



Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

PERMITS

Location: IL Route 53 (Walter Strawn Drive) to Mississippi Avenue
Reference No : 099-76837

January 12, 2018

Mr. Tim Sjorgren
Kimley Horn
1001 Warrenville Road
Warrenville, IL 60532

Dear Mr. Sjorgren:

We have reviewed the revised traffic study, written disposition to our prior comments, and offer the following:

Programming Geometrics Comments:

See attached comments and marked traffic study.

Traffic Programs Studies Unit Comments:

See attached comments.

Traffic Permits Section Comments:

Upon further review and consideration, the Department must require that the Institute for Transportation Engineers (ITE) most current 10th addition be used for traffic generation projections. This is consistent with IDOT Permits policy and practice for traffic studies and, IL Administrative Code 550.30 section b.) 4.0 specifically notes the use of ITE trip generation. Please address all comments and revise the traffic study projections as required. ITE Trip Gen Manual for the Warehousing/Distribution should be used for much of the proposed development as applicable.

Written evidence of review by the Will County Highway Department, the Village of Manhattan, the local Jackson Township Highway Department and the local Manhattan Township Highways Department, and the Village of Elwood, is required. Please provide copies of their review comments as soon as possible for our records. As the former public entities will all be impacted by this proposed development, we believe they should all be provided a copy of this traffic study for review and comment.

As noted in the Traffic Programs comments, the Department needs engineering scale concept site plans for all proposed improvements that the developer is proposing to install to mitigate traffic impacts as noted in the traffic impact study for the development. Several of the suggested improvements will require major roadway or bridge improvements in order to implement these proposals. The proposed southbound to eastbound dual left turn lanes on IL Route 53 at Manhattan/ Arsenal Road signalized intersection will likely require the widening of an existing bridge that was recently installed on Manhattan Road that is very close to the intersection. Existing and proposed right of way needs to be shown on the concept plans.

Location: IL Route 53 (Walter Strawn Drive) to Mississippi Avenue

January 12, 2018

Page 2

Furthermore, the Department would like clarification of what is the proposed implementation schedule by permit for all these proposed improvements on State route specifically at each location, and what are the legal guarantees that the developer will implement all these improvements in a timely manner. The Illinois Department of Transportation (IDOT) Traffic Permits Section normally requires all mitigating improvements as part of one permit. For this development, and the magnitude of mitigation required, that may or may not be practicable. For signalized intersection improvements, the Department requires per policy that the local municipality be the permit applicant on such permit improvements. Therefore, the Village of Elwood will have to be the permit applicant on most of the proposed signal modifications; however, the Village of Manhattan will be required to be permit applicant on any signal modifications proposed within their Village limits such as at US Route 52 at Manhattan Road. The applicant must coordinate with these Villages as necessary.

Per the traffic study, a designated left turn lane is proposed on IL Route 53 to Tehle Road and 100 vehicles are currently projected to turn left from southbound IL 53 onto this 17 foot wide, $\frac{1}{2}$ inch thick HMA farm roadway in the AM peak hour of traffic. The Department's opinion is that Tehle Road is entirely unsuitable for development traffic of this sort as it exists, in structure, width, or classification, as proposed in the traffic study. No improvements have been recommended in the study to Tehle Road itself. The Department does not want to direct traffic to an unsuitable roadway. Please explain in detail this rational and why no improvements to Tehle roadway are noted in the study. .

The study needs to clearly show all intersections and traffic impacts on US 52 Gougar Road to the north and Hoff Road to the south, including North Street and development traffic to and from I-57 and necessary mitigating improvements.

In regards to the bridge proposed over IL Route 53 at Walter Strawn Drive, the bridge, to be owned and maintained by the Village of Elwood, must be of suitable design to minimize future Village of Elwood maintenance work and construction issues in regards to the operation of IL Route 53. Furthermore, we must have written Illinois Commerce Commission (ICC) approval prior to any permit issuances for work in the IL Route 53 right of way for this bridge due to the proximity of the railroad.

Please revise your Traffic Impact Study (TIS) in accordance with the above comments and resubmit four (4) copies of your revised (TIS) and concept roadway geometrics plan and a detailed written disposition to all comments to continue the review process.

If you have any questions regarding this matter, please contact Mr. Wayne Chan at (847) 705-4146.

Very truly yours,

Anthony J. Quigley, P.E.
Region One Engineer

By:



Thomas G. Gallenbach, P.E.
Traffic Permit Engineer

cc: **Mr. Jim Sparber - Village of Elwood**
Village of Manhattan
Will County Highway
Jackson Township Highway Department
Manhattan Township Highway Department
Reading File

Traffic / Permits – TIS Review

To: Heaven-Baum/Gallenbach/ Chan (Traffic / Permits)
From: Rayyan/Salley/Patel (Programming/Geometrics Studies Unit)
Subject: Compass Business Park | Illinois Route 53 at Walter Strawn Drive
City of Wilmington, Will County
Current: December 19, 2017
Previous: August 17, 2017

The Geometrics Studies Unit (GSU) has completed its review of the Traffic Impact Study (TIS) submitted for the subject project. All comments should be incorporated or properly disposed of prior to Geometric Approval.

Summary of General Comments:

1. ITE 10th Edition should be used for the trip generation. Please revise Table 3.2.
2. As marked up on page 26 please revise the daily internal capture for all commercial uses on Table 3.2.
3. In the next submittal, please explain the trucking impacts to the intersection of Arsenal Road and Kankakee Street and to the interchange of Arsenal Road and Interstate 55.
4. As mentioned in the previous submittal, please show what the number of employees will be for the proposed developments and what impacts it would have to IL 53. Please also state any possible mitigation that can be provided to IL 53.
5. Please make all other changes as marked up.

