



Illinois Department of Transportation

IL47 Improvement Study

IL 47 from Kennedy Road in Yorkville to Cross Street in Sugar Grove

COMMUNITY CONTEXT AUDIT

Summary of Responses

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Illinois Department of Transportation
District Three

March 29, 2011

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SUMMARY OF RESPONSES

Presented below is each context audit question, followed by brief summaries of the responses given to each question. Also included is a number indicating the frequency that each individual response was given.

COMMUNITY

Think for a few minutes about the community you live in – its people and places. Now, describe the main ingredients or important features that, in your view, define or describe the people and places in your community.

Growing Community	4
Agricultural Based/Farmland.....	3
Blue collar community.....	2
Live in Yorkville & Work in Different town	1
Shop in other communities.....	1
Multigenerational Community	1
Less congestion.....	1

By increasing traffic capacity and making other operational improvements on IL 47, how might the proposed project change or alter your community? Would these kinds of improvements support area-wide future development plans?

Increase in businesses	5
Safer & less congested Travel	5
Ease of access to area.....	4
Change in Quality of Life	2
Maintain small town appeal	1
Increase in truck traffic	1
Complimentary development between transportation and land use.....	1
Ease of access to I88	1

CULTURE

With your views of the people and places that define your community in mind, think for a few minutes about your community’s culture – its geography and economy; the lifestyles and traditions that its people maintain; and the ways that its people express themselves.

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List the main ideas or images that come to you as you consider your community's cultural features.

Growing Residential Community	3
Agricultural Related.....	3
Small Town Feel	2
Fox River.....	2
Seeking cultural diversity.....	1
College Community	1
Water Park.....	1
Forest Preserves.....	1
Bike Paths	1
Complimentary development between transportation and land use.....	1
Seeking sense of community	1

Describe the ways that capacity and operational improvements to IL 47 may harmonize with, or be in conflict with, your community's culture, including future development plans. You may feel the proposed project would have no effect; if that is the case, please share that with us, too.

Ease of access to Yorkville town events	3
Increased Development	3
Maintain "Small town feel"	2
Conflicts with Agricultural Area	2
Bike Paths - Sense of Community.....	1
Subdivisions result in lack of Community	1
Canoe Chute on Fox River	1
Controlled intersections with curb & gutter, reduced speed limits, better platooning, & eliminate the need for any road realignment	1

ENVIRONMENT

Highway projects have the potential to affect a variety of environmental components, including air quality, water quality, habitats, protected plant or animal species, wetlands, and others. These impacts can either be temporary or permanent, and positive or negative.

Thinking of the natural environment in and around your community, describe the environmental features that are most important to you.

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Impacts on Waterways (Blackberry Creek, Rob Roy Creek, Fox River).....	8
Maintain the rural features.....	1
Wetland Enhancement	1
Curb & Gutter	1
Bike/Walking Paths	1
Woodlands.....	1
Storm Water Runoff.....	1

How might capacity and operational improvements to IL 47 affect these environmental features?

Preserving the wildlife/habitat of Waterways	4
Improve drainage/Water quality.....	2
Aesthetic balance with the environment	2
Potential Damage to Sub Soil Drainage Structures.....	1
Air Quality	1

HISTORY

Think about the history of your community, to the extent that you are aware of it, and how your community has changed in the time you have lived or worked there. Is your community's past legacy distinctly associated with physical elements of the landscape today (either natural or built)? If so, describe their location and significance.

Converted Farmland for Residential/Commercial Use.....	7
Increase Number of businesses (Raging Waves, Yorkville Business etc.)	3
Undesser Turkey Farm has been around since 1972	1

How might capacity and operational improvements to IL 47 enhance the value of your community's historic elements? How might it have a detrimental effect?

Economic Growth: Rural to suburban community	4
Ease of Access to Yorkville & Area along Rt 47	2
No change to area's history	2
Undesser Turkey Farm.....	1
Ease of Access to Fox River.....	1
Current roads are inadequate for Current Needs.....	1



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RECREATION

What, if any, are the principal community-wide recreational opportunities or facilities in your area? These opportunities can be either built facilities or natural areas. They may also include major community events or celebrations.

Raging Waves Water park.....	5
Bike Paths, Link to Existing	3
Golf Course on Kennedy Road	2
Sugar Grove Corn Boil.....	2
Yorkville's Riverfront Festival.....	2
Amusement Center.....	1
4th of July Celebration	1
Forest Preserves.....	1
Canoe Chute	1
Ball Diamonds along Game Farm Road.....	1
Silver Springs State Park.....	1
Fox River.....	1
Community & Private Sporting Functions.....	1

How might capacity and operational improvements to IL 47 enhance the value of, or ability to access, those recreational opportunities? How might it have a detrimental effect on them?

Ease of Access to Yorkville, Sugar Grove & area along Rt 47	5
Ease of access to Raging Waves Waterpark.....	3
Bike Paths (Connecting to existing paths).....	3
Ease of Access to Chicago & Surrounding Area	1
Loss of the Amusement Center	1
Positive Impact	1
Forest Preserves.....	1
Yorkville Corn Boil	1

SCENIC

In your community and its surrounding area, what are the features or elements that contribute to its scenic beauty?

Natural Waterways (Blackberry Creek, Rob Roy Creek, Fox River).....	5
Farmland	5

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Residential/Commercial Development	3
Woodlands.....	2
No impact.....	1

What are the factors that have caused an increase or decrease in scenic beauty in your area?

Decrease: Residential/Commercial Development.....	5
Farmland	3
Trees/Natural Vegetation	2
Decrease: Rt 47 Congestion.....	2
Waterways (Fox River, Rob Roy Creek)	2
Increase: "man-made" water features	1

How might capacity and operational improvements to IL 47 contribute to or detract from the area's scenic beauty?

