



# Illinois Department of Transportation

## Illinois Route 71 Study

From IL Route 47 in Yorkville to Orchard Road in Oswego

### **Meeting Minutes – Community Advisory Group (“CAG”) Meeting #3**

Date: November 29, 2011  
Time: 2:00pm – 4:00pm  
Location: Yorkville Public Library, Yorkville, IL  
Subject: Review and Provide Input on the Preferred Alternative

A meeting was held to discuss the Illinois Route 71 project for the purpose of reviewing, providing input, and seeking consensus to move forward with the Preferred Alternative which has been refined since the last Community Advisory Group (CAG) meeting. The following handouts were distributed: Meeting Agenda, Previous CAG Issues, and a Predicted Crash Comparison of various types of roadways. Meeting exhibits placed on easels included a location map, aerial displays of proposed improvements, typical cross sections of proposed improvements, crash map, and Problem Statement for the project.

The agenda was used as an outline during the discussions with all points in the agenda and handouts being presented. The following is a summary of the discussions:

1. Duane Lukkari of IDOT opened the meeting with introductions of the IDOT and consultant project study team staff in attendance.
2. Mr. Lukkari briefly explained the reasons for delays in the project over the past year citing the decision-making process for Yorkville's participation in the shared-use path in addition to changes in policy requiring reanalysis of noise impacts.
3. Mr. Lukkari described the funding for the project. The section of the project from IL 47 to IL 126 is currently funded in the 2012-2017 Proposed Highway Improvement Program with \$11.858 million for construction, \$7 million for land acquisition (for the entire project), and Phase 1 and 2 design is funded as well. Although IDOT's multi-year program plans funding out to six years, it is reviewed annually at which time adjustments are made to the program based on projected funding availability and project priorities.
4. Ted Fultz of IDOT recapped the definitions of Phase I and Phase II. Phase I is the stage during the project development which is geared towards answering the question: "What are we going to build?" Phase II goes on to determine how the "What" is going to be built. Phase II is the stage where the detailed design occurs.
5. Don Hayden of IE Consultants, Inc. explained that IDOT preferred to change the name of the Community Working Group (CWG) to the Community Advisory Group (CAG). This name is more consistent with similar project advisory groups IDOT has worked with around the state.



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6. Mr. Hayden asked all CAG members in attendance to introduce themselves by stating their name and affiliation.
7. Mr. Hayden recapped the previous two CAG meetings and what was accomplished with each. At CAG Meeting #1 held in February 2010, the CAG reviewed the Community Context Audit, reviewed the Problem Statement, and then the members provided their own list of project issues. At CAG Meeting #2 held in August 2010, the CAG reviewed the design alternatives and first Public Meeting comments. The CAG also provided a second list of additional project issues and came to a consensus to move forward with the four lane design. See the enclosed handout which summarizes these questions.
8. Referring to the Context Sensitive Solutions (CSS) Notes handout, Mr. Hayden recapped the ground rules for CSS and then proceeded to recap all of the CAG's previous project issues which they had brought forth during CAG Meetings #1 and #2. Mr. Hayden described how each issue had been addressed by the project study team as follows:

## CAG Meeting #1 (February 17, 2010) – Group #1 Project Issues:

- a. CAG Issue: **“Driveway access and grades”** → Group #1 elaborated that the concern is maintaining access of existing drives during construction and in the final design to IL 71 as well as ensuring that future proposed vertical approach grades to IL 71 are not too steep.  
How IDOT Addressed or Will Address: Design standards which will be used for the project include maximum entrance grades: sloping downward and away from the highway surface at a rate = to the slope of the shoulder, but not less than 3/16” or greater than 1” per foot. This slope shall continue for a minimum distance of 10’ or to the center line of the ditch, whichever is less. Beyond that point, the grade of rural driveways within the ROW should not exceed 12% for rural noncommercial driveways and 8% for urban noncommercial driveways. Maintaining access will be studied further during Phase 2.
- b. CAG Issue: **“Lighting”** → The group expressed a desire for lighting at side road intersections for safety purposes.  
How IDOT Addressed or Will Address: IDOT does not normally participate – lighting is typically 100% locally funded. Yorkville has elected to participate in the lighting costs at IL 47 and IL 126 intersections at an estimated cost of \$24,000 plus 15% for engineering. The County will likewise participate at the intersection at Van Emmon / Reservation Road.
- c. CAG Issue: **“Multi-use trail”** → The group would like to see better connectivity between existing shared-use trail systems and between subdivisions, possibly for short segments adjacent to IL 71 – but not at the expense of additional ROW.  
How IDOT Addressed or Will Address: Yorkville, Oswego, and Kendall County have agreed to a shared-use path within the project limits.  
CAG Meeting #3 question by Steve Davison: “Why do we need a shared-use path?” Mr. Davison also stated that the road is 90% truck and commuter traffic and he sees no advantage to the path.



