ&E Railroad that contains a gas pipe line and ComEd facilities.

5.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include floodplains, wetlands, a state threatened species, prime farmland, and sensitive land uses. These characteristics are shown on Exhibits 5-1 through 5-3.

Streams/Wetlands/Floodplains

There are three floodplain crossings of 119th Street in this segment. The locations are:

- West Norman Drain between Heggs Road and U.S. Route 30 where the floodplain is 300 feet wide;
- a tributary of West Norman Drain between U.S. Route 30 and Normantown Road where the floodplain is 100 feet wide; and
- Wolf Creek west of Illinois Route 59 where the floodplain is 500 feet wide.

In addition to these floodplain crossings, a wetland was identified on the south side of 119th Street, east of Normantown Road, which may infringe upon the right-of-way of the route.

Flora and Fauna

There is a known occurrence of Loggerhead Shrike, a state threatened bird species, within approximately one mile of the western end of this segment.

Prime Farmland

All undeveloped land along this segment is classified as prime farmland.

Sensitive Land Uses

The Wheatland Presbyterian Church and affiliated cemetery and park are located on the northwest and northeast corners of the intersection with Heggs Road.

According to the Final Draft Plainfield Area Bicycle Plan, there are bicycle and shared use path crossings located in this segment. These are located at the intersections with: the WIKADUKE Trail; the two EJ&E railroad crossings; 248th Street; Van Dyke Road; and Wolf Creek.

5.1.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments for Segment 1 of 119th Street are shown on Exhibits 5-1 through 5-3.

Land Use Jurisdiction

All of the land adjacent to 119th Street in this segment is unincorporated.

Type and Intensity of Development

Land use is primarily agricultural. There are scattered farmhouses throughout the segment, as well as some single-family residential development in the vicinity of the U.S. Route 30 intersection. Commercial development in this segment is located southeast of the U.S. Route 30 intersection and on the southeast corner of the Normantown Road intersection.

Development Access and Setback

All development adjacent to 119th Street in this segment has direct access to the route. This access primarily consists of approximately 15 residential driveways.

Buildings located at Heggs Road; the residential development on the south side of the route, west of U.S. Route 30; and various farmhouses and associated buildings are set back between 25 and 50 feet from the existing right-of-way. Other buildings along the route are set back greater than 50 feet.

Future Development

This segment is within the planning areas of the Village of Oswego and the Village of Plainfield. Oswego's Draft Comprehensive Plan recognizes the proposed extension of 119th Street to Stewart Road. Commercial development is planned for the area surrounding the 119th Street Extension/Stewart Road intersection. East of the Kendall/Will County line, Plainfield's Comprehensive Plan indicates that a mix of land use is planned. Commercial development is planned on the south side of the route between the county line and Heggs Road; on the north side of the route between Heggs Road and West Norman Drain; and at the northwest corner of the intersection with Illinois Route 59. Office and industrial development is planned for the north side of the route between the county line and Heggs Road and the north side of the route, east of U.S. Route 30. Residential development is planned for much of the remainder of the undeveloped land. Additionally, preservation of open space in and around the floodplain areas associated with West Norman Drain and Wolf Creek is planned. Although much of the land along this segment is undeveloped, with rapid suburban growth occurring it is foreseeable that more intense development will occur in the agricultural areas along this segment.

According to municipal records as of April, 1997, there are two developments proposed in this segment at the intersection with Illinois Route 59. On the northwest corner, a 120-acre development has been proposed that would include 260 single-family residential units and 20 acres of commercial use. On the southwest corner, a 285-acre development has been proposed, consisting of over 700 single-family and townhouse units and up to 15 acres of commercial use. One access point on 119th Street is planned for the residential units in each of these projects. It is likely that additional access would also be requested along 119th Street for the commercial development.

5.1.5 RECOMMENDED IMPROVEMENTS

Improvements for this segment have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of existing and planned development along the route. Improvements are categorized as ultimate and low-cost and are divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 5-1A through 5-3A.

Ultimate Improvements

Roadway

The recommended roadway configuration for this segment provides for two through traffic lanes in each direction with an 18-foot wide raised median within a 120-foot wide right-of-way.

At the west end of this segment, an extension of 119th Street is recommended. The proposed extension would connect 119th Street with Collins Road at Stewart Road and provide a longer, continuous east-west arterial and linkage to the WIKADUKE Trail (discussed in Section 3 of this report). Collins Road currently terminates approximately 0.5 miles west of Stewart Road. As part of this extension, 119th Street would be realigned to the south, east of Heggs Road. By realigning 119th Street, potential impacts to the Wheatland Presbyterian Church and associated facilities would be avoided. The proposed extension and realignment are shown on Exhibits 5-1A and 5-2A.

It is recommended that Heggs Road be realigned in the vicinity of the 119th Street intersection to provide a less skewed intersection.

It would be desirable to grade separate 119th Street at the E, J & E railroad, however, this does not appear feasible. The proximity of the US Route 30 intersection, the elevated railroad profile and the proximity of wetlands and floodplains would make implementation of a grade separation very difficult.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 5.1-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B for this segment of 119th Street.

Table 5.1-1
Capacity Analysis for Segment 1 - 119th Street

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Stewart Road to U.S. 30	< 10,000	4	B	Yes
U.S. 30 to Illinois 59	10 to 20,000	4	B	Yes

Intersections

The recommended roadway configuration will allow development of separate left- and right-turn lanes as necessary at intersections along 119th Street. A major intersection improvement is recommended at the intersection of the 119th Street/Collins Road Connector with Stewart Road and at the 119th Street intersection with Illinois Route 59 (See Details 5-1 and 5-2). Dual left-turn lanes and right turn lanes are recommended for all legs of these intersections. Separate right-turn lanes are recommended at all signalized intersections.

Future peak hour levels of service were calculated for each movement at the 119th Street/Stewart Road and 119th Street/Illinois Route 59 intersections since all are designated as SRAs. Both intersections are projected to operate at LOS C. The LOS for each intersection movement is shown in Tables 5.1-2 and 5.1-3.

Table 5.1-2
119th Street/Stewart Road Intersection Level of Service

Direction/Movement	Level of Service
119th Street Eastbound	
left turn	C
through	C
right turn	B
119th Street Westbound	
left turn	C
through	C
right turn	B
Stewart Road Northbound	
left turn	C
through	C
right turn	B
Stewart Road Southbound	
left turn	C
through	C
right turn	B
Total Intersection	**C**

Table 5.1-3
119th Street/Illinois Route 59 Intersection Level of Service

Direction/Movement	Level of Service
119th Street Eastbound	
left turn	D
through	C
right turn	B
119th Street Westbound	
left turn	D
through	C
right turn	B
Illinois Route 59 Northbound	
left turn	C
through	C
right turn	B
Illinois Route 59 Southbound	
left turn	D
through	C
right turn	B
Total Intersection	**C**

Traffic Signalization

Locations recommended for potential future signals are at the 119th Street intersections with Stewart Road, Mid-Mile Collector, Heggs Road, U.S. Route 30, Normantown Road, 248th Street, Van Dyke Road, and Illinois Route 59.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on 119th Street and interfere with optimization and progression of signal systems.

Interconnection of signals into a coordinated system is recommended for future traffic signals. Two signal systems are recommended for the signals in this segment. One 4system

would interconnect the signals from Stewart Road to Heggs Road and the other would connect the signals between U.S. Route 30 and Illinois Route 59.

Structures

The existing box culverts at the U.S. Route 30/119th Street intersection and at Wolf Creek (west of Illinois Route 59) will require modification to accommodate the recommended ultimate roadway cross-section of four through lanes. The Wolf Creek structure modifications should take into consideration neighborhood access trails along the creek.

Transit

The growth of residential development along 119th Street and between 119th and 95th Streets suggests that an extension of Pace bus service to this area will be desirable in the near future. Therefore, improvements to 119th Street should allow for the inclusion of bus stops, off-street loading areas and bus turn arounds as may be needed. Additionally, bus signal preemption should be provided.

Consideration should also be given to development of a Park-and-Ride facility in conjunction with future Pace bus service along 119th Street. Potential locations for such a facility would be at Stewart Road and Illinois Route 59.

A new commuter rail line is being considered by Metra that would operate on the EJ&E Railroad. If service on this line were to be implemented, right-of-way should be preserved for a potential future passenger station at the 119th Street crossing.

Low-Cost Improvements

Intersections

Left-turn lanes are recommended at U.S. Route 30, Normantown Road, 248th Street, and Van Dyke Road. These lanes would preserve through lane capacity by providing storage of left-turning vehicles outside of the through lanes.

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 119th Street be limited to the locations shown on Exhibits 5-1A through 5-3A. These locations are typically spaced approximately one-quarter mile apart and operate as right-in/right-out only.

Transit

Directional signage is recommended on 119th Street for Metra commuter rail service at the Route 59 station on the Burlington Northern line.

5.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for this segment of 119th Street is 120 feet. To achieve this width, an additional 27 feet of right-of-way will be required on both sides of the route between Heggs Road and Illinois Route 59. New right-of-way, 120 feet wide, will also be required for the recommended extension of 119th Street at the west end of this segment.

Some of the structures along this segment could potentially be displaced to accommodate the recommended improvements and acquire the desirable right-of-way. During the roadway design phase, areas of potential displacements should be studied further to determine if the right-of-way could be narrowed or if the alignment could be shifted.

5.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

There are several environmentally sensitive areas on this segment which could be impacted. Expansion of the right-of-way could impact floodplains, wetlands, a state threatened species, and prime farmland. The potential impact on these areas will likely require further study during the roadway design phase.

5.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 119th Street is shown in Table 5.1-4.

Table 5.1-4
1998 Construction Cost Estimates for Segment 1 of 119th Street

Improvement	Estimated Cost
Ultimate	
Roadway	$12,950,000
Intersection Improvements	$2,563,000
Traffic Signals	$1,000,000
Signal Interconnection	$641,000
Structures	$400,000
Transit Improvements	$2,050,000
Right-of-way Acquisition	$4,567,000
Total Estimated Cost for Ultimate Improvements	**$24,171,000**
Low-Cost	
Roadway	$992,000
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$1,002,000**
Total Estimated Cost for All Improvements	**$25,173,000**

5.2 SEGMENT 2: 119th STREET - ILLINOIS ROUTE 59 TO WEBER ROAD

5.2.1 LOCATION

Segment 2 of the 119th Street WIKADUKE route extends for approximately four miles from Illinois Route 59 on the west to Weber Road on the east. This segment is under the jurisdiction of the Wheatland Township Highway Department between Illinois Route 59 and Plainfield-Naperville Road and by the Village of Bolingbrook between Plainfield-Naperville Road and Weber Road.

5.2.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for this segment are shown on Exhibits 5-3 and 5-4.

Traffic Volumes

According to the 1995 IDOT Will County Traffic Map, the average annual daily traffic (AADT) volumes on 119th Street are 3,000 vehicles between Illinois Route 59 and Book Road; 3,100 vehicles between Book Road and Plainfield-Naperville Road; and 2,300 vehicles east of Plainfield-Naperville Road.

Right-of-Way

The existing right-of-way on this segment is primarily 66 feet wide. However, for approximately one-half mile east of Illinois Route 59 and approximately one-half mile west of Weber Road, the right-of-way is 93 feet wide.

Pavement Width and Number of Lanes

The pavement is 20 feet wide through this segment, accommodating two through lanes (one in each direction). There are unpaved shoulders on each side of the roadway.

Traffic Signals

There is one existing signalized intersection in this segment at Weber Road. The lane configuration for the intersection is shown on Exhibit 5-4.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads located along 119th Street, and on-street parking is not permitted.

Structures

There are two bridges located in this segment. One bridge spans the DuPage River and the other spans Lily Cache Creek.

Transit

This segment of 119th Street is not currently served by any public transportation. The Route 59 and Naperville stations along the Burlington Northern line and the Lockport and Lemont stations along the Heritage Corridor line are the closest Metra stations and are located within 10 miles of this segment.

Other Characteristics

At Kings Road, the 119th Street alignment shifts abruptly to the north approximately 40 feet.

5.2.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include floodplains, wetlands, and prime farmland. These characteristics are shown on Exhibits 5-3 and 5-4.

Streams/Wetlands/Floodplains

There are three floodplain crossings along 119th Street in this segment. The locations are:

- the DuPage River west of Plainfield-Naperville Road where the floodplain is 1400 feet wide;
- Lily Cache Creek between Essington Road and Kings Road where the floodplain is 1100 feet wide; and
- a tributary of Lily Cache Creek west of Weber Road. 119th Street crosses this floodplain twice, at locations where the floodplain is 600 and 400 feet wide.

There are two wetland areas immediately adjacent to the route. One wetland is identified on the south side of the route, west of Lily Cache Creek. This wetland may infringe upon the right-of-way of the route. The other wetland is associated with a retention basin just west of Weber Road.

Prime Farmland

All the undeveloped land along this segment is classified as prime farmland.

Sensitive Land Uses

According to the Final Draft Plainfield Area Bicycle Plan, there are bicycle and shared use path crossings located in this segment. These are located at the intersections with the DuPage River and Weber Road.

5.2.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments are shown on Exhibits 5-3 and 5-4.

Land Use Jurisdiction

Much of the property adjacent to 119th Street in this segment is unincorporated. However, east of Plainfield-Naperville Road on the north side of the route and between Essington Road and Kings Road on the south side of the route, the majority of the land is within the corporate limits of the Village of Bolingbrook.

Type and Intensity of Development

The land use along this segment is primarily agricultural. Most of the single-family residential development along this segment consists of the subdivisions on the south side of the route between Illinois Route 59 and Book Road and at the northwest corner of the intersection with Weber Road. There are also scattered farmhouses throughout the segment. Additional development along this segment includes an industrial complex at the southeast corner of the Illinois Route 59 intersection; the Naperville Polo Club on the north side of the route, west of Book Road; and a quarry between Book Road and Plainfield-Naperville Road, along the DuPage River.

Development Access and Setback

Direct access is provided to each of the independent farmhouses along this segment. Collector streets intersect 119th Street and provide access to the small residential subdivisions along the route. The industrial development at Illinois Route 59 has two points of access along 119th Street.

Some of the buildings near Illinois Route 59 and Kings Road are set back less than 50 feet from the existing right-of-way. Through the remainder of the segment, building setbacks are greater.

Future Development

Land along 119th Street between Illinois Route 59 and Plainfield-Naperville Road on the north side of the route and between Illinois Route 59 and Essington Road on the south side of the route is within the planning area of the Village of Plainfield. Property along the remainder of this segment is within the planning area of the Village of Bolingbrook.

According to Plainfield's Comprehensive Plan, commercial development is planned for undeveloped land at the intersections with Illinois Route 59 and Plainfield-Naperville Road, and office and industrial development is planned for the southwest corner of the intersection with Essington Road. Additionally, mixed-use development is planned at the intersection with Book Road; residential development is planned for the remainder of the undeveloped land.

Bolingbrook's Land Use Plan indicates that office development is planned at the Weber Road intersection; preservation of open space is planned in and around the floodplain areas; and low density residential development is planned for the remainder of the land in this segment.

According to municipal records as of April, 1997, there are no formal plans for development along this segment. However, with rapid suburban growth occurring, it is foreseeable that more intense development will occur in the agricultural areas adjacent to the route.

5.2.5 RECOMMENDED IMPROVEMENTS

Improvements for this segment have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of existing and planned development along the route. Improvements are categorized as ultimate and low-cost and are divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 5-3A and 5-4A.

Ultimate Improvements

Roadway

The recommended roadway configuration for this segment of 119th Street provides for two through lanes in each direction with a continuous 18-foot wide raised median within a 120-foot wide right-of-way. It is recommended that the offset in the 119th Street alignment at Kings Road be removed by providing a long tangent between the two disjointed alignments. This correction would probably not require horizontal curves since the angle of divergence between the two alignments would be very small.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 5.2-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B for this segment of 119th Street.

Table 5.2-1
Capacity Analysis for Segment 2 - 119th Street

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Illinois 59 to Weber Road	20 to 30,000	4	B	Yes

Intersections

The recommended roadway configuration will allow development of separate left- and right-turn lanes as necessary at intersections along 119th Street. A major intersection improvement is recommended at the Weber Road intersection where dual left-turn lanes and separate right-turn lanes are recommended on all legs of the intersection. (See Detail 5-3). Separate right-turn lanes are also recommended at all signalized intersections.

Future peak hour level of service was calculated for each movement at the 119th Street/Weber Road intersection since each is designated as an SRA. The overall intersection is projected to operate at LOS D. The LOS for each movement is shown in Table 5.2-2.

Traffic Signalization

Locations recommended for potential future signals are at the 119th Street intersections with Book Road, Plainfield-Naperville Road, Essington Road, Kings Road and the mid-mile collectors between Essington Road and Weber Road.

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on 119th Street and interfere with optimization and progression of signal systems.

Interconnection of signals in coordinated systems is recommended. Ultimately, one system should be utilized for the signals in this segment. This system would include all of the future signal locations between Book Road and Weber Road.

Table 5.2-2
119th Street/Weber Road Intersection Level of Service

Direction/Movement	Level of Service
119th Street Eastbound	
left turn	D
through	E
right turn	B
119th Street Westbound	
left turn	E
through	D
right turn	B
Weber Road Northbound	
left turn	E
through	D
right turn	B
Weber Road Southbound	
left turn	C
through	E
right turn	B
Total Intersection	**D**

Structures

The existing structures over the DuPage River and Lily Cache Creek will require modification to accommodate the recommended ultimate roadway cross-section of four through lanes. The modification of the DuPage River structure should take into consideration the passage of trails along the river.

Transit

The growth of residential development along 119th Street and between 119th Street and 95th Street suggests that an extension of Pace bus service to this area will be desirable in the near future. Therefore, improvements to 119th Street should allow for inclusion of bus stops, off-street loading areas and bus turn arounds as may be needed. Additionally, bus signal preemption should be provided.

The eastern terminus of 119th Street at Weber Road is in close proximity to the Interstate 55/Weber Road interchange. A car pool parking lot accessing the interchange could serve commuters using Interstate 55 or an extension of the Pace route 855 express service. A potential location for such a facility is shown on Exhibit 5-4A.

Low-Cost Improvements

Intersections

Left-turn lanes are recommended at Book Road, Plainfield-Naperville Road, Essington Road and Kings Road prior to the implementation of the ultimate improvements. These turning lanes would preserve through lane capacity by providing storage of left-turning vehicles outside of the through lanes.

Traffic Signalization

Traffic signals should be installed at the recommended locations when the signal warrants recommended for SRA routes are met.

Access Management

As parcels are developed or redeveloped, it is recommended that access to 119th Street be limited to the locations shown on Exhibits 5-3A and 5-4A. These locations are typically spaced approximately one-quarter mile apart.

Transit

Directional signage is recommended on 119th Street for Metra commuter rail service at Route 59 and Naperville stations of the Burlington Northern line and the Lemont and Lockport stations of the Heritage Corridor line.

5.2.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for this segment of 119th Street is 120 feet. To achieve this width, the following additional right-of-way will be required:

- 27 feet on the north side of the route for approximately 2600 feet east of Illinois Route 59;
- 54 feet (27 feet on each side) between a point approximately 2600 feet east of Illinois Route 59 and a point approximately 2800 feet west of Weber Road; and
- 27 feet on the south side of the route for approximately 2800 feet west of Weber Road.

Some of the structures along this segment could potentially be displaced to accommodate the recommended improvements within the desirable right-of-way. During the roadway design

phase, areas of potential displacements should be studied further to determine if the right-of-way could be narrowed or if the alignment could be shifted to avoid such impacts.

5.2.7 POTENTIAL ENVIRONMENTAL CONCERNS

There are several environmentally sensitive areas on this segment which could be impacted. Expansion of the right-of-way could impact floodplains, wetlands, and prime farmland. The potential impact on these areas will likely require further study during the roadway design phase.

5.2.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

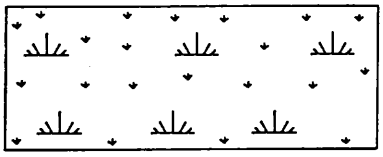
A summary of the construction/right-of-way cost estimates for the recommended improvements to this segment of 119th Street is shown in Table 5.2-3.

Table 5.2-3
1998 Construction Cost Estimates for Segment 2 of 119th Street

Improvement	Estimated Cost
Ultimate	
Roadway	$14,800,000
Intersection Improvements	$923,000
Traffic Signals	$750,000
Signal Interconnection	$679,000
Structures	$2,400,000
Transit Improvements	$400,000
Right-of-way Acquisition	$3,964,000
Total Estimated Cost for Ultimate Improvements	**$23,916,000**
Low-Cost	
Roadway	$992,000
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$1,002,000**
Total Estimated Cost for All Improvements	**$24,918,000**

LEGEND

ENVIRONMENTAL & EXISTING FACILITY CHARACTERISTICS



Wetland

Sensitive Land Use



Floodplain Boundary (100 Year)

● Special Waste Site

* Historic Site/Structure/Bridge

Existing Structure

Existing R/W

Proposed R/W

Existing Signal

Proposed Signal

Modify Structure

Mid-Mile Collector

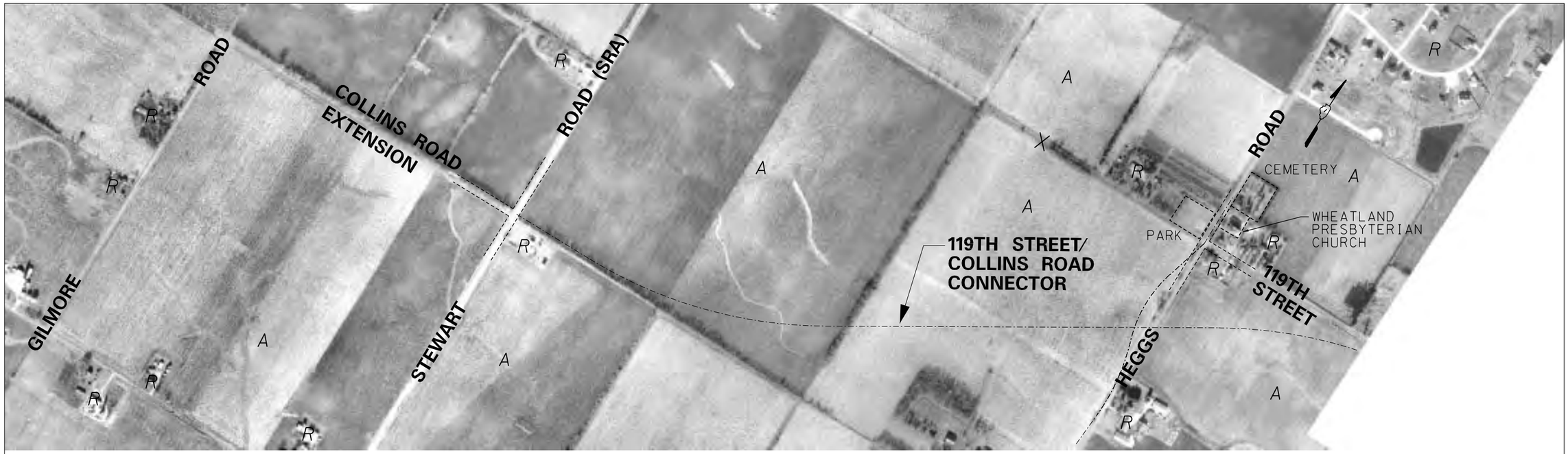
* Bus Shelter

X Close Access

LAND USE CHARACTERISTICS

R	Residential	U	Utility
O	Office	A	Agricultural
C	Commercial	V	Vacant Land
I	Industrial Warehouse	()	Planned Development

Route Map Legend



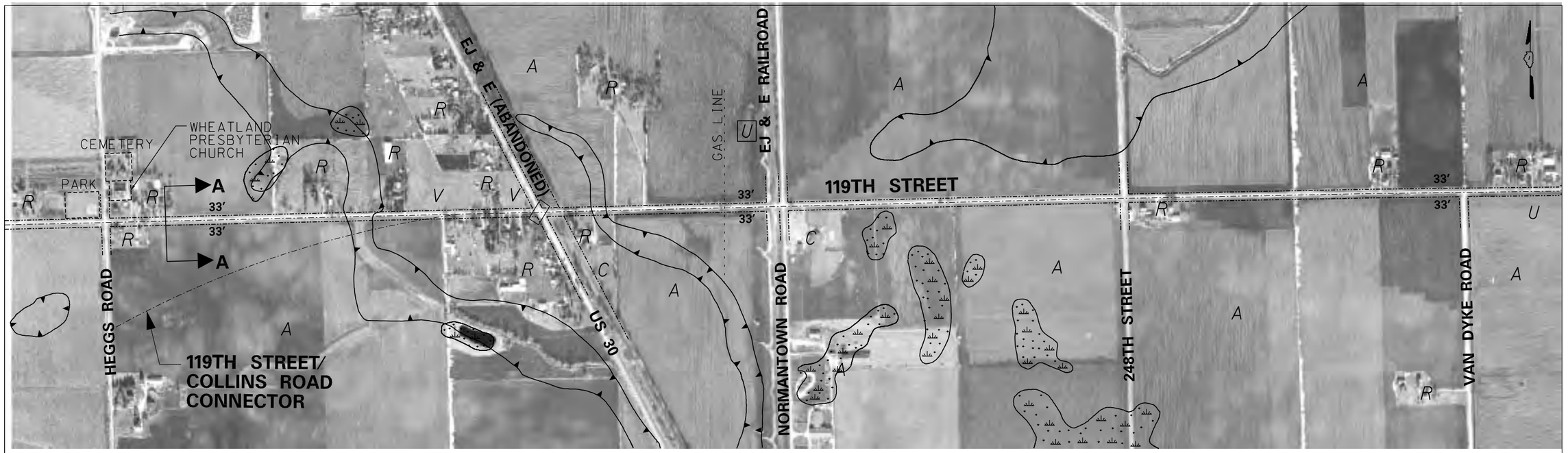
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

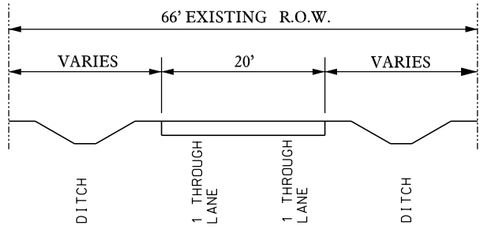
Scale in Feet
0 200 400 800 1200

119th Street
Existing Conditions
Exhibit 5–1

er3119-1.SHT



CROSS SECTION



SECTION A–A

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

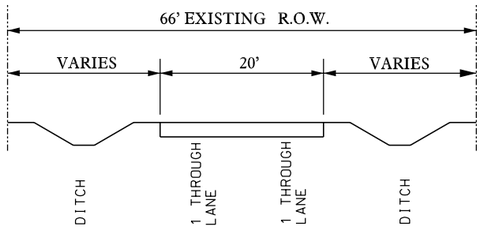
Scale in Feet
0 200 400 800 1200

119th Street
Existing Conditions
Exhibit 5–2

r3il90l.SHT

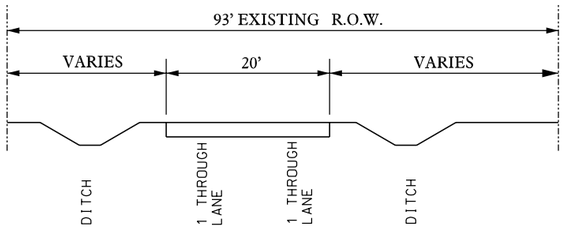


CROSS SECTION



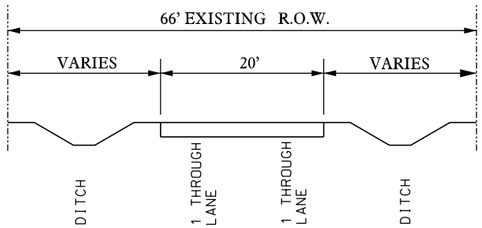
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

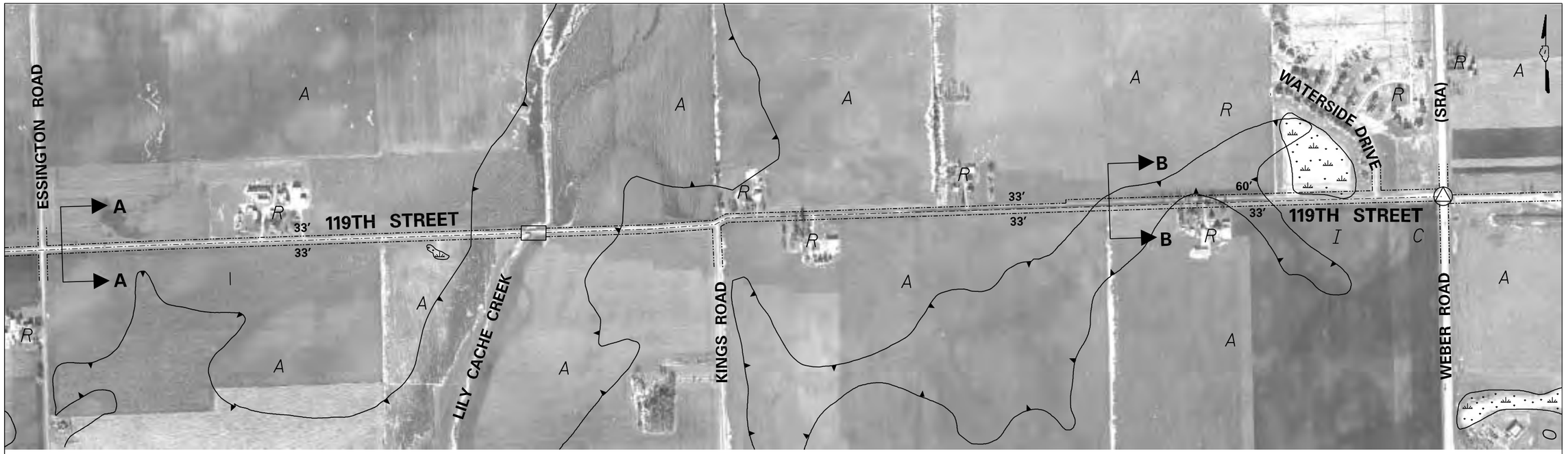
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

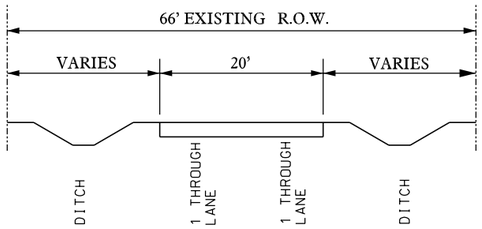
Scale in Feet
0 200 400 800 1200

119th Street
Existing Conditions
Exhibit 5–3

R3II902.SHT

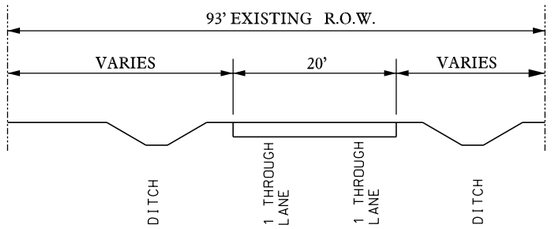


CROSS SECTION



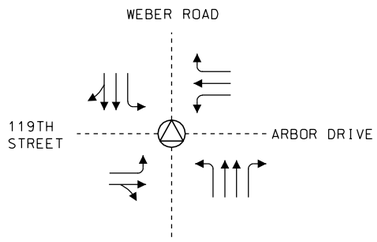
SECTION A–A

CROSS SECTION



SECTION B–B

INTERSECTION DIAGRAM



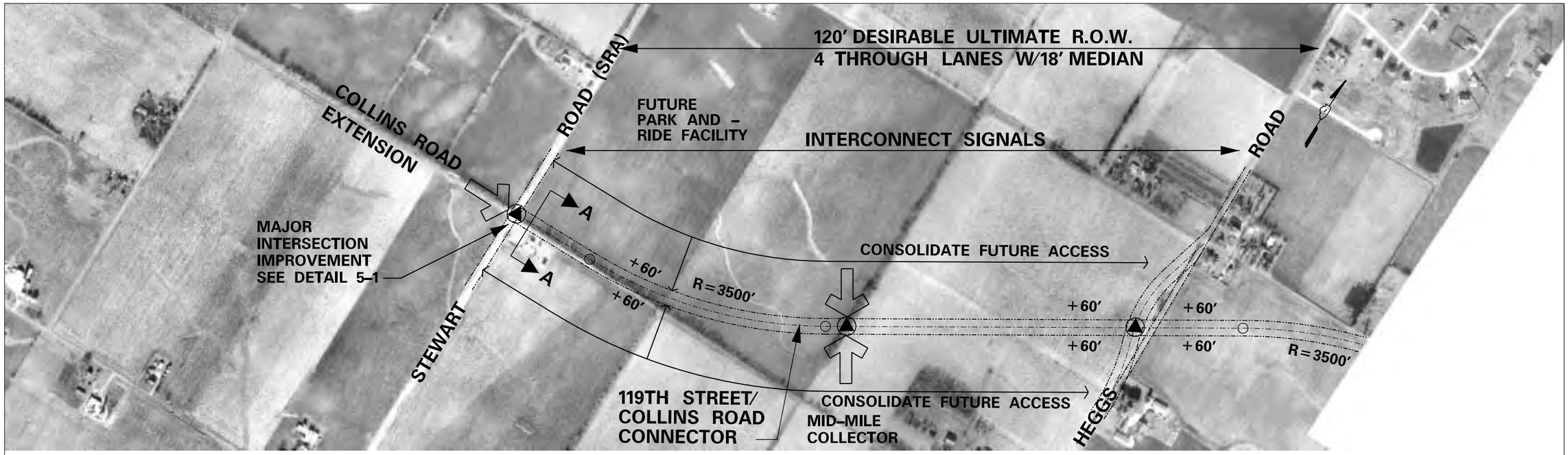
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

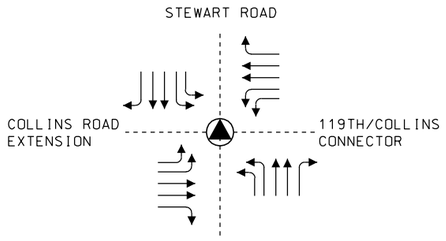
Scale in Feet
0 200 400 800 1200

119th Street
Existing Conditions
Exhibit 5–4

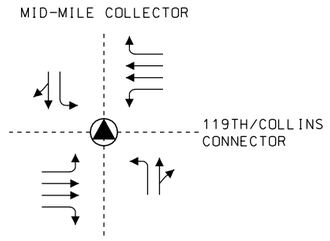
r311903.SHT



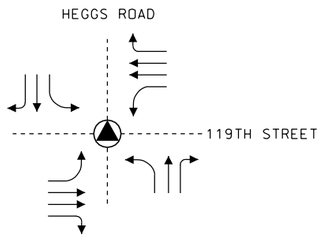
INTERSECTION DIAGRAM



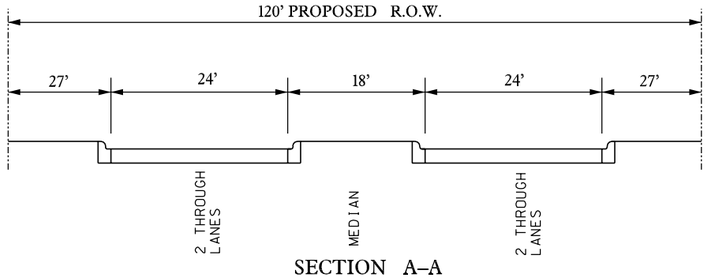
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

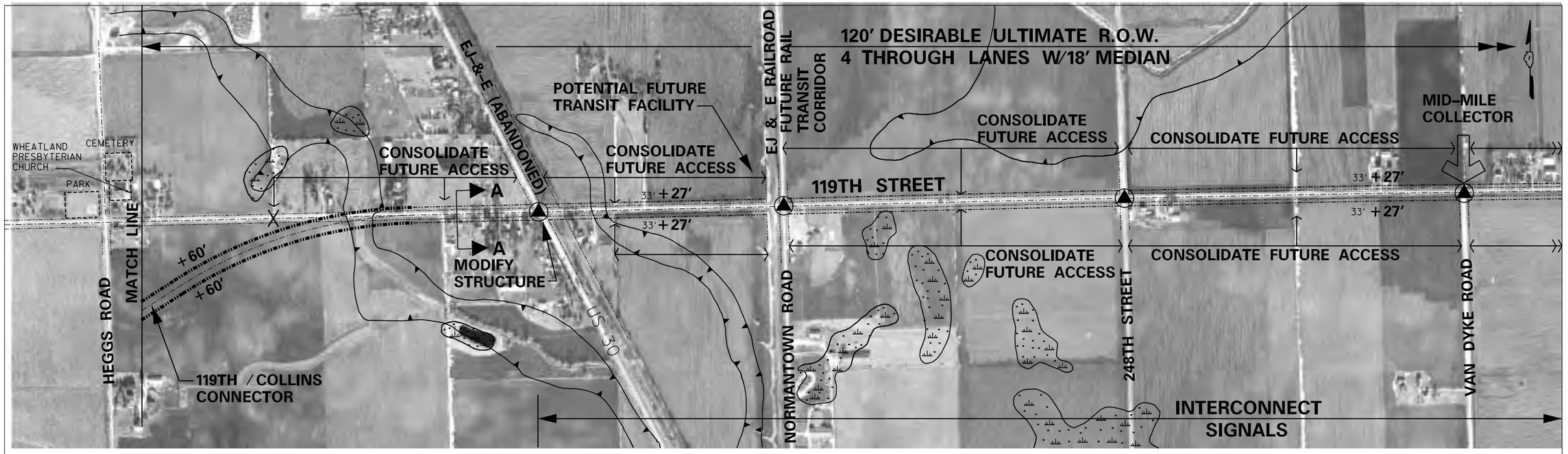
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

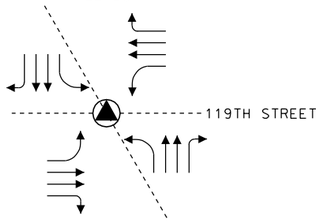
Scale in Feet
0 200 400 800 1200

119th Street
Proposed Improvements
Exhibit 5–1A

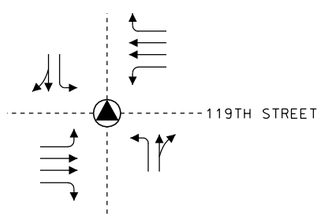
pr3119-1.SHT



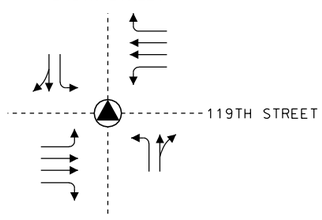
INTERSECTION DIAGRAM



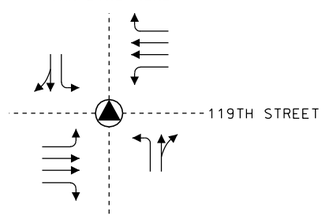
INTERSECTION DIAGRAM



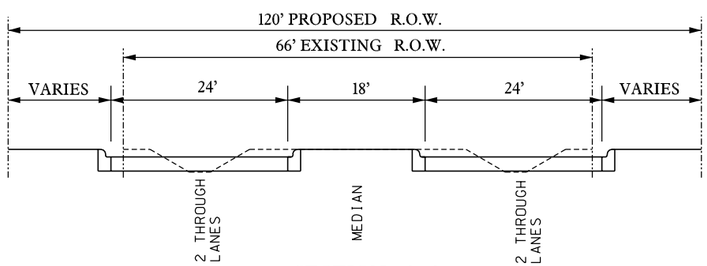
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



CROSS SECTION



SECTION A–A

NOTES:

1. NUMBER OF LANES SHOWN AT NORMANTOWN ROAD, 248TH STREET AND VAN DYKE ROAD ARE BASED UPON EXISTING CONDITIONS, PLUS THE addition OF A LEFT TURN LANE. FUTURE DEVELOPMENT MAY INDICATE A NEED TO WIDEN THESE ROADS TO A 4 THROUGH LANE CROSS SECTION

2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

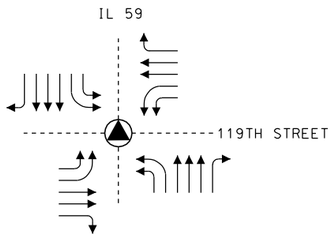
Scale in Feet
0 200 400 800 1200

119th Street
Proposed Improvements
Exhibit 5–2A

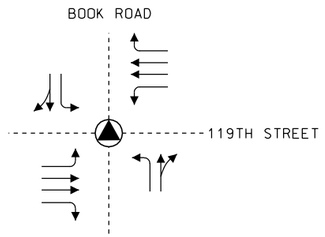
PR3I190I.SHT



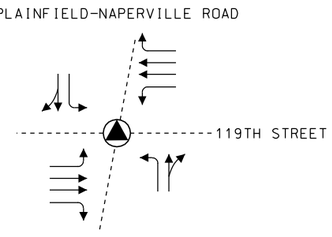
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM



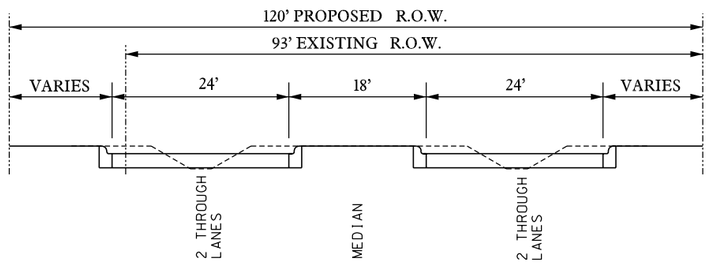
INTERSECTION DIAGRAM



NOTES:

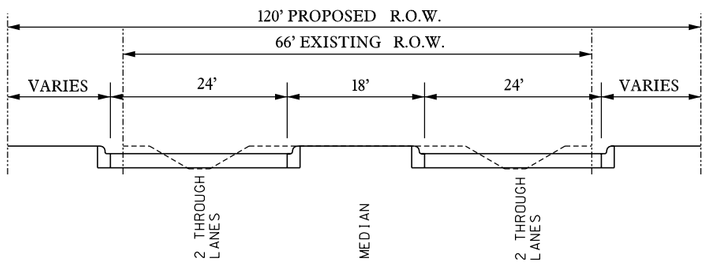
1. NUMBER OF THROUGH LANES ON ILLINOIS ROUTE 59 (6) IS PER RECOMMENDATION CONTAINED IN THE IL 59 SRA REPORT.
2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.
3. NUMBER OF LANES SHOWN AT BOOK ROAD AND PLAINFIELD–NAPERVILLE ROAD ARE BASED UPON EXISTING CONDITIONS, PLUS THE ADDITION OF A LEFT TURN LANE. FUTURE DEVELOPMENT MAY INDICATE A NEED TO WIDEN THESE ROADS.

CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

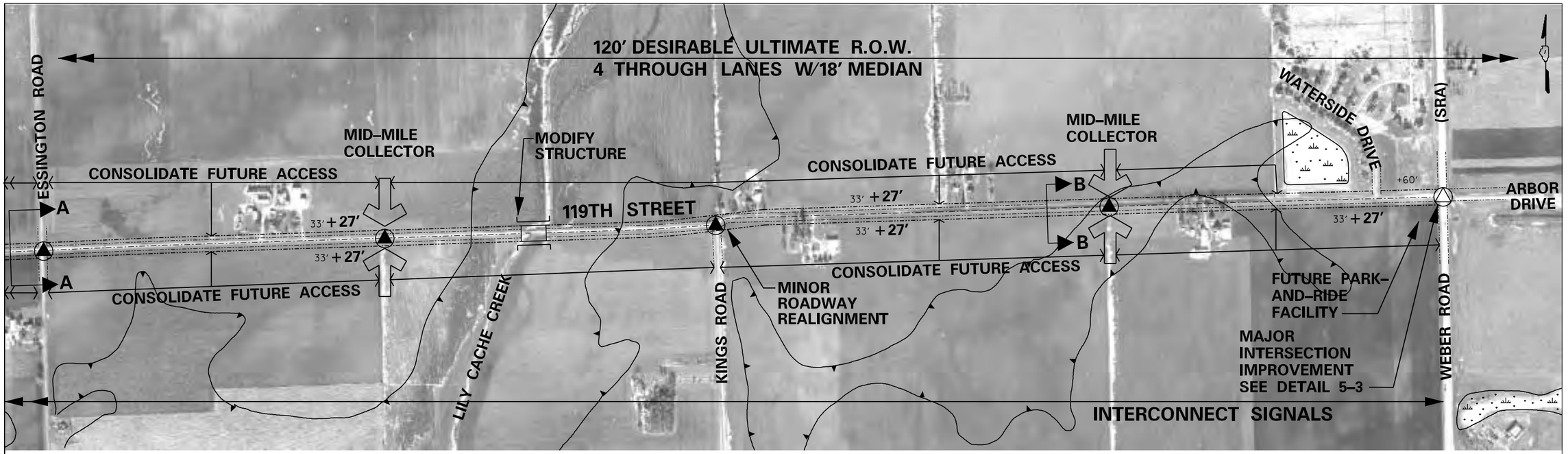
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

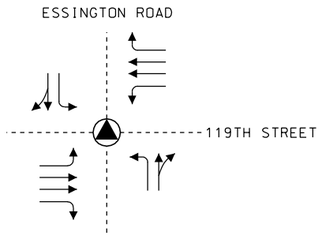
Scale in Feet
0 200 400 800 1200

119th Street
Proposed Improvements
Exhibit 5–3A

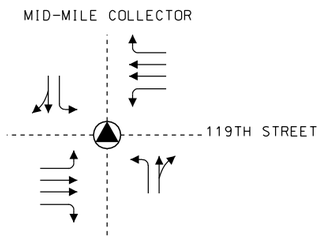
pr311902.SHT



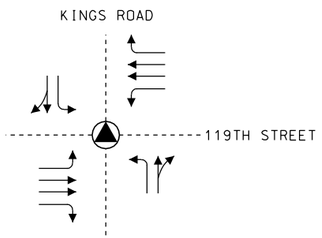
INTERSECTION DIAGRAM



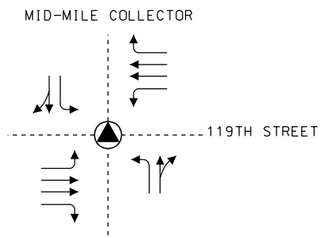
INTERSECTION DIAGRAM



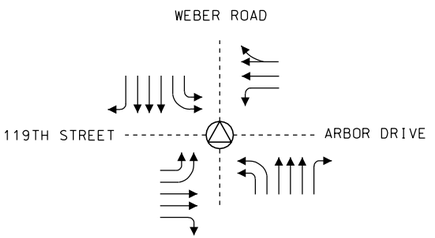
INTERSECTION DIAGRAM



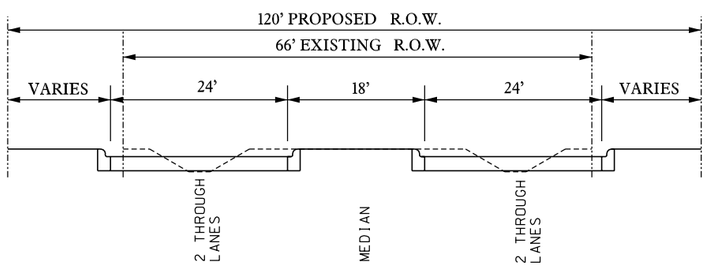
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

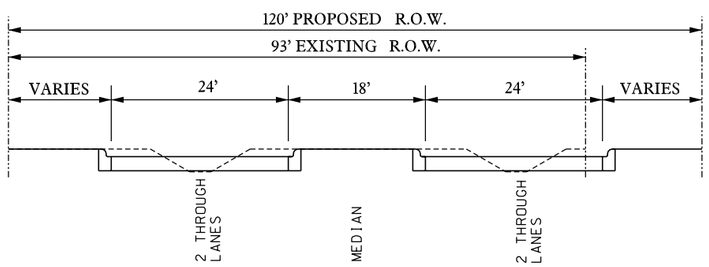


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

NOTES:

1. NUMBER OF LANES SHOWN AT ESSINGTON ROAD, KINGS ROAD AND THE MID-MILE COLLECTOR ARE BASED UPON EXISTING OR EXPECTED CONDITIONS, PLUS THE ADDITION OF A LEFT TURN LANE. FUTURE DEVELOPMENT MAY INDICATE A NEED TO WIDEN THESE ROADS.
2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.
3. NUMBER OF LANES SHOWN AT WEBER ROAD (6) IS BASED UPON RECOMMENDATIONS CONTAINED IN THE WEBER ROAD SRA REPORT.

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

119th Street
Proposed Improvements
Exhibit 5–4A

Pr3I1903.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE 1 PLANNING.

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE ON NORTH AND SOUTH APPROACHES.

CONSTRUCT COLLINS ROAD EXTENSION AND 119th STREET/COLLINS ROAD CONNECTOR.

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES AT ALL APPROACHES.

C/L STEWART ROAD

150'

10:1 TAPER

36' 30' 24'

PROPOSED FUTURE SIGNAL

C/L 119th STREET / COLLINS ROAD CONNECTOR

C/L COLLINS ROAD EXTENSION

40:1 TAPER

40:1 TAPER

120'

10:1 TAPER

36' 30' 24'

10:1 TAPER

10:1 TAPER

24' 30' 36'

40:1 TAPER

10:1 TAPER

40:1 TAPER

120'

24' 30' 36'

10:1 TAPER

150'

10:1 TAPER

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

119th Street
119th Street & Stewart Road Intersection
Detail 5–1

119-STWT.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

RECOMMENDED IMPROVEMENTS :

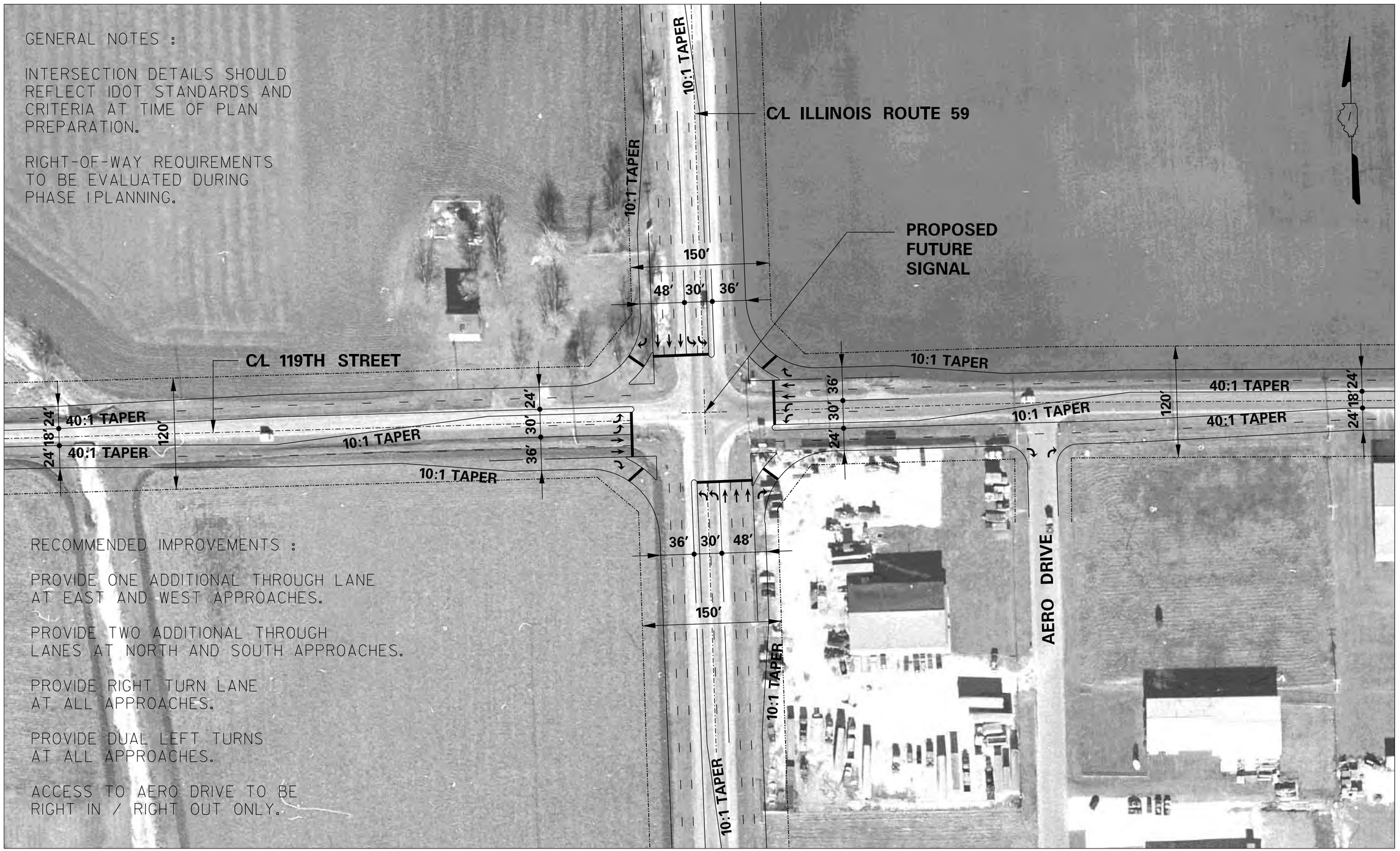
PROVIDE ONE ADDITIONAL THROUGH LANE AT EAST AND WEST APPROACHES.

PROVIDE TWO ADDITIONAL THROUGH LANES AT NORTH AND SOUTH APPROACHES.

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURNS AT ALL APPROACHES.

ACCESS TO AERO DRIVE TO BE RIGHT IN / RIGHT OUT ONLY.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

119th Street
119th Street & IL 59 Intersection
Detail 5–2

Ir-311959.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE 1 PLANNING.

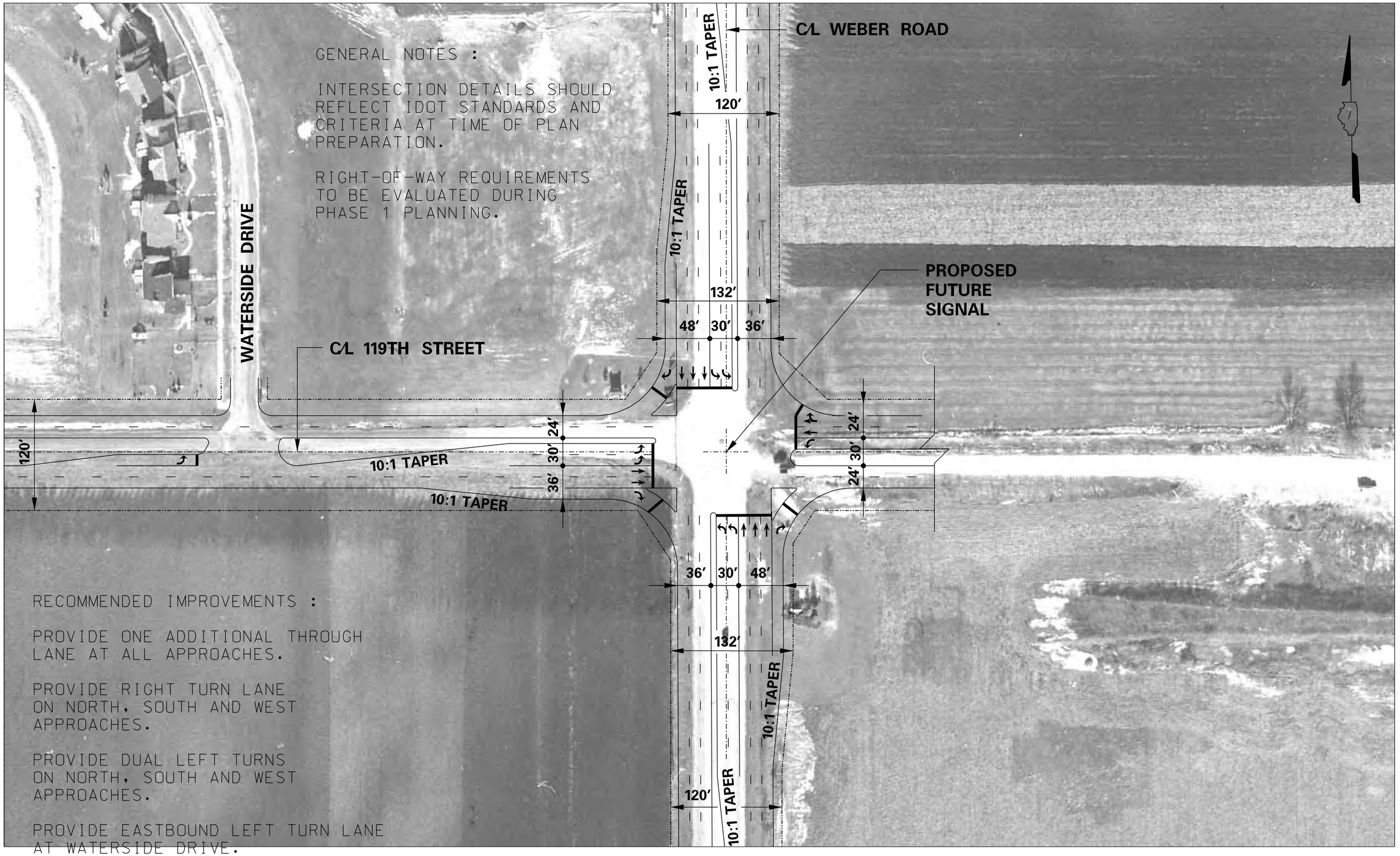
RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE AT ALL APPROACHES.

PROVIDE RIGHT TURN LANE ON NORTH, SOUTH AND WEST APPROACHES.

PROVIDE DUAL LEFT TURNS ON NORTH, SOUTH AND WEST APPROACHES.

PROVIDE EASTBOUND LEFT TURN LANE AT WATERSIDE DRIVE.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

119th Street
119th Street & Weber Road Intersection
Detail 5–3

Ir3119wr.SHT

Route Analysis - Caton Farm Road

SECTION
6

SECTION SIX
ROUTE ANALYSIS - CATON FARM ROAD

Section Six provides the route analysis for Caton Farm Road which extends from Ridge Road on the west to Illinois Route 59 on the east. Ridge Road, as part of the WIKADUKE Trail, is also an SRA Route along with Illinois Route 59. Other transportation facilities located within the study area include a crossing of the EJ&E Railroad approximately two miles west of Illinois Route 59. The total length of the route is approximately four miles. The characteristics studied include projected traffic volumes, number of travel lanes, right-of-way width, development, and other factors encountered in this route.

This portion of Caton Farm Road was adopted onto the Strategic Regional Arterial System as defined in the 2020 Regional Transportation Plan. Previously, Caton Farm Road east of Illinois Route 59 was designated as an SRA along with Bruce Road and Cedar Road. With connections to U.S. Route 6 and Illinois Route 7, a 37-mile long SRA route has been established.

Prior transportation planning concerning Caton Farm Road includes the Transportation Plan contained in the Village of Plainfield Comprehensive Plan dated December 18, 1995. Under this plan, Caton Farm Road was identified as a Major Area Service Arterial. Illinois Route 59 also received this same designation. Routes so designated are defined as those which will provide regional access but to a lesser degree than a major arterial. Right-of-way widths reserved for these routes are typically between 80 and 125 feet.

{ THIS PAGE INTENTIONALLY LEFT BLANK }

6.1 CATON FARM ROAD: RIDGE ROAD TO ILLINOIS ROUTE 59

The length of Caton Farm Road analyzed under this study is approximately four miles. Since this distance is relatively short and the existing development is consistent along the length of the route, it was not necessary to divide the route into smaller segments for analysis.

6.1.1 LOCATION

The Caton Farm WIKADUKE route extends from Ridge Road on the west to Illinois Route 59 on the east. The entire segment of Caton Farm Road is under the jurisdiction of Will County.

6.1.2 EXISTING FACILITY CHARACTERISTICS

The existing facility characteristics for Caton Farm Road are shown on Exhibits 6-1 through 6-3.

Traffic Volumes

According to the 1995 IDOT Will County Traffic Map, the average annual daily traffic (AADT) volumes on Caton Farm Road are 3,200 vehicles between County Line Road and Drauden Road; 3,300 vehicles between Drauden Road and Ann Drive; and 5,400 vehicles between Ann Drive and Illinois Route 59. The existing volume between Ridge Road and County Line Road is 2,050 vehicles per day according to the 1994 Kendall County Traffic Map.

Right-of-Way

The existing right-of-way width on Caton Farm Road ranges from 66 to 100 feet. The right-of-way is 66 feet wide from Ridge Road to County Line Road and in the ¼ mile long segment between Ann Drive and Honora Drive. It is 83 feet wide for ½ mile east of County Line Road; between the EJ&E Railroad and Ann Drive; and for the portion of the route adjacent to the Wedgewood Golf Course. It is 100 feet wide for approximately 1800 feet west of the EJ&E Railroad and between Honora Drive and the Wedgewood Golf Course.

Pavement Width and Number of Lanes

The existing roadway configuration provides two through lanes (one through lane in each direction). Left-turn lanes are provided on Caton Farm Road at the intersection with Illinois Route 59. Between Ridge Road and County Line Road the pavement is 24 feet wide, and from County Line Road to Illinois Route 59 the pavement width is 26 feet wide. There are unpaved shoulders on each side of the roadway.

Traffic Signals

There is one existing signalized intersection in this segment of Caton Farm Road at Illinois Route 59. The lane configuration for the intersection is shown on Exhibit 6-3.

Parking, Sidewalks and Frontage Roads

There are no sidewalks or frontage roads located along Caton Farm Road, and on-street parking is not permitted.

Structures

There is a box culvert structure west of Drauden Road.

Transit

This segment of Caton Farm Road is not currently served by any public transportation. The nearest Metra stations are located approximately 10 to 15 miles away in Lockport and Joliet; no Pace service operates near Caton Farm Road.

Other Characteristics

Caton Farm Road crosses the EJ&E Railroad at-grade between County Line Road and Drauden Road.

There is a 400-foot wide utility easement accommodating gas and electric lines crossing the route approximately ½ mile east of Drauden Road. Poles for overhead electrical lines are located along the south side of the route.

6.1.3 EXISTING ENVIRONMENTAL CHARACTERISTICS

The existing environmental characteristics for this segment include floodplains, wetlands, a state threatened species, prime farmland, and sensitive land uses. These characteristics are shown on Exhibits 6-1 through 6-3.

Streams/Wetlands/Floodplains

Caton Farm Road crosses the floodplain of an unnamed tributary of the DuPage River west of Drauden Road. The floodplain crossing is approximately 400 feet wide.

In addition to this floodplain crossing, a wetland area was identified on the south side of Caton Farm Road, east of Drauden Road, which may infringe upon the right-of-way of the route.

Flora and Fauna

An area within one mile of Caton Farm Road, east of Illinois Route 59, has been identified as a habitat for the Veery, a state threatened bird species.

Prime Farmland

All undeveloped land along this segment is classified as prime farmland.

Sensitive Land Uses

A Joliet Fire Protection District Station is located on the south side of Caton Farm Road, west of County Line Road. The Wedgewood Golf Course, a City of Joliet Park District facility, is located on the northwest corner of the intersection with Illinois Route 59.

According to the Final Draft Plainfield Area Bicycle Plan, there are bicycle and shared use path crossings located along this portion of Caton Farm Road. These are located at the intersections with: Ridge Road, County Line Road, Drauden Road, and the ComEd easement east of Drauden Road

6.1.4 DEVELOPMENT CHARACTERISTICS

Existing land use and planned developments for Caton Farm Road are shown on Exhibits 6-1 through 6-3.

Land Use Jurisdiction

The majority of the property adjacent to Caton Farm Road, west of County Line Road, is unincorporated. East of County Line Road, most of the property is within the corporate limits of the City of Joliet. The residential subdivisions at the southwest corner of the intersection with the EJ&E Railroad and at the northeast corner of the intersection with Drauden Road, as well as several single-family residences located along the route, are unincorporated.

Type and Intensity of Development

The developed areas in this segment of Caton Farm Road include residential and commercial uses. Some areas are still used for agriculture. However, most of the agricultural land is being subdivided and developed for residential use. Existing residential development primarily consists of single-family detached units. There is also one multi-family development near Illinois Route 59 on the south side of the route. Commercial development is located east of Drauden Road, on the north side of the route, and at the intersection with Illinois Route 59.

Development Access and Setback

Commercial and residential development independent of other uses surrounding it have direct access to Caton Farm Road, creating various points of ingress/egress without coordination. There are approximately 25 such points along this segment of Caton Farm Road. Homes within subdivisions typically do not have direct access to the route but rather are accessed from collector streets that intersect the route. Each subdivision typically has one or two collector streets that intersect Caton Farm Road.

A few residences are set back between 25 and 30 feet from the existing right-of-way. However, setbacks are typically greater than 50 feet along this segment of Caton Farm Road.

Future Development

There still remains some land along the route used for agriculture, particularly west of County Line Road. With rapid suburban growth occurring, it is foreseeable that more intense development will occur in these agricultural areas. The revised Land Use Plan for the Northwest Quadrant of Joliet indicates that the majority of the undeveloped land along this segment of Caton Farm Road is planned for "low-density" residential development. According to municipal records as of April, 1997, preliminary plats had been developed for four single-family residential subdivisions. The locations for these developments are at the northeast, southeast, and southwest corners of the County Line Road intersection and on the north side of the route, west of Honora Drive. Three of these developments are currently under construction. Residential development is expected to continue west of County Line Road.

Plainfield has recently agreed to purchase property on the southeast corner of Ridge and Caton Farm Roads for the construction of a second high school. This property will be annexed into Joliet which will extend municipal services to the site.

6.1.5 RECOMMENDED IMPROVEMENTS

Improvements for Caton Farm Road have been recommended after evaluating the projected travel demand for the year 2020 along with the existing roadway characteristics and character of existing and planned development along the route. Improvements are categorized as ultimate and low-cost and are divided into those related to the roadway, intersections, traffic signalization, structures, access, transit and other improvements. Recommended improvements are shown on Exhibits 6-1A through 6-3A.

Ultimate Improvements

Roadway

The recommended roadway configuration for Caton Farm Road between Ridge Road and County Line Road provides for two through lanes in each direction with a continuous 18-foot wide raised median within 120 feet of right-of-way.

The recommended roadway configuration for Caton Farm Road between County Line Road and Illinois Route 59 provides for two through lanes in each direction with a continuous 18-foot wide raised median within 100 feet of right-of-way. The establishment of the raised median would occur with the redevelopment of parcels with direct access to other uses.

An analysis of roadway capacity was conducted based on projected travel demand for the year 2020 and the recommended roadway improvements, including proposed signal spacing. The results of this analysis are shown in Table 6.1-1. Results of the capacity analysis indicate that the peak direction level of service (LOS) will be B for this segment of Caton Farm Road.

Table 6.1-1
Capacity Analysis for Caton Farm Road

Segment	Projected Travel Demand (AADT)	Recommended Number of Through Traffic Lanes	Peak Direction Level of Service	Adequate to Meet Projected Demand
Ridge Road to County Line	< 10,000	4	B	Yes
County Line to Drauden Rd.	10 to 20,000	4	B	Yes
Drauden Road to Illinois 59	20 to 30,000	4	B	Yes

Intersections

The recommended intersection configuration at all signalized intersections is for the development of separate right- and left-turn lanes. The recommended 18-foot wide median will allow for the development of left-turn lanes as needed along the route. Major intersection improvements are recommended at the Caton Farm Road intersections with the Ridge Road and Illinois Route 59 SRA routes. Dual left-turn lanes and separate right-turn lanes are recommended for all legs of these intersections as shown on Details 6-1 and 6-2.

Future peak hour levels of service were calculated for each movement at the Caton Farm Road/Ridge Road and Caton Farm Road/Illinois Route 59 intersections since each is designated as an SRA. The Ridge Road intersection is projected to operate at LOS C, and the Illinois Route 59 intersection is projected to operate at LOS D. The LOS for each intersection movement is shown in Tables 6.1-2 and 6.1-3.

Table 6.1-2
Caton Farm Road/Ridge Road Intersection Level of Service

Direction/Movement	Level of Service
Caton Farm Road Eastbound	
left turn	C
through	C
right turn	B
Caton Farm Road Westbound	
left turn	C
through	C
right turn	B
Ridge Road Northbound	
left turn	C
through	C
right turn	B
Ridge Road Southbound	
left turn	C
through	C
right turn	B
Total Intersection	**C**

Traffic Signalization

Locations recommended for potential future signals are at the Caton Farm intersections with Ridge Road, County Line Road, Drauden Road, Wesmere Parkway, and at the mid-mile collector between Ridge Road and County Line Road. The existing signal location at Illinois Route 59 would be retained.

