

Welcome to the
US 30 (Baseline Road)
IL 47 to IL 31
Public Meeting



Registration



Purpose and Need Statement

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



Project Development Process



We Are
Here

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

Phase I Process

2012

2013

2014

Data Collection

Develop Purpose & Need

Alternatives Analysis

Preferred Alternative

Public Involvement

Public Meeting 1
Fall 2012

Public Meeting 2
Summer 2014

Public Hearing
Winter 2014/2015

★ - Community Advisory Group Meeting

We Are Here



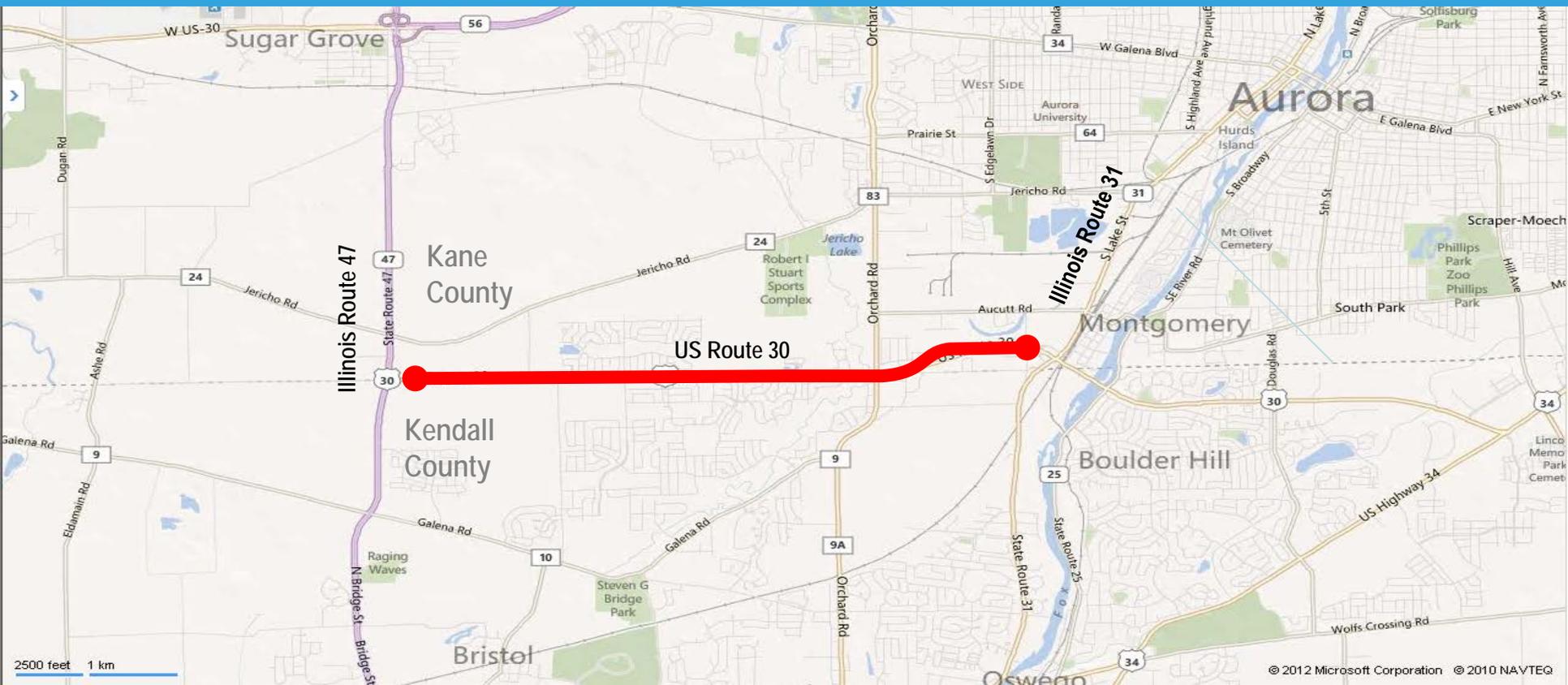
Illinois Department
of Transportation



Who's Involved



Study Location Map



- Contains two counties, two communities, and four townships
- Notable Features: Stuart Sports Complex, Blackberry Creek, Recent Commercial & Residential Development



What is Context Sensitive Solutions (CSS)?

An approach that:

- Involves stakeholders early and often in development of a solution
- Focuses on developing and building projects that reflect their surroundings or “context”
- Focuses both on outcome (design) and process
- Considers various disciplines from the beginning of the project through construction