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Mr. Fultz responded the reason the shared-use path is required is because a new State law commonly called “Complete Streets” requires all projects to study multi-modal accommodations. Ted went over the shared-use path and mentioned sidewalk changes which have occurred this past summer and fall. He also mentioned that if people did not want the shared-use path, then they should discuss the topic with the local agencies with jurisdiction and if they disagree with the legislation then they should discuss with their elected representatives.

- d. CAG Issue: “**Stormwater**” → The concern is that proposed stormwater discharges be controlled so as not to adversely affect existing ditches and streams.

How IDOT Addressed or Will Address: Proposed storm water discharges and velocities will be checked as we get farther into the design and any necessary erosion control measures will be used. Currently, storm sewers are designed to outlet prior to the downstream receiving cross drain to allow cleaning prior to stream. This will be studied further during Phase 2 engineering.

### CAG Meeting #1 (February 17, 2010) – Group #2 Project Issues:

- e. CAG Issue: “**Will this project draw more traffic?**” → Group #2 listed a concern that improving the route through adding lanes will attract more traffic from alternative routes and thus, exacerbate any safety and noise-related issues associated with increased traffic.

How IDOT Addressed or Will Address: Yes, it may attract more traffic from other routes until those routes themselves become improved at which time traffic may return to those other routes. However, any safety issues that currently exist will be mitigated through improvements with this project.

- f. CAG Issue: “**Encourage people to get out of cars and use trails**” → In general, Group #2 is in favor of multi-modalism for the IL 71 project. It was mentioned that there were other modes of transportation that can be used for people to get to work.

How IDOT Addressed or Will Address: The project will have a shared-use path which will make this possible.

- g. CAG Issue: “**Left turn lanes at all intersecting roads**” → The group’s concern is the safety of left-turning traffic at intersections.

How IDOT Addressed or Will Address: Left turn lanes are provided at all intersections which have an opening in the raised median.

- h. CAG Issue: “**Difficult to see private drives in vicinity of Morgan Creek**” → The group is concerned about the existing sight distances at this location.

How IDOT Addressed or Will Address: The proposed roadway profile was designed to meet all vertical curve policies, including changing the existing vertical curvature at Morgan Creek. Other things helping sight distance may be reduction of speed in some areas and removal of obstructions.



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- i. CAG Issue: **“Traffic calming measures”** → The group would like to see calming measures implemented because they are concerned that adding lanes to the roadway will encourage speeding and become a safety issue. It was mentioned that there are opportunities to do things regarding this item. Anything that could be done would be beneficial.  
How IDOT Addressed or Will Address: Curb and gutter on the outsides of lanes will have an inherent calming effect. Another proposed feature that will serve to slow traffic will be the lower design/posted speeds (with curb & gutter).
- j. CAG Issue: **“Sound barriers”** → The concern is that increased traffic, particularly truck traffic, will cause noise pollution to residences abutting the roadway.  
How IDOT Addressed or Will Address: A “traffic noise study” determined that noise barriers are not feasible and economically reasonable for this project. Again, the slower speeds will help to reduce traffic noise.

