

WELCOME

TO THE

US 30 (Baseline Road)

IL 47 to IL 31

Public Hearing

- **Goals of today's hearing**
 - Provide an overview of the study
 - Present the Preferred Alternative
 - Answer your questions
 - Gather your input
 - Discuss the next steps to complete the study

Project Location Map



Please view the hearing presentation, browse the exhibits, ask questions, and fill out a comment form. Your input is needed for a successful study!



Registration

US 30 (Baseline Road)

IL 47 to IL 31

June 29, 2016

Public Hearing – 4 p.m. to 7 p.m.

Public Forum – 6 p.m. to 7 p.m.



Purpose and Need

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, in order to meet future growth and development.



Project Development Process



Phase 2 & Phase 3 are not currently included in IDOT's Fiscal Year 2017 to 2022 Proposed Highway Improvement Program. Estimated construction cost is \$59.5 million.

Phase 1 Process



 Community Advisory Group Meeting



Who's Involved



What is Context Sensitive Solutions (CSS)?

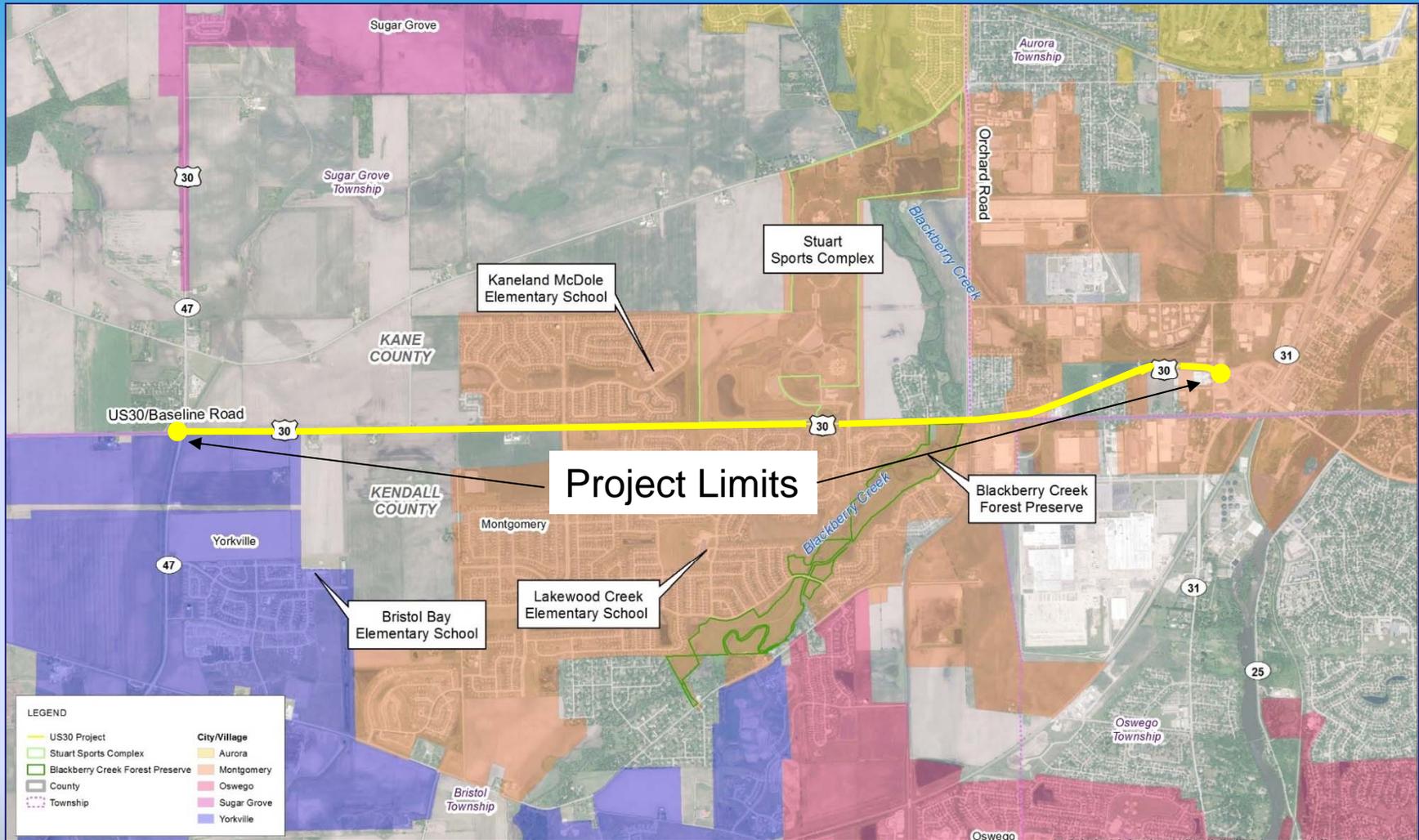
An approach that:

- 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

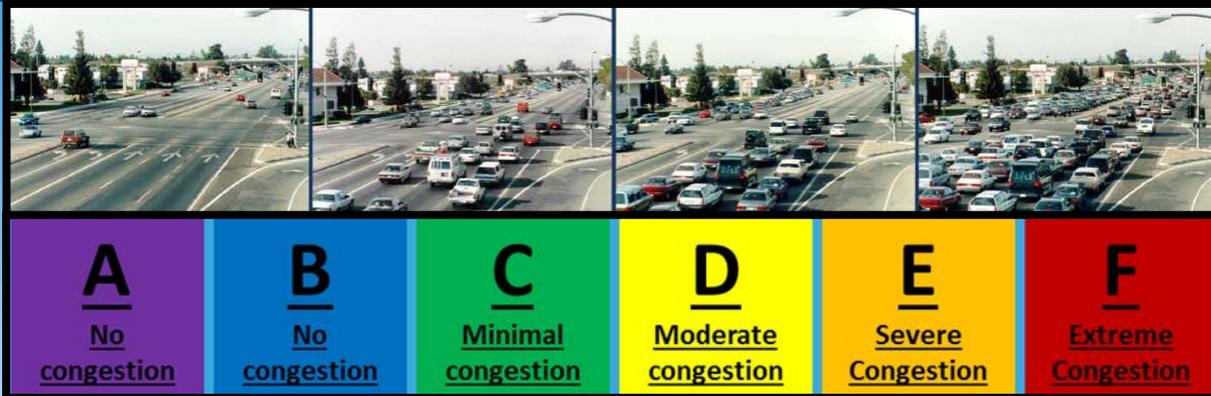


- **Frequent and meaningful communication**
- **Outreach guided by Stakeholder Involvement Plan**
- **Develop, build and maintain cost-effective transportation facilities**
- **Preserve and enhance community features**

