



EASTERN DSATS CORRIDOR STUDY



FINAL

October 28, 2009



Executive Summary

The DeKalb-Sycamore Area Transportation Study (DSATS) initiated this study to identify four possible alignments for a new north-south transportation corridor to service the eastern DSATS planning area.

Initially, nine alternatives were created within termini specified by DSATS using Illinois Department of Transportation geometric design criteria and evaluating current land use, published future land use plans, topography, and floodplain and wetland maps within the study area. The termini of the proposed alignments for the corridor were Plank Road to the north and Gurler Road to the south. The following improvements were proposed for each corridor: a grade separated crossing with the Union Pacific Railroad; structures where the corridor crossed the East Branch Kishwaukee River and Union Ditches 1, 2, or 3; a full access interchange where the corridor intersects Interstate 88; and intersection improvements with the existing roadways.

The nine potential alignments for an eastern DSATS corridor were evaluated at a design charrette that was attended by representatives from DSATS, the City of DeKalb, the City of Sycamore, the Town of Cortland, the Illinois State Toll Highway Authority, and the DeKalb County Highway Department. The alignments were ranked against screening criteria that included mobility, local access, compatibility with local land use plans, encouragement of economic development, regional access and system connectivity, environmental impacts, farmland impacts, and use of existing alignments. Based on the group discussion and the total scores obtained, several alignments were selected for further analysis. The Illinois Department of Transportation, Illinois State Toll Highway Authority and the Union Pacific Railroad were contacted to obtain their feedback on the eastern DSATS corridor study. Two informational meetings were held by DSATS to notify the public about the Eastern Corridor Study, answer questions, and receive input on the alignments. Based on the comments received by the public, the final four alignment alternatives (Exhibit 18) were established for a new transportation corridor to service the eastern DSATS planning area. The feasibility, costs and potential environmental impacts of the alignments were evaluated and summarized in this study.

DSATS and DeKalb County officials have not endorsed going forward with a planning process to refine the eastern corridor alternatives to one route. If DeKalb County elected in the future to proceed with a single route selection, it was recommended that these alternatives be further refined through the Environmental Impact Statement (EIS) process. An EIS will look at a variety of options, including the “No Build” option, to determine what transportation improvements could best handle the expected population and traffic growth. Through continued public involvement, including consultation with community leaders, property owners, residents, and legislators and performing more detailed engineering, traffic, and environmental studies, these alternatives could eventually be narrowed down to one preferred corridor.



Introduction

The DeKalb-Sycamore Area Transportation Study (DSATS) is the Metropolitan Planning Organization (MPO) for the City of DeKalb, the City of Sycamore, the Town of Cortland and the surrounding areas. According to the DSATS 2030 Long Range Transportation Plan, the eastern half of the DSATS planning area is projected to experience steady growth over the next twenty years. This population growth will attract commercial, residential, and industrial development, and the resulting increase in traffic will put a strain on the existing roadway system.

Using proactive planning, DSATS has initiated a study for an approximately ten-mile eastern transportation corridor linking Sycamore to Cortland. The purpose of this study is to identify four alignment alternatives for a new transportation corridor that will improve connections between existing and proposed urbanized developments within the eastern DSATS planning area. The proposed eastern corridor will provide convenient north-south access and will encourage planned growth in the region. This study will also analyze each of the four alignment alternatives with respect to their feasibility, costs, and potential environmental impacts.

Existing Conditions

The central DSATS region has two connections to Interstate 88 (Reagan Memorial Tollway) via full-access interchanges at Annie Glidden Road and Peace Road. Peace Road is primarily a north-south roadway that connects Gurler Road to Plank Road. For most of its length, Peace Road has two travel lanes with the exception of the span between Pleasant Street and Illinois Route 23, where it is a five-lane section. Between Illinois Route 38 and Pleasant Street, widening of Peace Road from a two-lane section to a five-lane section will be complete in 2010.

Currently, within the limits of the Eastern DSATS Corridor Study, there are no existing interchanges with Interstate 88 (see Exhibit 1 for limits of the Eastern DSATS Corridor Study). There are three major arterials within the study area. Plank Road is a northeast-southwest roadway that extends from IL Route 23 to East County Line Road. IL Route 64 and IL Route 38 are two-lane, east-west roadways that run through Sycamore and Cortland, respectively. IL Route 64 and IL Route 38 are also classified as Class II truck routes.

Within the study area, two-lane major collectors that run in an east-west direction include Barber Greene Road, Bethany Road, Mount Hunger Road, Old State Road, Pleasant Street, Swanson Road, and Lindgren Road.

Current land use in the vicinity of the planning area is primarily agricultural, with small amounts of Low and High Density Residential, Open Space, and Industrial uses.



Presently, the eastern DSATS planning area lacks a north-south major collector or arterial to carry regional traffic from Interstate 88 through Cortland to north Sycamore. The only north-south roadway within the study area is Airport Road, which is classified as a minor collector. Airport Road begins at IL Route 38 and terminates at IL Route 64. Because of the anticipated growth and future development expected in the eastern DSATS planning area, the proposed eastern corridor will provide convenient north-south access to the region. (See Exhibit 1 for the limits of the Eastern DSATS Corridor Study).

Alternative Analysis

Criteria

Using the guidelines detailed below, nine potential alignments for an eastern DSATS corridor were created. The termini for the corridor were defined by DSATS, with a north terminus of Plank Road in north Sycamore and a south terminus of Gurler Road, including a future interchange at Interstate 88 and a grade separation with Union Pacific Railroad. Refer to Exhibits 2 through 6 for the nine preliminary alignments that were generated.

The geometric design of the corridor alignment was based on the design speed, the type of cross section (urban or rural), the functional classification of the roadway, projected traffic, the number of traffic lanes, and the width of the median. The horizontal geometrics were designed in accordance with Illinois Department of Transportation (IDOT) guidelines for a 60 M.P.H. design speed. The typical section of the roadway was chosen by DSATS to be a 5-lane rural section (see Exhibit 7A). In addition, a modified typical section was chosen in areas where necessary to be a 5-lane urban section (see Exhibit 7B). The proposed corridor will be classified as a minor arterial and DSATS has indicated that the roadway will ultimately be under the jurisdiction of the DeKalb County Highway Department. To create a safe corridor, proposed alignments were drawn so that major roadways intersect at an angle of approximately ninety degrees. At major intersections, sections were aligned tangent for a minimum of 1,000 feet on either side of the intersecting road to provide for future auxiliary turn lanes.