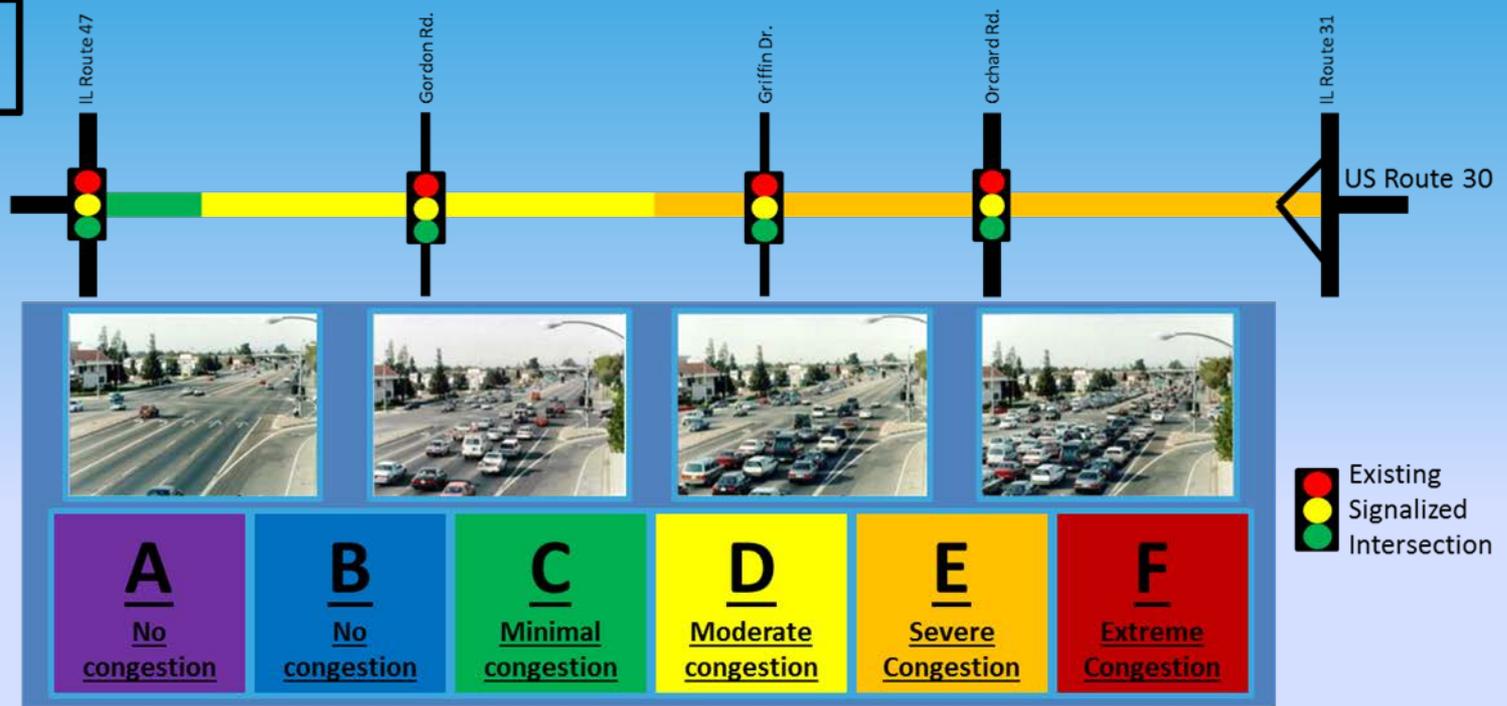
- **Frequent and meaningful communication**
- **Outreach guided by Stakeholder Involvement Plan**
- **Develop, build and maintain cost-effective transportation facilities**
- **Preserve and enhance community features**

Right-of-Way

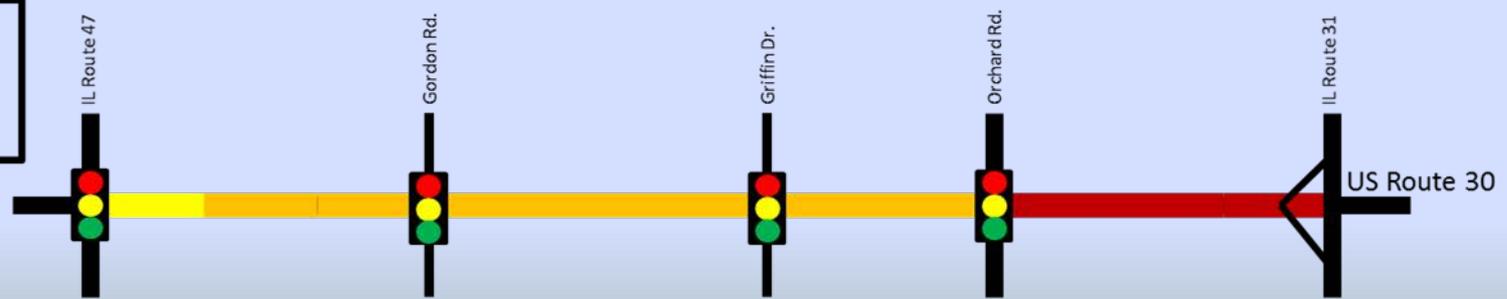
Land Acquisition Types	Land Acquisition Procedures
<ul style="list-style-type: none">• Fee Simple<ul style="list-style-type: none">• Acquisition of all rights and interests• Permanent Easement<ul style="list-style-type: none">• Ownership is retained by property owner• The Department is allowed permanent use of property to construct and maintain facilities• Temporary Easement<ul style="list-style-type: none">• Ownership is retained by property owner• The Department is allowed temporary use of property to construct minor improvements	<ul style="list-style-type: none">• Determine Ownership<ul style="list-style-type: none">• Prepare property description and survey• Independent Appraisal• Negotiation• Condemnation• Relocation Assistance when Building Acquired<ul style="list-style-type: none">• Advisory/Referral Services• Replacement housing payments• Reimburse moving expenses

