

Morgan, Jill

From: COAPlanning
Sent: Wednesday, January 5, 2022 7:07 AM
To: Sieben, Ed; Morgan, Jill
Subject: FW: Input regarding zoning hearing for northwest corner of Sunrise and Meridian Roads

FYI

From: Lyle Kipp <lylekipp92@gmail.com>
Sent: Wednesday, January 5, 2022 12:57 AM
To: COAPlanning <COAPlanning@aurora.il.us>
Subject: Input regarding zoning hearing for northwest corner of Sunrise and Meridian Roads

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To: The Aurora Zoning and Planning Division

From: Lyle Kipp
Address: 4S 240 Meadow Rd, Naperville, IL 60563

Please accept this email as documentation for my concerns regarding the land use / zoning change filed by Logistics Property Company for the land on the northwest corner of Sunrise and Meridian Roads. Thank you.

Hello,

My name is Lyle Kipp, and I am raising an objection to the zoning petition in its current form.

24 years ago, my wife Sandy and I moved into our newly constructed house in the Ferry Road Farms Neighborhood. It culminated a planning and construction process that had begun three years earlier in 1994 when we bought our land between Meridian and Meadow roads, just a few hundred feet from the parcels involved in this petition.

But even before we bought the land, we did our due diligence. We had soil tests done to check building conditions, we looked at floodplain and topological maps to assess drainage needs and flood risks, and in particular we went to the DuPage County offices to research zoning of the surrounding area to understand the expected future use of land which, at the time, was essentially all either residential or in agricultural production.

Our research found that the land was mostly in unincorporated DuPage county and was all zoned R-2. Per the county zoning ordinance:

“The R-2 single-family residence district is established to preserve and maintain existing single-family areas of the County and permit the continued development of residential uses primarily in areas where public utilities are not readily available.”

Zoning laws have as a fundamental tenet that property [owners] must be protected against uses of neighboring property

that will be harmful to the use or enjoyment of the property.

Or, as stated in the purpose and intent of the DuPage County zoning ordinance:

“For the purpose of promoting the public health, safety, morals, comfort and general welfare, conserving the values of property throughout the County...”

And a little later in the paragraph:

to prohibit uses, buildings or structures incompatible with the character of such [zoning] districts

It was with this understanding and expectation that we purchased our land, established our home, and have continued to invest financially and emotionally in its improvement.

The story is the same for virtually every family in the neighborhood. Many of us have called it home for decades. The average tenure is over 25 years, with a couple households being more than double that.

Did Sandy and I expect that the land around us would forever remain undeveloped in agricultural production? Obviously not; we understood and expected that development would come. In our family’s case of arriving in the 1990s, it was a time when much of the open land in this area of the “far western suburbs” was being developed for residential use.

Did we expect that the land would remain unincorporated? Maybe, but not necessarily; development options following either path could be envisioned.

However, by any reasonable definition or interpretation, we and our neighbors purchased and developed our land with the realistic expectation of living in a residential area. That is, of course, the promise that was made to each of us through the zoning placed on our property and the surrounding land. Specifically, that the land use would be for (or at least comparable to and compatible with) residential development.

If properly planned and executed, a warehouse-type development can reasonably adjoin residential areas. In this case, “properly” should include complete segregation of associated traffic from our residential streets and sufficient screening (e.g., via berms and plantings) to provide audible and visual isolation. Without such measures, the proposed development is not compatible with adjacent residential land. And as the past two years have forcibly illustrated, it is now more important than ever that our residences can be our 24 x 7 home, office, and classroom. In March of 2020, our two college age children suddenly returned home to complete their semesters. Sandy and I have transitioned to fully remote work – a situation that seems likely to continue indefinitely. Any development must be viewed in light of this “new normal” usage environment.

Many things have changed in the last 24 years. The trees have gotten taller, our house is the only home that our children have ever known, and we can examine zoning maps on-line rather than digging through paper maps in some records office. But many of our neighbors are still the same, some having lived in their same houses for 30, 40, or even 50 years. And our residential neighborhood still exists, is still zoned as such, and still, both legally and morally, deserves the protection from incompatible adjacent land use that was promised those many years ago.

I respectfully request that this petition be carefully evaluated in light of both the letter and the spirit of the applicable Zoning Ordinance(s), and that appropriate alterations to the proposal to assure residential compatibility be made a precondition to approval.

