



VILLAGE OF
PLAINFIELD

WELCOME

PUBLIC INFORMATION MEETING OPEN HOUSE

143rd Street Extension IL 59 to IL 126

SEPTEMBER 2019





Meeting Goals/Stations



Meeting Purpose

Obtain public input on:

- Proposed improvements
- Section 4(f) impacts to the Plainfield Park District property

There are four stations at this meeting where you can review information, discuss the project with project study team members, and ask questions.

STATION 1

Project Overview

STATION 2

Alternative Evaluation and Preferred Alternative

STATION 4

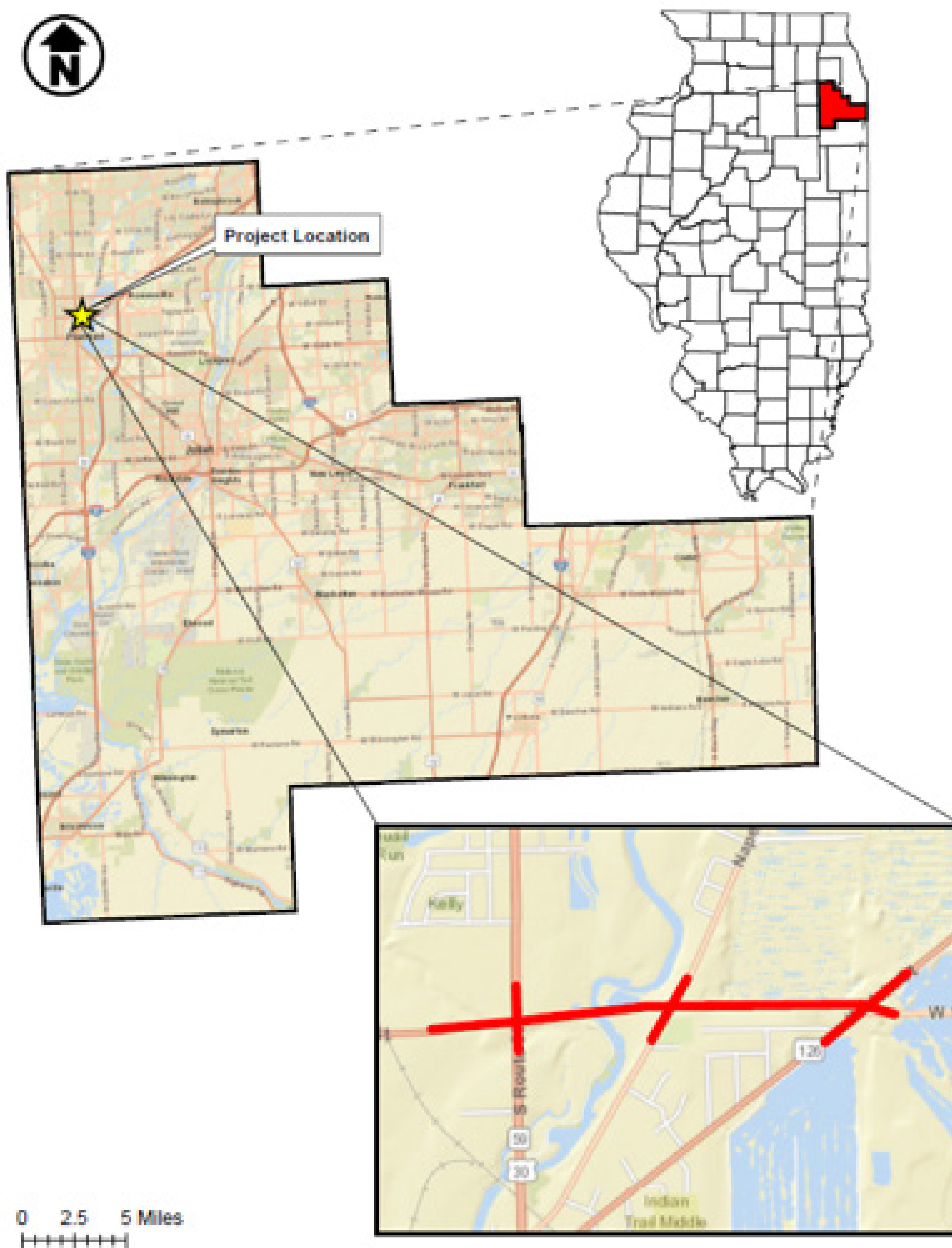
Environmental Study

STATION 3

Land Acquisition



Project Location and Description



The project primarily involves connecting 143rd Street between Illinois Route 59 and Illinois Route 126 with a new roadway on a new alignment. The new roadway will be approximately one mile long.

As a part of this roadway improvement, a new bridge, approximately 1000 feet long, will be constructed over the DuPage River.

The project includes three intersection improvements.

1. The existing signalized intersection of IL 59 at 143rd Street will be modified for a new fourth (eastern) leg.
2. The existing intersection of IL 126 at 143rd Street will be modified to add a new fourth (western) leg and a traffic signal will be installed.
3. A new signalized intersection of Naperville Road at 143rd will be created.

The project includes approximately 0.8 miles of shared use path (bicycles and pedestrians) along the newly constructed route including the bridge over the DuPage River. The new 143rd street path will begin at the DuPage River Trail and end near IL 126. In addition, the project includes extending the DuPage River Trail by approximately 300 feet and connects the DuPage River Trail to this new path along 143rd Street.

