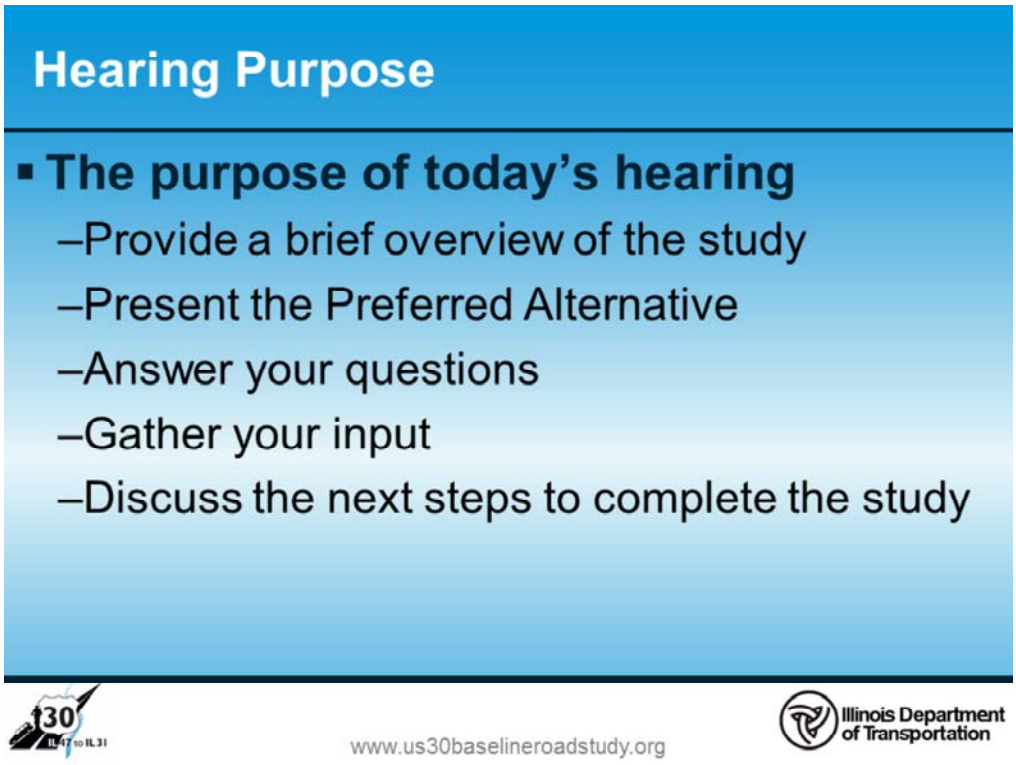
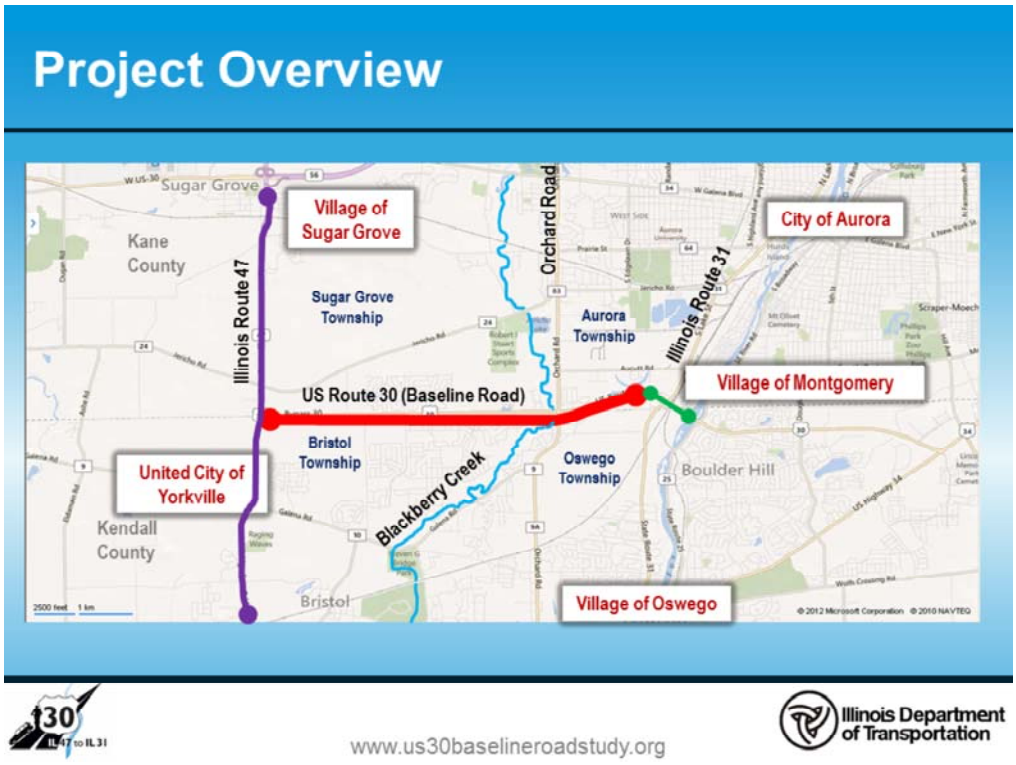
Welcome to the Public Hearing for the improvement of US 30 from IL 47 to IL 31. [Enter]



The main goal of today's public hearing is to [enter]
Provide a brief overview of the study [enter]
Present the Preferred Alternative [enter]
Answer any questions you may have about the study [enter]
Gather your input [enter]
And discuss the next steps to complete this Phase 1 study.



The purpose of the project is to study traffic operations and safety improvements along US 30 from IL 47 in Yorkville to IL 31 in Montgomery – a distance of approximately 5 miles. [enter]

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

Locally, US 30 is known as “Baseline Road” and generally follows the Kane-Kendall County Line. [Enter]

The western terminus of the US 30 improvements will tie into an ongoing Department District 3 study of IL 47 between Kennedy Avenue in Yorkville and Cross Street in Sugar Grove. [Enter]

The eastern terminus will match the recently completed reconstruction of the US 30 and IL 31 interchange. [Enter]

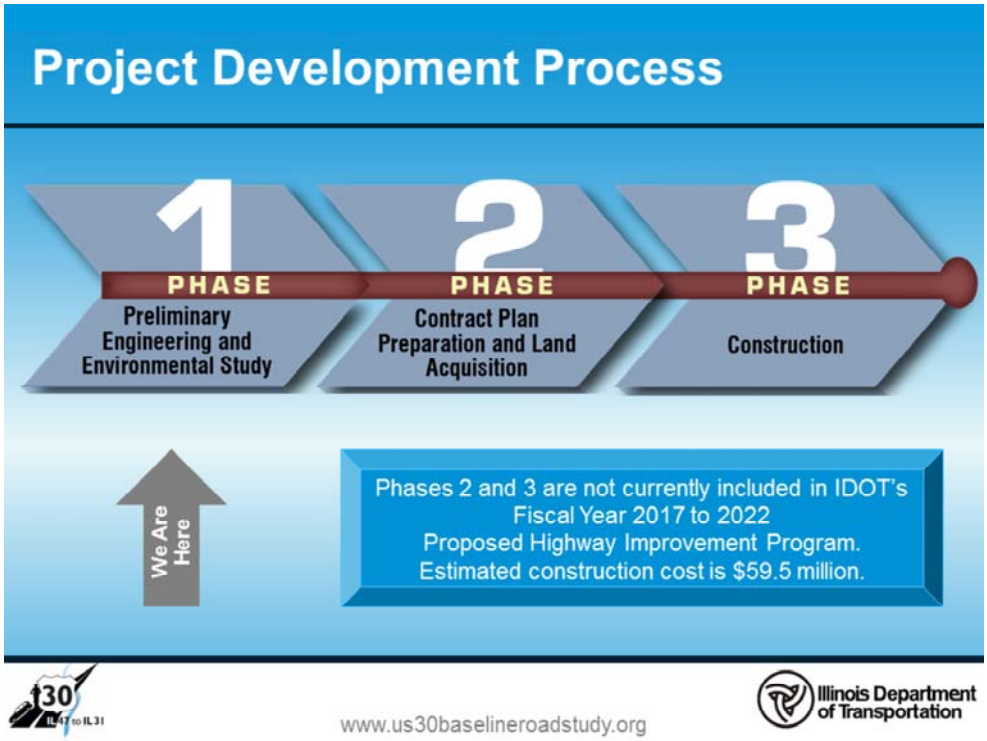
Major Features in the study area include Blackberry Creek and the Orchard Road corridor. [Enter]

