



PROJECT REPORT

US ROUTE 30

ILLINOIS 47 to ILLINOIS 31



P-91-403-11

Kane & Kendall Counties

IDOT - Division of Highways - District One

May, 2018
Volume 3 of 7

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Stakeholder Involvement Plan

US 30 (Baseline Road) IL 47 to IL 31 Kane & Kendall Counties



Region 1/ District 1



Stakeholder Involvement Plan



Original: May 2012
Version 3
Updated: December 2014

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Introduction

1.1 Project Background

The Illinois Department of Transportation (IDOT) has initiated Phase I preliminary engineering and environmental studies of US 30 from IL 47 to IL 31 in Kane and Kendall Counties, Illinois. Phase I of the project is anticipated to result in a Categorical Exclusion II (CE II) environmental document and includes data collection, preparation of base maps and mosaics, geometric studies, accident analysis, capacity analysis including intersection design studies, bridge inspections and condition reports, drainage studies, cost estimates, public involvement, route survey, and other related work.

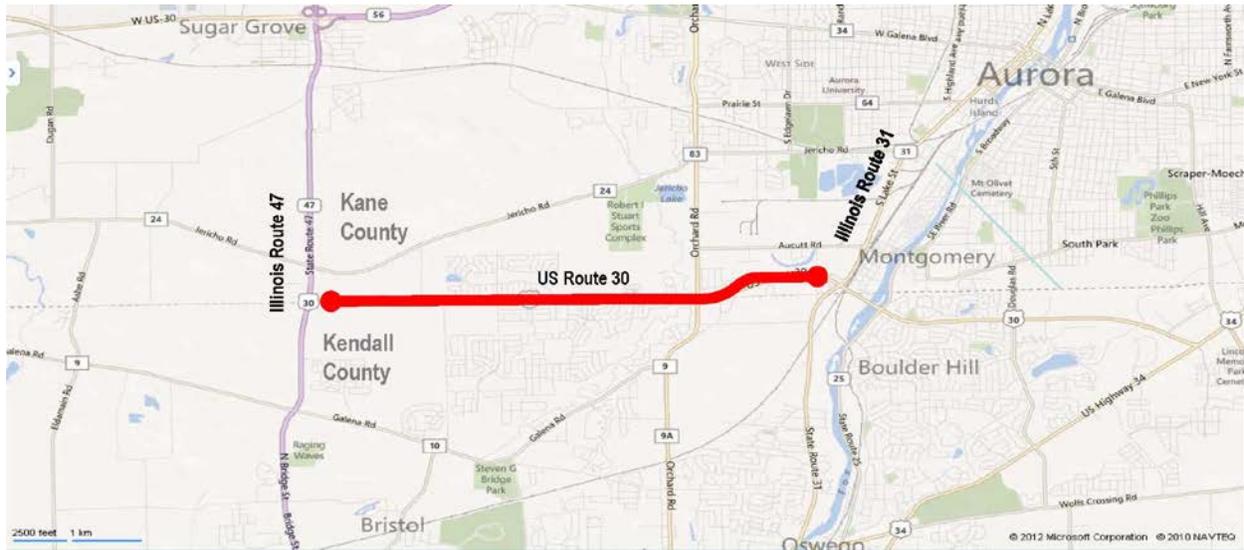
U.S. 30 is an east-west highway traveling across the northern tier of the United States. The western end of the highway is in Astoria, Oregon, and the eastern end is in Atlantic City, New Jersey. Through Illinois, it is an east-west arterial surface road extending from the Mississippi River across from Clinton, Iowa, to Lynwood at the Indiana State Line, a distance of 154 miles.

The project limits extend from IL 47 in Yorkville to 1,400 feet west of IL 31 in Montgomery—a distance of approximately 5-miles. The western terminus will match into an ongoing IDOT Phase I study of IL 47 between Kennedy Avenue in Yorkville and Cross Street in Sugar Grove. The eastern terminus will match into the proposed reconstruction of the US 30 and IL 31 interchange. Through the project area, the roadway is classified as a Strategic Regional Arterial (SRA) and Class II Truck Route. It is known locally as “Baseline Road” and generally follows the Kane-Kendall County Line. The project area features a mix of cultivated farmland and relatively recent residential and commercial development. The project is in both Kendall and Kane Counties and crosses four townships (Sugar Grove, Bristol, Aurora, and Oswego). Blackberry Creek and the associated Blackberry Trail and land belonging to the Fox Valley Park District (Stuart Sport Complex) are both located along US 30.



The project limits may be modified as the study progresses, and the environmental document study area will be defined and refined following the project kickoff and initial meetings with stakeholders.

Map 1-1: Project Location Map



PROJECT LOCATION MAP
 US Route 3-
 Illinois Route 47 to Illinois Route 31
 Kane and Kendall Counties
 P-91-403-11

1.2 Context Sensitive Solutions

This project is being developed using the principles of Context Sensitive Solutions (CSS), per the Illinois Department of Transportation CSS Policy and Procedural Memorandum 48-06. CSS is an interdisciplinary approach that seeks effective, multimodal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project’s surroundings—its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting project should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings within which they are located.

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process, including providing the following: an understanding of the National Environmental Policy Act (NEPA) process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the

CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the Project Team to understand and address concerns raised. The integrated approach to problem-solving and decision making will help build community understanding and agreement and sustain involvement throughout the study process.

The US 30 project will use a collaborative approach that involves stakeholders in developing a facility that fits into its surroundings and preserves scenic, aesthetic, historic, social, and environmental resources while maintaining safety and mobility.

A Stakeholder Involvement Plan (SIP) is critical to the success of a project. The SIP provides a framework for the execution of CSS that is based on project needs, and is both comprehensive and flexible. The SIP is subject to revision anytime events warrant.

The CSS approach strives to achieve the following:

- Understand the stakeholder's key issues and concerns.
- Involve stakeholders in the decision making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility in design to address stakeholder concerns whenever possible.

Specific goals and objectives of the CSS process include the following:

- Identify all stakeholders of the project and ensure their opportunity for meaningful input into the project's development from beginning to end.
- Determine project context, including area issues and community values, with stakeholder input.
- Identify transportation problems that can and should be addressed by the project, with stakeholder involvement.
- Identify reasonable solutions to address identified transportation problems, and a preferred solution to the problems with stakeholder involvement.
- Treat all involved parties with respect, and make decisions in a transparent manner that considers stakeholder input.

SECTION 2

Goals and Objectives of the Stakeholder Involvement Plan

The purpose of the SIP is to provide a guide for implementing stakeholder involvement for the US 30 project. The SIP will be used as a blueprint for defining methods and tools to inform and engage stakeholders in the decision making process. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to participate in the process as the project progresses. The SIP is prepared at the onset of the study to describe the CSS approach and to outline specific outreach activities, including public meetings and hearings, stakeholder workshops, and supporting media and communication techniques. To prepare the plan, Project Team members will solicit community characteristics and evaluate the community context to ensure that the SIP will be tailored to the project and community issues.

A variety of methods will be employed to inform the public and to solicit feedback. The plan outlines specific strategies for the identification and engagement of key project stakeholders. The various elements of the SIP, which are described in the following sections of this report, support the principles of CSS both by emphasizing the importance of community context, as well as planning for the early, consistent, and meaningful engagement of community stakeholders.

Projects undertaken by the Illinois DOT (IDOT) are commonly divided into three phases as a project moves from start to finish. Phase I includes preliminary engineering and environmental studies. Phase I is the current phase of the project and includes the preparation of the SIP. The environmental impacts of a proposed project are determined during this phase, as well as measures to avoid, minimize, and/or mitigate those impacts. Phase II includes contract plan preparation and land acquisition of the proposed improvement. The project then progresses to Phase III, which is the actual construction of the project.

The SIP was prepared at the beginning of the Phase I process and addresses activities taking place during the Phase I process. It is important to note that the CSS process is continuous throughout Phases II and III. The SIP will be modified throughout all stages of the process to reflect these needs.

2.1 Stakeholder Involvement Plan Goals and Objectives

The goal of the SIP is to actively seek the participation of community groups, agencies, individual interest groups, and the general public throughout the project development process.

Goals and Objectives of the Stakeholder Involvement Plan:

- Identify stakeholders
- Define the Project Working Groups.
- Identify means and methods of disseminating and collecting information.
- Identify the roles and responsibilities of the lead agencies.
- Establish the timing and type of stakeholder involvement activities.
- Establish stakeholder requirements for providing timely input to the project development process.
- Provide framework for achieving agreement and communicating the decision making process.

2.2 Stakeholder Involvement Ground Rules

All outreach will be conducted under a set of ground rules that form the basis for the respectful interaction of all parties involved in this process. Tentative ground rules include the following:

- All input from all participants in the process is to be valued and considered.
- All participants must come to the process with an open-mind and participate openly and honestly and must treat each other with respect and dignity.
- General agreement of stakeholder concurrence on project choices will be sought.
- Final decision making authority rests with IDOT and the Federal Highway Administration (FHWA) and all decisions must be arrived at in a clear and transparent manner, such that stakeholders agree that their input has been considered.
- The project must progress at a reasonable pace, based on the original project schedule and all participants must understand that once a general understanding is reached on a topic it will not be readdressed.
- The list of stakeholders is subject to revision at any time.
- Minutes of all stakeholder meetings will be maintained.

The ground rules are tentative, pending acceptance by the stakeholders, and can be revised upon general agreement.

SECTION 3

Stakeholder Identification Procedures

A stakeholder is anyone who could be affected by the project and has a stake in its outcome, including IDOT; FHWA and the resource agencies; property and business owners; state, federal, and local officials; special interest groups, including environmental, historic, cultural, and economic resources; and motorists who use the facility.

Stakeholder involvement is critical to the CSS process, which strives to achieve the following:

- Involve stakeholders in the decision making early and often throughout the project planning and development process.
- Identify stakeholder key issues and concerns.
- Apply flexible design to address stakeholder concerns.
- Incorporate aesthetics as appropriate, feasible and within budget constraints as part of a good design.

General agreement from stakeholders is sought, but ultimately, the project decisions remain the responsibility of the lead agencies—IDOT and FHWA.

The identification of stakeholders began with a combination of desktop searches, input from local community leaders, and a community context audit. Stakeholder identification will continue throughout the study. Stakeholders for the project may include, but not be limited to, the following:

- Residents
- School officials
- Business owners in the study area
- Institutions within the project limits
- Advocates for community and historic interests
- Special interest groups (neighborhood, environmental, etc.)
- Elected/community officials
- Government and planning agencies
- Transportation system users
- Chambers of commerce
- Historic Preservation
- Bicycle groups
- Utilities
- Trade associations
- Contractors
- Professional organizations
- Civic groups
- Others outside the study area with an interest in the project

As additional stakeholders are identified, they will be added to the Project Mailing List. All stakeholders expressing interest in the project will be added to the project mailing list, and will be able to participate in the process through various public outreach opportunities. The opportunities include, but are not limited to, the project Web site, public meetings, newsletters, and press releases. The project mailing list will be updated and maintained through the duration of the project.

SECTION 4

Project Working Groups

The working groups for this project will consist of a Project Study Group and a Community Advisory Group, as discussed in the following subsections.

4.1 Project Study Group

The Project Study Group (PSG) consists of a multidisciplinary team of representatives from IDOT, FHWA, the project consultant team, and other transportation agencies as appropriate. The PSG will make project recommendations and decisions on this project.

The PSG has primary responsibility for the project development process. The group will meet periodically throughout the project process to provide technical oversight and expertise in key areas including project process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP and IDOT and FHWA requirements.

Other responsibilities of the PSG include the following:

- Expediting the project development process
- Identifying and resolving project development issues
- Promoting partnership with stakeholders to address identified project needs
- Working to develop general understanding or agreement among stakeholders
- Making periodic presentations to FHWA to acquire partial approvals on approach and design solutions
- Acquiring clearances and approval of resource agencies

Proposed PSG members for the US 30 Project are listed in Appendix B. As with all working groups, it is subject to modification during the process depending on participant interest and technical expertise. PSG meetings will generally held in conjunction with monthly standing FHWA coordination meetings.

4.2 Community Advisory Group

A key element of the SIP will be the creation of a Community Advisory Group (CAG). The group will consist of community representatives from a broad cross section of area interests including property owners, business owners, and residents adjacent to the project area.

CAG members are identified in Appendix C. The CAG members were identified and refined during initial coordination efforts with IDOT, resource agencies, and local official meetings and briefings, as well as the initial public meeting. To maintain continuity of the group it is desirable that members not be added to the group following CAG meeting #2. A maximum total of 20 to 25 community representatives will comprise the CAG membership. The CAG will work in close coordination with the Project Team and the PSG to ensure that identified solutions balance both the community and technical needs.

The CAG will achieve several study objectives. First, by sharing information about their communities or organizations, the CAG will help the PSG more clearly understand the broader community. The PSG will present detailed information about the study to CAG members on a regular basis, thus allowing the CAG to keep the broader community up to date on the progress of the study. CAG members will then report back with feedback from the groups they represent. In this way, the CAG will function as a liaison or pipeline between IDOT and the public. In carrying out these functions, the CAG will play an important

role in defining the area's important features, identifying highway preferences, and understanding potential highway effects.

4.3 Dispute Resolution

IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek general understanding or agreement on disagreements. IDOT is committed to building stakeholder general agreement for decisions. However, if an impasse has been reached after making good faith efforts to address unresolved concerns, IDOT may proceed to the next stage of project development without achieving general agreement. In the case of an unresolved dispute between the agencies, IDOT will notify stakeholders of their decision and proposed course of action.

SECTION 5

Elected Officials and Agency Coordination

The goal of agency outreach and involvement is to ensure early and ongoing coordination with affected agencies regarding project issues, as well as to achieve agency “buy-in” for how CSS and the public process will play a role in project development and decision making.

5.1 Local Elected Officials

The US 30 Project Team will meet with elected officials in the study area throughout the project to coincide with project milestones. Additional meetings will be scheduled on an as-needed basis. Elected local officials for the project are listed in Appendix D.

5.2 Lead Agencies

FHWA and IDOT will act as joint lead agencies for preparing the CE II.

SECTION 6

Key Project Development Activities/CSS Process Steps

Section 6 describes the general project development, project activities, and associated stakeholder involvement activities.

6.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

Step one includes various agency notifications, project organizational activities, and scoping activities, including, but not limited to, the following:

- Assemble and organize the PSG and CAG.
- Develop and publicly circulate the SIP.
- Prepare a community-context audit (completed by local agencies and stakeholders) to identify unique community characteristics that contribute to the project's context and should be considered in the project development process.
- Conduct regulatory/resource agency scoping activities.
- Conduct one-on-one meetings.
- Hold a public meeting to educate stakeholders on the project process and study area, history, and identify study area issues/concerns.

6.2 Step Two: Developing Project Problem Statement and Defining Purpose & Need

Step two consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing CAG members with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions.

The information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Commence with an informational meeting of the PSG with CAG members to explain the ground rules and gather input to begin developing a clear statement of the transportation problems to be solved by the project.
- Seek acceptance of project problem statement from CAG members.
- Define the project purpose and need.
- Hold a public meeting to present the problem statement, purpose and need, and preliminary engineering and design.
- Seek agency concurrence on the purpose and need.

6.3 Step Three: Defining Alternatives

A range of project alternatives will be considered to address the project purpose and need. The alternatives development process will be iterative in nature providing progressively greater detail. Numerous opportunities will be provided for CAG input to the development and evaluation of alternatives. Steps in the alternatives development process include the following:

- Define alternative development procedures, planning and design guidelines, and alternative evaluation procedures. The information will serve as the general guidance for the alternatives development and evaluation process.
- Identify and evaluate initial alternatives.
- Identify alternatives to be carried forward.
- Hold a public meeting to present the preliminary range of project alternatives.
- Evaluate the alternatives to be carried forward.
- Achieve general agreement among stakeholders on the alternatives.

6.4 Step Four: Identification of the Preferred Alternative

The process will continue with the identification and general agreement of the preferred alternative and completion of the CE II. Activities in step four of the project development process include the following:

- Tentative identification of the preferred alternative based on CAG input.
- Preferred alternative refinements to address stakeholder comments.
- Hold a public hearing to present the Preferred Alternative.
- Preparation and approval of the CE II.

6.5 Project Development and Stakeholder Involvement Activities Schedule

The refined schedule for project development activities and CAG involvement activities is presented in Appendix G.

SECTION 7

Stakeholder Involvement Plan Activities

IDOT has designated the US 30 - IL 47 to IL 31 study as a Context Sensitive Solutions (CSS) project. The CSS process is designed to involve numerous stakeholders early in the process and to continue facilitating their engagement throughout and beyond the planning stages. For this project, input from community stakeholders will be incorporated into the decision making process and accomplished in the following ways:

- A Community Context Audit (CCA) will be solicited and will be supplemented as new information is acquired
- The SIP will guide the outreach process and will reflect current CAG and PSG member contact information. The document will be updated as needed
- The formation of a CAG and a PSG, which will meet regularly throughout the planning and project development process
- Periodic meetings will be held with agency and local officials
- Various meetings will be held throughout the project to provide outreach opportunities to all stakeholders
- A project mailing list and a comment tracking system will be maintained throughout the project
- Two or three newsletters will be distributed.
- A project website will be provided.
- Five PSG meetings will be held in conjunction with FHWA meetings
- Four to seven CAG workshops/meetings will be held
- Two or three Public Meetings will be conducted
- One Public Hearing will be held

The input obtained through these techniques will be incorporated into the decision making process and will be used in the development and refinement of potential project alternatives.

A CSS/public involvement process will be conducted in accordance with relevant IDOT policies. The following activities in this section are proposed as the CSS/public involvement process for the US 30 improvements. Unless otherwise noted, the consultant team is the responsible party for activities and coordination. All activities and presentation materials will be approved by IDOT before proceeding.

Stakeholder involvement for this project will be an ongoing process from project initiation through completion. Appendix H outlines the entire project development schedule, including CSS and public involvement activities.

7.1 Community Context Audit

Defining the context of a project is the foundational element in the CSS approach. To ensure that the Project Team has an in-depth understanding of the community needs and issues, a CCA will be prepared and distributed for input and will be amended/refined if necessary through discussions with the CAG

and PSG. The IDOT CCA questionnaire form will be used to identify various community characteristics unique to its residents, businesses, and the public in general.