Table 6.1-3
Caton Farm Road/Illinois Route 59 Intersection Level of Service

Direction/Movement	Level of Service
Caton Farm Road Eastbound	
left turn	D
through	D
right turn	B
Caton Farm Road Westbound	
left turn	D
through	D
right turn	B
Illinois Route 59 Northbound	
left turn	D
through	D
right turn	B
Illinois Route 59 Southbound	
left turn	D
through	C
right turn	B
Total Intersection	**D**

Future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met. (Recommended signal warrants for SRAs are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report.) Signals should not be installed at other than the recommended locations; additional signals would tend to impede traffic flow on Caton Farm Road and interfere with optimization and progression of signal systems.

Interconnection of signals into a coordinated system is recommended for future traffic signals. One system is recommended for the proposed traffic signals between Ridge Road and County Line Road.

Due to the spacing of the existing and proposed signals along Caton Farm Road east of County Line Road, interconnection of signals into coordinated system is not recommended. Interconnection of traffic signals spaced at intervals greater than ½ mile will, in most cases, not significantly affect traffic progression along the route.

Structures

The existing box culvert west of Drauden Road will require extension to accommodate the recommended ultimate roadway cross-section of four through lanes with an 18-foot wide median.

Transit

The rapid growth of residential development in this area and in the Village of Plainfield indicates a need in the near future for feeder bus service to the Metra station in Lockport or to an extended Pace route 855 express bus service. Therefore, when improvements are made to Caton Farm Road, provision should be made for bus loading areas with shelters at appropriate intervals as recommended in the Pace Development Guidelines. Signalized intersections should be equipped for bus signal preemption.

Consideration should also be given to provision of a Park-and-Ride facility at the intersections of Caton Farm Road with Ridge Road and Illinois Route 59, particularly if these locations are served by Pace bus routes in the future. The potential locations for the proposed future Park-and-Ride facilities are shown on Exhibits 6-1A and 6-3A.

Low-Cost Improvements

Intersections

Prior to the construction of the recommended 18-foot wide median, left-turn lanes should be constructed at County Line Road, Drauden Road, and Wesmere Parkway. Storage of the turning vehicles outside of the through lanes would provide additional roadway capacity.

Access Management

As parcels are developed or redeveloped, it is recommended that access to Caton Farm Road be limited to the locations shown on Exhibits 6-1A through 6-3A. These locations are typically spaced approximately one-quarter mile apart and operate as right-in/right-out only.

Transit

Directional signage is recommended on Caton Farm Road for Metra commuter rail service at the Lockport station of the Heritage Corridor line and the Joliet station of the Heritage Corridor and Rock Island District lines.

6.1.6 ADDITIONAL RIGHT-OF-WAY REQUIREMENTS

The desirable right-of-way width for Caton Farm Road between Ridge Road and County Line Road is 120 feet. Between County Line Road and Illinois Route 59, the desirable right-of-way width is 100 feet. To achieve this width, the following additional right-of-way will be required:

- 54 feet (27 feet on each side) between Ridge Road and County Line Road;
- 17 feet on the south side of the route between County Line Road and just west of Williamsburg Drive;
- 17 feet on the south side of the route between the EJ&E Railroad and Ann Drive;
- 34 feet (17 feet on each side) between Ann Drive and Honora Drive; and
- 17 feet on the north side of the route adjacent to the Wedgewood Golf Course to Illinois Route 59.

It appears that no displacements would occur as a result of acquiring the desired right-of-way.

6.1.7 POTENTIAL ENVIRONMENTAL CONCERNS

Expansion of the roadway facilities into prime farmland, floodplains and wetlands will require further study during the design phases, as will the potential impacts to the state threatened bird species in the area. Activities at the Wedgewood Golf Course should not be impacted by the expansion of Caton Farm Road. However, acquisition of Joliet Park District property will be required to accommodate the recommended improvements.

6.1.8 CONSTRUCTION/RIGHT-OF-WAY COST ESTIMATES

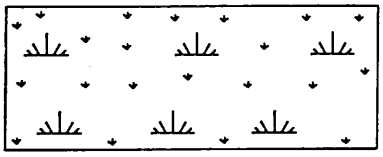
A summary of the construction/right-of-way cost estimates for the recommended improvements to Caton Farm Road is shown in Table 6.1-4.

Table 6.1-4
1998 Construction Cost Estimates for Caton Farm Road

Improvement	Estimated Cost
Ultimate	
Roadway	$14,060,000
Intersection Improvements	$2,500,000
Traffic Signals	$625,000
Signal Interconnection	$227,000
Structures	$296,000
Transit Improvements	$800,000
Right-of-way Acquisition	$2,133,000
Total Estimated Cost for Ultimate Improvements	**$20,641,000**
Low-Cost	
Roadway	$744,000
Transit	$10,000
Total Estimated Cost for Low-Cost Improvements	**$754,000**
Total Estimated Cost for All Improvements	**$21,395,000**

LEGEND

ENVIRONMENTAL & EXISTING FACILITY CHARACTERISTICS



Wetland

Sensitive Land Use



Floodplain Boundary (100 Year)

● Special Waste Site

* Historic Site/Structure/Bridge

Existing Structure

Existing R/W

Proposed R/W

Existing Signal

Proposed Signal

Modify Structure

Mid-Mile Collector

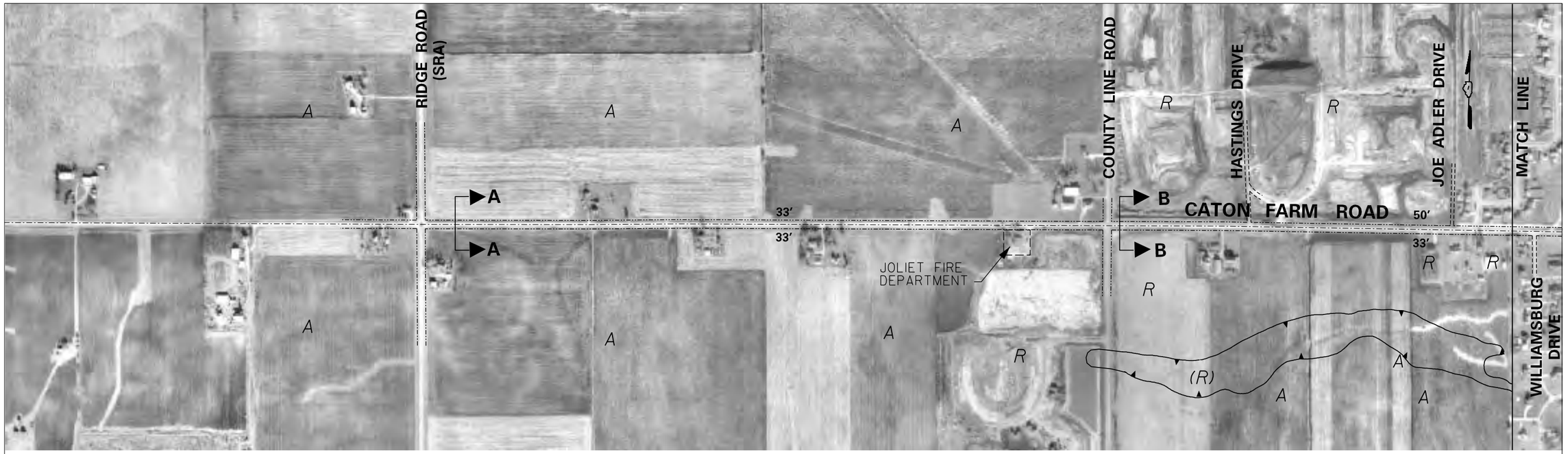
* Bus Shelter

X Close Access

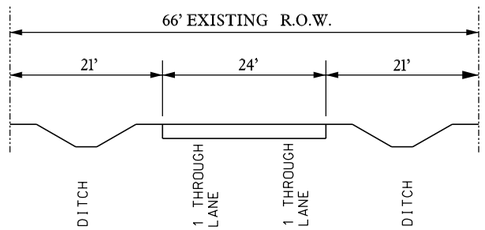
LAND USE CHARACTERISTICS

R	Residential	U	Utility
O	Office	A	Agricultural
C	Commercial	V	Vacant Land
I	Industrial Warehouse	()	Planned Development

Route Map Legend

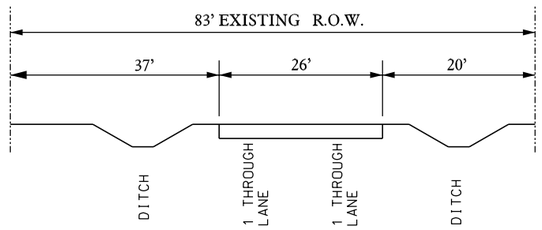


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

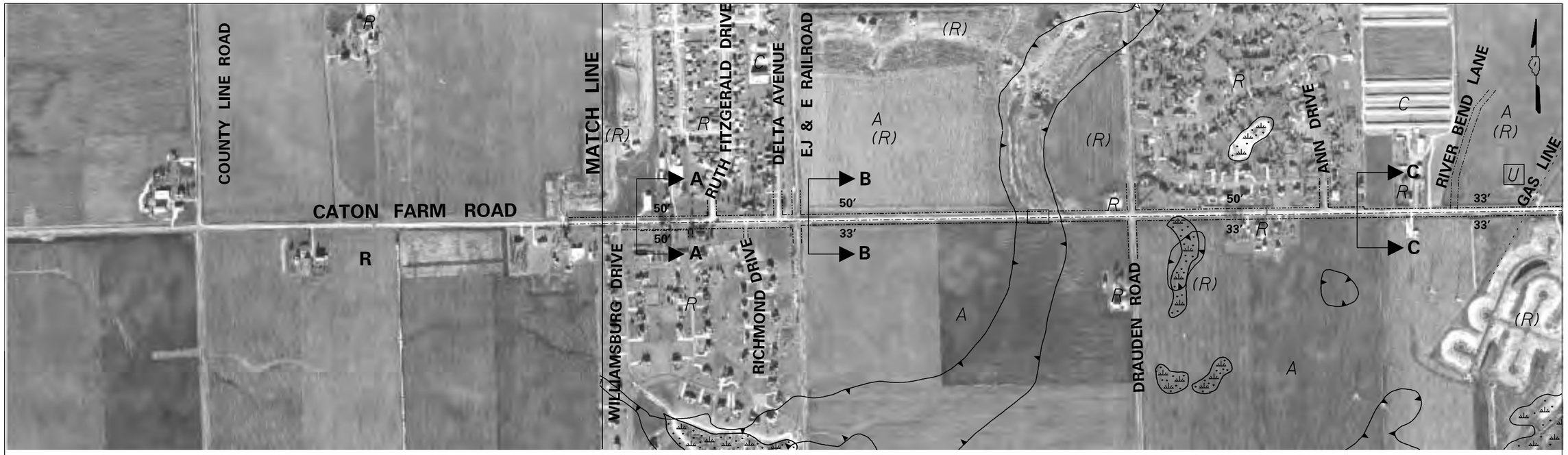
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

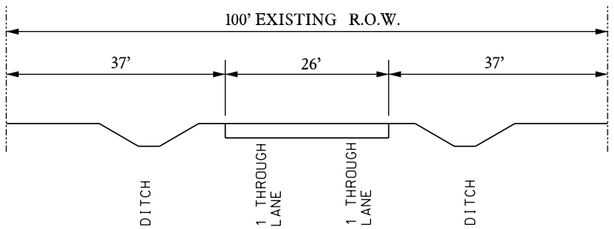
Scale in Feet
0 200 400 800 1200

Caton Farm Road
Existing Conditions
Exhibit 6–1

r4cfrd00.SHT, rid05.hmr

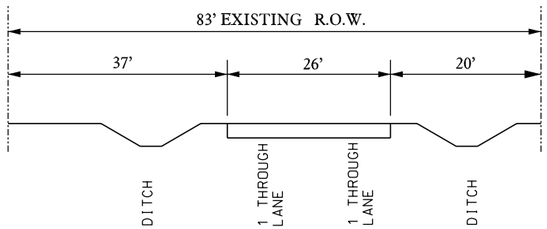


CROSS SECTION



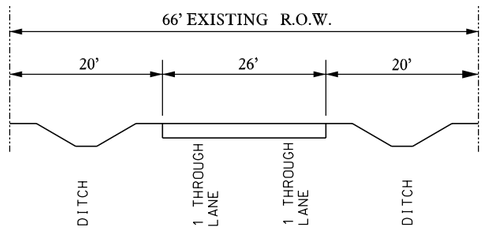
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION C–C

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

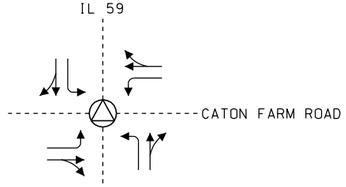
Scale in Feet
0 200 400 800 1200

Caton Farm Road
Existing Conditions
Exhibit 6–2

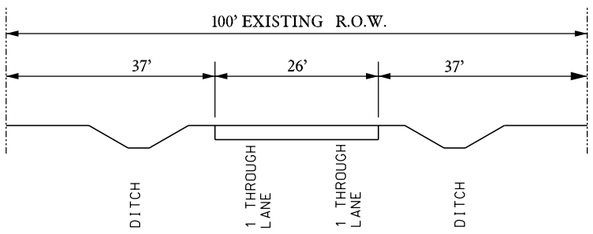
r4cfrd01.SHT



INTERSECTION DIAGRAM

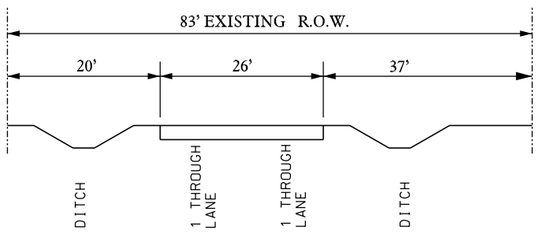


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

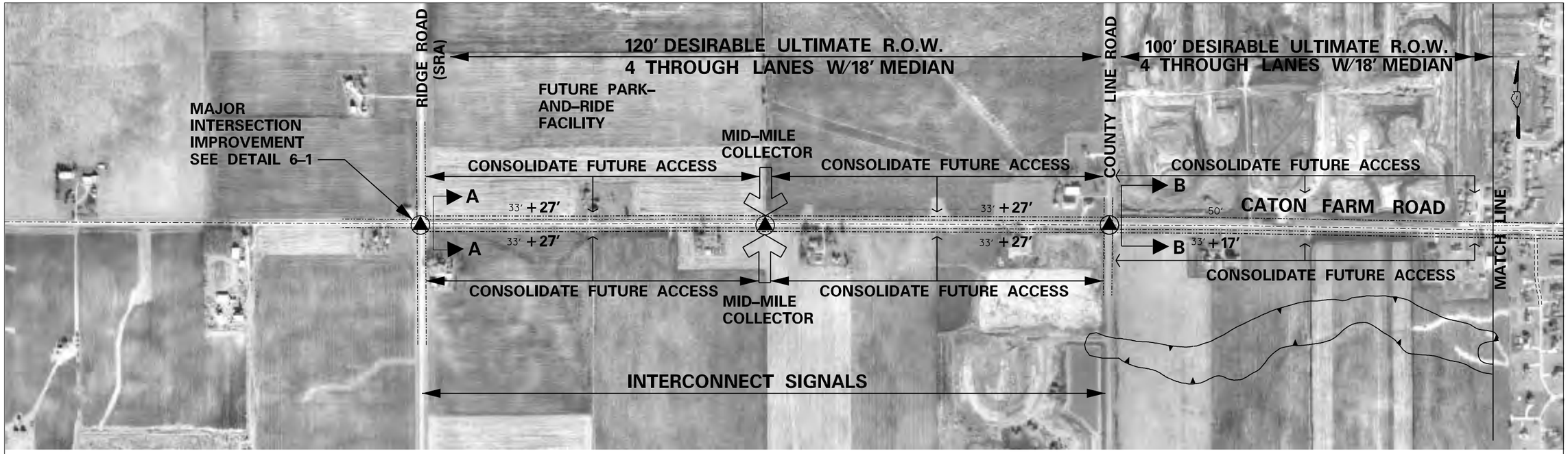
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

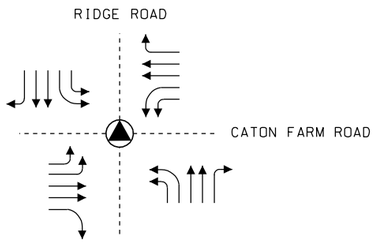
Scale in Feet
0 200 400 800 1200

Caton Farm Road
Existing Conditions
Exhibit 6–3

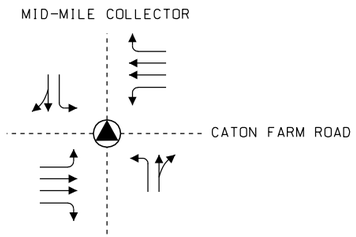
R4CFRD02.SHT



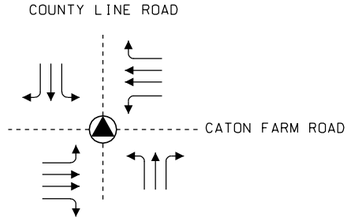
INTERSECTION DIAGRAM



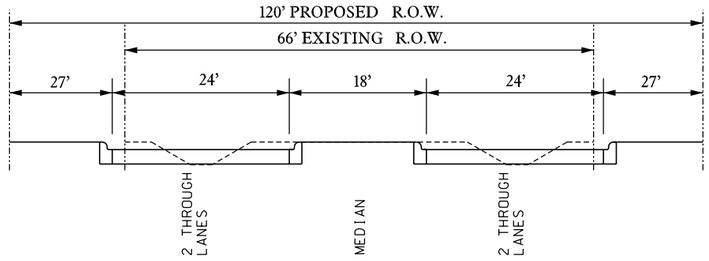
INTERSECTION DIAGRAM



INTERSECTION DIAGRAM

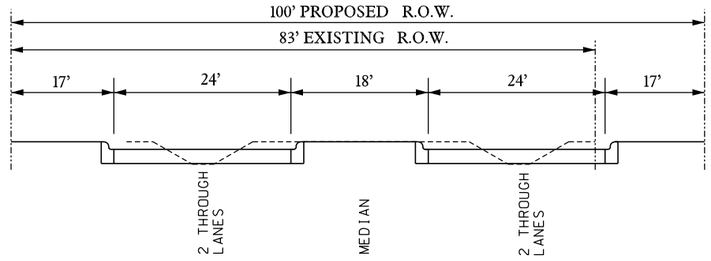


CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

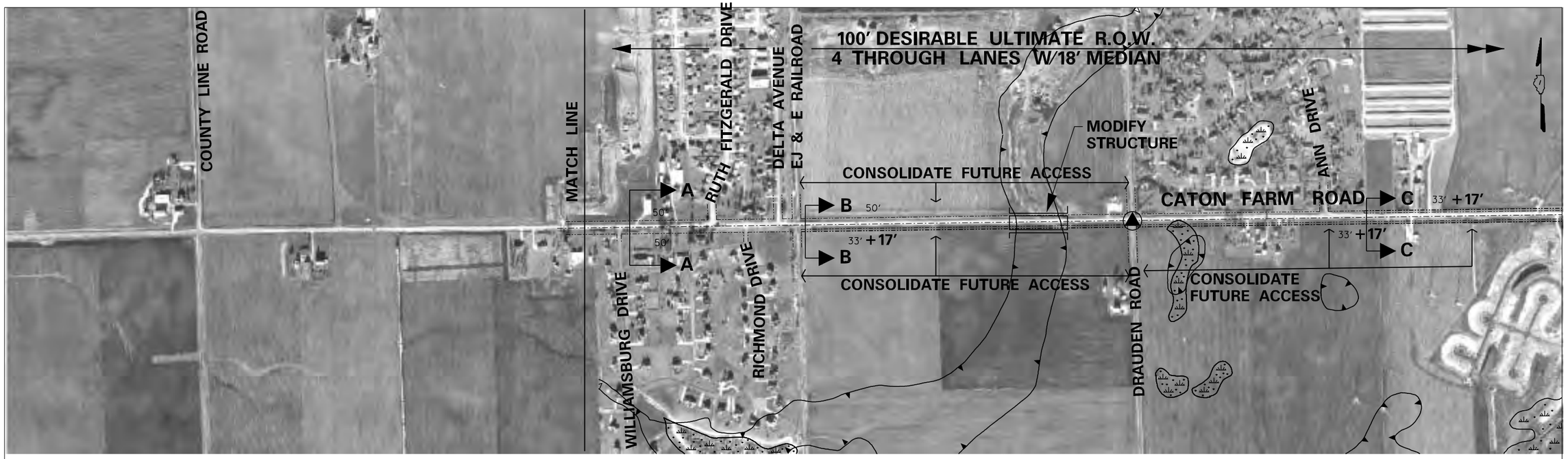
WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

Caton Farm Road
Proposed Improvements
Exhibit 6–1A

pr4cfrd0.SHT, rid05.hmr

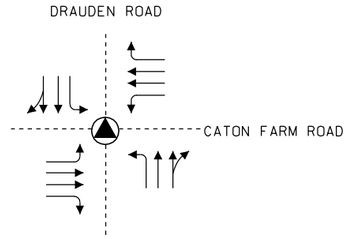


NOTES:

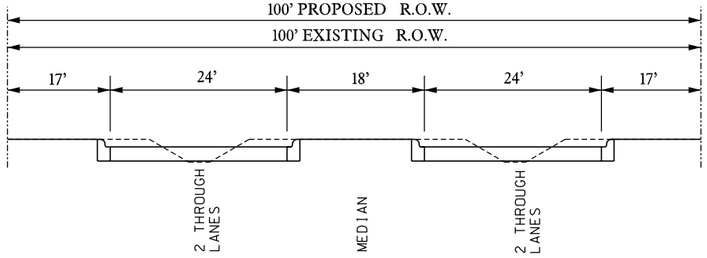
1. NUMBER OF LANES SHOWN AT DRAUDEN ROAD IS BASED UPON CURRENT PLANS OF THE CITY OF JOLIET.

2. FUTURE TRAFFIC SIGNALS SHOULD BE INSTALLED ONLY WHEN SRA SIGNAL WARRANTS ARE MET.

INTERSECTION DIAGRAM

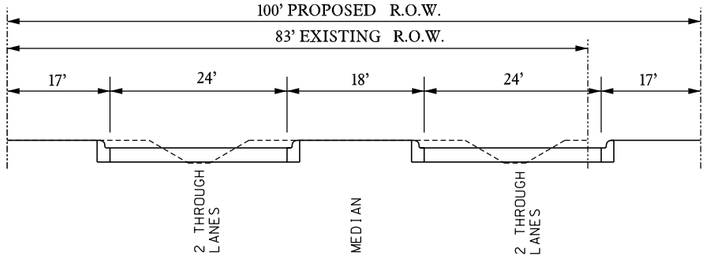


CROSS SECTION



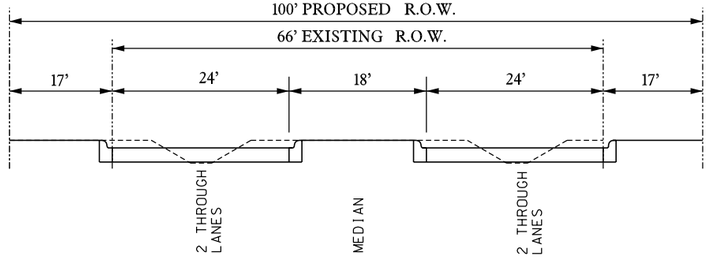
SECTION A–A

CROSS SECTION



SECTION B–B

CROSS SECTION



SECTION A–A

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

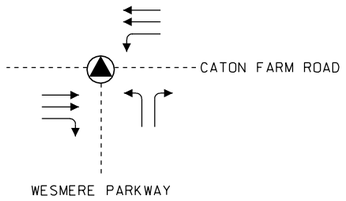
Scale in Feet
0 200 400 800 1200

Caton Farm Road
Proposed Improvements
Exhibit 6–2A

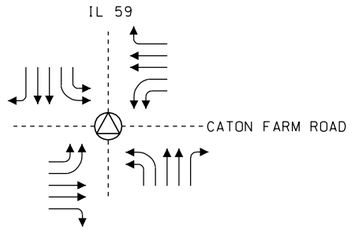
pr4cfrdl.SHT



INTERSECTION DIAGRAM



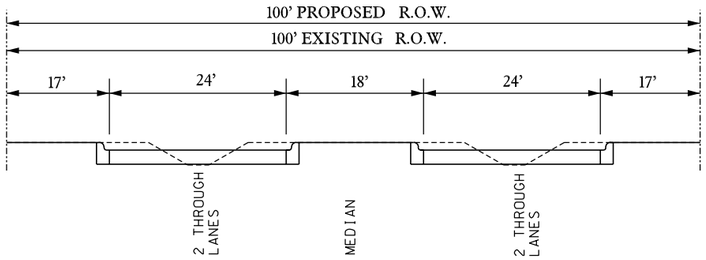
INTERSECTION DIAGRAM



NOTES:

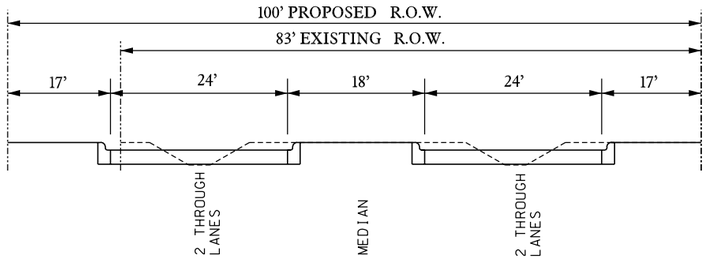
1. NUMBER OF LANES INDICATED ALONG ILLINOIS ROUTE 59 (4) ARE BASED UPON THE RECOMMENDATION CONTAINED IN THE IL 59 SRA REPORTS.

CROSS SECTION



SECTION A–A

CROSS SECTION



SECTION B–B

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 200 400 800 1200

Caton Farm Road
Proposed Improvements
Exhibit 6–3A

PR4CFRD2.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

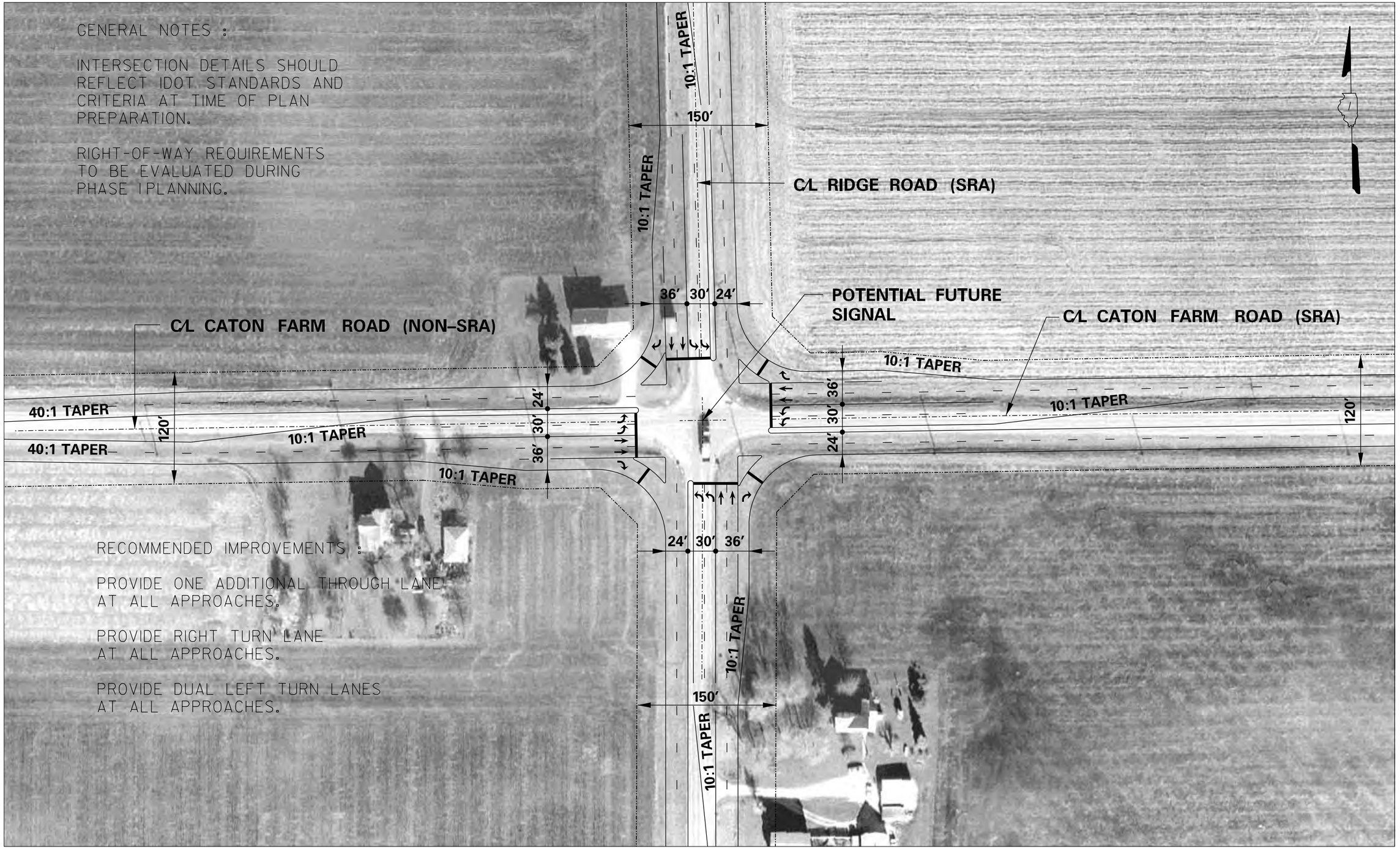
RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE AT ALL APPROACHES.

PROVIDE RIGHT TURN LANE AT ALL APPROACHES.

PROVIDE DUAL LEFT TURN LANES AT ALL APPROACHES.



WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Caton Farm Road
Caton Farm Rd / Ridge Rd Intersection
Detail 6–1

Ir4cfrdg.SHT

GENERAL NOTES :

INTERSECTION DETAILS SHOULD REFLECT IDOT STANDARDS AND CRITERIA AT TIME OF PLAN PREPARATION.

RIGHT-OF-WAY REQUIREMENTS TO BE EVALUATED DURING PHASE I PLANNING.

WEDGEWOOD
GOLF COURSE
JOLIET PARK DISTRICT

C/L CATON FARM ROAD

C/L ILLINOIS ROUTE 59

EXISTING
SIGNAL

10:1 TAPER

130′

36′ 30′ 24′

40:1 TAPER

100′

24′ 30′ 36′

AMBROSE LANE

RECOMMENDED IMPROVEMENTS :

PROVIDE ONE ADDITIONAL THROUGH LANE AT ALL APPROACHES.

PROVIDE RIGHT TURN LANES AT ALL APPROACHES.

PROVIDE ONE ADDITIONAL LEFT TURN LANE AT NORTH AND SOUTH APPROACHES.

PROVIDE DUAL LEFT TURN LANES AT EAST AND WEST APPROACHES.

135′

WIKADUKE

Prepared by De Leuw, Cather & Company for the
ILLINOIS DEPARTMENT OF TRANSPORTATION

Scale in Feet
0 50 100 200 300

Caton Farm Road
Caton Farm Rd / IL 59 Intersection
Detail 6–2

IR4CF59.SHT

SECTION

7

Public Involvement

SECTION SEVEN
PUBLIC INVOLVEMENT

The public involvement process was comprised of two major elements: WIKADUKE Meetings and public hearings. The WIKADUKE Meetings involved presentations to the WIKADUKE members, group discussions and study progress updates. WIKADUKE Meetings were held monthly, or at other intervals, to correspond with study milestones. The Study was often accompanied by other transportation items on the WIKADUKE Meeting agenda. Due to the amount of material presented, however, Study issues often dominated the Meeting discussions. Copies of the WIKADUKE Meeting minutes are provided in Section 7.1.

Public Hearings were held to inform the public of Study recommendations and solicit public input. Since the study encompassed four roadways and a large geographical area, it was determined that five public hearings would be held. One Hearing was held each week for five consecutive weeks in October and November of 1998.

Study recommendations were presented at each Hearing and oral and written comments were collected. Copies of the public hearing presentations, hearing summaries, and public comment are included in Section 7.2.

Other coordination issues also developed during the course of the Study. These issues include formal letters from WIKADUKE Members and Municipalities requesting Study revisions or further clarification of recommendations. This coordination is documented in Section 7.3.

Some of the major issues revealed during, or subsequent to, the Public Hearings are formally addressed in this Report. The Study Responses are documented in Section 7.4 of this report. There were three major issues of this type. These issues included: realignment of the WIKADUKE Trail at Rance Road, McClindon Road in Minooka and the 95th Street/Boughton Road Connector. The Summary of Recommendations is repeated here for clarity and to reiterate the need for the recommended improvements.

WIKADUKE Meeting Minutes

SECTION
7.1

7.1 WIKADUKE MEETING MINUTES

The Study was a regular item on the WIKADUKE Meeting agenda throughout the three plus years of the Study. Regular presentations to the Committee provided the opportunity to explain Study principles and recommendations. More importantly, the presentations offered Members the opportunity to provide valuable input into the Study and refine recommendations.

WIKADUKE Meetings were generally held on a monthly basis according to the schedule below.

WIKADUKE MEETING DATES

1996	1997	1998	1999
01/24	01/22	01/28	01/27
02/28	02/26	03/25	02/24
03/28	03/26	04/22	04/28
04/25	04/23	06/24	07/28
06/16	05/28	07/22	
09/25	06/25	08/26	
10/28	07/30	09/23	
11/21	09/24		
11/29	11/05		

In order to record the input from the Committee, Meeting Minutes were prepared. These Minutes were devoted only to that portion of the Meeting that pertained to the WIKADUKE Study. Copies of the Meeting Minutes are included in this section.

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. – JULY 28, 1999
PLAINFIELD VILLAGE OFFICES
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), De Leuw, Cather & Company (DC) and interested citizens on July 28, 1999. Results and specific items discussed are outlined as follows:

1. Mark Peterson (DC) indicated the Final Report for the project will be produced within the next month. The Village of Oswego had passed a resolution in support of the revised alignment for the Heggs Road/Stewart Road Connector. A copy of the Oswego resolution and an aerial photograph depicting the alignment were distributed to those in attendance. Mr. Peterson also noted that City of Naperville is now opposed to the proposed 95th Street/Boughton Road Connector, but that the Final Report will still include the Connector as a recommended improvement.

2. Mr. Peterson stated that the next step in the project will be the preparation of an Access Agreement for the WIKADUKE Trail. The consultant team will work with the WIKADUKE group to prepare a draft agreement. Rich Starr (IDOT) added that the Northeastern Illinois Planning Commission's CMAQ grant application to assist in preparation of the access agreement had been rejected.

3. Mr. Peterson noted that the Village of Oswego is opposed to the recordation of a centerline until a Phase I study of the alignment is conducted. This was met by opposition from a number of WIKADUKE Group members and most of the residents in attendance.

4. A motion was made by the Village of Oswego and seconded by the Village of Plainfield to approve the current recommendations of the WIKADUKE Study. All of the members in attendance voted in favor of the motion. It was suggested that a letter would be drafted, for distribution to the WIKADUKE membership, asking for a formal endorsement of the report by the respective municipalities.

5. Several of the citizens in attendance indicated that they had just recently heard of the proposed WIKADUKE Trail improvements.

6. Jim Shappard showed the preliminary plat for a new high school (for Plainfield Community Consolidated School District 202) at the intersection of Caton Farm and Ridge Roads. He wanted to ensure that the plan is consistent with WIKADUKE recommendations in terms of setback and access.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Mark Peterson, P.E.
Project Manager

Attachment

cc: Tony Pakeltis, AICP
File

RESOLUTION NO. 99-R-31

A RESOLUTION OF THE VILLAGE OF OSWEGO, KENDALL COUNTY, ILLINOIS SUPPORTING THE PROPOSED WIKADUKE ALIGNMENT

WHEREAS, the Village of Oswego is an active member of the Wikaduke association and is committed to assisting with the dedication and construction of a major transportation link between I-88 and I-80; and

WHEREAS, the Wikaduke Trail will have a substantial economic and transportation impact for the entire region including vast areas of eastern Kendall County; and

WHEREAS, the Village of Oswego's comprehensive planning boundaries are bisected by the proposed Wikaduke alignment; and

WHEREAS, the Village of Oswego has been involved in preliminary discussions with various property owners who would be affected by the Wikaduke Trail and who have been interested in exploring Village of Oswego services; and

WHEREAS, the Village of Oswego has been committed to an intergovernmental cooperative relationship with Kendall County, the State of Illinois and other affected municipalities; and

WHEREAS, the alignment that is proposed seeks to meet the substantial needs of affected property owners; and

WHEREAS, no alignment should be recorded without first completing a detailed environmental impact study and Phase I engineering evaluation;

THEREFORE, BE IT RESOLVED, that the Village of Oswego supports the alignment identified in the enclosed attachment, and respectfully requests that the State of Illinois utilize the alignment as a conceptual guide and not record the centerline on any deeds without first completing the required Phase I engineering evaluation and environmental impact study.

PASSED by the Village Board of Trustees this 21st day of June, 1999.

APPROVED by me as President of the Board of Trustees of the Village of Oswego, Kendall County, Illinois this 21st day of June, 1999.

Craig Weber
Village President

ATTEST:

Dorothy A. Strang
Village Clerk

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. – APRIL 28, 1999
PLAINFIELD VILLAGE OFFICES
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), De Leuw, Cather & Company (DC) and interested citizens on April 28, 1999. Results and specific items discussed are outlined as follows:

1. Discussion focused on the realigned WIKADUKE Trail east of Stewart Road and the progress toward approval of an alignment by the Village of Oswego.

2. Mark Peterson (DC) stated that there had been a meeting at the Village of Oswego Offices on April 26, 1999 to discuss the alignment with the developers of the affected parcels. Meeting attendees included DC, IDOT, the Kendall County Highway Department, the Village of Oswego, the Macom Corporation and Inland Real Estate Development (Inland).

   Inland requested that the alignment be modified to reduce the angled crossing of their property. IDOT directed DC to investigate.

   No consensus was reached concerning the location of the north-south alignment through the Macom optioned property south of Rance Road. Oswego will continue to work with this developer to reach an acceptable alignment.

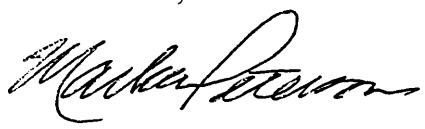
3. A number of concerned citizens questioned the timing of the Oswego involvement and why the Village could not endorse the alignment as presented.

4. The representative of the Village stated that they have been working with the Developers to find an acceptable alignment through the Rance/Stewart area. He expected that a consensus could be reached in approximately one month.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY



Mark Peterson, P.E.
Project Manager

Attachment

cc: File

WIKADUKE MEETING ATTENDANCE
APRIL 28, 1999

NAME	ORGANIZATION
Mark Peterson	DeLeuw, Cather & Co.
RICH STARR	IDOT - DIST 1
Tony Paketis	DeLeuw, Cather & Co.
Lou Pawkovitz	IDOT - Dist 3
FRANCIS KLAAS	KENDALL COUNTY
GEORGE HETTRICH	OSWEGO TOWNSHIP
Jim Testin	Village of Plainfield
NICK LACROIX	Kane County D.O.T.
Heidi Rush	Kane County Council of Mayors
Ed Dolezal	VILLAGE OF CHANNAHON
Tom Pawlowicz	Village of Bolingbrook
BRUCE BONEBRAKE	Village of Oswego
JOHN EISELE	VILLAGE OF OSWEGO
George Catalano	Will County Department of Highways
RYAN WOODS	STATE REPRESENTATIVE TOM CROSS
Rose Mary Condon	[illegible]
Bruce Von	28 PIONEER CT.
Rita Etscheid	30760 Stewart Rd 60543
DIANE CRISTMAN	3126 STEWART RD.
TOM SLOSAR	3126 Stewart Rd.
Ronald L Smith	1551 Cherry Rd
Bob Dunne	3310 Stewart Road
FRED RANCK	CITY of NAPERVILLE
DAVID BARBER	CITY OF NAPERVILLE
Lois Moser	Stewart Rd.
FLORENCE NECKAR	
Janet Edwards	

MATT FLASCONE	TRANS REAL ESTATE DEVELOPMENT
Terry Burghart	Village of Plainfield
Gregg Gabel	GBL Land Planning
Ann Brack Johnson	Chicago Tribune
GIL NECKAR	3401 STEWART IRD
Robert Moser	7233 " "
ED Schweglen	11152 S Heggs
Sue Schweglen	11152 S. Heggs Rd
DONALD R. McGUIRE	571 SIMONS Rd OSWEGO
Joselie Johansen	640 C RANCE Oswego
Dana Gregory	576 RANCE RD OSWEGO
SANDY ROHRBACHER	335 RANCE Rd, OSWEGO
Tom ROHRBACHER	335 RANCE RD, OSWEGO
TOM YACKLEY	435 RANCE RD. OSWEGO
John Lundberg	Rt. 30, Oswego
GORDON Mc CLUSKEY	871 JANICE AVE LOCKPORT IL 60441

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. – FEBRUARY 24, 1999
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), De Leuw, Cather & Company (DC), and interested citizens on February 24, 1999. A copy of the Meeting Register is attached to these minutes.

Mark Peterson (DC) lead a discussion of the remaining issues relating to the WIKADUKE Study. These issues were as follows:

1. Following the January 27, 1999 presentation of the realigned WIKADUKE Trail alignment east of Stewart Road, one comment was received. This comment was in favor of the realignment. As a result of this response and the response received at the January Meeting, we were prepared to incorporate the realigned roadway into the report recommendations. We have been requested by the Village of Oswego, however, to withhold finalization of the alignment pending their discussions with developers. These developers hold the large parcels through which the alignment would traverse. According to Oswego, finalization of the alignment should be completed prior to the next WIKADUKE Meeting.

2. On the Ridge Road/Plainfield Road Connector, minor adjustments will be incorporated into the alignment. These adjustments are required to ensure that Niznik Landing Area will not be detrimentally affected by construction of the roadway. Vertical clearance requirements over the roadway are the determining factor in establishing the roadway proximity to the landing area.

3. Comments and questions focused on the following topics:

   Due to the inability to close the WIKADUKE Trail alignment issue, there was considerable discussion concerning other possible alignments and the process which Oswego will follow to formalize their recommended alignment.

In addition, there was also a question as to the direction the project was going in the next few months. The next item for the WIKADUKE Study is the preparation of the Final Report. The only outstanding issue affecting its preparation is the alignment of the WIKADUKE Trail near Rance Road. According to the present schedule, the report will be issued in May.

Following the preparation of the Final Report we will pursue the preparation of an Access Management Agreement and investigate recording the WIKADUKE Trail centerline at Rance and Stewart Roads.

5. The next meeting was scheduled for 3:00 P.M. on March 24, 1999. At this meeting, recommendations should be finalized so that the Final Report can be produced.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Mark Peterson
Project Manager

Attachment

WIKADUKE MEETING ATTENDANCE

DATE: February 24, 1999

Name	Organization
JIM DETZLER	OSWEGO TWP.
Alan Anderson	Will County Governmental League
TONY PAKELTIS	DELEUW, CATHER & CO.
Mark Peterson	DeLeuw, Cather & Co.
Gordon McCluskey	RBT.
Jim Testin	Village of Plainfield
George Catalano	Will County Department of Highways
ANN BRACK-JOHNSON	CHICAGO TRIBUNE
DON GRAHAM	596 RANCE RD., OSWEGO
SANDY ROHRBACHER	~~334~~ 335 RANCE Rd, OSWEGO,
Roselie Johansen	640 C RANCE Rd Oswego
TOM ROHRBACHER	335 RANCE RD, OSWEGO
John Lundberg	RT 1., Box 50, Oswego
DONALD R. McGUIRE	571 SIMONS RD. OSWEGO
Robert Moser	3233 Stewart Rd Oswego
Lois Moser	3237 Stewart Rd Oswego
DIANE CRISTMAN & TOM SUSAK	3126 STEWART Rd OSWEGO
Ed Dalezal	Village of Shorewood
KAREN CALLANAN	COUNTY BD #5 PLAINFIELD TOWNSHIP SUPERVISOR
Lou Pavkovitz	
RICH STARK	IDOT - DIST 1
Susan M. Wiley	Copper Dr. Plainfield
STEVE BAUER	WILL CO. LAND USE DEPT.
TYSON WARNER	WILL COUNTY LAND USE DEPT.
GEORGE HETTRICH	OSWEGO TOWNSHIP
FRANCIS KLAAS	KENDALL COUNTY
JOHN EISELE	VILLAGE OF OSWEGO
JOHN CUFF	EWCCA

DE LEUW, CATHER & COMPANY
A UNIT OF PARSONS TRANSPORTATION GROUP INC.

525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - JANUARY 27, 1999
BOLINGBROOK VILLAGE HALL
BOLINGBROOK, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), De Leuw, Cather & Company (DC), and interested citizens on January 27, 1999. Results and specific items discussed are outlined as follows:

1. Mark Peterson (DC) distributed a results summary for the Public Meetings held in October and November, 1998. The summary included: 1) a breakdown of comments received in favor of and in opposition to the route recommendations for the four routes: 2) results of the evaluation of McLindon Road as an alternate route to Ridge Road through Minooka; and 3) results of the evaluation of the Heggs Road/Stewart Road connector alignment.

   After review, it was determined that no further consideration would be given to McLindon Road as an alternate to Ridge Road. A formal letter will be submitted to Minooka concerning this issue

   A new alignment was recommended for the Heggs Road/Stewart Road connector and was presented at the meeting for review and comment.

2. Comments and questions focused on the following topics:

   - **Post-2020 recommendation for six lanes on the WIKADUKE Trail south of Wolf's Crossing Road with Heggs/Eola Road recommended for only four to the north.** The recommendations for Heggs/Eola Road represent the most realistic build-out conditions through that area considering the right-of-way restrictions. South of Wolf's Crossing Road, 150 feet of right-of-way is recommended which can accommodate six lanes in the future if traffic warrants. Analysis of the traffic projected for the Year 2020 indicates that four lanes will be sufficient to accommodate the projected traffic.

- **The recommendation for the U.S. Route 30/Heggs Road intersection when Heggs Road was considered as part of the WIKADUKE Trail.** Although analysis of Heggs Road did not progress as far as analysis of Plainfield/Stewart, preliminary evaluation indicated that either a major realignment or a grade separation would have been recommended for this intersection.

- **Clarification of "Boulevard".** The term boulevard, as used in this study, refers to a roadway where the opposite lanes of travel are separated by a median of 18 feet or greater which is typically landscaped. The designation of a roadway as a boulevard does not mean that truck traffic would be restricted.

- **Traffic Analysis on Heggs/Eola Road.** While, for the most part, additional lanes are not recommended on Heggs/Eola Road, other improvements are recommended which will improve the traffic progression through this area. These improvements include the addition of turn lanes and the synchronization of the traffic signals. Analysis of Heggs/Eola Road, improved in this manner, indicate that future year peak hour traffic will operate at acceptable levels.

- Additionally, further clarification was provided for the improvements recommended in the Minooka area and in the area of the Ridge Road/Plainfield Road connection.

3. The next meeting was scheduled for 3:00 P.M. on February 24, 1999. At this meeting, recommendations should be finalized so that the Final Report can be produced.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis, AICP

Attachment

WIKADUKE MEETING ATTENDANCE

DATE: January 27, 1999

Name	Organization
ANDY MYERS	KENDALL Co. HWY DEPT
Lou Pawkovitz	IDOT - Dist 3 - Ottawa
JOHN EISELE	VILLAGE OF OSWEGO, PUBLIC WORKS
RYAN WOODS	STATE REPRESENTATIVE TOM CROSS
Bob Dunne	3310 Stewart Rd Aurora, IL
Patti Sraes	640E RANCE Rd Oswego 60543
Janet Porter	640F RANCE Rd Oswego 60543
Karen Way	NUDNICK & WOLFE
Rita Etscheid	3076 Stewart Rd - Oswego, IL 60543
John Cuff	E.W.C.C.A.
Tom ROHRBACHER	335 RANCE RD
SANDY ROHRBACHER	335 RANCE Rd, OSWEGO, IL 60543
Rose Johansen	640 c Rance Rd Oswego
Ingrid Dickinson	551 Rance Road, Oswego, IL 60543
David G. Dickinson	551 Rance Road, Oswego.
BETTY WUNDERLICH	2020 Wilky Rd., Minooka
Diane Gregory	596 Rance Rd, Oswego
Priscilla Richards	2920 Harvey Rd at Rance Oswego
Ann Bialk-Johnson	41W652 Beith Rd. Elburn 60119
JEFF DULBIN	VILLAGE OF PLAINFIELD
G. McCLUSKEY	821 JANICE TWO LOCKPORT IL 60441
GARY HOLMES	VILLAGE OF SHOREWOOD
Bob Hull	De Kalb Caterpillar
Rich Staor	IDOT - DIST 1

WIKADUKE MEETING ATTENDANCE

DATE: January 27, 1999

Name	Organization
TONY PAKELTIS	DE LEUW, CATHER
Alan Anderson	Will County Governmental League
George Catalano	Will County Highway Department
KAREN A. CALLANAN	WILL COUNTY DD # 5
HEIDI RUSH	KANE COUNTY DIV. of TRANS.
Mark Peterson	DeLeuw Cather & Co.
Arne Veikey	Kendall County Board
Hank Sinda	Village of Romeoville
BILL WUNDERLICH	STEWARD PLAN COMMISSION 1070 WELBY RD. MENDOTA, IL. 61342
TYSON WARNER	WILL COUNTY LAND USE DEPT.
Ron Price	22 Pioneer Ct - Stewart Ranch
Bruce Von	20 Pioneer Ct - Stewart Ranch
JIM DETLGL	SUPERVISOR OSWEGO TOP
Bob + Lois Moser	3237 Stewart Rd.
GIL NECKAR	3401 STEWART RD
DIANE CRISTMAN	3126 STEWART
TOM SLOSAR	3126 STEWART
Rose / Dave Warren	6132 South Fuller Lane Oswego
John Lundberg	Rt. 1, Box 50, Oswego

PUBLIC MEETING RESULTS

Overall signed in attendance at the five Public Meeting was 270 people. Attendance ranged from 20 people in Bolingbrook to 105 people in Plainfield.

Responses during the public comment period have been tabulated and are divided by Route. The results are separated into those in favor of and those not in favor of improvements.

Route	In favor	Not in favor
95th Street/Boughton Road	10	1
119th Street	12	0
Caton Farm Road	20	0
WIKADUKE Trail	22	52

We also received a petition signed by 45 people in favor of transportation improvements and a petition signed by 88 people not in favor of improvements.

In general, responses in favor of improvements were directed towards the need to improve area roadways and were not directly commenting on a specific location. For example many cited the need to reduce congestion, improve travel times, improve access and reduce accidents.

On the other hand, responses not in favor of improvements generally identified specific areas of disagreement with recommended improvements. Some exceptions were directed towards the loss of prime farmland, disappearance of the rural character and degradation of the environment with increased in air, noise and sight pollution.

As a result of the Public Meeting comment we have agreed to review the recommendations at the following locations:

1. Ridge Road in Minooka
   The Village of Minooka has requested that McClindon Road be investigated as an alternate route to Ridge Road within the Village. This has also been requested by the Minooka Consolidated Community School District. Many of the comments also focused on the need for an interchange on Interstate 80 in conjunction with the improvement of McClindon Road.

   Residents along McClindon Road voiced their opposition to the use of McClindon Road.

Although the use of McClindon Road may have merit as far as accommodating future development and may serve to divert some traffic away from Ridge Road, the projected traffic volumes along Ridge Road do not show the need for more than two lanes within the 2020 time frame. In addition, the location of an interchange along Interstate 80 in close proximity to the Ridge Road interchange is not feasible.

2. Stewart Road/Rance Road area on the WIKADUKE Trail

Residents in the vicinity of the Stewart Road/Rance Road intersection on the WIKADUKE Trail have requested that the Trail be realigned to the east to avoid the destruction of homes under the present alignment. Kendall County and Oswego Township have also requested a realignment to avoid negative impacts to this area.

As a result of this concern, realignment options have been studied. One option, also endorsed by Oswego Township, provides many of the desired operational features and avoids any displacements. This alignment is shown on attachment A.

Some of the desirable features that this alignment includes are as follows:

- the intersection angles with U.S. 30 and Rance Road are at or near 90 degrees,
- large curve radii are maintained which allows for a safer transition between Stewart Road and Heggs Road,
- it avoids the Heggs Road alignment which also has development and a dangerous intersection angle with U.S. 30,
- it does not bisect the large land parcels that exist in this vicinity,
- it is shifted slightly to the east of the existing development to allow for the addition of sight screening and noise barrier.

PROPOSED ROUNDABOUT
HEGGS RD
HEGGS RD
SOUTH STREET
SEAWAY ROAD

DE LEUW, CATHER & COMPANY
A UNIT OF PARSONS TRANSPORTATION GROUP INC

525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - SEPTEMBER 23, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on September 23, 1998. Results and specific items discussed are outlined as follows:

1. Attendees were informed that the dates were set for the five Public Meetings and that the dates and locations would be sent out to the WIKADUKE Committee the following week. Rich Starr (IDOT) also stated that notice of the Meetings would be published in local newspapers and letters would be sent to the affected municipalities.

2. Verbal and written comments on the Draft Report were solicited. Some attendees provided written comments prior to the meeting.

   Gordon McCluskey asked if the Kendall County Comprehensive Plan being developed recognized the WIKADUKE Trail alignment. Ty Warner (Will County) indicated he believed it was shown in the Plan.

   Mark Peterson (DC) stated the Village of Minooka was interested in the evaluation of McClindon Road as an alternate to Ridge Road. One of the Public Meetings is scheduled at the Minooka Village Hall which will provide the opportunity for community officials and residents to voice their concerns on this issue.

3. Mr. McCluskey asked what are the next steps in this process. Mr. Starr stated that the Public Meetings will be conducted; major issues that arise at the Meetings will be evaluated and addressed; and after consensus from the WIKADUKE Committee, the report will be finalized.

4. Mr. Starr stated that all comments on the Draft Report should be submitted by the following week so the report could be revised prior to the Public Meetings.

5. John Paige (NIPC) discussed the CMAQ grant application they submitted to provide assistance in the preparation of an intergovernmental agreement on access management for the WIKADUKE Trail.

   It was concluded that Rich Starr and the WCGL should send letters in support of this application to the Chicago Area Transportation Study (CATS). Mr. Peterson will also forward a copy of the report to CATS.

6. The next meeting was scheduled for 3:00 P.M. on January 27, 1999 to discuss the results of the Public Meetings.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis, AICP

Attachment

cc: Will County Governmental League
File

WIKADUKE MEETING SEPT. 23, 1998

SIGN-IN SHEET

TONY PAKELTIS	DE LEUW, CATHER & COMPANY
TYSON WARNER	WILL COUNTY LAND USE DEPT.
Lou Pawkovitz	IDOT - Dist 3 - Ottawa
Bryan Milk	Village of Plainfield
Ed Dolezal	Channahon
JOHN EISELE	VILLAGE OF OSWEGO
GORDON McCLUSKEY	VILLAGE OF ROMEOVILLE
John Paige	NIPC
CARL SCHOEDEL	KANE COUNTY / KANE COUNTY COUNCIL OF MAYORS
Larry Lyke	WCGL
Mark Peterson	DeLeuw, Cather & Company
Tom Pawlowicz	Bolingbrook
RICH STARR	IDOT - DIST 1
KAREN CALLANAN	WILL BOARD DISTRICT #5 / PLAINFIELD TOWNSHIP

DE LEUW, CATHER & COMPANY
A UNIT OF PARSONS TRANSPORTATION GROUP INC.

525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - AUGUST 26, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on August 26, 1998. Results and specific items discussed are outlined as follows:

1. Mark Peterson (DC) distributed a review draft of the WIKADUKE SRA Study Final Report and provided a brief description regarding the format of the document. He requested that comments on the review draft be submitted to him at or prior to the September WIKADUKE meeting. Mr. Peterson also stated that De Leuw, Cather would meet with representatives from the WIKADUKE group individually to discuss the report if requested.

   Francis Klaas (Kendall County Highway Department) asked for a description of the costs listed on page 2-29. Mr. Peterson summarized the cost table on this page and provided a brief description about how the estimates were prepared.

   Copies of the review draft were sent to members of the WIKADUKE group not in attendance at the August meeting.

2. Dave Larson (EJM Engineering) summarized the transit recommendations included in the review draft of the Final Report.

   Alan Anderson (WCGL) asked if commuter rail service could be extended to Channahon. Mr. Larson responded that no plans currently exist for such an extension, but would be possible on existing track if deemed feasible in the future.

   Lou Paukovitz (IDOT) inquired about the trip distribution in the WIKADUKE area relative to the transit recommendations, suggesting that the majority of trips in the area are probably not to downtown Chicago anymore. Mr. Larson responded that while specific data on trip distribution was not available for this project, the transit recommendations were developed recognizing that trips to and from the city are not as predominant as they once were. Park-and-Ride facilities and accommodations for future bus service are recommended to serve not only future trips to downtown Chicago but also, and more predominantly, to serve the projected demand for suburb-to-suburb commuting.

4. Mr. Peterson stated that he and Rich Starr (IDOT) had visited and evaluated potential Public Meeting locations in Aurora, Bolingbrook, Minooka, Oswego, and Plainfield. As a result of these visits, the following locations are being pursued for the Public Meetings to be held in late October/early November:

    - Aurora - the Eola Community Center;
    - Bolingbrook - the Municipal Center or Public Library;
    - Minooka - the Village Hall;
    - Oswego - St. Anne's Church; and
    - Plainfield - the Village Meeting Hall.

    No concerns were raised by attendees regarding these locations.

4. Mr. Anderson noted that Jay Larson (NIPC) had submitted a grant application to the Chicago Area Transportation Study (CATS) for Congestion Mitigation and Air Quality (CMAQ) funding to assist the WIKADUKE group in preparing an intergovernmental agreement on access management for the WIKADUKE routes. The application was for $85,000 dollars and would have a federal/local match of 80 percent/20 percent. Mr. Peterson requested a copy of the application.

5. The next meeting was scheduled for 3:00 P.M. on September 23, 1998. It was requested that all comments regarding the review draft of the Final Report be submitted at this meeting. A list of tentative Public Meeting locations and dates will also be presented.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis.

Anthony S. Pakeltis, AICP

Attachment

cc: Attendees

WIKADUKE MEETING ATTENDANCE

DATE: August 26, 1998

Name	Organization
Alan Anderson	Will County Governmental League
Lou Paukovitz	IDOT - Dist. 3
FRANCIS KLAAS	KENDALL COUNTY
George Catalano	Will County Highway Dept.
Mark Peterson	DeLeuw, Cather
Tony Pakellis	DeLeuw, Cather
RICH STARR	IDOT - DIST 1
DAVE LARSON	EJM ENGINEERING
Ed Dolezal	VILLAGE OF CHANNAHON
Karen Zilly	City of Aurora
JOHN CUFF	EWCCA
TYSON WARNER	WILL COUNTY LAND USE DEPT.
JOHN EISELE	VILLAGE OF OSWEGO PUBLIC WORKS
GEORGE HETTRICH	OSWEGO TOWNSHIP
Wes Grosser	Village of Oswego - Trustee
JEFF DURBIN	Village of Plainfield
CARL SCHOEDEL	KANE COUNTY / KANE COUNCIL OF MAYORS
Mahendra Vasamdani	DuPage County Development Dept.

DE LEUW, CATHER & COMPANY

A UNIT OF PARSONS TRANSPORTATION GROUP INC.
525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - JULY 22, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on July 22, 1998. Results and specific items discussed are outlined as follows:

1. Jay Larson from the Northeastern Illinois Planning Commission (NIPC) gave a presentation regarding access management techniques and policies that could be employed along the WIKADUKE routes. Attendees were provided with a copy of the *Access Management Handbook* prepared by NIPC.

   Mark Peterson (DC) asked which of the regulatory techniques would work best along the WIKADUKE Trail. Mr. Larson replied that the Access Management Intergovernmental Agreement would be most suited to regulate access along the route.

   Mr. Peterson asked the group whether or not an intergovernmental agreement should be pursued, particularly along the WIKADUKE Trail. Jeff Durbin (Village of Plainfield) stated they he thought it should be pursued. Jim Shapard (City of Joliet) suggested that he would like to see a preliminary draft prepared so that the group could review it to determine if it should be pursued further. Mr. Larson added that the WIKADUKE group should contact John Paige at NIPC to determine how much assistance NIPC would be able to provide in developing an intergovernmental agreement for the WIKADUKE Trail or other WIKADUKE routes.

   Fran Klaas (Kendall County Highway Department) asked if the WIKADUKE routes were categorized according to the route classification system described in the *NIPC Access Management Handbook*. Mr. Peterson replied that they were not, but rather, access management recommendations were developed following the guidelines set forth in the *SRA Design Concept Report*. Since NIPC provided input during the development of the *Design Concept Report*, many of the concepts should be similar.

There was additional general discussion regarding the merits of some of the access management techniques presented by Mr. Larson. Mr. Larson also noted that if anyone had additional questions regarding the information he presented, they should contact him (312/454-0400) or John Paige at NIPC.

2. Mr. Peterson solicited feedback regarding potential public meeting locations. He suggested that the public meetings be held in four locations: 1) Minooka/ Channahon area; 2) Plainfield; 3) Bolingbrook; and 4) Aurora.

   Mr. Klaas indicated that he would approach the Kendall County Board to determine if they think there should be one in Kendall County.

   Dan Werner (Village of Channahon) suggested the Arrowhead Center along U.S. Route 6 as a potential location for the Minooka/Channahon meeting.

   Mr. Durbin suggested the Village Meeting Hall on U.S. Route 30 as the Plainfield Meeting location. Mr. Shapard stated that the City of Joliet would be happy to offer a facility as a meeting location, but the facilities most suited to house a public meeting are in downtown Joliet, not in the vicinity of the routes being studied.

   Burton Nelson (Village of Bolingbrook) indicated that Bolingbrook would be interested in having a meeting in their community.

   Karen Zilly (City of Aurora) suggested a park district facility and two schools on Eola Road as potential locations for the meeting in Aurora. Wes Gross (Village of Oswego) indicated that a meeting at one of those locations would be acceptable in lieu of a meeting in Oswego.

   Rich Starr (IDOT) provided a brief description of the "typical" SRA public meeting. They are conducted from 2:00 P.M. to 7:00 P.M. The location usually consists of two rooms. In one, a brief, automated slide show with audio is started every half hour. In the other, the recommendations are on display and representatives from IDOT and the consultant are on hand to answer questions in an "open house" format. A court reporter is also available to take any verbal statements attendees may have.

   Mr. Peterson added that the pre-Draft Final Report, to be distributed in August, will be revised based on comments received from the group. The revised report will be the Draft Final Report and will include the material presented at the public meetings. The public meetings should be held in late October and early November, concluding before Thanksgiving. Mr. Starr noted that this assumes a relatively quick review of the pre-Draft Final Report by the WIKADUKE group.

3. The next meeting was scheduled for 3:00 P.M. on August 26, 1998. At this meeting, a pre-draft of the Final Report will be distributed and additional discussion will be held on public meeting dates and locations. Transit applications will also be discussed.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis, AICP

Attachment

cc: Attendees

WIKADUKE MEETING ATTENDANCE

DATE: July 22, 1998

Name	Organization
Wes Hrosh	Trustee, Village of Oswego
GEORGE HETTRICK	OSWEGO TOWNSHIP
JOHN EISELE	VILLAGE OF OSWEGO PUBLIC WORKS
JOHN CUFF	E.W.C.C.A. / MACOM Corp
George Catalano	W. C.H.D.
BURTON NELSON	BOLINGBROOK
FRANCIS KLARS	KENDALL COUNTY
Lou Pawkovitz	IDOT - Dist 3
Jay Larson	NIPC
Tony Paketis	De Leuw, Cather
Mark Peterson	De Leuw Cather
JEFF DURBIN	Plainfield.
TYSON WARNER	WILL COUNTY LAND USE
Alan Anderson	Will County Governmental League
BRYAN MILK	Plainfield
RICH STARR	IDOT - DIST 1
DAN WERNER	CHANNAHON
Karen Zilly	City of Aurora
Ed Dolezal	Channahon
Jim Shapard	Joliet

DE LEUW, CATHER & COMPANY

A UNIT OF PARSONS TRANSPORTATION GROUP INC.
525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - JUNE 24, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on June 24, 1998. Results and specific items discussed are outlined as follows:

1. Mark Peterson (DC) presented the preliminary improvement recommendations for the WIKADUKE Trail between Caton Farm Road and 95th Street. Attendees were provided with a packet of information, including route maps summarizing the preliminary recommendations.

   Mr. Peterson noted that based on comments received from the Kendall County Highway Department and the City of Joliet, an 18-foot wide median is recommended through this area, as opposed to the 30-foot median that was originally considered and that is consistent with SRA design standards. Jim Shapard (City of Joliet) reiterated Joliet's desire for a median and curb-and-gutter. Mr. Peterson noted that Kendall County would prefer open drainage.

   Kurt Stalzer (Village of Plainfield) stated he would prefer a 30-foot median. Jeff Durbin (Village of Plainfield) inquired about the feasibility of a varied median width along the route. Mr. Peterson stated that it would be possible, but the speed limit should remain consistent. With curb-and-gutter, speed limits are typically lower.

   Mr. Stalzer inquired if the proposed Stewart Road/Heggs Road connection would impact the proposed bike trail between Plainfield and Aurora. It was determined that the location of the bike trail is outside of the impact area of the Stewart/Heggs connection.

   Wes Gross (Village of Oswego) asked if the Village of Oswego had been involved with the study and recommendations. Mr. Peterson stated that he has discussed the improvements with the Village of Oswego, including with their planning consultant, Lane Kendig.

2. John Cuff (East West Corp.) noted the importance of right-of-way preservation along the WIKADUKE Trail and inquired about methods for preserving it. Rich Starr (IDOT) stated that the ideal scenario occurs when the owner donates the right-of-way, but at a minimum, the governmental body responsible for land use control in the area should encourage the developer to set aside the necessary right-of-way.

3. Mr. Durbin inquired about the possibility of shifting 119th Street in the vicinity of Heggs Road to the south to avoid impacts to the Wheatland Presbyterian Church altogether. This shift would also provide the opportunity for the realigned 119th Street to intersect with U.S. Route 30 at a 90-degree angle. Mr. Peterson stated that the feasibility of this recommendation will be evaluated.

4. Bill Spaeth (City of Aurora) asked if the booklets containing the preliminary route recommendations would be compiled into one report. Mr. Peterson stated that the Final Report for this project will consolidate this information. A review draft of this report will be produced in August. It will subsequently be revised based on comments received from the WIKADUKE group. The Draft Final Report will then be presented at the public hearings.

5. The next meeting was scheduled for 3:00 P.M. on July 22, 1998. At this meeting, a representative from the Northeastern Illinois Planning Commission will discuss access management ordinances. Potential dates and locations for the public hearings, scheduled for November 1998, will also be discussed.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis, AICP

Attachment

cc: Attendees

WIKADUKE MEETING ATTENDANCE

DATE: June 24, 1998

Name	Organization
TONY PAKELTIS	DELEUW, CATHER & COMPANY
RICH STARR	IDOT - DIST 1
George Catalano	WCHD
Lou PAUKOVITZ	IDOT - Dist 3
GEORGE HETTRICH	OSWEGO TOWNSHIP
Wes Hrobar	Village of Oswego
Jim Shapard	City of Joliet
Tom Pawlowicz	Bolingbrook
JOHN CUFF	EWCCA (EAST WEST CORR.)
Kurt STALZER	PLAINFIELD
Dan Werner	Channahon
TYSON WARNER	WILL COUNTY LAND USE DEPT.
Doug Carroll	Plainfield
JEFF DURBIN	Plainfield
Alan Anderson	Will County Governmental League
BILL SPAETH	CITY OF AURORA
Mark Peterson	DeLeuw, Cather + Co.

