



**US 30 (Baseline Road)  
IL 47 to IL 31  
Public Meeting #2  
July 30, 2014**



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Welcome to the 2nd Public Meeting for the improvement of US 30 from IL 47 to IL 31.

# Presentation Overview

- **Project Study Area**
- **Project Development Process**
- **Project Coordination to Date**
- **Purpose and Need**
- **Project Alternatives**
- **Next Steps**



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During today's presentation we will discuss

- the project study area,
- The project development process
- Project coordination that has occurred since the study began
- the purpose and need,
- The project alternatives being evaluated, and
- Next steps

# Study Team

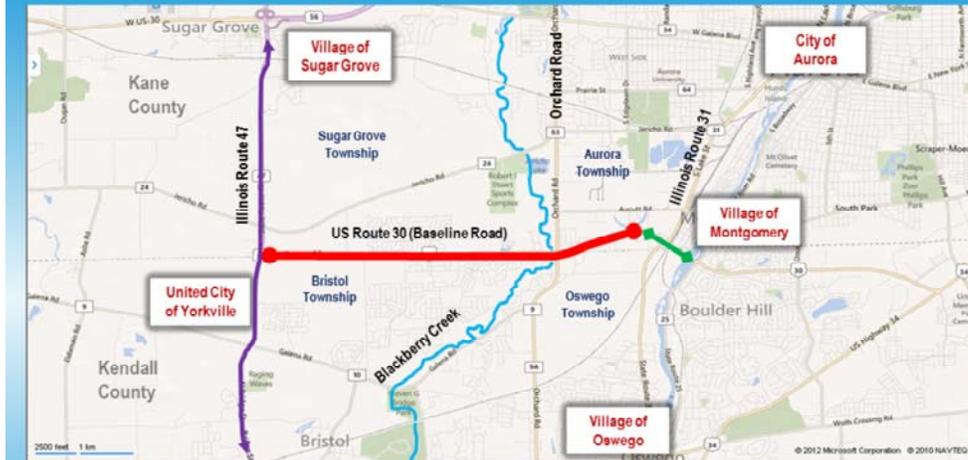


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The Illinois Department of Transportation (Department) and the Federal Highway Administration are leading this study. They will provide policy guidance and make final recommendations. The Study Team, which is being led by Hutchison Engineering will perform the technical work.

## Project Location / Study Area



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The study limits extend from IL 47 in Yorkville to IL 31 in Montgomery—a distance of approximately 5 miles. Locally, US 30 is known as “Baseline Road” and generally follows the Kane-Kendall County Line.

The western terminus will tie into an ongoing Department District 3 study of IL 47 between Kennedy Avenue in Yorkville and Cross Street in Sugar Grove. The eastern terminus will match the ongoing reconstruction of the US 30 and IL 31 interchange.

The project is in both Kendall and Kane Counties and within four townships ( Sugar Grove, Bristol, Aurora, and Oswego).

Major Features in the study area include Blackberry Creek and the Orchard Road corridor.



The study area features a variety of land uses including a mix of farmland and residential and commercial properties.

Adjacent to the improvements there are publicly owned and protected lands, including Blackberry Creek Forest Preserve, Stuart Sport Complex, the privately run Keck Memorial Cemetery, and the Village of Montgomery's Civic Center facilities.

Adjacent to several of the residential subdivisions there are landscaped berms.

Currently there are no bike paths or sidewalks along US 30 in the study area.