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

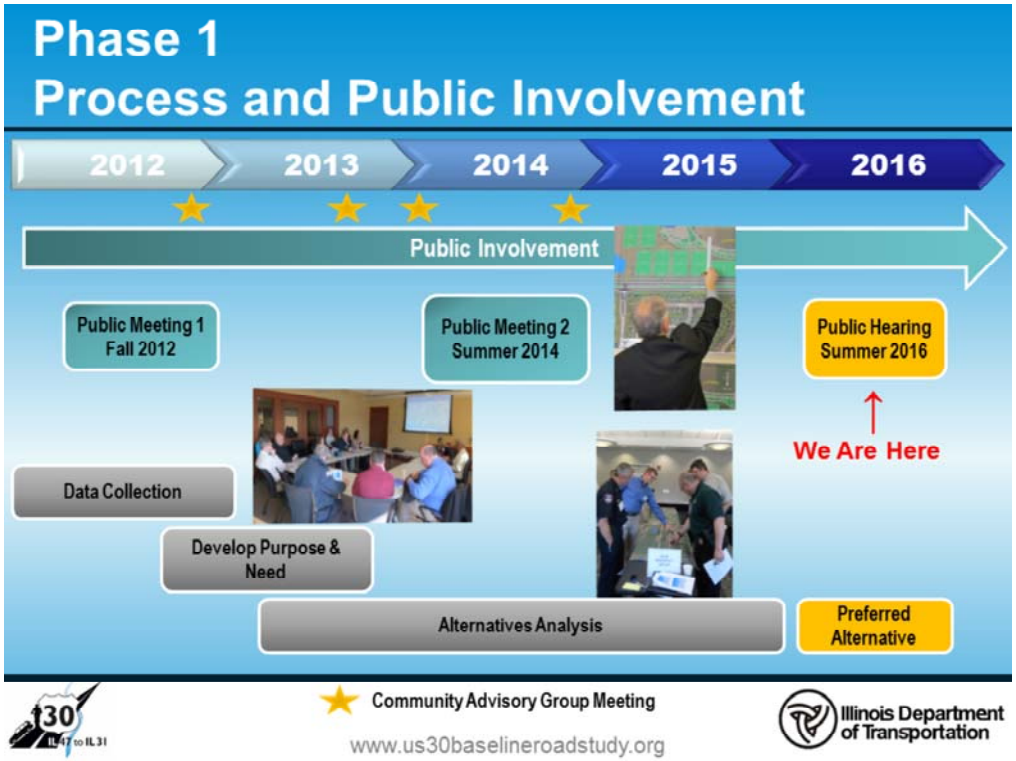
Adjacent to the improvements there are publicly owned and protected lands, including Blackberry Trail Forest Preserve [enter] , Stuart Sports Complex [enter], the privately-owned Keck Memorial Cemetery [enter], and the Village of Montgomery's Civic Center facilities [enter].

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

Currently there are no bike paths or sidewalks along US 30 in the study area [enter]



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 in the fall. 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 IDOT's current highway ~~transportation~~ improvement program.



Over the course of the study, six meetings were held to gather input from stakeholders and communicate project progress prior to this Public Hearing: two public meetings and four community advisory group or CAG meetings.

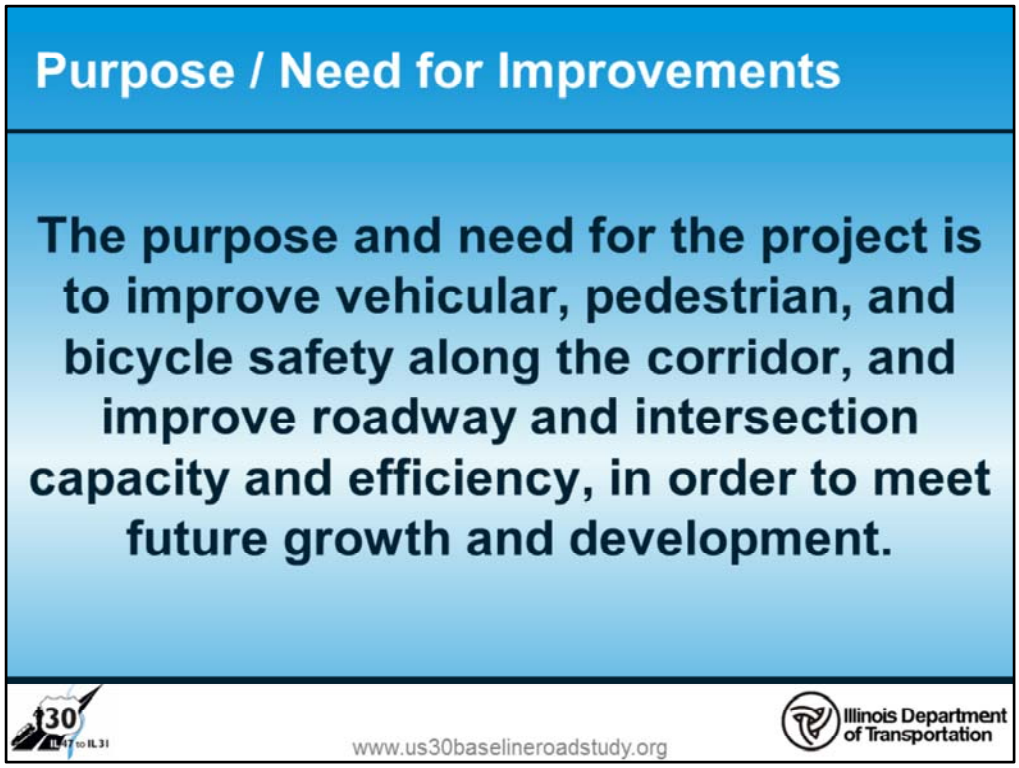
The first public meeting held in September 2012, introduced the study, described the process, solicited input on transportation issues and concerns, provided information on additional public involvement opportunities, and established the CAG [enter]

The Community Advisory Group or CAG is comprised of local public officials, emergency services personnel, coordinating agencies and resident stakeholders who requested to participate.

