



Meeting Minutes



**Waubonsee Drive at US 34 (FAP 591)
LA Section Number 06-00034-00-RP
Project Number RS-0093
City of Plano, Kendall County**

Date: January 17, 2007
Subject: Waubonsee Drive /South Entrance at US 34 – Property Owner Contacts
Attendees: (IDOT) – Bob Poundstone, (PB) – David McGibbon, Paul Kanellopoulos, (SEC) – Patrick Pechnick, (City of Plano) – John McGinnis, (Lakewood Homes) – Bob Graham, (Property owner south of US34) – Ken Corbin, (W.C.C) – Al Bota, (JJR) – Randall Machelski.

The meeting was held on January 17, 2007, in Smith Engineering's office in Yorkville, at 10:00 a.m. (CST). Attendees are listed above. The project sponsor, City of Plano, and IDOT representatives requested the meeting to obtain property owner feedback on the proposed improvement.

Introduction – P.Pechnick / D.McGibbon

- The purpose of this meeting is to review and discuss the proposed improvements with affected property owners. Exhibits included the intersection plan, profiles, ROW plan and drainage plan. No comments from the affected property owners were communicated relative to the geometrics or roadway configuration of the proposed improvement. The property owner to the north side of US Route 34 and east of the proposed Waubonsee Drive, Waubonsee Community College did express some concerns relative the amount of proposed right-of-way proposed along their frontage. The issue of concern was the effect it would have on their proposed detention basin.
- The proposed drainage plan was described to the property owner and their engineering consultant (JJR). West of Waubonsee Drive, on the north and south sides of US34, roadside ditches are required to collect runoff from the areas adjacent to US34. This runoff is collected in the ditches and conveyed to the west. When the ultimate US Route 34 improvement is implemented, runoff from the ditches will be conveyed to the proposed US34 storm sewer system.
- East of Waubonsee Road and north of US34, the ground slopes away from US34 towards Lake Plano. No roadside ditch is required here, but the ROW has been set such that break points are minimized.
- East of Waubonsee Road and south of US34, an existing ditch that collects runoff from adjacent areas will be maintained.
- Items presented include drainage plans from the Drainage Study, US34 cross sections near the Waubonsee College entrance, and plans showing the interim and ultimate US34 alignments.

Waubonsee College Site - Storm water Detention – R.Machelski (JJR – Waubonsee Engineering Consultant)

- For the proposed Waubonsee Community College development, a storm water detention pond is proposed as indicated above. The current detention basin design ties into the US 34 edge of shoulder at a 3:1 slope. This is the ideal location for the detention pond because the area north of the pond has 100 year old trees that will be preserved.
- The proposed US 34 roadway ROW east of Waubonsee Drive results in approximately 5000 cubic yards of lost detention volume.
- Another issue that was raised is that the proposed storm water detention pond discharges into Lake Plano, which has no positive outlet. Under extreme events, flooding may occur in the Waubonsee College site.
- The Normal Water Elevation in the proposed storm water detention pond is 634 ft, and the High Water Elevation is 637 ft.
- It was discussed whether the proposed US 34 closed system can be used as an emergency overflow path for events with a return period above 100 years.
- Items presented include site plans provided by JJR.

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Action Items – All Attendees

- PB and IDOT District 3 will hold a meeting on January 18 to discuss the proposed ROW for Prairie Parkway and will consider moving the proposed ROW closer to US 34, in the area east of Waubonsee Drive and north of US34.
- A schematic titled "Drainage Facility & Earthen Berm Constructed Adjacent to the Highway R.O.W" was distributed. The schematic shows the required distance to be maintained between the proposed detention facility and the IDOT ROW.
- JJR will provide PB with flow rates from the proposed detention facility under extreme rainfall conditions. PB will use this information to determine whether the proposed closed system has adequate capacity to convey this additional flow.

Follow-up and Resolution

At the January 18 meeting, per IDOT District 3's direction, it was agreed that the ROW north of US34 and east of Waubonsee Road would be set back from 115 ft LT to 85 ft LT of the US 34 centerline. The ROW was revised to provide additional area for the proposed detention pond in the Waubonsee Community College, which shall meet the requirements set forth in the handout "Drainage Facility & Earthen Berm Constructed Adjacent to the Highway R.O.W.". The Waubonsee Community College's consultant, JJR, LLC was provided with the revised ROW plan on February 7, 2007 during a meeting at PB's Chicago office.

