

March 28, 2008

Illinois Department of Transportation  
Division of Highways – District One  
ATTN: Mr. Mir Mustafa  
Bureau of Programming  
201 West Center Court  
Schaumburg, IL 60196-1096

RE: CITY OF WARRENVILLE ROUTE 56 EXPANSION PUBLIC  
HEARING COMMENTS

Dear Mr. Mustafa:

I have prepared this letter on behalf of the City of Warrenville and as a follow-up to your March 18, 2008, Public Hearing regarding the proposed future expansion of Illinois Route 56 through Warrenville and Wheaton. The purpose of this letter is to (i) reiterate a number of important requests and recommendations the City of Warrenville has previously communicated to IDOT on this project, (ii) identify a number of new questions and recommendations that have surfaced as a result of the additional input I have received from City of Warrenville elected officials, appointed officials, residents, and Fire District staff that attended the recent Public Hearing conducted at Arrowhead Golf Course on this project, and (iii) express our continued appreciation for all of the work and effort your staff and Baker Engineering's staff have put forth to communicate with and evaluate the various requests and recommendations the City of Warrenville has and continues to generate on this project.

The City of Warrenville is submitting the following additional information, comments, recommendations, requests, and questions for your review, consideration, and response as part of the official public input process for Phase I of this project:

1. **City of Warrenville Resolution No. 2008-14:** This resolution was recently approved by unanimous vote of the Warrenville City Council. The resolution memorializes the City's official position on the expansion of Route 56 and outlines numerous ongoing City requests for additional modifications to the final design drawings for this project. The City is hopeful that IDOT will continue to work to incorporate the various requests outlined in this resolution into future revised versions of the proposed design plans for this project.

2. **Traffic Volume Projections:** Please confirm the volume and source of the year 2030 traffic volume projections on which IDOT is basing the design of this expansion project. Specifically, the City of Warrenville is interested in confirming 2030 traffic volume projections in the vicinity of Route 59 and Batavia Road.
3. **IDOT Policy Interpretation of 605 ILCS 5/4-220:** Has IDOT adopted any official policy statements regarding its interpretation and application of this new law on a project such as the proposed Route 56 Expansion Project? The City is extremely interested in confirming if this law will either eliminate or reduce the amount of local participation IDOT will require from the City of Warrenville for any new bicycle and pedestrian improvements that will be constructed in conjunction with this project.
4. **Illinois Transportation Enhancement Program/Green Streets Initiative Grant Application Opportunity:** The City recently received notification from IDOT of the May 5, 2008, grant application deadline for this program. The program appears to be targeted to fund the design and implementation of the various “green” landscape initiatives the City of Warrenville has been advocating be incorporated into this project. Would IDOT, either independently or in conjunction with the City of Warrenville, be willing to submit an application for grant funding under this program in an effort to secure funding for the development of final design drawings for the implementation of these types of “green” landscape initiatives in this project?
5. **Lane Width:** As previously discussed, the City would like to see the overall width of the pavement cross section reduced in order to reduce the impact this project will have on the quality of life and character in the City of Warrenville. One way to accomplish this is to reduce the lane width from the current 12 feet to 11 feet or less. The City is interested in understanding what specific standards or requirements mandate the use of 12-foot wide lanes. What process should the City of Warrenville follow to “appeal” these standards and request they be adjusted on this project to allow for the use of a narrower lane width?
6. **Curb/Gutter Width:** As previously requested, the City would like to see the width of the overall pavement cross section reduced in order to reduce the impact this project will have on the quality of life and character in the City of Warrenville. Another way to accomplish this is to reduce the width of the gutter section of the concrete curb from the current 24” to 12”. The City is interested in understanding what specific standards or requirements mandate the use of a 24” concrete gutter. What process should the City of Warrenville follow to “appeal” these standards and request they be adjusted on this project to allow for the use of a narrower concrete gutter width?

