

US 30 (Baseline Road)

IL 47 to IL 31

Community Advisory Group Meeting

December 4, 2014





Meeting Agenda

- **Recap of Project Development Process**
- **Review of Crash History and Projected Volumes**
- **Recap of Project Coordination**
- **Progress Since CAG #3 / P.M. #2**
- **Preferred Alternative**
- **Group Exercise**
- **Next Steps**

Project Development Process



Phase II & Phase III are not included in IDOT's
Fiscal Year 2015 to 2020 Proposed
Multi-Modal Transportation Improvement Program

Phase I Process

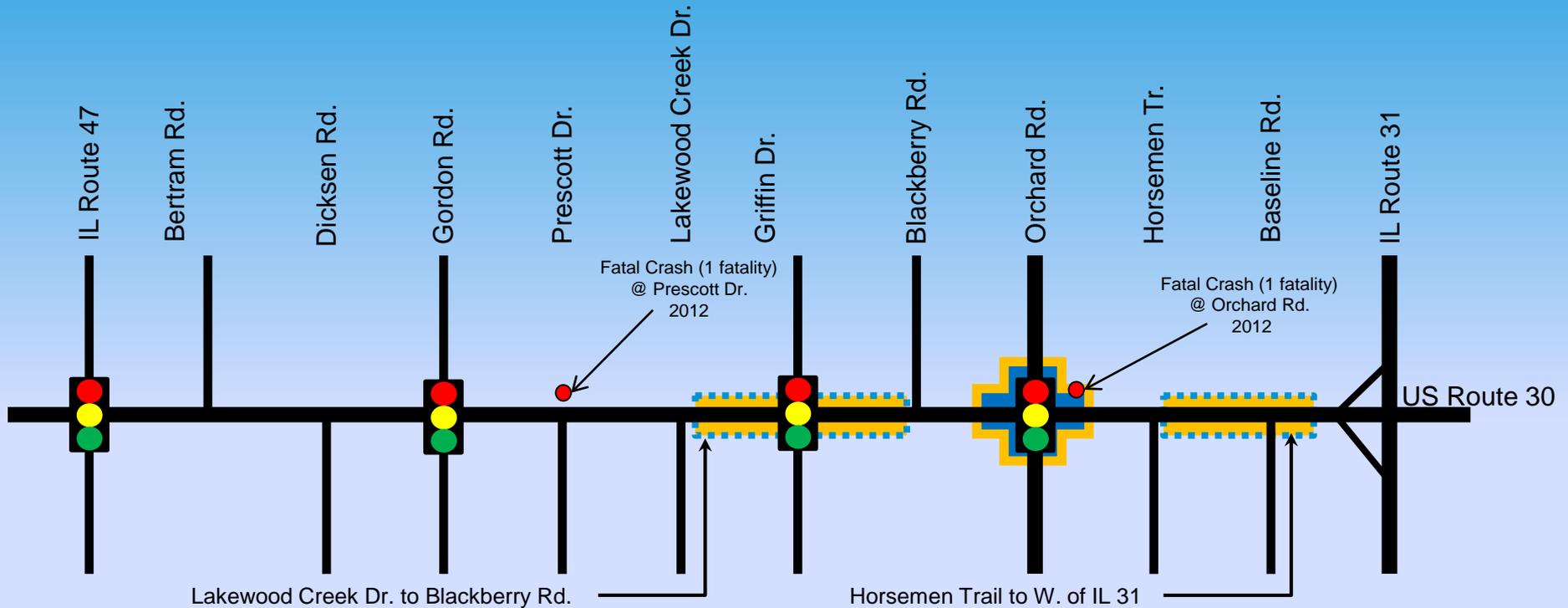


★ - Community Advisory Group Meeting

We Are Here



Crash History



Existing Signalized Intersection

- **372 crashes**
- **26 serious injuries**
- **2 fatalities**

Illinois Top 5% Crash Locations



