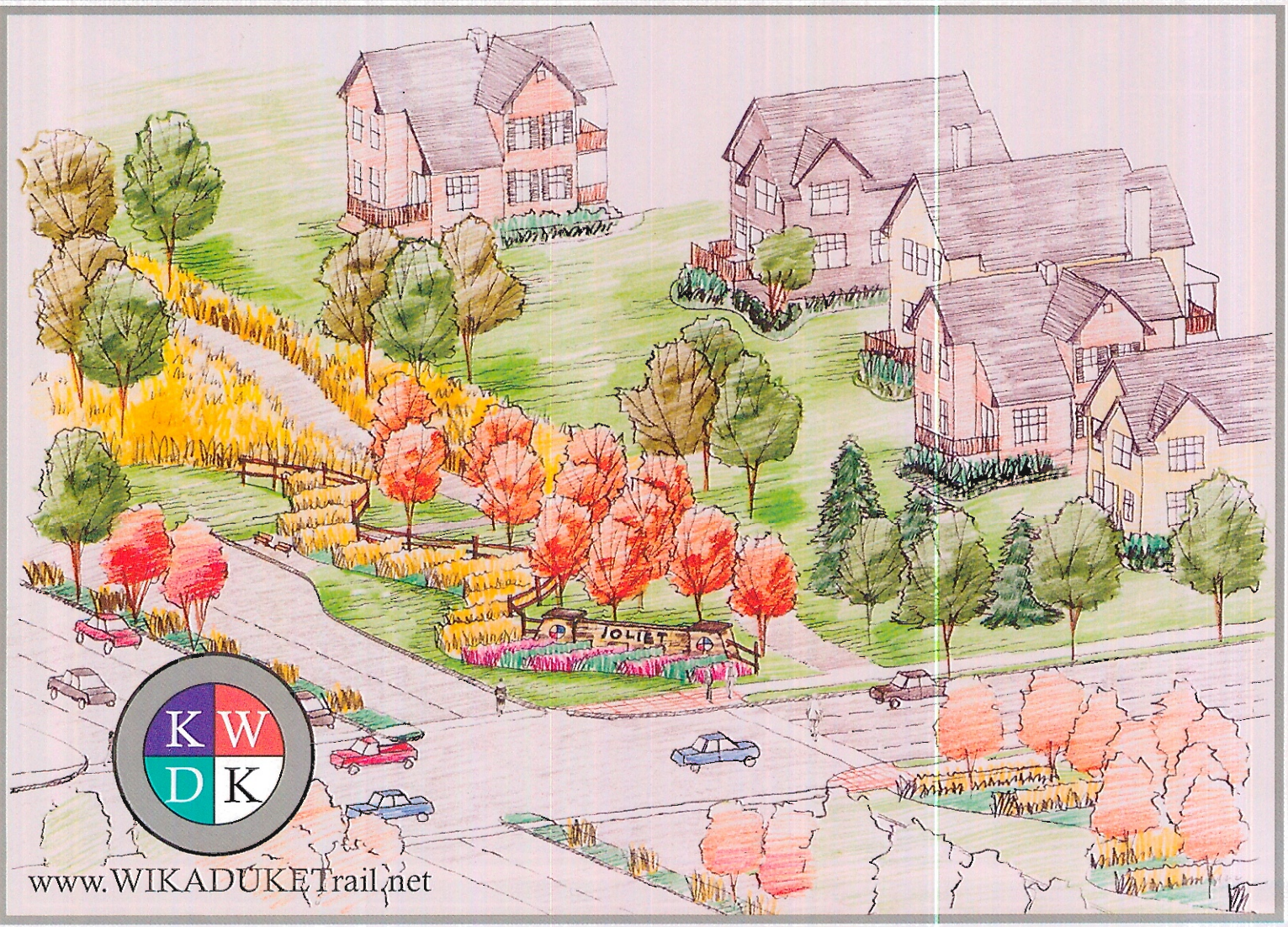


WIKADUKE TRAIL LAND USE AND ACCESS MANAGEMENT STUDY

The WIKADUKE Trail Land Use and Access Management Study is intended to communicate a vision for the form, character, and function of the planned route of the WIKADUKE Trail. It is a collaborative, interdisciplinary approach that preserves scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. It thinks "beyond the pavement" about the impact a roadway will have on the area it traverses, including the people who live, work, or pass through the area.

