

US 30 (Baseline Road)

IL 47 to IL 31

Community Advisory Group Meeting

February 25, 2014



Meeting Agenda

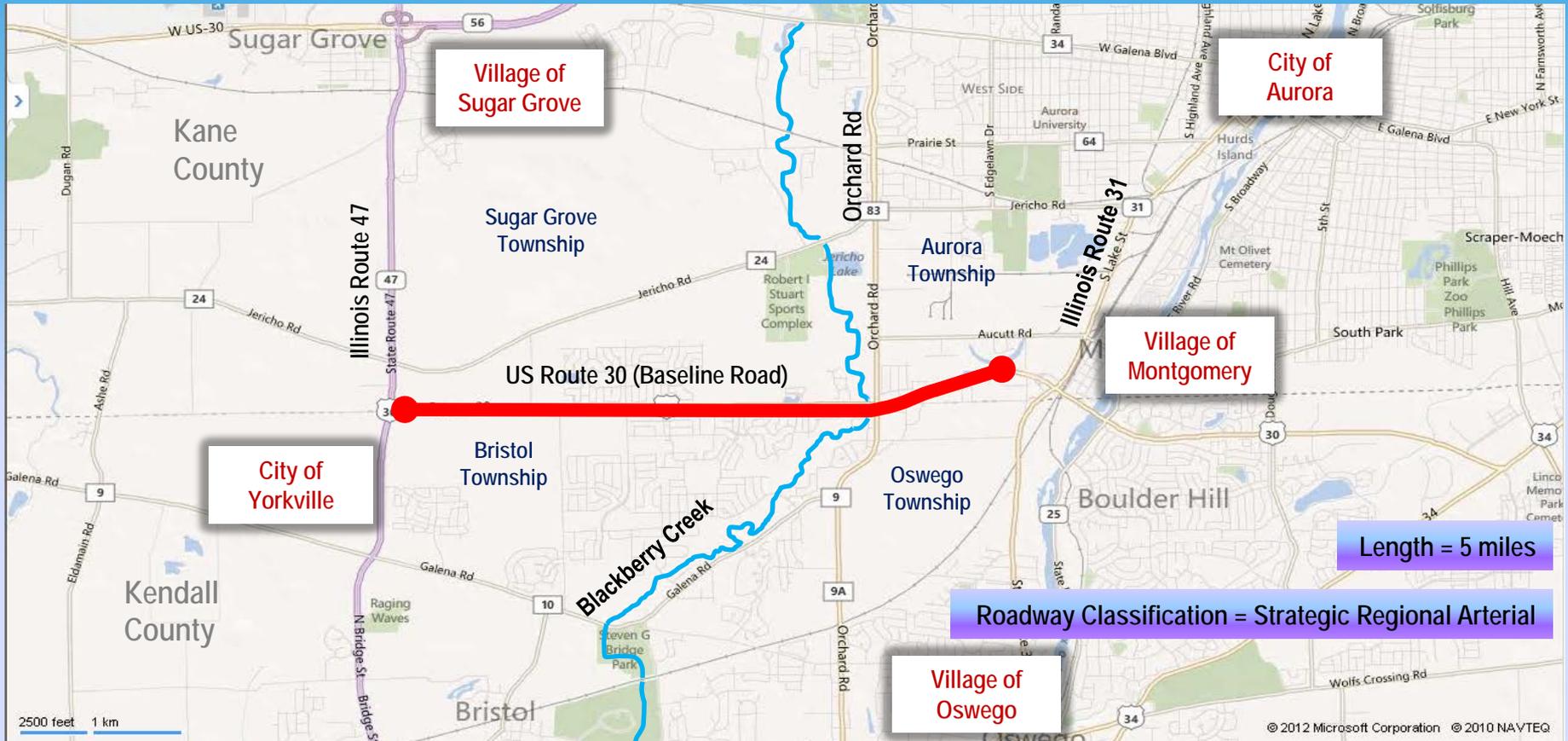
- **Project Overview - Review**
- **Summary of Process to Date**
- **Description of Alternatives**
- **Comparison of Alternatives**
- **Group Exercise**
- **Next Steps**



Project Overview



Study Location Map



Project Development Process



We Are
Here

Phase II & Phase III are not included in IDOT's
FY 2014-2019 Multi-Modal Transportation
Program

Phase I Process

2012

2013

2014

Data Collection

Develop Purpose & Need

Alternatives Analysis

Preferred Alternative

Public Involvement

Public Meeting 1
Sept. 2012

Public Meeting 2
Spring 2014

Public Hearing
Winter 2014



- Community Advisory Group Meeting



Summary of Public Involvement Process to Date



Public Meeting #1 – 09/13/2012

- **Introduced study**
- **Described process**
- **Solicited input on transportation issues and concerns**
- **Provided information on additional public involvement opportunities.**

CAG #1 – 11/01/2012

- **Established CAG ground rules**
- **Identified key transportation issues & concerns**
- **Developed project problem statement**



CAG #2 – 07/25/2013

- Reached general understanding of agreement on:
 - Project problem statement
 - Purpose & Need statement

CAG #2 – 07/25/2013

- Reached general understanding of agreement on:

PROJECT PURPOSE & NEED **STATEMENT**

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

CAG #2 – 07/25/2013

- Reached general understanding of agreement on:
 - Project problem statement
 - Purpose & Need statement
- Discussed Complete Streets Law

IDOT Policy – Complete Streets Law

- **Pedestrian and bicycle facilities shall be given full consideration**
- **Based upon ADT and posted speed limit, an off-road shared-use path is appropriate**



