



IL 47 Improvement Study

From Kennedy Road in Yorkville to Cross Street in Sugar Grove

MEETING SUMMARY

Community Advisory Group Meeting #4

January 10, 2012

The fourth meeting of the IL 47 Improvement Study Community Advisory Group (CAG) was held in the lower level of the Sugar Grove Township Community Building, in Sugar Grove, on Tuesday, January 10, 2012 at 6:00pm.

Representing IDOT's Study Team were the following individuals:

- Ted Fultz, Location & Environmental Studies Engineer (IDOT)
- Dave Alexander, Studies and Plans Unit Chief (IDOT)
- Elizabeth Jensen, Studies and Plans Unit member (IDOT)
- Mike Zorn, Consultant Project Manager (H.W. Lochner, Inc.)
- Jeff Schlotter, Context Sensitive Solutions Lead/Urban Planner (H.W. Lochner, Inc.)
- Laura Sharfman, Consultant Civil Engineer (H.W. Lochner, Inc.)

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

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

OPENING REMARKS

Mr. Schlotter and IDOT opened the meeting by welcoming the CAG members and asking them to introduce themselves.

Mr. Schlotter explained that since the previous CAG meeting, the study team has met with the Project Study Group (PSG) to review and comment on the study's four alternative alignments.

Mr. Alexander informed the CAG members of the funding developments for the project, explaining that the portion of the study length within IDOT District 3 is funded through Phase II (Design) and that the portion within District 1 will be evaluated for Phase II funding when Phase I is developed enough to estimate the Phase II scope of work. The project is not currently funded in either district for land acquisition or construction.

The following questions and comments were raised:

Q. In phase II, will a drainage study and utility relocations be included?

A. A drainage study is included as part of this study, the findings will guide phase II design. Utility relocations within the IDOT right-of-way are generally an expense incurred by the utility company. Utility relocations will be considered as part of the study. Advanced utility coordination and relocation design occur in phase II.



Q. Is there coordination with the current Rob Roy Creek Study? Would this project require relocation of the creek?

A. A representative of the Rob Roy Creek Drainage District is a member of the CAG, has been involved with the project and is aware of the plans IDOT has at Rob Roy Creek. It is likely the creek will not be relocated but improvements will be considered at structures in the creek.

PURPOSE AND NEED

Mr. Schlotter reviewed the purpose and need statement. A copy of the purpose and need was provided for reference on an exhibit board and is provided below:

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

Specifically, the purposes of the project are to

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

REVIEW OF UPDATED STUDY ALTERNATIVES

Mr. Zorn described the four alternative alignments that have been developed for the project, advising the CAG members that each alternative was designed using suburban Strategic Regional Arterial (SRA) criteria, which includes a 45 mph design speed. Mr. Zorn explained that each of the four alternatives has been printed on the exhibits on display at the meeting, and that a map showing existing speed limits and existing and proposed AADT, a floodplain map and proposed typical sections are also on display.

Mr. Zorn advised the CAG members that the project is located in multiple jurisdictions of IDOT, IDNR, and the Army Corps of Engineers. The project is also located within three municipal planning limits, two corporate boundaries, two counties and has two rail crossings. The termini of the project were chosen to tie into adjacent 4-lane sections at the intersection of Kennedy Road in Yorkville and Cross Street in Sugar Grove.

Mr. Zorn presented Alternative A, which was developed using a 4-lane, with curb-and-gutter, typical section for the entire length of the IL 47 study. Mr. Zorn noted that the exhibits do not show widened right-of-way at the intersections, which would be needed to accommodate additional turn lanes.

Mr. Zorn then described a comparative evaluation matrix, prepared to show the differences in project impacts between each alternative. The matrix included the acreage of impacted wetlands, additional right-of-way for improvement, and area within the designated floodplain. The matrix



also included the number of buildings within 10 feet of the proposed right-of-way and the number of buildings within the proposed right-of-way.