Level of Service

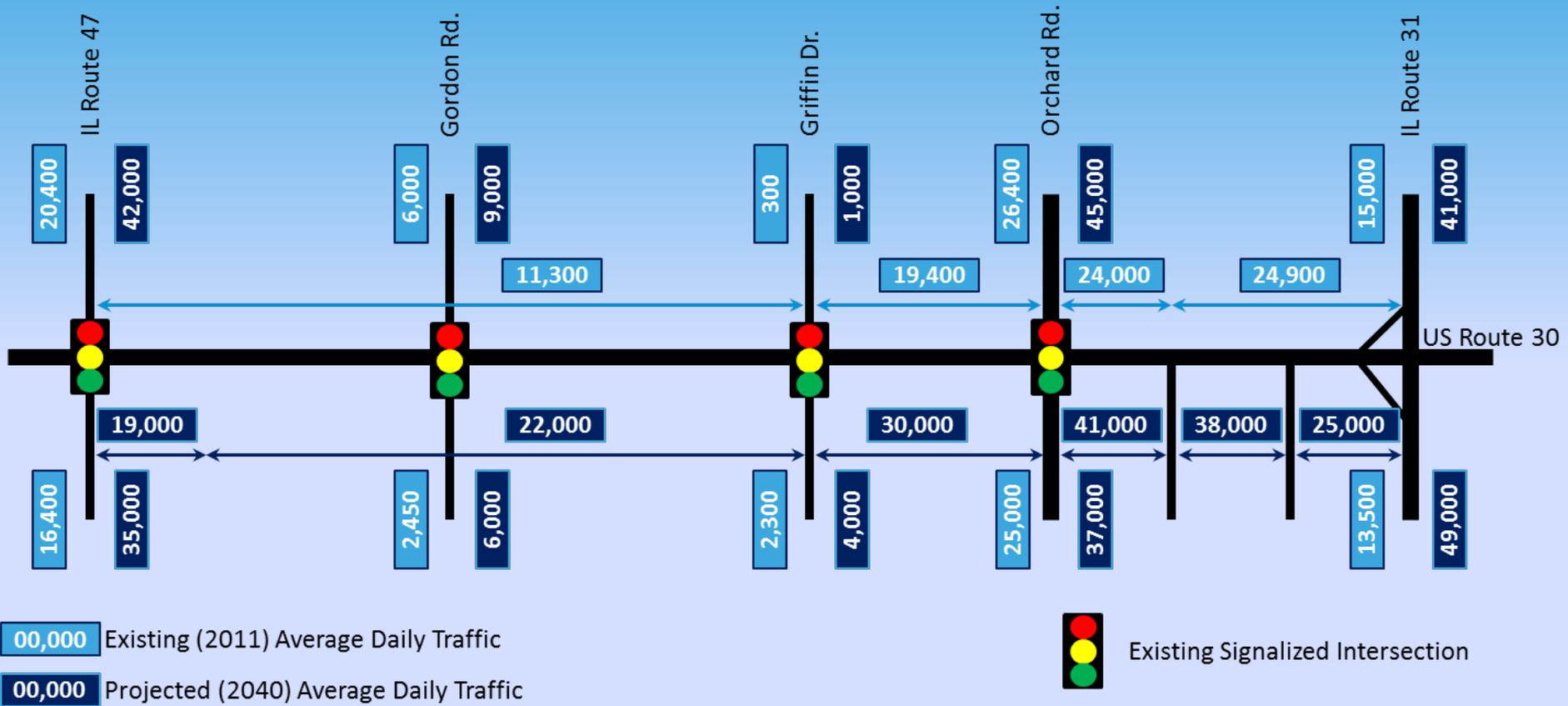
Existing Conditions



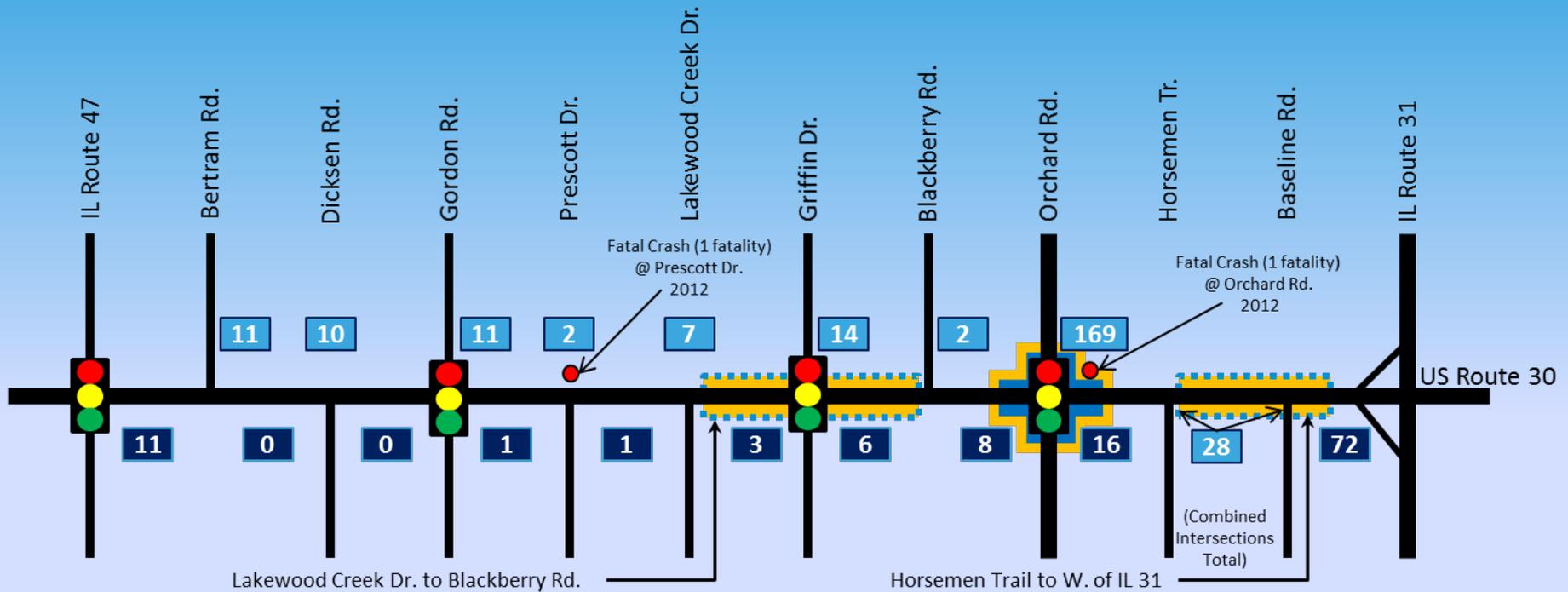
2040 No-Build Condition



Average Daily Traffic Volumes



Crash Locations



Five-Year Crash Totals (2008-2012)

- 00 At Intersections
- 00 Between Intersection



Existing Signalized Intersection

Illinois Top 5% Crash Locations



2009 Top 5% Location