The CAG working group will assist in completing the Context Audit. Questionnaire results will be compiled into a summary memorandum. The information will help identify the project problem statement, as well as the purpose and need of the proposed transportation improvements based upon community goals and local plans for future development. The CCA is designed to take into account the community's history or heritage, present conditions, and anticipated conditions by considering factors such as mobility and access, safety, local and regional economics, aesthetics, and overall quality of life.

7.2 Initial Meetings

As part of the CSS process, informal meetings were planned with local government officials and staff to introduce the project and the CSS process, as well as to gain further understanding of issues regarding the improvements. This component of the data collection process provided information on project history, interests/concerns, and desired public involvement objectives and will help identify CAG volunteers. The meetings also provided an opportunity to develop draft working group memberships for the CAG, and identified additional stakeholders that should be added to the project mailing list. The CCA was distributed for input at these meetings.

7.3 Project Working Group Meetings

The following tables show tentative schedule and meeting purpose for PSG and CAG meetings. Meeting dates may change as the study progresses.

7.3.1 Project Study Group Meetings

The PSG will meet as required over the course of the study. The tentative schedule along with meeting purpose of each meeting is described in Table 7-1 below. The five PSG meetings will be held in coordination with monthly standing FHWA coordination meetings.

TABLE 7-1
PSG Meeting Schedule

Meeting Name	Meeting Date	Meeting Purpose
Meeting 1	Summer 2012	Project Introduction, SIP
Meeting 2	Summer 2013	Problem Statement; Purpose & Need for the project
Meeting 3	Spring 2014	Alternatives Development and Evaluation
Meeting 4	Summer 2015	Preferred Alternative

7.3.2 Community Advisory Group Meetings

The CAG is anticipated to meet between four and seven times over the course of the study. The meetings will be held on the same day as either morning or afternoon sessions. The tentative schedule, along with the purpose of each meeting, is described in Table 7-2. Some meetings may be combined, depending on the progress of the study.

TABLE 7-2
CAG Meeting Schedule

Meeting Name	Meeting Date	Meeting Purpose
Meeting/Workshop 1	Fall 2012	Project Introduction, Initiate Problem Statement
Meeting/ Workshop 2	Summer 2013	Finalize Problem Statement, Project Purpose and Need, Introduction to Alternatives Development
Meeting/Workshop 3	Winter/Spring 2014	Range of Alternatives
Meeting/Workshop 4	Winter 2014	Preferred Alternative/Measures to Mitigate or Minimize Harm
Meeting/Workshop 5	Spring 2015	Project Closeout, Public Hearing Preview

7.4 Public Meetings and Hearings

Public involvement for this project also will include opportunities for broader public meetings in the form of public information meetings. The large-scale meetings will be held to coincide with major project milestones, raising awareness of the project development process. The meetings also will provide a forum for general public input, including concerns and comments regarding project.

Two or three public meetings and a public hearing will be held, in the form of an open house. The meetings and hearing will be held within the study area in locations that are convenient to the community and stakeholders. Table 7-3 highlights the tentative date, purpose, and goal of each public meeting and hearing. Some meetings may be combined, depending on the progress of the study.

The meetings will use various public informational techniques such as project boards, handouts, and a PowerPoint presentation. Opportunities for the public to provide written comments (comment forms) will be available at the meetings. A court reporter will also be present at the public hearing to accept verbal comments. The consultant team will prepare news releases and meeting announcements.

TABLE 7-3
Public Meeting/Hearing Schedule

Meeting Name	Meeting Date	Meeting Purpose
Public Meeting #1	Summer 2012	Project Introduction, Process, Background, CCA
Public Meeting #2	Summer 2014	Problem Statement; Purpose & Need for the Project; Initial Alternatives/Alternatives Development and Evaluation Process
Public Hearing	Spring 2015	Preferred Alternative & Impacts

7.5 Project Mailing List

A stakeholder project mailing list will be maintained throughout the project. The initial project mailing list will include known residents, property owners, business owners, advocacy groups, community

organizations, and utility providers immediately adjacent to the project limits as well as those identified in Appendixes B through E. It is anticipated that new stakeholders will be added to the mailing list throughout the project. All stakeholders expressing interest in the project will be added to the project mailing list and will be able to participate in the process through various public outreach opportunities.

7.6 Media Notifications and Relations

All media contact is to be coordinated with IDOT. Meeting newspaper advertisements will be prepared using IDOT's template. Press releases will also be prepared and reviewed through IDOT prior to each public meeting series. Announcements will be posted on IDOT's and local community's Web sites. The focus of the media relations support strategy is to provide accurate information on the project and study process in addition to ensuring awareness of public input opportunities. Appendix F lists media outlets within the project area.

7.7 Public Web site: www.us30baselineroadstudy.org

The Project Team will develop a website that provides general project information, and consists of a homepage and various topic-specific pages, one of which includes a form-based comment page. The site will be reviewed frequently to ensure it reflects the most current and up-to-date project information. Project documentation and materials will be posted to the Web site, as information is available, for public review.

7.8 Newsletters and Brochures

Project newsletters will be prepared at key project milestones. The milestones would include announcements for public meetings and the public hearing. The newsletters will provide current project information and contain mail-back forms that can be used by the recipient to provide comments or add names to the project mailing list.

7.9 Public Comments

The Project Team will document all stakeholder comments and responses throughout the project. Comments may come in the form of e-mail, standard mail, phone calls and comment forms from meetings and briefings. All comments received over the course of the study are maintained in the project comment tracking form. The project mailing list is continually updated for individuals who request to be added to the distribution list.

SECTION 8

Plan Availability and Monitoring/Updates

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate through the duration of the project. Section 8 describes SIP stakeholder review opportunities and plan update procedures.

The effectiveness and success of the SIP will be monitored throughout the project. Measures will include levels of participation in various public and community meetings, as well as feedback on the effectiveness of outreach. The Project Team will also review if meaningful public comment is being obtained to support project development and decision making. Progress will be reviewed through PSG meetings and following public meetings.

Evaluation results will demonstrate the usefulness of particular outreach techniques and the benefits achieved in communications with stakeholders. The program design will be modified, as needed, throughout the project to respond to stakeholder feedback and meet project needs.

8.1 Availability of the Stakeholder Involvement Plan

The SIP will be available to stakeholders for review at public meetings and on the project Web site (www.us30baselineroadstudy.org). As the project proceeds, the SIP will be updated to reflect appropriate changes or additions.

8.2 Modification of the Stakeholder Involvement Plan

The SIP will be reviewed periodically for effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to the SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Plan updates will be tracked in Appendix A.

Appendix A

SIP Revision History

APPENDIX A

SIP Revision History

Version	Date	Revision Description
Original SIP	June 2012	Original Stakeholder Involvement Plan for Distribution
SIP Update	December 2013	Final CAG Membership, Updated Schedule
SIP Update	December 2014	Updated schedule, elected officials and PSG team members

Appendix B
Project Study Group

APPENDIX B

Project Study Group

Organization	Name	Title	Phone	Email
IDOT District 1	Pete Harmet	Bureau Chief of Programming	(847) 705-4393	pete.harmet@illinois.gov
IDOT District 1	John Baczek	Project Environmental Studies Section Chief	(847) 705-4393	john.baczek@illinois.gov
IDOT District 1	Kimberly Murphy	Consultant Studies Unit Head	(847) 705-4791	kimberly.murphy@illinois.gov
IDOT District 1	Lori Brown	Project Manager	(847) 705-4477	lori.brown@illinois.gov
IDOT District 1	Tony Quigley	Bureau Chief of Design	(847) 705-4211	tony.quigley@illinois.gov
IDOT District 1	Catherine Kibble	Bureau of Design Consultant Services Section Chief	(847) 705-4269	katherine.kibble@illinois.gov
IDOT District 1	Mike Cullian	Property and Management Relocation Chief	(847) 705-4280	mike.cullian@illinois.gov
IDOT District 1	Rick Wanner	Roadside Development Manager	(847) 705-4172	rick.wanner@illinois.gov
IDOT District 1	Rick Wojick	Hydraulics Section Chief	(847) 705-4105	rick.wojick@illinois.gov
IDOT District 1	Sam Mead	Environmental Unit Head	(847) 705-4101	sam.mead@illinois.gov
IDOT District 1	Jason Salley	Geometric Engineer	(847) 705-4085	jason.salley@illinois.gov
IDOT District 1	Jim Stumpner	Bureau Chief of Maintenance	(847) 705-4162	jim.stumpner@illinois.gov
IDOT District 1	Chris Holt	Bureau Chief of Local Roads	(847) 705-4201	chris.holt@illinois.gov
IDOT District 1	Steve Travia	Bureau Chief of Traffic	(847) 705-4141	steve.travia@illinois.gov
IDOT District 1	Gene Joynt	Bureau Chief of Construction	(847) 705-4300	gene.joynt@illinois.gov
IDOT District 1	Steve Rosato	Utilities Coordinator	(847) 705-4258	steve.rosato@illinois.gov
IDOT District 1	Sarah Wilson	Bridge Maintenance Engineer	(847) 705-4181	sarah.wilson@illinois.gov
IDOT District 1	Mark Jenkins	Unit Chief of Electrical	(847) 705-4351	mark.jenkins@illinois.gov
IDOT District 3	David S. Alexander	Phase I Unit Chief	(815) 434-8468	david.s.alexander@illinois.gov

Organization	Name	Title	Phone	Email
IDOT	Paul Niedernhoffer	Region One Field Engineer	(217) 782-7526	paul.niedernhoffer@illinois.gov
IDOT	Scott Stitt	BDE		scott.stitt@illinois.gov
FHWA	Mike Hine	Engineering Team Leader	(217) 492-4628	Mike.Hine@fhwa.dot.gov
FHWA	Matt Fuller	Environmental Programs Engineer	(217) 492-4625	Matt.Fuller@fhwa.dot.gov
FHWA	Robin Helmerichs	Engineer	(217) 492-4615	Robin.Helmerichs@dot.gov
Hutchison Engineering, Inc	Gregg Mounts	Project Manager	(815) 773-2233	GMounts@hutchisoneng.com
Hutchison Engineering, Inc	Daniel Draper	Project Engineer	(815) 773-2233	DDraper@hutchisoneng.com
CH2M Hill	Jeffrey Frantz	Environmental Lead	(773) 458-2823	Jeff.Frantz@ch2m.com
CH2M Hill	Carla Mykytiuk	CSS Lead	(773) 458-2842	Carla.Mykytiuk@CH2M.com
CH2M Hill	Christine Norrick	Environmental Studies	(773)458-2845	Christine.Norrick@CH2M.com

Appendix C
Community Advisory Group

APPENDIX C

Community Advisory Group

Organization	Name	Phone	Email
Village of Montgomery	Peter Wallers	(630)466-6700	pwallers@eeiweb.com
Village of Montgomery	Mike Pubentz, P.E.	(630)896-1354	pubentz@ci.montgomery.il.us
Sugar Grove Fire Protection District	Wayne Parson	(630)466-4513	wparson@sugargrovesfire.com
Village of Montgomery	Jeff Zoepfel	(630)896-8080	zoepfel@ci.montgomery.il.us
Kane County Water Resources	Jodie Wollnik, P.E., CFM	(630)232-3499	wollnikjodie@co.kane.il.us
Yorkville	Krysti Barksdale-Noble	(630)553-4350	knoble@yorkville.il.us
Yorkville	Brad Sanderson	(630)553-4350	bsanderson@eeiweb.com
Kane County Division of Transportation	Mike Sullivan	(630)444-3142	sullivanmila@co.kane.il.us
Sugar Grove Fire Protection District	Bill Perkins	(630)466-4513	bperkins@sugargrovesfire.com
Kendall County	Angela Zubko	(630)553-4139	azubko@co.kendall.il.us
Village of Montgomery	Jerad Chipman	(630)896-8080	chipman@ci.montgomery.il.us
Fox Valley Park District	Jeff Palmquist	(630)897-0516	jpalmquist@fvpd.net
Montgomery Police Department	Armando Sanders	(630)361-3175	sanders@ci.montgomery.il.us
Montgomery and Countryside Fire Protection District	Thomas Meyers	(630)897-0622	Chiefmeyers@montgomeryfire.org
City of Yorkville	Eric Dhuse	(630)553-4370	edhuse@yorkville.il.us
Aurora Township Highway Department	John Shoemaker	(630)892-0246	athd.commissioner@gmail.com
Residents of Fairfield Way Subdivision, Planning & Zoning Commission	Mildred McNeal-James	(630)801-1636	mldredd@aol.com

Appendix D
Local, State and Federal Officials

APPENDIX D

Local, State and Federal Officials

Agency	Name	Phone	Email/Website
US Senator	Richard Durbin	217-492-4062	www.Durbin.senate.gov
US Senator	Mark Kirk	312-886-2117	www.kirk.senate.gov
Fourteenth Congressional District	Randy Hultgren	202-225-2976	www.hultgren.house.gov
Twenty-fifth Legislative District	Jim Oberweis	217-782-0471	www.ilga.gov/senate
Forty-second Legislative District	Linda Holmes	217-782-0422	www.ilga.gov/senate
Fiftieth Representative District	Kay Hatcher	217-782-1486	www.ilga.gov/house
Eighty-third Representative District	Linda Chapa LaVia	217-558-1002	www.ilga.gov/house/rep
Eighty-fourth Representative District	Stephanie A Kifowit	217-782-8028	www.ilga.gov/house/rep
Kane County	Carl Schoedel, Director of Transportation	630-584-1170	schoedelcarl@co.kane.il.us
Kendall County	Fran Klaas, County Engineer	630-553-7616	http://www.co.kendall.il.us/highway/index.htm
Village of Montgomery	Matt Brolley, Village President	630-896-8067	www.ci.montgomery.il.us
Village of Montgomery	Jeff Zoepfel, Village Administrator	630-896-8080	www.ci.montgomery.il.us
Village of Oswego	Brian LeClercq, Village President	630-554-3618	www.oswego.il.us
Village of Sugar Grove	P. Sean Michels, Village President	630-466-4507	www.sugargrove.il.us
Village of Sugar Grove	Brent Eichelberger, Village Administrator	630-466-4507	www.sugargrove.il.us
Township of Sugar Grove	Tom Rowe, Township Supervisor	630-466-4283	www.sugargrovetownship.com
Township of Sugar Grove	Greg Huggins, Highway Commissioner	630-466-4274	www.sugargrovetownship.com

Bristol Township	Robert W. Walker, Township Supervisor	630-553-0804	www.kendall.il.us
Bristol Township Highway Department	Jeff Croneils, Highway Commissioner	630-553-0101	www.bristoltownship.org
Oswego Township	Jim Detzler, Township Supervisor	630-553-4200	www.oswegotownship.org
Oswego Township Road District	Gary Grosskopf, Highway Commissioner	630-264-4587	www.oswegotownship.org
Aurora Township	William Catching, Township Supervisor	630-897-8777	www.auroratownship.org
Aurora Township Highway Department	John Shoemaker, Highway Commissioner	630-897-8777	www.auroratownship.org

Appendix E Media

APPENDIX E
Media

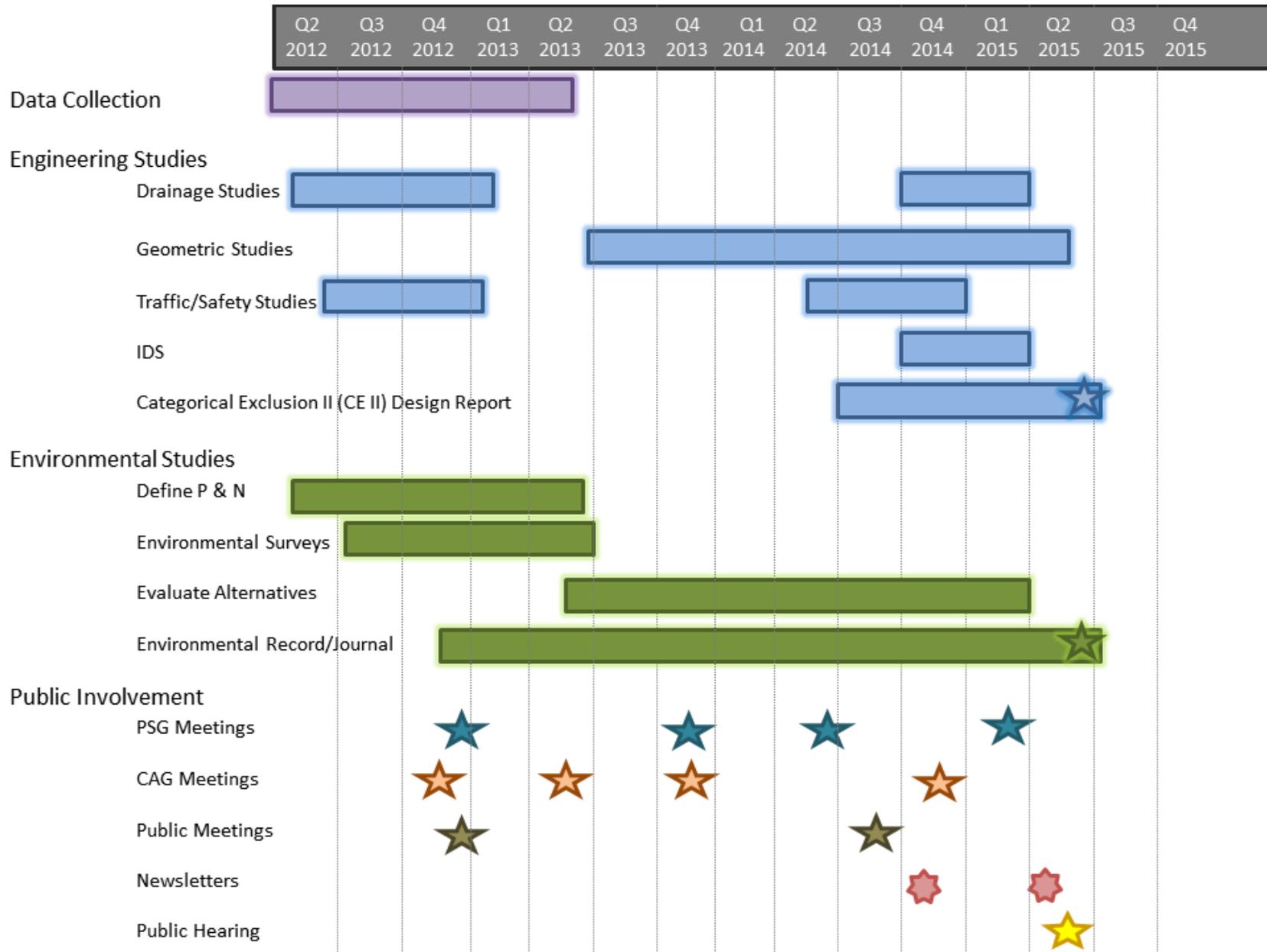
Organization	Name, Title	Phone	Email/Website
Beacon News	Dan Cassidy, News Editor	(630) 978-8149	http://beaconnews.chicagotribune.com/
Kane County Chronicle	Kathy Gresey, Editor	(630) 845-5355	http://www.kcchronicle.com/
Daily Herald	Jim Baumann, Assistant Vice President/Managing Editor	(847) 427-4555	http://www.dailyherald.com

Appendix F

Project Schedule

APPENDIX F

Project Schedule



Appendix G Acronym List

APPENDIX G

Acronyms

Tentative for the project.