During the presentation of alternative A, the following questions and comments were raised:

- Q. How will the southern limits tie into the existing pavement?*
- A. The roadway will tie into the existing centerline with a 4-lane section, south of the Kennedy Road intersection. The portion of IL 47 from south of Kennedy Road to IL 71 will be reconstructed to provide two lanes in each direction. This project is anticipated to begin in 2012.*
- Q. Where is Alternative A in relation to existing roadway?*
- A. Alternative A generally follows the existing IL Route 47 centerline and shifts at locations shown on the exhibit.*
- Q. Describe the potential issues the study team may run into with the Section 4(f) property located at the southwest corner of Galena Road and IL Route 47.*
- A. This area is considered to fall under the requirements of Section 4(f) because it is a publically-owned park area. As a Section 4(f) property, the project must avoid affecting it unless there is no prudent and feasible alternative.*
- Q. The Rob Roy creek crosses IL Route 47/US Route 30 near Baseline Road. Understanding that the roadway will be widened, what are the drainage impacts at this location? Who will incur these costs?*
- A. There is a diagonal cross culvert and sheet pile wall just north of Baseline Road at this location. The costs for the improvements to these structures would be included as part of the project.*
- C. The Town of Montgomery's planning jurisdiction includes the area on the east side of IL 47 between Jericho Road and Baseline Road.*
- C. The Sugar Grove village limits may extend farther south along IL 47 than is currently shown on the mapping.*
- Q. How will access be granted for homes in Sugar Grove on the frontage road north of the northern railroad crossing on the west side of IL Route 47?*
- A. Access must be maintained to properties not physically displaced by the project but the type or location of the access point may change. While it is important at this stage to identify properties whose access may be affected, detailed studies of these areas will be carried out once an overall preferred alternative is selected.*



Q. Regarding the naming of the proposed alternative, is "A" intended to have the least amount of impacts, progressing to "D," which has the most?

A. No, the labels A-D are simply an arbitrary naming system.

There being no further questions or comments, Mr. Zorn described Alternative B, which uses a 4-lane, with shoulder, typical section along the length of the IL 47 study. Mr. Zorn noted that the right-of-way is wider compared to a curb-and-gutter typical section because it includes wide ditches outside of the shoulder.

While reviewing Alternative B, the following questions and comments were raised:

Q. Is the proposed speed limit 45 mph regardless of whether the alternative has concrete curb and gutter or a shoulder?

A. Yes, the design speed limit is 45mph, per SRA criteria.

Q. Does the lower speed of 45 mph reduce traffic flow and result in lower costs?

A. The lower SRA speed does not necessarily reduce traffic flow. It does allow the road's curves to be designed without using superelevation (i.e., "banked curves"), which could result in lower right-of-way and construction costs.

Q. Referencing Alternative A, if the road is built using the curb and gutter cross section, does this mean that storm sewer will be included for the length of the project?

A. Yes, storm sewer would be included along the length of the project in the curb-and-gutter cross section alternative and at locations adjacent to the Rob Roy Creek, storm water runoff may outlet directly. Although the right-of-way width is narrower, resulting in fewer building impacts, it should be noted the potentially higher infrastructure costs in Alternative A compared to Alternative B.

Q. Rob Roy creek has a delicate ecosystem. Wouldn't this project be an opportunity to improve the water quality? Closed system sewer would carry the roadway salt away instead of outlet into the creek.

A. Storm sewer construction near Rob Roy Creek would likely outlet directly into the creek. A balance between safety (snow and ice removal), cost and water quality may be needed.

Q. Will the study team consider turn-out lanes like those found on Kirk Road?

A. Normally District 3 design does not include turnouts. This project is expanding a 2-lane section to provide two lanes in each direction. This provides space for traffic to pass disabled vehicles. The need for turnouts is not anticipated.



There being no further questions or comments on Alternative B, Mr. Zorn described Alternative C, which uses a 6-lane with curb-and-gutter typical section. A 6-lane section is being considered by the Study Team due to the significantly higher ADT volume projections for the year 2036. Mr. Zorn noted that although the pavement section is wider, the right-of-way is not as wide as the 4-lane with shoulder typical section used in Alternative B.

While reviewing Alternative C, the following questions and comments were raised:

- Q. How will the alignment at the Rob Roy Creek area be handled in Alternative C? Why is the alignment shifted so far to the east near the Galena Road intersection?*
- A. Ultimately, this alignment would be similar to the Alternative A and Alternative B except that it would be wider because it would have six lanes instead of four. The proposed alignment holds the existing west edge of pavement at its current location. The curves are flatter because the centerline is further offset and the end of the curve ties into the existing centerline further east than in Alternative A and Alternative B.*
- C. The curb-and-gutter design can prevent road salt from draining into the Rob Roy Creek, which would improve the existing shoulder condition in which road salt freely flows into the creek.*
- C. As a frequent driver at this location, the Galena Road intersection sight distance should be improved as well as the intersection skew.*
- C. Whether the 6-lane or 4-lane is chosen for the preferred alternative, the curves at Galena Road should be straightened out to improve sight distance and functionality of the bridge west of IL Route 47 with truck turn movements.*

In response to these comments, IDOT informed the group that each intersection will be studied in detail during the development of the preferred design concept.