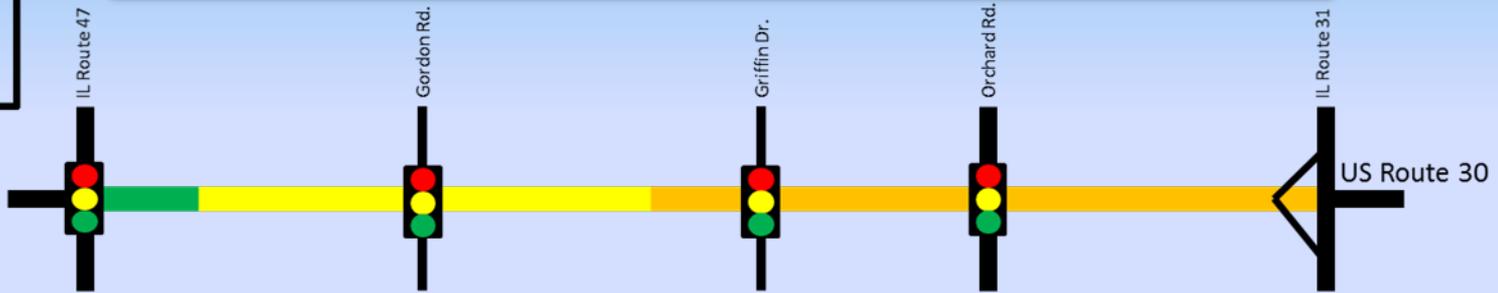
Study Area



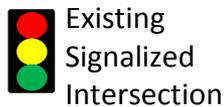
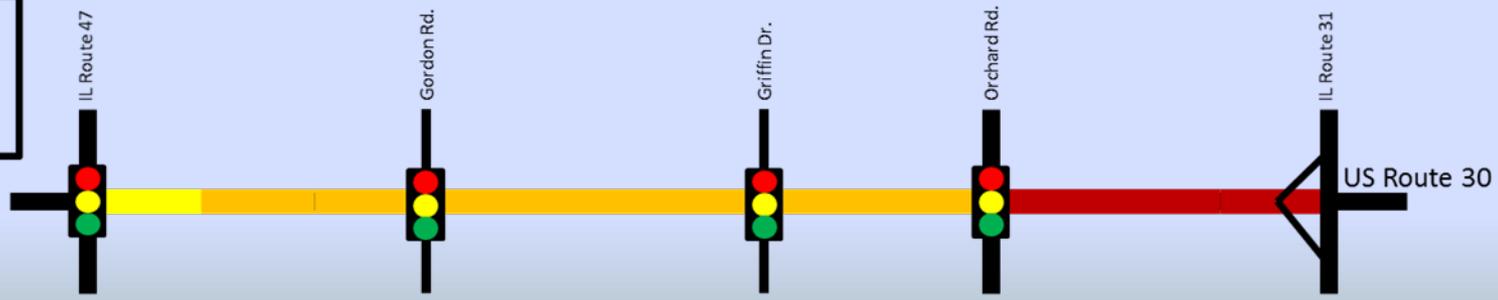
Level of Service