Right-of-way needs were identified for each corridor alternative. Alignments were placed to follow parcel lines and section lines, where possible, in an effort to minimize negative impacts on property owners, building structures, and to reduce the amount of small remainder tracks on parcels severed by the proposed corridor. Land parcels were divided with consideration to remain large enough to allow for future redevelopment or continued use of the property.

The eastern DSATS planning area was also evaluated with respect to current land use, published future land use plans, topography, and floodplain and wetland maps within the study area in order to refine the potential alignments. A large portion of the land east of Airport Road between IL Route 38 and Barber Greene Road has been delineated as floodplain. All but a few of the preliminary corridor alternatives cross this floodplain. The alignment corridors generally intersect the floodplain at its narrowest points. Existing



wetlands were avoided to the greatest extent possible. Because of the large amount of right-of-way necessary to create the corridor, both existing and projected land uses for affected parcels were considered when the alternative alignments were determined.

Typical Section

The proposed width and typical section of the corridor were determined by the DSATS advisory committee. The proposed roadway section was selected to be a five-lane rural cross section composed of two 12-foot travel lanes in each direction, a 14-foot paved median, and 10-foot aggregate shoulders on each side. The parkways were determined to consist of ditches shaped on either side of the road within a proposed 160-foot wide right-of-way and a 10-foot wide shared use path placed on the east side of the roadway. A modified five-lane urban cross section was added to reduce right-of-way impacts along existing alignments. The modified urban section was selected to be a five-lane urban section composed of two 12-foot travel lanes in each direction, a 14-foot paved median, and combination concrete curb and gutter on each side. A 10-foot wide shared use path will be located on the east side of the roadway. The proposed right-of-way width for the modified section will be 110 feet.

The pavement section was established in accordance with IDOT Mechanistic Pavement Design procedures for full-depth pavement. Using an estimated 2030 Average Daily Traffic (ADT) of 15,600 vehicles, the pavement will be composed of a 12-inch aggregate subgrade underneath 11.5-inches of full depth hot-mix asphalt and 6-inch aggregate shoulders on each side. The shared use path will consist of three inches of bituminous hot-mix asphalt over eight inches of aggregate. See Exhibits 7A and 7B for a detailed typical sections.

Intersections

Due to the ambient growth and future development expected in the eastern DSATS region, it is important to examine the proposed conditions at each intersection and determine the best method to maximize the capacity of each roadway. Traffic control alternatives and geometric improvements play an important role in keeping traffic moving efficiently through the corridor. If traffic volumes warrant, the intersection capacity may be increased by installing traffic signals and accommodations can be made for turn movements by providing geometric changes and adding designated turn lanes. The signals can be timed to maximize the capacity of all legs of the intersection, and they can be actuated to maintain the flow of volume on higher volume streets while minimizing delay on minor approaches with intermittent traffic. For the purposes of this study, intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide designated left turn lanes, and right of way acquisition.

Railroad Grade Separation

As part of the Eastern DSATS Corridor Study, a grade-separated crossing was proposed at the point where each corridor intersects the Union Pacific (UP) Railroad right-of-way. The UP rail line runs in an east-west direction and generally parallels the alignment of IL Route 38 through the study area. This is the mainline from Omaha, NE to Chicago, IL and it carries



a high volume of rail traffic passing through the DeKalb area. Metra also uses this same rail line to provide commuter service to the Chicago area. A future grade separation would be crucial in alleviating traffic congestion and delays at the crossing with the heavily used Union Pacific Railroad.

Tollway Interchange

Within the limits of the Eastern DSATS Corridor Study, there are no existing interchanges with Interstate 88 (Reagan Memorial Tollway). The central DSATS region presently has two connections to I-88 at Annie Glidden Road and Peace Road. These full-access interchanges provide access primarily to the City of DeKalb and the central DSATS metropolitan planning area. An additional interchange was proposed by DSATS to be included as part of the Eastern Corridor Study. The purpose of constructing this interchange is to decrease congestion at the nearby interchanges on I-88, to increase mobility from the eastern DSATS communities, and to provide service to the future developments anticipated in the eastern DSATS region.

Charrette

Nine potential alignments for an eastern DSATS corridor were initially created and are shown on Exhibits 2 through 6. All were evaluated at a design charrette that was attended by representatives from DSATS, the City of DeKalb, the City of Sycamore, the Town of Cortland, the Illinois State Toll Highway Authority, and the DeKalb County Highway Department. The attendees of the charrette were broken into two groups to collaborate, discuss the nine alignment alternatives, and critique the alignments based on a set of screening criteria that were established at the onset of the charrette. Participants were asked to examine the proposed alignments and score the alignments positively, neutrally, or negatively for each of the screening criteria. Both groups created two additional alternative alignments using a combination of elements from the previously proposed alignments. These additional alternative alignments were also evaluated based on the screening criteria. The results of the charrette are summarized in the tables on the following pages:



Eastern DSATS Corridor Study Charrette Alignment Alternatives Critique Group 1											
<u>Screening Criteria</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>	<u>A1*</u>	<u>A2*</u>
Mobility	+	+	+	+	-	+	+	+	+	+	+
Local Access	+	N	N	+	-	N	N	N	N	+	+
Compatibility with Local Land Use Plans	+	+	+	N	-	N	N	N	N	+	+
Encourages Economic Development	+	+	+	N	-	N	N	-	-	+	N
Regional Access and System Connectivity	-	+	+	+	-	+	+	N	N	+	+
Environmental Impact – Resources Affected	-	+	+	N	-	-	-	N	N	+	+
Environmental Impact – Floodplain Affected	N	N	N	-	-	-	-	-	-	N	N
Environmental Impact – Wetlands Affected	+	N	N	-	-	-	-	-	-	+	+
Impact on Farmland	N	-	-	-	-	-	N	-	-	N	-
Use of Existing Alignments	+	-	-	+	-	-	+	+	+	+	-
Number of Positive Responses:	4	3	3	1	-10	-3	0	-2	-2	8	4