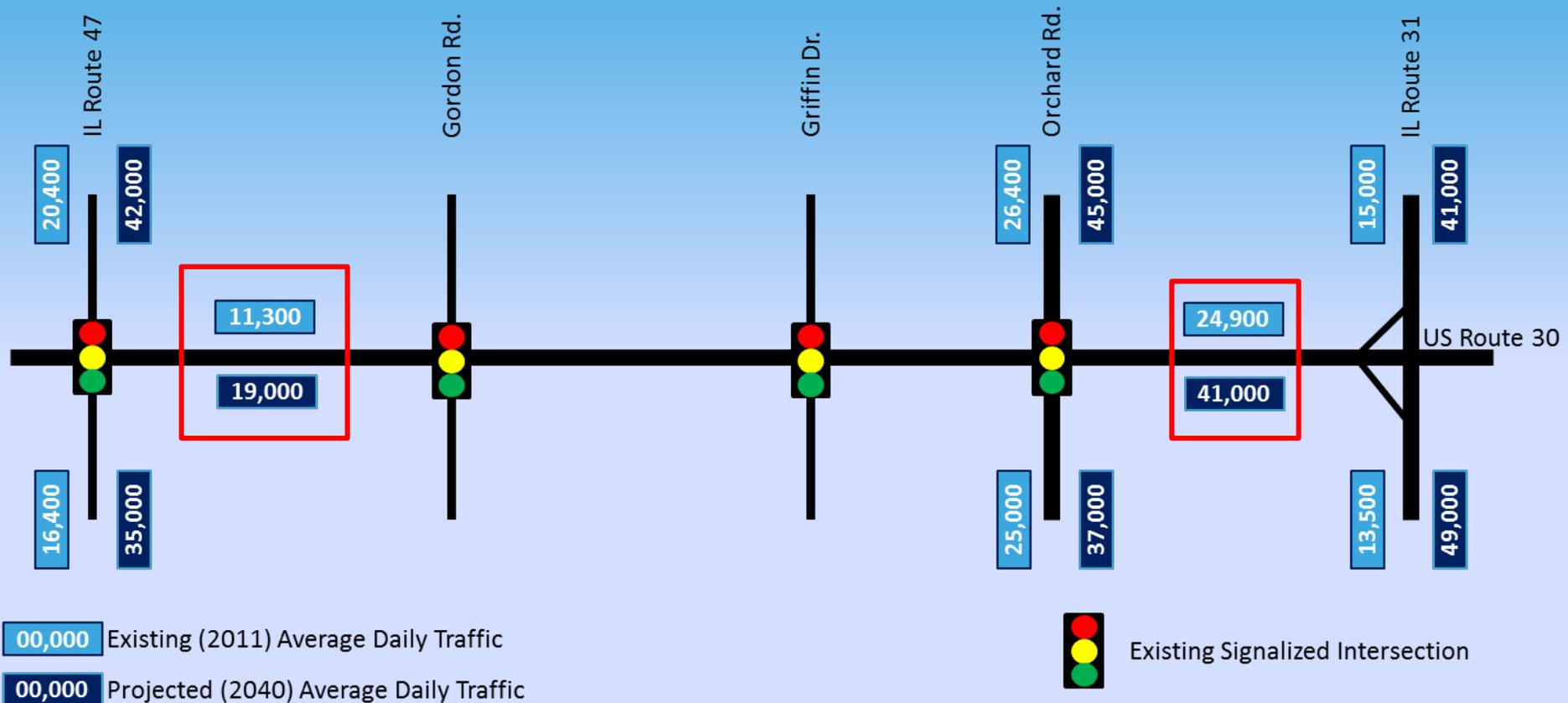
2009 Top 5% Location



2012 Top 5% Intersection



Average Daily Traffic Volumes



Project Coordination

Public Meeting #1 September 2012

Community Advisory Group (CAG)

CAG Meeting #1 - November 2012

CAG Meeting #2 - July 2013

CAG Meeting #3 - February 2014





Progress Since CAG #3

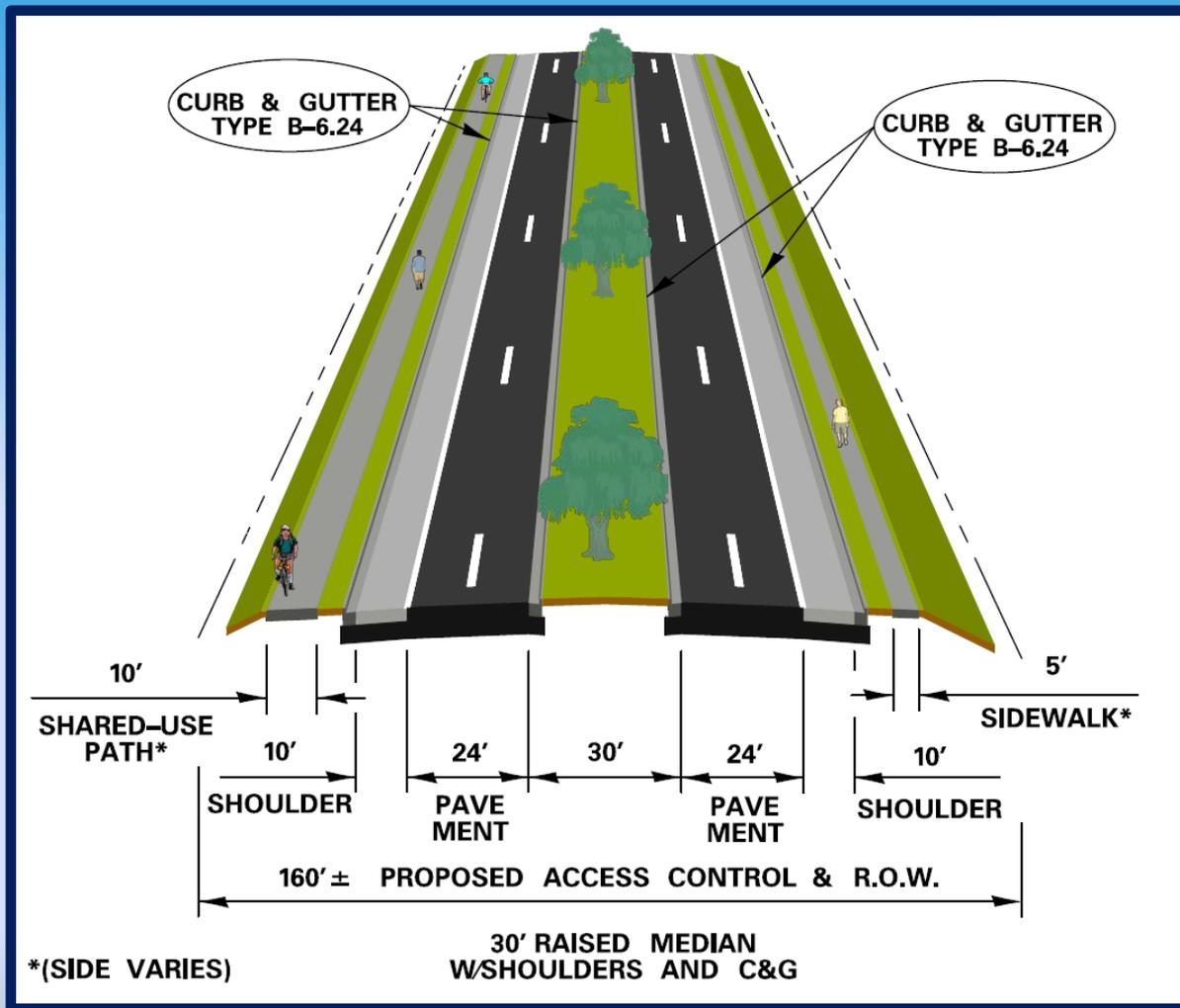
- **Public Meeting #2**
- **Coordination with Local Agencies/Resource Agencies**
- **Progressed toward identification of the Preferred Alternative**



Public Meeting #2 – 07/30/2014

- **Presented Purpose & Need**
- **Presented Project Study Group and CAG Recommended Alternatives.**
 - **Alternative #3**
 - **Alternative #4**
- **77 Attendees**
- **Written comments received from 20 individuals and the Village of Montgomery.**