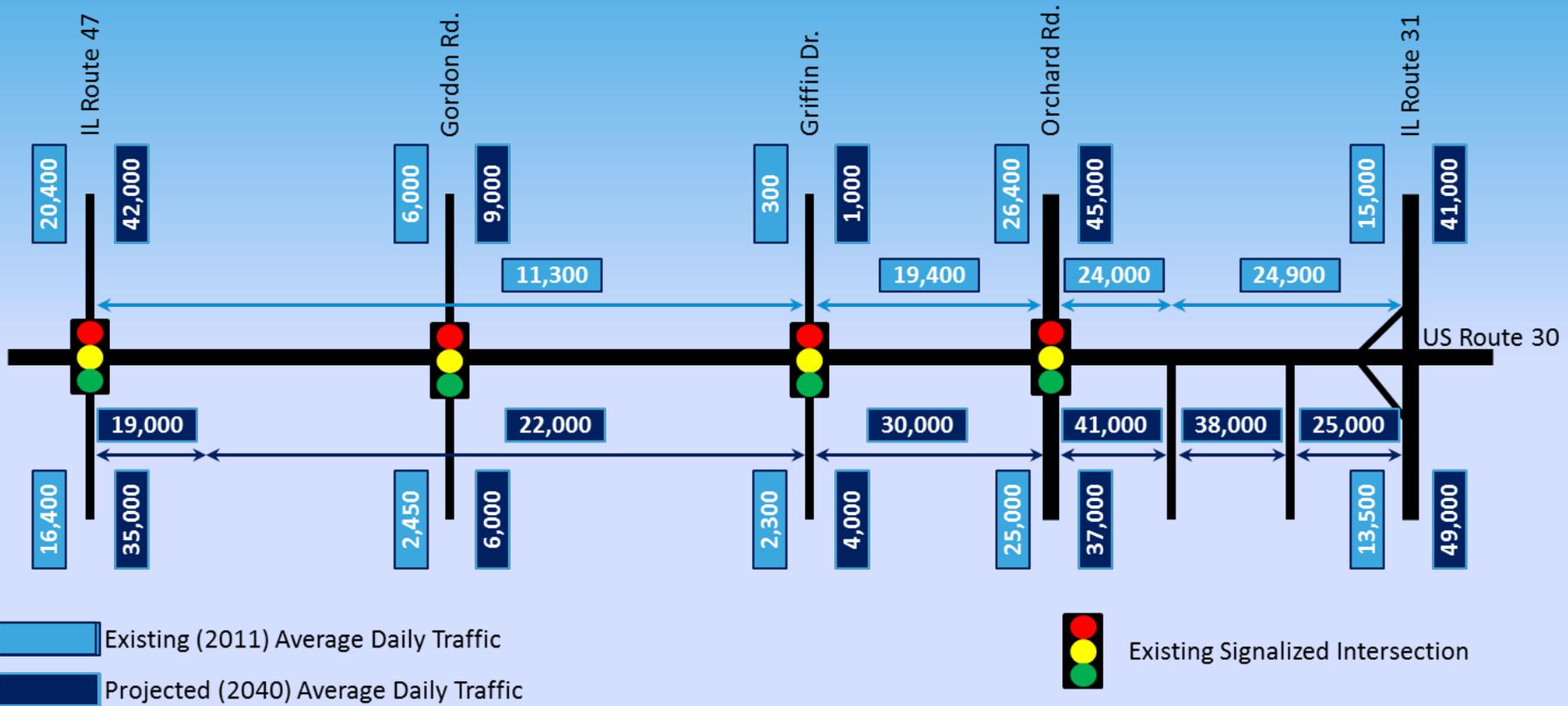
Existing Conditions



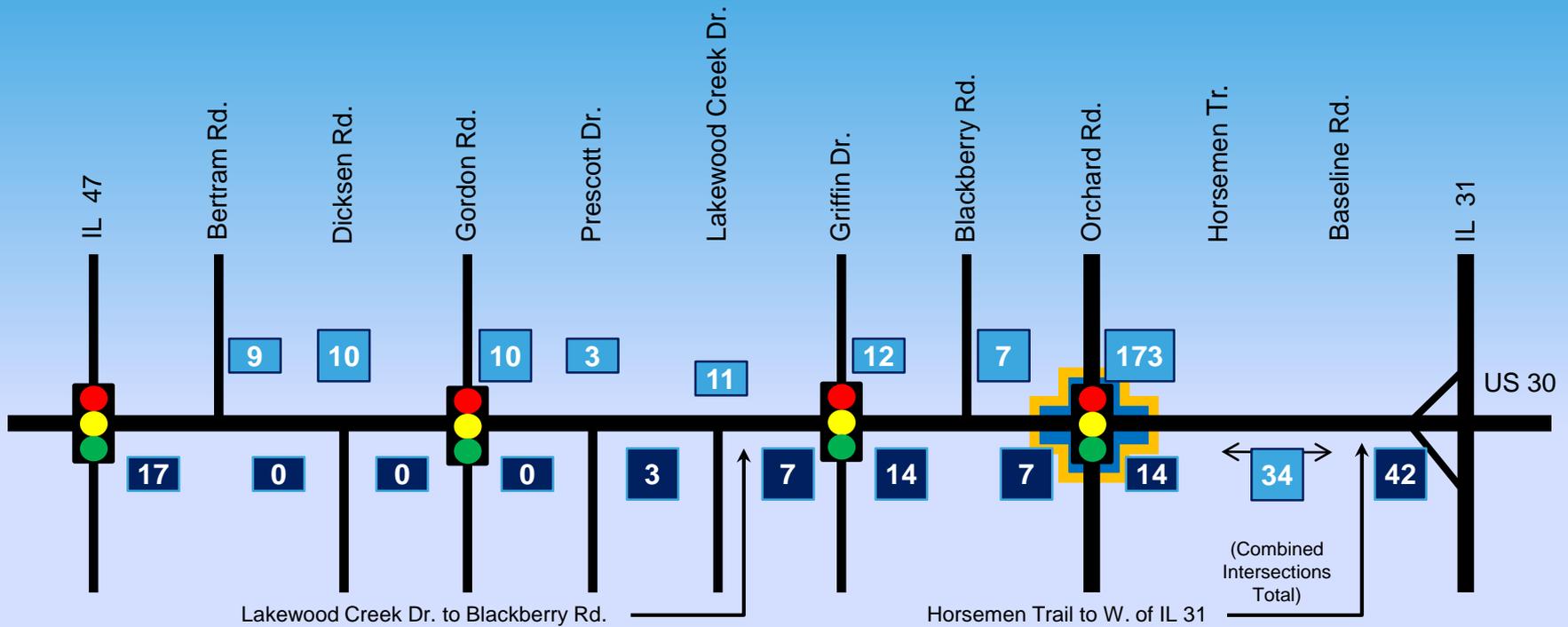
2040 No-Build Condition



Average Daily Traffic Volumes



Crash Locations



Five-Year Crash Totals (2010-2014)