The issue relative to outletting storm runoff from the proposed detention basin at Waubonsee Community College to the US 34 ultimate storm sewer system was discussed at the February 8, 2007 meeting between PB and IDOT/BDE/BB&S/FHWA. IDOT indicated that it is not their policy to allow this type of connection into their storm sewer system. It must also be noted that the Waubonsee Community College is in the Lake Plano watershed whereas the proposed US 34 storm sewer system is in the Rob Roy Creek watershed.

The resolution of the indicated Waubonsee Community College right-of-way issue and the subsequent ROW minimization at the detention basin and associated drainage issues completes the property owner coordination for this project.



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Prairie Parkway at I-88 (Ronald Reagan Memorial Tollway) ISTHA Coordination Meeting

Date: March 12, 2007
Time: 3:00 p.m.
Location: Illinois Tollway, 2700 Ogden Ave, Downers Grove

A meeting was held at the Tollway to discuss the Interchange Design Study at the Prairie Parkway at I-88 (Ronald Reagan Memorial Tollway). The I-88 interchange design study was submitted to the Tollway on February 13, 2007.

Meeting attendees: Rocco Zuccherro, (ISTHA Planning Chief); Henry Guerriero (ISTHA, Traffic Analysis), Rick Powell (IDOT, District 3), Pete Harmet (IDOT District 1), Adam Lintner (IDOT District 1), Diane Lukas HLR, Inc. (Tollway Engineering), Kevin Kell, HNTB (Tollway Engineering), Ed Leonard (PB), Steve Nadalis (PB), Kevin Bischel (PB), Pat Pechnick (SEC), Manny Lao (SEC).

History of Interchange Development

Several attendees had not attended previous meetings therefore PB provided a brief summary of what had been discussed at previous IDOT/ISTHA meetings relative to the I-88 interchange development. This included an alternative where Prairie Parkway was extended north of I-88 as an arterial connector to Route 38. The local arterial extension was identified to improve accessibility to I-88 and Prairie Parkway however the concept was not pursued since communities north of I-88 did not champion the proposal; therefore it was dropped from consideration.

For the proposed Prairie Parkway at I-88 interchange all proposed movements are accommodated via directional ramps. Various staging and configurations were presented to identify options that could be accommodated by the proposed interchange should the facility be extended in the future. Any future extension would require additional right-of-way, particularly north of I-88. The interchange design study submitted for review was presented at the public hearings held for the Draft Environmental Impact Statement, hearings were held on December 6 and 7, 2006 and February 13, 2007. The FEIS is expected to be completed at the end of the calendar year 2007.

Constraints & Environmental Considerations

An aerial exhibit depicting the Prairie Parkway alignment was used to describe the environmental and man-made constraints surrounding the proposed I-88 interchange. East of the interchange is Welch Creek and its associated floodplain and immediately east of the floodplain are quarries both north and south of I-88. West of the interchange is the existing Dauberman Road grade separation over I-88. The interchange itself is located on a sod farm that extends both north and south of I-88.

Typical Sections, Design Criteria & Traffic Operations

Typical Sections (I-88 & Prairie Parkway)

The existing typical section of I-88 and the proposed Prairie Parkway typical was distributed. Existing I-88 has two-lanes in each direction, shoulders and a 54 feet wide median. It was noted that the proposed Prairie Parkway over I-88 ramp fly-over structures will have piers centered in the 54 feet wide median along I-88. The piers will be parallel to the existing median and provide sufficient space to accommodate an additional standard through lane in each direction with shoulders. With the exceptions of ramps (exits and entrances) and ramp fly-over structures, no work beyond potential resurfacing is proposed along I-88 as the geometrics meet or exceed ISTHA policy.

The typical section of Prairie Parkway was described which includes two lanes in each direction with a 62' 8" median. The median was increased from the standard IDOT 55 feet wide median to the IDOT standard for a



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buffer separated HOV lane typical section; the wider median provides flexibility for future alternatives. It was noted that the 62' 8" wide median could accommodate a future buffer separated HOV lane or light rail transit alternative assuming minimum track spacing and station platforms 18 feet wide. Minor shoulder reductions adjacent to potential stations would be required.