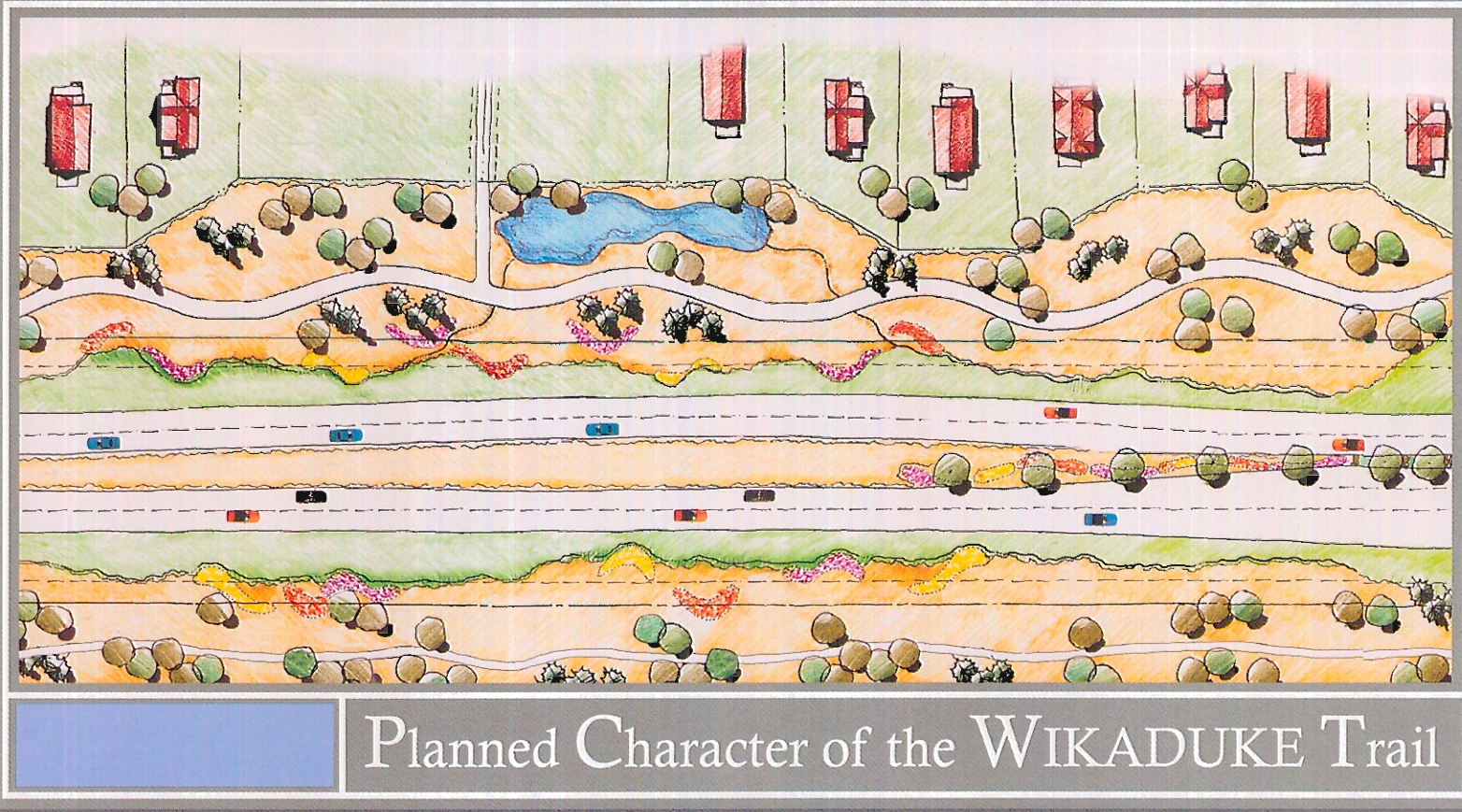


- Access control along the WIKADUKE Trail has been established to preserve the safety and efficiency of the roadway and to preserve the public investment. The following access policies have been established by the WIKADUKE Trail Advisory Committee:
1. Signalized intersections and full access is typically permitted every 1/2 mile throughout the length of the WIKADUKE Trail;
 2. Within all identified Regional Commercial Centers full access is permitted every 1/4 mile and signalized intersections will be permitted when traffic warrants are met;
 3. Right in / right out access is permitted as needed throughout the length of the WIKADUKE Trail as long as there is a minimum spacing of 500' between any other access location;