-  At Intersections
-  Between Intersection



Existing Signalized Intersection



2012 5% Intersection

Illinois 5% Crash Locations

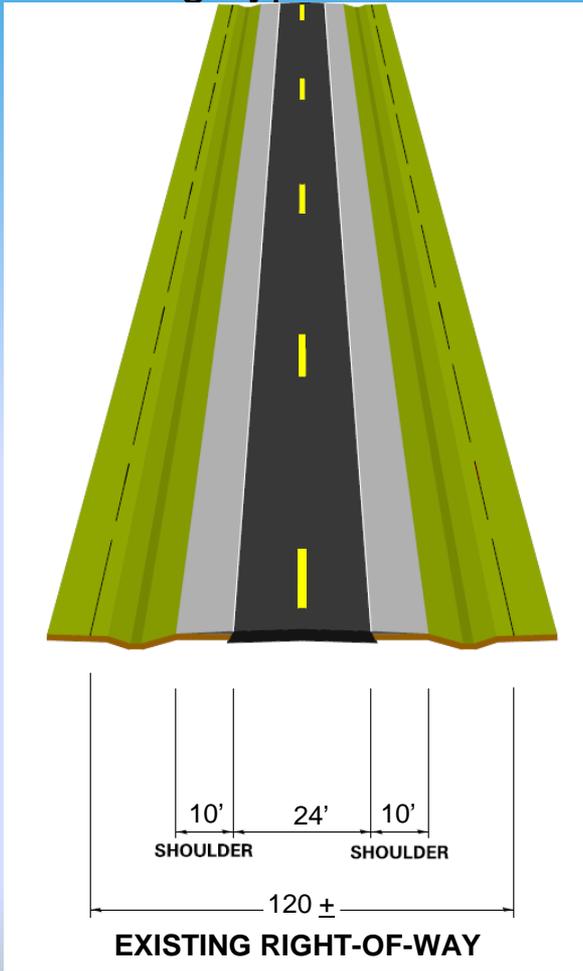
Crash Types

| COLLISION TYPE | YEAR | | | | | TOTAL | % OF TOTAL CRASHES |
|----------------------------|-----------|-----------|-----------|-----------|-----------|------------|--------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | | |
| Rear End | 28 | 44 | 52 | 41 | 43 | 208 | 55.8% |
| Turning | 13 | 11 | 20 | 13 | 22 | 79 | 21.2% |
| Fixed Object | 5 | 3 | 7 | 8 | 9 | 32 | 8.6% |
| Head-on | 2 | 1 | 4 | 4 | 3 | 14 | 3.7% |
| Sideswipe (Same Direction) | 1 | 1 | 5 | 2 | 2 | 11 | 2.9% |
| Angle | 2 | 3 | 0 | 2 | 2 | 9 | 2.4% |
| All Other | 2 | 3 | 6 | 3 | 6 | 20 | 5.4% |
| TOTAL | 53 | 66 | 94 | 73 | 87 | 373 | 100% |

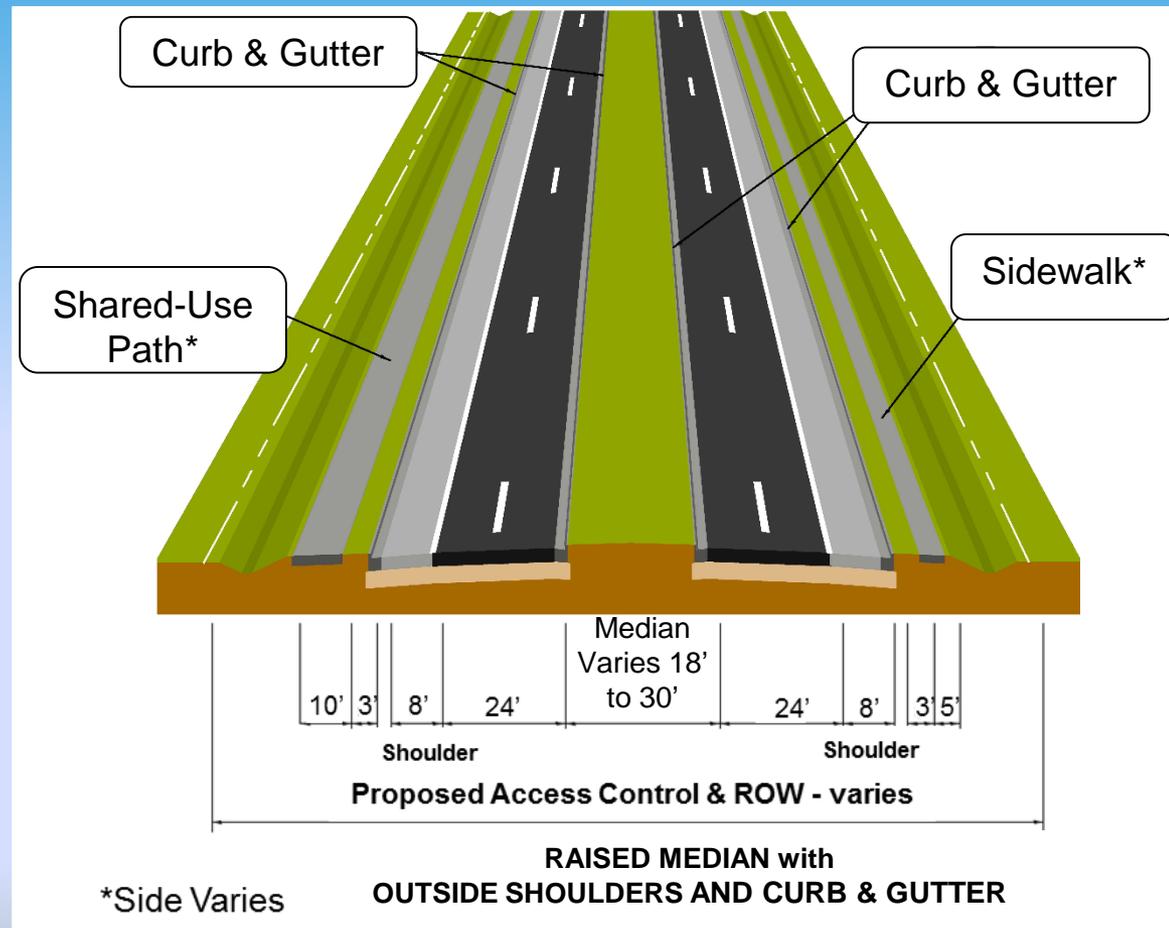
| CRASH SEVERITY | YEAR | | | | | TOTAL |
|-------------------------------------|-----------|-----------|-----------|-----------|-----------|------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | |
| "A" Injury (Incapacitating) | 8 | 7 | 5 | 3 | 5 | 28 |
| "B" Injury (Non-incapacitating) | 10 | 8 | 20 | 9 | 19 | 66 |
| "C" Injury (Reported, not apparent) | 22 | 19 | 22 | 20 | 20 | 103 |
| "K" (Fatality) | 0 | 0 | 2 | 0 | 0 | 2 |
| TOTAL | 40 | 34 | 49 | 32 | 44 | 199 |