There being no further questions or comments, Mr. Zorn described Alternative D, which was developed as a composite of the three previously described alternatives. The previously described typical sections are each used in Alternative D, their locations varying, based on the nature of the adjacent land uses. Mr. Zorn explained the composite is sensitive to critical points along the project, while taking into account development on the roadway in the future. These critical points include the Rob Roy Creek and railroad crossings.

While reviewing Alternative D, the following questions and comments were raised:

- Q. How were the locations of the transitions between 4-lane curb-and-gutter and shoulder cross sections determined?*
- A. These transition locations were determined by adjacent land use and roadway elements on a case by case basis.*
- Q. Why is a 6-lane cross section included in Alternative D?*
- A. In the section of IL 47 that parallels Rob Roy Creek, the alignment may be built to accommodate 4-lanes, but showing a 6-lane cross section in this area will set the width required for six lanes opposite Rob Roy Creek, should expansion to six lanes be needed in the future.*



Q. Will IDOT consider expanding the 4-lane section north of Baseline Road?

- A. Expansion will be determined based on IDOT District 3 coordination with District 1, and design factors to be determined when the intersections are studied in more detail.*
- C. Use of a 4-lane with shoulder may better accommodate expansion to six lanes in the future because the right-of-way is the widest.*

Q. Will the railroad crossings be built for 6-lanes?

- A. The design will maintain the median typical cross sections' widths at railroad crossings so as not to preclude a 6-lane expansion in the future. The median width could allow for a future 6-lane section without requiring reconstruction of the bridges.*

Q. Did you identify each impacted property and how will IDOT deal with access issues?

- A. The public hearing will display the preferred alternative with impacts and access identified. Property owners along the project will receive an invitation letter prior to the hearing in addition to advertising and news releases. The District is following this practice for all public involvement events for the project.*

Q. Will the design concept include crossovers within the median or turn around areas?

- A. An access study will be conducted as part of the development of the detailed design concept; all access will conform to Strategic Regional Arterial policy when practical.*

Q. How will the Prairie Street alignment situation be handled?

- A. Since realigning Prairie Street is not considered necessary to meet the purpose of the current study, IDOT will discuss this issue with the Village of Sugar Grove to determine the most appropriate course of action with respect to this issue.*
- C. Mr. Speciale, representing the City of Sugar Grove, stated there are no plans for the city to realign Prairie Street, and earlier plans had been developed by private interests and have been abandoned.*

There being no further questions or comments on Alternative D, Mr. Schlotter asked the CAG members if they are comfortable with IDOT using these four alignment alternatives, as displayed tonight, as the basis for a general Public Information Meeting, suggesting that the CAG feel free to discuss the alternatives as a group prior to responding, if need be.

Mr. Zorn informed the CAG members that the Study Team will send information to the CAG members regarding comments from the Public Information Meeting, and that the public meeting maps and displays will be posted on the study web site immediately following the Public Information Meeting.



Mr. Schlotter then reminded the CAG members that the main goal of the meeting is to hear from the CAG members about alignment recommendations. Mr. Schlotter then invited the CAG members to engage in a general discussion about which alternative should be selected as preferred.

The following questions and comments were raised during the open discussion:

Q. Are the typical section exhibits the same as those from the third CAG meeting?

A. The typical sections from the third CAG meeting vary from the typical sections exhibit at this CAG meeting. The previous typical sections were based on a rural section, a suburban section, and a special section for the portion of IL 47 that parallels Rob Roy Creek. The updated typical sections presented at this meeting include a 4-lane with curb-and-gutter, 4-lane with shoulder, and 6-lane with curb-and-gutter.

Q. Will the intersections be developed before the upcoming Public Information Meeting?

A. Intersections will not be developed by the time of the Public Information Meeting. Extensive intersection development will be prepared after the preferred alternative is determined.

C. Since alternative D is based on land use, the preferred alternative should be a mix between future projected land use and the current land use.

Q. From an engineering standpoint, is it typically the most effective for cost and capacity to transition between cross sections at intersections?

A. In general, an intersection is an effective transition point between different typical sections. The Study Team will look at each transition on a case by case basis.