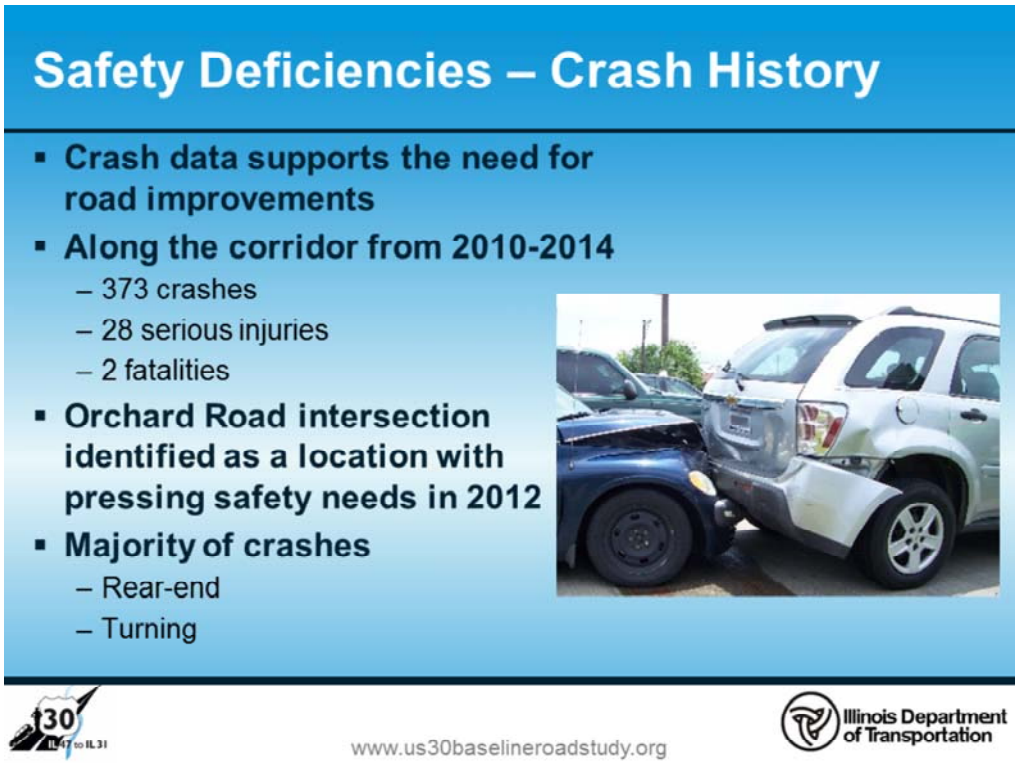
The CAG met 4 times to review and provide feedback on the project, helping to develop the project Problem Statement, the Purpose & Need statement, and review the initial, refined and ultimately preferred project alternatives. [enter]

The second Public Meeting for the study was held in July 2014 to discuss the purpose and need of the project, and to present and gather public input on the proposed improvement alternatives carried forward.

This Public Hearing is being held to present the preferred alternative and gather additional input to finalize the Phase 1 Study.

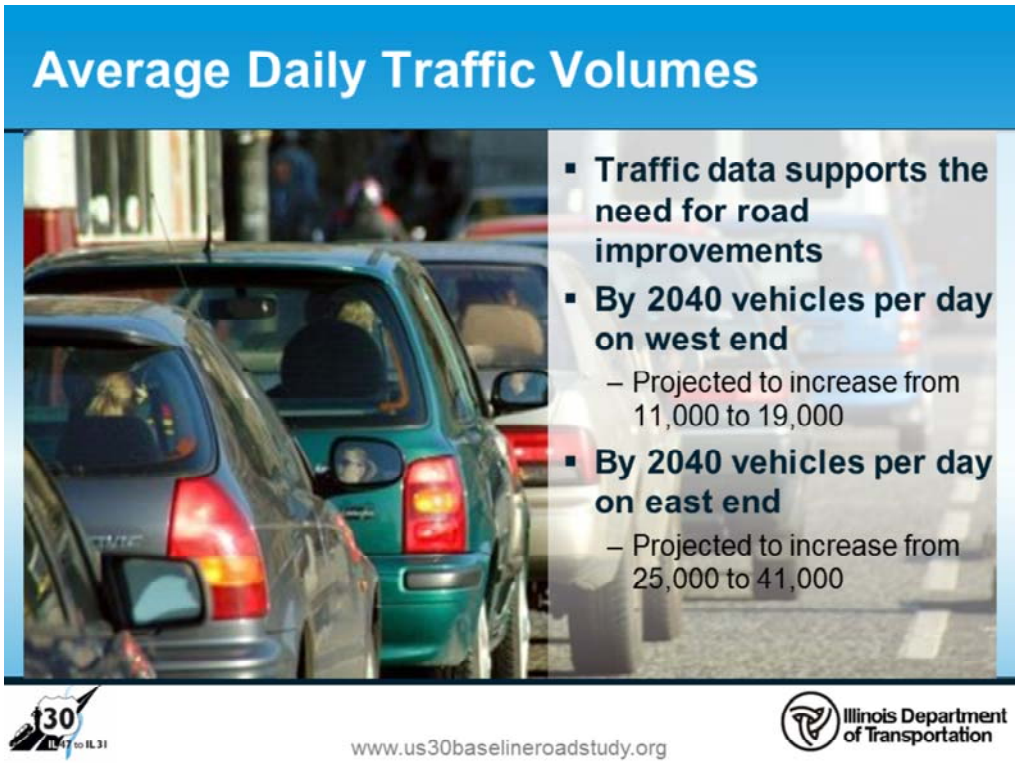


The purpose and need for the project is to improve vehicular, pedestrian, and bicycle safety along the corridor, and improve roadway and intersection capacity and efficiency, in order to meet future growth and development.



Crash data supports the need for road improvements to improve safety. [Enter]

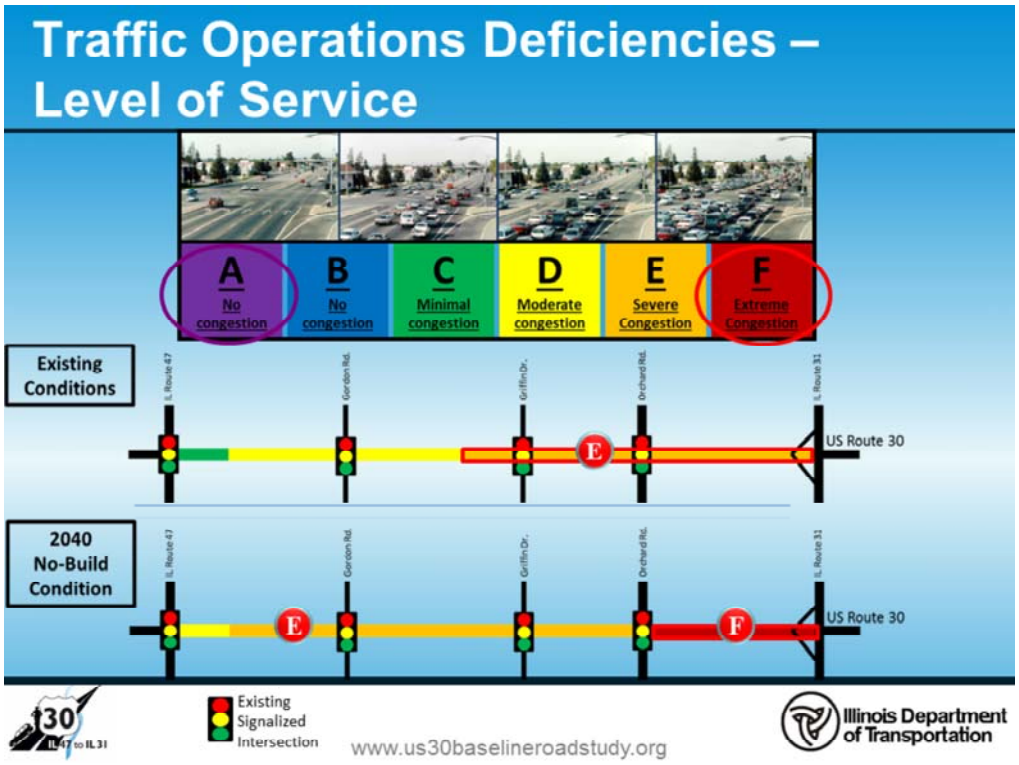
373 crashes occurred along the corridor during the 2010 to 2014 five year analysis period resulting in 28 serious injuries and two fatalities. Annually IDOT reviews statewide crash numbers & identifies the 5% locations with pressing safety needs. The Orchard Road intersection was identified as a 5% intersection 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. [enter]



Traffic data supports the need for roadway improvements to accommodate future traffic volumes. [enter]

The number of vehicles per day is projected to increase from the current volume of just over 11,000 vehicle per day to as many as 19,000 vehicles per day at the west end of the corridor [enter]

and from today's volume of approximately 25,000 vehicles per day to as many as 41,000 vehicles per day on the east end of the corridor by 2040.