ADT	Average Daily Traffic
BDE	Bureau of Design and Environment
CAG	Community Advisory Group
CCA	Community Context Audit
CE	Categorical Exclusion
CMAP	Chicago Metropolitan Agency for Planning
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
JLA	Joint Lead Agencies
NEPA	National Environmental Policy Act
PSG	Project Study Group
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SIP	Stakeholder Involvement Plan

Appendix H Glossary

Glossary

Alternative—One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.

Area of Potential Effect—Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

Categorical Exclusion—1. A classification given to federal aid projects or actions that do not have a significant effect on the environment either individually or cumulatively. 2. The written documentation to support a Class of action that satisfies federal criteria describing non-significant impacts.

Community Advisory Group (CAG) – A group of community members such as residents, business owners, property owners, advocacy groups that are periodically briefed on project issues, needs and status. This group ensures that identified solutions balance community, technical and long-range planning needs. It also assists in keeping the project on the right track with respect to implementation.

Community Context Audit—A formal process of evaluating various community characteristics that make each transportation project location unique to its residents, its businesses and the public in general.

Context—The interrelated condition in which something exist.

Context Sensitive Solutions—Balance between mobility, community needs and the environment while developing transportation projects. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.

Historic Property—Historic property means any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria.

National Environmental Policy Act—The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) for undertakings using federal funds that may have significant impacts. To comply with NEPA, a process has been developed by IDOT to address all potential environmental, social, cultural and economic impacts of a proposed highway project before decisions are reached on design. Public involvement is an integral component of the NEPA process.

Multi-Modal Transportation—Includes all modes of transportation for a complete transportation system. Examples: cars, trucks, bicycles, pedestrians, high occupancy vehicles, mass transit, rail.

Open House—An informal, unstructured Public Meeting during which display boards are used to convey important project information and Department and consultant personnel are available to answer the public's questions.

Problem Statement-A concise narrative, prepared as part of a project needs study, defining the fundamental situation or circumstance to be solved. A problem statement will generally describe a particular situation in which an expected level of performance is not being achieved, and will list one or more important factors which cause or contribute to the unacceptable performance.

Project Study Group-a group of professionals representing specific technical or scientific disciplines who are brought together for designated period of time to perform detailed analysis of subjects that require various environmental, engineering and project development expertise.

Public Meeting/Hearing-The official method for gathering public comments on a project alternatives and environmental impacts. The format may be formal or informal and the purpose is to afford the public the fullest opportunity to express support or opposition relevant to a transportation project in an open forum. A verbatim record of the proceedings is kept.

Public Involvement-Coordination events and informational materials geared at encouraging the public to participate in the project development process. A successful Public Involvement Plan facilitates the exchange of information among project sponsors and outside groups and the general public, and includes meetings.

Stakeholder-An individual or group with an interest or investment in a way an issue is resolved.

Stakeholder Involvement-A process that will facilitate effective identification and understanding of the Plan (SIP) concerns and values of all stakeholders as an integral part of the project development process. It includes a formal written plan explaining how public input and comments will be obtained.

Project Area-The geographic area within which pertinent project matters are contained. Originally defined at the outset of engineering and environmental evaluation, although it may be revised during development of the studies and the CE II.

D-4.2



Community Advisory Group (CAG) Meetings

US Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties



MEETING SUMMARY

Community Advisory Group (CAG) Meeting No. 1
November 1, 2012

The first CAG meeting of the US 30 Study from IL 47 to IL 31 was held at 9:30 a.m. in the community room at the Montgomery, Illinois Police Station. A summary of the information presented and meeting discussions is included below.

General Session

Libby Braband from CH2M HILL introduced the team members and defined the roles and responsibilities of the CAG. The CAG then agreed unanimously to the CAG ground rules, which are:

1. Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
2. Input from all participants in the process is valued and considered.
3. The list of stakeholders is subject to revisions/additions at any time as events warrant.
4. All participants must keep an open mind and participate openly, honestly, and respectfully.
5. All participants should work collaboratively and cooperatively to provide input toward developing a solution.
6. All participants in the process must treat each other with respect and dignity.
7. The project must progress at a reasonable pace, based on the project schedule.
8. CAG members should commit to attend all CAG meetings.
9. Members of the media and general public are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.
10. Final project decisions will be made by IDOT and FHWA. Input is sought from CAG members prior to major milestone decisions.

Libby then provided a project overview, an overview of the first project public meeting, and discussed IDOT's CSS policy. Dan Draper then provided an overview of the transportation issues identified to date, including safety and traffic volumes/congestion.

Workshop

At that point, the CAG members were invited to help identify key transportation issues & concerns by writing their concerns on Post-It notes and applying it to the "Concern Wall." The following concerns and suggestions were identified by the CAG membership:

- The horizontal curve west of IL 31
- Eliminate the characteristics that encourage drag racing
- Lack of shoulders
- Drop-off at shoulders cause crashes
- Travel speeds are too high
- Insufficient lighting between IL 31 and Orchard Road
- Only one entrance to the subdivisions at Gordon Road
- Turning delays at Orchard Road
- Access to Stuart Sports Complex
- Turn lanes/access issues
- Blackberry subdivision only access point at US 30

US Route 30
Illinois Route 47 to Illinois Route 31
Kane and Kendall Counties



- Minor drainage concerns – various locations
- US 30 creates dam – flooding ¼ mile east of Orchard Road.
- Congestions – particularly at US 30 and Orchard Road
- Pedestrians crossing US 30 near Walmart
- Pedestrian access and need for crossing in general
- A pedestrian crossing (underpass/overpass) is being considered across US 30 east of ComEd
- Protection of Village utilities
- The NE corner of Orchard Road is being developed and will be requesting a right-in, right-out along US 30.
- Railroad and drainage restrictions near IL 31
- Consider near term improvements to address more immediate concerns (shoulders)
- Traffic projections seem high

Based on these issues the group began to frame out a problem statement:

The issues this project will address...

- Safe and efficient solution to meet needs of drivers and pedestrians
- Project corridor that considers the needs and safety of all users
- Solution that reduces flooding and the impact on the environment
- Solution that addresses the current and future travel demands in the corridor

The meeting then closed with agreement to meet again in early 2013 at the same time and location to discuss progress on the Purpose & Need and to provide input on the alternatives development process.

Attachments:

- Sign-in Sheet
- Meeting Materials

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CAG Meeting #1 November 1, 2012

Name	Organization	Title	Phone	Email
JEFF ZOEPHEL	Vill. of Montgomery	Village Administrator	630-896-8080 x1551	zoephel@ci.montgomery.il.us
Jerad Chipman	Village of Montgomery	Planner	630 896 8080 x1224	chipman@ci.montgomery.il.us
DANIEL MEYERS	MONTGOMERY POLICE DEPARTMENT	POLICE CHIEF	630 897-8707 x2217	MEYERSECI.MONTGOMERY.IL.US
Scott Koster	Kendall County Sheriff's Office	Chief Deputy	630-553-7500 Ext 1102	SKOSTER@CO.KENDALL.IL.US
JEFF CORNELLS	BRISTOL TWP	HIGHWAY COMM	630 553 0101	BRISTOLTWPACOMENSRV
JEFF PALMQUIST	FOX VALLEY PARK DIST	DIRECTOR PLANNING	630 966 4512	JPalmquist@FVPD.NET
Pat Gengler	Kane County Sheriff	Lieutenant	630 208 5356	genglerpatrick@co.kane.il.us
John Skowronski	Illinois Tollway Dept	Highway Commissioner	630 852-0246	John@athd.org
MIKE PUBENTZ	Village of Montgomery	Dir. of Public Works	630-896-1354	pubentz@ci.montgomery.il.us
BRAD SANDERSON	CITY OF YORKVILLE / EEI	CITY ENGINEER / VP	630-466-6700	bsandersen@eeiweb.com
Mildred McNeal-James	Village Montgomery	President of Planning & Zoning Commission		
Thomas P Meyers JR	Montgomery Countryside Fire	Fire Chief	630 897 - 0622	thomasmeyers@ci.montgomery.il.us
Mike Sullivan	Kane/Kendall Council of May	Council Director	630-444-3142	SullivanMike@co.kane.il.us
PETE WALLERS	EEI/VOM	Village Engineer	630-466-6700	PWALLERS@EEIWEB.COM

US 30 (Baseline Road) IL 47 to IL 31 Community Advisory Group Meeting

November 1, 2012



Meeting Agenda

- Introductions/Project Roles
- Purpose of Meeting
- Project Overview
- CSS Process
- PIM Overview & Feedback
- CAG Ground Rules
- Transportation Needs Identified to Date
- Group Exercise – Identifying and Prioritizing Transportation Issues
- Next Steps



2



Introduction/Project Roles

3



Study Team Roles

- IDOT District 1 (Kimberly Murphy, Consultant Studies Unit Head)
- Study consultant team
 - Prime Consultant: Hutchison Engineering
 - Sub-Consultants
 - CH2M HILL: Environmental Studies, Public Involvement
 - Lin Engineering: Drainage and Hydraulic Studies
 - EFK Moen: Crash Analysis and Traffic Management Plan

4



CAG Role

- Meet with IDOT throughout the study process
- Provide input to the project
- Assist in the development of project alternatives
- Serve as conduit for communication between project team and other stakeholders
- Provide insight and communicate issues
- Participate in the public involvement program

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CAG Membership

- Steve Coffinbargar – Kane County
- Scott Koster – Kendall County
- Jeff Palmquist – Fox Valley Park District
- Minga Plata – Bristol Township
- Mike Pubentz – Village of Montgomery
- Brad Sanderson – Village of Yorkville
- Laura Schraw – Village of Yorkville
- Mike Sullivan – Kane/Kendall Council of Mayors
- Gregory Thomas – Aurora Police Department
- Jan Ward – Kane County
- Peter Wallers – Village of Montgomery
- Daniel Meyers – Montgomery Fire Department
- Jerad Chipman – Village of Montgomery
- Jeff Zoepfel – Village of Montgomery
- Alec Keenum – Oswego Fire Protection District

6



CAG Ground Rules & Guidelines



7



Draft Ground Rules – Per CSS Policy

1. Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
2. Input from all participants in the process is valued and considered.
3. The list of stakeholders is subject to revisions/additions at any time as events warrant.
4. All participants must keep and open mind and participate openly, honestly, and respectfully.
5. All participants should work collaboratively and cooperatively to provide input toward developing a solution.



8



Draft Ground Rules – Per CSS Policy

6. All participants in the process must treat each other with respect and dignity.
7. The project must progress at a reasonable pace, based on the project schedule.
8. CAG members should commit to attend all CAG meetings.
9. Members of the media and general public are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.
10. Final project decisions will be made by IDOT and FHWA. Input is sought from CAG members prior to major milestone decisions.



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Purpose of Today's Meeting

- Provide an overview of the project objectives, process, and schedule
- Explain your roles and responsibilities as part of the CAG
- Get your input on current conditions and potential project issues
- Summarize Public Meeting #1
- Explain opportunities for continued involvement in the project
- Summarize next steps



10



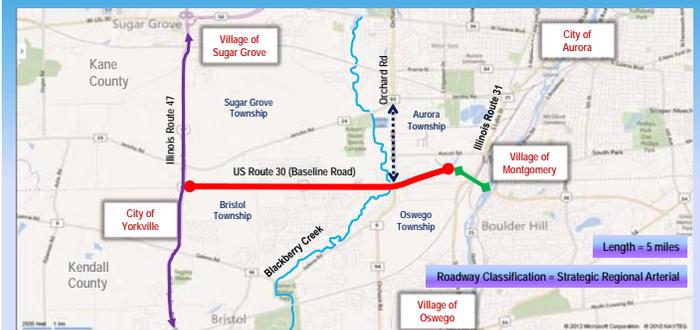
Project Overview



11



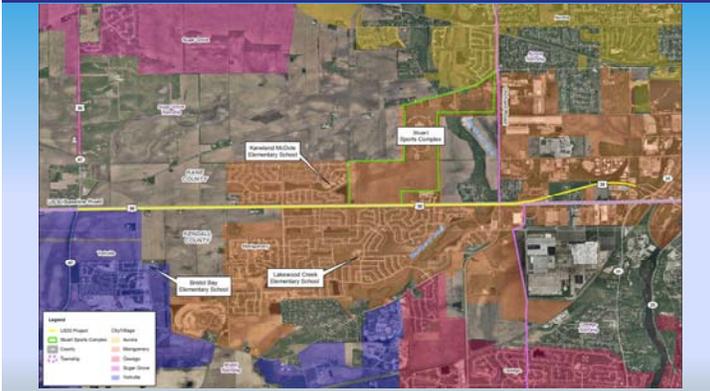
Study Location Map



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Study Area



Project Development Process



Phase I Process



Context Sensitive Solutions

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

Features:

- Frequent and meaningful communication
- Outreach guided by Stakeholder Involvement Plan
- Goal of developing cost effective transportation facilities that preserve and enhance community features

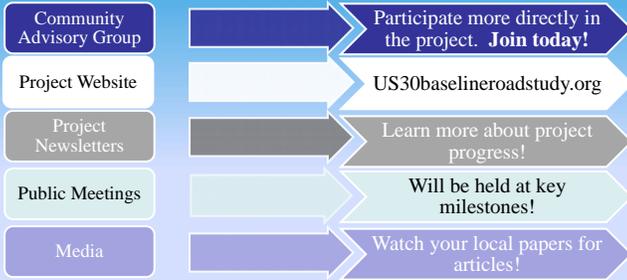


Stakeholder Involvement Plan

- Blueprint for defining outreach tools and methods
- Framework for collecting stakeholder input
- Identifies roles and responsibilities of participants
- Establishes baseline for timing of stakeholder involvement activities
- Dynamic document that is updated as appropriate throughout the study
- SIP can be viewed online at www.us30baselineroadstudy.org



Stakeholder Involvement Methods



We encourage all who are interested to take part in the project. It is only through the participation of those who live and work in the area that the best possible project can be achieved.



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Public Meeting #1 Overview & Feedback



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Public Meeting Summary

- September 13, 2012 - Kaneland- McDole Elementary School, 4 – 7 PM.
- Open house format: continuously cycling presentation, exhibit boards, and large scale aerial exhibits of existing conditions.
- Attended by 25 people
- 4 comment forms received through comment period (ended September 27)
 - Several recent serious accidents have occurred in the study area
 - Desire for addition of a turn lane at the Aurora Sportsman Club (Sta. 1241 +/-)
 - Representatives from the Village of Montgomery expressed a concern with flooding east of Orchard Road
 - Current and future concerns about access to and from Fairfield Way subdivision
 - Concerns about safety and noise if roadway widened closer to homes
 - Support for path on the north side of the roadway with access to Stuart Sports Complex and pedestrian overpass near Griffin Drive



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Needs Identified to Date



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Safety

- Areas with high crashes identified by examining:
 - Crash locations
 - Type/severity of crashes



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Crash Locations



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Crash Types

COLLISION TYPE	YEAR					TOTAL	% OF TOTAL CRASHES
	2006	2007	2008	2009	2010		
Rear End	32	46	52	28	28	186	49.3%
Turning	18	28	19	11	13	89	23.6%
Fixed Object	6	6	5	11	5	33	8.8%
Head-on	1	4	6	6	2	19	5.0%
Sideswipe (Same Direction)	7	6	3	2	1	19	5.0%
Angle	2	4	5	0	2	13	3.4%
All Other	0	2	9	5	2	18	4.8%
TOTAL	66	96	99	63	53	377	100%

CRASH SEVERITY	YEAR					TOTAL
	2006	2007	2008	2009	2010	
"A" Injury (Incapacitating)	1	3	5	2	9	20
"B" Injury (Non-incapacitating)	8	34	15	13	10	80
"C" Injury (Reported, not apparent)	16	20	10	16	22	84
"K" (Fatality)	0	1	0	0	0	1
TOTAL	25	58	30	31	41	185



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Congestion

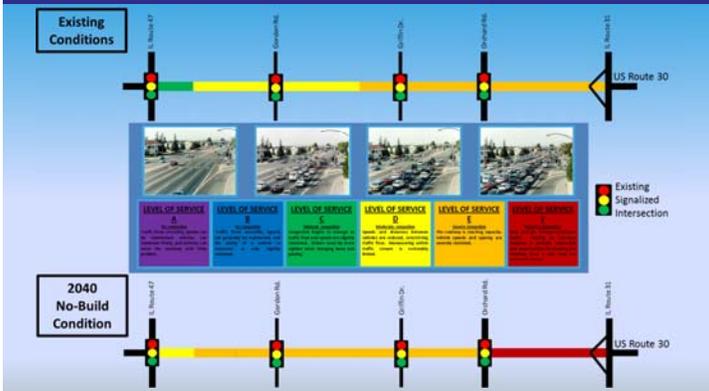
- Measured by examining:
 - Level of Service (LOS)
 - Traffic Volumes (current/projected)



26



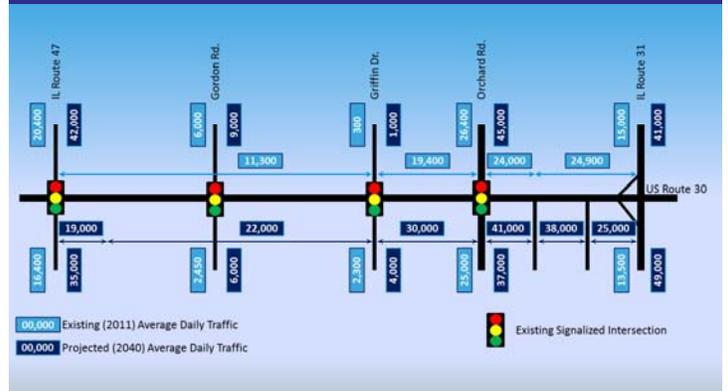
Level of Service



27



Average Daily Traffic Volumes



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Group Exercise

- Identify key transportation issues & concerns
 - Write concerns on index cards (one concern per card) & stick to "Concern Wall"
- Group like concerns/issues
- Use five finger voting to prioritize concerns – as needed
- Use issues and priorities to define problem statement
 - Problem statement records why a project is being undertaken
 - "The issues this project will seek to address are..."