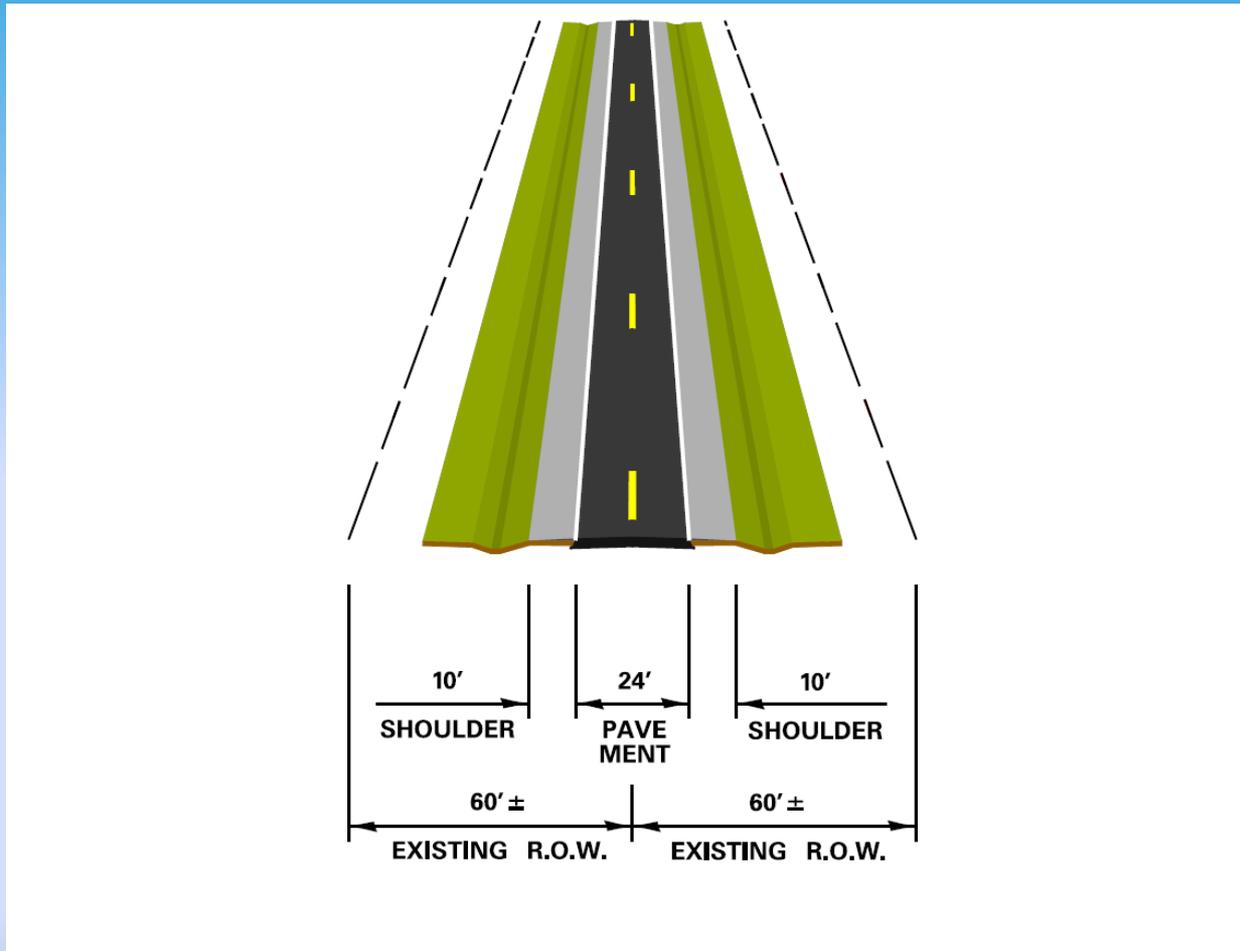
2012 Top 5% Intersection

Crash Types

COLLISION TYPE	YEAR					TOTAL	% OF TOTAL CRASHES
	2008	2009	2010	2011	2012		
Rear End	52	28	28	43	52	203	54.6%
Turning	19	11	13	11	19	73	19.6%
Fixed Object	5	11	5	3	7	31	8.3%
Head-on	6	6	2	1	5	20	5.4%
Sideswipe (Same Direction)	3	2	1	1	5	12	3.2%
Angle	5	0	2	3	0	10	2.7%
All Other	9	5	2	2	5	23	6.2%
TOTAL	99	63	53	64	93	372	100%