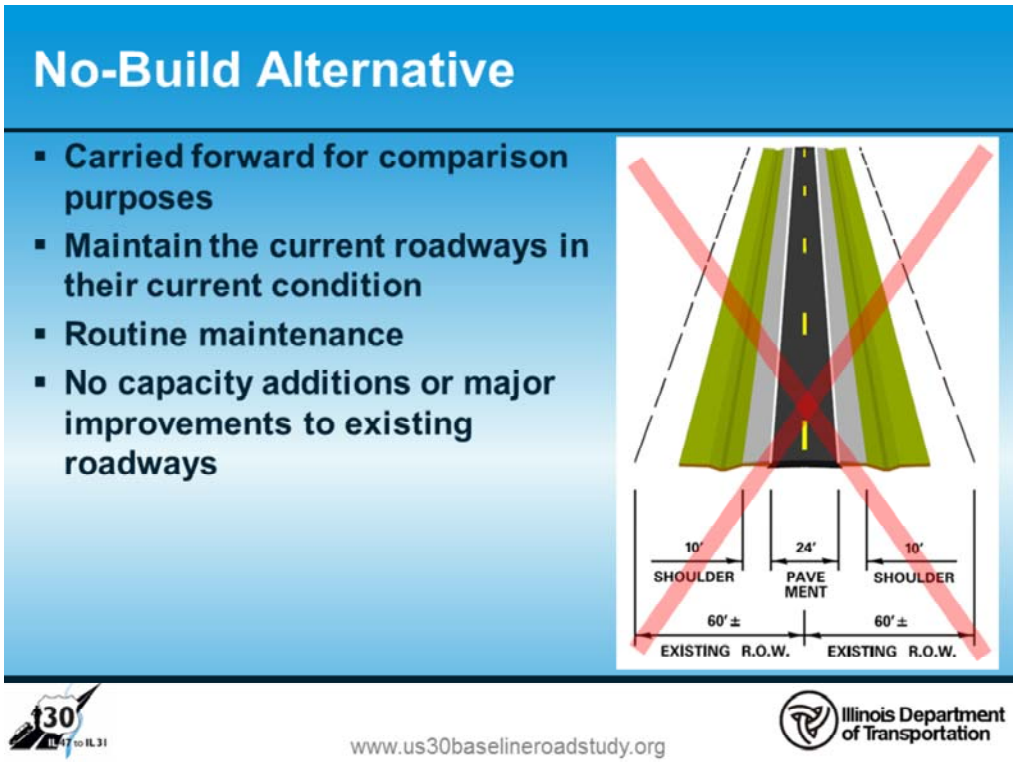


The performance of US 30 is controlled by several factors including traffic volumes, the number of lanes, the number of access points, and the presence of signalized intersections, which contribute to congestion and crashes along the corridor.

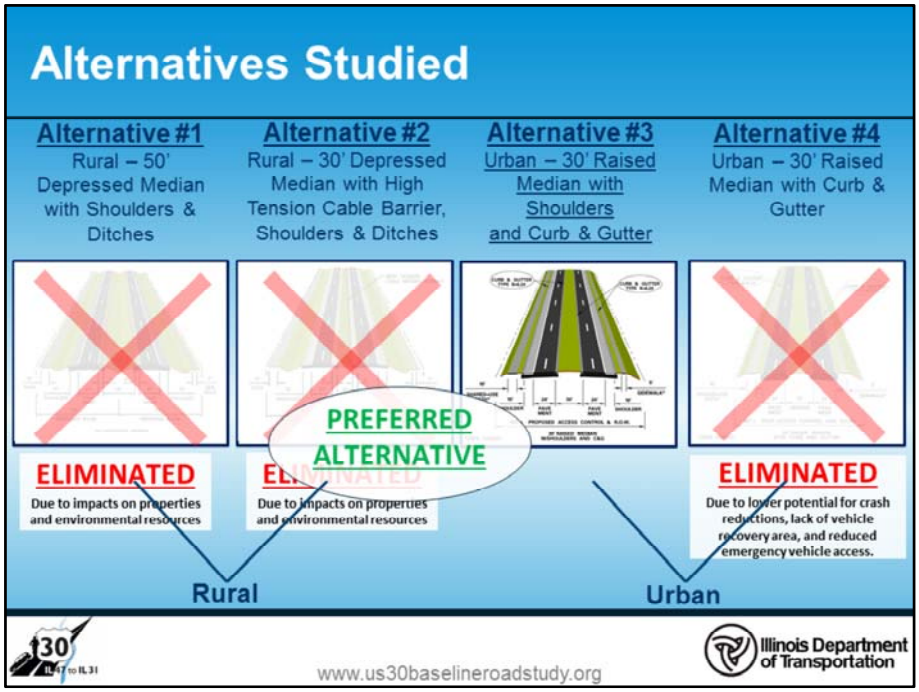
Intersection capacity is given a letter “grade” (known as the level of service) based on vehicle delay. Similar to school grades, level of service A is best, while F is the worst. [enter] This diagram shows the existing and future level of service if no improvements are made to the corridor.

Traffic analysis shows that the US 30 corridor from IL 47 to IL 31 currently experiences moderate to severe congestion and considerable delays; 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, experiencing extreme congestion. [enter]



The No-Build alternative, which was carried forward as the baseline for comparing the travel performance and environmental impacts of the proposed alternatives, would make no improvements to US 30 in the study area, therefore it does not meet the purpose and need of the project. Consequently it is no longer being considered.



The project team initially developed 4 alternatives. 2 were rural cross-sections, meaning they included ditches for conveying storm water -- and 2 were urban cross-sections, meaning they would have curb and gutter.

All four alternatives met the previously stated purpose and need.