Existing and Proposed Typical Sections

Existing Typical Section



Proposed Typical Section



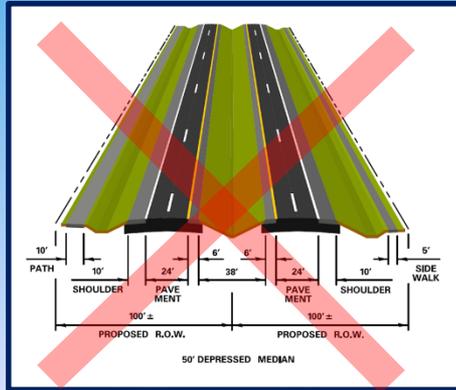
Alternatives Studied

Alternative #1

Rural – 50' Depressed Median with Shoulders & Ditches

ELIMINATED

Due to impacts on properties and environmental resources

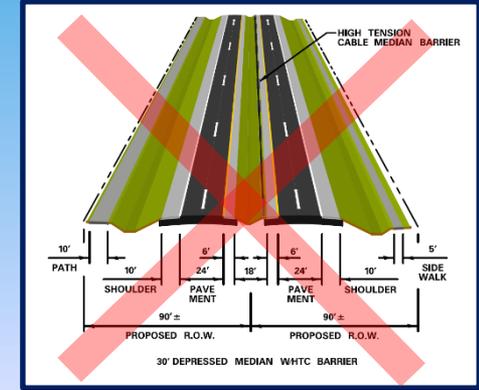


Alternative #2

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

ELIMINATED

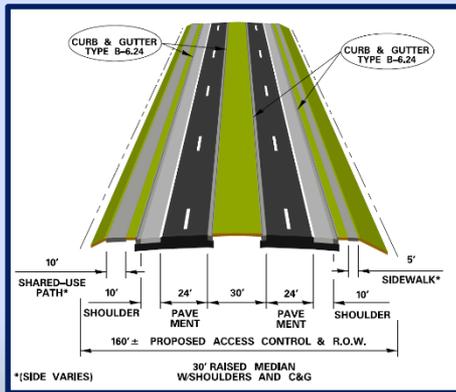
Due to impacts on properties and environmental resources



Alternative #3

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

PREFERRED ALTERNATIVE

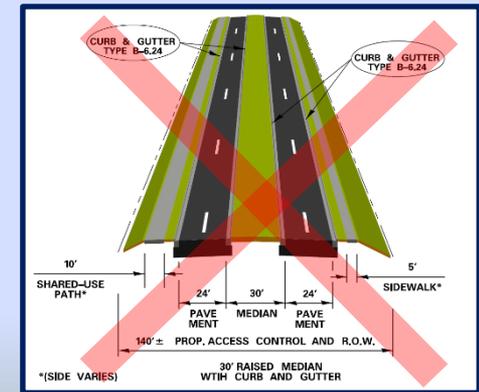


Alternative #4

Urban – 30' Raised Median with Curb & Gutter

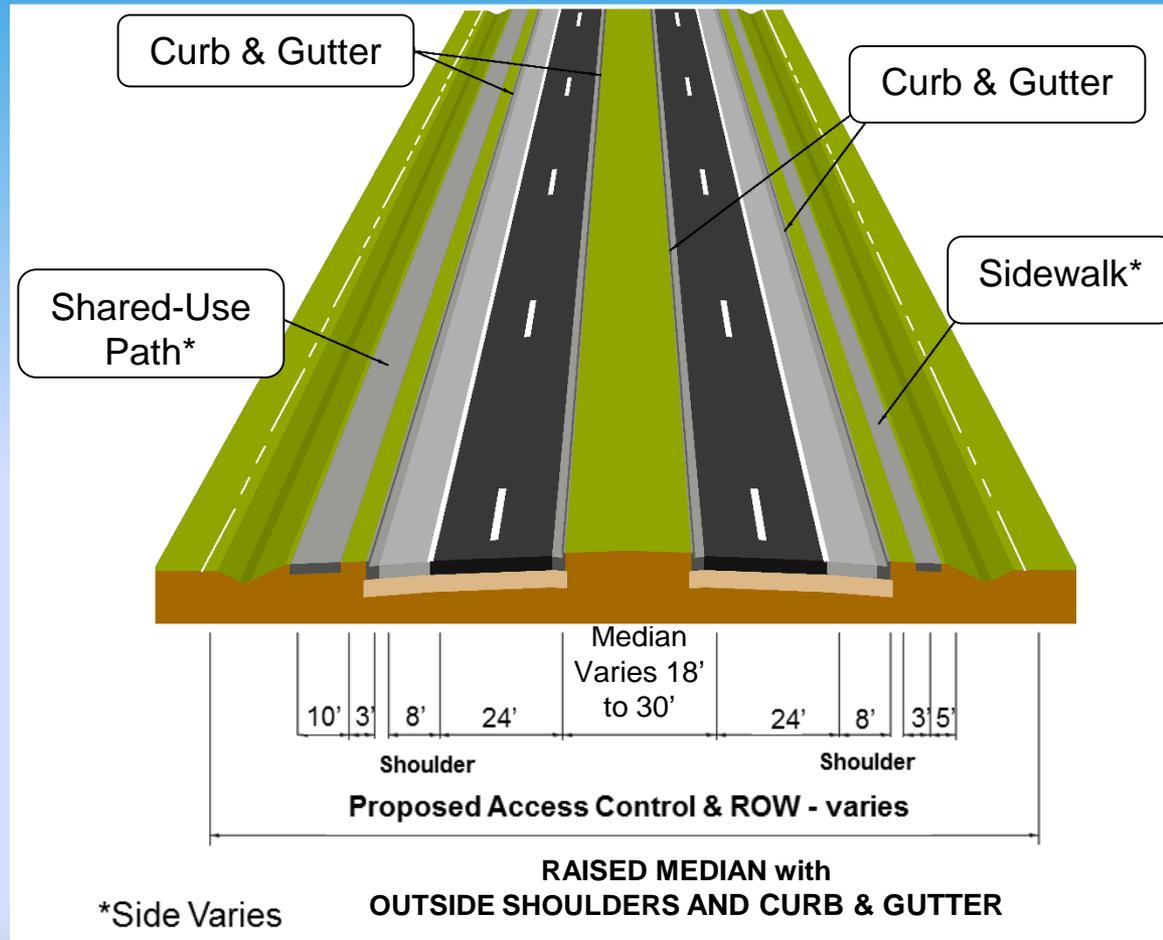
ELIMINATED

Due to lower potential for crash reductions, lack of vehicle recovery area, and reduced emergency vehicle access.



