

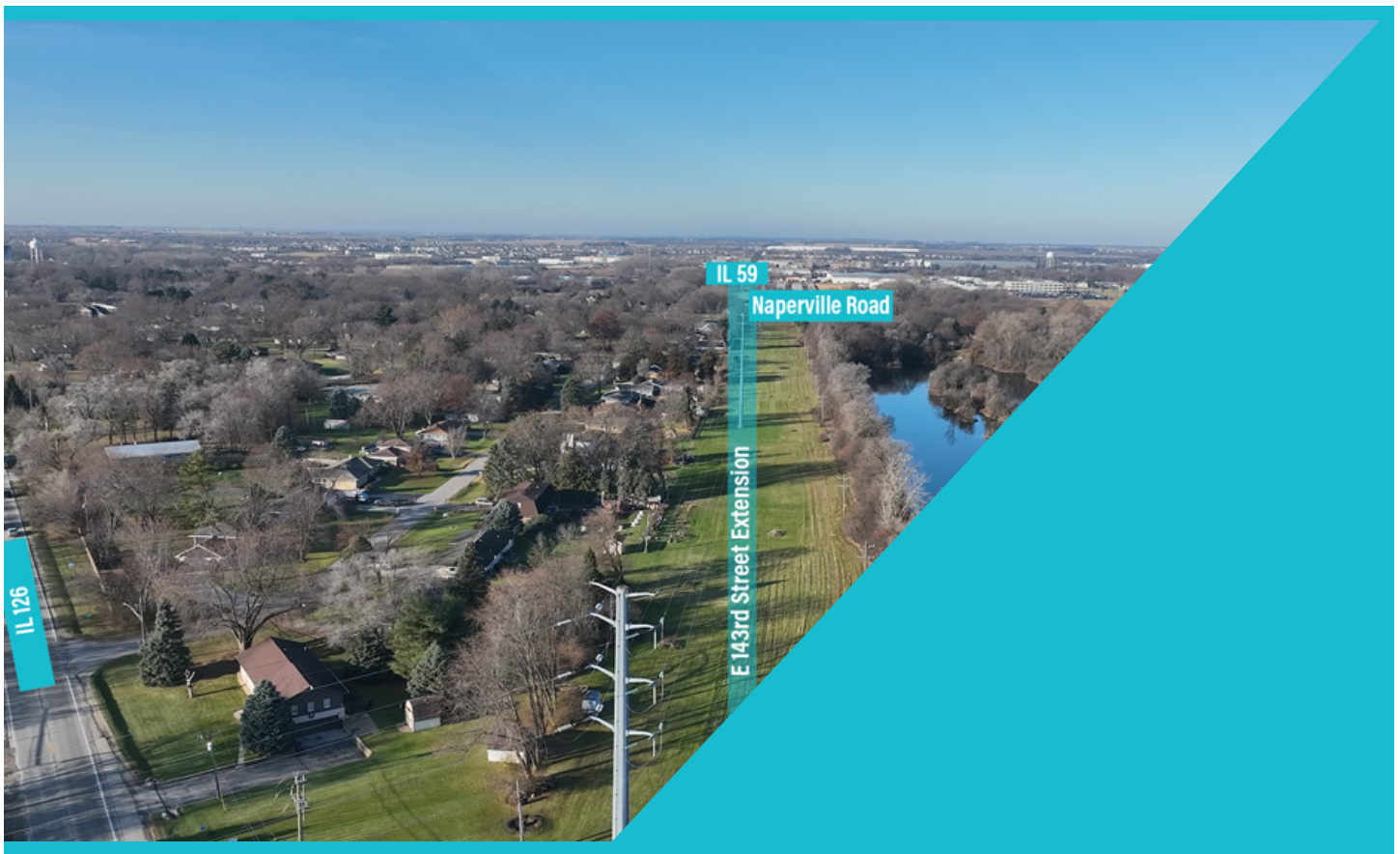


PLAINFIELD

143rd Street Corridor

143rd Street East Extension

August 28th Public Information Meeting Responses to Questions



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1. Bids

1.1 - I submitted a FOIA request to the Village for the bidding documents. Can you provide the bidding documents?

