Appendix A
Transportation Plan

The following and the attached Transportation Plan Map have been developed to provide a framework for regional transportation planning in Kendall County. Key features of this plan include:

A. **Roadways** - The plan designates a roadway hierarchy including five categories: expressways, arterials, major collectors, minor collectors, and local streets. (See the subdivision regulations and the County Highway Department for right-of-way and other roadway characteristics.) This system is based on the existing roadway network in the County, with the following additions. These items have not been prioritized. Future planning efforts will address the timing and funding of recommended improvements. Proposed roadways are shown as dashed lines on the attached plan.

1. Wikaduke Trail between Will County and I-80.
2. Eldamain Road extension across the Fox river to connect Route 71 and Lisbon Road.
5. Extension of Orchard Road across the Fox River to Illinois route 71 and Minkler Road.
6. Realignment of Grove Road at Route 126.
7. Realignment of Ashley and Minkler Roads at Route 126.
8. Realignment of Douglas Road in Oswego.
9. Realignment of Sherrill Road and Holt Road to provide a continuous connection near O’Brien Road.
10. Realignment of Ridge Road to intersect with Plainfield Road at Route 126 (also part of Wikaduke Trail).
11. Extension of Miller Road to connect with Corneils Road north of Plano, with a bridge over Big Rock Creek.
12. Realignment of Van Dyke Road west of Arbieter Road.
13. Realignment of Van Dyke Road and Platteville Road at Grove Road.

B. **Commuter Rail** - The potential for establishment of one or more Commuter stations along the Burlington Northern Railroad has been identified. The three sites around Plano are as identified in the Plano Comprehensive Plan as alternatives. Depending on demand, another station may be needed near Bristol.

C. **Multi-Use Trails** - The plan outlines a conceptual regional multi-use trail system, with routes
following major creeks, rivers and roadways. The intent of this system is to promote development of a regional trail system for the benefit of all County residents. The trails would provide opportunities for both recreation use and bicycle commuting. Routes shown on the plan are generalized, providing linkages between major population centers in the County. Actual trail routes will require refinement based on environmental and engineering constraints. It is assumed that the Oswegoland Park District, the Kendall County Forest Preserve District, and other local governments will have primary responsibility for development and maintenance of this trail system.

D. **Scenic Routes** - One of the objectives contained in the transportation section of this Land Resource Management Plan is to designate varied road segments in the County as scenic routes. The objective further states that regulations should be adopted to maintain and enhance the scenic qualities which make these routes enjoyable to drive. These regulations would address such issues as setbacks, development orientation and land use. Unique routes identified during the planning process are shown on the attached Transportation Plan.

E. **Wikaduke Trail Land Use and Access Management Study** – One of the objectives stated in Section Three “Planning Goals and Objectives” of this Land Resource Management Plan (LRMP) is to “actively pursue regional Planning efforts to develop and preserve options for the Wikaduke Trail...”. Section “A. Roadways” of this Transportation Plan Appendix goes on to say that future planning efforts should “address the timing and funding of recommended improvements...” to a number of important roadways including the Wikaduke Trail. In fulfillment of those objectives, the County and the Village of Plainfield in cooperation with the various municipalities located along this important transportation corridor, have developed a sub-area plan to assist in guiding the design and construction of this key transportation link. The land use component of that plan map shows development at the densities expected to occur as properties are annexed into the surrounding municipalities and does no supercede the densities reflected in this LRMP. Properties that remain unincorporated and develop under the County’s jurisdiction will be held to the density as depicted on the more detailed Township sub-area plans.
Kendall County Scenic Route Guidelines

PURPOSE/BACKGROUND

Since development of the Kendall County Land Resource Management Plan (LRMP) in 1994, the County’s Transportation Plan has illustrated scenic routes. One of the goals outlined in the plan regarding transportation is to “designate varied road segments in the County as scenic routes and adopt regulations to maintain their scenic qualities.” Within the chapter on Seward and Na-Au-Say Townships, the LRMP further states a goal of “preserving scenic routes and vistas by maintaining open space, requiring careful placement and design of landscape features, and requiring buildings to be setback a minimum of 150’ from the ultimate right-of-way.”

Identification of scenic routes has occurred through discussions with members of the Regional Planning Commission, County staff, and the County’s planning consultants. As the County has progressed through more detailed planning at the Township level, additional routes have been identified such as Route 126 between Schlapp Road and Ashley Road or Creek Road in Little Rock Township north of Miller Road.