Preferred Alternative

- Two 12 foot-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' wide
- 8-foot-wide outside shoulder
- Curb and gutter provided at the edge of the shoulder and median



Preferred Alternative Impacts

- **Total right of way – Approximately 32.0 acres**
 - No Displacements
- **Wetlands – 0.43 acres**
 - 5 wetlands impacted
- **Flood Plain Encroachments – 8.1 acres**
- **Agricultural Land impacted – 8.3 acres**



4(f) Land Impacts

- **Section 4(f) lands are typically publicly owned parks, recreational areas, forest preserves or wildlife refuges and are protected under the Department of Transportation Act of 1966**
- **The Preferred Alternative will potentially impact approximately 1 acre of 4(f) land**
 - 0.57 acre of Blackberry Trail Forest Preserve
 - 0.57 acre of Fox Valley Park District's Stuart Sports Complex
- **It is anticipated that the proposed improvements will not affect the activities, features and attributes of these recreation properties**
- **The Section 4(f) documentation is available for review tonight as well as at the IDOT District One office and the project website until July 28, 2016.**
 - Illinois Department of Transportation, 201 W. Center Court, Schaumburg, Illinois
 - www.US30baselineroadstudy.org

Land Acquisition

| Land Acquisition Types | IDOT Land Acquisition Procedures |
|---|--|
| <ul style="list-style-type: none">• Fee Simple<ul style="list-style-type: none">• Acquisition of all rights and interests of real property• Permanent Easement<ul style="list-style-type: none">• Ownership is retained by property owner• IDOT 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• Purchased for a specified term for completion of construction | <ul style="list-style-type: none">• Determine Ownership<ul style="list-style-type: none">• Prepare property description and survey• Independent Appraisal• Offer and Negotiations• Court Proceedings if necessary• Relocation Assistance when Building Acquired<ul style="list-style-type: none">• Advisory/Referral Services• Replacement housing payments• Reimburse moving expenses |

IDOT representatives are available to answer questions

Noise Analysis

- **Study area reviewed for noise impacts and abatement measures**
- **Noise walls will be recommended for installation where they have been deemed feasible and reasonable**
 - Able to achieve at least a 5 decibel reduction in noise
 - Have at least an 8 decibel reduction for one benefited receptor
 - Be possible to design/construct
 - Meet cost/benefit threshold
 - Are supported by 50% of the benefited receptors that respond for each wall
- **Viewpoint Letters were sent to the benefitted receptors**
- **Responses due by July 28, 2016**
- **Additional ROW may be required if noise walls are constructed**



Next Steps

- **Consider input/ comments from Public Hearing**
- **Finalize 4(f) *de minimis* finding**
- **Complete noise wall coordination**
- **Finalize design**
- **Submit final reports**
- **Phase I Design Approval**

Comments Welcome!

Comment forms may be submitted at tonight's hearing, via email or postal mail.

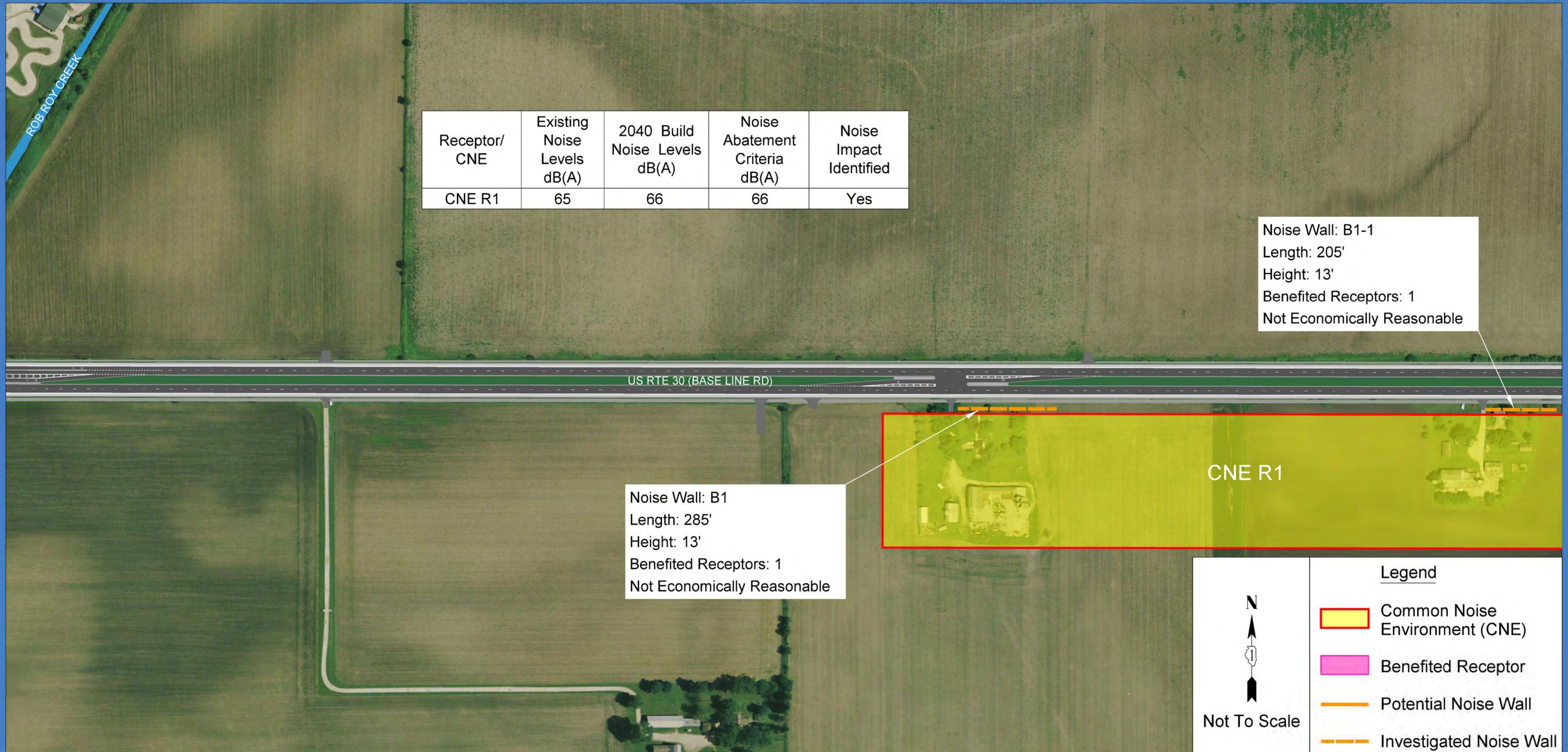
Comments received by July 28, 2016 will become part of the official public hearing record.