**Additional alignment created by Group 1*

Legend

+ = Positive, N = Neutral, - = Negative



Eastern DSATS Corridor Study Charrette Alignment Alternatives Critique Group 2											
<u>Screening Criteria</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>	<u>CF*</u>	<u>EG*</u>
Mobility	-	-	-	-	N	+	+	-	-	+	+
Local Access	+	N	N	N	-	+	+	+	+	+	+
Compatibility with Local Land Use Plans	+	-	-	N	+	+	+	+	+	N	+
Encourages Economic Development	N	-	N	+	+	+	+	+	+	+	+
Regional Access and System Connectivity	N	N	+	+	+	+	+	+	+	+	+
Environmental Impact – Resources Affected	+	+	+	+	N	-	+	-	-	+	N
Environmental Impact – Floodplain Affected	+	+	+	-	-	-	-	-	-	+	+
Environmental Impact – Wetlands Affected	+	+	+	N	-	-	N	N	-	N	N
Impact on Farmland	+	N	N	+	N	-	+	N	N	-	N
Use of Existing Alignments	+	-	-	+	N	-	+	N	N	+	N
Number of Positive Responses:	6	-1	1	3	0	0	7	1	0	5	4

**Additional alignment created by Group 2*

Legend

+ = Positive, N = Neutral, - = Negative

The critiques from each group were discussed at the conclusion of the charrette. Based on this discussion and the resulting total scores obtained, the five most positive alignments were selected for further analysis. These five alignments included A1 (a version of preliminary alignment A that follows the future realignment of Airport Road planned by the City of Sycamore), B, CF (a combination of alignment C in the south and alignment F in the north), EG (a combination of alignment E in the south and alignment G in the north), and G. See Exhibits 8 through 12 for maps of the five alignments that were identified for further analysis.

The Union Pacific Railroad was contacted to obtain comments on the five potential alignments that were chosen at the charrette for further consideration. The railroad expressed no preference for the exact alignment of the corridor and they also responded that Union



Pacific was pleased with the proposal of a grade-separated crossing. The railroad also requested that whatever alignment is selected, that it will enable the permanent closure of one of the existing at-grade crossings in the area. Existing crossings are located at Somonauk Road, Llanos Road, Airport Road, Pritchard Road, and County Line Road.

The Illinois State Toll Highway Authority (ISTHA) was contacted to obtain feedback on the five alignment alternatives. ISTHA stated that they had no preference on the alignments presented and that the potential interchange locations of Chase Road, Hinckley Road, or Pritchard Road were each feasible in terms of interchange spacing. They also indicated that after a final eastern transportation corridor is chosen by DSATS, the policies outlined in the “Interchange and Roadway Cost Sharing Policy” dated November 2007, must be followed. This policy summarizes the Memorandum of Understanding and Application requirements for installing a new interchange with the Tollway system and is attached as Exhibit 27c.

The Illinois Department of Transportation (IDOT) was also contacted to obtain comments on the five potential alignments that were chosen at the charrette for further consideration. IDOT stated that they did not have any overriding concerns with the preliminary work thus far. After a final eastern transportation corridor is chosen by DSATS, IDOT requested a review of the conceptual designs at the intersections with IL Route 38 and IL Route 64. In addition, IDOT would like to review the projected effects of traffic downstream of the logical project termini on the state highway system. A copy of IDOT’s response is attached as Exhibit 27b.

The results of the charrette and the results of the coordination with Union Pacific Railroad, IDOT, and ISTHA were reviewed and discussed at subsequent coordination meetings with DSATS. The five alignments selected for further analysis included potential interchange locations with I-88 at Chase Road, Hinckley Road, and Pritchard Road. The DSATS committee decided to remove the Pritchard Road interchange from further consideration because it was located outside the limits of the DSATS metropolitan planning area. The Chase Road interchange was also removed from consideration. The DeKalb County landfill has a planned expansion on the south side of the Tollway that would preclude the construction of an interchange at Chase Road and I-88. Subsequently, the future interchange location with I-88 was determined by DSATS to be at Hinckley Road.

The five alignment alternatives were then revised to connect with an interchange at Hinckley Road. Rerouting the south end of Alignment G to Hinckley Road created an alignment identical to Alignment EG. Therefore, the number of alignments for further analysis was reduced to four. Alignment EG was removed from further consideration because of environmental and flooding concerns. Alignment EG intersects over a mile of floodplain near Union Ditches 1, 2, and 3. In addition, there is a history of frequent flooding in the area. Therefore, the alignments selected for further analysis were limited to A1, B, and CF. See Exhibits 13 through 17 for the three alignments that were generated.



An informational meeting was held by DSATS on February 18, 2009 to notify the public about the Eastern Corridor Study, answer questions, and receive input on the three alignments (A1, B, and CF). Based on the comments received at the meeting, there was a strong consensus for DSATS to include another alignment near the eastern edge of the DSATS planning boundary. The DSATS committee decided to add a fourth option for the future Eastern DSATS Corridor, so previous alignment EG was added back to the analyses in the Corridor Study for further consideration. The attendees at the meeting also cited concerns about the location of the corridors in relation to existing residential properties. Alignments A1, B, and EF were modified to avoid existing residential properties, where possible. See Exhibits 18 through 22 for the final four preferred alignments that were recommended for further study. See Exhibit 23 for a summary of the concerns and comments made by the public, along with answers provided by DSATS to address those questions.

Preferred Alignments

Alignment A1

The final draft of Alignment A1 has been presented in Exhibit 18. Alignment A1 begins at the intersection of Gurler and Hinckley Roads and follows the current alignment of Hinckley Road. It proceeds north to an interchange with Interstate 88 and then to an intersection with IL Route 38. A grade-separated crossing would be necessary at the Union Pacific Railroad tracks further to the north. The grade separation at the Union Pacific Railroad would also involve elevating the intersection of Maple Park Road with the proposed corridor because of its close proximity to the UP Railroad. North of Maple Park Road, the corridor curves northwest, forming an intersection with North Avenue. The corridor continues in a northwesterly direction to intersect Pleasant Street west of Airport Road and then proceeds north to intersect Barber Greene Road. The corridor will cross a large section of floodplain near Bethany Road and will intersect Bethany Road and Quigley Road at approximately right angles. From there, the alignment continues north through a planned light industrial and commercial area, intersecting IL Route 64 and Old State Road. The alignment then curves northwest, intersecting Mt. Hunger Road and Swanson Road at right angles, and finally terminates at the western bend in Plank Road.



