



Village of Plainfield Draft Transportation Plan

Appendix A

Community Remarks

A project website was established so residents can share their feedback on what improvements they feel are important, along with concerns and questions, at <http://www.plainfieldtransportation.com/>. Nearly 100 comments were left on the site, which also allowed residents to share photos and pinpoint the sites they feel should take priority. These comments are sorted by topic and shown on the following pages.

Click here to add your comment to the map! Have a photo? You can upload those here too. [+ ADD COMMENT](#) [HOME](#)

Tell us on a map

The latest comment by **Mike**

Need to complete bike path along Route 126 to link western neighborhoods to downtown.

Bike and Pedestrian

Citizen Maps by Topic

- 📍 Roadways (54)
- 📍 Bike and Pedestrian (32)
- 📍 Transit (Bus and Rail) (7)
- 📍 Streetscape (5)

We are collecting citizen feedback about where you live and work. **Add your comment to the map** or see what your neighbors have said by clicking on the links to the left.

[Email](#) 2 [Share](#) 15 [Tweet](#) 0 [Share](#) 0

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 Posting Guidelines: Please stay on topic. Comments will be moderated and won't be posted if they are flagrant or contain offensive language.



Village of Plainfield Draft Transportation Plan

ROADWAY-COMMUNITY REMARKS

Paige

7 Votes  

Ridge Road should be completed to meet up with Eola Road. This will decrease the traffic volume on arterial streets and allow for better community planning. It will also provide a better flow to commuting drivers who use I-88. Something the Village should really consider addressing!

Ed

2 Votes  

Find Rt 59 South Bound traffic turning East to Rt 30 East Bound at the triangle intersection. The Long turning radius needs to be delineated to keep the turning traffic in the proper lane alignment. Mini skip dash pavement marking, on the lane radius, thru the intersection, is needed in all / both directions. Further, Stop the N.B.Left turning Rt 59 traffic from turning into the alley ways on the West side of Rt 59 from Rt 30 to 126 and install flexible post delineators on the Dbl. yellow in the same zone. Too many cross over the yellow into the opposing traffic laneage.

resident

2 Votes  

The entrance to the Aldi shopping area just east of the car wash should be closed (or right in, right out). Keep only the entrance west of the car wash. Take down the lane blockers, and extend the left turn lane.

Shawn

-1 Votes  

East entrance into Jewel parking lot off of 135th should be closed. Use the southern edge of the Jewel lot for access to the bank and gas station. Westbound traffic on 135th backs up for up to 3 cycles during rush hour because of people turning into the shopping center, slowing down people trying to get through the intersection. Also, the double crowned Rt. 59 through here is a joke from a design standpoint. Whole intersection should be redone with dedicated turn lanes, much like 111th and 59.

Mesuthx

7 Votes  

Although prohibited 18-wheelers routinely use the westbound 135th street. Trucks going north on US-30 do not turn left on 143rd but instead take the next left on 135th which has less traffic. There is no enforcement of the restriction.

Mesuthx

2 Votes  

The entry to the gas station from 135th should be right-in right-out only. Or remove the lane dividers that limit the left-turn to Rt 59. Traffic flow was much better before they were installed.





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Lisa S

-2 Votes  



Reduce congestion and improve traffic flow patterns through Main Street.

Mike Sorice

0 Votes  


Route 59 - Traffic would be less congested if in both directions at major cross streets, a right turn lane were available. Need signage and enforcement of trucks obstructing traffic in left lane's, not between RT30 and 143RD, but other areas. From RT30 and 143RD the signage is poor for truckers unfamiliar with the area. East west traveling to I-55 is terrible, Weber road is a joke. You have to go 119TH all the way to Route 53 Bolingbrook to avoid the nightmare of Weber and I-55. Dangerous pulling out of Jewel in to Rt59 headed north.

Samantha

-2 Votes  


There is so much congestion on Lockport St. - hard to turn onto from the N/S side streets. Is there anyway to route traffic through other roads?

Karla K

-2 Votes  

I do not like how these side streets that intersect with Rt. 59 were turned into one-way access onto 59. It forces a lot more traffic to use only a couple of streets through the downtown area creating congestion.

Gerald Kielian

-3 Votes  



A bridge over the Du Page river to the west of McKenna Woods Subdivision would allow all cyclists south access to Plainfield's bike routes and beyond.

Pete I

0 Votes  

Eliminate parking space(s) to improve visibility at parking lot exit behind Andreason Travel.

8-21-12 Public Meeting Comment

-14 Votes  

Reclassify Renwick Road from Rt. 30 to Tr 59 as "US 30 truck route" and sign properly.

from 8-21-12 public meeting

5 Votes  

Extend Van Dyke Road southward to connect to Renwick Road.





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8-21-12 public meeting comment

1 Votes  

Provide grade separated crossing at IL 126 & CN railroad tracks

8-21-12 public meeting comment

-33 Votes  



With the completion of the new Renwick Road Bridge, speeding will increase because of more thru traffic. This needs to be curbed and monitored.

Dr. David Schubert

3 Votes  

Definetely need more parking across from city hall at Townsquare Building. We were supposed to have diagonal street parking years ago and we are very anxious to see that happen

Susan

-10 Votes  

It would be nice if there were fewer trucks using 59/driving through downtown. It adds to the congestion and noise.

8-21-12 Public Meeting Comment

-7 Votes  

143rd Street Extension--we need it now!

8-21-12 public meeting comment

-29 Votes  

Widen Renwick Road Bridge to 5 lanes--this one is too short sighted for future growth.

8-21-12 public meeting comment

0 Votes  

Add northbound right turn lane on 135th Street at IL 59 intersection

8-21-12 public meeting comment

7 Votes  

provide better access into and out of Riverview Park

8-21-12 Public Meeting Comment

1 Votes  

Any high traffic commercial/retail business who wants to build along 59 needs to either provide a designated turn lane or a frontage road sypical to Mega Sports/Durbins.

8-21-12 public meeting comment



-2 Votes  

Stop NB 529 turning traffic from turning Left into alley ways.



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8-21-12 Public Meeting Comment

-10 Votes  

Jurisdiction of Renwick Road from Weber Road West to past County Line, should be unified so that a single authority has control. Follow with a 10 year plan to widen entire stretch to 5 lanes.

8-21-12 Public Meeting Comment

9 Votes  

Semi Traffic going through Town needs better signage. NB 59 needs a Route 30 arrow, pointing North towards 143, on the mast arm at Lockport Street facing NB to stop Heavy trucks from turning left and thru downtown. Larger sign(s) needed at 126and Lockport for EB semis.

8-21-12

-5 Votes  

Jurisdiction of Renwick Road, from Weber Road West to past County Line, should be unified so that a single authority has control. Follow with a 10 year plan to widen the entire stretch to 5 lanes.

8-21-12 Public Meeting Comment

-8 Votes  


Mini Radius Skip Dashes needed at 59 & 30 to delineate lane widths through the turn

Dayfield

2 Votes  

Add new 25 MPH Speed limit signs on South & North bound between subdivisions on Meadow Lane. Many drivers travel at speeds well above the neighbor limit.

Grande Park Homeowner

5 Votes  

Turning onto 127th street heading east off of Heggs road you nearly slide off into a ditch. The corner needs repair.

Dayfield

-1 Votes  

Move 25 MPH speed limit sign to empty lot by the pond to become highly visible. Current sign is too close to intersection and block by trees.

8-21-12 Public Meeting Comment



-3 Votes  

Flex delineators needed at 59 from Rt 30 to 126 on double yellow centerline




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8-21-12 Public Meeting Comment

-6 Votes  

Lockport Street/126--widen from Van Dyke to James St.(W) to include a Left turn lane at Countryman Drive.

Bob and Judy Mc Dermott

-1 Votes  

PLEASE EXTEND 143rd STREET TO ROUTE 126 AS THE RAMP ON AND OFF ROUTE 126 TO THE STEVENSON AND AT LEAST 25 MINUTES OF MY COMMUTE FROM DOWNTOWN IS WASTED SITTING IN MY OWN TOWN!!!! This is simply ridiculous!!!!