Roadway Project Process

We Are Here

PHASE I

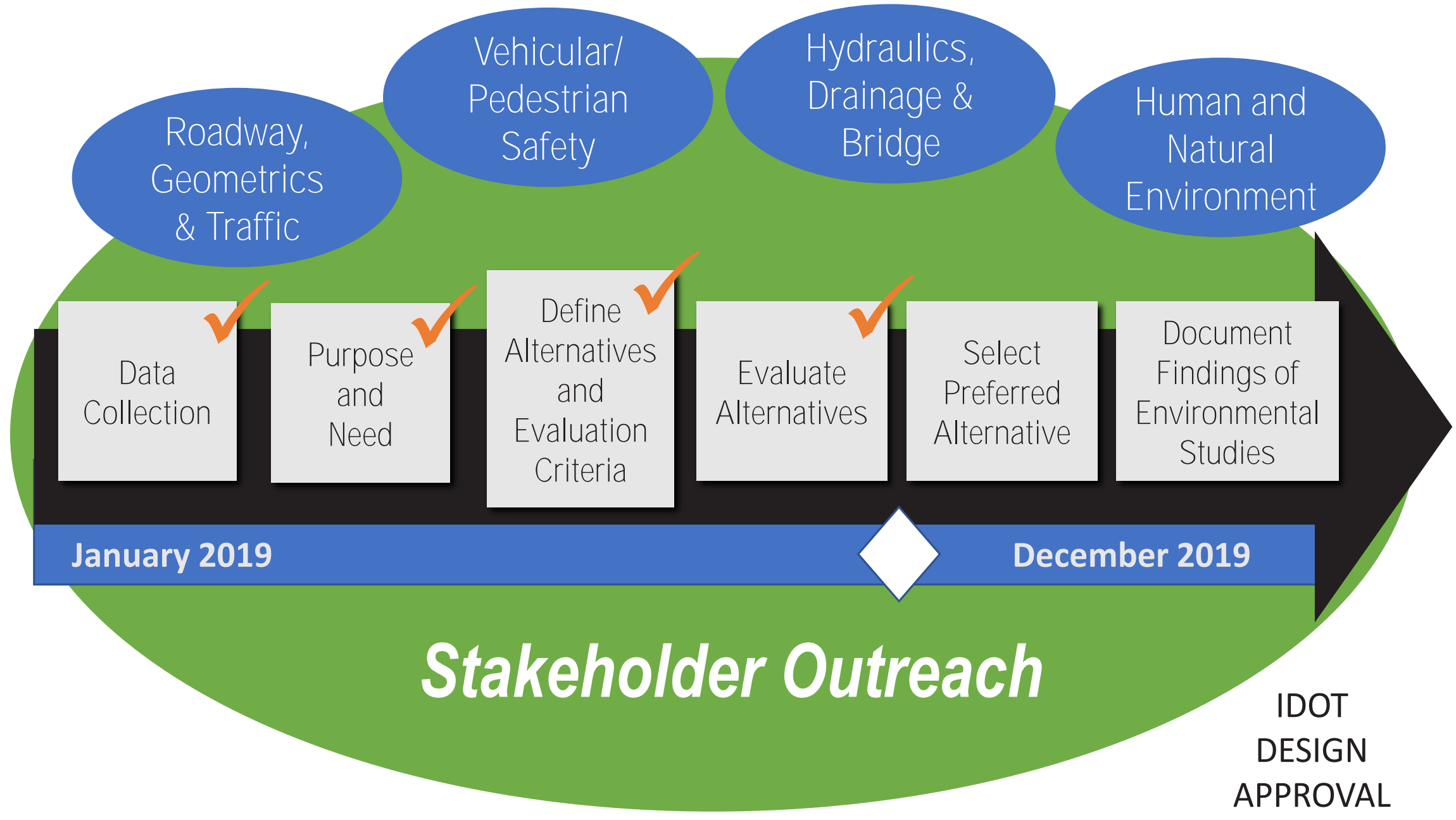
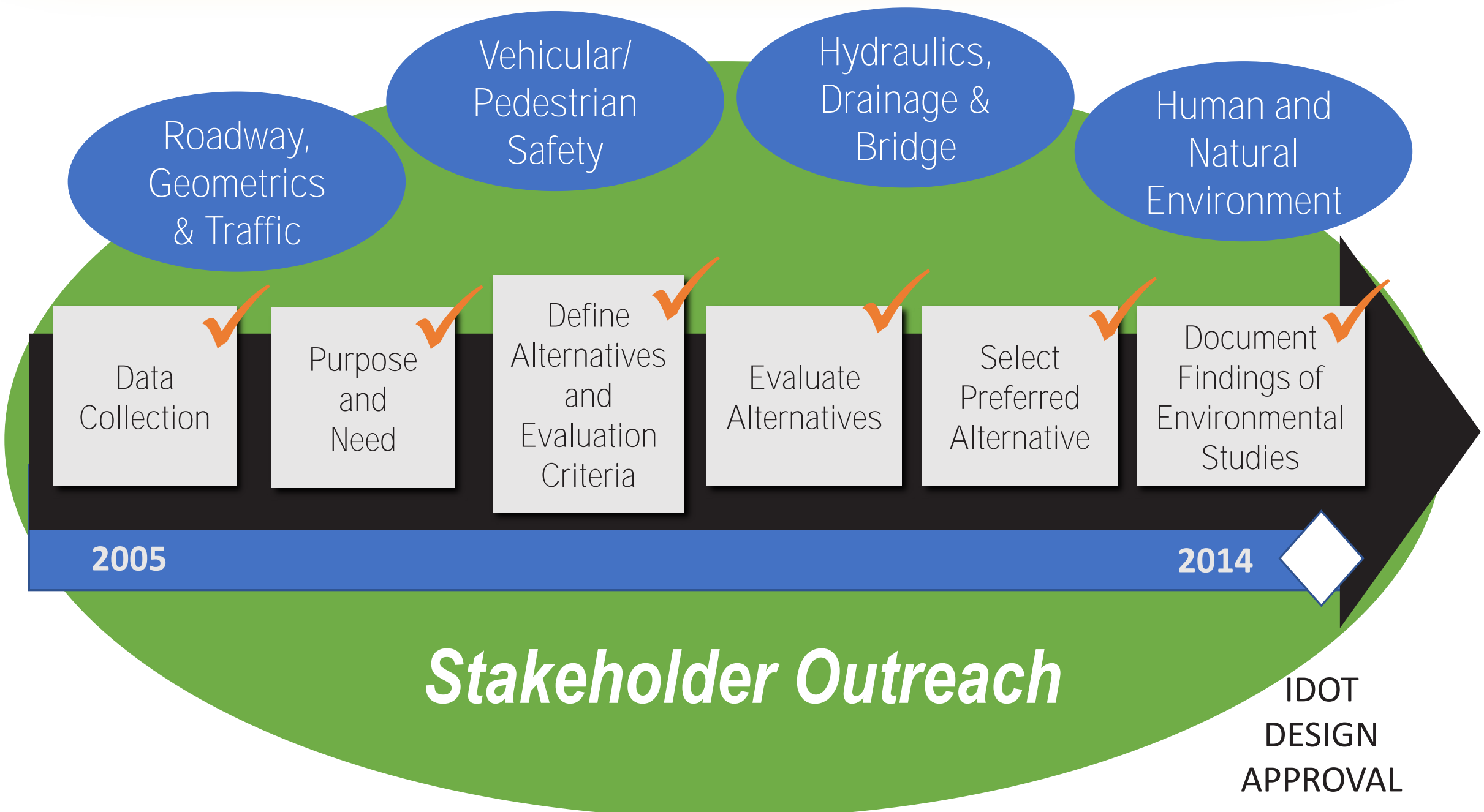
Preliminary Engineering
Environmental Studies

PHASE II

Contract Plan Preparation
Land Acquisition

PHASE III

Construction

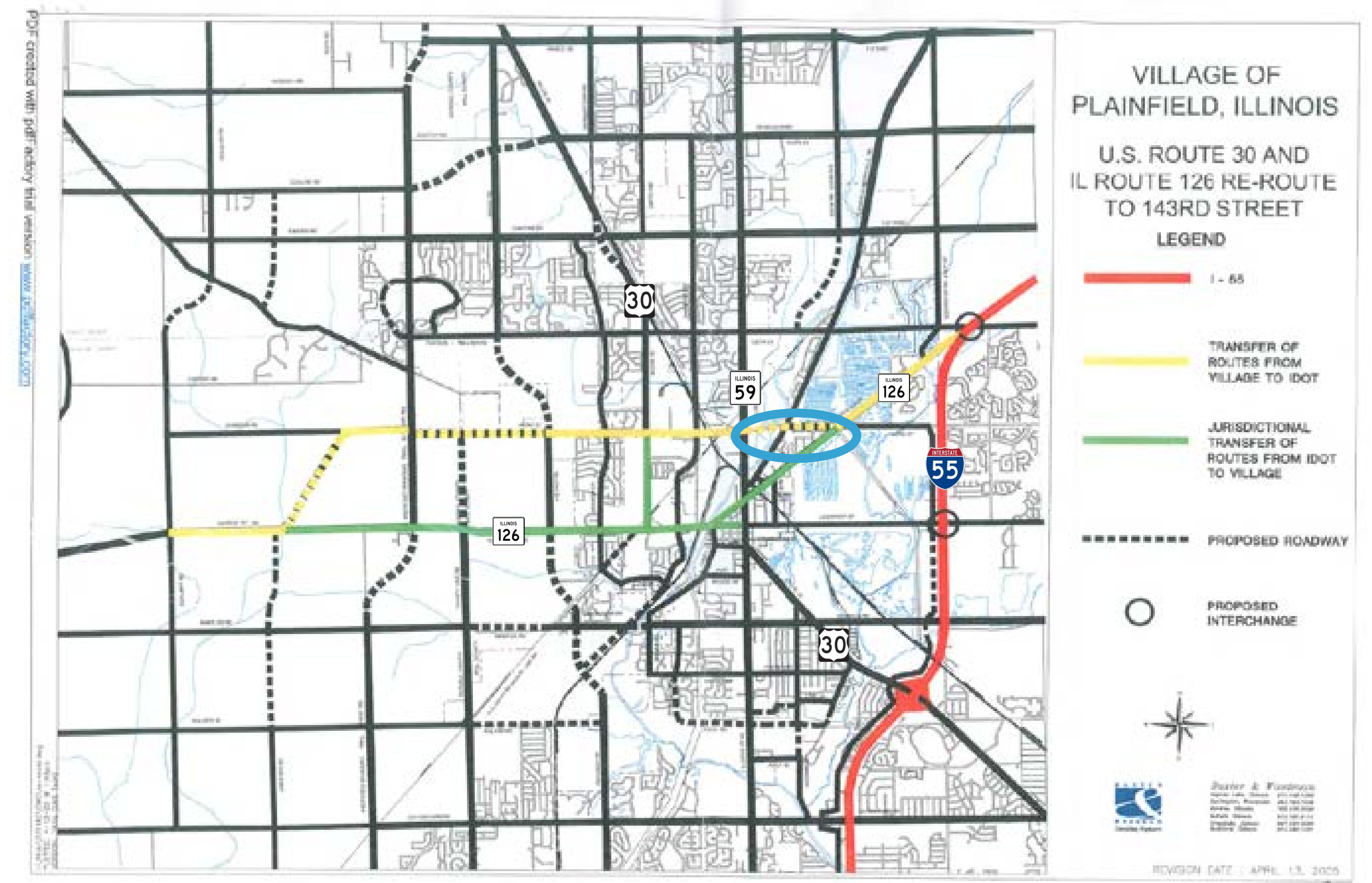


Purpose and Need

- In 2005, the Village of Plainfield approved a Comprehensive Plan that included addressing downtown traffic congestion and to expand the downtown streetscape.
- Three regional arterials converged in downtown Plainfield including US 30, IL 59, and IL 126. The principal solution identified in the plan was to relocate regional traffic and trucks away from Main Street and Lockport Street in downtown Plainfield.
- US 30 and IL 126 were identified as routes carrying regional and truck traffic that could be relocated to another corridor. 143rd Street was identified as the preferred corridor.

