

# IL47 Improvement Study

From Kennedy Road in Yorkville to Cross Street in Sugar Grove

MARCH 14, 2012

PUBLIC INFORMATION MEETING

4:00 PM TO 7:00 PM

## Public Information Meeting #2

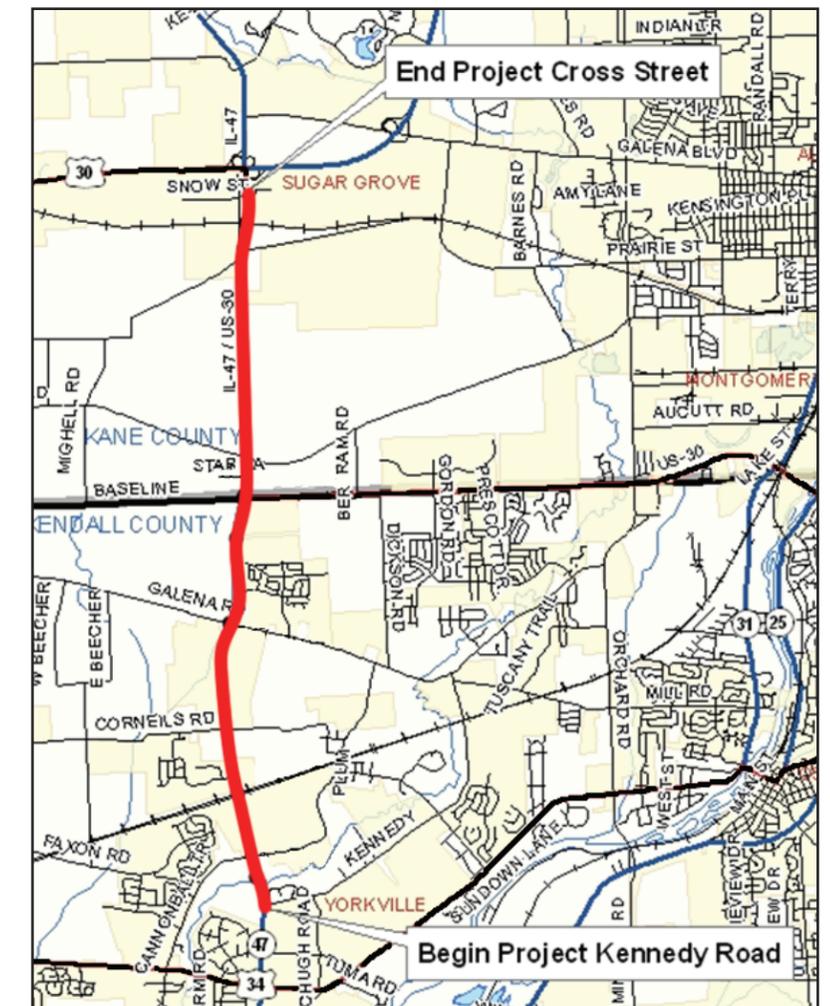
Welcome to the second public meeting for the study to improve Illinois Route 47 and US 30 from Kennedy Road in Yorkville to Cross Street in Sugar Grove. Today's meeting is an opportunity for the IDOT Study Team to share information with you about the status of the project. It is also an opportunity for you to learn more about the study and to share your comments, questions, and suggestions with us.

At today's meeting we encourage you to: 1) view the video presentation, which is about ten minutes in length and will be repeated for the duration of today's meeting; 2) study the maps and graphics on display; 3) talk with our Study Team representatives about the proposed project; and 4) share your comments with us. You can submit your comments by using the comment form prepared for today's meeting or by visiting the "Contact Us" page on the Study website at [www.dot.il.gov/yorkvilletosugargrove](http://www.dot.il.gov/yorkvilletosugargrove). Comments must be received by **March 28, 2012** to become part of the public record.