Sincerely,

Lyle Kipp

LyleKipp92@gmail.com

Declaration to Aurora Zoning and Planning Commission

Name: Joseph Donald Kubal

Location: 30W600 Sunrise Road, Naperville, IL (Less than 250 feet from the said project)

Position: Oppose Rezoning

Impact of My Property: Multiple and Dangerous

Dear Board Member: My name is Joseph Donald Kubal and I have been a resident in the Ferry Farms subdivision for about 28 years. My home is located less than 250- feet from the newly proposed trucking terminal. The impact of rezoning the property so close to my home would have numerous deleterious effects on my home, my land, and on my family's way and quality of life. It would deprive members of my household of sleep, possibly poison our food, and disturb almost every aspect of our life now at a time when my wife and I are both retired and have time to enjoy our "Golden Years" and to appreciate our backyard. I would have been there in person to voice my personal concerns, but I have some health problems that are hindering from doing so and have offered this declaration via proxy.

We have lived in this small, serene area for nearly three decades and had the opportunity to raise our two sons here during that time. Now the neighborhood is being destroyed. I reside very close to the proposed industrial development and am at a total loss to understand how a truck distribution warehouse with all its inherent problems (noise, chemical, ground, water, air and light pollution, etc.) can be built adjacent, directly across the street, to R-2 Residential zoned property. We are not opposed to development. However, we believe the development should be consistent with the property within the general area of our subdivision (R2) - an area that has been in existence for at least 7 decades.

As these negative impacts are significant, I request, at a minimum, you will consider the development of an impartial Environmental Impact Statement (EIS) that carefully and thoroughly examines how the industrial nature of a truck distribution warehouse impacts an entirely residential community prior to making any final decision on rezoning this currently residential land. In that way, results can be presented in an unemotional manner based on scientific and unbiased principles.

As you probably know, "In the United States at the federal level, an EIS is a report mandated by the National Environmental Policy Act of 1969 (NEPA), to assess the potential impact of actions **"significantly** affecting the quality of the human environment. An EIS outlines the status of the environment in the affected area, provides a baseline for understanding the potential consequences of the proposed project, identifies positive and negative effects for the environment, and offers alternative actions, including inaction, in relation to the proposed project." (American Bar Association, 2020) This EIS should address the basic specific issues of:

- + social/economic (including environmental justice and impact on area residents at multiple levels)
- + floodplains and hydrologic assessment (including ground water ramifications)
- + noise analysis
- + project specific air quality analyses
- + special waste sites

Declaration to Aurora Zoning and Planning Commission

- + aesthetics
- + upland plant communities
- + wetlands
- + wildlife resources
- + light scatter and pollution

Although an EIS is not specifically mandated for this project, not enough information has been presented to members of the Ferry Road community of which I am a part. We do not know many aspects of the proposed facility from the rezoning meeting letter that was provided by the Aurora Zoning and Planning Commission petition letter and diagram. For example, even ordinary information concerning the project has not been revealed such as: is this a 24 hour/7 day a week facility that puts our home and families at an even greater risk and negative impacts than a 9 to 5 facility? Will the paving of the agricultural property so local effectively increase flooding in the area and, on a personal level, in my crawl space? How much impact will this facility have on the quality, purity, and viability of the produce we grow in our garden? And much, much more. An impartial EIS would help answer many question the residents of our subdivision require.

We have strived to be good members of society and have been major promoters of environmentalism in our local community. We are Illinois-certified beekeepers whose bees will be deleteriously affected, and our yard has been licensed as an official Monarch Way Station of the nationwide Monarch Watch organization and have been awarded certification by The Conservation Foundation as a wildlife haven and environmentally friendly landscape; both potentially negatively affected. This last year, sandhill cranes have successfully procreated in the immediate area and wild turkeys and much other wildlife has been coming back. With the addition of noisy, polluting semis, the quality of the local ecology will again be in peril and decline.

I hope the committee will deny the proposed project. Please note that our subdivision residents also wish to extend an invitation for board members to come and visit our community in person to examine how the proposed industry will adversely affect it. We implore you to take this occasion to make a conscientious decision based not only on what is on paper, but also on concrete comprehensive physical evidence that you witness through your own eyes. As you will see, our area is strictly residential in nature and is incompatible with industrial zoning, not to mention extremely adverse effects on local property values.