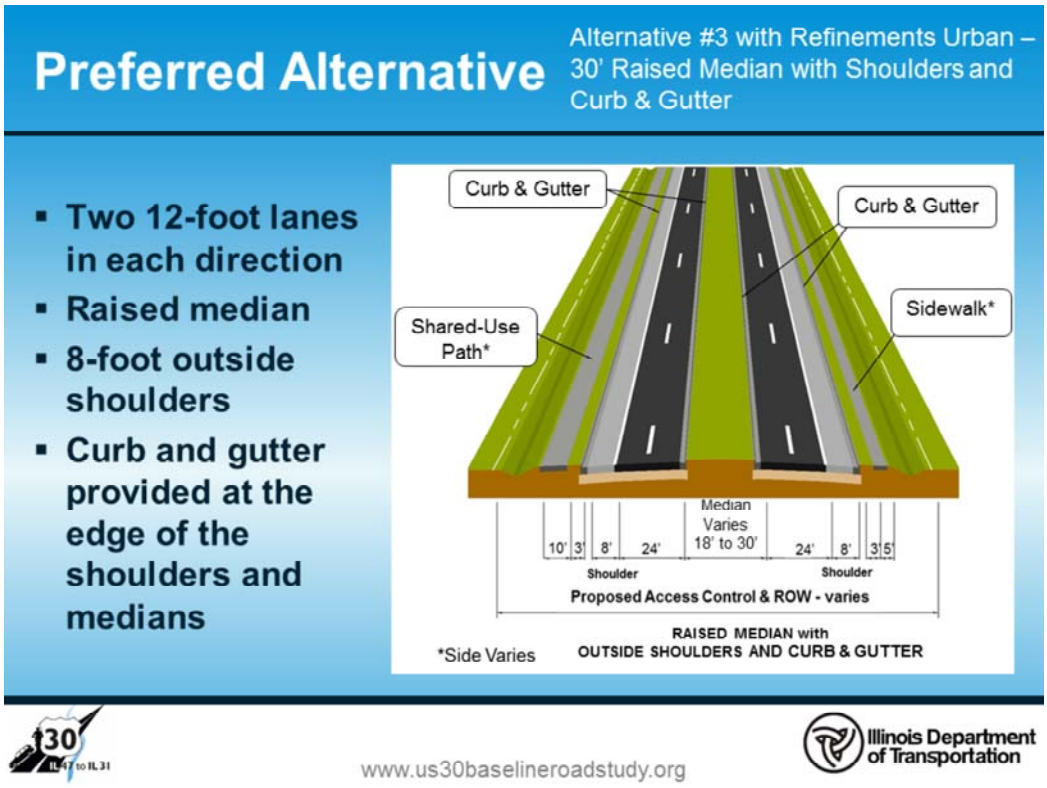
Through the CAG process, Alternatives 1 and 2 (the rural cross-sections) were eliminated due to impacts on properties and environmental resources. [enter]

Alternatives 3 and 4, the urban cross-sections, were carried forward for further evaluation.

The primary difference between Alternatives 3 and 4 is that Alternative 3 has a shoulder area between the travel lane and the curb and gutter; while Alternative 4 does not.

The shoulders included in Alternative #3 reduce sideswipe and fixed object crashes, provide recovery area for errant vehicles, improve emergency response, allow for emergency pull-offs and provide more separation between vehicles and pedestrians.

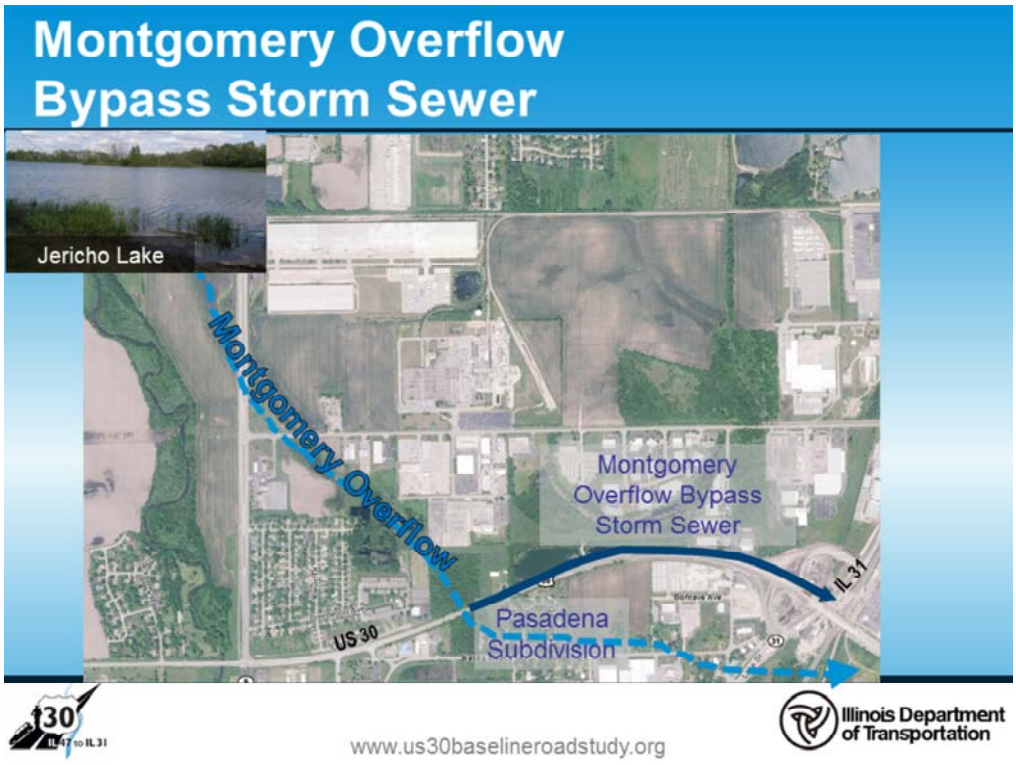
Therefore, Alternative #3 was identified as the preferred alternative.



Alternative #3 is an urban cross-section with a generally 30' wide raised median and outside shoulders adjacent to curb and gutter. The shared use path and sidewalk are near the curb and gutter. Drainage will generally be conveyed via storm sewer and small swales.

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.

Due to input received from the public and the Village of Montgomery, IDOT refined Alternative #3 to reduce impacts. The median was narrowed from 30 feet to 22 feet from Gordon Road to Orchard Road. Additionally the shoulders were reduced from 10 feet to 8 feet.

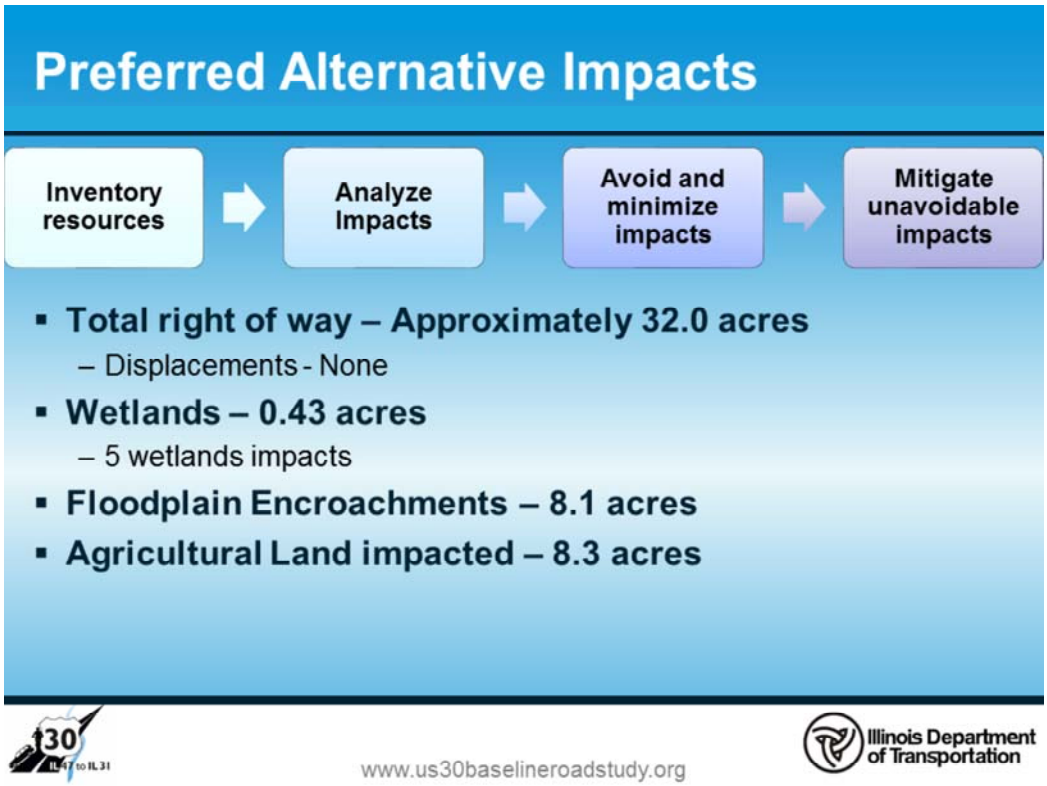


A history of flooding exists along U.S. 30 approximately one quarter of a mile west of the Illinois 31 Interchange. During large storm events there have been instances of flood waters overtopping U.S. 30 and flowing through the Pasadena Subdivision.