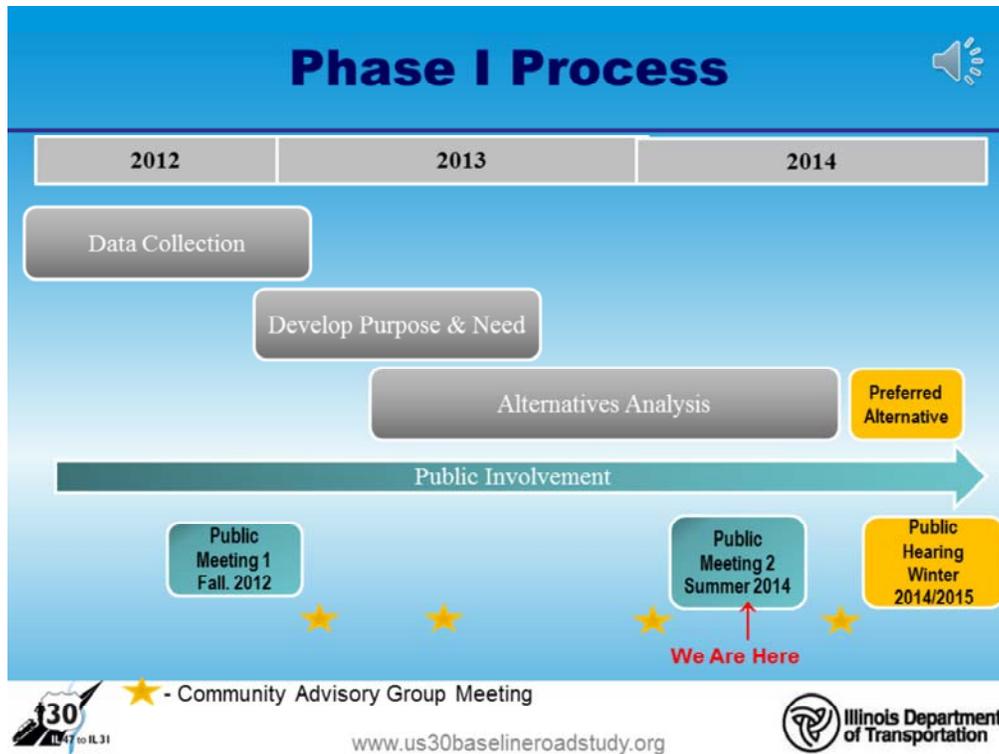
# Project Development Process



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The Department works in 3 distinct phases as a project moves from start to finish. The project is currently in Phase I which includes the preliminary engineering and environmental studies, and public involvement activities. It is anticipated that the phase I studies will be completed early next year. Phase II, known as contract plan preparation and land acquisition, follows. This phase typically takes from 18 to 24 months to complete. This is when the Department will contact property owners about the purchase of land necessary to construct the project. Phase III is construction. Phase II and Phase III are not included in the current multi-year, multi-modal transportation program.



To date the study team has gathered data and analyzed existing conditions, developed the project problem statement; developed the purpose & need statement; and developed roadway alternatives to be evaluated. The study will conclude with the selection of a preferred alternative.

# 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





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The first public meeting, in which the study was introduced, was held in September 2012. The first public meeting introduced the study, described the process, solicited input on transportation issues and concerns, provided information on additional public involvement opportunities, and established a community advisory group, referred to as CAG.

The CAG consists of local officials, emergency services personnel, and members of the community. This group has met 3 times to review and provide feedback on the project. The CAG helped develop the project Problem Statement, the Purpose & Need statement, and reviewed the initial project alternatives.

- At CAG Meeting #1, CAG ground rules were established, key transportation issues and concerns were identified, and the project problem statement was developed.
- At CAG Meeting #2– A general understanding of agreement on the project problem statement and the purpose and need statement were established - Complete Street Laws and the policy cross-section were also discussed.
- At CAG Meeting #3 – CAG members reviewed and compared the various project alternatives.

## **Purpose / Need for Improvements**



**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.**

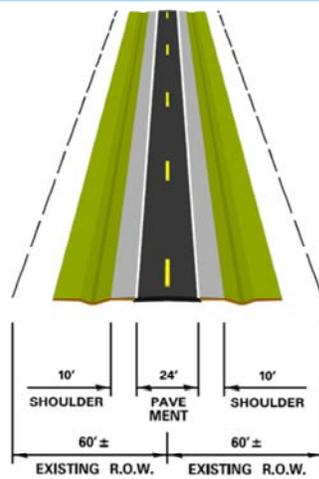


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As mentioned in the previous slide, the purpose and need was developed with input from the Community Advisory Group. The purpose of the project is to improve safety, improve capacity, and accommodate community growth.