Improvements: Landscape along Roadway	2
Improvements: Less congestion.....	1
Detraction: Residential Development	1
Detraction: Traffic	1
Residential Development	1
Coordinate transportation and land use.....	1

AESTHETICS

Thinking of IL Route 47 as it exists today, are there any elements of the road itself (pavement, shoulders, ditches, etc.) that strike you as visually pleasant or aesthetically pleasing? If so, describe those elements.

Waterways (Rob Roy Creek).....	4
Farmlands	1
Snowcaps in the winter	1
Native Plants in Ditches	1

What are the design features that could be incorporated into the design for the IL 47 improvements that would make the road and its elements (pavement, shoulders, ditches, median, etc.) more aesthetically pleasing?

Improvement: Medians with landscaping.....	3
Improvement: Plants along streams.....	3
Improvement: Bike/Walking Path	2
Improvement: Landscaping.....	2

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Improvement: Installing Walls along development	1
Improvement: Curb & gutter	1
Detract: Medians with landscaping	1
Improvement: Natural Contours	1

Are there ways that capacity and operational improvements to IL 47 could be designed to better visually harmonize with the surrounding area? If so, describe them.

Curb & gutter	2
Native Plantings	2
Bike/Walking Paths	1
Plains.....	1
River Valley	1
Agriculture/Farmlands	1
Woodlands.....	1
Windmills	1
Grove of Sugar Maples	1
Natural Contours.....	1
Green Medians	1
Architectural Light Fixtures	1
Bioswales & stormwater BMPs.....	1
Landscape Median.....	1
See Rt 51 between Bloomington & Decatur	1

ARCHEOLOGICAL

Are you aware of evidence of any prehistoric or Native American Indian sites in or around your community? If so, where are they located and what do you know about them?

Old Barn Museum (Newark, IL)	1
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Are these areas commonly known to the general public?

Signs	1
Pull off areas	1

How might capacity and operational improvements on IL 47 affect the preservation or knowledge of these sites?

No affect.....	1
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MISCELLANEOUS/OTHER

Are there any other unique or valuable features or elements in your community that should be considered during the IL 47 Improvement study? If so, describe them below.

Pedestrians (i.e. crosswalks).....	2
Traffic Crossing Rob Roy Creek	1
Add turn lanes.....	1
Rail Road Crossing.....	1
Signal Improvements	1
Waubensee College.....	1
Maintain Access to existing Cross Roads	1

INFRASTRUCTURE

A note about infrastructure: Strictly speaking, the condition, functioning, and safety of the roadway itself is often not considered part of the area’s valuable contextual elements. Nevertheless, local knowledge of these kinds of infrastructure characteristics is important to the IDOT study team. With this in mind, please also provide your responses to the following questions:

How is the corridor being used other than for vehicular traffic?

Pedestrians.....	3
Farming Equipment.....	3
Bicycle.....	2
Drainage: Underground System	1

Are there destination spots along the traveled way that require safe access for pedestrians to cross?

Raging Waves Waterpark.....	2
Residential Development	2
Cross St & Route 47.....	1
Cannonball Trail & Route 47	1
Jericho Rd & Route 47 (Sugar Grove Fun Center)	1
Crossings by Bridge	1

Do bicycles and other non-motorized vehicles or pedestrians travel along the road? How might bicycles or other non-motorized vehicles use the IL 47 corridor in the future?

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Bicycle.....	8
Pedestrian	3
Access to the Water Park.....	1
Draw Sugar Grove & Yorkville together	1
Link to Gilman Trail.....	1
Cross St & Route 47.....	1
Prairie St & IL 47	1

Are there concentrations of children, the elderly, or disabled individuals with special design and access needs (e.g., pedestrian crosswalks, curb cuts, audible traffic signals, median refuge areas)?

Cross St & Route 47.....	2
Elementary School in Yorkville.....	1
Subdivisions (Caledonia, Bristol Bay).....	1
Retail Strip Mall @ Cannonball Trail & Route 47	1
A Church @ Cannonball Trail & Route 47.....	1
Jericho Rd & Route 47 (Sugar Grove Fun Center).....	1

What are the other characteristics of the roadway’s condition, design, or functioning that IDOT should know about?

Blind spots at Prairie St & Route 47.....	2
Sight Distance (curve n. of the intersection @ Prairie Street & Route 47)	1
Intersection of Main St.....	1
Integrate permeable products in the asphalt.....	1
Consider frontage road.....	1
Consider 2-way stop controlled intersections.....	1
Consider signaling Bristol Bay Drive	1
Maintain access to existing cross streets	1
KDOT’s Jericho Over Drainage Ditch Project (flood sensitivities).....	1

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FULL RESPONSES

Presented below are the context audit questions, followed by the complete responses given for each question.

COMMUNITY

Think for a few minutes about the community you live in – its people and places. Now, describe the main ingredients or important features that, in your view, define or describe the people and places in your community.

- *Yorkville is a growing community with a rural feeling to it. Much of the property in this project area is farmland and that defines our community.*
- *Live in Yorkville but work in a different town. 2. Travel outside of Yorkville for goods, services and recreation to some extent. 3. Occupations depend heavily on the trades. 4. The growth potential is to the north and south along the Rt 47 corridor.*
- *My perception of the community around Yorkville is a blend of multi-generational families and newer residents who all enjoy the less congested rural environment than is typical in the suburban communities located closer to Chicago.*
- *We live in an agriculture based area. The roads & rails were originally set up for farmers to get their animals & crops to market. The roads and rails are still used for the same purpose only more commercialization.*
- *A melting pot of business and blue collar people who would like to see more retail and service oriented businesses in the community.*
- *The Yorkville and Sugar Grove communities reflect the recent influx of white and blue collar working families during the rapid expansion of the past eight years.*
- *I believe it is a community that is still in transition. It has had spurts of growth in the late sixties early seventies, again in the eighties and most recently in the past few years until the housing bust. We have been a bedroom community; people slept here and were gone all day at their job somewhere else. The village was just beginning to get some of the services that have been wanted by residents for many years; retail businesses, grocery stores, restaurants etc. With our proximity to Aurora, none of the major retailers were willing to move here. When I was much younger, Sugar Grove had 3 motels, grocery store, hardware store, train station, coffee shops. It was this latest spurt of growth that has finally brought new retail to the area.*

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- *Lots of open space, farmland, trees and scenic landscape.*

By increasing traffic capacity and making other operational improvements on IL 47, how might the proposed project change or alter your community? Would these kinds of improvements support area-wide future development plans?