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Next Steps



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What's Next?

Outreach & Coordination

Community Context Audit

CAG Meeting #2

Technical Work

Define Purpose & Need

Alternatives Development



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Community Context Audit

- Community Characteristics/Land Use
- Infrastructure Assessment
- Neighborhood Culture, Aesthetics and Street Amenities
- Economic Development
- Community Planning

USED TO HELP
DEVELOP
PURPOSE & NEED
FOR PROJECT



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CAG Meeting #2

- Approximate date
- Location?
- Time Preference?
- Suggestions for additional membership?
- Community Planning



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Define Purpose & Need

- Consider Public Meeting & CAG input
- Validate and quantify through technical analysis
- Coordinate findings with public, CAG, IDOT & FHWA



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Alternatives Development

- Develop Initial Range of Alternatives
- Consider input/additional alternatives
- Evaluate Alternatives
 - Technical quantitative analysis
 - Qualitative analysis from CAG workshop input



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Questions?



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US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Community Advisory Group (CAG) Meeting No. 2 Summary
July 25, 2013

CAG Meeting Summary

The second Community Advisory Group meeting for the US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study was held on Thursday, July 25, 2013 at the Montgomery Police Facility – Community Room, 10 Civic Center in Montgomery, Illinois from 10:00 AM to 11:30 AM. The meeting included a PowerPoint presentation and breakout group sessions to discuss the policy cross section. CAG members received the following materials to add to their CAG binder: Meeting Agenda and Presentation Handout. Attendees were also provided a form with which to confirm their continued CAG membership.

The meeting was attended by 10 of the CAG members. Below is a list of CAG members that were in attendance.

CAG Member Attendance

Fox Valley Park District

- Jeff Palmquist

Kendall County

- Angela Zubko, Senior Planner

Village of Montgomery

- Dan Meyers, Chief of Police
- Jerad Chipman, Senior Planner
- Armando Sanders, Deputy Chief of Police

Kane County

- Mike Sullivan, Division of Transportation
- Pat Gengler, Kane County Sheriff's Office
- Jodie Wollnik, Water Department

Sugar Grove Fire Protection

- Wayne Parson

EEI/VOM

- Tim Paulson, Project Manager

Presentation and Discussion

The presentation began with an introduction of the new IDOT staff, a project overview and a review of the materials presented at the first CAG Meeting on November 1, 2012. The introduction also included a summary of the output from the workshop at the first meeting on project issues and priorities.

The draft Problem Statement was presented for general understanding of agreement, which was achieved without comment. The problem statement reads:

Regional growth, increased travel demand and development along U.S. Route 30 (US 30) in Kane and Kendall Counties have resulted in safety and capacity issues between IL 31 and IL 47. The insufficient capacity creates congestion, negatively impacts intersection operations along this segment, and leads to safety issues for motorists and pedestrians. The lack of pedestrian access along the existing corridor limits access to adjacent land uses, including recreational facilities and schools. The solutions need to address the growing demands of all users along and crossing the US 30 corridor, while minimizing impacts to the surrounding environment.

An overview on the key points to the Project Purpose and Need was provided. 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. A general understanding of agreement was achieved on the Project Purpose and Need.

The final element of the main presentation was titled “Engineering 101,” which explained the elements of a roadway cross-section, the policy cross-section and the rationale behind elements related to median type, turn lanes, and bicycle and pedestrian accommodations.

Comments and Workshop

During the presentation, two comments were made. The first noted that while our crash numbers reflect only through 2011, there were two fatal accidents along the corridor in 2012. The other comment was on the fact that the Purpose and Need statements are rather broad and seeking assurance that the specific concerns, raised at the initial CAG meeting would be considered as we develop alternatives.

The group then separated into two working groups to consider the policy cross section in certain segments of the corridor. The comments received are as follows:

- 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

- Route Montgomery overflow on north side of US 30, eliminate south road ditch and convey flow to Pasadena storm sewer

Next Steps

The meeting concluded with a discussion of the next steps. From an outreach perspective there will be an additional CAG Meeting and Public Meeting #2 in 2013. From a technical perspective, based on the input received the project team will continue to develop and refine alternatives.

The meeting was adjourned at 11:30 AM.

US 30 (Baseline Road) IL 47 to IL 31 Community Advisory Group Meeting

July 25, 2013



Meeting Agenda

- New Staff Introductions
- Project Overview - Review
- Summary of CAG Meeting #1
- Project Problem Statement
- Purpose & Need
- Introduction to Engineering and Cross Section
- Group Exercise
- Next Steps



Slide 2



IDOT Management Team

- Kimberly Murphy
Consultant Studies
Unit Head
- Marty Morse
Project Manager
- Ken Doll
Project Engineer



Slide 3



Project Overview



Study Location Map



Slide 5



Project Development Process



Slide 6



Phase I Process



Slide 7

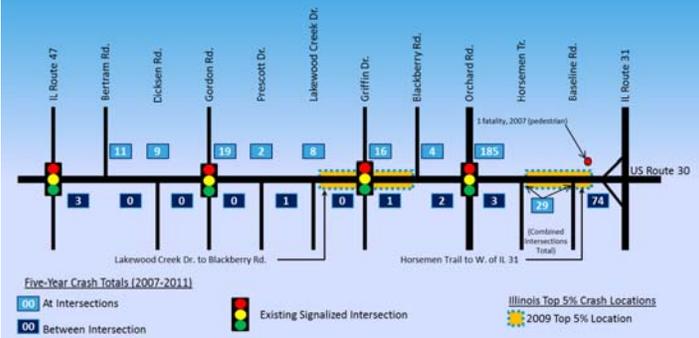


Existing Conditions & Future Demands



Safety Review

Crash Locations



Slide 10



Crash Types

COLLISION TYPE	YEAR					TOTAL	% OF TOTAL CRASHES
	2007	2008	2009	2010	2011		
Rear End	46	52	28	28	36	190	51.8%
Turning	28	19	11	13	12	83	22.6%
Fixed Object	6	5	11	5	2	29	7.9%
Head-on	4	6	6	2	1	19	5.2%
Angle	4	5	0	2	3	14	3.8%
Sideswipe (Same Direction)	6	3	2	1	1	13	3.5%
All Other	2	9	5	2	1	19	5.2%
TOTAL	96	99	63	53	56	367	100%

CRASH SEVERITY	YEAR					TOTAL
	2007	2008	2009	2010	2011	
"A" Injury (Incapacitating)	3	5	2	9	5	24
"B" Injury (Non-incapacitating)	34	15	13	10	7	79
"C" Injury (Reported, not apparent)	20	10	16	22	17	85
"K" (Fatality)	1	0	0	0	0	1
TOTAL	58	30	31	41	29	189

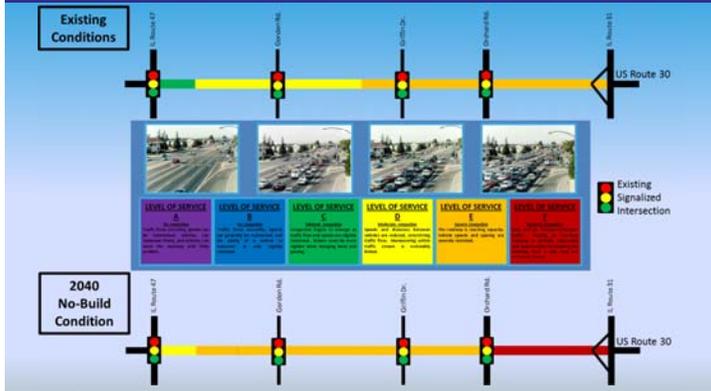
Slide 11



Capacity Review



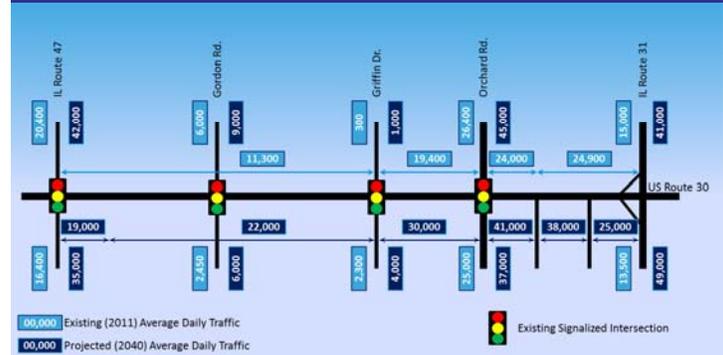
Level of Service



Slide 13



Average Daily Traffic Volumes



Slide 14



Mobility & Operations Review

Mobility & Operations

- Mobility -**

Ability of traffic to move through an intersection or on a roadway section

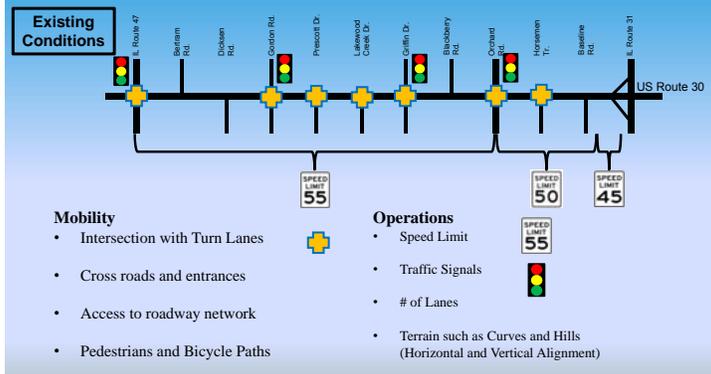
- Operations -**

Efficiency of moving traffic through intersections or on a roadway section

Slide 16



Factors Affecting Mobility & Operations



17



Potential Ideas for Improvement

- Safety**

- Rear-End Collisions
- Turning 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

- Add through and turn lanes
- Optimize and coordinate traffic signals

- Provide continuous sidewalks
- Provide shared use path per Complete Streets Law/IDOT policy

Slide 18



Pedestrians & Bicycles

- Existing lack of pedestrian and bicycle facilities
 - No sidewalks along corridor
 - No shared use paths or bicycle lanes
- 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



Slide 19



Economic Development Review



Accommodate Future Growth

- Various land uses along U.S. 30: residential, public/institutional, commercial, and agricultural
- CMAP's 2040 forecasts show continued increases in population and employment
- Increased population and employment will increase travel demand through the US 30 corridor



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Forecast Growth in Population and Employment

CMAP Population and Employment Forecasts

	Population			Employment		
	2010 ^a	Forecast ^b	% Change	2010 ^a	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.



Slide 22



Accommodate Future Growth

- Comprehensive Plans show additional commercial and residential development throughout the corridor
- In the west end of the corridor, much of the land currently in agricultural use is planned for retail/commercial development
- US 30 improvements should accommodate the potential changes in travel characteristics associated with planned future development



Slide 23



Environmental Impacts



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



Slide 25



Potentially Affected Resources

- Right-of-Way
- Privately owned property: land
- Privately owned property: buildings
- Wetlands
- Publicly owned properties [designated as Section 4(f)]



Slide 26



Summary of Meeting #1



Meeting #1

- Project Overview
- IDOT's Context Sensitive Solutions Process
- PIM Overview & Feedback
- CAG Ground Rules
- Transportation Needs Identified to Date
- Group Exercise – Identifying & Prioritizing Issues



Slide 28



General Understanding of Agreement

A general understanding of agreement has been reached when the stakeholders agree that their input has been heard and duly considered and the process as a whole was fair.



Slide 29



Key Ground Rules and Decision-Making Authority

- The project must progress at a reasonable pace, based on the project schedule. Final decisions will not be revisited.
- CAG members should commit to attend all CAG meetings.
- Final project decisions will be made by IDOT and FHWA. Input is sought from CAG members prior to major milestone decisions.



Slide 30



Group Exercise Results

- The horizontal curve west of IL 31
- Eliminate the characteristics that encourage drag racing
- Lack of shoulders
- Drop-off at shoulders cause crashes
- Travel speeds are too high
- Insufficient lighting between IL 31 and Orchard Road
- Only one entrance to the subdivisions at Gordon Road
- Turning delays at Orchard Road
- Access to Stuart Sports Complex
- Safe and efficient solution to meet needs of drivers and pedestrians
- Project corridor that considers the needs and safety of all users
- Solution that reduces flooding and the impact on the environment
- Solution that addresses the current and future travel demands in the corridor
- Turn lanes/access issues
- Blackberry subdivision only access point at US 30
- Minor drainage concerns – various locations
- US 30 creates dam – flooding ¼ mile east of Orchard Road.
- Congestions – particularly at US 30 and Orchard Road
- Pedestrians crossing US 30 near Wal-Mart
- Pedestrian access and need for crossing in general
- A pedestrian crossing (underpass/overpass) is being considered across US 30 east of ComEd
- Protection of Village utilities
- The NE corner of Orchard Road is being developed and will be requesting a right-in, right-out along US 30.
- Railroad and drainage restrictions near IL 31
- Consider near term improvements to address more immediate concerns (shoulders)
- Traffic projections seem high



Slide 31



Project Problem Statement



Regional growth, increased travel demand and development along U.S. Route 30 (US 30) in Kane and Kendall Counties have resulted in safety and capacity issues between IL 31 and IL 47.

The insufficient capacity creates congestion, negatively impacts intersection operations along this segment, and leads to safety issues for motorists and pedestrians. The lack of pedestrian access along the existing corridor limits access to adjacent land uses, including recreational facilities and schools. The solutions need to address the growing demands of all users along and crossing the US 30 corridor, while minimizing impacts to the surrounding environment.



Purpose & Need



Purpose & Need

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.



Slide 35



Purpose & Need

The proposed action is needed to:

- Improve safety
- Improve capacity
- Accommodate community growth



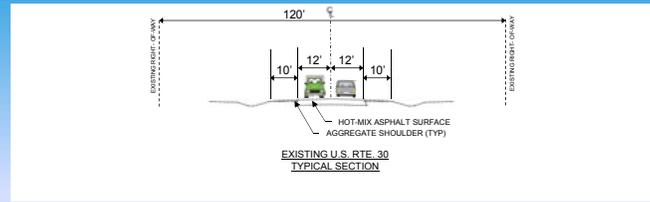
Slide 36



Engineering 101



Existing Cross Section



- One 12-foot travel lane in each direction
- 10 foot aggregate shoulders
- Ditches
- 120 foot right of way
- No sidewalks or bike paths
- Turn lanes in certain locations



Slide 38



Access Control

- Access Control : the condition where the public authority regulates the right of abutting owners to have access to and from a public highway through the purchase of access rights or right-of-way, driveway controls, turning restrictions, or geometric design (e.g., grade separations)



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Access Control

US 30 is a Controlled Access Highway

(access rights acquired in 1950's)

Existing Driveways grandfathered in. Proposed changes in use or new access locations require coordination with IDOT thru the permit process.



Slide 40



Cross Section Elements Number of Lanes

Two Lanes (55 mph max)

- Rural (shown) or urban section
- Rule of thumb: Accommodates up to 14,000 to 18,000 vehicles per day



Four Lanes (55 mph max)

- Rural section with depressed median, shoulders, ditches
- Rule of thumb: Accommodates up to 28,000 to 36,000 vehicles per day



Slide 41



Cross Section Elements Median Treatment

No Median (55 mph max)

- Double yellow centerline



Depressed Median (55 mph max)

- Typically 50' to 74' wide
- Width can vary due to anticipated future expansion and future median treatment



Slide 42



Cross Section Elements Edge Treatment

Paved Shoulder with Ditches (55 mph max)

- Typically 10' wide
- Accommodates stopped vehicles for emergency use.



Slide 43



Cross Section Elements Turn Lanes

Left Turn Lanes

- Two Lane Roads
 - Volume guidelines - Charts
- Multi-Lane Roads with Median
 - Provide at all major intersections.