When IDOT announced identification of the centerline for the Prairie Parkway, concern was raised that the proposed roadway would change the character of the County. While the availability of expressway access will likely alter land use patterns near major interchanges, the overall impact of the roadway can be softened through creative planning and design. When the County updated the Transportation Plan in late 2002 to reflect the proposed Prairie Parkway, it was suggested and accepted that the County would like to see this new roadway thought of as a scenic route, with consideration given to blending this new roadway with the character and environment of Kendall County. This approach of blending the roadway into the environment, referred to as “context sensitive design” in recent years, is becoming more popular as the success of such projects as Paris Pike near Lexington, Kentucky and Route 50 in Loundon County, Virginia, spreads.

“Context sensitive design” (CSD) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSD is an approach that considers the total context within which a transportation improvement project will exist.”

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PRAIRIE PARKWAY GUIDELINES

The following guidelines address issues specifically related to the proposed Prairie Parkway. IDOT is encouraged to work with Kendall County and local municipalities to incorporate these guidelines into the final design of the roadway. Through such an approach, the Prairie Parkway can serve as an example of the benefits of newly mandated context sensitive roadway design in Illinois.

Horizontal and Vertical Alignment

- Minimize impact on the environment and enhance the visual character of the roadway by varying median width, ranging from as narrow as 60' to 300' or more.

- Where the roadway will traverse areas with significant cross-slope, utilize separate roadway profiles to provide four to ten feet of vertical separation between north and south bound travel lanes. This approach will help to blend the roadway into the environment, minimize requirements for earthwork, and enhance the overall driving experience.

- The roadway should be designed with long, sweeping curves to vary the view from the road and provide a more pleasing appearance. Roadway alignment should blend with the topography to minimize earthwork.

- Where the right-of-way crosses existing farms at odd angles, small remnant parcels should be integrated into the right-of-way for expansion of the parkway open space system. Such parcels can also be used for picnic groves, rest areas, and trail -heads for the parallel bike path.
Bridge Design

- Bridge railings over creeks and rivers should utilize steel pipe bridge railings to provide a view of scenic rivers for motorists. Railings should be painted a consistent shade of green to reinforce the parkway theme.

- Bridge abutments and crash barriers should utilize textured and colored concrete to blend with the rural character of the area.

- Design of bridge supports and structure(s) over the Fox River should take into consideration the view of the bridge from the river and the adjacent Silver Springs State Park. Arch supports and other features are encouraged to create visual interest. Consideration should be given to the inclusion of public art into the bridge design.

- Where appropriate, bridge design should also accommodate opportunities for wildlife passage along environmental corridors such as creeks and the Fox River.

Landscape Design

- Landscape enhancements should place a strong emphasis on the use of prairie plantings and wildflowers. Tree groves should also be incorporated into the landscape theme, particularly near or in Big Grove Township to reflect the history of the area.

- Wildflower areas, particularly at key interchanges, should also be incorporated into the landscape.

- All plantings should emphasize native plant materials.

- Every effort should be made to preserve existing trees, including tree protection during construction and minimizing grading activity new wooded areas.

- Rural fence lines and hedgerows should be preserved, enhanced, or recreated as appropriate to blend the roadway into the environment.
Lighting

- To maintain the rural character, roadway lighting should be limited to interchanges and other critical areas.

- Where lighting is required, high-pressure sodium fixtures are recommended for their softer color rendition.

- Design of fixtures and poles should integrate the parkway theme, with earth tone colors and decorative fixtures where mounting height is 25' or less.

Interchanges

- IDOT should work closely with the City of Plano and Kendall County on the design of the Route 34 interchange. The design should incorporate gateway elements to welcome visitors to Kendall County. Features such as sculpture, banners, community identity elements, and unique landscape design would be appropriate for the interchange in Plano.

- IDOT should work closely with Kendall County on the design of the Route 71 and Route 47 interchanges. These interchanges should incorporate identity elements related to Kendall County’s farming and Prairie heritage.

- To emphasize this parkway as a Chicago area by-pass, and to maintain the rural character of the County, IDOT should continue to limit the number of interchanges permitted on the Prairie Parkway.

Bike Trail

- A regional trail should be incorporated into or adjacent to the road right-of-way to provide an important regional connection such as Silver Springs State Park, the Fox River, and future shopping and employment areas in Plano.

- The trail should be designed to provide a link to other regional trails in Kane County to the north and Grundy County and Minooka to the south. Linkages to other regional east-west trail routes in Kendall County should also be developed.
Other Design Elements

- Guardrails, other than those placed directly on a bridge, should be timber with steel reinforcement.