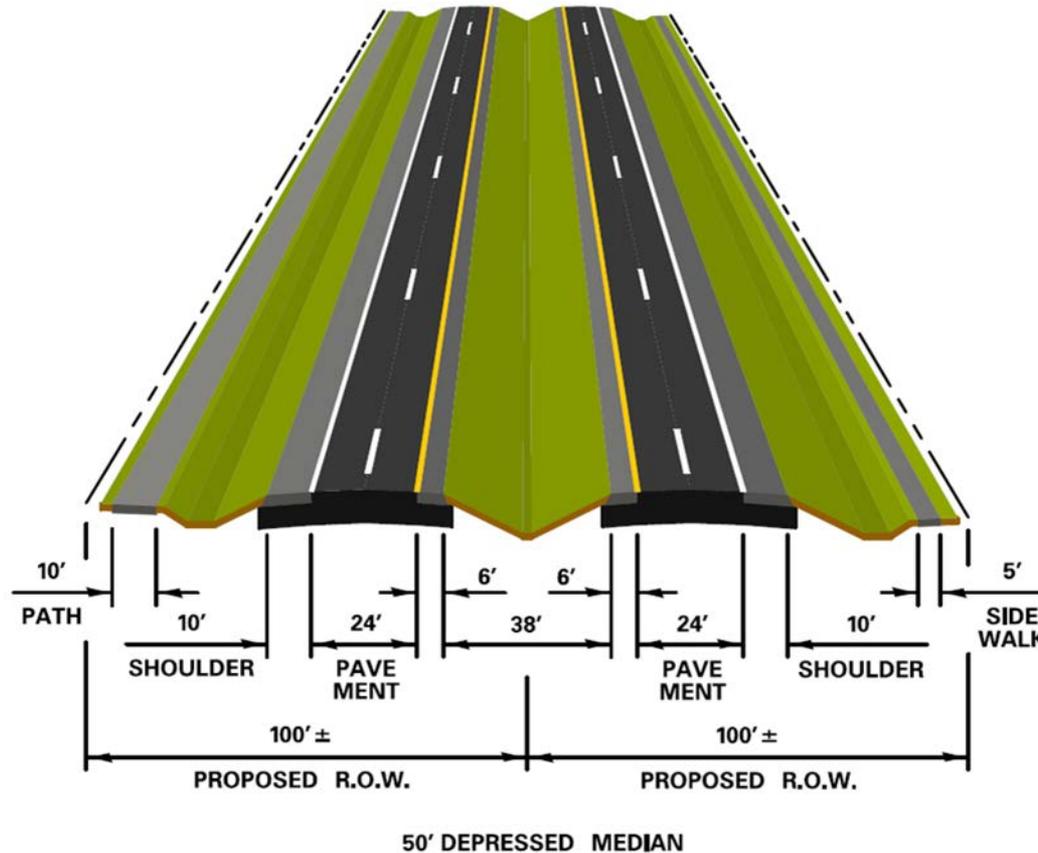
CAG #2 – 07/25/2013

- Reached general understanding of agreement on:
 - Project problem statement
 - Purpose & Need statement
- Discussed Complete Streets Law
- Considered policy cross-section

CAG #2 – 07/25/2013

- Reach
- Pro
- Pur
- Discu
- Consi

ment on:



Group Exercise Results

- **Red Section (west end of corridor)**
 - Possibly veer around homes (3 houses – north and south sides)
- **Blue Section (Blackberry)**
 - Traffic signal needed at Lakewood Creek Drive
 - At Blackberry Road – maintain access from west for emergency response purpose
 - Consider urban cross section
- **Green Section (Stuart Sports Complex)**
 - Path can be accommodated within Park District property
 - Question rural cross section
 - There is a proposed pedestrian bridge to Stuart Sports Complex
 - Question need for continuous shared use path. Other proposed paths may already provide access
- **Yellow Section (east end of corridor)**
 - Consider urban cross section between US 31 and Orchard Road



Group Exercise Results

- **Red Section (west end of corridor)**
 - Possibly veer around homes (3 houses – north and south sides)
- **Blue Section (Blackberry)**

**YOUR INPUT IS
IMPORTANT!!!!**

- There is a proposed pedestrian bridge to Stuart Sports Complex
- Question need for continuous shared use path. Other proposed paths may already provide access
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 - Consider urban cross section between US 31 and Orchard Road

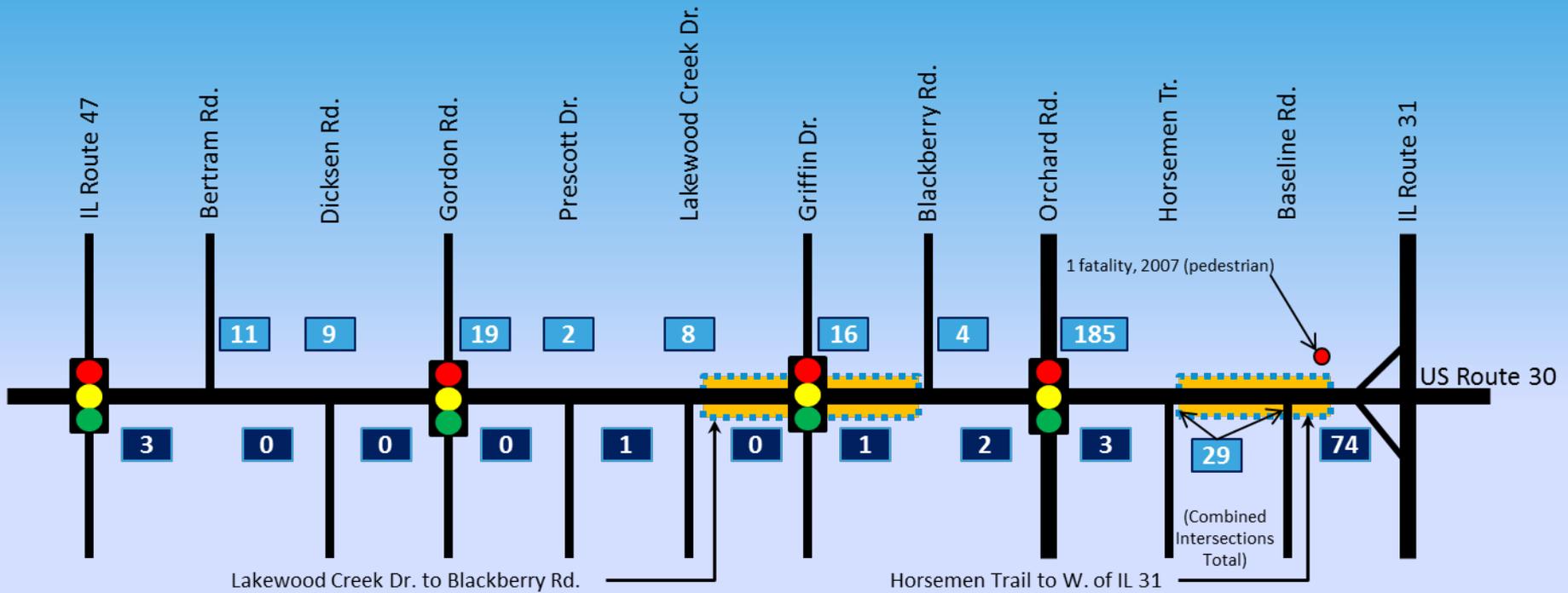
What Has Happened Since We Last Met

- **We listened**
- **Village of Montgomery offered additional input**
- **We investigated**
- **We coordinated**
- **Result - Additional alternatives are now under consideration.**

Review Existing Conditions



Crash Locations



Five-Year Crash Totals (2007-2011)