Interchange Design/Spacing and Level of Service

The geometrics of the interchange were shown on a 1"=200' aerial base. Directional ramps are proposed for all movements and all ramps are single lane. There are no existing interchanges along I-88 in close proximity to the proposed Prairie Parkway Interchange, Illinois Route 47 at I-88 is located approximately four miles east of the proposed interchange and the Peace Road interchange is located approximately 11 miles west.

The traffic projections estimates for Prairie Parkway were based on travel simulations between I-88 and I-80. The basis of the traffic forecasts utilized the CATS travel model which was extended to encompass the expanded planning area. In addition the associated socioeconomic forecasts are consistent with NIPC methods and the six county control totals. Both CATS and NIPC reviewed PB's forecast methodology and agreed they were consistent with their own methods. Regarding traffic projections, PB inquired about the 2030 projections provided to the Tollway in August 2006 for the I-88 at Illinois 47 interchange. The Tollway indicated the traffic volumes indicated were consistent with these projections however the developers projections were low.

An interchange schematic was distributed showing ramps and mainline with segment and ramp merge/diverge levels of service including ADT's and DHV's. Capacity analyses based on projected 2030 traffic were analyzed/evaluated using the most current HCS software. All directional ramps are single lane and I-88 and Prairie Parkway mainline provide two-lanes in each direction. The capacity analyses indicate all mainline and ramp movements will operate at a level of service C or better.

Ramp Design Speed & Typical Sections

The design of all ramps constructed as part to the Prairie Parkway project will be directional one lane ramps with a design speed of 50 mph. During the development of a potential future arterial connector which has since been eliminated, a collector distributor roadway was indicated on the south side of I-88 with loop ramps leading to and from the north. The collector distributor design speed was 60 mph and the loop ramp design speed was 40 mph. The weave area between the loops (Type A) was 1700 feet long and provided a LOS A. The HCS manual indicates that Type A weaves are not considered weaving sections when the weave length is greater than 2000 feet, the previously proposed geometrics fall slightly below this threshold.

Cross-sectional elements and standards differ for IDOT and ISTHA therefore the basis for determining which standard to use was based on where the ramp originated, i.e. if the ramp in the direction of travel originated from Prairie Parkway, IDOT standards were used and ramps from I-88 used ISTHA standards. Ramp shoulder widths based on IDOT criteria are eight feet right (6' paved and 2' aggregate) and six feet left (4' paved and 2' aggregate). Tollway standard shoulders are 10 feet right (paved) and four feet left (paved), the left shoulder is increased to six feet on bridges. ISTHA standard ramp terminals were used adjacent to I-88 and IDOT standards adjacent to Prairie Parkway. It was noted that the Tollway standards include both parallel and taper type terminals and the current design used on IDS's is the tapered terminals. SEC commented that they believed the Tollway used parallel ramps terminals however the Tollway indicated that they use both depending on site specific conditions. SEC commented that parallel terminals may be more conducive to expanding the ramp in the future. After some discussion it was decided that the current design would be revised to show parallel ramps.

Future Considerations – Dauberman Road at I-88

Interchange ramps to and from the west extend beneath the existing Dauberman Road grade separation which will be reconstructed to provide a longer span length. Typically the life cycle of a structure is 50 years therefore based on the uncertainty of any future extension it was decided that the ramp terminals to and from



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the west would be designed as two lane ramps. Providing for a greater span length would minimize the potential of reconstructing the structures again should a connection to the north occur within the next 40 to 50 years. In addition the vertical clearance of the Dauberman Road structure and ramp over-pass structures used the IDOT standard 16' 9" clearance rather than the ISTHA 16' 3" clearance. The additional vertical clearance can be reduced during PE II or should the Tollway resurface the pavement at the time or prior to the interchange construction only minor adjustments will be required.