Alternative #3 – Urban – 30' Raised Median with Shoulders and Curb & Gutter



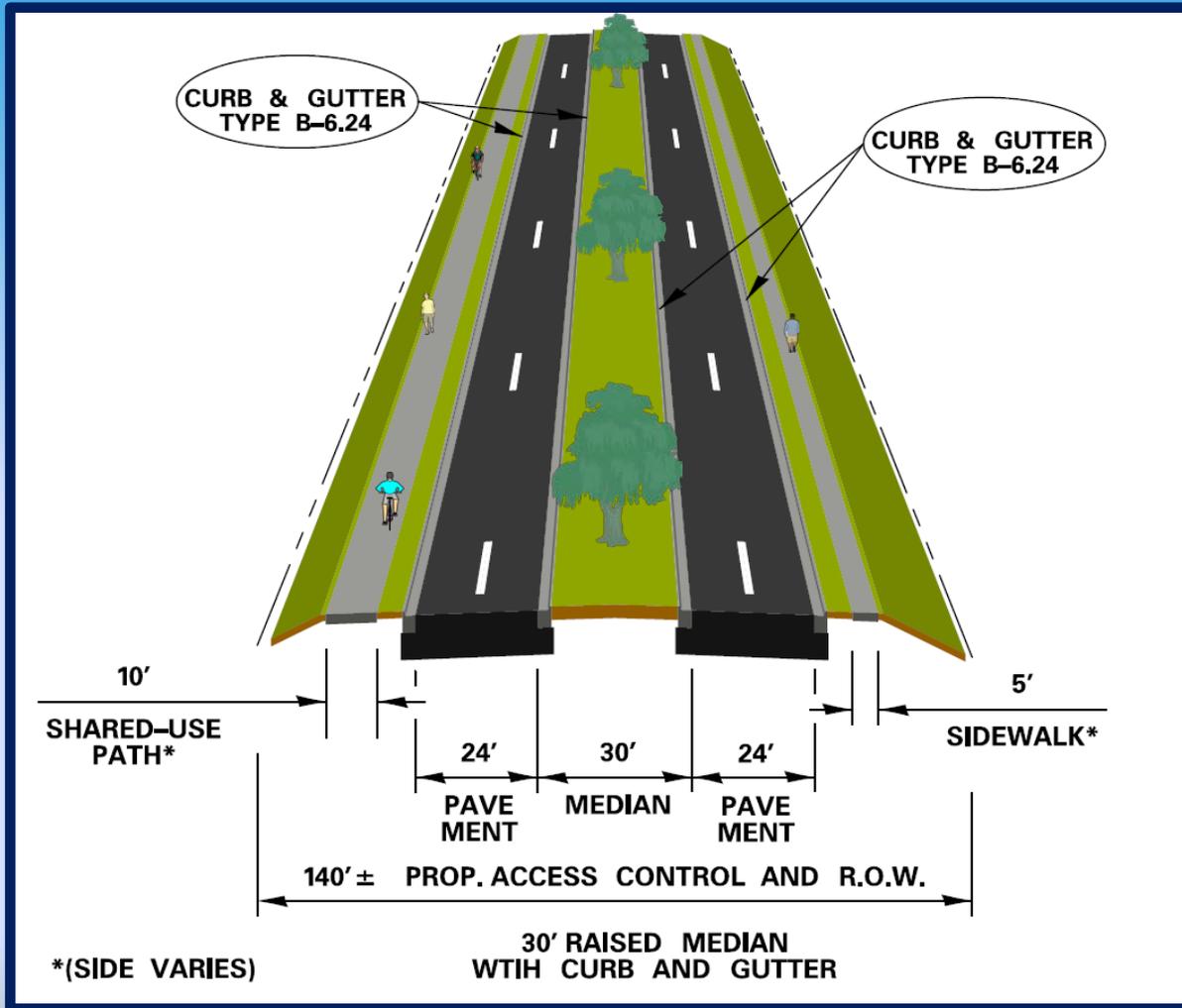
Pros:

- Reduces crashes
- Provides recovery area for errant vehicles
- Improves emergency response
- Improves roadway drainage
- Provides area for emergency pull-offs
- Enhances speed limit enforcement activities
- Provides more separation between vehicles and pedestrians

Cons:

- Higher cost
- Wider right of way

Alternative #4 – Urban – 30' Raised Median with Curb & Gutter



Pros:

- Narrower right of way
- Lower cost

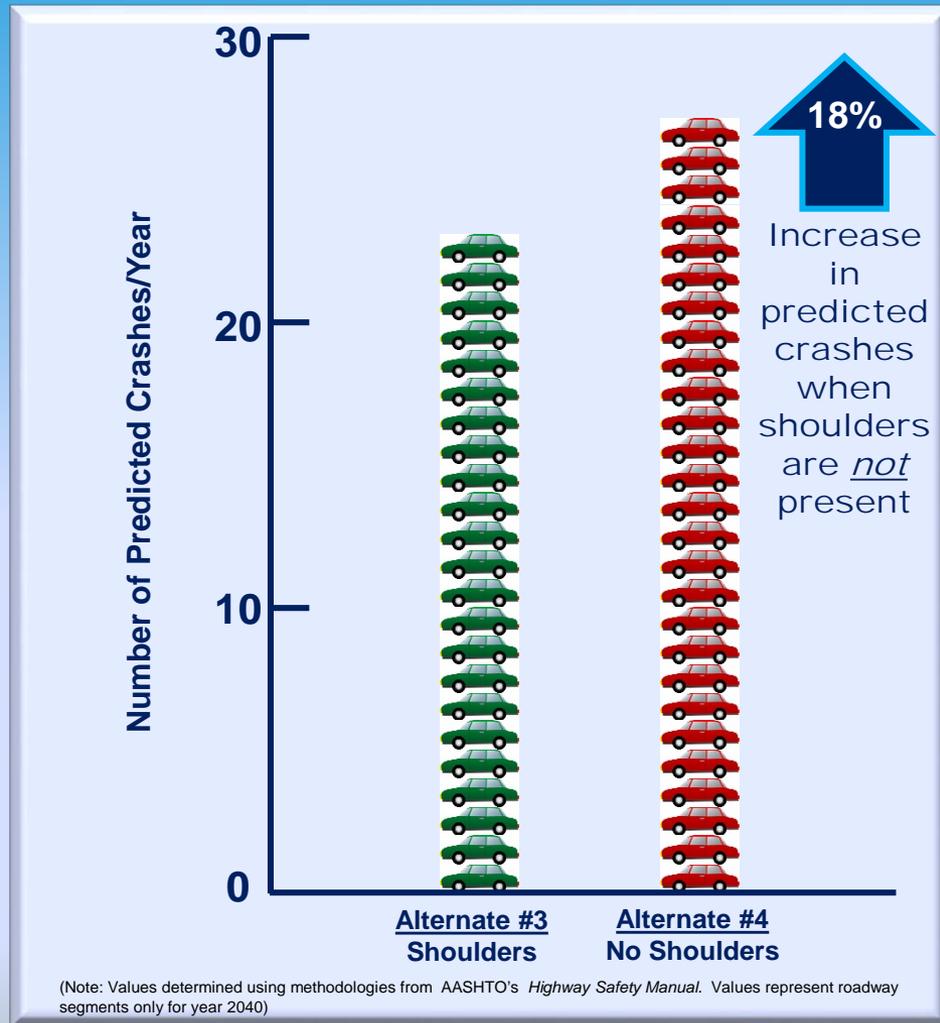
Cons:

- Higher number of predicted crashes
- Negatively impacts emergency response
- Does not provide area for emergency pull-offs
- Provides less separation between vehicles and pedestrians

Benefits of Paved Shoulders

- Reduces numerous crash types including the following:
 - Sideswipe crashes (15%–41%)¹
 - Fixed object crashes (29%–49%)¹
- Improves roadway drainage
- Increases effective turning radii at intersections
- Provides emergency stopping space for broken-down vehicles
- Provides space for maintenance operations and snow storage
- Provides way for emergency responders to bypass stopped traffic when responding to an incident.

1. Florida Department of Transportation, Update of Florida Crash Reduction Factors and Countermeasures to improve the Development of District Safety Improvement Projects. FDOT, Tallahassee, FL, 2005.



Public Comments

I feel there is a need for a 10 foot shoulder on the road. We also need access to the north side and the south side of the road. We also need an opening through the raised median.

Alternative #4
Looks good.

We need to have the speed limit drop down to 45 mph.

I wish there was a stoplight at either Dickson or Bertram to slow people/trucks down.

My preference is Alternative #3.

Need to have a walkway bridge over Route 30 (north and south side)

The gutters must be kept clean to allow water to drain. It can't wait for our subdivision clean-up day.

I would not like my property used for a detention basin.

My concern relates to flooding potential. The road on the west end already tends to flood but luckily the water stops in the fields.

I can support either alternative but prefer Alternative #3 as it appears to provide more space between the road and the sidewalk/shared us path.

IDOT has to design the improvement to prevent overtopping and convey the floodwaters safely into the right of way of Route 30 to the Fox River instead of Pasadena Drive and residential subdivision. We don't want this area to be declared a flood plain.

This area will be un-traversable as this area continues to grow. It is not only going to impact those of us that live in the area but is also going to prevent business growth.

Even with lowered speed limit I would prefer to offer a bike/ alternative walkway that is separated from a truck/car traffic.

Prefer Alt. #3 because there is the lane for disabled cars & emergency vehicles. Also - the walkway/bike path is farther from traffic.

I would prefer not to have those ugly, ugly noise barriers that they are already putting up on 30 near Douglas - how horrible!

Please design improvements to prevent Route 30 from overtopping and convey floodwaters safely in the right of way to the Fox River instead of through the Pasadena Dr. residential neighborhood.

Concerns:
Flood zone
There is too much traffic.
Provide four lanes with water pipes to prevent flooding.

Safety is more important to me than resources although I prefer to maintain as much natural area as possible

Please, please, please no road noise barriers like east on 30 new construction.

I'm concerned about increase in noise and the impact to property with Alt. 3. For the most impacted areas keep existing design. For other sections consider Alt. 4 with pull-off areas.

Will the property south of station 1040+00 be part of a possible detention basin?

If all things are equal, the alternative having the shoulders on either side of the road is better than not having them, but I am happy with either alternative so long as on of the options is actually built.

Everybody has been concerned by delays & crashes on US 30. If you are going to do this, use Alternative #3 and do it right.

If this road is built Alternative #3 or #4 you will be cutting into the berm that was set up by the builder and that is not right. Why do you have to build a median in the middle? If I could vote I will go for alternative #4.

We need noise barrier walls.

Design improvement to prevent Route 30 from overtopping and convey the floodwaters safely in the right of way of Route 30 to the Fox river instead of thru the Pasadena Dr. subdivision.

I think all the pros are with Alternative #3.

We are interested in a sound barrier like the one that has been installed between Douglas and Briarcliff. (Aurora Hunting and Fishing Club)

The past few years we have seen accidents because of members trying to enter from the west. We believe that it would be more dangerous to cross more lanes of traffic. That being the case we do not want an entrance from the west. Is it possible to get a turn lane from the east?
(Aurora Hunting and Fishing Club)

From a safety and law enforcement perspective, I prefer the safety shoulders for stalled vehicles & for our emergency vehicles. Also, the walking path will allow for the pedestrians/cyclists to be farther from the motoring public.

Village of Montgomery Comments

August 11, 2014

Ms. Lori Brown, P.E.
Bureau of Programming
Illinois Department of Transportation, District One
201 West Center Court
Schaumburg, IL 60196

Re: *US Route 30 (IL 47 to IL 31), Phase I
Montgomery, Illinois*

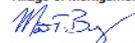
Ms. Brown:

Thank you for the opportunity to furnish comments for this critical project. As you know the Village is very concerned with the character and aesthetics of the Route 30 Corridor. We appreciate the work that your staff and consultants have put into the project to develop meaningful alternatives. The Village remains steadfast in its position that we want to minimize the ROW width in order to protect the existing landscape buffers that are in place. Accordingly the Village is not able to support either of the two alternatives that were presented at the July 30, 2014 public meeting. The Village respectfully requests that IDOT look more closely at options to reduce the required ROW, we would especially ask that you consider a significant reduction in the center median width. The Village is available to discuss this matter in more detail and work with you to achieve a project cross section that can meet all of our goals.

Again on behalf of the Village I would like to extend our thanks and appreciation to IDOT, your staff and consultants on a very collaborative planning experience. We look forward to working with you to resolve our differences.

Please contact the Village Administrator, Jeff Zoepfel at (630) 896-8080 ext. 1551 if you have any questions or need additional information.

