Project Coordination Continues

This newsletter addresses comments made and submitted in response to material presented at the July 30, 2014, public meeting. The input provided has been instrumental in identifying solutions and refining project alternatives. We appreciate feedback and look forward to further discussion and comments as we complete this study.

Community Advisory Group meetings and individual stakeholder meetings will be conducted in winter 2014-2015. The general public and project stakeholders will receive notification for the public hearing in spring 2015.

Stay Informed - Get Involved!

Project Website:

www.us30baselineroadstudy.org

Illinois Department of Transportation

Attn. Ms. Lori Brown
US Route 30 Baseline Rd Study
Illinois Department of Transportation
Division of Highways - District 1
201 West Center Court
Schaumburg, IL 60196

Project Update and Common Inquiry Topics (see inside for details)

IL 47 to IL 31

US Route 30 Project Newsletter

November 2014

IL 47 to IL 31

Inside this issue:

Congestion and Safety Issues/ Crashes	1
Bicyclist and Pedestrian Accommodations	2
Noise Analysis	3
Environmental Impacts/ Right-of-Way Concerns	3
Raised Curb Medians, U-turns, Access Control	3
Traffic Signals	3
Drainage	3

Project Purpose

The purpose of the project is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth development in the area.

Illinois Department of Transportation

Project Update

This newsletter addresses questions and comments received at the second public meeting held July 30, 2014, for the US 30 (Baseline Road) Phase I Study between IL 47 and IL 31. The meeting was held at Montgomery Village Hall to discuss the purpose and need of the project, present the proposed improvement alternatives carried forward, and obtain input to help identify a preferred alternative. The meeting was attended by 77 people, and 21 written comments were received. This newsletter addresses various concerns and provides an overview of other topics. Comments were received in the following categories: roadway safety and speed limits, bicyclist and pedestrian accommodations, noise and landscaping, land acquisition, roadway geometry, traffic signals, and design considerations.

Preference of Project Alternatives

Several alternatives were considered for this study, and two urban alternatives with raised medians and curb and gutter were carried forward for public comment. Both alternatives include four lanes with dual left turn lanes at Orchard Road and Gordon Street, a continuous shared-use path for pedestrian and bicyclists, and accommodations for a 5-foot–wide sidewalk. As an added safety enhancement, a 10-foot-wide outside shoulder is included in Alternative #3. Project alternatives are shown on page 2.

Congestion and Safety Issues / Crashes

Concerns were raised about safety on US 30 in the project area. Analysis of crash data shows a record of safety issues over the past 5 years, including crashes that resulted in fatalities. Two segments of US 30, from Lakewood Creek to Blackberry Road, and from Horsemen Trail to west of IL 31, were within Illinois' top 5% crash locations in 2009, meaning they include some of the most pressing safety needs in the state based on the high occurrence of crashes that involve fatalities and/or severe injuries. In addition, in 2012, the intersection of US 30 and Orchard Road was identified as an Illinois top 5% crash intersection. Additional lanes, intersection geometric improvements, raised medians, restricted access, and shoulders will enhance safety in the project area.

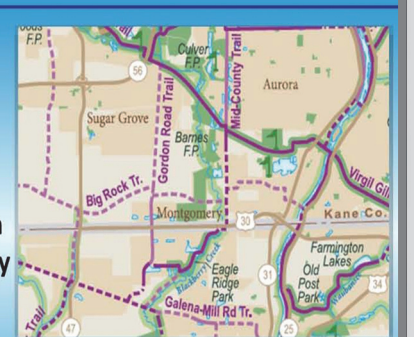
Public Meeting #2, July 30, 2014
at Montgomery Village Hall
US 30 (Baseline Road) Phase I Study between IL 47 and IL 31

Subject	Comments Received
Total Comments Received	21
Preference of Project Alternatives	
Favor Alternative #3	8
Favor Alternative #4	2
Favor Mix of Alt. #3 and #4	1
Narrower Median	1
Congestion and Safety Issues/Crashes	6
Bicyclist and Pedestrian Accommodations	
Favor Shared-Use Path and Sidewalk	5
Bridge Over US 30	3
Noise Analysis	
Favor Noise Walls	2
Against Noise Walls	3
Environmental Impacts/Right-of-Way Concerns	
Favor Saving Current Landscaping and Berms	3
Raised Curb Medians, U-turns, and Access Control	
Access Point to Property	1
Traffic Signals and Speed	
Signals at Bertram or Dickson Roads	1
Drainage	
Request Extensive Drainage Study	5