The project was bid by the Illinois Department of Transportation (IDOT) on April 26, 2024. IDOT shares bidding information on their website. The specific contract number for this project is 205-61H34.

- General bidding information for the April 26, 2024 IDOT letting can be found [here](#).
- As-bid Plans, Specifications, and the Pay Item Report for this project can be found [here](#).
- Unit prices for all bidders on this project can be found [here](#).

2. Speed

2.1 - What will the posted speed limit be on the new roadway and how will it be enforced?

The posted speed limit for 143rd Street between Illinois Route 59 and Illinois Route 126 will be 40 mph and has been approved by the Illinois Department of Transportation (IDOT). The Plainfield Police Department will oversee the enforcement of the speed limit.

3. Traffic Projections and Truck Traffic

3.1 - Why is traffic expected to increase on Illinois Route 126 if the 143rd Street East Extension is constructed?

When 143rd Street opens, traffic on Illinois Route 126 (Main Street) is expected to decrease in the short-term as traffic begins using the new road. However, long-term, traffic is still expected to increase due to anticipated growth in the area. The 2050 traffic projections provided by the Chicago Metropolitan Agency for Planning (CMAP) reflect this long-term anticipated growth.

Constructing 143rd Street will alleviate some of the long-term increase, but this project alone is not anticipated to alleviate all the traffic growth expected to occur through 2050. Additional 143rd Street corridor improvements are planned to further offset the anticipated traffic growth.

3.2 - How were traffic volumes developed to model proposed noise (proposed traffic volumes on 143rd Street East Extension and Illinois Route 126 don't look correct)?

The traffic volumes used in the traffic noise models are based on the Existing Year 2018 and Design Year 2050 projections in accordance with Federal Highway Administration (FHWA) noise modeling procedures. Design year volumes are calculated for the busiest times of the day based on existing traffic and 2050 projected traffic provided by the Chicago Metropolitan Agency for Planning (CMAP).

3.3 - Was truck traffic from the 143rd Street West industrial area considered both for design volumes and noise?

Traffic projections, including projected truck volumes, were used for design volumes and noise modeling. The projected traffic volumes were provided by the Chicago Metropolitan Agency for Planning (CMAP) and are calculated based on CMAP's ON TO 2050 Comprehensive Regional Plan for Northeastern Illinois. The ON TO 2050 Plan uses multiple land use plans (including the Village's) to project growth rates for both passenger vehicles and trucks. The Village's Land Use Plan near 143rd Street, west of US Route 30, identified several varied land uses including light industrial/ business park, residential, and general commercial. This resulted in a high proportion of trucks in the projected model.

More information on CMAP's traffic forecasting methods can be found [here](#).

3.4 - What measures will be taken to reduce truck traffic on Naperville Road?

Truck restrictions on Naperville Road are not expected to change with this project. Similar signage to what is posted at Naperville Road's intersections with Illinois Route 59 and 135th Street will be used at the new intersection with 143rd Street. The Village of Plainfield will continue to enforce truck restrictions along Naperville Road.

4. River Closure and Erosion

4.1 - Is the DuPage River going to be closed to recreation at 143rd Street during construction?

The DuPage River will be temporarily closed within the construction site due to safety precautions concerning the bridge construction over the river.

Details on the specific timing and length of the closure(s) will be provided once the contractor submits a schedule and the US Army Corps of Engineers (USACE) approves the contractor's in-stream work plan. Currently, there are no plans for a portage around the construction site due to the adjacent construction zones.

River closings will be posted on the corridor website as well as the Village's social media platforms.

4.2 - Concern that the project will increase downstream erosion to the riverbank on the east side of the river.