Respectfully submitted,

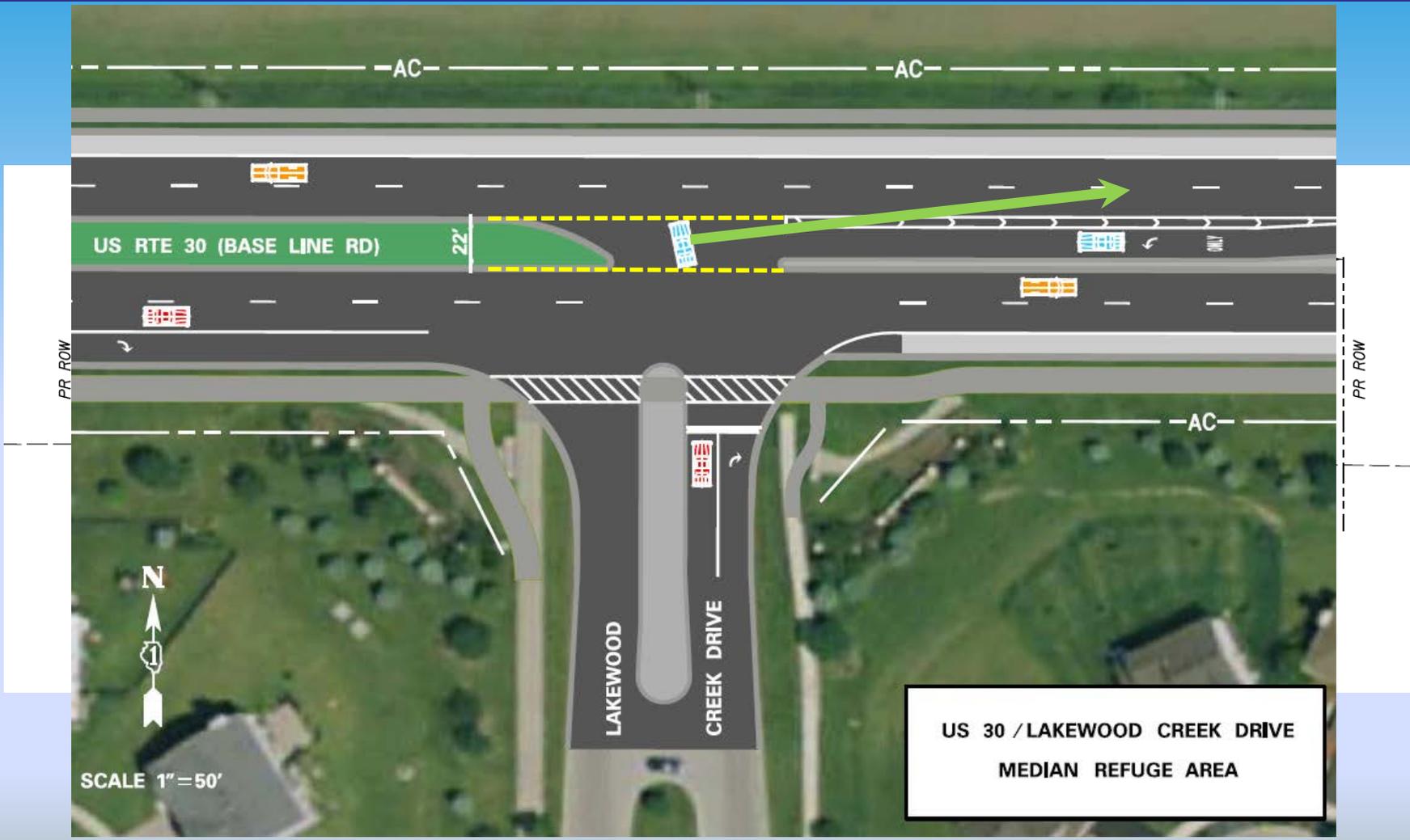
Village of Montgomery

Matt Brolley, P.E., CFM
Village President

PGW/lars

- Minimize the ROW width in order to protect the existing landscape buffers
- Look more closely at options to reduce the required ROW, we would especially ask that you consider a significant reduction in the center median width.

