



REQUEST FOR QUALIFICATIONS

Phase I Engineering Services for
Wolfs Crossing Road
US Route 34 to US Route 30

PROPOSAL DEADLINE:

11:00 A.M. on June 10, 2016

LEGAL NOTICE

Request for Qualifications for Phase I Engineering Study for Wolfs Crossing

The Village of Oswego will accept sealed Statements of Qualifications until 11:00 A.M., June 10, 2016 to provide Phase I Engineering Services for Wolfs Crossing. The completion time for this project is 18-24 months. Consultants must be pre-qualified by the Illinois Department of Transportation to perform Phase I studies.

In order to have your Proposal considered, it must be submitted in a sealed envelope(s) containing Four (4) bound 8 ½" x 11" copies, with binding running along the left 11" edge, and one digital copy on a compact disk, plainly marked "Phase I Engineering Study for Wolfs Crossing".

Proposals not physically received by the Village by 11:00 A.M., June 10, 2016, will be returned, unopened to the firm. All proposals should be addressed to:

Village of Oswego
Re: (vendor name)
Proposal for the Village of Oswego, "Request for Qualifications for Phase I
Engineering Study for Wolfs Crossing"
Attention: Tina Touchette, Village Clerk
100 Parkers Mill
Oswego IL 60543

Proposal packets are available online at <http://www.oswegoil.org> or at the Oswego Village Hall, 100 Parker's Mill, Oswego, Illinois. Emailed or faxed Statements will not be accepted. The Village reserves the right to reject any or all proposals, or to withhold selections of short listed teams for any reason it may determine, or to waive or decline irregularities in any submittal.

INSTRUCTIONS FOR SUBMITTING PROPOSALS

GENERAL RULES - The general rules and conditions that follow apply to all proposals requested and accepted by the Village of Oswego unless otherwise specified. Consultants or their authorized representatives are expected to fully familiarize themselves with the conditions, requirements, and specifications as reflected in the proposal documents before submitting proposals. The submitting of a proposal implies that the Consultant is familiar with, and intends to comply with, all conditions unless otherwise noted.

RIGHT TO REJECT PROPOSALS - Submission of a proposal indicates acceptance by the firm of the conditions contained in this request for proposals unless clearly and specifically noted in the proposal submitted and confirmed in the contract between the Village of Oswego and the firm selected.

PROPOSAL FORMAT – All proposal submittals must be submitted in the order shown below. Information can be provided in multiple sections but must appear in the requested section. The Village of Oswego will not be responsible for not considering information provided under the incorrect section.

Section 1- COVER LETTER - Two page maximum

Provide a cover letter introducing your firm and proposal.

Section 2 - COMPANY OVERVIEW- Four page maximum

- a. Provide an overview of the company detailing the total number of professional staff, the history of the company, the location where work will be performed, a current financial statement (indicating the financial condition of the business)
- b. Firm Experience: Provide a minimum of three examples of similar Phase I projects using IDOT criteria provided to municipalities in the last five years. Include project size and description, location, design phase involvement and all other pertinent project facts. Include contact information for the client and sub-consultant engineering firms associated with each of these projects.

Section 3 - PROJECT APPROACH - Four page maximum

- a. Provide a brief description of the design approach and design delivery techniques you intend to use for this project (How will you work with us?).
- c. Provide a brief description of your approach to sustainable infrastructure.
- d. Provide a brief summary of your view of current and future trends in roadway, pedestrian, and bikeway design.
- e. Public rights-of-way cannot help but convey a civic image that reflects the culture and values of the municipality. What guiding design

principles would you advocate that would enable this corridor to reflect the bold, balanced, and bountiful vision of the Village?

Section 4 - ORGANIZATIONAL CHART- One page maximum

Indicate relationship of key personnel, subconsultants, and tasks to be performed.

Section 5 -KEY PROJECT PERSONNEL - Eight page maximum

Provide resumes and references for project staff to be assigned to this project. As a minimum include those persons listed in Section 3 above.

Section 5 - PROJECT SCHEDULE – Two page maximum

Provide estimated time requirements for completion using the proposed staff.

Section 6 – IDOT Prequalification form - Three page maximum

Section 7 - OTHER PERTINENT INFORMATION - Three pages maximum

Include all other pertinent information that the proposer would like the Village to consider.

INQUIRIES - In order to maintain the impartiality of the RFP process and to allow potential respondents the opportunity to ask questions, all questions and inquiries must be presented in writing either via e-mail, letter correspondence, or fax. No phone inquiries are permitted. Written questions may be submitted to the Village until 3:00 p.m. on June 3, 2016. Written questions should be submitted in the following manner:

By Mail:

Attn: Ms. Jennifer M. Hughes, P.E., CFM
Village of Oswego
100 Parkers Mill
Oswego, IL 60543

By Email:

E-Mail: jhughes@oswegoil.org

Include in Header: “Wolfs Crossing Phase I Engineering – Request for Information”

Fax: 630-551-4854

The Village will review the questions and may choose to answer them. The Village may also choose to answer only some of the questions, or may choose to answer none of the questions. If an answer is to be provided, it will be sent to all potential respondents. No question(s) received after 3:00 pm on June 3, 2016 will be considered. Responses will be issued in the form of a written clarification to be posted on the Village’s website at www.oswegoil.org by noon on June 7, 2016.

Interpretation or corrections of the RFQ documents will be made only by written addendum, which will be mailed or delivered to each offeror on record. The Village is not responsible for any other explanations or interpretations of the RFQ and/or RFQ documents.

CONTACT WITH VILLAGE – Absolutely no informal communication shall occur regarding this RFQ, including requests for information, or speculation between Offeror’s or any of their individual members and any Village elected official, or employee. Failure to comply with this provision will be grounds for disqualification.

SUBMITTING PROPOSALS – All proposals must be delivered prior to the proposal deadline. Proposals must be identified as such on the outside of the sealed envelope. Consultant’s company name and address are to appear in the upper left corner. Proposal information is to appear in the **lower left** corner and shall be marked:

“Phase I Engineering Services for the Wolfs Crossing Road Project”

Any cost incurred by the Offeror in preparation, transmittal, or presentation of any information or material submitted in response to the RFQ, shall be borne solely by the Offeror.

RECEIVING OF PROPOSALS – Proposals received prior to the submittal deadline will be kept secure and unopened until the deadline.

LATE PROPOSALS - Proposals arriving after the specified time, whether sent by mail, courier, or in person, will not be accepted. These proposals will either be refused or returned unopened. It is the consultant’s responsibility for timely delivery regardless of the methods used. Mailed proposals which are delivered after the specified hour will not be accepted regardless of the postmarked time on the envelope.

PROJECT INFORMATION

GENERAL - The Village of Oswego is requesting qualifications and proposals to provide Phase I engineering services for the project referenced below. Refer to the attached project location map for additional details. The Village reserves the right to negotiate with and hire the Phase I consultant for Phase II engineering design services.

PROJECT BACKGROUND

Located 50 miles southwest of Chicago, Oswego is located in the Fox River Valley at the northeastern corner of Kendall County and northwestern corner of Will County, Illinois. Oswego offered an easy crossing over the Fox River with a ford near the mouth of Waubonsie Creek and the first permanent European settlers arrived in the Oswego area in 1833. The Village was platted in 1835 and incorporated in 1852. Oswego is a Mohawk Indian word meaning "mouth of the stream." Oswego is one of the fastest growing counties in the nation. Oswego's 2015 municipal area is over 14 sq. miles with a population over 30,000. By 2040, the village has the capacity to grow to 40 sq. miles with over 69,000 people.

The Village of Oswego, acting as the lead agency and in partnership with Kendall County, Illinois Department of Transportation, School District 303, Oswego Township, and the City of Aurora desire to improve Wolf's Crossing from US Route 34 to Eola Road (WIKIDUKE Trail) (4 miles). Although the project is located primarily within Oswego, the Village recognizes the regional importance of the project.

The Village has established the following goals for the Wolfs Crossing corridor:

- Improve transportation safety;
- Provide a transportation system that offers a high degree of multi-modal connectivity, mobility, accessibility;
- Target transportation investments to support business and employment growth;
- Ensure a compatible interface of the transportation system with environmental, social, energy, and land use considerations; and,
- Prioritize improvements for a fiscally constrained program.