## Project Summary

The proposed improvements are intended to safely serve the existing and proposed demand by increasing the capacity from a 2-lane roadway to a 4-lane roadway. The roadway will be reconstructed with alignment modifications, as needed. In addition, the two existing railroad overpasses will be reconstructed. Drainage, intersection, and safety improvements will be made, as needed. The alternatives under consideration require additional land acquisition and have impacts to wetlands and the Rob Roy Creek floodplain. Phase II preliminary engineering design is funded from Kennedy Road to US 30; land acquisition and construction are not funded at this time.

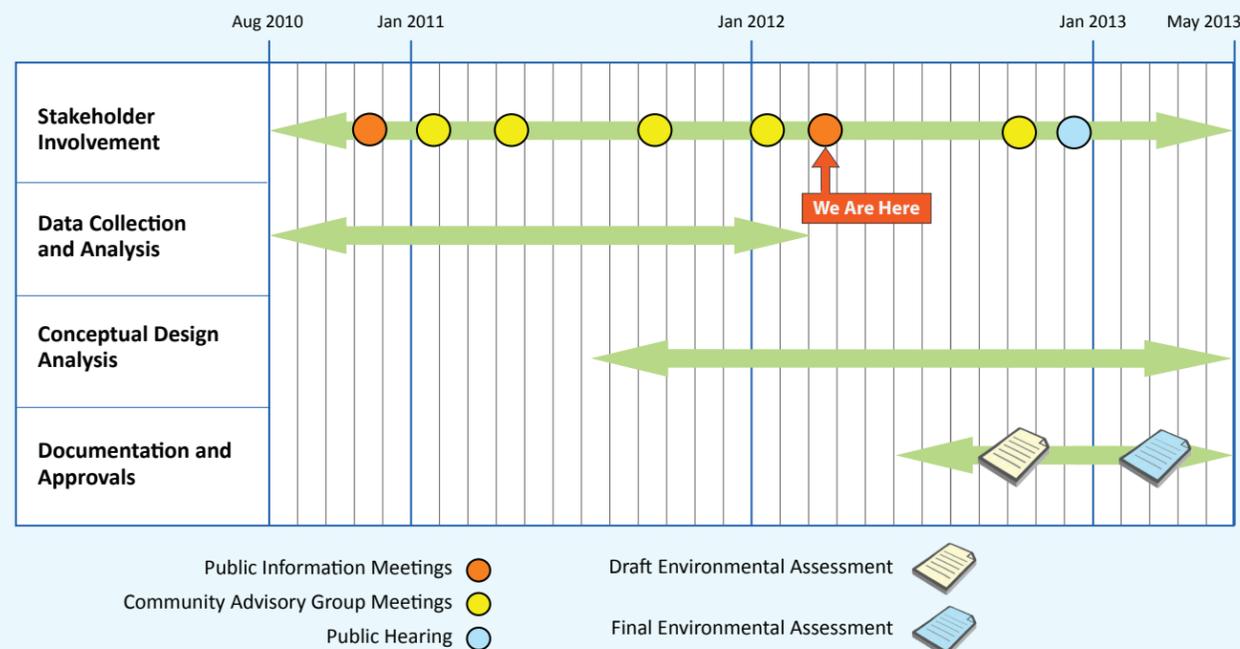
IL 47 has been designated as a Strategic Regional Arterial (SRA) by IDOT. The SRA system is intended to carry larger volumes of traffic at higher speeds as a complement to the region's expressway system. To ensure a high level of service for traffic on the SRA system, IDOT is more restrictive in determining the need for and spacing of traffic signals and access points.



## HIGHWAY DEVELOPMENT STAGES



## Current Study Schedule (Phase I)



## We Want To Hear From You

We urge you to share your comments with us in writing by completing one of the comment forms prepared for today's meeting. Comments must be received by **March 28, 2012** to become part of the public record. Comments will be summarized and reviewed to help the Study Team move forward with more detailed analysis. You may submit your comments to:

### For your information ...

Many of the materials on display at today's meeting will soon be available for downloading on the study web site: [www.dot.il.gov/yorkvilletosugargrove](http://www.dot.il.gov/yorkvilletosugargrove)

Mr. Dan Mestelle  
Program Development Engineer  
700 East Norris Drive  
Ottawa, IL 61350-1628