Project Benefits

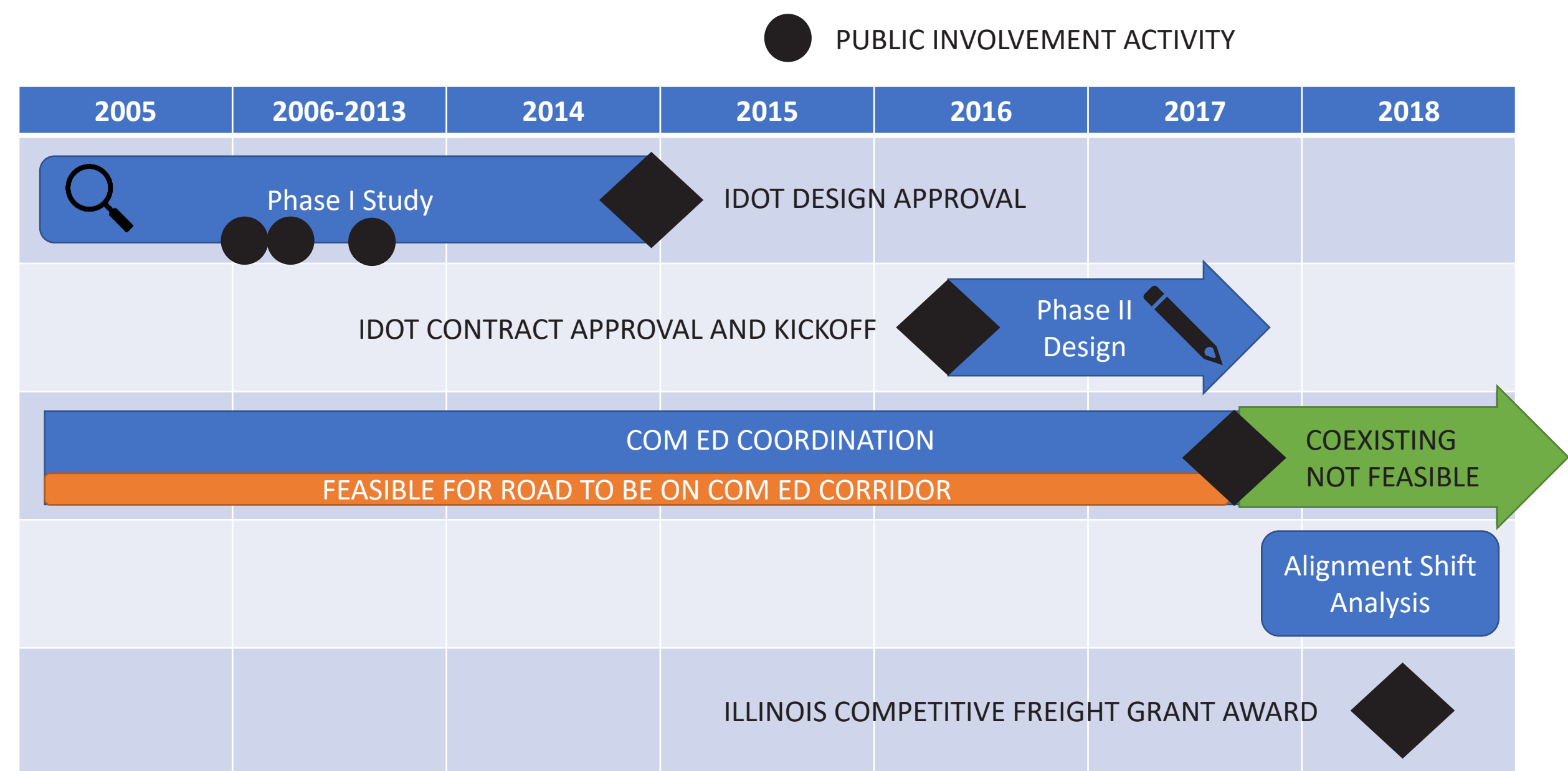
- Reduction of network crash rates
- Removal of trucks from at-grade rail crossing (IL126 – Main Street at Canadian National RR)
- Relieves Congestion on IL 59 and Main Street
- Improves Travel Times to and from I-55
- Improves Pace Express Operations
- Reduces Fuel Consumption
- Reduces Air Pollution



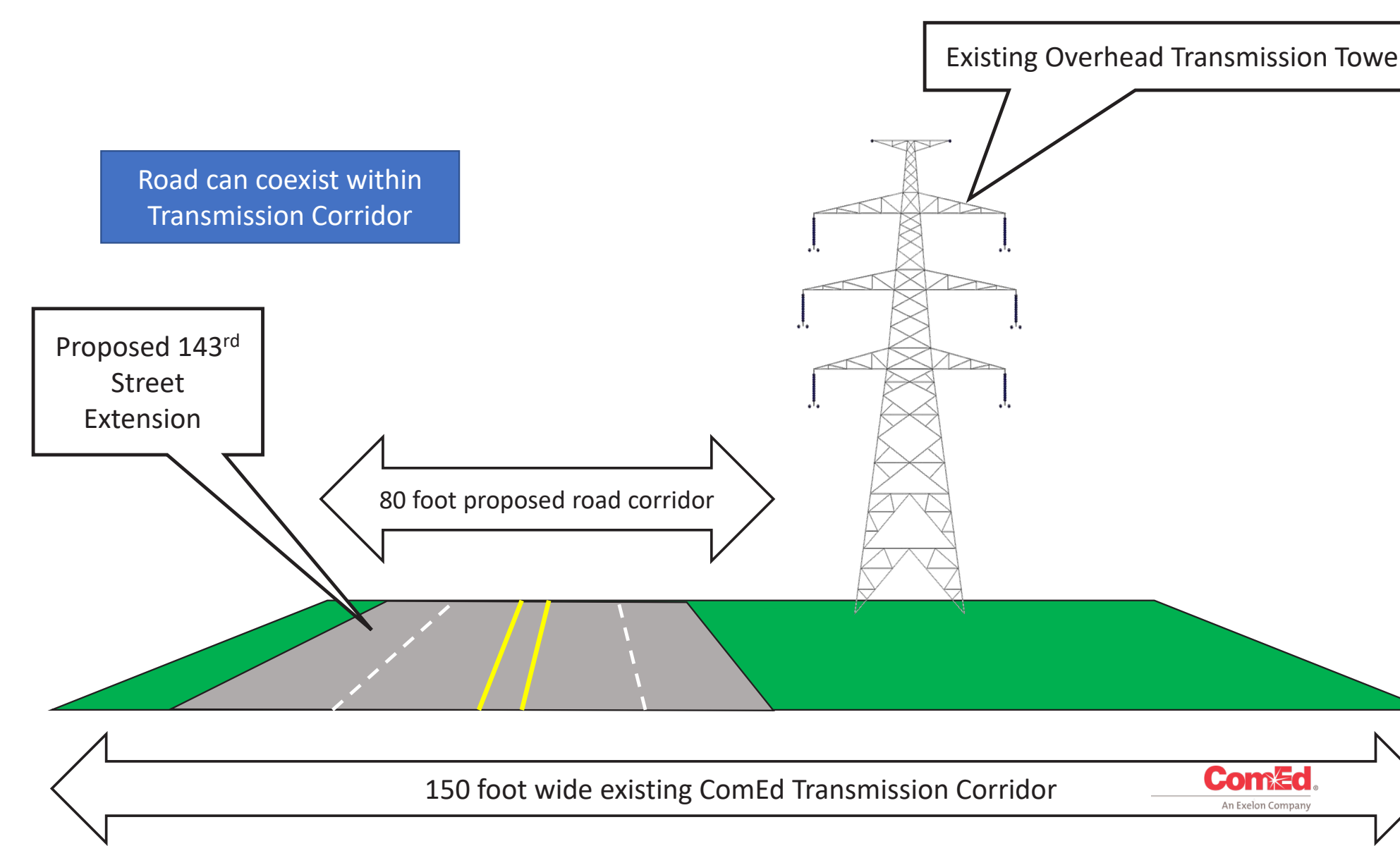
From Village of Plainfield 2005 US 30 and Route 126 ReRoute Plan