Right of way acquisition will be from the following categories:

ALIGNMENT A1	
RIGHT OF WAY ACQUISITION*	
RIGHT OF WAY ACQUISITION TYPE	ACRES
RIGHT OF WAY - AGRICULTURAL LAND	81.12
RIGHT OF WAY - OPEN SPACE LAND	41.07
RIGHT OF WAY - OFFICE AND RESEARCH LAND	13.39
RIGHT OF WAY - MIXED RESIDENTIAL LAND	3.73
RIGHT OF WAY - COMMERCIAL LAND	8.18
RIGHT OF WAY - RESIDENTIAL LAND	8.18
RIGHT OF WAY - MIXED USE	0.82
TOTAL	156.49

*Right of Way acquisition totals do not include right-of-way at intersections. Right of Way acquired at intersections is included in the total per-intersection cost.

Alignment A1, developed at the charrette, is a variation of preliminary alignment A. The north half of this alignment provides local access and mobility to currently developed areas. The alignment also follows a planned curve in Airport Road as shown in the City of Sycamore’s future land use plan, and provides access to planned commercial and industrial areas near IL Route 64 and Old State Road. The access to these commercial areas will encourage economic development. By providing an interchange at the south end of this alignment and creating intersections at all east-west roadways, this alignment improves regional mobility and connectivity. This alignment crosses a somewhat large area of floodplain but overall, the environmental impacts of this alignment were estimated as minimal. The total length of this corridor is approximately nine miles.



The table below contains the ranking of this alternative with the screening criteria from the charrette.

ALIGNMENT A1	
Screening Criteria	Ranking – Group 1*
Mobility	+
Local Access	+
Compatibility with Local Land Use Plans	+
Encourages Economic Development	+
Regional Access and System Connectivity	+
Environmental Impact – Resources Affected	+
Environmental Impact – Floodplain Affected	N
Environmental Impact – Wetlands Affected	+
Impact on Farmland	N
Use of Existing Alignments	+
Number of Positive Responses:	8

*Alignment developed by Group 1. Group 2 did not rank this alignment alternative.

Legend

+ = Positive, N = Neutral, - = Negative

Alignment B

The final draft of Alignment B has been presented in Exhibit 18. Alignment B begins at the intersection of Gurler and Hinckley Roads and follows the current alignment of Hinckley Road. It proceeds north to an interchange with Interstate 88 and then to an intersection with IL Route 38. A grade-separated crossing would be necessary at the Union Pacific Railroad tracks further to the north. The grade separation at the Union Pacific Railroad would also involve elevating the intersection of Maple Park Road with the proposed corridor because of its close proximity to the UP Railroad. North of Maple Park Road, the corridor curves northwest, forming an intersection with North Avenue. The corridor continues in a northwesterly direction to intersect Pleasant Street west of Airport Road and then proceeds north to intersect Barber Greene Road. The corridor will cross a large section of floodplain near Bethany Road and will intersect Bethany Road and Quigley Road at approximately right angles. From there, the alignment continues north through a planned light industrial and commercial area, intersecting IL Route 64, Old State Road, and Mt. Hunger Road. The alignment then curves east and travels along the existing right-of-way along Swanson Road, curves north again to intersect Lindgren Road at a right angle, and terminates at the bend in Plank Road east of a planned subdivision.



Right of way acquisition will be from the following categories:

ALIGNMENT B	
RIGHT OF WAY ACQUISITION*	
RIGHT OF WAY ACQUISITION TYPE	ACRES
RIGHT OF WAY - AGRICULTURAL LAND	120.91
RIGHT OF WAY - OPEN SPACE LAND	40.58
RIGHT OF WAY - OFFICE AND RESEARCH LAND	13.39
RIGHT OF WAY - MIXED RESIDENTIAL LAND	0.46
RIGHT OF WAY - COMMERCIAL LAND	8.26
RIGHT OF WAY - RESIDENTIAL LAND	8.18
RIGHT OF WAY - MIXED USE	2.23
TOTAL	194.01

*Right of Way acquisition totals do not include right-of-way at intersections. Right of Way acquired at intersections is included in the total per-intersection cost.

The central portion of Alignment B provides local access and mobility to currently developed areas. The alignment provides access to planned commercial and industrial areas near IL Route 64 and Old State Road. The access to these commercial areas will encourage economic development. The corridor then travels north and west, providing local access to the eastern edge of a large planned residential development in Sycamore. This alignment crosses a somewhat large area of floodplain but overall, the environmental impacts of this alignment were minimal. Alignment B does not utilize existing right-of-way or alignments north of Old State Road that have been previously dedicated by the City of Sycamore. The total length of this corridor is approximately 11.2 miles.



The table on the following page contains the ranking of this alternative with the screening criteria from the charrette.

ALIGNMENT B		
Screening Criteria	Ranking Group 1	Ranking Group 2
Mobility	+	-
Local Access	N	N
Compatibility with Local Land Use Plans	+	-
Encourages Economic Development	+	-
Regional Access and System Connectivity	+	N
Environmental Impact – Resources Affected	+	+
Environmental Impact – Floodplain Affected	N	+
Environmental Impact – Wetlands Affected	N	+
Impact on Farmland	-	N
Use of Existing Alignments	-	-
Number of Positive Responses:	3	-1

Legend

+ = Positive, N = Neutral, - = Negative

Alignment CF

The final draft of Alignment CF has been presented in Exhibit 18. Alignment CF begins at the intersection of Gurler and Hinckley Roads and follows the current alignment of Hinckley Road. It proceeds north to an interchange with Interstate 88 and then to an intersection with IL Route 38. A grade-separated crossing would be necessary at the Union Pacific Railroad tracks further to the north. The grade separation at the Union Pacific Railroad would also involve elevating the intersection of Maple Park Road with the proposed corridor because of its close proximity to the UP Railroad. North of Maple Park Road, the corridor curves northwest, forming an intersection with North Avenue. The corridor continues in a northwesterly direction to intersect Pleasant Street west of Airport Road and then proceeds north to intersect Barber Greene Road. The corridor then curves northeast to create skewed intersections with Bethany Road and Quigley Road. From there, the alignment continues northeast, intersecting IL Route 64, Old State Road, and Mt. Hunger Road at right angles. The alignment curves northward to intersect Swanson Road and Lindgren Road at right angles, and finally terminates at a bend in Plank Road at eastern edge of a planned subdivision.



Right of way acquisition will be from the following categories:

ALIGNMENT CF	
RIGHT OF WAY ACQUISITION*	
RIGHT OF WAY ACQUISITION TYPE	ACRES
RIGHT OF WAY - AGRICULTURAL LAND	134.42
RIGHT OF WAY - OPEN SPACE LAND	40.42
RIGHT OF WAY - OFFICE AND RESEARCH LAND	0.00
RIGHT OF WAY - MIXED RESIDENTIAL LAND	0.46
RIGHT OF WAY - COMMERCIAL LAND	3.28
RIGHT OF WAY - RESIDENTIAL LAND	7.42
RIGHT OF WAY - MIXED USE	0.00
TOTAL	186.00

*Right of Way acquisition totals do not include right-of-way at intersections. Right of Way acquired at intersections is included in the total per-intersection cost.