# Project Purpose and Need

Studies such as this require a written statement of the purposes of the project and the existing or future transportation needs that support it. The statement developed for this project is as follows:

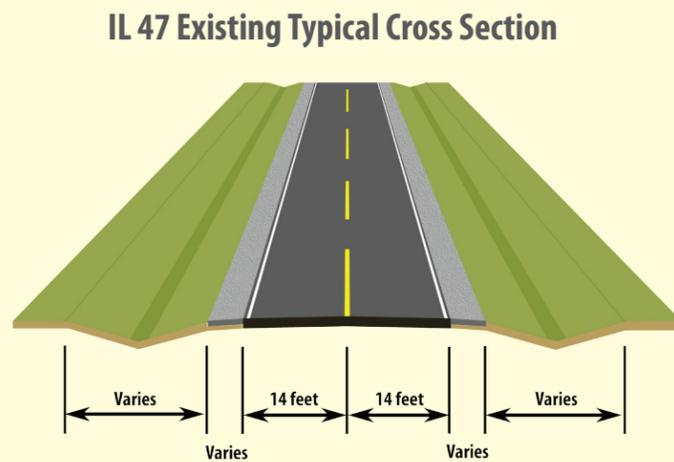
The purpose of the proposed project is to provide an improved transportation facility to safely serve existing and proposed demand in the project corridor. Specifically, the purposes of the project are to

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

## TYPICAL CROSS SECTIONS

Although there are exceptions, highways have design elements whose dimensions are generally consistent along the length of the road. These include lane widths, shoulder widths, median widths, ditch dimensions, and other elements. To illustrate these design features, engineers use drawings called "typical cross sections." Shown here is the typical cross section for the existing IL 47.

Various design concepts for reconstructing IL 47 have been proposed, each of which is based on a different proposed typical cross section.



## Comparative Evaluation

One of the key purposes of studies like this is to allow an informed decision to be made about moving forward with the project or selecting the "no build" option. In order to make this decision, it is important to know what effect each alternative would have on the natural environment and area communities. Shown here are the key impact categories for this study. As the study progresses, more detailed analyses of intersections may increase these numbers.

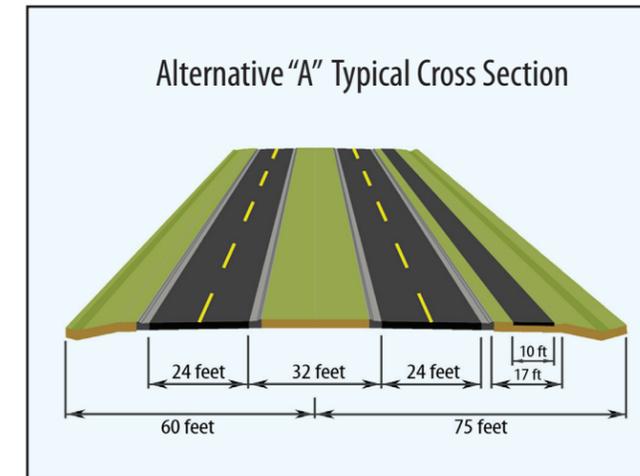
IMPACT CATEGORIES	ALTERNATIVES			
	A	B	C	D
Wetland impacts (acres)	0.2	0.3	0.3	0.3
Floodplain impacts (acres)	22.7	26.4	26.2	23.8
Additional ROW* required (acres)	32.1	62.3	54.1	51.8
Structures within 10-ft. of proposed ROW*	3	2	3	3
Structures within the proposed ROW*	2	7	6	4
Construction Cost Estimate (\$ million)	70	64	77	66