Project History

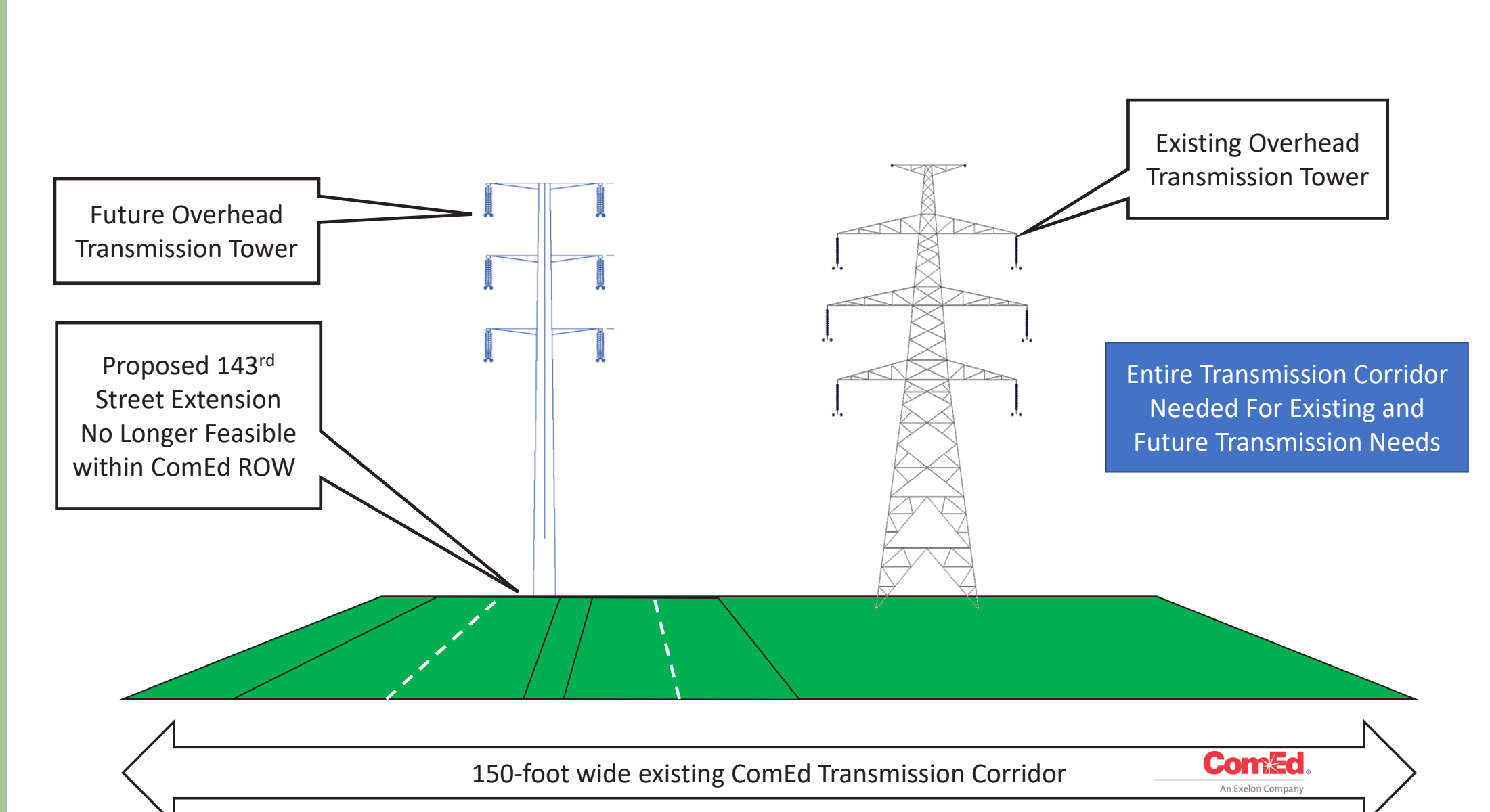
Timeline and Milestones



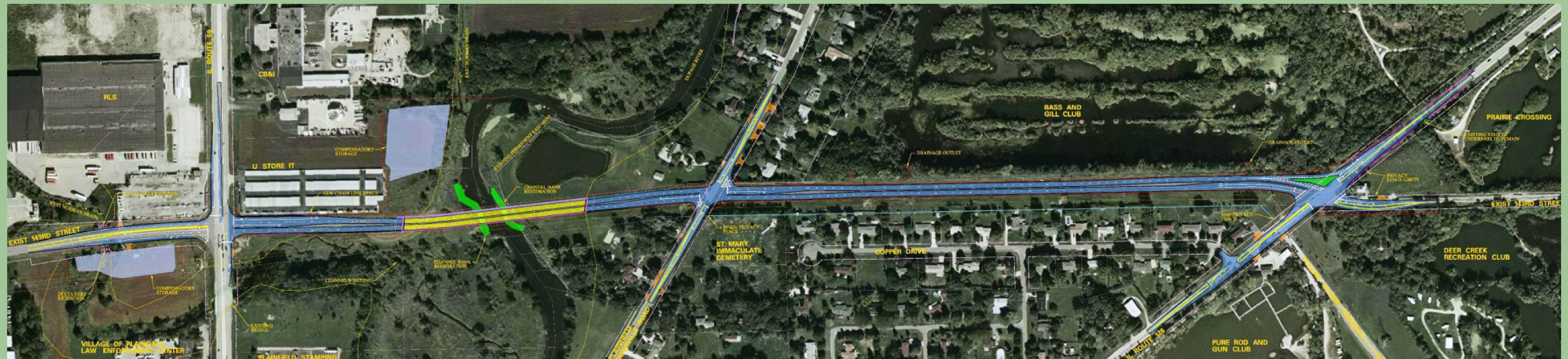
Originally Planned Roadway/ Transmission Corridor