 4. Right deceleration lanes are required at all proposed access locations;
 5. All intersection designs and locations must comply, at a minimum, with the designated intersection types and locations identified in this Plan.

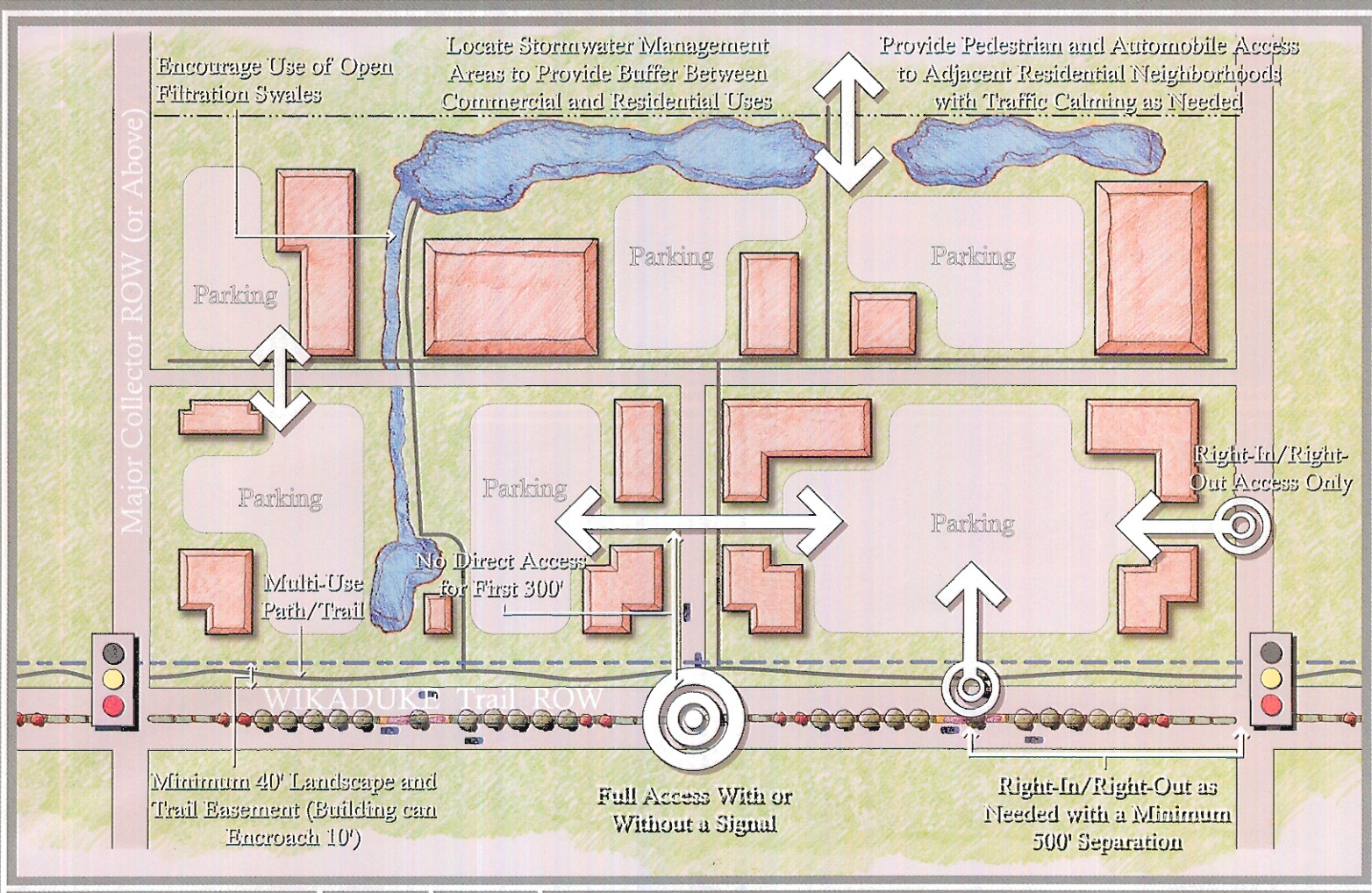
COOPERATION and PARTNERSHIPS will be critical in the development of the WIKADUKE Trail. The roadway will be under the direct control of Kendall County. Municipalities will need to work closely with the County and developers through the annexation process to ensure that adequate right-of-way is acquired and that construction funding is secured. Another important aspect of the local government will be to educate future residents and business owners regarding the planned character and function of the roadway.