The Village's May 2012 [Transportation Plan](#) calls for the widening of Wolf's Crossing to five lanes. The plan includes improving the intersections of Wolf's Crossing with US 30, Douglas Road, Fifth Street, Roth Road, Harvey Road, and US 30. The plan proposes to signalize these intersections. However, consideration should be given to constructing a three-lane cross-section as well as alternate traffic control measures such as roundabouts. The three structures will be replaced. Additional elements include a sidewalk, bicycle path, landscaped median island, and street lighting. In 2015, the Village updated the costs contained in the Transportation Plan. The total estimated cost of improvements is now \$50,634,000 which includes \$8,176,000 for Phase I, II, and III engineering and \$1,565,000 for right-of-way acquisition.

EXISTING FACILITY

Wolf's Crossing is a Minor Arterial identified as FAU 1577. The road runs east-west south of US 30. The study limits in Oswego are from US Route 34 to US Route 30. Consideration must be given to extending the roadway into the City of Aurora to join the WIKIDUKE Trail at Eola Road. Wolf Crossing Road is a two-lane, two-way rural roadway with aggregate shoulders and is under the jurisdiction of the Village of Oswego. The roadway widens to provide auxiliary lanes at the intersections with US 34 and the East Oswego high school entrance. Current land use along this corridor is predominantly agricultural and residential. Fox Bend Golf Course occupies the northern portion of the Wolf Crossing Road Right of Way at the western end of the corridor. The Lincoln Highway, a National Scenic Byway, transects Wolf's Crossing at Harvey Road. In Oswego, the road is broken into five segments:

- i. US Rte. 34 to Douglas Road (6,900')
- ii. Douglas Road to Fifth Street (5,700')
- iii. Fifth Street to Roth Road (2,300')
- iv. Roth Road to Harvey Road (2,600')
- v. Harvey Road to US Rte. 30 (3,900' + 500')¹

The existing intersections at US 34 and US 30 are signalized. All other intersections are under stop control.

There are three structures located along Wolf Crossing:

- i. Unnamed tributary to Waubonsie Creek
- ii. Unnamed tributary to Waubonsie Creek
- iii. Unnamed Creek

Task 1 - PHASE I ENGINEERING

The consultant will provide Phase I Engineering for this project. Phase I Engineering will be locally funded, but will follow the same process and guidelines as if Federal funds were involved. Federal funds will be pursued for Phase II, Phase III, and Construction. This project will be completed under applicable IDOT guidelines including BLR and BDE manuals and Village of Oswego standards.

The goals for Phase I Engineering include:

1. Establish the purpose and need for the project;
2. Review any available data and records;
3. Make a preliminary determination of the project scope of work;
4. Determine if a three-lane cross-section is feasible as an interim or final configuration;
5. Conduct an evaluation of right-of-way; utility; safety; bicycle and pedestrian systems; and environmental impacts and the likely level of environmental evaluation;
6. Obtain data necessary to support applications for funding;
7. Develop a rough, preliminary cost estimate;
8. Obtain public input on the proposed improvements;
9. Determine a proposed schedule; and
10. Develop a set of preliminary drawings/plans

¹ Baxter & Woodman, Village of Oswego [Transportation Plan](#). May 2012

The study for Wolfs Crossing Road will include, but is not limited to:

- Early coordination with IDOT for concurrence of typical section
- Data Collection
- Detailed topographic surveys as necessary for planning and design
- Surveys for any right-of-way acquisition and construction easements and the preparation of plans and legal descriptions and staking as necessary
- Location Drainage Study
- Hydraulic Report
- Alignment Alternative Analysis
- Conceptual Roadway Design
 - Value Engineering Analysis and Report
 - Preliminary Plan and Profile Sheets
- Preliminary Design Studies
 - Right-of-way Impact and Need Analysis
 - Pedestrian and Bicycle Accommodations
 - Traffic Control and Construction Phasing
- Corridor Traffic Study
 - Traffic Counts
 - Crash Analysis
 - Intersection Design Studies
- Environmental Studies
- Geotechnical Investigation and Report
- Public Involvement
- Agency Coordination and Meetings
- Preliminary Cost Analysis
- Project Development Report (PDR)
- Obtain Design Approval from IDOT
- Coordinate with IDOT, Village of Oswego, Oswego Township, City of Aurora and other involved parties/agencies as necessary

SCHEDULE

The Village has developed a preliminary schedule, which includes the following major milestones:

- RFQ issuance date: May 23, 2016
- Proposal submission date: June 10, 2016
- Shortlist notifications: June 15, 2016
- Interview date: June 23, 2016
- Contract award date: July 19, 2016
- Anticipated Phase I Completion: December 2017

PROJECT ACTIVITIES

All work shall be conducted in conformance with the BDE Manual.² All tasks identified in Chapter 3-2 shall be completed if necessary in accordance with IDOT procedures and policies. Additional considerations for tasks are provided herein.

Activity No. 4 - Define Preliminary Purpose and Need

The preliminary purpose and need shall be established and evaluated in accordance with BDE Manual Section 3-2.01 Activity No. 4.

In establishing the purpose and need for the project, consideration should be given to improving safety, converting a rural section to an urban section, adding capacity along segments and intersections, providing regional connections for bicyclists and pedestrians providing a corridor for utilities, and enhancing economic development in the region.

The study area for determining this project will include at a minimum US 34 to US 30. In determining the logical termini, consideration is to be given to extending the project into the City of Aurora.

The purpose and need of the project shall take into account the social, economic, environmental, and engineering effects of the proposed highway improvement. Consideration shall be given to phased construction given the potential for development along the corridor.

Activity No. 7 - Collect Data

Data shall be collected in accordance with BDE Manual Section 3-2.01 Activity No. 7.

The Village has limited GIS data along the corridor including contours and infrastructure plans. The Village possesses engineering plans and subdivision plats for select parcels in the corridor. In addition, the Village has traffic counts near Oswego East High School.

Activity No. 10 – Initiate Early Coordination/Scoping

Early Coordination/Scoping shall be conducted in accordance with BDE Manual Section 3-2.01 Activity No. 10.

Coordination shall be contemplated at a minimum with the following organizations:

- Village of Oswego
- IDOT District 1 – US 30
- IDOT District 3 – US 34 and Wolfs Crossing
- Federal Highway Administration
- Oswego Township
- City of Aurora

² Bureau of Design & Environment Manual, 3-.2.01 Phase I Studies
<http://idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Design-and-Environment/Illinois%20BDE%20Manual.pdf> accessed May 22, 2016

- School District 308
- Oswegoland Park District
- Oswego Fire Protection District
- Chicago Metropolitan Agency for Planning

Activity No. 13 – Initiate Public Involvement

Public Involvement shall be conducted in accordance with BDE Manual Section 3-2.01 Activity No. 13.

The Village desires input from interested parties including local government officials, fire districts, school districts, drainage districts, historic commissions, MPOs, residents, and businesses,

Public Coordination shall be conducted through the Village’s website, notification to the community through social and print media, and one public open house meeting.

Public involvement shall be conducted in accordance with IDOT standards for the purpose of incorporating information from this process into the environmental reports.

Activity No. 14 – Conduct In-Depth Analysis of Reasonable Alignments

Alignments shall be analyzed in accordance with BDE Manual Section 3-2.01 Activity No. 14.

The Village desires to consider roundabouts as an alternate to signalized intersections at all major intersections of Village streets. The plan shall take into consideration the future relocation of the south leg of Douglas Road to align with the north leg.

The engineer shall evaluate the projected capacity to determine where a three-lane or five-lane cross section is warranted now or in the future. The engineer shall evaluate the potential for an interim three-lane section should a five-lane section be warranted in the future.

Sustainable landscape incorporating native plants shall be evaluated for roadside vegetation.

Activity No. 16 – Prepare Drainage Report

The drainage report shall be prepared in accordance with BDE Manual Section 3-2.01 Activity No. 16.

Wolfs Crossing was damaged by floodwaters in April 2013. Consideration shall be provided to protecting drainage structures from runoff from adjacent farm fields that may contain corncocks or other organic material.

Activity No. 19 – Conduct Preliminary Utility Review

Utility review shall be conducted in accordance with BDE Manual Section 3-2.01 Activity No. 19.

Section 8.17 of the Village of Oswego Subdivision and Development Control Regulations require overhead utilities. The report shall identify the cost to comply with this regulation.

Activity No. 20 – Develop Transportation Management Plan

The transportation management plan shall be prepared in accordance with BDE Manual Section 3-2.01 Activity No. 20.