ComEd Future Corridor Transmission Needs

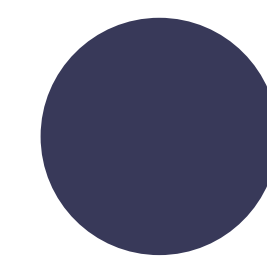


Original Alignment

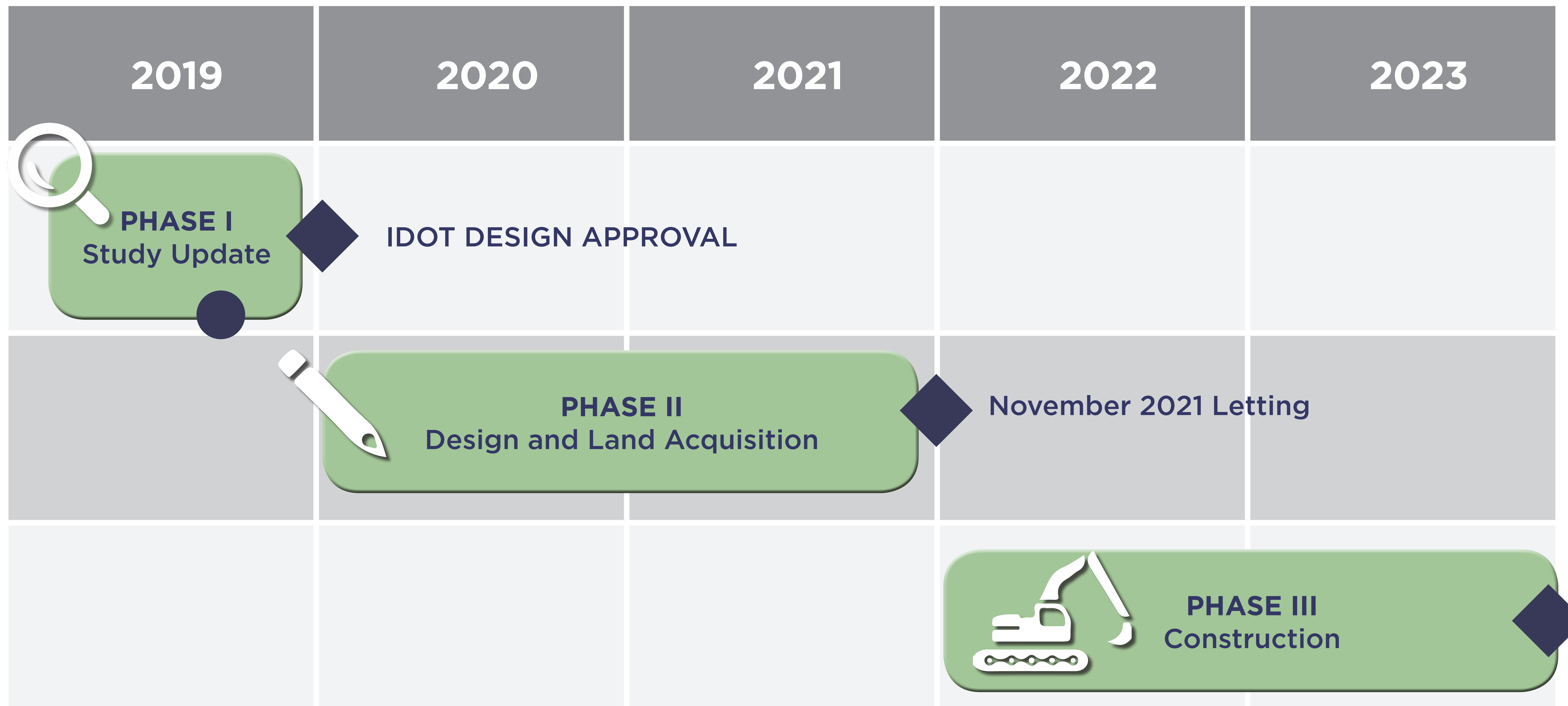




Schedule and Study Process

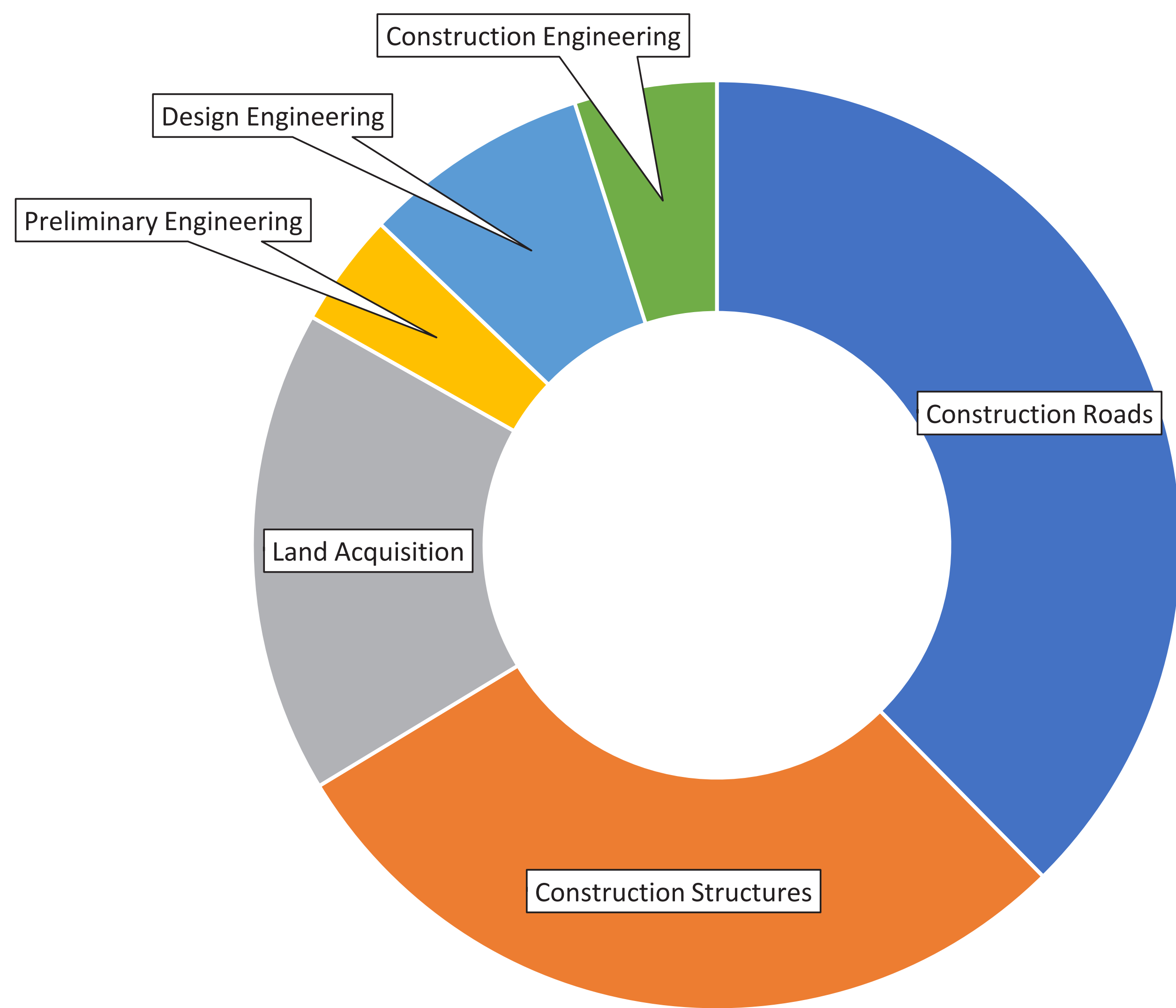


PUBLIC INFORMATION MEETING

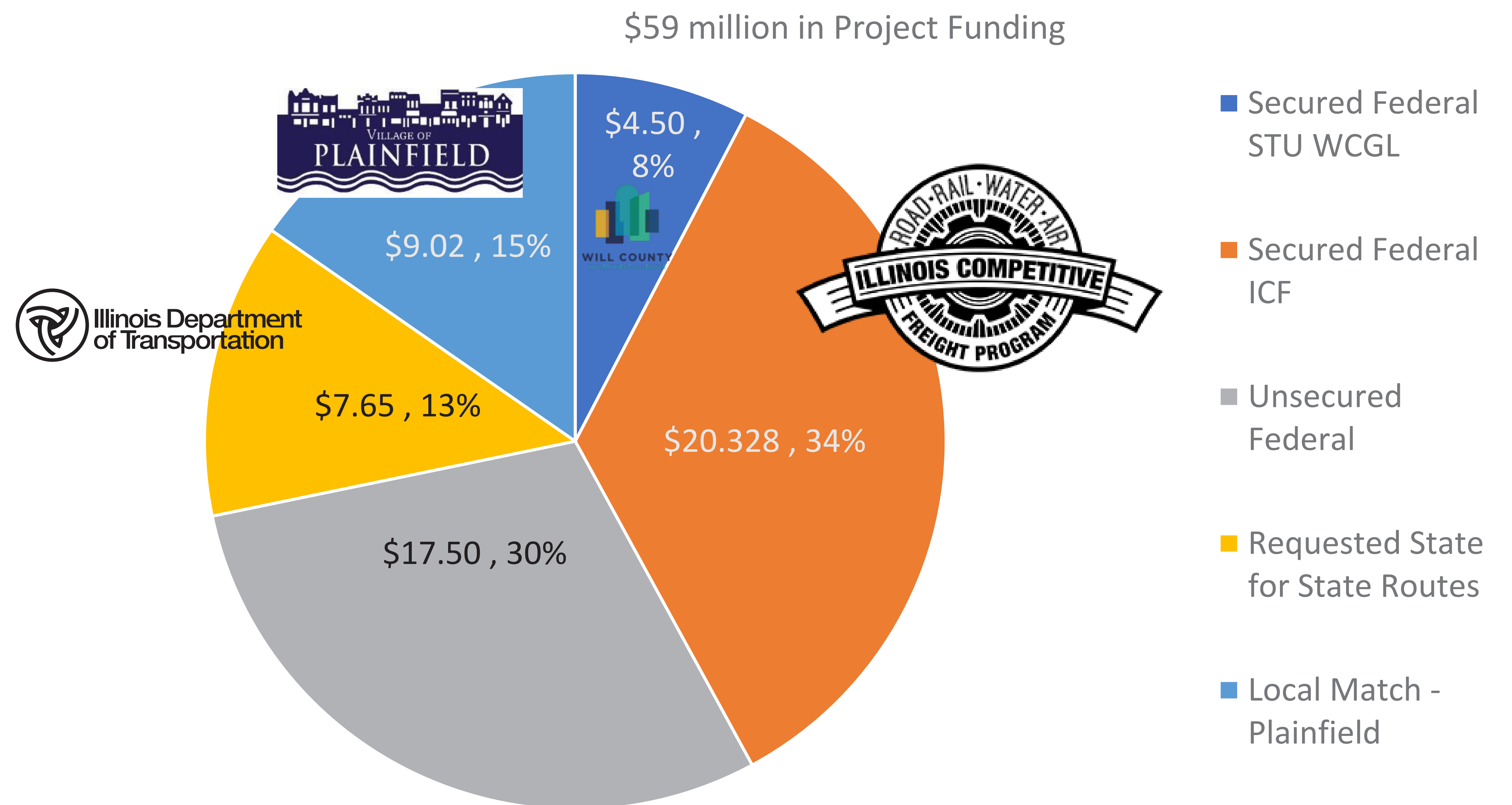


Costs and Funding

Project Cost



Project Funding

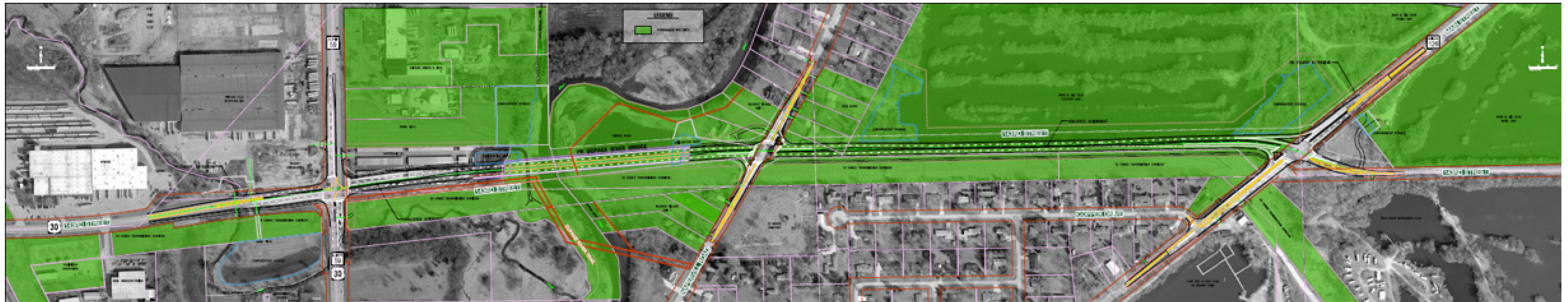


Total Estimated Project Cost = **\$59 million**
 Study Update to Refine Design and Costs



Stakeholder Meetings

Project notification letters were sent in December 2018 to property owners that could be impacted. Letters also provided contact information for scheduling a stakeholder meeting with the Village. Property ownership highlighted in green have requested stakeholder meetings and meetings occurred.



RESIDENTS

- 23234 Main Street
- 14201 S Naperville Road
- 14205 S Naperville Road
- 14209 S Naperville Road
- 14213 S Naperville Road
- 14217 S Naperville Road
- 14218 S Naperville Road
- 14302 S Naperville Road
- 14306 S Naperville Road
- 14310 S Naperville Road

AGENCIES

- Army Corps of Engineers
- Plainfield Park District
- Illinois Department of Transportation
- Federal Highway Administration

BUSINESSES

- McDermott (CB&I)

OTHER

- ComEd
- Bass & Gill Club

Alignment Shift Alternative Analysis