Rt 126 needs to be safer

3 Votes  

Make RT 126 through Plainfield Safer--- too many fatalities. Add turn lanes or flashing stop lights at the County Line Rd intersection--- and slow down speeds to 40 mph upon entering the Plainfield area on 126. Those speed limits are outdated before all the construction and families moving into the area. Too many deaths on this road!!

Grande Park Homeowner

-1 Votes  

Please address the lights and street at Route 30 and 111th which need a left turn only lane and signal to turn left onto route 30. There are major backups and people making illegal turns at all times of day. Cars pull around other cars that suddenly need to turn left with a stream of cars coming from the opposite direction. Often times you are left waiting for 2-3 lights just to make a left hand turn at rush hours. Issues with traffic backups and unsafe driving due to the lights and street markings.

Mrs. M

0 Votes  

I can't believe that Rt. 59 was built without any right turn lanes at major intersections. Please consider right turn lanes at all major intersections up and down 59.

Dayfield

-3 Votes  

Add White median direction sign. Paint curbing yellow. Add yellow road paint marking to guide traffic to correct side of median (I have seen drivers go to the left of the median driving the wrong way towards the North bound flow of traffic. The road markings would narrow the look of the street and might help reduce excess speeds through the neighborhood.

Kris

-4 Votes  

Remove the speed bumps from 135th street to the east of Plainfield-Naperville Rd and increase the speed limit to 35 mph like the rest of 135th. Plan for future widening of this section of the road with improvements to the I-55 junction.



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Kris

4 Votes  

Raise the median on Route-59 between 143rd and Renwick. It appears this might be the only way to block people from making left turns anywhere they like over the double yellow marker. These people block the whole traffic flow waiting to be able to turn into an alley or a side street.

Brian

4 Votes  

143rd extension should have been completed already. Several years ago I was surprised to see nothing was done here with the otherwise fully complete major/minor arterial network around. Even if it is funded today it is going to take another 5-7 years before anyone can use it. Make this the primary project to be completed first.

Kris

-4 Votes  

Make all future plans to allow for widening Route-59 to 3 lanes in both directions. If this is truly a long-term plan we all know that day will come pretty soon. The widening will start from 95th street and proceed southward.

Anne

-2 Votes  

Widen Rt 30 to two lanes in each direction with left turn lanes at each intersection.

Matthew V

4 Votes  

build 143rd from rt126 to rt59 everyday it takes me 20 minutes to get home to plainfield. Then another 20 minutes getting to the other side.

Scott

5 Votes  

EB Lockport Street through downtown at Rt. 59: It's unbelievable to me that this roadway was all just recently redone and they didn't add a right turn only at this intersection. Traffic often backs up downtown while sitting behind a car at a red light that wants to continue east on Lockport St. Many cars pile up waiting to turn SB on Rt. 59. It's almost like Plainfield promotes traffic congestion. I work in Chicago, and I honestly believe Plainfield has worse traffic due to all the backups.

Debbie



1 Votes  

Parking needed in front of the Town Square building across from Village Hall. This would accommodate customers easier access to businesses at the building. It would also be more attractive and easier for walking to other downtown attractions (Village Hall events and shops east of Town Square).



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Mike

-1 Votes  

When are the improvements going to be completed along 127th from NW Community Park to Heggs? I'm sure the developer of Shenandoah paid monies to the Village of Plainfield for roadway improvements on the south half when the subdivision was completed 8 years. You have a 2 lane, narrow road that drops off 8 feet from the existing edge of pavement.

Kris

2 Votes  

Westbound 143rd Street needs a right turn lane for northbound US-30. The whole section of 143rd Street between 59 and US-30 needs to be upgraded with turn lanes (and possibly widening) on Van Dyke too. It appears the re-alignment of US-30 from Lockport to 143rd several years ago was in name only. Even the westbound Lockport to northbound US-30 has a right turn lane. With the local residential traffic and the industrial truck traffic this section of the road does not meet the standards of a national highway.

Ryan Hill

11 Votes  

Westbound traffic along 127th needs a right turn lane installed at the Route 59 intersection. Due to the increase in traffic flow from I-55 interstate and continuing commercial development along Route 59 traffic has increased significantly over the past year in this area. Additionally, new apartments are under construction in this area - along the north side of 127th (about a quarter mile east of the Route 59/127th street intersection). This will certainly only increase the traffic volume to this already congested intersection.

Scott

3 Votes  

From NB Rt. 59 to WB 143rd: Add a 2nd left turn lane, or allow longer turn arrow. Often takes 2 full lights to make turn due to number of trucks turning on 143rd.

Tony Filippelli

-1 Votes  

First things first, move that bottom red line down a bit to include all plainfield address's

john



3 Votes  

Why when plainfield improves an intersection, is there no right turn lanes, only left turn lanes ? If you want to move traffic...move all traffic ! Intersections with only left turn lanes are only improved 80% . Stop building sub-divisions without improving the traffic movement. We need another exit off I55 for plainfield and make Rt.126 a full service interchange. Let no trucks on rt126 east of rt 30. Make them all go to 143 st and then east to rt 59.Rt 30 should have been extended south to renwick years ago for the truck bypass !



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Scott

-5 Votes  

143rd & Rt. 30: Install permanent traffic lights or set timers better. Heading EB on 143rd at Rt. 30 early in morning (5:30am), I often have to sit and wait at red light with no traffic coming in other direction. Traffic lights should be able to detect cars waiting for long periods with no other traffic. Often consider just running red lights since no traffic is coming.

RYAN HILL

17 Votes  

ROUTE 30 SHOULD BE EXTENDED EAST PAST ROUTE 59 TO CONNECT UP DIRECTLY TO E 143 STREET. An on/off ramp to interstate I-55 should also be constructed --- this would allow direct access to interstate I-55 via route 30 (north and south) relieving most of the traffic congestion issues at the 126/Route 59 intersection....something most of the Plainfield residents on this post has mentioned as a major traffic issue. Additionally, Plainfield road (co hwy 22) should be extended east to connect up to 143rd Street and S. Steiner Road. This will provide better direct access between the Plainfield/Oswego communities.



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BICYCLE & PEDESTRIAN NEEDS-COMMUNITY REMARKS

Ed Barsotti

2 Votes  

The paved shoulders along Ridge, south of this intersection, act as de-facto bike lanes and are welcomed by bicyclists. However, the curbs at the intersection eliminate the shoulders and cause pinch points. Please change your engineering standards to prevent this from occurring elsewhere.

Ed Barsotti

2 Votes  

This is one example location of a much larger policy issue regarding sidepaths (off-road trails parallel to roads). Choosing sidepaths as a bicycle accommodation is considered appropriate along busier, faster roads without many intersections - such as Heggs and similar roads in this developing area of Plainfield. However, sidepaths lose almost all usefulness when there are gaps. When gaps are temporary due to a short lag in development of certain parcels, that's okay. But when the gaps are likely to last a long time (or forever) due to existing homes or businesses built before the sidepath, that's a problem. In those cases, the road should be built with paved shoulders or bike lanes.

Julia J

3 Votes  

I think there should be bike paths along Rt. 59 so that if someone wants to walk/bike to school, they can be on a path

Derek wold

1 Votes  

Extend bike path on 248th north from 127th to high school

Robb

4 Votes  

Very dangerous area to walk, run, or bike. 248th from 127th to 119th really needs a continuous path. Especially since it leads to the High School.

Ryan Ringenberg

0 Votes  

We would love to have a safe sidewalk to get from the Indian boundary to downtown. The sidewalk could start on the south side of route 126 (following 126 from Indian boundary to downtown) and allow sidewalk access to the YMCA, settlers park, and downtown Plainfield. I think this would be highly desirable to residents west of downtown and increase downtown commerce!

Kelly V



9 Votes  

Put a sidewalk from Meadow down to Van Dyke. Would love to walk from home but impossible with small children.



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Eric

-15 Votes  

There are breaks and gaps in the bike paths all over town, making the paths less convenient in some cases and useless in others. I understand why some of these gaps exist, but I have never understood why the bike path along the south side of 127th has never been completed into Northwest Community Park.

Heath

-1 Votes  



Naperville-Plainfield Rd is a great sidepath route because of its wide shoulders. With the lack of sidewalks in this area, it is also used by walkers. Please designate it as a Village bikeway from Rt59 to 127th Street. This will tie into planned Bolingbrook routes and connect to 135th Street.