Oswego East High School, Plank Junior High School, Churchill Elementary, Wolfs Crossing Elementary are located along Wolfs Crossing. Consideration must be provided to minimizing impacts to school traffic.

Task 2 – Assist in Preparing Funding Applications

The Village intends to seek out assistance in funding this regional project. Identify sources of funding for each component of the project. Prepare reports and applications for such funds.

Funding sources include, but are not limited to:

- Surface Transportation Program;
- Congestion Mitigation and Air Quality Improvement Program
- Highway Safety Improvement Program
- Transportation Impact Fees
- Safe Routes to Schools
- Illinois Transportation Enhancement Program

DELIVERABLES

Deliverable 1 – Draft Design Report

Draft Design Report shall be coordinated in accordance with BDE Manual Section 3-2.01 Activity No. 25.

The Design Report should include:

- a summary of purpose and need of the project;
- a list and results of prior studies;
- a list of all alternative alignments eliminated earlier and the reasons for their elimination;
- a summary of major design features and policies;
- a discussion on the compatibility of the alternatives with existing streets and highways;
- a summary of the environmental factors considered;

- a discussion on the advantages and disadvantages of the reasonable alignments studied in-depth;
- the results of public involvement;
- the proposed transportation management plan;
- a list of commitments made to the public;
- the reasons and determination for selecting the preferred alignment;
- plan and profile of the preferred alignment;
- the estimate of costs for each alternative;
- exhibits showing typical sections, aerial photography, mapping, etc;
- copies of analyses; and
- documentation for approval of other reports conducted during the design study.

Deliverable 2 – Public Meeting/Hearing Summary

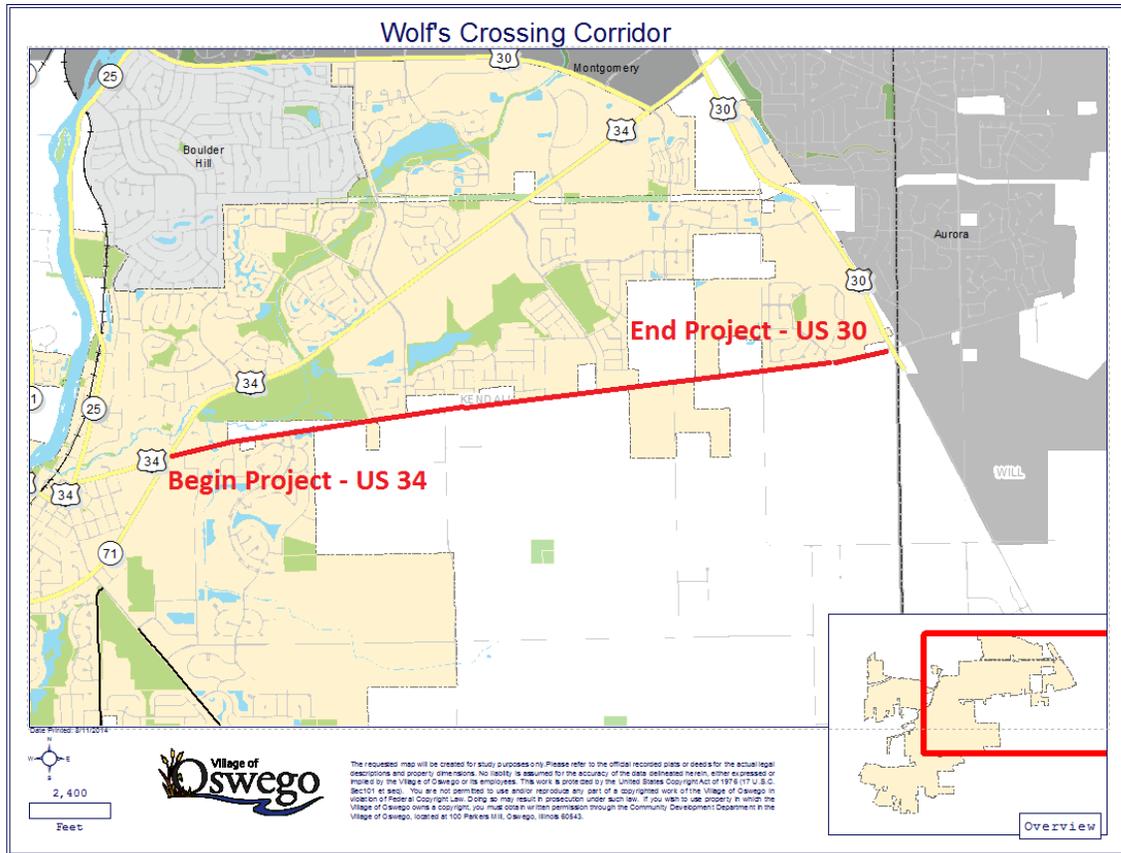
Document public comments in accordance with BDE Manual Section 19-5.03.
Acknowledge comments in accordance with BDE Manual Section 19-5.04.
Provide the Village will a copy of all correspondence.

Deliverable 3 - Funding Applications

The Village, in conjunction with project partners, will select targeted funding sources.
Prepare applications on behalf of the Village for the targeted sources.

SITE LOCATION MAP

Wolfs Crossing Road



Supplemental Information from STP Application



Wolfs Crossing Road STP Application

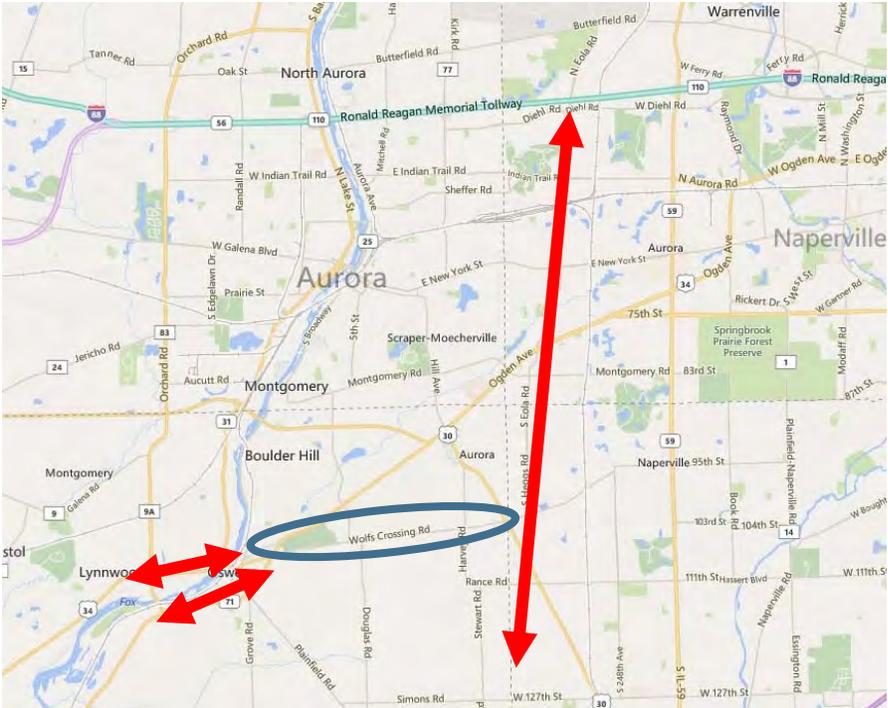
Application Support Information

Wolfs Crossing Road STP Application

Application Support Information

Introduction

This document serves to support the Surface Transportation Program (STP) funding applications for Wolfs Crossing Road in the Village of Oswego. The Village has identified this improvement as a vital element in the transportation plan for Oswego and the region. As is illustrated in the map below, Wolfs Crossing could be a critical connection for Oswego and the surrounding region to access I-88 and I-80 via WIKADUKE Parkway. WIKADUKE Parkway is a Strategic Regional Arterial. The Village has met with the City of Aurora and Kendall County to discuss and collaborate on the regional impacts of the improvement of this corridor.