The WIKADUKE Trail will largely be funded by developers with property within the corridor. Local government will also utilize impact fees and other general revenue sources, along with potential federal and state grants. Roadway improvements will generally coincide with adjacent development.

This project was funded through a grant from the Illinois Department of Transportation, with local contributions from the **Village of Plainfield, Kendall County, the City of Joliet, and the Villages of Minooka and Oswego**. The contributing parties and the consultant team would like to thank the Advisory Committee Members and involved public and private agencies who contributed and participated in the workshops and meetings conducted during the development of this plan.



Planned Character of the WIKADUKE Trail



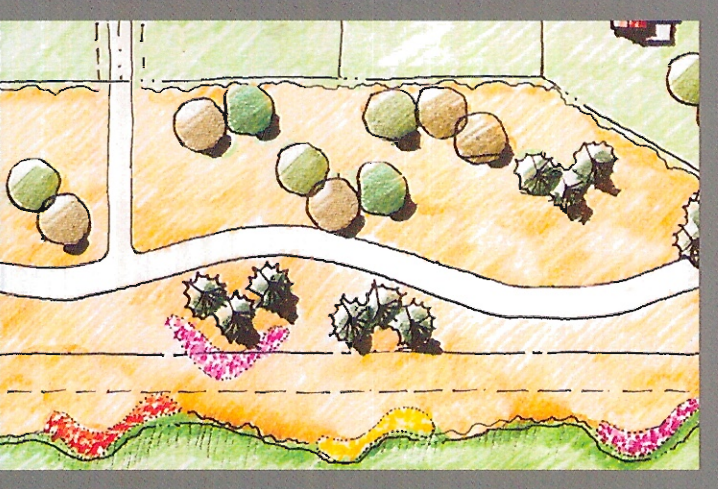
Regional Commercial Guidelines

Pedestrian Crossings

Overhead pedestrian crossings are proposed to provide safe bicycle and pedestrian access across the WIKADUKE Trail. Proposed locations are illustrated on the Future Land Use Plan. In addition, at grade pedestrian crossings should be provided at all signalized intersections.

Multi-Use Path

A ten foot (10') wide multi-use path is planned for the west side of the WIKADUKE Trail. This asphalt path will be placed in a landscape and trail easement or outlot outside of the roadway right-of-way. The path should meander through the easement, with a free-flowing alignment that fits with the landscape and topography. Connections from adjacent neighborhoods and to adjacent shopping areas should be provided. To provide privacy, the trail should be no closer than eight (8') feet from a residential lot line.



A sidewalk will be provided along the east side of the WIKADUKE Trail for enhanced pedestrian access and linkage to the multi-use path on the west side of the roadway. Sidewalks will be concrete, five feet (5') wide, and placed in the landscape and trail easement.