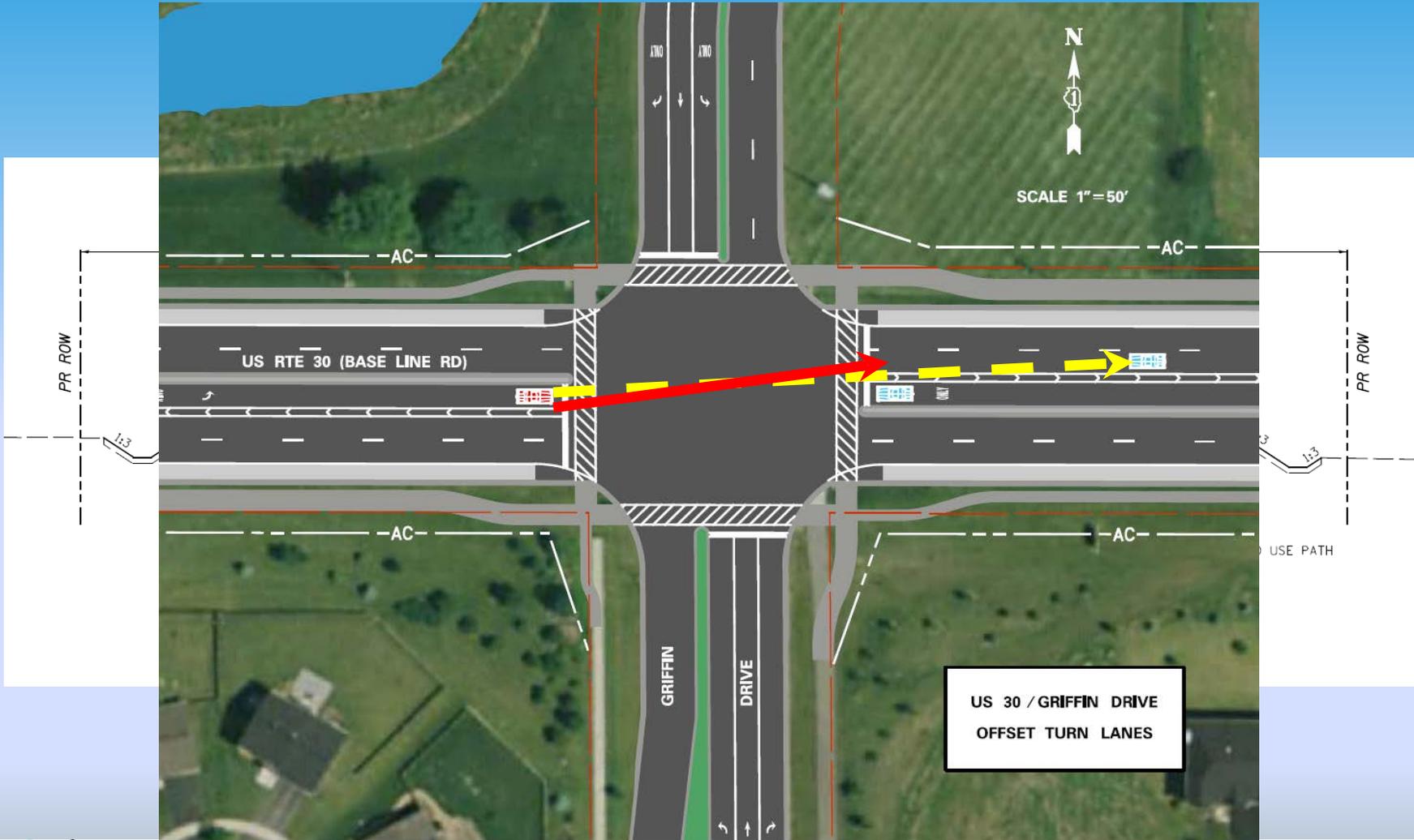


Refined Alternative Cross-Section with 22' Median

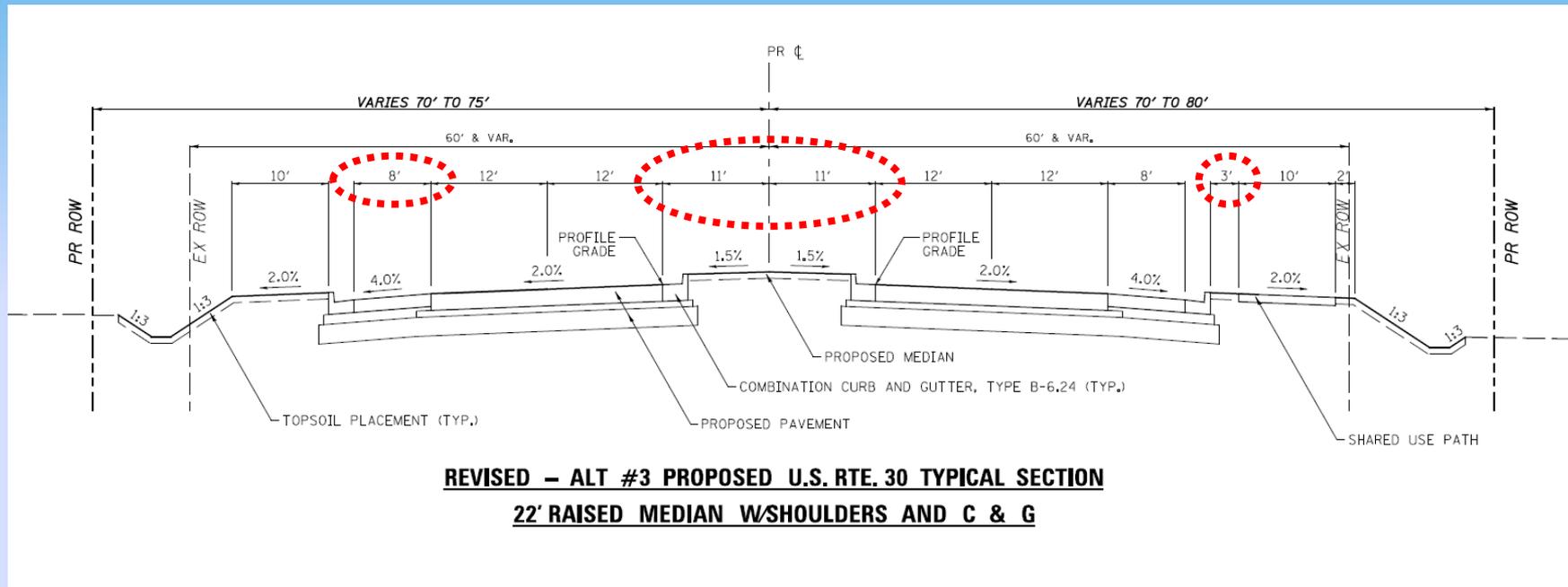


US 30 / LAKEWOOD CREEK DRIVE
MEDIAN REFUGE AREA

Refined Alternative Cross-Section with 22' Median



Refined Alternative Cross-Section with 22' Median

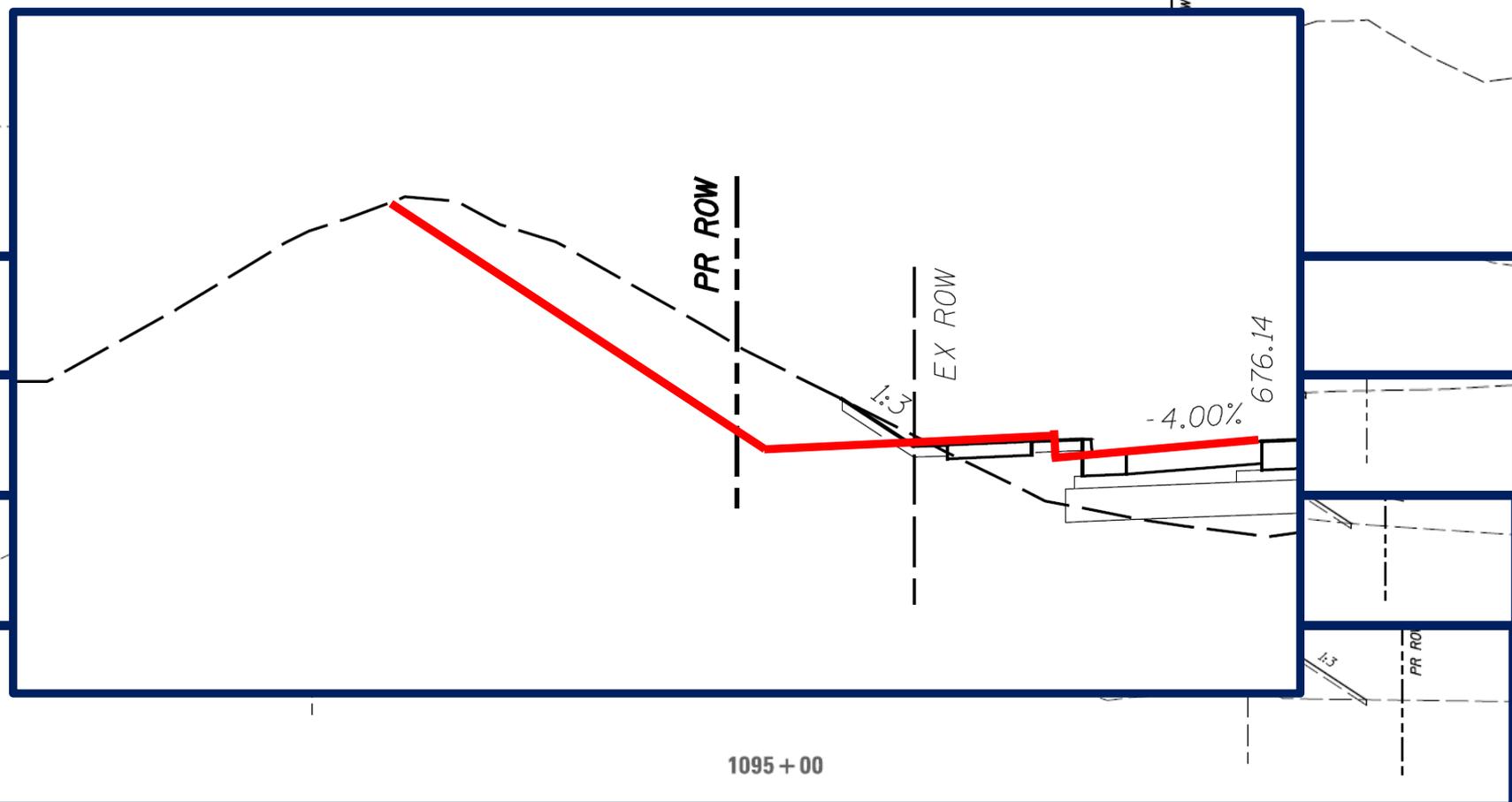


Safety

Predicted Crash Comparison

ALTERNATIVE	Predicted Annual Crashes (2040)
	Total Crashes