DE LEUW, CATHER & COMPANY

A UNIT OF PARSONS TRANSPORTATION GROUP INC.
525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - APRIL 22, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on April 22, 1998. Results and specific items discussed are outlined as follows:

1. Mark Peterson (DC) presented the preliminary improvement recommendations for Ridge Road between Interstate 80 and Caton Farm Road. Attendees were provided with a packet of information, including route maps summarizing the preliminary recommendations.

   Francis Klaas (Kendall County Highway Department) questioned if a 30-foot median with dual left-turn lanes will be needed by the year 2020. Mr. Peterson stated that the 30-foot median allows for dual left-turn lanes, when required, and landscaping features. Mr. Klaas added that typically the county prefers open drainage with a shoulder and as little landscaping as possible.

   Rich Starr (IDOT) stated that the median could be wider initially, allowing for any additional lanes on the inside. Mr. Starr also suggested that Mr. Klaas provide formal input on his recommendations for Ridge Road, including median width, type of drainage, and preference for expansion (inside versus outside).

2. Tony Pakeltis (DC) presented information regarding access management techniques that could be employed along the WIKADUKE routes. A brief handout was provided to the attendees to supplement this discussion.

   Mr. Klaas indicated that Kendall County is revising their access management guidelines and would hope to incorporate any appropriate access management guidelines included with the WIKADUKE recommendations.

   Jeff Durbin (Village of Plainfield) expressed interest in reviewing the Northeastern Illinois Planning Commission (NIPC) Model Access Management Ordinance referenced in the handout provided.

Mr. Starr indicated that the WIKADUKE group should work with NIPC if and when any access management agreements are developed.

Rusty Erickson (City of Aurora) inquired about ownership along the Ridge Road/Stewart Road Route. The consensus from the group was that in general large parcels of land front the route.

3. Mr. Erickson stated that the City of Aurora was going to meet with IDOT to discuss plans for the U.S. Route 30/U.S. Route 34 interchange and the connection between the proposed extension of 95th Street and U.S. Route 30. It was concluded that after the meeting with IDOT, the consultant should meet with the City of Aurora to discuss the plans for these two areas.

4. It was discussed and concluded that the proposed extensions and improvements to Collins Road and Orchard Road be identified on the WIKADUKE Study Area map. The designation of these improvements has yet to be determined.

5. The next meeting was scheduled for 3:00 P.M. on June 24, 1998.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis

Anthony S. Pakeltis, AICP

Attachment

cc: Attendees

WIKADUKE MEETING ATTENDANCE
April 22, 1998

Name	Organization
Alan Anderson	Will County Govt'l League
GARY HOLMES	VILLAGE OF SHOREWOOD
Sheldon C. Latz	Will County Highway
FRANCIS KLAAS	KENDALL COUNTY
GEORGE HETTRICH	OSWEGO TOWNSHIP, 1307 WOOLLEY, OSWEGO
TONY PAKELTIS	DELEUW, CATHER & COMPANY
RICH STARR	IDOT - DIST 1
Lou Paukovitz	IDOT - Dist. 3
JEFF DURBIN	VILLAGE OF PLAINFIELD
KAREN CALLANAN	PLAINFIELD TOWNSHIP SUPERVISOR
TYSON WARNER	WILL COUNTY LAND USE DEPT.
GORDON McCLUSKOY	VILLAGE OF ROMEOVILLE (P.T.)
RUSTY ERICKSON	CITY of AURORA
BILL SPAETH	" " "
Jim Shapard	Joliet
Mark Peterson	DeLeuw, Cather

DE LEUW, CATHER & COMPANY

A UNIT OF PARSONS TRANSPORTATION GROUP INC.
525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - MARCH 25, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League (WCGL), the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on March 25, 1998. Results and specific items discussed are outlined as follows:

1. Alan Anderson (WCGL) indicated that the WCGL will be responsible for the general accounting of the money collected from the WIKADUKE members to be used to offset the cost of shifting the WIKADUKE route study. Mr. Anderson went on to state that he had sent follow-up letters to those WIKADUKE members that had not responded to his original request for additional funds.

   Mr. Anderson stated that the City of Aurora agreed to provide $2,000. He distributed a copy of the resolution from the City of Aurora (see attachment) authorizing expenditure of these funds.

   Rich Starr (IDOT) pointed out that IDOT supported the addition of Boughton Road, between Illinois Route 53 and Interstate 355, to the SRA system at the request of the Village of Bolingbrook, yet they had not contributed any funds for the additional study.

2. Mark Peterson (DC) presented the preliminary improvement recommendations for Caton Farm Road between County Line Road and Ridge Road, 119th Street between Heggs Road and Stewart Road, and Boughton Road between Illinois Route 53 and Interstate 355. Attendees were provided with a packet of information, including route maps summarizing the preliminary recommendations.

   Mr. Starr confirmed that these three segments were included as SRAs in the 2020 Regional Transportation Plan approved in November of 1997.

   Mr. Anderson asked why a Park-and-Ride Facility was recommended at the Ridge Road/Caton Farm Road intersection. Mr. Peterson indicated that this type of recommendation is typical at SRA-to-SRA intersections.

Mr. Peterson asked whether or not Bolingbrook believed that an 18-foot wide median was feasible or whether a narrower median would be more desirable on Boughton Road. Tom Pawlowicz (Village of Bolingbrook) stated that locations for a median would have to be assessed in more detail along Boughton to identify their feasibility. Mr. Starr requested future input from the Village of Bolingbrook regarding median treatment recommendations along Boughton Road.

3. Jeff Durbin (Village of Plainfield) asked if there were formal plans for the proposed 95th Street extension to U.S. Route 30. Mr. Starr indicated that while the City of Aurora has preliminary plans for a 95th Street Extension, their plans will not necessarily be adopted by IDOT. David Barber (City of Naperville) stated that he too has interest in the alignment of the 95th Street extension because the City of Naperville is in the process of developing a scope of services for a study that will evaluate the extension. Mr. Barber also indicated that Naperville is planning to fund a Phase I study for the 95th Street/Boughton Connector over the DuPage River.

4. Mr. Anderson questioned whether the right-of-way through the residential subdivision south of the River and north of Boughton Road was wide enough for the proposed 95th Street/Boughton Road Connector alignment. Mr. Pawlowicz indicated that the right-of-way was 100 feet wide.

5. The next meeting was scheduled for 3:00 P.M. on April 22, 1998.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis, AICP

Attachments

cc: Attendees

Bolingbrook
a place to grow

Roger C. Claar
Mayor

Carol S. Penning
Village Clerk

Village Trustees
Leroy J. Brown
Wayne M. Kwiat, Sr.
Michael T. Lawler
Wayne H. McMillan
Gretchen Schroeter
Sandra S. Swinkunas

James S. Boan
Village Administrator

June 8, 1998

De LEUW CATHER Chicago

JUN 11 1998

RECEIVED
PROJECT MANAGER

Mr. Mark Peterson
DeLeuw, Cather & Company
525 W. Monroe Street
Chicago, IL 60661-3629

Re: April Meeting Minutes for WIKADUKE

Dear Mr. Peterson,

In the last sentence of paragraph #1 of the above meeting minutes, the minutes read "yet they (Bolingbrook) had not contributed any funds for the additional study". We request these minutes be clarified at the next opportunity. Specifically, we wish it to be known that Bolingbrook was not asked to contribute any funds for the additional study of Boughton Road. This additional study was necessitated because IDOT has dropped or postponed naming Route 53 as an SRA.

If there are any questions that I may answer, please feel free to call me at (630) 226-8800.

Sincerely,

Thomas M. Pawlowicz

Thomas M. Pawlowicz, P.E.
Assistant to the Director for Engineering

TMP/re

c Michael J. Drey, P.E.

375 W. Briarcliff Road
Bolingbrook, Illinois
60440-0951

(630) 226-8400
FAX: (630) 226-8409
TDD: (630) 226-8402

Recycled For A Better Environment
SOY INK

TREE CITY USA
A Community of 52,001

RESWIKAD.UKE
02/20/98
LRE/cdm

CITY OF AURORA, ILLINOIS

RESOLUTION NO. R98-85
DATE OF PASSAGE March 10, 1998

A RESOLUTION AUTHORIZING A COMMITMENT TO PROVIDE LOCAL MATCH FOR THE REVISED WIKADUKE STUDY

WHEREAS, the City of Aurora has a population of more than 25,000 persons and is, therefore, a home rule unit under subsection (a) of Section 6 of Article VII of the Illinois Constitution of 1970; and

WHEREAS, subject to said Section, a home rule unit may exercise any power and perform any function pertaining to its government and affairs for the protection of the public health, safety, morals and welfare; and

WHEREAS, the Illinois Department of Transportation (IDOT) has offered to provide 80% of the total cost to revise the WIKADUKE Study location of County Line Road/Heggs Road to Ridge Road/Stewart Road; and

WHEREAS, WIKADUKE Planning Group members are being asked by IDOT to collectively provide a 20% match so that this revised study may proceed; and

WHEREAS, all WIKADUKE communities will benefit by having the best alignment for the north-south arterial portion of the WIKADUKE road network.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Aurora, Illinois does hereby commit to IDOT to pay an amount not to exceed $2,000 for the purpose of funding the revised WIKADUKE STUDY. Such committed funds to be made available to IDOT upon request.

PASSED AND APPROVED by the City Council of the City of Aurora, Illinois, on March 10, 1998

Aldermen

Aldermen

AYES 9 NAYS 0 NOT VOTING ____

ATTEST:

City Clerk

Mayor David L. Stover

WIKADUKE MEETING ATTENDANCE

DATE: March 25, 1998

Name	Organization
Alan Anderson	WCGL
Rich Starr	IDOT - Dist 1
Tony Paketis	DeLeuw, Cather & Co.
Mark Peterson	DeLeuw, Cather
Sheldon C. Latz	Will County Highway
DAVID BARBER	NAPERVILLE DPW
Lou Paukovitz	IDOT - Dist 3
FRANCIS KLARS	KENDALL CO. HWY. DEPT.
GEORGE HETTRICH	OSWEGO TOWNSHIP, 1307 WOOLLEY Rd, OSWEGO, IL
Tom Pawlowicz	Village of Bolingbrook
Jim Shapard	Joliet
Terry Burghard	Plainfield
JEFF DURBIN	PLAINFIELD
Ty WARNER	WILL COUNTY LAND USE

WIKADUKE SRA STUDY
Access Management

NEED

Ideally, the primary function of an arterial street is to provide relatively uninterrupted, long-distance travel service. It is estimated that the capacity of a four-lane arterial is reduced by over one percent for every two percent of traffic using a right-in/right-out access point. The overall goals of access control policies include alleviation of traffic congestion, preservation of long-term integrity of traffic movement, reduction of accidents, and reduction of energy consumption and air pollution. The emphasis of the information provided in this handout is on the preservation of long-term integrity of traffic movement.

TECHNIQUES

Arterial access control techniques include a wide variety of physical, regulatory, and policy considerations.

Physical techniques include:

- barrier median,
- design factors (width, turn radii, profile, angle),
- channelization islands, and
- deceleration lanes.

These techniques are incorporated in the Preliminary Improvement Recommendations for the WIKADUKE routes.

Regulatory techniques typically consist of limiting the number of access points allowed through the use of minimum spacing requirements and allowing right-in/right-out only access at intermediate points of access.

The table below lists the minimum spacing requirements identified in the SRA Design Concept Report for suburban arterials and minimum spacing requirements for arterials where land adjacent to the route is primarily undeveloped as listed in other access policy documents reviewed.

	SRA Design Concept Report	Other Sources
Traffic Signals	½ mile (desirable) at arterials and collector streets (when warranted)	¼ - ½ mile
Intermediate Access	¼ mile local streets (right-in/right-out) 500 feet for other access (right-in/right-out)	300 - 600 feet
Corner Clearance		
- Approaching	Not Specified	75 - 115 feet
- Departing	Not Specified	100 - 230 feet

The SRA suburban arterial spacing requirements are incorporated in the Preliminary Improvements Recommendations for the WIKADUKE routes.

The relationship between spacing requirements and land use should also be considered when developing access provisions. To determine the number of access points required for a development, a general "rule-of-thumb guideline" is that one full access point is required for every 5000 vehicles generated per day. This assumes that the access is to and from an arterial with average daily traffic (ADT) of 24,000 vehicles; peak hour traffic represents 10 percent of the ADT; and there is a 75/25 directional peak hour split for the point of access.

Access requirements for various types of development are provided below assuming the 5000 vehicle per day rule-of-thumb.

Residential Development

- Single-family detached: one access point for each 600 - 750 units
- Multi-family townhouse: one access point for each 1000 units

Commercial Development

- Convenience Mart with Gas Pumps: one access point
- Fast-Food Restaurant: one access point
- Supermarket: two access points for each 50,000 square feet
- Discount Store: one access point for up to 100,000 square feet
- Shopping Center: two access points 75,000 - 200,000 square feet
  three access points 200,000 - 400,000 square feet
  four access points 400,000 - 600,000 square feet

Industrial/Industrial Park

- one access point for every 1000 employees or 60 acres

Provision of access as listed above will generally limit access as recommended in the Preliminary Improvement Recommendations.

Policy techniques include:

- encouraging access on collector streets, and
- encouraging combined access and internal site circulation.

These concepts are included in the SRA Design Concept Report.

ADDITIONAL ISSUES

The techniques described in this handout provide general guidelines for managing access along arterial streets. Prior to enacting an access management ordinance the following steps should be taken to select and justify the access control techniques:

- Estimate Site Trip Generation;
- Determine Directional Distribution of Trips;
- Estimate Turning Movements; and
- Evaluate Potential Conflicts with Street Traffic.

Planning and direct control of land uses along arterial streets must occur in conjunction with proper roadway design and operation to preserve the integrity of traffic movement. Therefore, access control techniques should be evaluated to determine if they conform with local comprehensive plans and subdivision regulations. Examples of potential conflicts include:

- planned development requiring more access points than would be allowed according to minimum spacing requirements; and

- allowing minimum lot frontage (subdivision regulation) that is less than the minimum spacing requirements.

Sources:

- Arterial Street Access Control Study, Capital Area Regional Transportation Study, Michigan.
- Access Management Classification System and Standards, Florida Department of Transportation, 1990.
- Corridor Preservation and Access Management Guidance, Wisconsin Department of Transportation, 1994.
- Highway Capacity Manual Third Edition, Transportation Research Board, Washington, D.C., 1994.
- Model Access Management Ordinance, Northeastern Illinois Planning Commission, 1998.
- Trip Generation Fifth Edition, Institute of Transportation Engineers, Washington, D.C., 1991.

DE LEUW, CATHER A PARSONS TRANSPORTATION GROUP COMPANY

De Leuw, Cather & Company • 525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - JANUARY 21, 1998
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

A WIKADUKE meeting was held among representatives of the WIKADUKE group, the Will County Governmental League, the Illinois Department of Transportation (IDOT), and De Leuw, Cather & Company (DC) on January 21, 1998. Results and specific items discussed are outlined as follows:

1. Alan Anderson (Will County Governmental League) stated that $34,500 has been collected from members of the WIKADUKE group. This exceeds the 20 percent match ($32,000) requested by IDOT to cover the $160,000 cost of switching the study focus from County Line Road to Ridge Road.

   Of those members who had been requested to provide funds for the study, no response had been received from the Cities of Naperville and Aurora, the Village of Bolingbrook, and Troy, Seward, Plainfield, and Na Au Say Townships.

   Bill Spaeth (City of Aurora) stated that a request for funds had not formally been brought before the Aurora City Council. They were still preparing the official request in hopes that it would be granted.

   It was concluded that Mr. Anderson should send follow-up letters to those members who had not responded.

2. Rich Starr (IDOT) informed the attendees that Rob Hull (DC), the former project manager for the consultant, had been elevated to the position of Office Manager of the De Leuw, Cather Chicago office. Subsequently, Mark Peterson (DC) was named Project Manager for the WIKADUKE Route Study; Tony Pakeltis (DC), who had previously been involved with the project, would assume more responsibilities.

3. Mark Peterson presented the preliminary improvement recommendations for U.S. Route 6 between Ridge Road and Bell Road and for Ridge between U.S. Route 6

and Interstate 80. Attendees were provided with a copy of the Preliminary Improvement Report for the route which included route maps and a summary of the preliminary recommendations.

Gordon McCluskey inquired if Channahon had seen the recommendations that had been presented and, if so, what their response was. Mr. Peterson stated that the consultants had met previously with representatives of the Village of Channahon and with Joe Regis of Robert E. Hamilton Engineers, the engineer for the Village of Minnoka, to discuss the recommendations. The Channahon representatives indicated that currently they were focusing their attention on development near the Interstate 55/U.S. Route 6 interchange. However, their initial reaction to the recommendations for U.S. Route 6 was positive.

Mr. McCluskey also inquired if De Leuw, Cather was coordinating with the consultant firm that was preparing the Will County Transportation Plan. Mr. Peterson indicated that De Leuw, Cather had been in contact with that firm to gather information.

Lou Paukovitz (IDOT, District 3) asked what will happen to the information gathered and the preliminary recommendations made for County Line Road. Mr. Starr indicated that this information will be included, as appropriate, in the final report as an appendix. This would probably be limited to inclusion of the existing condition information. The preliminary recommendations would no longer be appropriate with Ridge Road now being considered as an SRA.

4. Mr. Peterson distributed a project schedule (see attachment) for the WIKADUKE Route Study and discussed what was planned for the upcoming months. Mr. Anderson indicated that outside of this project, he was unaware of any activity being conducted by the WIKADUKE group. This was confirmed by the attendees. Mr. Starr suggested that future meetings be held in accordance with the De Leuw, Cather project schedule.

   Tyson Warner (Will County) noted that in July a discussion of transit applications was planned. He asked what type of transit projects would be considered. Mr. Peterson stated that the transit recommendations could include expanded bus service to populated areas and express bus or car pool opportunities along the area expressways. Our transit subconsultant would provide the details.

5. Mr. McCluskey noted that past attendees who had been responsible for organizing and chairing the meetings and keeping the meeting minutes were no longer part of the group and asked if anyone was going to assume this responsibility. It was concluded that for the immediate future, meetings would continue to be held at the Plainfield Public Library and that De Leuw, Cather would be responsible for

preparing the meeting minutes and the Will County Governmental League would be responsible for distributing them.

6. Several attendees expressed concern regarding how land would be developed along Ridge Road in the future. It was suggested that recommendations be consistent with eastern Kendall County Land Use Plan currently being prepared. Jeff Durbin (Plainfield) was going to check on the status of that plan.

   It was noted that development in the area of the Ridge Road/Plainfield Road or the Stewart Road/Heggs Road new connections would significantly negate the efforts of this study. Mr. McCluskey suggested that recording a centerline would allow preservation of right-of-way for the route. Mr. Warner indicated he believed that could only be done for state routes. Francis Klaas (Kendall County) added that his understanding was that it could be done on county roads but it may result in a ruling of reverse condemnation, therefore, requiring upfront purchase of the land considered taken.

   Mr. Spaeth stated the importance of having the governing entities commit to the recommendations and guidelines. He also suggested trying to get the development community involved. The recommendations are in the best interest of the development community as well, and their involvement would not necessarily be adversarial.

   Mr. Peterson added that as you proceed north on the Ridge/Stewart route, projected traffic volumes increase quickly. Development that does not conform to the SRA guidelines could significantly constrict the potential capacity of the route.

   Joe Regis asked if future development along an SRA had to conform to SRA guidelines. Mr. Starr indicated that it is the responsibility of the individual community to enforce the guidelines.

7. Mr. Starr suggested that members begin considering what the future plans for the WIKADUKE group are after the Route Study is concluded. Mr. McCluskey agreed that it is important to determine how to implement the recommendations that are produced as a result of this project.

8. The next meeting was scheduled for March 25, 1998.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Anthony S. Pakeltis, AICP

Attachments

cc: Attendees

WIKADUKE STUDY SCHEDULE

January 21, 1998

1998

Month	Work Item
January	Prelim. Improvement Recommendations -US-6/Ridge south of I-80
February	
March	Prelim. Improvement Rec'ds Caton Farm/119th/Boughton Extensions
April	Prelim. Improvement Rec'ds Ridge Road (I-80 to Caton Farm Rd.)
May	Prelim. Improvement Rec'ds Ridge/Stewart (Caton Farm Rd. to 119th)
June	Prelim. Improvement Rec'ds Stewart/Heggs (119th to 95th Street)
July	WIKADUKE Transit Applications
August	Pre-draft Report
September	Comment Period
October	Draft Report, public hearings
November	Public Hearings
December	

1999

January	Final Report

WIKADUKE - 1/21/98 Meeting Attendance

Name	Organization
Alan Anderson	Will Co. Govt'l League
Gordon McCluskey	Media One
Sheldon C. Lahr	Will County Highway
Francis C. Klaas	Kendall County Hwy. Dept.
Rob Tonnesen	Village of Minooka
Joe Regis	Robert E. Hamilton
Terry Burghard	Plainfield
Mark Peterson	Deleuw, Cather & Company
Tony Paketis	DeLeuw, Cather & Company
Rick Starr	IDOT - Dist 1
Ty Warner	Will County Land Use
Jim Detzler	Oswego Twp Supervisor
Budd Bieber	Village of Oswego
Jeff Durbin	Village of Plainfield
Lou Paukovitz	IDOT - Dist. 3 Ottawa
Jose' Rodriguez	Will Co. Govt'l League
Bill Spaeth	City of Aurora
Janice Reid	KCDOT
George Hettrich	Oswego Township Clerk

MEETING MINUTES

WIKADUKE MONTHLY MEETING

2:00 P.M. - November 5, 1997
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, IL.

The November 1997 monthly meeting of the WIKADUKE Members was held on November 5, 1997 at the Village of Plainfield Public Library. The meeting agenda was provided by the WIKADUKE Members and separate Meeting Minutes were prepared by the Members. A copy of the Meeting Minutes and Attendance Register are attached to this summary.

In order for the WIKADUKE Members to provide local information and decision making to the Illinois Department of Transportation (IDOT) for the WIKADUKE Routes Study, DeLeuw, Cather (DC) will provide status reports, present study findings and/or lead working sessions at WIKADUKE monthly meetings. The information below contains a summary of the portion of the monthly meeting that was dedicated to the discussion of the WIKADUKE Routes.

1. The WIKADUKE group discussed the status of their fund collection effort. Approximately $23,000 of the total $32,000 needed had been collected to date. The group was optimistic that the remaining funds could be collected shortly. A letter will be sent to IDOT in December stating total commitments from the Communities towards the study of the Ridge/Stewart alignment.

2. Aurora stated that they have developed plans of the Stewart/Heggs connection and would be glad to provide this information to DeLeuw, Cather.

The aforementioned are our understandings of items discussed and conclusions reached.

Respectfully submitted,

DE LEUW, CATHER



Mark Peterson, P.E.

1197mm.doc

MINUTES
WIKADUKE MEETING
Wednesday, September 24, 1997
Plainfield Public Library

I. Attendance

Sign-in sheets attached.

II. Meeting with IDOT Secretary Kirk Brown's Office

The meeting began at 1:10 p.m. with introductions. Jim Shapard thanked Randy Blankenhorn for attending on behalf of Secretary Brown. Mr. Blankenhorn asked for the reasons why the WIKADUKE group was requesting the change to Ridge Road/Stewart Road. Jim Shapard responded that the primary reasons were development pressures and natural factors such as drainage. Most WIKADUKE members had sent resolutions to Secretary Brown supporting the change for these reasons. Peter Waldock said that the Ridge Road alignment works better for the Village of Plainfield, but that Plainfield supported a road improvement as necessary at either alignment. Sheldon Latz said that it would be better moving the alignment one mile west (to Ridge Road). Randy Blankenhorn noted that this raised a jurisdictional issue and inquired of Kendall County's position. Francis Klaas stated that although Kendall County was not excited about receiving financial responsibilities or jurisdiction, Kendall County felt Ridge Road was best in terms of drainage, development patterns, and road alignments. Rob Hull, project consultant, then commented on the feasibility of Ridge Road. Ridge Road has the following advantages: better drainage, more sparsely populated, no misalignment of road sections as with County Line Road/Heggs Road, conflicts removed at U.S. 30, U.S. 52 intersections. Peter Waldock added that Plainfield, Shorewood, and Joliet were already engaged in comprehensive planning with Kendall County. Rich Starr expressed support for Ridge Road as a better location. Rob Hull further commented on the need to extend the 119th Street and County Farm Road studies to Ridge Road.

Randy Blankenhorn turned the discussion to the funding issue. IDOT District 1 did not have any dollars for this study change and any additional dollars would need to come from IDOT central office. Mr. Blankenhorn described these funds as limited, but said that IDOT and the WIKADUKE communities should work together to achieve the right planning for the project.

He asked the project consultant for the latest estimate of additional cost. Rob Hull responded $160,000. Randy Blankenhorn then suggested that State Planning and Research (SPR) funds be used which are on an 80/20 matching basis. The local match would be $32,000. Mr. Blankenhorn stated that there was a need to show local ownership and that this could be accomplished by WIKADUKE members contributing to raise the match amount. WIKADUKE members expressed support for this proposal and seeking

to raise matching funds. Randy Blankenhorn summarized by saying he would recommend to Secretary Brown the requested change with SPR funding and a 20% local match. This would bring total IDOT funding of the WIKADUKE Study to $925,000.

WIKADUKE members asked when the match would need to be raised. It was anticipated that 3-4 months may be needed for IDOT to issue a supplemental agreement. IDOT will work with the WIKADUKE communities concerning the matching funds. There is flexibility to provide for at least some of the match in members next budgets. Rich Starr will investigate whether motor fuel tax dollars can be used for this purpose. Randy Blankenhorn will send the Will County Governmental League a letter next week confirming IDOT's offer which the League will distribute to all WIKADUKE members in its solicitation of matching funds.

WIKADUKE members then discussed how the matching funds would be allocated. Jim Shapard recommended that the amount sought be based upon factors of population and frontage along the WIKADUKE route. It was determined that the City of Joliet and Village of Plainfield would be asked for the largest contributions under this formula.

The Will County Governmental League will send out solicitation letters with suggested contribution amounts based upon the formula and discussion of specific amounts. The meeting adjourned at 2:00 p.m.

III. Next Meeting

The next WIKADUKE meeting is scheduled for November 5, 1997, 2:00 p.m. at Plainfield Public Library. The Will County Governmental League will send out meeting notices and Village of Plainfield will make room preparations.

WIKADUKE Attendance
September 24, 1997

Name	Organization / Govt. Address – Phone #
Peter Waddock	Village of Plainfield 815 436-709 23145 W. Lincoln Hwy.
Alan Anderson	Will Co. Govt'l League 302 N. Chicago, Joliet 815-722-728
Bill Dodd	Village of Oswego 113 Main St, Oswego 630-554-324
Francis Klaas	Kendall County Hwy. Dept. 6780 Route 47, Yorkville (630)553-7
Sheldon C. Latz	Will County Hwy Dept 815-727-84 16841 W. Laraway Rd Joliet, IL 60433
Tyson Warner	Will County Land Use Dept. 815/727-843 501 Ella Ave., Joliet, IL 60433
Terry Burghard	Village of Plainfield 815 23145 W. Lincoln Hwy 436-709
Jim Shapard	City of Joliet (815) 740-22 150 W. Jefferson St Joliet, IL 60432
Emily Holmes	Village of Shorewood 903 W. Jefferson 725-2150
Randy Blankenhorn	IDOT 2300 S Dirksen Pkwy Spfld (217) 785-2994

Rich Starr

IDOT Dist 1
201 Center Ct. Schaumburg 60193
(847) 705-4095

Rob Hull

De Leuw, Cather & Company
525 W. Monroe St
Chicago IL 60661
312-930-5167

Jim Detzler

Supervisor
Oswego Twp
RT 71
Oswego IL 60543

Jeff Durbin

Village of Plainfield
23145 W. Lincoln Hwy
Plainfield, IL 60544
815 439 2824

Michelle Dick

DuPage Mayors & Managers Conference
1200 Oak Brook Rd
Oak Brook, IL 60523
708 571-0480

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. – MAY 28, 1997
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

The May 1997 monthly meeting of the WIKADUKE Members was held on May 28, 1997 at the Village of Plainfield Public Library. The meeting agenda was provided by the WIKADUKE Members.

Discussion centered on the WIKADUKE Members Resolution endorsing a shift in the study focus from County Line Road to Ridge, Stewart and Heggs Road. (A copy of the Draft Resolution is attached to these meeting minutes). There was no discussion of study progress or presentation by DC at this meeting. The Study was progressing on all routes except County Line Road pending the outcome of the possible alignment shift.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER

Mark Peterson, P.E.

cc: Rob Hull, DCCO

RESOLUTION NO. _____

A RESOLUTION SUPPORTING EOLA-HEGGS, STEWART AND RIDGE ROAD AS THE NORTH-SOUTH WIKADUKE/SRA ALIGNMENT.

WHEREAS: The proposed Fox Valley Freeway Study for a major North-South limited access highway serving, the Western Will County, Eastern Kane County, Western DuPage County and Eastern Kendall County Region has been discontinued; and

WHEREAS: The need for a North-South Strategic Regional Arterial route to partially offset the transportation demands along this corridor is recognized; and

WHEREAS: To partially satisfy the growing transportation demands along this and other corridors, the WIKADUKE consortium, consisting of representatives of the state, counties, municipalities, and other local governments in the corridor region in Will, Kane, DuPage and Kendall Counties, was organized to propose solutions to address these demands; and

WHEREAS: Early in the process an alignment along County Line Road was selected for study, however, during the course of this study development pressures, boundary discussions, and coordination of land use planning issues now point to a more westwardly alignment; and

WHEREAS: An alignment along Eola-Heggs, Stewart, and Ridge Road would build on existing paved right-of-way along a natural drainage break; and

WHEREAS: It appears an alignment along the Eola-Heggs, Stewart, and Ridge Road corridor is a more economical option than using County Line Road's; and

WHEREAS: It is the consensus of the WIKADUKE communities that the Eola-Heggs, Stewart, and Ridge Road alignment is the preferred North-South WIKADUKE/SRA Route.

NOW, THEREFORE, BE IT RESOLVED BY THE _____
(Mayor, Village President, City Council, County Board of Commissioners)

of the _____ AS FOLLOWS:
(City, Village, County)

SECTION 1: The Eola-Heggs, Stewart, and Ridge Road alignment from Butterfield Road to U. S. Route 6 is the preferred WIKADUKE/SRA Route.

SECTION 2: _____ requests that the Illinois Department of
(City, Village, County)
Transportation shift its SRA study efforts to include an alignment along Eola-Heggs, Stewart, and Ridge Roads.

PASSED THIS _____DAY OF _____, 1997.

_____

APPROVED THIS ____DAY OF _____, 1997.

_____

ATTEST:

_____

DRAFT

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - JULY 30, 1997
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

The July 1997 monthly meeting of the WIKADUKE Members was held on July 30, 1997 at the Village of Plainfield Public Library. The meeting agenda was provided by the WIKADUKE Members.

1. Discussions centered on the WIKADUKE Members letter to Kirk Brown, Illinois Secretary of Transportation, requesting a shift in the study focus from County Line Road to Ridge, Stewart and Heggs Road. (A copy of the letter is attached to these meeting minutes.) There was no discussion of the study progress or presentation by DC at this meeting. The Study was progressing on all routes except County Line Road pending the outcome of the possible alignment shift.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER



Mark Peterson, P.E.

cc: Rob Hull, DCCO

THE WILL COMMUNITY

Will County Governmental League

July 24, 1997

ALAN

IT SHOULD BE NOTED THAT THE SOUTHERN PORTION OF RIDGE ROAD WAS OUTSIDE THE ORIGINAL STUDY AREA: THIS CONTRIBUTED TO THE SELECTION OF COUNTY LINE RD. AT THAT TIME.

President
JOHN NOWAKOWSKI
(New Lenox)

Vice President
RICHARD BENSON
(Peotone)

Secretary
BERTHA HOFER
(Shorewood)

Treasurer
MIKE TURK
(Joliet)

Directors:
CHARLES ADELMAN
(Will County)
ROGER CLAAR
(Bolingbrook)
RICHARD KWASNESKI
(Lemont)
DON RANDICH
(Crest Hill)

Members:
Aurora
Beecher
Bolingbrook
Channahon
Crest Hill
Elwood
Frankfort
Joliet
Lemont
Lockport
Manhattan
Minooka
Mokena
Monee
Naperville
New Lenox
Orland Park
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Steger
Tinley Park
University Park
Wilmington
Woodridge
County of Will

Executive Director
Alan Anderson

Mr. Kirk Brown
Illinois Secretary of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Secretary Brown:

The Wikaduke member communities are pleased with IDOT's study of routes in Will, Kane, DuPage and Kendall Counties. We are particularly pleased with the Department's participation in the study of a north-south SRA Route from Illinois 56 to U.S. Route 6. This SRA, the "Wikaduke Trail" will truly serve the region and be of great benefit to state and local residents.

County Line Road originally was selected as the alignment from approximately SR 126 south to Bell Road. It appears after careful consideration that County Line may not be the optimal alignment. Ridge Road, approximately one mile west of the county line, in Kendall County, now appears to be the best north-south alignment. It is the natural east-west drainage break and will require less new right-of-way. Furthermore, commercial development at the intersection of Ridge Road and I-80 is expected to continue north along Ridge Road rather than making the easterly transition to County Line. These development pressures are expected to defacto make Ridge Road the primary north-south corridor regardless of its designation. Finally, it seams preferable to avoid residential development that is now occurring along County Line Road. Ridge Road is entirely rural at this time.

IDOT funds spent studying the north and south portions of the present alignment remain well spent. This alignment should remain along Eola and Heggs Roads, from Butterfield Road south to 95th Street. At 95th it should transition west to align with Stewart Road and again west to align with Ridge Road at about 135th. The Ridge Road alignment then continues south to terminate at U.S. Route 6. State and local agencies will benefit by having study data on both alignments.

Wikaduke member communities and agencies support and recognize the need for a north-south SRA west of Route 59 even if located at County Line. The member communities directly affected by this alignment have adopted resolutions now supporting the new Ridge Road alignment, recognizing it is preferred within the region by those who will be constructing the corridor. We believe the success of

302 N. CHICAGO STREET • JOLIET, ILLINOIS 60432-4059 • (815) 722-7280 • Fax: (815) 722-0528

the Wikaduke SRA route is essential to maintain proper performance levels for IDOT's state highway system serving our area. The Wikaduke communities respectfully request the Department shift and supplement the resources dedicated to the study of the County Line Road alignment approximately one mile west to align with Ridge Road. We will be grateful for IDOT's approval and support of this request as the route best serving the region.

To discuss this matter in greater detail we request a meeting with you and your staff at your earliest convenience. We believe we will demonstrate our commitment to the Wikaduke SRA for the study as well as future implementation. We will await your reply.

Sincerely,

Alan I. Anderson
Executive Director

AIA:amb

DRAFT

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - JUNE 25, 1997
PLAINFIELD PUBLIC LIBRARY
PLAINFIELD, ILLINOIS

The June 1997 monthly meeting of the WIKADUKE Members was held on June 25, 1997 at the Village of Plainfield Public Library. The meeting agenda was provided by the WIKADUKE Members.

Rob Hull,De Leuw, Cather (DCCO), distributed the Preliminary Improvement Recommendations for Heggs Road/Eola Road from 95th Street to Illinois Route 56 in report form for discussion with the WIKADUKE Members. The discussion below provides a summary of the comments during this meeting:

1. A comment was made that it would be helpful if the intersection diagrams could indicate what intersection movements were being recommended.

2. Naperville questioned whether a traffic signal was needed at Oakhurst.

   A traffic signal was not recommended at Oakhurst due to the proximity of the traffic signal at McCoy Drive. The desired traffic signal spacing along the route is one-half mile.

3. A question was raised as to whether the utility conflicts associated with the planned I-294 interchange would affect the Eola Road alignment.

   The Eola Road alignment should not be affected, however, the interchange configuration may need to be modified to avoid the utility.

4. It was stated that Du Page County was planning to align Bilter and Ferry Roads to intersect Eola Road in a single intersection.

5. It was questioned whether the extension of Eola Road through Fermi Lab was realistic.

   This concept was developed to improve access to the DuPage airport. The roadway is currently in the planning stages.

The aforementioned represent our understanding of the items discussed and the conclusions reached. Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

DE LEUW, CATHER



Mark Peterson, P.E.

cc: Rob Hull, DCCO

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:00 P.M. - April 23, 1997
VILLAGE OF BOLINGBROOK MUNICIPAL CENTER
375 W. Briarcliff Road
Bolingbrook, IL. 60440

The April 1997 monthly meeting of the WIKADUKE Members was held on April 23, 1997 at the Village of Bolingbrook Municipal Center. The meeting agenda was provided by the WIKADUKE Members. A copy of the Meeting Minutes and Attendance Register are attached to this summary.

In order for the WIKADUKE Members to provide local information and decision making to the Illinois Department of Transportation (IDOT) for the WIKADUKE Routes Study, De Leuw, Cather (DC) will provide status reports, present study findings and/or lead working sessions at WIKADUKE monthly meetings. The information below contains a summary of the portion of the monthly meeting that was dedicated to the discussion of the WIKADUKE Routes.

Rob Hull, De Leuw, Cather (DCCO), distributed the Preliminary Improvement Recommendations for County Line/Heggs Road from Caton Farm Road to 119th Street in report format for discussion with the WIKADUKE Members. Prior to the presentation of the report, however, a group of WIKADUKE Members voiced their concerns on the suitability of the Heggs/Eola/County Line Route as an SRA. The discussion below provides a summary of the comments:

1. The City of Joliet stated that they had met with a number of municipalities and together they would like to endorse the study of Ridge/Stewart Road in lieu of the County Line alignment. The municipalities endorsing Ridge/Stewart included: Aurora, Channahon, Joliet, Kendall County, Oswego Township and Plainfield.

   Reasons cited for the change in route selection included:

   - Ridge/Stewart follows a land formation along a ridge whereas County Line Road is located in a low lying area often within floodplains, and

   - large subdivisions have recently been platted along County Line Road in Joliet with only 100' of right-of-way reserved for roadway expansion. The SRA recommendation along County Line Road is for 150' of right-of-way.

2. Oswego Twp. stated that all three Townships at the east side of Kendall County have voted to endorse Ridge/Stewart as well as the Kendall County Transportation Committee. The Kendall County Board will not vote on this issue until the Village of Oswego takes a position.

3. The Illinois Department of Transportation (IDOT) stated that their are no additional funds available to shift the focus of the study to Ridge/Stewart. The municipalities may have to fund this change.

4. The WIKADUKE members questioned whether or not their was sufficient funds remaining in the study to shift the study focus to Ridge/Stewart?

   Re: DC stated that the funds were insufficient to change the focus of the study and still provide the required level of detail.

5. The WIKADUKE members questioned the level of study completion on County Line/Heggs/Eola?

   Re: DC estimated the present level of completion of the County Line/Heggs/Eola at 40%.

6. The City of Naperville questioned whether funds could be diverted from the study of Ridge Road south of Interstate 80 and applied to the study of Ridge/Stewart.

   Re: No, those monies are earmarked for a designated scope of work and cannot be transferred.

7. The Illinois Department of Transportation (IDOT) stated that it may be difficult to win support in Springfield for additional money for the study. The municipalities would have to present their proposal to Kirk Brown or Linda Wheeler to shift the focus of the study. Written statements should be prepared by each community/jurisdiction to indicate their preference.

   The City of Joliet stated that they could prepare formal documents prior to next months WIKADUKE meeting stating their position.

8. WIKADUKE questioned the methodology for changing the SRA designation from County Line/Heggs to Ridge/Stewart?

   Re: The designation could be changed during the 2020 Plan Update in approximately three years. Also, a special update could be prepared at some point in time. These issues should be taken up with the SRA Subcommittee.

9. For the next meeting the following information will be prepared:

- Level of expenditures on County Line/Heggs and the estimated cost to study Ridge/Stewart (by DCCO), and
- draft or adopted (preferable) resolution endorsing Ridge/Stewart as the preferred alignment.

The aforementioned are our understandings of items discussed and conclusions reached.

Respectfully submitted,

DE LEUW, CATHER



Mark Peterson, P.E.

Attachments

cc: Rich Starr, IDOT
Rob Hull, DCCO

MM5.WPD

Memorandum

To:	File
CC:	
From:	Robert F. Hull
Date:	March 27, 1997
Subject:	WIKADUKE SRA Monthly Meeting--3/26/97

The March 1997 monthly meeting of the WIKADUKE members was held on March 26, 1997, at 3:30 pm at the Bolingbrook Municipal Center. De Leuw, Cather & Company, the project consultant was represented by Rob Hull and Mark Peterson,and the Illinois Department of Transportation was represented by Lou Paukovitz.

Rob Hull presented the preliminary route improvement recommendations for the Ridge Road/County Line Road route from Interstate 80 to Caton Farm Road. The basic criteria developed for this route includes an ultimate right-of-way width of 150 feet, 4 lane interim roadway section/6 lane ultimate roadway section, one-half mile minimum signal spacing, full access control on the roadway connectors and quarter mile access points limited to right-in/right-out only.

After this presentation the Members had the following discussion:

1. City of Joliet has a subdivision development platted on County Line Road between Theodore Street and Caton Farm Road and is requiring only 120 feet be set aside.

2. Comment was made that the proposed park and ride facility at the County Line/Caton Farm intersection southeast corner is the location of a new retention pond. Response: The location of the park and ride facility is schematic only, not exact; the actual location could go anywhere in the general vicinity of the intersection, upwards to a quarter mile back on any leg of the intersection.

3. It was agreed that the general SRA route standards that were applied to the Ridge/County Line/Heggs/Eola route should be presented for review and agreement at the next WIKADUKE meeting.

4. Question was asked about the nature of access on the quarter mile locations. Response: The consultant recommends that these access points be of the right-in/right-out only.

5. Question was asked about the remaining time frame of the study. Response: The project is approximately 50% complete...Caton Farm Road, 119th Street and 95th/Boughton have already been presented to the Members, working on the presentation of Ridge/County Line/Heggs/Eola now...will likely conduct 3 or 4 public informational hearings in January-February, 1998...Final report should be issued in April, 1998.

Please inform the writer as to any corrections or modifications to these meeting minutes.

cc: R. Starr, IDOT

Memorandum

To:	File
CC:	
From:	Robert F. Hull
Date:	March 10, 1997
Subject:	WIKADUKE SRA Monthly Meeting--2/26/97

The WIKADUKE SRA monthly meeting was held on February 26, 1997, at the Village of Plainfield Public Library at 3:30pm. In addition to attendence by the WIKADUKE members, others present included Rich Starr, Illinois Department of Transportation, and Rob Hull and Mark Peterson, De Leuw, Cather. De Leuw, Cather presented the preliminary improvement recommendations for the 95th Street/Boughton Road route. The WIKADUKE members were provided with a packet of information, including route maps summarizing the preliminary recommendations.

The following items were discussed pertaining to 95th Street/Boughton Road:

1. Aurora noted that their comprehensive plan indicated that the 95th Street corridor was located on the south side of the Commonwealth Edison easment on the eastern end of the corridor and then veered to the north of the easement for the remainder of the corridor. Response: The 95th Street corridor route maps will be revised to reflect the corridor location with respect to Commonwealth Edison.

2. Aurora noted that they had a transportation improvement proposal to tie U.S. 30 into 95th Street to form a continuous route. Response: IDOT currently has this segment of U.S. 30, including the U.S. 34 interchange, in a Phase I study and is evaluating different improvement alternatives, including removal of the aforementioned interchange. The 95th Street proposal as part of the WIKADUKE study should remain as flexible as possible to accomodate future transportation improvements on U.S. 30.

3. Support was expressed for the recommendation to preserve right-of-way at the E, J & E Railroad for a future grade separation with 95th Street. Railroads are adamantly opposed to grade crossings.

4. Question was asked if 248th Street should be considered a future major collector. It was decided that a future 4-lane cross section should be indicated on 248th Street.

Please inform the writer of any additions, corrections or modifications to these meeting minutes.

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:30 P.M. - JANUARY 22, 1997
CITY OF NAPERVILLE MUNICIPAL CENTER
400 SOUTH EAGLE STREET
NAPERVILLE, IL. 60566-7020

The January 1997 monthly meeting of the WIKADUKE Members was held on January 22, 1997 at the City of Naperville Municipal Center. The meeting agenda was provided by the WIKADUKE Members and separate Meeting Minutes were prepared by the Members. A copy of the Meeting Minutes and Attendance Register are attached to this summary.

In order for the WIKADUKE Members to provide local information and decision making to the Illinois Department of Transportation (IDOT) for the WIKADUKE Routes Study, De Leuw, Cather (DC) will provide status reports, present study findings and/or lead working sessions at WIKADUKE monthly meetings. The information below contains a summary of the portion of the monthly meeting that was dedicated to the discussion of the WIKADUKE Routes.

1. Rob Hull, De Leuw, Cather (DC), distributed the Preliminary Improvement Recommendations in report format for discussion with the WIKADUKE Members. Mr. Hull explained the report format and briefly described the recommended improvements for Caton Farm Road and 119th Street as shown in the report.

Subsequent to the presentation of the report, the Members had the following questions and comments:

1. Oswego Township stated that the proposed Joliet Fire Station, on the west side of Countyline Road at Caton Farm Road, has provided 60' of right-of-way from the centerline of Caton Farm Road.

   Jurisdiction for the Township routes will be transferred to the communities as the adjacent land is incorporated. Joliet has taken over Drauden and will take over Countyline in the future. County and State Routes will not be transferred unless agreed upon by both parties.

2. What are the SRA signal warrants, are they different than the existing warrants?

   Re: Yes, the SRA signal warrants differ from the 11 MUTCD signal warrants. In general, the SRA signal warrants are more restrictive. Three of the 11 MUTCD

warrants would be dropped while others would be modified to allow for an increase in delay on the sidestreets.

3. The City of Naperville questioned whether there was any legislation in place that required or mandated that traffic signals be placed at every 1/4 or 1/2 mile along the route?

   Re: No, these are spacing guidelines established for smooth traffic flow and progression. Spacing of 1/2 mile is optimum for traffic progression through a series of signals. Signal spacing of 1/4 mile or less will cause additional delay.

4. Bolingbrook questioned whether the median would have to be carried across the Du Page River Bridge?

   Re: No, the median could be removed to reduce structure costs unless geometrics would prohibit the removal.

5. The City of Naperville questioned whether or not reports like those presented at this meeting will be prepared for each route?

   Re: Yes, reports will be prepared for each route.

6. Plainfield questioned the placement of the Future Park-and-Ride Facility and Future Transit Facility along 119th Street.

   Re: These facilities are located where a transfer between transportation modes or vehicles would be desirable. The exact location is not determined at this time. Any input from the local community would be helpful in refining the location. IDOT stated that these locations would be reviewed by Department of Public Transportation.

   WCGL stated that they would contact Metra concerning locations and spacing for these types of facilities.

The aforementioned are our understandings of items discussed and conclusions reached.

Respectfully submitted,

DE LEUW, CATHER



Mark Peterson, P.E.

Attachments

cc: Rich Starr, IDOT
Rob Hull, DC

MM4.WP

Attend

Jim Parajon	City of Naperville	548-2951
Carl Schoedel	DuPage Mayors and Managers Conference	630 571 0480
Dan Werner	Village of Channahon	815-467-5311
Gordon McCluskey	WCTC	815-838-7427
Rob Tonarelli	Village of Minooka	815-467-2151
Mark Peterson	DeLeuw, Cather	312-930-5172
Rich Starr	IDOT-Dist 1	847-705-4095
R. Hull	DeLeuw, Cather	312.930.5167
Lou Paukovitz	IDOT-Dist. 3 -Ottawa	815-434-8473
Bill Syversen	DuPage Co. Development Dept	682-7230
Jim Shapard	Joliet	(815) 740-2215
Tom Pawlowicz	Bolingbrook	630-226-8851

Memorandum

To:	File
CC:	
From:	Robert F. Hull
Date:	November 21, 1996
Subject:	WIKADUKE Monthly Meeting---11/20/96

The WIKADUKE Monthly Meeting was held on November 20, 1996, at Naperville Village Hall. Meeting attendees included members from the WIKADUKE group, the Illinois Department of Transportation (Districts 1 and 3) and De Leuw, Cather. The meeting agenda item for the WIKADUKE SRA Study was to prepare a summary of project recommendations developed to date. Results and specific items discussed at the meeting are as follows:

1. De Leuw, Cather provided a regional map to the group which highlighted the four WIKADUKE routes being studied, the other existing SRA routes in the WIKADUKE area, the existing expressway system and the existing and proposed transit facilities. This map exhibited the linkages for the WIKADUKE routes to the regional transportation network.

2. This regional map illustrated the WIKADUKE group preference that 119th Street be designated as the major arterial over 127th Street.

3. De Leuw, Cather discussed its recommendation that Ridge/County Line/Heggs from I-80 to U.S. 34, 119th Street and Caton Farm Road be adopted onto the CATS 2020 SRA network. It was noted that the WIKADUKE group felt that the portion of Ridge/County Line/Heggs/Eola from U.S. 34 to I-88 (and possibly Il 56) be included onto the CATS 2020 SRA network and that the Village of Bolingbrook objected to 95th Street/Boughton Road being not recommended for the CATS 2020 SRA network.

4. Question was asked to IDOT how the WIKADUKE SRA route recommendations will be described to the SRA Subcommittee when the presentation is made for the adoption of WIKADUKE routes onto the CATS 2020 SRA network. Response: The recommendations were based upon SRA route spacing criteria which is five mile spacing in suburban areas and will so be

presented to the CATS SRA Subcommittee.

5. Question was asked if Farnsworth could be eliminated fromthe SRA network in order to justify inclusion of Eola Road based upon spacing criteria. Response: Although traffic flows along Farnsworth are not efficient, Aurora would not support eliminating it from the SRA network.

6. De Leuw, Cather provided corrections to the October meeting minutes distributed by the WIKADUKE group. The Village of Oswego did not express a preference for 127th Street over 119th Street and some WIKADUKE members could see benefits to having 95th/Boughton included into the SRA network.

7. Next meeting is set for January 22, 1997, at 3:30 pm at Naperville Village Hall.

cc: R. Starr, IDOT
M. Peterson, De Leuw, Cather

Memorandum

To:	File
CC:	
From:	Robert F. Hull
Date:	October 28, 1996
Subject:	WIKADUKE SRA Network Recommendation

A component of the WIKADUKE SRA Feasibility Studies is to recommend which, if any, of the four assigned routes would be suitable for inclusion to SRA network currently being formulated as part of the CATS 2010 Transportation Plan. The four routes that currently comprise the WIKADUKE SRA study are Ridge/County Line/Heggs/Eola (from Interstate 80 to Butterfield Road, 26 miles), Caton Farm Road (from County Line Road to IL 59, 3 miles), 119th Street/127th Street (from Heggs Road to Interstate 55, 7 miles) and 95th Street/Boughton Road (from U.S. 30 to IL 53, 12 miles).

To permit the consistent evaluation of these routes, a set of guidelines and criteria has been established, as follows:

1. Spacing of WIKADUKE routes against existing SRA routes. For the suburban SRA routes the desirable spacing of SRA routes is five miles.
2. Ability of WIKADUKE routes to meet mininmum SRA design criteria. For suburban SRA routes the minimum SRA cross section is four through lanes plus median within 100 feet to 120 feet of right-of-way.
3. Regional nature of the routes.
4. Termini points. SRA routes must terminate at another SRA route or major transportation facility such as an interstate.

Upon detailed evaluation, it is recommended that the Ridge/County Line/Heggs/Eola route between Interstate 80 and Ogden Avenue (U.S. 34), Caton Farm Road and the 119th/127th Street route be adopted into the SRA network of the CATS 2020 Transportation Plan. It is also recommended that the 95th Street/Boughton Road not be included the CATS 2020 Plan. The following information highlights by route the major factors considered in this

evaluation.

Ridge/County Line/Heggs/Eola

1. Although the route parallels IL 59 by three to four miles there is no similiar major north-south route to the west. However, north of Ogden Avenue the SRA spacing is less than the desirable criteria because of the presence of Farnsworth Avenue, and therefore the segment of this route on Eola Road between Ogden Avenue and Interstate 88 is not recommended for inclusion to the CATS 2020 Plan.

2. It is possible to provide a 6-lane, 30 foot median roadway cross section on this route from I-80 to 95th Street, a distance of approximately 18 miles.

3. Good access management provisions could be implemented along this recommended segment as the route develops, due to the rural and agricultural nature of the existing land use.

4. The corridor connections between Ridge Road and County Line Road and between County Line and Heggs Road will traverse open farm land. When these corridor connections are implemented, the route will be continuous.

5. The route was originally designated as the regional replacement for the Fox Valley Expressway.

6. The route will function as a reliever route for IL 59, which is located about 3 miles to the east. IL 59 will probably not be upgraded fully to a 6-lane cross section because of the constraints imposed by Plainfield and Shorewood.

7. There is really no opportunity to establish a route similar to this further to the west in Kendall County, because of the disjointed road patterns and topogaphical features.

Caton Farm Road

1. Caton Farm Road is already designated as an SRA from IL 59 to the east. The SRA designation would be extended from IL 59 to County Line Road.

2. The previous SRA study on Caton Farm Road to the east of IL 59 has recommended the implementation of a new interchange at Interstate 55 and Caton Farm Road. This new interchange would attract and distribute traffic to the Ridge/County Line/Heggs/Eola route to the west.

3. It will be possible to meet the minimum SRA design criteria of a 4-lane plus median roadway cross section. This cross section would be consistent with the recommendation for Caton Farm Road from IL 59 to the east.

4. Will County and the City of Joliet are currently requiring developers to preserve 50 feet of right-of-way on both sides of Caton Farm Road, which will be adequate to allow the eventual implementation of the anticipated 4-lane plus median roadway cross section. Access control measures are also being required of developments.

119th Street/127th Street

1. The route could be extended to link with the Village of Oswego's transportation plan for major improvements to Collins Road and Orchard Road.

2. The spacing of east-west SRA routes would be positive with 75th Street located as the SRA to the north (about 5 miles) and Caton Farm Road as the SRA to the south (about 7 miles).

3. It will be possible to implement the SRA desirable minimum roadway cross section of 4 through lanes plus median within 100 to 120 feet of right-of-way.

4. The rural and agricultural existing land useage will permit the establishment of positive access control measures as development occurs.

95th Street/Boughton Road

It is recommended that 95th Street/Boughton Road not be included in the CATS 2020 Transportation Plan SRA network for the following:

1. SRA spacing crtieria will not be satisfied. 75th Street is an existing SRA and more regional in nature than 95th Street/Boughton Road. It is located approximately three miles to the north. To the south, if 119thStreet/127th Street become adopted onto the SRA network, this route would be 3 to 4 miles away from 95th Street/Boughton Road

2. Boughton Road terminates at IL 53, which is not an SRA route.

3. Although not recommended for inclusion to the SRA network, it is acknowledged that the route will have regional significance in the facilitation of east-west traffic circulation. 95th Street east of IL 59 and Boughton Road have been constructed to a 4 through lane plus median cross section which will be able to accomodate significant traffic movement.

WIKADUKE Monthly Meeting October 23, 1996
Summary of Meeting

Prior to the meeting the joint IDOT/DCCO recommendation was to include the following routes for the CATS 2020 Transportation Plan SRA Network:

1. Ridge/County Line/Heggs/ Eola from I-80 to U.S. 34 (Ogden Ave.). The segment of Eola Road north of U.S. 34 was not recommended for inclusion to the CATS 2020 SRA Network due to inadequate spacing between IL 59 and Farnsworth Ave. The leg of Ridge Road south of I-80 and U.S. 6 was not recommended for inclusion because it does not terminate at an SRA or other major transportation facility.

2. 119th Street from Heggs Road to Weber Road

3. Caton Farm Road from County Line Road to IL 59

The 95th Street/Boughton Road route was not recommended for inclusion to the CATS 2020 plan due to the five mile spacing criteria established for suburban SRA routes.

Subsequent to the presentation of this recommendation, the WIKADUKE group adopted the following position on each route with respect to inclusion to the CATS 2020 SRA Network:

1. Ridge/County Line/Heggs/Eola---WIKADUKE recommends that the route from I-80 to I-88 be included on the SRA network because the it will function as a major north-south route and reliever for IL 59. The group further recommended that the SRA designation be extended to IL 56 (Butterfield Road) because of the potential to extend Eola Road north of IL 56 through Fermilab property to the Du Page County Airport. The group also stated that attention needs to be paid to Minooka's concerns at the southern end of the route and that, as the route development moves to the implementation phase, consideration be given to developing Ridge Road/ Stewart Road as the major arterial instead of County Line Road.

Aurora stated that there is a major need to move north-south traffic as a replacement for the Fox Valley Freeway. Aurora also stated that Farnsworth does not currently move north-south traffic efficiently.

2. 119th Street/127th Street---The group accepted the IDOT/DCCO recommendation that 119th Street is preferable route to be developed in this corridor and that 119th Street be recommended for addition to the

CATS 2020 SRA Network.

3. Caton Farm Road--The group accepted the IDOT/DCCO recommendation that Caton Farm Road be added to the CATS 2020 SRA plan.

4. 95th Street/Boughton Road---The group acknowledged that this route is regionally significant, but could not agree on whether it should be recommended for designation in the CATS 2020 plan. Bolingbrook would like to see it become an SRA; Naperville does not want it to become an SRA, especially east of IL 59; and Aurora asked if it could be designated an SRA west of IL 59 only.

IDOT stated that the SRA designation accepted by CATS will not affect the completion of the final report for the WIKADUKE routes and that all routes will be fully studied as intended.

Minooka's concerns with respect to Ridge Road:

What will be the impact to Minooka when Ridge Road is developed into an SRA in terms of traffic? How much traffic would be dumped into Minooka? RESPONSE: As a result of the study, these impacts will be determined.

Could the study be expanded to include a study of alternate interchange locations along I-80 and include development of another parallel north-south route? RESPONSE: IDOT has made clear that the study of additional interchanges along I-80 is not within the contractual scope of services.

WIKADUKE MONTHLY MEETING
SEPTEMBER 25, 1996

Route capacity planning

We have gone through all of the assigned routes and made a preliminary assessment of what we believe the ultimate number of lanes and proposed right-of-way widths ought to be.

At this point in time, it's looking like a 4-lane cross section with a 12' - 30' median inside a right-of-way width of 100' - 150' is what's going to be recommended on most routes.

One notable exception would be the Ridge/County Line/Heggs route from I-~~88~~ 80 to 95th Street. In that segment, we'd like to recommend that 150' right-of-way be reserved, so we'd look at it as an initial 4 lane route, with the future potential expansion to a 6 lane cross section.

One thing I should clarify in this discussion is that we do not have future traffic volume projections to base our preliminary recommendations upon. Rather, our recommendations are based upon the criteria contained within the SRA Design Concept Report, and combined with our knowledge of the routes and constraints imposed on them.

An example of that would be Boughton/95th, where the route has been built out to a 4 lane cross section with a median, yet the existing development along the route will preclude its expansion to a 6-lane cross section.

Status of corridor studies

The corridor studies we are performing as part of this project really break down into two categories:

1. the connection of two segments of existing routes

2. studying two routes to determine which is most appropriate for SRA

And what we've found is that the connections between Ridge and County Line and between County Line and Heggs are fairly cut and dried because they will traverse over open farmland.

Far more difficult are the connections between Boughton and 95th and 95th out to

the U.S. 30/U.S. 34 intersections. We are still in the process of generating alternatives for these connections for evaluation.

Finally, we are still assessing the pros and cons of 119th vs. 127th to determine which route should be recommended as the SRA type route.

Preliminary route improvement recommendations

Once we finalize the route capacity planning and the corridor location studies, then we will determine in detail the other types of route specific improvement recommendations. We have a real good idea of where all the major intersections are located and the ones that are candidates for major improvements such as dual left turn lanes in all directions.

When we study these routes in detail we look at special features such as railroad grade separations, intersection realignments, access management and consolidation, traffic signal locations transit potential and other SRA-type treatments that are contained within the SRA Design Concept Report.

Community work sessions

As we work through our detail recommendations we propose to conduct individual meetings with the WIKADUKE communities to go over the specifics of our analyses. We conducted one such meeting with Kendall County and the Townships back in August and found it to be a most productive meeting. And so we will be contacting the communities this fall to go over our preliminary recommendations in more detail.

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:30 P.M. - JUNE 16, 1996
CITY OF NAPERVILLE MUNICIPAL CENTER
400 SOUTH EAGLE STREET
NAPERVILLE, IL. 60566-7020

The June monthly meeting of the WIKADUKE Members was held on June 16, 1996 at the City of Naperville Municipal Center. The meeting agenda was provided by the WIKADUKE Members. The information below contains a summary of the portion of the monthly meeting pertaining to the discussion of the WIKADUKE Routes. Additional discussion of WIKADUKE and State transportation issues was led by Linda Wheeler and Randy Blankenhorn of the Illinois Department of Transportation Office of Planning and Programming (OP&P).

1. OP&P stated that there is no special funding identified specifically for Strategic Regional Arterials (SRA's). Projects must first be listed in Long Range Plan. From that point, the improvements are based on mileage criteria according to type of roadway.

   IDOT is presently not in a position to begin add lanes projects. Traffic signals, interconnection, etc. will continue. The Federal Highway Bill must be renewed prior to release of increased Federal dollars. There is a need to take the highway funds "off budget". The Truth in Budget Act would make this possible.

2. Naperville commented that the State needs to increase revenue for transportation.

   OP&P stated that the anti-tax sentiment in Illinois is very strong. There is no support for an increase in the gas tax. There was little support for the Fox Valley Expressway.

   Lockport stated that except for Aurora, all of the communities south of I-88 were unanimous in favor of the Fox.

3. Will County Governmental League questioned as to what help IDOT could provide into recording centerlines for some routes.

   OP&P stated that special legislation would be needed to record an alignment. The project would need to be specified by name. IDOT could provide technical support for the legislation. IDOT cannot record a centerline on non-State routes.

OP&P suggested that this issue could be addressed in the sub-Regional Planning and stated that the UWP process could assist in this area. The Communities could come together and cost share.

4. OP&P stated that only 2-1/2 of the eastern Kendall County Townships are in the CATS Planning Area.

   Kendall County stated that the southern end of Ridge Road is not covered in the CATS Planning Area. This portion may be added in the future.

   OP&P stated that the County Boards need to vote to support inclusion into CATS. Can make a stronger case for adding projects that other people have committed money to.

This discussion ended the portion of the meeting devoted to the WIKADUKE Routes. The aforementioned are our understandings of items discussed and conclusions reached.

Respectfully submitted,

DE LEUW, CATHER



Mark Peterson, P.E.

cc: Rich Starr, IDOT
Rob Hull, DC

FN:MM3.WP

Memorandum

To:	File
CC:	
From:	Robert F. Hull
Date:	April 25, 1996
Subject:	WIKADUKE April Monthly Meeting

The WIKADUKE monthly meeting was conducted at the Naperville Village Hall on April 24, 1996. Attending the meeting, in addition to members from the WIKADUKE group, was Rich Starr of the Illinois Department of Transportation and Rob Hull and Mark Peterson of De Leuw, Cather & Company. Specific issues and questions are itemized as follows:

1. De Leuw, Cather & Company distributed an information packet concerning an update and list of key project issues by route to the WIKADUKE members. This information relates to the upcoming field tour for the WIKADUKE members scheduled for May 16 and 17, 1996. De Leuw, Cather requested that the members review the information in the packet and report back on any additional key issues that may merit examination during the field tour. De Leuw, Cather stated that a full set of route map aerials, that highlight existing characteristics of each assigned WIKADUKE route, will be made available to the members for use on the field tour. A copy of the information packet is attached to these meeting minutes.

2. A question was asked if further specifics would be forthcoming on the field tour. De Leuw, Cather responded that further information pertaining to specific meeting points and times would be distributed to the members during the first week in May.

Please inform the writer of any corrections or modifications to these meeting minutes.

cc: Rich Starr, IDOT
Mark Peterson, DCCO

WIKADUKE FIELD TOUR

4/24/96

1. Field tour responses to date: of 37 letters distributed to WIKADUKE Members on April 8, 1996, we have received positive responses from 9 including; IDOT District 3, Will County Highway Department, Will County Governmental League, Oswego Twp, Du Page Twp, Plainfield, Shorewood, Channahon, Du Page Mayors and Managers.

2. The field tour schedule has been reorganized to better focus on issues in local geographic areas along the WIKADUKE Routes. In this way, we can remain within the jurisdictions of local officials and concentrate on their particular areas of interest. This reorganization should also reduce the length of the return drive and make more efficient use of time. The revised schedule is provided on Attachment A.

3. Attendees will be notified of specific meeting points for the each of the Area sessions. Locations are expected to be centrally located within the particular geographic area.

4. In order to initiate discussion and to identify specific stopping points during the field tour we have compiled a list of major route issues. The list, provided on Attachment B, defines key issues for each route such as major intersections, interchange locations, environmentally sensitive areas, rapidly developing areas, railroad crossings, river crossings, geometric constraints, optimal corridor location, ability to expand the roadway, grade separation locations, transit opportunities (Metra or Pace), E,J&E interface and, right-of-way protection requirements, etc..

ATTACHMENT A
WIKADUKE FIELD TOUR
REVISED SCHEDULE

4/24/96

The field tour will proceed from the south to the north and from the east to the west according to the schedule provided below.

Date	Time	Location/Description
5/16	8:30-10:00 AM	**Area 1/** Southern segment of Heggs/Eola Route: Ridge Road from Illinois 6 to Holt Road and County Line Road from County Farm Road to Na-Au-Say/Plainfield Township Line (9 miles).
5/16	10:30-12:00 AM	**Area 2/** South segment of Heggs/Eola Route & Caton Farm Road: County Line Road from Na-Au-Say/Plainfield Township Line to 135th Street and Caton Farm Road from Heggs/Eola Route to Illinois 59 (9 miles).
5/16	1:00-4:00 PM	**Area 3/** Central segment of Heggs/Eola Route and 119th/127th Corridor: Heggs Road from 135th Street to 87th Street and the 119th/127th Corridor (19 miles).
5/17	8:30-10:00 AM	**Area 4/** Northern segment of Heggs/Eola Route: Vaughn/Eola Road from 87th Street to Illinois 56 (8 miles).
5/17	10:30-12:00 AM	**Area 5/** 95th/Boughton: 95th Street/Boughton U.S. 34 to Illinois 53 (7 miles).
5/17	1:00-?	Open

ATTACHMENT B
HEGGS/EOLA ROUTE ISSUES

- Potential extension of corridor south to U.S. 6
- Ridge Road interchange with I-80
- Corridor location between Ridge Road and County Line Road
- Intersection with U.S. 52
- Ultimate number of lanes and right-of-way width (U.S. 52 to 87th Street)
- Intersection with Black Road
- Intersection with Caton Farm (SRA to SRA type)
- Intersection with Illinois 126
- Corridor location between County Line Road and Heggs Road
- Intersections with 119th/127th Streets (SRA to SRA type)
- Intersection with U.S. 30 (severe skew)
- Intersection with Oswego Road (Wolf's Crossing Road)
- Possible Metra station for future E, J & E commuter service
- Intersection location with 95th/Boughton Route (SRA to SRA type)
- Ultimate number of lanes and right-of-way width (87th Street to U.S. 34)
- Intersection with U.S. 34 (SRA to SRA type)
- Ultimate number of lanes and right-of-way width (U.S. 34 to I-88)
- Intersection with New York Street
- Railroad crossing north of New York Street (Burlington Northern)
- Interchange type with I-88 (ISHTA)
- Ultimate number of lanes and right of way width between I-88 and Illinois 56 (Butterfield Road)
- Intersection with Illinois 56 (Butterfield Road) (SRA to SRA type)

95th /BOUGHTON ROUTE ISSUES

- Potential realignment of U.S. 30 at U.S. 34
- Intersection with U.S. 34 (SRA to SRA type)
- 95th Street corridor location between U.S. 34 and 248th Street
- Intersection with Heggs/Eola Route (SRA to SRA type)
- Railroad crossing with E,J & E
- Possible Metra station for future E, J & E commuter service
- Intersection with Oswego Road (Wolf's Crossing Road) and 248th Street
- Ultimate number of lanes and right-of-way between Heggs/Eola Route and Plainfield-Naperville Road
- Intersection with Illinois 59 (SRA to SRA type)
- Intersection with Plainfield/Naperville Road
- Corridor location between 95th Street and Boughton Road (95th Street Relocation Study)
- Crossing of Du Page River
- 95th Street/Boughton Road intersection
- Ultimate number of lanes and right-of-way width along Boughton Road to Illinois 53
- Intersection with Naperville Road (SRA to SRA type)
- Intersection with Illinois 53

119th/127th CORRIDOR ISSUES

- Corridor location between Heggs/Eola Route and Weber Road/I-55
- Ultimate number of lanes and right-of-way width from Heggs/Eola Route to Weber Road/I-55
- Intersection with Heggs/Eola Route (SRA to SRA type)
- Intersection with U.S. 30
- Railroad crossing of E, J & E
- Possible Metra station for future E, J & E commuter service
- Intersection with Illinois 59 (SRA to SRA type)
- Crossing of the Du Page River
- Intersection with Plainfield/Naperville Road
- Connection into Weber Road/I-55 interchange

CATON FARM ROAD ISSUES

- Ultimate number of lanes and right-of-way width (between Heggs/Eola Route and Illinois 59)
- Intersection with Heggs/Eola Route (SRA to SRA type)
- Railroad crossing of E, J & E
- Intersection with Illinois 59 (SRA to SRA type)

Memorandum

To:	File
CC:	
From:	Robert F. Hull
Date:	March 28, 1996
Subject:	WIKADUKE March Monthly Meeting

The WIKADUKE monthly meeting was held on March 27, 1996, at the Naperville Village Hall. Attendees included regular members of the WIKADUKE group, in addition to Rich Starr of the Illinois Department of Transportation and Rob Hull of De Leuw, Cather & Company. The following issues pertaining to the WIKADUKE SRA study were discussed:

1. De Leuw, Cather provided a project status summary. Presently data and information is being compiled onto aerial photographs which will ultimately be used for existing facility characteristics in the final report. Most data and land use plans have been received from local agencies. Field trips have been conducted to develop existing information about the asssigned routes, such as number of lanes, intersections, signalization and sidewalks.