CRASH SEVERITY	YEAR					TOTAL
	2008	2009	2010	2011	2012	
"A" Injury (Incapacitating)	5	2	9	5	5	26
"B" Injury (Non-incapacitating)	15	13	10	7	20	65
"C" Injury (Reported, not apparent)	10	16	22	17	19	84
"K" (Fatality)	0	0	0	0	2	2
TOTAL	30	31	41	29	46	177

Existing Typical Section



Alternative Comparison

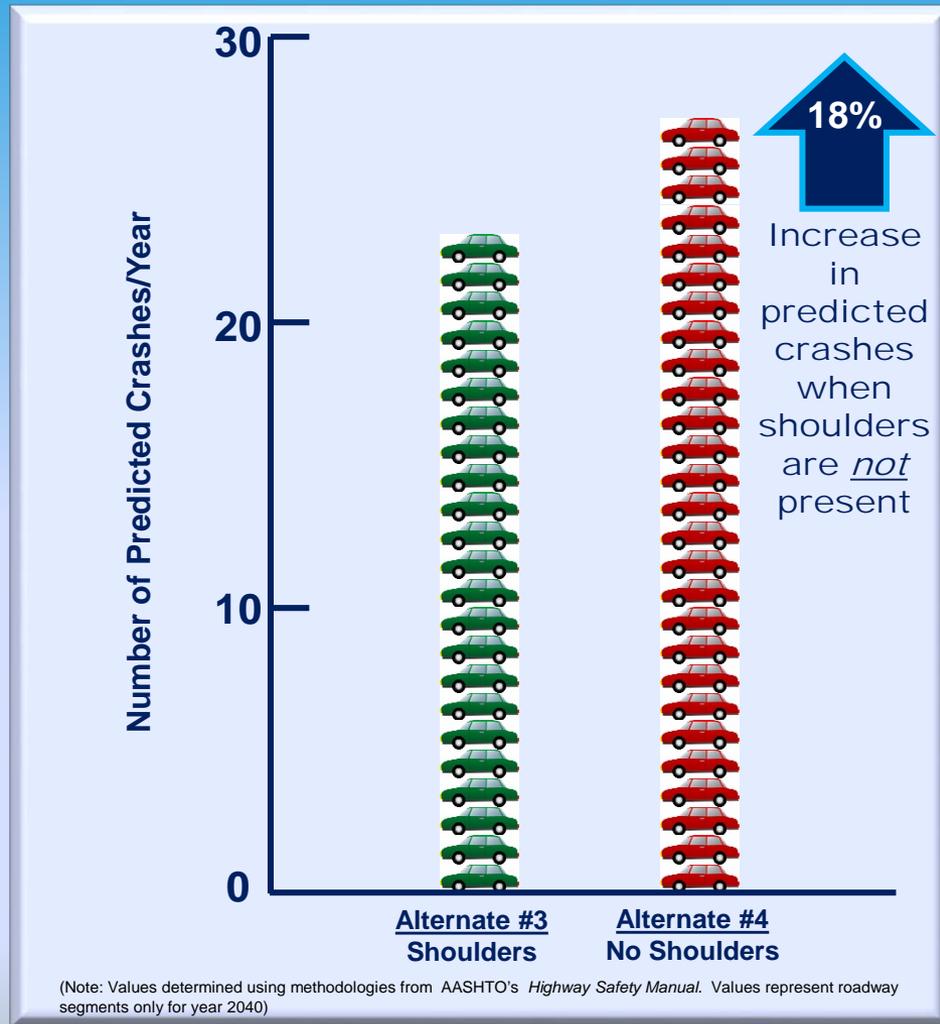
Evaluation Criteria	Metric	No-Build	Build Alternative			
			1	2	3	4
			Rural / 50' Median	Rural / 30' Median w/HTC Barrier	Urban / 30' Median w/Shoulders	Urban / 30' Median No Shoulders
Satisfy Purpose & Need	Yes/No	No	Yes	Yes	Yes	Yes
ROW Required	Acres	0	38.4	29.6	20.0	10.0
Potential Displacements						
<i>Residential</i>	Number	0	6	2	0	0
<i>Commercial</i>	Number	0	2	2	0	0
<i>Industrial</i>	Number	0	0	0	0	0
Construction Cost	Million \$		35.8	34.1	44.3	37.4
Floodplain Encroachments	Acres	0	2.1	2.1	1.6	0.8
Agricultural Land Impacts	Acres	0	12.1	9.1	6.1	3.2
Wetlands Impacted	Acres	0	0.7	0.5	0.5	0.3
Potential Section 4(f) Involvement	Acres	0	2.4	1.4	1.4	0.6
Recovery Area / Emergency Pull-off Area	Yes/No	Yes	Yes	Yes	Yes	No

Note: These are estimated quantities intended to only be used for comparison purposes. Final cost estimates and impacts will be determined after preferred alternative has been identified.

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.



