



Illinois Department of Transportation

Illinois Route 71 Study

From IL Route 47 in Yorkville to Orchard Road in Oswego

Meeting Minutes – CWG meeting #1

Date: February 17, 2010
Time: 2:00pm – 4:00pm
Location: Yorkville Public Library, 902 Game Farm Road, Yorkville, IL
Subject: Community Working Group (CWG) Meeting #1 – Project Introduction / Discuss Project Issues

A meeting was held to discuss the Illinois Route 71 project for the purpose of requesting input from the Community Working Group (CWG) on project issues (see attached sign-in sheet for attendees). The following handouts were distributed: agenda, location map, project information sheet, Community Context Audit - Summary, and Context Sensitive Solutions (CSS) information sheet (see attached).

The meeting began with a presentation by Illinois Department of Transportation (IDOT) staff and their consultants. The agenda was used as an outline during the presentation with all points in the agenda and handouts being discussed. The following is a summary of the presentation:

1. Duane Lukkari of IDOT started the meeting with introductions of the IDOT and consultant study team staff in attendance.
2. Duane Lukkari discussed the history of IL 71, current known characteristics of the roadway based on data collected, and potential scope for the roadway improvements based on anticipated needs. (See attached project information sheet.)
3. Don Hayden of I.E. Consultants provided a brief description of Context Sensitive Solutions (CSS). (See attached Context Sensitive Solutions information sheet.) The following general ground rules for the IL 71 CSS process were emphasized:
 - CWG members are expected to act as representatives to their various stakeholder groups. The CWG will be expected to relay information to and from their groups so that full representation is achieved.
 - The goal of each decision making process for which the CWG 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.
 - 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.



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4. Mr. Hayden discussed the overall project schedule from Phase I planning through Phase III construction. (See attached agenda for project schedule.)
5. Mr. Hayden then discussed the CSS (public involvement) schedule for the project. (See attached agenda for CSS schedule.)
6. Mr. Hayden discussed the objective of the Community Context Audit and presented the initial results. (See attached Community Context Audit – Summary.) In addition, the following points were discussed:
 - Only five (5) audit forms have been received from CWG members to date.
 - To ensure a truly representative audit, the deadline for accepting audit forms has been extended to March 3, 2010.
 - The initial audit summary (attached) will be used as a starting point for the CWG to develop a list of project issues at the subject meeting.
 - A final Community Context Audit Summary will be compiled following the two week extension period.

7. Following the presentation portion of the meeting, Mr. Hayden asked if there were any questions. The following summarizes these questions and answers:

Q: *“How close will the proposed road be to some of the houses? Will the state have to purchase any homes if the road gets too close?” What about setback requirements?”*

A: Mr. Fultz replied that the new roadway location would be influenced by many items: environmental concerns, roadway width, sidewalk, shared-use path, drainage, and alignments. Mr. Fultz then stated it may be necessary to acquire some homes or businesses. Mr. Klass noted that the setback ordinance doesn't apply if the road is moved closer.

Q: *“How wide is the foot print of the proposed roadway going to be?”*

A: Both groups were told there is basically 100' of existing right-a-way on most of IL 71. Mr. Lukkari mentioned that the new road could be 75' to 80' wide by itself. Once you add in ditches and a bike path 120' to 130' would be a best guess for the proposed right-of-way. That equates to an additional 10' to 15' on each side of the road. The groups were also advised that this number gets larger if sidewalks are provided and you also need room for utilities.

Q: *“Will the Orchard Road Bridge be widened due to the additional traffic?”*

A: Mr. Klass Kendall County Engineer replied that there are no plans to widen this bridge.

Q: Someone asked about a survey marker placed on their property, approximately 125' from the road.



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A: The survey limits were 125' each side of centerline, so this was probably a temporary marker. IDOT typically surveys much farther than required to pick up the contours of the land.

Q: Someone asked about purchasing property, *"Does the state go by current market value?"*

A: Mr. Fultz replied that, property is appraised and considers the value of impacts to the existing property.

Q: *"Do you have a proposed drawing of what the typical section will look like?"*

A: It is still too early to know. We anticipate four lanes with a 22' raised concrete median and curb and gutter on the outsides. This typical section will be considered during the Phase I process.

Following the questions, an exercise was conducted for gathering input from the CWG.