2. De Leuw, Cather expects to have the aerial base maps completed in time for distribution at the April, 1996, WIKADUKE monthly meeting.

3. De Leuw, Cather suggested conducting a two day field tour of the assigned routes with members of the WIKADUKE group during the third week of May. The purpose of the field trip would be to review existing data information shown on the aerial base maps, as well as serve for field identification of key project issues and constraints. The idea of the field tour was favorably endorsed by the WIKADUKE group.

4. The logistics of the field tour will be organized by De Leuw, Cather. This will include vehicle rentals, contacting WIKADUKE members, arranging meeting places and times,etc. The idea was that the first day the group would cover Caton Farm Road, Heggs/Eola and 119th/127th; the second day would be reserved to cover 95th/Boughton. At the April WIKADUKE meeting, De Leuw, Cather will confirm that members of the group have received notification of the

field tour.

These meeting minutes represent our understanding of items discussed and conclusions reached. Please inform the writer, upon receipt, of any changes or clarifications, at (312) 930-5167.

Respectfully submitted,

DE LEUW, CATHER



Robert F. Hull, P.E.

cc: Rich Starr, IDOT
Rob Hull, DCCO
Mark Peterson, DCCO

WIKA DUKES

3/28/96

NAME	TITLE	AFFIL
GORDON McCUSKEY	CITY ADM	LOCKPORT
JOHN PETERSON	V. PRES.	PLAINFIELD
TOM PAWLOWICZ	ASST. V. ENG.	BOLINGBROOK
PETER WALDOCK	DEV. DIR.	PLAINFIELD
JOHN LOPER	PRINCIPAL PLANNER	DUPAGE CO. DOT
RICH STARR	~~IDOT PROG DEV~~	IDOT
ROB HULL	PROJECT MANAGER	DE LEUW, CATHER & CO.
PAUL SAJOVEC	EVAN BOARD MEMB.	SHOREWOOD
JANE TOMPKINS	PLANNER	WILL CTY. LAND USE
NED BECKER	CITY ENGINEER	NAPERVILLE
RUSTY ERICKSON	DIR. COM. DEV. CITY OF AURORA	AURORA
LUIS GUARIN	ASST DIR of PLANNING	AURORA
ALICIA HANSON	WILL CO. GOVERNMENTAL LEAGUE →	PLANNING LIAIS
BRUCE GOULD	ASST. COUNTY ENG	WCHD

MEETING MINUTES

WIKADUKE MONTHLY MEETING

3:30 P.M. - FEBRUARY 28, 1996
CITY OF NAPERVILLE MUNICIPAL CENTER
400 SOUTH EAGLE STREET
NAPERVILLE, IL. 60566-7020

The February monthly meeting of the WIKADUKE Members was held on February 28, 1996 at the City of Naperville Municipal Center. The meeting agenda was provided by the WIKADUKE Members and separate Meeting Minutes were prepared by the Members. A copy of the Meeting Minutes and Attendance Register are attached to this summary.

In order for the WIKADUKE Members to provide local information and decision making to the Illinois Department of Transportation (IDOT) for the WIKADUKE Routes Study, De Leuw, Cather (DC) will provide status reports, present study findings and/or lead working sessions at WIKADUKE monthly meetings. The information below contains a summary of the portion of the monthly meeting that was dedicated to the discussion of the WIKADUKE Routes.

1. Mark Peterson, De Leuw, Cather (DC), provided the status of the WIKADUKE Routes Study and discussed the progress of the data collection task and direction of the route analysis task to follow (See February Status Report attached).

Following the discussion, the Members had the following questions and comments:

1. A request was made by representatives of Will and Grundy Counties, that the Heggs/Eola/County Line/Ridge Road Study limits be extended southward to Illinois 6. Also, it was noted that Channahon would like to see a crossing of the Illinois River on Ridge Road due to the lack of sufficient river crossings between IL-47 and I-55.

   Re: Existing mapping does not provide coverage for Ridge Road south of I-55, however, the report text could incorporate an extended study area if desired by the Members. It was observed by a Member, that the DC contract with IDOT has sufficient flexibility to be able to incorporate this change.

2. The IDOT District 3 representative stated that the terminus of Ridge Road should be investigated thoroughly to insure that it is terminated at an appropriate type facility.

The aforementioned are our understandings of items discussed and conclusions reached. Please inform the writer, upon receipt, of any changes or clarifications, at (312) 930-5172.

Respectfully submitted,

DE LEUW, CATHER

Mark Peterson, P.E.

Attachments

cc: Rich Starr, IDOT
Rob Hull, DC

MM2.WP

WIKADUKE ROUTE STUDY
FEBRUARY STATUS REPORT
2/28/96

Provided to the WIKADUKE Membership as part of the WIKADUKE Route Study being performed by De Leuw, Cather (DC) for the Illinois Department of Transportation (IDOT).

DATA COLLECTION

Aerial mapping has been completed by Martinez Corporation and provided to DC for base map creation. Base maps will display both existing conditions and proposed improvements.

Sidwell Map collection has been initiated from the Kendall County Mapping Department with the remaining maps to be made available from IDOT.

Land Use Plans, Zoning Maps and Transportation Plans have been collected from the WIKADUKE Members (See inventory on Attachment A). Information from these plans will be transferred to the existing conditions base map and field verified. Updated and more detailed information will be needed from the WIKADUKE Members.

Environmental inventories have been collected in order to establish the locations of sensitive areas within the route corridors. These inventories include:

- **National Register of Historic Places**
- **Inventory of Historic Structures and Historic Landmarks** currently being compiled by IDOT from the Illinois Historic Structures Inventory.
- **Floodway and Floodplain Maps** have been collected from FEMA.
- **National Wetland Inventory Maps** produced by the U.S. Department of the Interior - Fish and Wildlife Service
- **U.S. Environmental Protection Agency CERCLIS** listing. Leaking underground storage tank (LUST) sites are will be identified by IDOT.
- **Prime Farmland Maps** produced by the SCS have been collected for all counties.

ROUTE ANALYSIS

The initial focus of the route analysis will be on:

- Creating continuous routes,
- Dividing routes into Route Area Types (Suburban), and
- Dividing the routes into segments (2 miles) according to similar physical characteristics concerning right-of-way availability, access control, development, signal spacing, etc.

ATTACHMENT A

WIKADUKE DATA COLLECTION

JURISDICTION

Item #, Description & (date received)

AURORA

1. Comprehensive Plan - October 1995 (2/7/96)

Note: Zoning map was not available on Feb. 7, 1996.

BOLINGBROOK

1. Thoroughfare Plan - 2'x2' - No Date (1/24/96)
2. Village Street Map - August 1995 (2/6/96)
3. Land Use Plan - September 1992 (2/6/96)
4. Zoning Map - January 1996 (2/6/96)
5. Comprehensive Policy Plan - February 1985 (2/6/96)

CHANNAHON

1. Zoning Map - March 1995 (2/6/96)

Note: Draft Comprehensive Plan is not available yet. Public Hearing scheduled for Feb. 17, 1996.

CREST HILL

1. Part of Comprehensive Plan - 1992 (2/6/96)

Note: Zoning not needed.

DUPAGE COUNTY

1. Land Development Policy Plan - October 1993 (2/7/96)
2. Naperville Township Zoning Map - May 1995 (2/7/96)
3. Winfield Township Zoning Map - May 1995 (2/7/96)
4. Year 2005 Transportation Plan - January 1986 (2/7/96)

GRUNDY COUNTY

Note: Larry Pachol should be sending pertinent information. As of Feb. 16, 1996 have not received.

JOLIET

1. Northwest Quadrant Land Use Plan - April 1991 (2/6/96)

KANE COUNTY

1. (Public Review Draft) 2020 Land Resource Management Plan - August 1995 (2/7/96)
2. County Highway Map - September 1992 (2/7/96)

Note: No zoning needed.

KENDALL COUNTY

1. Land Resource Management Plan - March 1994 (1/24/96)
2. Township Zoning Maps - October 1995 (2/7/96)
3. County Highway Map - 1993 (2/7/96)

LOCKPORT

1. Comprehensive Plan - June 1990 (2/6/96)
2. Zoning Map - September 1995 (2/6/96)

MINOOKA

1. Comprehensive Plan - 1991 (2/6/96)
2. Zoning Map - April 1994 (2/6/96)

MONTGOMERY

1. Comprehensive Plan - September 1991 (2/7/96)

Note: No zoning needed.

NAPERVILLE

1. Thoroughfare Map - 5'x5' - No Date (1/24/96)
2. Traffic Model Memorandum - No Date (1/24/96)
3. Road Impact Fees - January 1996 (1/24/96)
4. 2005 Base Adjusted Traffic Volumes Revision 6 - 3'x3' - December 1995 (1/24/96)
5. 95th Street Relocation Study, Consoer Townsend and Associates, March 1990 (1/96)
6. Comprehensive Plan - 1985 (2/7/96)
7. Comprehensive Plan, Sector G Revision - 1994 (2/7/96)
8. Zoning Map - January 1996 (2/7/96)
9. Development Index - August 1994 (2/7/96)

OSWEGO

1. Comprehensive Plan - November 1994 (2/7/96)
2. Zoning Map - July 1994 (2/7/96)

PLAINFIELD

1. Draft Transportation Plan - July 1995 (1/24/96)
2. Comprehensive Plan - December 1995 (2/6/96)
3. Zoning Map - March 1995 (2/6/96)

ROMEOVILLE

1. Zoning Map - July 1995 (2/6/96)
2. Parts of Draft Comprehensive Plan - 1996 (2/6/96)

SHOREWOOD

1. Land Use Plan - November 1993 (2/6/96)
2. Zoning Map - March 1995 (2/6/96)
3. Average Daily Traffic from 1991 IDOT Traffic Map with memo identifying congested areas (2/6/96)

WILL COUNTY

1. Land Resource Management Plan - October 1990 (2/6/96)

Note: Should try to get zoning and LRMP document (if available) from Jane Tompkins.

WOODRIDGE

1. Zoning Map - March 1995 (2/6/96)
2. Parts of Draft Comprehensive Plan - 1996 (2/6/96)

MINUTES
W I K A D U K E
WEDNESDAY, FEBRUARY 28, 1996

Ned Becker opened the meeting at 3:30 p.m. with introductions (attendance sheet attached). Distribution of the minutes of the January 24, 1996 meeting will be made with the March agenda mailing.

IDOT

IDOT,Rich Starr, made some preliminary comments and deferred to their consultant, DeLeuw Cather.

Mark Peterson distributed their February Status Report. The report was reviewed and discussed and are made a part of these minutes. Data collection is proceeding. Aerials are done. Route Analysis as Suburban will be the next step. He requested the review of documents provided and any additional information that anyone feels is needed should be forwarded to them.

Becker indicated that the former I-80 termination is now South to Route 6.

Grundy County will request the study be extended to Route 6 and across the river with a bridge crossing.

EJ&E

Becker displayed the Chicago Tribune article 2/ /96 and commented on joint/commuter utilization of the line.

Becker introduced Ken Hay who will be the project manager when the Phase 1 contract is awarded. There was a prebid meeting at Metra on 2/27/96 with 40 consultants in attendance. A single track is a concern. The study will be from Waukegan to the Illinois state line. Any questions can be directed to Ken.

WILL COUNTY TRANSPORTATION PLAN

Craig Hullinger displayed and discussed several of the maps being developed as part of the plan.. He indicated that the County consultant, Barton Ashman will be doing modeling beginning in April. The next meeting is the 5 Tuesday of April in Joliet.

LUTSFOX

Mahender Vasandani redefined the area of the study and reported that phase 1 is completed.

Phase 1 defined the concerns, provided insight to the transportation problems. Two meetings were held by the large task force (46 members).

Phase 2 will be to define the issues and potential solutions. It will be completed in August 1996

He reviewed the priorities and discussed the top 5. A copy is attached here for your review, comment, concern and participation.

The Study will be completed in June 1997.

FOX VALLEY FREEWAY STUDY

Becker asked of IDOT of the release of HNTB SRA Study which should be forthcoming from IDOT, Linda Wheeler.

NEXT MEETING

The next meeting will be Wednesday march 27, 1996 at 3:30 p.m. in Naperville.

SIGN-IN SHEET (PLEASE PRINT)

NAME/TITLE	MUNICIPALITY	ADDRESS	PHONE #	FAX #
Gordon McCluskey	Lockport City	222 G 9th Lockport 60441	815-838-0456	815-838-9498
Peter Waldbrook	Village of Plainfield	1400 N. Division Plainfield 60544	815/436-2093	815/436-1950
Jim Haller	City of Joliet	150 W. Jefferson 60432	815-740-2411	815-740-1221
Craig Hallinger	Will County	501 Ella Ave Joliet IL	815 727 8430	8621
Ken Hay	EJ&E RWY	1141 Maple Rd Joliet IL	815-740-6730	815-740-6729
Bob Kallien	City of Naperville	400 S. Eagle Npvl.	708-420-4163	708-420-6657
Mahender Vasandani	DuPage Co. Dvlpmt.	421 N. County Farm	708-682-7230	708 682-7179
Lou Pawkovitz	IDOT - Dist 1	700 E. Norris Dr OTTAWA	815/434-8473	
Luis Guarin	City of Aurora	44 E. Downer Pl. 60507	708/844-3624	
Rich Starr	IDOT - Dist 1	201 Center Ct, Schaumburg	847/705-4095	847-705-4666
Mark Peterson	DeLeuw, Cather	525 W. Monroe Chicago IL 60661	312/930-5172	312/930/0018
5) Paul Sajovec	Shorewood →	903 W. Jefferson Shorewood 60431	(815) 725-2150	(815) 744-6766
Rusty Erickson	Aurora	44 E. Downer Pl	(708) 844-3627	
Joe Abel	Grundy Co.	200 Forest Ave Glen Ellyn, IL 60137	358-5085	790-1116

SIGN-IN SHEET (PLEASE PRINT)

NAME/TITLE	MUNICIPALITY	ADDRESS	PHONE #	FAX #
Mike Drey DPW	Bolingbrook	375 W. Briarcliff 60490	759-0980	759-0595
Bruce Gould, Asst. County Eng	Will County Hwy	16841 W. Laraway Rd, Joliet	815-7278476	815-7279806
Bill Lewis	Naperville		708-420-6097	
Larry Valpel, Development Coordinator	Naperville	PO Box 3020 Naper, IL 60566	708.305.3750	708.420.6083
Mark Fialkowski	CATS	300 West Adams Chicago 60606	(312) 793-3464	3481
Thomas A Engel	Wight & Co	814 Ogden Ave Downers 60516	(708) 969-7000	(708) 969 7979

MEETING MINUTES

WIKADUKE MONTHLY MEETING

2:30 P.M. - JANUARY 24, 1996
CITY OF NAPERVILLE MUNICIPAL CENTER
400 SOUTH EAGLE STREET
NAPERVILLE, IL. 60566-7020

The January monthly meeting of the WIKADUKE Members was held on January 24, 1996 at the City of Naperville Municipal Center. The meeting agenda was provided by the WIKADUKE Members and separate Meeting Minutes were prepared by the Members. A copy of the Meeting Minutes and Attendance Register are attached to this summary.

In order for the WIKADUKE Members to provide local information and decision making to the Illinois Department of Transportation (IDOT) for the WIKADUKE Routes Study, De Leuw, Cather & Co. (DCCO) will provide status reports, present study findings and/or lead working sessions at WIKADUKE monthly meetings. The information below contains a summary of the portion of the monthly meeting that was dedicated to the discussion of the WIKADUKE Routes.

1. Rob Hull, De Leuw, Cather & Co. (DCCO), provided the status of the WIKADUKE Routes Study and discussed the project schedule, work elements, deliverables and scope as identified in the prime contract (See attached handout).

Following the discussion of the Study, the Members had the following questions and comments:

1. A request was made by one of the Members to IDOT/DCCO that they be notified in advance of any windshield survey, performed in their jurisdiction, for the purpose of accompanying DCCO during the performance of the survey.

   Re: Members will be notified prior to the performance of the surveys.

2. The proper method of requesting data from the Members was discussed and a suggestion was made to notify Members in writing. Letters should be sent to those Members on the mailing list provided previously to IDOT/DCCO. It was noted that this list had not been updated recently. IDOT/DCCO should apprise the Membership as to the status of responses from WIKADUKE.

   Re: Status of data collection will be reported at subsequent meetings.

3. It was stated that the County Engineers could provide contacts with the Township Commissioners, if needed.

The aforementioned are our understandings of items discussed and conclusions reached. Please inform the writer, upon receipt, of any changes or clarifications, at (312) 930-5172.

Respectfully submitted,

DE LEUW, CATHER & COMPANY

Mark Peterson, P.E.

Attachments

cc: Rich Starr, IDOT
Rob Hull, DCCO

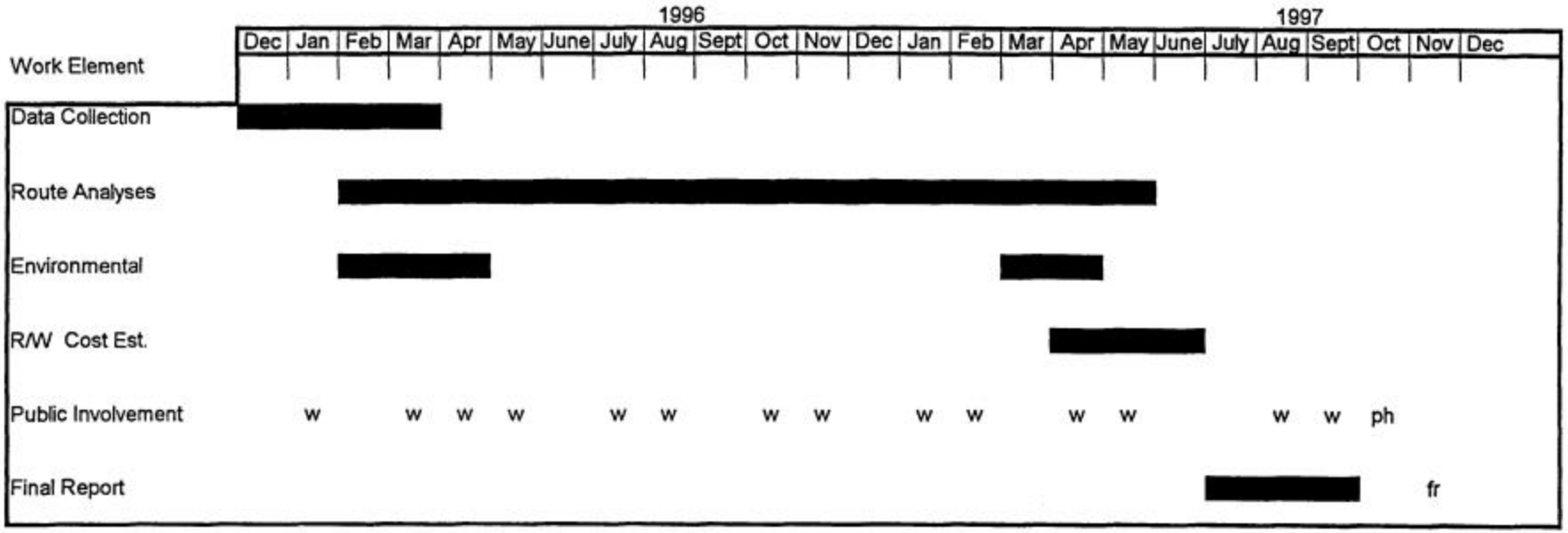
MM1.WP

WIKADUKE MEETING
JAN 24, 1996 2:30

NED BECKER	NAPERVILLE	420 6096
FRED RANCK	"	
DEBBIE KRESL	"	
MARCIE LIGAS	"	
PAT McDONALD	PLAINFIELD	
Jim Shapard	Joliet	
Alicia Haulon	Will Co. Govt. League	(815) 464-0904
Alan Anderson	WCGL	815/727-7280
GEORGE HETTRICH	OSWEGO TOWNSHIP SUPERVISOR	708-554-314.
Tom Pawlowicz	Village of Bolingbrook	708-759-0480
Mike Drey	"	"
BRUCE GOULD	WILL COUNTY HWY.	815-7278476
BILL LEWIS	NAPERVILLE	420-6097
GORDON McCLUSKY	LOCKPORT	815-838-0456
Rob Hull	De Leuw, Cather	312-930-5167
Mark Peterson	DeLeuw Cather	312-930-5172
RICH STARR	IDOT	847-705-4095
JOHN LOPER	DuPAGE COUNTY DOT	708-682-7318
Mahendra Vasandani	DuPage County Development	708 682-7230
FRANCIS KLATT	KENDALL CO. ENGR.	
RUSTY ERICKSON	CITY of AURORA	844-3627
Joseph Abel	Grundy County	(708) 958-5085
c/o 200 Forest Ave. Glen Ellyn, IL. 60137		
MARK FIALKOWSKI	CATS	(312) 793.3464
Lou PAUKOVITZ	IDOT-Dist 3	(815) 434-8473
Paul Sajovec	Shorewood	
Jane Tompkins	Planner, Will County	815/727-8430

WIKADUI :RA FEASIBILITY STUDIES

PROJECT SCHEDULE



w = meet with WIKADUKE group
ph = public hearing
fr = final report

WIKADUKE SRA FEASIBILITY STUDIES
PROJECT WORK ELEMENTS

1. Data Collection

Aerial photography
Projected traffic volumes
Local land use plans
Zoning maps
Previous studies
Official maps
Transit information (Metra, Pace)
Roadway characteristics data
Socio-economic forecasts
Windshield surveys

2. Route Analyses

Corridor location studies
Route improvement recommendations (no. of lanes, right-of-way widths, intersection improvements, access management, future traffic signal locations and systems, transit planning)

3. Environmental

Inventory existing environmental characteristics (cultural resources, wetlands, parks, agricultural, hazardous waste sites)
Highlight environmental features--environmental constraints map

4. Public Involvement

Coordination with WIKADUKE group
Public hearing

5. Final Report

Pre-draft for WIKADUKE/IDOT review comment
Public hearing draft
Final report

WIKADUKE SRA FEASIBLILITY STUDIES
PROJECT DELIVERABLES

1. Route Geometry (1/31/97)

This submittal will consist of recommended corridor locations, number of lanes, proposed right-of-way requirements, detailed sketches of recommended intersection improvements and traffic capacity analyses. This submittal will be distributed to WIKADUKE and IDOT for review and comment.

2. Pre-Draft Report (7/31/97)

The pre-draft report will highlight all preliminary project recommendations, summarize potential impacts and construction/right-of-way cost estimates and distributed to WIKADUKE and IDOT for review and comment.

3. Draft Report (9/15/97)

The draft report will contain any revisions based upon pre-draft report comments and be the report on display at the public hearing.

4. Final Report (11/15/97)

The final report will be published after consideration and review of the input received at the public hearing and finalization of all project recommendations.

1.22 (S P 2.42d) Deletions for references to Exhibit A. Delete the last two sentences in paragraph d.

1.23 (S P 2.44) If the duration of this contract exceeds 18 months and the basis of payment is cost plus fixed fee, STANDARD PROVISIONS 2.44a is deleted and the following is incorporated and applies:

This CONSULTANT shall review the work accomplished and make an itemized estimate showing cost incurred and cost of services still required to complete their obligation on a quarterly basis and the results of the review shall be submitted to the DEPARTMENT 25 days following March 31, June 30, September 30 and December 31 of each calendar year. In addition, the CONSULTANT shall make such a review and submit said report when the cost incurred approaches 90% of the upper limit of compensation.

1.24 (S P 2.44b(2)) Add, The Written Authorization must be signed by the Engineer of Design and Environment in the Central Office.

1.25 (S P 2.45a) Delete reference to FHPM 1-7-2 and incorporate reference FAPG Chapter I, Subchapter B, Part 172.

1.26 (S P 2.45) The following paragraph is added to Section 2.45b(3) of the STANDARD PROVISIONS.

The maximum total compensation for partners, principals, and employees will be $45.00 per hour ($93,600 annually) that may be charged directly to the contract. The maximum total compensation of up to $60.00 per hour ($124,800 annually) for indirect salary costs may be included in the overhead.

1.27 (S P 6.43) Delete reference to FHPM 6-4-2 and incorporate reference FAPG Chapter I, Subchapter G, Part 630, Subpart B.

2.0 Scope of Work - The CONSULTANT shall complete the following work on the PROJECT.

The overall objective of the SRA studies is to determine ultimate roadway improvements and specific right-of-way requirements for the assigned set of SRA routes to accommodate the projected travel demand of the year 2010. The 2010 Transportation Study and adopted in 1989 as the official long-range transportation plan for metropolitan Chicago, predicts an overall increase in travel demand of 23 percent. It is recognized that the existing and proposed expressways throughout the Chicago area will not be able to absorb the additional travel demand. The SRA system has been defined to function in a supporting role to assist in the accommodation of longer-haul, high volume traffic.

For this project, 48 miles of arterial roadways in the Will/Kane/DuPage/Kendall Counties area have been designated for pre-Phase I SRA-type studies. The four routes are:

1. Heggs/Eola from Butterfield Road to I-80, 26 miles
2. 95th/Boughton from Farnsworth Road to IL 53, 12 miles
3. 119th/127th Corridor from Heggs Road to Weber Road, 7 miles
4. Caton Farm from County Line Road to IL 59, 3 miles

The final product of the SRA study will be a report for each assigned route that will:

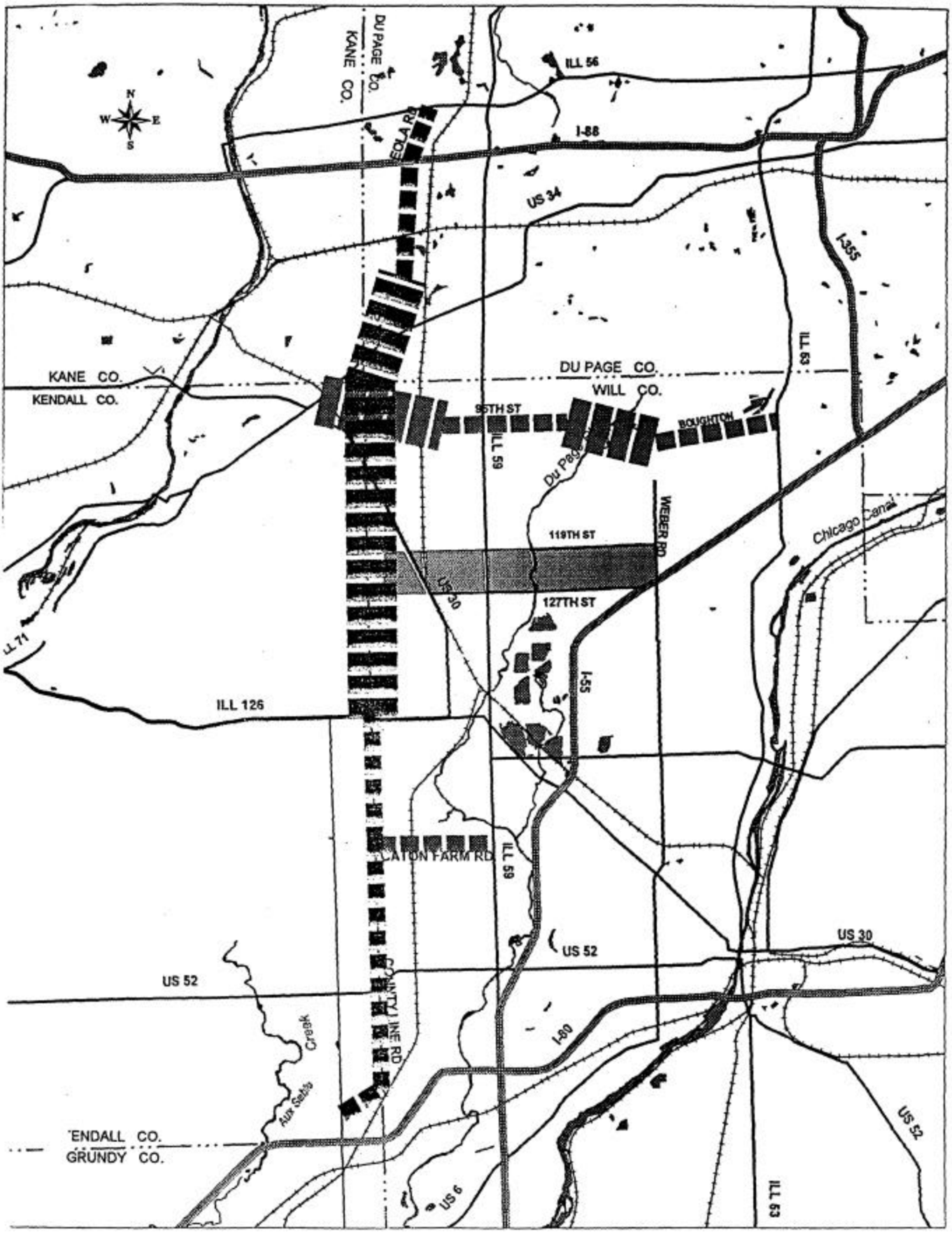
- define the existing route conditions,
- detail the recommended improvements,
- identify the future right-of-way requirements,
- determine potential environmental issues to be studied in subsequent design phases,
- estimate construction and right-of-way costs,
- determine the timing of needed improvements, and
- provide complete documentation of the public involvement process.

2.1 The CONSULTANT will furnish the originals and a reasonable number of prints of all necessary plans and documents, as determined by the DEPARTMENT, including the following:

Pre-Draft Report - Copies =4
Draft Report - Copies = # of advisory panel members +4
Final Report - Copies = # of advisory panel members +15

2.2 The DEPARTMENT shall furnish the following to the CONSULTANT for his/her use in performing the work under this AGREEMENT:

- Mircorfilm plans (as available)
- Previously conducted ground survey (as available from IDOT)
- Existing traffic data (from IDOT)
- Projected traffic data (from CATS)
- Accident data
- Existing right-of-way data (as available from IDOT)
- Inventories of known hazardous waste sites and predictions for discovery of such sites in unsurveyed areas (from IDOT)
- Inventories of known cultural resources and predictions for discovery of such resources in unsurveyed areas (from IDOT)
- Inventories of known biological wetlands and other natural resources and predictions for discovery of such resources in unsurveyed areas (from IDOT)
- Ongoing studies and previous Studies, if applicable
- Social and economic estimates and forecasts (from NIPC)
- Transit route and usage information (as available from RTA, CTA, PACE, and Metra)
- Roadway Characteristics Data (from IDOT)
- 2010 TSD Plan
- Operation GreenLight Task Force Reports (from CATS)
- Proposed Structures for Strategic Regional Arterial Study Advisory Panels
- SRA Design Concept Report (3 copies)


DU PAGE CO.
KANE CO.
ILL 56
I-88
US 34
I-355
ILL 63
KANE CO.
KENDALL CO.
DU PAGE CO.
WILL CO.
95TH ST
ILL 59
BOUGHTON
Du Page
WEBER RD
Chicago Canal
119TH ST
US 30
127TH ST
I-55
ILL 126
EATON FARM RD
ILL 59
US 30
US 52
US 52
COUNTY LINE RD
I-80
Aux Sable Creek
KENDALL CO.
GRUNDY CO.
US 6
US 52
ILL 63

W.I.K.A.D.U.K.E.

November 29, 1995

MINUTES

INTRODUCTION:

Attendance Sheets be attached and made a part of these minutes.

Working from the agenda as follows:

CONTRACT

IDOT indicated DeLue Cather contract is to IDOT to Springfield for Secretary Brown's signature and it is expected anyday.

Rick Starr asked for input and/or alternate number of meetings to be held.

Next meeting is scheduled for the fourth Wednesday, January 24, 1996. This coincides with the same meeting date as the Will County Transportation Committee which meets on the fourth Wednesday of each month.

E J & E

Alicia Hanlon updated the group on the status of this item and advised that the next meeting is December 8, 1995 with Metra. Five (5) communities have agreed to participate at the $25,000 funding (5 @ $5,000). Mayor Lund is seeking verification that many Mayors are interested in this area wide project.

WILL COUNTY TRANSPORTATION PLAN

Alicia Hanlon, WCGL-PL and Jane Thompkins updated the group on the draft of the TALUS Plan. They requested comments, revisions and any further information be forwarded to Will County.

N.I.P.C.

John Paige indicated that CATS is holding a series of 13 meetings on the 2020 plan and will receive comments until February 1996.

LUTSFOX

DuPage planner, Mahender Vacandani, indicated the contract was just signed, that IDOT money was received and the project was just starting and will run for 18 months. This phase is to serve as an information base. He requested feedback. January 16 will be the end of phase 1 and a presentation will be made.

ANNEXATION

Ned Becker has indicated that Aurora has annexed 500 acres with multiple builders which is into Will and Kendall Counties.

IMPACT FEES

Ned Becker also indicated that Naperville has done modeling for the 2005 Traffic for Impact Fees - a 10 year review. To justify fees, modeling has to be done using a 10 year land use for transportation. Fred Rank, Traffic Engineer has worked extensively on the modeling. Ned Becker requested time for a presentation at our next W.I.K.A.D.U.K.E. meeting:

2:30 p.m. for the consultant
3:00 p.m. for Naperville
3:30 p.m. for W.I.K.A.D.U.K.E.

ADJOURNMENT

Meeting adjourned at 4:45 p.m.

Meeting of Wika Rte
11/29/95

NAME	ADDRESS	TELEPHONE
Bill Lewis	N. D Rail.	708-442-6097
Rob Hull	DeLeuw, Cather	312 930. 5167
Rich Starr	IDOT	
Mark Peterson	DeLeuw Cathers	312-930-5172
June L Tompkins	Will County Land Use Dept	815/727-8430
Alicia Haulon	432 W. Nebraska Frankfort	(815) 464-0904
Gordon McCluskey	222 E Lockport, IL 60441	815-838-0456
Ned Becker	City of Naperville	708-420-6096
John H. Paige	NIPC	312/454-0400
Kurt Stalzer	Plainfield	815 436 3174
John Putman	Plainfield	815 436-3261
Ray Hatcher	Kendall Co.	708-241-5920
Steven C Manning	"	708. 553. 4138
George Hettich	Kendall Co. Conveyance Inventory Inspector	708-554-3742
Patrick Grill	City of Naperville	708-420-6107
John Loper	DuPage County DOT	708-682-7318
Carl Schoedel	DuPage Mayors & Managers Conf.	708-571-0420
Lou Pawkowitz	IDOT-Dist 3 Ottawa	815-434-8473
M Athender	~~Valandani~~ DuPage Co. Development	708-682-7230
Tom Pawlowicz	Village of Bolingbrook	708-759-0434
Mark Fialkowski	CATS	(312) 793-3464

Public Hearings and Recorded Comments

SECTION 7.2

7.2 PUBLIC HEARINGS AND RECORDED COMMENTS

Five public hearings were held by the Illinois Department of Transportation to present recommended improvements for the WIKADUKE routes as part of the SRA System and to obtain public input. The hearings were held I five different locations within the general project area. The general public was notified of the public hearings through area newspapers. Advertisements for the hearings were run I the Herald News and the Beacon News on October 14, 1998 and again on October 27, 1998.

The public hearings were conducted in an open house format. Exhibits showing the recommended improvements for each route were displayed for public viewing and a narrated slide presentation was given every 15 minutes in an adjoining room. The slide presentation included general information about the SRA System, as well as the scope of improvements recommended for the WIKADUKE Routes.

Representatives of the Illinois Department of Transportation as well as the project consultant, De Leuw, Cather and Company, were present during the hearings to answer questions and discuss the project recommendations. A court reporter was present during the hearings to take oral comments, and provision was made for submission of written comments for a period of 30 days following the hearings. In addition to the recorded oral and written comments, comments expressed to IDOT and project consultant representatives at the hearings have been summarized and included in this document.

Included in this section are copies of the following:

- Public Hearing Notice
- Public Hearing Handout
- Slide Presentation Narrative
- Public Hearing No. 1 (Attachment A)
  Summary of Public Hearing
  Recorded Oral Comments
  Written Comments
- Public Hearing No. 2 (Attachment B)
  Summary of Public Hearing
  Public Hearing Register
  Recorded Oral Comments
  Written Comments

- Public Hearing No. 3 (Attachment C)
  Summary of Public Hearing
  Public Hearing Register
  Recorded Oral Comments
  Written Comments

- Public Hearing No. 4 (Attachment D)
  Summary of Public Hearing
  Public Hearing Register
  Recorded Oral Comments
  Written Comments

- Public Hearing No. 5 (Attachment E)
  Summary of Public Hearing
  Public Hearing Register
  Recorded Oral Comments
  Written Comments

PUBLIC HEARING
NOTICE

Illinois Department of Transportation

PUBLIC HEARING

You are invited to attend a Public Hearing held by the Illinois Department of Transportation concerning Ridge Road/Eola Road (WIKADUKE Trail) from IL 56 to U.S. 6; 95th Street/Boughton Road from U.S. 30 to I-355; 119th Street form Stewart Road to Weber Road; Caton Farm Road from Ridge Road to IL 59. Plan to attend one of the following hearings from 2 p.m. to 7 p.m.

Tuesday, October 20, 1998
Holiday Inn & Suites-Bolingbrook
205 Remington Boulevard
Bolingbrook, IL 60440

Tuesday, November 10, 1998
Oswego Civic Center
5 Ashlawn Avenue
Montgomery, IL 60538

Wednesday, October 28, 1998
Eola Community Center
555 S. Eola Road
Aurora, IL 60507

Wednesday, November 18, 1998
Plainfield Village Hall
23145 W. Lincoln Highway (Lily Cache Plaza)
Plainfield, IL 60544

Wednesday, November 4, 1998
Minooka Village Hall
121 E. McEvilly Road
Minooka, IL 60447

Purpose of the Hearing:

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System.
- To obtain public input.

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions.

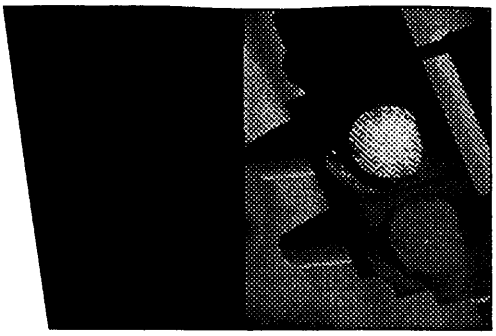
This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096

PUBLIC HEARING HANDOUT

SRA



STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

Ridge Rd./Eola Rd. (WIKADUKE Trail) from Il 56 to U.S. 6; 95th Street/Boughton Rd. from U.S. 30 to I-355; 119th Street from Stewart Rd. to Weber Rd.; Caton Farm Rd. from Ridge Rd. to IL 59.

Tuesday, October 20, 1998
Holiday Inn & Suites-Bolingbrook
205 Remington Blvd.
Bolingbrook, IL 60440

Wednesday, October 28, 1998
Eola Community Center
555 S. Eola Road
Aurora, IL 60507

Wednesday, November 4, 1998
Minooka Village Hall
121 E. McEvilly Rd.
Minooka, IL 60447

Tuesday, November 10, 1998
Oswego Civic Center
5 Ashlawn Ave.
Montgomery, IL 60538

Wednesday, October 28, 1998
Plainfield Village Hall
23145 W. Lincoln Highway (Lily Cache Plaza)
Plainfield, IL 60544

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Rich Starr - Highway Systems Engineer
(847) 705-4095

Illinois Department of Transportation

SUMMARY OF RECOMMENDATIONS

This section provides a summary of the recommended improvements for each of the WIKADUKE Routes and is separated by individual route and route segment. Further details of the recommended improvements are provided in the WIKADUKE Draft Report.

WIKADUKE TRAIL

Segment 1: U.S. Route 6 from Bell Road to Ridge Road

- One through lane in each direction with an 18-foot wide median and 10-foot wide shoulders within existing right-of-way.
- An interconnected signal system for the entire segment.

Segment 2: Ridge Road from U.S. Route 6 to Interstate 80

- Ridge Road between U.S. Route 6 and McEvilly Road - two through lanes with an 18-foot wide median within the proposed 120-foot wide right-of-way,
- Ridge Road between McEvilly Road and Twin Rail Drive - two through lanes with 12-foot wide median within the proposed 100-foot wide right-of-way,
- Ridge Road between Twin Rail Drive and ¼-mile north of Mondamin Street - maintain existing two through lanes with 12-foot wide median/turn lane cross-section within existing 100-foot wide right-of-way.
- Ridge Road between ¼-mile north of Mondamin Street and Interstate 80 - two through lanes with 18-foot wide median within proposed 120-foot wide right-of-way. Widen to four through lanes in interchange area.
- Reconstruct Interstate 80 Interchange to provide horizontal clearance for four through lanes and single left-turn lanes beneath structure by providing longer bridge spans over Ridge Road.
- An interconnected signal system for the entire segment.

Segment 3: Ridge Road from Interstate 80 to Wheeler Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 4: New roadway from Wheeler Road to Illinois Route 126

- Provide new roadway alignment connecting Ridge Road with Plainfield Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 5: Plainfield Road from Illinois Route 126 to Stewart Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 6: Stewart Road from Plainfield Road to Rance Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 7: New roadway from Rance Road to Wolf's Crossing Road

- Provide new roadway alignment connecting Stewart Road with Heggs Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system from U.S. Route 30 to Wolf's Crossing Road.

Segment 8: Heggs Road from Wolf's Crossing Road to 87th Street

- Two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Wolf's Crossing Road to the proposed 95th Street Extension.

Segment 9: Eola Road from 87th Street to Illinois Route 56

- Eola Road between 87th Street and Montgomery Road - two through lanes in each direction with no median within the existing right-of-way.
- Eola Road between Montgomery Road and Illinois Route 56 - maintain the existing four through lane cross-section with existing median within the existing right-of-way
- An interconnected signal system from 87th Street to Long Grove Drive and from McCoy Drive to Liberty Street.

95th STREET/BOUGHTON ROAD

Segment 1: 95th Street from U.S. Route 30 to 248th Street

- Construct 95th Street Extension from U.S. Route 30 to 248th Street. Recommended cross-section for the proposed roadway is two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Potential future grade separation at the EJ&E Railroad.
- Realign Wolf's Crossing Road to intersect the 95th Street Extension west of 248th Street.
- An interconnected signal system for the entire segment.

Segment 2: 95th Street from 248th Street to Plainfield-Naperville Road

- 248th Street to Illinois Route 59, two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Illinois Route 59 to Plainfield-Naperville Road, maintain the existing four through lane with 16-foot wide median cross-section within the existing 100-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 3: 95th/Boughton Connector

- Construct 95th/Boughton Connector from Plainfield-Naperville Road to Boughton Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 100- to 120-foot wide right-of-way.

Segment 4: Boughton Road from Kings Road to Illinois Route 53

- From Kings Road to Naperville Road - two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Naperville Road to Illinois Route 53 - maintain the existing four through lane with variable width median cross-section within the 100-foot wide existing right-of-way.
- Provide left-turn lane at Lyons Road.
- An interconnected signal system from shopping center drive (K Mart) to Commonwealth Drive and from Schmidt Road to Illinois Route 53.

Segment 5: Boughton Road from Illinois Route 53 to Interstate 355

- Illinois Route 53 to Feather Sound Drive - maintain existing four through lane with 4- to 18-foot wide median cross-section within the 100-foot wide existing right-of-way.
- Provide left-turn lanes at Monroe Drive, Preston and Feather Sound Drive
- From Feather Sound Drive to Interstate 355, three through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Illinois Route 53 to Interstate 355.

119th STREET

Segment 1: From Stewart Road to Illinois Route 59

- From Stewart Road to U.S. Route 30, construct 119th/Collins Road Connector. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- From U.S. Route 30 to Illinois Route 59, two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system for the entire segment.

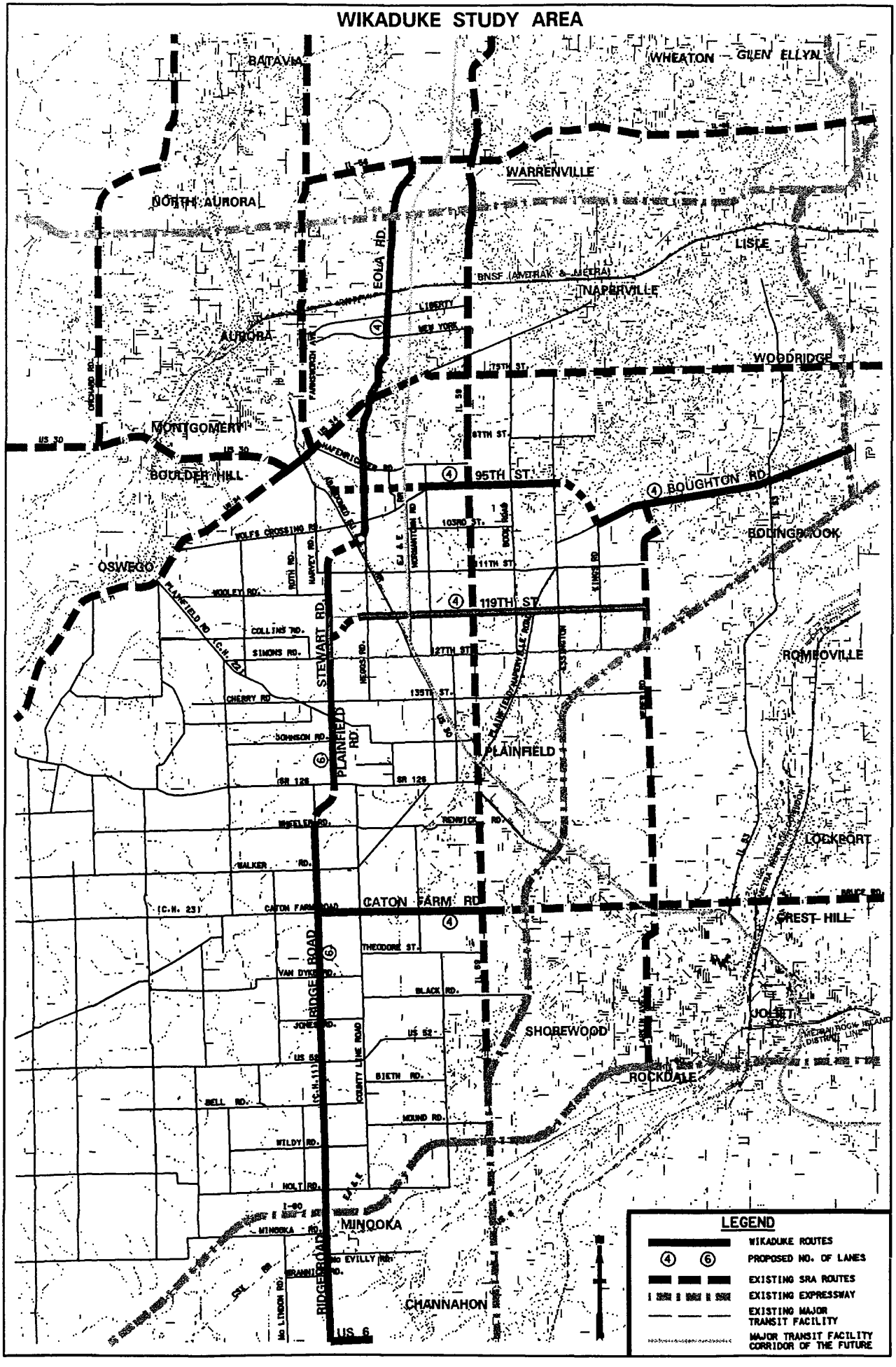
Segment 2: From Illinois Route 59 to Weber Road

- Two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Book Road to Weber Road.

CATON FARM ROAD

Segment 1: From Ridge Road to Illinois Route 59

- From Ridge Road to County Line Road - two through lanes in each direction with an 18-foot wide median within a 120-foot wide right-of-way.
- From County Line Road to Illinois Route 59 - two through lanes in each direction with an 18-foot wide median within 100-foot wide right-of-way.
- An interconnected signal system from Ridge Road to County Line Road.


WIKADUKE STUDY AREA
BATAVIA
WHEATON — GLEN ELLYN
WARRENVILLE
NORTH AURORA
LISLE
BNSF (AMTRAK & METRA)
NAPERVILLE
EOLA RD.
AURORA
WOODRIDGE
MONTGOMERY
US 30
BOULDER HILL
95TH ST.
BOUGHTON RD.
ROLLINGBROOK
OSWEGO
WOLFS CROSSING RD.
103RD ST.
111TH ST.
119TH ST.
WOOLEY RD.
COLLINS RD.
SIMONS RD.
STEWART RD.
PLAINFIELD RD.
127TH ST.
135TH ST.
CHERRY RD.
JOHNSON RD.
SR 126
ROMEOVILLE
PLAINFIELD
WHEELER RD.
RENWICK RD.
LOCKPORT
WALKER RD.
CATON FARM RD.
(C.H. 23)
CREST HILL
THEODORE ST.
VAN DYKE RD.
RIDGE ROAD
BLACK RD.
JOLIET
JONES RD.
US 52
SHOREWOOD
COUNTY LINE ROAD
(S.H. 111)
BIETH RD.
ROCKDALE
BELL RD.
MOUND RD.
WILDY RD.
HOLT RD.
I-80
MINOOKA
MINOOKA RD.
EVILLY RD.
CHANNAHON
US 6
LEGEND
WIKADUKE ROUTES
PROPOSED NO. OF LANES
EXISTING SRA ROUTES
EXISTING EXPRESSWAY
EXISTING MAJOR TRANSIT FACILITY
MAJOR TRANSIT FACILITY CORRIDOR OF THE FUTURE

SLIDE PRESENTATION NARRATIVE

WIKADUKE
PUBLIC MEETING SLIDE PRESENTATION

1 - IDOT Logo

Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for four routes in conjunction with the WIKADUKE Strategic Regional Arterial (SRA) Study. These routes consist of:

2 - Location Map

- the WIKADUKE Trail from U.S. 6 to Illinois 56,
- 95th Street/Boughton Road from U.S. 30 to Interstate 355,
- 119th Street from Stewart Road to Weber Road,
- and Caton Farm Road from Ridge Road to Illinois 59.

3 - 2020 SRA System Map

These four routes are intended to function as an extension of the previously defined SRA System. Portions of the routes have been added to the SRA system and comprise part of the 1387-mile SRA network, as identified in the 2020 Regional Transportation Plan (RTP).

4 - SRA Logo

In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system. The SRA System is intended to:

- provide a network of roads for long distance travel as a supplement to the primary expressway system;
- improve access to the expressway system; and;
- enhance opportunities to access major transportation facilities for regional trips.

To accomplish this consistently throughout the system, SRA studies are guided by eight objectives.

5 Objectives

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Identify and protect needed right-of-way.
- Examine ways to enhance public transportation
- Manage access to Strategic Regional Arterial routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.

- Identify ways to better accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel along the Strategic Regional Arterial route corridors.
- Identify potential environmental concerns.

6 - View of new developments

The southwest portion of the metropolitan Chicago area in **Will**, **Kane**, **DuPage** and **Kendall** Counties (aka WIKADUKE) is experiencing rapid urbanization. In recent years, residential and commercial developments have proceeded at a very high pace; a strong industrial and manufacturing base exists across the area; and a third airport for the metropolitan region may possibly someday be located in nearby Peotone. These combined factors have placed increasing pressure upon these region's network of expressways, arterial highway and local streets in the form of increased travel demand and congestion.

7 - Draft Report Cover

Throughout the study process, local involvement and coordination efforts included meeting with the WIKADUKE Members at the monthly meetings. Study findings were presented and discussed at these meetings for the purpose of refining the recommended improvements.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

8 - Regional Transportation Facilities

The regional transportation facilities in the WIKADUKE Region consist of Strategic Regional Arterial Routes: IL-56 (Butterfield Road), 75th/U.S. Route 30/U.S. Route 34 (Ogden Avenue), Farnsworth Avenue, Illinois Route 59, Weber Road and Caton Farm Road. Expressways include Interstate 88, Interstate 55 and Interstate 80. Major transit facilities located in the vicinity include the Metra Service on the Burlington Northern line, Heritage Corridor and the Rock Island District Line. The Elgin, Joliet and Eastern Railroad is a Major Transit Facility Corridor of the Future which is located in the vicinity of these routes.

9 - Route Map

The WIKADUKE Trail study extended from U.S. Route 6 on the south to Illinois Route 56 (Butterfield Road0 on the north, a distance of approximately 30 miles.

The WIKADUKE Trail is comprised of 6 roadway segments that generally follow the Eastern edge of Kendall County and the Western edges of Will and Du Page Counties. The Roadway segments include portions of US Route 6, Ridge Road, Plainfield Road, Stewart Road, Heggs Road and Eola Road. The portion of the route from Interstate 80 to US Route 34 has been adopted onto the SRA System.

10 - WIKADUKE Trail Cross-section

The WIKADUKE Trail is classified as a suburban SRA route from U.S. Route 6 to IL-56. For a suburban SRA route it is desirable to have at least two through lanes in each direction within a 120-foot wide right-of-way.

11 - Rush hours

The projected travel demand for the WIKADUKE Trail by the year 2020 varies over the length of the route. The projected traffic volumes are: between 10,000 and 15,000 vehicles per day on US 6; between 5,000 and 15,000 vehicles per day from US 6 to Caton Farm Road, between 20,000 and 25,000 vehicles per day on Plainfield Road, between 10,000 and 15,000 vehicles per day on Stewart Road, between 20,000 and 25,000 vehicles per day from Wolf's Crossing Road to US 34 (Ogden Avenue) and between 25,000 and 35,000 vehicles per day between Ogden Avenue and Illinois 56 (Butterfield Road).

12 - US-6 to Bell Rd

The recommended roadway improvement for the WIKADUKE Trail, on U.S. 6, between Ridge Road and Bell Road is one through lane in each direction with an 18-foot wide median. The existing right-of-way width varies from 100 feet to 120 feet wide and is adequate for implementation of the recommended cross-section.

13 - US 6 to I 80

The recommended roadway improvement for the WIKADUKE Trail on Ridge Road between Interstate 80 and McEvilly Road is one through lane in each direction with a 18-foot wide center median within a desirable 120-foot wide right-of-way.

From McEvilly Road to just north of Mondamin Street the recommended improvement is one through lane in each direction with a 12-foot wide center median within a 100-foot wide right-of-way.

It is recommended that the Interstate 80 interchange be modified to allow for the passage of two through lanes in each direction plus an 18-foot wide median on Ridge Road.

14 - I-80 to Wolf's Crossing Road

The recommended roadway improvement for the WIKADUKE Trail on Ridge, Plainfield and Stewart Roads between Wolf's Crossing Road and Interstate 80 is two through lanes in each direction with an 18-foot wide median within a 150-foot wide desirable ultimate right-of-way. As a Post-2020 improvement, the 150-foot wide right-of-way will allow for the construction of three through traffic lanes in each direction if required to satisfy future traffic demand.

15 - Wolf's Crossing Road to 87th Street

The recommended roadway improvement for the WIKADUKE Trail on Heggs Road between Wolf's Crossing Road and 87th Street is two through lanes in each direction with an 18-foot wide median. The ultimate desirable right-of-way width is 120 feet for this roadway improvement.

16 - 87th Street to US 34

The recommended roadway improvement for WIKADUKE Trail on Heggs Road between 87th Street and U.S. Route 34 is two through lanes in each direction with no median within the existing right-of-way. Due to the 80-foot wide right-of-way in this segment the addition of a center median is not feasible.

17 - Eola Road

The recommended roadway improvement for WIKADUKE Trail on Eola Road between and U.S. Route 34 and Illinois Route 56 maintains the existing two lanes in each direction with an 18-foot wide median within the existing right-of-way.

18 - Route map

The 95th Street/Boughton Road Route extends from U.S. Route 30 on the West to Interstate 355 on the East. The route passes through the communities of Aurora, Naperville and Bolingbrook in Will County.

19 - Cross-section

95th Street/Boughton Road Route has been studied in conformance with suburban S R A standards. Only the eastern end of Boughton Road, from Naperville Road to Interstate 355, has been adopted onto the SRA System. For a suburban SRA route it is desirable to provide a minimum of two through lanes in each direction within a 120-foot wide right-of-way.

20 - View of 95th Street rush hour

The projected travel demand for the 95th Street/Boughton Road Route in the year 2020 varies over the length of the route. On 95th Street, between U.S. Route 30 and 248th Street, the projected traffic is lass than 5,000 vehicles per day; between 248th Street and Plainfield-Naperville Road the projected traffic is between 10,000 and 20,000 vehicles per day; on the 95th Street/Boughton Connector the projected traffic is between 5,000 and 15,000 vehicles per day; on Boughton Road, between Kings Road and Naperville Road, the projected traffic is between 35,000 and 40,000 vehicles per day; between Naperville Road and Schmidt Road the projected traffic is between 45,000 and 50,000 vehicles per day; and between Schmidt Road and Interstate 355 the projected traffic is greater than 50,000 vehicles per day.

21 - US-30 to 248th Street.

The recommended roadway improvement for the 95th Street/Boughton Road Route is to construct a new roadway that will extend 95th Street from its terminus at 248th Street to U.S. 30. This new roadway will provide two through lanes in each direction with a 18-foot wide median within a 120-foot wide ultimate desirable right-of-way.

22 - 248th Street to IL-59.

The recommended roadway improvement on 95th Street between 248th Street and Illinois Route 59 is two through lanes in each direction with an 18-foot wide median within a 120-foot wide ultimate desirable right-of-way.

23 - IL-59 to Plainfield-Naperville Road.

The recommended roadway improvement on 95th Street between Illinois Route 59 and Plainfield-Naperville Road is to maintain the existing four-lane cross-section with 16-foot wide median within the existing 120-foot wide right-of-way.

24 - Connector

East of Plainfield-Naperville Road, it is recommended that the previously planned 95th Street/ Boughton Road Connector be constructed. This new roadway would intersect Boughton Road opposite Kings Road and would two through lanes in each direction with an 18-foot wide median within a 120-foot wide ultimate desirable right-of-way. A new bridge over the Du Page River would be constructed in conjunction with the new roadway.

25 - Connector to Naperville Road.

The recommended roadway improvement on Boughton Road between the Connector and Naperville Road is two through lanes in each direction with a 16-foot wide median within the existing right-of-way. This roadway cross-section is currently under construction.

26 - Naperville Road to Pinecrest Road.

The recommended roadway improvement on Boughton Road between the Naperville Road and Pinecrest Road is to maintain the existing four through lane cross-section within the existing right-of-way. Where feasible, additional operational and physical improvements should be implemented in this segment to accommodate the future traffic volumes.

27 - Pinecrest Road To I-355

The recommended roadway improvement on Boughton Road from Pinecrest Road to Feather Sound Drive is for two through traffic lanes in each direction separated by an 18-foot wide median within the existing right-of-way. East of Feather Sound Drive the 6 through lane cross-section currently under construction over Interstate 355 is adequate for the future traffic volume.

28 - Route map

The 119th Street Route extends from Stewart Road, part of the WIKADUKE Trail, on the west to Weber Road on the east, a distance of 7.5 miles. 119th Street is been designated as a S R A over its entire length. The route passes mainly through unincorporated areas in Kendall and Will Counties but east of Plainfield-Naperville Road it is located within the boundaries of the Village of Bolingbrook.

29 - Cross-section

119th Street is classified as a suburban SRA route. For a suburban SRA route it is desirable to have a minimum of two through lanes in each direction within a 120-foot wide right-of-way.

30 - View 119th Street. rush hour

The projected travel demand for 119th Street in the year 2020 varies over the length of the route. Between Stewart Road and U.S. Route 30 the projected traffic is less than 5,000 vehicles per day; between U.S. Route 30 and Illinois Route 59 the projected traffic is between 10,000 and 20,000 vehicles per day; and between Illinois Route 59 and Weber Road the projected traffic is between 20,000 and 30,000 vehicles per day.

31 - Stewart Road to Heggs Road

The recommended roadway improvement for 119th Street between Stewart Road and Heggs Road is for the construction of a new roadway segment that would realign 119th Street to the south to intersect Stewart Road opposite Collins Road. Collins Road would have to be extended to the east approximately ½ mile in conjunction with this improvement. The new roadway would provide for two through traffic lanes in each direction

with an 18-foot wide median within a 120-foot wide right-of-way.

32 - Heggs Road to Weber Road

The recommended roadway improvement for 119th Street between Heggs Road and Weber Road is two through traffic lanes in each direction with an 18-foot wide median within a 120-foot wide desirable ultimate right-of-way.

33 - Route map

Caton Farm Road is designated as a Strategic Regional Arterial route from Ridge Road, part of the WIKADUKE Trail on the west to Illinois Route 59 on the east. The route passes through unincorporated areas of Kendall County, Will County and through areas incorporated by the City of Joliet.

34 - Cross-section

Caton Farm Road is classified as a suburban SRA route. For a suburban SRA route it is desirable to have a minimum of two through traffic lanes in each direction with an 18-foot wide median within a 120-foot wide right-of-way.

35 - Caton Farm Rd.rush hr.

The projected travel demand for Caton Farm Road in the year 2020 varies over the length of the route. Between Ridge Road and County Line Road the projected traffic is between 5,000 and 10,000 vehicles per day; between County Line Road and Drauden Road the projected traffic is between 10,000 and 15,000 vehicles per day; and between Drauden Road and Illinois Route 59 the projected traffic is between 25,000 and 30,000 vehicles per day.

36 - Ridge Rd to IL-59

The recommended roadway improvement for Caton Farm Road between Ridge Road and Illinois Route 59 is two through traffic lanes in each direction with an 18-foot wide median. The ultimate desirable right-of-way width for this improvement is 100 feet except between Ridge Road and County Line Road where it is recommended that 120 feet of right-of-way be reserved.

37 - SRA Logo

Additional information concerning the Strategic Regional Arterial Program, as well as the studies and additional recommended improvements for the WIKADUKE Trail, 95th Street/Boughton Road, 119th Street and Caton Farm Road routes as part of the Strategic Regional Arterial (SRA) system may be viewed in the

38 - address/comments

adjoining room. Representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room, will be available to take any statement you may wish to make. Written comments may be submitted at this

39 - IDOT Logo	meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

Thank you for participating in this public hearing.

LIST OF SLIDES

1. IDOT Logo
2. Location Map
3. 2020 SRA System Map
4. SRA Logo
5. SRA System Map
6. View of New Developments
7. Area Map
8. Location Map
9. 8 Objectives
10. Draft Report Cover
11. Route Map (WIKADUKE Trail)
12. Regional Transportation Facilities Map
13. SRA Cross Section
14. 2020 Projected Travel Demand Volumes (3)
15. Eola Road
16. Ogden Road to 87th Street
17. 87th Street to Wolf's Crossing Road
18. Wolf's Crossing Road to Interstate 80
19. Cross Section
20. Interstate 80 to U.S. Route 6
21. U.S. Route 6 to Bell Road
22. Route Map (95th Street/Boughton Road)
23. Regional Transportation Facilities Map
24. Cross Section
25. View of 95th Street rush hour
26. U.S. Route 30 to Janes Avenue
27. Janes Avenue to Interstate 355
28. Route Map (119th Street)
29. Regional Transportation Facilities Map
30. Cross Section
31. View of 119th Street rush hour
32. Stewart Road to Weber Road
33. Route Map (Caton Farm)
34. Regional Transportation Facilities Map
35. Cross Section
36. Caton Farm Road rush hour
37. Ridge Road to Illinois Route 59
38. SRA Logo
39. Address/Comments
40. IDOT Logo

ATTACHMENT A

PUBLIC HEARING NO. 1

- SUMMARY OF PUBLIC HEARING
- PUBLIC HEARING REGISTER
- RECORDED ORAL COMMENTS
- WRITTEN COMMENTS

WIKADUKE SRA STUDY

Summary of Public Hearings

Public Hearing No. 1
Tuesday, October 20, 1998
2 pm to 7 pm
Bolingbrook Holiday Inn & Suites
205 Remington Boulevard
Bolingbrook, Illinois

The meeting was held by the Illinois Department of Transportation to present recommendations for improvements to the WIKADUKE Routes and to obtain public input. Twenty people signed the Public Hearing Register. No oral comments were recorded, and one written comment was submitted.

The following comments were expressed to IDOT or project consultant representatives by those attending the hearing.

- There was strong support for the connection between 95th Street and Boughton Road as well as the other recommended improvements along the 95th Street/Boughton Road Route. Many also inquired when construction of the recommended improvements would begin.

  RE: The recommended improvements, including the 95th/Boughton Connector, will require approval from the local jurisdictions involved. Phase I and Phase II studies will also have to be completed and financing secured before construction could begin. No timetable for construction has been set at this time.

- Some concerns were expressed regarding the potential impacts of the proposed Stewart Road/Heggs Road Connector, particularly to the residents living along Stewart Road in the vicinity of Rance Road. This became the most controversial issue surrounding the WIKADUKE SRA Study recommended improvements.

  RE: The alignment presented at the Public Hearings was selected after careful study of the area existing conditions. The intent was to use existing alignments to the extent possible to reduce impacts and avoid sensitive land uses. The recommended improvements were also developed after numerous meetings with local officials.

  Subsequent to the conduct of the Public Hearings, the proposed alignment through this area was shifted to the east to avoid most of the direct impacts to residential development. The revised alignment is presented in Section Three of this document.