The flooding is caused by what is locally referred to as the “Montgomery Overflow”, which stems from the over-flowing of Jericho Lake, located northwest of the U.S. 30/Illinois 31 interchange near the intersection of Jericho Road and Orchard Road. Jericho Lake was excavated as a rock quarry in the 1970s, well after U.S. 30 was originally constructed so no culverts or storm sewers were designed to account for the Montgomery Overflow at the time U.S. 30 was built.

As part of this study a “Montgomery Overflow Bypass Storm Sewer” is proposed along the north side of US 30. The bypass sewer has been sized to convey 100-year storm event flows that historically have over topped the roadway. This new sewer line will be designed to carry the runoff to the recently completed IL 31 interchange infields which have been constructed with the capacity to handle the additional water.

With this construction, storm impacts to the US 30 roadway as well as properties south of US 30 will be reduced.



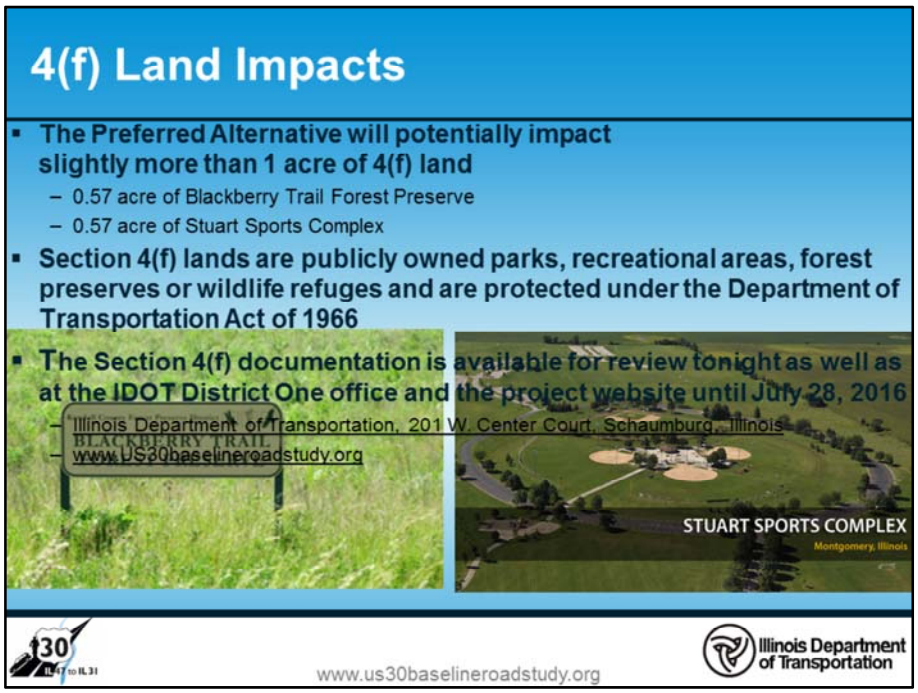
An important step in the project development process is environmental analysis. Federally funded projects are required to follow the National Environmental Policy Act - or NEPA [enter]- which requires agencies to analyze the environmental effects of proposed improvements and

avoid sensitive resources if possible [enter], or minimize and mitigate impacts if they cannot be avoided [enter].

The estimated right of way required for the preferred alternative is approximately 32 acres and no displacements are anticipated.

Less than half of an acre of wetlands are expected to be impacted and mitigated.

The improvement will encroach on approximately 8 acres of floodplains and will impact approximately 8 acres of agricultural land.

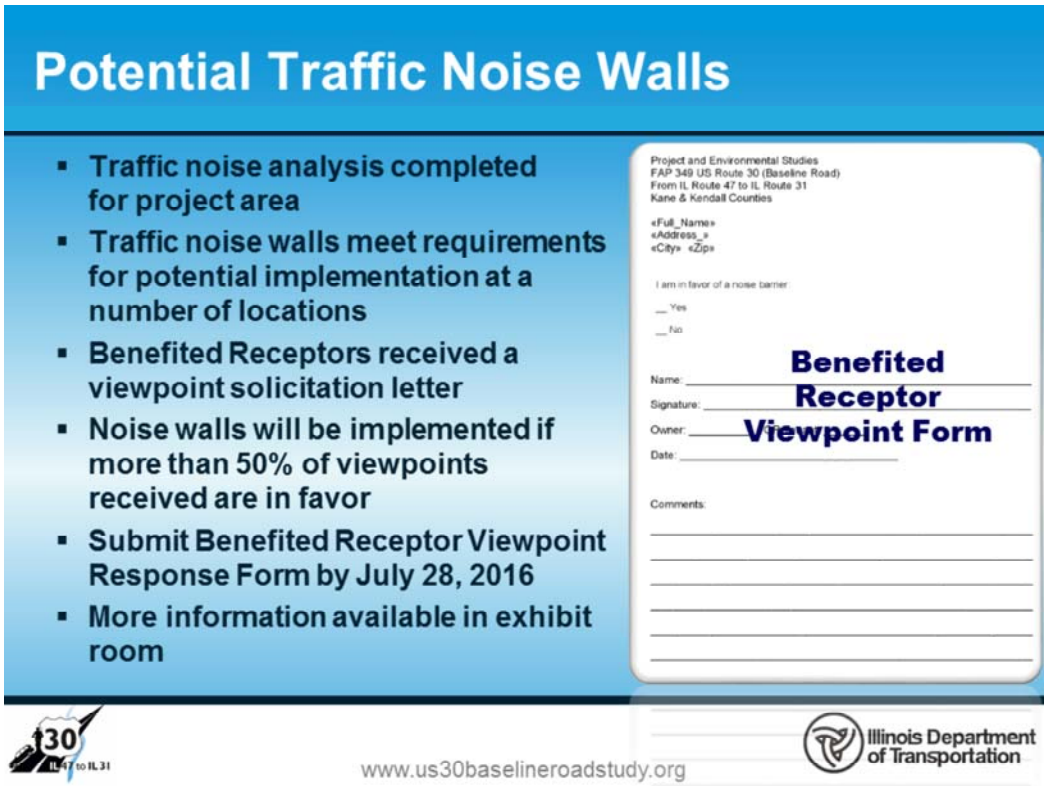


The proposed improvement will require property from the Fox Valley Park District's Stuart Sports Complex and Kendall County Forest Preserve District's Blackberry Trail Forest Preserve.

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.