7. **Median Width:** There continues to be significant local concern regarding the need for a 30' wide center median. The City is interested in understanding what specific standards or requirements mandate the use of a 30' wide center median. What process should the City of Warrenville follow if it determines it would like to "appeal" these standards and request they be adjusted on this project to allow for the use of a narrower median?
8. **Curb and Gutter vs. Rural with Paved Shoulder:** The City is interested in more clearly understanding the rationale behind IDOT's proposed use of a continuous paved shoulder and a "rural" cross-section on large sections of the project within the City limits of Warrenville. Any information you can provide on this issue would be appreciated.
9. **Potential Pedestrian/Path Link Under Route 56 at the proposed new DuPage River Bridge:** Based on the most recent design drawings the City of Warrenville has reviewed for this project, it appears as if there may be enough clearance between the bottom cord of the proposed new DuPage River Bridge and the future anticipated normal water elevations of the DuPage River after the Warrenville Grove Dam is removed to accommodate a trail link under Route 56 along the west side of the River. Can IDOT confirm if this is possible? If not, what specific technical reasons prevent the implementation of such a trail link?
10. **Clear Zone Requirements:** Can IDOT please confirm what the "clear zone" requirements are for new tree plantings along both curb and gutter and rural cross section areas of the expanded roadway?
11. **Status of Left Turn Lane Improvements into Briggs Avenue:** Providing a west bound Route 56 left turn lane to Briggs Avenue has been an ongoing request of the City of Warrenville. This improvement is not illustrated on the most recent set of preliminary design drawings. While IDOT staff and consultants have advocated for the potential elimination of this left turn lane when and if Barkley Avenue is extended south of Route 56, Warrenville Fire Protection District Chief, Jerry Kleinwachter/(630) 393-1381, has recently confirmed that this specific turn lane improvement is essential from an emergency vehicle response standpoint, even after Barkley Avenue is extended in a southerly direction. The City renews its request that this turn lane improvement be incorporated into the design of this project. The City of Warrenville would also like to take this opportunity to document its opposition to accepting any responsibility for implementing future modifications to the design of the Briggs/Route 56 intersection when Barkley Avenue is extended south of Route 56.
12. **Status of Frontage Road at NW Corner of Route 56 and Route 59:** The most recent set of preliminary design drawings illustrate the complete removal of this frontage road. The commercial/retail developer that has the 20-acre site located directly north of this frontage road under contract is actively developing design

drawings for a proposed large-scale commercial development on this site. It is anticipated that some form of one-way (west bound) local access roadway may be a desirable alternative to the existing two-way frontage road. The City of Warrenville encourages IDOT to withhold any final decisions related to the future existence and/or design of this frontage road area until after a joint meeting can be held on this subject between City of Warrenville staff/consultants, IDOT staff/consultants, property ownership representatives, and developer staff/consultants.

13. **Acquisition of City Owned Properties:** Can you please confirm if IDOT intends to acquire any additional ROW from the properties the City owns at the northeast and southwest corners of the Route 56/Route 59 intersection?
14. **Status of Property at NE Corner of Route 56 and Batavia Road:** Can you please confirm what, if any, plans IDOT has for acquiring part or all of the property located at the northeast corner of Route 56 and Batavia Road?
15. **Wetland/Work at SW Corner of Route 59/Route 56:** Can you please confirm what IDOT's plans are for the existing wetland areas located within the Route 56 and Route 59 ROW adjacent to the property the City owns at the southwest corner of Route 59 and Route 56?
16. **Area of Refuge Provisions at Corner Intersection Islands and Center Median:** As discussed in detail at our last meeting at IDOT Schaumburg offices, the City is extremely interested in the implementation of properly designed, raised areas of pedestrian refuge at the corner islands and center median areas where pedestrians and bicyclists are likely to cross. The City respectfully requests that IDOT incorporate these important pedestrian improvements into future versions of the design drawings for this project.
17. **Sound Attenuation Wall and Property Acquisition West of Twin Pines Drive:** Please provide more details on the location, design, and future maintenance of the proposed sound attenuation wall. The most recent set of design drawings indicate that additional ROW may be acquired in this to allow enough space for the 10' wide multi-use trail, the installation of the sound attenuation wall, the construction of some form of stormwater detention area, and the construction of the various road pavement improvements including the 10' paved shoulder. From the City's perspective, this area is another example of where eliminating the paved shoulder and installing curb and gutter would not only reduce the overall pavement width, but would provide more room for the various proposed improvements within existing ROW, thus eliminating the need to acquire additional ROW. Given the proximity of the existing townhouses in this area to the proposed ROW, the City is not supportive of additional ROW acquisition here.

18. **Pedestrian/Sidewalk Improvements:** There has been some local interest in providing at least a 5' wide sidewalk along the north side of Route 56 between Patterman Avenue on the east and Route 59 on the west. Would IDOT be willing to add this additional improvement to this project?

Has IDOT allowed for stamped concrete or "street print" stamped asphalt to be utilized for pedestrian crosswalk areas in this type of reconstruction project?

Please feel free to contact me directly at (630) 393-5745 if you require any additional clarification of any of our previous or current recommendations, requests, or questions. Thank you in advance for your continued patience and cooperation with the City of Warrenville on this extremely important project. I look forward to working with your staff to make this project a reality.

Sincerely,

Ronald Mentzer  
City of Warrenville Community Development Director

Enclosure

Cc: Mayor and City Council  
City Administrator  
Plan Commission