- *It would make it easier to access Yorkville coming from I88. This would increase the number of businesses willing to locate on the north end of the city and make it more easily accessible to existing businesses such as Raging Waves Waterpark*
- *1. Easier/quicker access to interstate 88 hopefully be allowing more autos through the stoplight intersections (Galena Rd, Rt. 30, Jericho, etc) during the green light intervals. 2. This would attract more commercial/industrial business. 3. Make for safer travel from Sugar Grove to Yorkville. On several occasions, I have witnessed southbound travel from Sugar Grove "cut" down Prairie to the west to bypass the congestion caused at the Jericho Rd traffic light. I have personally witnessed (and begrudgingly been part of) these "back-ups" that can extend all the way from Jericho Rd to the Main Street/Rt 47 intersection (aka "The Point") for southbound traffic.*
- *The balance point needs to be between operational improvements necessary to relieve congestion on HW 47, while delivering a project design that recognizes the "smaller town" history and feel residents have preferred in the Yorkville area.*
- *I don't think it will change things much other than more people might pass through with the improvements, who would avoid the area before because of the congestion. Improvements will no doubt bring more truck traffic because of the added lanes and ease to move around.*
- *I seldom by increasing traffic capacity along Route 47 will hopefully draw more retail as well as housing development. This may help our local tax base and keep the "community" shopping in their home town. It should also improve safety along route 47.*
- *Together with the rural native residents these individuals have needs for smooth and convenient transit to and from jobs in the suburban and Chicago urban area. Congestion on Route 47 negatively affects their commuters in both travel time and safety. Quality of life issues result.*
- *Transportation is always the key to growth. I believe it will provide more retail opportunities to keep our tax dollars here.*
- *There needs to be better coordination and understanding of the relationship between transportation planning and land use planning. The transportation improvements, which are necessary, does not have to lead to sprawling development that causes more traffic congestion in the future. The two have to be complimentary.*



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- *I think it would improve the community by reducing the amount of time we spend in our cars and increasing the time we spend with our families. I think the improvements will also improve the safety along the corridor which will help reduce impacts to property and injuries and fatalities to community members and visitors. The improvements will also save community members money by decreasing delay which will decrease the amount of money spent on fuel. The safety improvements will also decrease costs to community members associated with property damage and with hospital and other bills due to injury and fatal crashes. The improvements will also make the corridor more attractive to commercial development. Additional commercial development will assist with creating more jobs for the community and adding tax revenue for the City.*
- *The improvements to Rt. 47 will make the truck traffic more bearable for the Comm. Being from the ag. Comm. This will expedite the time that many farmers, who take their grain down 47 to the river. The development is all ready here, very little of the land either side of 47 has not all ready been annexed into the city of Yorkville and world come under their plan.*

CULTURE

With your views of the people and places that define your community in mind, think for a few minutes about your community's culture – its geography and economy; the lifestyles and traditions that its people maintain; and the ways that its people express themselves.

List the main ideas or images that come to you as you consider your community's cultural features.

- *The Fox River runs through the city of Yorkville. Yorkville is the seat of Kendall County - the fastest growing county in the nation from 2000-2007. Population increased from 3,925 in 1990 to 16,838 in 2008.*
- *"1. Nice river features; 2. hometown atmosphere; 3. seeking cultural diversity"*
- *My viewpoint is grounded from my participation in numerous public zoning meetings where residents expressed a consistent theme: "Many view the area as a departure from the extreme congestion of close in Chicago area suburbs. The culture appears to have deep interest in losing the "smaller town" character of the community."*
- *The culture was formerly agriculture related & the community was situated along the R.R. Route for commerce flowing from the east & west. It seems that the community has moved to be more bedroom oriented.*



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- *College Community; Water Park; Agriculture; Forest Preserves; Bike Paths*
- *Yorkville and Sugar Grove have in my view, very little cultural identity beyond the farming roots of their original residents.*
- *I believe it will aid in the growth of the area. Transportation will provide better access for new businesses to build.*
- *Again, as long as transportation planning and land use planning are done in concert with each other, things should be OK. Typically, the two are not planned together and they are done in separate vacuums and often lead to worsened conditions. This is just not acceptable and will lead to the exact problems people out here want to avoid: more traffic congestion, more sprawl, higher taxes, flooding and other environmental/water quality problems, loss of open space and farmland/agricultural heritage, and overall loss of quality of life.*
- *As a resident of Bristol Bay Subdivision, I feel like the subdivision is detached from the rest of Yorkville. The significant amount of undeveloped land between Kennedy Road and Galena Road gives a feeling of isolation from Yorkville. If the corridor is improved and attracts development, this will assist in filling in the void between downtown and Bristol Bay. I will then feel more like a resident of Yorkville than a resident of a subdivision in the middle of a farm field.*

Describe the ways that capacity and operational improvements to IL 47 may harmonize with, or be in conflict with, your community's culture, including future development plans. You may feel the proposed project would have no effect; if that is the case, please share that with us, too.