Ultimately, while facility employees (and yourselves) get to go home at the end of the day and enjoy their property, our small, but vibrant neighborhood will suffer under all their industrial-derived problems possibly non-stop, around the clock, seven days a week, year-round. You know in your heart that we have to fight this particular detrimental development so close to our properties. We know you would if you were us. Please, remember you are dealing with people and impacting their well-being as well as their quality of life with your decision.

Thank you for the opportunity to voice my serious concerns.

Respectfully,

Declaration to Aurora Zoning and Planning Commission

Joseph Donald Kubal

02/04/2022

Comments by Gil McAuliffe

Hi, my name is Gil McAuliffe and I live at 30w571 Sunrise road. I am the old guy in the neighborhood probably older than all of you put together at 88 years old. I also have been in this neighborhood the longest. Because of COVID, I can't be there and say my piece. WGN just said that 1 in a 100 people were infected with the stuff in only one day and that it is the worst that it has been. Right now my daughter has COVID and is in the hospital. Don't know why you are having the meeting right now, but because of this I can't come there.

This neighborhood is the greatest and the people here are the greatest and like I said, I have been here a long time. I was here when there were mostly farms in the area and even before the toll road. It has been getting bad over the years and now I heard that it might get worse. Several years ago we fought getting a trucking terminal in near us and it was stopped and nothing has really changed since then. So why do we have to try to stop this thing again if nothing has really changed? Seems like they just want to stick in the same thing again that was stopped once before. It will still cause the same problems that were brought up before.

Another thing – why is the land being pushed as commercial? These are homes here. A neighbor said that there were a few folks looking at land around here that was up for sale for a church but they skipped over some lots because they thought it was only for other kinds of building. That seems wrong to me.

I love this area and the people. My dog is the “neighborhood dog” that runs around sometimes even though I try to keep her in and the neighbors put up with her. Now maybe I will have to worry that she may get hit by a truck or a car because there are going to be more in the area. Just don't understand why.

I had Joe write up my thoughts and Jim send this in because I don't have a computer.

Morgan, Jill

From: Judy Tortorich <judy.tortorich@gmail.com>
Sent: Wednesday, January 5, 2022 11:37 AM
To: Morgan, Jill
Subject: 1/5/22 Planning & Zoning Meeting (Annexation for LPC Ferry Road)

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To Whom It May Concern:

I am writing this to go on record for tonight's meeting regarding above subject matter. Please use this email as I do not currently have access to provide a word document attachment.

My name is James Tortorich. I live at 4S365 Meadow Rd, Naperville, IL 60563, where, for the past 43 years I have ridden my horses on horseback as well as wagon rides, up and down Meadow, Sunrise and Meridian Roads. Besides myself, my children and now my grandchildren, ride in our peaceful neighborhood and feel very safe.

The change in zoning and road usage will turn these now quiet roads into a potentially dangerous environment and change our quality of life as we know it!

Even with all the posted speed limit signs of 10 MPH (in front of my own house) and the corners of Sunrise and Meridian posted at 25 MPH, the area gives the appearance of being a very quiet neighborhood (which it is)! I am afraid that will change, as our streets will be used as a quick shortcut to get to work and leave (at the planned facility).

While the local community may not be able to prevent development, that in itself, will be detrimental to the area. All residents are completely opposed to this addition, as it will cause safety problems due to increased truck/car traffic to all pedestrians. I strongly oppose this rezoning and road use.

Thank you.

Please let me know if this is acceptable.

From: **Just John** <drtrapper2000@yahoo.com>

Date: Wed, Jan 5, 2022 at 11:54 AM

Subject: Re: RESEND File ASAP to this email.. No one got anything from you this morning..

To: Joseph Kubal <smkubal0712@gmail.com>

Verbiage for tonight:

First of all, I want to thank my neighbors for helping to present the information that I planned to say tonight. I have been potentially exposed to Covid 19 and did not want to risk everyone in the room.

Now, my name is John Trapp and my wife Denise and I live at 4S371 Meridian Rd, Naperville, which is directly across from the proposed employee entrance on Meridian. I am going to respectfully request that this entrance be removed from the design due to the fact that as you can see by the photo from Google Earth, that entrance will have cars and trucks pulling in and out, especially when I need to get my sleep at 2 or 3am. I'm a utility worker and need to be able to get some sleep so that I can function on my job safely. There should be a solid berm or wall across from my house and keep all of the employee traffic off of Meridian and Sunrise. All of the employee and truck traffic can be routed in from Ferry Road along with Frieder Lane.