Thank You!

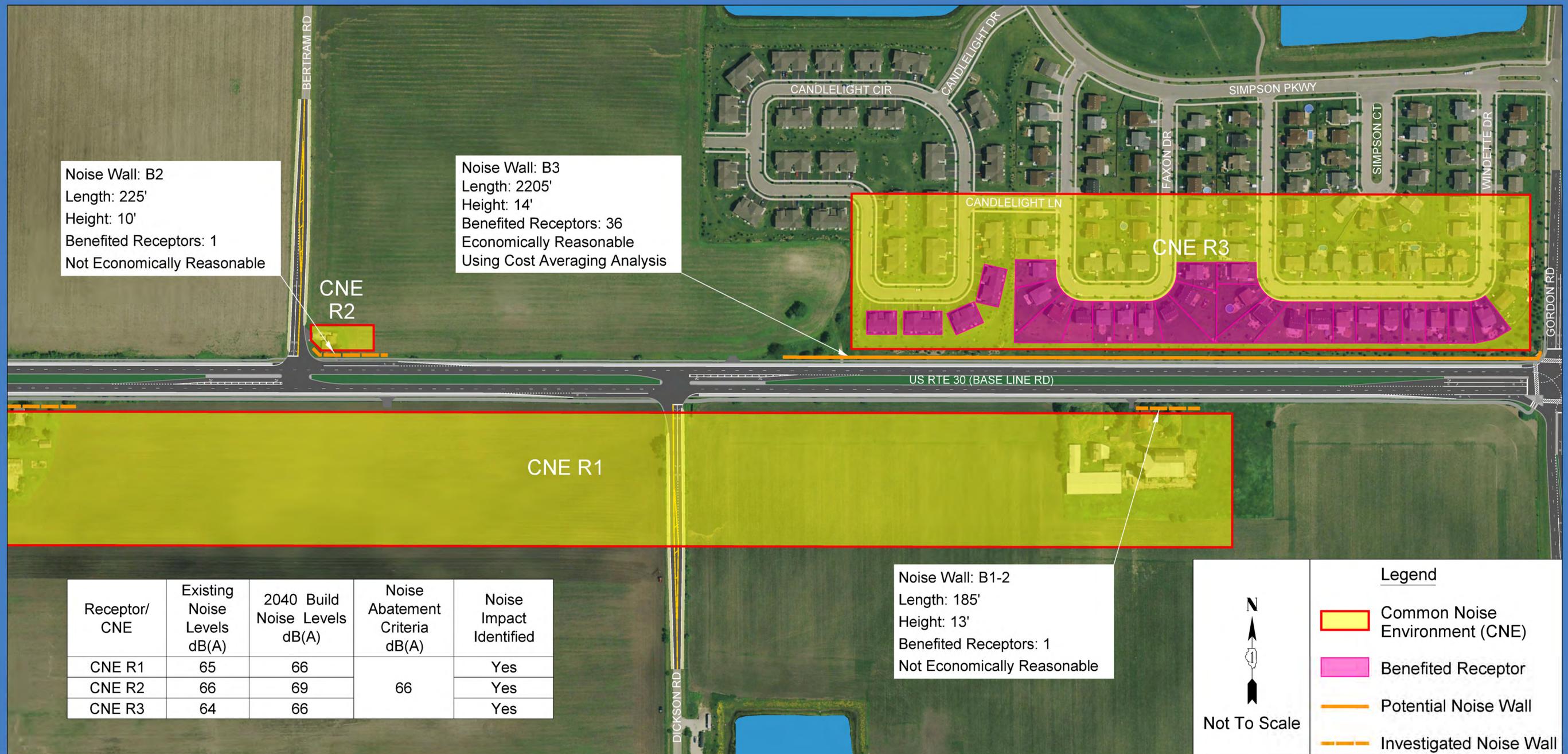
Thank you for attending the
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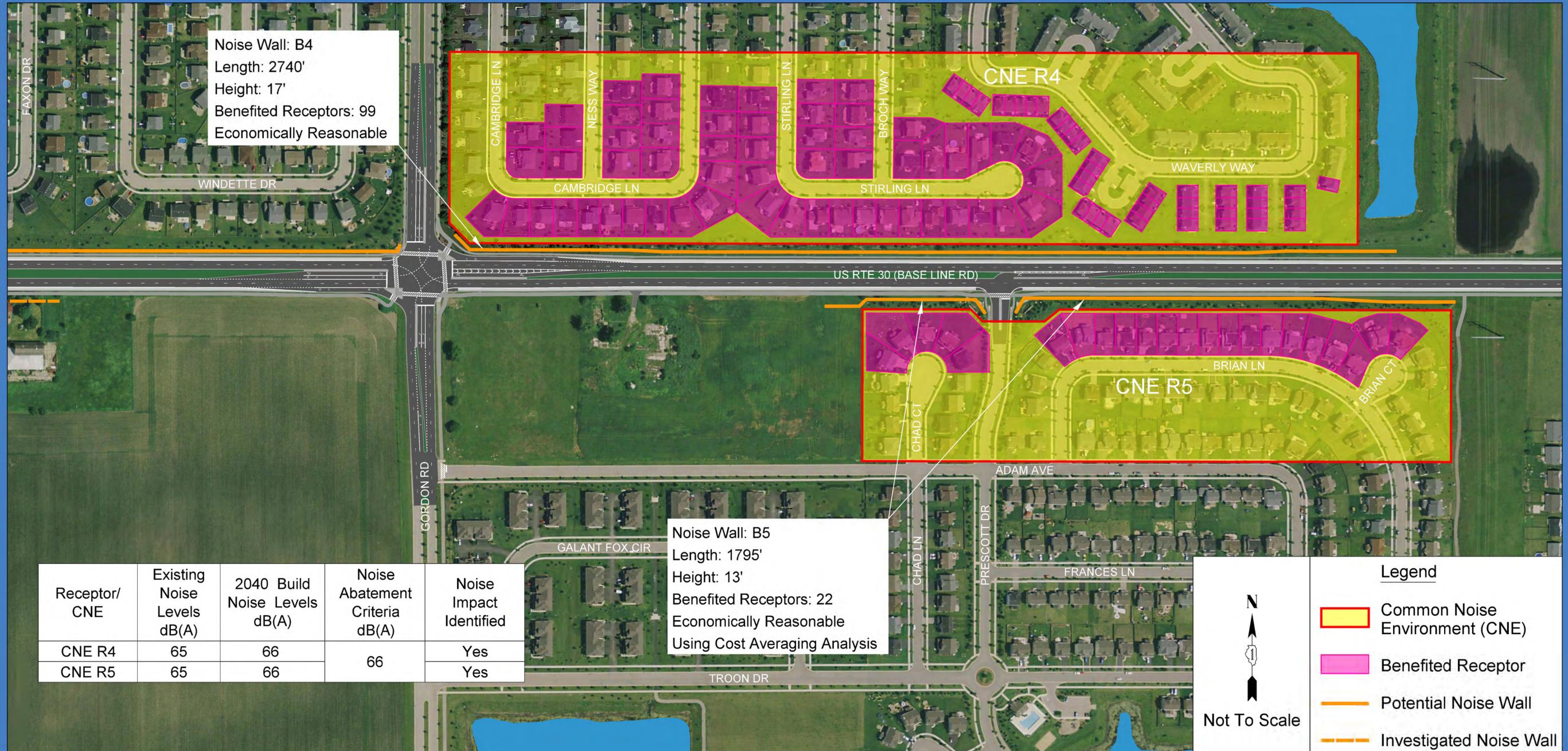
Potential Noise Wall Locations