Malika

1 Votes  

A crosswalk is needed for pedestrians and bikers to cross Lockport Street. The traffic signal for Van Dyke works off sensors which does not acknowledge the presence of bikers!

David Oswald

5 Votes  

I live just south of Plainfield North HS and notice the students walking on 248th Ave to school in the morning on the street(sometimes in the middle) since there are no sidewalks that connect Canterbury Woods subdivision near the high school. When I see these students doing this it scares me half to death. With all the commuters coming from 127th Street to go to school in the morning I am actually surprised no one has been struck by a car. This is a must for Plainfield, install sidewalks extending south of Plainfield North to 127th Street. Second suggestion is extending the bike path(along the rr tracks near Rte 30) from 135th Street north to 119th Street. I know many people in my area that would ride their bikes/walk to local stores but are discouraged since there is no direct connection by Plainfield North HS. The path can be connected to the existing bike/walk path in the Canterbury Woods sub division.




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Eric

1 Votes  

A walking/biking path follows most of Drauden Road but then ends south of Springbank. Drauden is the only feasibly safe biking option from central Plainfield (Lockport Rd) to the south side of town and beyond (Caton Farm Rd). The narrow 2-lane busy road is navigable but not comfortable for cyclists, but is their only real option.

Eric

-1 Votes  

Could we coordinate with the CN railroad to connect the bike paths across the tracks on 135th east of Hwy 30? There are great paths all around this section of road, but riders (often including children) have to ride on the shoulder-less road to cross the tracks.

Eric

1 Votes  

Meadow Ln is a relatively safe road to bike/walk on, but not a safe place to cross Lockport. Wallin Drive has a light to help cross Lockport, but is not safe to bike/walk on. Can we develop an easy and safe way to cross Lockport west of downtown? This would facilitate access to the middle school and the YMCA (among other places) from the north side of Plainfield. I suggest a bike path along Wallin from 143rd, or a tunnel/bridge solution at Meadow (unless adding another light is an option).

8-21-12 public meeting comment

0 Votes  


East of the bridge, Lockport Street is very pedestrian friendly. Add marked crosswalks and better pedestrian accommodations west of River Road on Lockport Street

DebbieO

3 Votes  

There needs to be a sidewalk on VanDyke Road in front of the Plainfield Post Office.

Heath W

-3 Votes  



Ridge Rd & Grande Park Blvd: This photo is what Ed mentioned; you can see how the cyclist must merge with autos to avoid hitting the curb.

B. DUnbar

0 Votes  

Add a canoe/kayak access to river. Will bring folks into our town.



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Sheila Raddatz

3 Votes  

Making an existing bike path available to North Plainfield would be nice. Right now, there aren't any continuous sidewalks or paths near Heritage Meadows Subdivision to get to this trail. This trail comes to a very abrupt end and riders are forced to ride on 127th and cross over multiple lanes of traffic to get to a sidewalk only to have the "path" end once again.

Kim Pirc

0 Votes  

Really would like a safe sidewalk or bike path that would go from Meadow into the downtown, to allow access for Whispering Creek and Indian Boundary residents to walk/bike into town. Could start on the south side of route 126, and go from Meadow all the way into downtown, allowing access to the YMCA, settlers park, and then downtown Plainfield. Would love to be able to walk/bike into downtown for shopping/dining/all the festivals!

Steve Leatherman

6 Votes  



Pedestrians and bicyclists must share the roadway where 135th street crosses the railroad tracks. The road is quite narrow and drivers have absolutely no regard for non-vehicles in the same space. It is really, really dangerous.

Steve Leatherman

6 Votes  

I had the misfortune of having to walk from my home to a business on the east side of Rt 59 and 135th Street. IT WAS THE MOST DANGEROUS THING I'VE DONE IN 30 YEARS! There are no crosswalks for pedestrians to cross Rt 59. There are no signals for pedestrians. There is a large ditch that one must navigate. The situation really needs rectified.

Mike H.

-1 Votes  

Trail should extend north to connect with Eaton Preserve.

Mike H.

2 Votes  

Be carefull to place plantings back from path and prune trees. Also, make sure intersections have good visibility.

Heath

0 Votes  

Naperville-Plainfield Rd: photo of missing paved shoulder is attached; Bikes are forced into the automobile lane at this stretch of road.



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Anne

1 Votes  

We need to have bike paths that actually connect to each other. Right now you have to ride on the roadways to connect to bits and pieces of bike trails in Plainfield.

jason

-3 Votes  

Some sort of way for pedestrians and bikers to get from 135th and 59 to downtown plainfield. Sidewalks along van dyke and 59 do not allow easy access for north plainfield to make the trip.

R. Dunbar

2 Votes  

Access to downtown via pedestrian/bike path from Indian Boundary to downtown is beneficial in many ways. A large population lives on the near-west of downtown and would utilize such an improvement.

Robb

1 Votes  

Bikes and Pedestrians are forced to cross the tracks in the middle of the street. This really needs to be addressed before someone is hit again.

Heath

6 Votes  



Naperville-Plainfield Rd: Please restore the wide shoulder section that was lost last year when the water line project paving was done. This is a great bike route on a 35mph street.

B. Dunbar

-1 Votes  

Add a boat/canoe access ramp to river. Increase visitors to downtown.

Mike

5 Votes  

Need to complete bike path along Route 126 to link western neighborhoods to downtown.



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TRANSIT (BUS & RAIL)-COMMUNITY REMARKS

8-21-12 public meeting comment

6 Votes  

Provide PACE bus service from Plainfield to the Naperville Train Station

Bill Molony

4 Votes  

Large numbers of Plainfield residents drive up Route 59 every morning to Naperville in order to get on the Metra BNSF Line to Chicago Union Station, and then have to drive back every evening. The Metra Heritage Corridor stations in Lockport and Lemont are much closer to Plainfield than Naperville is, but the Heritage Corridor has very limited train frequencies, making it unsuitable for Plainfield residents. Plainfield will never get a Metra station of its own, but it should be advocating for increased Metra Heritage Corridor train frequencies; improved Heritage Corridor service would be most beneficial for Plainfield. residents.

Eric

-9 Votes  

Rather than building a passenger rail station along Van Dyke south of 143rd, or at I-55 and Hwy 30, could the facility at the southeast corner of 135th and Hwy 30 be converted for this purpose?

Michelle

10 Votes  


The Pace bus is an improvement, but it would still be preferable to have something like Metra in Plainfield to make it easier to get to Chicago.

Mike

0 Votes  

Can we get PACE service along IL 59 from downtown Plainfield to Fox Valley Mall, or even the Metra Station in Naperville?

Pat

6 Votes  

Provide public transit from Plainfield up Route 59 to Naperville train station.

Prakriti Chakrabarti

0 Votes  


I am pleased with the daily PACE Bus service from the Plainfield Village Hall area to the downtown Chicago and the UIC medical center. Since the buses run very early in the morning, it would be convenient if an additional bus at a later time from the same center can run to Rt 59 station in Aurora. It would provide the residents the options to go to other suburbs and also Chicago. Prakriti Chakrabarti



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STREETSCAPE-COMMUNITY REMARKS

Rodger S

1 Votes  

Consider gateway treatment to make motorist more aware of downtown.

Plainfield Citizen

0 Votes  

No demo of Rt. 59 corridor houses for Parking Lots. There is plenty of parking already in the area and no need to ruin the look and feel of the corridor with parking lots.

Laura Schubert

-5 Votes  

This building needs diagonal parking spaces in front of it to allow for more parking. There are a lot businesses in the building and the back parking fills up quickly during the day. Allowing customers to park in front for those businesses on the lower level would free up some of the spaces in the back and also allow easier access for the customers to those businesses.

Debbie

2 Votes  

There should be street parking for the Town Square building across from Village Hall. It would be nice to see the downtown streetscape project continue west of bridge in front of Town Square. This would provide easy and convenient parking for customers visiting downtown.



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Appendix B

Public Meeting Materials

The first public outreach event was held on August 21, 2012 at Cruise Night downtown. Business cards (shown below) were developed with the project website, QR code, and Village Contact information, and were distributed to many attendees at the event. A booth was set up on Lockport Street and stakeholders were provided an opportunity to examine exhibits showing the existing roadway, bicycle and pedestrian network, and to provide feedback that could be taken into consideration during the development of the Plan.