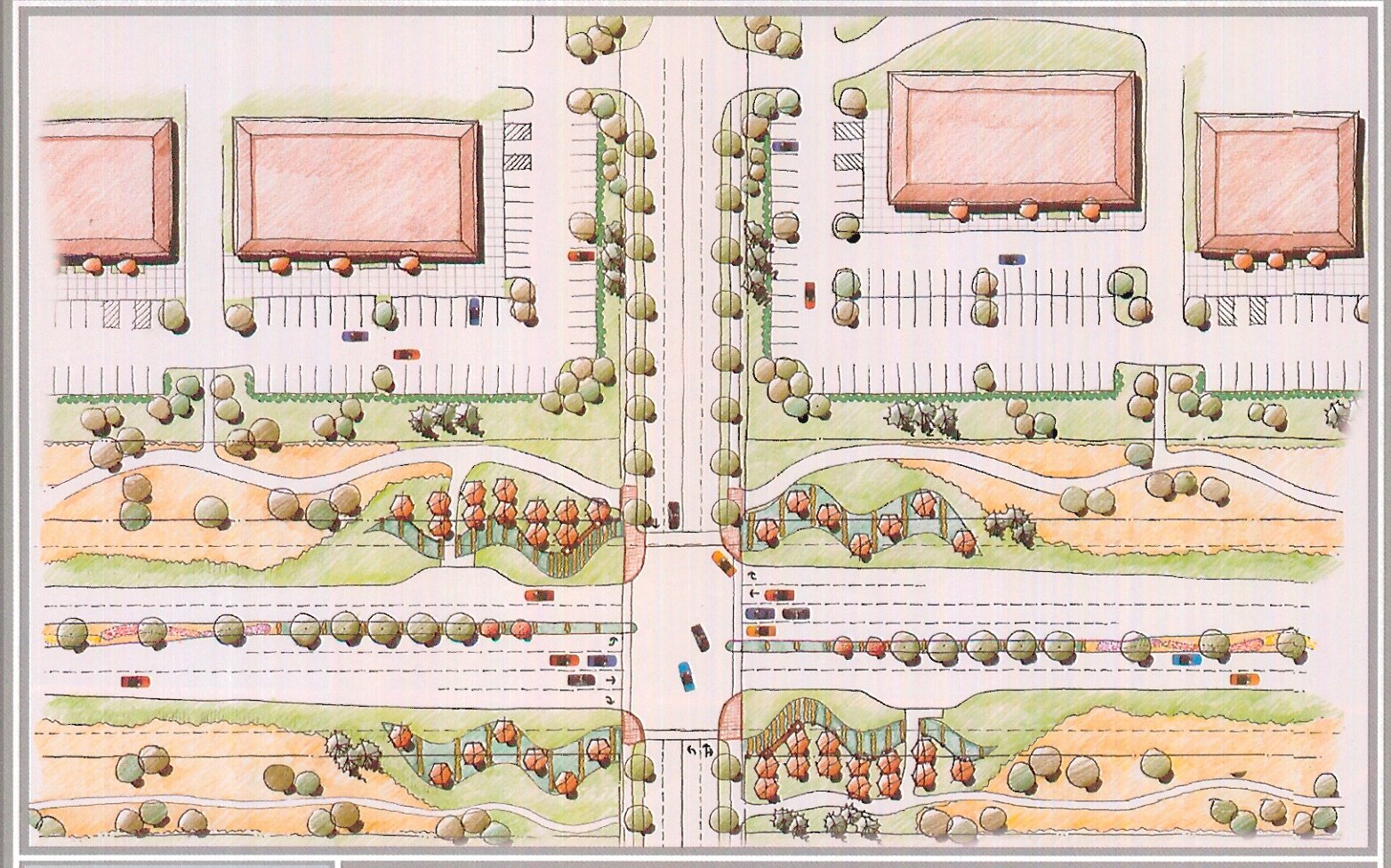
What is the WIKADUKE Trail?

The WIKADUKE Trail will be a major north-south arterial roadway on the east side of Kendall County. It will connect Eola Road in Aurora to Interstate 80 and is designed to ease congestion along existing north-south roadways. The proposed alignment includes existing rights-of-way along Ridge Road, Plainfield Road, and Stewart Road.