Regional map showing Wolfs Crossing's role in the transportation network

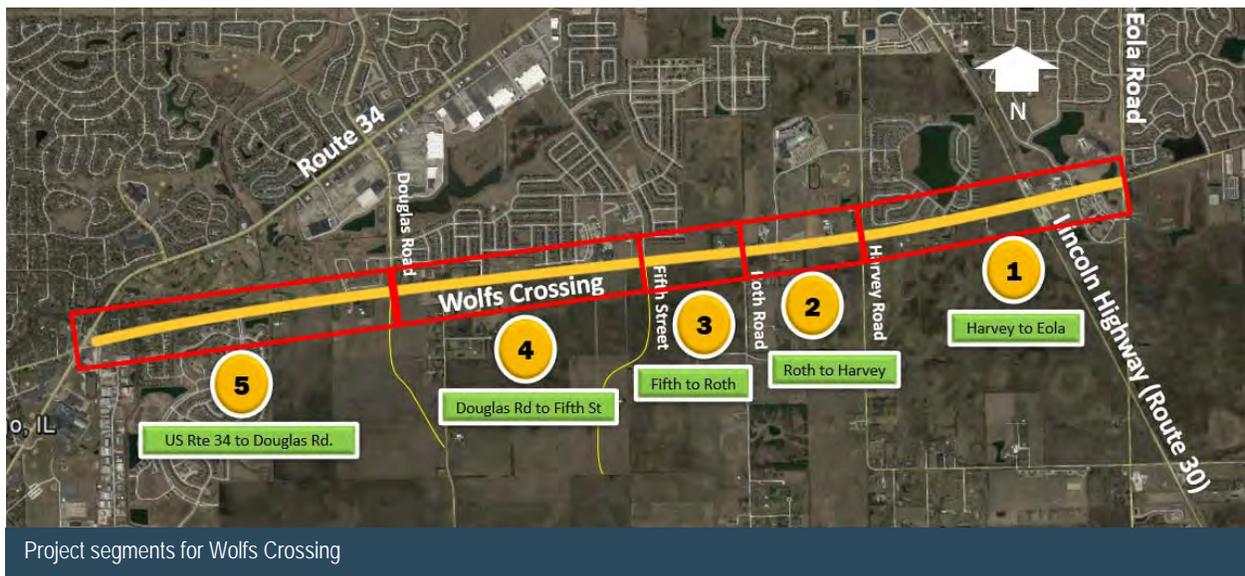
In addition to the regional impacts, there are several current local issues driving the need to move this project forward at this time. The Village is poised to experience some significant growth along the corridor due to pending development that has restarted after several years of inactivity. In addition, the Village anticipates significant increased enrollment (2,000) of the two high schools that are both located on the corridor. This is occurring due to changing demographics of the Village. These major changes will have an impact on the traffic and safety on this corridor, creating the need to move this project forward. It is prudent for the Village to begin this project at this time, as this will be one of the largest projects the Village has ever undertaken, and funding this large of an improvement will be a strain on Village finances. It is the Village's intent to secure funding from a number of partners throughout the project

duration, and possibly secure bond funding for the match, or use current local funds. It is our intention to seek Developer contributions in the form of both right-of-way and possible financial contributions for infrastructure improvements driven by their expansion. We will seek CMAQ funds for intersections and bike facilities and ITEP funds if and when they become available. We will also seek out participation from our project partners on improvements that enhance their portions of the system.

The Village has prepared a Transportation Plan, and the Wolfs Crossing project is a part of that overall plan for the Village. As a part of that plan, some of the local roads that connect to Wolfs Crossing will be realigned to create a more efficient network for the Village. The impacts of this project will truly create an integrated transportation network for the Village and our neighbors in the region. We are excited about this project and hope to work with Kane/Kendall Council of Mayors (KKCOM) to identify potential funding in stages to help us layer our funding and make this project a regional collaborative success.

Project Details

The Village proposes to complete this project in 5 segments, building from west to east. We have broken the project up into what we believe are fundable segments to help advance the project in a manageable way. We have submitted 5 applications, one for each of the segments, and this document serves to supplement those applications with additional data for consideration by KKCOM.



Existing Conditions

The project limits for Wolf Crossing Road are from US Route 34 to Eola Road/WIKADUKE Parkway. Wolfs Crossing Road is a two-lane, two-way rural roadway with aggregate shoulders and relatively steep side slopes. The road is primarily under the jurisdiction of the Village of Oswego. Smaller portions are under the jurisdiction of Oswego Township. The roadway cross section widens to provide auxiliary lanes at the intersections with US 34 (segment 5) and the East Oswego high school entrance. Current land use along this corridor is predominantly

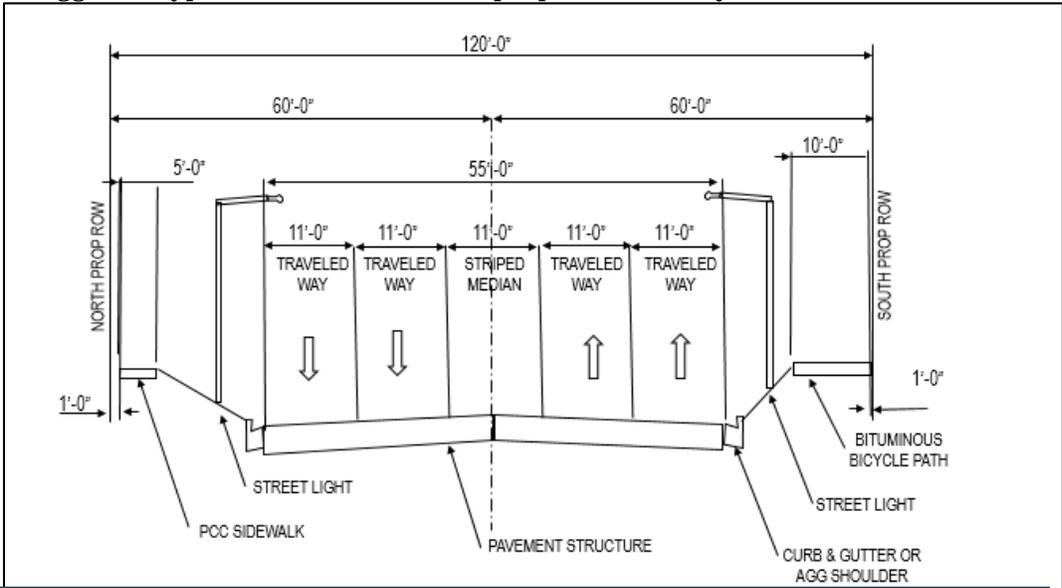
agricultural and residential. Fox Bend Golf Course occupies the northern portion of the Wolfs Crossing Road right-of-way at the western end of the corridor.

Proposed Conditions

Future land use along Wolf Crossing Road is primarily residential development and becomes commercial near the eastern Village limits at US Route 30. Wolfs Crossing Road will be reconstructed to create a five-lane urban cross section approaching the intersections of US34 and Route 30 composed of two 11-foot travel lanes in each direction, and an 11-foot striped median. The section between these intersections will be built with a three lane cross section at this time, but designed to accommodate five lanes in the future. The Wolfs Crossing Road alignment will remain the same as existing, but right-of-way acquisition is anticipated to accommodate the widened roadway. The cross section will be substantially improved to eliminate the steep side slopes and improve safety along the corridor. A photo of a typical side slope is shown below. These steep side slopes are located in the clear zone, and make it difficult to recover in run-off-the-road incidents.



A suggested typical section of the new proposed roadway is shown below:



Proposed typical 5 lane cross section

Wolfs Crossing Road

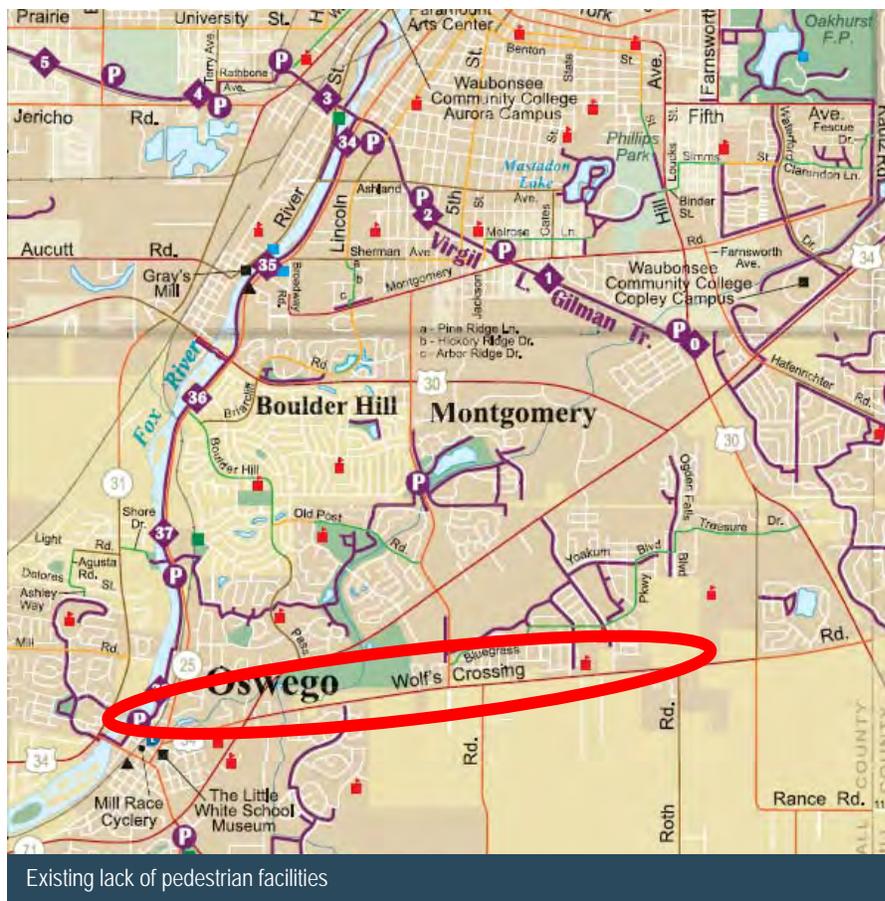
As is illustrated, the new cross section will eliminate the steep side slopes on the rural cross section and significantly reduce the run-off-the-road incidents that are occurring right now. The total length of this corridor is approximately 4.1 miles.

Pedestrian/Trail Improvements

Currently there are no pedestrian or bicycle accommodations along the corridor. As shown in the Kane/Kendall County Bicycle map below, the bike routes, shown in purple, serve local roads, but do not have connectivity to any arterials. We propose to install a sidewalk on one side and a trail on the opposite side to significantly enhance the pedestrian and bicycle friendliness of the corridor. With two high schools and an elementary school along the corridor, these facilities will be well served by these types of facilities and will provide for trip elimination, a major goal of the Congestion Mitigation and Air Quality (CMAQ) funding program.

In examining the Bike Level of Service (LOS) and the Pedestrian LOS both before and after the improvements, it is clear that these facilities dramatically increase the pedestrian and bicycle options for the corridor.

Segment	1	2	3	4	5
	Harvey to Eola	Roth to Harvey	Roth Road to Harvey Road	Douglas Road to Fifth Street	US Rte 34 to Douglas Road
Bike LOS Ex	4.52 (E)	4.62 (E)	4.67 (E)	4.3 (D)	4.37 (D)
Bike LOS Prop	2.84 (C)	2.93 (C)	2.98 (C)	2.61 (C)	2.69 (C)
Ped LOS Ex	4.33 (C)	5.09 (E)	5.22 (E)	4.49 (D)	4.59 (E)
Ped LOS Prop	2.72 (C)	2.91 (C)	3.01 (C)	2.41 (B)	2.5 (B)



Existing lack of pedestrian facilities

The Village is committed to the development of “an outstanding trail system for Oswego”, interlinked with the regional trails surrounding the community. The excerpt below from the Village’s Draft Comprehensive plan which is about to be adopted illustrates this commitment.



Oswego residents already enjoy over 13 miles of trails and 8 greenways owned and maintained by the Oswego Park District. Downtown Oswego is the southern terminus today of the 43 mile long Fox River Trail, one of the regions most spectacular and scenic trails going all the way north to Algonquin.

Downtown Oswego is now poised to be a MAJOR REGIONAL HUB where local and regional trails meet, and not just a place where great trails end. Community feedback for the Plan shows very strong support for creating an outstanding trail system that Oswego can be known for in the region.



2015 Proposed trails Plan

Existing 5 Trails

Waubesaie Trail	3.75 miles
Fox River Trail	3.23 miles
Grove Road Trail	3.23 miles
Oswego Prairie Trail	0.5 miles
Prairie Point Trail	2.0 miles
Total	12.73 miles

Recommendations for New Trails and Improvements

- Under Bridge connection under Washington Street to link north and south parks and extend the Fox River Trail
- Extend the Fox River Trail to Saw Wee Kee Park along the west side of the rail road R.O.W.
- A potential pedestrian and bike
- bridge over the Fox River at Mill Road to make the Mill Road trail a major east-west trail connection to the future train station at Orchard Road.
- Potential trail underpass at Orchard Road to the future train station
- Complete trail segments for a continuous trail along Light Road from Mill and Orchard to the Fox River and Waubesaie Creek route.
- Extend the Waubesaie Creek Trail to the Downtown Waterfront
- Complete missing segments of the Waubesaie Creek Trail to the Future Wikaduke Trail.
- Install safe pedestrian and bike crossing at Route 34
- Install dedicated trail along Wolf's Crossing to connect the following:
- Install a dedicated trail along Woolley Rd from Future Wikaduke Trail to Downtown via Plainfield Rd and Washington St
- Complete missing trail segments of Grove Rd Trail south to Wheeler Rd, creating a major north south trail
- Install a safe crossing at Grove Rd
- Install a safe crossing at Schoolhouse Rd.

78 **Creating an outstanding Trail System for Oswego**

79



Village’s Draft Comprehensive Plan: Install dedicated trail along Wolfs Crossing to connect the following: Future Wikaduke Trail, Main Street via Chicago St, Washington St, the Waterfront and the Bike Bridge to Village Hall.

Safety

Wolfs Crossing Road is a problem corridor for the Village. With the location of two high schools located along the corridor, we often have inexperienced drivers using the corridor. Further, the unique cross section with steep slopes located within the clear zone of the road way create a run off situation from which drivers cannot recover, and younger drivers have a major challenge with this. Although the crash history (2014 - 54, 2013 - 47 and 2012- 49) of this segment is relatively significant for the past three years, we suspect that are many more unrecorded incidences of run off the road because they are not reported.

With the absence of a defined aggregate shoulder and guardrail there are minimal warning indicators to keep drivers aware of these hazards. Most traffic seems to be traveling over the 45 mph posted speed limit. Multiple private entrances cause vehicles to rapidly decelerate in order to make the appropriate turning movements, presenting hazards to both approaching and following traffic. We believe the new cross section, the center turn lane, the pedestrian facilities and the urban cross section will all work together to substantially improve the safety of this corridor.

Segment Discussions

The following sections outline specifics regarding each segment. Our consultant visited each site and completed a road condition assessment of each segment to aid in the committee's rankings.

Segment 1: Harvey Road to Eola

1. *Road Condition*

Estimated Rating Value based on Visual Inspection Only: Satisfactory to Fair

- a. Moderate severity edge cracking along WB and EB EOP.
- b. Moderate severity centerline cracking throughout segment is typical with isolated areas of High severity centerline cracking
- c. Moderate severity longitudinal wheel path cracking throughout segment
- d. Low severity block cracking in isolated areas throughout segment



2. Safety

- a. Major safety concern exists with the vertical alignment and sight distance allowed for EB traffic approaching the entrance to Prescott Mill Subdivision. Traffic frequently backs up at this entrance waiting on EB left turning traffic to enter the subdivision. With speeds generally exceeding 45 mph along Wolfs Crossing there is not enough site distance to allow for adequate deceleration, often vehicles will have to rapidly brake in order to avoid a rear-end accident at this entrance.



- b. Major safety concern exists with the existing box culvert and steep side slopes immediately east of the entrance to Prescott Mill subdivision. The concrete headwall is located within the clear zone on both sides of the road.



- c. Steep foreslopes are located within the clear zone throughout the segment. With the absence of a defined aggregate shoulder and guardrail there are minimal warning indicators to keep drivers aware of these hazards. Most traffic seems to

be traveling over the 45 mph posted speed limit, with this occurring at a main subdivision entrance

3. *Traffic Volume*

- a. Included in application form.

4. *Local Commitment*

- a. A resolution from the Oswego Village Board, as well as numerous letters of support from our local sister agencies and legislators are attached to this application. As is evidenced, this project has significant support and the Village's full commitment.

5. *Transportation Control Measure Benefits*

- a. There is currently a sidewalk located along the north side of Wolfs Crossing immediately adjacent to Prescott Mill subdivision.
- b. Adding to this sidewalk and adding a path would help facilitate pedestrian usage along Wolfs Crossing by the Prescott Mill residents and the future Hudson Pointe Development to the south of Wolfs Crossing along with the future commercial development at the SW quadrant of the intersection of Wolfs Crossing with US Rte 30.

