



Legislation Text

File #: 22-0993, Version: 1

CITY COUNCIL AGENDA ITEM

ACTION REQUESTED:

Adopt the resolution affirming roadway improvements proposed by the Illinois Department of Transportation at US Route 34 (Ogden Avenue) and Rickert Drive fit within the City of Naperville's development plans

DEPARTMENT: Transportation, Engineering and Development

SUBMITTED BY: William J Novack, Director of TED/City Engineer

BOARD/COMMISSION REVIEW:

NA

BACKGROUND:

Ogden Avenue is an arterial roadway under the jurisdiction and control of the Illinois Department of Transportation (IDOT). Traffic delay and congestion occurs at the intersection of Ogden Avenue and Rickert Drive due to the single westbound to southbound left turn lane. Cars back up to the Feldott Lane intersection and the long left-turn phase of the signal results in delay for eastbound drivers.

DISCUSSION:

IDOT is proposing improvements to the intersection to address the delay and congestion. Dual left turn lanes will replace the single turn lane that exists today. This results in roadway widening of Ogden Avenue from just north of Feldott Lane to approximately six hundred feet west of Rickert Drive.

Whenever IDOT performs a project like this they must seek if the local municipality has plans for any pedestrian or bicycle improvements in the area. In this case, the City has existing sidewalks on both sides of each roadway. IDOT will update the pedestrian crossings to provide accommodations at the signalized intersections and upgrade the crossings to current ADA standards at their cost.

The City does not have any existing bicycle facilities within the limits of the project, nor are there plans for any future facilities at this location. We have existing on-street bikeways on Jefferson Avenue to the north, Fort Hill Drive to the west, Three Farms Avenue to the south and Whispering Hills Road to the east. Based on this no bicycle facilities will be included with these improvements.

The City's only financial obligations will be for any necessary utility relocations and a portion of the traffic signal replacement costs. The City will pay for 5% of the traffic signal replacement and all the costs associated with the emergency vehicle pre-emption system, which is estimated at around \$45,000. Utility relocation costs are unknown and cannot be quantified until a final detailed design is completed. TED and the Utility departments will budget for these costs as part of their annual CIP

submission.

FISCAL IMPACT:

The City will pay \$45,000 for our share of the traffic signal system costs and the cost to relocate any existing utilities that conflict with the improvements.