

**Meeting Summary**  
Illinois Route 53: Park Boulevard to Ahlstrand Road  
Illinois 56: Arboretum Road to Briarcliff Road  
Dupage County

**May 17, 2006**

The purpose of this meeting was to provide the Illinois Department of Transportation (IDOT) with the opportunity to advise the representatives of the local neighborhood organizations of the project status and of preparations for the upcoming Public Meeting tentatively planned for July 2006 at Arbor View School.

IDOT provided a status update for the Illinois Route 53 north project (Illinois Route 38 to Illinois Route 64). Both projects are included in the Department's Fiscal Year 2007 to 2012 proposed Highway Improvement Program, pending funding availability and project readiness. The project team provided an overview of the alternatives currently under consideration for the section south of Illinois Route 56. It was noted that the existing geometry for Illinois Route 53 south of Illinois Route 56 consists of one lane in each direction from Osage Drive to Arboretum Drive. This segment of roadway has a history of fatal accidents and a portion of the road is located within the floodway of the East Branch of the DuPage River. This section of roadway has a history of flooding and roadway closure. The purpose of the project is to improve the safety of this section of Illinois Route 53 by improving the roadway geometry, raising the roadway out of the floodway, and by providing adequate capacity.

To meet this purpose, two alignment alternatives have been developed. Each alternate extends the existing four-lane section north of Park Boulevard to meet the existing four-lane section south of the Butterfield Road intersection. This will provide a roadway with a continuous cross section consisting of two lanes in each direction, separated by a curbed barrier median. In order to better manage access to Illinois Route 53, a traffic signal is proposed at Ironwood Drive and a median break with left turn lane is proposed for Osage Drive. Tamarack Drive and Arboretum Drive will be closed via cul-de-sacs at Illinois Route 53. A median break with left turn lane will be provided at the intersection of the south Wal-Mart entrance and Hidden Lake Forest Preserve. It was suggested that prior to the Public Meeting, coordination with the retailers take place in order to develop a strategy for access consolidation.

Alternate 1 would raise the roadway above the 100-year flood stage, but maintains the existing Illinois Route 53 alignment within the floodway of the East Branch of the DuPage River. This alternative relies on the use of costly retaining walls to raise the roadway above the 100-year flood elevation. The design is considered aesthetically ridged and does not provide for the potential channel improvement of the East Branch of the DuPage River. Under this alternative there is no reduction of the flood levels and the existing drainage patterns are maintained. Due to significant changes in grade, this alternative would likely require 9 residential relocations. It was noted that the presentation of potential displacements should be accompanied by information concerning the land acquisition

process and general information concerning the assessment of fair market value for property to be acquired by IDOT.

Alternate 2 would raise the roadway and shift the Illinois Route 53 alignment to the west, away from the East Branch of the DuPage River and out of its floodway. This alternative would place the roadway onto properties that were purchased by DuPage County Department of Development and Environmental Concerns (County DEC) with Federal funds under the Hazard Mitigation Grant Program (HMGP) to reduce the number of flood-prone homes in the area. It was noted that IDOT has been coordinating the project with Illinois Emergency Management Agency, the Illinois Department of Natural Resources (IDNR), the Morton Arboretum, the Forest Preserve District of DuPage County, and the DuPage County Department of Development and Environmental Concerns.

The Department proposes to present Alternate 2 as the Preferred Alternate because it has the potential to provide a number benefits. While removing the existing roadway from the floodway this alternative improves flood conveyance and storage, and reduces the 100-year flood stage up to 0.8 feet. The shifted alignment is compatible with additional projects involving the restoration of the meandering river channel and the improvement of natural habitat and riparian vegetation. Mr. Ribich referenced the August 2003 meeting with IDOT, DuPage County Forest Preserve, local residents, and others underscoring the importance of restoring the river area along Illinois Route 53. Alternate 2 offers more flexibility in developing roadside aesthetics. In particular there is opportunity to provide bicycle and pedestrian accommodations as well as landscaping enhancements. The proposed parkway width would be approximately 60' minimum. Typically roadway parkway is 15' wide. Alternate 2 will require 13 residential relocations.