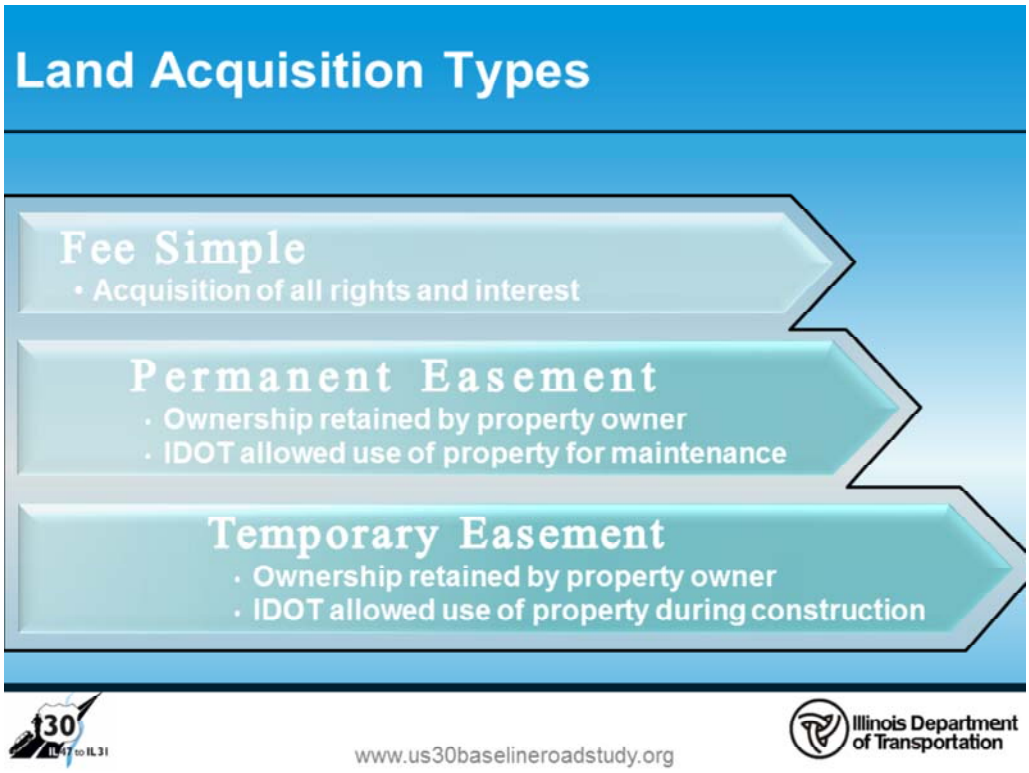
A detailed traffic noise study was conducted as part of the US 30 IL 47 to IL 31 study.

Based on the noise study, noise barriers were found to be feasible and cost effective at a number of locations and have the potential to be implemented into the project, if supported by benefitted receptors.

A benefited receptor is a unit that receives at least 5 decibel traffic noise reduction as a result of a noise barrier. Viewpoints forms have been sent to benefited receptors. A 33% response rate is needed for each potential noise wall and must be supported by 50% of the benefited receptors that respond. You may submit your Viewpoint Form here today or return the completed form to IDOT.

A final decision on the installation of abatement measures will be made upon completion of the project's final design and continued coordination with the public.

Potential noise wall locations can be viewed in more detail on the aerial exhibits downstairs.

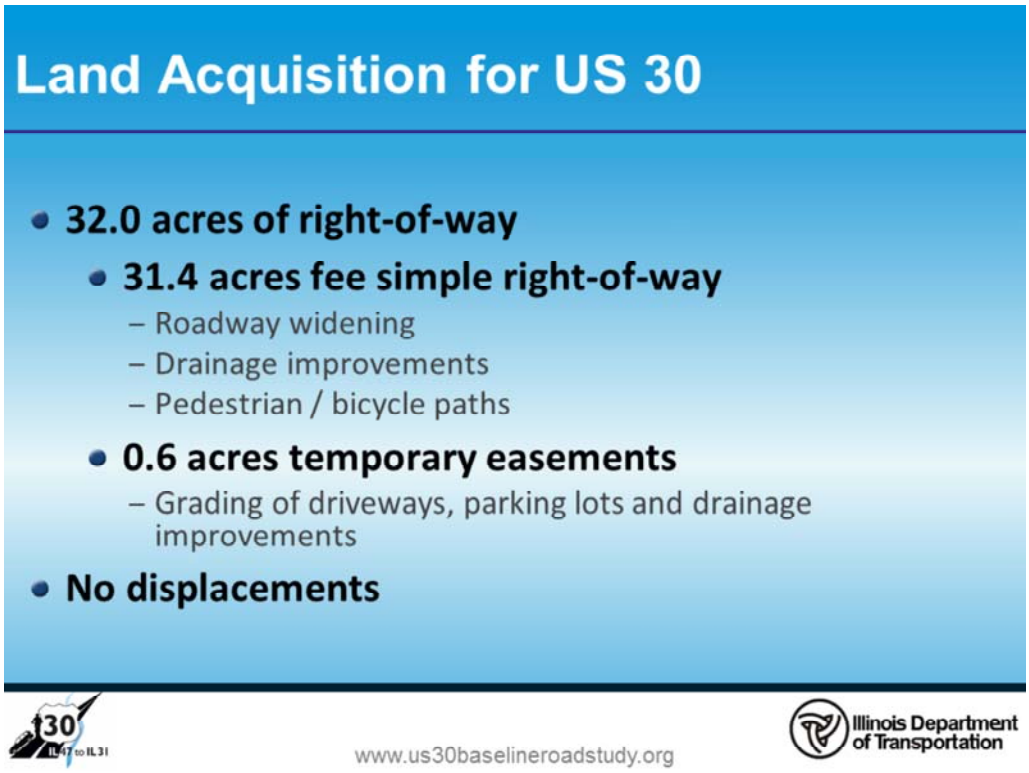


Various levels of private land acquisition adjacent to the U.S. 30 right-of-way will be required to accommodate the proposed roadway improvements. The Department employs three types of land acquisition.

The first is fee simple taking, or the acquisition of all rights and interest of real property.

The second type of acquisition involves a permanent easement or use of the property. In this case, underlying ownership is retained by the property owner, but access is provided for maintenance activities.

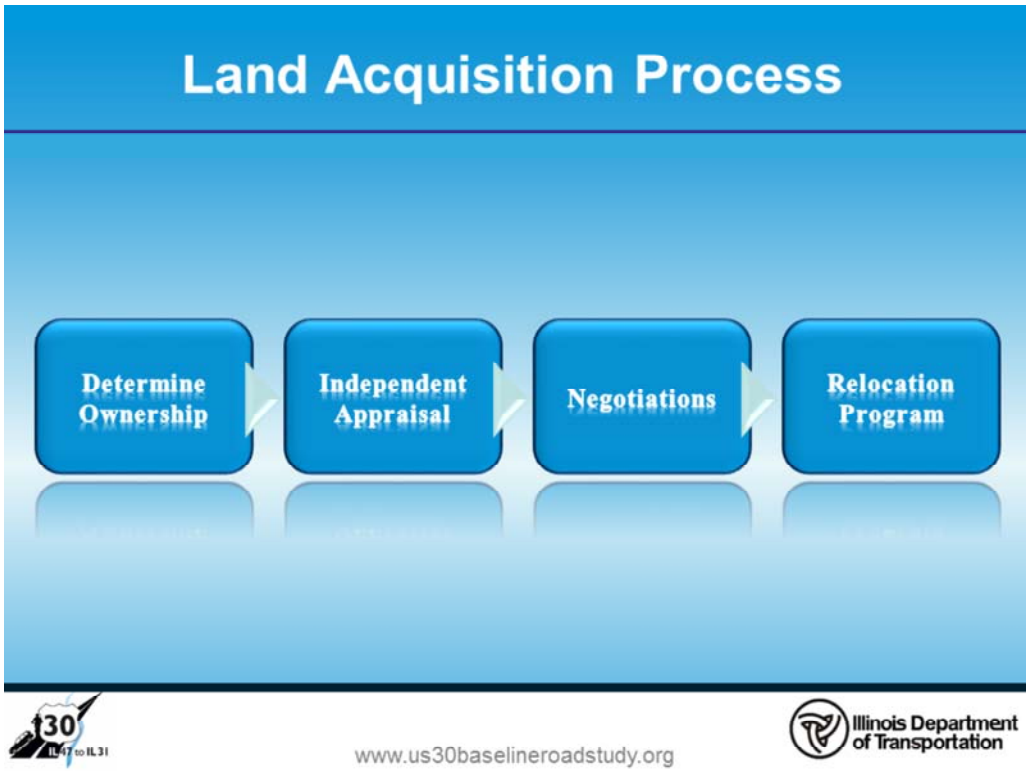
The third type is a temporary construction easement. In this case, access to private property is required only during construction.