PLAINFIELD RESIDENTS, CYCLISTS, PEDESTRIANS, & MOTORISTS!
The Village of Plainfield is examining future transportation needs and we need your help. Scan the QR Code below to get active today!



Plainfield Public Works Department
815.436.3577



CONNECT



Village of Plainfield Draft Transportation Plan



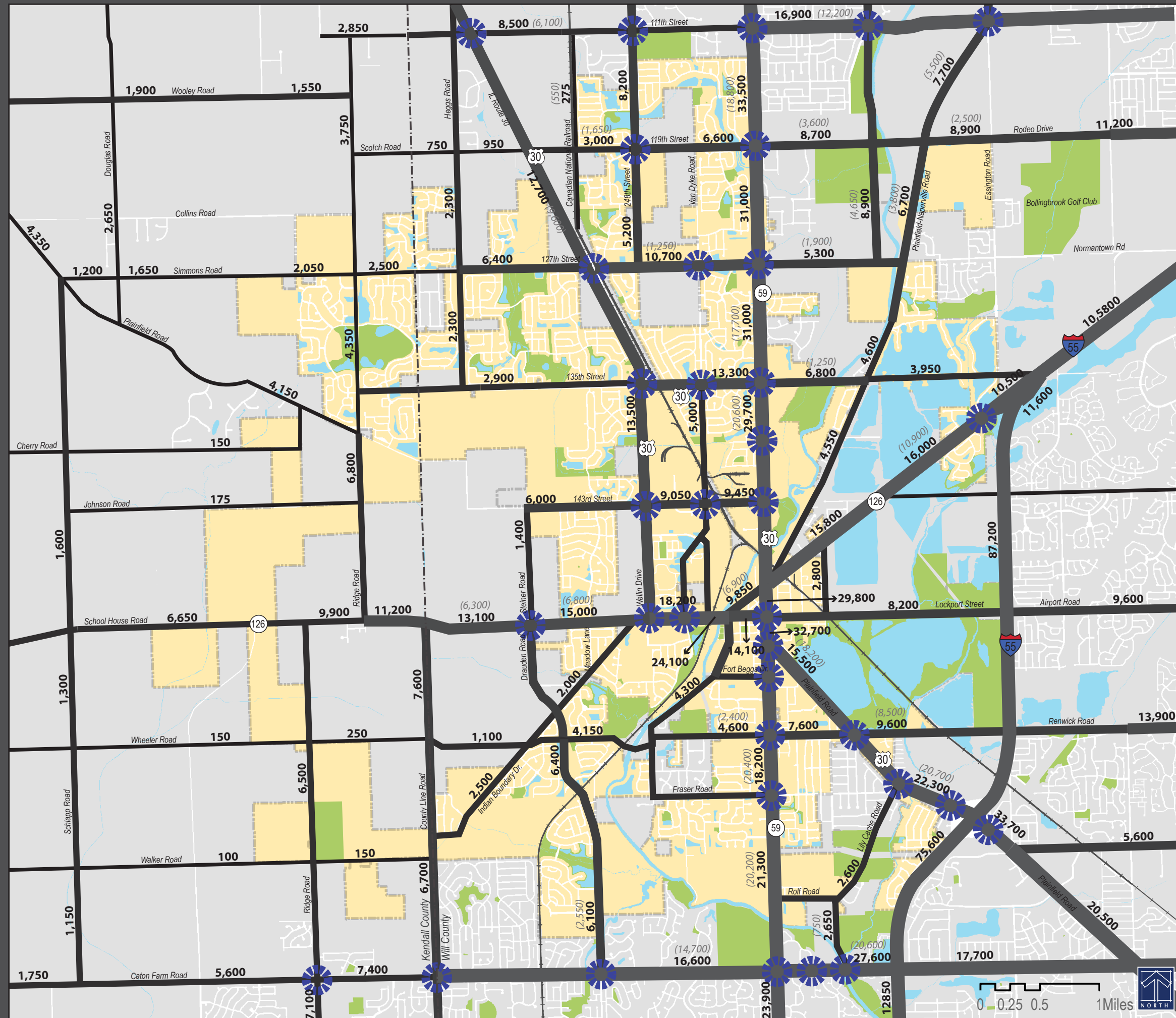
Village of Plainfield Transportation Plan Update

November 14, 2012

PUBLIC MEETING SIGN-IN SHEET



	Name	Mailing Address	Phone Number
1	BRAD JOHNSTONE	23210 PILCHER ROAD, PLAINFIELD	815-437-0713
2	Garrett H Gathman	12525 Larkspur Lane	815-254-9431
3	BOB KEHOZ	16219 S. FARMINGDALE DR PLAINFIELD	815-436-7701
4	ED RITTER	23202 West Chicago St Apt B	815 436-6403
5	Heath Wright		
6	LeRoy Sebbey	14800 S. Sun Rd P/Ed. IL.	815 436-6958
7	Allan Pearson	25007 W. HANSTON ST. P/Ed. IL.	815-436-3527
8	Beth Gonzalez	550 W. ALGONQUIN RD. ARLINGTON HTS ILL	847-571-4269
9	Anissa Chmura		630-399-9812
10	SCOTT HARTWIT	PLAINFIELD PUBLIC WORKS	
11	Bill Wilson	wwilson@ca1proteam.com	(630) 988-9658
12	Pete Saunders	C/MAP	
13			
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Legend

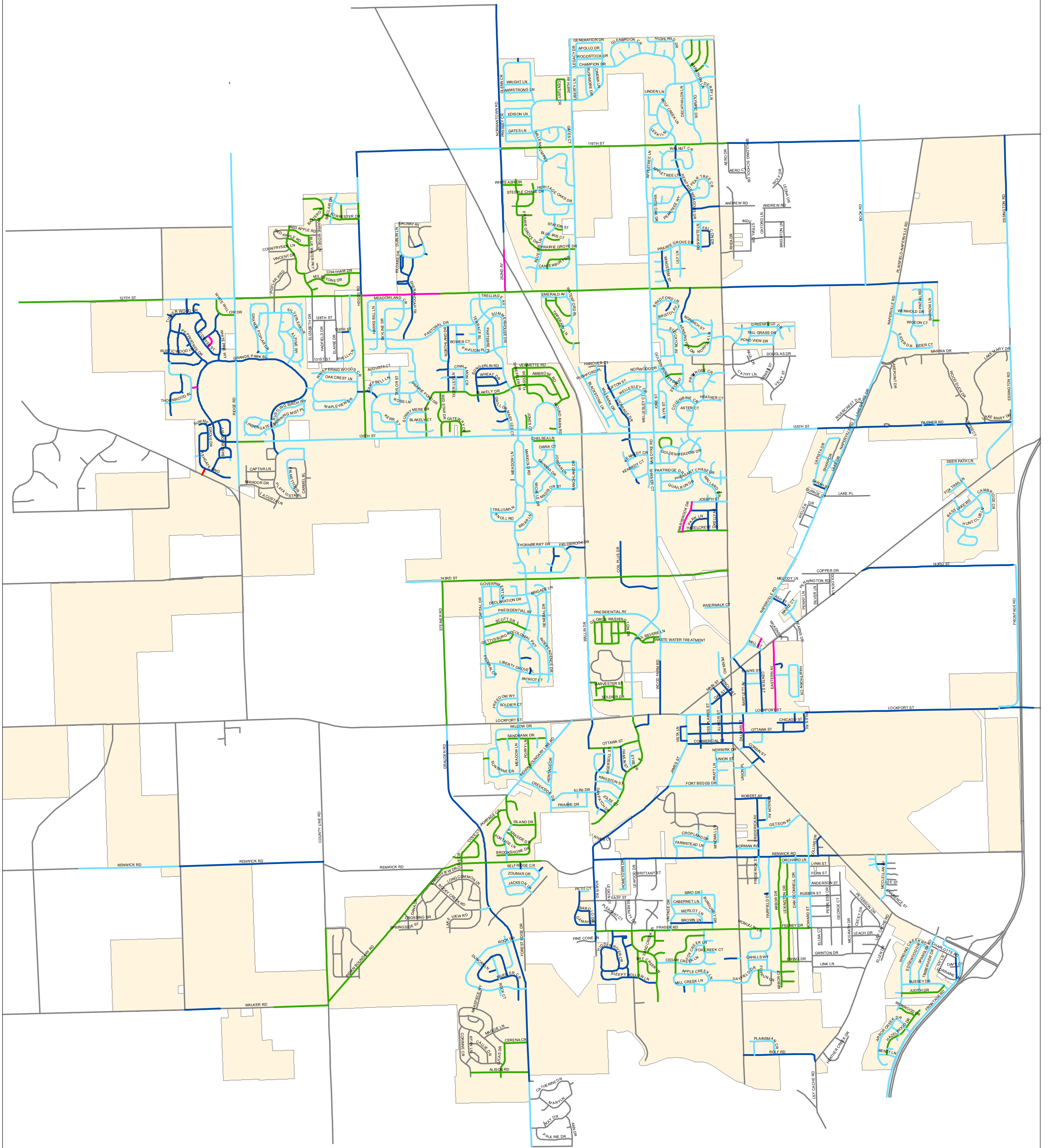
- Village of Plainfield Boundary (2012)
- County boundary
- < 1,000 ADT (Average Daily Traffic Counts)
- 1,000 - 5,000 ADT
- 5,000 - 10,000 ADT
- 10,000 - 15,000 ADT
- > 15,000 ADT
- Existing Traffic Signals
- XXXX** 2012 Average Daily Traffic Counts
- (XXXX) 2000 Average Daily Traffic Counts
- Parks and Open Space
- Water Bodies
- Interstate, U.S. Route, State Route Symbols