A representative of the Valley View subdivision stated that there has been no request by DuPage County to vacate the FEMA properties located adjacent to the project. IDOT noted that they had met with FEMA, IDNR, and DuPage County regarding this issue. IDNR has indicated that both Alternates qualify as a public flood control project, with Alternate 2 providing the most potential for flood damage reduction. No further information will be submitted by IDOT on this issue until after the public meeting is held.

The status of the noise abatement study was discussed and IDOT stated that the results of the noise analysis prepared for the project will be available at the public meeting indicating whether sound barriers are proposed. It was noted that an important detail would be the final surface type. IDOT stated that the cost of asphalt has doubled so the final surface would most likely be concrete. The residents had concerns about the noise associated with concrete pavement. IDOT stated that there is a new concrete standard which uses alternating tines at 15 degrees to minimize the noise from the concrete. A sample of this new concrete design is on Illinois Route 53 in front of Woodfield Mall. The residents stated that there is an asphalt type which uses recycled tires in the mix and wanted to know if it would be possible to use this design on the Illinois Route 53 project. IDOT noted that it is not a standard used by the District and that a decision regarding whether the new pavement is concrete or asphalt will not be made until the final design phase.

The residents raised some questions regarding the need for a four-lane section. They asked whether a less intrusive improvement such as cul-de-sac's and intersection improvements could be considered. The ADT from Park Boulevard to the south Wal-Mart entrance was discussed and the residents speculated that the ADT remained 17,000 until the south Wal-Mart entrance and then increases dramatically to the north due to all the Wal-Mart traffic. IDOT stated that this project is using 2030 traffic projections and that four traffic lanes are required. It was suggested that reasons supporting the need for a four lane section on Illinois Route 53 south of Illinois Route 56 need to be presented in a manner that does not rely solely on forecasted ADT volumes. Other supporting reasons include intersection safety improvements, roadway continuity, and safer operations for passing vehicles making a left turn from Illinois Route 53 into Valley View. It was further noted that should Illinois Route 53 be widened to four lanes south of Illinois Route 56 on the shifted alignment, it will not be possible to widen beyond four lanes in the future per an agreement with DuPage County and FEMA.

IDOT stated that coordination with all the public agencies is ongoing to find out whether any future bike trails or pedestrian traffic is planned in the project area. It was noted that the sidewalk will be shown on the exhibits as potential sidewalk with the funding by others. The 53 Neighbors United indicated that they may be able to help identify funding sources for the sidewalk.

The residents also raised concerns about black ice on Illinois Route 53. IDOT explained that the potential for black ice could be reduced by working with the roadway profile and pavement crown to insure proper drainage.

The Public Meeting exhibits were discussed and it was decided that vertical profiles, cross sections, home cost comparisons from real estate sites of Valley View, and pavement design would be the key issues to be addressed in the exhibits/slide show. IDOT stated that the Public Meeting will be first in the summer of 2006 and the Public Hearing which will have a Court Reporter present, will take place in the winter of 2006. IDOT noted that the Public Meeting will be held to obtain public reaction to the project. IDOT needs input from Valley View to gain approval on Alternate 2 from DuPage County. Valley View stated that they would like to receive notice at least 3 weeks prior to the Public Meeting.

P. Schneider/IDOT/TranSystems

# ATTENDANCE ROSTER

## BUREAU OF PROGRAMMING

PROJECT/TOPIC: IL 53 @ IL 56 (P-91-439-01)

Initial Briefing in advance

DATE: MAY 17, 2006

TIME: 1:00 pm

LOCATION: IDOT - District 1

ROOM: PCR -

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Page \_\_\_ of \_\_\_