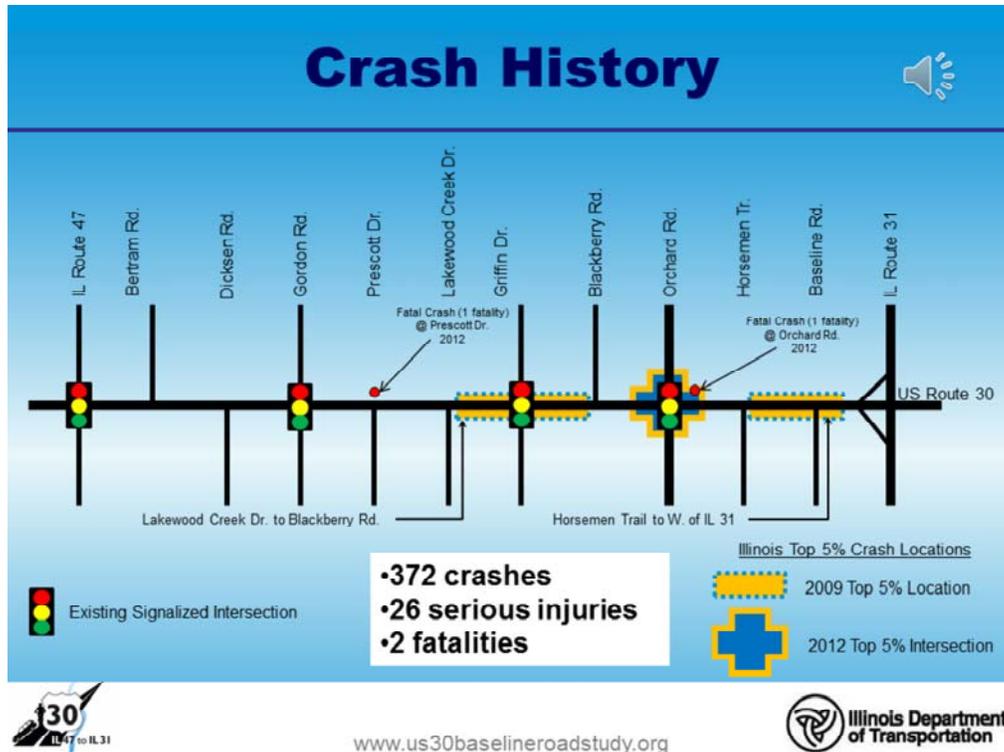
## Existing Typical Section



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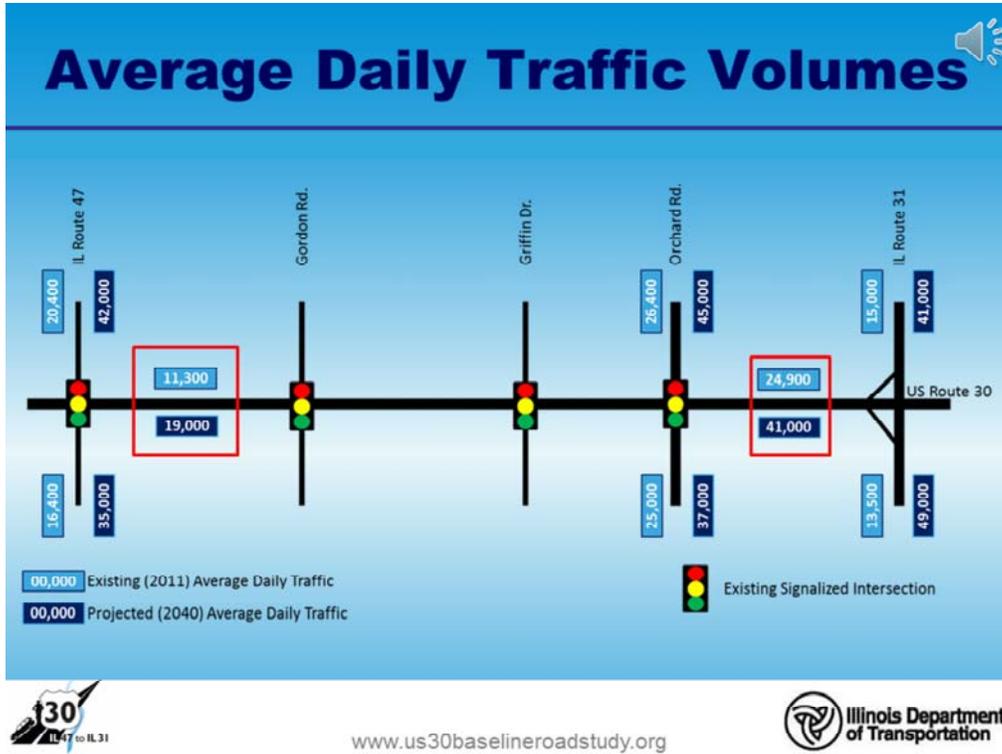