- At Intersections
- Between Intersection

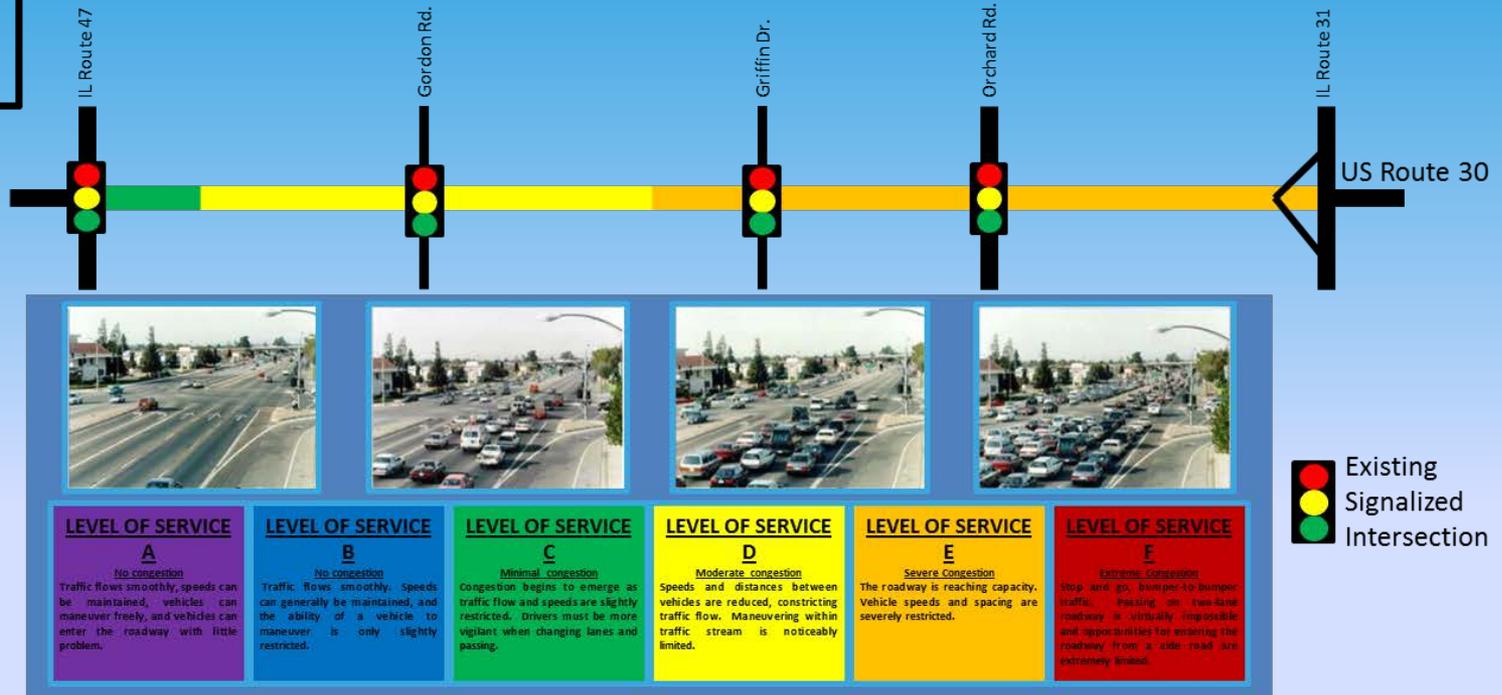


Illinois Top 5% Crash Locations

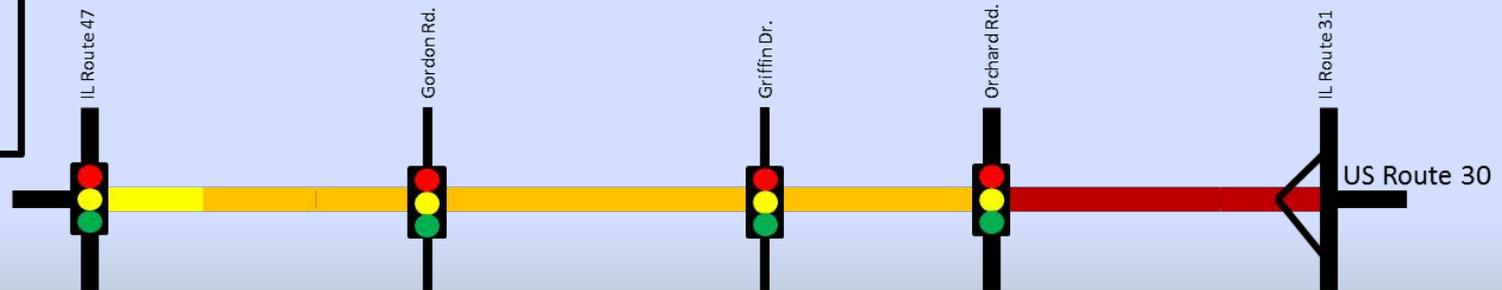


Level of Service

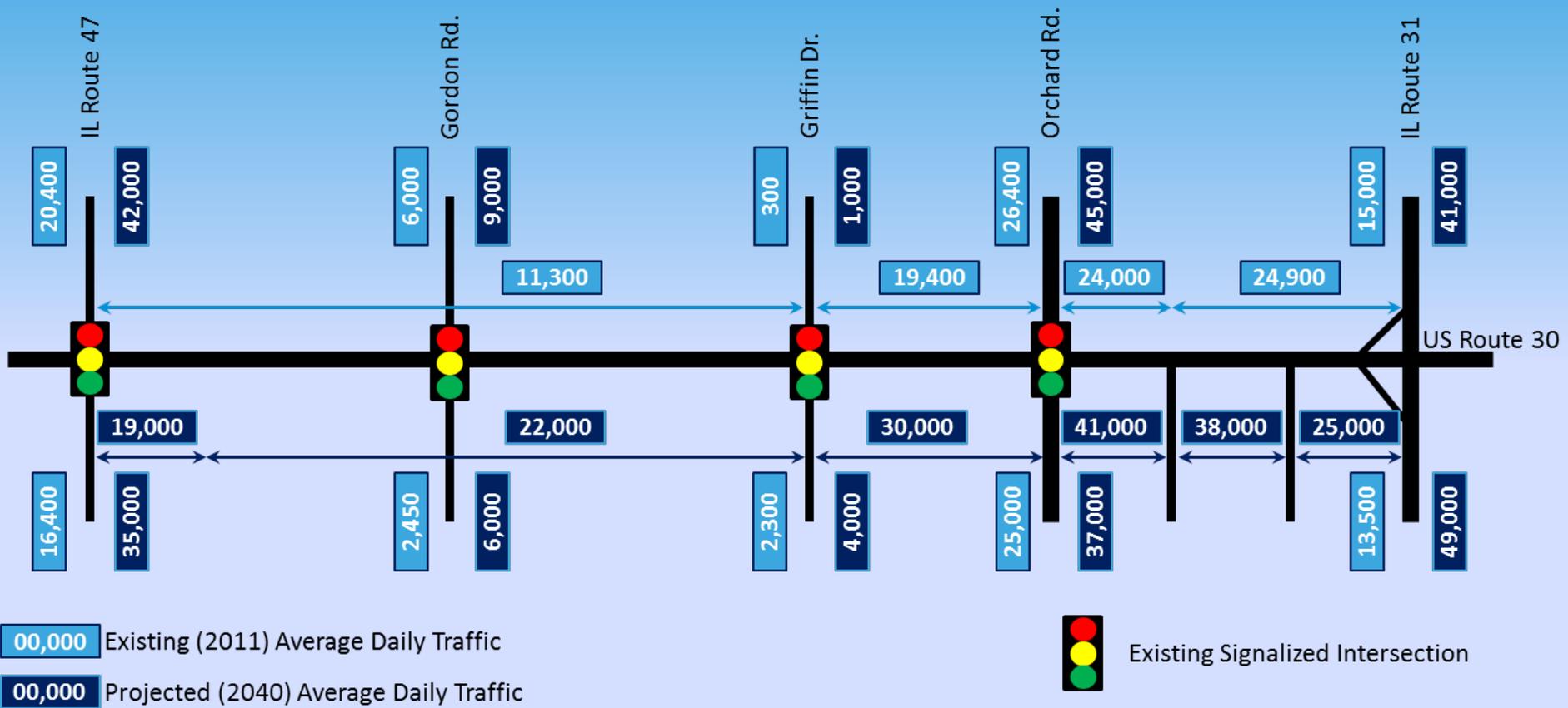
Existing Conditions



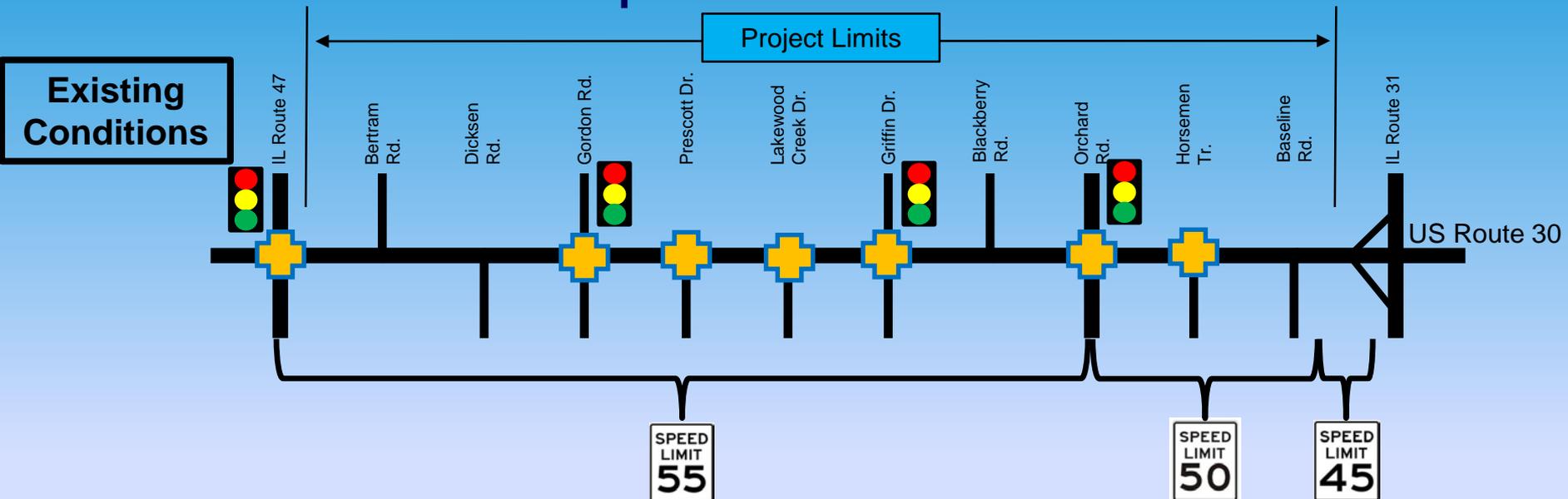
2040 No-Build Condition



Average Daily Traffic Volumes



Factors Affecting Mobility & Operations



Mobility

- Intersection with Turn Lanes
- Cross roads and entrances
- Access to roadway network
- Pedestrians and Bicycle Paths



Operations

- Speed Limit
- Traffic Signals
- # of Lanes
- Terrain such as Curves and Hills (Horizontal and Vertical Alignment)



Forecast Growth in Population and Employment

CMAP Population and Employment Forecasts

	Population			Employment		
	2010 ^a	2040 Forecast ^b	% Change	2010 ^a	2040 Forecast ^b	% Change
Kane County	508,482	802,231	57.8	190,527	368,493	93.4
Kendall County	114,528	207,716	81.4	22,013	73,190	232.5
Village of Montgomery	25,144	43,731	73.9	6,159	16,533	168.4
City of Yorkville	22,942	38,561	68.1	5,093	17,791	249.3

Source: CMAP 2040 Forecast of Population, Households, and Employment (developed as part of the GO TO 2040 Comprehensive Regional Plan).

^a 2010 Census households and 2010 (2012 update) Census employment, summarized to Subzone, by CMAP.

^b Per CMAP, aggregation of forecast data to the municipal and township level was created through a GIS-based exercise, where whole subzones were assigned to municipalities and townships based on the proximity of each subzone's central point (centroid) to current municipality/township boundaries. Therefore, these summaries do not exactly account for population residing within existing municipal boundaries; they are approximate. Refer to the PDF maps available on the CMAP website for depictions of "assigned" municipal and township boundaries used to generate these summaries. These subzone aggregations were created for tabulation purposes only, and are not intended to suggest or predict the future extent of any community.

Environmental Impacts

All IDOT projects follow the National Environmental Policy Act (NEPA) process, which requires the following:

- *Avoid* sensitive resources if reasonably possible
- *Minimize* impacts if resources cannot be avoided
- *Mitigate* resources if necessary