- *These improvements will make it easier to get to the heart of Yorkville where the new Canoe Chute on the Fox River recently opened. It will bring people to the City's events such as the Farmer's Market & Hometown Days and the County buildings as well.*
- *none*
- *With respect to the "Smaller town" culture I recommend the operational improvements include curb & gutter with additional controlled intersections to support reduced speed limits, better traffic platooning, and eliminate the need for any road realignment. I suspect a reduced speed limit with increased capacity and effective traffic platooning will increase traffic flow while maintaining more of the "smaller town" feel to the expanding community. A slower paced road artery that actually moves traffic safer and more efficiently than the current congested artery.*
- *With movement of commerce & people there will no doubt be development spurred along the route to support the additional needs along the route.*



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- *It would be or could be a conflict with Agriculture as it is currently. It could harmonize with more bike paths, bringing community closer and giving family the opportunity to bike ride more. Travel route may become easier to get to any future developments.*
- *Congested highways detract from the peaceful agricultural feel and may cause resentment in long time inhabitants for newcomers who may be perceived as the cause. Better traffic flow from Route 47 to expressway could help. Better roads in general may make local communities more desirable to new people bringing new cultural influences with them.*
- *This is a very difficult question. Sugar Grove used to have a small town culture where everyone knew everyone else. Now, we have people who have lived next door to each other for years and still don't know each other. The subdivisions are so spread out, there is nothing to draw them together. I think the lack of a downtown area has promoted this segmentation of the community losing the "village as a whole" feeling and they concentrate on their individual subdivisions: I am from Dugan Woods, I am from Windstone etc.*
- *We have hard working people that have to travel long distances to get to work. It would be nice if more jobs were centered in the local area. Most people like to live out here because it's not congested as the suburbs, and people get frustrated because they see this area becoming like the towns to the east. Road and transportation improvements do not have to lead to typical suburban land development which cause many of the same problems people want to get away from. People would like to maintain some agriculture in the area and traffic congestion and sprawling subdivisions do not lead to that.*
- *It will be positive effect - it will move people & cars through Yorkville at a quicker rate, but a safer way.*

ENVIRONMENT

Highway projects have the potential to affect a variety of environmental components, including air quality, water quality, habitats, protected plant or animal species, wetlands, and others. These impacts can either be temporary or permanent, and positive or negative.

Thinking of the natural environment in and around your community, describe the environmental features that are most important to you.

- *Blackberry Creek runs across Rt. 47 at the southern edge of the project boundary. Protecting this, and the wetlands around it, is important. Rob Roy Creek runs parallel to Rt. 47 for over 2 mi. of the project limits.*



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- *"1. maintain a ""rural"" feeling along the new roadway. No sound barriers like along the interstates in Chicago; 2. A nice feature along 355 near Lombard is the view of the wetlands. Wetland enhancement would be preferable in lieu of ""offsite"" mitigation; 3. Rerouting of what us old timers refer to as ""the blackberry creek backup"" at the intersection of bypass 30/rat 47 so it doesn't look like a ditch full of water would be nice. I understand that this does not come without its own set of permitting challenges; 4. It is my understanding that there may be at least one major detention facility along this study. Integration of wetland plantings would be an enhancement."*
- *I believe the curb & gutter design with additional controlled intersections and reduced speed could be combined with selective enhancements like bike & walking path along the natural waterways with limited rest areas along these paths that provide benches and modest enhancements.*
- *I would be concerned about the woodland along the route, and what is going to happen to these areas. The other concern would be the drainage channel along the route and ties that drain to that area.*
- *Water quality along the creek paralleling Route 47 besides farming not sure of another besides air quality.*
- *The stretch of land around proposed expansion of Rt 47 has no real environmentally sensitive elements. (The Rob Roy drainage ditch is a manmade feature which would have to be worked around)*
- *It may change storm water impact*
- *The number one concern is water runoff and that problem can be avoided using innovative stormwater BMPs. The larger concern is the adjacent land development and how that runoff is managed. That brings me back to earlier comments about making sure transportation and land use planning are done together and in concert with each other, which would suggest an overall stormwater management plan for a transportation corridor. Do it together and use integrated BMPs throughout the corridor.*
- *Widening for additional lanes should be asymmetrical in locations where widening could impact the existing Rob Roy Creek. In my opinion, realignment of the road should be strongly considered even if it increases the property impacts in order to avoid impacts to the creek. In locations where impacts cannot be avoided, I would support such measures as Creek realignment in order to minimize significant project costs such as bridge/culvert structures.*
- *Rob Roy Creek*



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How might capacity and operational improvements to IL 47 affect these environmental features?

- *Deer, fox, hawks and other wildlife can be found in the area of Blackberry Creek and in Yorkville. We want to preserve their habitat as well as the cold water habitat of Rob Roy Creek. These improvements will also affect Rob Roy Creek floodplain.*
- *"1. Drainage along the Jericho Rd/Rt 47 north intersection could be improved. Currently in heavy rains and spring melts, it becomes a big pond on the farmland. It is an eyesore in its current state. 2. If done properly to accommodate design requirements, improve environmental conditions it would be an improvement."*
- *Providing the described enhancements above may add appropriate aesthetic balance to the environment. The lower speed limit also helps with the balance between walking & biking near a motor vehicle artery.*
- *Un-supervised excavating activities along the route will result in damage to sub soil drainage structures installed 100 years ago. This damage will affect both development and agricultural activities. The ag section relies on the drainage to sustain their operations.*
- *Could be a negative impact.*
- *I believe it will be neutral as long as it doesn't interfere with storm water runoff or harmfully alter the natural drainage.*
- *Open space/natural areas. The Fox River in the area is the highest quality section of the river. Some of the tributaries that flow into the Fox are class A rated streams, such as the Big Rock Creek. Other streams, Like Blackberry Creek, is a B rated stream. The Aux Sable Creek is also a Class A stream. Stormwater runoff from paved surfaced causes water pollution and stream habitat degradation. This can be avoided using innovative stormwater BMPs.*
- *In regards to Air Quality - I request the improvements be made to provide sufficient capacity to handle the peak hour traffic in the design year as well as provide sufficient operations during off-peak hours in the design year to reduce delay and decrease air pollution. Regarding the water quality, I would like to see the roadway improvement avoid as many impacts to the Rob Roy Creek as possible. I would also like to see best management practices for improving the water quality coming into the project area (nitrogen contaminated farm field runoff) and leaving the project area (salt and fuel contaminated runoff). The measures should look at the use of wetlands or special plantings in the roadside ditches to assist with contaminant removal.*
- *There could be some affects to the Rob Roy which runs parallel to Rt. 47, North of Yorkville. It will depend on the engineering.*



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HISTORY

Think about the history of your community, to the extent that you are aware of it, and how your community has changed in the time you have lived or worked there. Is your community's past legacy distinctly associated with physical elements of the landscape today (either natural or built)? If so, describe their location and significance.