There is a second reason that I am concerned about the warehouse project in general is that my wife, Denise is right now in the hospital fighting for her life due to respiratory issues. This is a disease that she has has for over 10 years and is not Covid related. To give you an idea of how her life has changed, she has gone from being a healthy adult, to one that now has to have supplemental oxygen to be able to just breathe. The amount of oxygen that she needs right now is 6 liters. For someone that is an athlete who just ran a marathon, they might use 3 or 4 liters for a few minutes to get back to feeling normal after they run the 26.2 miles. Imagine using 6 liters of oxygen every minute of every day just to try to live. No marathon, just so that you can wake up and be able try to live another day. Imagine having trucks idling at all hours of the day and night, the fumes permeating the air and making it harder to breathe. Does the City of Aurora want to be held accountable if her health declines further if this is approved?

This warehouse does not need to be put in this location. This warehouse does not need to be adjacent to any residential property, whether it is my house or any of my neighbors. Please just say no to this proposal.

Thank you,

John Trapp
4S371 Meridian Rd.
Naperville, IL

Morgan, Jill

From: Ali Setork <Ali@dynacomcenter.com>
Sent: Monday, January 3, 2022 4:25 PM
To: Morgan, Jill
Subject: RE: Logistics Development - Northwest corner of Sunrise Road and Meridian Road

Warning! This e-mail originated outside the organization. DO NOT click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Hello Jill,

Really appreciate your email and happy new year. This is the first time we have a chance to see the plans (just today) and the hearing is on Wednesday. When people met you just before Christmas, you did not have this site and told them take picture of the plans, and pictures cannot be digested. Therefore your proper notice shall start from today. I even asked the developer direct before holidays and today he sent me the plans. Today should be the first of your proper notice.

I do not know how long will you be able to give us to review and digest. Just 2 days! The meeting for Wednesday is scheduled without considering holidays, specially you were not available all of last week and today you send us the link to plans.

Please bring this issue to the board and give us at least one more week time to prepare. We have a huge complain about the timing of this meeting. We really need time to prepare as our neighbors are frightened by the project. Please respond if you support an extension for us.

Really appreciate your cooperation and have a pleasant day.

Warmest Regards as Always,

Ali Setork

Ali Setork
DynaCom Management, Inc.
387 Shuman Blvd. Suite 206E
Naperville, IL 60563
E: ali@dynacomcenter.com
P: 630-355-2000



From: Morgan, Jill <MorganJ@aurora.il.us>
Sent: Monday, January 3, 2022 4:06 PM
To: Ali Setork <Ali@dynacomcenter.com>
Subject: Logistics Development - Northwest corner of Sunrise Road and Meridian Road

The documents are available on our website [here](#) by clicking the Number next to the Agenda item. The development plan and associated building elevations and landscape plan are under the Final Plan item 21-0927.

Thanks,
Jill

--Please Let Me Know If You Have Any Questions

Jill Morgan, AICP, Planner
City of Aurora, Planning and Zoning Division
77 S. Broadway, 2nd Floor
Aurora, Illinois 60507
p (630)256-3080
f (630) 256-3089
MorganJ@aurora.il.us
www.aurora-il.org

Please note new email address: morganj@aurora.il.us

Morgan, Jill

From: Just John <drtrapper2000@yahoo.com>
Sent: Monday, January 3, 2022 6:19 PM
To: Morgan, Jill
Cc: drtrapper2000@yahoo.com
Subject: Final Plan 21-0927

Warning! This e-mail originated outside the organization. DO NOT click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Good Evening Jill,

My name is John Trapp and I live at 4S371 Meridian Rd, which is directly across the road from the proposed building location. I just late today received the information to be able to view the drawings of the project and I am going to respectfully request to have the meeting on Wednesday postponed for at least a week. The reason is that I am going to need time to be able to prepare the information to help explain why I am against the project as is currently designed.

If you have any questions, please feel free to email me or call me at (630)768-2665.

Thank you in advance,

John Trapp

[Sent from Yahoo Mail on Android](#)

Morgan, Jill

From: COAPlanning
Sent: Wednesday, December 29, 2021 9:20 AM
To: Sieben, Ed; Morgan, Jill
Subject: FW: Requesting a postponement of the rezoning hearing for NW corner of Meridian and Sunrise

FYI

From: Dana Kaempfen <decay@flash.net>
Sent: Tuesday, December 28, 2021 4:10 PM
To: COAPlanning <COAPlanning@aurora.il.us>
Subject: Requesting a postponement of the rezoning hearing for NW corner of Meridian and Sunrise

Warning! This e-mail originated outside the organization. DO NOT click links or open attachments unless you confirm the incoming address of the sender and know the content is safe.