8. CWG members were divided into two separate groups and asked to compile a list of project issues. IDOT and consultant staff facilitated the discussions by answering any technical questions from the groups as they arose. The group discussions lasted approximately 45 minutes. Near the end of the group break-out session, the groups were asked to post their project issues lists on flipcharts. The following is a summary of the project issues provided by the CWG:

Group #1 Project Issues:

- ✓ **"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.
- ✓ **"Lighting"** → The group expressed a desire for lighting at sideroad intersections for safety purposes.
- ✓ **"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.
- ✓ **"Stormwater"** → The concern is that proposed stormwater discharges be controlled so as not to adversely affect existing ditches and streams.



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Group #2 Project Issues:

- ✓ **“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.
 - ✓ **“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.
 - ✓ **“Left turn lanes at all intersecting roads”** → The group’s concern is the safety of left-turning traffic at intersections.
 - ✓ **“Difficult to see private drives in vicinity of Morgan Creek”** → The group is concerned about the existing sight distances at this location.
 - ✓ **“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.
 - ✓ **“Sound barriers”** → The concern is that increased traffic, particularly truck traffic, will cause noise pollution to residences abutting the roadway.
9. Following the group exercise, a general Q&A session was held and is summarized as follows:
- Q: *“Will there be a project website and how will we be notified when it is active?”*
- A: The project website should be active within the next few weeks. A notice will be sent to CWG members via the email contact information they provided.
- Q: *“Regarding the proposed drainage, will the designers control stormwater discharges into adjacent rivers and streams which already are experiencing bank erosion?”*
- A: When designing the IL 71 drainage system, the design team will abide by any regulations set forth by the Illinois Department of Natural Resources, the Army Corps of Engineers, and any other stormwater regulating agencies and ordinances which apply to IDOT.
10. Closing statements were made by Duane Lukkari. Mr. Lukkari reiterated the importance of the CWG’s continued input and involvement in developing a project that fits into the context of the community. He also asked the stakeholders (who were present) to mention the project to their friends and neighbors to also obtain their input.

Agenda

Community Working Group Meeting #1 February 17, 2010

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

1. Opening Statement / Introductions

IDOT Points of Contact are:

- **Ted Fultz** (Location & Environmental Studies Engineer) (815) 434-8469
- **Lou Paukovitz or Karen Pillion** (Urban Planner) (815) 434-8473
- **Duane Lukkari** (Studies & Plans Unit Chief) (815) 434-8565
- **Don Hayden** (IE Consultants, Inc.) (618) 654-6738

Geotech Engineering & Testing, Inc. has been selected to provide Phase I and Phase II engineering for this project which includes the Context Sensitive Solutions approach. Geotech has hired IE Consultants to help with the CSS.

2. Proposed Scope of Work (approximately 5.41 miles)

- a. The department has identified that traffic volumes in this corridor are near the capacity of the existing roadway and that rapid development and lack of alternate routes will continue to increase the demand on the state highway system.
- b. The proposed scope of work will be determined through engineering evaluation and public involvement.

3. Context Sensitive Solutions ("CSS") Overview

4. Schedule

- a. Funded for construction (\$38.2 million) in the FY 2010-2015 Proposed Highway Improvement Program.
- b. Survey and data collection has been completed
- c. Public involvement began in early calendar year 2010
- d. An official public hearing will be held after a favored alternative has been identified.
- e. Phase I is tentatively scheduled for completion during the summer of calendar year 2011
- f. Land acquisition will not begin until after Phase I is complete
- g. Phase II Engineering is tentatively scheduled in the FY 2010-2015 Proposed Highway Improvement Program, subject to project readiness and funding availability. Phase II Engineering normally takes 18-24 months
- h. Construction is expected to take at least two construction seasons

- i. **CSS schedule (tentative):**
 - **Local Officials Meeting #1** (Project Start / Identify Stakeholders)
Completed
 - **Community Working Group Meeting #1** (Context Audit / Develop Problem Statement)
 - The next two months, the consultant will Develop / Refine the Stakeholders Involvement Plan (SIP) & Draft / Refine the Context Audit.
 - **Project Study Group Meeting #1** is slated for mid/late February 2010 (Define Alternatives)
 - **Local Official's Meeting #2** is slated for July 2010 (Present Alternatives / Notice of Public Meeting)
 - **Public Meeting #1** – Informational Meeting is slated for late July 2010 (Present Alternatives)
 - **Community Working Group Meeting #2** is slated for late July 2010 (Review Public Meeting results / Review Alternatives)
 - **Project Study Group Meeting #2** is slated for January 2011 (Select Preferred Alternative)
 - **Local Official's Meeting #3** is slated for April 2011 (Present Preferred Alternative / Notice of Public Hearing)
 - **Public Meeting #2** – Public Hearing is slated for early May 2011 (Present Preferred Alternative)
 - **Finalize CSS Document** – late May 2011
5. Community Context Audit
 - a. Purpose
 - b. Summary of results.
6. Group Exercise: Develop Draft Problem Statement
 - a. Definition: A problem statement is a clear concise description of the issues that need to be addressed by a problem solving team and should be presented to them (or created by them) before they try to solve the problem.
 - b. Group breakout session to discuss and list project issues.
 - c. Reconvene to summarize group lists of project issues.
 - d. Formulate Draft Problem Statement from project issues list.
 - e. Group consensus on Draft Problem Statement
7. Q&A
8. Closing Statement