After ComEd notified the Village of the need for the future transmission line along the existing ComEd corridor, the Village performed a feasibility analysis, developing alternatives to shift the alignment north or south of the ComEd corridor. The originally approved alignment through the ComEd corridor, Alternative 1, is shown in red on the aerial. The north alignment, Alternative 2, generally described as the alternative that impacts Fletcher Lake, is shown in green on the aerial. The south alignment, Alternative 3, generally described as the alignment through the existing cemetery and residential homes along Copper Drive, is shown in blue on the aerial.

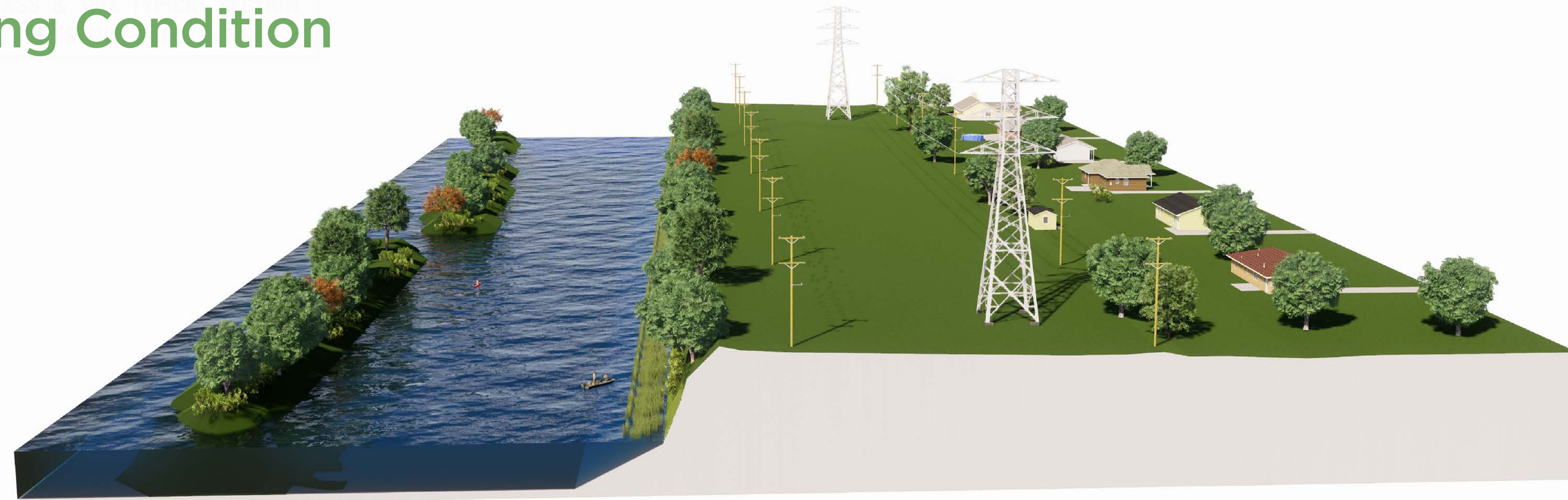
The Village identified the major environmental features along the corridor and evaluated each alternative based upon the impacts to those features for comparison purposes. The evaluation matrix table shows a comparison of the alternatives. Boxes highlighted in green indicate where the north or south alignment shift had less impacts than the original alignment. Boxes highlighted in red indicate where the north or south alignment had more impacts than the original alignment. The north alignment was selected as the preferred alignment shift because it had less impacts to wetlands and waters of the US, no impacts to the cemetery, significantly less residential impacts than the south alignment, and fewer major structures that would need constructed over creeks.

Note: Amounts measured conceptually in February of 2018. North alignment impact amounts may not match design refinements since then.