## CAG Meeting #2 (August 31, 2010) – Group #1 Project Issues:

- k. CAG Issue: **“Minimize ROW takes”**  
How IDOT Addressed or Will Address: A majority of the sidewalk was eliminated which reduced the footprint. The shared-use path in Yorkville was also reduced to 8’ wide (instead of the policy 10’). A design exception was required for this.
- l. CAG Issue: **“Consider reducing median width”**  
How IDOT Addressed or Will Address: This was discussed but has not been changed. The 22’ width is needed to provide an area for a vehicle to be sitting sideways (assume they are going across and stop in the median).
- m. CAG Issue: **“Consider shifting alignment to minimize impacts on existing residential properties”**  
How IDOT Addressed or Will Address: Regarding the comment about shifting the proposed improvement to avoid a residence, the department typically widens roadways while maintaining the existing centerline. However, centerline adjustments are sometimes necessary for environmental reasons or to improve roadway geometry or safety. (Example: IL 71 was shifted east to avoid the Richard Young Forest Preserve)
- n. CAG Issue: **“Replace impacted trees within project limits, near same location as removal”**  
How IDOT Addressed or Will Address: This will be considered during Phase 2 and/or a separate tree replacement contract.
- o. CAG Issue: **“List traffic calming measures that are being studied”**  
How IDOT Addressed or Will Address: Slower posted speeds (45 mph).



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## CAG Meeting #2 (August 31, 2010) – Group #2 Project Issues:

p. CAG Issue: **“Left and right access in/out of properties”**

q. How IDOT Addressed or Will Address: IDOT studied all entrances and made some changes since the last viewing of the design. There will probably be additional changes during Phase 2 design. Full access to everyone will not be possible for safety reasons. U-turns will be allowed along IL 71.

r. CAG Issue: **“Concerns that U-turn will not be allowed in future”**

How IDOT Addressed or Will Address: This is unlikely to occur.

Mr. Fultz stated that U-turns will generally be allowed at intersections and median openings. However U-turn accommodations are not generally designed for anything larger than a passenger vehicle. Signing may be installed that will let motorists know what size vehicle is allowed to make U-turns. Signing details are to be determined. Mr. Hayden stated that additional changes (regarding access) will occur during Phase 2 and not everyone may get full access.

s. CAG Issue: **“Is shared-use path independent project to IL 71 roadway project?”**

How IDOT Addressed or Will Address: No. Unless this is referring to the COMED trail (or other trails) which is a separate project by others.

t. CAG Issue: **“How many actual non-animal crashes and how do they alone affect safety?”**

How IDOT Addressed or Will Address: There were 221 crashes for a five year period (04' to 08') resulting in 64 injuries and 2 fatalities. Animal crashes accounted for 29.9% of the crashes. If we take out these 66 crashes there would have been 155 total. Predominant non-animal crashes were rear-end (47% of non-animal), turning/angle (25%), and fixed object (12%). The former two crash types are indicators of congestion and intersection deficiencies such as lack of turn lanes. Additionally, raised medians with turn lanes at intersections should help to prevent the rear-end and turning/angle crashes.

u. CAG Issue: **“Concern that noise barriers will visually block properties adjacent to IL 71”**

How IDOT Addressed or Will Address: No noise walls are anticipated at this time. A second noise study was performed due to updates in the policy. The results are not final at this time but no major changes are anticipated.

v. CAG Issue: **“Emergency vehicles crossing raised median”**

How IDOT Addressed or Will Address: The officials IDOT spoke with stated this would not be a problem. An invitation was sent to both fire departments to attend CAG meeting #3.

In response to explaining that the Bristol-Kendall County Fire Department told IDOT that they could and would cross the proposed 6" raised median in the event of an emergency, Steve Davison stated that he was told by the fire



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department that they would not cross a raised median. Median openings have been spaced throughout the project limits.