Right Turn Lanes

- Volume Guidelines
 - Unsignalized
 - Charts
 - Signalized
 - Right turning volume > 150 vph and > 300 vph per lane on mainline
- Uniformity
- Other Factors
 - Crash Experience
 - Sight distance restrictions

Dual Left Turn Lanes

- Volume Guidelines
 - Left turn volume > 300 vph



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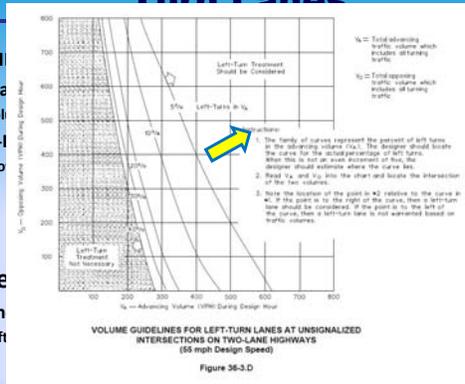
Cross Section Elements Turn Lanes

Left Turn

- Two Lane
- Vol
- Multi-
- Pro

Dual Left

- Volum
- Left



Slide 45



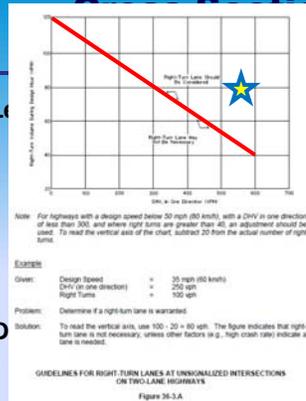
Cross Section Elements Turn Lanes

Right Turn

- Two Lane
- Vol
- Multi-
- Pro

Dual Right

- Volum
- Right



Slide 46



Pedestrian / Bicycle Accommodations



- Complete Streets Law
- Cost participation by other agencies
- Location based on generators
- Best way to safely cross pedestrians and bikes is at intersections
- All tunnel or bridge costs (implementation and maintenance) by local agencies



Slide 47



Pedestrian / Bicycle Accommodations

Types of Bicycle Accommodations

- Rural
 - Paved Shoulders
 - Side Path (off-road bidirectional shared-use path)
- Urban
 - Bicycle Lane (includes curb & gutter)
 - Side Path (off-road bidirectional shared-use path)
- Bicycle Facility Selection:
 - Roadway characteristic (rural or urban)
 - Posted speed limit
 - Design year ADT

Roadway Characteristic	Facility	Minimum Shoulder Width (ft)	Bicycle Lane Minimum Lane Width (ft)	Side Path Minimum Lane Width (ft)	Side Path Minimum Lane Width (ft)
Rural Roadways - 35 mph Posted	None	None	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
Rural Roadways - 30 mph Posted	None	None	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
Rural Roadways - 25 mph Posted	None	None	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
Rural Roadways - 20 mph Posted	None	None	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
	Shoulder	5.0 - 10.0	None	None	None
Urban Roadways - 35 mph Posted	None	None	None	None	None
	Bicycle Lane	10.0 - 14.0	10.0 - 14.0	None	None
	Side Path	None	None	10.0 - 14.0	10.0 - 14.0
Urban Roadways - 30 mph Posted	None	None	None	None	None
	Bicycle Lane	10.0 - 14.0	10.0 - 14.0	None	None
	Side Path	None	None	10.0 - 14.0	10.0 - 14.0
Urban Roadways - 25 mph Posted	None	None	None	None	None
	Bicycle Lane	10.0 - 14.0	10.0 - 14.0	None	None
	Side Path	None	None	10.0 - 14.0	10.0 - 14.0
Urban Roadways - 20 mph Posted	None	None	None	None	None
	Bicycle Lane	10.0 - 14.0	10.0 - 14.0	None	None
	Side Path	None	None	10.0 - 14.0	10.0 - 14.0



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Policy Cross-Section



Policy Cross Section Basis

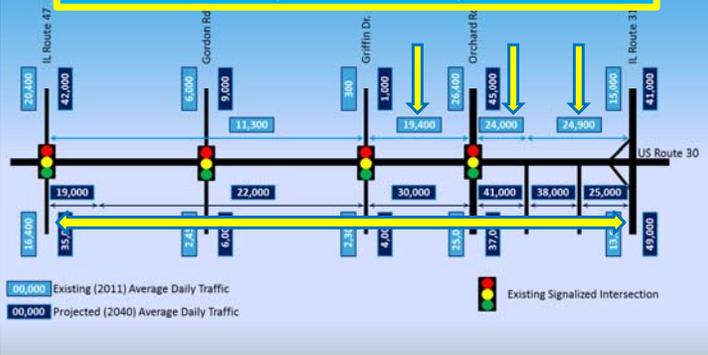
- Roadway Classification: Rural Strategic Regional Arterial
- Design Speed: 60 MPH
(existing speed limit 55 mph west of Orchard / 50 mph east of Orchard)
- Future traffic volumes



Slide 50



A Rule of Thumb: Two Lanes up to 14,000 to 18,000

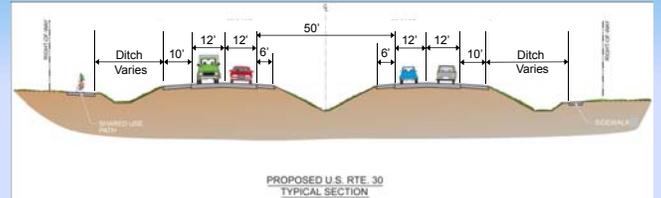


Slide 51



Policy Cross Section

- Rural cross-section
- Two lanes in each direction (Lane width = 12')
- Separated by median (50')
- Shoulders and ditches (10' outside shoulders / 6' inside)

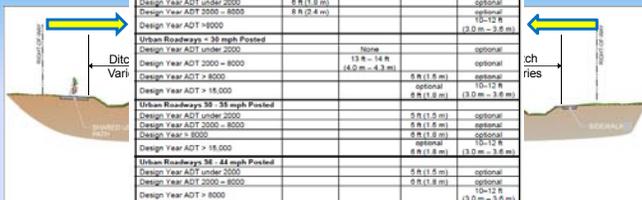


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Policy Cross Section

- Rural cross-section
- Two lanes in each direction (Lane width = 12')
- Separated by median (50')
- Shoulders and ditches (10' outside shoulders / 6' inside)



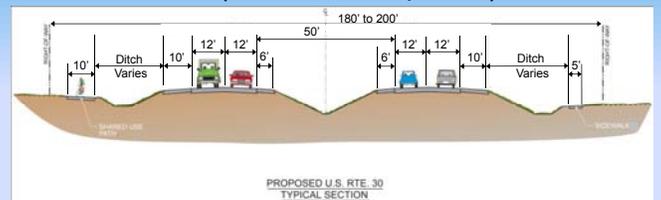
Roadway Characteristics	Bicycle Accommodation Required			
	Paved Shoulders (inclusive of usable strips)	Outside Curb-lane Width	Bicycle Lane (includes gutter pan)	Side Path (Bidirectional)
Rural Roadways - 30 mph Posted	None			
Design Year ADT under 2000	4 ft (1.2 m)		optional	optional
Design Year ADT > 8000	4 ft (1.2 m)		optional	optional
Rural Roadways 35 - 39 mph Posted				
Design Year ADT under 2000	4 ft (1.2 m)		optional	optional
Design Year ADT 2000 - 8000	4 ft (1.2 m)		optional	optional
Design Year ADT > 8000	6 ft (1.8 m)		optional	optional
Rural Roadways 36 - 44 mph Posted				
Design Year ADT under 2000	6 ft (1.8 m)		optional	optional
Design Year ADT 2000 - 8000	6 ft (1.8 m)		optional	optional
Design Year ADT > 8000	6 ft (1.8 m)		optional	optional
Urban Roadways - 30 mph Posted				
Design Year ADT under 2000	None		optional	optional
Design Year ADT 2000 - 8000	13 ft - 14 ft (4.0 m - 4.3 m)		optional	optional
Design Year ADT > 8000		6 ft (1.8 m)	optional	optional
Design Year ADT > 15,000		optional	10-12 ft (3.0 m - 3.6 m)	optional
Urban Roadways 30 - 35 mph Posted				
Design Year ADT under 2000			6 ft (1.8 m)	optional
Design Year ADT 2000 - 8000			6 ft (1.8 m)	optional
Design Year ADT > 8000			optional	10-12 ft (3.0 m - 3.6 m)
Urban Roadways 36 - 44 mph Posted				
Design Year ADT under 2000			6 ft (1.8 m)	optional
Design Year ADT 2000 - 8000			6 ft (1.8 m)	optional
Design Year ADT > 8000			optional	10-12 ft (3.0 m - 3.6 m)
Design Year ADT > 15,000			optional	10-12 ft (3.0 m - 3.6 m)

BICYCLE FACILITY SELECTION
Figure 17-2A



Policy Cross Section

- Rural cross-section
- Two lanes in each direction (Lane width = 12')
- Separated by median (50')
- Shoulders and ditches (10' outside shoulders / 6' inside)



- Separate shared use path (10') and sidewalk (5')
 - Right of way (180' to 200')
- Attempt to balance equally on both sides of centerline.



Slide 54



Group Exercise

- **Apply Policy Alternative To Aerial Exhibit**
 - Four groups / assigned areas
 - Overlay transparencies on aerial mosaic.
 - Note observations & concerns
 - Suggest potential ideas to reduce impacts
 - Report findings



Slide 55



Next Steps



What's Next?

Outreach & Coordination

Public Meeting

CAG Meeting #3

Technical Work

Refine Alternatives

Evaluate Alternatives/
Define Impacts



Slide 57



Questions?



CAG Meeting Summary

The third Community Advisory Group (CAG) meeting for the US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study was held on Tuesday, February 25, 2014 at the Montgomery Village Hall – in the Community and Multi-Purpose rooms, 200 N. River Street in Montgomery, Illinois from 10:00 AM to 12:00 PM. The meeting included a PowerPoint presentation and breakout exercise to review and discuss the alternatives under consideration. CAG members received the following materials to add to their CAG binder: Meeting Agenda and Presentation Handout. Attendees were also provided a form with which to comment on the four alternatives under consideration. The forms were collected for compilation at the end of the exercise.

The meeting was attended by 10 of the CAG members. Below is a list of CAG members that were in attendance.

CAG Member Attendance

Fox Valley Park District

- Jeff Palmquist

Village of Montgomery

- Jerad Chipman, Senior Planner
- Mike Pubentz, P.E., Director of Public Works
- Jeff Zoepfel, Village Administrator
- Tom Meyers, Fire Chief
- Mildred McNeal-James, Resident of Fairfield Way Subdivision, Planning & Zoning Commission

Kane County

- Jodie Wollnik, Kane County Water Resources

Sugar Grove Fire Protection

- Wayne Parson

Yorkville

- Krysti Barksdale-Noble

Aurora Township

- John Shoemaker, Highway Commissioner

In addition to the nine CAG members; five additional representatives from the community were in attendance. See attached sign-in sheet for complete list of attendees.

Presentation and Discussion

The presentation began with a project overview and a review of the materials presented at CAG meetings one and two.

At the last meeting (CAG Meeting #2), the group had considered a proposed rural cross-section. The majority of the group preferred an urban cross-section (with curb and gutter) over a rural cross-section (with shoulders and ditches). Following CAG Meeting #2, the Village of Montgomery reinforced the CAG's concerns by sending letters to IDOT. The concerns were investigated and potential design alternatives were coordinated with the FHWA and IDOT. As a result, three additional alternatives were developed for presentation and consideration at CAG Meeting #3. Each of the alternatives incorporate strategies to improve safety, mobility and operations and meet the project's purpose and need. In addition to the rural cross-section discussed at the previous meeting, the three additional alternatives include a rural cross-section alternative with a narrower median and two urban cross-section alternatives.

The four alternatives currently under consideration that were presented at CAG Meeting #3 include:

1. Rural cross-section with 50' depressed median and shoulders, discussed at previous CAG meeting.
2. Rural cross-section with 30' depressed median, shoulders, and high tension cable (HTC) 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 and Ditches

Alternative #1 is a rural cross-section consisting of two lanes in each direction separated by a 50' depressed grass median. There are 10-foot-wide shoulders on the outside and 6-foot-wide inside shoulders. It has open drainage (i.e., ditches). There is a 10-foot-wide shared use path on one side and a 5-foot-wide sidewalk on the other side. Both are located outside of the ditches near the right-of-way line. The right-of-way required to accommodate this alternative is approximately 200 feet.

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

Alternative #2 is a rural cross-section with a 30-foot-wide depressed median with 6-foot-wide inside shoulders and 10-foot-wide outside shoulders. It also has a high tension cable median barrier to separate the traffic. Drainage is handled by ditches and the shared use path and sidewalk are near the right-of-way line.

Approximately 180 feet of right of way is needed to accommodate this alternative. This alternative provides shoulders similar to Alternative #1, but reduces the impacts by narrowing the median, which in turn requires less right-of-way. High tension cable barrier is most commonly used on higher speed roadways with narrower medians. The two rural alternatives are appropriate for a 55 mph speed limit.

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

Alternative #3 is an urban cross-section with a 30-foot-wide raised median with 6-foot-wide inside shoulders 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 160 feet of right-of way is needed to accommodate this alternative. This alternative provides shoulders similar to Alternatives 1 and 2 but reduces the impacts by utilizing closed drainage to reduce right-of-way. The shoulders are intended to provide emergency stopping space for broken-down vehicles and emergency responders. The addition of the curb and gutter requires the posted speed limit to be lowered to 45 mph.

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

Alternative #4 consists of a 30-foot-wide wide raised median with curb and gutter and no shoulders. The shared use path and sidewalk locations and drainage is similar to Alternative #3. This alternative requires approximately 140 feet of right-of way. This alternative does not provide a shoulder area for recovery or emergency stopping space for broken-down vehicles and emergency responders. Similar to Alternative #3, the posted speed limit would be 45 mph.

Comments and Workshop

After the presentation, the group reviewed aerial exhibits showing the four different alternatives. Each person was given a Comment Form and was asked to record their comments. They were asked to consider all aspects including cost, potential impacts, and safety.

The group then reconvened to discuss the comments recorded on the forms and summarize the overall thoughts on the four alternatives. The groups' thoughts are detailed below:

o Alternative #1

Generally, comments on Alternative #1 expressed the benefits of this alternatives including greater protection for pedestrians and best management practices (BMPs) for the treatment of storm water. Concerns with this alternative indicated that the speed limits for Alternative #1 were too high.

Specific comments from the comment sheets concerning Alternative #1 included:

- Appears to have same impact to unincorporated Kane County neighborhoods as Alternative #2. There doesn't seem to be a significant benefit to reducing the median from 50 to 30 feet east of Orchard Road.
- Concern that the cross-section is too wide; with too many adverse impacts upon adjacent properties.
- Of the two proposed rural cross-sections, Alternative #1 would be the preferred option.
- There was a question about the potential for a full access point between IL 47 and Bertram Road.
- Yorkville anticipates southeast corner of IL 47 and U.S. 30 will be developed commercially as a gas station with main access off of IL 47.
- Not in favor of this option; prefer urban cross-section and minimal to no impact to the landscape berms that separate the roadway from residential neighborhoods.
- This option provides greater distance from roadway to pedestrian walks making it safer.
- This option provides open drainage; which represents best management practices.
- This option seems to be lowest construction cost.

o Alternative #2

Generally, those who commented on Alternative #2 felt it was a reasonable alternative to consider. It was suggested that this alternative be combined with Alternative #3, particularly from Route 31 to Orchard. Some of the CAG members felt that Alternative #2 does not fit the community and felt that curb and gutter is more appropriate. Safety concerns for Alternative #2 included the thought that the speed limits with this alternative are too high. Ultimately, it was not felt that this alternative provided additional safety benefits when compared to the other alternatives.

Specific comments from the group's comment sheets concerning Alternative #2 included:

- This option seems to have less impact to resources.
- A question concerning how Blackberry Creek overflow would be handled and if Alternative 2 would change this.
- Concern that this cross-section is too wide; too much adverse impact upon adjacent properties.
- Not a fan of the high tension cable median (HTC).
- Similar to Alternative #1, this option has the greatest impact to environment.
- Depressed median reduces emergency vehicle flexibility.
- Not in favor of this option; prefer urban cross-section and minimal to no impact to the landscape berms.
- Seems reasonable to look at Alternative 2 to mitigate some of the neighborhood impacts west of Orchard.

○ **Alternative #3**

Generally, those who commented on Alternative #3 preferred this alternative because it emphasizes safety due to its inclusion of shoulders and mitigates some impacts, including those to berms when compared to the other alternatives. Some felt that a hybrid alternative should be considered through the corridor. For example, combining with Alternative #2 from Orchard to IL 47. Representatives from Yorkville found Alternative #3 to be the best of the urban alternatives. Those who commented felt that a 45 mile per hour speed limit is acceptable. Others stressed that access to walking and biking paths is important.

Specific comments from the group's comment sheets concerning Alternative #3 included:

- Concerns about storm water runoff; and where water will go before development comes.
- Having a shoulder allows for traffic to flow in the event that a lane was blocked.
- The shoulders provide benefit.
- Concerns regarding the impact to Blackberry Creek overflow.
- From a safety perspective, this alternative seems best.
- This option provides greater distance from roadway to pedestrian walks.
- Paved shoulders seem safer for police and for easier speed traffic enforcement.
- Lower speed limits always are a plus due to the number of homes in area.
- This option provides greater separation between the roadway and new soccer fields, which is a benefit.
- The curb and gutter provides protection for bike path and sidewalk users, and the shoulder provides safety for vehicles.
- Suggest removing north sidewalk and allow a shared walk/bike path on the south side, then tree/shrub impacts can be reduced on north side.
- This option appears to have fewest displacements and least impact to environment.
- Some CAG members asked if this Alternative would provide for future full access between IL 47 and Bertram Road; particularly for full access on US 30 to parcels on the south side.
- Like the urban cross-section, but don't like that it still impacts the berm/ landscape areas.
- Providing a shoulder is a good idea.
- This appears to be the best option in terms of public safety and visual appearance.

- This option seems like a good compromise.
- Questions regarding how this option impacts detention.
- Question as to whether there is any way to use a curb and gutter in the more congested area and as you go west, transition to a rural cross-section.
- This option seems to provide improved vehicular safety.
- Safety concerns about the bicycle path and sidewalk and high travel speeds as children will be using shared path for cycling, parents will be walking strollers.
- There were suggestions that a shoulder for police, fire, and ambulances is a necessity.
- Least impact to environment (floodplain, agriculture).

○ **Alternative #4**

Generally, those who commented on Alternative #4 preferred this alternative because it reduces overall impacts in the project area, including minimizing impacts to landscaping within the Village of Montgomery. It was suggested that Alternative #4 be combined with Alternative #3 outside the landscaped area. It was also suggested that impacts to berms would be reduced if the sidewalk was dropped while maintaining a multiuse path. The lack of maneuverability and resultant safety impacts was considered the main detractor of this alternative. The potential use of “Michigan Turns” was suggested as a means of providing emergency vehicles locations to turn.