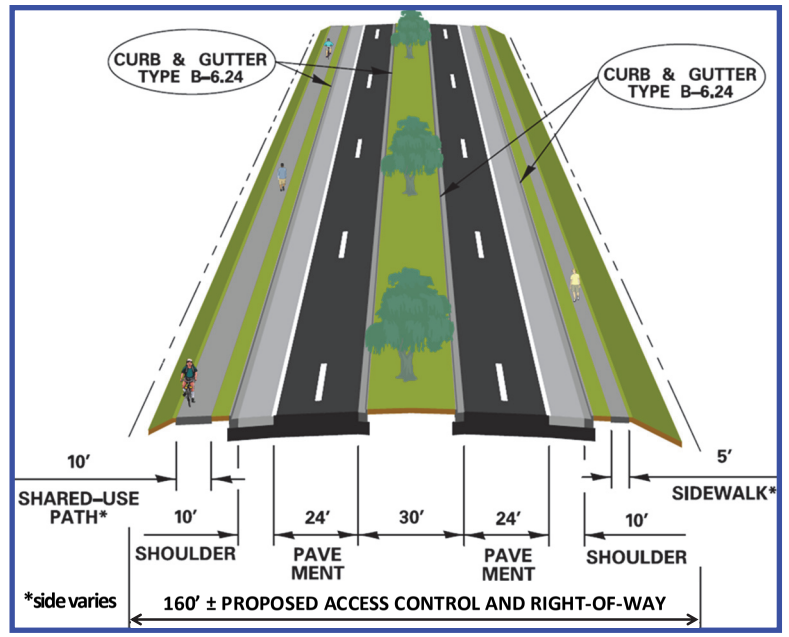
Bicycle and Pedestrian Needs

Currently no sidewalks in study area

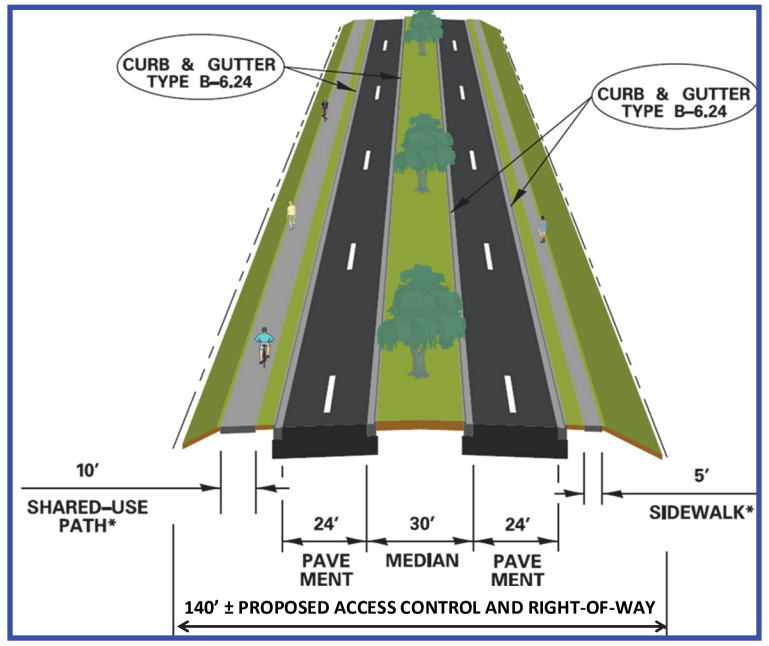
Planned bike and pedestrian paths in vicinity



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



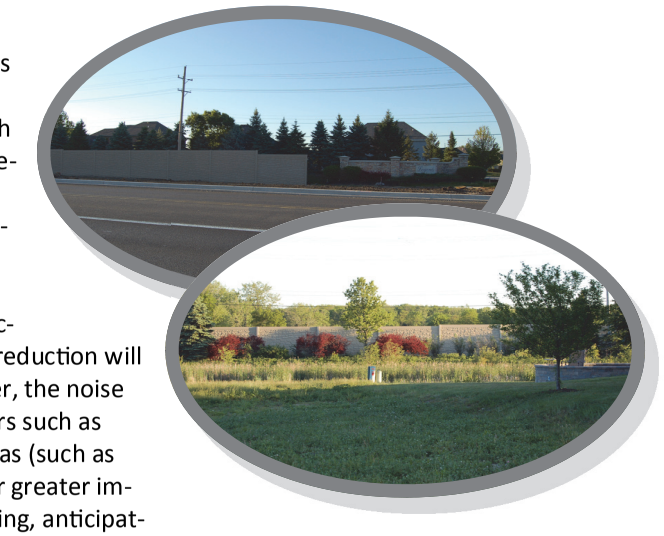
Alternative #4 — Urban
30' Raised Median with Curb & Gutter