Alignment CF is a combination of preliminary Alignments C and F. The southern portion of Alignment CF provides access to planned commercial and industrial areas within the Town of Cortland. However, direct access to a planned commercial and industrial area in the City of Sycamore is not provided with this corridor. The corridor then travels north and west providing local access to the eastern edge of a large planned residential development in Sycamore. By providing an interchange at the south end of this alignment and creating access at all major intersections, this alignment creates regional access and system connectivity. While crossing a larger area of floodplain than the previous two alignments, the environmental impacts of this alignment were still estimated as minimal.

The table on the following page contains the ranking of this alternative with the screening criteria from the charrette.



ALIGNMENT CF	
Screening Criteria	Ranking – Group 2*
Mobility	+
Local Access	+
Compatibility with Local Land Use Plans	N
Encourages Economic Development	+
Regional Access and System Connectivity	+
Environmental Impact – Resources Affected	+
Environmental Impact – Floodplain Affected	+
Environmental Impact – Wetlands Affected	N
Impact on Farmland	-
Use of Existing Alignments	+
Number of Positive Responses:	5

*Alignment developed by Group 2. Group 1 did not rank this alignment alternative.

Legend

+ = Positive, N = Neutral, - = Negative

Alignment EG

The final draft of Alignment EG has been presented in Exhibit 18. Alignment EG begins at the intersection of Gurler and Hinckley Roads and follows the current alignment of Hinckley Road. It proceeds north to an interchange with Interstate 88 and then to an intersection with IL Route 38. A grade-separated crossing would be necessary at the Union Pacific Railroad tracks further to the north. The grade separation at the Union Pacific Railroad would also involve elevating the intersection of Maple Park Road with the proposed corridor because of its close proximity to the UP Railroad. North of Maple Park Road, the corridor curves northeast crossing a large section of floodplain south of Pleasant Street. The corridor continues north intersecting with Pleasant Street at right angles and ties into Hartman Road. The intersection of Pleasant Street and Hartman Road will require elevating the intersection because of frequent flooding. The corridor continues north along the existing alignment on Hartman Road, intersecting another large section of floodplain and intersects at Barber Greene Road. From there, the alignment continues north along the existing alignment which changes to Lovell Road north of Barber Greene Road through agricultural land area, intersecting with Bethany Road at a T-Intersection. The alignment curves northeast intersecting with IL Route 64 and Old State Road. The alignment then continues northeast and ties into Henderson Road, intersecting Mt. Hunger Road, Swanson Road and Lindgren Road at right angles, and finally terminates at the western bend in Plank Road.



Right of way acquisition will be from the following categories:

ALIGNMENT EG	
RIGHT OF WAY ACQUISITION*	
RIGHT OF WAY ACQUISITION TYPE	ACRES
RIGHT OF WAY - AGRICULTURAL LAND	124.22
RIGHT OF WAY - OPEN SPACE LAND	13.16
RIGHT OF WAY - OFFICE AND RESEARCH LAND	4.41
RIGHT OF WAY - MIXED RESIDENTIAL LAND	9.55
RIGHT OF WAY - COMMERCIAL LAND	5.88
RIGHT OF WAY - RESIDENTIAL LAND	12.33
RIGHT OF WAY - MIXED USE	0.00
TOTAL	169.55

*Right of Way acquisition totals do not include right-of-way at intersections. Right of Way acquired at intersections is included in the total per-intersection cost.

Alignment EG, developed at the charrette, is a combination of alignment E in the south and alignment G in the north. The alignment to the north mainly consists of agricultural land north of Pleasant Street to Plank Road. More right-of-way acquisition will be required in the agricultural areas since the alignment does not follow existing public right-of-way. The alignment to the south provides access to planned commercial and industrial areas near IL Route 64 and Old State Road west of the existing Henderson Road alignment. The access to these commercial areas will encourage economic development. By providing an interchange at the south end of this alignment and creating intersections at all east-west roadways, this alignment improves regional mobility and connectivity. Alignment EG intersects over a mile of floodplain in the vicinity of Union Ditches 1, 2, and 3. There is a history of frequent flooding along alignment EG within the floodplain area. Two bridge structures will be required over Union Ditch 2 and Union Ditch 3. The intersection of Pleasant Street and Hartman Road is within the existing floodplain where Union Ditches 1, 2, and 3 intersects the south branch of the Kishwaukee River. The intersection of Pleasant Street and Hartman Road will require elevating the intersection to eliminate the overtopping the roadways and flooding the surrounding areas. The new roadway alignment will require filling in a significant portion of the existing floodplain. Additional right-of-way will be required for environmental mitigation outside of the proposed right-of-way. The total length of this corridor is approximately 9.9 miles.



The table below contains the ranking of this alternative with the screening criteria from the charrette.

ALIGNMENT EG	
Screening Criteria	Ranking – Group 1*
Mobility	+
Local Access	N
Compatibility with Local Land Use Plans	+
Encourages Economic Development	+
Regional Access and System Connectivity	+
Environmental Impact – Resources Affected	N
Environmental Impact – Floodplain Affected	N
Environmental Impact – Wetlands Affected	N
Impact on Farmland	N
Use of Existing Alignments	N
Number of Positive Responses:	4

*Alignment developed by Group 1. Group 2 did not rank this alignment alternative.

Legend

+ = Positive, N = Neutral, - = Negative

Cost Analysis

A cost analysis was performed for each alignment. Segments were analyzed between major intersections and a cost analysis was provided for each segment. Major cost items included right of way acquisition, construction of the hot-mix asphalt pavement, bicycle path construction, earthwork, removal and disposal of unsuitable soils and materials, lime subgrade stabilization (assuming poor soil quality), and grading and shaping of ditches. Intersection improvements included the following: traffic signal installation, transitional intersection lighting, reconstruction of the pavement of the intersecting street to provide auxiliary lanes, and right of way acquisition. Items estimated as a percentage of total construction cost included maintenance of traffic, contractor mobilization, erosion control, relocation of utilities, contingency, and engineering required to design and construct the improvements.