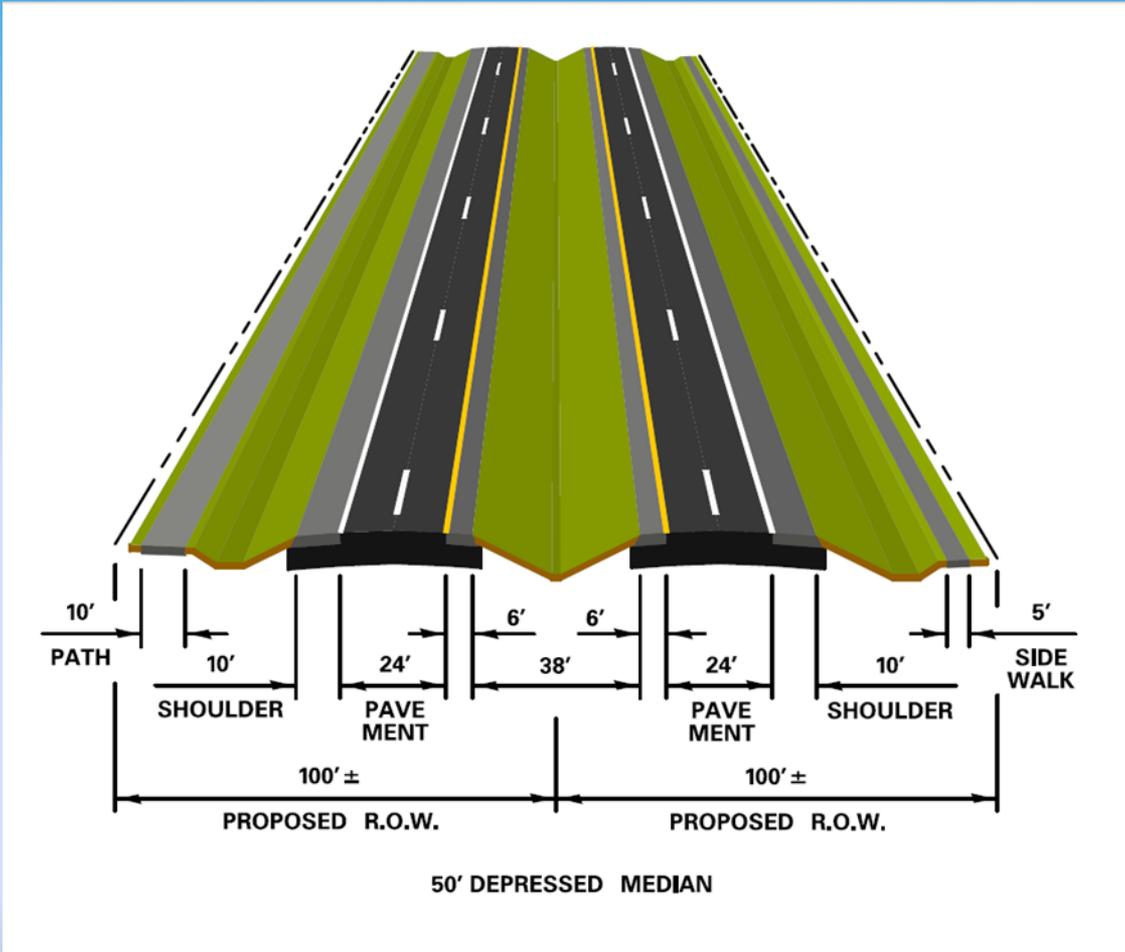
Potential Ideas for Improvement

- **Safety**
 - Rear-End Collisions
 - Turning Collisions
 - Fixed Object Collisions
- **Capacity**
 - Long Delays at Intersections (Level of Service)
- **Mobility & Operations**
 - Lack of pedestrian & bicycle facilities
- Add through and turn lanes
- Provide median refuge
- Improve sight distance
- Provide paved shoulders
- Add through and turn lanes
- Optimize and coordinate traffic signals
- Provide continuous sidewalks
- Provide shared use path per Complete Streets Law/IDOT policy

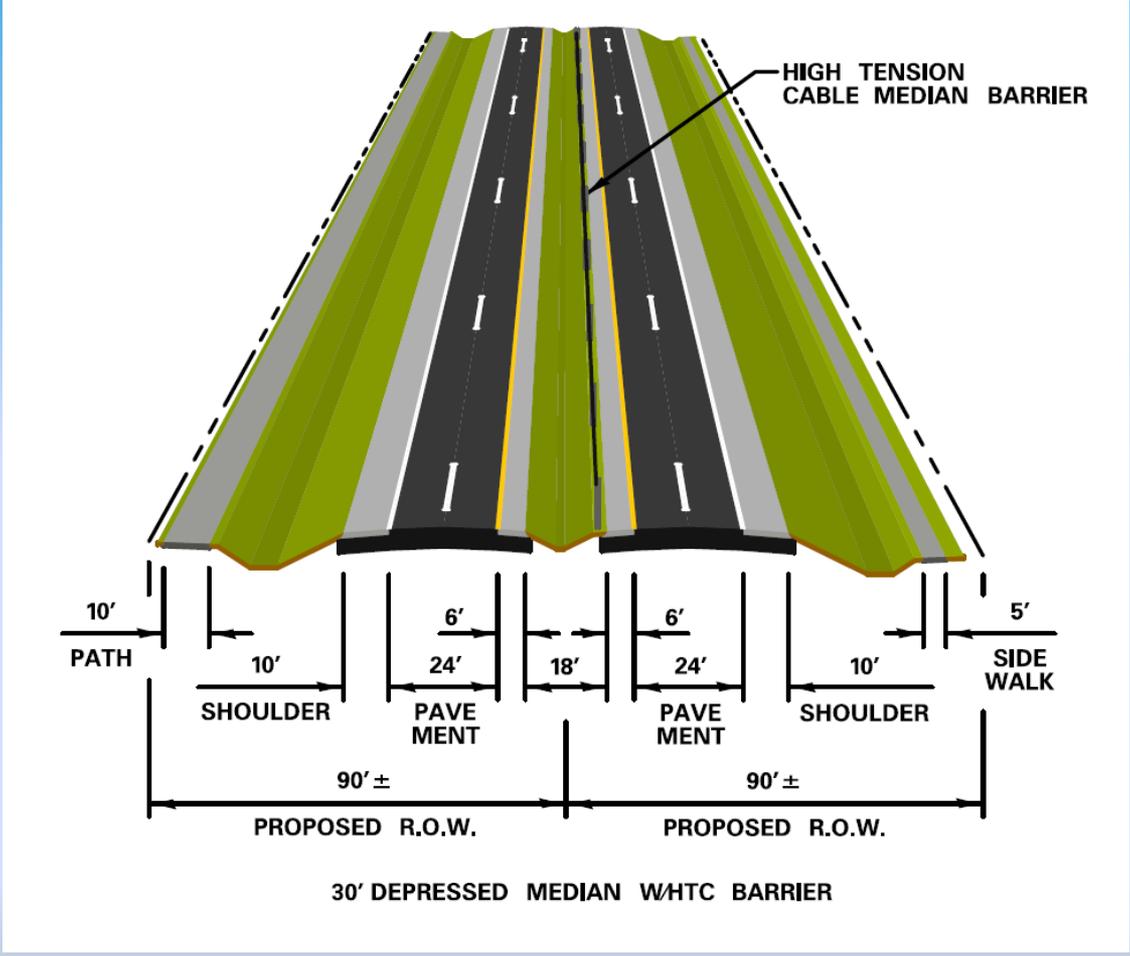
Current Alternatives Under Consideration

- 1. Rural cross-section with 50' depressed median and shoulders**
- 2. Rural cross-section with 30' depressed median, shoulders, and high tension cable median barrier**
- 3. Urban cross-section with 30' raised median and shoulders with curb and gutter**
- 4. Urban cross-section with 30' raised median and curb and gutter (no shoulders)**

Alternative #1 - Rural - 50' Depressed Median with Shoulders & Ditches



Alternative #2 - Rural - 30' Depressed Median with HTC Barrier, Shoulders and Ditches