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: HOLIDAY INN - BOLINGBROOK **Date:** 10/20/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Ted Pawlik	11323 S. KRISTI DR PLAINFIELD IL Zip 60544	Self ✓ Other
2	AULTAMEY	21508 S. SAMMOT Bolingbrook Zip 60440	Self ___ Other
3	Tom Pawlowicz	375 W. Briarcliff Bolingbrook IL Zip 60440	Self ___ Other Village of Bolingbrook
4	BOB BIEDRON	1067 S. SUNNINGDALE NAPERVILLE Zip 60564	Self ✓ Other
5	CLARENCE SCHROCK	341 GREENCREST BOLINGBROOK Zip 6044J	Self ✓ Other DU PAGE TWP HWY DEPT.
6	ERIC MANGES	3939 GARNETTE CT N-Ville Zip 60564	Self ✓ Other
7	Bethard Kestel	11-S-612 west st Naperville Zip 60565	Self ✓ Other
8	Ingrid Dickinson	551 Rance Road Oswego IL Zip 60543	Self ✓ Other
9	DUNCAN HUGHES	916 ROYAL BLACKHEATH NAPERVILLE Zip 60563	Self ___ Other BRW, INC
10	MAX & RoseMary Schletter	1810 Marne Rd Bolingbrook Zip 6049J	Self ✓ Other
11	MARY + ROBERT WITTWER	12 PIONEER RD OSWEGO IL Zip 60543	Self ✓ Other FAMILY
12		___ Zip	Self ___ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: HOLIDAY INN - BOLINGBROOK **Date:** 10/20/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Ted Slawik	1580 Ogden Ave Naperville, IL Zip 60504	Self ___ Other Naperville Sun
2	Ted Zurek	241 Silverado Daly Park Zip 6049	Self ___ Other
3	CINDY LIMBACH	11413 S. Kristi Plainfield Zip 60544	Self ✓ Other
4	JOE BUELL	105 160 RAMM NAPERVILLE Zip 60564	Self X Other
5	DAVID G. DICKINSON	551 RANCE RD OSWEGO Zip 60543	Self X Other
6	DONALD YETTER	1109 MANCHESTER NAPERVILLE Zip 60563	Self X Other
7	ART ZWEMKE	301 N WASHINGTON NAPERVILLE Zip 6054	Self ___ Other MOSER ENTERPRISES
8	KB Rogan	519 95th Naperville Zip 60565	Self ✓ Other
9	Ed James	207 E Walnut Hinsdale Ill Zip 60521	Self X Other
10		___ Zip	Self ___ Other
11		___ Zip	Self ___ Other
12		___ Zip	Self ___ Other

IN RE:	)
	)
STRATEGIC REGIONAL ARTERIAL	)
	)
OPERATION GREENLIGHT	)
	)
	)
RIDGE ROAD/EOLA ROAD	)
(WIKADUKE TRAIL) FROM	)
ILLINOIS 56 TO U.S. 6;	)
	)
95TH STREET/BOUGHTON ROAD	)
FROM U.S. 30 TO I-355;	)
	)
119TH STREET FROM STEWART	)
ROAD TO WEBER ROAD;	)
	)
CATON FARM ROAD FROM RIDGE	)
ROAD TO ILLINOIS 59.	)

BOLINGBROOK, WILL COUNTY, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Holiday Inn & Suites, 205 Remington Boulevard, Bolingbrook, Illinois, on the 20th day of October, A. D. 1998, between the hours of 2:00 and 7:00 P. M.

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C.S.R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that on the 20th day of October, A.D. 1998, between the hours of 2:00 P.M. and 7:00 P.M., at the Holiday Inn & Suites, 205 Remington Boulevard, Bolingbrook, Illinois, there was no request by the public that I record any comments and/or statements at the public hearing regarding the above-entitled matter.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 23rd day of October, A.D. 1998.

Joan M. Kenny
Notary Public

OFFICIAL SEAL
JOAN M KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/09/01

PUBLIC COMMENT

PROJECT: 95th/Boughton

DATE: 10/20/98

Actions taken to improve Boughton Road west to the Wheatland township boundary results in funnelling 2 lanes into a one lane very old road. Vehicle speed is high and access/turns limited.

Since it will be 10+ years before 95th & Boughton are connected by a bridge, the State must improve Boughton from the 95th intersection west to Plainfield-Naperville Rd. immediately. Otherwise the state creates a significant backup and hazard on this section. (over)

Illinois Department of Transportation

NAME: Max Schletter / RoseMary Schletter Fabian

ADDRESS: 1816 Marne Rd Bolingbrook 60490

Traffic lights @ the intersection of Boughton and Woodlef and at Boughton and Plainfield-Naperville would mitigate some of the problems created by partial development.

ATTACHMENT B

PUBLIC HEARING NO. 2

- SUMMARY OF PUBLIC HEARING
- PUBLIC HEARING REGISTER
- RECORDED ORAL COMMENTS
- WRITTEN COMMENTS

WIKADUKE SRA STUDY

Summary of Public Hearings

Public Hearing No. 2
Wednesday, October 28, 1998
2 pm to 7 pm
Eola Community Center
55 S. Eola Road
Aurora, Illinois

The meeting was held by the Illinois Department of Transportation to present recommendations for improvements to the WIKADUKE Routes and to obtain public input. Forty-four people signed the Public Hearing Register. Twelve oral comments were recorded, and eight written comments were submitted.

The following comments were expressed to IDOT or project consultant representatives by those attending the hearing.

- Many concerns were expressed regarding the potential impacts of the proposed Stewart Road/Heggs Road Connector, particularly to the residents living along Stewart Road in the vicinity of Rance Road.

  RE: The alignment presented at the Public Hearings was selected after careful study of the area existing conditions. The intent was to use existing alignments to the extent possible to reduce impacts and avoid sensitive land uses. The recommended improvements were also developed after numerous meetings with local officials.

  Subsequent to the conduct of the Public Hearings, the proposed alignment through this area was shifted to the east to avoid most of the direct impacts to residential development. The revised alignment is presented in Section Three of this document.

- Questions were raised regarding noise impacts along Eola Road, particularly between Montgomery Road and 87th Street.

  RE: Noise impacts and potential mitigation will be evaluated when more detailed studies of the project are conducted.

- Many questions were raised about the potential for an interchange at Interstate 88 and Eola Road.

  RE: The Illinois State Toll Highway Authority is evaluating the potential for an interchange at this location. It was not part of this project.

- Many indicated their support for the recommended WIKADUKE Trail and asked when construction would begin.

RE: The recommended improvements will require approval from the local jurisdictions involved. Phase I and Phase II studies will also have to be completed and financing secured before construction could begin. No timetable for construction has been set at this time.

- Many questions were asked about the timing of right-of-way acquisition.

  RE: Acquisition of right-of-way could proceed as soon as the SRA Study is completed and approved by the communities having jurisdiction over the route, in order to protect right-of-way in developing areas. Ideally, the recommended right-of-way will be set aside by those developing or redeveloping property along the routes. Otherwise, right-of-way acquisition will most likely occur just prior to the beginning of construction.

- Many also indicated their support for the 95th/Boughton Connector.

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Eola Community Center **Date:** 10/28/98 **Time:** 2-7PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Tom ROHRBACHER	335 RANCE RD OSWEGO Zip 60543	Self ✓ Other
2	GREG ANDERSON	350 N. RIVER ST AURORA Zip 60506	Self ___ Other AURORA POLICE
3	Wanda Henderson	9500 Heggs Rd Plainfield Zip 60544	Self ___ Other
4	Sandy ROHRBACHER	335 RANCE Rd OSWEGO Zip 60543	Self ✓ Other
5	Rose Johnson	640 C Ranch Oswego Zip 60543	Self ___ Other
6	Irene Schmidt	Naperville Zip 60540	Self ___ Other
7	Phil Perinchery	Aurora Zip 60504	Self ___ Other
8	George Sperling	300 Carriage Hill Dr Aurora IL Zip 60506	Self ___ Other
9	BILL SPAETH	44 E Downer Pl Aurora IL Zip 60506	Self ___ Other CITY OF AURORA
10	Joe DeLaRosa	18 W Andy Ct Plainfield Zip 60544	Self ✓ Other
11	Mark Lamb	927 EDGEWOOD DR MORRIS, IL Zip 60450	Self ✓ Other
12	Charles Field	3168 Cumbria CT Aurora Zip 60503	Self ✓ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Eola Community Center **Date:** 10/28/98 **Time:** 2-7PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	WILLIAM A SALES	6428 RIDGE PLAINFIELD Zip 60544	Self X Other
2	Patti KRAUS	6ADE Rance Rd Oswego Zip 60543	Self X Other
3	MARY + BOB WITWER	12 Pioneer Ct OSWEGO Zip 60543	Self X Other
4	Diane Gregory	596 Rance Rd. Oswego Zip 60543	Self ___ Other
5	GORDON Mc CLUSKEY	821 JANICE AVE LOCKPORT IL Zip 60441	Self X Other
6	MARK DIETER	6859 S. Plainfield Rd Plainfield Zip 60544	Self X Other
7	ROB Salness	3927 Falcon Dr. Naperville Zip 60564	Self X Other
8	William Hewitt	1210 Plainfield Oswego Zip 60543	Self ___ Other
9	Lorelei KILBRIDE	11524 S. Kioti PLAINFIELD Zip 60544	Self ___ Other
10	Rita Etscheid	3076 Stewart Rd Oswego Zip 60543	Self ___ Other
11	C Kramer	P.O. Box 191 EOLA EOLA IL Zip 60519	Self ___ Other
12	James Monzo	3323 STEWART Rd OSWEGO IL Zip 60543	Self ___ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Eola Community Center **Date:** 10/28/98 **Time:** 2-7PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	J. MANGONE	53 N. Forestview Ln Aurora Zip 60504	Self ✓ Other
2	T. Paini	101 S. River St Aurora Zip 60506	Self ___ Other Beacon-News
3	D. Payne	___ Aurora Zip 60506	Self ✓ Other
4	A. Hynes	___ Aurora Zip 60504	Self X Other
5	R. Hollerauer	1993 Conway Ln Aurora Zip 60504	Self X Other
6	Mary Ann Hamman	25343 Eola Road Aurora Zip 60504	Self X Other
7	Janet Porter	640F Rance Rd Oswego Zip 60543	Self X Other
8	ASIYA UMER	1655 KAUTZ RD AURORA Zip 60504	Self ___ Other
9	KEN SWANSON	13040 ELIZABETH PLAINFIELD Zip 60544	Self ✓ Other
10	EDWARD & SUE SCHWEGLER	11152 S. Heggs Rd Plainfield Zip 60544	Self ___ Other
11	John Jaeckel	2925 Compton Rd. AURORA Zip 60504	Self X Other
12	Theresa Ploger	860 Chelsea Ct Aurora Zip 60504	Self X Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Eola Community Center **Date:** 10/28/98 **Time:** 2-7PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	TYSON WARNER	501 ELLA AVE. JOLIET, IL Zip 60433	Self ___ Other WILL COUNTY
2	Janet Faulhaber	2479 Village Ct. Aurora Zip 60504	Self ✓ Other
3	Chuck NELSON	2724 Harvey Rd OSWEGO Zip 60543	Self X Other
4	Joyce Franking	85 Wilmette Oswego Zip 60543	Self ✓ Other
5	Len Ahrens	2705 Moss Ln Aurora Zip 60504	Self ✓ Other
6	Terry Mitchell	240 Millington Ln Aurora Zip 60504	Self ✓ Other
7	CHUCK GALITZ	1321 TEXAS AV JOLIET IL Zip 60435	Self X Other
8	GEORGE & RANDI CAMPISE	340 Millington Lane Aurora IL Zip 60504	Self X Other
9		Zip	Self ___ Other
10		Zip	Self ___ Other
11		Zip	Self ___ Other
12		Zip	Self ___ Other

IN RE:

STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

RIDGE ROAD/EOLA ROAD (WIKADUKE TRAIL) FROM ILLINOIS 56 TO U.S. 6;

95TH STREET/BOUGHTON ROAD FROM U.S. 30 TO I-355;

119TH STREET FROM STEWART ROAD TO WEBER ROAD;

CATON FARM ROAD FROM RIDGE ROAD TO ILLINOIS 59.

AURORA, KANE COUNTY, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Eola Community Center, 555 South Eola Road, Aurora, Illinois, on Wednesday, the 28th day of October, A. D. 1998, between the hours of 2:00 and 7:00 P. M.

JAMES MANGONE: My name is James Mangone. I live at 53 North Forest View Lane in Aurora.

My wife and I recently moved out here in the last year and a half and we like the kind of picturesque country, open-area look that the area has right now.

We are about a mile west of Eola Road and we are just north of McCoy. And I would not like to see Eola become another Route 59; in other words, I would not like to see it widened and I would not like to see more traffic going on it, more traffic being brought to the area.

Mainly, I am concerned about talk about trying to get a right-a-way through the Fermi Lab grounds. That, I believe, would be a mistake. My wife and I both enjoy going to Fermi Lab and it is a beautiful open area with prairie and wildlife.

And Eola is closed off to through traffic there. And I believe, if they open up Eola through the Fermi Lab, they are just going to get more traffic cutting through there from areas like St. Charles and Batavia. And I hope that they do not do that.

I would like to see possibly an inter-

change for the tollway at Eola and near Diehl Road, but I would not like to see through traffic going through the Fermi Lab.

Thank you for allowing me to do this.

- - - - -

ROSELIE JOHANSEN: Roselie Johansen. 640-C Rance Road, Oswego.

I bought my house to move in the country, out of the city, and I want it to stay that way. I got my life savings in this place. I saved over thirty years. I just want it to remain the way it is.

I have horses. I don't need that extra traffic through there. I ride my horses through this area and it will become very dangerous.

It will create a lot of noise, a lot of dirt, undesirable people coming through. It will take the safety out of the community for the children.

That is about it.

- - - - -

PATRICIA KAUS: My name is Patricia Kaus. My address is 640-E, like Edward, Rance Road, Oswego.

I want to say to the Board Members of

Oswego, who suggested moving this project farther west off of Heggs, I am definitely opposed because that means that it is closer to my house.

The safety of my children is my primary concern. Having a four-lane road within a football field length of my front door is not comfortable for me at all because of my children's safety.

And my youngest one is four-months old so I don't even want to think -- the way they wander out right now. And we live where we live to be in the country, not to get a four-lane road within walking distance of our house.

Right now the closest four-lane road to us is -- the closest four-lane road to us, I would say going east, would be 59 and that is still two lanes for now. That is not even a four-lane there yet.

We are where we are for a reason. And for them to bring this past our house, we are completely against it.

And, you know, this is also on behalf of my husband, who drives a truck, and he is not able to be here for these hearings because he is on Sunday through Friday. So he is completely opposed to this,

but if you want it in writing from him he will give it.

And I really don't think a lot of our neighbors are happy with this and there is not enough notice given to the people, who are going to be directly affected by this, far enough ahead of time because the only reason I got this paper, a mom on my son's soccer team gave it to me. And she saw the Stewart Street so she gave it to me.

And none of the people up and down Stewart or Rance has heard anything about this. So I think that is pretty sneaky and underhanded, too, that Oswego is trying to pull something like this.

And they are not even giving people enough of a notice, to the people who are directly affected by this, in order for them to give their opinion.

Now, it is up to us, as neighbors, to inform these people and that is not what I am paying my tax dollars for. And we are paying more than enough, anyway.

And if they try to put this improvement through and they want to raise my taxes again, forget it. Don't even try because they are trying to do it

now with the schools.

- - - - -

SHANNON WITTWER: My name is Shannon Wittwer. I live at 12 Pioneer Court, Oswego, Illinois 60440.

What I am against is the fact that we lived in this area for seven years. We put a lot of money into our house; and, now, because people might be moving into this area in the future -- may I emphasis "might" -- they want to build a highway in our front yard and knock down our neighbors' home. And they have lived there longer than even we have.

And we got the privilege of getting our taxes raised to fund this road. And I think it is wrong. And I don't think any of these people, if it came down to the line, would sacrifice their homes for this road like they are forcing us to do.

I am completely against this. My family is against this. We have spread literature about this, so other people are aware because no one was properly notified of these meetings; especially, the timing of the meetings, two to seven. They are, obviously, making it so people don't come in to voice their opinion. It is very hard for someone to come

from two to seven.

I think it is unnecessary. There is not going to be enough homes in this area because we all have three acres and farm lots. And it is not necessary.

There are horses out here. People are going to have to get rid of their horses because horses can't live in barns.

They are ruining people's lives. We have new homes in this area. You know, what a rude awakening. You move in and three years later you got to move out.

And the fact that they are proposing this with no funding is just ridiculous. So I am, obviously, completely and totally against it and I can't see any good life for it.

If they want to reduce traffic on 59, they can expand 59 without ruining anyone's home. They have already expanded 59 a lot. They can just continue doing that.

They can do that to Plainfield Road. I think 59 ends at 80. There is plenty of room. It is already four lanes throughout the entire Fox Valley area.

I guess that is it. I am just against it, once again. And I don't want to have to pay to have the privilege of an expressway in my front yard.

- - - - -

WILLIAM SALES: My name is William Sales. I live at 8478 Ridge Road in Plainfield.

I would like to state that I am completely against the project, at least from 119th Street south. There doesn't seem to be any reason for any of this at this point.

In the future, if unbridled growth continues, if Plainfield decides it wants to be a million acres of bedroom communities, that is just ridiculous. There is no reason for that. It changes the whole flavor of the area. It takes away valuable farmland.

And the study that has been done right now with IDOT doesn't need to be implemented. Thank you.

- - - - -

MARY WITTWER: Mary Wittwer. 12 Pioneer Court, Oswego, Illinois.

I just want to say that I am totally against the highway being built and the expressway.

We have been living there for eight years. And we bought the place after working very difficult and long hours to get this place and, now, they want to come along and take it away from us all.

I don't feel that there is a need to connect the two highways together. I don't feel that they need to come and knock down the houses that are out there.

We are going to be here to petition and sign and group together to let everybody know that they have no right to do that. There is no need for it and no right to do it.

- - - - -

SANDRA ROHRBACHER: Sandra Rohrbacher, 335 Rance, R-a-n-c-e, Road, Oswego, O-s-w-e-g-o.

It is just we figure that it is possibly only 400 feet from our house and it is very upsetting. We are just not at all in favor of it.

- - - - -

RITA ETSCHEID: My name is Rita Etscheid, 3076 Stewart Road, Oswego. I live on the corner of Stewart and Rance.

I want to know why the proposed road can't go through the polo fields, John Greene's new

polo fields, that have absolutely nothing on them, a clear shot all the way through, instead of our half a million dollar houses that they promised us were --

I took it on good faith to build my house there. I was the first one in. No one was there. I brought in the water, the electricity, the gas, and now they want to put a road through.

- - - - -

JANET PORTER: Janet Porter, 640-F, like in Frank, Rance Road.

First of all, I oppose them building new roadways to connect these -- the Wikaduke. They should use the existing roadways, Heggs Road, for example, instead of Stewart to 119th Street.

Use Route 30. Use Route 59 and expand it south of 95th Street to relieve the congestion. I don't believe they should go through people's farm fields to put a highway in.

I didn't move out here for that and I don't pay taxes for that. I moved out of the suburbs so I can live in the country and, now, you are telling me that you are going to have a four-lane highway in my front yard. I don't like it.

Alternative to the plan -- I mean, 59 is

within two miles. It has already been widened to 95th Street. We got so many problems with congestion already that have been on the books for years, for example, U.S. Route 30 and 34. And there is no funding for that.

I personally saw two eighteen-year old kids die in that intersection and I would really like to see that improved before they go extending this congestion in that area. That is all for now. I will send in the rest.

- - - - -

JAMES MANZO: My name is James Manzo, 3323 Stewart.

And I would like to say that I protest against the building of the Wikaduke going through the area from Eola to Stewart Road because of the fact that there is a nice community presently there.

- - - - -

JOHN JAECKEL: John Jaeckel, J-a-e-c-k-e-l, 2925 Compton Road, and that is Aurora, Illinois 60504.

My main concern is basically on Eola Road from, say, 87th Street all the way up to 56. That is already solid traffic in the mornings and in the

evenings and pretty much all day on Saturday. And the proposals really don't do much for that area. It will only increase the traffic into that part of Eola Road.

And they talk about limiting access to Eola and limiting the number of stoplights, but that is not going to be possible when you have these big construction areas going in with new homes. Those people are going to demand that they have their own light, stoplight, on Eola.

And, you know, that is just going to be local politics on that. You know, if you have 200 new quarter million dollar homes go up, they are going to be able to go to the City of Aurora and say, we want our stoplight on Eola Road, not to mention all the new businesses up on Eola.

Therefore, it would be impossible to limit access to Eola Road and the number of stoplights. And, even if they are electronically tied together, there is just going to be one big traffic jam.

And that is not even counting all the inflow of cars from the rest of the trail that goes way below 87th and connects all the towns way south,

which is what the whole deal of this is to do, is to make one big artery while it is already clogged at the top and will get worse, regardless of the traffic that they want to add to it.

So I don't know where they are thinking of putting the cars. I think that is about it.

- - - - -

WYLIE ETSCHEID: Wylie Etscheid, 3076 Steward Road, Oswego.

A couple things: One would be a concern about the road direction, why not put the road through the open sod fields, farm fields, rather than go right through the front yards of four hundred thousand dollar houses, mine and my neighbor's, for example.

The second point would be, why not continue up Heggs Road past Rance and then cut over to either Wooley or 119th Street, again, through the open fields where you wouldn't be impacting anybody's property. And I guess that is it.

- - - - -

(WHICH were all of the comments made at the above-captioned public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M., on Wednesday, the 28th day of October, A. D. 1998, at the Eola Community Center, 555 S. Eola Road, Aurora, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 8th day of November, A. D. 1998.

OFFICIAL SEAL
JOAN M KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/09/01

Joan M. Kenny
Notary Public

PUBLIC COMMENT

PROJECT: N. Kinzie Trail

DATE: 10/28/08

Basically I agree with the Plan, there are still refinements that could be made on Plainfield Rd / Stewart Intersections. Also, seems like a lot of Traffic lights are being proposed.

Finally, not sure if I agree that a 150 ROW needed along ~~right~~ Ridge/ Plainfield Rd ~~is~~ ~~corridor~~ proposed connector.

Thanks

Illinois Department of Transportation

NAME: Joe DeLaura

ADDRESS: 18W [illegible] Pl, Plainfield

PUBLIC COMMENT

PROJECT: WILKADUKE

DATE: 10-28-97

The Road is needed.

Illinois Department of Transportation

NAME: Loretta K Bird

ADDRESS: 11324 S Knott

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 10/28/98

With so much open land in this area, what is the point of wiping out $500K - $1M houses, probably the most expensive houses in Kendall county. Some of these are brand new. Why not use the existing Heggs road or try Roth or Harvey (west). Even extending Ridge road North looks like a viable option. How about shifting the curve east slightly and avoiding houses all together? Why knock people out of their homes, especially people that are paying the highest property taxes in the county?!?! There is so much room, there has to be a better way! This is a terrible use of tax payer's money!

Illinois Department of Transportation

NAME: Laurel McNally

ADDRESS: 7830 Canfield Way, Indpls., IN 46236
formerly of 3076 Stewart Rd., Oswego

PUBLIC COMMENT

PROJECT: Wikaduke Trail
DATE: 10/28/98

It is very frustrating to live in Aurora and have to travel the already overcrowded Eola Rd. The proposals appear to only increase the traffic at rush hour and Saturdays. This is mainly between Rte 34 and Butterfield Rd. The proposal appears to do little to relieve the traffic on Eola in that Section.

How will this be funded? I am tired of the state paying ~~for~~ roads to nowhere (I-355 south of 55). We've got the people and the traffic. Spend some money out west Let southern / Eastern Will Co. wait their turn.

Illinois Department of Transportation

NAME: Theresa Ploger

ADDRESS: 860 Chelsea Ct Aurora, IL 60504

PUBLIC COMMENT

PROJECT: Wikaduke

DATE: 28 Oct 98

I am Opposed to cutting through what little farm land is left in the area. We moved from Saugatuck in Bourbonnais to escape the traffic there - now I will need to escape a 4 lane highway. IDOT is supposed to use existing road ways before building more.... widen Rt 59 south of 95th to achive your goal; US Rt 30/34 is in ~~desperate~~ need of widening - I have seen 2-18 yr old kids die there in a wreck. I am aware these are not the only bodies pulled from this intersection, fix what exists first, then we'll look at new roads!

Illinois Department of Transportation

NAME: Janet Porter

ADDRESS: 640F Rance Rd. Oswego

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 10-28-98

I have concern over how Aurora's plan to connect up to the Proposed route via Farnsworth Rd. This would create 3 major Roads Dividing existing communities into island communities with no connection to other Communities.

I'm also concerned about the community along Eola Rd from Montgomery Rd to 87th. Being such a small right of way, what about Sound control.

One last thing, will these Proposed lights be timed to help with traffic control?

While I feel this road is needed, there will always be concern of the citizens of the area.

Illinois Department of Transportation

These Public meetings are very helpful

NAME: Rich Hollerauer

ADDRESS: 1993 Conway Ln Aurora IL 60504

PUBLIC COMMENT

PROJECT: Wikaduke SRA Study

DATE: 10-28-98

Section that will connect Heggs to Stewart Rd in or on the connecting point 111th and Stewart is a community that ~~are~~ is very proud of thier area ~~record~~ as a member of that area I would exceed you to move that connecting point from Eola Rd to Stewart Rd 2 miles ahead at least!!! I protest against that connetting point STRONGLY!!!

Illinois Department of Transportation

NAME: James Manzo

ADDRESS: 3323 Stewart Rd Oswego

PUBLIC COMMENT

PROJECT: WikAduke & "Trail"

DATE: 10-28-98

I have just one question for the people proposing the WikADuke "Trail" if it came down to it, would you sacrafice your homes for this road so many others will be forced to.

Illinois Department of Transportation

NAME: Shannon Withee

ADDRESS: 12 Pioneer Ct. Oswego IL 60543

1 of the ~~three~~

ATTACHMENT C

PUBLIC HEARING NO. 3

- SUMMARY OF PUBLIC HEARING
- PUBLIC HEARING REGISTER
- RECORDED ORAL COMMENTS
- WRITTEN COMMENTS

WIKADUKE SRA STUDY

Summary of Public Hearings

Public Hearing No. 3
Wednesday, November 4, 1998
2 pm to 7 pm
Minooka Village Hall
121 E. McEvilly Road
Minooka, Illinois

The meeting was held by the Illinois Department of Transportation to present recommendations for improvements to the WIKADUKE Routes and to obtain public input. Fifty-three people signed the Public Hearing Register. Seven oral comments were recorded, and five written comments were submitted.

The following comments were expressed to IDOT or project consultant representatives by those attending the hearing.

- Some concerns were expressed regarding the recommended widening of Ridge Road and the impact to the rural setting of the area.

  RE: Route recommendations were based, in part, on the population and employment forecasts for the area. These forecasts indicate that land along Ridge Road will likely be developed in to more intense uses. One of the intents of these recommendations is to have the necessary right-of-way set aside as this development occurs, so that the improvements can be accommodated. If this growth is not realized, it is unlikely that all of the improvements recommended as a result of this study will be implemented.

- Questions were raised about adding a bicycle trail along Ridge Road.

  RE: Whether or not to provide bicycle trails along any of the WIKADUKE routes is a decision that will be made at the local level as more detailed plans are developed. The provision of bicycle facilities was not part of this project.

- The Village of Minooka requested that McClindon Road be investigated as an alternate route to Ridge Road within the Village. Many of the comments associated with this request also focused on the need for an interchange at Interstate 80 and McLindon road.

  RE: Although the use of McClindon Road may have merit as far as accommodating future development and may serve to divert some traffic away from Ridge Road, the projected traffic volumes along Ridge Road do not show the need for more than two lanes within the 2020 time frame. In addition, the location of an interchange along Interstate 80 in close proximity to the Ridge Road interchange is not feasible.

- Concerns were expressed that adequate access be maintained to the improved facility.

  RE: In general, access management is recommended along the WIKADUKE routes. During the detail design phase, access to and from properties will be evaluated on a case-by-case basis. Access will be maintained to all properties.

- Some concerns were expressed regarding the potential impacts of the proposed Stewart Road/Heggs Road Connector, particularly to the residents living along Stewart Road in the vicinity of Rance Road.

  RE: The alignment presented at the Public Hearings was selected after careful study of the area existing conditions. The intent was to use existing alignments to the extent possible to reduce impacts and avoid sensitive land uses. The recommended improvements were also developed after numerous meetings with local officials.

  Subsequent to the conduct of the Public Hearings, the proposed alignment through this area was shifted to the east to avoid most of the direct impacts to residential development. The revised alignment is presented in Section Three of this document.

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: MINOOKA VILLAGE HALL **Date:** 11/4/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Mary P. Collins	7485 Brannick Rd Minooka Zip 60447	Self ✓ Other
2	Irene M. Davidson	85304 Shepley Rd Joliet Zip 60431	Self ✓ Other
3	Glen Scheibel	107 Pioneer Dr Minooka Zip 60447	Self ✓ Other
4	J. Conroy	1576 Van Dyke Rd. Minooka Zip 60447	Self ___ Other
5	JoAnn Dallenga	P.O. Box 156 Minooka Zip [illegible]	Self X Other
6	Larry Wilson	308 Bank Minooka Zip 60447	Self ___ Other
7	Sandy Poulos	13966 Ridge Rd Minooka Zip 60447	Self X & Spouse Other
8	Dan Flemings	[illegible] Zip 60447	Self ___ Other
9	Dick Nelles	P.O Box 736 Minooka Zip 60447	Self ___ Other ✓ Minooka Fire Protection District
10	Jane Jeremy	17724 Rock Rd Minooka Zip 60447	Self ✓ Other
11	Michael Ritter	24520 W. Jarat Ln. Channahon Zip 60410	Self ___ Founders Other X Bank
12	James E. Salomon	PO Box 621 Minooka Zip 60447	Self X Other MINOOKA SUBWAY $2/ST160

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: MINOOKA VILLAGE HALL **Date:** 11/4/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Roger Dollinger	24343 Hawthorne Channahon Zip 60410	Self X Other
2	Mark Rakers	13966 Ridge Minooka Zip 60447	Self X & Dad Other
3	Robert Blomquist	8175 S Ridge Plainfield Zip 60544	Self X Other
4	Greg Masters	414 San Carlos Rd Minooka Zip 60447	Self X ST Mary's Other
5	Lloyd Unland	Minooka Pub CE Zip	Self X Other
6	Elizabeth Dorn	13965 Ridge Rd Minooka Zip 60447	Self ___ Other
7	Vickie Speck	411 Feeney Minooka Zip	Self ✓ Other Channahon Weekly Morris Daily Herald
8	Mark Fecht	1708 Albert Hall Ct. Naperville IL Zip 60564	Self ___ Other ✓ Founders Bk.
9	CAROL ALLEN	3827 VANDYKE RD MINOOKA IL Zip 60447	Self X Other
10	Richard Davidson	25229 W Mound Joliet IL Zip 60431	Self ✓ Other
11	~~JERRY~~ DAVIDSON	24901 CANAL RD MINOOKA IL Zip 60447	Self ✓ Other
12	Marvin L. Maasha	102 Crest View Ct. Minooka Zip 60447	Self ___ Other Minooka School Dist 201

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: MINOOKA VILLAGE HALL **Date:** 11/4/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Craig Cassem	310 E. DuPont Rd Morris Zip 60450	Self ___ Other Grundy Co. Hwy
2	Joseph Bielawski	9175 Mclindew Rd Minooka Zip 60447	Self X Other
3	Bonnie Moyer	1290 Holt Minooka Zip 60447	Self X Other
4	William Collins	7355 E Brannick Minooka Zip 60447	Self ___ Other
5	Margaret & David Lyons	106 S. N. Main Minooka Zip 60447	Self X Other
6	DAN WERNER	24441 W. FAMES CHANNAHON Zip 60410	Self ___ Other Village of Channahon
7	Ernest Kettler	16801 RIDGE RD MINOOKA Zip IL.	Self ___ Other
8	CHRIS MANHEIM	112 E. WASHINGTON ST. MORRIS Zip 60450	Self ___ Other GEDC
9	DAVID WEHRLE	663 BECC RD MINOOKA Zip 60447	Self X Other
10	JAMES DEDIN	210 VALLE VISTA CT MINOOKA Zip 60447	Self X Other
11	JOE REGIS	121 E. McEvilly Rd. Minooka Zip 60561	Self ___ Other Village of Minooka
12	GREG HEINZ	24165 S. TRYON CHANNAHON Zip 60410	Self V Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: MINOOKA VILLAGE HALL **Date:** 11/4/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	GARY HOLMES	903 W Jefferson SHOREWOOD Zip 60431	Self ___ Other VILLAGE OF SHOREWOOD
2	GARY KORY	102 N. RIDGE MINOOKA Zip 60447	Self ___ Other McDONALD'S
3	Joe Pershey	309 N. Osceola St. Minooka Zip 60447	Self ✓ Other
4	BILL PEDERSEN	501 A. KILHEENEY DR. MINOOKA Zip 60447	Self ✓ Other
5	Bob Speer	411 FEZNEY MINOOKA Zip 60447	Self ✓ Other
6	Dean Tamblyn	219 W Washington Morris Zip 60450	Self ___ Other WJDK/WCSJ Rad.
7	Leonard Johnson	24335 Valley Dr. Channahon Zip 60410	Self ✓ Other
8	Jerry McEgg	208 Wabena Minooka Zip 60447	Self ✓ Other
9	Ed & Carol Lamping	8410 McEvilly Rd Minooka Zip 60447	Self ___ Other
10	Michael A. Mattingly	404 E Jackson 60450 Morris, Ill Zip	Self ✓ Other
11	Jim & Peg Furtz	17123 Hare Rd Minooka Zip 60447	Self ✓ Other
12		Zip	Self ___ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: MINOOKA VILLAGE HALL **Date:** 11/4/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	George & Nevada WIETTING	10215 N McLINDON MINOOKA Zip 60447	Self ✓ Other
2	JOHN PLUT	25612 CIMPWOOD DR MINOOKA Zip 60447	Self X Other
3	TOM SLOSAR	3126 Stewart Oswego Zip 60543	Self X Other
4	DIANE CRISSMAN	3126 STEWART OSWEGO Zip 60543	Self X Other
5	RON BLAZEKOVICH	10265 McLINDON RD Minooka Zip 60447	Self X Other
6	Donna Larkin	1775 Beecd Minooka Zip 60447	Self X Other
7		Zip	Self ____ Other
8		Zip	Self ____ Other
9		Zip	Self ____ Other
10		Zip	Self ____ Other
11		Zip	Self ____ Other
12		Zip	Self ____ Other

IN RE:)
)
STRATEGIC REGIONAL ARTERIAL)
)
OPERATION GREENLIGHT)
)
)
RIDGE ROAD/EOLA ROAD)
(WIKADUKE TRAIL) FROM)
ILLINOIS 56 TO U.S. 6;)
)
95TH STREET/BOUGHTON ROAD)
FROM U.S. 30 TO I-355;)
)
119TH STREET FROM STEWART)
ROAD TO WEBER ROAD;)
)
CATON FARM ROAD FROM RIDGE)
ROAD TO ILLINOIS 59.)

MINOOKA, GRUNDY COUNTY, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Minooka Village Hall, 121 East McEvilly Road, Minooka, Illinois, on Wednesday, the 4th day of November, A. D. 1998, between the hours of 2:00 and 7:00 P. M.

TOM TIERNEY: Tom Tierney is my name. I live at 12724 Ridge Road, Minooka.

My wife and family and I just moved here just about twelve months ago. We left Aurora. I was born and raised there. My wife is a school teacher in Aurora. She was born and raised there. We left Aurora, basically, to move to the country.

At that time I was operating under the assumption that any improvement might be along a different route, which I happen to have here. It is different than the one that I was given when I came in.

This shows the portion running on County Line Road rather than Ridge Road. It entered into our decision when we bought the property, so I am a little shocked and upset to find out I might have a four to six-lane highway in my front yard.

I don't like it. I want to do what I can to stop it. I wasn't given a whole lot of definitive information as to who is going to be involved in the ultimate decision or what I can do to voice my displeasure with it other than talk to you, which I am doing.

So, for the record, I think it stinks and

I hope we get or we become well-informed every step of the way because we intend to be here for the long haul. And I don't want the road in my front yard.

Thank you.

- - - - -

ELIZABETH JONES: My name is Elizabeth Jones. I will just say that I live right on the proposed roadway, right on Ridge Road.

I am opposed to having them go right by my front door like that. And, if there is a need for traffic relief, I would like to see it go someplace else because it is right where I live.

There are four homes where I live and I am sure that all of us will be affected. And our homes -- well, mine has been there for a number of years and the one next to us has been there over one hundred years. And so they weren't built on a large heavily traveled road.

And I feel that it will affect the quality of our lives. Frankly, as it stands, I am against it.

- - - - -

GERALD DAVIDSON: Gerald Davidson, 24901 Canal Road, Minooka, 60447.

I guess my comment would be that I would like to see an interchange where it hits McLindon Road instead of Ridge Road. It would be better for the industrial park and the traffic control on Ridge Road.

We got the new school right down there on Ridge Road south of the EJ&E tracks. And I guess I wouldn't like to see a lot of hazardous material going down that way. You know, if you have a problem, the kids are right here.

And it would really help the City of Minooka to have an interchange open -- to open a new interchange, a second interchange. It would help with the growth of the community.

And we have Twin Rails Industrial Park. It some day is going to end up at McLindon Road. Now, all the traffic has got to come on Ridge; and, if you had half going each way, it would help truck traffic in town.

I guess that is all I need to say.

- - - - -

JOSEPH BIELAWSKI: My name is Joseph Bielawski. I live at 9175 McLindon Road.

My comment is that I am not in favor of

having a four-lane road going through my property for the sheer fact that I own over a mile of frontage on that road.

I think it would be more feasible to run the proposed route that they got going down Ridge Road all the way down to Route 6.

And, if they want to fix some roads, what they ought to do is make Route 59 a four-lane all the way to Interstate 55 and do the same thing with Route 47 from all the way up north.

That is about it. Thank you.

- - - - -

JOSEPH PERSHEY: My name is Joseph Pershey. I live at 309 North Osceola Street, Minooka.

I know the area will grow in time, that is evident, but it just seems like we are too willing to roll out the red carpet to suburbia. I know there are some people who won't be happy until every square inch of rich black soil has houses on top of it.

And, of course, it is not my land to do with it as I please, so maybe it is none of my business but it seems overkill right now at this point.

With the Des Plaines River and the Kankakee merging just a mile south of Route 6 and Ridge Road, knowing development can't go any further that way since the nuclear power station is there and the Dresden locks, it seems to make good plumbing sense that you don't need to run the thoroughfares through there in the size that they are talking about.

When you build a house, you don't run three-quarter copper pipe throughout. You drop off to the half-inch at the end.

I guess that is it.

- - - - -

TERRY McEVILLY: Terry McEvilly. I live at 208 Wabena Street in Minooka.

My comment is that I would prefer to see the WIKADUKE Trail west on McLindon Road from the area from Route 6 north to about Bell Road because of traffic problems through the center of our community, to alleviate that.

And, also, I am on the Planning Commission. It would fit with our 20-Year Plan that will be finalized in the next couple months.

That is my comment.

- - - - -

CAROL LAMPING: Carol Lamping, 8410 McEvilly Road, Minooka.

I, basically, agree with what Terry said, as would my husband, Ed, if you just want to add his name, too.

- - - - -

(Which were all the comments made at the above-captioned public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M., on Wednesday, the 4th day of November, A. D. 1998, at the Minooka Village Hall, 121 E. McEvilly Road, Minooka, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 22nd day of November, A. D. 1998.

OFFICIAL SEAL
JOAN M KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES:12/09/01

Joan M. Kenny
Notary Public

Minooka Community Consolidated School District 201

Dr. Marvin L. Maaske
Superintendent
Minooka District Office
400 Coady Drive
Minooka, IL 60447
Phone (815)467-6121
FAX (815)467-9544

Dr. Stephen Palaniuk
Assistant Superintendent
Curriculum and Instruction
Minooka Intermediate School
305 Church Street
Minooka, IL 60447
Phone (815)467-0306
FAX (815)467-7565

Clark D. Schiefen
Principal
Minooka Elementary School
400 Coady Drive
Minooka, IL 60447
Phone (815)467-2261
FAX (815)467-9544

Clark D. Schiefen
Principal
Minooka Intermediate School
305 Church Street
Minooka, IL 60447
Phone (815)467-4692
FAX (815) 467-3120

Samuel K. Martin
Principal
Minooka Junior High School
333 W. McEvilly Road
Minooka, IL 60447
Phone (815)467-2136
FAX (815)467-5087

BUREAU OF PROGRAMMING
RECEIVED
DEC 03 1998
DISTRICT #1

Wikaduke Trail
November 4, 1998

I attended the public hearing in Minooka on November 4, 1998, and received the information regarding the Wikaduke Trail improvements. After reviewing your plans and the handout you provided, as Superintendent of Minooka Community Consolidated School District 201 I have several concerns. First the expansion of Ridge Road will place the right of way very close to the west end of the junior high school. Secondly, the increased volume of traffic on Ridge Road creates a tremendous safety hazard for our students attending junior high school.

To address these issues, I would strongly encourage you to consider moving the Wikaduke Trail route to the west, either to McLindon Road or Brisbin Road. It would appear that this would be cost effective as you would be constructing a road in an undeveloped area.

On behalf of the school district and for the safety of the children in District 201, now and in the future, I urge you to consider an alternate route for the Wikaduke Trail. Thank you for your attention to this very important matter. Should you desire additional information or wish to discuss this issue with me in greater detail, please contact me.

Sincerely,

Dr. Marvin L Maaske

Dr. Marvin L. Maaske
Superintendent

MLM:mah

PUBLIC COMMENT

PROJECT: W. KADUKE TRAIL

DATE: 11-4-98

The revised comphensive plan of Minooka is proposing the WIKADUKE TRAIL to be west of Minooka. The Grundy county Board has proposed the Village of Minooka kept the major traffic which will include heavy INDUSTRY truck traffic to be west of RIDGE ROAD.

The new Pilot center WAS never considered with the new traffic center of this project. They proposed 300 trucks plus 1500 CARS A DAY going into there bussiness.

AS chairman of the MINOOKA Planning/ Zoning board I want the study group to be AWARE of these changes.

we ALSO have A cemetary and bussiness that would effect the right-AWAY

Illinois Department of Transportation

NAME: Glen Schiebel

ADDRESS: 107 Pioneer Dr. Minooka. IL

PUBLIC COMMENT

PROJECT: Witadute

DATE: 11/4/98

A lot of people bicycle on the roads proposed to become the Witadute trail south of Oswego, especially Heggs, Plainfield and Ridge Roads. I strongly recommend that a bicycle trail parallel the Witadute. Plainfield, in a recent plan, shows a bicycle trail ~~at~~ parallel to Ridge Road.

The intersection of Ridge Road with ILL 126 is very dangerous because of a steep hill just to the west of the intersection. I suggest that Ridge Road terminate in a cul de sac. The homes in this area shoud then exit their area where Ridge intersects the Witadute Trail

Illinois Department of Transportation

NAME: Robert Blomquist

ADDRESS: 8175 S. Ridge

Plainfield.

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 11-4-98

We are totally against this road improvement We feel enough Farm Land has been taken by all these Subdivisions and by giving a road further west only provokes more developers to eat up more farm land. All we are doing is taking away the beauty of the land and wildlife is losing its battle against all this cement. Lets keep all the traffic were it belongs in the developments along 59 and leave the country alone. We would like to be informed on any further meetings.

Illinois Department of Transportation

NAME: Jim & Sandy Rousonelos

ADDRESS: 13916 Ridge Rd, Minooka, IL 60447

PUBLIC COMMENT

PROJECT: W. Kaduke Trail
DATE: 11/4/98

We have concerns that the farm land is no longer of interest to this area. Once the land is gone, where's the food going to come from. Farmers keep this the best fed nation in the world. By building this project, you're encouraging more expansion and loss of good farm land. Let Joliet worry about its own traffic and leave my front yard and farm land alone. I would appreciate as this projects advances, that a meeting be held for all affected homeowners and land owners.

P.S. How about the wildlife that keeps getting pushed away.

Illinois Department of Transportation

NAME: MARCIA Ronsonelos / Peter Ronsonelos

ADDRESS: 13966 Ridge Road, Minooka, IL 60447

ATTACHMENT D

PUBLIC HEARING NO. 4

- SUMMARY OF PUBLIC HEARING
- PUBLIC HEARING REGISTER
- RECORDED ORAL COMMENTS
- WRITTEN COMMENTS

WIKADUKE SRA STUDY

Summary of Public Hearings

Public Hearing No. 4
Thursday, November 10, 1998
2 pm to 7 pm
Oswego Civic Center
5 Ashlawn Avenue
Montgomery, Illinois

The meeting was held by the Illinois Department of Transportation to present recommendations for improvements to the WIKADUKE Routes and to obtain public input. Sixty-five people signed the Public Hearing Register. Actual attendance was estimated to be much higher as many people attending did not register. Twelve oral comments were recorded, and eighteen written comments were submitted.

The following comments were expressed to IDOT or project consultant representatives by those attending the hearing.

- Many concerns were expressed regarding the potential impacts of the proposed Stewart Road/Heggs Road Connector, particularly to the residents living along Stewart Road in the vicinity of Rance Road.

  RE: The alignment presented at the Public Hearings was selected after careful study of the area existing conditions. The intent was to use existing alignments to the extent possible to reduce impacts and avoid sensitive land uses. The recommended improvements were also developed after numerous meetings with local officials.

  Subsequent to the conduct of the Public Hearings, the proposed alignment through this area was shifted to the east to avoid most of the direct impacts to residential development. The revised alignment is presented in Section Three of this document.

- Questions were asked regarding the recommended 95th Street extension from 248th Street to U.S. 30 and why it does not follow the Wolf's Crossing Road alignment.

  RE: The recommended alignment was developed after coordination with local officials. The proposed extension, as presented in this document, generally matches the alignment identified in the City of Aurora's Comprehensive Plan.

- Many indicated their support for the recommended WIKADUKE Trail and asked when construction would begin.

  RE: The recommended improvements will require approval from the local jurisdictions involved. Phase I and Phase II studies will also have to be completed and financing secured before construction could begin. No timetable for construction has been set at this time.

- Many also indicated their support for the recommended improvements along 119th Street and Caton Farm Road.

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Oswego Civic Center **Date:** 11/10/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Tim Hilbrook	1238 Rt 52 Minooka Zip 60447	Self ✓ Other
2	FRANCIS KLAAS	6780 RTE. 47 YORKVILLE, IL Zip 60560	Self ___ Other KENDALL CO. HWY. DEPT.
3	Andy Myers	" " " Zip "	Self ___ Other " "
4	Bob Dunne	310 Stewart Rd Oswego Zip 60543	Self ___ Other
5	Hank Kobulnicky	7 Abbey Teale Oswego Zip 60543	Self ✓ Other Oswego Plan Commission
6	Janet Edwards	3716 Stewart Rd Oswego Ill. Zip 60543	Self ___ Other
7	Hal Reeban Florence Reeban	3401 STEWART RD OSWEGO Zip IL	Self ___ Other
8	Janet Schur	1620 Rt. 25 Oswego Zip 60543	Self ___ Other Kendall Citizens for Responsible Growth
9	Ann Buck Johnson	41W652 Bethel Rd ELBURN IL Zip 60119	Self ___ Other CHICAGO TRIBUNE
10		313 Lombardy Ln Oswego IL Zip 60543	Self ___ Other
11	Priscilla Richards	2920 Harvey Rd Oswego Zip 60543	Self X Other
12	Christine Scully	565 WOLF RD OSWEGO Zip 60543	Self ✓ + KCRG Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Oswego Civic Center **Date:** 11/10/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Barbara Kaynor	411 Hansford Lane Oswego Zip 60543	Self X Other
2	Ray Knuth	31 W. Lynchcliff Dr. Oswego Zip 60543	Self X Other
3	Ingrid Dickinson	551 Rance Road Oswego IL Zip 60543	Self X Other
4	David C Dickinson	551 RANCE RD OSWEGO Zip 60543	Self X Other
5	Mr. & Mrs. Gary Hostert	6398 Stewart Road Oswego Zip 60543	Self X Other
6		Zip	Self ____ Other
7		Zip	Self ____ Other
8		Zip	Self ____ Other
9		Zip	Self ____ Other
10		Zip	Self ____ Other
11		Zip	Self ____ Other
12		Zip	Self ____ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Oswego Civic Center **Date:** 11/10/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	JIM DETZLER	4100 RT 71 OSWEGO Zip 60543	Self ___ Other OSWEGO TWP SUPERVISOR
2	KEN DICES	512 RT 30 AURORA Zip 60504	Self X Other
3	TOM YACKLEY	435 RANCE RD OSWEGO Zip 60543	Self X Other OSWEGO TWP TRUSTEE
4	GARY GROSSKOPF	PO BOX 792 OSWEGO Zip 60543	Self ___ Other OSWEGO TWP HIGHWAY COMM.
5	Bob Johnson	2800 Harvey rd Oswego Zip 60543	Self ___ Other
6	Rose M Smith	Oswego 60543 Zip	Self ___ Other
7	JO-ANN JOHANSON	2800 Harvey Rd Oswego Zip 60543	Self X Other
8	DAVID DRABEK	26037 KARAN DR PLAINFIELD Zip 60544	Self X Other
9	DONALD R. McGUIRE LILLIAN McGUIRE	571 SIMONS Rd OSWEGO Zip 60543	Self X Other
10	R. SMITH	1551 CHERRY OSWEGO Zip 60543	Self ___ Other
11	MIKE GREGORY	596 RANCH RD OSWEGO Zip 60543	Self X Other
12	JOHN EISELE	VILLAGE OF OSWEGO Zip 60543	Self ___ Other X PUBLIC WORKS

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Oswego Civic Center **Date:** 11/10/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Sandra Rehrbacher	335 Ranee Rd Oswego Zip 60543	Self X Other
2	Marie Sikorsky	495 Ranee Rd. Oswego Zip 60543	Self X Other
3	Marty Sikorsky	" " " Zip "	Self X Other
4	GLENN KISNER	22 REO HAWK DR OSWEGO Zip 60543	Self X Other
5	Diane Gregory	596 Ranee Rd. Oswego Zip 60543	Self ✓ Other
6	Wes Hoos	5 Sherwood Dr. Oswego Zip 60543	Self Village of Other Oswego
7	GEORGE HETTRICH	1307 WOOLLEY OSWEGO, IL Zip 60543	Self ___ Other
8	Alan Anderson	302 N. Chicago St. Joliet, IL Zip 60544	Self ___ Other Will County Governmental League
9	MICHAEL MILLS	6022 GROVE RD OSWEGO, IL Zip 60543	Self ___ Other ✓
10	Sue Tierney	12724 Ridge Rd Manteno Zip 60447	Self ✓ Other
11	Carol Scott	510 W Plainfield Rd Plainfield IL Zip 60544	Self X Other
12	Beverly Steidl	2702 Harvey Rd Oswego, IL Zip [illegible]	Self X Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Oswego Civic Center **Date:** 11/10/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	ROBERT J. WILSON	548 RANCE RD OSWEGO Zip 60543	Self X Other
2	JULIA WILSON	548 RANCE Rd OSWEGO IL Zip 60543	Self X Other
3	John L. Steib	2700 Harvey Rd Oswego Zip 60543	Self X Other
4	Judith J. Weber	625 Rance Rd Oswego Zip [illegible]	Self [illegible] Other Husband
5	JEFF NAKAERTS	102 EAST BENTON OSWEGO, IL Zip 60543	Self X Other
6	Kim Hostetler	1525 Cherry Rd. Oswego IL Zip 60543	Self X Other
7	Wylie Etscheid	3076 Stewart Oswego, IL Zip 60543	Self X Other
8	Anita Marsh	475B Rana Rd Oswego IL Zip 60543	Self X Other
9	HARRY MARSH	475B RANCE RD OSWEGO Zip IL	Self ✓ Other
10	Gordon & Judi Plohr	3900 Stewart Oswego Zip 60543	Self X Other
11	Zbynek Zidlicky	26158 W 119th St Plainfield IL Zip 60544	Self X Other
12	John Zidlicky	26200 W. 119 ST Plainfield Zip 60544	Self X Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Oswego Civic Center **Date:** 11/10/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Tom Kiss	2170 RT 31 OSWEGO Zip 60543	Self X Other
2	Rick & Carol Gardner	500 Wolf Rd Oswego Zip 60543	Self X Other
3	Tom Sloser	3126 STEWART RD Oswego Zip IL	Self X Other
4	Dave Custin	3126 Stewart Oswego Zip 60543	Self X Other
5	Paul Oliver	105 Rance Road Oswego Zip 60543	Self X Other
6	P.J. FITZPATRICK	1075 PARKVIEW DR BATAVIA Zip 60510	Self — Other
7	ROBERT GRAY	124 OAKLAWN AV OSWEGO Zip 60543	Self X Other* OSWEGOLAND PARK DIST.
8	KEN HOSTERT	1525 CHERRY ROAD OSWEGO Zip 60543	Self X Other
9	Lois Moser	3237 Stewart Rd. Oswego Zip 60543	Self X Other
10	Robert Moser	3237 Stewart Rd Oswego Zip 60543	Self X Other
11	Rita & Wylie Etscheid	3076 Stewart Rd Oswego Zip 60543	Self — Other
12	Ed Henry	902 E. Plainfield Rd. Oswego Zip 60543	Self X Other

IN RE:	)
	)
STRATEGIC REGIONAL ARTERIAL	)
	)
OPERATION GREENLIGHT	)
	)
	)
RIDGE ROAD/EOLA ROAD (WIKADUKE TRAIL) FROM ILLINOIS 56 TO U.S. 6;	)
	)
95TH STREET/BOUGHTON ROAD FROM U.S. 30 TO I-355;	)
	)
119TH STREET FROM STEWART ROAD TO WEBER ROAD;	)
	)
CATON FARM ROAD FROM RIDGE ROAD TO ILLINOIS 59.	)

MONTGOMERY, KENDALL COUNTY, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Oswego Civic Center, 5 Ashlawn Avenue, Montgomery, Illinois, on Tuesday, the 10th day of November, A. D. 1998, between the hours of 2:00 and 7:00 P. M.

ROBERT E. DUNNE: Robert E. Dunne, D-u-n-n-e. My address 3310 Stewart Road, Oswego 60543.

My first observation on seeing and hearing about WIKADUKE highway is that it appears to be a decision at this point in time and does not give the alternatives that were considered for relatively short pieces of it, which, in fact, is what I am concerned about, a relatively short piece of it on Steward Road, where I live.

I would say that the damage done to me is significant if the road goes down Stewart Road at the point where it is now ascribed.

It would not only do significant damage to me, but at a meeting of 20 people -- my immediate neighbors' residential homes would be essentially bulldozed. Some of the home itself would be off the road up to maybe 200 feet without any frontage road.

So my question that I would have is, in the planning, there seems to be nothing visible on how whoever survives will be able to get off their property.

The magnitude of this threat to myself and -- I don't have my list of people, who were at

our meeting last Monday, or that was yesterday, but there are at least 20, and probably closer to 30. All of them feel that we -- and including myself -- feel that we are under a cloud as of now until there are final decisions made.

And what I am talking about is that we can neither sell because nobody would buy and the property taxes are escalating mercilessly in the county while we cannot sell while our property is being devaluated.

And we are in desperate need for a now-time estimate of what kind of confiscation fees will be paid on each parcel. And I say that, without that confiscation identification, everybody in the community will be paralyzed for the 15, 20 years, or whatever the unknown period will be for this road to go in.

So that is something that would minimize tremendously the damage that this is going to do to our local community, economically, socially, culturally, which is overwhelming; but, at least, it would be minimized if we know what your final plans are as -- sooner than later.

I asked this for from your representative

here at the table today, Rob or Bob Hull -- I don't know which -- and I have given him my request, which I hope will confirm that this decision is not only necessary but equitable and cost effective for the community as a whole.

And what I have asked for is all of the criteria that were used in selecting this route from Rance Road over to Stewart Road, which bulldozes our community, when, in fact, there are several alternatives that go across open land, and I would say farmland except that it has been bought by Inland Development, owned now by John Greene.

And these recent entries into the area, I think, should get less priority in the decision than those of us who have spent 20 or more years building and maintaining their property.

And all that is necessary to completely avoid our property is to move one mile down Rance Road and start the same turn that they got right now and go over to Rance Road. There would be no residential structures that would be demolished.

And, again, that is none versus at least 25 -- well, 35, 30 -- at the intersection of Stewart Road and Rance Road and Wooley Road. All three of

these -- all of these roads and intersections encompass this community.

So I am looking forward to receiving from Bob Hull all the criteria that they evaluated and how they stack up each of those criteria, plus and minus, for a couple more alternatives for getting from Rance over to Stewart without bulldozing our community.

- - - - -

MARTY SCKORSKY: My name is Marty Sckorsky. My address is 475 Rance Road.

My access is Stewart Street, which is the road they are planning on using. And I don't understand why they want to impact so many people on this.

If they could go just to the east of us, there are cornfields. It would not affect any of these houses. They could run right down through a cornfield and not affect anybody in the path.

I worked all my life to afford to buy something out there in the country, a decent piece of property, only to turn around now and get wiped out or to have a cloud over my head for the next 20 years, not knowing if we will be able to stay there for retirement or where I will be by then.

I plan on retiring in five years and that property was part of my plan for retirement. There is no way to replace it for the money that they will give me.

- - - - -

MICHAEL A. GREGORY: My name is Michael A. Gregory, 596 Rance Road, Oswego, Illinois 60543.

This kind of came out of nowhere for me. I am strongly opposed to the current route that is proposed for the WIKADUKE expressway.

I understand the need to accommodate for future traffic needs as the suburbs expand; however, I don't think the study took into account some very important things, like displacing neighbors and families.

And I think there are better routes; especially one that I want them to consider is picking up 119th Street and taking that route to some farmland to connect up with Heggs Road to avoid this intersection at Rance Road and Stewart.

We moved out to this area to get away from traffic and they are bringing it up to my back door. I don't think it is right. And I am going to do everything in my power to fight it; maybe to no

avail but I think there is a better way to do this.

- - - - -

MICHAEL MILLS: Michael Mills, 6022 Grove Road, Oswego, Illinois 60543.

I think the improvement of 95th Street at the intersection of 248th and west to Route 30 is an absolute waste of taxpayers' dollars for two reasons.

Number One, the thoroughfare at Wolf's Crossing -- the thoroughfare named Wolf's Crossing -- exists as a continuing point from 95th Street at the intersection of 248th west to Route 30 and further west to the intersection of 34 and Route 71.

If the thoroughfare of Wolf's Crossing did not exist, then I think it would be a wonderful use of taxpayer's dollars to improve the 95th Street thoroughfare west of 248th Street all the way to Route 30.

However, Wolf's Crossing does exist. It has recently been repaved. It is a good, quick thoroughfare that acts as an alternative to Route 34; and I, as a taxpayer, cannot justify making -- having -- the improvements on 95th street, west of 248th Street, when the thoroughfare already exists.

Number Two, the intersection of the

proposed 95th Street extension and Route 30 is one in which could present itself as a safety problem due to the fact that Bypass 30 has two arcs south of the proposed new intersection of 95th Street extended and Route 30 and north of that intersection.

So, not only does Route 30 bend two times, in the center of that bend you are now putting a traffic light and that is a safety concern. Again, not a good use of taxpayer's dollars when a thoroughfare, such as Wolf's Crossing, already exists.

And I would like to add a third point. Wolf's Crossing, in order for that thoroughfare to be improved; i.e., added right-of-way, we are talking about a thoroughfare that is not full of subdivisions. Typically, it is a few property owners own larger tracts so acquiring property for additional right-of-way would involve a minimal amount of property owners and a minimal amount of displacement of the existing thoroughfare.

Thank you.

* * * * *

ROBERT J. WILSON: My name is Robert J. Wilson. I live at 548 Rance Road, Oswego, Illinois 60543.

I am a Registered Professional Engineer. I think that the planning of this road in the area of Rance and Stewart Road -- I think the planners have done an exceptionally poor job, borderlining incompetent.

The next step is that the impact on my individual piece of property at the corner of Rance and Stewart Road will dramatically affect my lifestyle and the lifestyle for which I moved to that rural area for.

I think the route that they have selected is not the optimum route; that they are going through a populated area, totally destroying two, three or more homes and highly impacting the value, convenience and lifestyle provided to me by my home on five-acres.

The route they have selected is not optimum. By maintaining the crossing of Route 30 -- still maintaining it -- at 90-degrees, and maintaining the same radius of the curve, it can cross open farmland. In fact, that farmland is presently being used to raise sod, not even crops; so I reject any inference to the use of the land as true farmland. It is raising sod. They can cross that

land.

We are proposing an alternative route that will not take anyone's home, not devaluate anyone's home, and still accomplish their objective.

I reject their comment that there would be any saving on the cost of construction by using the existing Stewart Road. I reject their claim that they have looked at the ecological factors.

I invite you to count the number of 25-year old maple trees on my property alone, and suggest that that number exceeds 25 on my property alone, that will be necessary to be destroyed and removed in order to make their 150-foot wide easement.

I think the planning done on this job has been exceedingly poor. I am a Registered Professional Engineer and I think the engineering that they have done is equally poor. Thank you.

- - - - -

JULIA WILSON: I am Julia Wilson. I live at 548 Rance Road in Oswego.

Your proposed roadway would take a considerable portion of my property. It would take virtually all of my trees. Twenty-two years ago my

family and I decided to move to rural Oswego so that we might enjoy the quiet of the countryside.

While I realize times have changed, my lifestyle remains the same. I do not wish to have a roadway carrying approximately 20,000 cars per day right next door to my house.

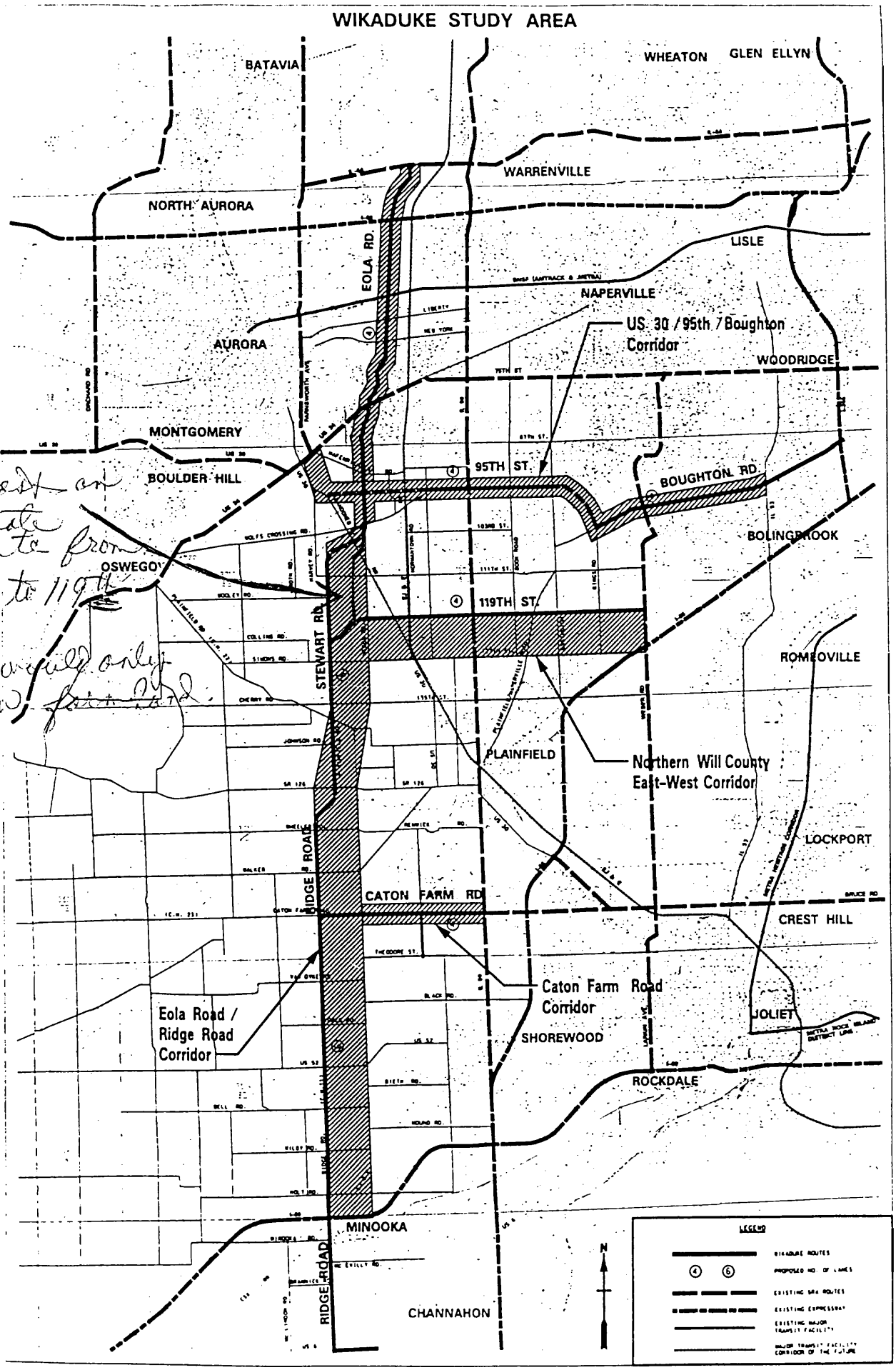
I do not object to the roadway, just in its placement between Heggs Road and 119th Street. I have sketched an alternative route through the farmland. While the roadway would be very close to my house, it would at least be a few hundred feet away. And, therefore, I feel it would not devaluate my property nearly as much as being part of my property. Thank you.

- - - - -

TOM SLOSAR: My name is Tom Slosar. I live at 3126 Stewart Road in Oswego.

I am totally opposed to Segment 7 of the WIKADUKE Trail. That section will take the WIKADUKE Trail right in front of my house, destroying my property values. It will ruin the economic, social and everything that I enjoy about that area.

They have to find a different way to run that road. I don't oppose the road in its entirety.



I suggest an alternate route from Heggs to 119th. This would only go thru farmland.

Wikaduke Route Corricors

I only oppose ruining the Rance Road-Stewart Road area.

There are open fields now planted with grass that lie directly to the east of that area and that area should be strongly considered as an alternative routing for a WIKADUKE Trail in that area.

- - - - -

DIANE CRISTMAN: Diane Cristman, 3126 Stewart Road, Oswego.

I opposed Segment 7 of the WIKADUKE Trail as it routes through existing homes and neighborhoods.

There are open fields within two miles of that area that could be used for this purpose without impacting existing homes.

- - - - -

ROBERT MOSER: Robert Moser, 3237 Steward Road, Oswego.

I would like to say this road is going to come very close to my home. I think because of the noise level the quality of my life is going to go down considerably and the air pollution.

And I don't know how on earth I am going

to get out of my driveway. That is going to be a real problem.

I believe that they could take this road and move it to the east and come down the county line right there. The two counties come together and there aren't any houses to speak of right in that area. They could go south. South of me there are very few houses in that area.

So I am just here to say that I believe that this would be an improvement or at least something to look into rather than disturb all the homes along Stewart Road.

That is about all I want to say.

- - - - -

WYLIE ETSCHEID: Wylie Etscheid, 3076 Stewart Road in Oswego.

And I would just like to say I am in support of the neighborhood group that has signed the petition, the Stewart area people.

Mr. Bob Dunne has drawn up an alternative. We have discussed it here with a number of the people tonight. That alternative goes, basically, through the open farm field from approximate Heggs Road and Route 30 somewhere intersecting

at either 119th Street or in that neighborhood, disrupting no property or possibly one person's property up by 119th Street, who is actually willing to support our plan.

So I want to make sure that is on the record and you will be hearing more from us about it.

- - - - -

ANITA MARSH: My name is Anita Marsh. I live at 475-B Rance Road.

And I would simply like to echo the comments that Wylie Etscheid made. I believe that there are better ways to situate the road instead of coming up through Stewart and disrupting so many houses in that area; that it could be instead rerouted through farm fields from about 119th, or so, up to towards Heggs Road and Route 30.

And I think that would have much less impact and be a much better way to go.

- - - - -

HARRY MARSH: My name is Harry Marsh. I live at 475-B Rance Road, also.

I would just like to echo the two previous opinions, that there is a better way to go rather than to disrupt the houses in the Stewart

Road-Rance Road area.

If they could go to the east through the farm fields, you know, that would have a lot less impact on at least the residents there.

I don't know what the impact on the farmers would be like; but certainly, I think, it would have less impact on the farm fields than it would have on the houses. Thank you.

- - - - -

(Which were all the comments made at the above-captioned public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M., on Tuesday, the 10th day of November, A. D. 1998, at the Oswego Civic Center, 5 Ashlawn Avenue, Montgomery, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 25th day of November, A. D. 1998.

Joan M. Kenny
Notary Public

OFFICIAL SEAL
JOAN M KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/09/01

Dear Wikaduke Committee, November 10th, 1998

We recently attended several meetings held by the engineering firm of "De Leuw, Cather" regarding the proposed Wikaduke Trail. While we understand the need to plan and build for a future transportation infrastructure, we are strongly opposed to the route recommended. Specifically, our strong opposition is to the route that will connect Eola Road (Heggs) with Stewart Road, referred to as Segment 7 as we understand it.

As residents presiding on Stewart Road, this route will directly impact the lifestyle that we have chosen. The impact of a 20 fold increase in traffic, noise pollution, light pollution, and losses in property values amongst others, pose a serious threat to our lifestyle and financial well being. We choose to live in this area over 5 years ago and have only built within the past 2 1/2 years. The warmth, charm, slow paced atmosphere, and serene surroundings of this small pocket of residences on larger lots were the key reasons we choose to live in this area. Our lifestyle will forever be destroyed by the proposed "Wikaduke Trail".