Potential Noise Wall Locations

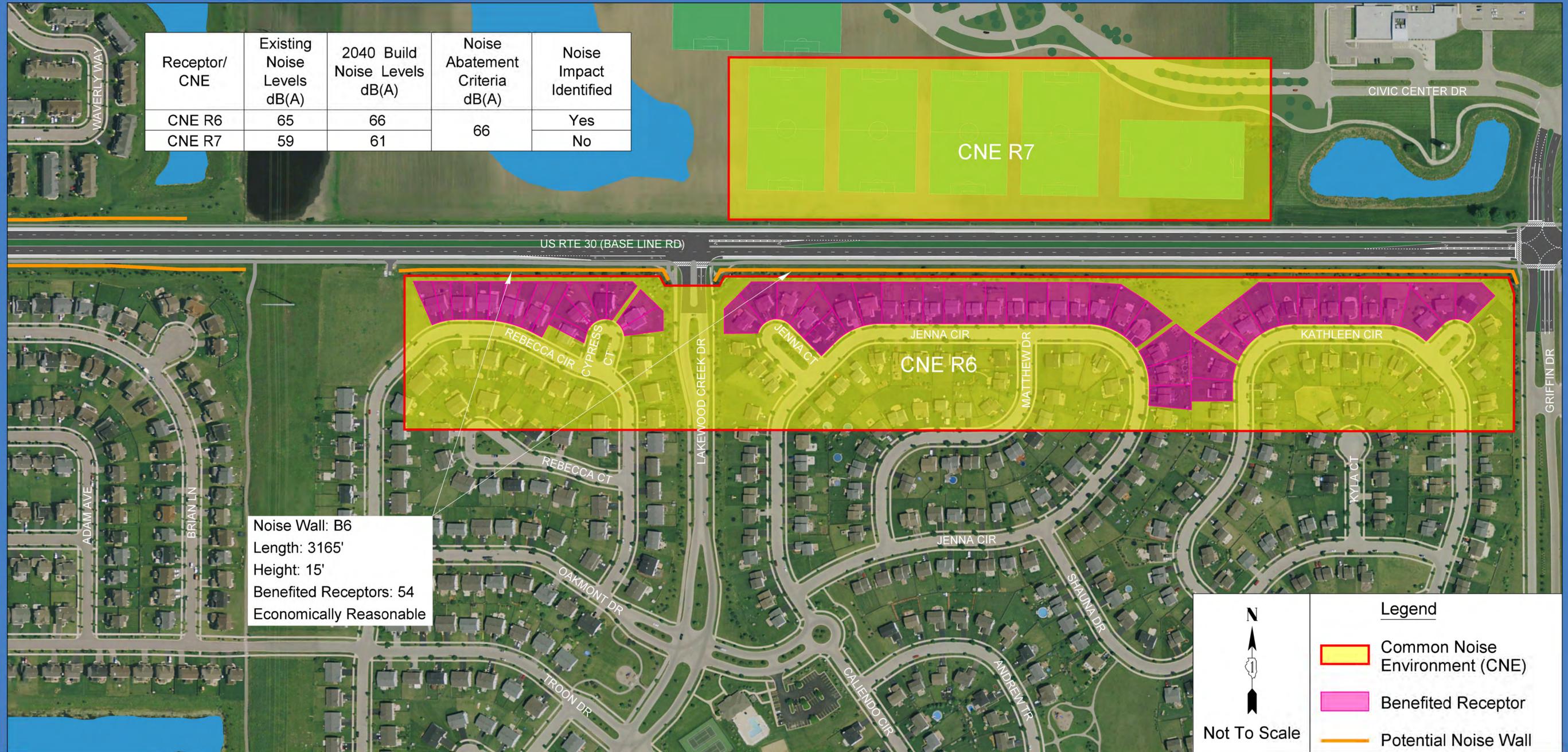


Potential Noise Wall Locations



Potential Noise Wall Locations

| Receptor/ CNE | Existing Noise Levels dB(A) | 2040 Build Noise Levels dB(A) | Noise Abatement Criteria dB(A) | Noise Impact Identified |
|------------------|--------------------------------------|-------------------------------------|---|-------------------------------|
| CNE R6 | 65 | 66 | 66 | Yes |
| CNE R7 | 59 | 61 | | No |



Noise Wall: B6
 Length: 3165'
 Height: 15'
 Benefited Receptors: 54
 Economically Reasonable



Potential Noise Wall Locations



Potential Noise Wall Locations