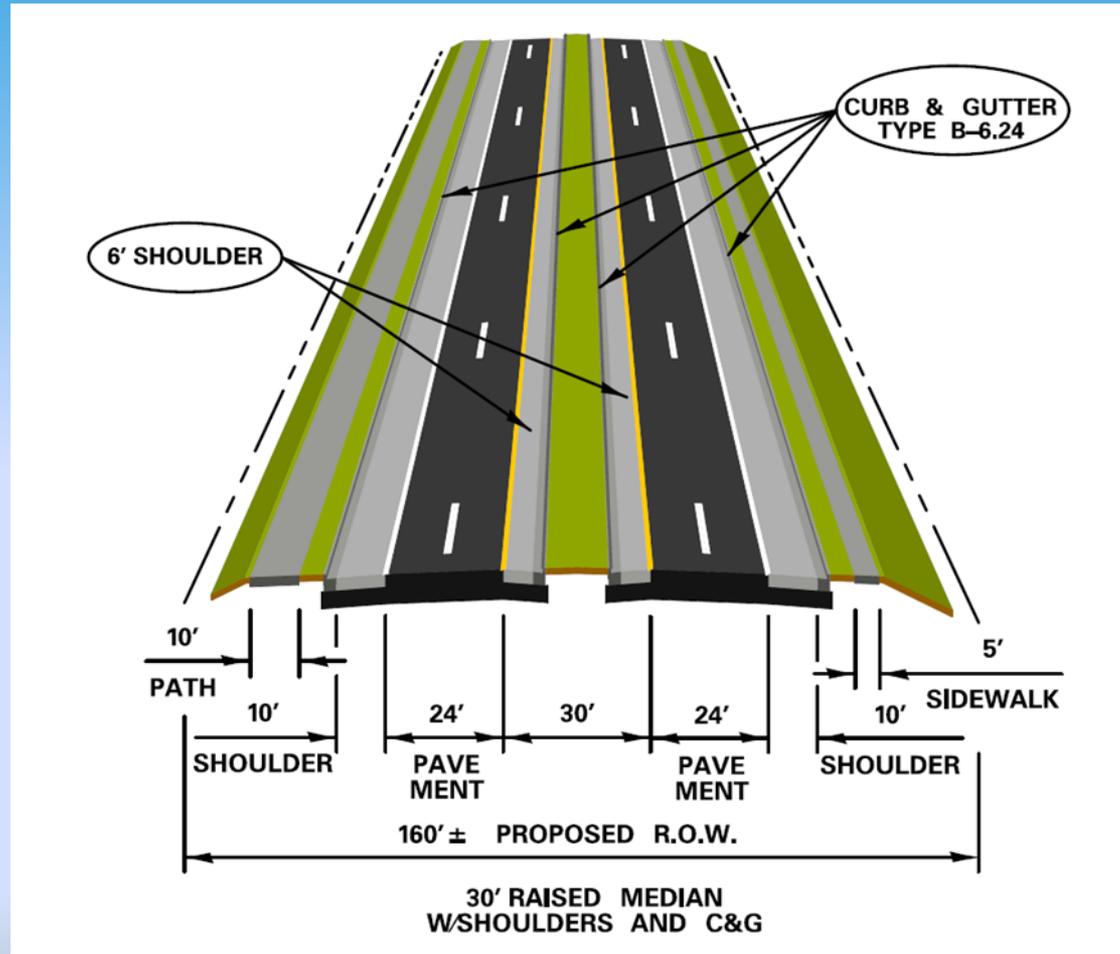


Alternative #2 - Rural - 30' Depressed Median with HTC Barrier, Shoulders and Ditches

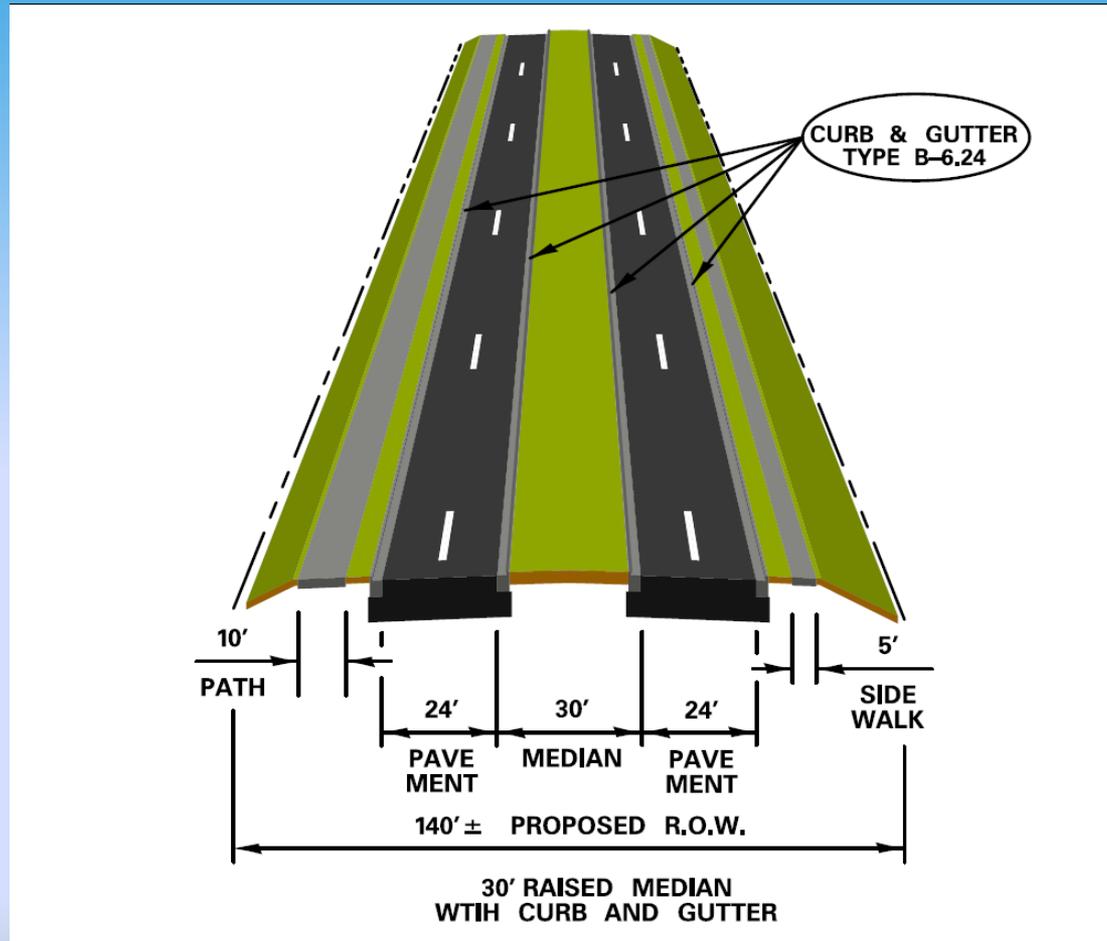


30' DEPRESSED MEDIAN W/HTC BARRIER

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



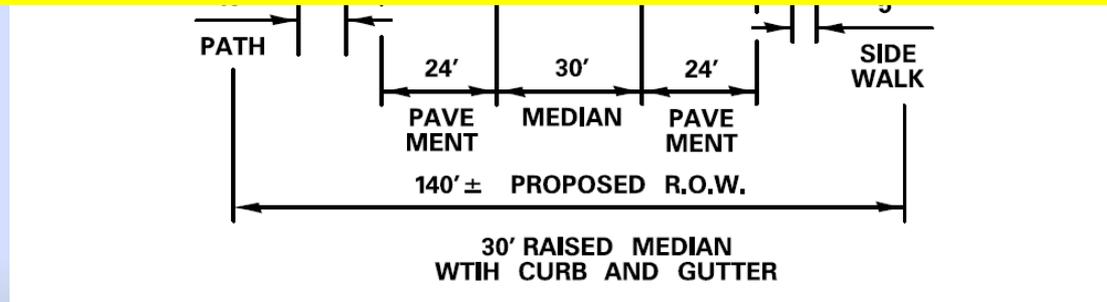
Alternative #4 – Urban – 30' Raised Median with Curb & Gutter