ILLUSTRATION 6: **DRAFT**
EXISTING TRANSPORTATION SYSTEM



Prepared by Teska Associates, Inc.
 Last updated in November 2012

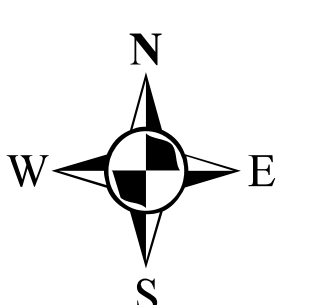
Pavement Condition on Village Roadways, 2011



Legend

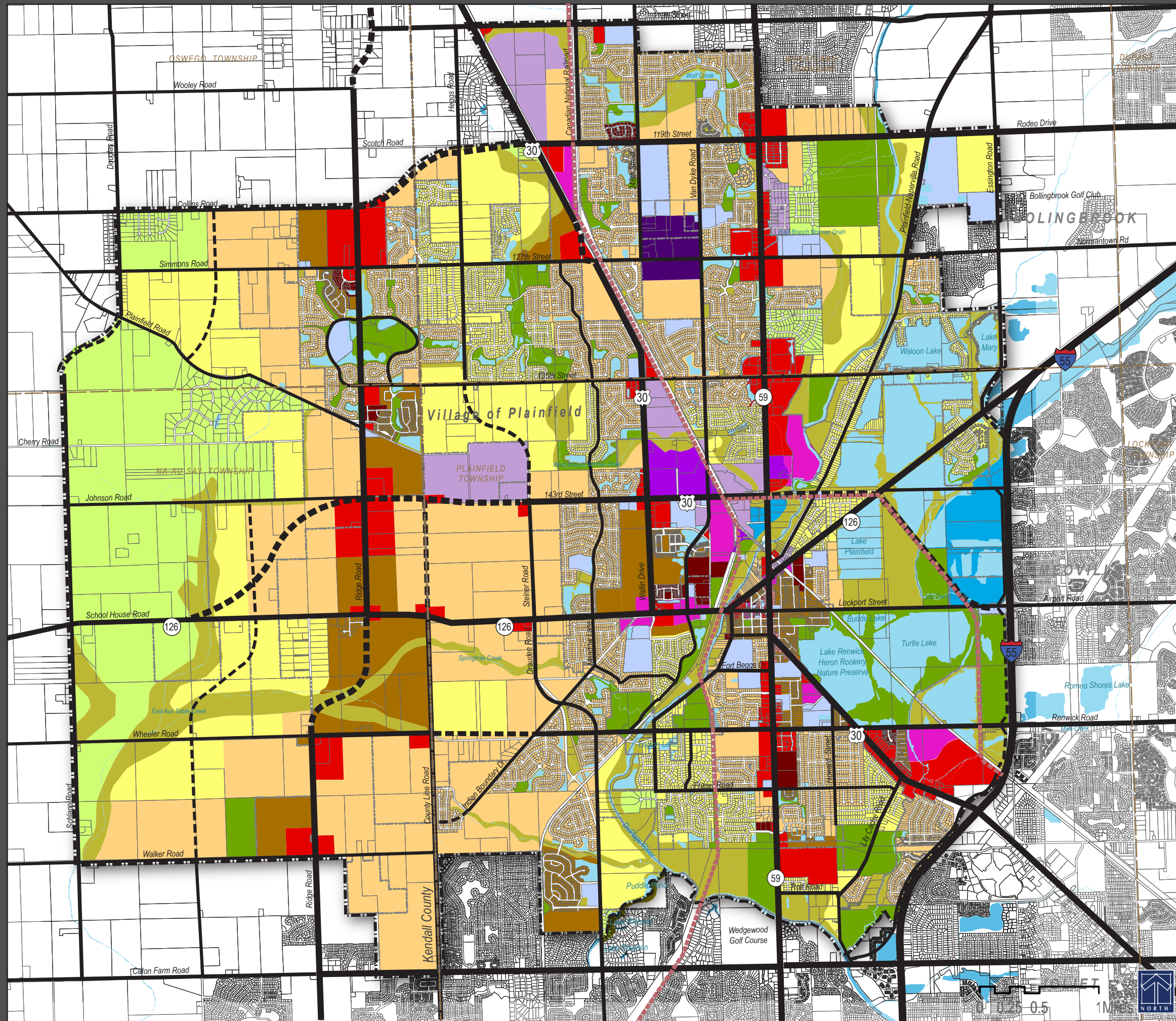
Current Condition

- Very Poor
- Poor
- Fair
- Good
- Very Good
- Excellent



Village of Plainfield, IL

Source: 2011 Pavement Management Report



Legend

Land Uses-

- FLU**
- Countryside Residential
 - Low Density Residential
 - Medium Density Residential
 - Village Residential
 - Multi Family Residential
 - Mixed Use
 - General Commercial
 - Transitional Commercial
 - Office/Research & Development
 - Heavy Industrial
 - Light Industrial/Business Park
 - Municipal/Institutional
 - Medical District
 - Public Parks/Forest Preserves
 - Greenways