Q. Should Prairie Street have a traffic signal?

A. Prairie Street will be studied to determine if the location warrants a traffic signal.

Q. Can a 6-lane section be designed from the Yorkville Business Center to Prairie Street?

A. Alternative C shows a 6-lane section for the length of the project.

Q. Why wasn't Alternative 12 from the previous CAG meeting selected as a possible alternative?

A. Alternative 12 veers away from the existing alignment, creating a need for more right-of-way. The study team dropped this alignment to avoid the need for such extensive right-of-way acquisition.

C. Alternative 12 may improve the intersection at Prairie Street and improve the construction staging of the northern railroad crossing.



Q. Looking at each typical section, is there a ranking of which would cost most and which would cost least?

A. No. It is difficult to make cost estimates based on typical cross sections alone. There are often other factors that dictate total project costs.

Mr. Schlotter discussed the anticipated schedule going forward. A public information meeting for review of the alternatives will be held on March 14, 2012. A summary of this meeting will be sent to the CAG members. After the public information meeting the study team will then develop a preferred alternative. In the fall, a meeting will be held for the PSG and for the CAG to review the preferred alternative with the intent of holding a Public Hearing in the winter, 2012.

Mr. Schlotter asked if the CAG members are comfortable with the Study Team using these four alignment alternatives as the basis for the upcoming Public Information Meeting. With no objection, the CAG members came to a consensus the exhibits as currently drawn are ready for general public review and comment.

Mr. Schlotter then asked if the CAG members have a preference as to which alternative should be designated as the preferred. The following discussion then took place:

C. Ms. Ochsenschlager commented that her preference was for Alternative A as it has the least amount of impacts. Mr. O'Keefe agreed but also stated his preference is for Alternative D since it best blends the typical sections such that they are more sensitive to land uses.

C. Some CAG members stated there is a need to balance cost containment with the opportunity to preserve the corridor for future expansion by allowing for six lanes now.

C. IDOT suggested that the CAG members keep in mind that IL Route 47 is a major north-south route throughout the region.

Q. Would the Study Team reconsider the wider 4-lane with shoulder footprint over the 6-lane with curb-and-gutter? This may allow the area necessary for future development to a 6-lane section.

A. The Study Team will continue to consider this option.

C. A traffic study was completed by a developer for a section along IL 47, north of our project limits. This study designed IL 47 from Cross Street north as a 6-lane road.

Q. Will a preferred alternative be announced at the March 14th Public Meeting?

A. The March 14th Public Meeting is to receive input on various alternatives. The preferred alternative will be presented for comment at a Public Hearing.



MEETING WRAP-UP

Following the general discussion about corridor preferences, Mr. Schlotter noted that the time was approaching 8:00 p.m., which is the target time to end the meeting. He further stated that the goals of tonight's meeting have been achieved, and that the Study Team members would remain available for continued informal discussion.

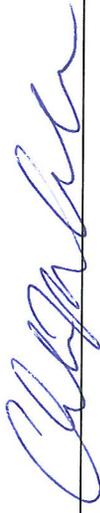
IDOT then urged the CAG members to attend the upcoming public meeting, to review the alternatives again and witness how the general public reacts to the alternatives as well as to be a liaison between IDOT and the public, when appropriate.

With that, the meeting was closed.

SIGN-IN SHEET

CAG MEMBERS

Charles Cole



Michael Fagel

Rich Hart

Fran Klaas

Joe Minardi

Ruth Myers

Mary Ochenschlager



Timothy O'Keefe

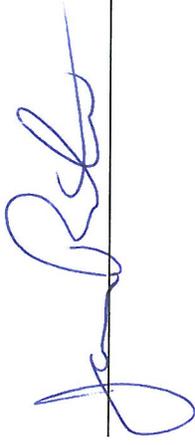


Judi Potthoff

Mike Pubentz



James Ratos



Dan Reedy

Brad Sanderson

Brad Sauer



Tony Speciale



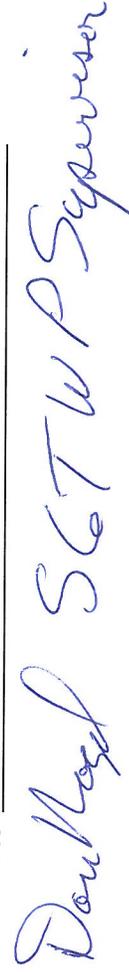
Rich Speckman

Jan Ward



James White

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COMMUNITY ADVISORY GROUP MEETING

January 10, 2012

SIGN-IN SHEET

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