



Illinois Department of Transportation  
**Open House Public Hearing**  
 June 29, 2016



## Project Overview

The Illinois Department of Transportation (IDOT) is nearing completion of the Phase 1 Preliminary Engineering and Environmental Studies for US 30 (Baseline Road). The study area is located in the City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. It extends approximately five miles from IL 47 to east of Albright Road near IL 31. The roadway is classified as a Strategic Regional Arterial (SRA) and Class II Truck Route. SRAs are a network of routes that supplement expressways by accommodating a significant portion of long distance and high volume traffic in the region. Locally, US 30 is known as “Baseline Road” and generally follows the Kane-Kendall County Line. The land uses within the corridor consist of residential, commercial, industrial and agricultural uses. Blackberry Creek crosses US 30 just west of Orchard Road.

### Welcome to the Public Hearing

The Illinois Department of Transportation (IDOT) thanks you for attending the public hearing for the proposed improvements of US 30 (Baseline Road) from IL 47 to IL 31. The purpose of the hearing is to obtain public comment on the preferred alternative.

### We Want to Hear From You

We value your input. Written comments may be submitted during this Public Hearing, mailed to IDOT at the address indicated below, or sent to the project email address indicated below. Please submit comments by July 28, 2016 to be part of the official record.

**Illinois Department of Transportation**  
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## Project Purpose and Need

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

## How to Participate Today

Attendees are invited to view the presentation, exhibit boards, roll plots of the preferred alternative, as well as submit comments. IDOT representatives are on hand to discuss the project and answer any questions. A public comment forum will begin at 6 p.m., where you are invited to make a statement to a court reporter.

# Public Involvement

## CSS/Study Process

The US 30 Study followed the **Context Sensitive Solutions (CSS)** process, an approach that involved stakeholders early and often in the development of a consensus solution. Information was gathered and carefully considered on the project from all stakeholders in order to produce the best solution.



## The Role of the Community Advisory Group (CAG)

A **stakeholder** is a person or business who uses the roadway, lives within or near the project area, or passes through it. This includes residents, landowners, communities affected by a project, businesses, elected officials, regulatory agencies, and travelers who use the facility. The role of the Community Advisory Group (CAG), which is composed of stakeholders, has been to advise IDOT on issues throughout the study process.



**Alternatives eliminated with each step.  
Stakeholder input solicited and considered throughout.**

## US 30 Stakeholder Input

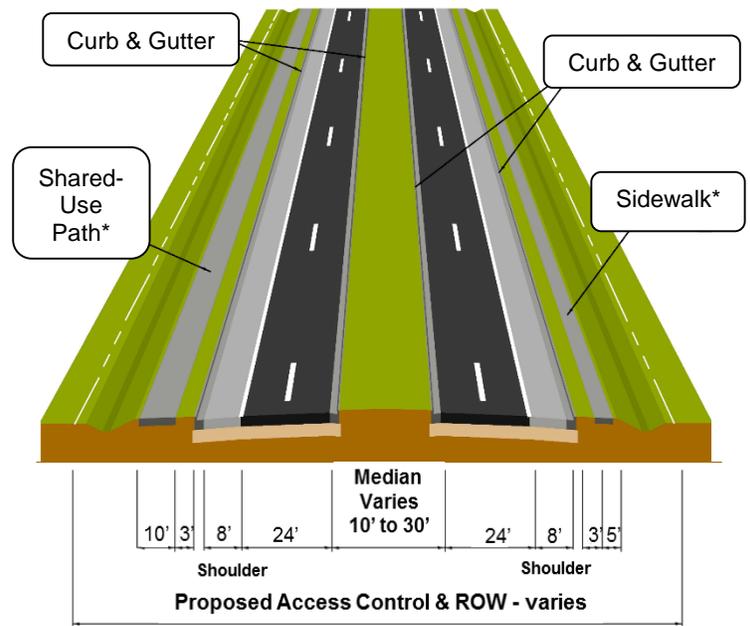
Stakeholders provided input throughout the process of determining the proposed improvements for US 30. Stakeholders included representatives from local units of government (Yorkville, Montgomery, Kendall County DOT, Kendall County Forest Preserve, and Fox Valley Park District, among others), residents, business owners, and other interested groups.

Public Meeting #1	Community Advisory Group Meeting #1	Community Advisory Group Meeting #2	Community Advisory Group Meeting #3	Public Meeting #2	Community Advisory Group Meeting #4
September 2012	November 2012	July 2013	February 2014	July 2014	December 2014
<ul style="list-style-type: none"> <li>Introduced study</li> <li>Solicited input on transportation needs</li> <li>Established CAG</li> </ul>	<ul style="list-style-type: none"> <li>Discussed CSS Process</li> <li>Discussed input received at Public Meeting #1</li> <li>Discussed concerns, ideas and needs</li> </ul>	<ul style="list-style-type: none"> <li>Reached general understanding of agreement on Problem Statement and Purpose and Need</li> <li>Considered policy cross-section</li> </ul>	<ul style="list-style-type: none"> <li>Discussed and compared project alternatives</li> </ul>	<ul style="list-style-type: none"> <li>Discussed Purpose and Need</li> <li>Presented project alternatives being evaluated</li> </ul>	<ul style="list-style-type: none"> <li>Discussed input received at Public Meeting #2</li> <li>Reached general understanding of agreement on the Preferred Alternative</li> </ul>