We believe that the "proposed route" has not been well thought out on all issues. From our perspective, we believe there are better alternatives to the proposed link with Stewart Road. Alternatives that will reduce the taxpayer cost of construction, ensure continued property tax income from this area in the future, preserve the Rance Road/Stewart Road area, and impact far fewer residents are available to the highway planners.

In addition to any other options available, we believe there are three primary alternative routes in the way you connect Eola (Heggs) with Stewart Road that all obtain these benefits. In brief, these alternatives are;

1) Locate the connecting roadway directly to the east of Stewart Road about .7 mile and curve through the open land similar to the existing proposal. By locating the roadway east into existing open fields and connecting Eola (Heggs) with Stewart at 119th St., you will avoid impacting any residential area. This alternate route will easily provide for the roadway's development with the smallest impact to residents. (Refer to the attached map, Option 1)
2) Locate the connecting roadway .1 mile west of Heggs , paralleling Heggs Road until you intersect 119th St. just west of the ball field at 119th and Heggs Road. Traveling west along 119th would then connect this road back to Stewart Road for the remainder of the proposal. (Refer to the attached map, Option 2)
3) Follow Heggs Road past Route 30 and 111th St. and veer westward connecting with 119 St. just west of the ball field at 119th and Heggs. This avoids impacting the church and cemetery at 119th and Heggs and uses the most existing roadway of any alternative (Refer to the attached map, Option 3)

Consider the following key issues;

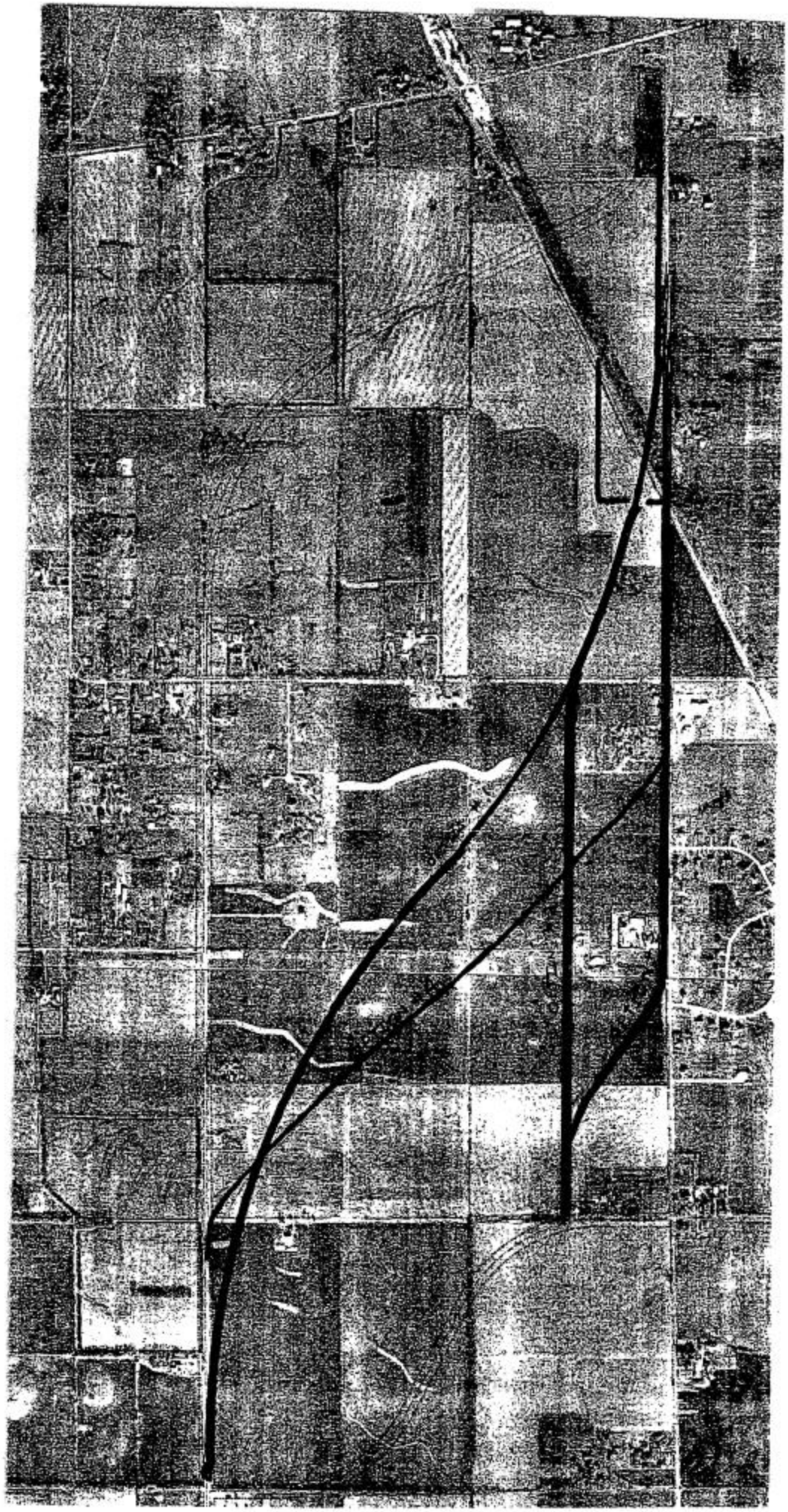
1) The cost of the alternate route's construction can be transferred to developers. As the Rance Road/Stewart Road area is already developed, any road built in this area will have to be funded by tax dollars,
2) Property values in the Rance Road/Stewart Road area would be maintained,
3) Although not eliminated, the alternate route would garner greater public support from the Rance Road/Stewart Road area,
4) By negotiating with fewer open field owners, you have the high potential to reduce your future negotiation costs,
5) The suggested alternate routes we have proposed will undoubtedly reduce your litigation costs in the future.

As officials representing the people, we know you will need to consider many issues and review any alternative suggestions. Unlike an engineering firm, you differentiate yourselves through your ability to consider all of the issues more broadly. We are hopeful that the Wikaduke Committee will give serious consideration to our alternative.

Sincerely,

Thomas C. Slosar Diane M Cristman

Thomas C. Slosar and Diane M. Cristman
3126 Stewart Road
Oswego, IL 60543
630-554-5989



Michael A. Gregory
Diane C. Gregory
596 Rance Rd.
Oswego, IL 60543-9653

November 10, 1998

To: Wikaduke Trail Committee

We are strongly opposed to the current route of the proposed Wikaduke Expressway through the Heggs/Rance/Stewart Road area. We understand the need to accommodate future traffic as the suburbs expand, however, the study has not taken into account the impact of this planned route on the residences along Stewart Road, nor has the study addressed the possibility of alternate routes which may be less objectionable or costly.

We moved to this area, as did our neighbors, to raise our families in rural surroundings in an effort to get away from high density housing typical in most towns, along with the heavy traffic it brings. Now, this committee proposes to bring a highway up to our front doors. This design not only negates the reason we moved to the country, but also seriously threatens our property values, which some of us plan to use for retirement.

There appear to be better alternate routes that would alleviate the need to displace families, the cost to purchase several homesteads, and the immense legal expense to condemn and challenge the existing homeowners.

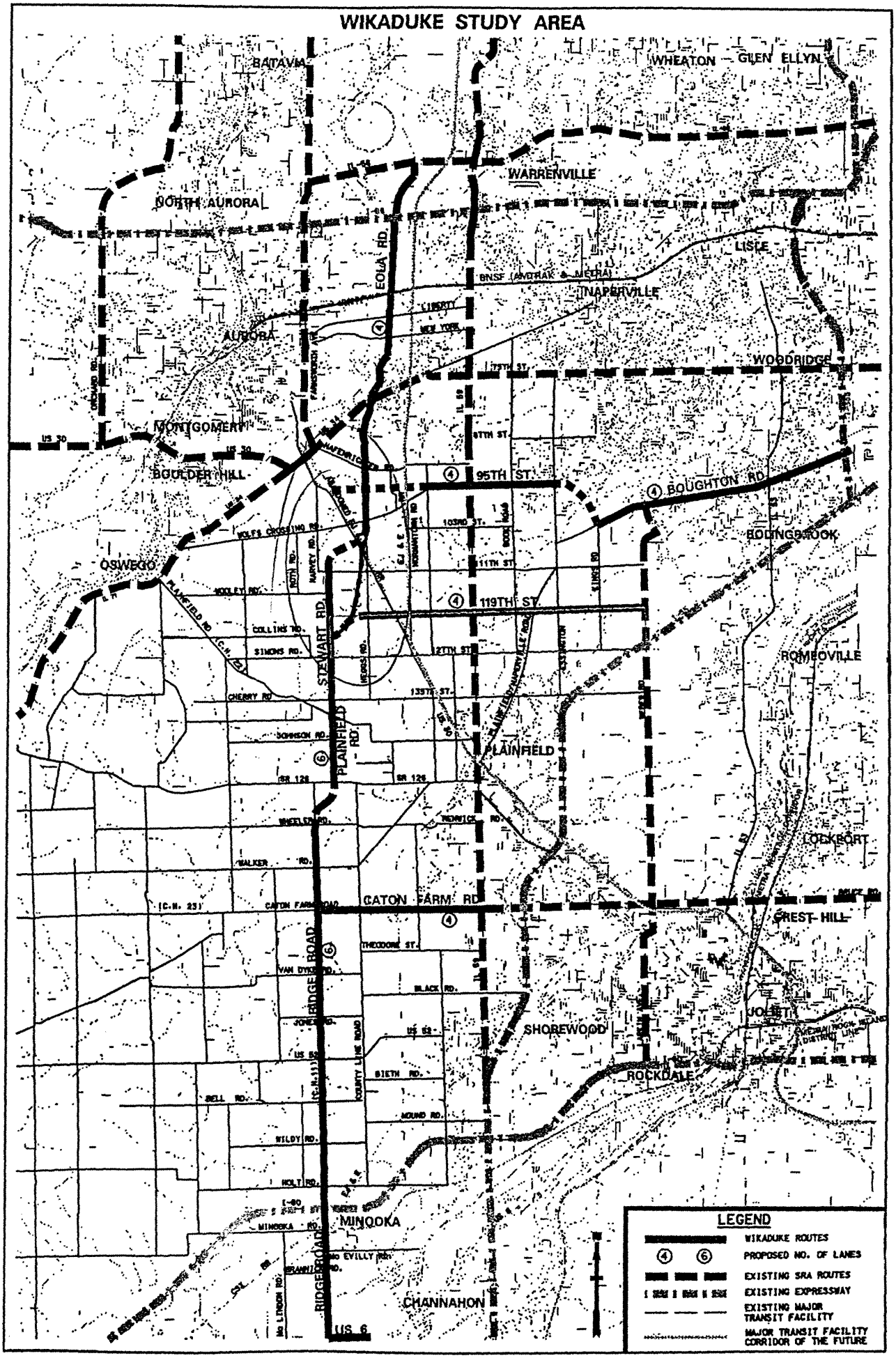
One specific alternate route to consider is moving the proposed roadway a bit further east **picking up Stewart Road at 119th Street**, running through farm/open land to Heggs Road. This would bypass nearly all homes along Stewart Road and provide a more direct route.

Secondly, we would like to know the why the section running Heggs Road to County Line Road was abandoned. We received a map from IDOT with this route clearly outlined, and were very disappointed and angry to be informed it was incorrect.

We would appreciate as much information as possible about this proposal in order to understand how the current route was decided upon and its effect on our families.

Sincerely,

Michael A. Gregory
Diane C. Gregory


WIKADUKE STUDY AREA
BATAVIA
WHEATON
GLEN ELLYN
WARRENVILLE
NORTH AURORA
LISLE
BNSF (AMTRAK & METRA)
NAPERVILLE
EOLA RD.
AURORA
WOODRIDGE
MONTGOMERY
US 30
BOULDER HILL
95TH ST.
BOUGHTON RD
BOLINGBROOK
OSWEGO
WOLF'S CROSSING RD.
111TH ST.
119TH ST.
ROMEOVILLE
PLAINFIELD RD. (C.H. 23)
STEWART RD.
PLAINFIELD
PLAINFIELD RD.
SR 126
LOCKPORT
CATON FARM RD
CREST HILL
RIDGE ROAD
SHOREWOOD
JOLIET
ROCKDALE
MINOOKA
CHANNAHON
US 6
LEGEND
WIKADUKE ROUTES
PROPOSED NO. OF LANES
EXISTING SRA ROUTES
EXISTING EXPRESSWAY
EXISTING MAJOR TRANSIT FACILITY
MAJOR TRANSIT FACILITY CORRIDOR OF THE FUTURE

Gregory 2/2

PUBLIC COMMENT

PROJECT: WIKHAOUKE TRAIL

DATE: 11/10/98

KEEP THE TRAFFIC LIGHTS TO A MINIMUM ON RIDGE RD. THIS ROAD IS SUPPOSED TO ALEVIATE TRAFFIC ON RT 59. THE TRAFFIC CANT MOVE SWIFTLY. WITH TRAFFIC LIGHTS EVERY 1/4 MILE!

Illinois Department of Transportation

NAME: JEFF NAKAERTS

ADDRESS: 102 EAST BENTON, OSWEGO, IL

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 11/10/98

The way the Road goes by Stewart + Rance Road is unacceptable. Please re-route the road to another area. The Rance Road / Stewart Rd area will be ruined with the existing plan.

Illinois Department of Transportation

NAME: Jim Glosar

ADDRESS: 3126 Stewart Rd, Oswego, IL.

PUBLIC COMMENT

PROJECT: Wihaduke Trail

DATE: 11-10-98

The current proposed Wihaduke Trail at Segment 7 should be rerouted to avoid the current houses. There is plenty of open fields that should be considered for this route.

The noise and light pollution along with the increased traffic volume would severly impact my lifestyle along with the neighborhood.

Illinois Department of Transportation

NAME: Diane M Crutsinger

ADDRESS: 3126 Stewart

ROBERT J. WILSON
548 RANCE ROAD
OSWEGO, IL.

I BELIEVE THAT THE STEWART ROAD PORTION OF WIKADUKE TRAIL IS NOT OPTIMUM. IT DAMAGES AND DESTROYS HOUSES AND LIFESTYLES, AN ALTERNATIVE ROUTE (PREVIOUSLY PUBLISHED BY YOU) GOES ONLY ACROSS SOD FARMS. IT WOULD NOT DAMAGE OR DESTROY HOMES, LAWNS, AND LIFESTYLES.

THE ALTERNATE IS LESS EXPENSIVE AND DOES NOT CHANGE THE 90° CROSSING OF ROUTE 30 AND DOES NOT CHANGE ANY ROAD RADII.

R. J. Wilson

ILLINOIS REGISTERED
PROFESSIONAL ENGINEER

To: WIKADUKE STUDY Committee.

FROM: JULIA WILSON
548 RANCE RD
OSWEGO, IL 60543
630-554-1461

Your proposed roadway would take a considerable portion of my property. It would take virtually all of my trees.

Twenty two years ago my family and I decided to move to rural Oswego so we might enjoy the quiet of the country side. While I realize times have changed, my life style remains the same. I do not wish to have a roadway carring approximately 20,000 car per day right next to my house.

I do not object to the roadway, just to its placement from Heggs road to ~~#~~ 119th Street. I have sketched an alternate route thru farmland. While the roadway would be very close to my house — it would at least be a few hundred feet away.

Julia Wilson

PUBLIC COMMENT

PROJECT: WIKADUKE HIGHWAY

DATE: November 10, 1998

TO: all involved in the Study and Creation of the Wikaduke Highway

Everyone who enters our three acre homesite says how beautiful it is, "we never realized how nice it is back here".

In January 1981 with snow on the ground and the harsh winter winds blowing, we looked at this house, walked the three acres and knew we wanted this to be our home.

We worked very hard to improve our property in the time we've lived here to be good stewards of the land. We don't use chemicals, only use organic materials to improve the soil. We've created prize winning perennial gardens, planted many (NOT your run of the mill) trees.

For 17½ years we've woken to the sounds of roosters crowing, birds singing, the wonderful sounds of horses and donkeys, the sights of beautiful rolling farm land, fresh air and the occasional smell of a cattle farmer cleaning out his barn and all the other amenities of country life.

I love my home and lifestyle. We've only gone on two one week vacations in the 17½ years. There is no need to go away, in this setting, you feel you're on vacation everyday.

The Wikaduke Highway, within 500' of our home, will greatly impact our lives, that of our animals, the wildlife and our neighbors' lives.

Instead of fresh air, uncontaminated pastures, the sounds of birds, horses and donkeys, fox, coyote, we'll hear the ROAR of engines, horns, sirens, the smell of gasoline and diesel fuel and garbage people throw from their vehicles.

We strongly urge you to review and change the Wikaduke Highway route.

Illinois Department of Transportation

NAME: THOMAS AND SANDRA ROHRBACHER

ADDRESS: 335 RANCE Rd., OSWEGO, IL. 60543

PUBLIC COMMENT

PROJECT: Wikaduke

DATE: 11-10-98

I am vehemently opposed to this project. The main thoroughfare of the Wikaduke will be right in my back yard. At a projected 25,000 vehicles per day, this is absurd. I am concerned, as anyone would be, that a fairly new home (1993) would be devalued by having a major road so close.

Illinois Department of Transportation

NAME: John Steib

ADDRESS: 2700 Harvey Rd Oswego IL. 60543

PUBLIC COMMENT

PROJECT: Wilkadike

DATE: 11/10/98

I would like you to consider pushing ~~the~~ the road expansion of Ridge Rd between Rt 52 and Caton Farm a little to the west because there is more undeveloped land to ~~my~~ the west of my property. Rather than take land from my parcel, I would like you to consider taking more undeveloped land from across the road, which is farmland.

Thank you for this consideration.

Sincerely,
Sue Tierney

P.S. Please use more land that is not part of someone's homesite when that option is available.

Illinois Department of Transportation

NAME: Sue Tierney

ADDRESS: 12724 Ridge Rd – Minooka, Il 60447

PUBLIC COMMENT

PROJECT: Kadulke Study

DATE: 11-10-98

Due to the building of this SRA Route I feel it will have a big impact to my family & my neighbors. Since East of my Home on Harvey in Oswego is Empty farm land. I wonder if the best decision is to distroy ~~the~~ peoples homes & lives instead of planning the road to go East of Stewart & Rance Rd ... why not go East of Rt. 30 closer to the land fill[illegible] thru vacant land.

Illinois Department of Transportation

NAME: Beverly Stehl

ADDRESS: 2700 Harvey Rd Oswego IL 60543

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 11 - 10 - '98

Would like to see the Trail farther East of Stewart Rd. which is basically open fields. lots of homes will be made unlivable if brought down to the Northern end of Stewart.

Go thru the fields and connect to Stewart farther down to run into Plainfield Rd.

Illinois Department of Transportation

NAME: Lois Moser

ADDRESS: 3237 Stewart Rd Oswego IL.

PUBLIC COMMENT

PROJECT: _____

DATE: _____

Due to the historical value of our corner of 119th and Heggs I am in full agreement with the proposed plan and encourage it's development as drawn out and displayed on 11-10-98

Illinois Department of Transportation

NAME: John Zidlicky

ADDRESS: 26200 W. 119 St Plainfield IL 60544

PUBLIC COMMENT

PROJECT: _____

DATE: _____

After Reviewing the proposed plan. I feel that the ~~Route~~ WILMADUKE trail seems to make ~~sta~~ a lot of sense. I fully support the project.

Illinois Department of Transportation

NAME: Zbynek ZIDLICKY

ADDRESS: 26158 W 119th St Plainfield Il.

DAVID AND INGRID DICKINSON
551 RANCE ROAD
OSWEGO, IL 60543
11.10.98

We object to the proposed WILKADUKE TRAIL as we feel that it would destroy the community in which we live and the lifestyles of the residents.

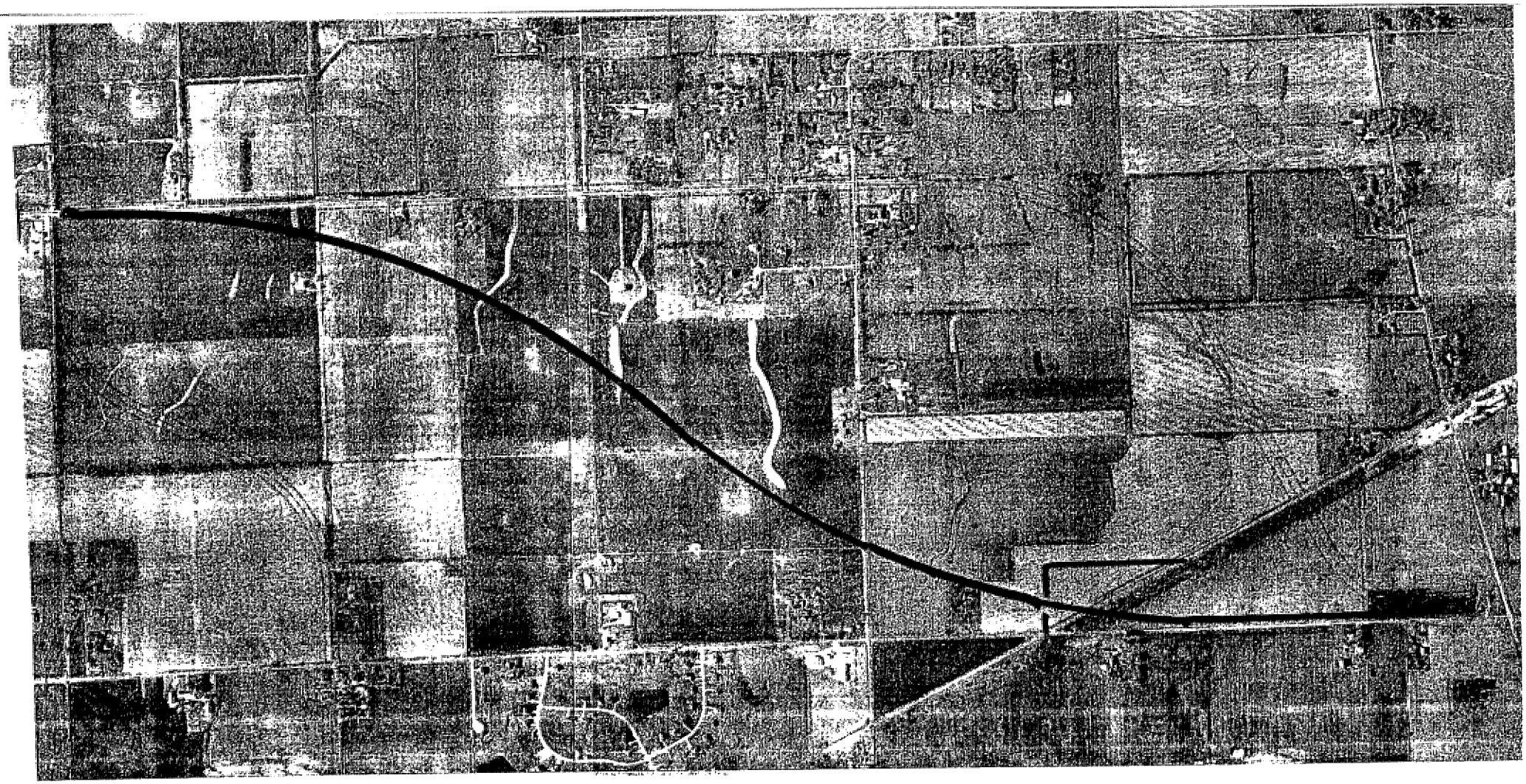
Attached is a proposed alternative route, which at present would cross open arable farmland displacing neither man nor beast!

The land-owners may be speculating on developing the farmland, but we do not think that they should be able to do so at the expense of homeowners in our community who have lived, worked and paid high real-estate taxes (for low ammenities) for many years, in order to have the particular lifestyle which we enjoy.

In the event the WILKADUKE TRAIL is forced through Stewart Road, we would like to know what compensation we can expect to receive for loss of lifestyle and the continuous noise and light caused by traffic on the road?

We again request an immediate moratorium on building permits on all the vacant farmland around the proposed road. We feel that it would be irresponsible to allow people to build, until the question of the road and it's route are settled and legally binding.

DAVID AND INGRID DICKINSON.



DAVID AND INGRID DICKINSON

Mr. Rich Starr
Highway Systems Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

December 3rd, 1998

Dear Mr. Starr,

Thank you so much for the time you spent with us at the public hearing in Oswego regarding the proposed "Wikaduke Trail". The information provided was beneficial to ourselves and others in understanding exactly how the roadway will be routed. As you may suspect, the residents as well as ourselves are strongly opposed to the current route connecting Eola Road and Stewart Road as labeled Segment 7 of the Wikaduke and the Northern most portion of Segment 6 of the Wikaduke

Please find attached a petition, the original, from the homeowners of the Rance Road/Stewart Road area in Kendall County objecting to this proposed connection. As you witnessed first hand at the public hearings in Oswego, there is an overwhelming objection from the residents in the Rance Road/Stewart Road area, as well as ourselves, to these sections of the "Wikaduke Trail" presented by IDOT. To demonstrate how broad the opposition to the proposal is, let us provide you with some facts surrounding the petition.

1) The petition has only been circulated among the residents in the locale. This is defined as residents neighboring to the North of Wooley Road, South of Wolf's Crossing Road, West of the Kendall/Will County line, and East of Harvey Road.

2) Within this small well developed area, there exists 52 residences.

3) Of those 52 residences, the petition has been signed by 48 residences and 84 individuals within that area, an overwhelming majority of 92.3%. We recall seeing politicians on TV claiming victory and even political mandates with as few as 53% of the vote. We assume the voters and residents of the Rance Road/Stewart Road area would consider these numbers mandates, we are hopeful you and others do as well.

4) In obtaining these signatures, some households were disappointed that both primary residents were not available for signing. Due to our own time constraints, it was impractical for us to get every individual to sign, in so doing, we choose to petition by household, although note there are many signatures from both parties of the residence. We are 100% confident that if we went back to those households, we would obtain their signatures as well. Also note that no renters, minors, or parties residing outside the defined area were allowed to sign the petition, note 2 exceptions. The petition has been signed by the dwelling owners.

5) Of the 4 residences that did not sign the petition, we were unable to reach 3 of them for their signatures, and 1 residence appeared to be uninhabited. Do not interpret the omission of these residences as a vote for the current plan. I'm confident that we could have obtained 100% participation in the petition if we sacrificed more time.

6) Some members of the area were so opposed to this plan, they sought us out to sign the petition after hearing about it from others, rather than us having to seek them out.

We are hopeful that this almost unanimous grass roots support opposing the current connection with Heggs Road and Stewart Road will cause the highway planners to consider other alternatives that impact far fewer residences. At one of the public hearings, we provided written comments as to the impact of this roadway through this area and did provide several alternatives for consideration. I'm confident that with some work, one of those alternatives or even variations of those alternatives would be workable as a proposal and supported by this residential area.

As you know by the public hearings, we and the petitioners, are concerned about the effect the Wikaduke will have on our lifestyles, property values, and levels of pollution whether it be noise, light, or emissions. If other alternatives were not available, IDOT and the Kendall County Planners may not have a choice. But they do have a choice! Let's make the most of those other alternatives, investigate them, and adopt one. In the end, the County and residents using this highway will benefit and we will have created a Win-Win scenario!!!

In addition to yourself, we are forwarding copies of the petition to every board member on the Wikaduke Committee as we understand that to be, as well as the Kendall County Board. We look forward to seeing you at other public Wikaduke Committee meetings, or other venues until this issue is resolved to our satisfaction.

Sincerely,

Thomas C. Slosar and Diane M. Cristman
3126 Stewart Road
Oswego, IL 60543

WIKADUKE OPPOSITION PETITION

The following homeowners oppose the Wikaduke plan for Segment 7: New roadway from Rance Road to Wolf's Crossing Road and the Northern most portion of Segment 6: Stewart Road from Plainfield Road to Rance Road.

NAME	ADDRESS	CITY
Wylie Etscheid	3076 Stewart Rd.	Kendall Cty.
Rita Etscheid	3076 Stewart Rd.	Oswego, IL 60543
Rose Johnson	640 C Rance Rd.	Oswego
Sandra Rohrbacher	335 Rance Rd	Oswego
Thomas Rohrbacher	335 Rance Rd	Oswego
Robert Kraus	3237 Stewart Rd	Oswego
Diane Gregory	596 Rance Rd.	Oswego
Michael A. Gregory	596 RANCE RD	OSWEGO
Robert J. Wilson	548 RANCE ROAD	OSWEGO, IL 60543
Julia J. Wilson	548 Rance Road	Oswego, IL 60543
Tom Yackley	435 RANCE RD	OSWEGO IL 60543-9714
Judy Kemppa	573 RANCE RD	OSWEGO ILL.
Mary Dunne	3310 Stewart Rd	Oswego
Robert Dunne	3310 Stewart Rd	Oswego
Maria Dikeakos	475 A. Rance Rd.	Oswego
Martin Dikeakos	475 A. Rance Rd.	Oswego
Ingrid Dickinson	551 Rance Road	Oswego.

WIKADUKE OPPOSITION PETITION Cont.

David C Dickson	551 RANCE RD	OSWEGO
Thomas C. Stowe	3126 STEWART RD	Oswego
Diane M Cantor	3126 STEWART RD	OSWEGO
Allen C Stowe	227 Rance Rd	Oswego
Karen Grgarich	35 Pioneer Ct.	Oswego
Chris Fogarty	35 Pioneer CT	Oswego
Sue Kremer	43 Pioneer Ct	Oswego
[illegible]	12 Pioneer Ct	Oswego
Martha K. Roddy	20 Pioneer Ct	Oswego
[illegible]	2700 Harvey Rd.	Oswego
Karen Coleman	2750 Harvey Rd	Oswego
Edd Colosimo	2750 Harvey Rd	Oswego
[illegible]	2800 Harvey Rd	Oswego
Dr. Ann Johansson	2800 Harvey Rd	Oswego
Karen Johnson	2801 Harvey Rd	Oswego
[illegible]	2801 Harvey Rd	OSWEGO
Eugene Ellis	2866 Harvey	Oswego
Priscilla Richards	2920 Harvey Rd	Oswego
Karen Billow	420 Rance Rd	Oswego
M Billow	68 Rance Rd	Oswego
Richard Gardner	500 WOLF RD	OSWEGO

WIKADUKE OPPOSITION PETITION Cont.

Carol Gardner	500 Wolf Rd	Oswego
[illegible]	2700 Harvey Rd	Oswego
[illegible]	675 Rance Rd	Oswego
[illegible]	105 Rance Road	Oswego
Thomas Kiss	2170 Rt. 31	Oswego
Noelle Lefever	2170 Rt. 31	Oswego
[illegible]	3237 Stewart Rd	Oswego
[illegible]	3900 STEWART RD	OSWEGO
[illegible]	475B Rance Rd	Oswego
Florence Hooker	3401 Stewart Rd	Oswego
[illegible]	675 Woolley Rd	Oswego
[illegible]	675 Woolley Rd.	Oswego
[illegible]	731 Woolley Rd	Oswego
[illegible]	731 Woolley Rd	Oswego
[illegible]	642 Rance Rd	Oswego
Keith J Mann	642 Rance Rd	Oswego
[illegible]	75 Rance Rd	OSWEGO
[illegible]	27 Pioneer Ct	Oswego
[illegible]	27 Pioneer Ct	Oswego
Stanley Forek	640A RANCE RD.	OSWEGO
Nancy Forek	640A RANCE RD.	OSWEGO

WIKADUKE OPPOSITION PETITION Cont.

Claire Yanes	640B Ranee Road	Oswego, IL.
Ron Yanes	640B Ranee Road	Oswego, IL.
Robert Burkland	640 D RANCE RD	OSWEGO IL.
Rose Burkland	640 D. Ranee Rd	Oswego. IL
Sharon Bergman	573 Ranee Rd	Oswego IL
William A Richey	2920 Harvey Rd	Oswego
Laura Ellis	2866 Harvey Rd	Oswego
Charles Hanna	2826 Harvey Rd.	Oswego
Nancy Hanna	2826 Harvey Rd.	Oswego
Chuck Nelson	2724 HARVEY	Oswego
Nancy C. Reich	606 Wolf Rd.	Oswego
Lois Fuentes	460 Wolf Rd	Oswego
Doris E Bille	340 Wolf Rd.	Oswego
Patti Kraus	640E Ranee Rd	Oswego
Joseph Kraus	640E Ranee Rd	Oswego
Brenda Decker	655 Woolley Rd	Oswego
Cecil Decker	655 Woolley Rd.	Oswego
Gilbert H. Nagler	3401 Stewart Rd	Oswego
Ronald R Bochenek	611 Woolley Road	Oswego.
Helen Rink	560 Wolf Rd	Oswego.
Terry Pate	640F Ranee Rd	Oswego

WIKADUKE OPPOSITION PETITION Cont.

Gayle L Faber	720 Rance Rd	Oswego
Norman Faber	720 Rance Rd.	Oswego
James Murphy	3323 STEWART Rd	OSWEGO
Janet M Porter	640F Rance Rd	Oswego

Rich
fwd 11-27-98

BUREAU OF PROGRAMMING
RECEIVED
NOV 24 1998
DISTRICT #1

Robert E. Dunne
3310 Stewart Road
Oswego IL 60543
November 19, 1998

Richard Starr-Highway Systems Engineer
Illinois Department of Transportation
201 West Center Court

I did appreciate your taking the time to give me a lengthy and comprehensive explanation of the WIKADUKE trail in Oswego November 10, and agreeing to look at a couple of other options for getting the proposed trail from Heggs Road to Stewart Road, without going directly through the middle of our neighborhood. Since that time I have given much thought to other options, and have discussed the subject with neighbors through out our community, and at a November 17 meeting of the Kendall County Board. I have attached a copy of my letter to local representatives which contains the substance of my presentation to the board. Several members of our community talked to the board about the drastic negative impacts on our community, and others options for getting a less destructive Trail from Heggs to Stewart Road. See attachments 1, 2, & 3. I believe that we had a fruitful discussion.

Since the meeting, I have combined a few of the ideas which we talked about. The problem is to merge the 2 4-lane highways, one coming from the north (Heggs), and the other, coming from the east (117th) into a 6-lane highway before Stewart Road. Therefore, bring the WIKADUKE trail down Heggs to about 1/2 mile short of the planned 4-lane route from the east, where both 4-lanes merge into 6-lanes on the way to Stewart Road. See attachments 4 & 5. This eliminates the second, and duplicate route over to Stewart Road. as shown in the current 11/98 plan. The cost savings should be substantial. This not only eliminates our community's substantial destruction, but all local intersections with the WIKADUKE trail should be manageable, and the Scotch Church cemetery is not interfered with. I have labeled this route as "State Cheapest, Least Negative Impact", on attachment 4.

Please have a cost-effectiveness comparison of something similar to the above 2 alternatives with the plan shown at your November 10 presentation, for the 24 January meeting in Plainfield. I have labelled our community's best option as "Local Cheapest, Least Negative Impact" on the attachment 4, which from our narrower point of view would certainly also be a welcomed change.

Sincerely,
Robert E. Dunne

5 Atch: 1. 11/17 Ltr to Co. Reps, 2. Co. Parcels Effected, 3. Eviron/Econom Impact, 4. Co. Aerial Photo, 5. WIKADUKE Stdy Annotated
cc: F. Klaas w 5 Atch

Robert E. Dunne
3310 Stewart Road
Oswego IL 60543

Kendall County WIKADUKE Representatives:

Francis C. Klaas
6780 Route 47
Yorkville IL 60560

John Eisele
113 Main Street
Oswego IL 60543

Raymond Vickery
4728 Chicago Road
Minooka IL 60447

Paul Wissmiller
9511 Grove Road
Yorkville IL 60560

My neighbors and I in the vicinity of the 111/Stewart intersection got our first view of the WIKADUKE highway planned route November 10, 1998 in a presentation by IDOT. The route goes right through the middle of our neighborhood which includes 9 relatively new homes in East Kendall estates, and 40 others. 6 of the homes are in the direct path of the road which would call for their complete demolition. The 43 remaining homes are within 100-1400 feet of Stewart Road and would suffer, on average, substantial degradation of their financial, environmental and chosen personal life styles. We also discovered that the decision to "tentatively finalize" the planned route would be made January 24, 1999, and would likely be in place, and guide personal, farming, business and local governmental planning, zoning, and building decisions for a long time into the future before being revised, or implemented. Subsequently, market driven decisions would effectively freeze the route as decided upon by you on January 24, 1999.

Therefore, I ask you to reconsider other cost-effective ways than the current proposal to get the WIKADUKE highway from Eola/Heggs to Stewart between 95th and 119th. See the attached aerial photo. To that end I have asked Rich Starr, the ranking IDOT systems engineer at the November 10th presentation to prepare for you an analysis of at least 2 other options, of his choice, at a level of detail to be useful for your decision. He and I were able to identify one option which did not impact a single existing home site in either Will, or Kendall Counties. Essentially this route goes from the 111/Heggs intersection via the same curve that the current planned route follows from 95th/Heggs. See the inclosed aerial photo. The 2 businesses at the 111th/Heggs intersection could be positively effected by this route. The criteria which calls for a near 90 degree intersection of the WIKADUKE and route 30 can be satisfied by making the dog (4-lane WIKADUKE) wag the tail (2-lane Route 30) by putting a bubble in route 30 to the extent required to get the desired angle of intersection of the WIKADUKE and route 30. The current owner of the agriculturally zoned land over which this proposed route travels has stated informally that he does not object to the WIKADUKE going through his land. See the route

labeled "Cheapest, Least Negative Impact" on the attached aerial photo.

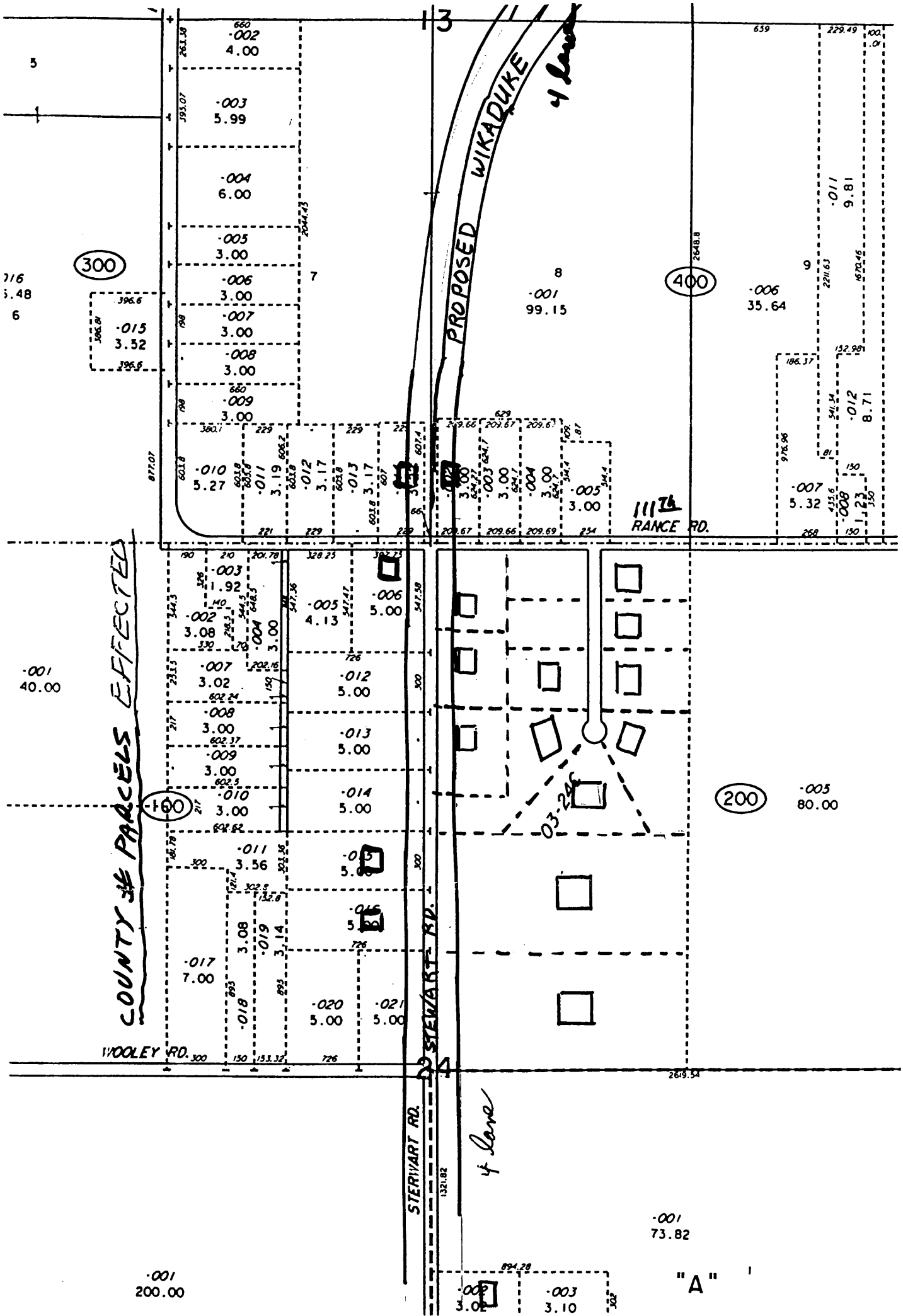
Finally, I would like to give you what the impact of the current proposed WIKADUKE starting on Stewart Road at 111th would have on me. In 1976 when I retired from the Air Force I chose Kendall County as the optimum place to work from, and to build a functional farm which I could operate by myself, and, ultimately, to operate at my leisure in retirement. My goals were substantially met with a great expense of time, energy and blood by the time that I retired in 1990 a second time. In the last couple of years I have built a 1/2 mile fence surrounding my 20 acres. My fence <u>has</u> permitted me, and I believe, <u>will</u> continue to permit me to farm corn/beans in the future in this area of residential development. I am now the only owner operated farm in the immediate area, unless you to call a sod farm a farm. The WIKADUKE will take 660 feet (1/6) off of my fence fronting Stewart Road all of which took me, mostly alone, 2 years to build. I will also lose about 50 feet into my corn/bean field for 620 feet of the frontage which is about 3/4 acre, or approximately 5% of my 15 acres that I farm. After 6 homes on Stewart Road are demolished there will still be 4 homes on each side of Stewart Road, including mine, with no way to exit their property. If a frontage road is required to get us out, not only does the cost of the WIKADUKE go up, but all of our property is degraded even further. While I feel that the impact of the current planned WIKADUKE is substantially less on me than my neighbors whose homes are much nearer to Stewart Road, the negative impacts on me are: 1. I will lose a 660 foot piece (1/6) of my fence, 2. I will lose 5% of my corn/bean field, 3. I will not be able to exit my property. 4. But most of all, I expect that when built, the WIKADUKE on Stewart will so change my environment visually, and with noise, smell, pollution and vandalism, that my reasons for coming, and staying here will disappear. 5. Anticipation of this condition would spoil this environment, and limit opportunities for leaving much before construction of the WIKADUKE begins.

So again I ask that you to include in your January 24, 1999 decision all options for getting the WIKADUKE from Heggs to Stewart, and include the negative impacts on existing homeowners like myself, and neighbors, on and near to the 111/Stewart T intersection in your evaluation.

Sincerely,

Robert E Dunne

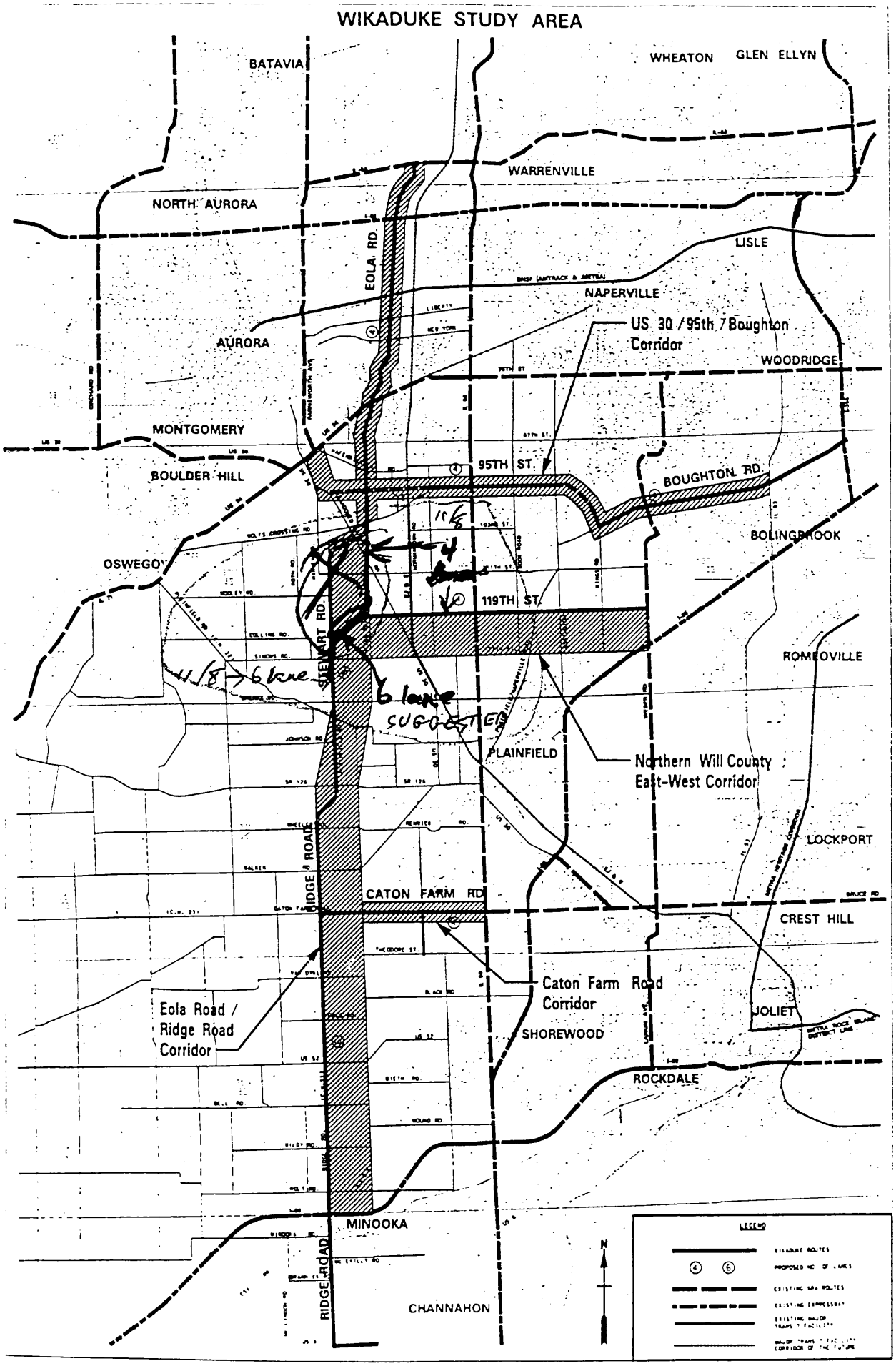
1 Atch: County Aerial Map
cc: State Representative, Tom Cross
Kendall County Board Chairman, John Church
Oswego Township Supervisor, James Detzler


PROPOSED WIKADUKE
4 lanes
COUNTY 3# PARCELS EFFECTED
STEWART RD.
WOOLEY RD.
RANCE RD.
4 lane
03.246
"A"
300
400
200
160
·002 4.00
·003 5.99
·004 6.00
·005 3.00
·006 3.00
·007 3.00
·008 3.00
·009 3.00
·010 5.27
·011 3.19
·012 3.17
·013 3.17
·015 3.52
·001 99.15
·006 35.64
·011 9.81
·012 8.71
·007 5.32
·008 1.23
·005 3.00
·001 40.00
·003 1.92
·002 3.08
·004 3.00
·005 4.13
·006 5.00
·007 3.02
·012 5.00
·008 3.00
·013 5.00
·009 3.00
·014 5.00
·010 3.00
·011 3.56
·017 7.00
·018 3.08
·019 3.14
·020 5.00
·021 5.00
·005 80.00
·001 73.82
·001 200.00
·003 3.10

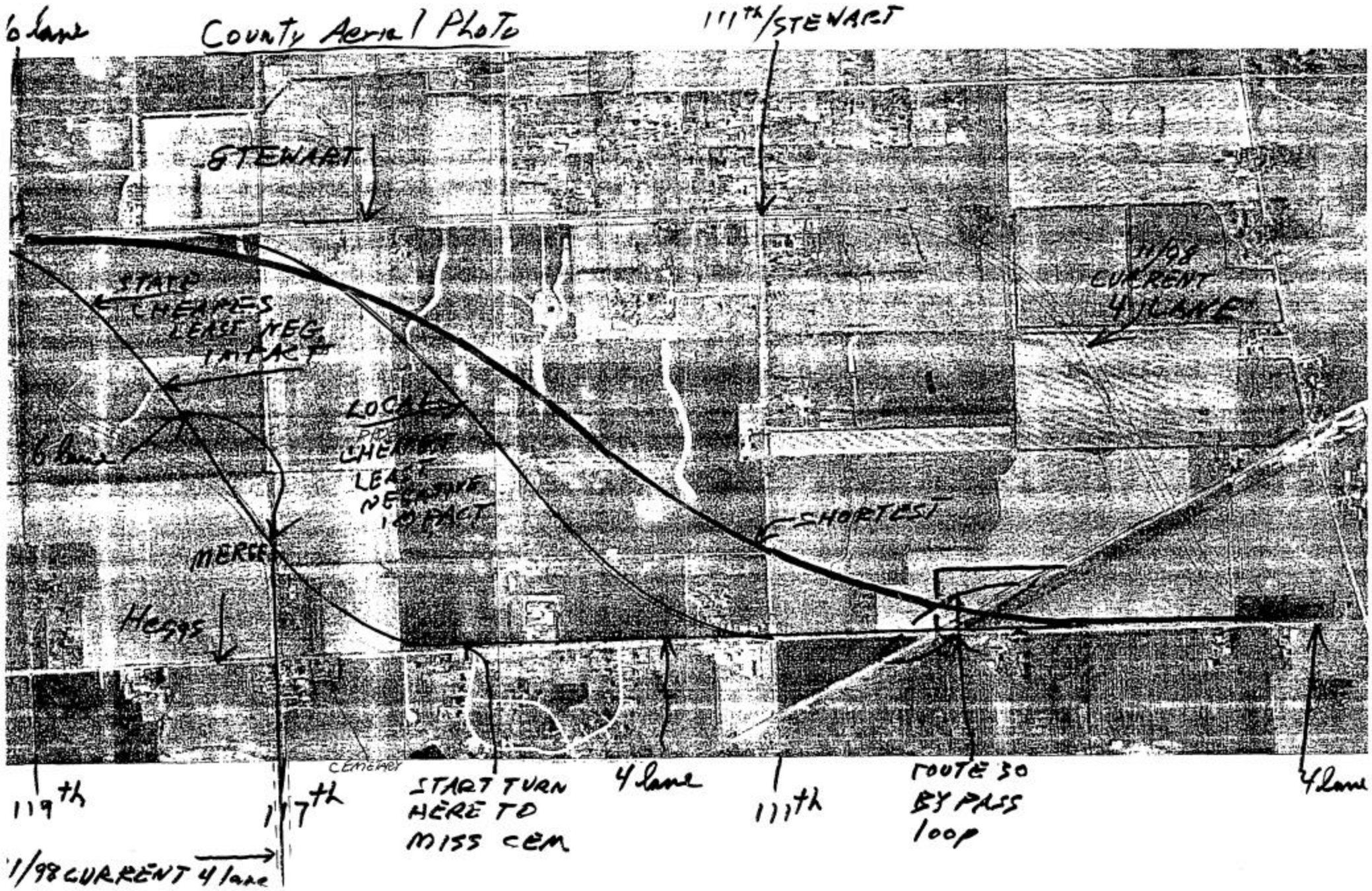
ENVIROMENTAL / ECONOMIC IMPACT

DEGRES of DEGRADATION	DEGRADATION CRITERIA	PARCEL NEGATIVE IMPACT		PARCEL # HOMES
—	PROXMITY CENTERLINE	ECONOMIC	ENVIROMENTAL	
EXTREME	within 125 FEET	100%	100%	8
HEAVY	BETWEEN 125-200 FT.	80%	100%	2
SUBSTANCIAL	BETWEEN 125-400 FT.	60%	80%	4
MODERATE	BETWEEN 400-900 FT.	40%	60%	19
LIGHT	BETWEEN 900-1400 FT.	20%	40%	16

Total 49



Wikaduke Route Corridors


6 lane
County Aerial Photo
111th/STEWART
STEWART
STATE CHEAPER LESS NEG IMPACT
6 lane
LOCALLY PREF CHEAPER LESS NEG IMPACT
MERGE
Hogs
SHORTEST
1/98 CURRENT 4 LANE
CEMETERY
119th
117th
START TURN HERE TO MISS CEM
4 lane
111th
ROUTE 30 BY PASS loop
4 lane
1/98 CURRENT 4 lane

ATTACHMENT E

PUBLIC HEARING NO. 5

- SUMMARY OF PUBLIC HEARING
- PUBLIC HEARING REGISTER
- RECORDED ORAL COMMENTS
- WRITTEN COMMENTS

WIKADUKE SRA STUDY

Summary of Public Hearings

Public Hearing No. 5
Wednesday, November 18, 1998
2 pm to 7 pm
Plainfield Village Meeting Hall
23145 W. Lincoln Highway (Lily Cache Plaza)
Plainfield, Illinois

The meeting was held by the Illinois Department of Transportation to present recommendations for improvements to the WIKADUKE Routes and to obtain public input. One hundred and five people signed the Public Hearing Register. Seventeen oral comments were recorded, and twenty-one written comments were submitted.

The following comments were expressed to IDOT or project consultant representatives by those attending the hearing.

- Many concerns were expressed regarding the potential impacts of the proposed Stewart Road/Heggs Road Connector, particularly to the residents living along Stewart Road in the vicinity of Rance Road.

  RE: The alignment presented at the Public Hearings was selected after careful study of the area existing conditions. The intent was to use existing alignments to the extent possible to reduce impacts and avoid sensitive land uses. The recommended improvements were also developed after numerous meetings with local officials.

  Subsequent to the conduct of the Public Hearings, the proposed alignment through this area was shifted to the east to avoid most of the direct impacts to residential development. The revised alignment is presented in Section Three of this document.

- Many indicated their support for the recommended WIKADUKE Trail and asked when construction would begin.

  RE: The recommended improvements will require approval from the local jurisdictions involved. Phase I and Phase II studies will also have to be completed and financing secured before construction could begin. No timetable for construction has been set at this time.

- Concerns were expressed that adequate access be maintained to the improved facility.

  RE: In general, access management is recommended along the WIKADUKE routes. During the detail design phase, access to and from properties will be evaluated on a case-by-case basis. Access will be maintained to all properties.

- Many questions were raised about the potential for an interchange at Interstate 88 and Eola Road.

  RE: The Illinois State Toll Highway Authority is evaluating the potential for an interchange at this location. It was not part of this project.

- Some inquired about the order in which the recommended improvements will be constructed.

  RE: No timetable for these improvements has been set at this time. Improvements will most likely occur first in those areas developing more rapidly.

- Questions were raised about the provision of bicycle trails along the WIKADUKE routes.

  RE: Whether or not to provide bicycle trails along any of the WIKADUKE routes is a decision that will be made at the local level as more detailed plans are developed. The provision of bicycle facilities was not part of this project.

- Concerns were expressed regarding the recommended 119th Street improvements and their potential impact on existing wells/septic systems, wetlands, and floodplains.

  RE: Potential areas of concern pertaining to some of these issues have been identified in this document. As more detailed design studies of the improvements are conducted, these issues will be evaluated more thoroughly.

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	TOM Baber	15 LE COPPER Zip 60544	Self ___ Other
2	Jim Testin	561 Ella Ave Joliet Zip 60433	Self ___ Other Will Co.
3	LORETTA YACKLEY	23548 W LYNN PLAINFIELD Zip 60544	Self ___ Other X
4	GENE YACKLEY	23548 W Lynn Plainfield Zip 60544	Self ___ Other X
5	MURLEY J. WHEELER	210 No JAMES PLAINFIELD Zip 60544	Self X Other
6	Ray Sward	Plainfield Zip 60544	Self ✓ Other ✓
7	Sue + Lee Hoge	Plainfield Zip 60544	Self ✓ Other
8	Earl Falb	Plainfield Zip 60544	Self ___ Other
9	Cliff LeVee	1661 Naperville Rd Plainfield Zip 60544	Self ___ Other
10	GREG HEIDEN	1114 GALWAY RD. JOLIET, IL Zip 60431	Self X Other
11	Jeff Putna	213 Ottawa St Plainfield, Zip 60544	Self ___ Other
12	MIKE BILY	1004 WESTERN JOLIET Zip 60435	Self ___ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	LARRY Kozerski	8151 Ridge Road Plan field Zip	Self X Other
2	K. SLADEK	11336 KRISTI DR PLAINFIELD Zip 60544	Self X Other
3	L. HISEL EVERGREEN GROVE	13 WANDY CT PLFD Zip 60544	Self X Other EVERGREEN GROVE SUB
4	CHARLES BOOK	1761 W. CATON FARM PLFD Zip 60544	Self X Other
5	TOM YACKLEY	435 RANGE RD OSWEGO Zip 60543	Self X Other
6	JOHN YACKLEY	25521 W. 119TH ST. PLFD Zip 60544	Self ____ Other
7	Ed Brown	316 N WILLOW DR W. PLFD Zip 60544	Self ____ Other
8	Tom Tutas	2630 HARLOW DR JOLIET Zip 60431	Self ____ Other
9	Helen Wheeler	21071 Jarnes Plainfield Zip 60544	Self ____ Other
10	George N. Frank Jr	Plainfield Zip 60544	Self ____ Other
11	Richard Geris	21229w Sieketree Plainfield Zip 60544	Self ✓ Other
12	Ed Cummons	PO B 132 OSWEGO Zip 60543	Self ✓ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Edith Foulke	717 Partridge Dr. Plainfield Zip 60544	Self ✓ Other
2	Mary Ellen Muse	1537 N. Naper Blvd Plainfield IL Zip	Self ✓ Other
3	RICH MURRAY	8493 S RIDGE RD PLAINFIELD ILL Zip 60544	Self ___ Other
4	Cheryl Murray	8493 Ridge Rd. Plainfield Zip 60644	Self ___ Other
5	Cindy Ford	1000 E Western Ave Joliet, IL Zip 60435	Self ✓ Other
6	John Schroeder	Plainfield 60544 Zip	Self ___ Other
7	Joseph E Pirrie	Plainfield 60544 Zip	Self ___ Other
8	Harold Dehn	26160 W. Renwick Rd Plainfield Zip 60544	Self X Other
9	Bert Moering	The Enterprise Plainfield Zip 60544	Self ___ Other
10	Lori Wallace	12707 S. Elaine Dr. Plainfield Zip 60544-9763	Self X Other
11	JERRY TAYLOR	15220 N. NAPERVILLE Plainfield Zip 60544	Self ✓ Other
12	Michael J HARRIS	25448 GATEWAY CIR. PLAINFIELD Zip 60544	Self ✓ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Helen Hardebeck	16345 S Mueller Plainfield Zip 60544	Self X Other
2	RON Byland	204 D Sibley MINOOKA Zip 60447	Self X Other
3	KEVIN MYERS	303 N. VISTA PLAINFIELD Zip 60544	Self X Other
4	Thomas D. Mooney	1910 Plainfield-Naperville Rd PLAIN Zip 60544	Self X Other
5	JOHN Kulczewski	~~315~~ 915 E 22ND ST Wheaton Zip 60187	Self ____ Other WISEMAN-Highway
6	DICK SEARLS	17607 WILLIAMSBURG DR PLAINFIELD Zip 60544	Self ____ Other
7	Joseph & Bruce Delaney	18 W Andrew Ct Plainfield Zip 60544	Self X Other
8	MARK Coleman	703 E MAIN St. St. Charles Zip 60174	Self ____ Other ✓
9	BILL BARNES	1961 NAPERVILLE RD PLFD Zip 60544	Self ____ Other PLFD FIRE
10	JAN Vitali	150 W. Jefferson Joliet Zip 60432	Self ____ Other CITY of JOLIET
11	BOB SCHNEIDERLE	408 W. NEWKIRK DR. PLAINFIELD Zip 60544	Self ____ Other
12	Ed Czerkies	24360 W. Theodore Plainfield Zip 60544	Self ✓ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	RUTH PARISE	11950 W. RT. 126 PLFD Zip 60544	Self X Other
2	JIM HALLER	150 W. JEFFERSON JOLIET IL Zip 60432	Self ___ Other CITY OF JOLIET
3	ROSE SMITH	CHERRY ROAD 60543 Zip	Self ___ Other X
4	ROGER SMITH	CHERRY ROAD Zip 60543	Self ✓ Other
5	RON PEARSON	8951 S. Ridge Rd PLAINFIELD Zip 60544	Self X Other
6	BILL PRESECKY	CHICAGO TRIBUNE 9330 W. 159TH ST ORLAND PK Zip 60462	Self ___ NOONE Other
7	JAMES KAPLAN	2100 Midhurst Ln JOLIET Zip 60435	Self ✓ Other
8	ROGER K. SMITH JR	143 OSWEGO PLAINS DR OSWEGO, IL Zip 60543	Self ✓ Other
9	KAREN CALLANAN	926 N. PENN RD PLAINFIELD Zip 60544	Self ___ Other WILL COUNTY BD PLAINFIELD SUPERVISOR
10	WILLIAM A SALES	8478 RIDGE PLAINFIELD Zip 60544	Self X Other
11	DAVID KROPP	11811 S. BOOK RD. PLAINFIELD, IL Zip 60544	Self ___ Other
12	Abel Mejia	765 W. Caton Farm Rd. Plainfield Zip 60544	Self ___ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Cheryl J. Smith	143 Oswego Pl. Dr. Oswego Zip 60543	Self ✓ Other
2	Jim Rude	5328 Southgate Naperville Zip 60567	Self ✓ Other
3	Donna Kohler	103 Meadow Ln Plainfield Zip 60544	Self X Other
4	Mari Gundersen	23542 W. Clinton Plainfield Zip 60544	Self ✓ Other
5	Robert Nyquist	23 Bartlett Plainfield Zip 60544	Self ✓ Other
6	Jamey L. Kyle	302 N. Chicago St Joliet Zip 60432	Self ___ Other Will County Forest Preserve
7	Paulene Herbst	261 E Main Plainfield Zip 60544	Self ✓ Other
8	Tom Oberts	121 E. Copper DR Plainfield Zip 60544	Self ✓ Other
9	Judy Oberts	121 E. Copper Dr Plainfield Zip IL 60544	Self ✓ Other
10	Mary Sabadosh	25342 W 119th Plainfield Zip 60544	Self ✓ Other
11	Jim Tripp	921 E. WASHINGTON Joliet IL. Zip 60433	Self ___ Other CITY OF JOLIET, P.W.
12	Linda Klemaz	1806 W Bowles Plainfield Zip 60544	Self ___ Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Bill K. Klinger	1806 W Rowley Zip 60544	Self — Other
2	Kevin Nelson	2115 Ingersollct Plainfield Zip 60544	Self — Other
3	Larry Kachel	407 W. Newkirk Plainfield Zip IL	Self X Other Plainfield Com.
4	Bill Aros	26122 W. 127th St. Plainfield Zip 60544	Self — Other
5	James Rowley	2050 W. Lockport Rd Plainfield Zip 60544	Self X Other
6	Gerald Mueller	161 E Cooper Plainfield Zip 60544	Self — Other
7	Kurt Stalzer	706 N Desplaines Plainfield Zip 60544	Self — Other
8	Ralph Reperin	1077 Glenwoodside St Joliet Zip 60435	Self — Other
9	Robert Russ	1590 Naperville Plainfield Zip 60544	Self — Other
10	Kathy O'Connell	1 Lakeside Ct PLFD Zip 60544	Self — Other
11	Judy Nelson	33 So. Illinois Blvd. Plainfield Zip 60544	Self ✓ Other
12	Roy & Elizabeth Brassman	9610 S 248 Ave. Honeoye Falls Zip 60547	Self — Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	Nancy & Bob Cockris	40 E. Copper Dr Bkfd, IL Zip 60544	Self X Other
2	David Flesher	2510 Gleneagle Dr Plainfield Zip 60544	Self X Other
3	Brent Porfilio	2215 Wesmere Lakes Dr. Plainfield Zip 60544	Self X Other
4	Duke Yaguchi	2006 Vermette Plainfield Zip 60544	Self X Other
5	Mary Kelley	23507 W. 127th St Plainfield Zip 60544	Self X Other
6	Shirley Wheeler	7557 S Plainfield Rd Plainfield Zip 60544	Self X Other
7	Vi Leuck	608 James Plainfield Zip 60544	Self ___ Other
8	Thomas J. Wiley	141 E Copper Dr Plainfield Zip 60544	Self X Other
9	Susan A. Miller	8342 Ridge Rd. Plainfield IL Zip 60544	Self C Other
10	Paul Fay	1449 N. Penny Ln Plainfield Zip	Self X Other
11	Joseph K. Bruyere	25950 W. Hassenritter Rd. Plainfield, IL Zip 60544	Self V Other
12	CHARLES + JOANN THOM	9699 S. COUNTY LINE RD PLAINFIELD Zip 60544	Self X Other

PUBLIC HEARING REGISTER

Project: WIKADUKE TRAIL

Location: Plainfield Village Hall **Date:** 11/18/98 **Time:** 2-7 PM

To be added to the mailing list for this project, please provide your complete address below

PLEASE PRINT

	Name	Address	Representing
1	RON KAZMAR	1519 N Penny Ln Plainfield Zip 60544	Self X Other
2	DANIEL BREYNE	25350 W. HAFENRICHTER PLAINFIELD Zip 60544	Self X Other
3	DANIEL DeLara	11439 S. WOLF DR Zip 60544	Self X Other
4	Bill Spangler	5100 S. Ridge RD PLFD Zip 60544	Self X Other
5	Joyce Loeffel	12115 S. Hegg Plainfield Zip 60544	Self X Other
6	Albert L Loeffel	12115 S. Hegg rd Plainfield Zip 60544	Self ____ Other
7	Paul J Lehmann	3000 WHITE EAGLE DR. NAPERVILLE Zip 60564	Self X Other
8	Wilhelmena Lehmann	1226 W. Punta 26 Plainfield Zip 60544	Self X Other
9	Mark Perla	8171 S. Main PHFLD Zip 60540	Self X Other
10		Zip	Self ____ Other
11		Zip	Self ____ Other
12		Zip	Self ____ Other

IN RE:	)
	)
STRATEGIC REGIONAL ARTERIAL	)
	)
OPERATION GREENLIGHT	)
	)
	)
RIDGE ROAD/EOLA ROAD	)
(WIKADUKE TRAIL) FROM	)
ILLINOIS 56 TO U.S. 6;	)
	)
95TH STREET/BOUGHTON ROAD	)
FROM U.S. 30 TO I-355;	)
	)
119TH STREET FROM STEWART	)
ROAD TO WEBER ROAD;	)
	)
CATON FARM ROAD FROM RIDGE	)
ROAD TO ILLINOIS 59.	)

PLAINFIELD, WILL COUNTY, PUBLIC HEARING

REPORT of comments made at the Public Hearing of the above-captioned study and summary of recommendations, taken before Joan M. Kenny, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, at the Plainfield Village Hall, 23145 West Lincoln Highway, Plainfield, Illinois, on Wednesday, the 18th day of November, A. D. 1998, between the hours of 2:00 and 7:00 P. M.

TOM YACKLEY: My name is Tom Yackley, 453 Rance, R-a-n-c-e, Road, Oswego.

I live at the intersection of Stewart and 111th and I will support my neighbors in the reroute of the WIKADUKE Trail approximately one-half mile east from 119th up to 111th.

What would help me, if they do take the Sckorsky house and then you got empty land there that no one can build on, would be to give me that land to add to my property and then I could build a buffer between me and the road. And then it would have lesser impact because that would help everybody along there.

Since I happen to be in landscape construction, I could build a berm and do a lot to alleviate the problems at minimal cost to anybody. All they need to do is give me that extra land because nobody is going to want to build on it and the house has to go anyway because the road, basically, hits the house.

It is something to consider if they would do it that way.

- - - - -

CLIFFORD LE VEE: Clifford LeVee, 1661

Naperville Road, Plainfield.

The statement that I want to make is that I have seen nothing that I disapprove of in the proposal of the WIKADUKE route and I would urge its implementation at the earliest opportunity to alleviate the traffic problem in Plainfield before it gets any worse than it already is and any more local ideas materialize to do something else.