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



Note – Right of Way is
PRELIMINARY



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	7	5	4	1
<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	44.5	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.

Safety

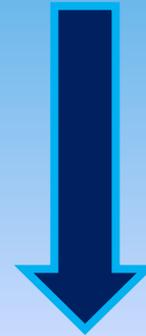
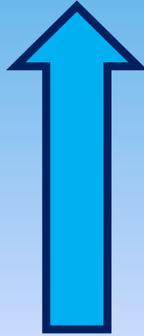
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Safety

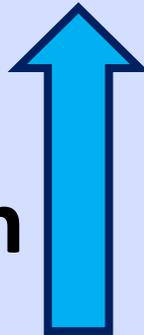
Cross-Section Element

Predicted # of Crashes

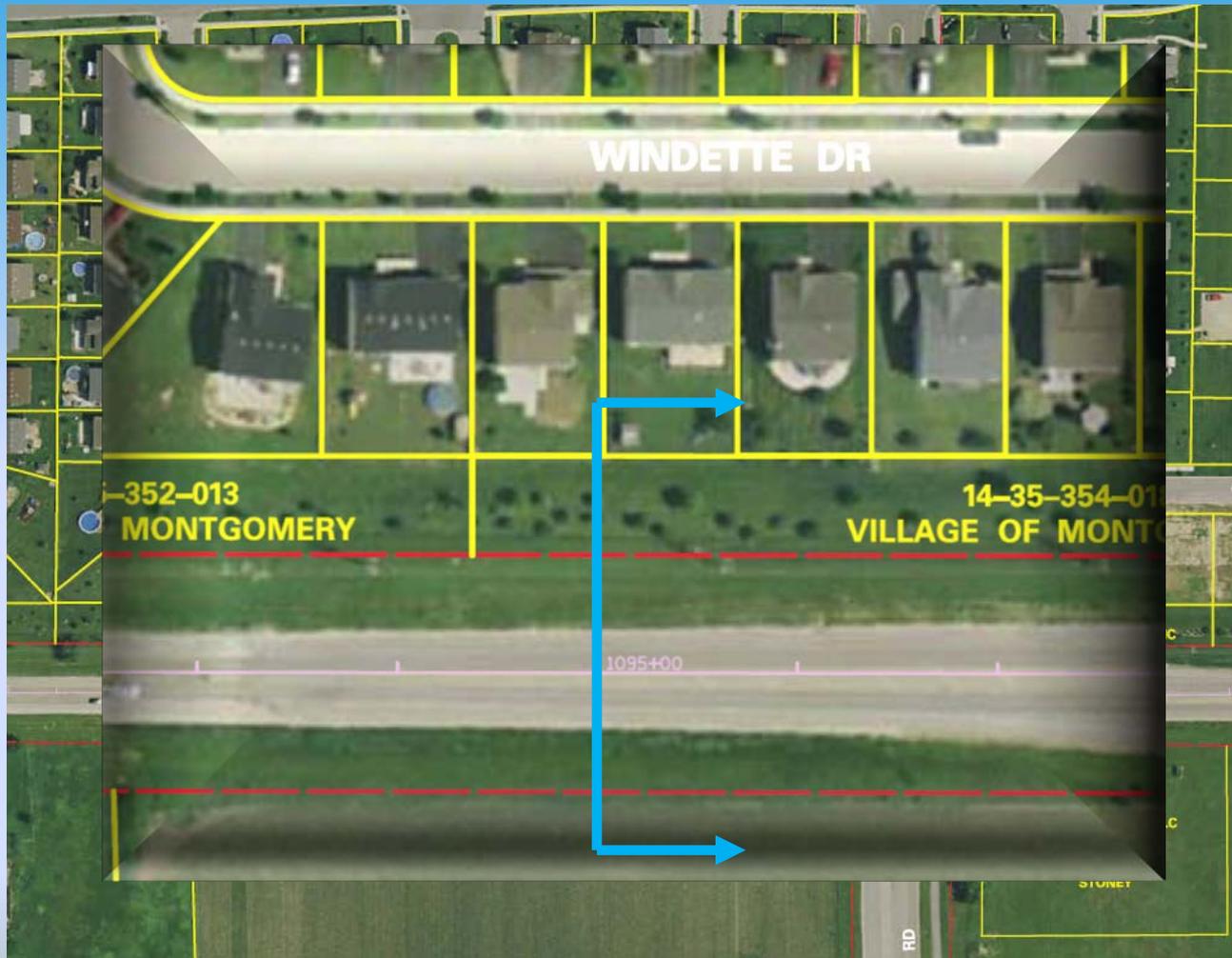
- Median Width



- Shoulder Width



Landscape Buffer Impacts

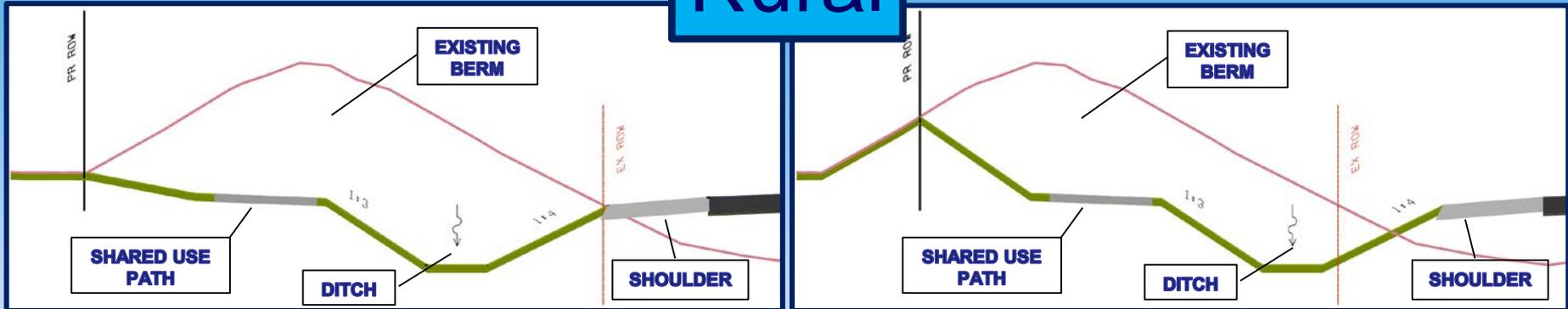


Landscape Buffer Impacts

Alternative #1

Rural

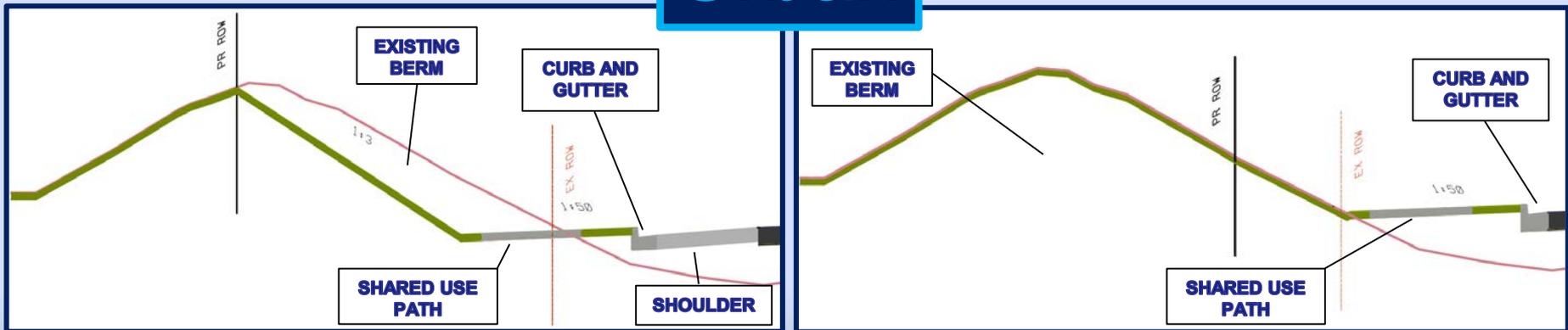
Alternative #2



Alternative #3

Urban

Alternative #4



Group Exercise

Community Advisory Group Meeting #3