A preliminary cost estimate for an interchange with Interstate 88 was provided by the Illinois State Toll Highway Authority (ISTHA) for planning purposes. The cost estimate was based on constructing a typical diamond interchange configuration utilizing the following assumptions:

- The existing bridge superstructure will be re-decked and widened and the substructure will be widened.



- The minimum bridge clearance over Interstate 88 will be 15’-6”.
- The crossroad (currently named Hinckley Road) will consist of two lanes separated by a barrier curb median to provide left-turn channelization as needed.

ISTHA also cited concerns that the existing horizontal and vertical geometrics on Hinckley Road would have to be revised to address stopping sight distance and potential operational problems through the planned interchange. These costs are also estimated below.

Eastern DSATS Corridor Interchange with Interstate 88 Estimate of Cost	
<u>Description</u>	<u>Cost (million)</u>
Bridge and Roadway Construction	\$34.9
Right-of-Way Acquisition— 77.3 acres of Commercial Land Use 9.4 acres of Residential Land Use 4.6 acres of Agricultural Land Use	\$4.25
Contingency (10%)	\$3.915
Design and Construction Engineering	\$7.83
Total Estimated Cost (2009 Dollars):	\$50.895 million

Cost estimates for each alignment are shown on the following pages.



Alignment A1		Corridor Length = 9.0 miles
Roadway Segment Costs		
FROM	TO	<u>Total Cost</u>
I-88 Interchange	Illinois Route 38	\$ 6,930,000
Illinois Route 38	Maple Park Road	\$ 3,668,000
Maple Park Road	North Avenue	\$ 5,273,000
North Avenue	Pleasant Street	\$ 6,177,000
Pleasant Street	Barber Greene Road	\$ 8,110,000
Barber Greene Road	Bethany Road	\$ 6,663,000
Bethany Road	Quigley Road	\$ 3,353,000
Quigley Road	Illinois Route 64	\$ 6,870,000
Illinois Route 64	Old State Road	\$ 383,000
Old State Road	Mt. Hunger Road	\$ 7,351,000
Mt. Hunger Road	Swanson Road	\$ 4,077,000
Swanson Road	Plank Road	\$ 4,515,000
Roadway Subtotal:		\$ 63,370,000
Intersection Costs		
Four-Leg Intersection with:	<u>Intersections</u>	<u>Unit Cost</u> <u>Total Cost</u>
Illinois Route 38, Maple Park Road, Pleasant Street, Barber Greene Road, Bethany Road, Illinois Route 64, Old State Road, Mt. Hunger Road, Swanson Road	9	\$ 1,675,000 \$ 15,075,000
Three-Leg Intersection with:		
Gurler Road, North Avenue, Quigley Road, Plank Road	4	\$ 1,050,000 \$ 4,200,000
Intersection Subtotal		\$ 19,275,000
Structure Crossing Union Ditch 1		\$ 541,200
Structure Crossing Kishwaukee River		\$ 3,075,000
Railroad Grade Separation		\$ 15,818,000
Interchange with Interstate 88		\$ 50,895,000
Total Estimated Cost For Improvement (2009 Dollars)		\$152,974,200



Alignment B			Corridor Length = 11.2 miles
Roadway Segment Costs			
FROM	TO		<u>Total Cost</u>
I-88 Interchange	Illinois Route 38		\$ 6,930,000
Illinois Route 38	Maple Park Road		\$ 3,597,000
Maple Park Road	North Avenue		\$ 5,273,000
North Avenue	Pleasant Street		\$ 6,177,000
Pleasant Street	Barber Greene Road		\$ 8,110,000
Barber Greene Road	Bethany Road		\$ 6,662,000
Bethany Road	Quigley Road		\$ 3,354,000
Quigley Road	Illinois Route 64		\$ 6,861,000
Illinois Route 64	Old State Road		\$ 395,000
Old State Road	Mt. Hunger Road		\$ 5,877,000
Mt. Hunger Road	Swanson Road		\$ 8,763,000
Swanson Road	Lindgren Road		\$ 9,288,000
Lindgren Road	Plank Road		\$ 6,808,000
Roadway Subtotal:			\$ 78,095,000
Intersection Costs			
Four-Leg Intersection with:		<u>Intersections</u>	<u>Unit Cost</u>
Illinois Route 38, Maple Park Road, Pleasant Street, Barber Greene Road, Bethany Road, Illinois Route 64, Old State Road, Mt. Hunger Road, Lindgren Road		9	\$ 1,675,000
			\$ 15,075,000
Three-Leg Intersection with:			
Gurler Road, North Avenue, Quigley Road, Swanson Road, Plank Road		5	\$ 1,050,000
			\$ 5,250,000
Intersection Subtotal :			\$ 20,325,000
Structure Crossing Union Ditch 1			\$ 541,200
Structure Crossing Kishwaukee River			\$ 3,075,000
Railroad Grade Separation			\$ 15,818,000
Interchange with Interstate 88			\$ 50,895,000
Total Estimated Cost For Improvement (2009 Dollars)			\$ 168,749,200



Alignment CF		Corridor Length = 10.4 miles	
Roadway Segment Costs			
FROM	TO	Total Cost	
I-88 Interchange	Illinois Route 38	\$ 6,910,000	
Illinois Route 38	Maple Park Road	\$ 3,597,000	
Maple Park Road	North Avenue	\$ 5,273,000	
North Avenue	Pleasant Street	\$ 6,177,000	
Pleasant Street	Barber Greene Road	\$ 8,107,000	
Barber Greene Road	Bethany Road	\$ 7,910,000	
Bethany Road	Quigley Road	\$ 4,223,000	
Quigley Road	Illinois Route 64	\$ 4,417,000	
Illinois Route 64	Old State Road	\$ 1,090,000	
Old State Road	Mt. Hunger Road	\$ 4,370,000	
Mt. Hunger Road	Swanson Road	\$ 6,684,000	
Swanson Road	Lindgren Road	\$ 6,866,000	
Lindgren Road	Plank Road	\$ 6,808,000	
Roadway Subtotal:		\$ 72,432,000	
Intersection Costs			
Four-Leg Intersection with:	<u>Intersections</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Illinois Route 38, Maple Park Road, Pleasant Street, Barber Greene Road, Bethany Road, Illinois Route 64, Old State Road, Mt. Hunger Road, Lindgren Road	11	\$ 1,675,000	\$ 18,425,000
Three-Leg Intersection with:			.
Gurler Road, North Avenue, Plank Road	3	\$ 1,050,000	\$ 3,150,000
Intersection Subtotal:			\$ 21,575,000
Structure Crossing Union Ditch 1			\$ 541,200
Structure Crossing Kishwaukee River			\$ 1,353,000
Railroad Grade Separation			\$ 15,818,000
Interchange with Interstate 88			\$ 50,895,000
Total Estimated Cost For Improvement (2009 Dollars)			\$ 162,614,200