Project Location Map

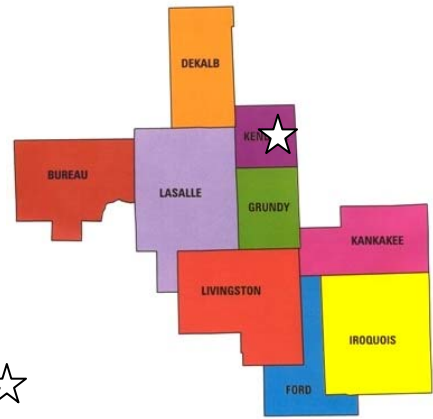
FAP Route 311 (IL 71)

Section (1, 1-1)R

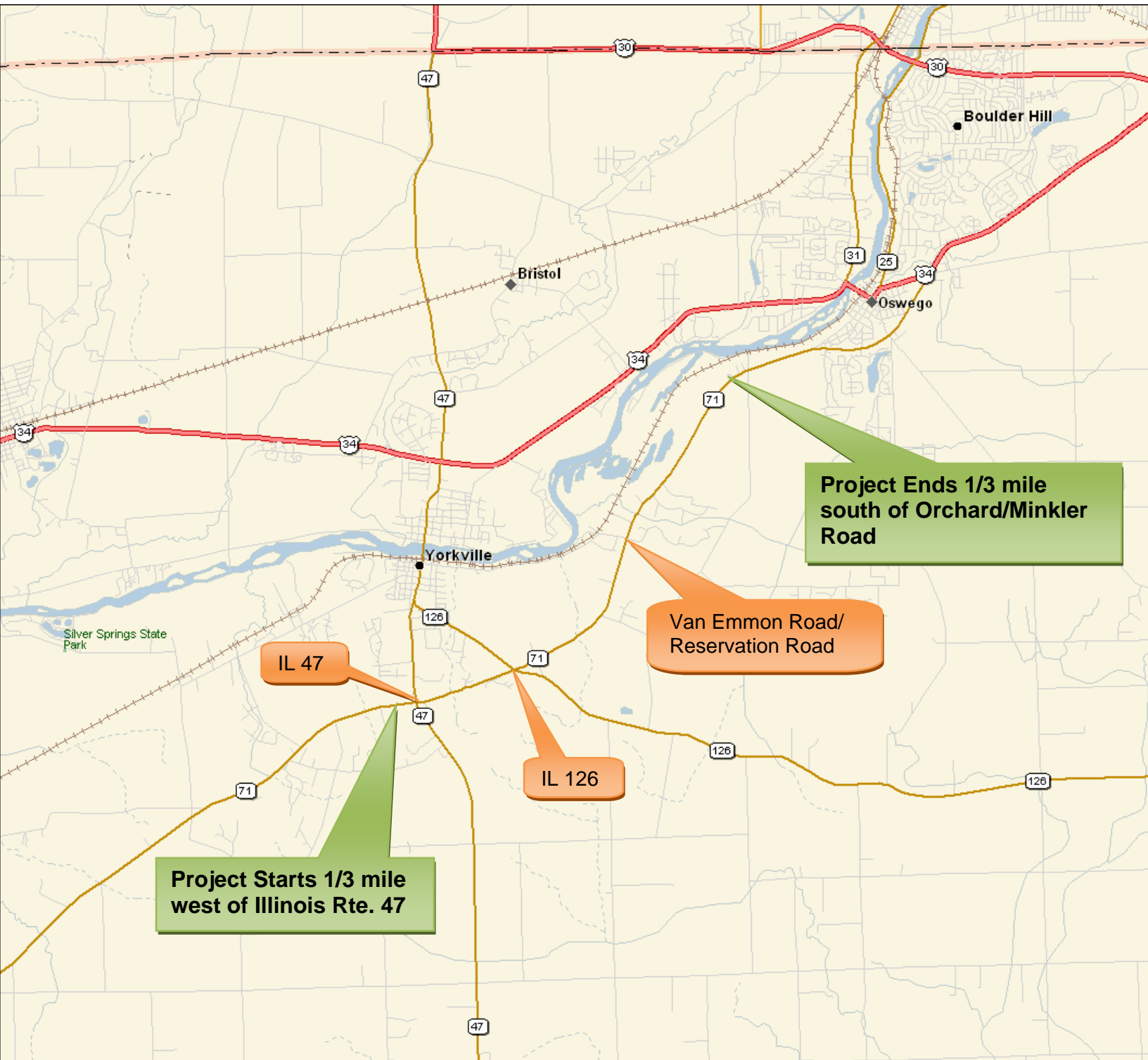
Kendall County

5.41 miles of reconstruction and adding lanes

P-93-016-04 D3#1239 File 1584



Project Area = ☆



IL 71 - from IL 47 to Orchard Rd.

What we know:

- IL 71 was originally constructed in 1938 & 1939 and consisted of 22' wide concrete pavement. It has been widened and overlaid with bituminous. The width now varies from 24' to 27'. Two 12' lanes + aggregate shoulders.
- IL 71 is classified as an Other Principal Arterial roadway.
- IL 71 has been identified as a Strategic Regional Arterial (SRA).
- IL 71 is a Class II truck route and on the National Highway System.
- The south portion of the project is within Yorkville and the north area is within Oswego, with an unincorporated area between the two cities.
- There is one bridge within the project limits. It crosses Morgan Creek and was constructed in 1997. SN 047-0059 is 40' wide and 88.5' long.
- The current Average Daily Traffic (ADT) is between 10,400 and 12,900.
- From 2004 to 2008, there were 221 crashes resulting in 64 injuries and two fatalities. There is a 1.4 mile crash segment located on the very north end of the project limits which is classified as a 5% segment.
- Most of the project area currently has a speed limit of 55 mph.
- The road drainage currently consists of open ditches.
- There are numerous roads within the project limits: IL 47, Walnut Ridge Road, Village View Drive, Candleberry Lane, Raintree Street, Country Hills Drive, Identa Road, IL 126, Wing Road, Ravine Court, Hilltop Road, Shadow Creek Lane, Van Emmon / Reservation Roads, Countryview Drive, River Oaks Drive, Winding Creek Drive, Oak Creek Drive, Regal Oaks Drive, and Buell Road.
- The Richard Young Forest Preserve and Lyons Farm are within the project limits.
- The pavement has a "fair" rating at this time. It may be resurfaced under a separate project within the next few years.

What we anticipate:

- The traffic for the "design year 2035" is projected to rise between 18,000 to 23,400 vehicles per day. In order to meet capacity four lanes are warranted.
- The roadway may have curb and gutter on both sides and a closed drainage system. A Drainage Study will be done throughout the project limits.
- The speed limit may be lowered to 45 mph.
- Traffic signals will be upgraded at: IL 47 & IL 126. New signals will be installed at Country Hills Drive and Van Emmon / Reservation Roads.
- The roadway may have a 22' raised concrete median in most areas. Other median types (such as mountable, flush, and corrugated) may also be incorporated.
- A shared-use path or sidewalks could be constructed in some (or all) areas of the project.
- Environment Assessment will study: Air and Water quality; Wetlands; Threatened & Endangered Species; Archeological; Prime Farmland analysis; Noise Analysis; etc.
- Roadway widening will move traffic closer to some homes.
- Trees will need to be removed in some areas.



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

A Context Sensitive Solutions (“CSS”) Project

In order for the Illinois Department of Transportation to develop a safe transportation solution that also meets the needs of the community, the Illinois Route 71 Study is implementing a public involvement process called Context Sensitive Solutions, or “CSS”.



What is CSS?

Context Sensitive solutions or CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project’s surroundings – its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

“Context” as it applies to transportation projects can be defined as “all elements related to the people and place where a project is located.” This includes both visible elements such as environmental or historic resources and invisible elements such as community values,



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traditions, and expectations. While transportation agencies have experience dealing with the former, the latter “intangibles” can sometimes be more challenging to identify and work with for transportation professionals.