Segment 2: Roth Road to Harvey Road

1. *Road Condition -*

Estimated Rating Value based on Visual Inspection Only: Satisfactory to Fair

- a. Moderate severity edge cracking along WB and EB EOP.



- b. Moderate severity centerline cracking throughout segment it typical with isolated areas of High severity centerline cracking



c. Moderate severity longitudinal wheel path cracking throughout segment



d. Low severity block cracking in isolated areas throughout segment



2. Safety

- a. Major safety concern exists with the vertical alignment and sight distance allowed for EB traffic approaching the 4-way stop with Harvey Road. Traffic frequently backs up at this intersection and with speeds generally exceeding 45 mph along Wolfs Crossing and not enough site distance to allow for adequate deceleration, often vehicles will have to rapidly brake in order to avoid a rear-end accident at this west leg of the intersection.
- b. Major safety concern exists with the vertical alignment at the crest of the vertical curve just west of the intersection of Wolfs Crossing and Harvey Road. With the elevation of the adjacent open fields, in the winter time, black ice is a common occurrence at this location, with vehicles frequently sliding off into the adjacent ditches.
- c. Major safety concerns exist at all four quadrants of the intersection of Wolfs Crossing and Harvey Road. There are steep drop-offs at all of the quadrants with an existing culvert running under the north leg
- d. Without proper turning radii to accommodate any sort of truck traffic, this has resulted in multiple semi-trailers getting stuck at the drop-off at all quadrants.
- e. Steep foreslopes are located within the clear zone throughout the segment. With the absence of a defined aggregate shoulder and guardrail there are minimal warning indicators to keep drivers aware of these hazards.
- f. Most traffic seems to be traveling over the 45 mph posted speed limit, with this occurring at the main entrance to Oswego East High School.

3. Traffic Volume

- a. Included in application form.

4. *Local Commitment*

- a. A resolution from the Oswego Village Board, as well as numerous letters of support from our local sister agencies and legislators are attached to this application. As is evidenced, this project has significant support and the Village's full commitment.

5. *Transportation Control Measure Benefits*

- a. There are currently no sidewalks or paths located along this segment. The installation of both a multi-use path and sidewalk would greatly benefit Oswego East High School and the subdivisions to the west, allowing for the safe passage of pedestrians to the school.

Segment 3: Fifth Street to Roth Road

1. *Road Condition*

Estimated Rating Value based on Visual Inspection Only: Satisfactory

- a. Moderate severity edge cracking along WB and EB EOP.
- b. Moderate severity centerline cracking throughout segment it typical with isolated areas of High severity centerline cracking
- c. Moderate severity longitudinal wheel path cracking throughout segment
- d. Low severity block cracking in isolated areas throughout segment

2. *Safety*

- a. Steep foreslopes are located within the clear zone throughout the segment.
- b. With the absence of a defined aggregate shoulder and guardrail there are minimal warning indicators to keep drivers aware of these hazards.
- c. Most traffic seems to be traveling over the 45 mph posted speed limit.

3. *Traffic Volume*

- a. Included in application form.

4. *Local Commitment*

- a. A resolution from the Oswego Village Board, as well as numerous letters of support from our local sister agencies and legislators are attached to this application. As is evidenced, this project has significant support and the Village's full commitment.

5. *Transportation Control Measure Benefits*

- a. There are currently no sidewalks or paths located along this segment. The installation of both a multi-use path and sidewalk would greatly benefit Wheatland Salem Church. A traffic signal installation or roundabout at the intersection of Roth Road and Wolfs Crossing would help alleviate the probability of vehicle / pedestrian accidents as there is currently an overflow parking lot for Wheatland Salem Church at the SW quadrant of the intersection that is often full on Sundays and various other weeknights when there are Church functions. Parking in this lot requires pedestrians to cross Wolfs Crossing Road with no crosswalks or traffic control of any nature.

Segment 4: Douglas Road to Fifth Street

1. *Road Condition*

Estimated Rating Value based on Visual Inspection Only: Fair

- a. Moderate severity fatigue cracking in HMA pavement at radius of returns throughout segment.
- b. Moderate severity edge cracking along WB and EB EOP.
- c. Moderate severity centerline cracking throughout segment it typical with isolated areas of High severity centerline cracking
- d. Low severity longitudinal wheel path cracking throughout segment
- e. Low severity block cracking in isolated areas throughout segment
- f. Localized shoving occurring at the radius of returns at the intersection with Secretariat Lane along with Low severity fatigue cracking along the EB Wolfs Crossing wheel path

2. *Safety*

- a. Major safety concerns exist at culvert crossing about 500' west of Fifth Street under Wolfs Crossing. A large shear drop-off exists (~ 4-5') within the clear zone of the roadway with no protection. A deteriorated concrete and wood retaining / headwall are hazards to oncoming traffic.
- b. Steep foreslopes are located within the clear zone throughout the segment. With the absence of a defined aggregate shoulder and guardrail there are minimal warning indicators to keep drivers aware of these hazards. Most traffic seems to be traveling over the 45 mph posted speed limit. Multiple private entrances and sideroads without proper turning lanes cause vehicles to rapidly decelerate in order to make the appropriate turning movements presenting hazards to both approaching and following traffic.



- c. Major safety concerns exist with the approach grade of Fifth Street being very steep where it connects with Wolfs Crossing. This intersection is utilized heavily as an alternative to US Rte 34 for the traffic generating commercial properties

located along US Rte 34. Left turning traffic from Fifth Street onto Wolfs Crossing block the right turning vehicles line of sight

- d. Vehicles on Wolfs Crossing turning onto Fifth Street often decelerate rapidly at this intersection making, and with no escape route for a trailing vehicle, making the occurrence of rear-end accidents a higher probability.

3. *Traffic Volume*

- a. Included in application form.

4. *Local Commitment*

- a. A resolution from the Oswego Village Board, as well as numerous letters of support from our local sister agencies and legislators are attached to this application. As is evidenced, this project has significant support and the Village's full commitment.

5. *Transportation Control Measure Benefits*

- a. There are currently no sidewalks or paths located along this segment. The installation of both a multi-use path and sidewalk would greatly benefit Plank Elementary and Junior High Schools which are located near the intersection of Wolfs Crossing and Fifth Street by providing access to nearby subdivisions as well as providing access to Oswego East High School to the east

Segment 5: US Rte 34 to Douglas Road

1. *Road Condition*

Estimated Rating Value based on Visual Inspection Only: Fair to Satisfactory

- a. Moderate to High severity isolated transverse cracking located at the intersection with US Rte 34 in the PCC Pavement
- b. Moderate to High severity fatigue cracking in HMA pavement at radius of returns throughout segment.
- c. Moderate severity edge cracking along WB EOP and High severity edge cracking along EB EOP.



- d. Moderate severity centerline cracking throughout segment is typical.



- e. Low severity longitudinal wheel path cracking throughout segment
- f. Localized shoving occurring at the radius of returns at the intersection with Douglas Rd along with Moderate severity fatigue cracking
- g. Localized sump areas in pavement exist above areas where box culverts cross the road indicating low severity structural failure at these locations.

2. Safety

- a. Major safety concerns exist at locations of culverts crossing the road. Large headwalls and steep foreslopes are located within the clear zone.
- b. With the absence of a defined aggregate shoulder and guardrail there are minimal warning indicators to keep drivers aware of these hazards. Most traffic seems to be traveling over the 45 mph posted speed limit.
- c. Multiple private entrances cause vehicles to rapidly decelerate in order to make the appropriate turning movements presenting hazards to both approaching and following traffic.

3. Traffic Volume

- a. Included in application form.

4. Local Commitment

- a. A resolution from the Oswego Village Board, as well as numerous letters of support from our local sister agencies and legislators are attached to this application. As is evidenced, this project has significant support and the Village's full commitment.

5. Transportation Control Measure Benefits

- a. There are currently no sidewalks or paths located along this segment. The installation of both a multi-use path and sidewalk would greatly benefit Oswego High School which is located near the intersection of Wolfs Crossing and US Rte 34 by providing access to nearby subdivisions.