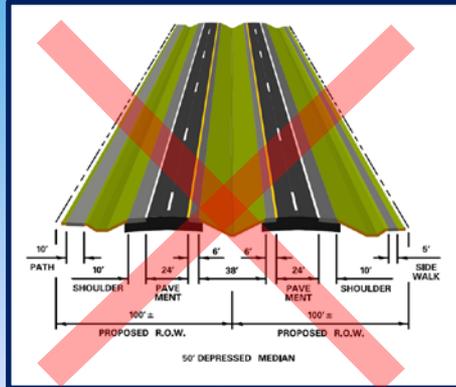
Alternatives Studied

Alternative #1

Rural – 50' Depressed Median with Shoulders & Ditches

ELIMINATED

Due to Impacts on Properties and Environmental Resources

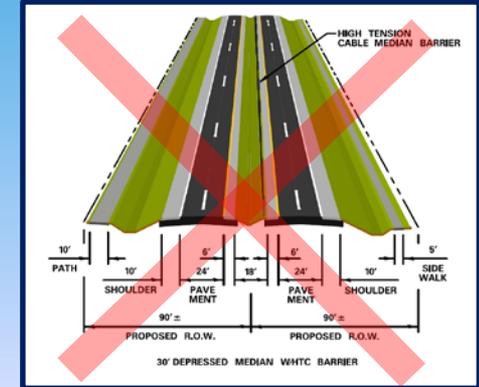


Alternative #2

Rural – 30' Depressed Median with High Tension Cable Barrier, Shoulders & Ditches

ELIMINATED

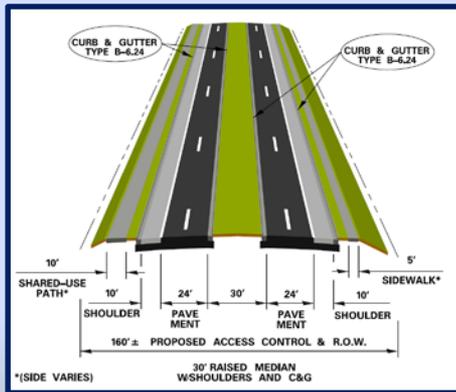
Due to Impacts on Properties and Environmental Resources