## Preferred Alternative

- Two 12' wide lanes in each direction
- Raised median width/locations
  - IL 47 to Gordon Road – 30'
  - Gordon Road to Orchard Road - 22'
  - Orchard Road to Baseline Road Connector - 30'
  - Baseline Road Connector to IL 31 interchange - 18'
- 8' wide outside shoulder
- Curb and gutter provided at the edge of the shoulder and median
- Provisions for sidewalk or shared use path throughout the project length
- A "Montgomery Overflow Bypass Storm Sewer" will be constructed on the north side of US 30 to address flooding caused by the over-flowing of Jericho Lake during large rain events
- Noise Abatement measures are being investigated for potential implementation, if supported by benefited receptors

## Preferred Alternative Typical Section



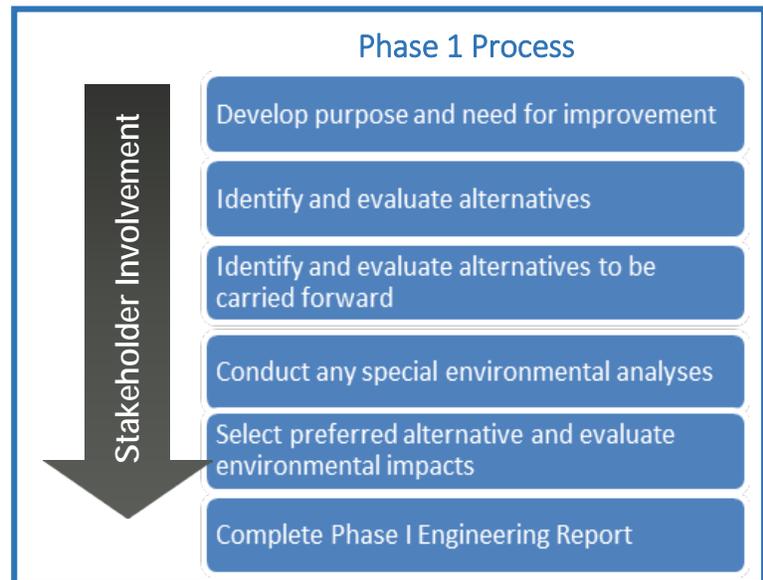
**RAISED MEDIAN with OUTSIDE SHOULDERS AND CURB & GUTTER**  
 \*Side Varies

## Traffic Noise Study

A traffic noise study was conducted for the US 30 project in accordance with IDOT Noise Policy. Noise levels were studied at noise sensitive locations within the project area. At locations where traffic noise impacts were determined, an evaluation was conducted to determine if noise walls were warranted. Noise walls were found to be both reasonable and feasible at a number of locations and will be considered for implementation as part of the project, pending the views of those benefited by the proposed barriers. Known as a "viewpoint solicitation", this process involves soliciting input from benefited receptors on providing noise mitigation measures as part of the project.

Benefited receptors have received a viewpoint solicitation letter and Viewpoint Form to provide their preference for construction of noise walls. If more than half of the votes are in favor of a barrier at a specific location, the proposed noise wall is likely to be implemented.

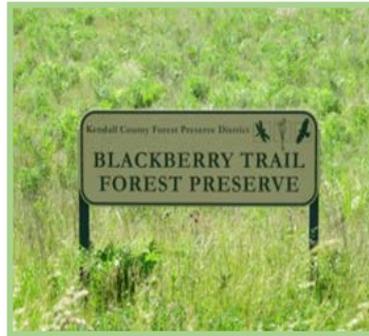
**Benefited Receptor Viewpoint Forms must be submitted by July 28, 2016.**



## NEPA Process

The National Environmental Policy Act (NEPA) project development process is a balanced approach to decision making that takes into account potential impacts on the human and natural environment. The NEPA process requires the following: avoid sensitive resources if reasonably possible; minimize impacts if resources cannot be avoided; and mitigate impacts if necessary. The socioeconomic and environmental impacts of the project are documented in the Project Report, and include:

- 32.0 acres of right-of-way acquisition
- 0.43 acres of wetland impact
- 8.1 acres of floodplain impact
- 1.14 acres of impact to 2 parks
- 8.3 acres of impact to agricultural land
- No displacements



### Section 4(f) of the U.S. Department of Transportation Act of 1996

The proposed improvement will require property from the Fox Valley Park District's Stuart Sports Complex and Kendall County Forest Preserve District's Blackberry Trail Forest Preserve. Public parks, recreation areas, and wildlife refuges are eligible for protection under Section 4(f) of the US Department of Transportation Act of 1966, commonly referred to as "Section 4(f)." IDOT intends to seek a Section 4(f) *de minimis* impact finding from the Federal Highway Administration based on a determination that the project will not adversely affect the features, attributes, or activities that qualify these properties for protection under Section 4(f). The documentation of the impacts to these lands is available for public comment at the hearing as well as the IDOT District One office and the project website until July 28, 2016.

## Three Types of Land Acquisition

- **Fee Simple** - acquisition of all rights and interests of real property
- **Permanent Easement** - ownership is retained by property owner, but IDOT is allowed permanent use of property to construct and maintain facilities
- **Temporary Easement** - ownership is retained by property owner; land is purchased for a specified term for completion of construction
- All three types follow the same land acquisition process

## Land Acquisition Process

- Land acquisition may begin after design approval and funding is identified
- Steps include survey and appraisal, offer and negotiations and court proceedings if necessary
- IDOT must propose fair market compensation for needed property
- IDOT representatives are available to answer questions

## Next Steps

**Compile** viewpoint solicitation results on the proposed noise walls

**Receive** and compile comments from the Public Hearing through July 28, 2016

**Complete** design studies and reports