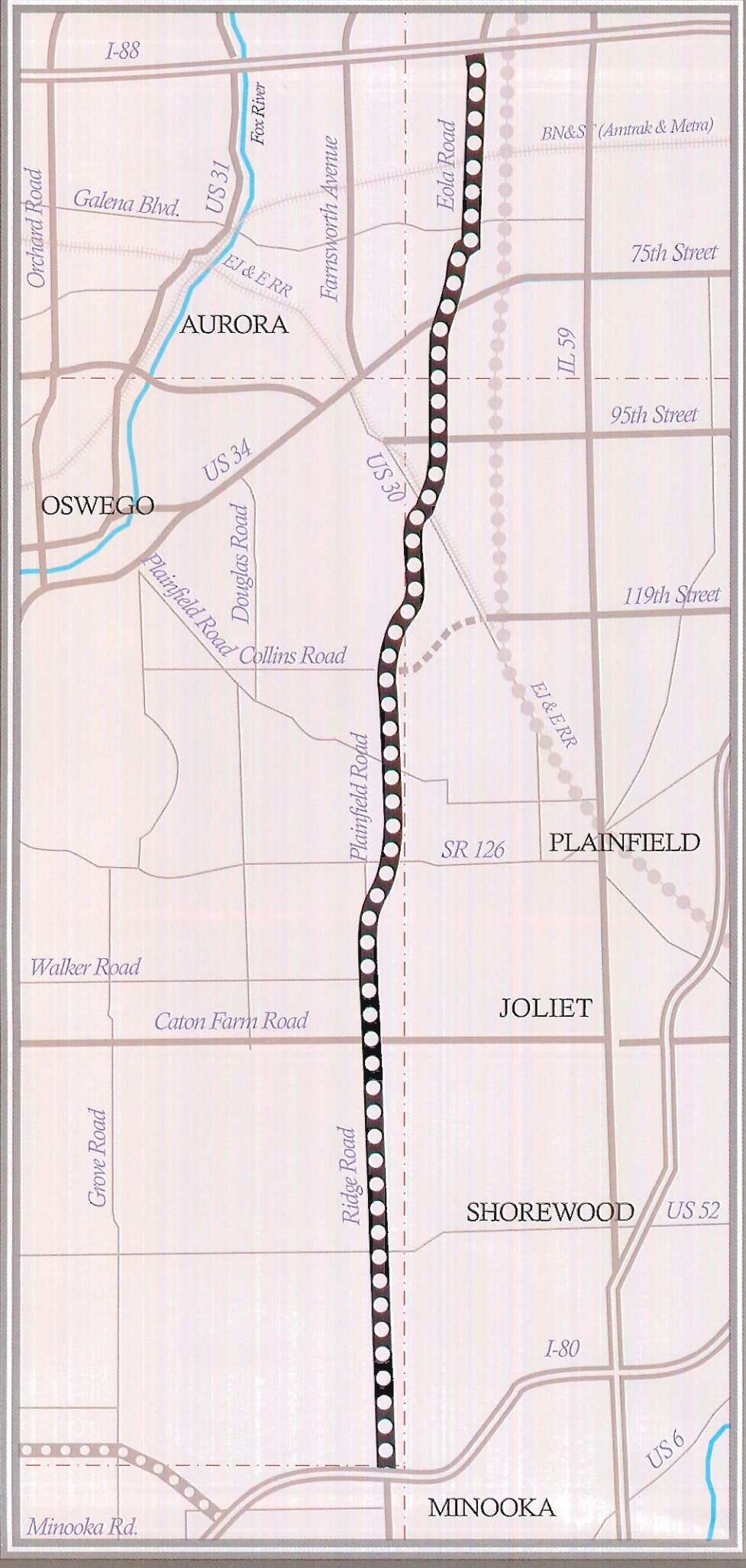
Ridge Road will serve as the official street name for the WIKADUKE Trail through Kendall County. This will require renaming portions of Plainfield Road and Stewart Road where these existing roadways occupy the future WIKADUKE Trail route. The roadway name will then change from Ridge Road to Eola Road at U.S. Highway 30.

1. **Community Gateways**
To make a clear demarcation between municipalities.
2. **Commercial Gateways**
To create an identity for a regional shopping district.
3. **WIKADUKE Trail Gateway**
To introduce motorists to the unique character planned for the roadway corridor (just north of Interstate 80).