Design Exception – SSD at Ramp fly-Over Structure

A design exception is proposed for deficient stopping sight distance (SSD) along a portion of Ramp E and H at the Prairie Parkway at I-88 directional interchange. A 50 mph design speed requires SSD of 425 feet. Due to the bridge parapet obstruction stopping sight distance provided for Ramp E (850 feet radius) is 310 feet which is sufficient for 40 mph and for Ramp H (1235 feet radius) 365 feet or 45 mph SSD. To provide a SSD of 50 mph the shoulder width of six feet would need to be widened to eighteen feet for ramp E and eleven feet wide for Ramp H. The length of ramp affected by the SSD restriction is approximately 550 feet long. A stopping sight distance design exception technical memorandum was distributed at the meeting for consideration by the ISTHA. Based on the assumption that ramps from Prairie Parkway leading to the Tollway will be IDOT jurisdiction the IDOT Bureau of Design and Environment has approved a design exception for Ramp E based on the subject technical memorandum. The IDOT standard left shoulder width on structures is four feet and was increased to six feet to provide a 40 mph SSD. The ISTHA standard left shoulder width on structures is six feet therefore no increase in shoulder width is recommended. ISTHA indicated at the meeting that the engineering staff will review the technical memorandum and provide feedback. A summary of the evaluation memorandum was presented at the meeting and cited the following:

For Ramp E and H alternates were evaluated at a macro level to identify general impact and cost ramifications. Alternate ramp and shoulder configurations to provide the necessary stopping sight distance are feasible. The shoulder option would consist of an eleven feet wide left shoulder for Ramp H and a 18 feet wide shoulder for Ramp E which is excessive based on the evaluation factors cited in the technical memorandum. Alternate ramp configurations were also considered which would consist of a combination of flatter radii and a wider left shoulder. The radius modification option although feasible are not prudent since ramps would be much longer, bridges on larger skewers, considerably more floodplain impacts would result in addition to ROW and construction cost increases.

To summarize the technical memorandum, safety risks of the reduced SSD are not considered significant based on the following 1) per AASHTO the typical motorist decelerates at 14.8. ft/s² rather than 11.2ft/s² rate used in the SSD calculation 2) level of service is satisfactory with no queuing 3) a sight line will exist over the parapet assuming the passing sight distance height of vehicle of 4.25 feet which provides improved visibility over the parapet 4) sufficient width is available on the ramp (30 feet) to pass around an object on the road at a low rate of speed and 5) most vehicles have a third tail/brake light located in the rear window area which would provide improved visibility over the sight obstruction (bridge parapet) to identify slowing or stopped vehicles.

Based on the above justification it is recommended that the ISTHA standard six feet wide bridge shoulder width be maintained. On Ramp E providing an 18 feet wide left shoulder, 12 feet of additional widening beyond the IDOT standard would cost approximately \$1.6 million and on Ramp H an eleven feet wide shoulder, five feet of additional widening beyond the ISTHA six feet standard would cost approximately \$550,000. Based on the above evaluation factors, the additional expenditure for widening Ramp H would not yield substantial benefits and therefore not recommended.

Toll Plaza Considerations

As part to the I-88 at Prairie Parkway interchange, a preliminary toll plaza evaluation was conducted. It was indicated that existing toll plazas on either side of the proposed Prairie Parkway interchange included the Aurora mainline Plaza 61 approximately 10 miles east and the DeKalb mainline plaza approximately 11-12



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miles west. East from Prairie Parkway at Illinois 47 there are only ramps to and from the west which are not tolled. Further east Orchard and Illinois 31 are tolled as is Peace Road to the west. Since Prairie Parkway is generally centered between the two mainline plaza's and ramps are tolled within these limits with the exception of Illinois 47, it was desired that the Illinois 47 ramps be tolled rather than Prairie Parkway ramps since free-flow operations within the interchange would be operationally preferred. ISTHA indicated that studies have been undertaken by private interests for a full interchange at Illinois 47 and ramp tolls would be part of any future project. The timing of construction for Illinois 47 and the Prairie Parkway are presently unknown. It was indicated that a portion of the Prairie Parkway is funded. IDOT priority presently involves constructing the portion of Prairie Parkway from Illinois Route 71 south of Plano to US Route 34 in Plano. IDOT's second priority is to continue Prairie Parkway north from US Route 34 to US Route 30. US route 30 is approximately six miles south of I-88. The section from US Route 34 to US Route 30 is only partially funded at this time. The section of Prairie Parkway from US 30 to I-88 is not funded. ISTHA indicated that since the construction of these projects is not defined that toll plaza options should be included in the Prairie Parkway project should it be constructed before the Illinois 47 project. Therefore right-of-way for potential toll plazas will be identified and include;

- For traffic destined for eastbound I-88 from northbound Prairie Parkway, right-of-way will be shown for a potential toll plaza along Ramp B adjacent to I-88
- For traffic destined for southbound Prairie Parkway from westbound I-88 right-of-way will be shown along Ramp H approximately 1500 feet beyond the physical gore of the exit ramp.