## CAG Meeting #2 (August 31, 2010) – Group #3 Project Issues:

w. CAG Issue: **“Raised median (from Van Emmons to Shadow Creek lane)...This median is inconsistent with US 34 improvement from Oswego to Douglas Rd whereby a TWLTL is used for a section of roadway that has higher vehicular and pedestrian traffic as well as being located in an area of higher population density “**

i. **“change to flush median“**

How IDOT Addressed or Will Address: IDOT performed a study which showed that introducing a flush median potentially results in a roughly 2.5X increase in crashes on average. Such a crash increase does not satisfy the Problem Statement.

ii. **“reduce median width”**

How IDOT Addressed or Will Address: IDOT policy is to provide a 22' median when majority of intersections will be unsignalized – which allows passenger vehicles room to comfortably store away from thru traffic before turning.

iii. **“Benefits of above median recommendations: better ingress/egress access to properties, lower construction cost, lower maintenance cost, less drainage runoff due to reduced area of impervious land, less land acquisition required, less trees impacted”**

How IDOT Addressed or Will Address: These benefits would be realized – however, at the cost of safety.

iv. **“Further justifications for above median recommendations: crash type predominantly animal strikes for which raised medians do not prevent; subject section from Van Emmons to Shadow Creek is basically straight with a slight curve at Shadow Creek; little risk for future land development or driveways in this subject section given current size, zoning, and or covenants of the parcels”**

How IDOT Addressed or Will Address: Raised medians do not prevent animal strikes – but they do prevent head-on, rear-end, sideswipe, and turning & angle crashes which account for 77% of the non-animal crashes. In general, raised medians are shown to have 2.5X less crashes on average per mile than flush medians.

v. **“Bristol-Kendall Fire Department (BKFD) stated to the Davisons (see attached agenda) that they will not cross a 6” high raised median with their vehicles due to fear of damage Fire trucks crossing the raised median was discussed.”**

How IDOT Addressed or Will Address: The BKFD fire chief stated to IDOT that trucks are capable of crossing the barrier curb median, If they



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choose to not cross over the median, emergency vehicles can cross at the proposed openings. No reports have been made of accidents or fatalities from fire trucks crossing raised medians or making U-turns. Kendall County Sheriff's Department also stated to IDOT that they will cross a 6" high median if necessary.

- x. CAG Issue: **"Postal delivery methods: prefer turnouts "**  
How IDOT Addressed or Will Address: The current design provides mailbox turnouts at private entrances.
  
- y. CAG Issue: **"Shared-use path and sidewalks:"**
  - i. **"concern for safety of bicyclists/pedestrians on or adjacent to IL 71 which is a major truck route – prefer use of off-site paths in adjacent parks/forest preserves; safety concerns are: issues related to truck traffic such as blown tires and thrown brake shoes, as well as general concern for pedestrians crossing IL 71"**  
How IDOT Addressed or Will Address: The project includes a separated shared-use path.
  
  - ii. **"origin-destination of potential users is unclear"**  
How IDOT Addressed or Will Address: Due to the "Complete Streets" law, IDOT must offer the accommodations to local agencies.
  
  - iii. **"concern for nuisance use by snowmobiles and ATV's – particularly where paths cross driveways"**  
How IDOT Addressed or Will Address: This becomes an enforcement issue in regards to local laws.
  
- z. CAG Issue: **"Noise abatement"**  
How IDOT Addressed or Will Address: Noise abatement measures are not anticipated at this time. Slower speeds should reduce traffic noise however.  
  
(CAG Meeting #2 Record: Following the group exercise, Don Hayden sought consensus from the CAG on a preferred alternative to move forward with in the IL 71 study with consideration of the purpose and need for the project as well as all stakeholder issues brought forward to date. Consensus was obtained from the CAG with no objections to move forward with the 4-Lane alternative with modifications as deemed necessary through the study process.)
  
- aa. Additional CAG comment by Jeff Johnson: *"The Sorenson property located on the west side of IL 71 between Van Emmons/Reservation Road and Morgan Creek has horse trailers often pulling out into traffic. Will the horse trailers be able to safely pull out onto IL 71 since they now will have to pull across three lanes of traffic?"*  
Mr. Fultz suggested that the property owner might investigate gaining access from the rear (west) side of their property off the adjacent side road. Another option would be to make a right only onto IL 71, make a turn onto signalized



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Van Emmons/Reservation Road intersection, continue on Van Emmons/Reservation Road until a suitable and safe turnaround point is reached, then proceed back to IL 71 and turn in the desired direction using the signalized Van Emmons/Reservation Road intersection.