The existing roadway, as shown here, generally consists of one lane of travel in each direction with 10-foot shoulders. The right of way is approximately 120'. Drainage generally collects along the roadway in grass ditches.



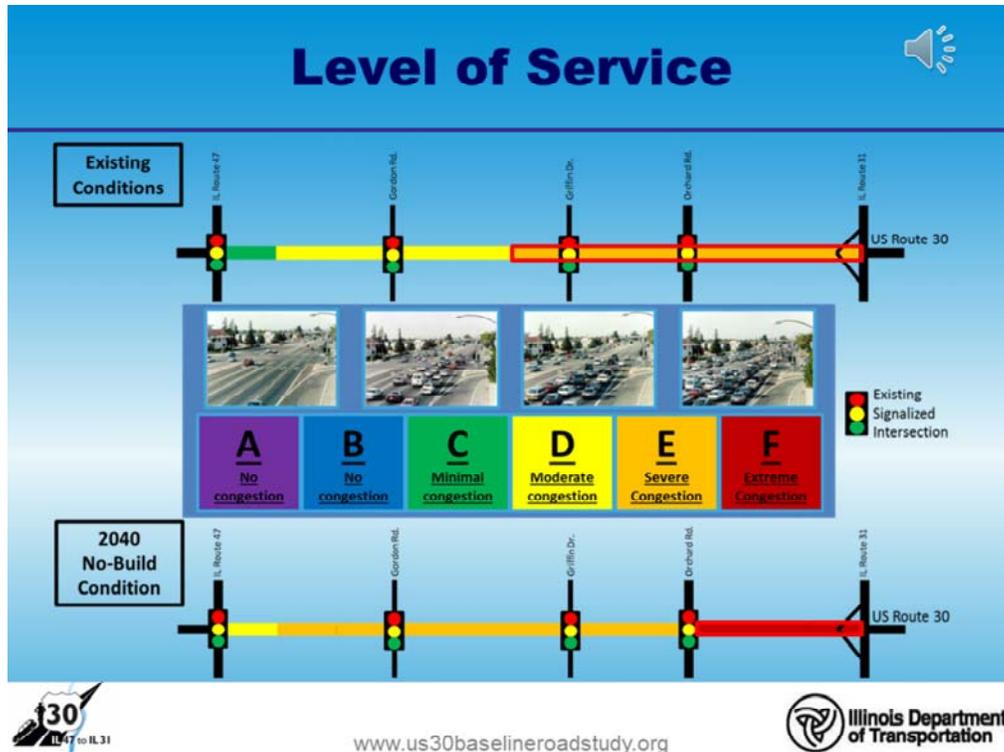
Road improvements are needed to improve safety.

372 crashes occurred along the corridor during the five year analysis period resulting in 26 serious injuries and two fatalities. Annually IDOT reviews statewide crash numbers & identifies the top 5% locations with pressing safety needs. Two locations along US 30 between Lakewood Creek Drive and Blackberry Road and a segment east of Horsemen Trail were identified as top 5% locations in 2009. Additionally the Orchard Road intersection was identified as a 5% intersection in 2012. The majority of crashes along this corridor were rear end and turning crashes. This is a common problem along roads with traffic back-ups, lack of turn lanes at intersections, or sight distance issues.



Road improvements are needed to accommodate traffic volume growth.

The number of vehicles per day is projected to increase from just over 11,000 vehicle per day to 19,000 vehicles per day at the west end of the corridor and from approximately 25,000 vehicles per day to 41,000 vehicles per day on the east end of the corridor by 2040.



The performance of US 30 is controlled by several factors including traffic volumes, the number of lanes, the number of access points, and the presence signalized intersections.