ISTHA Policy on Interchange Documentation

IDOT requested Tollway feedback on additional information required to conduct there review of the interchange design study. The Tollway indicated that Diane Lukas of HLR, Inc. will review the interchange design study and provide comments. The Tollway provided HLR, Inc with the IDS; IDOT provided the meeting exhibits and handouts in addition to a full printout of the HCS analysis for I-88, Praire Parkway and all ramps. The Tollway indicated that issues associated with new interchanges were addressed with the IDS submittal and items discussed/provided at this meeting. IDOT requested that should HLR require additional information to contact Steve Nadalis of PB Inc. at 312 803-6541.

Context Sensitive Solutions

A general overview of the stakeholder involvement and CSS was summarized. At the initiation of the Prairie Parkway Project a Technical Advisory Group (TAG) was organized that consisted of 14 individuals representing a broad range of local governments, elected officials, and public and private organizations who brought differing perspectives to the project. The TAG provided opinion and consensus on some of the planning issues, such as population and employment forecasting. In the rural counties such as Kendall, LaSalle, Grundy, and DeKalb, where the jurisdiction of regional planning agencies do not extend for purposes of population and employment forecasting, the TAG helped develop those numbers, as well as the purpose and need statement. The Technical Advisory Group was organized and evolved into the Corridor Planning Group.

In 2005, as the study focus changed from examining project Purpose and Need to the development and assessment of alternatives, the TAG was replaced by a Corridor Planning Group (CPG). The CPG includes representatives from local jurisdictions within the project area. These jurisdictions include: Grundy, Kendall, and Kane counties; and the municipalities of Elburn, Minooka, Morris, Lisbon, Yorkville, Plano, Sugar Grove, and Big Rock. The CPG is supported by three technical task forces. The technical task forces are organized for transportation, environmental, and land use topics. The technical task force members were selected from interest groups, municipal staff, and county staff having experience and qualifications to provide technical input and recommendations to the CPG.

As the CSS process has progressed several items have been discussed or evolved from the CPG and/or members with localized issues. The emphasis in the early development stage of the project involved



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**Chicago Metropolitan Agency for Planning
Tier 2 Consultation Meeting
June 26, 2007
3rd Draft Meeting Summary**

consideration of CSS issues and proposals that would have an impact on right-of-way since the DEIS was being prepared. The CSS process will continue into Phase II plan preparation for those sections presently funded and continue to evolve relative to corridor issues and themes. Two issues that have been considered in proximity to the I-88 interchange area is the inclusion of detention/infiltration basins within the I-88 interchange based on drainage considerations of interest to stakeholders. Also the planting of Oak Savanahs is being considered based on plantings compatibility with potential design elements, soil characteristics, safety and maintenance. Renderings of these features within the I-88 at Prairie Parkway at I-88 were shown at the meeting.

The meeting adjourned at 5:00 p.m.

Prepared and Submitted by:

Steve Nadalis

cc: Attendees, 4.2.1, 4.3.1, 4.4.12, 4.11.8, 5.25.7.2, 5.25.2

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DRAFT

Participants

Patricia Berry
Bill Brown (via phone)
Chris DiPalma
Doug Ferguson
Michael Leslie
Les Nunes
Ross Patronsky
Mike Rogers
Joy Schaad
Kermit Wies
Walt Zyznieuski
Matt Fuller
Tom Murtha
Mark Pitstick
Dean B. Englund
Steve Ott
Rick Powell
Connie Lindenmier
Holly Ostdick
Peng Wang
Ed Leonard

Representing

CMAP
NIRPC
FHWA
CMAP
USEPA
IDOT-OPP
CMAP
IEPA
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IDOT
FHWA-IL
CMAP
RTA
PB
PB
IDOT – District 3
IDOT – District 3
CMAP
CMAP
PB

1. Approval of the May 14, 2007 meeting summary

The draft May 14, 2007 meeting summary was approved.