#3 - 30' Median w/ 10' Shoulders	10.8
<i>Refined Alternative - 30' & 22' median w/ 8' Shoulders</i>	10.9
#4 - 30' Median – No Shoulders	12.7

Landscape Buffer Impacts

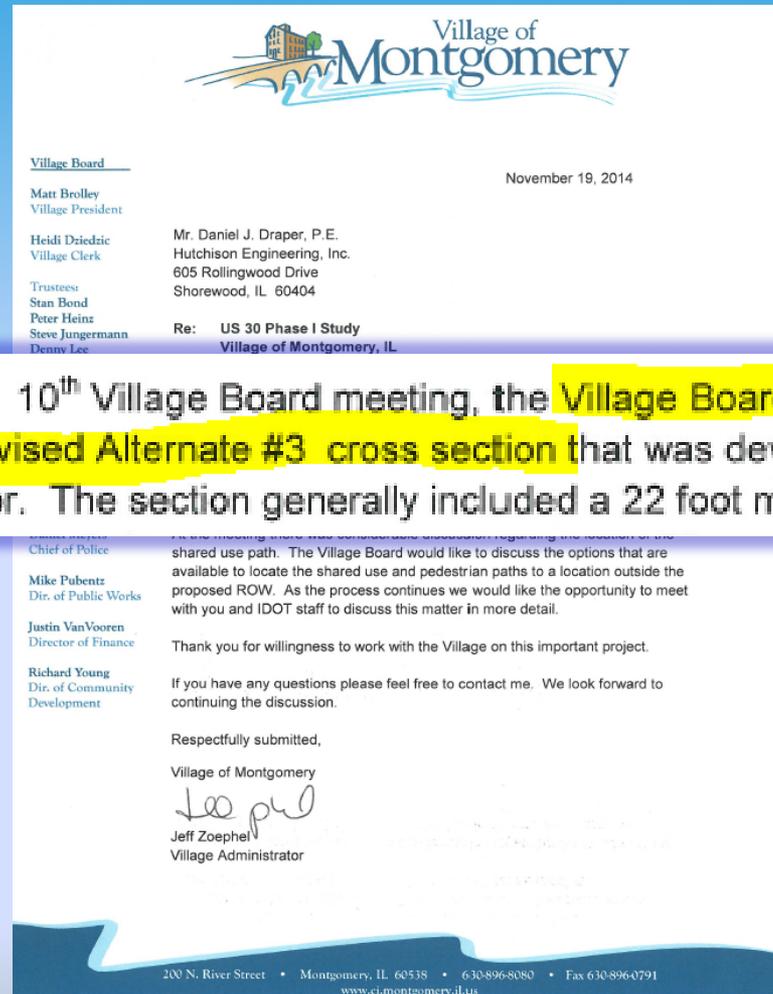


Tree Impacts

Tree Impact Comparison

ALTERNATIVE	Subdivision Segment (2 mi.)	
	Total Trees	"Landscape Trees"
#3 - 30' Median w/ 10' Shoulders	134	11
<i>Refined Alternative - 30' & 22' median w/ 8' Shoulders</i>	108	4
#4 - 30' Median	84	3