Specific comments from the group’s comment sheets concerning Alternative #4 included:

- The Village of Montgomery prefers to preserve as many trees as possible and would like to see a cross section similar to that being constructed on U.S. 30 east of this project.
- Unsafe for pedestrian traffic due to lack of shoulder.
- Safety concern due to lack of maneuverability if a lane is blocked.
- Don’t like the lack of pull-off locations (compared to Alternative #3 which provides shoulder). Is there an option to include periodic pull-offs?
- A CAG member preferred this alternative as it is similar to the section of US 30 east of IL 31 currently under construction.
- This option minimizes impact to adjacent neighborhoods.
- This alternative might improve pedestrian/ bicycle access by opening up additional routes through neighborhoods on south side of roadway.
- The urban cross-section without shoulders does not fit well with future growth.
- The lack of emergency vehicle pull-off area is problematic.
- This is preferred by some CAG members and one suggested it is similar to the section currently being constructed on U.S. 30 between Briarcliff and Goodwin.
- Suggest that the 5-foot sidewalk be eliminated and the 10-foot shared use path be placed on the south side from the IL 47 to Lakewood Creek/Griffin, and then cross to the north side from Lakewood Creek/Griffin to Orchard Road.
- This option because has least impact upon adjacent properties.
- This option improves path user safety.
- This appears to be the best design for reducing impacts to landscaping along U.S.30 west of Orchard Road to Gordon Road.
- The urban cross-section minimizes impact.

After the completion of the Comment Forms, the group held a brief discussion to summarize the overall thoughts of the group on the four alternatives. Overall comments or requests regarding all of the alternatives included:

- Review the need for sidewalk.
- Review topography to select best side for multi-use path.
- Review possibility of creating hybrid alternative that uses segments from each; including “flipping” path at major intersections; minimize impact to berm where possible.
- Consider varying the design elements in appropriate segments of this project; using flexibility for various areas/ road segments rather than an “all or nothing” approach.
- Any alternative should consider future pedestrian bridge over U.S. 30 at ComEd right-of-way, which is documented in the Village of Montgomery’s Comprehensive Plan.
- All alternatives should add signal at Lakewood Creek Drive.

Ultimately, the majority of the group expressed a preference for Alternative #3, Urban – 30’ Raised Median with Shoulders and Curb & Gutter when taking safety and potential impacts into consideration.

A General Understanding of Agreement to eliminate Alternatives, #1 and #2 and to carry forward Alternatives #3 and #4 was achieved.

Next Steps

The meeting concluded with a discussion of next steps in the process. This includes refining the alternatives to carry forward and conducting the second public information meeting. After the public meeting, the 4th CAG meeting will be held to get the group’s input on the preferred alternative. The final determination on the preferred alternative will be made by IDOT and the Federal Highway Administration, after considering all input. After the preferred alternative is selected, more detailed studies will be performed and a public hearing will be held.

The meeting was adjourned at approximately 12 PM.

US 30 (Baseline Road) IL 47 to IL 31 Community Advisory Group Meeting

February 25, 2014



Meeting Agenda

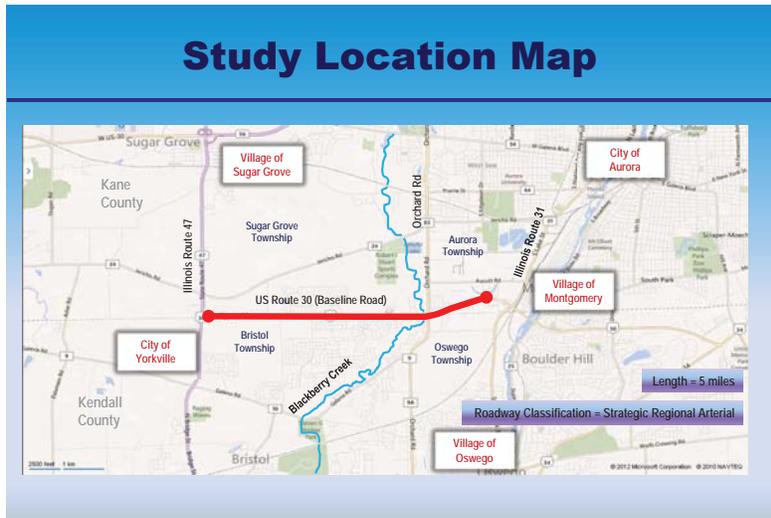
- Project Overview - Review
- Summary of Process to Date
- Description of Alternatives
- Comparison of Alternatives
- Group Exercise
- Next Steps



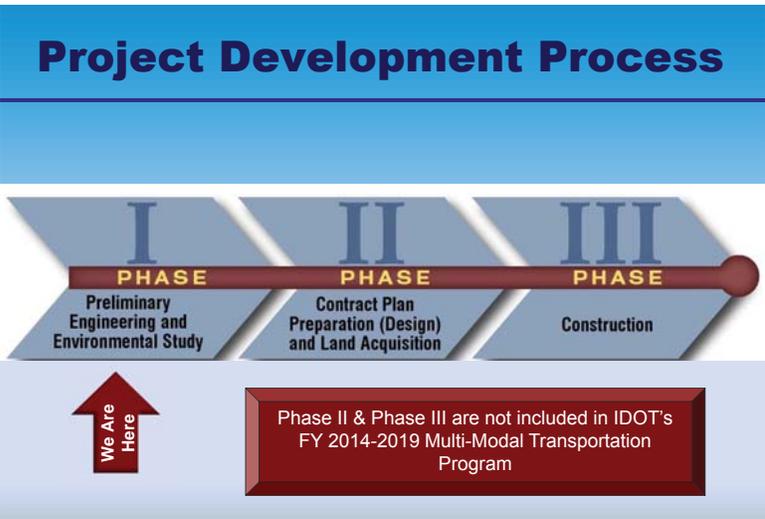
Slide 2



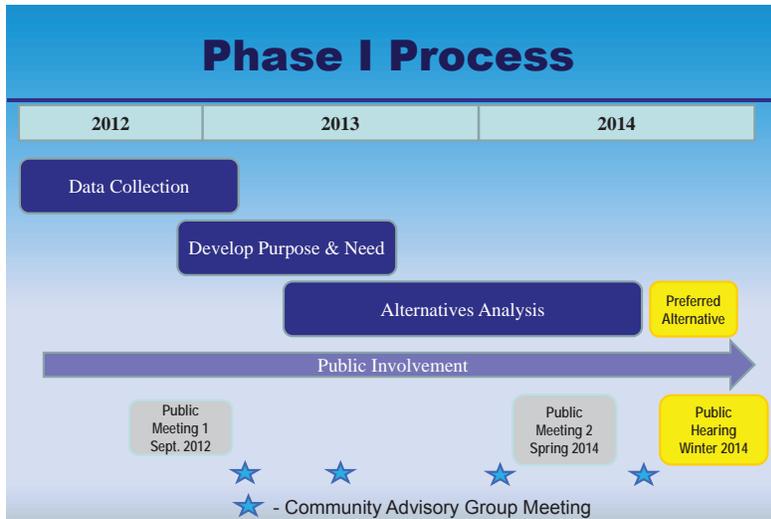
Project Overview



Slide 4



Slide 5



Slide 6



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.



Slide 8



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



Slide 9



Slide 10



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



Slide 11



Slide 12



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

Slide 13



CAG #2 – 07/25/2013

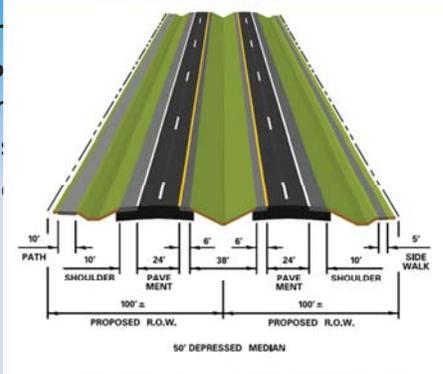
- Reached general understanding of agreement on:
 - Project problem statement
 - Purpose & Need statement
- Discussed Complete Streets Law
- Considered policy cross-section

Slide 14



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



Slide 15



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

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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
- Yellow Section (east end of corridor)
 - Consider urban cross section between US 31 and Orchard Road

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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.

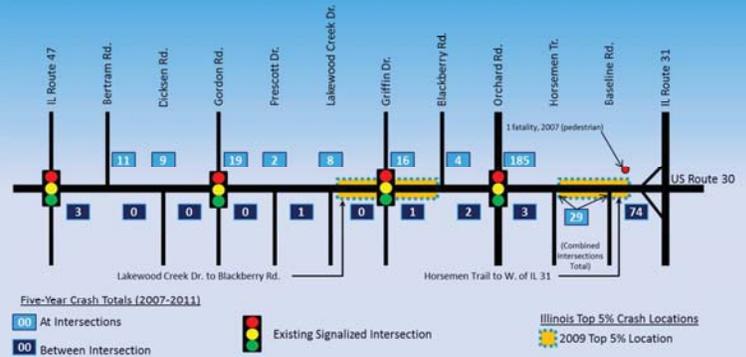
Slide 18



Review Existing Conditions



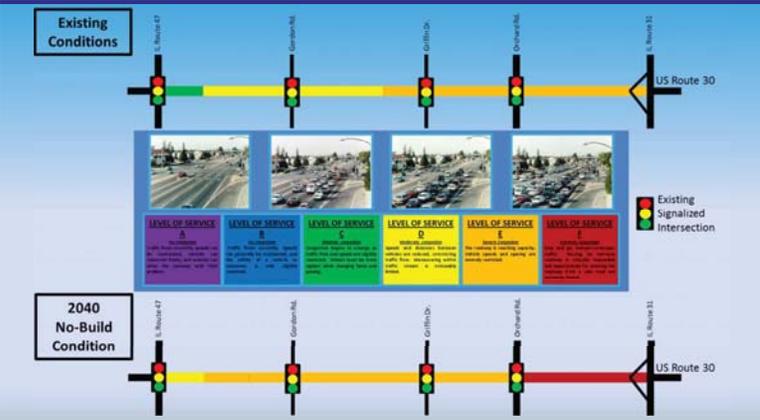
Crash Locations



Slide 20



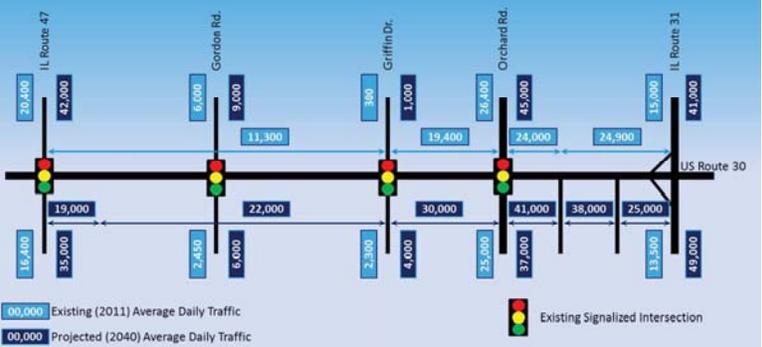
Level of Service



Slide 21



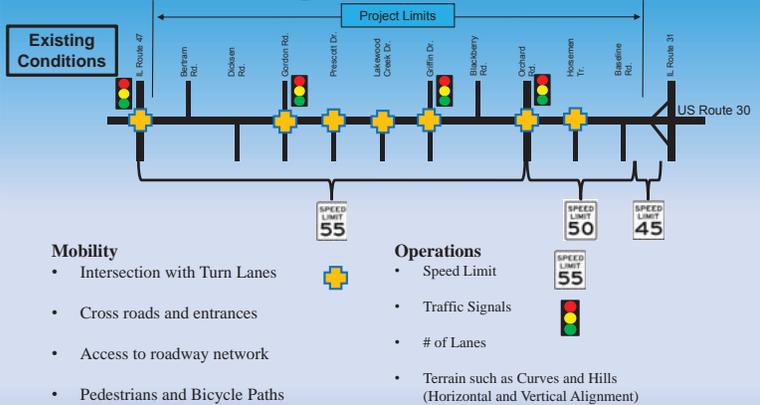
Average Daily Traffic Volumes



Slide 22



Factors Affecting Mobility & Operations



Slide 24



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

* 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.

Slide 24



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



Slide 25



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



Slide 26



Current Alternatives Under Consideration

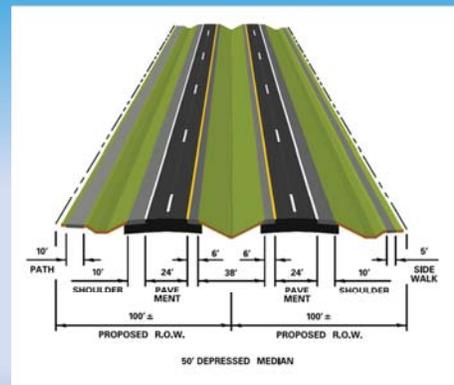
1. Rural cross-section with 50' depressed median and shoulders
2. Rural cross-section with 30' depressed median, shoulders, and high tension cable median barrier
3. Urban cross-section with 30' raised median and shoulders with curb and gutter
4. Urban cross-section with 30' raised median and curb and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



Slide 27



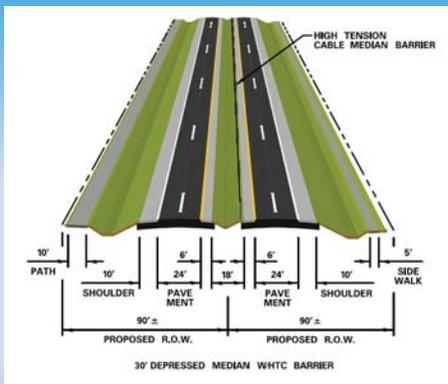
Alternative #1 – Rural – 50' Depressed Median with Shoulders & Ditches



Slide 28



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



Slide 29



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



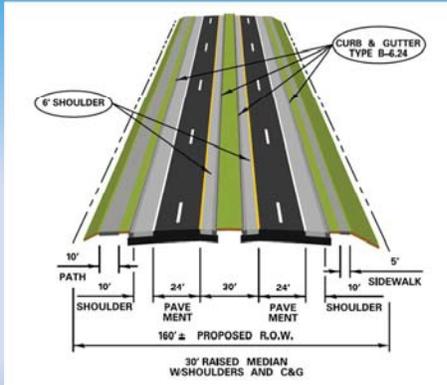
30' DEPRESSED MEDIAN W/HTC BARRIER



Slide 30



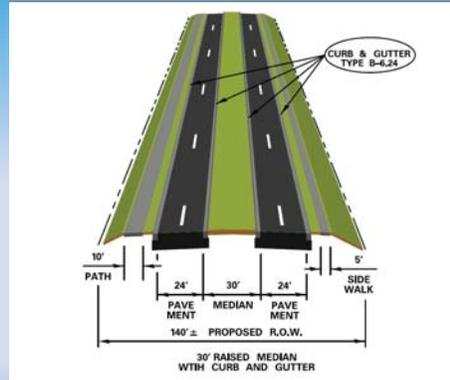
Alternative #3 – Urban – 30' Raised Median with Shoulders and Curb & Gutter



Slide 31



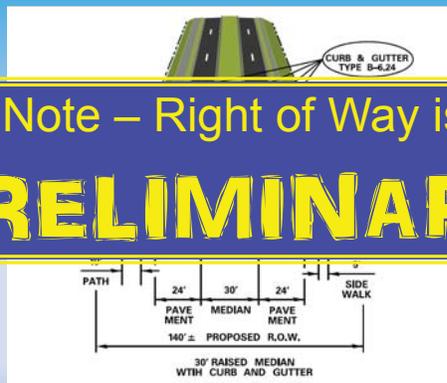
Alternative #4 – Urban – 30' Raised Median with Curb & Gutter



Slide 32



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



Note – Right of Way is
PRELIMINARY

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Alternative Comparison

Evaluation Criteria	Metric	No-Build	Build Alternative			
			1 Rural / 50' Median	2 Rural / 30' Median w/HTC Barrier	3 Urban / 30' Median w/Shoulders	4 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						
Residential	Number	0	7	5	4	1
Commercial	Number	0	2	2	0	0
Industrial	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.

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Safety

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.

Slide 35



Safety

Cross-Section Element Predicted # of Crashes

• Median Width



• Shoulder Width



Slide 36



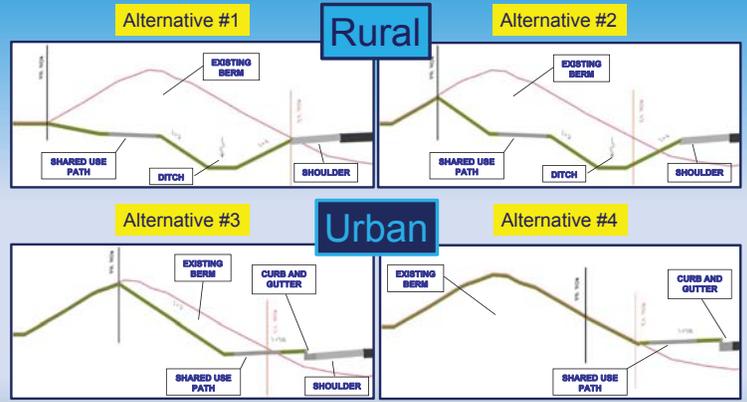
Landscape Buffer Impacts



Slide 37



Landscape Buffer Impacts



Slide 38



Group Exercise

Slide 39



Group Exercise

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

2

Slide 40



Next Steps

What's Next?



Slide 42



Questions?