Alignment EG			
			Corridor Length = 9.9 miles
Roadway Segment Costs			
FROM	TO		Total Cost
I-88 Interchange	Illinois Route 38		\$ 6,930,000
Illinois Route 38	Maple Park Road		\$ 3,668,000
Maple Park Road	Pleasant Street		\$ 11,755,000
Pleasant Street	Barber Greene Road		\$ 12,922,000
Barber Greene Road	Bethany Road		\$ 7,572,000
Bethany Road	Illinois Route 64		\$ 4,785,000
Illinois Route 64	Old State Road		\$ 1,204,000
Old State Road	Mt. Hunger Road		\$ 4,225,000
Mt. Hunger Road	Swanson Road		\$ 7,667,000
Swanson Road	Lindgren Road		\$ 7,120,000
Lindgren Road	Plank Road		\$ 7,892,000
Roadway Subtotal:			\$ 75,740,000
Intersection Costs			
Four-Leg Intersection with:			
	<u>Intersections</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Illinois Route 38, Maple Park Road, Pleasant Street, Barber Greene Road, Illinois Route 64, Old State Road, Mt. Hunger Road, Swanson Road, Lindgren Road	7	\$ 1,675,000	\$ 11,725,000
Maple Park Road, Pleasant Street	2	\$ 1,975,000	\$ 3,950,000
Three-Leg Intersection with:			
Gurler Road, Bethany Road, Plank Road	3	\$ 1,050,000	\$ 3,150,000
Intersection Subtotal:			\$ 18,825,000
Structure Crossing Union Ditch 2			\$ 2,435,400
Structure Crossing Union Ditch 3			\$ 4,050,000
Railroad Grade Separation			\$ 15,818,000
Interchange with Interstate 88			\$ 50,895,000
Total Estimated Cost For Improvement (2009 Dollars)			\$ 167,772,400

Environmental Impacts

Environmental impacts and mitigation measures must also be evaluated during the transportation planning process. The Eastern DSATS Planning Area contains Union Ditches 1, 2 & 3 and the East Kishwaukee River. Regulatory agencies require floodplain modifications and wetland mitigation in areas that will be disturbed by the construction of the Eastern DSATS Corridor. Flood Insurance Rate Maps (FIRM's) were used to locate the floodplain boundaries and then estimate project costs and potential impacts.



Compensatory storage will be performed at a rate of 110 percent of for areas of fill within the floodplain and will require right of way acquisition in addition to the right of way secured for the corridor itself. Wetlands will be delineated in the future after one final corridor is chosen and impacted wetlands will potentially be mitigated in the Forest Preserve District. Insufficient engineering has been done to know with certainty what types of environmental impacts will likely occur. A summary of the estimated impacts to the regulated floodplain areas is shown below.

Alignment	Union Ditch No. 1	Kishwaukee River
A1	<u>Estimated Cost</u>	<u>Estimated Cost</u>
Compensatory Storage	\$103,400	\$205,200
Fill In Floodplain	\$94,000	\$186,600
ROW Acquisition	\$13,800	\$8,250
Bridge Structure	\$541,200	\$3,075,000
Wetland Mitigation	\$8,325	\$65,325
TOTALS	\$760,725	\$3,540,375

*Values are estimates based on available regulatory mapping information.

Alignment	Union Ditch No. 1	Kishwaukee River
B	<u>Estimated Cost</u>	<u>Estimated Cost</u>
Compensatory Storage	\$103,400	\$205,200
Fill In Floodplain	\$94,000	\$186,600
ROW Acquisition	\$13,800	\$8,250
Bridge Structure	\$541,200	\$3,075,000
Wetland Mitigation	\$8,325	\$65,325
TOTALS	\$760,725	\$3,540,375

*Values are estimates based on available regulatory mapping information.



Alignment	Union Ditch No. 1	Kishwaukee River
CF	<u>Estimated Cost</u>	<u>Estimated Cost</u>
Compensatory Storage	\$103,400	\$314,600
Fill In Floodplain	\$94,000	\$286,000
ROW Acquisition	\$13,800	\$13,950
Bridge Structure	\$541,200	\$1,353,000
Wetland Mitigation	\$8,325	\$21,750
TOTALS	\$760,725	\$1,989,300

*Values are estimates based on available regulatory mapping information.

Alignment	Union Ditch No. 2	Union Ditch No. 3
EG	<u>Estimated Cost</u>	<u>Estimated Cost</u>
Compensatory Storage	\$440,000	\$620,000
Fill In Floodplain	\$400,000	\$564,000
ROW Acquisition	\$17,100	\$22,800
Bridge Structure	\$2,435,400	\$4,059,000
Wetland Mitigation	\$577,500	\$742,500
TOTALS	\$3,870,000	\$6,008,300

*Values are estimates based on available regulatory mapping information.

Access Management

The goal of access management is to provide safe and efficient traffic flow while maintaining access to adjoining properties. This includes regulating the placement of driveways and entrances to minimize the interruption of traffic flow on the main road. Driveways and entrances should be located away from intersections to minimize accidents, reduce traffic interference, and provide adequate storage lengths for vehicles attempting to enter the access points. Curbed medians can be used, and median openings can be located to prevent driveway traffic from interfering with main roadway intersections. Access management



decreases accident rates by removing potential conflicts between vehicles accessing driveways and those using the main road.

Many industrial, commercial, and residential developments are proposed adjacent to the eastern DSATS corridor. Because these developments will be constructed on undeveloped land, it is important to establish guidelines regarding the quantity of entrances, the entrance locations, and traffic control at intersecting streets. An established access management plan will help increase safety and maintain a high level of mobility within the region.

The following guidelines are recommended for proposed access management along the eastern DSATS corridor:

- ◇ Minimum 1/2-mile spacing between full access points.
- ◇ Minimum 1/4-mile spacing between restricted access points (for example, right-in/right-out) spacing.
- ◇ No access permitted within 600 feet of a signalized intersection.