9. Referring to the aerial view exhibits of the proposed improvements, Kevin Crider of Bacon Farmer Workman Engineering & Testing, Inc. described the various design changes that have been conducted since the last CAG meeting.
10. Don Hayden went over the crash statistic handout. He stated that a two way left turn lane (flush median) has roughly 2 ½ times more projected crashes than the raised median design.
11. Mr. Crider provided a summary of the status of the environmental studies performed to date. The attached November 21, 2011 memo titled "IL 71 Environmental Assessment – Status Summary" was used to present the status of the environmental studies. Mr. Crider noted that the Environmental Assessment (EA) document will be available at the Public Hearing. Questions/comments during the EA summary presentation are as follows:
  - a. Steve Davison who is a resident along Illinois Route 71 asked how the existing well which is located on the property to be purchased in front of his property will be sealed. The concern is that if not properly sealed, contaminants may enter the well thereby polluting the ground water supply.  
Mr. Fultz stated that there will be special provisions in the construction contract for sealing wells if required. If IDOT purchases the property where the well is located it will be capped. Mr. Fultz stated that IDOT could purchase half of this property and if the well is located outside of this area that it may not be capped. This would be up to the owner. However IDOT needs to be notified where any existing wells exist so that the contractor knows where wells to be sealed are.
12. Mr. Hayden asked the group if there were any additional questions/comments before seeking consensus on moving forward with the current design. The following questions/comments were provided:
  - a. CAG question by Jeff Johnson: *"What is the landscape replacement policy? Will IDOT replace landscaping with the contract or will they just reimburse the owner for the cost of replacing the landscaping themselves?"*  
Mr. Hayden replied that IDOT will reimburse the property owner for the landscaping replacement cost through the land acquisition process. Ted Fultz said a licensed appraisal would be done but that they do not put a value on individual items. The Department will make an offer and the homeowner can question the offer.
  - b. CAG question by Gerald Parkhurst: *"Can IDOT shift the IL 71 alignment to the east between Oak Creek Drive and Minkler Road in order to avoid impacts to the two residences on the west side of the road? There are no residences located on the east side of the road in that section."*



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Mr. Lukkari replied that the study team will look into shifting the alignment. However it was noted that there is a proposed subdivision already platted in this area on the east side of IL 71. Mr. Lukkari also mentioned that if Mr. Parkhurst is only worried about trees being removed that they can be replaced. After discussing this with the geometric engineer, we would have to put in a reverse curve which is not the best geometric design. The Department typically widens roadways while maintaining the existing centerline. Sometimes adjustments are necessary for environmental reasons or to improve roadway geometry or safety. This would not be the case for this area.

- c. Brian Watkins of Peaceful Pathways Montessori School asked if the segment of IL 71 in front of the school could be signed as a school zone – but not necessarily with a reduced speed.

Mr. Lukkari stated that the study team will look into various signing which the Department installs near schools.

- d. Mr. Watkins stated that drop-off/pick-up traffic for the Peaceful Pathways Montessori School backs up along driveway into the right turn lane on IL 71. Mr. Watkins asked: *“Since the current proposed design calls for removing the existing right turn lane, is there a concern for safety with school traffic backing up onto IL 71 into open thru lanes?”*

Mr. Crider asked Mr. Watkins to provide existing and maximum potential enrollment numbers as well as current traffic counts at drop-off/pickup times.

Mr. Crider stated that the study team would analyze the requested data to determine if additional measures are necessary.

- e. Mr. Watkins stated that they would prefer that as many trees as possible remain between the school property and IL 71 in order to provide a sound/sight buffer.

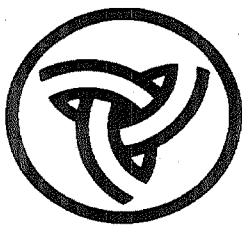
Mr. Crider stated that the study team will look into modifying the foreslope to reduce impacts to trees in this area.

13. Mr. Hayden asked the CAG members for consensus to move forward with the current design with the stipulation that any outstanding issues brought forth during this meeting would be addressed by the study team. There were no objections from the CAG members.