Comment Form Consolidation

Alt #1	<ul style="list-style-type: none"> • Great design • Appears to have same impact to <i>unincorporated</i> Kane County neighborhoods as Alt #2. Visibly, East of Orchard not a significant benefit to going to 30 foot median from 50 foot. • Concern that x-section too wide; too much adverse impacts upon adjacent properties • Of the two (2) proposed rural cross sections, Alt #1 would be the preferred option. • Question regarding potential full access point between IL 47 and Bertram Road. • Yorkville anticipates SE corner of IL 47 and RT 30 will develop as a full/ station (commercial) development with main access off of IL 47 • Not in favor. Would like an urban cross section and no (minimal) impact on landscaped berms.
Alt #2	<ul style="list-style-type: none"> • Great design with low impact • RT 31 to Orchard • Kane County's area of concern is not much changed. How will Blackberry Creek overflow be handled? Does the Alt change this? • Concern that x-section too wide; too much adverse impacts upon adjacent properties • Not a fan of the high tension Cable median (HTC) • Cons are similar to Alt #1 with most impact to environment • Depressed median permits less ability for emergency vehicle access • Not in favor. Would like an urban cross section and no (minimal) impact on landscaped berms.
Alt #3	<ul style="list-style-type: none"> • Best urban design • Concerns about storm water runoff; where does water go before development comes? • Ability for traffic to flow with lane blockage along with being more esthetically pleasing • I like the additional shoulders • Orchard to 47 • How does this impact Blackberry Creek Overflow? • From a safety perspective I prefer this Alt. • Larger space between road and sidewalk. • Paved Shoulders will allow for more safety for police and for easier speed traffic enforcement. • Lower speed limits always are a plus due to the number of homes in area and population growth. • Improves separation between roadway/ path and new soccer fields • Like curb protection for path users and safety shoulder for vehicles

	<ul style="list-style-type: none"> • Remove North side walk; allow South side to serve as a shared walk/bike area; Use deleted North walk to reduce tree/shrub encroachment • Best of the four (4) alternatives with <i>shoulder</i> access, the least displacement and least impact to environment • Question for future fall access between IL 47 and Bertram Road • OK. Like the Urban but still impacts the berm/ landscape
Alt #4	<ul style="list-style-type: none"> • Village prefers save trees, space; want to see US30 east cross-section here • Too close for pedestrian traffic • Lack of measurability with lane blockage • Only acceptable option • Don't like the <i>loud</i> of pull of locations. Is there an option to include pull offs? • Improves separation between roadway/ path and new soccer fields • Like curb protection for path users and safety shoulder for vehicles • Preferred alternative and similar to section E of IL 31 currently under construction • Minimizes impact to adjacent neighborhoods • Pedestrian/ bicycle access improved by opening up additional routes through S side neighborhoods • The urban cross section in this w/o shoulders does not fit well with future growth. • The lack of emergency vehicle pull-off area is problematic • This would be preferred of what was offered. Favorite is the section currently being constructed on RT 30 between Briarcliff; Goodwin. • Eliminate 5 feet sidewalk, place 10 feet shared use on S side from W limits to LWC/ Griffin, move to N side from LWC/ Griffin to Orchard
Applicable to All	<ul style="list-style-type: none"> • Review need for SW • Review topography to select best side for side <i>path</i> • No protected signal at Lakewood • Review possibility of "Flipping" <i>path</i> at major intersections; minimize impact to berm where possible • Any alternative should consider future PED bridge over RT. 30 at Comed Row per village plan. • All Alts should add signal at Lakewood Creek Drive • Please consider mix use of all the Alt design elements in appropriate spots/ segments of this project. Using flexibility for various areas/ road segments rather than a (all or nothing) total of one design
Suggested Alternatives	<p>Alt #1</p> <ul style="list-style-type: none"> • Larger distance from road to pedestrian walks • Natural drainage; uses best management practices • Could use full access point between 47 and Bertram • Provides shoulder access

	<ul style="list-style-type: none"> • Less construction cost <p>Alt #2</p> <ul style="list-style-type: none"> • Seems measurable to look at Alt 2 to mitigate some of impact west of Orchard with neighborhoods. <p>Alt #3</p> <ul style="list-style-type: none"> • Less environmental impact • Use of shoulder is a good idea • Full access between 47 and Bertram • All around best option (public safety and visual appearance) • Seems like a really good compromise. How does this impact <i>detention</i> and BMPs? Is there any way to use a C&G in the more congested area and as you go West, go to a more rural x-section. • Prefer reduced impacts upon adjacent properties • Improves path user safety • Improves vehicular safety • Urban section • Best (Note: If Alt #3 requires a shoulder on both sides, by law, then 1st choice changes to Alt #4) • Safety 45 mph – children using shared path for cycling, mother walking strollers • Shoulder Road for police, fire, ambulances is a necessity • Have South Side as a shared path and delete North road and use for Main Road design • Best choice • Provides shoulder access • Minimal displacement of land users • Least impact to environment (floodplain, Ag) • Is future full access on RT 30 to parcels on the South side available between IL 47 and Bertram Road <p>Alt #4</p> <ul style="list-style-type: none"> • Prefer reduced impacts upon adjacent properties • Improves path user safety • Had best design for reducing negative impact on tree and shrub landscape along RT 30 – West of Orchard Road to Gordon Road • Improves vehicular safety • Minimizes impact, urban section <p>Other</p> <ul style="list-style-type: none"> • Cross-section being constructed on RT 30 currently between Briar Cliff: Goodwin
<p>Poster Responses</p>	<p>Alt #1</p> <ul style="list-style-type: none"> • Greater protection for pedestrians • BMP for storm water • Speed 1 & 2 too high • No increased safety for 2

	<p>Alt #2</p> <ul style="list-style-type: none"> • Reasonable to consider • Combine with Alt #3, RT 31 to Orchard • Doesn't fit comm. w/ should be C & G <p>Alt #3</p> <ul style="list-style-type: none"> • Consider Hybrid through Corridor (Can combine with #2 Orchard to 47) • Best Urban – Yorkville • Safety • Mitigates some impact • 45 is fine • Speed enforcement is lower • Like shoulders • Best public safety • Less impact to berm • Access to walk and bike important • Not <i>far</i> high tension <p>Alt #4</p> <ul style="list-style-type: none"> • Impacts reduced • Minimize impacts to landscaping within Village • Can combine with Alt #3 outside • Drop sidewalk –use multiuse path – least impact on berms • Cons: lack of maneuverability • Potential use of “Michigan Turn” – get emergency vehicles turning places
--	--



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)

*Village proper.
save trees, space
want to see US30 east cross section
here*

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

• GREAT DESIGN

• ~~Best~~

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

• GREAT DESIGN WITH LOW IMPACTS

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

• BEST URBAN DESIGN.

• CONCERNED ABOUT STORMWATER RUNOFF → WHERE DOES H₂O GO BEFORE DEVELOPMENT COMES?

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

• TOO CLOSE FOR PEDESTRIAN TRAFFIC.

Community Advisory Group Meeting #3

February 25, 2014



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

1. Alt. #1

• LARGER DISTANCE FROM ROAD TO PEDESTRIAN WALKS.

• NATURAL DRAINAGE → USES BEST MANAGEMENT PRACTICES

• COULD USE FULL ACCESS POINT BETWEEN 47 & BELTRAM.

2. Alt. #3

• LESS ENVIRONMENTAL IMPACT.

• USE OF SHOULDERS IS A GOOD IDEA.

• FULL ACCESS BETWEEN 47 & BELTRAM.

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:

Erik Carlson

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)

*Ability for traffic to flow w/ lane blockage
along with being more aesthetically pleasing.*

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

Lack of maneuverability w/ lane blockage.

Community Advisory Group Meeting #3
February 25, 2014



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

1. #3 All around best option.
(Public Safety & Visual appearance.)

2.

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: Jerad Chipman

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)



I like the additional shoulders

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

Only acceptable option

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:

Wayne Pearson

Alternative #1 – Rural, 50' Depressed Median

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

RT 31 - TO ORCHARD

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

ORCHARD TO 47

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

Community Advisory Group Meeting #3

February 25, 2014



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

1. _____

2. _____

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: JASON BAYOR
ES

Alternative #1 – Rural, 50' Depressed Median

ALL - REVIEW NOOD FOR SW
ALL - REVIEW TOPOGRAPHY TO SELECT BEST
SIDE FOR SIDE PAVEMENT
ALL - NO PROTECTED SIGNAL AT LAKEWOOD

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

ALL - REVIEW POSSIBILITY OF "FLIPPING" PAVEMENT
AT MAJOR INTERSECTIONS, MINIMIZE IMPACT
TO BOOM WHERE POSSIBLE

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)

Community Advisory Group Meeting #3

February 25, 2014



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

1.

2.

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: Jodie Wollnik

Alternative #1 – Rural, 50' Depressed Median

Appears to have some impact to unincorporated Kane County neighborhoods as ALT 2: visably, E of orchard not a significant benefit to going to 30' median from 50'

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

see above, our area of concern is not much changed. How will Blackberry Creek overflow be handled do the Alt change this?

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

How does this impact Blackberry creek overflow??

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

Don't like the lack of pull of locations. Is there an option to include pull offs?

Community Advisory Group Meeting #3

February 25, 2014



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

1. Seems reasonable to look at
Alt. 2 to mitigate some of
impacts west of Orchard w/
neighborhoods

2. Alt 3 seems like a really
good compromise. How does this
impact detention & BMP's?

Is there any way to use a
C&G in the ~~the~~ more congested
area & as you go west, go
to a more rural X-section?

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:

Bob Kaleta

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)

From a safety perspective I prefer this Alt. larger space between road & sidewalk. Paved shoulders will allow for more safety for police & for easier speed traffic enforcement. Lower speed limits always are a plus due to number of homes in area & population growth.

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

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: JEFF PALMQUIST

Alternative #1 – Rural, 50' Depressed Median

CONCERN THAT X-SECTIONS TOO WIDE - TOO MUCH
ADVERSE IMPACTS UPON ADJACENT PROPERTIES

* ANY ALTERNATE SHOULD CONSIDER FUTURE PED BRIDGE OVER
RT. 30 @ COMED ROW PER VILLAGE PLAN.

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

SAME AS ABOVE

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

IMPROVES SEPARATION BETWEEN ROADWAY / PATH AND
NEW SOCCER FIELDS
LIKE CURB PROTECTION FOR PATH USERS & SAFETY
SHOULDER FOR VEHICLES

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

SAME AS #4

Community Advisory Group Meeting #3

February 25, 2014



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

1. #3 PREFER REDUCED IMPACTS UPON
ADJACENT PROPERTIES
- IMPROVES PATH USER SAFETY

2. #4/ SAME AS ABOVE.
SHOULDER OF #3 IMPROVES
VEHICULAR SAFETY

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: MIKE PUBENTZ

Alternative #1 – Rural, 50' Depressed Median

All Alt. - add signal @ Lakewood Creek Drive

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)

> Eliminate 5' sidewalk, place ^{10'} shared use on S. side
from W. limits to LWC/Griffin, move to N. side
from LWC/Griffin to Orchard (apply to Alt. 4
also)

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

Preferred Alternative + similar to section E of
IL 31 currently under construction
+ minimizes impact to adjacent neighborhoods
+ ~~still provides~~ pedestrian/bicycle access improved by
opening up addt routes through S. side neighborhoods

Community Advisory Group Meeting #3
February 25, 2014



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

1. #4 - minimum impact, urban section

2. #3 - urban section

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: Mildred McNeal-James

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)

Remove North side walk - Allow South side to
serve as a shared walk/bike area.
Use deleted North walk to reduce tree/shrub
encroachment

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

If
Alt #3 by law

Community Advisory Group Meeting #3

February 25, 2014



require a shoulder on both sides of the road - then my 1st choice is #4

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

1. Alt #3 best:

* Safety 45 mph - children using shared path for cycling, mother walk & strollers

* Shoulder road for police, fire, ambulance ^{as A Necessary}

* Have south side as shared path & delete North road ^{and use} for main road design.

* Please consider my use of all the Alt design elements in appropriate spots/segments of this project. Using flexibility for various areas/road segments rather than an (All or Nothing) total one design.

2. Alt #4

Had Best design for reducing negative impact on ~~the~~ tree & shrub landscape along Rt 30 - West of Orchard Road to Gordon Road.

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: KRISTI BARKSDALE-Noble

Alternative #1 – Rural, 50' Depressed Median

Of the two (2) proposed rural cross section, Alt. #1 would be the preferred option. Questions regarding potential full access point between IL 47 and Bertram Road. We (City of Yorkville) anticipates SE corner of IL 47; City 30 will develop as a full bus station (commence) dev. of marriage off of IL 47.

Alternative #2 – Rural, 30' Depressed Median, with High Tension Cable Median Barrier off of IL 47

Not a fan of the high tension cable median (HTC); The cross section to the SH. H1 with most impact to environment (roadway, Ag). Depressed medians provide less ability for emergency vehicle access.

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

Best of the four (4) alternatives with shoulder access the least displacement and least impact to environment. Question for future full access btwn IL 47 and Bertram Road.

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

The urban cross section in this location does w/o shoulders does not fit well with future growth. Additionally the lack of emergency pull-off area is problematic.

Community Advisory Group Meeting #3

February 25, 2014



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

1. #3 is the best choice:

- Provides shoulder access
- Minimal displacement of existing land users
- Least impact to environment (floodplain, etc.)
- Is future full access on Rte. 30 to parcels on the southside available between IL 47 and Burkham Road?

2. #1 2nd Best Choice:

- provides shoulder access
- less construction cost

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: JEFF ZOLPHEL

Alternative #1 – Rural, 50' Depressed Median

NOT IN FAVOR. WOULD LIKE AN URBAN CROSS-SECTION ! NO (MINIMUM)
IMPACT ON LANDSCAPED BERMS.

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

SAME AS #1

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

OK. LIKE THE URBAN BUT STILL IMPACTS THE BERM / LANDSCAPE.

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

THIS WOULD BE MY PREFERRED OF WHAT WAS OFFERED. FAVORITE IS
THE SECTION CURRENTLY BEING CONSTRUCTED ON RT. 30 BETWEEN
BRIARCLIFF & GOODWIN.

Community Advisory Group Meeting #3

February 25, 2014



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

REASONS ON OTHER SIDE

1. ~~#111~~ CROSS-SECTION BEING CONSTRUCTED ON RT. 30 CURRENTLY
BETWEEN BRIMBLETT; GARDNER

2. #4

CAG Meeting Summary

The fourth Community Advisory Group (CAG) meeting for the US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study was held on Thursday, December 4, 2014 at the Montgomery Village Hall at 200 N. River Street in Montgomery, Illinois from 10:00 AM to 11:45 AM. The meeting included a PowerPoint presentation and group exercise to review and seek a general understanding of agreement regarding the preferred alternative. CAG members received the Presentation Handout and a comment form for providing any specific feedback. The meeting was attended by eight CAG members, listed below.

CAG Member Attendance

Fox Valley Park District

- Jeff Palmquist

Village of Montgomery

- Peter Wallers, Village Engineer
- Jerad Chipman, Senior Planner

Sugar Grove Fire Protection

- Wayne Parson

City of Yorkville

- Krysti Barksdale-Noble, Community Development Director
- Chris Heinen, Planner

Kane County

- John Shoemaker, Aurora Township Highway Commissioner
- Jodie Wollnik, Assistant Director, Kane County Water Resources

In addition, one resident, Steve Mitchell, attended a portion of the meeting.

Presentation and Discussion

The purpose of the meeting was to recap the project development process, including a review of the following: traffic projections; crash data; drainage analysis; traffic noise analysis and abatement; local agency coordination efforts, as well as a presentation of the preferred alternative.

The presentation included a brief review of activities that have occurred over the last 18 months. The project is a Phase I preliminary engineering and environmental study. The

subsequent design and construction phases are not currently funded. With input from the CAG, the Project Team has developed a “project statement”, a “purpose and need statement”, and alternatives that were presented at the last public meeting. A brief review of the crash history and traffic volume projections was also presented. A summary of coordination that has occurred to date included three CAG meetings, two public meetings, and individual coordination meetings with local communities and resource agencies.

Based on public input, combined with data about crashes and project traffic volumes, Alternative #3, as presented at Public Meeting #2 (consisting of two lanes in each direction with a raised median, paved shoulders, and curb and gutter), was selected to be carried forward as the preferred alternative. In addition to public comments supporting this option, the Village of Montgomery voiced support for this alternative with modifications. They requested that the median width be reduced between Gordon and Orchard roads in order to minimize impacts to the landscaped berm areas through that segment of the project corridor. With these refinements, Montgomery’s Village Board voted in favor of supporting the revised Alternate #3 cross-section. As such, the preferred alternative is Alternative #3 from Public Meeting #2 with the following refinements:

- A reduced median width (from 30 feet to 22 feet) between Gordon and Orchard roads,
- Reduced shoulder width throughout the corridor (from 10 feet to 8 feet), and
- Reduced offset from the back of curb to the shared-use path (from 5 feet to 3 feet).

Preliminary impacts were presented, including impacts to the Blackberry Creek Forest Preserve and Stuart Sports Complex properties, and wetland impacts. Estimated right-of-way (ROW), floodplain encroachment, and tree impacts were presented. It was explained that these numbers will change as the proposed cross-section is further refined and drainage needs are determined. The next steps in terms of drainage study and noise analysis were also explained.

There were questions about the process for soliciting input in determining whether noise walls would be provided. Ms. Barksdale-Noble asked about the 1/3 respondent goal to “benefitted receptors”, and whether no response would be counted as a “no” vote for a noise wall. It was explained that if the respondent rate was less than 1/3, a second mailing would be sent in the hope . There was discussion about ensuring that respondents didn’t vote more than once. It was explained that IDOT’s policy sets forth guidelines for this entire process, and has procedures for recording/documenting votes. Mr. Parson asked whether the goal of a noise barrier was to achieve a noise level of 5 dB(A), or to reduce the noise levels by 5 dB(A). It was clarified that the goal of a noise barrier would be to reduce noise levels by at least 5 dB(A).

Following the presentation, the group exercise consisted of reviewing the preferred alternative exhibits and providing comments and concerns. A comment sheet was provided as well as

post-it notes for placing comments directly on the exhibits. Following a review of the materials, the group reconvened. The comments were summarized and there was further clarification of areas of concern. Comments/suggestions/concerns included:

- Consider utilizing a reduced width cross-section west of Gordon Road.
- Concerns about potential placement of detention basins in corner properties.
- Concerns for pedestrian crossing safety at intersections with question about whether median width at intersections was sufficient to provide protection for pedestrians.
- Fencing and/or landscaping is needed fronting the park property.
- A left turn provision is needed for emergency vehicles to access eastbound US 30 from Blackberry Road.
- The Village of Montgomery is continuing to explore shared use path and sidewalk options along the corridor and will continue to coordinate with the Project Team regarding this issue.
- Property ownership information needs to be updated.

Following discussion, the CAG concurred that a General Agreement had been achieved regarding the preferred alternative.

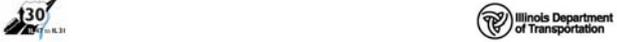
Next Steps

The Project Team will continue with the technical analyses (IDSs, drainage studies, noise studies, proposed ROW and environmental analyses). A Public Hearing is expected to be held in spring 2015, with Phase I Design Approval expected to occur in summer 2015.