Gateways



Typical Commercial Gateway Plantings

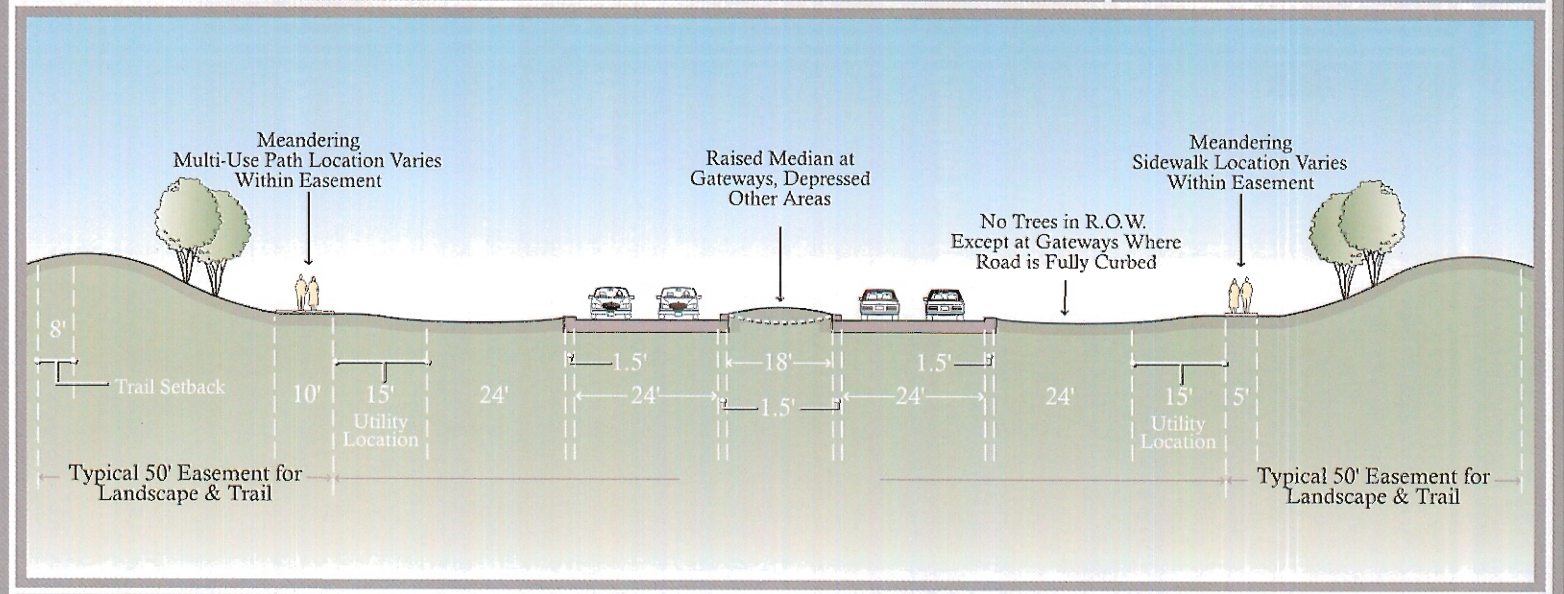


Purpose Vision

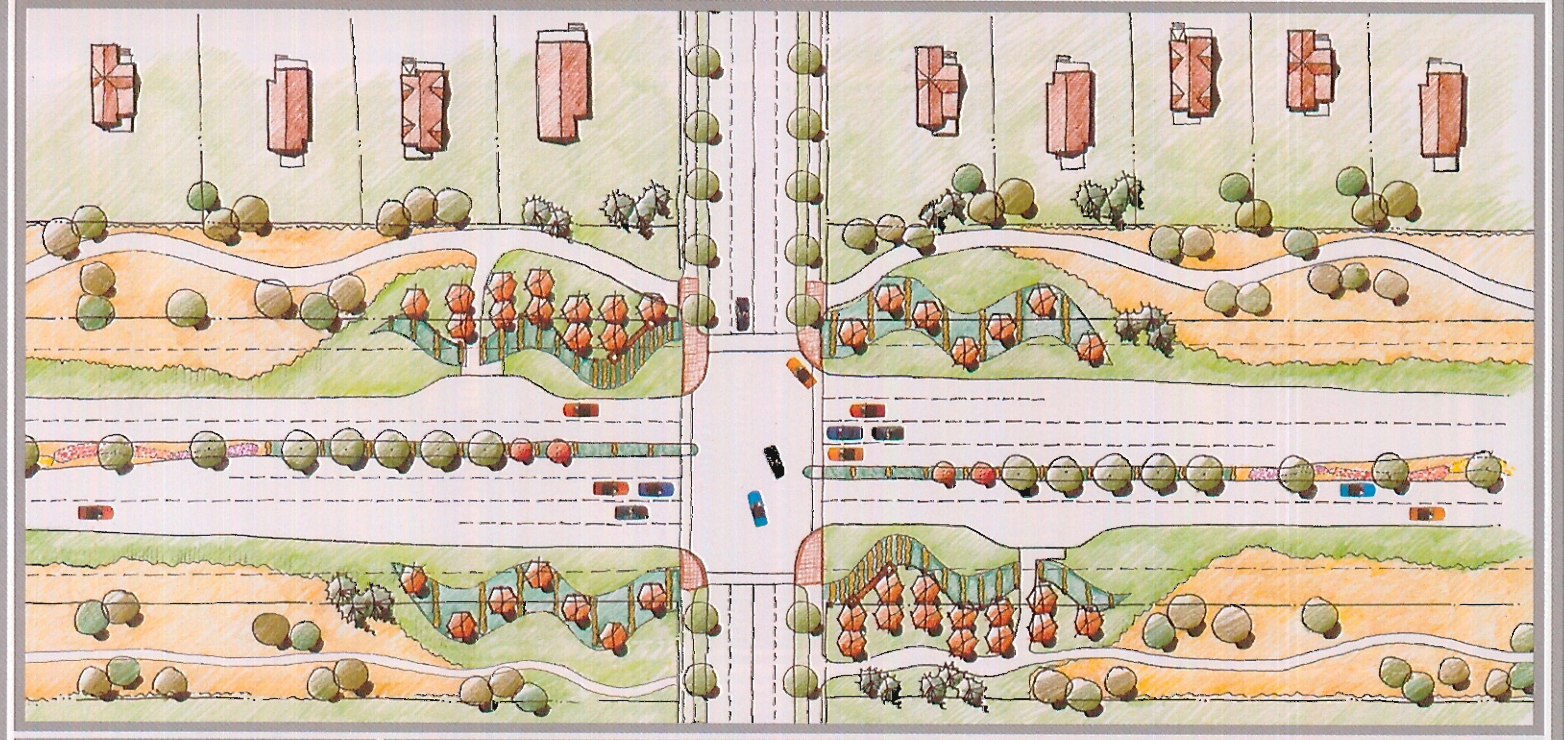
This Study examines the impacts of the planned road alignment on a one-mile wide corridor along the proposed route of the WIKADUKE Trail. It provides a forum for regional planning to address issues such as land use, appearance, buffering, and access control along the corridor.

The WIKADUKE Trail is a limited access arterial roadway corridor that accommodates regional vehicular, pedestrian and bicycle movement. The corridor will have a distinct identity, with a parkway character that blends with the environment and the rural and growing suburban character of the area, promotes appropriate transitions between communities and development types, and provides a pleasant and memorable driving experience.

The WIKADUKE Trail corridor is experiencing rapid urbanization, with population forecasts showing a continuation of this trend. The three (3) eastern townships of Kendall County - Oswego, Seward, and Na-Au-Say - are projected to experience a 58% population increase between the years 1990 and 2010; from 18,000 to 29,000 persons, respectively. Furthermore, 95% of this increase is projected for Oswego Township, which accounts for approximately 60% of the total population growth projected for the entire County. As growth continues to occur within the WIKADUKE area, a majority of the undeveloped and agricultural land will be converted to more urban or suburban usage. Additionally, measures will need to be taken to satisfy the increased travel demands and facilitate movement throughout the area.



Proposed WIKADUKE Trail Cross Section



Typical Residential Gateway Plantings

Although greenways are typically viewed as open space areas along a stream or river, the WIKADUKE Trail Vision Statement suggests that the roadway corridor should be viewed as a greenway opportunity. The limited access nature of this roadway enhances opportunities for greenway development by minimizing roadway crossings and reducing the overall amount of pavement. The functional need for stormwater management, coupled with a desire to create more livable and identifiable communities also point towards a greenway concept.

Greenways