February 25, 2014

Comment Form



FAP 349 (US 30)
From Illinois Route 47 to Illinois Route 31
Kane & Kendall Counties

Name: _____

Alternative #1 – Rural, 50' Depressed Median

Alternative #2 – Rural, 30' Depressed Median, with High Tension Cable Median Barrier

Alternative #3 – Urban, 30' Raised Median, with Shoulders and Curb & Gutter
(Speed Limit Reduced to 45 mph)

Alternative #4 – Urban, 30, Raise median, with Curb & Gutter (No Shoulders)
(Speed Limit Reduced to 45 mph)

1

and

Community Advisory Group Meeting #3

February 25, 2014



Suggest two (2) alternatives to be carried forward and why:

1. _____

2. _____

2



Group Exercise

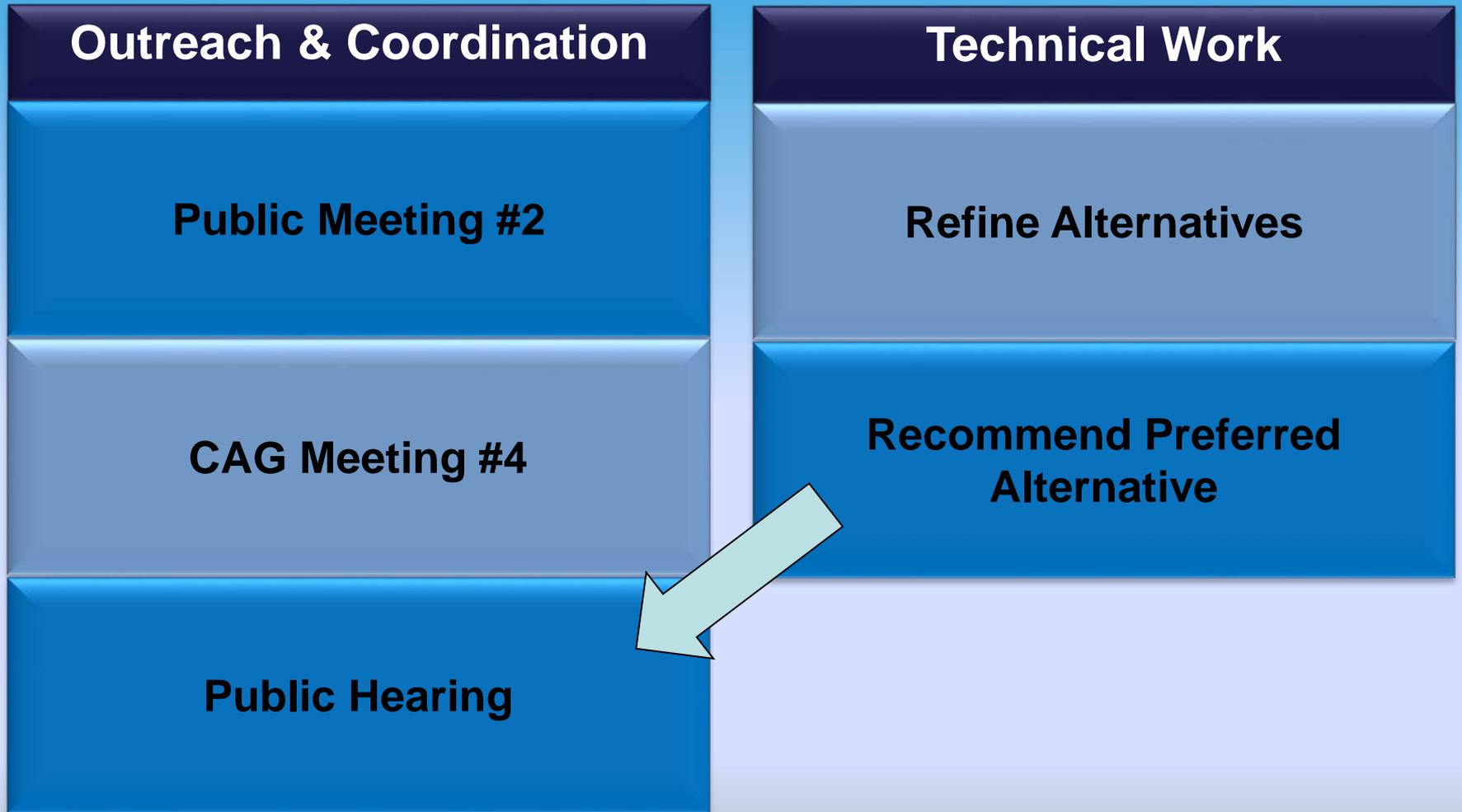
- **Review Alternatives and Offer Feedback**
- **Goal – To reduce the number of alternatives to carry forward.**



Next Steps



What's Next?



Questions?