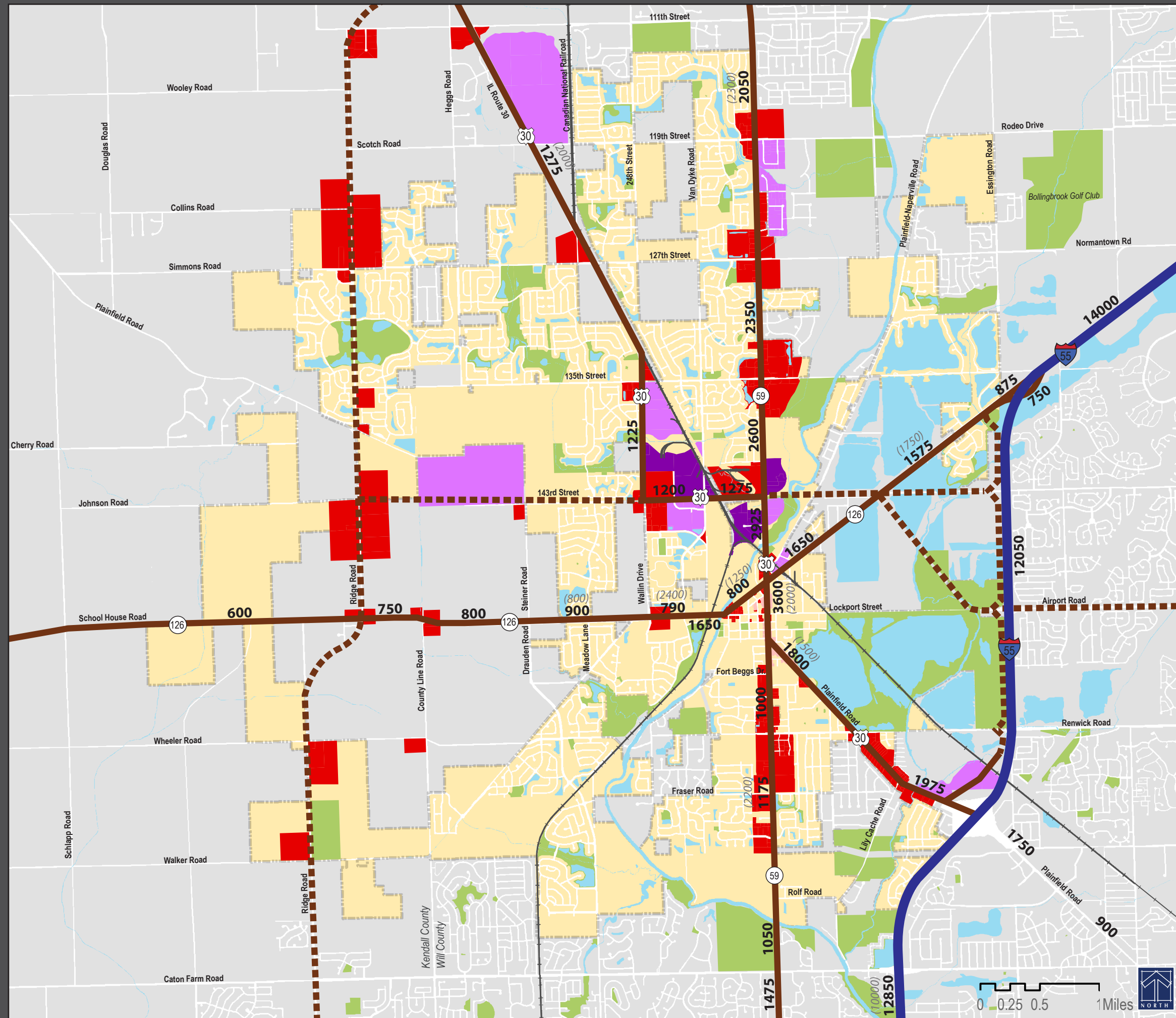
Transportation- *Dashed lines indicate proposed roadway linkages

- Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Canadian National Railroad

Miscellaneous-

- High Tension Power Lines
- County boundary
- Village of Plainfield Planning Boundary (2012)
- Village of Plainfield Boundary (2012)
- Water Bodies
- Interstate, U.S. Route, State Route Symbols

ILLUSTRATION 5: DRAFT
FUTURE LAND USE PLAN



Legend

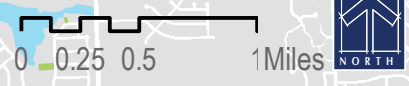
- Village of Plainfield Boundary (2012)
- Class I Truck Route
- Class II Truck Route
- New Designated Truck Route
- XXXX** 2012 Average Daily Truck Traffic
- (XXXX)* 2000 Average Daily Truck Traffic
- Commercial Land Use
- Transitional Commercial Land Use
- Heavy Industrial Land Use
- Light Industrial Land Use
- Parks and Open Space
- Water Bodies
- Interstate, U.S. Route, State Route Symbols

ILLUSTRATION 8:
TRUCK ROUTES

DRAFT



Prepared by Teska Associates, Inc.
Last updated in February 2013



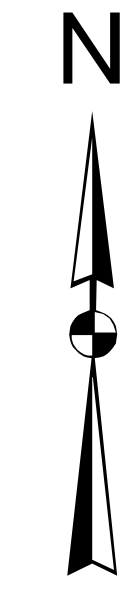
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DATA SOURCES:
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ILLINOIS COMMERCE COMMISSION
ILLINOIS DEPARTMENT OF REVENUE
UNITED STATES DEPARTMENT OF TRANSPORTATION
UNITED STATES GEOLOGICAL SURVEY
NAVTEQ (TM)

WHEATLAND W-1	DURAGE W-2	PLAINFIELD W-3	LOCKPORT W-4	HOMER W-5
TROY W-6	JOLIET W-7	NEW LEXINGTON W-8	FRANKFORT W-9	
CHARNAHAN W-10	JACKSON W-11	MANHATTAN W-12	GREEN GARDEN W-13	MONROE W-14
WILMINGTON W-15	FLORENCE W-16	WILTON W-17	PROCTON W-18	WILL W-19
REED W-20	WESLEY W-21	CUSTER W-22		CHATEAU W-23

INDEX TO 5-YEAR CLASSIFICATION MAP SHEETS

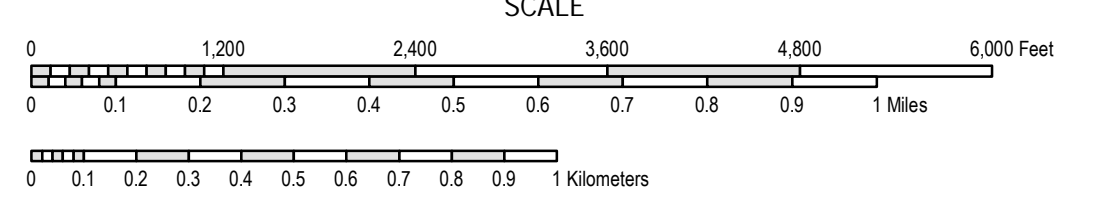
FUNCTIONAL CLASSIFICATION AND URBAN LIMIT DATES OF 87 - 18 - 12	
URBAN LIMIT	CLASSIFICATION
18-28-92	8-4-93
8-28-04	5-19-06
	2-13-08
	7-5-12



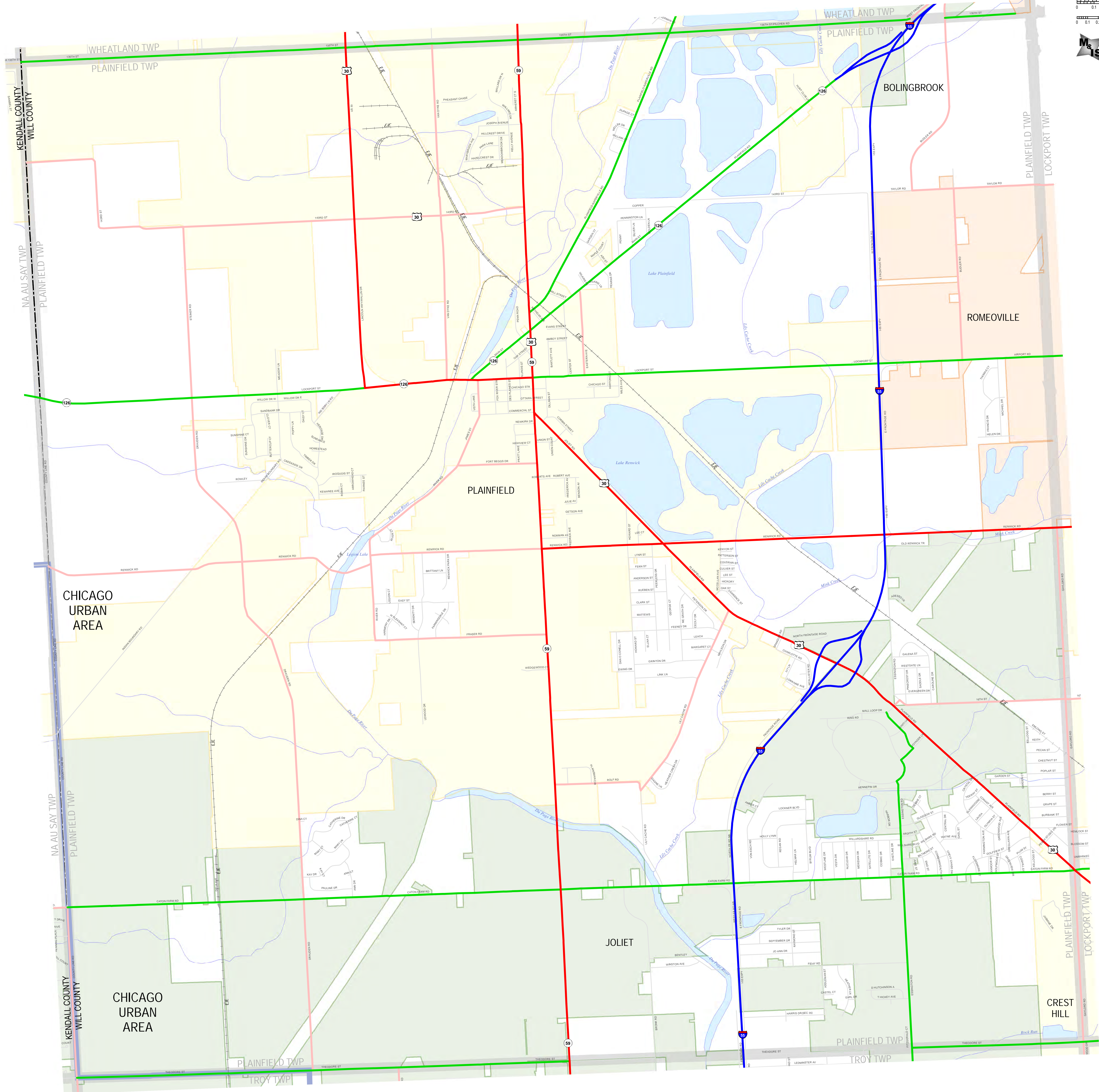
W-3
5-YEAR CLASSIFICATION MAP
CHICAGO URBAN AREA
PLAINFIELD TOWNSHIP
WILL COUNTY
ILLINOIS