Should there be any questions regarding these comments or should additional guidance be necessary, please contact Mr. Jason Salley at (847) 705-4085 or Mr. Anand Patel at (847) 705-4677.

Bureau of Traffic Operations-Traffic Programs Section-Permit Review Comments

Traffic Impact Study for Proposed “Compass Business Park”

IL Route 53 (Hoff Road to Manhattan Road)

US Route 52 (Hoff Road to Manhattan Road)

Villages of Elwood and Manhattan, Will County (Ref. #099-76837)

January 5, 2018 (1st Submittal)

- 1) A Concept Roadway Plan exhibit should be provided with the next submittal depicting all roadway improvements that are being proposed by the development.
- 2) What alternative realignment is being proposed for US Route 52 and Gougar Road? Gougar Road already forms an intersection with US Route 52 opposite Smith Road. Does the Village of Manhattan have plans to realign Gougar Road to form a new intersection with US Route 52? Is this anticipated to be constructed before, during, or after the Year 2040 Build scenario?
- 3) US Route 52 at Manhattan Road requires a 2nd Northbound through lane for the Year 2040 Build condition. The single Northbound through lane is not adequate for the projected 1300 vehicles traveling in that direction in the peak hour. There is already excess pavement along US Route 52 north of Foxford Drive to receive a 2nd through lane. The 2nd through lane already exists as the exclusive northbound right-turn lane which could be converted to a 2nd through lane, however, a new right-turn lane would need to be constructed along the east side of US Route 52 before the lane could be redesignated.
- 4) A Link speed of 35-mph is required for the northbound direction on US 52 at Manhattan Road. The 45-mph speed limit begins north of Manhattan Road.
- 5) The traffic impact study (TIS) analyzes 2 intersections along US Route 52 (Hoff Road and Manhattan Road). Site-generated traffic will be traveling through the Village of Manhattan along US Route 52 to get to Manhattan Road. Therefore, the TIS should also include an analysis of all intersections between Hoff Road and Manhattan Road along US Route 52.
- 6) Given the 55-mph speed limit along US Route 52 at Hoff Road and the increase in northbound to westbound site-generated left-turning traffic, northbound left-turn channelization should be developed along US Route 52 at Hoff Road.

- 7) It is recommended to provide a northbound right-turn lane on Tehle Road at IL Route 53 to separate right-turn movements from the through and left-turn movement and minimize delay to this approach.
- 8) Elwood International Port Road at Arsenal Road shows a proposed 2nd Southbound through lane but does not show a 2nd Northbound through lane even though the volumes in both directions are similar. The Department recommends a 2nd northbound through lane be provided at this intersection for symmetry. Pavement to receive a 2nd Northbound through lane already exists on the north leg of Elwood International Port Road. Revise Exhibit 15A "Year 2017 Build" to reflect additional through lanes along Elwood International Port Road.
- 9) For the geometric improvements proposed at the intersection of IL Route 53 and Manhattan Road to occur, the structure (bridge) along Manhattan Road east of IL Route 53 must be widened to accommodate the proposed Year 2017 Build initial geometry for the east leg and to accommodate a 2nd eastbound through lane to provide acceptance for the proposed southbound to eastbound dual left-turn lane along IL Route 53.
- 10) The recommendation to provide protected/ permitted left-turn phasing along IL Route 53 is incorrect. The recommendation should be to add protected/permitted left-turn phasing to the east-west approaches (Manhattan Road). Recommendation should be to construct a westbound left-turn lane to complement the proposed eastbound left-turn lane. Southbound dual left-turn lanes will require "protected" only left-turn phasing for southbound as well as northbound IL Route 53 at Manhattan Road. Add a comment to convert north-south left-turn phasing to protected only.
- 11) Just south of IL Route 53 at Manhattan Road exists a frontage road known as "Chicago Road" that runs parallel to IL Route 53 along the east side. How will the proposed northbound right-turn lane along IL Route 53 at Manhattan Road affect Chicago Road?
- 12) Include an Exhibit depicting the Pedestrian crossing across IL Route 53 at Mississippi Avenue.
- 13) The HCS 2010 capacity analyses for IL Route 53 at Hoff Road/ Lincoln National Cemetery Access is incorrect. As part of the Department's recent improvement, a southbound left-turn lane and right-turn lane was added along IL Route 53. The minor approaches were not improved and the existing single lane approach for Hoff Road/ Lincoln National Cemetery Access was retained. The east-west approaches operate under a split-phase sequence. Revise capacity analysis and Exhibits accordingly.

- 14) The proposed Walter Strawn/ Ira P. Morgan Bridge (grade-separation) should be constructed to provide adequate capacity to accommodate the Year 2040 Build condition.
- 15) The Year 2040 build condition must be approved in a future submittal.
- 16) IL Route 53 at Mississippi Avenue should be monitored to determine when an 8-hour SRA based traffic signal warrant is satisfied prior to traffic signal approval.
- 17) Use the ITE Trip Generation 10th Edition where applicable for the projected site traffic volumes.
- 18) Routes other than State highways are referenced and will be affected by this development. Has a copy of the Traffic impact Study been provided to the Will County Division of Transportation, the Jackson Township Highway Department and the Villages of Manhattan and Elwood for their review and comment?
- 19) Submit a revised Traffic Impact Study accordingly for continued review.
- 20) Submit any review comments received from other highway/roadway agencies.