Alternative #3

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

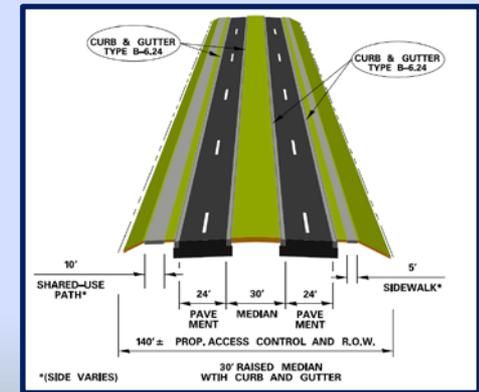
CARRIED FORWARD



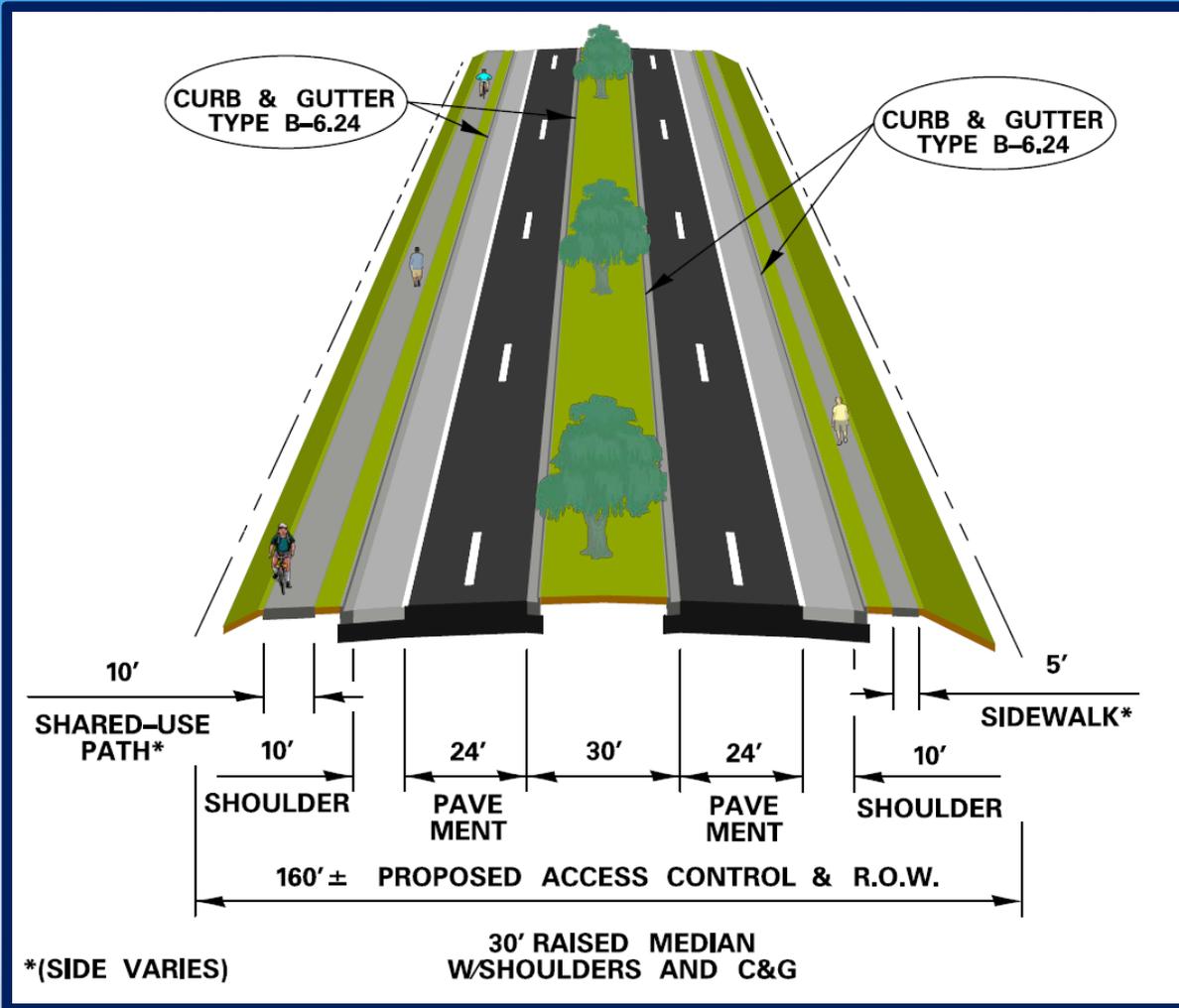
Alternative #4

Urban – 30' Raised Median with Curb & Gutter

CARRIED FORWARD



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

Community Advisory Group (CAG) Comments

A shoulder for police, fire, and ambulances is a necessity.

This appears to be the best option in terms of public safety and visual appearance.

This option provides greater distance from roadway to pedestrian walks.

Paved shoulders seem safer for police and for easier speed traffic enforcement.

Like the urban cross-section, but don't like that it still impacts the berm/ landscape areas.

Providing a shoulder is a good idea.

This option seems to provide improved vehicular safety.

Having a shoulder allows for traffic to flow in the lane was blocked.

This option provides greater separation between the roadway and new soccer fields, which is a benefit.

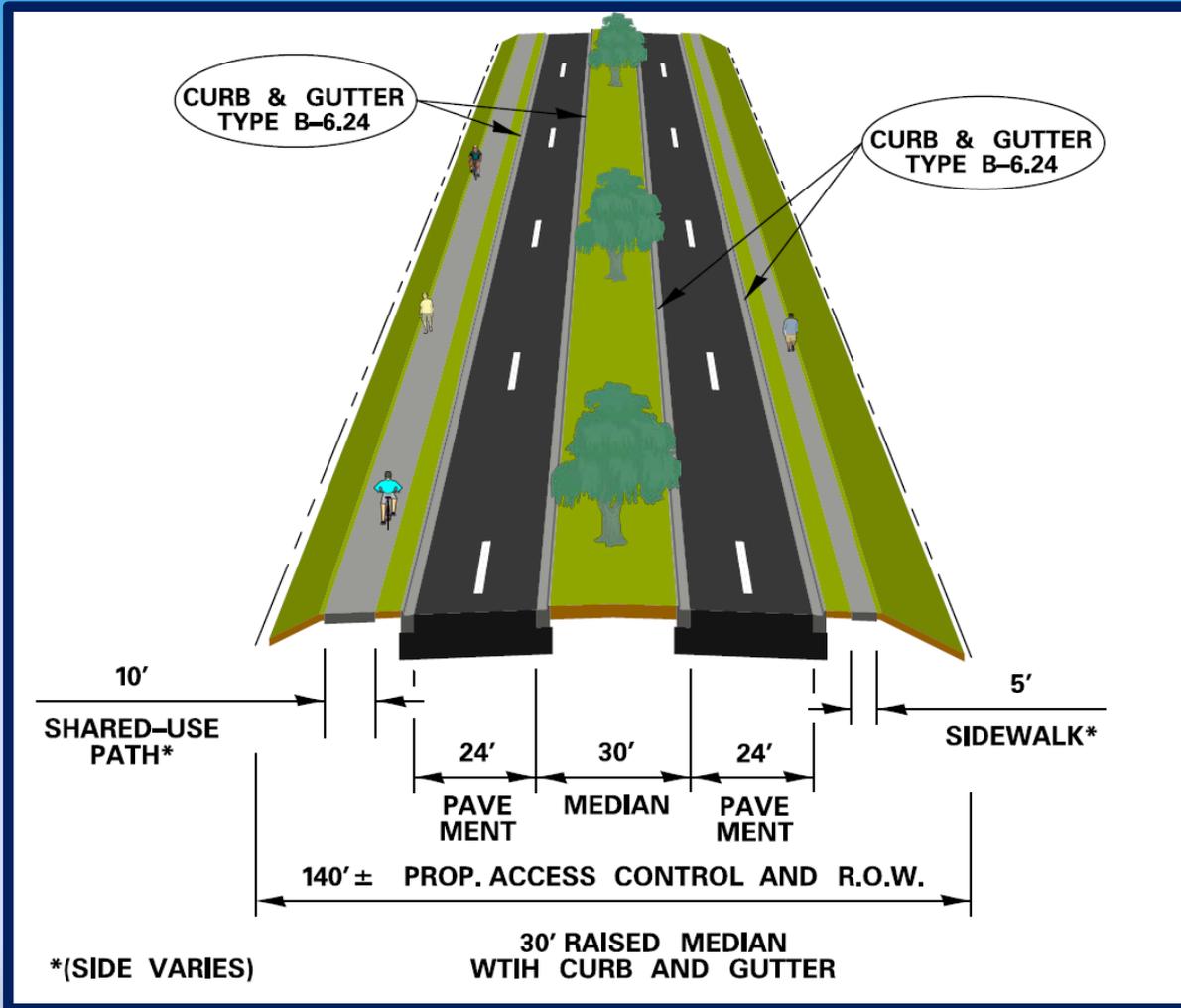
The curb and gutter provides protection for bike path and sidewalk users, and the shoulder provides safety for vehicles.