14. Mr. Lukkari explained that the next steps will be to take the Preferred Alternative to local officials for review and then present it at a Public Hearing. The Public Hearing is tentatively planned for March 2012. Mr. Fultz invited all CAG members to attend the Public Hearing as well as asked them to spread the word and invite any other people they felt would be interested in the project. He went on to say that comments will be collected again at the public hearing and that changes can still be made after that meeting.

15. The meeting adjourned at approximately 3:45pm.

16. The day after the meeting, Mr. Lukkari emailed Mr. Johnson a copy of the “Land Acquisition Process” and the phone number for the land acquisition engineer.



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## SIGN-IN SHEET

IL 71 (from IL 47 to Orchard Road) – Community Working Group (CWG) Meeting #3  
November 29, 2011 Location: Yorkville Library

NAME (PLEASE PRINT)	REPRESENTING	ADDRESS	TELEPHONE NO.
Duane Lukkari	IDOT	OTTAWA	815 434-8565
Don Hayden	IE Consultants, Inc.	Highland, IL	618-339-0545
Blake Emery	BFW	Marion, IL	618-993-6700
GERALD PARKHURST	GERALD & SCOTT PARKHURST	6809 RT. 71 YORKVILLE, ILL	
ROY GREENE		9818 RT 71 Yorkville-	630 553 5021
TED FULTZ	IDOT	OTTAWA	815 434-8469
Steve Davison	Resident	7947 STATE RT 71	630 740 2392
ROGER SAWDEY	RESIDENT	16 COUNTRYVIEW DR	630 553 9202
JEFF JOHNSON	OAK CREEK HOME OWNERS	47 OAK CREEK DR.	630 553 9722
BRIAN WATKINS	PEACEFUL PATHWAYS MONTESSORI + HOMEOWNER	8250 STATE RT 71	630-553-3486
Shawna Watkins	PEACEFUL PATHWAYS MONTESSORI + HOMEOWNER	8250 State Route 71	630-553-3486
BRAD SANDERSON	YORKVILLE / FEE	52 WHEELER RD, SUITE ONE	630-466-6700





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## Agenda

Community Working Group Meeting #3  
November 29, 2011

### Illinois Route 71 Study From IL 47 to Orchard Road

1. Welcome / Introductions
  - **Ted Fultz** (Location & Env. Studies Engineer) (815) 434-8469
  - **Duane Lukkari** (Studies & Plans Unit Chief) (815) 434-8565
  - **Kevin Crider** (BFW Engineering) (270) 443-1995
  - **Don Hayden** (IE Consultants, Inc.) (618) 654-6738
2. Review of "Other Projects in the Area"
3. Review of Context Sensitive Solutions (CSS)
4. Review of the IL 71 Project Status
5. Brief overview of the Environmental Studies
6. Review of Previous Meetings / Design refinements to Preferred Alternative
7. Community Working Group Consensus on Preferred Alternative
8. Questions / Comments / Next Steps
9. CSS Schedule (Tentative):
  - Local Officials Meeting #1** - 1/20/10 (Project Start / Identify Stakeholders)
  - Community Working Group #1** – 2/17/10 (Context Audit / Develop Problem Statement)
  - Project Study Group Meeting #1** – 3/9/10 (Define Alternatives)
  - Local Official's Meeting #2** – 7/14/10 (Present Alternatives / Notice of Public Meeting)
  - Public Meeting #1** – 7/29/10 (Present Alternatives)
  - Community Working Group #2** - 8/31/10 (Review Public Meeting results / Review Alternatives)
  - Project Study Group Meeting #2** – 4/14/11 (Select Preferred Alternative)
  - Community Working Group #3** - **Today's meeting** (Present the Preferred Alternative)
  - Local Official's Meeting #3** – Is anticipated for February 2012 once the environmental assessment is completed (Present Preferred Alternative / Notice of Public Hearing)
  - Public Hearing #2** – Is anticipated for March 2012 (Present Preferred Alternative)



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## CONTEXT SENSITIVE SOLUTIONS (CSS) NOTES