#	Evaluation Item	Method Of Measurement	Alternative #1	Alternative #2	Alternative #3
			Original Alignment ComEd Corridor	North Alignment Fletcher Lake Corridor	South Alignment Cemetery/Residential Corridor
1	Property Impacts	Acres of Acquired ROW/Easements	28.29	47.45	45.27
2	Wetland Impacts	Acres of Wetlands	4.30	1.70	6.91
3	Pond Impacts	Acres of Ponds	0	13.05	0
4	Waters of the US Impacts	Acres of Waters of the US Impacts	0.84	0.27	1.00
5	Floodplain Impacts	Acres of Impacts to Floodplain	13.78	19.58	18.57
6	Cemetery Impacts	Acres of Cemetery	0	0	1.00
7	Residential Displacements	Number of Residences with Displacement	0	1	18
8	Business Displacements	Number of Businesses with Displacement	0	1	0
9	Major Utility Impacts	Qualitative For Corridor	Impacts Planned Overhead Transmission Lines		
10	Long Term Maintenance Liabilities	Length of Corridor (miles) / # of Major Structures	1.33 / 1	1.34 / 1	1.47 / 3

Renderings and Typical Section at Bass & Gill Club

Existing Condition

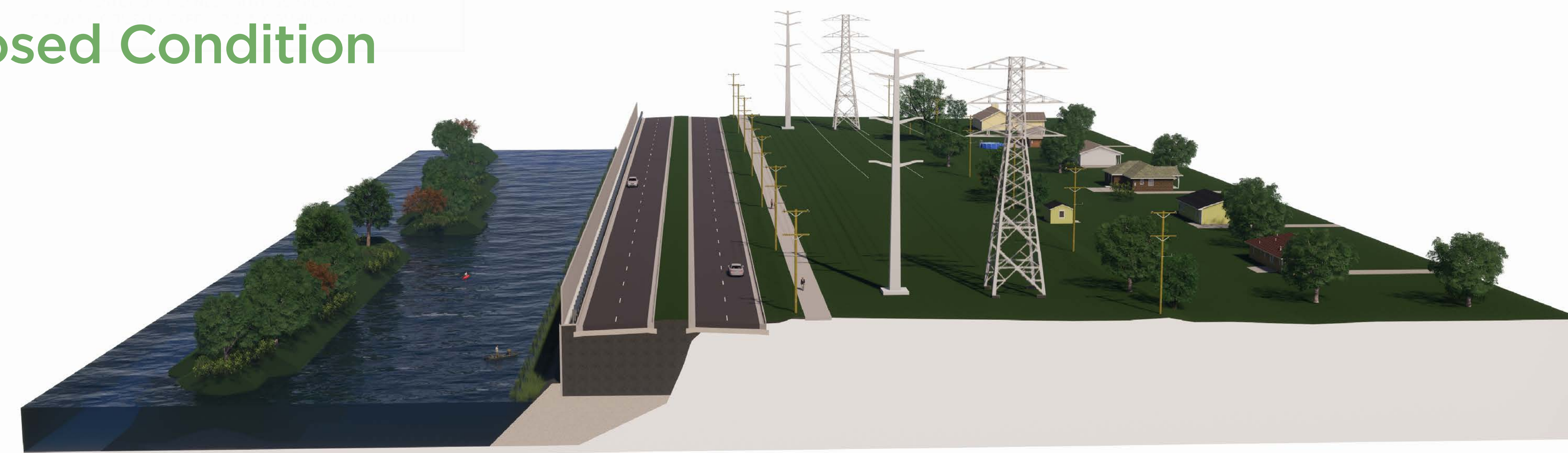


CROSS-SECTION VIEW - LOOKING EAST



PROPOSED VIEW OF ROAD LOCATION FROM FLETCHER LAKE LOOKING SOUTHEAST

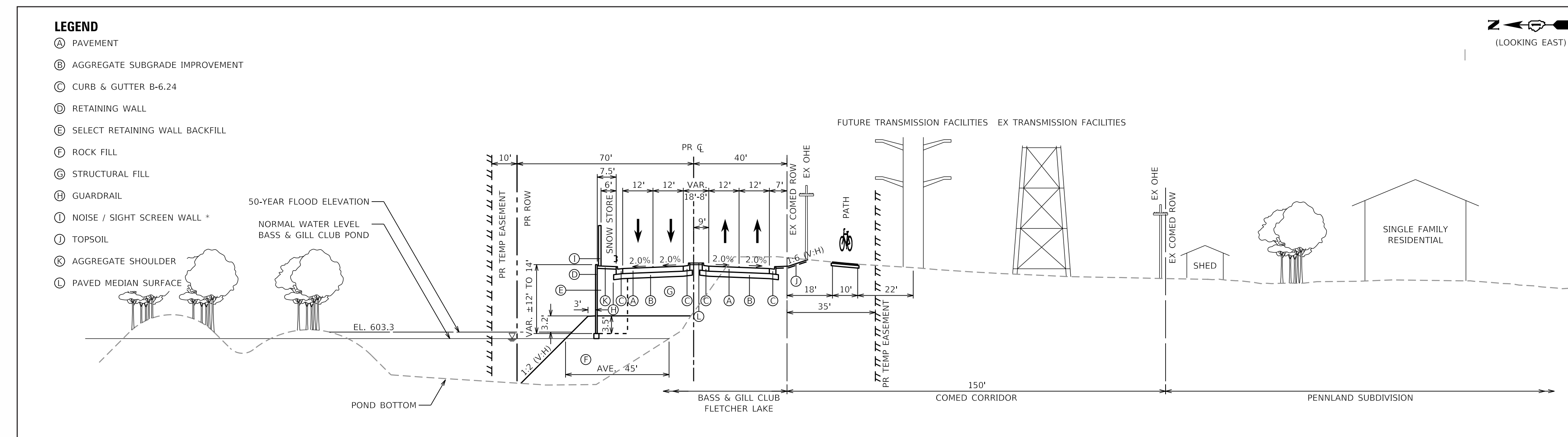
Proposed Condition



CROSS-SECTION VIEW - LOOKING EAST



VIEW OF PROPOSED ROAD FROM FLETCHER LAKE LOOKING SOUTHEAST





Environmental Study



This project is being studied in accordance with National Environmental Protection Act (NEPA) of 1969.

Federal requirements and IDOT policies require a detailed look at potential impacts to the natural, social, and built environments.

Facilitates open and transparent study process.

ENVIRONMENTAL STUDY PROCESS

Initiate Project

- Develop Purpose and Need for the project - Complete
- Begin Coordination - Complete
- Develop Alternatives - Complete

Collect Data

- Environmental Surveys - Update (duration of time and new areas)
- Compliance with Environmental Regulations - Check New Regs

Analyze Alternatives

- Avoid environmental resources if reasonably possible
- Minimize Impacts if resources cannot be avoided
- Mitigate impacts if unavoidable

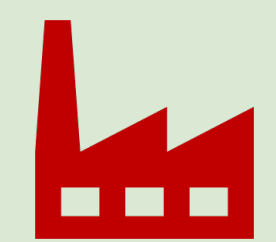
Preliminary Environmental Impacts

“Environmental studies are ongoing. All environmental study results will be part of the project development report at the end of the Phase I study. The following list of environmental topics provides a summary regarding items currently known.

TYPES OF ENVIRONMENTAL RESOURCES



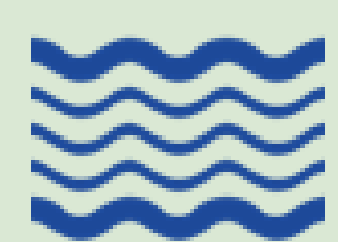
Neighborhoods



Businesses and Residences



Farmlands



Water and Natural Resources



Traffic Noise



Cultural and Historic Resources



Public Lands



Forest Preserves

Displacements

There is one residential and one business displacement anticipated with the proposed alignment.

Farmlands

There are approximately 4.5 acres of farmland that will be permanently impacted for the purposes of constructing compensatory storage mitigation for floodplain fill.

Trees

A tree survey has been completed. The acreage of tree impacts is currently estimated at approximately 7.7 acres. Trees impacted will be mitigated by replacement at a 1:1 ratio per IDOT BDE Policy. Locations of replacements will be determined in Phase II.

Special Waste

A preliminary environmental site assessment (PESA) is being conducted for this study. The state route portions of the PESA have been completed by the Illinois State Geological Survey (ISGS). Based upon results received to date, there are sites with recognized environmental conditions (RECs) warranting further study in Phase II with preliminary site investigations (PSIs).

Floodplain

Current estimates are approximately 12 acres of floodplains impacted. Compensatory storage mitigation for floodplain fill will be constructed at a 1.5:1 ratio.