- Noise buffering should focus on berms, plantings, and grade changes to reduce sound impacts. Sound barrier walls should be avoided, as they tend to create a more urban character than is appropriate in Kendall County. Where feasible, the roadway should be depressed through future urban areas like Plano to reduce noise and visual impact on the community.

- Highway directional signs should incorporate an identity element, such as a Prairie Parkway logo.

- The continuity of existing roads that intersect the Prairie Parkway should be maintained. Priority should be given to allowing existing roadways to cross the Parkway with bridges and underpasses. Where such crossings are not feasible, frontage road connections should be provided.

- Where interchange or other construction requires significant roadside excavation, the resulting ponds should be shaped and configured to blend into the environment and the overall parkway character of the highway.
STATE, COUNTY AND TOWNSHIP ROUTE GUIDELINES

Most routes illustrated as scenic on the Kendall County Transportation Plan are in rural, predominately agricultural areas. As such, the goal of any major rural road improvements should be to incorporate rural character features such as large tree masses, homes and outbuildings, and views to creeks and streams. The County recognizes that maintaining the scenic, historic, agricultural and natural setting of rural Kendall County also offers tourism and economic vitality benefits.

The following guidelines are designed to outline the County’s intent with regard to preserving the scenic character of roadways illustrated on the Transportation Plan as Scenic Routes. Separate sets of guidelines are currently being developed for the WIKADUKE Trail and should be available in late 2003.

Building Setback

- Currently, the County’s agricultural zoning district requires a one hundred (100) foot setback from a dedicated road right-of-way or one hundred and fifty (150) foot from the centerline of all adjacent roads, whichever is greater. This setback requirement should be maintained along scenic routes in all zoning districts.

Horizontal and Vertical Alignment

- Roadways should be designed with long, sweeping curves to vary the view from the road and provide a more pleasing appearance. Roadway alignment should blend with the topography to minimize earthwork.

Bridge Design

- Where scenic views to creeks and rivers are considered significant, bridge railings should utilize steel pipe bridge railings to provide a view of rivers for creeks for motorists. Railings should a consistent earth-tone shade to blend into the environment.

- Where traffic counts are anticipated to exceed 15,000 A.D.T., columns or monuments should be provided at the start of bridges, with the name of the creek or river being crossed embedded in the monument.
Landscape Design

• Every effort should be made to preserve existing trees, including tree protection during construction and minimizing grading activity in new wooded areas.

• Rural fence lines and hedgerows should be preserved, enhanced, or recreated as appropriate to blend the roadway into the environment.

Intersection Design

• Consider the use of rural splitter islands that announce an intersection location and provide space for a car either making a left turn from the scenic route or making a left turn onto the scenic route.

Other Design Elements

• When guardrails are required due to surrounding topographic conditions, consider the use of steel reinforced timber guardrails.

• Roadside pull-offs should be provided in rural areas, with interpretive displays that highlight those elements of the environment and geography that give the area a scenic quality.

• For low volume roadways (A.D.T. of 2,000 or less), consider replacing gravel shoulders with stabilized turf shoulders to reinforce the desired driving characteristics by visually narrowing the road and improving the roadway aesthetics. Eight-foot wide shoulders are suggested, using an aggregate/topsoil blend and terracells or geogrid for stability as needed.

• Develop a landscape field guide for selected scenic routes. This field guide will provide illustrations and descriptions of the characteristics of the rural landscape. The guide should be easy to understand, and designed to educate community residents, tourists, and visitors about the value of the landscape as an important historical resource. The guide would serve as an interpretive guide, and can be used for promotion of tourism and general resident education.

• Access points should be limited to maintain traffic flow and to preserve the scenic character of the area.
- New development along scenic routes should have generous setbacks to preserve roadway character. A minimum setback equal to the greater of either 150’ from the centerline of the road right-of-way or 100’ from the edge of the ultimate roadway right-of-way is recommended in rural areas.

- Roadway pavement cross-sections should be kept as narrow as practical for safe travel. Where needed, roadway intersections should be expanded to accommodate traffic flow while preserving keeping the main roadway section relatively narrow.

- Where separate bicycle facilities or multi-use trails have not been identified, consideration should be given to accommodating these types of facilities as part of the overall roadway design.