- - - - -

LINDA HISEL: Linda Hisel, H-i-s-e-l. 13 West Andy Court in Plainfield, but I live in Kendall County.

I think that they should take Ridge Road and go back by Caton Farm instead of coming down and around Plainfield Road this way because Evergreen Road is our subdivision.

That is going to put a lot of noise, pollution. It may make our property values go down. We have to worry -- the more traffic there is, the more chance we might have of vandalism.

And I think that Plainfield is representing themselves in this and we will go to Kendall County and find out what they are going to do.

My subdivision is going to try to do all that they can to try and get this route changed so that it goes behind us because there is Anderson Tree Farm there. There is the airport on Ridge Road. There is all of this farmland to your --

And there is a lot of questions that haven't been answered to those people that live there. It seems like they are only addressing mainly Plainfield, Naperville, Bolingbrook, Oswego, 59, Route 6 and any of the others that they have down there.

But I just think that they should go to Plainfield and see how many people are against this or ask the opinions of those that don't live in Plainfield. But this is for Plainfield, that is all I can say.

I just wish that Plainfield would send letters out to people who are in their mailing district, in the post office, and let them know what all is going on. That is all I have to say.

- - - - -

HERB MOERING: The name is Herb Moering. I live at 117 North Fairlane Drive in Joliet.

It is pretty obvious that we need some

kind of traffic relief and the plan looks pretty reasonable; particularly, the WIKADUKE Trail.

I guess that the greatest concern will be improving the roads that connect to the WIKADUKE, going through subdivision areas, the built-up areas. That probably will end up with sound barriers, that would be my guess, in order to do something with the traffic noise because I think that will probably be the biggest complaints about it.

I have hopes that maybe I will see this in my lifetime. I guess that will do it.

- - - - -

ROSA LEE SMITH: I am Rosa Lee Smith. I live at 1551 Cherry Road, Oswego, Illinois. Zip Code 60543.

This road, running from Ridge Road up, that is farm country. The farmers has to have that road of Ridge Road and Plainfield Road to get to and from their farms. Without that, the farmers is lost.

And I think Will County wants this. So in my opinion, move it into Will County or widen 59, make four lanes out of 59 up, because the road is already there and it will save the state a lot of

money.

And the way this is proposed to go now is going to interrupt a lot of farm country and a lot of farmers and a lot of people. And, if it goes straight up 59, the way is should go, it won't bother the farmers. And they can just widen that and make it four lanes and it will save us a lot of money and a lot of time and a lot of grief.

And that is my statement.

Any politician, that votes for this, I will personally float a petition against him on the next election. And I will campaign against him day and night and I will also put my statement in all the papers. I have done this before.

- - - - -

HELEN HARSHBARGER: My name is Helen Harshbarger. I live at 16345 South Mayleon Drive, Plainfield, 60544.

I am concerned that people will not take a hard look at the congestion that we already experience on our roads in this area.

I think we need to have a vision beyond today. It may be forty years before the proposal becomes a reality. They need to recognize the very

fact that they and so many other people have bought or built residences in this area, and will continue to do that more and more, is going to make the problem more acute.

In a way it seems to me that this proposal is, in a sense, the kind of vision that Burnham had for the front of Chicago, the lake front of Chicago. We can see the benefits that we enjoy from that already, even though more needs to be done.

But with the ever increasing congestion from cars, even if there should be a Metra Line to help those of us west of the city itself get to jobs and the suburbs and north of here, or wherever we have to go, we are going to be in gridlock as we drive here.

It is that way just going to the grocery store now, to school, because of the congestion on Route 30 alone, where Lily Cache Road comes to it. You can sit ten or fifteen minutes by the clock before you can get onto Route 30 at certain times of the day.

If we allow the governmental bodies, which have come together in agreement and are trying

to look ahead to do it, we will appreciate it in terms of the comfort and the convenience of getting around for many years.

And, also, this will enable developers, who are intelligently and responsibly developing the area along these roads, to do it and that will benefit them and us. It will make living more comfortable and satisfying, even though we may not see it but possibly our children will.

My hope is that this agreement among the governmental bodies, through which this proposal is the diagram, will be able to implement these plans and that those of us who live here now, and those who are coming to live here, will look beyond the end of our noses into something that is really going to benefit us.

To finance this project can be accomplished in the way they are planning. But, if we don't have the plan and start towards implementing it, it will never happen.

And what annoys us and frustrates us now is the state of the roads, the traffic on them, and the inconvenience will only get worse.

I think that it is certainly time for us

to allow public officials with the right ideas about what is needed, and the recognition of it, to work on that basis and try to bring their constituents to understand it instead of pandering to those people who may never want anything to change.

- - - - -

JAMES M. HALLER: James M. Haller, Director of Community and Economic Development for the City of Joliet.

Our first comment is that we were strong supporters of the Fox Valley Freeway and we were disappointed when it was eliminated. And, also, we recognize the need for a north/south alternative for the traffic clogged on the Route 59 corridor both for now and in the future.

We have reviewed all of the plans and the slide show and everything that was prepared for today's presentation. And we support the WIKADUKE Trail plan and we encourage its planning and construction as soon as practical.

And then, lastly, we commit to try and preserve the right-of-way needed on that portion, which would be in our corporate jurisdiction, and that we commit to working with the IDOT officials

towards making WIKADUKE a reality.

Thank you for this opportunity.

- - - - -

CHERYL SMITH: Cheryl Smith, 143 Oswego Plains Drive.

Just some concerns I have about this. I am not in favor of it for: Reason Number One, in a recent news study from November 2nd to the 7th -- it was published, I believe in the newspaper -- that Illinois was second from the bottom concerning the condition of the roads. About 90 percent of them are in need of some kind of repair.

I would rather see what is here repaired before we start building extras.

Some changes that I think would help would be to take Illinois Route 59, making it four lanes from Route 52 north to Fox Valley.

Another would be Interstate Route 55, making it three lanes from Weber Road to Interstate 80. There is a bottleneck there every weekday around 5:00, heading south, on Illinois Route 53.

One more, Illinois Route 34, north from Oswego, should be four lanes to Route 59 around the Fox Valley Shopping Center.

One question I have concerning this was I really didn't see a lot of publicity about it or hear the publicity. I heard it from my mother-in-law, who got it by word of month from somebody else.

And I usually listen to the WSPY radio station, 6:00 to 6:30, 7:00 news; and I didn't hear it there. I did not see anything in the Oswego Ledger, which I get weekly. So that was a main concern, also.

- - - - -

THOMAS D. MOONEY: My name is Thomas D. Mooney, 1910 Plainfield-Naperville Road, Plainfield, Illinois 60544-0037.

Our roads in this area that have been built have only served to create more traffic jams and congestion. We need an expressway-type road put in to relieve traffic.

WIKADUKE Trail from 126, Caton Farm and Route 52, these would benefit with interchanges so that traffic could flow on and off uninhibited with traffic lights. I would also like people to use the route to avoid lights on other routes.

127th Street from Route 30, if it was to be put into an underpass of the railroad there, this

would be the only road that we would have for getting through the rails. It could also serve for moving the semi-truck traffic to I-55.

By taking 127th under 59 to Essington Road, through all open space on high ground that is fog free, you would have an expressway way of moving the heavy congested traffic to I-55.

Essington Road at 126 is on low ground. Route 126 on either side of Essington Road is already elevated. It would make sense to not have traffic lights to back up traffic and take 30 under 126 and have north and south entrances to I-55 here. This would alleviate further congestion of Weber Road.

Taking 119th to Weber Road would only add to congested areas already and not create a new route, which is needed presently.

Essington Road at 126 and 55 could go over I-55 and run along frontage road to Joliet Mall. The thousands of homes between 55, Weber Road and the mall have no present route to use north and south.

At Lockport Airport Road and Renwick Road, these roads are elevated already. It would make sense to take the new Route 30 under these two roads and it would create an expressway traffic

light-free route to Joliet Mall.

At Weber Road and 126 and I-80 it would benefit 55 to have exit lanes separated from 55.

I do want to add something else. The Plainfield Village Plan for 143rd Street runs through an area of 135th to 126th from the DuPage River to Route 59. This entire area is low land, which is socked in very tensely in fog.

This is caused by Bolingbrook and Naperville sewage treatment plants heating the water so that it never freezes.

You also have three cooler bodies of water, drainage creeks, in the same area dumping into the DuPage.

And this is why there is heavy fog in this area often, which is an environmentally sensitive area for the heron rookery, which is the largest population in the State of Illinois of breeding herons, which is preserved by the Forest Preserve. This is one of their areas for breeding.

143rd Street, if it ran along the power lines, would also eliminate the only access to the DuPage River where the deer and other wildlife migrate from the recreation camping clubs and the

Forest Preserve rookery lakes.

So putting a main route through here will cause the deer and other animals to go through people's private yards to be able to migrate to the warmer water of the river, which doesn't freeze during the winter. This will pose traffic hazards.

At 127th Street, Plainfield-Naperville Road could go under so this would make an expressway entrance for Route 30 with no traffic lights except at Van Dyke Road, which would serve an industrial park for the Plainfield area.

It would also eliminate having to have entrances for trucks onto Route 30, southbound lanes presently, and also would eliminate heavy trucks to go on Route 59.

This would further aid 59 by keeping trucks to truck routes and would also give the trucks a safe traffic light-free entrance north and north on I-55.

- - - - -

ROGER SMITH: Roger Smith, 143 Oswego Plains Drive.

The news media for the first week of November had a story about the conditions of roads in

America. Illinois was rated second from the bottom. It stated that 90 percent of all roads in this state are in need of repair in some form or another. According to the article, Illinois would rather build new roads than repair existing ones.

The following roads in my area, which I use frequently, are in need to be modified to meet the existent demands of the driving public. I will list them.

A: Illinois Route 59 should be four lanes from Illinois Route 52, north to the Fox Valley Shopping Center. This road is in dire need of repair now.

B: Interstate 55 should be three lanes in each direction from Weber Road to Interstate 80. There is a bottleneck every weekday around 5:00 south of Illinois Route 53, where I-55 goes from three lanes to two lanes.

C: Illinois Route 34, north of Oswego, should be three lanes all the way to Illinois Route 59, around the Fox Valley Shopping Center. Try driving on this road around 5:00 on Friday afternoon.

I could continue with many other examples of roads in need of repair in Kendall and Will

Counties. I think the taxpayers' money would be put to better use widening and repairing existing roads than building new ones.

If you build this road, where is the money going to come from to repair the roads that now exist?

Has any environmental impact studies been done on this proposed highway?

And one last statement, why wasn't this meeting more highly published in the news media to have those affected to have a voice in the final decision?

In Oswego it was not in the local paper, which I subscribe to. The only way I found out about this meeting was a short blurb last Monday, November 16th, on the 6:30 morning news on a small radio station, WSPY, in Plano, Illinois.

Thank you for your time.

- - - - -

WILLIAM SALES: My name is William Sales, I live at 8478 Ridge Road.

I would like to state that I am categorically against this road. I would like Plainfield to put more money towards improving the

roads that we have.

I also think that Plainfield should take a serious look at the Plainfield area and try to decide what does it want to become.

Does it want to become another Naperville? It should look into the problems that Naperville has.

Also, if Plainfield is looking -- saying they are looking -- towards the future with this road, that sends a message that it is more concerned about people that might come, that aren't here, rather than the citizens that are already here.

For me, I think the explosive growth that is happening should be curbed. Staying status quo is not necessarily a bad thing. Put more attention to the citizens that are here and the roads that we have. Thank you.

- - - - -

GILBERT NIZNIK: Gilbert Niznik, 731 North Bartlett Avenue, Plainfield. Zip Code 60544.

I am the owner, beneficial owner, of the airstrip located south of Route 126, the northwest corner, Section 13, in the Na-au-say Township.

It appears from the drawing as presented

that the planned highway called WIKADUKE Trail will cross and touch the southeast corner of the property where the airstrip is located on, and that road would be in some sort of a floodway or floodplain; and, further, that the highway would interfere with the requirement established by the Department of Transportation, Division of Aeronautics, in Springfield, requirements as to glide paths for takeoff and landing at the airstrip.

Therefore, I oppose the location of that road as to the proximity with that airfield. It would appear that it would have to be located farther to the south.

That transition from Ridge Road, the jog towards the east should be made at least a half a mile south from where it is presently located.

I mentioned this to the engineers at the planning site and they said to come and voice these concerns with the court reporter.

- - - - -

ROGER SMITH: My name is Roger Smith. I live at 8478 Ridge Road.

I would like to voice my concern about the way the road is designed at present for the

airstrip and area known as Arrow Ridge. It is on the corner of Route 126 and Ridge Road.

The current design of the road brings it in very close proximity to the south end of the airstrip. According to IDOT's own regulations, it appears too close.

There should be no reason why it could not be redesigned so that it did not conflict with the airstrip and the glide slope patterns, which are set by IDOT themselves. Thank you.

- - - - -

TOM OBERTS: Tom Oberts, 121 Copper Drive, Plainfield, Illinois.

I would like to see U.S. Route 30 be able to use the proposed 119th Street SRA to connect to Weber road, which would alleviate some of the truck traffic running through downtown Plainfield.

Trucks from Aurora could then go on Route 30 to 119th Street to Weber Road and into Joliet; or, if they so choose, they could loop up onto Interstate 55 at Weber Road or Route 30 or wherever else you want to get on.

- - - - -

WILLIAM SPANGLER: My name is William

Spangler. My address is 8100 South Ridge Road, Plainfield, Illinois.

And my comment concerns the WIKADUKE Trail as it comes within a few hundred feet of the runway, the aircraft runway, that is located for the common use at my home.

I wanted to state that I would like to see the route changed to move it to a more southerly direction to avoid any obstructions. That is all.

- - - - -

PAUL FAY: Paul Fay, 1449 North Penny Lane, Plainfield.

As I expressed to one of the representatives here, I have great concern that the developments proposed; especially, WIKADUKE Trail, are not being expedited efficiently.

I am concerned about the time frame and I believe that the Plainfield area needs remedies with traffic immediately, such as WIKADUKE, and the widening of Route 59, south of Fox Valley, to I-55 on the south.

- - - - -

JERRY MUELLER: Jerry Mueller, 161 East Copper Drive, Plainfield.

My comment is on the extension of 143rd Street to Edison's right-of-way. I am saying that I don't know why they need that versus this new route that they are talking about, 95th Street being extended along Kings Road. That would come down to 55, where they put a full interchange at 55.

According to the individual, that was talking to us, they are trying to get rid of the truck traffic in North Aurora. They could take this 95th down Kings to 55 instead of coming down 59 all the way to 143rd. I don't see why 143rd has to be extended.

They also have two alternate routes that they could serve, 135th and 127th.

- - - - -

WILHELMINE VIDMAR: My name is Wilhelmine Vidmar, 1226 West Route 126, Plainfield, Illinois.

I am not in favor of the road. Besides the fact that it is going to displace a lot of my friends, although it is close to our house, it looks like we are all right. But I feel that the road is so close to 59 that it is not worth it.

If they are going to do something, it should be farther out. You are always going to

displace somebody, but I feel that the road is too close to 59 and I don't see why you don't use that.

If you want to do something, tell them to fix 59. That is all I have to say.

- - - - -

(Which were all the comments made at the above-captioned public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C. S. R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P. M. and 7:00 P. M., on Wednesday, the 18th day of November, A. D. 1998, at the Plainfield Village Hall, 23145 West Lincoln Highway, Plainfield, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 27th day of November, A. D. 1998.

OFFICIAL SEAL
JOAN M KENNY
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 12/09/01

Joan M. Kenny
Notary Public

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL
DATE: 11-18-98

I live on the corner of Hafenrichter Rd & Eola Rd (NE CORNER) - We Recently sold to Concord Development 33' ft right of way to complete Eola Rd to 4 lanes. I am not in favor of selling any more land for Road right of way. It will be to close to our existing home and very dangerous to put traffic closer than it already is. The City of Aurora was content with 33' and I object to anymore.

Illinois Department of Transportation

NAME: Jodeen K. BREYNE

ADDRESS: 25950 W. HAFENRICHTER ROAD, PLAINFIELD, IL 60544

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL

DATE: 11-18-98

I LIVE AT THE CORNER OF HAFENRICHTER + EOLA. AS OF 8-98 WE SOLD AURORA 33' OF RIGHT OF WAY TO COMPLETE THE 4 LANE ROAD THEY NEEDED.

I BELIEVE NO MORE RIGHT OF WAY IS NEEDED FROM US.

ANY FUTURE ~~EAS~~ RIGHT OF WAY WILL INFRINGE ON MY PROPERTY AND PRIVACY. IF ANY MORE RIGHT OF WAY IS GIVEN, I BELIEVE IT WILL BE DANGEROUS CLOSE TO MY HOUSE.

Illinois Department of Transportation

NAME: DANIEL BREYNE

ADDRESS: 25950 W. HAFENRICHTER RD. PLAINFIELD, IL 60544

RECEIVED
NOV 18 1998
VILLAGE OF PLAINFIELD

11.15.98

Sirs,

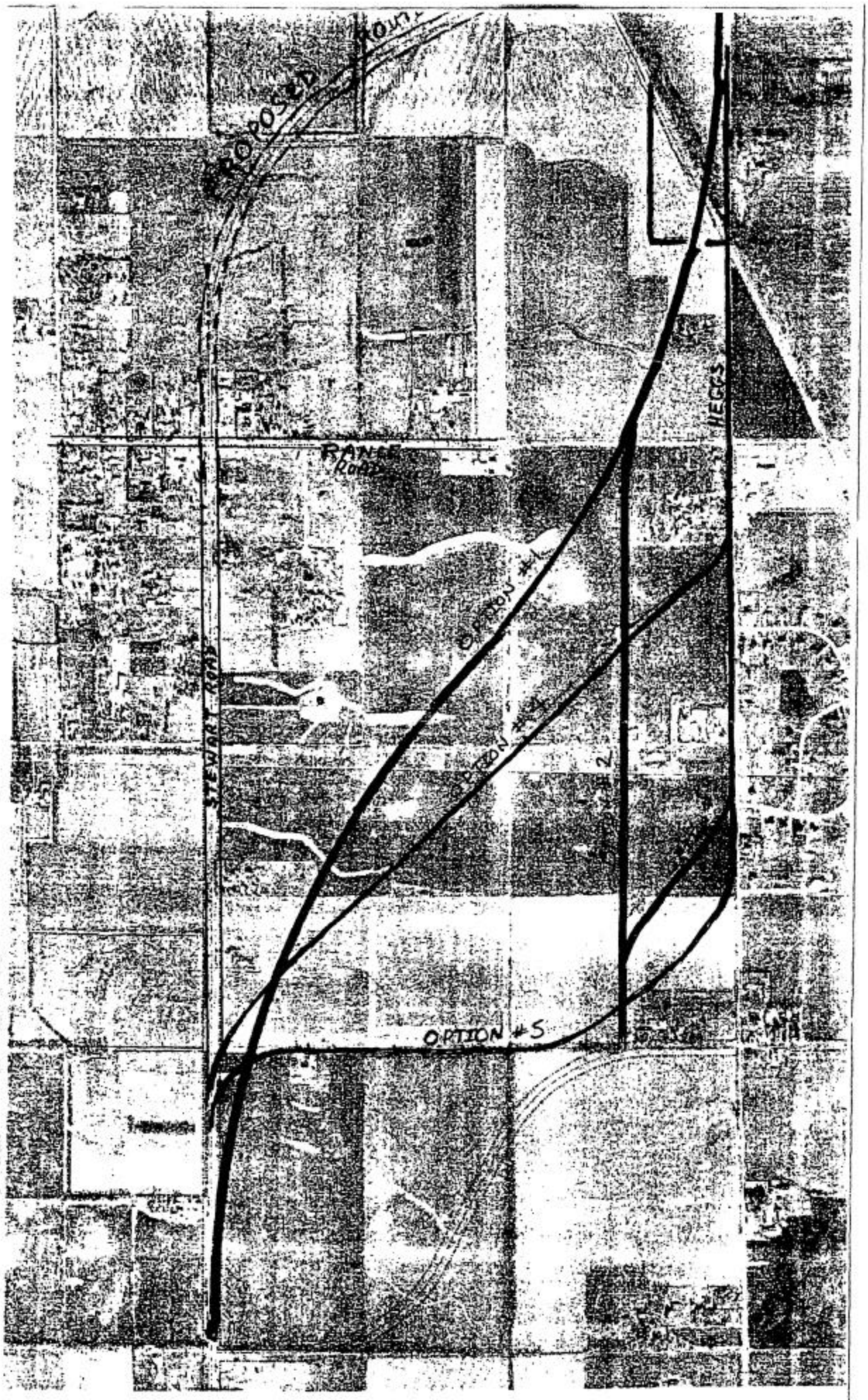
This letter is to notify you of our strong objection to the proposed Wikaduke Trail. We live at the intersection of Rance Road and Stewart Road, and would be adjacent to the new road.

We moved to this area 10 years ago because of it's country location, homes on 3 acre lots, a zoning that permitted horses and livestock, and to be in an area where the neighbours had similar interests.

If the Wikaduke Trail is built as proposed, many of our neighbours will lose land, and will not be able to continue their present lifestyle or interests. The new road will impact property values and make it difficult to sell. The road will generate noise and pollution and divide the neighbourhood down the middle.

By re-routing the road to the east, we believe it is possible to some extent preserve our lifestyle for some time. Attached for your review are some possible alternative routes. Please give these ideas some consideration.

Ingrid & David Dickinson
551 Rance Rd
Oswego


RANGE ROAD
HEGGS
STEWART ROAD
OPTION #1
OPTION #4
OPTION #5

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 11/19/98

We live just south of the intersection of Route 126 and Ridge Rd. There are eleven homes on a runway. These homes have been here since Ridge Road was a gravel road. We have some concern over maintaining the integrity of our runway. It appears as if the road curves fairly closely to the end of the runway. We would ask that there be consideration of "tweaking" the curve here as far away from the runway as possible to be sure that there is a strong buffer zone for flight.

Susan J. Miller

Illinois Department of Transportation

NAME: Susan J. Miller

ADDRESS: 8342 Ridge Rd, Plainfield, IL 60544

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL

DATE: 11/18/98

It would be good to have an interchange onto I 88 on Eola Rd

Illinois Department of Transportation

NAME: Loretta T. Yackley

ADDRESS: 23548 N. Lynn St, Alfd, Il 60544

PUBLIC COMMENT

PROJECT: Future Widening of Rte 30

DATE: Nov 18, 1998

If there is a possibility that U.S. Rte 30 may be made into a 4 lane highway in the future, it would be advantage to purchase the old ~~#~~ J + F Railway land which is no longer used. It is currently for sale and would provide space to expand the highway without disturbing the land on the west side of the highway-

Illinois Department of Transportation

NAME: Earl Falk

ADDRESS: 25553 W. Route 30 Plainfield, IL 60544

PUBLIC COMMENT

PROJECT: — FUTURE WIDENING OF Rt. 30

DATE: 11-18-98

IF Rt. 30 IS BEING PLANNED FOR A 4-6 LANE ROUTE, NOW WOULD BE THE TIME TO PURCHASE THE ABANDONED E.J.&E RAILROAD PROPERTY.

Illinois Department of Transportation

NAME: Ed Dunnos

ADDRESS: PO Box Oswego 60543

PUBLIC COMMENT

PROJECT: Wikaduke Trail
DATE: 11/18/98

It would be unwise to widen Caton Farm Rd thereby enticing more traffic before the Wikaduke Trail is built. A wider Caton Farm Rd would increase traffic on same but there would be no logical place to proceed until the Wikaduke Trail is completed.

Illinois Department of Transportation

NAME: John Schroeder

ADDRESS: 17436 S County Line Rd
Plainfield IL 60544

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL
DATE: 11-18-98

connect 30 WIKADUKE TRAIL to I-55 at Rt 126 + Essington

* Rt 126 is on high ground on either side of Essington
* 127th St is on high fog free ground.
* Weber Rd is overcrowded now and needs relief and seperated exit lanes from I 55
* 127 to Essington would serve A greater area than 119th to already crowded Weber

NOTE * Van Dyke Rd could take all trucks off S. Rt 30 and 59 in Plainfield AREA it runs right between 59 + 30. with underpass of 59 Traffic could move freely with no " lights

Illinois Department of Transportation

NAME: Tom Mooney Thomas D. Mooney

ADDRESS: 1910 Plainfield-Naperville Rd Plainfield Ill 60544-0037

PUBLIC COMMENT

PROJECT: WINKADUKE CATON FARM FEEDER
DATE: 11/18/98

As this improvement may take place prior to state action, I would use ~~the~~ county to maintain the recommended right of way width and to plan for an off road bicycle/pedestrian pathway along the entire length of this improvement. Alternatively sidewalks for ~~pedestrians~~ and an additional 3' added on each outer lane to accommodate bicycles could be provided.

This road is one of very few roads to access open country for recreational cyclists. In addition, with the rapid home building development there will be increased pedestrian and bicycle traffic going to local destinations, such as the shopping plazas at I-57 + Caton Farm, and no doubt others to be developed.

Illinois Department of Transportation

NAME: James Kaplan

ADDRESS: 2100 Midhurst Lane

PUBLIC COMMENT

PROJECT: WIKADUKE Trail
DATE: 11-18-98

Rt 59 is a parking lot

So to divert and move Traffic on Rt 52 Jefferson and Caton Farm Rd put full interchanges in AND overpass but preferable ably underpasses. No lights from 126 to I 88

126 would benifit from a interchange also. Have no other interchanges or crossings in above stretch of WIKADUKE TRAIL.

USE 127th with underpass of 59 to Essington Rd to 126 & I55 HAVE FULL Interchange here. Take Essington under 126 no lights

Illinois Department of Transportation

NAME: Thomas D. Mooney Thomas D. Mooney

ADDRESS: 1910 Plainfield-Naperville Rd
Plainfield, Ill 60544-0037

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL

DATE: 11-18-98

My objection to the roads being proposed is the effect on residents in the area - who have been there for years and planned to stay - The burden of cost and imposition should be on the developers who have profited from their impact on the area -

Improvements to existing Routes should have been done years ago - Environmental impact studies and engineering field reports will cost more than the improvement of existing roads -

Illinois Department of Transportation

NAME: R. Smith

ADDRESS: 1551 Cherry Rd.

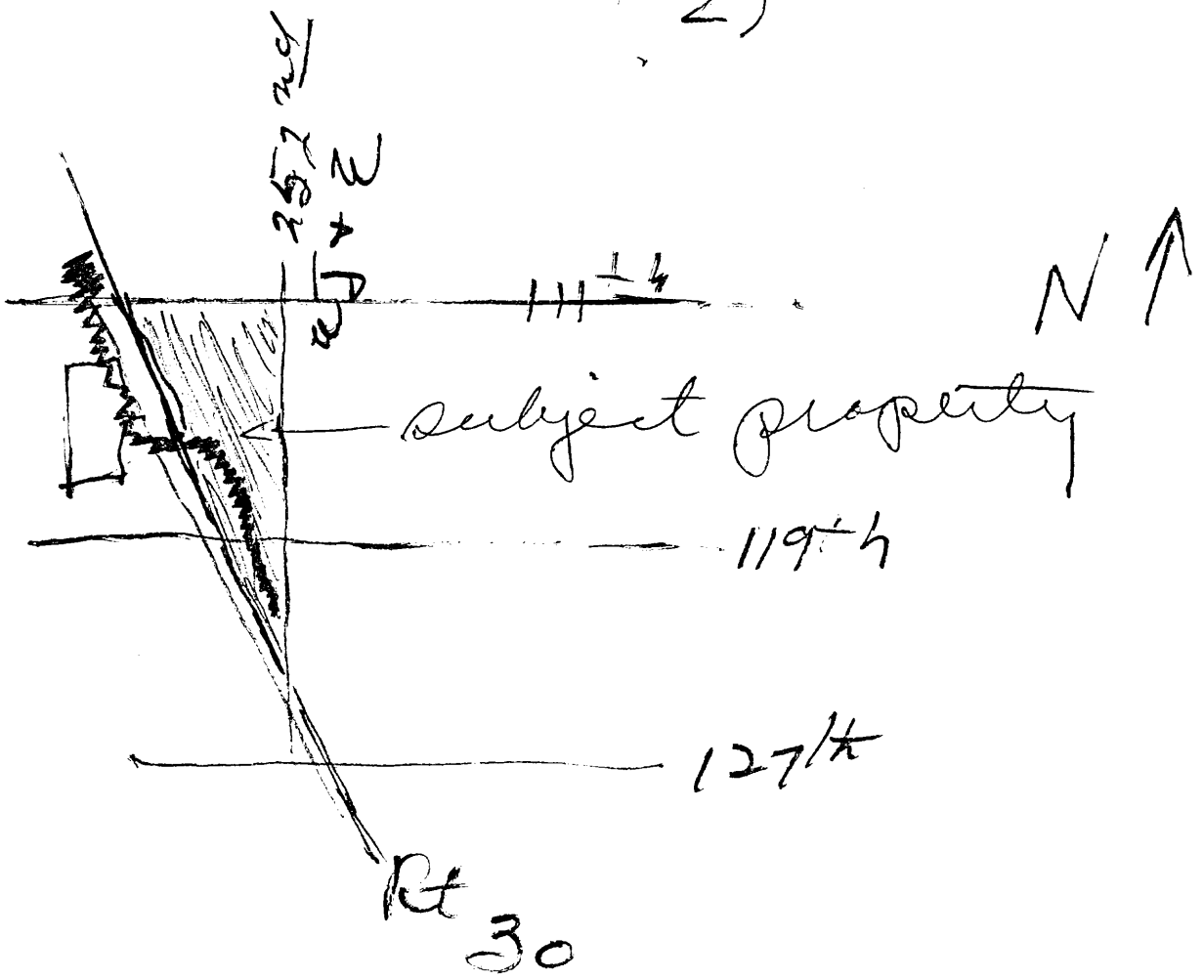
25342 W. 119th St
Plainfield, IL 60544
November 11, 1998

Re: Wikaduke
119th St -
E - W
Connector

Dear
IDOT:

As a farmer landowner with considerable frontage on 119th St - these items must be followed:

1) There is a historic drainage from N on Rt 30 across 119th and there South.



2) There should be no obstruction in that waterflow and waterflow increases, (as it has) proper TILE IS NEEDED TO HOLD IT! and should be provided. I am already having problems because of excess damage to TILE.

3) Egress of land should remain as historical agricultural access for implements and farm use.

4) Landowners should be notified of plans in their area.

Mary A. Lavadour

630-304-0003

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL
DATE: 11/18/98

I FEEL THAT THE SIGNALS ON CATON FARM ROAD @ WESMERE PARKWAY SHOULD BE INTERCONNECTED WITH THOSE OF CATON FARM ROAD @ IL. RT. 59. ALSO, A CONCERN OF MINE IS THE DETENTION ISSUES FOR ALL THE EXCESS RUNOFF GENERATED BY THE ADDITIONAL PAVEMENT.

I FEEL THIS SRA PROJECT IS ONE DESPERATELY NEEDED, HOWEVER WOULD ADVERSELY AFFECT THE RURAL NATURE OF PLAINFIELD - WHERE I MOVED TO 2 YEARS AGO TO AVOID IMPROVEMENTS & URBANIZATION.

FINALLY, I FEEL THAT THE WIKADUKE TRAIL FUNDING SHOULD NOT BE PASSED ON TO THE TAXPAYERS - $300M IS WAY TOO MUCH OF A BURDEN TO PUT ON US!!!

Illinois Department of Transportation

NAME: BRENT PORFILIO, P.E.

ADDRESS: 2215 WESMERE LAKES DRIVE
PLAINFIELD, IL. 60544

Roger → EJ → Rich
AJ 11/16

BUREAU OF PROGRAMMING
RECEIVED
NOV 16 1998
DISTRICT #1

Greater Aurora
Chamber of Commerce

November 12, 1998

Mr. Rich Starr
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Starr:

As I will be unable to attend the November 18 Public Hearing in Plainfield, please accept this correspondence in support of the Strategic Regional Arterial improvements for the WIKADUKE corridors.

In addition, the Greater Aurora Chamber of Commerce would encourage "priority status" for the Ridge Road/Eola Road segment from Illinois Route 56 to U.S. Route 6. We are of the opinion that this segment will provide much needed relief for an overburdened Rt. 59 while affording economic development opportunities to an underserved area.

Your work with the four counties as well as your consideration of our support, is most appreciated.

Sincerely,

Steven L. Hatcher
President

kk

40 WEST DOWNER PLACE
AURORA, ILLINOIS 60506
(630) 897-9214
FAX (630) 897-7002

Date: November 18, 1998

To: The Wikaduke Trail Public Hearing @ Plainfield Village Hall

From: 143rd Street Neighbors Organization
www.angelfire.com/il/plainfieldtraffic

Re: Documenting Plainfield Area Traffic Solutions We Support

Our group wishes to express our opinions about the Wikaduke Trail and other planned traffic improvements for the Plainfield area.

I. We are **FOR** the Wikaduke Trail and would like to see this happen as soon as possible. Plainfield is a victim of its' crossroads location and needs traffic relief NOW, not in 10 to 20 years.

II. We are **FOR** all the other access road improvements mentioned in the Wikaduke Trail plan and would like to see them implemented immediately. However, Plainfield's most urgently required road improvement is to upgrade Rte 59 to four lanes, from North of Plainfield to Rte 52 (Shorewood), and to implement a full interchange at I-55 and Caton Farm Road. This widening of Rte 59 and the Caton Farm Road interchange at I-55 is required to make the Caton Farm Road access to Wikaduke Trail a success.

III. We are also **FOR** Bolingbrook's wishes to upgrade the Rte 126 interchange at I-55 to a full interchange and support their plans to improve 127th Street and connect Essington Road from it to Rte 126. We feel this needs everyone's support and should be completed as quickly as possible.

IV. We are **FOR** the 119th street "truck route", currently under construction, and **FOR** the Fox Valley Expressway and its I-55 interchange shown on Rand McNally's StreetFinder maps. This new 119th Street "truck route" will provide trucks with an alternate route, to and from I-55, instead of going through downtown Plainfield.

V. We are strongly **OPPOSED** to Plainfield's plan to extend 143rd Street from Rte 59 to I-55.

Please let us know what we **must** do to expedite I, II, III & IV above, and please help us stop Plainfield's 143rd Street Extension plans.

Thank you for listening and considering our comments about Plainfield's area traffic challenges.

Jerry Taylor

143rd Street Neighbors Organization
Emailto:plainfieldtraffic@angelfire.com
Voice: Jerry Taylor 815.436.4437

November 18, 1998 143rd Street Neighborhood Organization

NAME	STREET ADDRESS OR RURAL #	CITY, TOWN,VILLAGE	COUNTY
Charlotte Baker	151 Copper Drive	Plainfield	Will
Tom Baker	151 Copper Dr.	Plainfield	Will
Gail Mueller	161 Copper Dr	PLAINFIELD	WILL
Lisa M Hunsfeld	211 Copper Dr	Plainfield	Will
Robert C Kimmel	150 Copper Dr	Plainfield	Will
Marlee Hammack	150 E Copper Dr	Plainfield	Will
Mary Beck	215 copper Dr	Plainfield	will
Heather M Brands	221 E Copper Dr	Plainfield	will
Alice T. French	221 E. Copper Dr.	Plainfield	Will
Chris Brown	240 E. Copper Dr	Plainfield	Will
Peg O'Connor	250 Copper	Plfd.	Will
Cindi Heintz	261 E Main	Plfd	Will
Pauline Heintz	261 E Main	Plainfield	Will
Kevin Hodson	1541 N Golden	PLAINFIELD	WILL
Leslie Hodson	1541 N. Golden	Plainfield	Will
Thomas A. Wiley	141 E Copper	Plainfield	Will
Jennie Morris	110 Copper	Plainfield	Will
James H. Morris	110 COPPER	PLAINFIELD	WILL
D. T. Calkins	40 E. Copper	Plainfield	Will
Nancy Calkins	40 E. Copper DR	Plfd	Will
Carolyn Cissy	41 E Copper Dr.	Plfd	Will
Gary L Kesl	41 E. Copper Dr	PLFD	Will
Brent Avery	10525 E. 143rd	PFD	Will
Ronald Eggers	10 E. COPPER	PLAINFIELD	WILL
Ronald Eggers	10 E COPPER	PLAINFIELD	Will
Barbara Harris	10 E. Copper	Plainfield	Will
Ronald V. Kayner	1519 N. Perry Ln	Plainfield	Will

November 18, 1998 143rd Street Neighborhood Organization

NAME	STREET ADDRESS OR RURAL #	CITY, TOWN, VILLAGE	COUNTY
John D Davis	1530 Naper Rd	Plainfield IL	Will
Jerry Taylor	1520 N. Naperville	Plainfield IL.	Will
Chad Taylor	1520 N. Naperville	Plainfield IL.	Will
Arthur R Carlson	1404 Chestnut Hill	Plainfield Il	Will
John W. Perry	1580 Naperville	Plainfield IL	Will
Lou Hahn	1501 N. Naperville	Plainfield	Will
Evelyn Hahn	1501 N. Naperville	Plainfield	Will
[illegible] Bruce	36 W Melody Ln	Plainfield	Will
Nellie Taylor	1520 Naperville	Plfd	Will
Mark E Hahn	1501 N NAPERVILLE	PLAINFIELD	Will
Lynda Carlson	1404 Chestnut Hill	Plfd	Will
ART Carlson	1404 Chestnut Hill	Plfd	Will
Ed Hamilton	1541 Naperville Rd.	Plainfield	Will
Gary Mayrider	1500 Naperville Rd.	Plainfield	Will
Fredrick Kubis	2309 Ashwood Dr	Plainfield	Will
Barbara Taylor	2309 ASHWOOD DR.	PLAINFIELD	WILL
Lou Kaduca	15930 S LEWOOD	PLAINFIELD	WILL
Linda Kaduca	15930 S. Lewood	Plainfield	Will

November 18, 1998 143rd Street Neighborhood Organization

NAME	STREET ADDRESS OR RURAL #	CITY, TOWN, VILLAGE	COUNTY
Kathy Kyma	1519 N. Penny Lane	Plainfield IL.	Will
Elizabeth Eichelberger	1519 N. Penny Lane	Plainfield IL	Will
JOHN H HAETKIN	1440 PENNY LN	PLAINFIELD IL	WILL
T. R. Zeller	1420 N Pennylane	Plainfield IL	Will
[illegible]	1449 N Pennyln	Plainfield	Will
D Schuldt	3005 E 135th St	Plainfield IL	Will
Margie Fay	14497 N. Penny	Plainfield	Will
Lee R Fay	1449 N Penny	Plainfield	Ill.
Hazel Summerville	1520 N Penny	Plainfield IL	Ill.
Judy Oberts	121 E. Copper	Plainfield Ill	Will
Thomas Oberts	121 E. Copper Dr.	Plainfield IL	will

PUBLIC COMMENT

PROJECT: WIKADUKE TRAIL

DATE: NOV 18, 1998

I am in favor of the overall project.

I would caution against having too many traffic signals. There definitely is a need, though for a traffic signal at RT 59 + 119th Street, and Caton Farm Rd + Drauden Rd. I currently drive this route between downtown Plainfield (RT 30) + the RT 59 BN trainstation (via Eola Rd) once per week.

Illinois Department of Transportation

NAME: DUKE YAGUCHI

ADDRESS: 2006 Vermette Cir Plainfield

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 11-18-98

① We needed this yesterday! Please complete this project ASAP.

② Your projected number of cars (5000) at Ridge/Stewart Road intersections by 2020 is too low. If this road existed today, we'd probably exceed that number now.

Illinois Department of Transportation

NAME: Edith Foulke

ADDRESS: 717 Partridge Dr. Plainfield, IL 60544

PUBLIC COMMENT

PROJECT: WIKADYKE TRAIL -

DATE: 18 Nov. 1998. -

As a member of the Planning Commission for the Village of Plainfield, I wholeheartedly support the construction of the proposed improvements. At the present time, the only North-South route available to people to get thru Plainfield is Route 59. This bottle neck is a terrible disadvantage to all residents in the area. The back ups on Route 59 now are up to a half mile in length at certain times of the day. This is totally unacceptable.

The sooner this proposal is implemented the better it will be for all members of this Community. Hopefully the concerns of a few individuals who will be directly effected by these improvements should not be allowed to stop improvements that would benefit all residents living in the area.

Illinois Department of Transportation

NAME: Robert F. Schinderle

ADDRESS: 408 W. Newkirk Drive - Plainfield 60544

PUBLIC COMMENT

PROJECT: Wikaduke Trail

DATE: 11/18/98

I support the proposed road project, as it will do much to alleviate traffic around the Plainfield area. Traffic is gridlocked in early AM & P.M in our town. Our town seems set on developing a 4 lane road connecting Rt. 59 @ 143rd St. to I-55 as their savior to this problem. We need to use available roads - 127th or 119th (as proposed by your study) as routes to get the traffic out of Plainfield. Cost feasibility for making 143rd would be great. Use this money to improve & keep Correct the other 2 possibilities. Plainfield needs to work better with their neighboring communities on this problem. Even though Wikaduke is 10-20 yrs. off - it's a step in the right direction.

Illinois Department of Transportation

NAME: Judy Ohrts

ADDRESS: 121 E. Copper Dr. Plainfield, 60544

PUBLIC COMMENT

PROJECT: Wiltadke Trail

DATE: 11-18-98.

Maps indicate that this will cut into the Evergreen Shore Subdivision off Rt. 126.
The Homeowners are concerned about:

1.) Noise and pollution
2.) loss of our Homes
3.) Depreciation of our Homes
4.) We are on well & Septic and the field where this would be built floods. This could lead to poisoning our wells and backing up our septic systems.

We need information on how to stop this road from coming thru our subdivision.

Illinois Department of Transportation

NAME: Judy Carlson

ADDRESS: 33 So. Viking Blvd
Plainfield, IL. 60544

Additional Coordination with Local Jurisdictions

SECTION 7.3

7.3 ADDITIONAL COORDINATION WITH LOCAL JURISDICTIONS

Periodically issues arose that required additional coordination. One of these areas pertained to the issuance of a draft report in October of 1998. Reports were issued to all WIKADUKE members and comments were solicited from each. Many Members responded in writing. These letters are documented in this section.

In some cases, additional work was performed to verify the Study principles and provide additional materials to respondents. In these cases, the additional back-up materials are included in this Section as well.

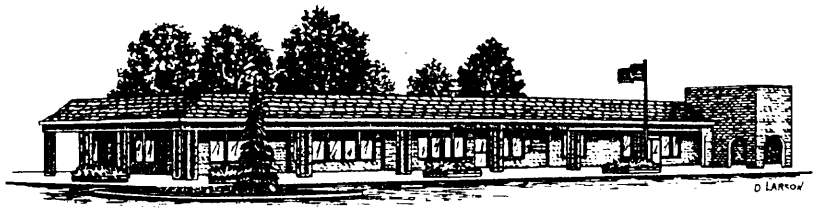
PRESIDENT
Keith Flatness

CLERK
Pat Koska

TREASURER
Donna Buckley

SUPT. OF PUBLIC WORKS
Robbie Tonarelli

POLICE CHIEF
Lloyd Unland



VILLAGE OF MINOOKA

121 E. McEVILLY
MINOOKA, ILLINOIS 60447

VILLAGE OFFICE
815-467-2151

WATER DEPARTMENT
815-467-2142

POLICE BUSINESS NO.
815-467-2298

FAX NUMBER
815-467-9731

June 18, 1996

Mr Robert F Hull
DeLeuw, Cather & Company
525 West Monroe St
Chicago, IL 60661-3629

Re: Wikaduke Study

Dear Mr. Hull;

The Village of Minooka supports the Wikaduke Trail. On May 16, 1996, Village representatives attended the field tour and we were asked to forward the Village's comments.

While we support the Wikaduke Trail, we feel that when the impact south of I-80 caused by additional traffic is considered, an alternative southern terminus should be evaluated. Ridge Road south of I-80 is a growing commercial district with 66' to 90' of right-of-way preserved with several businesses fronting said sections of right-of-way. Also, an E.J.&E. viaduct approximately 40' between limestone abutments is located 3000' south of I-80. When considered in total - the right-of-way acquisition costs, relocation of businesses cost and the viaduct widening costs - we feel that a southern terminus at McClindon Road(please see enclosed map) warrants study. McClindon Road is currently undeveloped to U.S. Route 6 with a grade railroad crossings. If only the Ridge Road terminus is considered the Village feels that the impact south of I-80 needs to be considered to U.S. Route 6.

Village of Minooka
Keith Flatness
Keith Flatness, President

KF:db

Enc.
CC: Wikaduke Members via VCGL
President and Board of Trustees

ROBERT E. HAMILTON
CONSULTING ENGINEERS, P.C.
455 Ruby Street
JOLIET, ILLINOIS 60435

(815) 722-3444

LETTER OF TRANSMITTAL

DATE	JOB NO.
6/2596	69650

ATTENTION Robert F. Hull

RE: Village of Minooka, Illinois
WIKADUKE STUDY

TO DeLeuw, Cather & Company
525 West Monroe Street
Chicago, IL 60661-3629

WE ARE SENDING YOU ☒ Attached ☐ Under separate cover via _____ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☐ Copy of letter ☐ Change order ☐ _____

COPIES	DATE	NO.	DESCRIPTION
1			Village of Minooka Preferred Wikaduke Trail Route

PARSONS DeLEUW Chicago
JUN 28 1996
RECEIVED
CIVIL DEPARTMENT

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit _____ copies for approval
☒ For your use ☐ Approved as noted ☐ Submit _____ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return _____ corrected prints
☐ For review and comment ☐ _____
☐ FOR BIDS DUE _____ 19 _____ ☐ PRINTS RETURNED AFTER LOAN TO US

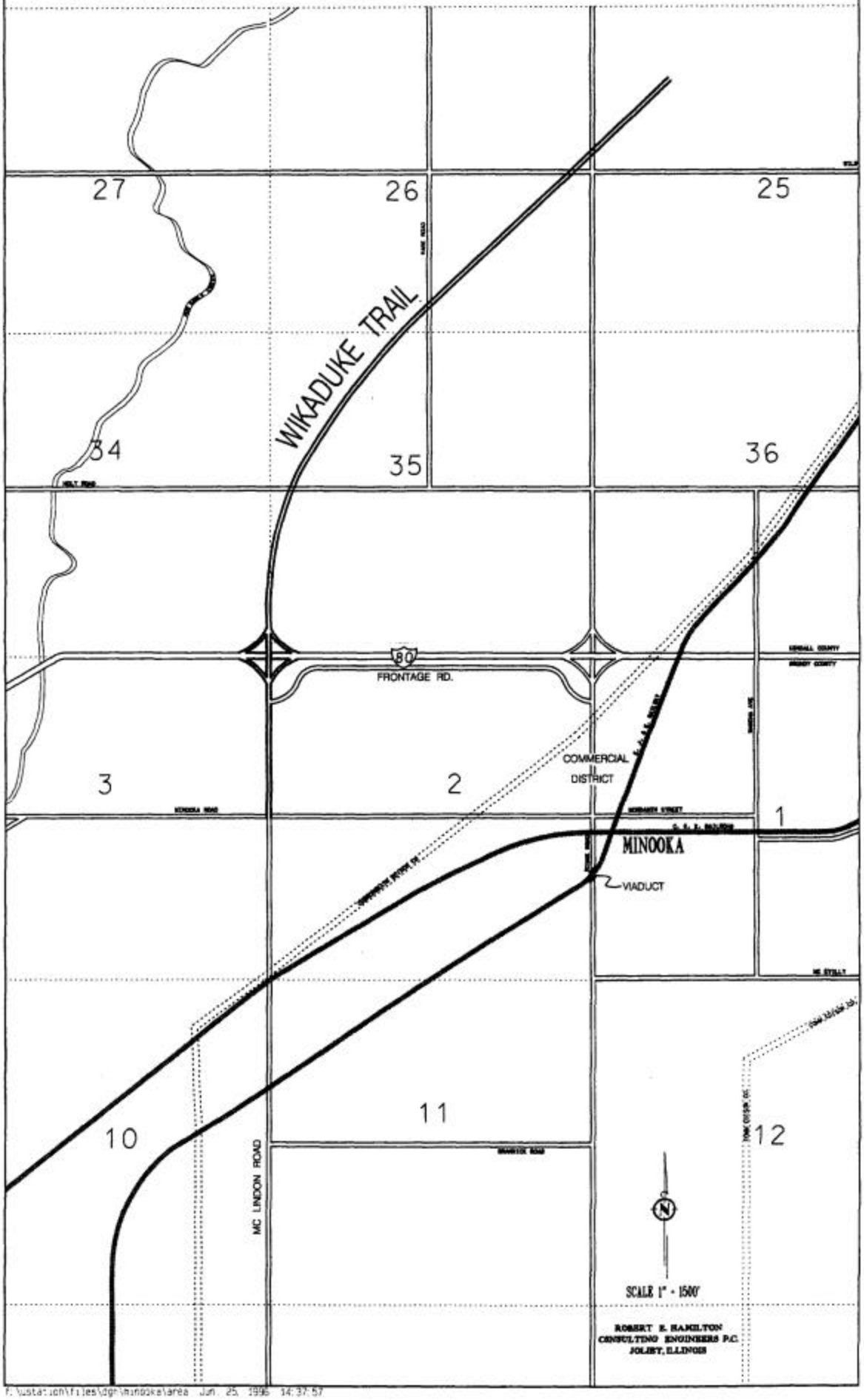
REMARKS This is an enclosure to the recent letter forwarded to your office by Mr. Keith Flatness of the Village of Minooka. If you have any questions, please call me.

COPY TO _____

SIGNED: Joseph A. Hamilton

If enclosures are not as noted, kindly notify us at once.

VILLAGE OF MINOOKA
PREFERRED WIKADUKE TRAIL ROUTE



f:\station\files\dgn\minooka\area Jun. 25, 1996 14:37:57

VILLAGE OF PLAINFIELD
WILL COUNTY'S OLDEST COMMUNITY

Richard A. Rock
PRESIDENT

TRUSTEES
Jay D. Darnell
Jeffrey Dement
Kathy O'Connell
Steven L. Rathbun
Raymond Smolich
Kurt Stalzer

Susan Janik
VILLAGE CLERK

May 29, 1998

Attn: Mark Peterson
Deleuw, Cather
525 W.Monroe
Chicago, IL 60661

Dear Mr. Peterson:

Our review of the centerline studies for the WIKADUKE has outlined an area of concern. We would request consideration in the planning efforts to avoid and/or preserve the historic church complex located at the northeast and northwest corners of 119th Street and Heggs Road. We would seek consideration of skewing the alignment of 119th Street to the Collins alignment to the east of this intersection rather than to the west as current plans indicate. Please see the attached drawing for clarification. Please continue to keep us informed of your progress and we look forward to the next meeting.

Sincerely,

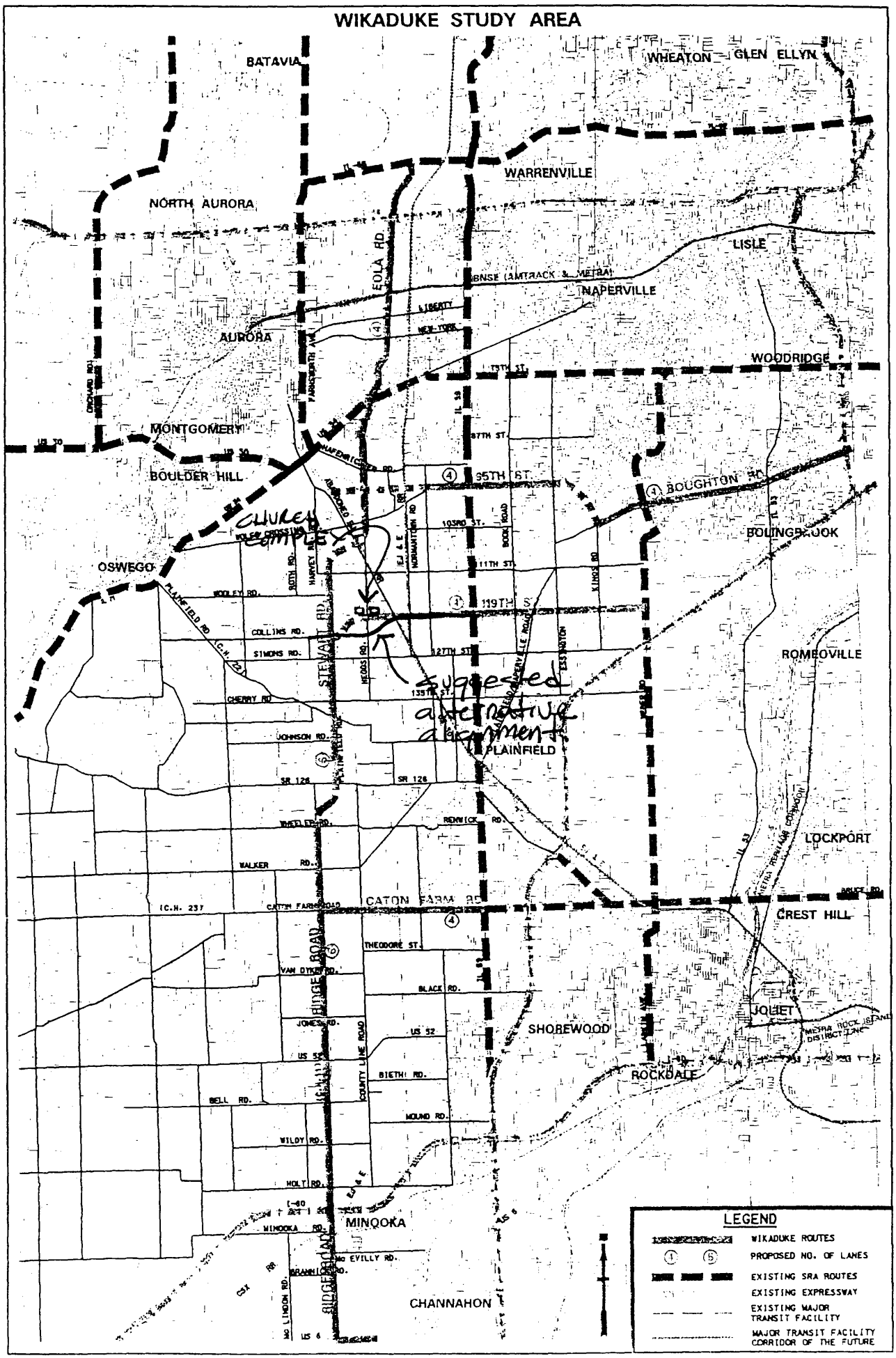
Jeffrey L. Durbin, AICP
Community Development Director

De LEUW CATHER Chicago

JUN 0 1 1998

RECEIVED
PROJECT MANAGER

23145 W. LINCOLN HIGHWAY • PLAINFIELD, ILLINOIS 60544 • (815) 436-7093 • Fax (815) 436-1950


WIKADUKE STUDY AREA
BATAVIA
WHEATON
GLEN ELLYN
WARRENVILLE
NORTH AURORA
LISLE
NAPERVILLE
AURORA
WOODRIDGE
MONTGOMERY
BOULDER HILL
35TH ST.
BOUGHTON RD
BOLINGBROOK
OSWEGO
ROMEOVILLE
PLAINFIELD
LOCKPORT
CREST HILL
JOLIET
SHOREWOOD
ROCKDALE
MINOOKA
CHANNAHON
EOLA RD.
STEWART RD.
RIDGE ROAD
COUNTY LINE ROAD
CATON FARM RD.
119TH ST.
135TH ST.
SR 126
US 52
US 6
Chuley complex
Suggested alternative alignment
LEGEND
WIKADUKE ROUTES
PROPOSED NO. OF LANES
EXISTING SRA ROUTES
EXISTING EXPRESSWAY
EXISTING MAJOR TRANSIT FACILITY
MAJOR TRANSIT FACILITY CORRIDOR OF THE FUTURE

Department of
Public Works and Utilities
Office: (815) 724-4200
Fax: (815) 723-7770

CITY OF JOLIET

May 20, 1998

150 WEST JEFFERSON STREET
JOLIET, ILLINOIS 60432-4156

Reply to: 921 East Washington Street
Joliet, Illinois 60433-1267

Mr. Mark W. Peterson
De Leuw, Cather & Company
525 West Monroe Street
Chicago, Illinois 60661

De LEUW
CATHER Chicago

MAY 22 1998

RECEIVED
PROJECT MANAGER

RE: Wikaduke SRA Route – Interstate 80 to Walker Road

Dear Mr. Peterson:

On May 1, 1998, the City of Joliet received the Wikaduke SRA Study Preliminary Improvement Recommendations for Ridge Road (I-80 to Caton Farm Road) dated April 22, 1998. This is for a portion of the Wikaduke SRA. The Wikaduke SRA begins generally at Route 6 and extends north to Interstate 88 (East/West Tollway) via Ridge/Stewart Road and Eola Road.

The Preliminary Study includes proposed roadway improvements to Ridge Road from U.S. Route 6 north to Walker Road. These improvements include four through lanes with a 30-foot median and 150-foot of right-of-way for the initial construction with a final construction of six through lanes with a 30-foot median with the 150-foot of right-of-way. The improvement also includes future traffic signal installations at U.S. 52, Jones Road, VanDyke Road, Caton Farm Road and all mid mile collectors within the City of Joliet's Boundary Agreement Area for Ridge Road.

Please be advised that the City of Joliet generally concurs with the Ridge Road alignment for the Wikaduke SRA Route, within the Joliet area. The Department of Public Works and Utilities does offer the following comments:

1. The City recommends installing a curb and gutter/Storm Sewer Drainage System cross-section for the Ridge Road portion in the City of Joliet's Boundary Agreement Area. This area is generally between U.S. 52 and Walker Road. Further, the City would accept a boulevard cross-section for the 30-foot center median, but not an open ditch center median area. The center 30-foot median could be used to expand the six lane cross-section, as well as for left turn bays at the appropriate intersections.

2. RIDGE ROAD CROSS SECTION SOUTH OF U.S. 52 AND NORTH OF WALKER ROAD:

   In the non-City of Joliet boundary areas, the City of Joliet is not opposed to the open ditch cross-section. However, the City does recommend this area to have four lanes separated by pavement marking and not the 30-foot open ditch median area. This cross-section would be less costly to construct and reduce the maintenance, since you would merely have two open ditches as opposed to the third center ditch line.

Again, the City of Joliet generally concurs with the Ridge Road alignment for the Wikaduke SRA Route, within the City of Joliet's boundary area. The City recommends that the De Leuw Cather & Company modify the proposed Ridge Road SRA to incorporate the above-mentioned comments and resubmit it for our review.

Should you have any further questions regarding this matter, please feel free to contact me at (815) 724-4200.

Sincerely,

James R. Trizna

James R. Trizna, P.E.
Public Works Administrator

JRT:mms

cc: John M. Mezera, City Manager
Jim Shapard, City Manager
Dennis L. Duffield, P.E., Director of Public Works and Utilities
John F. Mayer, P.E., Civil Engineer II
Fran Klaas, Kendall County Highway Department
File copy
JRT/Chrono

F:\Correspondence-Contracts\1998 WORD DOCS\JRT LETTERS 1998\PETERSON WIKADUKE SRA I-80 TO WALKER RD 5-19-98.doc

THE COUNTY OF KENDALL
FEBRUARY 19, 1841

KENDALL COUNTY HIGHWAY DEPARTMENT

FRANCIS C. KLAAS COUNTY ENGINEER

6780 ROUTE 47 YORKVILLE, IL 60560 TEL 630/553-7616 FAX 630/553-9583

May 20, 1998

Mark W. Peterson
Deleuw, Cather & Company
525 West Monroe Street
Chicago, IL 60661

De LEUW CATHER Chicago

MAY 22 1998

RECEIVED
PROJECT MANAGER

RE: WIKADUKE SRA Study
Ridge Road

Dear Mark:

After reviewing the Preliminary Improvement Recommendations for Ridge Road with the Kendall County Public Works Committee, we had just a few comments on the report.

The Highway Department has just recently completed 1998 ADT counts on all county and township roads. I have included this information as an attachment. Traffic has increased substantially over the last 4 years. You may want to show this most recent information in your report.

We also discussed the proposed typical section. In general, it was the committee's belief that a more suburban-type section would be appropriate, with open shoulders on the right side. I have enclosed a sketch of the proposed section, which is just a 2-lane facility for initial construction. The ultimate section is obviously 4-lane, but would still maintain shoulders on the outside.

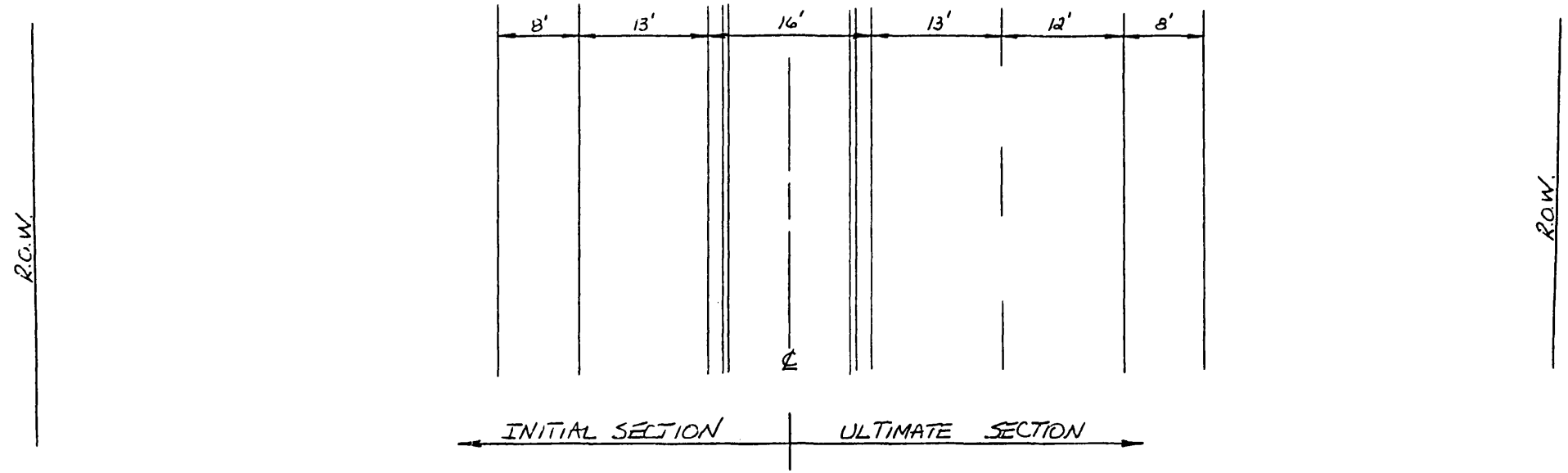
That was pretty much the extent of our discussion. Please give me a call if you would like to discuss this matter in greater detail.

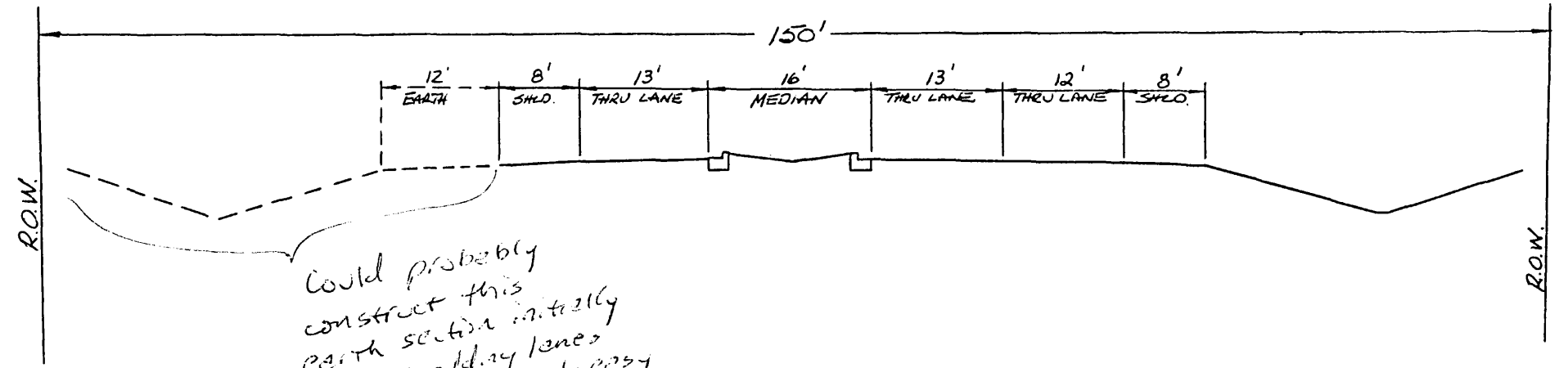
Sincerely,

Francis C. Klaas
County Engineer

FCK:vm

Enc.

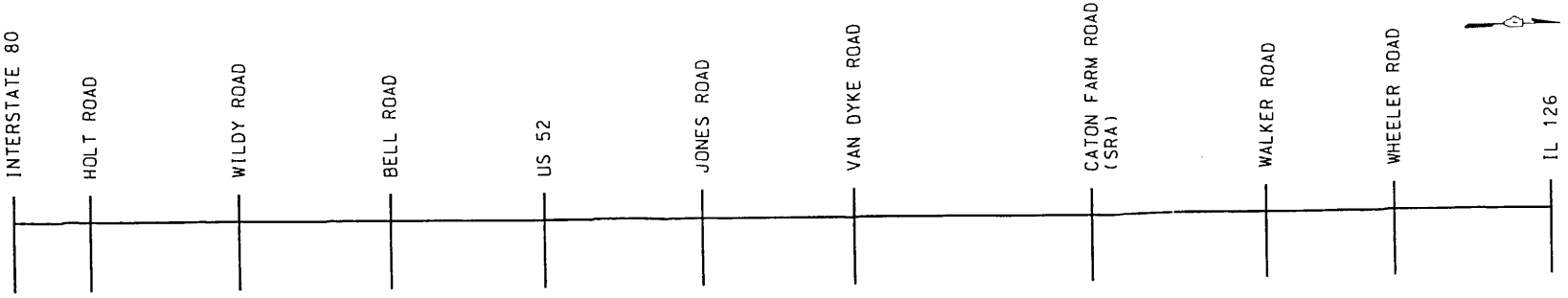




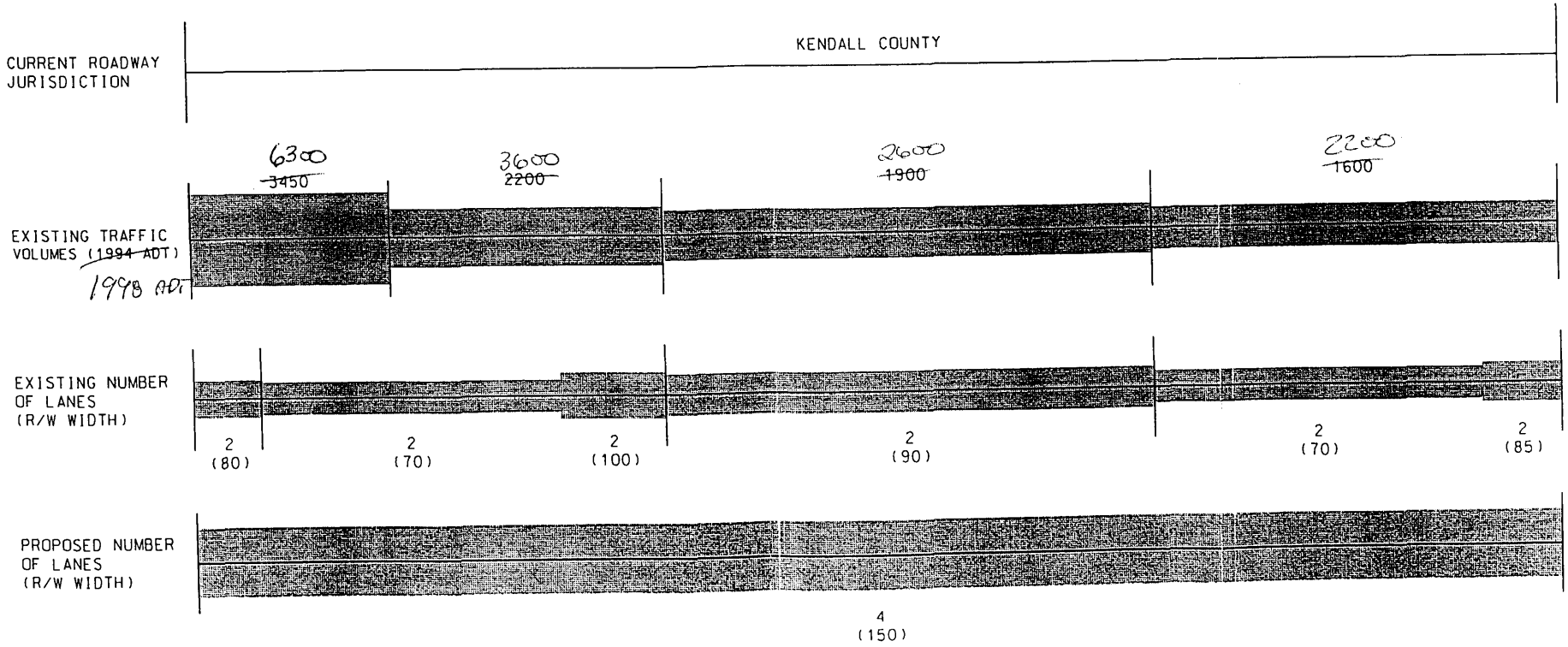
Could probably construct this earth section initially so that adding lanes would be relatively easy

Typical Section

for = Road


INTERSTATE 80
HOLT ROAD
WILDY ROAD
BELL ROAD
US 52
JONES ROAD
VAN DYKE ROAD
CATON FARM ROAD (SRA)
WALKER ROAD
WHEELER ROAD
IL 126

RIDGE ROAD


CURRENT ROADWAY JURISDICTION
KENDALL COUNTY
EXISTING TRAFFIC VOLUMES (~~1994 ADT~~)
1998 ADT
6300
~~3450~~
3600
~~2200~~
2600
~~1900~~
2200
~~1600~~
EXISTING NUMBER OF LANES (R/W WIDTH)
2 (80)
2 (70)
2 (100)
2 (90)
2 (70)
2 (85)
PROPOSED NUMBER OF LANES (R/W WIDTH)
4 (150)

Bolingbrook
a place to grow

Roger C. Claar
Mayor

Carol S. Penning
Village Clerk

Village Trustees
Leroy J. Brown
Wayne M. Kwiat, Sr.
Michael T. Lawler
Wayne H. McMillan
Gretchen Schroeter
Sandra S. Swinkunas

James S. Boan
Village Administrator

June 5, 1998

De LEUW CATHER Chicago

JUN 11 1998

RECEIVED
PROJECT MANAGER

Mr. Mark Peterson
DeLeuw, Cather & Company
525 W. Monroe Street
Chicago, IL 60661-3629

Re: Boughton Road; Route 53 to I-355

Dear Mr. Peterson,

We have reviewed the Preliminary Improvement Recommendations for Boughton Road dated March 25, 1998, and have the following comments to offer:

1) Janes Avenue will eventually be extended southward. Please revise the Janes & Boughton intersection diagram to include a south leg.