Community Working Group Meeting #3

November 29, 2011

### **Illinois Route 71 Study** **From IL 47 to Orchard Road**

#### **Review of Context Sensitive Solutions (CSS)**

- CSS Schedule (see Agenda)
- Recap CSS Ground rules:
  - a. CAG members act as representatives to their various stakeholder groups. The CAG should relay information to and from their groups so that full representation is achieved.
  - b. The goal of each decision making process for which the CAG is involved will be to reach consensus. "Consensus" as it relates to the CSS process is defined as: reaching a majority decision with the minority in agreement that their ideas were fully considered.
  - c. IDOT will make the ultimate decision in all cases in the interest of safety of the motoring public and overall integrity of the transportation system.
- **Previous CAG issues....**

#### CAG Meeting #1 (2-17-10) Group #1 Project Issues:

- ✓ Driveway access and grades
- ✓ Lighting
- ✓ Multi-use trail
- ✓ Stormwater

#### CAG Meeting #1 (2-17-10) Group #2 Project Issues:

- ✓ Will this project draw more traffic?
- ✓ Encourage people to get out of cars and use trails
- ✓ Left turn lanes at all intersecting roads
- ✓ Difficult to see private drives in vicinity of Morgan Creek
- ✓ Traffic calming measures
- ✓ Sound barriers



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## CAG Meeting #2 (8-31-10) Group #1 Project Issues:

- ✓ Minimize ROW takes
- ✓ Consider reducing median width
- ✓ Consider shifting alignment to minimize impacts on existing residential properties
- ✓ Replace impacted trees within project limits, near same location as removal
- ✓ List traffic calming measures that are being studied

## CAG Meeting #2 (8-31-10) Group #2 Project Issues:

- ✓ Left and right access in/out of properties
- ✓ Concerns that U-turn will not be allowed in future
- ✓ Is shared-use path independent project to IL 71 roadway project?
- ✓ How many actual non-animal crashes and how do they alone affect safety?
- ✓ Concern that noise barriers will visually block properties adjacent to IL 71
- ✓ Emergency vehicles crossing raised median

## CAG Meeting #2 (8-31-10) Group #3 Project Issues:

- ✓ Raised median (from Van Emmons to Shadow Creek lane):
  - “This median is inconsistent with US 34 improvement from Oswego to Douglas Rd whereby a TWLTL is used for a section of roadway that has higher vehicular and pedestrian traffic as well as being located in an area of higher population density “
  - “change to flush median“
  - “reduce median width”
    - “Benefits of above median recommendations: better ingress/egress access to properties, lower construction cost, lower maintenance cost, less drainage runoff due to reduced area of impervious land, less land acquisition required, less trees impacted”
    - “Further justifications for above median recommendations: crash type predominantly animal strikes for which raised medians do not prevent; subject section from Van Emmons to Shadow Creek is basically straight with a slight curve at Shadow Creek; little risk for future land development or driveways in this subject section given current size, zoning, and or covenants of the parcels”



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“Bristol-Kendall Fire Department (BKFD) stated to the Davisons (see attached agenda) that they will not cross a 6” high raised median with their vehicles due to fear of damage. Fire trucks crossing the raised median was discussed.”

- ✓ Postal delivery methods: prefer turnouts
- ✓ Shared-use path and sidewalks:
  - “concern for safety of bicyclists/pedestrians on or adjacent to IL 71 which is a major truck route – prefer use of off-site paths in adjacent parks/forest preserves; safety concerns are: issues related to truck traffic such as blown tires and thrown brake shoes, as well as general concern for pedestrians crossing IL 71”
  - “origin-destination of potential users is unclear”
  - “concern for nuisance use by snowmobiles and ATV’s – particularly where paths cross driveways”
- ✓ Noise abatement
- ✓ Roadway lighting



**Illinois Route 71 Study**

From IL Route 47 in Yorkville to Orchard Road in Oswego –  
Kendall County

Comparison of a basic roadway segment  
(using the Highway Safety Manual)

2009 ADT of 12,900

**A two lane, two way undivided (as current) road would have  
4.2 predicted crashes / mile / year. (Project is 5.4 miles – so  
22.7 crashes per year)**

**An Urban / Suburban 4 lane divided (raised median) arterial  
would have 2.4 predicted crashes / mile/ year. (Or 13.0  
crashes per year)**