Bicyclist and Pedestrian Accommodations

Several commenters favored the proposed shared-use path and sidewalk, and three requested a bridge for bicyclists and pedestrians over US 30. In compliance with Illinois "Complete Streets" Legislation, the Illinois Department of Transportation (IDOT) considers the needs of all users of a transportation corridor, including bicyclists and pedestrians. The refined alternatives include accommodations for a 10-foot-wide shared-use path on one side of US 30 and a 5-foot-wide sidewalk on the other side. To improve pedestrian access at US 30, pedestrian signal heads and high visibility crosswalks will be provided.

Noise Analysis



Five comments were related to traffic noise. As part of this study, a noise analysis will be performed to determine roadway noise impacts to adjacent landowners. Noise abatement walls will be evaluated in locations where noise levels approach or exceed the Federal Highway Administration's (FHWA's) Noise Abatement Criteria, or when predicted noise levels substantially exceed the existing noise levels. Following the location analysis, viewpoint letters will be sent to benefitted receptors to determine the preference for a noise wall. A benefitted receptor is a resident or property owner that would receive at least 5 decibel traffic noise reduction as a result of a noise barrier. While many residents will receive a noise reduction from noise abatement measures, only residents with a 5 decibel or greater reduction will be provided viewpoint letters with ballots for voting. If you do not receive a letter, the noise assessment model did not identify your property as a benefitted receptor. Factors such as vehicle speed and type, topography, berms, and location of exterior building areas (such as decks and patios) play an integral part in identifying receptors with a 5 decibel or greater improvement. The results of the noise analysis will be presented at the public hearing, anticipated to be held in spring 2015. For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, visit the Department's website at: http://www.idot.illinois.gov/transportation-system/environment/index under the Community tab.

Environmental Impacts / Right-of-Way Concerns

Sensitive resources in the project area include parks, forest preserves, cemeteries, and established landscaping. Several environmental and drainage concerns have been identified through stakeholder involvement and agency coordination. Concerns have also been raised about saving the current landscaping and bermed areas. Measures to minimize impacts to those resources, reduce the project footprint, and mitigate unavoidable impacts will be a continuing focus during development of the preferred alternative. Removal of existing trees will be verified during contract plan preparation (Phase II). IDOT policy is to replace trees at a minimum ratio of 1:1 for balled and burlapped trees.

Raised Curb Medians, U-turns, and Access Control

US 30 is identified as a Strategic Regional Arterial designed to accommodate a significant volume of regional traffic in a safe and efficient manner. Raised curb medians with properly spaced median breaks are proposed to allow safe access to properties along US 30. Median breaks are generally provided at 1/4-mile spacing, in accordance with IDOT policy, and allow U-turns to accommodate vehicles and provide access to properties while minimizing vehicle conflict points and enhancing safety. Making a U-turn at a median opening to get to the opposite side of a busy road rather than making a left turn from a side street or other access point is expected to decrease crashes by 25%.

Traffic Signals and Speed

It was suggested that traffic signals be installed at Bertram Road or Dickson Road to slow traffic. Traffic signal installations are based on factors such as traffic volumes, roadway classification, crash history, and spacing with respect to other signalized intersections. A traffic signal analysis completed for unsignalized intersections in the study corridor found that signals currently are not warranted at additional intersections. However, in accordance with IDOT policy regarding the installation of barrier curb adjacent to the traveled way, the posted speed limit will be reduced from 55 to 45 mph after construction of the improvement.

Drainage

Because of past flooding in the area, commenters requested an extensive drainage study beyond the right-of-way limits, and suggested acquiring land for water detention storage. An underground drainage system is proposed for the project, and an additional study is underway to analyze options to alleviate flooding near the project corridor caused by Jericho Lake overflowing during heavy storm events. As designs progress, outfall treatments and possible detention storage will be evaluated in detail.