



Illinois General Assembly

October 27, 2023

Secretary Omer Osman
Illinois Department of Transportation
Hanley Building
2300 S. Dirksen Parkway
Springfield, IL 62764

Dear Secretary Osman,

As legislators representing parts of the western areas of Kane County, we have recently participated in discussions regarding increased traffic in the Illinois Route 47 corridor between Interstate 88 and Interstate 90. One of the most frequent concerns expressed to us is the increasing traffic volume on Route 47 and the need to improve this important regional corridor to address current and future development patterns. We are pleased similar concerns with Route 47 were addressed in McHenry County to the north and Kendall and Grundy Counties to the south.

Route 47 is primarily a two-lane cross-section (one through lane in each direction) throughout most of our districts. There is an increasing capacity concern, especially in the Elburn and Pingree Grove areas, with traffic congestion along Route 47 and adjacent intersections. It carries as much as 12,700 Average Annual Daily Traffic (AADT) near its interchange with I-88 and 27,000 AADT near its interchange with I-90. Additionally, there are school zone speed concerns in the Lily Lake area with an all too frequent close call for parents and students turning into the school.

We feel there is a need to update the Strategic Regional Arterial plan under "Operation Greenlight" for Route 47. This final report for Route 47 was published in 1995, and we think we can all agree reality has changed the dynamics of those recommendations. This planning-level report identified a realignment alternative for the Elburn area, generally along the Anderson Road corridor, east of downtown.

A portion of this alignment, including a grade separation over the Union Pacific Railroad West Line (UP-W), has been constructed on Anderson Road between Illinois Route 38 and Keslinger Road. However, the full realignment alternative is no longer feasible due to land use development patterns in the corridor. An especially challenging section of the corridor is within the Village of Elburn, where Route 47 passes through the historic commercial downtown in a narrowly constrained right-of-way and includes an at-

grade crossing with the UP-W line tracks, one of the busiest freight corridors in the region. Due to this, neither traditional widening nor grade separation is a feasible solution in Elburn.

Meanwhile, significant land use development continues to occur along the Route 47 corridor at the north and south. For example, the Village of Sugar Grove is considering a proposed 760-acre master-planned community called The Grove near the Interchange at I-88 and Route 47. In addition, Route 47 now includes full interchanges at both I-90 and I-88, which increases its viability for regional north-south traffic, including a relatively heavy volume of trucks.

While at the north end of the corridor, we have spoken to and heard from the leaders of the Village of Pingree Grove on development pressures and integration into the overall future use plan for IDOT in that area. They are experiencing pressure of development including turn lanes and setbacks, and are landlocked by three IDOT controlled routes (US 20, IL 47 & IL 72).

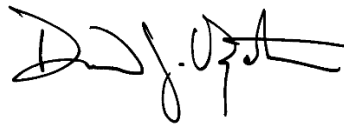
It is with this in mind that we are asking IDOT and Kane County Division of Transportation (KDOT), along with local municipal partners, to start a process of review to see what needs are to be considered long-term to accommodate growth along these corridors. We are not proposing or asking for a specific solution. We are requesting to start a dialogue to be sure we have a path forward that planners and government agencies can begin to work around.

Considering the above, we are requesting that IDOT initiate an updated planning study that would identify improvement alternatives along Route 47 and specifically within the Village of Elburn. Knowing that major improvements of this type can take years to develop, it is imperative that we begin sooner rather than later so that the safety and mobility of our constituents can be protected.

Sincerely,



Jeff Keicher
State Representative – District 70



Dan Ugaste
State Representative – District 65



Donald DeWitte
State Senator – District 33



Dave Syverson
State Senator – District 35

cc: Governor JB Pritzker
Kane County Division of Transportation
Kane County Board Chairwoman, Corinne Pierog, and Board Members - Districts 2, 5, 9, 15, 18
Villages of Campton Hills, Elburn, Lily Lake, Pingree Grove, Sugar Grove
Townships of Blackberry, Campton, Plato, Rutland, Sugar Grove