2. SAFETEA-LU Compliance

Mr. DiPalma stated that at this time the SAFETEA-LU compliant RTP does not require any action by the USDOT. The team recognized the CMAP and Policy Committee board approved RTP Update is in compliance with the requirements of the SAFETEA-LU legislation. Additionally, Mr. DiPalma stated that at this time, per his review, the SAFETEA-LU compliant RTP meets the regulations of current federal legislation.

3. IDOT Bureau of Design and Environment Draft Procedure Memorandum

Mr. Zyznieuski of IDOT presented a draft memo with the request of approval by the team on the proposed procedures for determining PM_{2.5} Hot Spot analysis and triggers. The first hot spot analysis brought to the Consultation team was the Dan Ryan reconstruction and this memo follows the same format for that analysis. The Bureau of Design and Environment would like to finalize and distribute this memorandum with the approval of the consultation team. The memo states that all projects will be brought to monthly (District 1) or bi-monthly (District 3) District meetings with specific data

including annual average daily traffic (AADT) for design year and existing year and the percent diesel emissions, for evaluation. All projects will document whether or not they are "projects of air quality concern", in the minutes of the coordination meeting. Mr. Patronsky asked if local projects will be included in this determination. Mr. Zyznieuski stated that there is a local roads coordination meeting as well. Mr. Patronsky asked to be included on the distribution lists for the minutes that state the need or lack of need for hot spot analysis. Comments regarding the memo were requested by fall 2007. Mr. Zyznieuski stated that IDOT is also holding a peer review in October regarding hot spot analysis.

4. Prairie Parkway PM_{2.5} Hot Spot Analysis (TIP ID 09-02-9033)

Dean Englund from Parsons Brinkerhoff distributed copies of PowerPoint slides summarizing information from the draft hot-spot analysis report for the Prairie Parkway project previously made available to the consultation team members. Mr. Englund outlined the reasons for using a surrogate approach in the hot spot analysis for the Prairie Parkway and described the PM_{2.5} monitor locations and associated data used for the analysis. He summarized the report's finding that the Prairie Parkway project will not cause or contribute to PM_{2.5} violations. Mr. Englund responded to questions about the hot-spot analysis and received suggestions for clarifying some tables in the report. IDOT stated that public hearings that include the Prairie Parkway hot-spot analysis will be held in mid July, and if there are any comments on the analysis they would appreciate receiving them as soon as possible. IEPA subsequently commented suggesting more description of the project be added in the Executive Summary. No comments were received on the analysis subsequent to the meeting.

5. Travel Demand Impact of Grade Separations

Tom Murtha distributed a memo in regards to the impact of grade separations on the travel demand model. The memo provided evidence that incorporating grade separated crossings in the travel demand model should have no effect on VMT. Discussion continued on whether the model is sensitive enough to show a difference between the two types of crossings. It was determined that the travel demand model was not necessarily the best model to identify the impacts of grade separations. Mr. Leslie stated that the information would be forwarded to the Tier I consultation team and EPA headquarters for discussion.

6. Other Business

Mr. Brown from NIRPC reported via phone that the two Indiana redesignation petitions have been sent to the EPA, one for Lake and Porter counties and the other for LaPorte County. LaPorte County has completed the public comment period and is awaiting a final designation notice.

Lake and Porter Counties are still within the public comment period. The comment period ends in July. The budgets are submitted in the draft SIPs and NIRPC has used them in their conformity designation. If redesignation occurs, NIRPC has completed what is needed once those budgets go into affect. FHWA will need to issue a new conformity finding based on the fact that the new budgets have been taken into account. Mr. DiPalma stated that the USDOT is working with INDOT to complete the conformity

based on current information. The USDOT will have to take another federal action based on the attainment designation for meeting the attainment requirements with the new budgets that are within the maintenance SIPs.

Ms. Berry made the team aware of a Tollway study that is underway for an existing I-294 interchange in Rosemont where there are movements being added. The project is in phase I engineering and it is anticipated that design approval may occur approximately a year from now.

Mr. DiPalma had previously passed out a draft Hot Spot procedure for commuter rail projects and asked if there were any preliminary comments. Mr Zyznieuski mentioned that this draft Hot Spot procedure is undergoing revisions and a new version will be sent out shortly. Mr. Ferguson stated that once all comments were incorporated, FHWA could forward the updated procedures to him and he would pass it on to the team.

7. Next Meeting

The next meeting was left on call.