- *Farmland is being converted to residential use. Business is growing with the waterpark and Yorkville Business Center along Wheaton Ave. The Undesser Turkey Farm has been around since 1972.*
- *"1. it has changed from a farming community to a ""bedroom"" community. 2. commerce has expanded outward from the downtown location to the north, east, south and west."*
- *Our family has owned the same acreage of farm land along Hwy 47 for over 100 years. We have seen the core farming history of the community fade more and more as a blend of suburban and rural community has emerged. The history is truly rural and farming.*
- *As mentioned before, the community was agriculture based. The community has basically pushed the farmers out for the creation of bedrooms and is now looking for commercial activities to support the bedrooms.*
- *I think the history of the community has been one of farming. The physical elements today has changed to a more developed area.*
- *Historically the area was dependent on the landscape as it was a farming area. The area has changed with the population shift and new business growth.*
- *I don't believe it will have that much impact. In many towns, there would be a downtown that may be affected by new growth, but that will not be an issue here. It probably help bring new retail services.*
- *Stopping future development is not realistic, but ensuring coordinated transportation and land use planning can go a long way. Integrating open space, natural vegetation landscaping, such as trees and prairie plants, into transportation corridors can help preserve, to some extent, that "county" look.*
- *I do not know of any historic elements along this section of IL47.*

How might capacity and operational improvements to IL 47 enhance the value of your community's historic elements? How might it have a detrimental effect?

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- *The historic elements of Yorkville are found in the downtown area - South of the project's limits. The turkey farm is located at Rt. 47 & Galena Rd. and could be one of the farmlands affected by this project.*
- *"1. Easier auto access to the new ""canoe Chute"" along the Fox River would bring economic growth to the surrounding businesses. 2. Easier access would encourage out of town residents (Plano, Oswego, etc) to come to Yorkville for goods and services that they may be seeking elsewhere due to ease of access."*
- *I believe it is important to design enough access points, controlled intersections, and speed limit reductions to embrace convenience of continued farm activity and access in the area. A well designed improvement should increase capacity, enhanced traffic flow, and support multiple access points needed to support the maximum efficiency of community blended with a smaller town farming and rural history.*
- *The improvements will not enhance the community's historic elements. The detrimental effect will be the commercial activities that will leach off the increase of traffic. More ag ground will be lost to developers looking to build along the corridor until the area is consumed and they look further west. Next target the Prairie Parkway.*
- *I don't think improvements to IL 47 will be detrimental to historic elements.*
- *Better roads are essential as the current traffic on Route 47 is terribly congested. There is no question that roads used for old way of life are inadequate for current needs.*
- *We have been in transition from an agricultural community to a sub-urban community except that it has mostly residential with little retail.*
- *The number 1 change in this area is more subdivisions and its associated traffic congestion. In 10 years we have crowded our local roads and have eliminated our "country feel."*
- *I have lived in Yorkville for approximately 4 years now. Bristol Bay Subdivision is a new subdivision. I do not know of any past legacy of the community adjacent to this section of IL47. I do not know of any natural or built part of the adjacent landscape that has any significant features.*
- *I don't believe it will positively affect the historic elements. By making the highway 4-lane it will elements some of the historical significance of the buildings downtown. But from Kennedy North it won't detract from any historical value.*



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COMMUNITY CONTEXT AUDIT

RECREATION

What, if any, are the principal community-wide recreational opportunities or facilities in your area? These opportunities can be either built facilities or natural areas. They may also include major community events or celebrations.

- *The major attraction along this part of Rt. 47 is Raging Waves Waterpark.*
- *"1. Canoe Chute. 2. Ball diamonds along Game Farm Rd. 3. Water park at Galena Rd and Rt 47. 4. Golf course on Kennedy Rd"*
- *The one facility I am familiar with is the Raging Waves Water Park. As a newer facility it appears to have good access off the current Hwy 47 artery. Other spots and recreation options have been considered near this site. With that in mind the lower speed limit and additional access points would support more of these destinations.*
- *The only recreational facilities along this route is this new water park and north of that area is the golf driving range and amusement center.*
- *Forest Preserves; Sugar Grove Corn Boil; Yorkville's Riverfront Festival; S.G. & Yorkville 4th July Celebrations; Bike Paths; Water Park; Silver Springs State Park*
- *Fox River in Yorkville; Waterpark in Yorkville; The Riverfront Festivals & Community Events; Sugar Grove Corn Boil; Community & Private Sporting Function*
- *I don't believe it will have an impact either way.*
- *Connect new trail systems to existing ones close by. That makes the most sense.*
- *The only impact I could foresee on the Regional Park at Bristol Bay and the Parks adjacent to Bristol Bay Elementary is having easier and quicker access to the park and fields by Yorkville residents who do not live in the subdivision. I think the improvements to IL-47 will enhance the water park business by increasing the amount of traffic on IL-47, increasing the awareness by non-residents, and increasing the amount of customers. Additional development that comes as a result of the improvements could also increase the business for the water park. I think the same effect could be had on the family fun parks, however the proximity of some of these businesses to the existing IL-47 roadway facility will be detrimental to their operations. If these facilities are impacted, I hope they can be relocated to another location nearby along the corridor. I would like to see connections from the existing sub-network of bike trails in the Bristol Bay Subdivision to a regional trail along IL-47. This regional trail should connect to the Virgil Gilman Trail in Sugar Grove to the North and to downtown Yorkville and the Fox River to the South.*

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- *The Virgil L. Gilman bike trail is located north of the study area and east of IL Rt. 47. Segments of bike paths exist in subdivisions mainly to the east of the IL Rt. 47 study area.*

How might capacity and operational improvements to IL 47 enhance the value of, or ability to access, those recreational opportunities? How might it have a detrimental effect on them?