Dear Planning Board,

We, the residents of the Ferry Road Farms Neighborhood, are requesting a postponement of the rezoning hearing which is currently scheduled for 01/05/2022 @ 7:00 PM, regarding the property on the NW corner of Meridian and Sunrise. When I spoke to Steve earlier today, he asked me for my property address to help him locate the specific area. My address is:

30W544 SUNRISE RD, NAPERVILLE, IL, 60563-9653

We are requesting the postponement for the following reasons:

- Temporary medical issues
- Holiday closures
- Family obligations due to holiday times

We have a deep interest in preserving our neighborhood as a neighborhood, and would be very appreciative of a 2-week delay in the hearing, to give us additional time to prepare.

Regards,
Dana & Kathy Kaempfen
C: 630-306-0666

--
..d..ecay

"And yet, death is the destination we all share. No one has ever escaped it. And that is as it should

be, because death is very likely the single best invention of life. It's life's change agent; it clears out the old to make way for the new ... Your time is limited, so don't waste it living someone else's life." -- Steve Jobs, 2005

Aurora Planning and Zoning Commission

Meeting 1/5/2021

INPUT FROM

McIntosh Ferry Road Farms Subdivision

INTRODUCTION - WHO WE ARE - We are a neighborhood of fairly close people living in 15 homes and soon to be 16 homes. Our lots are zoned R2 (Residential with minimum 40,000 square feet) ranged from about one acre to six acres and homes range from about 1,200 to 7,700 square feet. Our three roads are narrow 21-foot-wide asphalt and no curbs, sidewalks, or street lights. We use our roads for our vehicles, walking, jogging, pet walking, horses, etc.

In order to reduce the amount of time and not to make too many repeats of information, we have people talking about various topics listed below in the **TOPICS** section. In general, these topics will cover the following areas.

WHAT OUR NEIGHBORHOOD LOOKS LIKE – DuPage County parcel map

HOW WE USE OUR HOMES AND NEIGHBORHOOD – Our “Quality of Life”

THE PROPOSED ANNEXATION OF ONE OF OUR LOTS, THEN CHANGING ZONING TO PDD, and then PUTTING THAT PDD INTO THE BUTTERFIELD PDD. AND A SEPARATE CURRENT SET OF PLANS TO BUILD A SPEC WAREHOUSE ON THE PROPERTY AND ADJOINING ~ 13 ACRES.

IMPACT OF PROPOSED ANNEXATION/REZONING/PROPOSED SPEC WAREHOUSE TO NEIGHBORHOOD

REZONING LAWS

TOPICS – presented by members of our neighborhood

1. Traffic in our neighborhood and existing use of the roads
2. Safety – overall it is the biggest
3. Zoning and Annexation laws – greenway, wetlands
4. Annexation laws and rezoning laws other Illinois laws and Aurora laws
5. Noise - trucks (driving, starting up through the gears, idling, backup beepers, plus most of switcher items, etc.), switcher – trailer drops, trailer connects, back up,

speeding up through the parking to the docks, vice-a-versa, etc., horns (trucks and employee vehicles), inside warehouse (dock plates, fork lifts (running inside of trailers, dropping pallets, horns, etc.)

6. Light pollution – existing warehouse, new possibilities – truck headlights, employee vehicle headlights, warehouse lights, parking lot lights, entrance and exit lights, street lights, etc.
7. Air pollution
8. Horse riding on road - equestrian friendly
9. Trash on roads, etc.
10. Pictures of some of the homes in the neighborhood
11. “quality of life” impact – dangerous traffic, shading of sun set, noise, air, and light pollution
12. Traffic from a logistics point of view outside of our neighborhood
13. Water drainage - there are two retention ponds, but DuPage County parcel map shows some of this land as “critical wet land”.
14. Spec warehouse - no one knows future contents - could be unsafe warehouse contents – poisonous, chemicals, vapors, etc. explosions, fires, etc.
15. Once annexed property is put in Butterfield PDD, there is currently no way to enforce building the proposed spec warehouse - except by Aurora.
16. Corner of Meridian and Sunrise is owned by City of Naperville
17. Our neighborhood has continued to be developed with new homes.
18. Marketing of the R2 unincorporated Old Dominion property for housing has not been done.