Financial Plan

The following table summarizes the Village’s current plan for funding all of the segments. Each of these are shown on the individual applications and is provided here for a total summary. As mentioned, the Village will pursue all avenues to secure funding participation, including a ROW donation from Developers of potentially \$1 million. These dates are very conservative at this time. The project could be substantially accelerated if more promising funding opportunities arise. The Village would be pleased to receive STP funding to offset the costs of segment 1 E2, ROW, E3 and construction in as great a value as KCCOM feels is available at this time, and we would be prepared to submit applications for future stage as additional calls for projects are announced.

	Segment 1		Segment 2		Segment 3		Segment 4		Segment 5		Total
	Cost		Cost		Cost	Years	Cost		Cost		
E1	\$ 477,000.00	2015	\$ 192,000.00	2015	\$ 179,000.00		\$ 411,000.00	2015	\$ 377,000.00	2015	\$ 1,634,451.23
E2	\$ 954,000.00	2016	\$ 383,000.00	2019	\$ 358,000.00	2022	\$ 822,000.00	2025	\$ 753,000.00	2028	\$ 3,268,902.46
ROW	\$ 324,000.00	2017	\$ 198,000.00	2020	\$ 178,000.00	2023	\$ 448,000.00	2026	\$ 417,000.00	2029	\$ 1,565,000.00
E3	\$ 954,000.00	2018	\$ 383,000.00	2021	\$ 358,000.00	2024	\$ 822,000.00	2027	\$ 753,000.00	2030	\$ 3,268,902.46
Construction	\$ 11,920,000.00	2018	\$ 4,788,000.00	2021	\$ 4,470,000.00	2024	\$ 10,300,000.00	2027	\$ 9,415,000.00	2030	\$ 40,861,280.78
Total	\$ 14,629,000.00		\$ 5,944,000.00		\$ 5,543,000.00		\$ 12,803,000.00		\$ 11,715,000.00		\$ 50,598,536.94

Village Resolution for Project

RESOLUTION NO. 15 - R - 35

RESOLUTION SUPPORTING THE RECONSTRUCTION OF WOLF’S CROSSING

WHEREAS, the Village of Oswego (“Village”) has a population of more than 25,000 and is therefore a “Home Rule Unit” under the 1970 Illinois Constitution; and

WHEREAS, the Illinois Constitution of 1970 provides that a Home Rule Unit may exercise any power and perform any function pertaining to its government and affairs, including but not limited to the power to regulate for the protection of the public health, safety, morals and welfare; to license, to tax; and to incur debt; and

WHEREAS, Wolf’s Crossing is a strategic east-west corridor that ultimately provides a regional, inter-county corridor connecting US 34 and US 30 in Kendall County to the WIKIDUKE Trail in Will County; and

WHEREAS, Wolfs Crossing is designated Federal Aid Route 9-1577; and

WHEREAS, the Village of Oswego continues to support the safety and mobility of the residents of Oswego, the Counties of Kendall and Will, and the Region, by promoting the proper construction and maintenance of transportation infrastructure; and

WHEREAS, Wolf’s Crossing serves Oswego High School, Oswego East High School, Plank Junior High School, Bednarcik Junior High School, Churchill Elementary School, and Wolf’s Crossing Elementary School; and

WHEREAS, the Village of Oswego adopted a comprehensive Transportation Plan in May 2012; and

WHEREAS, the Transportation Plan identifies proposed corridors that will improve the existing roadway network, decrease congestion, improve safety, and maintain access to developing areas; and

WHEREAS, the Village approved Ordinance 11-93 adopting the Strategic Plan; and,

WHEREAS, the Strategic Plan contains Goal 6.1.2 Ease traffic flow in major corridors through implementation of the Transportation Plan, e.g., Wolf’s Crossing, Route 71 and the proposed 4-county Wikaduke Trail; and

WHEREAS, the Village has developed a 20-year Capital Improvement Plan for Fiscal Years 2015 – 2034; and

WHEREAS, Wolf’s Crossing Improvements are identified in the 20-year Capital Improvement Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF OSWEGO, KENDALL AND WILL COUNTIES, ILLINOIS, as follows:

SECTION 1.

That the recitals set forth above are incorporated here by reference.

SECTION 2.

That the Village of Oswego supports and encourages the implementation of a plan to develop the Wolf's Crossing Corridor, including the Village's application for funding Phase II Engineering and Phase III Construction through the Kane/Kendall Council of Mayors STP Program.

SECTION 3. REPEALER

All Resolutions or parts of Resolutions in conflict with any of the provisions of this Resolution shall be, and the same hereby repealed.

SECTION 4. SEVERABILITY

This Resolution and every provision thereof shall be considered severable. In the event that any court of competent jurisdiction may find and declare any word, phrase, clause, sentence, paragraph, provision or section or part of a phrase, clause, sentence, paragraph, clauses, sentences, paragraphs and provisions and parts of phrases, clauses, sentences, paragraphs, provisions and sections not ruled void or unconstitutional shall continue in full force and effect.

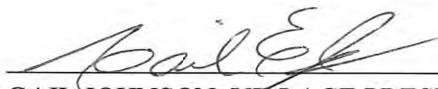
SECTION 5. EFFECTIVE DATE

This Resolution shall be in full force and effect from and after its passage.

PASSED by the Board of Trustees of the Village of Oswego, Kendall and Will Counties, Illinois this 2nd day of June 2015.

RYAN KAUFFMAN	<u>AYE</u>	JUDY SOLLINGER	<u>AYE</u>
KARIN MCCARTHY-LANGE	<u>AYE</u>	SCOTT VOLPE	<u>ABSENT</u>
PAM PARR	<u>AYE</u>	JOE WEST	<u>AYE</u>

APPROVED by me, Gail E. Johnson, as President of the Village of Oswego, Kendall and Will Counties, Illinois this 2nd day of June 2015.


GAIL JOHNSON, VILLAGE PRESIDENT


Tina Touchette, Village Clerk

STATE OF ILLINOIS)
)
COUNTY OF KENDALL) SS
AND WILL

CLERK'S CERTIFICATE

I, Tina Touchette, the duly qualified and acting Village Clerk of the Village of Oswego, Kendall and Will Counties, Illinois, do hereby certify that I am the keeper of its books and records and that the attached hereto is a true and correct copy of a Resolution entitled:

RESOLUTION SUPPORTING THE RECONSTRUCTION OF WOLF'S CROSSING

which Resolution was duly adopted by said Board of Trustees at a regular meeting held on the 2nd day of June 2015.

I do further certify that a quorum of said Board of Trustees was present at said meeting and that the Board complied with all requirements of the Illinois Open Meetings Act.

IN WITNESS WHEREOF, I have hereunto set my hand this 3rd day of June 2015.





Tina Touchette, Village Clerk
Village of Oswego

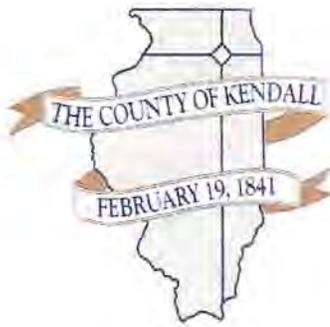
Letters of Support

Partner Agencies

1. Kendall County
2. Oswegoland Park District
3. Oswego Township
4. Oswego School District 308

Legislative Support

1. State Senator Linda Holmes
2. State Senator Jim Oberweis
3. State Representative Mark Batinick



KENDALL COUNTY BOARD

111 West Fox Street
Yorkville, Illinois 60560-1498
(630) 553-4171
FAX (630) 553-4214

June 22, 2015

Jennifer Becker
Regional Planning Liaison
Kane-Kendall Council of Mayors
41W011 Burlington Road
St. Charles, IL 60175

RE: Wolf Road Project

Dear Jennifer:

We would like to give our support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to my constituents and the region as a whole.

Last April we spearheaded a group of decision makers that included legislators and school, county, village and township officials to examine the steps necessary to widen this road. The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

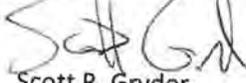
The number of vehicles combined with the school traffic has raised concerns with safety of the roadway. School buses have had difficulty making turning movements due to high traffic counts and steep shoulder drop-off at intersections. Drivers are often frustrated by the traffic delays and as a result have not traversed the four way intersections properly. Vehicles attempting to make a turning movement are often delayed for some time awaiting a safe gap to make the turn, causing extensive traffic back-ups resulting in drivers making unsafe passing movements on the shoulder to bypass the turning vehicle. Without building another home there will be 700 more students at Oswego East high school in the next 5 years.