This diagram shows the existing and future level of service if no improvements are made to the corridor. Level of Service is measure used to relate the quality of traffic service. It is given a letter "grade" based on vehicle delay. Similar to school grades, level of service A is best, while F is the worst.

Some of the corridor is approaching the limits of acceptable traffic service.

Today, from west of Griffin Road to the east end of the study corridor, US 30 operates at levels of service E. In the future, if no improvements are made, it is estimated the segment between Orchard Road and IL 31 will deteriorate to level of service F. In other words there will extreme congestion.

# Accommodate Community Growth



	CMAP Population Forecasts		
	2010	2040 Forecast	% Change
Kane County	508,482	802,231	57.8
Kendall County	114,528	207,716	81.4
Village of Montgomery	25,144	43,731	73.9
City of Yorkville	22,942	38,561	68.1



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Finally, improvements are needed in order to accommodate growth that is planned for the corridor as well as the area.

The Chicago Metropolitan Agency for Planning (CMAP) population and employment forecasts for this area show population increases ranging from 58% to 81%. Due to the additional roadway users resulting from this growth, Level of Service levels are anticipated to decline.

# Addressing Social, Economic and Environmental Effects



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The goal of this study is to find an improvement alternative that addresses the corridor's operational and safety needs and perpetuates or enhances quality of life features; including bicycle and pedestrian accommodations in a way that avoids or minimizes impacts to existing landscape berms and other sensitive environmental resources that flank the roadway. In addition, the predicted traffic noise levels will be analyzed once the preferred alternative is identified.

## Addressing Social, Economic and Environmental Effects

- **National Environmental Policy Act (NEPA)**
  - Avoid sensitive resources if reasonably possible
  - Minimize impacts if resources cannot be avoided
  - Mitigate resources
- **Complete Streets law**
  - Full consideration must be given to pedestrian and bicycle facilities



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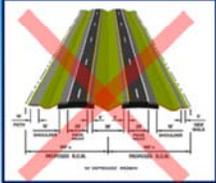
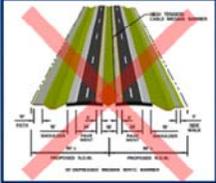


Guidance contained in National Environmental Policy Act - or NEPA and the Illinois Complete Streets Law will be used to make project decisions.

Federally funded projects are required to follow NEPA - which requires agencies to avoid sensitive resources if possible, or minimize and mitigate impacts if they cannot be avoided.

The Illinois Complete Streets law requires that the Department give full consideration to pedestrian and bicycle facilities.

## Alternatives Studied

<p><b>Alternative #1</b> Rural – 50' Depressed Median with Shoulders &amp; Ditches</p> <p><b>ELIMINATED</b> Due to Impacts on Properties and Environmental Resources</p> 	<p><b>Alternative #2</b> Rural – 30' Depressed Median with High Tension Cable Barrier, Shoulders &amp; Ditches</p> <p><b>ELIMINATED</b> Due to Impacts on Properties and Environmental Resources</p> 
<p><b>Alternative #3</b> Urban – 30' Raised Median with Shoulders and Curb &amp; Gutter</p> <p><b>CARRIED FORWARD</b></p> 	<p><b>Alternative #4</b> Urban – 30' Raised Median with Curb &amp; Gutter</p> <p><b>CARRIED FORWARD</b></p> 


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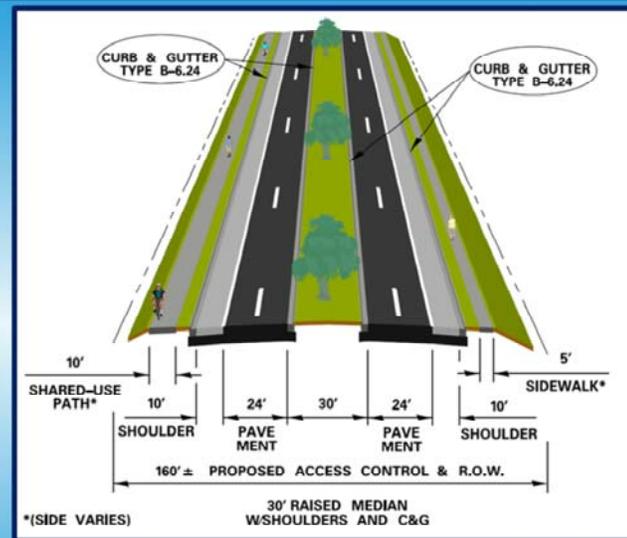

The project team developed 4 alternatives. 2 were rural cross-sections, meaning with open drainage -- and 2 were urban cross-sections, meaning with curb and gutter.

