

My name is Doreen Swindall. I live on Rolling Meadows Drive, Brook Crossing Estates subdivision.

I have some questions, comments and concerns about the 95<sup>th</sup> Street Extension.

**1. Will County Department of Highways' Public Hearing**

Focus of the letter is described as Plainfield/Naperville to Boughton Road (East)

As no mention of intersection realignment or bridge reconstruction, which is on the west side.

**2. Table 5 Hourly traffic volumes**

- a. An extra 1080 vehicles go past my home every hour; of which 1% is semi-trucks

**3. Table 6**

- a. Shows noise reduction achieved (WI) my understanding represents Brook Crossing Estates

**4. Table 8 – Wall Cost Analysis**

- a. Individually yes or no noise walls when evaluated on a project basis are considered economically reasonable

**5. Table 9 -Noise Wall Analysis Summary**

- a. Feasible (achievers' 8-dBA)

**6. Daily Herald 8-18-17**

Jeff Ronaldson, Will County Engineer & Director

- a. "The lack of a sound wall comes because of the presence of the Brook Crossing Park"
- b. Timber Creek subdivision (Winners Cup) surrounded by park and they have a sound wall.

**Table 9**

**7. Project-wide basis**

95<sup>th</sup> Street Extension benefits 94 receptors

- a. Noise wall cost \$2,034,850
- b. Cost per benefited receptor of \$21,650

**TRAFFIC NOISE ANALYSIS REPORT**  
For the  
**95<sup>th</sup> STREET EXTENSION**  
(Plainfield-Naperville Road to Boughton Road)

**Village of Naperville**  
**Village of Bolingbrook**  
**Will County**

**Prepared for**  
**Christopher B. Burke Engineering**

**Prepared by**  
**Huff & Huff, Inc.**

**November 2008**

Projected No Build traffic noise levels range from 37 dBA at R7 to 68 dBA at R12. Projected No Build noise levels are one to three dBA higher than existing levels. The increase in traffic noise levels is due to the increase in traffic volumes. Receptors R12 and R13 meet or exceed the FHWA NAC for the projected No Build condition.

Projected Build traffic noise levels range from 53 dBA at R7 to 68 dBA at R1, R2, and R13. Projected Build noise levels meet or exceed the FHWA NAC in the proposed condition at all receptors except R7, R10, R11 and R12. At R7, however, the proposed condition is an 18 dBA increase over the existing condition. This is considered a substantial noise increase and therefore an impact per IDOT policy. Receptors R4 and R8 also experience a substantial noise increase as well as meeting the FHWA NAC.

The noise levels at R10 and R12 decreased by one and two dBA, respectively, in the Build condition from the existing condition but increases in the No Build condition. The traffic noise level increase at these receptors in the No Build scenario is attributed to the projected traffic increase on Boughton Road. In the Build scenario, total traffic volumes decrease from existing conditions due to the alternative route to and from the Plainfield-Naperville Road and 95<sup>th</sup> Street intersection. Table 5 compares the traffic volumes on the both legs of Boughton Road for the three scenarios. No build traffic volumes west of 95<sup>th</sup> Street Extension are more than twice the Build scenario traffic volumes. The berm along 95<sup>th</sup> Street shields receptors R10 and R12, further reducing the traffic noise impacts from 95<sup>th</sup> Street.

Scenario	EB	WB	Total
Existing	599	991	1590
No Build	850	1455	2305
Build	290	790	1080

Noise abatement was evaluated for all receptors except R10, R11, and R12 as these locations do not approach, meet or exceed the FHWA NAC in the Build scenario. These locations are either shielded from 95<sup>th</sup> Street by the existing earth berms (R10 and R11) or are adjacent to the west leg of Boughton Road, in which traffic volumes decrease enough as a result of the 95<sup>th</sup> Street Extension to lower traffic noise levels.

An extra 1080 vehicles go past my home every hour  
10% represents 108 Semis

Represented NSA <sup>a</sup>	Noise Wall ID	Height (ft)	Length (ft) <sup>b</sup>	8-dBA Reduction Achieved
1	W1	9	1,012	Yes
2	W2	6	2,065	Yes
3	W3	6	1,201	Yes
4	W4	6	1,108	Yes
5	W5a	7	448	Yes
	W5b	9	1,256	Yes
6	W6	8	1,097	Yes
7	W7	-	-	Not possible
8	W8a	11	627	Yes
	W8b	-	-	Not possible
9	W9a	8	526	Yes
	W9b	11	610	Yes
13	W13	10	501	Yes

<sup>a</sup> Noise wall heights based on use of absorptive noise wall materials due to parallel noise wall configuration. See Section 6.3.2.

<sup>b</sup> Noise wall heights based on height above grade at noise wall location.

**TABLE 8**  
**EVALUATED NOISE WALL COST ANALYSIS**  
**PROPOSED 95<sup>th</sup> STREET EXTENSION**

Represented NSA	Barrier ID	No. of Benefited Receptors	Cost	Cost per Benefited Receptor	Economically Reasonable
1	W1	8	\$227,600	\$28,450	No
2	W2	21	\$309,750	\$14,750	Yes
3	W3	15	\$180,100	\$12,010	Yes
4	W4	11	\$166,200	\$15,110	Yes
5	W5a	4	\$78,480	\$19,620	Yes
	W5b	8	\$282,700	\$35,340	No
6	W6	6	\$219,400	\$36,570	No
7	W7	0	8-dBA reduction not achieved		
8	W8a	6	\$172,430	\$28,740	No
	W8b	0	8-dBA reduction not achieved		
9	W9a	5	\$105,160	\$21,030	Yes
	W9b	4	\$167,810	\$41,950	No
13	13	6	\$125,220	\$20,870	Yes
<b>PROJECT AS A WHOLE</b>		<b>94</b>	<b>\$2,034,850</b>	<b>\$21,650</b>	<b>Yes</b>

Noise walls determined to be not economically reasonable include W1, W5b, W6, W8a, and W9b. The cost per benefited receptor of these walls ranges from \$28,450 for W1 to \$41,950 for W9b. Noise walls that are not economically reasonable are generally on the north/east side of 95<sup>th</sup> Street except for noise wall W8a, which is located on the south side near Boughton Road.

The project as a whole benefits 94 receptors and has a total traffic noise wall cost of \$2,034,850. This represents an overall cost per benefited receptor of \$21,650. Noise walls when evaluated on a project basis are considered economically reasonable.