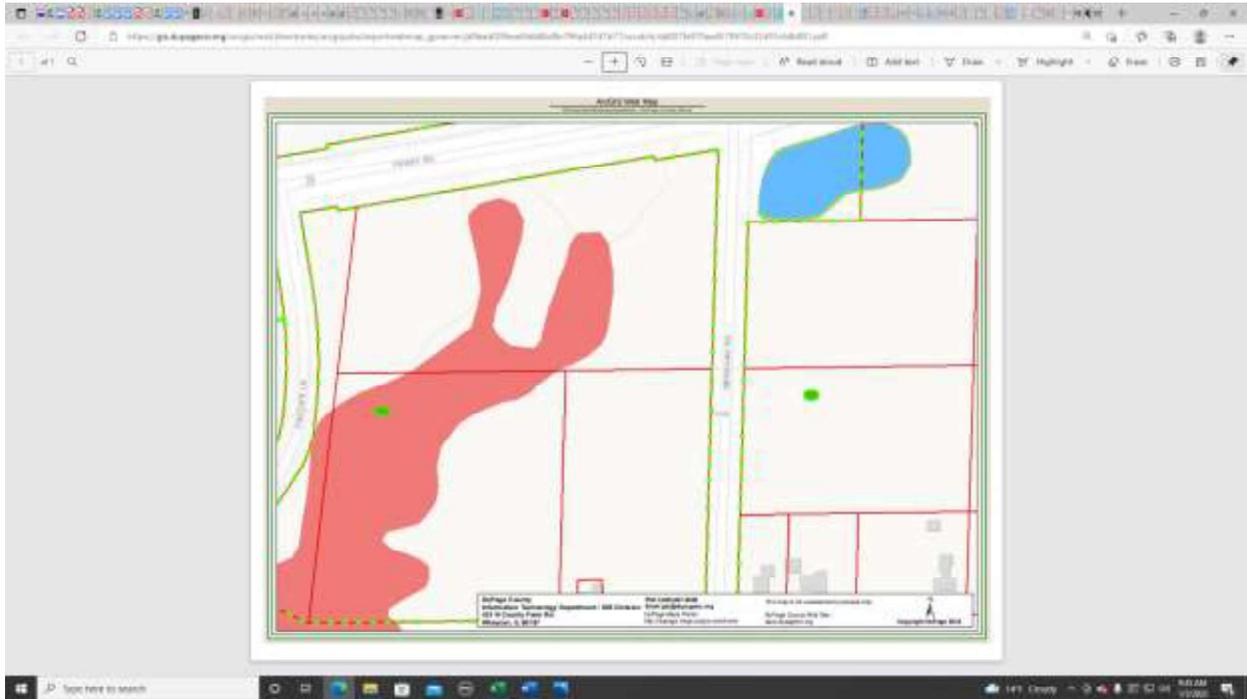
BASED ON ZONING LAWS AND THE SEVERE IMPACT ON US AND OUR NEIGHBORHOOD, WE REQUEST THAT YOU DENY THE ANNEXATION, REZONING, PLACNG THE NEW PDD INTO THE BPDD, and SITE PLAN

MINIMUM REQUIREMENTS OUR NEIGHBORHOOD REQUIRES – WHICH WOULD REQUIRE CHANGES IN THE PLAN:

- 1. No warehouse traffic into neighborhood on all three roads – no trucks and no employee vehicles.**
- 2. Better screening on East and South sides of warehouse – evergreen trees, berm, and possible wall.**
- 3. No violation of zoning ordinances.**
- 4. No violation of Noise, Air, and Light pollution laws – federal, state, county, and Cities.**

Critical Wetlands

Old Dominion City of Aurora land is almost 1/3 critical wetlands



June of 2016 – before drainage ditch



August 2016 – geese on pond



This land would make a great green buffer between the commercial and residential zones

NOISE ABATEMENT POLICY

The noise abatement evaluation is triggered by the determination of traffic noise impacts. The evaluation is to determine if abatement will meet IDOT's Feasibility and Reasonableness Policy:

Feasibility

- Noise abatement must achieve at least a 5 dB(A) traffic noise reduction at an impacted receptor and be feasible to construct.

Reasonableness

- Noise abatement must be less than the \$24,000 base value per benefited receptor plus adjustment factors, and achieve at least an 8 dB(A) reduction at a benefited receptor.
- In addition, viewpoints of benefited receptors must be considered.