Through the CAG process, Alternatives 1 and 2 were eliminated due to impacts on properties and environmental resources. Alternatives 3 and 4 were retained for further evaluation.

Both alternatives to be evaluated are urban cross-sections. The addition of the curb and gutter lessens property and resource impacts. It also requires the posted speed limit to be lowered to 45 mph. This is because having a curb adjacent to the roadway with higher speeds can become a safety concern.

The primary difference between these two options is that one has a shoulder area between the travel lane and the curb and gutter; while the other one does not. The next 2 slides highlight these differences.

## 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

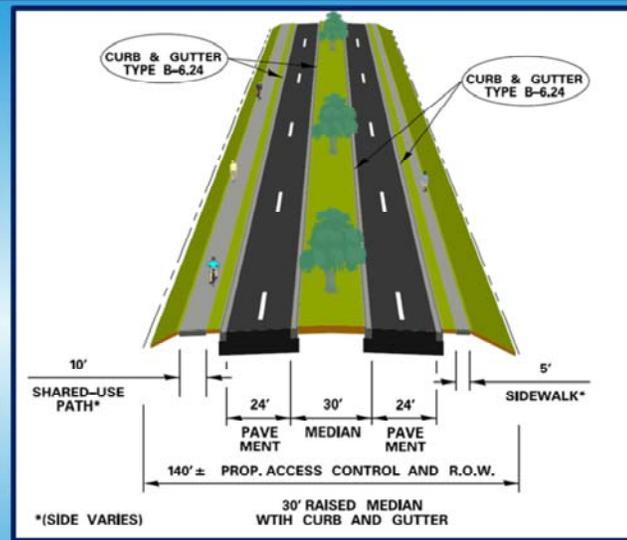


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Alternative #3 is an urban cross-section with a 30' wide raised median and 10' outside shoulders adjacent to curb and gutter. The shared use path and sidewalk are near the curb and gutter. Drainage will generally be addressed utilizing storm sewer and small swales instead of ditches. Approximately 20' of additional right of way on each side is needed to accommodate this alternative. This alternative provides shoulders between the roadway travel lane and the curb and gutter, which provide a recovery area for errant vehicles. Shoulders also provide emergency stopping space for broken-down vehicles and emergency responders.

## 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



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Alternative #4 consists of a 30' wide raised median with curb & gutter and no shoulders. The shared use path and sidewalk locations and drainage is similar to Alternative #3. This alternative requires approximately 10' of additional right-of-way on each side. This alternative does not provide an area for recovery or emergency stopping space for broken down vehicles and emergency responders.

For both alternatives under consideration additional right-of-way may be required in isolated areas for drainage and storm water detention purposes.



Following tonight's meeting, the study team will further refine the remaining alternatives and evaluate the environmental impacts. The Study Team will then meet with the CAG to present engineering and environmental considerations of the two alternatives, and receive input on the preferred alternative. The final determination on the preferred alternative will be made by the Project Study Group (PSG) whose members include the relevant agencies including the Department and the Federal Highway Administration), with input from the CAG.

After the preferred alternative is chosen we will perform more detailed studies and then hold a public hearing.

## **We Want to Hear from You**

- **Fill out a comment form**
- **Website: Information in Meeting Brochure**
- **Comment box in exhibit room**
- **Email: Information in Meeting Brochure**
- **Written: Postmarked by August 13**



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We value your input throughout the study. There are comment forms available at this meeting, as well as on the project website.

Please fill out a comment form and place it in the comment box in the exhibit room, email or mail it to the address on the back of the comment form by August 13 to be part of the official record.

**Thank you for attending!**



**Please visit the exhibit room, meet  
with project team members and  
provide input.**



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The Department thanks you for attending this public meeting. Please join us downstairs to meet with the project team and review the project exhibits.