Wetlands

It is estimated that approximately 0.7 acres of wetlands will be impacted permanently, and an additional 1.07 acres of wetlands will have temporary impacts. The jurisdictions of the wetlands have not been finalized yet. It is anticipated that wetland impacts will be mitigated by purchasing wetland bank credits

Surface Water

There are approximately 0.26 permanent and 0.10 temporary acres of stream impacts total to the West Norman Drain and DuPage River. Approximately 3 acres of private ponds will be impacted including Fletcher Lake and the pond along the east side of the DuPage River. For mitigation of filling approximately 1.8 acres of Fletcher Lake, the Village is currently planning the expansion of the lake by 2.8 acres.

Cultural / Historic

IDOT is in the process of conducting cultural and historic resource reviews for the study.

Endangered Species

IDOT is in the process of conducting biological resource reviews for the study.

Section 4(f)

What is a Section 4(f) Property

- Publicly-owned parks and recreation areas and wildlife and waterfowl refuges
- Public and private historic sites

When Does it Apply?

- Project involves USDOT funding or approval
- Related to transportation
- Uses land from a Section 4(f) property

Types of Use

- Permanent incorporation – acquired outright for transportation project
- Temporary occupancy – temporary use of property that is adverse in terms of Section 4(f) property's purpose
- Constructive use – proximity impacts of a project on Section 4(f) property are so great that the activities, features and attributes of the property are substantially impaired
- de minimis impact – use, but due to avoidance, minimization, mitigation, or enhancement there is no adverse effect on the qualities or functions of the Section 4(f) property

Coordination with Plainfield Park District

- The property is currently undeveloped and comprised of floodplain, wetland and upland habitats. No recreational opportunities for the public are currently available at this property, and the site does not serve as a designated wildlife and waterfowl refuge
- Plainfield Park District purchased the property with the intent to construct a multiuse paved bike trail that would connect an existing trail that ends adjacent south of the property north along the DuPage River corridor to Eaton Preserve Park, as indicated in the Park District's 2016 Comprehensive Plan
- Because the project will construct a multi-use paved trail extension on the property as a minimization measure, the property will function as a recreational resource as originally intended by the Plainfield Park District
- Based upon proposed impacts and improvements, a de minimis use determination is applicable
- Park District must provide written concurrence of de minimis use finding
- FHWA will review finding and provide a non-objection/ objection

EXISTING CONDITION



PLANNED CONDITION



PROPOSED CONDITION

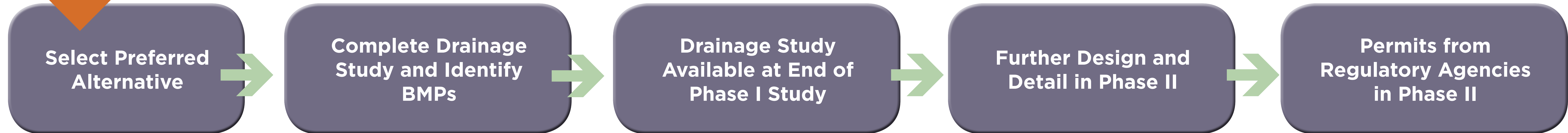




Best Management Practices for Storm Water

We Are Here

Storm Water BMP Process



What are BMPs?

- Improve overall water quality
- Minimizes soil erosion
- Controls storm water runoff by capturing soil sediment and roadway pollutants

Storm water management BMPs are control measures taken to mitigate changes to the quality of urban runoff caused through changes to land use.

BMPs focus on improving water quality problems caused by increased impervious surfaces from land development, such as the additional roadway pavement and sidewalks/paths associated with this improvement project.

BMPs are designed to improve water quality through infiltration and retention/detention.



Anticipated BMPs

Three infiltration basins are proposed to capture stormwater runoff from new impervious area. Infiltration basins with native planting are intended to slow runoff and capture sediment and other roadway pollutants. A wall will be constructed between 143rd Street and Fletcher Lake to minimize snow plowing salt spray from entering the lake. Roadway runoff will be directed away from Fletcher Lake.



Noise Analysis



Noise Analysis Process (IDOT)



* Step only pursued if noise exceeds pre-determined levels and a barrier is feasible and reasonable

Feasibility and Reasonableness Policy for Noise Barriers

Feasibility

- Abatement must achieve at least 5 decibel (dB) traffic noise reduction
- Abatement must be feasible to construct

Reasonableness

- Generally, noise abatement cost must be <\$30,000 per benefitted receptor (adjustment factors can increase the allowable cost per benefitted receptor)
- Must achieve at least an 8 dB noise reduction at a benefitted receptor

Land Acquisition

Fee Simple Acquisition

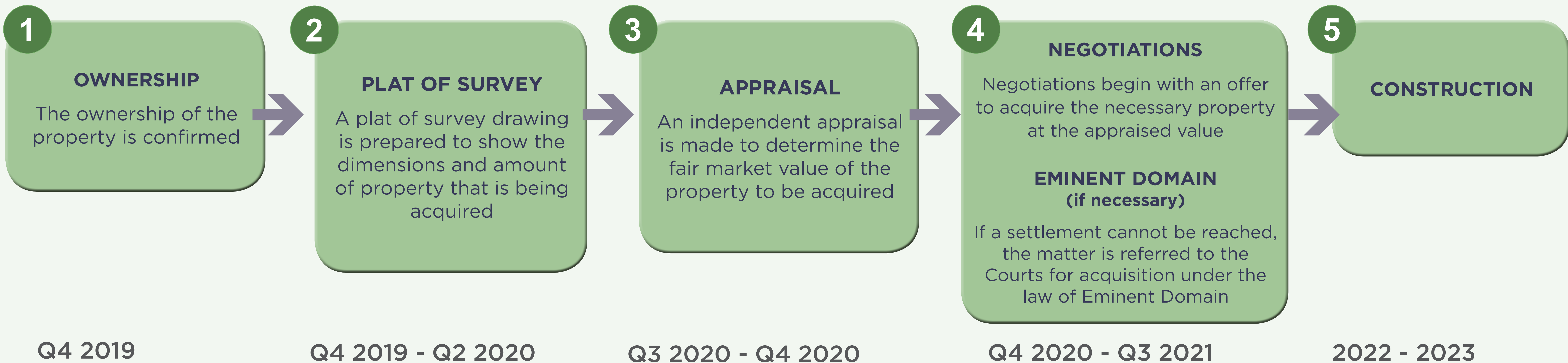
The acquisition of all rights and interest of real property

Permanent Easements

Where underlying ownership is retained by the property owner, but access is permanent allowed during and after construction for maintenance of facilities such as drainage structures

Temporary Easements

Where underlying ownership is retained by the property owner but access is temporarily allowed only during construction for items such as grading work, driveway construction, and landscaping restoration

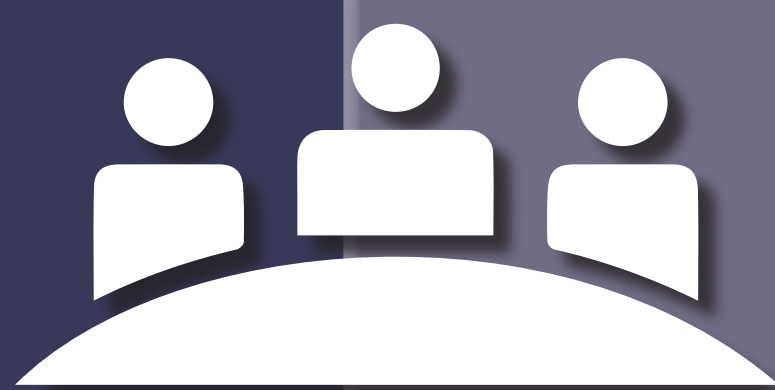




Next Steps/Comments



Continue Updating Design for Shifted Alignment



Continue Stakeholder Meetings



Finalize Environmental Studies



Continue Funding Applications/Requests

Complete a Comment Form

You can submit public meeting comments in multiple ways:

- Drop completed comment forms in comment box
- Mail comment forms to Village; mailing address on comment forms
- Email comments to Village; email address on comment forms

Public Information Meeting Materials and Comment Forms available at

plainfield-il.org

Comments will be taken at any time during the study. Comments must be received by October 8, 2019 to become part of the public meeting comment documentation