Project Implementation/ Funding Mechanisms

DSATS initiated this study to identify four possible alignments to service the eastern DSATS planning area. While the alignments presented are generally feasible, insufficient engineering has been done at this time to know with certainty what types of environmental impacts will likely occur. It is recommended that the alternatives for a new north-south transportation corridor be refined through the Environmental Impact Statement (EIS) process. An EIS will evaluate social and economic impacts, impacts to agricultural land, cultural impacts, effects on air quality, noise, natural resources, water quality, flood plains, wetlands, special waste, and other issues. It will also evaluate a “No Build” option to determine what transportation improvements could best handle the expected population and traffic growth. It may take several years before a final alternative is fully developed and approved by the appropriate agencies. During this time, the alternatives may be revised from the exhibits that were prepared for this study.

The range of funding options available versus the significant cost of this corridor presents numerous challenges. DSATS will be challenged to determine what level of funds will be available in the long-term. The implementation should be proposed over a 20+ year schedule. Implementing the corridor will be a sustained effort requiring multi-jurisdictional cooperation over many years. It is recommended that formal intergovernmental agreements be created to assure sustained coordination over the life of the project.

Presented below are some ideas on significant sources of funds that seem applicable to the implementation of this corridor. The corridor should be divided into segments based on logical termini. The schedule for each segment might include 18-24 months for a Phase I Design, 12-24 months for a Phase II Design, which would be concurrent with 12-24 months for right-of-way acquisition, and 12-24 months for Phase III Construction. Therefore, each



segment, assuming current regulatory processes, would take approximately 4 to 6 years to implement. However, these figures depend on the complexity and length of the segment being designed and constructed.

In addition to the cost of construction and materials to construct the corridor, major costs fall into four categories: right-of-way acquisition, the grade-separated crossing at the Union Pacific Railroad, the structures crossing Union Ditches 1, 2, and 3 and the East Kishwaukee River, and the full-access interchange with Interstate 88. To fund the corridor, a financial plan that takes a long-range look at the funding of transportation investments is needed.

Corridor-Wide Funding

Several funding and political strategies could be implemented in the short term (less than 10 years) for the entire corridor. They include identifying specific implementation responsibilities among agencies; preparing a timeline of actions leading to a preferred alternative; right-of-way documentation and preservation; setting up a Trust or Foundation to raise awareness or money; determining whose jurisdiction the proposed facility will be under; adding the route to the Long Range Transportation Plan; adding the route to the Federal Aid Route System; and pursuing overall corridor funding in the next Federal Transportation legislation and the next Illinois Capital bill. These corridor-wide activities could focus on an Environmental Impact Statement efforts, right-of-way studies; the I-88 interchange; and/or the railroad grade separation.

Private Funding

Proposed developments along the corridor could be required to donate the needed Right of Way for the roadway as part of their annexation agreements. Developers could also agree to impact fees to pay for a portion of the design and construction of the eastern corridor. These times would be controlled by the jurisdiction approving the development of the project.

Grade-Separated Railroad Crossing

Illinois Commerce Commission (ICC) Grade Separation Fund The Commission typically pays up to 60 % of a new grade separation. These investments are complex and require careful study and design. The ICC appreciates local agencies that are doing work on a study or design to show their commitment to secure other sources of funding, including that from the ICC. The funds can be used for construction and land acquisition.

Railroad Funding – Railroad Grade Separation The railroad that owns the facilities that are involved in a grade separation may be ordered by the ICC to assist with funding for the new grade separation. The ICC will generally order the railroad to pay up to 10 % of grade separation construction. Each project requires careful consideration of railroad participation options.

Full-Access Interchange at Interstate 88

Illinois State Toll Highway Authority (ISHTA) Interchange Program In 2008, the Illinois State Toll Highway Authority announced a second phase of system improvements—a 50/50



system-wide interchange program for the construction of additional interchanges. The Authority asks that the community/local agency show good faith by studying the potential interchange or interchange modifications up front.

Conclusion

From the comments received both at the public meetings and in writing, most residents in the planning area are very much against any new transportation corridor in this area now or in the future. DSATS noted that if policies that discourage development in this area are implemented, the need for a new transportation corridor would be greatly reduced. DSATS staff can present the findings and stakeholder concerns of the study at appropriate occasions such as times when Cortland, Sycamore, and DeKalb County are considering updating their transportation and comprehensive plans.

Area officials have not endorsed going forward with a planning process to refine the eastern corridor alternatives to one route. If DeKalb County elected in the future to proceed with a single route selection, the environmental and regional impacts must be highly considered and include citizen input. Issues to investigate include, but are not limited to:

- The impact to Hinckley Road to the south. If an interchange is added at Hinckley, this could increase traffic on Hinckley Rd. to the south as a connection to U.S. 30 & 34. Because Hinckley Road is a local road, Hinckley Township would have to deal with higher use of their roadway, which is something Hinckley Township officials do not want to see at this time.
- If the corridor ends at Plank Rd. on the north, this may greatly increase traffic on Plank Rd., which currently has safety issues. Improvements to Plank should be addressed well before any discussion of a new corridor proceeds.
- Improvements to the existing transportation system should be implemented first before proceeding with the development of a new corridor.
- If DeKalb County were to consider one of these corridor options in the future, DSATS recommends that it look at the connection to the entire region. While this study looked mainly at the corridor in the DeKalb area, it does not mean that it should only exist exclusively in this area. Part of the process should also look at the need to identify a more County-wide corridor.
- Any single preferred alignment should attempt to follow roadway right of ways or property lines as much as possible. DSATS does acknowledge that in certain circumstances, roadway safety issues or environmental impact issues may affect the ability to consistently follow parcel boundaries or roadways.
- DSATS staff will monitor future consideration of the Prairie Parkway if planned north of the I-88 Tollway to see if any joint transportation planning between Kane County and DSATS is beneficial for addressing regional transportation needs of eastern DeKalb County.

The Eastern DSATS Corridor Study identified four alignment alternatives for a new transportation corridor to service the eastern DSATS planning area. It was recommended



Eastern DSATS Corridor Study

that these alternatives be refined through the Environmental Impact Statement (EIS) process. An Environmental Impact Statement will look at a variety of options, including the “No Build” option, to determine what transportation improvements could best handle the expected population and traffic growth. Through continued public involvement, including consultation with community leaders, property owners, residents, and legislators and performing more detailed engineering, traffic, and environmental studies, these alternatives will eventually be narrowed down to one preferred corridor. This corridor will optimize travel benefits and compatibility with future land use plans and minimize social, environmental and development impacts.