Rivers naturally meander, leading to erosion on the outer edges of curves (cut banks) and sediment deposits on the inner edges (point bars). This process can significantly alter riverbank positions over time. The west bank of the river, north of the ComEd property, shifted approximately 10 feet between surveys conducted in 2006 and 2017.

The bridge piers have been designed to avoid altering the channel alignment and to minimize downstream turbulence. As part of the project, the west riverbank will also be stabilized. These practices help reduce the overall tendency of the river to meander; however, this does not guarantee the complete mitigation of downstream erosion.

The design of the river improvements has been reviewed and approved by the United States Army Corps of Engineers (USACE), the Illinois Department of Transportation (IDOT), and the Illinois Department of Natural Resources Office of Water Resources (IDNR-OWR).

5. Tree Mitigation

5.1 - Why does the offsite tree planting contract not include unincorporated areas?

The project aimed to maximize tree plantings on-site, including unincorporated areas as much as possible. However, the ability to plant trees on-site is heavily restricted by the ComEd transmission corridor (which prohibits tree planting) and various utility and drainage conflicts.

Of the 3,171 trees that will be planted, close to 900 of those trees will be planted within the construction site. The remaining trees will be planted offsite at the following locations: adjacent property owners in accordance with the USACE permit sight screen tree requirements, various Village rights-of-ways (ROW), school district properties, and park district properties.

5.2 - Would the Village fund additional tree mitigation for residents along the project?

All tree plantings have been allocated at this time.

6. Noise

6.1 - How does noise generated from trucks factor into the study? Were a higher percentage of trucks utilized in the study for this project?

The Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) program is required whenever federal funds are involved in a roadway project. The TNM separates traffic into categories based on the noise profile of the vehicles involved. For this study, vehicles were separated into cars, medium trucks, and heavy trucks, where cars are defined as vehicles having two axles and four tires, medium trucks have two axles and six tires, and heavy trucks have more than two axles. See Question 3.3 for how truck volumes were developed for this project.

6.2 - Was the screening wall at Fletcher Lake considered when analyzing proposed sound?

The sight screen wall on top of the mechanically stabilized earth (MSE) retaining wall at Fletcher Lake, adjacent to the Bass & Gill Club, was included in the noise models for the project.

6.3 - Was the sight screen wall adjacent to the Bass and Gill Club included in the proposed noise model, will sound from the roadway reflect off this wall?

The sight screen wall was included in the noise model. Additionally, noise reflections off adjacent walls have been studied by the Federal Highway Administration (FHWA):

"Construction of a noise barrier on the opposite side of the highway from a receptor without a barrier should not result in a substantial increase in highway noise levels. If both the direct noise levels and the reflected noise levels are not abated by natural or artificial terrain features, the noise increase is theoretically limited to 3 dB(A) due to a doubling of energy from the noise source. In practice, however, not all of the acoustical energy reflects back to the receiver. The barrier diffracts some of the energy over the barrier, some energy is reflected to points other than the receiver, some is scattered by ground coverings (e.g., grass and shrubs), and some is blocked by the vehicles on the highway. Additionally,

some of the reflected energy to the receiver is lost due to the longer path that it must travel. Attempts to measure this reflective increase rarely show an increase of greater than 1-2 dB(A)."

For that reason, no noticeable increase in project area noise levels is expected because of the Bass and Gill Club sight screen wall.

Additional FAQ (including above excerpt) can be found [here](#).

6.4 - Can Copper Drive residents pay to relocate the ComEd service lines on the north side of their property making the noise wall feasible and reasonable?

According to the Code of Federal Regulations (CFR), third parties may not pay down the cost, such as the cost to relocate the ComEd service lines, to make the noise wall reasonable (23 CFR 772.13(j)).

6.5 - What IDOT/FHWA policy prohibits use of third-party funding to construct a sound wall that does not meet IDOT's reasonable and feasible criteria?