**REVIEW PROCESS**

All major roadway projects, such as bridge replacement or major widening with new travel lanes, along scenic routes shall be reviewed by the Regional Plan Commission (RPC) for compliance with these guidelines. Resurfacing projects of any size shall not be considered a major roadway project for the purposes of these guidelines. After review, the RPC will forward a recommendation to the County Highway Committee. The County Highway Committee will consider RPC recommendations for Township and County Projects. The County Highway Committee will also consider RPC recommendations for State and Federal projects and will forward RPC State and Federal recommendations to the County Board along with any additional Comments from the County Highway Committee. The County Board will review and may act upon the RPC and County Highway Committee comments for State and Federal Projects.

**References**


Links to several relevant web sites regarding Context Sensitive Design are provided on the WIKADUKE Trail web site, [www.wikaduketrail.net](http://www.wikaduketrail.net).
EAST ROUTE 126 CORRIDOR PLAN SUMMARY

The East Route 126 Corridor Plan provides future land use and transportation recommendations for the area around the eastern segment of Route 126, including all of Na-Au-Say Township, the southern section of Oswego Township, and the northeast section of Kendall Township. A corridor plan was developed to primarily plan for areas around Route 126 to accommodate anticipated future growth and development.

Planning Issues

Municipal service boundaries, existing and proposed roads, existing land uses, and environmental conditions such as heavily wooded areas and floodplains were considered in the corridor plan and are shown on the Planning Issues Map. The Planning Issues Map for the East Route 126 Corridor reflects most of the same planning issues shown on a similar map for Seward and Na-Au-Say Townships. The only major additions to the Planning Issues Map for the East Route 126 Corridor are the WIKADUKE Trail and proposed commercial and public/open space sites. Planning issues for southern Oswego Township and northeastern Kendall Township were also added.

Future Land Use

These planning issues helped provide the basis for the Future Land Use Plan. The Future Land Use Plan for Na-Au-Say Township was originally adopted in October 1998 as part of the overall South Eastern Kendall County Growth Management Plan for Seward and Na-Au-Say Townships. The 1998 Future Land Use Plan, which is described in the previous section, planned for the western half of Na-Au-Say Township to maintain an agricultural character. The eastern half of the township was planned for residential land uses of varying densities, particularly due to the expected growth and development of the Village of Plainfield and the City of Joliet. Regional commercial and mixed use business uses were also proposed in the 1998 Plan.

The Future Land Use Plan for the East Route 126 Corridor, which follows the same land use designations from the South Eastern Kendall County Growth Management Plan, provides vastly different land use recommendations for Na-Au-Say Township. Residential land uses are now proposed as the most dominant use throughout a majority of Na-Au-Say Township. In particular, most of the residential land uses east of Schlapp Road are designated as Suburban Residential (maximum density of 1.00 du/ac). Planned Rural Estate Residential and Planned Rural Residential uses also characterize Na-Au-Say Township and are scattered throughout the township. The remaining agricultural areas in the township are located in the southwest corner, south of Walker Road and west of the East Aux Sable Creek. Regional commercial uses are located along the WIKADUKE Trail at the Route 126 and Caton Farm Road intersections. Neighborhood commercial uses are also located along the WIKADUKE Trail as well as along Route 126. Public/Institutional uses, parks, open spaces and creek corridors also characterize the township.

The land use recommendations for southern Oswego Township reflect the recommendations set in the Land Resource Management Plan for the Northern Three Townships (including Little Rock, Bristol and Oswego Townships), which was adopted in June 2003. A growth or resource management plan has not been developed yet for Kendall Township. The Future Land Use Plan for the East Route 126 Corridor primarily plans for residential uses for the sections of these two townships that are impacted by the corridor plan. Agricultural uses are maintained west of Ashley Road and south of Walker Road in Kendall Township.
Transportation

The Future Land Use Plan for the East Route 126 Corridor depicts the following changes to the local transportation network:

- Extension of Reservation Road northeast from Grove Road to the intersection of Plainfield Road and Simons Road.
- Alignment of Schlapp Road to connect with Douglas Road at Plainfield Road.
- Alignment of Ashley Road to connect with Minkler Road at Route 126.
- Extension of Wheeler Road from Hopkins Road west to Ashley Road.
- Extension of Arbeiter Road directly north to Wheeler Road and then curving northeast from Wheeler Road to Johnson Road.
- Extension of Theodore Road from County Line Road west to Arbeiter Road.
- Development of a north-south minor collector road located halfway between Grove Road and Schlapp Road, extending from Route 126 to Caton Farm Road and then curving southeast to McKanna Road.
- Development of a local neighborhood road system for the Planned Rural Residential neighborhood located northwest of the intersection of Route 126 and Grove Road.

The entire East Route 126 Corridor study area is served by a County-wide multi-use trail, which is proposed to connect existing and future public open space areas with major pockets of residential development.