- *This project will make it easier for people to get to the Waterpark. Events both in Yorkville and the other communities (i.e. Sandwich Fair) rely on this stretch of Rt. 47 to bring people to these events.*
- *Easier access encourages travel to those destinations. Example: we enjoy going to Wrigley Field to watch a MLB game (don't hold that against me if you are not a Cubs fan). If it were not for the interstates that are currently in place we would often choose not to go. Although they can be congested at times too, they are not as bad as traveling up US 34 into Chicago from a time perspective.*
- *The thoughtful use of access points, controlled intersections, and prudent speed limits would enhance and future access to recreational opportunities.*
- *It looks like good planning went into ingress & egress to the water park. I feel the community will lose the amusement center further north because of its proximity to the roadway and ingress, egress issues with that property.*
- *Can only imagine it would only have a positive impact, by making Route 47 safer and a more efficient roadway.*
- *47 is the only main route to access everything in Sugar Grove & Yorkville.*
- *There are very few. We have great natural areas in the Forest Preserves, beyond that the only major event is the Corn Boil which happens every year in July.*
- *Bike trails are very popular but they need to be placed where they make sense, not just automatically be put into a corridor. Most people will not use trails as a means of transportation, but rather for exercise and recreation, which is perfectly acceptable.*
- *Bristol Bay Subdivision is home to an elementary school which includes fields for non-school recreation. The Yorkville Park District has constructed a 50 acre Regional Park along the eastern portion of Bristol Bay Subdivision which has numerous soccer fields. The park will have other facilities in the future such as tennis courts. A water park is located on the east side of IL-47 between Cornelis and Galena Roads. Go-Carts, Mini Golf and a driving range are located between Base Line Road and Jericho Road, from now on herein referred to as family fun parks. There is an existing sub-network of bike paths in the Bristol Bay Subdivision.*



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- *It will move the people to our area to take advantage of others recreational facilities in a quicker fashion.*
- *A segment leading into the subdivision west of the study's north terminus can be tied into any bike/ped improvements planned for IL Rt. 47.*

SCENIC

In your community and its surrounding area, what are the features or elements that contribute to its scenic beauty?

- *The farmland as well as the creeks. Also the Fox River (South of the project)*
- *The farm fields and natural water features (Blackberry Creek, Fox River) and groves of trees.*
- *The rural landscape of farmland and natural streams along Hwy 47 contribute to the beauty.*
- *Some woodland areas, and open spaces.*
- *Scenic beauty? Hmm*
- *In the past agricultural fields predominated the scenery but now subdivisions and commercial developments abound*
- *Houses being built where farms used to be.*
- *Sprawl, typical suburban landscape development. We are now getting like other eastern suburbs with no distinction.*
- *All of the prairie that existed in this area was wiped out by farming. Rob Roy Creek is a linear drainage ditch instead of a natural meandering creek.*
- *The Fox River and the ever waving fields of corn, soybeans, wheat (Beauty is the eye of the beholder.)*

What are the factors that have caused an increase or decrease in scenic beauty in your area?

- *Residential developments and commercial buildings along this corridor.*
- *1. I'm not against development, but looking at the backs of the garages in Bristol Bay has taken away from the natural beauty. Some type of a buffer would have been nice...like*



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along Rt 56 from Sugar Grove to I-88 on the east side. Those "man-made" water features have attracted wildlife that is pleasurable to see in lieu of a ditch.

- *In some cases development removes that natural landscape. The biggest contributors to increasing beauty are developing requirements that mandate appropriate landscaping with development. The decrease in scenic beauty is contributed in part by the severe congestion that currently exists with Hwy 47.*
- *Development has decreased scenic beauty. I would not call townhouses all crammed together along the R.O.W. scenic. They will be run down eye sore in 20 years.*
- *This would be the open space of the many farms that still exist*
- *Open space, agricultural landscape, trees and natural areas. Fox river and smaller, high quality scenic stream corridors.*
- *I think the natural prairie that used to exist and the Rob Roy Creek are the most appealing natural features for this area.*
- *The increased traffic volume and the paving over of our natural landscape.*
- *How might capacity and operational improvements to IL 47 contribute to or detract from the area's scenic beauty?*
- *If new landscaping were planted along the roadway, it could improve scenic beauty.*
- *It could enhance if done properly.*
- *Freeing up Hwy 47 congestion will enhance scenic beauty. A design that provides a more finished transition between the highway and bordering property would also contribute. The improvements would be a detraction if it simply widened the highway and ignored an aesthetic transition to bordering land.*
- *You will be able to move quicker through the area, and not have to notice these bedroom common areas.*
- *The development is already there but expediting traffic flow would help as bumper to bumper traffic is not anyone's idea of beauty.*
- *It probably will add to more residential growth with an improved transportation system*
- *Coordinate transportation and land use planning in the corridor*
- *I don't think the improvements to IL-47 will have any significant impact to the factors I have stated above. I think improving those features would have to be addressed by the property owners, the Army Corps of Engineers, IDNR, Kendall County and the municipalities through a separate function.*



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- *It has already turned the county from a rural bucolic community to a suburban community with all the trappings that are brought by more traffic, people and businesses.*

AESTHETICS

Thinking of IL Route 47 as it exists today, are there any elements of the road itself (pavement, shoulders, ditches, etc.) that strike you as visually pleasant or aesthetically pleasing? If so, describe those elements.