Village Support



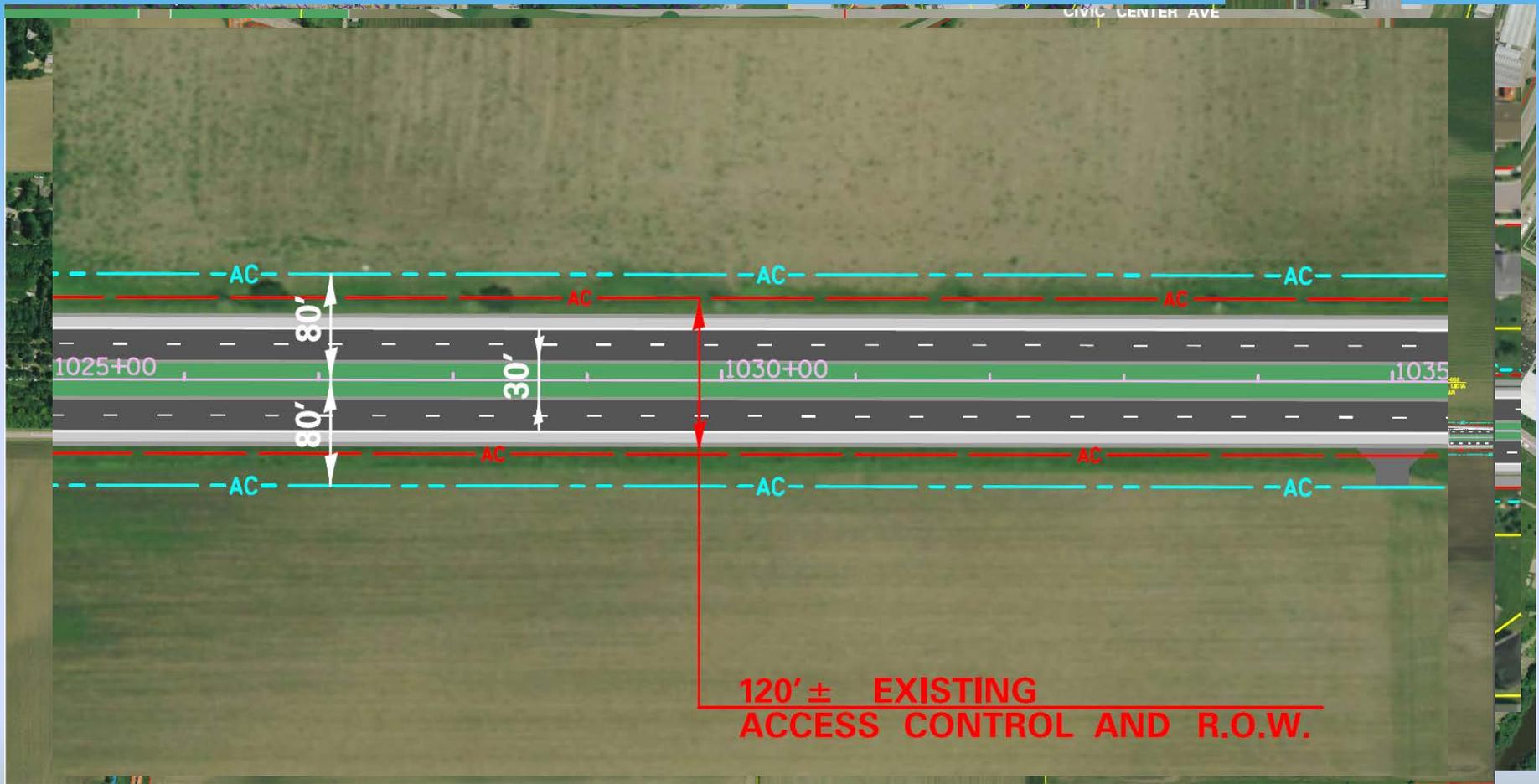


Preferred Alternative

- **Alternative #3 from P.M. #2 with refinements.**
 - 8 foot shoulders
 - Median reduced from 30' to 22' between Gordon Road & Orchard Road.
 - Reduced offset from back of curb to shared use path from 5' to 3'
 - Reduced right of way limits.

Preferred Alternative

Alternative #3 - *Refined*





Preferred Alternative Impacts

- **Total right of way – Approximately 18.5 acres**
 - Zero Displacements
- **Wetlands – 0.5 acres**
- **Potential 4(f) Land impact – 1.0 acres**
 - Blackberry Trail Forest Preserve – 0.5 acres
 - Stuart Sports Complex – 0.5 acres
- **Flood Plain Encroachments – 1.7 acres**
- **Agricultural Land impacted – 8.3 acres**



Drainage Analysis

- **Investigate Existing Drainage**
 - Identify Outlet Locations
 - Identify Drainage Concerns/Areas for Investigation
 - Jericho Lake Overflow (a.k.a. Montgomery Overflow)
 - Blackberry Creek
 - ComEd Corridor
- **Prepare Proposed Drainage Plan**
 - Floodplain Encroachment Analysis
 - Storm Water Detention Analysis – Ditches/Ponds/In-line Storage
 - Outlet Evaluation
 - Methods to Address Drainage Concerns

Noise Analysis Process

- **FHWA Model**

Traffic Volumes	Traffic Composition	Traffic Speed	Receptor Location & Elevation
Roadway Design & Width	Terrain Lines	Ground Zones	Building Rows
	Traffic Controls	Trees Zones	

- **Feasibility Evaluation**

- **Criterion – 5dB(A) Reduction**

- **Reasonableness Evaluation**

- **Cost Effective**
- **Achievement of Noise Reduction Goal**
- **Solicitation of Benefitted Receptor Viewpoints**

Noise Analysis Process

- **FHWA Model**

Traffic Volumes

Traffic Composition

Traffic Speed

Receptor Location & Elevation

Roadway Design & Width

Terrain Lines

Ground Zones

Building Rows

**For additional information, visit the Department's website at:
www.idot.illinois.gov/transportation-system/environment/index
under the Community tab.**

- **Criterion – 5dB(A) Reduction**

- **Reasonableness Evaluation**

- **Cost Effective**

- **Achievement of Noise Reduction Goal**

- **Solicitation of Benefitted Receptor Viewpoints**



Workshop

- **Review the Exhibits**
 - Provide comments on the preferred alternative and areas of concern.
- **Group Discussion**



General Understanding of Agreement

A general understanding of agreement has been reached when the stakeholders agree that their input has been heard and duly considered and the process as a whole was fair.



Next Steps

- **Technical Analyses**
 - Intersection Design Studies
 - Drainage Studies
 - Noise Studies
 - Establish Right of Way Needs
- **Environmental Analysis**
- **Public Hearing (Spring 2015)**
- **Phase I Design Approval (Summer 2015)**