**An Urban / Suburban 4 lane arterial with a TWLTL (flush  
median) would have 6.0 predicted crashes / mile/ year. (Or  
32.4 crashes per year)**



## MEMORANDUM

**To:** Kevin Crider, PE, BFW Engineering & Testing, Inc.

**From:** Rebecca Colvin, Third Rock Consultants, LLC

**Re:** IL 71 Environmental Assessment – Status Summary

**Date:** November 21, 2011

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Preparation of the preliminary Environmental Assessment (EA) is nearing completion. Two areas of analysis require resolution before the preliminary EA will be completed and ready for IDOT review. Those areas are traffic noise and air quality. The Traffic Noise Assessment is currently being revised to respond to comments received from IDOT (Walter Zyznieuski); Third Rock is completing this action and anticipates resubmitting the report no later than November 30. The air quality section of the EA is awaiting completion of the COSIM analysis and the PM<sub>2.5</sub> conformity determination; the IDOT District 3 office is coordinating and completing this effort. Third Rock will also provide a draft of the EA to IDOT for a preliminary review upon revising the traffic noise section of the EA; placeholders will be left for insertion of COSIM analysis and PM<sub>2.5</sub> conformity determination write-ups.

Following is a brief summary of the various area of environmental consideration covered in the EA.

### ***Social/Economic***

Overall impacts are anticipated to be positive as access throughout the corridor is improved for motorized vehicles, bicycles and pedestrians. Negative impacts are primarily short-term and associated with construction activities. One residence may be acquired by the project, but a final determination has not yet been made. No Environmental Justice issues pertaining to low-income or minority populations have been identified during public involvement activities conducted for the project to date.

### ***Agriculture***

Of approximately 75 acres outside of an urban boundary that will be converted to right-of-way, 66 acres is classified as prime and unique farmland and the remaining nine acres are classified as statewide and local important farmland. The project's impact on area agriculture will be primarily indirect and related to the rapidly changing land use in the area, which is consistent with local land use plans. The Kendall County's 2011 Land Use Management Plan shows the entirety of the unincorporated portion of the corridor as commercial or residential land use.

### ***Cultural Resources***

The Illinois State Historic Preservation Officer (SHPO) concurred on April 20, 2011 that no sites subject to protection under Section 106 of the National Historic Preservation Act will be affected by the proposed project. Cultural resources coordination is complete for the project.

### ***Air Quality***

The project is included in the FY 2010-2015 Transportation Improvement Program (TIP). Projects in the TIP are considered to be consistent with the 2010-2015 regional transportation plan. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the FY 2010-2015 regional transportation plan conforms to the State Implementation Plan (SIP) and the transportation-related requirements of the 1990 Clean Air Act Amendments. The project is considered to have low potential for Mobile Source Air Toxics (MSAT) effects. The COSIM analysis and the PM<sub>2.5</sub> conformity determination are underway.

### ***Traffic Noise***

Thirty-one common noise environments (CNEs) were identified in the project area representing 284 noise sensitive receptors. Twenty-nine CNEs are Activity Category B representing 269 residences. One CNE is Activity Category C representing the Peaceful Pathways Montessori School (one receptor). One CNE is Activity Category E, representing 16 rooms at the All Seasons Motel. Impacts and abatement are still being determined as part of the revisions requested by IDOT, which require rerunning the traffic noise model.

### ***Natural Resources***

The project avoids impacts to the Harris Forest Preserve and the Richard Young Forest Preserve. No impacts to federal or state-listed threatened or endangered species are anticipated. Five blueline streams will be crossed by the project. No 100-year floodplain is located within the corridor. Approximately 0.5 acres of wetland will be impacted by the proposed project. US Army Corps of Engineers (USACE) and state permits will be required for this impact.

### ***Special Waste***

The Preliminary Environmental Site Assessment (PESA) identified nine recognized environmental conditions (RECs) along the proposed corridor. A Preliminary Site Assessment (PSI) will be required if right-of-way is acquired from these sites or if linear excavation or subsurface utility relocation occurs on or adjacent to these sites.

### ***Special Lands***

No Section 4(f), Section 6(f) or Open Space Lands Acquisition and Development (OSLAD) resources will be impacted by the project.