From a safety perspective, this alternative seems best.

The shoulders provide benefit.

This option seems like a good compromise.

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

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

Community Advisory Group (CAG) Comments

It is similar to the section currently being constructed on U.S. 30 between Briarcliff and Goodwin.

Safety concern due to lack of maneuverability if a lane is blocked

Prefer this alternative as it is similar to the section of US 30 east of IL 31 currently under construction.

Unsafe for pedestrian traffic due to lack of shoulder.

This option minimizes impact to adjacent neighborhoods

This appears to be the best design for reducing impacts to landscaping along U.S. 30 west of Orchard Road to Gordon Road.

The urban cross-section without shoulders does not fit well with future growth.

Least impact to environment (floodplain, agriculture).

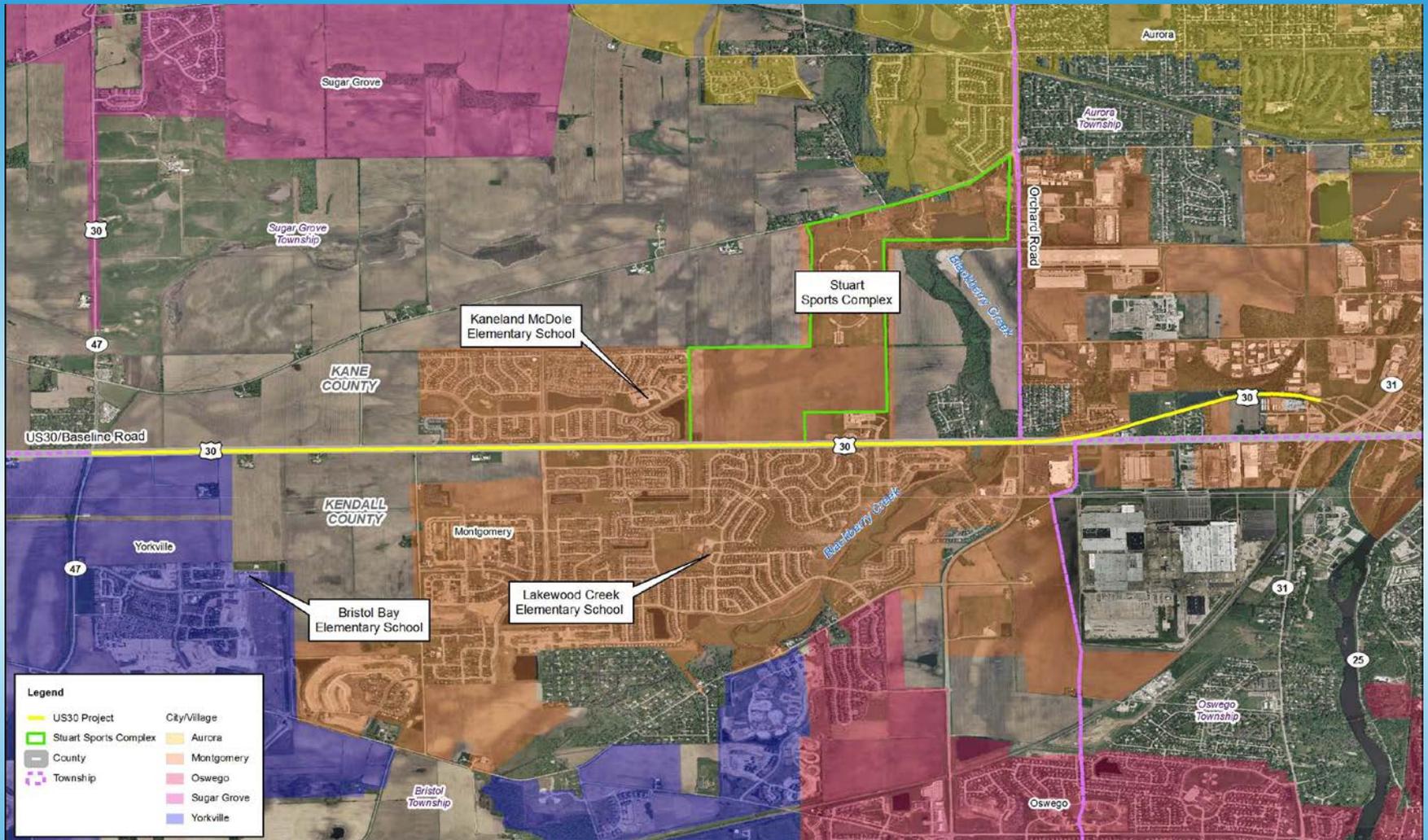
The Village of Montgomery prefers to preserve as many trees as possible and would like to see a cross section similar to that being constructed on U.S. 30 east of this project.

Prefer this option because has least impact upon adjacent properties.

The lack of emergency vehicle pull-off area is problematic.

Don't like the lack of pull-off locations (compared to Alternative #3 which provides shoulder). Is there an option to include periodic pull-offs?

Study Area



Thank you for attending the
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Public Meeting