- *Rob Roy Creek along the west side from Baseline Road to Galena Rd.*
- *The farm fields.*
- *The only natural aesthetic element is the natural stream along the west side of Hwy 47 near the Galena Rd.*
- *The only pleasing element would be drainage channel along the road, and the snowscapes created by the winds during the winter.*
- *Creek between baseline & Galena Rd.*
- *Native plantings along ditches add beauty and contribute to the natural feel of the area.*
- *No*
- *No*
- *There is nothing on the IL-47 facility that is aesthetically pleasing. The signal equipment is dilapidated, the aggregate shoulders are typically in poor condition, and the guard rail is continually damaged due to poor intersection geometrics.*
- *None - it's old and decaying*

What are the design features that could be incorporated into the design for the IL 47 improvements that would make the road and its elements (pavement, shoulders, ditches, median, etc.) more aesthetically pleasing?

- *Medians would bring some natural beauty and give it a less urban feel.*
- *1. do not design shrubbery into the median designs. They often are not maintained properly (look at Countryside Parkway in Yorkville east of Rt 47 for example) and they become line of sight issues. I understand that there are formulas for the set-backs for the*

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line of sight requirements, but in my opinion when they are overgrown you cannot see the vehicles traveling in the opposite direction which creates an "anxious" situation. I don't want to be surprised by an auto crossing the median.

- *Cleaning up and enhancing the plantings along streams, adding curb & gutter along road edges, and possibly a bike & walking path along the road right of way next to the stream.*
- *Installing walls along townhome development & enhance the drainage channel.*
- *Landscaping - Trees etc.; Bike Path with periodic gazebos or some type of overhead shelter with benches etc.*
- *More native plantings, curves and natural contours would help.*
- *Not that I know of*
- *Perhaps low-maintenance prairie grasses can be planted in the raised median where it would not impact intersection sight distance. I would like to see trees planted along the proposed ROW line where they won't impact the clear zone of the roadway.*
- *Wide medians with wide ditches.*

Are there ways that capacity and operational improvements to IL 47 could be designed to better visually harmonize with the surrounding area? If so, describe them.

- *Trails or bike paths along the route would bring people out to this part of the City & seeing people out enjoying themselves gives a sense of community.*
- *1. This area has the features of the plains and river valley. Embrace those two natural features and enhance them along this corridor. There are a few corridors I have traveled along in the U.S. and some of the nicer ones make it a pleasure to drive and I will go out of my way to drive down those roads because of the ascetics.*
- *I think the curb & gutter features combined with additional controlled intersections and lower speed limits with balance with nature, community, history and aesthetics.*
- *The challenge will be to get through the wooded areas without disrupting the scenic area. You can't make corn & bean fields look any better.*
- *Because historically it is best known as an agricultural area possibly adding windmills etc. something to make people realize the origin of the area; Perhaps a Grove of Sugar Maples?*
- *More aesthetically pleasing green medians, and architectural lighting fixtures and street lighting instead of the "Jetson" looking standard fixtures.*



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- *If room available, a wide open corridor with natural vegetation. Use bioswales or other stormwater BMPs to manage and filter runoff. The two can be integrated*
- *I would like to see an urban section with curb and gutter and raised landscaped median (40'+). I would like the Village of Yorkville to take on maintenance responsibility of the landscaped median. I would prefer not to have shoulders in this section as it will all be a suburban/urban land use eventually. If shoulders are implemented I would like to see paved 8' shoulders with curb and gutter on the outside. I think that IL-64 (North Ave) between IL-59 in West Chicago and IL-83 in Elmhurst should be used as a template.*
- *Rt. 51 between Bloomington & Decatur is a great example of incorporating a 4-lane accessible highway into an all ready existing community.*

ARCHEOLOGICAL

Are you aware of evidence of any prehistoric or Native American Indian sites in or around your community? If so, where are they located and what do you know about them?

- *Artifacts found on Yorkville area farmland are housed at the Old Barn Museum in Newark, IL*
- *not in along this corridor*
- *Not aware of any*
- *No*
- *Not aware of any*
- *No*
- *Not that I know of*
- *No*
- *No*
- *None*
- *Are these areas commonly known to the general public?*
- *No*
- *n/a*



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- *Not aware of any*
- *No*
- *Don't know*
- *Signage or pull off areas with interpretive signage.*

How might capacity and operational improvements on IL 47 affect the preservation or knowledge of these sites?

- *Unknown*
- *n/a*
- *Does not seem to apply*
- *No affect*
- *Not that I know of*
- *Not that I am aware of*

MISCELLANEOUS/OTHER

Are there any other unique or valuable features or elements in your community that should be considered during the IL 47 Improvement study? If so, describe them below.

- *Traffic over the bridges crossing Rob Roy Creek at Baseline Road and at Galena Road are both currently limited to 2 lanes. We Would suggest adding turn lanes and additional width for pedestrians.*
- *I believe the prior questions and comments have covered my input.*
- *Sugar Grove would be the Rail Road crossing expansion & signal improvements to allow easier passage.*
- *Because people need to get to & from the east & west side of route 47 for various community activities, events. There should be a safe cross walk placed in strategic areas.*
- *Waubonsee College lies to the north on Rt. 47. This is a major element to consider as it impacts traffic for south of its primary location*



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- *Not that I can think of at this time.*
- *When Rt. 47 is engineered to become a 4-lane highway, make sure accessibility to existing cross roads are not cut off. Farmers use this access to Rt. 47 from these roads to move their products to market & local elements on Rt. 47 S. of Yorkville. Also when engineering the new design - use common sense in your approach - it seems so many instances "common sense and engineering do not go hand in hand."*

INFRASTRUCTURE

A note about infrastructure: Strictly speaking, the condition, functioning, and safety of the roadway itself is often not considered part of the area's valuable contextual elements. Nevertheless, local knowledge of these kinds of infrastructure characteristics is important to the IDOT study team. With this in mind, please also provide your responses to the following questions:

How is the corridor being used other than for vehicular traffic?