Context is identified through early and continuous collaboration with stakeholders. Stakeholders for a project include any person or organization which has a direct stake in the project being considered. This can be anything from a small group of residents and businesses affected by the redesign of a rural intersection to thousands of individuals when a major roadway or transit extension is being built. Stakeholders can include residents and landowners near a project, advocates for policy, community and historic interests, elected officials, government agencies, and many others. Stakeholders should be involved from the early stages of the project, especially before major decisions are made. The form and frequency of the contacts with stakeholders will be determined by the individual transportation issues involved. It is important to have a systematic method for reaching out so that representatives of all possible individual stakeholders can be organized and can communicate clearly with the transportation agency.

CSS seeks to ensure that stakeholders’ views are carefully considered in the decision-making process. The information gained from partnering with stakeholders is then used by the transportation agency to develop an informed solution to the transportation issue and to plan and design transportation projects that “fit” into their surroundings.

Why CSS? A Focus on Quality of Life

The mission of the Illinois Department of Transportation has been changing to encompass both connectivity and quality of life.

At the conception of the Interstate system over 50 years ago, connecting America was the agreed-upon goal of the nation's transportation officials. The Illinois transportation program, in partnership with the US Department of Transportation and the myriad local transportation agencies, has since accomplished the goal of safely and effectively connecting the citizens of Illinois with each other, and connecting Illinois to the rest of the country.

But this success has itself changed Illinoisans' views of what they want from IDOT today. Issues such as traffic congestion from home to work, suburban sprawl, preservation of scenic landscapes and historic neighborhoods, and the ability to use our transportation system to walk, bike, and access public transit are now much higher priorities in terms of what people expect from transportation policy.



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Context Sensitive Solutions (CSS) aims at addressing these new concerns, and making sure that our transportation projects are designed to improve the quality of life for all who have a stake in the system. Travelers, communities, businesses, elected officials and many others are all "stakeholders" in our transportation system.

Since these issues can be complex, the CSS process works as a partnership between IDOT and stakeholders to come up with working solutions to our transportation needs. Stakeholders help IDOT understand their needs for, and concerns about, our transportation system. IDOT can then take this input, along with all of its other work and analysis, and use it to make planning and design decisions.

IDOT still must make the ultimate choices about a project. Safety, the integrity of the transportation system, and good stewardship of the public's transportation dollars all remain IDOT's responsibilities. However, thorough stakeholder involvement can contribute to these decisions, and lead to a general consensus about the choices made.

Community Context Audit – Summary

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Objective

The purpose of the Community Context Audit (CCA) is to help IDOT understand the fabric of the community and create a foundation for the development of a Project Problem Statement and Purpose and Need of any proposed infrastructure improvement. The Illinois Route 71 Improvement project is utilizing a collaborative approach that involves stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility.

Key Findings

Key community characteristics issues as identified by the community:

- Preserving historical Lyons Farm (Kendall County Historical Society) which is also a community identifier.
- Preserving Harris Forest Preserve and Dick Young Forest Preserve which are important natural features.
- Integration of shared use trail systems.

Key transportation issues as identified by the community:

- Improving safety and operations at intersections through signalization improvements.
- Improving pedestrian safety through use of mid-block crossings.
- Integration of shared use trail systems (Yorkville's Integrated Transportation Plan).
- Improving safety through increased lighting.

Key neighborhood culture issues as identified by the community:

- Increasing wayfinding signage.
- Improving sight distances.
- Preserving several seasonal community events.
- Preserving neighborhood parks and nearby forest preserves.
- Improving aesthetics through use of landscaping on medians.
- Eliminating or discouraging vehicular shortcut on Wing Road from IL 71 to IL 126.
- Improving safety for bikers using IL 71.
- Maintaining landscaping/signing at entrances to subdivisions.
- Ensuring adequate lighting at subdivision entrances.
- Providing turn lanes from IL 71 into subdivisions where warranted.

Key economic development issues as identified by the community:

- Preserving visitor attractions such as parks, forest preserves, and recreational activities.
- Preserving access to/from the area by maintaining operation of IL 71.
- Enabling planned/new development along the corridor.
- Improving water and sanitary service to the area.
- Enabling efficient growth as opposed to uncontrolled sprawl.

Key community planning issues as identified by the community:

- Maintaining efficient operation of IL 71 which serves as major artery to neighboring population centers and destinations.
- Ensuring consistency with comprehensive plans (City of Yorkville – 2008).
- Ensuring consistency with the Strategic Regional Arterial study (1999).
- Improving capacity on IL 71 in order to minimize through traffic on local roads.
- Consideration for a rural rather than urban cross section.
- Minimizing soil erosion and impacts to adjacent ditches and creeks.
- Enabling future planned projects for signal preemption and shared use trails through unincorporated areas.