PREPARED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING

IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



M&IS Mapping & Information Systems



5-Year Classification

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Highway, Streets
- Urban Boundary

Other Map Base Features

- Interstate, U.S. State
- Railroad
- State Boundary
- County Boundary
- Incorporated Town
- River, Stream
- Waterbody
- Civil Township or District

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ILLINOIS DEPARTMENT OF REVENUE
UNITED STATES DEPARTMENT OF TRANSPORTATION
UNITED STATES GEOLOGICAL SURVEY
NAVTEQ (TM)

W-1	W-2	W-3	W-4	W-5	W-6	W-7	W-8	W-9	W-10	W-11	W-12	W-13	W-14	W-15
W-16	W-17	W-18	W-19	W-20	W-21	W-22	W-23							

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FUNCTIONAL CLASSIFICATION AND URBAN LIMIT DATAS OF 07-11-12

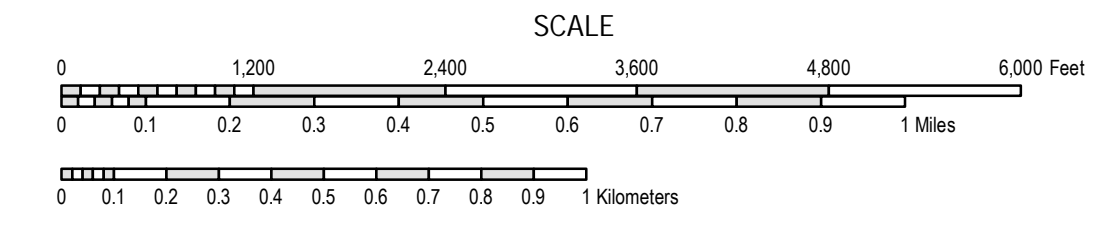
DATE OF FEDERAL HIGHWAY ADMINISTRATION APPROVAL	
URBAN LIMIT	CLASSIFICATION
10-29-92	8-4-93
8-4-93	11-4-01
6-28-04	2-3-05
	3-14-12
	7-5-12



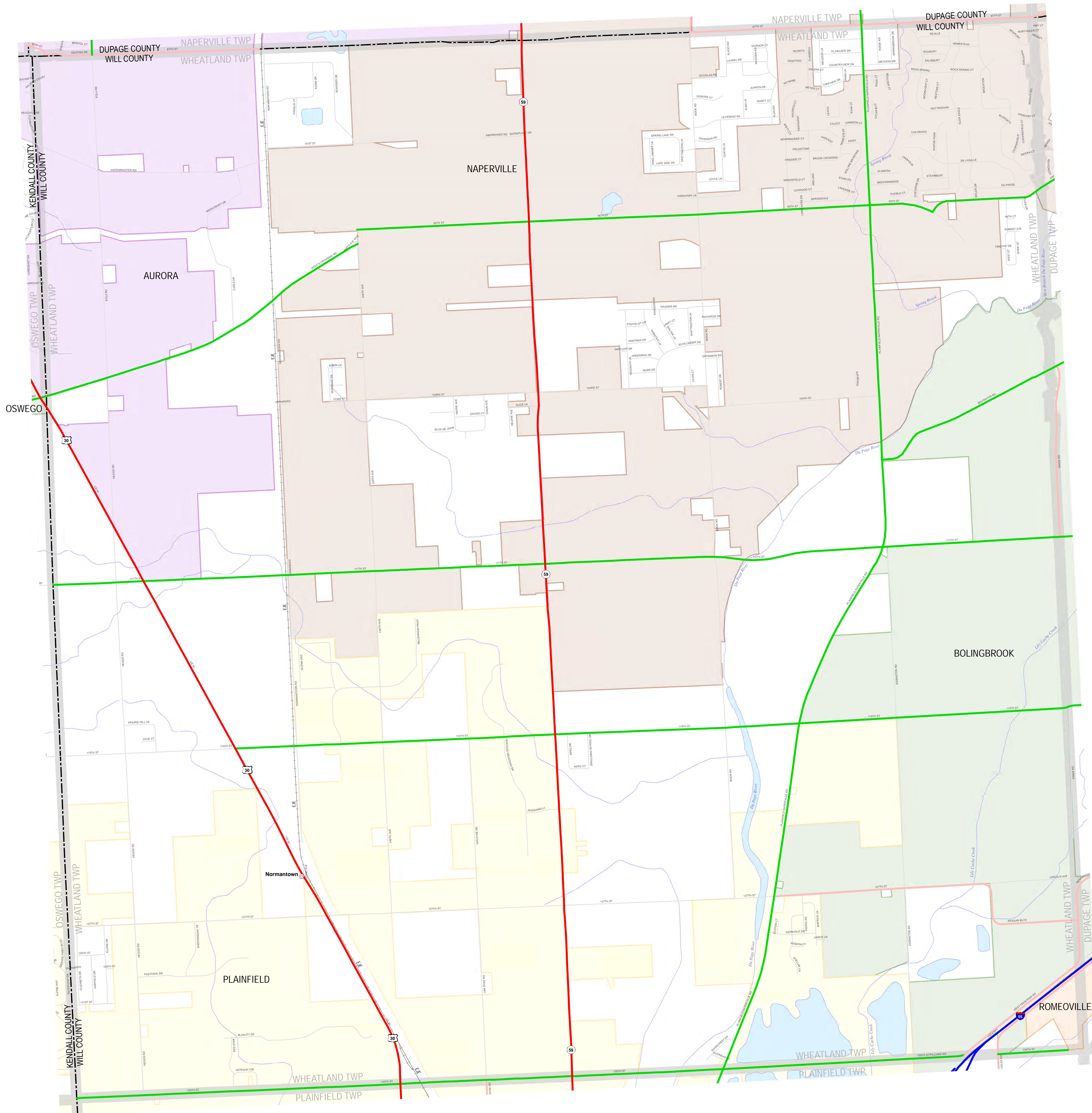
W-1
5-YEAR CLASSIFICATION MAP
CHICAGO URBAN AREA
WHEATLAND TOWNSHIP
WILL COUNTY
ILLINOIS

PREPARED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING

IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



MIS Mapping & Information Systems



5-Year Classification

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Highway, Streets
- Urban Boundary

Other Map Base Features

- Interstate, U.S. State
- Railroad
- State Boundary
- County Boundary
- Incorporated Town
- River, Stream
- Waterbody
- Civil Township or District