ADJUSTMENT FACTORS

To determine whether a noise abatement option is economically reasonable, three factors may be considered to adjust the base allowable cost of \$24,000 per benefited receptor. These factors include:

- Absolute Noise Level
- Increase in Noise
- Build Order of Roadway and Receptor

The consideration of these adjustment factors can potentially raise the allowable cost per benefited receptor from \$24,000 to a maximum of \$37,000.

BENEFITED RECEPTOR

Any receptor afforded a 5 dB(A) or greater traffic noise reduction.

- May include receptors with a direct line of sight to the roadway and receptors shielded from the roadway by other buildings.
- Total number of benefited receptors is used to determine the cost per benefited receptor.
- Cost per Benefited Receptor = Barrier Cost/Number of Benefited Receptors.

FREQUENTLY ASKED QUESTIONS

- 1. Why aren't noise barriers proposed in some cases?**

A noise barrier must meet feasibility and reasonableness criteria, achieving at least a 5 dB(A) traffic noise reduction at an impacted receptor to be feasible and an 8 dB(A) reduction at a benefited receptor to be reasonable. It also must be economically reasonable, costing less than the adjusted allowable cost per benefited receptor and also must be desired by the majority of benefited receptors.
- 2. Would a berm be as effective as a noise wall in reducing noise levels?**

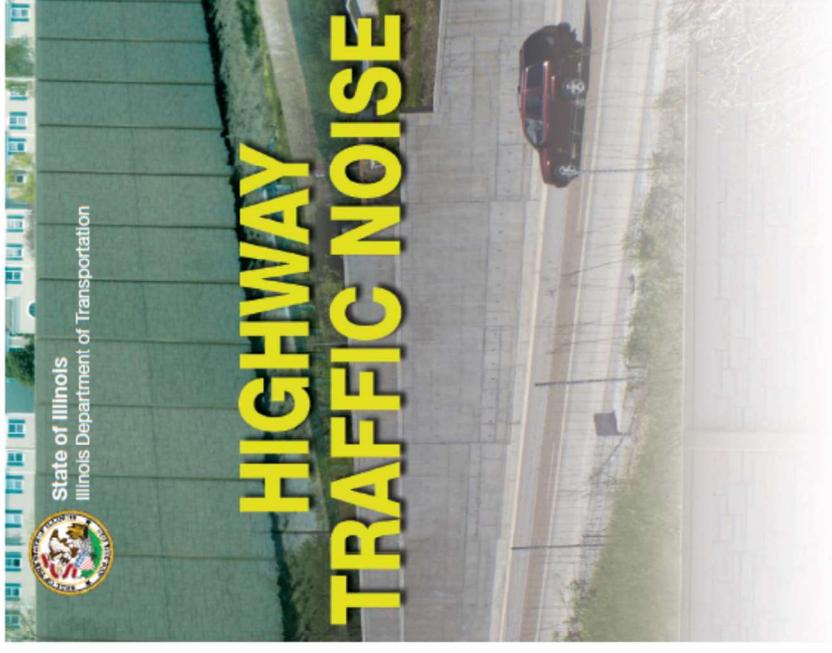
Studies show that earth berms actually reduce noise levels to a greater extent than noise walls due to absorption and edge effects. However, their use depends on available space. For instance, since IDOT requires at least a 3:1 slope to maintain the berm, a 12-ft. berm would be approximately 72 ft. wide at the base.
- 3. What is the cost of a noise wall?**

Based on Illinois construction costs and walls built, the average noise wall construction cost is \$25 per sq. ft. including materials and installation. Areas with potential utility or drainage issues may incur added costs. Typical noise walls cost \$1,500,000 per mile.

NOISE ABATEMENT

- Illinois' Commitment to Noise Abatement
 - Noise Abatement Approaches
 - Noise Barrier Evaluation
 - Noise Barrier Design

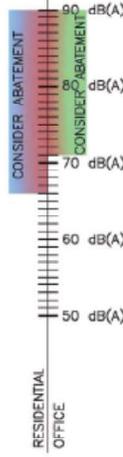
Through 2014, more than 90 miles of noise walls have been constructed in Illinois.



NOISE LEVEL ABATEMENT POLICY

In Illinois, traffic noise impacts are determined to occur in the following situations:

- Design year build traffic noise levels (typically projected 20 years into the future) are predicted to approach, meet, or exceed the noise abatement criteria (NAC). OR
- Design year build traffic noise levels are predicted to substantially increase (greater than 14 dB(A)) over existing noise levels.