- *Some pedestrians.*
- *none that I'm aware of. Occasionally a bicycle or pedestrian.*
- *It still acts as an artery serving access points to farmland with farm equipment.*
- *This drainage corridor - I would hope that an extensive tile survey is completed to protect the underground system.*
- *Not really*
- *Farm equipment moves up and down the highway also.*
- *Agricultural transportation (moving crops).*
- *People walk down IL-47 and people desire to use IL-47 as a regional corridor for bikes.*

Are there destination spots along the traveled way that require safe access for pedestrians to cross?

- *Raging Waves Waterpark - Children walk to this attraction (not so easily though)*
- *Not at this time, but if the land west of the water park ever gets developed then I would imagine that intersection would have increased pedestrian traffic.*



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- *Yes, with anticipated growth of residential communities and other residential opportunities this needs to be considered.*
- *Not at this time.*
- *Water park; Cross and Route 47 intersection; Cannonball & Route 47 (Proposed Bike Path?); Jericho & Route 47 (Access to Sugar Grove fun center)*
- *Not at present time*
- *Very few bicycles move on Rt. 47 because of the high speed and narrow shoulders currently present.*
- *See related comments above. Crossings by bridge (expensive!) or in towns.*
- *A regional 10 to 12' bike path should be constructed adjacent to IL-47.*
- *None*

Do bicycles and other non-motorized vehicles or pedestrians travel along the road? How might bicycles or other non-motorized vehicles use the IL 47 corridor in the future?

- *Seldom, because bike trail only extends on part of it - safety is a big issue.*
- *not on a regular basis. That being stated, it would be nice to allow for pedestrian/bicycle traffic to access features that are planned on coming to the area or already here (water park).*
- *Today it is hazardous with higher speed limits and frequent congestion. Improvements should consider a path along the road right of way, but include reduced speed limit to balance with walking and biking use.*
- *I think they should stay off the state R.O.W. Allowing bikes along Rt 47 in an accident looking for a place to happen. It seems that bicycles do not mix with truck traffic, and they seem not to care.*
- *Access to Water Park; It would draw Yorkville and Sugar Grove together; It would give young families something to take advantage of & possibly a link to the Gilman Trail.*
- *Rarely*
- *Mainly now at Cross St., but bicycles and some pedestrians try crossing at Prairie St.*
- *Yes, in towns and where bike trails exist.*



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- *A Complete Streets analysis should use the existing and proposed land uses to indicate where pedestrian and bike path crossings should be located.*
- *Only if there would be a bike path, the present Rd. does not lend itself to bike traffic, plus the only place might be to ride a bike - which would be a good distance from residences.*

Are there concentrations of children, the elderly, or disabled individuals with special design and access needs (e.g., pedestrian crosswalks, curb cuts, audible traffic signals, median refuge areas)?

- *Nearby subdivisions include Caledonia and Bristol Bay (elementary School) at the north end Yorkville. At Cannonball, a retail strip mall, a church and residential exist.*
- *None.*
- *This will grow with the growth of the community and the development of additional recreational, entertainment and retail facilities.*
- *Not that I am aware of.*
- *As described before Cross & 47; Jericho & 47; Prairie & Rt 47; Jericho & 47; Galena Rd & 47; Cannonball & 47*
- *In Sugar Grove at Cross St and 47 a cross walk is necessary*
- *Not Currently.*
- *None that I'm aware*

What are the other characteristics of the roadway's condition, design, or functioning that IDOT should know about?

- *None*
- *None that I can think of. I just hope you make if limited access so it does not turn into a massive expanse of stop and go lights. Examples - Randall Road between Batavia and Elgin*
- *Blind spots @ Prairie & 47 and North of that intersection due to curve & dip in Route 47. Vehicles & trucks don't see traffic build up between R.R. tracks & cross street.*
- *The intersection of Main St. and where Prairie St. meet Rt. 47 is going to be a very difficult intersection to make safer without great expense.*



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- *Thinks about permeability in the products you use and integrate rooftop asphalt singles in your road mix like Tollway does.*
- *I think frontage roads should be considered in locations where there are multiple driveways in close proximity to one another. I think access control should be a major priority with 1/3 mile spacing minimum on major access. I do not want to see all major access with traffic signals just because they are warranted. If the intersection capacity is sufficient as a two-way stop with a large median and without the signals then I would prefer to not have the signals. If possible I would only like to see signals every 3/4 to 1.5 miles. Once again - IL64 between IL-59 and IL-83 is a good example of having sufficient capacity on the mainline to allow for platooning of vehicles, which consequently allows for adequate gaps for vehicles at minor cross-streets (major access) to cross IL-47 without the need for traffic signals. I do not want to see both Bertram Drive and Bristol Bay Drive signalized. I think Bristol Bay Drive should be signalized since it will be a continuous east-west collector. Bertram Drive should be a full access two-way stop controlled intersection or a 3/4 access two-way stop controlled intersection. Traffic calming may be required on Winchester Lane, Half Moon Drive and Garritano Street for cut-through traffic from the apartments to Bristol Bay Drive and the signal at IL-47. A commercial access drive should be part of the future commercial development that fronts IL-47.*
- *See Misc./other*
- *KDOT has their Jericho over Drainage Ditch project in the vicinity of the study area. This project is located on Jericho Road, approximately 450 feet east of IL Rt 45. The project consists of the replacement of a culvert. The Village of Sugar Grove is installing drainage tile to carry ground water from Mallard Point subdivision to this site in an effort to relieve flooding. However, this also creates a sensitive drainage situation -- the outfall must be at a level that does not create flooding of adjacent properties. Phase 2 Engineering is currently underway. ROW acquisition is anticipated in 2011. Construction is scheduled in 2012.*