KE-5
5-YEAR CLASSIFICATION MAP
CHICAGO URBAN AREA
NA-AU-SAY TOWNSHIP
KENDALL COUNTY
ILLINOIS

PREPARED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



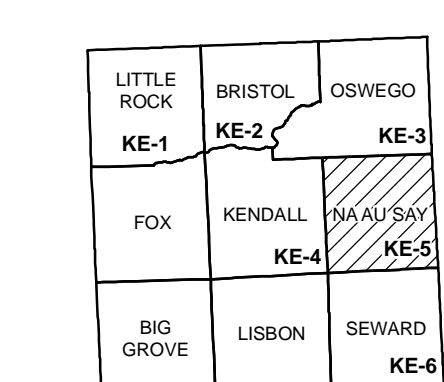
M&IS Mapping & Information Systems

5-Year Classification

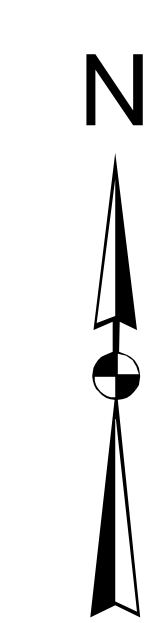
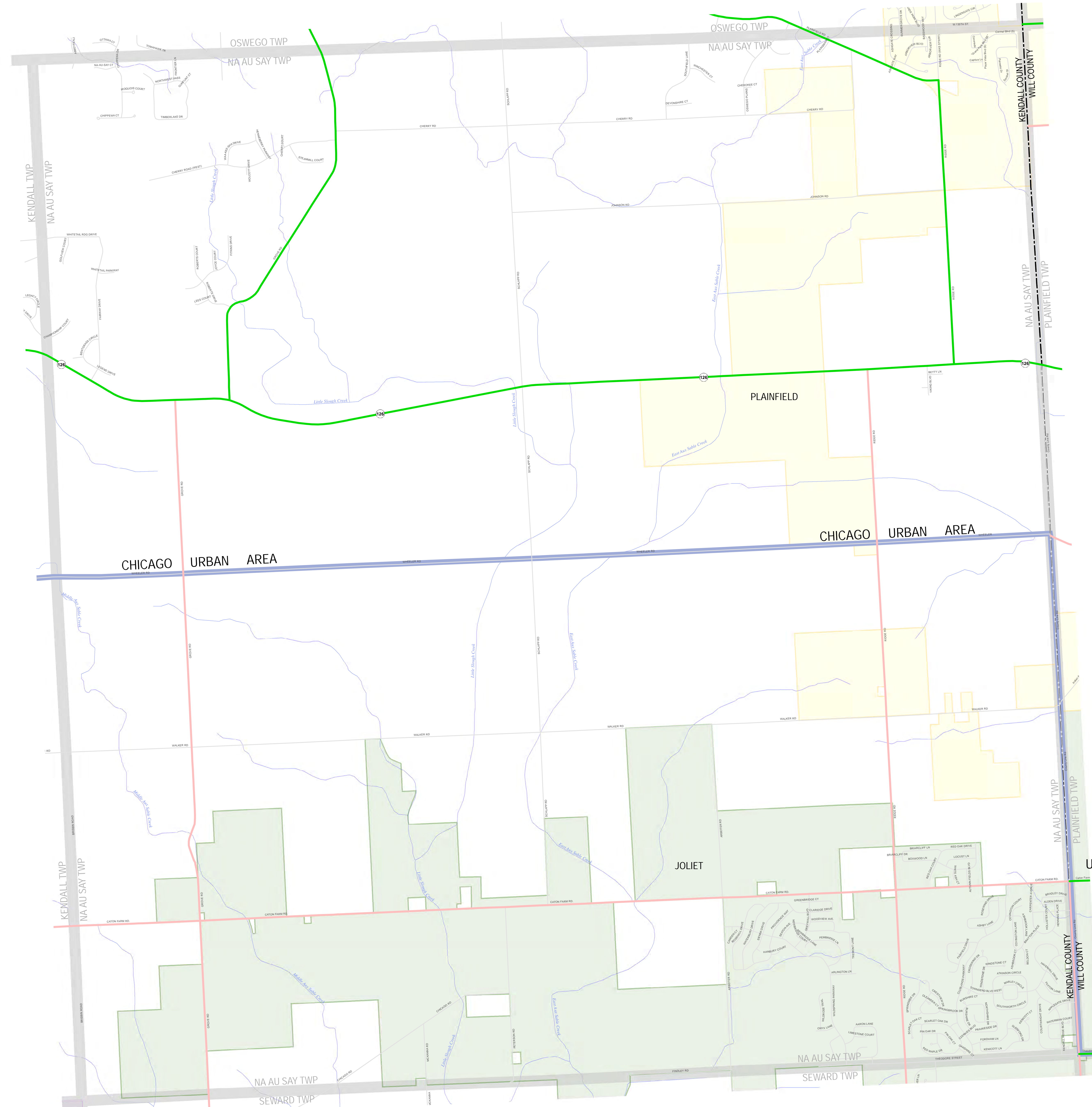
- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Highway Streets
- Urban Boundary

Other Map Base Features

- Interstate, U.S., State
- Railroad
- State Boundary
- County Boundary
- Incorporated Town
- River, Stream
- Waterbody
- Civil Township or District



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FUNCTIONAL CLASSIFICATION AND URBAN LIMIT DATA OF 04-09-12

DATE OF FEDERAL HIGHWAY ADMINISTRATION APPROVAL	CLASSIFICATION
6-28-04	2-3-05

DATA SOURCES:
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
ILLINOIS COMMERCE COMMISSION
ILLINOIS DEPARTMENT OF REVENUE
UNITED STATES DEPARTMENT OF TRANSPORTATION
UNITED STATES GEOLOGICAL SURVEY
NAVTEG (TM)

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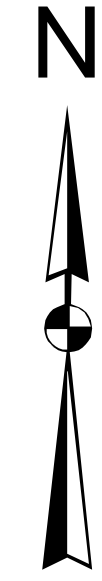
KE-3
5-YEAR CLASSIFICATION MAP
CHICAGO URBAN AREA
OSWEGO TOWNSHIP
KENDALL COUNTY
ILLINOIS

PREPARED BY THE
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OFFICE OF PLANNING AND PROGRAMMING

IN COOPERATION WITH
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FEDERAL HIGHWAY ADMINISTRATION

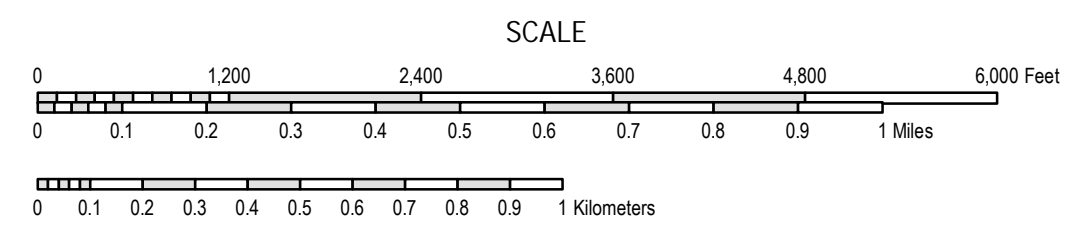
FUNCTIONAL CLASSIFICATION AND
URBAN LIMIT DATES OF 06-19-12

DATE OF FEDERAL HIGHWAY ADMINISTRATION APPROVAL	
URBAN LIMIT	CLASSIFICATION
10-28-92	7-2-95
8-4-93	8-4-95
5-19-95	5-19-95
6-28-04	3-13-00
	2-3-05



DATA SOURCES:
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
ILLINOIS COMMERCE COMMISSION
ILLINOIS DEPARTMENT OF REVENUE
UNITED STATES DEPARTMENT OF TRANSPORTATION
UNITED STATES GEOLOGICAL SURVEY
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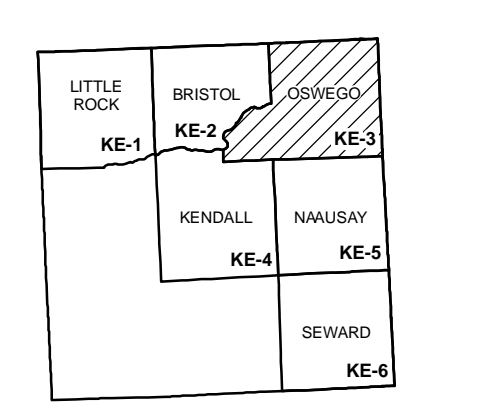


5-Year Classification

- Interstate
- Freeway or Expressway
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Highway, Streets
- Urban Boundary

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- Railroad
- State Boundary
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- River, Stream
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- Civil Township or District



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