This requirement is in the Code of Federal Regulations (CFR) at 23 CFR 772.13(j).

6.6 - We request a meeting with a noise study expert to discuss the methodology and results.

The Village of Plainfield will provide a noise study expert to meet with individual stakeholders to discuss the technical aspects of the noise analysis including methodology used in the noise study, the results of the analysis, and the relevant policies established by the Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT).

Please contact Randy Jessen at 815-230-2030 or publicworks@goplainfield.com to set up a meeting.

Readily available information regarding IDOT Noise Policy and Analysis Requirements can also be reviewed on [IDOT's website](#).

General Information about noise studies can also be found in the following IDOT brochures:

- [Noise Fundamentals](#)
- [Noise Analysis](#)
- [Noise Abatement](#)

6.7 - Please also address the fact that Copper Drive only had one receptor during the testing and it was located at the one house that doesn't have any other houses in between it and 126. All the other houses on Copper Drive have other homes in between them and Route 126 which provides a natural barrier to the noise received on Route 126. Therefore, our decibel reading would be lower than 23412 Copper Drive. I would like your noise expert to discuss the impact of this and include how it would affect the overall results of the test for the majority of homes on Copper Drive. In the study, each house is given a dollar value that is considered reasonable and feasible. The results of this new analysis should alter those numbers.

23412 Copper Drive was selected as the "representative receptor" for this area in accordance with Illinois Department of Transportation (IDOT) policy. A "representative receptor" is a single receptor (such as a house) selected from a group of similar receptors that are exposed to similar noise sources and have similar topography between the receptors and the roadways.

23412 Copper Drive was selected because it met the above criteria and is the furthest from both Illinois Route 126 and Naperville Road resulting in the lowest existing noise level. By selecting the receptor with the lowest existing noise level, the study maximized the difference between the existing noise level and the expected noise level which increased the likelihood that this project would trigger the need for a noise wall. While the increase in noise was large enough to merit a noise wall, the estimated cost of \$2,600,000 to construct the wall far exceeded IDOT's reasonable criteria of \$630,000 (16 receptors X \$39,375).

6.8 - The noise study doesn't seem to take into account the increased traffic noise that Copper Drive will experience from the increased traffic on Naperville Road after the extension is complete. While this may not affect every home on Copper Drive, I believe it does affect several homes and would like to see that included in this discussion.

The traffic noise model included projected traffic on Naperville Road. Naperville Road is shown in the listing of roadways included in the model for both the existing traffic and design year traffic projections.

6.9 - Does IDOT have standard numbers they use in noise studies for intersections? The extension will add two additional intersections to this area and they are also not accounted for in the noise study. Please provide documentation of any standard numbers IDOT uses in their modeling and an analysis for this area with the impact of those intersections.

The intersections are included in the traffic noise model. The model represents the intersections using the approach outlined by the Federal Highway Administration's (FHWA) best practices and supplemental guidance for intersections prepared by the National Cooperative Highway Research Program (NCHRP). These documents can be found here:

- https://www.fhwa.dot.gov/environment/noise/resources/tnm_best_practices/fhwahep16018.pdf
- <https://nap.nationalacademies.org/read/22284/chapter/1>

6.10 - Is a noise wall precluded from being funded by the Village if noise mitigation is not required by IDOT/FHWA?

The project team followed up with the Illinois Department of Transportation (IDOT) following the public meeting regarding this question. Neither IDOT nor the Federal Highway Administration (FHWA) will contribute state or federal funds to the construction of a noise wall that isn't feasible and reasonable. The Village could fund a wall with local funds but has chosen not to construction a noise wall.

6.11 - Would the Village fund additional noise mitigation for residents along the project?

The Village will not be funding a noise wall. The Village does not wish to establish a precedent of constructing noise walls that are not required per state and federal guidelines.

6.12 - Will the noise level be evaluated post-construction?

The Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) do not regulate noise after construction; therefore, no post-construction noise monitoring is planned.