\* right-of-way

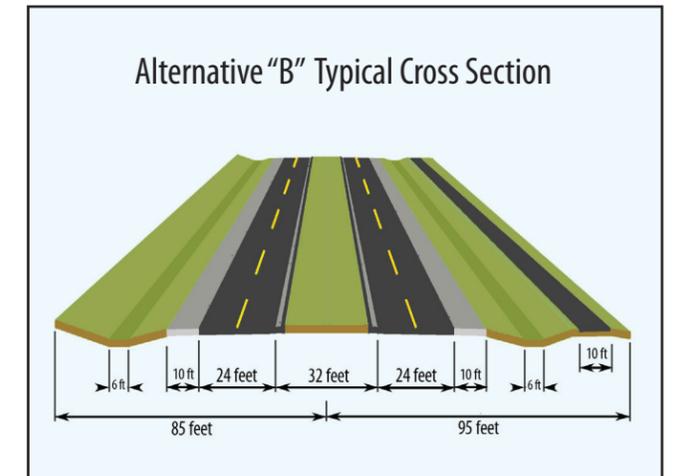
Note: the impact numbers shown in this matrix are subject to change as the study progresses.

# Alternative Design Concepts

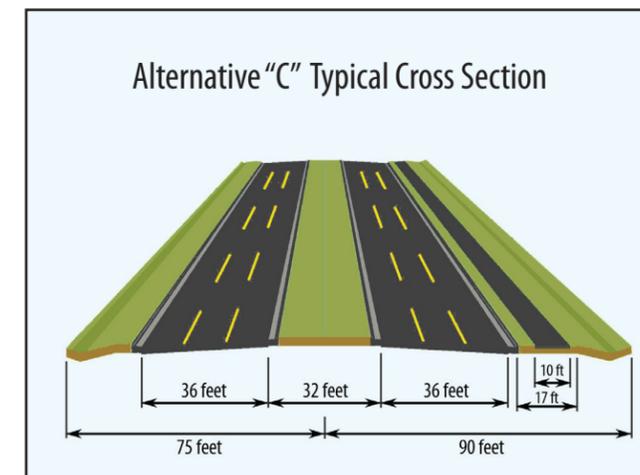
Four alternative design concepts have been developed for the IL 47 study, each of which would achieve the project purpose using a different typical cross section. These alternatives are subject to revision based on public input and continuing environmental analysis and preliminary engineering.



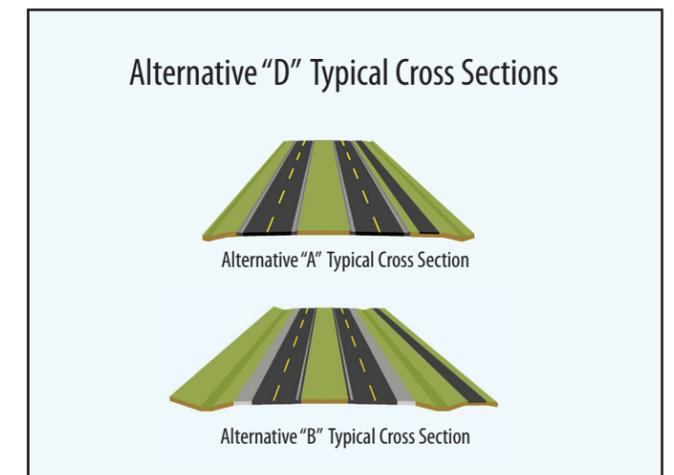
**Alternative A** would use a 32-foot raised median, curbs and gutters instead of open ditches for drainage, and a 10-foot wide multi-use path. The overall right-of-way width would be approximately 135 feet.



**Alternative B** would use curbs and gutters on the inside edge of the pavement, but would have shoulders on the outside edge, along with full-sized ditches for drainage. It would also include a multi-use path. The overall right-of-way width would be approximately 180 feet.



**Alternative C** is similar to Alternative A except that it would provide six traffic lanes instead of four. The overall right-of-way width would be approximately 165 feet.



**Alternative D** would use a combination of Alternatives A and B. The reason for combining the two designs is that it would allow the project to fulfill its purpose while at the same time being more sensitive to the existing and future land uses adjacent to the project. The overall right-of-way width would vary.

These alternative design concepts have been applied to the project study length on aerial photos. Also known as "strip maps," these aerial photos contain a large amount of information, including lines showing where the proposed rights-of-way would be located, edges of pavement, property boundaries, wetland locations, various adjacent land uses, and other similar information. There is one strip map for each of the four alternatives.