It is apparent that the increase in demand has exceeded the capacity of Wolf Road. The meeting that we put together ultimately included representatives of IDOT, the City of Aurora, Kendall County, Oswego Township, School District 308, the Village of Oswego and State elected officials to discuss

options to accommodate the regions demands for the roadway. These discussions resulted in a unified call for planning, design, and expansion of the Wolf Road corridor to address these issues.

Therefore, we support and appreciate the Village of Oswego's leading the effort to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

Very Truly Yours,



Scott R. Gryder

Vice Chairman – Kendall County Board



Lynn Cullick

Kendall County Board

June 24, 2015

Jennifer Becker
Regional Planning Liaison
Kane-Kendall Council of Mayors
41W011 Burlington Road
St. Charles, IL 60175

Re: Wolf Road Project

Dear Ms. Becker:

I would like to give my support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to the community and the region as a whole.

The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

The number of vehicles combined with the school traffic has raised concerns with safety of the roadway. School buses have had difficulty making turning movements due to high traffic counts and steep shoulder drop-off at intersections. Drivers are often frustrated by the traffic delays and as a result have not traversed the four way intersections properly. Vehicles attempting to make a turning movement are often delayed for some time awaiting a safe gap to make the turn, causing extensive traffic back-ups resulting in drivers making unsafe passing movements on the shoulder to bypass the turning vehicle.

The Oswegoland Park District particularly supports the Village's plans to include a regional bike path parallel to the road. This path will provide a vital link for residents living on the east side of Oswego and the west side of Aurora to the Fox River Trail.

It is apparent that the increase in demand has exceeded the capacity of Wolf Road. Recognizing that it is such a vital link for the area, meetings were held including representatives of IDOT, the City of Aurora, Kendall County, Oswego Township, School District 308, the Village of Oswego and State elected officials to discuss options to accommodate the regions demands for the

Page 2
June 24, 2015

roadway. These discussions resulted in a unified call for planning, design, and expansion of the Wolf Road corridor to address these issues.

Therefore, I support the Village of Oswego's efforts to lead the process to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

Sincerely,

A handwritten signature in black ink, appearing to read "Grant A. Casleton". The signature is written in a cursive, flowing style.

Grant A. Casleton, PLA, ASLA
Director of Planning & Development

GAC/nh

OSWEGO
TOWNSHIP
Road District

1150 Rt. 25
P.O. Box 792
Oswego, IL 60543
630-264-4587
www.oswegotownship.org

RE: Wolf Road Project

To Whom It May Concern:

I would like to give my support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to my constituents and the region as a whole.

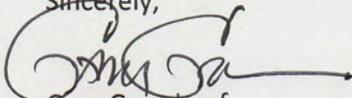
The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

The number of vehicles combined with the school traffic has raised concerns with safety of the roadway. School buses have had difficulty making turning movements due to high traffic counts and steep shoulder drop-off at intersections. Drivers are often frustrated by the traffic delays and as a result have not traversed the four way intersections properly. Vehicles attempting to make a turning movement are often delayed for some time awaiting a safe gap to make the turn, causing extensive traffic back-ups resulting in drivers making unsafe passing movements on the shoulder to bypass the turning vehicle.

It is apparent that the increase in demand has exceeded the capacity of Wolf Road. Recognizing that it is such a vital link for the area, meetings were held including representatives of IDOT, the City of Aurora, Kendall County, Oswego Township, School District 308, the Village of Oswego and State elected officials to discuss options to accommodate the regions demands for the roadway. These discussions resulted in a unified call for planning, design, and expansion of the Wolf Road corridor to address these issues.

Therefore, I support the Village of Oswego's efforts to lead the process to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

Sincerely,



Gary Grosskopf
Oswego Township
Highway Commissioner



COMMUNITY UNIT
SCHOOL DISTRICT

World-Class Schools Serving Caring Communities

June 25, 2015

RE: Wolf Road Project

To Whom It May Concern:

I would like to give my support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to my constituents and the region as a whole.

The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

The number of vehicles combined with the school traffic has raised concerns with safety of the roadway. School buses have had difficulty making turning movements due to high traffic counts and steep shoulder drop-off at intersections. Drivers are often frustrated by the traffic delays and as a result have not traversed the four way intersections properly. Vehicles attempting to make a turning movement are often delayed for some time awaiting a safe gap to make the turn, causing extensive traffic back-ups resulting in drivers making unsafe passing movements on the shoulder to bypass the turning vehicle.

It is apparent that the increase in demand has exceeded the capacity of Wolf Road. Recognizing that it is such a vital link for the area, meetings were held including representatives of IDOT, the City of Aurora, Kendall County, Oswego Township, School District 308, the Village of Oswego and State elected officials to discuss options to accommodate the regions demands for the roadway. These discussions resulted in a unified call for planning, design, and expansion of the Wolf Road corridor to address these issues.

Therefore, I support the Village of Oswego's efforts to lead the process to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Barr', is written over a white background.

Mike Barr
Director of Operations



LINDA HOLMES
STATE SENATOR 42ND DISTRICT

23 June 2015

Members of the Kane-Kendall Council of Mayors:

I would like to give my support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to my constituents and the region as a whole.

The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

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It is apparent that the increase in demand has exceeded the capacity of Wolf Road. Recognizing that it is such a vital link for the area, meetings were held including representatives of IDOT, the City of Aurora, Kendall County, Oswego Township, School District 308, the Village of Oswego and State elected officials to discuss options to accommodate the regions demands for the roadway. These discussions resulted in a unified call for planning, design, and expansion of the Wolf Road corridor to address these issues.

Therefore, I support the Village of Oswego's efforts to lead the process to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

Sincerely,

A handwritten signature in black ink that reads "Linda Holmes".

Linda Holmes
State Senator – 42nd District

SPRINGFIELD OFFICE:
105A CAPITOL BLDG
SPRINGFIELD, ILLINOIS 62706
PHONE: 217/782-0471
FAX: 217/782-0116



DISTRICT OFFICE:
959 OAK STREET
NORTH AURORA, ILLINOIS 60542
PHONE: 630/800-1992
SENATOR@OBERWEIS.COM

ILLINOIS STATE SENATE
JIM OBERWEIS
25TH SENATE DISTRICT

June 22, 2015

Jennifer Becker, Regional Planning Liaison
Kane-Kendall Council of Mayors
41W011 Burlington Road
St. Charles, IL 60175

RE: Wolf Road Project

Dear Jennifer:

I would like to give my support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to my constituents and the region as a whole.

The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

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Therefore, I support the Village of Oswego's efforts to lead the process to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

Very sincerely,

A handwritten signature in cursive script that reads "Jim Oberweis".

Jim Oberweis

District:
24047 Lockport St
Plainfield, IL 60544
815/254-0000

Springfield:
232-N Stratton Building
Springfield, IL 62706
217/782-1331

www.repbatinick.com
June 24th, 2015



Veterans' Affairs
Approp: Higher Ed
Elementary & Secondary:
School Curriculum & Policies
Business & Occupational Licenses
Business Growth & Incentives
Insurance

Mark Batinick
State Representative • 97th District

Jennifer Becker
Regional Planning Liaison
Kane-Kendall Council of Mayors
41W011 Burlington Road
St. Charles, IL 60175-8412

Dear Ms. Becker,

I would like to give my support for the proposed segment improvements to Wolf Road from Route 30 to the east and Route 34 to the west. The project would provide a necessary improvement to my constituents and the region as a whole.

The road is currently a two lane road that experiences daily vehicle trip counts in excess of 12,000 per day. Wolf also provides primary access to several School District 308 facilities including an early learning center, two elementary schools, a middle school, and a high school. The traffic that is generated provides a crucial link for regional residents to access schools or to provide an east to west connection to other roadway networks.

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It is apparent that the increase in demand has exceeded the capacity of Wolf Road. Recognizing that it is such a vital link for the area, meetings were held including representatives of IDOT, the City of Aurora, Kendall County, Oswego Township, School District 308, the Village of Oswego and State elected officials to discuss options to accommodate the regions demands for the roadway. These discussions resulted in a unified call for planning, design, and expansion of the Wolf Road corridor to address these issues.

Therefore, I support the Village of Oswego's efforts to lead the process to upgrade and enhance the road's capacity to ease congestion and provide for a safer roadway network for the area.

If I can ever be of assistance to you regarding legislation or any other matter regarding state government, please do not hesitate to contact me at 815-254-0000 or to visit our website: www.repbatinick.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Batinick", written over a large, stylized, circular flourish.

Mark Batinick
State Representative, 97th District