NOISE ABATEMENT APPROACHES

Once a noise impact is identified, IDOT will evaluate feasible and reasonable noise abatement measures to reduce traffic noise impacts. Traffic noise can potentially be reduced by addressing one of the following:

- Noise Source
- Noise Path
- Noise Receiver

NOISE SOURCE OPTIONS

Traffic noise levels can potentially be reduced by source modification, such as:

- Vehicle Noise
- Emission Standards
- Pavement Materials
- Traffic Restrictions
- Speed Limitations
- Engine Braking Restrictions



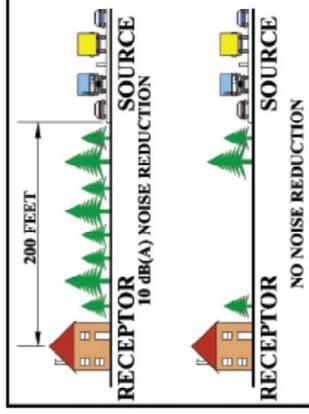
NOISE PATH ABATEMENT MEASURES

Noise abatement can be accomplished by interrupting the noise path between the source and the receiver. Abatement measures include:

- Construction of noise barriers.
- Alteration of horizontal highway alignment.
- Alteration of vertical highway alignment.

EFFECTS OF VEGETATION

- Vegetation can provide aesthetic value and psychological relief from traffic noise.
- Vegetation is not used by FHWA or IDOT for traffic noise reduction because:
 - It would need to be at least 200 ft wide and 18 ft high to reduce noise levels by 10 dB(A).
 - In most cases, available right-of-way cannot accommodate this width.



ABATEMENT TYPICALLY USED – NOISE BARRIERS

When a noise impact has been identified, IDOT typically evaluates noise barriers for abatement due to:

- Cost Effectiveness
- Maintenance Issues
- No Additional Right-of-Way Required

When considering noise barriers, utilities, drainage, right-of-way, sight distance, and clear zones must be considered.

TRAFFIC NOISE REDUCTION ATTAINABILITY

A noise barrier that just breaks the line of sight between a noise source and a receiver will reduce noise levels by 5 dB(A). Noise reductions beyond 5 dB(A) become increasingly harder to achieve.

Reduction in Sound Level	Degree of Attainability
5 dB(A)	Easily Attained
10 dB(A)	Attainable
15 dB(A)	Very Difficult
20 dB(A)	Nearly Impossible

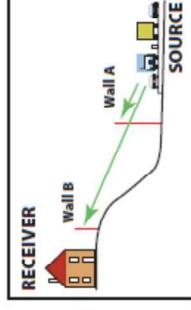
Source: IDOT, Highway Traffic Noise in the United States, Problem and Response, April 2000

NOISE BARRIER EVALUATION

- Conducted using FHWA approved traffic noise model.
 - Computer model evaluates barrier variations.
- ### BARRIER HEIGHT
- A barrier that just breaks line of sight between the noise source and receiver reduces noise by 5 dB(A).
 - Each additional two feet in noise barrier height reduces the traffic noise level one dB(A).
- ### BARRIER LENGTH
- A barrier needs to block the view of the receptor to the vehicles using the road.
 - To be effective, a barrier should extend 4 times the distance between the end receptor and barrier.
- ### BARRIER LOCATION
- Barriers are most effective closest to the noise source or closest to the receiver.

BARRIER ELEVATION

- The ground elevation of the area between a noise source and receiver affects the height of the noise barrier needed. In the example below, Wall A must exceed the height of the noise source to break the noise path to the receiver. Wall B, located at a higher ground elevation, can be much shorter to achieve the same noise reduction as Wall A.



Ferry Road Farms Subdivision Map from DuPage Parcel Viewer

MAP KEY:

Ferry Road Farms Subdivision – Solid Bold Olive Green line

Planned Warehouse – Solid Bold Blue line

Home to be annexed and rezoned – Orange shading

Individual Parcels – Solid Red line



Meadow Road Southbound view from Ferry Road - No Sidewalks or Street lights.



Southbound view of Meadow Road downhill approach to corner of Sunrise Road



Westbound view of Sunrise Road



Emergency Gates at west end of Sunrise Road



Southbound view of Meridian Road from Ferry Road



Semi-Truck on Meadow Road, December 27, 2021, 6:57 am



Semi-Truck on Meadow Road continued.



Kids out for a walk in our neighborhood