Every effort was made to minimize right-of-way needed from adjacent property owners. The improvement will require 32.0 acres of right-of-way. This is needed for roadway widening, drainage improvements, and pedestrian and bicycle improvements. Right-of-way will be required for the project in the form of partial acquisitions. [enter]

No permanent easements are proposed. Temporary easements will be needed for grading and reconstructing driveways and parking lots.

There will be no displacements as part of the improvements.



IDOT's property acquisition process is the same for all three types of acquisition. [enter]

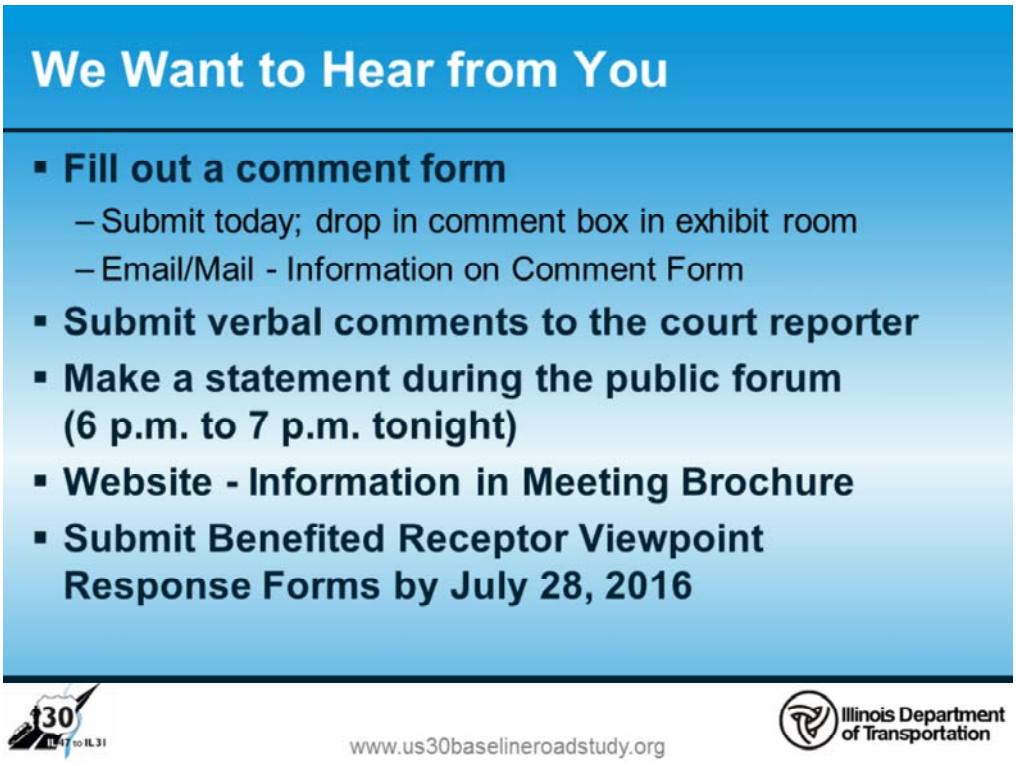
It begins with a determination of ownership and preparation of a property description and survey. [enter]

An independent appraisal is then ordered with a review and report given to IDOT. [enter]

Negotiation ensues with an offer to acquire the property at the appraised value. [enter] If a settlement cannot be reached within a reasonable timeframe, or if clear title cannot be obtained, the matter is referred to a court under the law of eminent domain [enter]

If a building is impacted requiring relocation of the owner or tenant, IDOT will provide relocation benefits through its relocation program in compliance with the Uniform Act.

IDOT representatives are available to answer questions.



IDOT is interested in your thoughts and comments on the Preferred Alternative. Please view the project exhibits and aerials of the Preferred Alternative in the Exhibit room and speak to IDOT and consultant staff.

Comment forms are available at this hearing, as well as on the project website. Please fill one out and place it in the comment box in the exhibit room, or email or mail it to the address on the back of the comment form by July 28 to be part of the official record.

You are also invited to submit verbal comments with the court reporter or make a statement during the public forum that will be held at 6 p.m. this evening.

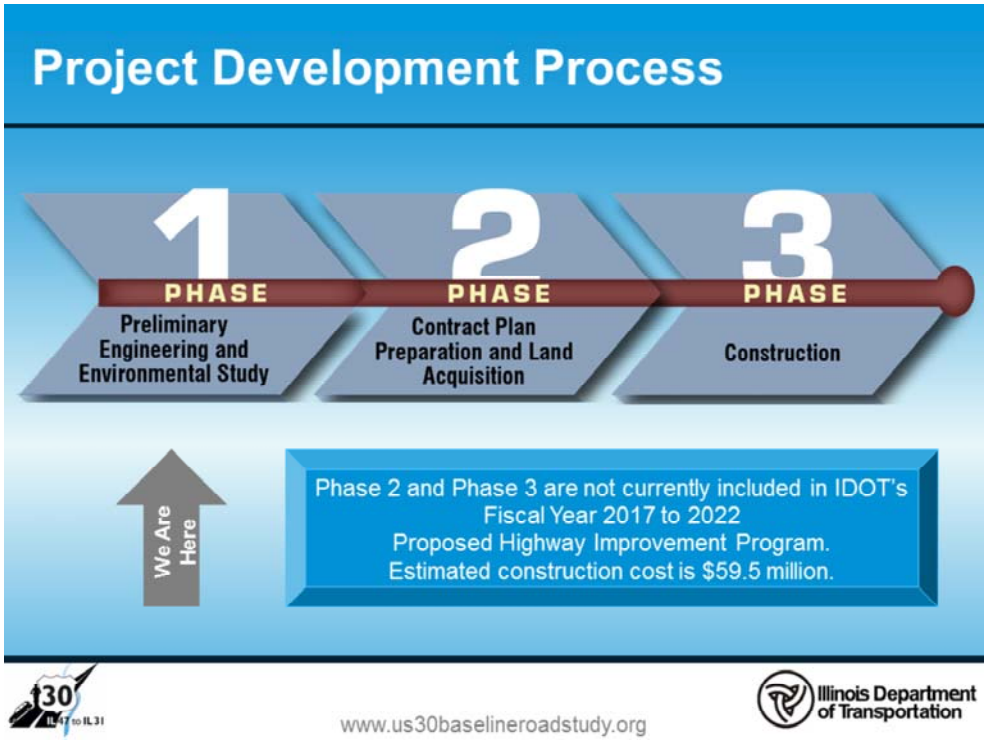
Comments may also be submitted on the project website.

We also want to remind you, if you received a benefited receptor viewpoint response form, please make sure to submit your form by July 28, 2016.

The next steps in the study process are to address any public comments received as well as continue noise wall

coordination to finalize the Phase 1 Study and obtain design approval for this project.

Once the study receives Design Approval, and funding is obtained, Phase II design can begin.



After today's public hearing, all public comments will be considered and responded to and the proposed improvement plan will be refined, as appropriate. The Phase I Study for the US 30 IL 47 to IL 31 Project is anticipated to be completed in the Fall.

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