2) It is anticipated that the vacant property on the Southwest quadrant of Boughton and I-355 will be developed as a large commercial development, possibly an enclosed mall. We feel that ultimately Boughton will be seven lanes wide to somewhere west of Janes Avenue. We suggest cross-section B-B be revised to reflect three lanes in each direction with a median/left turn bay.

3) If the vacant property develops as a mall, Boughton would be improved to six lanes to west of Feather Sound Drive. Feather Sound Drive would then be signalized.

4) There is an existing traffic signal at Pinecrest & Boughton not shown on the exhibit.

5) Please be aware that the Janes Avenue traffic signal is interconnected to the two traffic signals at the Tollway ramps. We intend to extend this system to Woodward and to any other new signals built in the area.

375 W. Briarcliff Road
Bolingbrook, Illinois
60440-0951

(630) 226-8400
FAX: (630) 226-8409
TDD: (630) 226-8402

Recycled For A Better Environment
Printed with SOY INK

TREE CITY USA
A Community of 52,001

6) Approximately 1000 feet east of Pinecrest is a private street called Preston that serves a large apartment complex, a senior citizens residential complex, a vacant 12 acre parcel zoned for office use, and a series of commercial lots on the north side of Boughton that use a frontage road to reach Preston (partially built). We feel that a traffic signal will ultimately be needed at Preston.

We hope you find this helpful. If there are any questions that I may answer please feel free to call me at (630) 226-8800.

Sincerely,

Michael J. Drey, P.E.
Director of Public Works & Engineering

MJD/re

c Thomas M. Pawlowicz, P.E.

Department of
Public Works and Utilities
Office: (815) 724-4200
Fax: (815) 723-7770

CITY OF JOLIET

September 25, 1998

150 WEST JEFFERSON STREET
JOLIET, ILLINOIS 60432-4156

Reply to: 921 East Washington Street
Joliet, Illinois 60433-1267

Mr. Mark W. Peterson
Project Manager
De Leuw, Cather & Company
525 West Monroe Street
Chicago, Illinois 60661

De LEUW CATHER Chicago

SEP 28 1998

RECEIVED
PROJECT MANAGER

RE: Wikaduke SRA Study – Review Draft

Dear Mr. Peterson:

On September 3, 1998, the City of Joliet received a Review Draft of the Wikaduke SRA Study Report. Included in the study is the Wikaduke Trail SRA which begins at Route 6 and extends north to Illinois Route 56 along a general alignment of Ridge Road/Stewart Road/Hedges Road/Eola Road. Also included in this report are 95th Street/Boughton Road and 119th Street and Caton Farm Road SRA.

The Review Draft of the Wikaduke SRA Study Report has been reviewed by the City of Joliet Department of Public Works and Utilities. The Wikaduke Trail along Ridge Road from U.S. Route 52 north to Walker Road is an area within the City of Joliet's boundary agreements. Caton Farm Road from Ridge Road to Illinois Rt. 59 is partially within the City of Joliet's boundary review area and partially within the City of Joliet's corporate limits. The roadway improvements for the Wikaduke Trail along the above mentioned section of Ridge Road include 4-through lanes with a 30 foot median within 150 foot of right-of-way with the initial construction and the final construction of 6-through lanes. The improvements also include future traffic signal installation at U.S. Route 52, Jones Road, Van dyke Road, Caton Farm Road and Walker Road and future mid-mile collectors.

The Caton Farm Road improvements include 4-through lanes in each direction with an 18 foot raised median within 120 foot of right-of-way (Ridge Road to County Line Road) and within 100 foot of right-of-way (County Line to Illinois Route 59). The proposed Caton Farm Road cross section includes curb & gutter/storm sewer drainage system. The improvement also includes future traffic signal installation at Caton Farm intersections with Ridge Road, County Line Road, Drauden Road, Wesmere Parkway, and at the mid mile collector between Ridge Road and County Line Road. Also, the existing signal location at Illinois Rt. 59 shall be retained.

The City of Joliet strongly supports the Ridge Road alignment for the Wikaduke Trail SRA route within the Joliet area, as well as, the Caton Farm Road SRA route alignment. Further, the City of Joliet concurs with the review draft of the Wikaduke SRA Study report with the following exceptions:

1. **Section 2.4 Wikaduke Land Use/Development Characteristics:** The Wikaduke SRA Study draft report states the land usage adjacent to the Wikaduke Trail shall remain as agricultural along Ridge Road between 135th Street and Holt Road. Within the City of Joliet's boundary agreement area (approximately U.S. Route 52 to Walker Road) future land use along Ridge Road would be residential (approximately 3 units per acre) with commercial interspersed at intersecting streets.

2. **Proposed Wikaduke cross section (U.S. Route 52 to Walker Road):** the Exhibit 3-20, 3-21, and 3-22 indicate the proposed cross section includes two-through lanes in each direction separated by an 18 foot median. The section also includes curb and gutter adjacent to the center median, but no curb and gutter and open ditch drainage along the outside lanes. The City recommends installing curb and gutter/storm sewer drainage system for the entire cross section for Ridge Road within the City of Joliet's boundary area (U.S. Route 52 to Walker Road). The proposed center boulevard is acceptable by the City of Joliet.

Again, except for the above mentioned modifications, the City of Joliet concurs with the review draft for the Wikaduke SRA study within the City of Joliet's boundary area/corporate limits. The City recommends that the De Leuw, Cather & Company modify the proposed Wikaduke SRA Study to incorporate the above mentioned comments prior to final draft.

Should you have any further questions regarding this matter, please feel free to contact me at (815) 724-4200.

Sincerely,

James R. Trizna

James R. Trizna, P.E.
Public Works Administrator

JRT:kas
cc: John M. Mezera, City Manager
Jim Shapard, City Manager
Dennis L. Duffield, P.E., Director of Public Works and
Michael C. Eulitz, Civil Engineer I
File copy
JRT/Chrono

VILLAGE OF ROMEOVILLE

MAYOR
Fred P. Dewald, Jr.

CLERK
Robert F. Schneider

TRUSTEES
Linda S. Palmiter
Dr. Edward McCartan
Dennis Veselsky
Steve Spandonidis
Thomas Weinrick, Sr.
Marty Duffels

13 MONTROSE DRIVE, ROMEOVILLE, IL 60446
Tel. 815/886-7200 Fax 815/886-2762

FAX TRANSMISSION

VILLAGE OF ROMEOVILLE
13 MONTROSE DRIVE
ROMEOVILLE, ILLINOIS 60446
815/886-7200
FAX: 815/886-2762

To: Mark Peterson **Date:** Sept 28, 1998

Fax #: 312-930-0018 **Pages:** 3, including cover sheet.

From: Gordon McCluskey

Subject: _____

COMMENTS:

_____

_____

_____

_____

_____

_____

_____

_____

Hard Copy To Follow: _____

Confidentiality Notice: The material enclosed with this facsimile transmission are private and confidential and are the property of the sender. The information may be privileged and is intended for the use of the individual(s) or entity(ies) to whom it is directed. If you are not the intended recipient, be advised that any unauthorized disclosure, copying, distribution or the taking of action in reliance on the contents of this tele-copied information is strictly prohibited. If you have received this tele-copied information in error, please notify us immediately by telephone to arrange for the return of the forwarded documents.

VILLAGE OF ROMEOVILLE

MAYOR
Fred P. Dewald, Jr.

CLERK
Robert F. Schneider

TRUSTEES
Linda S. Palmiter
Dr. Edward McCartan
Dennis Veselsky
Steve Spandonidis
Thomas Weinrick, Sr.
Marty Duffels

13 MONTROSE DRIVE, ROMEOVILLE, IL 60446
Tel. 815/886-7200 Fax 815/886-2762

Memorandum

TO: Mark Peterson, De Leuw, Cather & Company
John Mezera, City of Joliet
Alan Anderson, Will County Governmental League
Ty Warner, Will County Land Use

FROM: Gordon McCluskey, Acting Assistant Village Manager

DATE: September 28, 1998

RE: **WIKADUKE**

At the WIKADUKE meeting on Wednesday, September 23rd, I inquired about the Southeastern Kendall County Growth Management Plan and the incorporation of this study into that plan. Ty Warner indicated he felt it was included.

Attached is the article I referenced in the Joliet Herald News on September 10, 1998.

If this corridor is not shown, I would ask that a representative from our group appear and request it at their 4:00 p.m. meeting October 20th at the County office in Yorkville.

GMC/lp

JOLIET HERALD 9/10/98

Development controls topic of Kendall review

By Joel Patenaude
STAFF WRITER

YORKVILLE – Residents of southeastern Kendall County will have another opportunity to comment on a land use management plan before the County Board votes to accept it next month.

The County Board's Building, Planning and Zoning Committee agreed this week to have the full board discuss the plan and invite citizens to speak at a Committee of the Whole meeting at 4 p.m. Oct. 16 at the county office building in Yorkville. The County Board then would be prepared to vote on the plan at its Oct. 20 meeting.

The plan, if adopted by the County Board, would encourage gradually less dense residential development in the face of the growth wave expected to move west from Joliet over the next couple decades.

Ninety-five percent of Seward and Na-Au-Say townships is under cultivation. That area, in the Aux Sable Creek watershed, is eyed for eventual development extending from Joliet, and to a lesser extent, from Plainfield, Shorewood and Minooka.

County officials don't want to discourage the contiguous growth of communities but hope they can avoid the creation of an area between existing farmland and suburban housing.

But unless Joliet and the other municipalities agree to formally adopt the plan too, the county would have no enforcement authority. Illinois municipalities can annex land within 1½ miles of their corporate limits regardless of the existence of county land use plans.

County Board members will receive copies of a concept the Kendall County Regional Planning Commission last month recommended for adoption as the Southeastern Kendall County Growth Management Plan, an amendment to the county's 4-year-old Land Resource Management Plan

The plan that will go before the County Board envisions the highest density housing area extending from Joliet across the county line by more than a mile and stopping west of Ridge Road, north of Walker Road and south of Van Dyke Road. According to the plan, developable lots then would increase from a minimum of one acre to three acres upon reaching the Aux Sable Creek watershed.

Bolingbrook
a place to grow

Roger C. Claar
Mayor

Carol S. Penning
Village Clerk

Village Trustees
Leroy J. Brown
Wayne M. Kwiat, Sr.
Michael T. Lawler
Wayne H. McMillan
Gretchen Schroeter
Sandra S. Swinkunas

James S. Boan
Village Administrator

September 22, 1998

Mr. Mark Peterson
DeLeuw, Cather & Company
525 West Monroe Street
Chicago, IL 60661-3629

Re: WIKADUKE SRA Study Comments

Dear Mr. Peterson,

We have reviewed the above report and have the following comments to offer:

1) Page 4-30, first paragraph; the traffic signals from the shopping center entrance west of Naperville Road to Brighton Lane already are interconnected.

2) Page 4-25; The existing R.O.W. along this segment ranges from 80 to 100 feet. The R.O.W. is
80 feet wide adjacent to the vacant parcels, and 100 feet wide adjacent to the developed parcels.

3) Page 4-33; The existing R.O.W. along this segment varies from 90 to 100 feet.

If there are any questions that I may answer, please feel free to give me a call.

Sincerely,

Thomas M. Pawlowicz

Thomas M. Pawlowicz
Assistant to the Director for Engineering

C: Michael Drey – Village of Bolingbrook

375 W. Briarcliff Road
Bolingbrook, Illinois
60440-0951

(630) 226-8400
FAX: (630) 226-8409
TDD: (630) 226-8402

Recycled For A Better Environment
SOY INK

TREE CITY USA
A Community of 52,001

Robert E. Hamilton
Consulting Engineers, P.C.
455 Ruby St.
Joliet, Illinois
60435

Robert E. Hamilton, P.E.
John A. Djerf, P.E.
Robert B. Hamilton, P.E. (1948-1991)
Howard J. Hamilton, P.E.
Joseph A. Regis, P.E.

Area Code 815
722-3444

September 23, 1998

Mr. Mark Peterson, Project Manager
DeLeuw, Cather & Company
525 West Monroe Street
Chicago, IL 60661-3629

DeLEUW CATHER Chicago

SEP 25 1998

RECEIVED
PROJECT MANAGER

Re: Village of Minooka
WIKADUKE SRA Study
Our Project No. 89650

Dear Mr. Peterson:

We are writing in behalf of the Village of Minooka. We have reviewed the Review Draft of the WIKADUKE SRA Study Report and offer the following comments:

1) A Grundy County Highway Department 1996 traffic count yielded an AADT of 8,900 vehicles on Ridge Road between Mondamin Street and I-80.

   A Village of Minooka 1998 traffic count yielded an AADT of 9,897 vehicles on Ridge Road between Mondamin Street and I-80 and 5,522 vehicles on Ridge Road just south of Mondamin Street.

   Would it be possible to update the year 2020 projected travel demand based on the latest information.

2) We would like a more detailed analysis of the determination of the LOS B for Ridge Road between I-80 and U.S. 6.

If you have any questions, please call me.

Very truly yours,

Robert E. Hamilton
Consulting Engineers, P.C.

Joseph A. Regis, P.E.

JAR/rt

c: Keith Flatness

\MIN\89650.923

Illinois Department of Transportation

Telefax Cover Letter

Date: _____

To: Mark Peterson	Bureau / District: _____
Telephone Number: _____	Telefax No.: 312 930-0018
Room Number: _____	
From: Rich Starr	Bureau / District: _____
Telephone Number: _____	Telefax No.: _____
Room Number: _____	

Number of Pages Including This Cover Sheet: 4

Subject: Will Co Wkaduke comments

Comments: _____

If there are any problems upon receipt of this transmission, please call the sender immediately.

Originals to be returned: Yes / No

Confirmation copy needed: Yes / No

Other instructions or requests: _____

Note to sender:
Remove any staples.
Do not use colored pencil or other light colored pens.
Documents must be single side copy.
Convert two sided originals to single side before transmitting.

FA 2167 (Rev. 1/93)

WIKADUKE SRA STUDY

p 2-19 Since this is a SRA study, why not propose 2 lanes in each direction for Segments 1 & 2 as shown on Table 2.8-1. See problems with the cross-section as now proposed (1-lane each direction separated by a 18-foot wide barrier median and curbs and gutters. What happens when there is an accident or a vehicle breakdown and emergency equipment have to respond

p 3-12 Under "Ultimate Improvements - Roadway" recommendation for Ridge Road between U.S. 6 and McKinley Road, see comment about cross-section for p 2-19.

p 3-13 Under Intersections, discussion of I-80 interchange configuration (Detail 3-2) indicates on-ramps would be dual lanes wide. Do not see the need for 2 lane on-ramps Agreed, reduced to Single LTL

p 3-20 In Table 3.3-1 - Segment 3 it is indicated proposed improvement capacity analysis would not be adequate to meet projected demand even with a LOS of B. This does not seem right. Also when compared to Table 2.8-2 (on p 2-20) the same data indicates capacity analysis shows it to be adequate.

Exhibit 3-18 Question proposed typical cross-sections A-A and C-C - barrier median with only single lane in each direction. Any thought of providing 2@24 with 18' median for Section C-C?

Detail 3-1 Why should the right turn lane EB to SB be so long and the WB to NB right turn lane (SRA route) so short?

Detail 3-2 Don't see need for 2-lane on-ramps. Also, the solid lanes need to revised to be skip dash.

Detail 3-3 If 100' R/W is meant to be typical, OK. But will need 120 or 150' at intersection along Caton Farm Rd due to the proposed section shown.

Detail 3-5 Typical cross-section in exhibits indicates 150' R/W proposed along Stewart/Heggs not 120' as shown.

Detail 3-8 On south leg of Eola Road, median width is 18' not 12'. Also suggest that outside NB lane be utilized as right turn lane.
Believe that IL Rte 56 is a SRA route and should be 6-lanes wide - check IL Rte 56 SRA study.

p 4-19 Believe area east of Plainfield-Naperville Road is now or will be in next couple of months in the City of Naperville

Exhibit 4-3 At IL Rte 59 there are existing dual turn lanes.

Exhibit 4- Street names need to be darker for ease of reading.

Exhibit 4-9 Presume that Harvey Road is realigned to be opposite the proposed 95th Street.

Detail 4-1 Why only 100' R/W along US 30 and Realigned Harvey Rd? Why not provide 120' R/W? Do you need 2 lanes SB on Harvey Rd? Check dimensions on east approach of US 30.

Detail 4-3 Is there any reason why the proposed Wolf Rd geometrics is shifted to the east side of the R/W.

Detail 4-4 IL Rte 59 geometrics have already been constructed with an alignment shift toward the east so as to miss the church.

Detail 4-5 Exhibit 4-12 indicates that right turn lane for WB to NB movement is handled with a dual right turn lanes. Which exhibit is correct?

Detail 4-6 Was there any thought of providing an auxiliary 3rd lane in both directions along Brighton Road to provide a better LOS.?

Detail 4-7 Believe that you would want to provide a narrow 4' wide median between the two oppositing left turn lanes.

Robert E. Hamilton
Consulting Engineers, P.C.
455 Ruby St.
Joliet, Illinois
60435

Robert E. Hamilton, P.E.
John A. Djerf, P.E.
Robert B. Hamilton, P.E. (1948-1991)
Howard J. Hamilton, P.E.
Joseph A. Regis, P.E.

Area Code 815
722-3444

(FAX)
722-8733

ATTENTION: MARK PETERSON

COMPANY NAME: DeLeuw, CATHER ET AL

CITY/STATE:

FAX NUMBER: 312-930-0018

FROM: JOE REGIS

DATE: 9-23-98

NO. OF PAGES INCLUDING COVER: 2

****

NOTE: If copy is illegible, sheets are missing, or you are in receipt of this FAX by mistake, please contact us at 815-722-3444.

****

SUBJECT/COMMENTS:

\FORMS\FAX

Robert E. Hamilton
Consulting Engineers, P.C.
455 Ruby St.
Joliet, Illinois
60435

Robert E. Hamilton, P.E.
John A. Djeri, P.E.
Robert B. Hamilton, P.E. (1945-1991)
Howard J. Hamilton, P.E.
Joseph A. Regis, P.E.

Area Code 815
722-3444

September 23, 1998

Mr. Mark Peterson, Project Manager
DeLeuw, Cather & Company
525 West Monroe Street
Chicago, IL 60661-3629

Re: Village of Minooka
WIKADUKE SRA Study
Our Project No. 89650

Dear Mr. Peterson:

We are writing in behalf of the Village of Minooka. We have reviewed the Review Draft of the WIKADUKE SRA Study Report and offer the following comments:

1) A Grundy County Highway Department 1996 traffic count yielded an AADT of 8,900 vehicles on Ridge Road between Mondamin Street and I-80.

   A Village of Minooka 1998 traffic count yielded an AADT of 9,897 vehicles on Ridge Road between Mondamin Street and I-80 and 5,522 vehicles on Ridge Road just south of Mondamin Street.

   Would it be possible to update the year 2020 projected travel demand based on the latest information.

2) We would like a more detailed analysis of the determination of the LOS B for Ridge Road between I-80 and U.S. 6.

If you have any questions, please call me.

Very truly yours,

Robert E. Hamilton
Consulting Engineers, P.C.

Joseph A. Regis, P.E.

JAR/rt

c: Keith Flatness

\MIN\89650.923

DE LEUW, CATHER & COMPANY
A UNIT OF PARSONS TRANSPORTATION GROUP INC.

525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

660661-00100

November 04, 1998

Mr. Joseph A. Regis
Robert E. Hamilton
Consulting Engineers, P.C.
455 Ruby Street
Joliet, Illinois 60435

Dear Mr. Regis:

Thank you for the additional traffic count data provided in your September 23, 1998 letter. We have incorporated these counts into the WIKADUKE Draft Report.

As a result of the increase in the existing traffic volumes, we have adjusted the 2020 projected travel demand on Ridge Road from US Route 6 to Interstate 80. Figure 2.6-1, attached to this letter, shows the revised projected travel demand volumes. We have also attached additional detail on the level of service determination for this segment.

Although the projected travel demand volumes have increased, the previously recommended improvements are adequate to meet this demand. Therefore, the recommendations are unchanged from the Draft Report.

We would be happy to discuss the traffic analysis and any other details of the study. Please contact me at (312) 930-5172 if you have any questions.

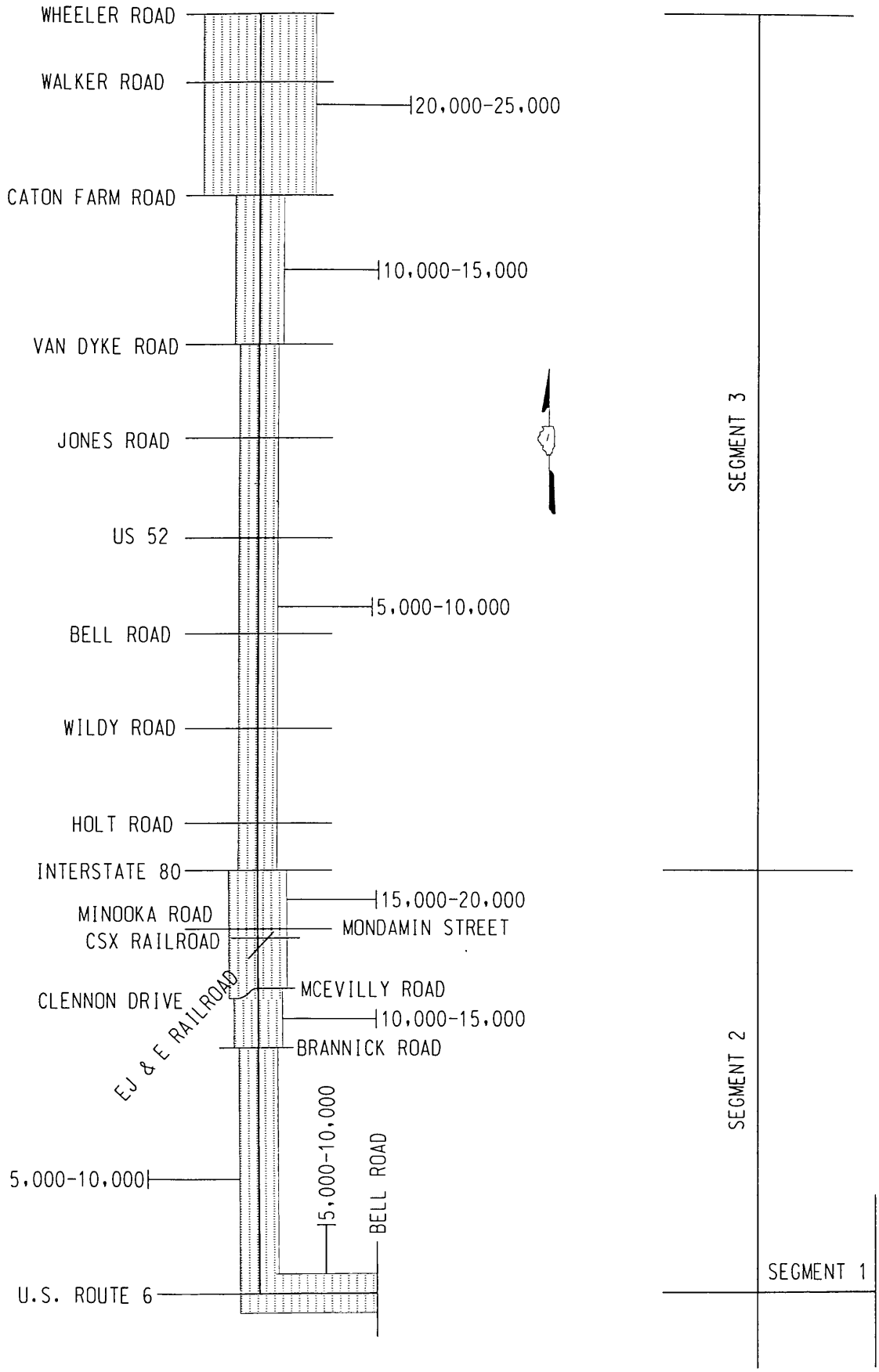
Sincerely,

DE LEUW, CATHER & COMPANY

Mark W. Peterson
Project Manager

MWP/kah

cc: File



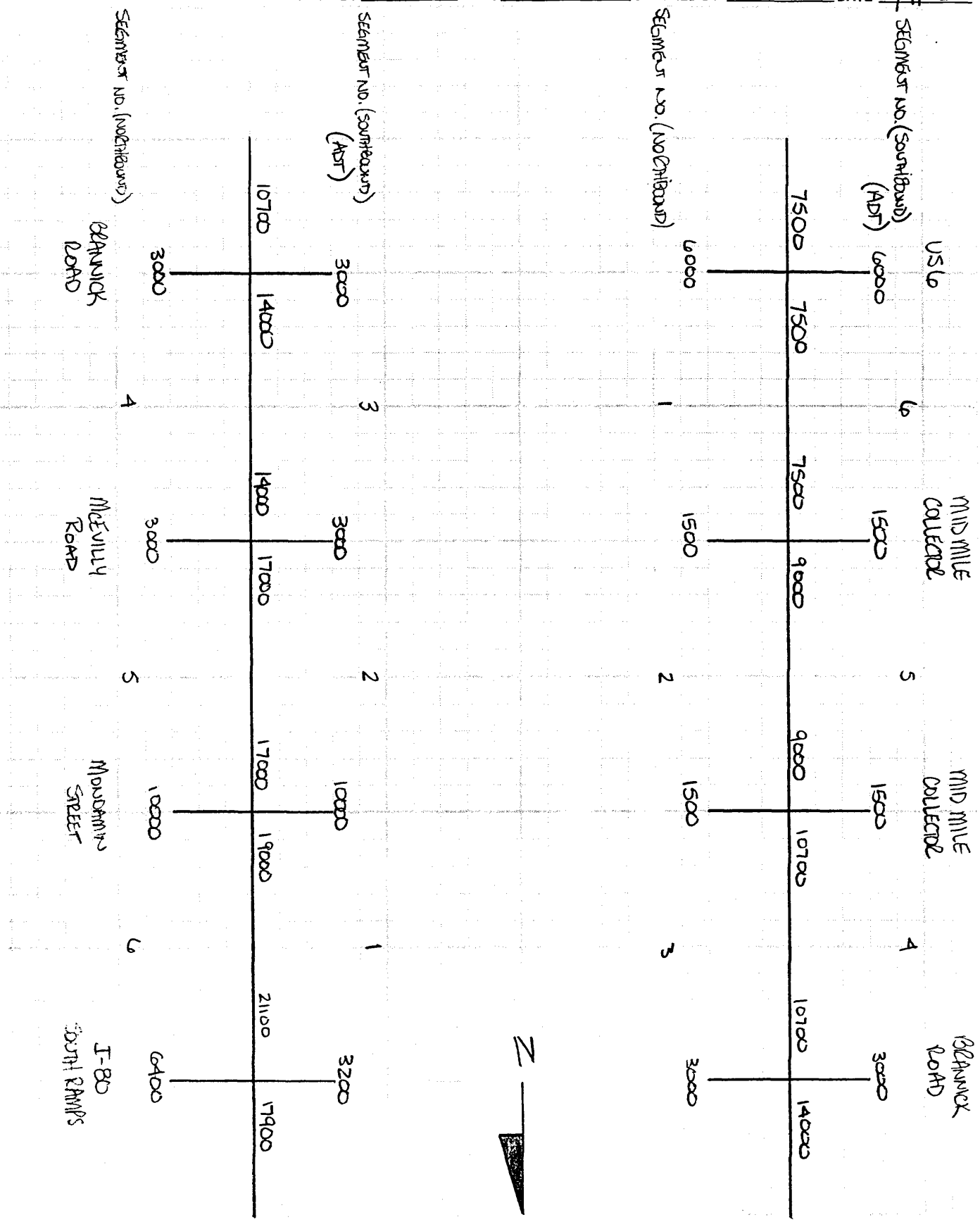
Ridge Road / Eola Road 2020 Projected Travel Demand Volumes

prepared by De Leuw, Cather & Company

Figure 2.6-1

PARSONS TRANSPORTATION GROUP
Barton-Aschman • De Leuw, Cather • Steinman

SUBJECT RIDGE ROAD JOB NO. _____
FROM US6 TO I-80 SOUTH RAMPS SHEET NO. 1 OF 1
MADE BY FWR DATE _____ CHECKED BY _____ DATE 11/4/98



10/19/98

COMPUTATION OF ARTERIAL LOS WORKSHEET

Arterial: RIDGE ROAD SOUTH -bound

File or Case # _____ Date: _____

INCREASE RIDGE BY 60% Prepared by: _____

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

Segment	Length (mi)	Arterial Class	Free Flow Speed (mph)	Section	Running Time[a] (sec)	Intersec. Total Delay[b]	Other Delay (sec)	Sum of Time by Section	Sum of Length by Section	Arterial SPD[c] (mph)	Arterial LOS by Section
(1)	0.42	I	40	1	40.5	14.3	—	54.8	0.42	27.6	C
2	0.50	I	40	2	46.5	5.8	—	52.3	0.5	34.4	B
3	0.50	I	40	3	46.5	6.2	—	52.7	0.5	34.2	B
4	1.0	I	40	4	90.0	4.3	—	94.3	1.0	38.2	A
5	0.5	I	40	5	46.5	4.7	—	51.2	0.5	35.2	A
(6)	0.5	I	40	6	46.5	8.1	—	54.6	0.5	33.0	B
7											
8											
9											
10											
11											
12											
13											
14											
15											

[a] Use Table 11-4 and multiply segment length

[b] From Worksheet for Summary of Arterial Intersection Delay Estimates

[c] See upper right corner of the Table for the Equation

Note: Round delay estimates to one decimal place

COMPUTATION OF ARTERIAL LOS WORKSHEET

Arterial: RIDGE ROAD NORTH -bound

File or Case # _____ Date: _____

_____ Prepared by: _____

$$\text{ART SPD} = \frac{3600\ (\text{Sum of Length})}{\text{Sum of Time}}$$

Segment	Length (mi)	Arterial Class	Free Flow Speed (mph)	Section	Running Time[a] (sec)	Intersec. Total Delay[b]	Other Delay (sec)	Sum of Time by Section	Sum of Length by Section	Arterial SPD[c] (mph)	Arterial LOS by Section
1	0.5	I	40	1	46.5	4.7	-	51.2	0.5	35.2	A
2	0.5	I	40	2	46.5	4.3	-	50.8	0.5	35.4	A
3	1.0	I	40	3	90	6.2	-	96.2	1.0	37.4	A
4	0.5	I	40	4	46.5	5.8	-	52.3	0.5	34.4	B
(5)	0.5	I	40	5	46.5	14.3	-	60.8	0.5	29.6	B
6	0.42	I	40	6	40.5	9.2	-	49.7	0.42	30.4	B
7											
8											
9											
10											
11											
12											
13											
14											
15											

[a] Use Table 11-4 and multiply segment length
[b] From Worksheet for Summary of Arterial Intersection Delay Estimates
[c] See upper right corner of the Table for the Equation
Note: Round delay estimates to one decimal place

RIDGE60.FOR LINES 1-56

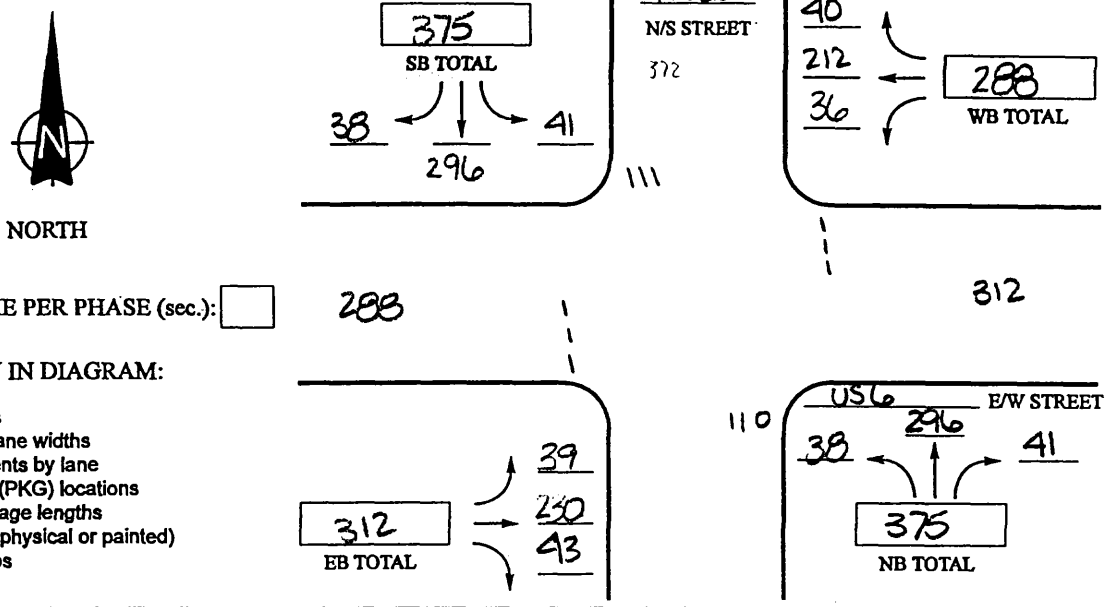
INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND US6 Date: _____

Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



LOST TIME PER PHASE (sec.): ☐

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB	0	2	N	–	–	0.9	–	N	–	3
WB	0	2	N	–	–	0.9	–	N	–	3
NB	0	2	N	–	–	0.9	–	N	–	3
SB	0	2	N	–	–	0.9	–	N	–	3

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING 11

DIAGRAM								
Timing	G = 31.3 Y + AR = 3	G = 22.7 Y + AR = 3	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =
Pretimed or Actuated								

——→ Protected turns - - - -→ Permitted turns -------- Pedestrian Cycle Length 60 Sec

Updated October 1994

V/C 0.32
DELAY 8.1
LOS B+

RIDGE60.COR LINES 57-112

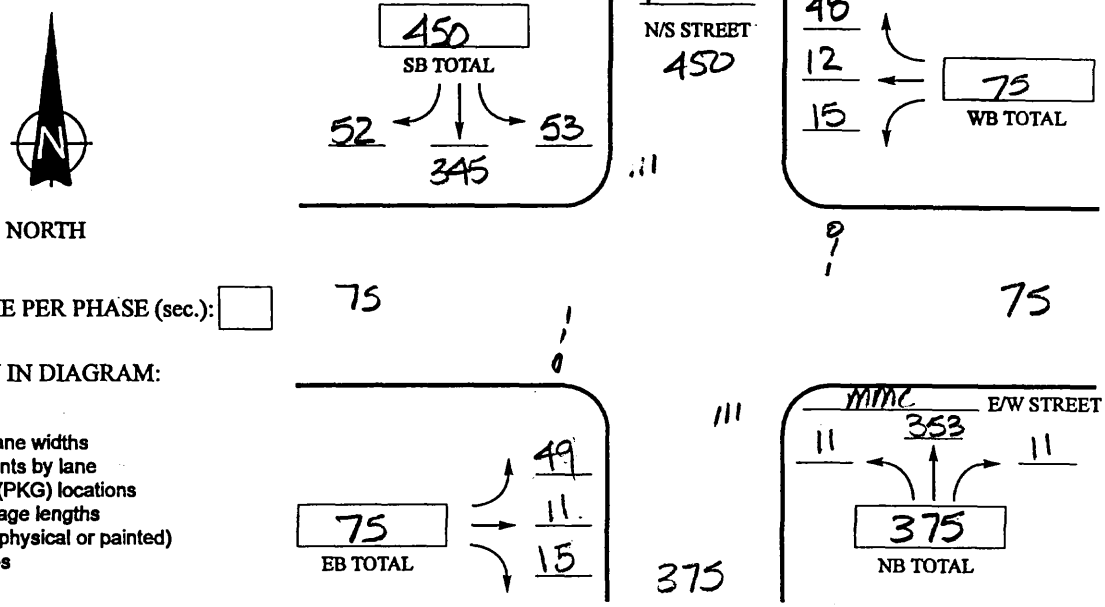
INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND MMC Date: _____

Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



LOST TIME PER PHASE (sec.): ☐

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB										
WB										
NB										
SB										

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING 11

DIAGRAM	11L 11T	11R						
Timing	G = 41.0 Y + AR = 3	G = 13.1 Y + AR = 3	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =
Pretimed or Actuated								

Protected turns ——→ | Permitted turns ----→ | Pedestrian ------- | Cycle Length 60 Sec

Updated October 1994

V/C 0.26
DELAY 4.7
LOS A

RIDGE60.FOR LINES 113-168

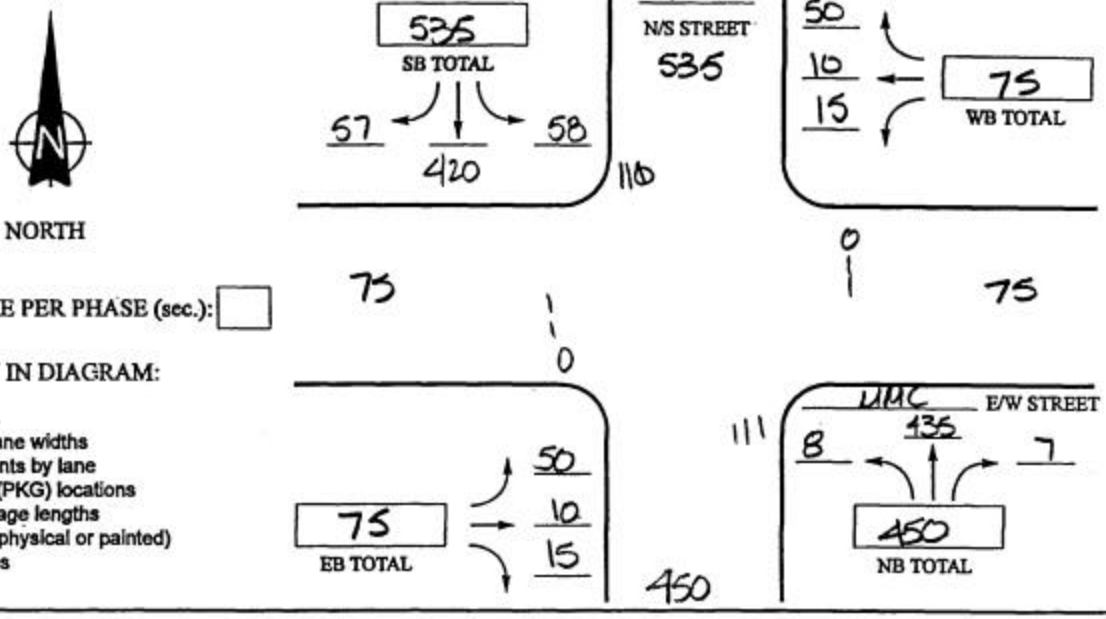
INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND MMC Date: _____

Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



LOST TIME PER PHASE (sec.): ☐

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB										
WB										
NB										
SB										

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING 11

DIAGRAM	11L 11T	11R 7L 7T						
Timing	G = 42.6 Y + AR = 3	G = 11.4 Y + AR = 3	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =
Pretimed or Actuated								

Protected turns ——→ Permitted turns - - - -→ Pedestrian -------- Cycle Length 60 Sec

Updated October 1994

V/C 0.31
DELAY 4.3
LOS A

RIDGE60.FOR LINES 169-224

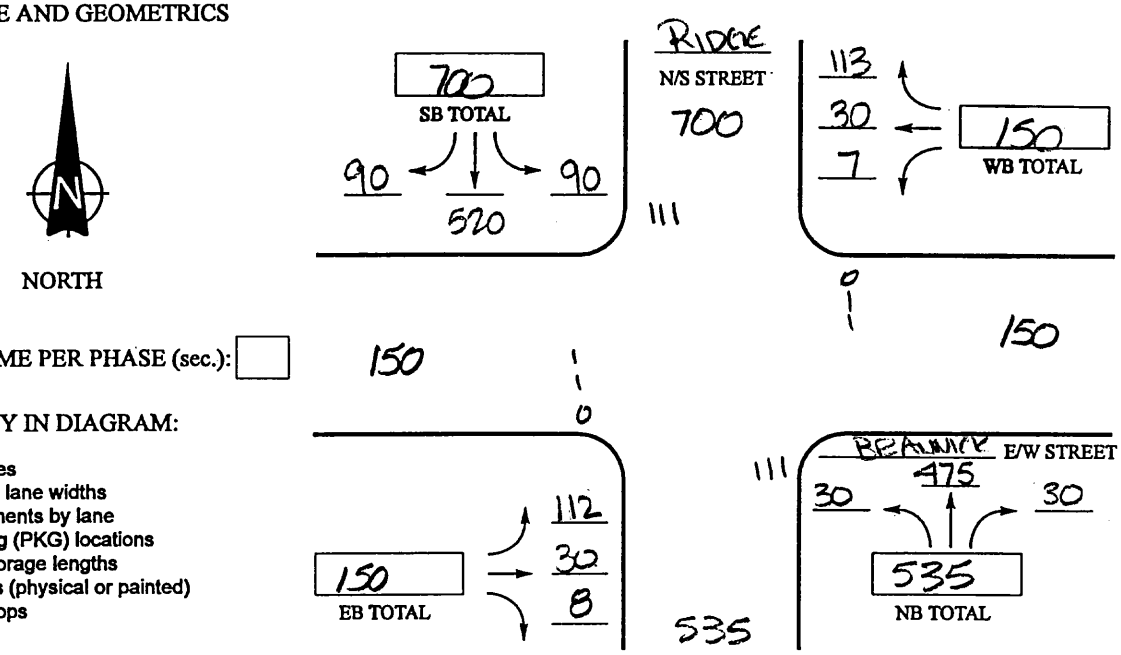
INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND BEANNICK ROAD Date: _____

Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



LOST TIME PER PHASE (sec.): ☐

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB										
WB										
NB										
SB										

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING

DIAGRAM	1 1 L / 7 1 r	2 L / F / 5						
Timing	G = 38.4 Y + AR = 3	G = 15.6 Y + AR = 3	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =
Pretimed or Actuated								

Protected turns ____ Permitted turns - - - - Pedestrian Cycle Length 60 Sec

V/C 0.40
DELAY 6.2
LOS A

RIDGE60.FOR LINES 225-280

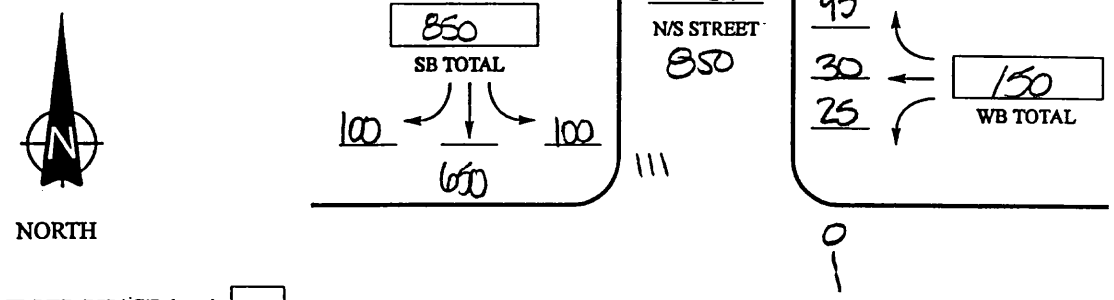
INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND MCEVILLY Date: _____

Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



LOST TIME PER PHASE (sec.): ☐

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops

TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB										
WB										
NB										
SB										

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING

DIAGRAM								
Timing	G = 41.6 Y + AR = 3	G = 12.4 Y + AR = 3	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =
Pretimed or Actuated								

Protected turns ——— Permitted turns - - - - Pedestrian ——— Cycle Length 60 Sec

VK 0.49
DELAY 5.8
LOS B+

RIDGE 60, FOR LINES 281-336

INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND MONDAMIN STREET Date: _____

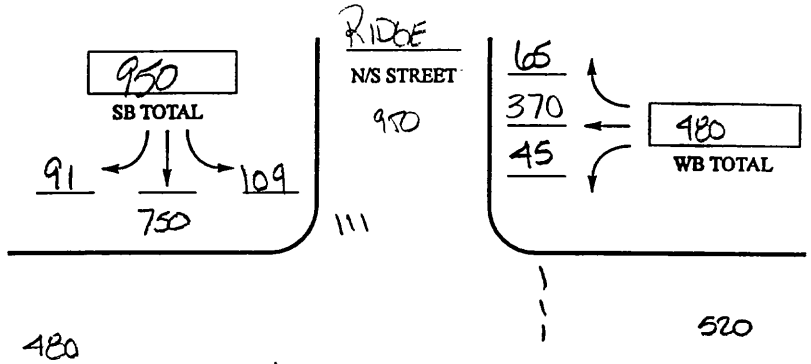
Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



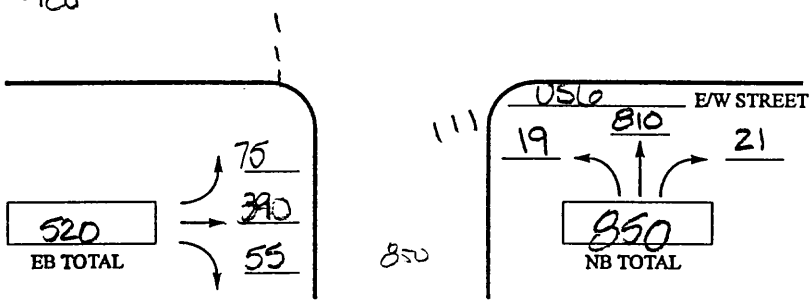
NORTH



LOST TIME PER PHASE (sec.): ☐ 480

IDENTIFY IN DIAGRAM:

1. Volumes
2. Lanes, lane widths
3. Movements by lane
4. Parking (PKG) locations
5. Bay storage lengths
6. Islands (physical or painted)
7. Bus stops



TRAFFIC AND ROADWAY CONDITIONS

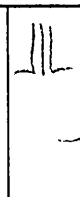
Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_b)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB										
WB										
NB										
SB										

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_b: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING

DIAGRAM								
Timing	G=41.3 Y+AR=3	G=22.7 Y+AR=3	G= Y+AR=	G= Y+AR=	G= Y+AR=	G= Y+AR=	G= Y+AR=	G= Y+AR=
Pretimed or Actuated								

Protected turns ____ Permitted turns - - - - Pedestrian Cycle Length 70 Sec

Updated October 1994

V/C 0.71
DELAY 14.3
LOS B

RIDGE 60.FOR LINES 337-392

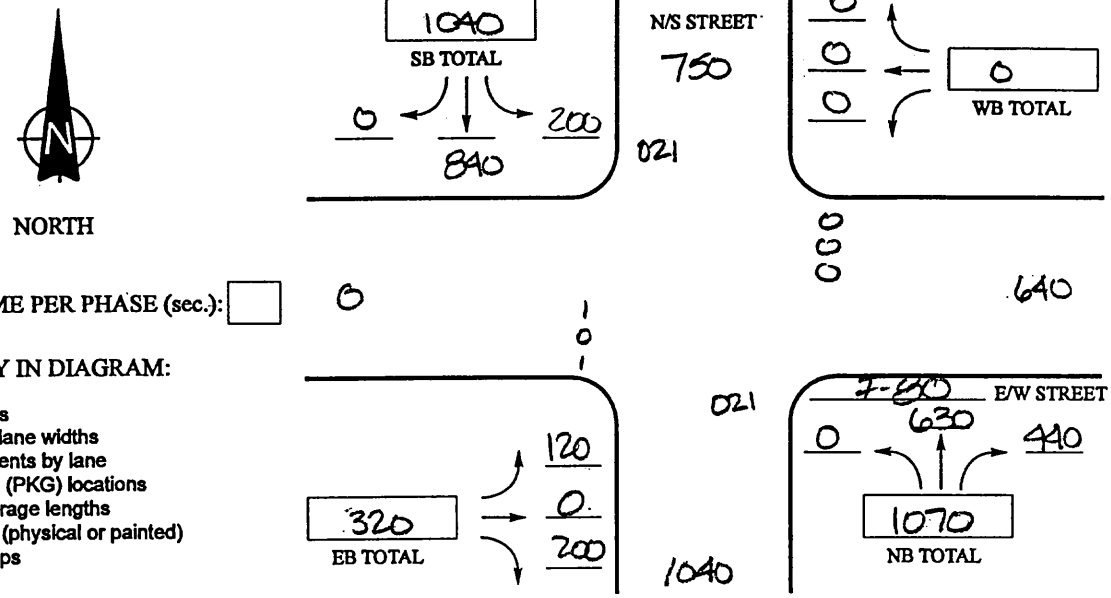
INPUT MODULE WORKSHEET

Intersection: RIDGE ROAD AND I-80 SOUTH RAMPS Date: _____

Analyst: _____ Time Period Analyzed: _____ Area Type: ☐ CBD ☐ Other

Project No.: _____ City/State: _____

VOLUME AND GEOMETRICS



TRAFFIC AND ROADWAY CONDITIONS

Approach	Grade (%)	% HV	Adj. Pkg. Lane		Buses (N_B)	PHF	Conf. Peds. (peds./hr)	Pedestrian Button		Arr. Type
			Y or N	N_m				Y or N	Min. Timing	
EB										
WB										
NB										
SB										

Grade: + up, - down
HV: veh. with more than 4 wheels
N_m: pkg. maneuvers/hr

N_B: buses stopping/hr
PHF: peak-hour factor
Conf. Peds.: Conflicting peds./hr

Min. Timing: min. green for pedestrian crossing
Arr. Type: Type 1-6, or P

PHASING 21

DIAGRAM								
Timing	G = 19.9 Y + AR = 3	G = 19.1 Y + AR = 3	G = 16.9 Y + AR = 3	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =	G = Y + AR =
Pretimed or Actuated								

Protected turns ____ Permitted turns - - - - Pedestrian Cycle Length _____ Sec

Updated October 1994

V/C 0.50
DELAY 9.2
LOS B+

Oswego Township

BUREAU OF PROGRAMMING
RECEIVED
DEC 14 1998
DISTRICT #1

4100 ROUTE #71, P.O. BOX 792
OSWEGO, ILLINOIS 60543-0792
TELEPHONE: (708) 554-3211
FAX: (708) 554-2950

December 8, 1998

Mr. Rich Starr
Highway Systems Engineer
Illinois Department of Transportation
201 West Center Court
Schaumberg,IL. 60196-1096

Dear Mr. Starr:

Enclosed with this letter you will find copies of correspondence from residents living along the proposed WIKADUKE Trail within Oswego Township.

I believe if you read these and the map of the proposed change you will feel as I do that this makes a more sensible route. The proposed route change at this point through empty farmland would not disrupt any residents along Stewart Road which is a very built up area.

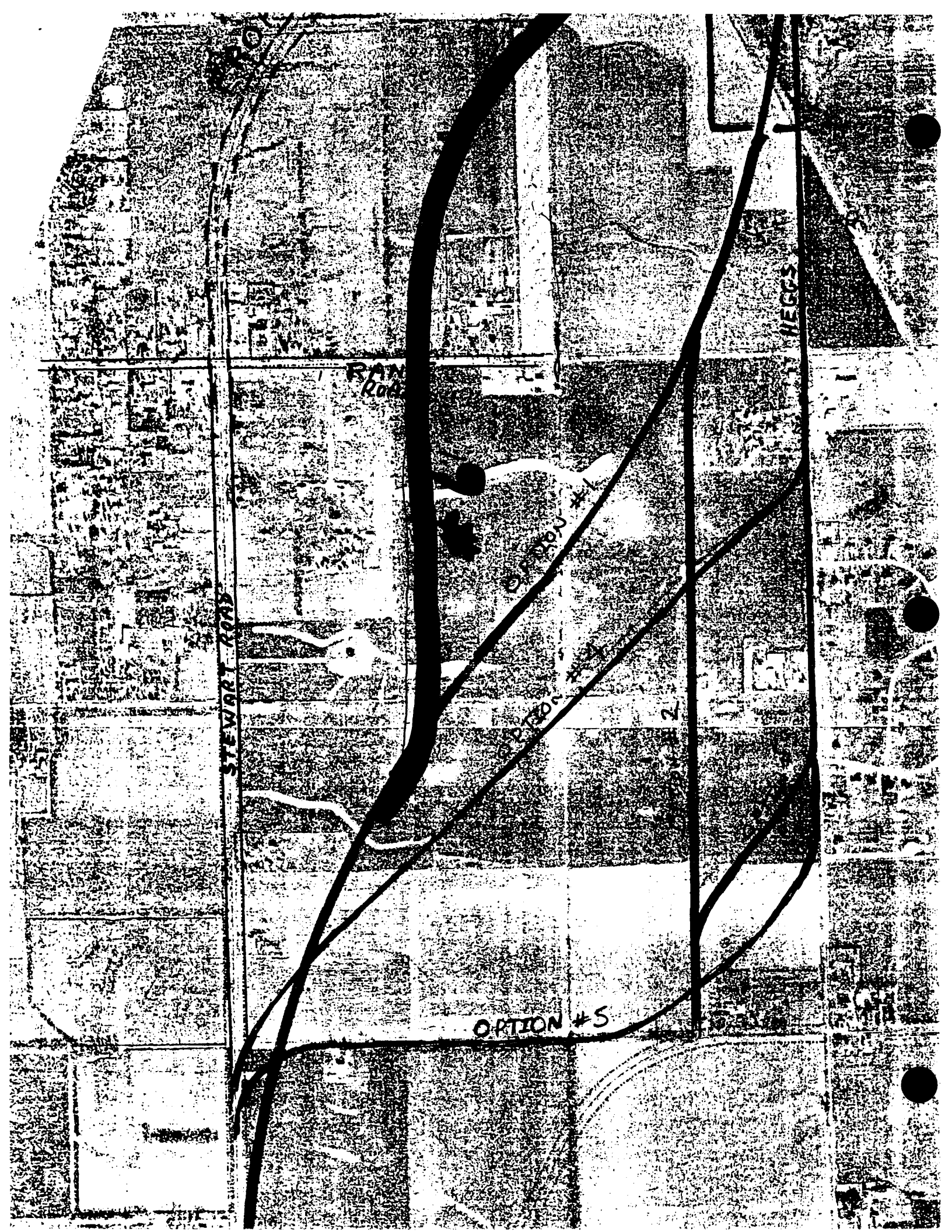
I would strongly urge you to consider this recommendation. If you would like to view this area, I would be happy to meet with you anytime at your convenience.

While we all realize the necessity of this road in the future, now is the time to disrupt as few people as possible.

Sincerely,

James K. Detzler
Supervisor

Enc:


STEWART ROAD
OPTION #5

Will County Governmental League

December 10, 1998

BUREAU OF PROGRAMMING
RECEIVED
DEC 14 1998
DISTRICT #1

Mr. Rich Starr
Highway Systems Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Starr:

The Will County Governmental League (WCGL) is submitting this public comment in support of the recommended Strategic Regional Arterial (SRA) improvements for the WIKADUKE Corridors. WCGL members have long advocated and recognized the need for transportation improvements in the WIKADUKE Study Area. This recognition and support goes back to the prior Fox Valley Freeway Study which first established the need for construction of transportation improvements in the WIKADUKE Study Area to handle existing and future population growth in Will County and neighboring counties.

Subsequent to that Study, WCGL members formed the WIKADUKE Planning Council to continue critical planning for transportation improvements, including the immediate preservation of right-of-way, in the WIKADUKE Study Area. The WCGL has assisted the WIKADUKE Planning Council in its multi-year intergovernmental planning efforts and advocated the necessary undertaking by IDOT of this SRA Study on the WIKADUKE routes. Due to the regional importance of these routes, the WCGL further advocated their inclusion in the 2020 Regional Transportation Plan (RTP). The WCGL has reviewed the recommended SRA improvements for the WIKADUKE Corridors and wishes to enter its support for these recommendations into the Public Comment.

Sincerely,

Alan I. Anderson
Executive Director

AIA:amb

President
JOHN NOWAKOWSKI
(New Lenox)

Vice President
RICHARD BENSON
(Peotone)

Secretary
BERTHA HOFER
(Shorewood)

Treasurer
MIKE TURK
(Joliet)

Directors:
CHARLES ADELMAN
(Will County)
ROGER CLAAR
(Bolingbrook)
RICHARD KWASNESKI
(Lemont)
DON RANDICH
(Crest Hill)

Members:
Aurora
Beecher
Bolingbrook
Channahon
Crest Hill
Elwood
Frankfort
Joliet
Lemont
Lockport
Manhattan
Minooka
Mokena
Monee
Naperville
New Lenox
Orland Park
Peotone
Plainfield
Rockdale
Romeoville
Shorewood
Steger
Tinley Park
University Park
Wilmington
Woodridge
County of Will

Executive Director
Alan Anderson

302 N. CHICAGO STREET • JOLIET, ILLINOIS 60432-4059 • (815) 722-7280 • Fax: (815) 722-0528

DE LEUW, CATHER & COMPANY
A UNIT OF PARSONS TRANSPORTATION GROUP INC.

525 West Monroe Street • Chicago, Illinois 60661-3629 • (312) 930-5100 • Fax: (312) 930-0018

660661-00100

October 02, 1998

Mr. Jeff Schielke
Chicago Area Transportation Study
300 West Adams
Chicago, Illinois 60606

Dear Mr. Schielke:

Enclosed is a copy of the WIKADUKE SRA Study Draft Report. This report is transmitted for your information. As you are aware, portions of these routes have been adopted onto the SRA System as defined in the 2020 RTP.

We have scheduled 5 public meetings for October and November to record public comment concerning the recommended improvements contained in this report. A copy of the public meeting schedule is also enclosed. Please contact me at 312-930-5172 if you have any questions concerning the report or the public meetings.

We have been informed of an application for CMAQ funding submitted to CATS by NIPC for a demonstration project to manage access along these arterial roadways. We feel that this is an area of great concern in this region.

During the course of our study, we determined that there was a definite interest among the WIKADUKE Members to further pursue access management issues. There was concern that access management techniques would not be applied evenly along the routes. In order to preserve capacity, all communities would need to manage access in a similar fashion.

Due to the development pressure along these routes, however, a consistent management plan may not be developed. We feel that NIPC could provide the necessary support to sustain the initial dialogue between the communities and provide a document that would be endorsed by the WIKADUKE Members.

Sincerely,

DE LEUW, CATHER & COMPANY

Mark W. Peterson
Project Manager

MWP/kah

Enclosures

cc: Rich Starr, IDOT
John Paige, NIPC
File

SECTION

7.4

Study Responses

7.4 STUDY RESPONSES

There were three issues that arose during the Public Involvement portion of the WIKADUKE Study.

WIKADUKE Trail Alignment

The WIKADUKE trail alignment, as shown during the Public Hearings, followed Stewart Road to its terminus at Rance Road. Utilizing this alignment, the recommended right-of-way width would have severely impacted a number of homes and possibly required their acquisition.

Numerous comments were recorded during the five public hearings that were critical of the selection of this alignment when undeveloped land was available in the vicinity. In addition, several agencies requested that another alignment be investigated.

Due to the combined efforts of citizens and public agencies, it was determined that an alternative alignment would be more desirable. As a result, the final report has recommended an alternative alignment to that proposed at the Public Hearings. This alignment would diverge from the Stewart Road alignment, south of Rance Road, and traverse undeveloped land east of the current residential development.

McClindon Road

The Village of Minooka has expressed their interest in having the WIKADUKE Study investigate the use of McClindon Road as an alternative to Ridge Road through the Village (See Section 7.3 for Minooka correspondence of this subject). The use of McClindon Road was preferable to the Village because it would reduce the number of vehicles passing through existing and planned residential developments.

After a review of this issue, it is still recommended that the WIKADUKE Trail alignment remain on Ridge Road. This is mainly due to the location of the Interstate 80 interchange at Ridge Road. McClindon Road, only one-mile to the west, would not be in a desirable location for a future Interstate 80 interchange. The minimum interchange spacing along rural interstates is between three and five miles. Ridge Road would continue to facilitate traffic movements to and from Interstate 80.

The Study results showed that the Ridge Road traffic would not exceed two through lane capacity and, therefore, would not require the implementation of a four lane cross-section. As a result, the EJ&E railroad overpass would not require modification and the roadway edge would not be considerably closer to residences.

The final report does recommend the implementation of frontage roads near the Ridge Road interchange to connect Ridge with McClindon Road. This would redirect trucks to McClindon Road prior to reaching commercial and residential areas south of the interchange.

95th Street/Boughton Road Connector

The City of Naperville has recently communicated that they are currently investigating the continued need to provide for a connection between 95th Street and Boughton Road.

The final report retains the 95th Street/Boughton Road Connector.

The transportation planning and construction activities of surrounding communities and agencies have been tailored for the eventual construction of this link. These plans will have to be re-evaluated if the connection is not constructed.

SUMMARY OF RECOMMENDATIONS

This section provides a summary of the recommended improvements for each of the WIKADUKE Routes and is separated by individual route and route segment. Further details of the recommended improvements are provided in Sections Three through Six.

WIKADUKE TRAIL

Segment 1: U.S. Route 6 from Bell Road to Ridge Road

- One through lane in each direction with an 18-foot wide median and 10-foot wide shoulders within existing right-of-way.
- An interconnected signal system for the entire segment.

Segment 2: Ridge Road from U.S. Route 6 to Interstate 80

- Ridge Road between U.S. Route 6 and M°Evilly Road - two through lanes with an 18-foot wide median and 6-foot wide right shoulders within the proposed 120-foot wide right-of-way.
- Ridge Road between M°Evilly Road and Twin Rail Drive - two through lanes with 12-foot wide median within the proposed 100-foot wide right-of-way.
- Ridge Road between Twin Rail Drive and ¼-mile north of Mondamin Street - maintain existing two through lanes with 12-foot wide median/turn lane cross-section within existing 100-foot wide right-of-way.
- Ridge Road between ¼-mile north of Mondamin Street and Interstate 80 - two through lanes with 18-foot wide median within proposed 120-foot wide right-of-way. Widen to four through lanes in interchange area.
- Reconstruct Interstate 80 Interchange to provide horizontal clearance for four through lanes and single left-turn lanes beneath structure by providing longer bridge spans over Ridge Road.
- An interconnected signal system for the entire segment.

Segment 3: Ridge Road from Interstate 80 to Wheeler Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 4: New roadway from Wheeler Road to Illinois Route 126

- Provide new roadway alignment connecting Ridge Road with Plainfield Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.

Segment 5: Plainfield Road from Illinois Route 126 to Stewart Road

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 6: Stewart Road from Plainfield Road to 119th Street/Collins Road Connector

- Two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 7: New roadway from 119th Street/Collins Road Connector to Wolf's Crossing Road

- Provide new roadway alignment connecting Stewart Road with Heggs Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 150-foot wide right-of-way.
- An interconnected signal system from U.S. Route 30 to Wolf's Crossing Road.

Segment 8: Heggs Road from Wolf's Crossing Road to 87th Street

- Two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from to the proposed 95th Street Extension to Hafenrichter Road.

Segment 9: Eola Road from 87th Street to Illinois Route 56

- Eola Road between 87th Street and Montgomery Road - two through lanes in each direction with no median within the existing right-of-way.
- Eola Road between Montgomery Road and Illinois Route 56 - maintain the existing four through lane cross-section with existing median within the existing right-of-way.
- An interconnected signal system from 87th Street to Long Grove Drive and from McCoy Drive to Liberty Street.

95th STREET/BOUGHTON ROAD

Segment 1: 95th Street from U.S. Route 30 to 248th Street

- Construct 95th Street Extension from U.S. Route 30 to 248th Street. Recommended cross-section for the proposed roadway is two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Potential future grade separation at the EJ&E Railroad.
- Realign Wolf's Crossing Road to intersect the 95th Street Extension west of 248th Street.
- An interconnected signal system for the entire segment.

Segment 2: 95th Street from 248th Street to Plainfield-Naperville Road

- 248th Street to Illinois Route 59, two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Illinois Route 59 to Plainfield-Naperville Road, maintain the existing four through lane with 16-foot wide median cross-section within the existing 100-foot wide right-of-way.
- An interconnected signal system for the entire segment.

Segment 3: 95th/Boughton Connector

- Construct 95th/Boughton Connector from Plainfield-Naperville Road to Boughton Road. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 100- to 120-foot wide right-of-way.

Segment 4: Boughton Road from Kings Road to Illinois Route 53

- From Kings Road to Naperville Road - two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- Naperville Road to Illinois Route 53 - maintain the existing four through lane with variable width median cross-section within the 100-foot wide existing right-of-way.
- Provide left-turn lane at Lyons Road.
- An interconnected signal system from Schmidt Road to Illinois Route 53.

Segment 5: Boughton Road from Illinois Route 53 to Interstate 355

- Illinois Route 53 to Feather Sound Drive - maintain existing four through lane with 4- to 18-foot wide median cross-section within the 100-foot wide existing right-of-way.
- Provide left-turn lanes at Monroe Drive, Preston and Feather Sound Drive.
- From Feather Sound Drive to Interstate 355, three through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Illinois Route 53 to Interstate 355.

119th STREET

Segment 1: From Stewart Road to Illinois Route 59

- From Stewart Road to U.S. Route 30, construct 119th Street/Collins Road Connector. Recommended cross-section is two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- From U.S. Route 30 to Illinois Route 59, two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Stewart Road to Heggs Road and from U.S. Route 30 to Illinois Route 59.

Segment 2: From Illinois Route 59 to Weber Road

- Two through lanes in each direction with an 18-foot wide median within 120-foot wide right-of-way.
- An interconnected signal system from Book Road to Weber Road.

CATON FARM ROAD

Segment 1: From Ridge Road to Illinois Route 59

- From Ridge Road to County Line Road - two through lanes in each direction with an 18-foot wide median within a 120-foot wide right-of-way.
- From County Line Road to Illinois Route 59 - two through lanes in each direction with an 18-foot wide median within 100-foot wide right-of-way.
- An interconnected signal system from Ridge Road to County Line Road.