The meeting was adjourned at 11:45 AM.

US 30 (Baseline Road) IL 47 to IL 31 Community Advisory Group Meeting

December 4, 2014



Meeting Agenda

- Recap of Project Development Process
- Review of Crash History and Projected Volumes
- Recap of Project Coordination
- Progress Since CAG #3 / P.M. #2
- Preferred Alternative
- Group Exercise
- Next Steps

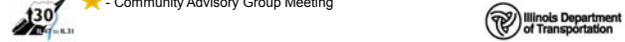


Slide 2

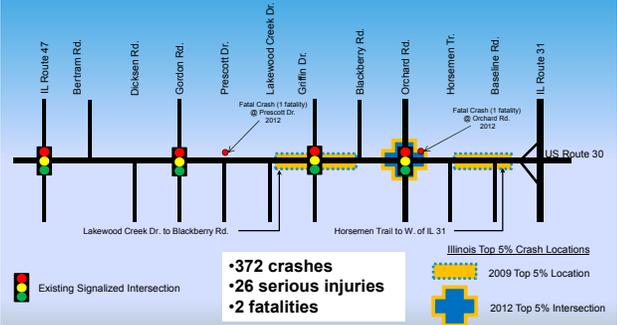
Project Development Process



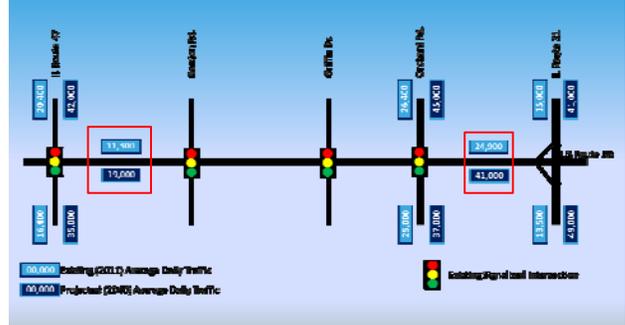
Phase I Process



Crash History



Average Daily Traffic Volumes



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



Progress Since CAG #3

- Public Meeting #2
- Coordination with Local Agencies/Resource Agencies
- Progressed toward identification of the Preferred Alternative



Slide 8



Public Meeting #2 – 07/30/2014

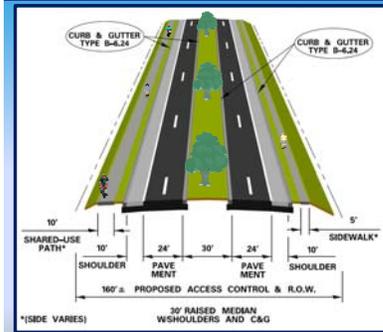
- Presented Purpose & Need
- Presented Project Study Group and CAG Recommended Alternatives.
 - Alternative #3
 - Alternative #4
- 77 Attendees
- Written comments received from 20 individuals and the Village of Montgomery.



Slide 9



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



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



Pros:

- Narrower right of way
- Lower cost

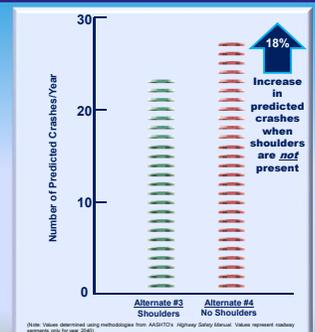
Cons:

- Higher number of predicted crashes
- Negatively impacts emergency response
- Does not provide area for emergency pull-offs
- Provides less separation between vehicles and pedestrians



Benefits of Paved Shoulders

- Reduces numerous crash types including the following:
 - Sideswipe crashes (15%–41%)¹
 - Fixed object crashes (29%–49%)¹
- Improves roadway drainage
- Increases effective turning radii at intersections
- Provides emergency stopping space for broken-down vehicles
- Provides space for maintenance operations and snow storage
- Provides way for emergency responders to bypass stopped traffic when responding to an incident.



1. Florida Department of Transportation, Update of Florida Crash Reduction Factors and Countermeasures to Improve the Development of District Safety Improvement Projects. FDOT, Tallahassee, FL, 2005.



Public Comments

I feel there is a need for a 10 foot shoulder on the road. We also need access to the north side and the south side of the road. We also need an opening through the raised median.

Alternative #4 Looks good.

I wish there was a straight up either Dickson or Bertram to slow people/trucks down.

My preference is Alternative #3.

Need to have a walkway bridge over Route 30 (north and south side)

The gutters must be kept clean to allow water to drain. It can't wait for our subdivision clean-up day.

Even with lowered speed limit I would prefer to offer a safer alternative roadway that is separated from a truck/car traffic.

I'm concerned about increase in noise and the impact to property with Alt #3. For the most impacted areas keep existing design. For other sections consider alt #4 with pull-off areas.

Will the property south of station 1040+00 be part of a possible detention basin?

We are interested in a sound barrier like the one that has been installed between Douglas and Briarcliff. (Aurora Hunting and Fishing Club)

I think all the pros are with Alternative #3.

Please, please, please to road noise barriers like east on 30 new construction. We need noise barrier walls.

Design improvement to prevent Route 30 from overtopping and convey the floodwaters safely in the right of way of Route 30 to the Four Corners instead of thru the Passaic Dr. subdivision.

The past few years we have seen accidents because of wetters trying to cross from the west side of the road. There have been several accidents. It is possible to put a pull-off area on the west side of the road. (Caren's Hunting and Fishing Club)

2007 has to design the improvement to prevent flooding and convey the floodwaters safely in the right of way of Route 30 to the Four Corners instead of thru the Passaic Dr. subdivision. We don't want this area to be destroyed a third time.

This area will be un-traversable as this area continues to grow. It is not only going to impact those of us that live in this area but is also going to prevent business growth.

Safety is more important to me than resources although I prefer to maintain as much natural area as possible.

IF this road is built Alternative #3 or #4 you will be cutting into the berm that was set up by the builder and that is not right. Why do you have to build a raised berm to build a road on top of the berm instead of thru the Passaic Dr. subdivision and do it right.

Concerns: Flood zone There is too much traffic. Provide four lanes with water pipes to prevent flooding.

Everybody has been concerned by delays & crashes on US 30. If you are going to do this, use Alternative #3 and do it right.

I can support either alternative but prefer Alternative #3 as it appears to provide more space between the road and the sidewalk/shaded as path.

These design improvements to prevent noise 30 from overtopping and convey floodwaters safely in the right of way to the Four Corners instead of thru the Passaic Dr. residential neighborhood.

My concern relates to flooding potential. The road on the west end already tends to flood but luckily the water stops in the fields.

I would prefer not to have those ugly noise barriers that they are already putting up on 30 near Douglas - how horrible!

If all things are equal the alternative being the shoulder on either side of the road is better than not having them, but I am happy with either alternative so long as it is the option I actually built.

Village of Montgomery Comments

August 11, 2016

Mr. Scott Hines, P.E.
Illinois Department of Transportation, District One
200 North LaSalle Street
Springfield, IL 62761

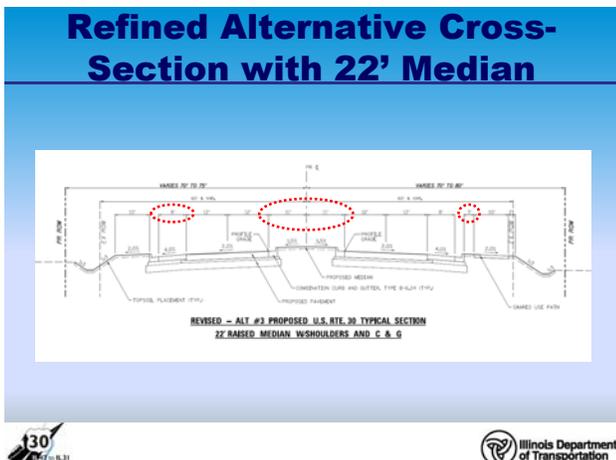
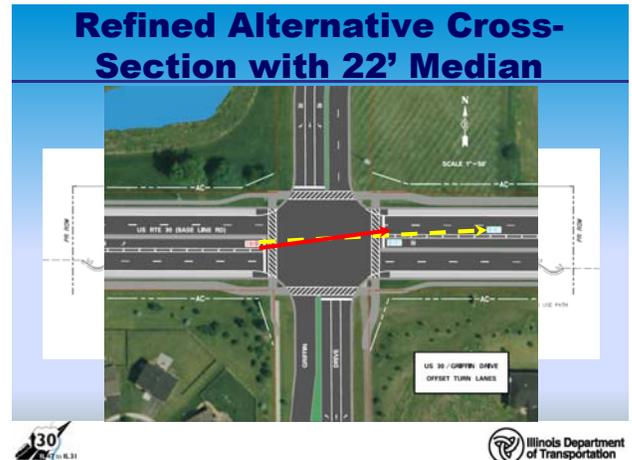
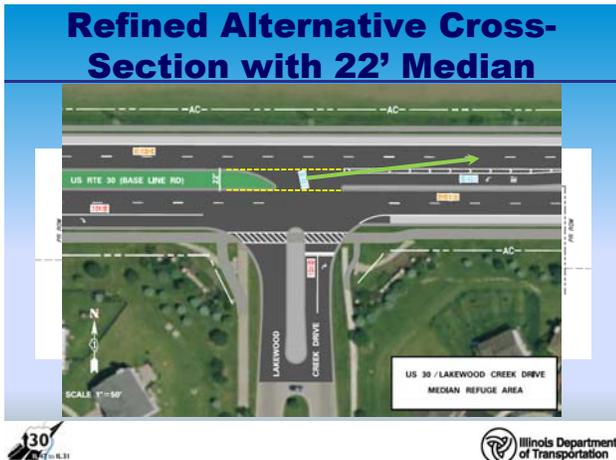
Re: US Highway #30 at Rt. 101, Phase 1
Montgomery, Illinois

Dear Mr. Hines:

Thank you for the opportunity to provide comments for this critical project. As you know, the Village of Montgomery is the sponsor and developer of the Phase 101 project. We appreciate the work that your staff and consultants have put into the project to identify potential alternatives. The Village council members do not intend to act on a plan until they have had a chance to review all of the alternatives. The next step for the Village is to hold a public hearing on the alternatives. The Village council will then vote on the alternative that they believe is the best for the Village. We are interested in the alternatives that you have identified and we would like to see them all included in the final design. We are interested in the alternatives that you have identified and we would like to see them all included in the final design.

Respectfully submitted,
Mayor of Montgomery
Village of Montgomery
Montgomery, IL, USA
Montgomery

- Minimize the ROW width in order to protect the existing landscape buffers
- Look more closely at options to reduce the required ROW, we would especially ask that you consider a significant reduction in the center median width.

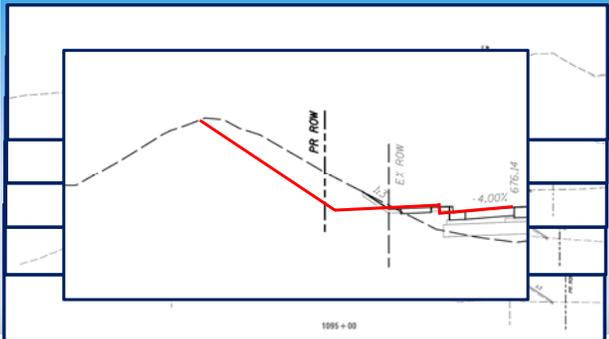


Safety

Predicted Crash Comparison

ALTERNATIVE	Predicted Annual Crashes (2040)
	Total Crashes
#3 - 30' Median w/ 10' Shoulders	10.8
Refined Alternative - 30' & 22' median w/ 8' Shoulders	10.9
#4 - 30' Median - No Shoulders	12.7

Landscape Buffer Impacts



Tree Impacts

Tree Impact Comparison

ALTERNATIVE	Subdivision Segment (2 mi.)	
	Total Trees	"Landscape Trees"
#3 - 30' Median w/ 10' Shoulders	134	11
<i>Refined Alternative - 30' & 22' median w/ 8' Shoulders</i>	108	4
#4 - 30' Median	84	3



Village Support



At the November 10th Village Board meeting, the Village Board voted in favor of supporting the revised Alternative #3 cross section that was developed by IDOT for the US 30 corridor. The section generally included a 22 foot median with 2 driving



Preferred Alternative

- Alternative #3 from P.M. #2 with refinements.
 - 8 foot shoulders
 - Median reduced from 30' to 22' between Gordon Road & Orchard Road.
 - Reduced offset from back of curb to shared use path from 5' to 3'
 - Reduced right of way limits.



Slide 22



Preferred Alternative

Alternative #3 - Refined



Slide 23



Preferred Alternative Impacts

- Total right of way – Approximately 18.5 acres
 - Zero Displacements
- Wetlands – 0.5 acres
- Potential 4(f) Land impact – 1.0 acres
 - Blackberry Trail Forest Preserve – 0.5 acres
 - Stuart Sports Complex – 0.5 acres
- Flood Plain Encroachments – 1.7 acres
- Agricultural Land impacted – 8.3 acres



Slide 24



Drainage Analysis

- Investigate Existing Drainage
 - Identify Outlet Locations
 - Identify Drainage Concerns/Areas for Investigation
 - Jericho Lake Overflow (a.k.a. Montgomery Overflow)
 - Blackberry Creek
 - ComEd Corridor
- Prepare Proposed Drainage Plan
 - Floodplain Encroachment Analysis
 - Storm Water Detention Analysis – Ditches/Ponds/In-line Storage
 - Outlet Evaluation
 - Methods to Address Drainage Concerns

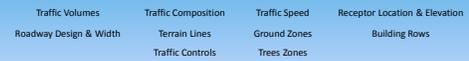


Slide 25



Noise Analysis Process

- FHWA Model



- Feasibility Evaluation
 - Criterion – 5dB(A) Reduction
- Reasonableness Evaluation
 - Cost Effective
 - Achievement of Noise Reduction Goal
 - Solicitation of Benefitted Receptor Viewpoints



Slide 26



Noise Analysis Process

- FHWA Model



For additional information, visit the Department's website at: www.idot.illinois.gov/transportation-system/environment/index under the Community tab.

- Criterion – 5dB(A) Reduction
- Reasonableness Evaluation
 - Cost Effective
 - Achievement of Noise Reduction Goal
 - Solicitation of Benefitted Receptor Viewpoints



Slide 27



Workshop

- Review the Exhibits
 - Provide comments on the preferred alternative and areas of concern.
- Group Discussion



Slide 28



General Understanding of Agreement

A general understanding of agreement has been reached when the stakeholders agree that their input has been heard and duly considered and the process as a whole was fair.



Slide 29



Next Steps

- Technical Analyses
 - Intersection Design Studies
 - Drainage Studies
 - Noise Studies
 - Establish Right of Way Needs
- Environmental Analysis
- Public Hearing (Spring 2015)
- Phase I Design Approval (Summer 2015)



Slide 30





Community Advisory Group Meeting #4

December 4, 2014

Comment Form



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

Name: Jerad Chipman

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

REFINEMENTS include:

- 8-foot shoulders instead of 10-foot shoulder
- Reduction in the median width from 30 feet to 22 feet between Gordon Road and Orchard Road
- Reduction in the offset from the back of curb to the shared use path from 5 feet to 3 feet

Please provide your comments on this alternative. Be sure to note any potential areas of concern or issues that IDOT should be aware of.

I appreciate the refinements.

Comments / concerns

' Detention is not desirable at the corners of the intersections

' Please show a pedestrian connection to the existing path on the south side of the ComEd ROW.

Community Advisory Group Meeting #4

December 4, 2014

Comment Form



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

Name:

KRYSTI BARKSDALE-Noble

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

REFINEMENTS include:

- 8-foot shoulders instead of 10-foot shoulder
- Reduction in the median width from 30 feet to 22 feet between Gordon Road and Orchard Road
- Reduction in the offset from the back of curb to the shared use path from 5 feet to 3 feet

Please provide your comments on this alternative. Be sure to note any potential areas of concern or issues that IDOT should be aware of.

IN AGREEMENT WITH proposed "preferred alternative" plan, particularly with the inclusion of the reduced shoulders and reduced median widths.

No comments with regard to the locations of potential stormwater detention basins. Additionally, the location of the proposed stormwater detention basin on the Schramm property and Standard Trust^{BANK} property at the intersection of IL 47 & RTE 30 are acceptable.

Community Advisory Group Meeting #4

December 4, 2014



Comment Form

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

Name:

WAYNE PARSON
SUGAR GROVE FIRE

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

REFINEMENTS include:

- 8-foot shoulders instead of 10-foot shoulder
- Reduction in the median width from 30 feet to 22 feet between Gordon Road and Orchard Road
- Reduction in the offset from the back of curb to the shared use path from 5 feet to 3 feet

Please provide your comments on this alternative. Be sure to note any potential areas of concern or issues that IDOT should be aware of.

Left Turn ~~EAST~~ at Blackberry for Emergency Access

Community Advisory Group Meeting #4

December 4, 2014



Comment Form

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

Name: Steve Mitchell

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

REFINEMENTS include:

- 8-foot shoulders instead of 10-foot shoulder
- Reduction in the median width from 30 feet to 22 feet between Gordon Road and Orchard Road
- Reduction in the offset from the back of curb to the shared use path from 5 feet to 3 feet

Please provide your comments on this alternative. Be sure to note any potential areas of concern or issues that IDOT should be aware of.

I live at 1790 B Blackberry Rd
I was told that I don't have
enough room to move my septic
system if you take my land
my choice is you take all my
house, or put up a sound wall
for safety

D-4.3



Public Meetings



US 30 (Baseline Road)
IL 47 to IL 31
Kane & Kendall Counties
Public Meeting #1 Summary

The first Public Meeting for the US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 was held on Thursday, September 13, 2012 at Kaneland- McDole Elementary School, 2901 Foxmoor Drive, Montgomery, Illinois from 4 – 7 PM. The meeting was an open house format with a continuously cycling audio-visual presentation, exhibit boards, and large scale aerial exhibits showing existing conditions. The purpose of the meeting was to introduce the study, describe the project development process, solicit input on transportation needs, and provide information on additional public involvement opportunities.

The meeting was attended by **25 people**, **4 comment forms** were received, and **11 people** signed up for the Community Advisory Group. There was no organized opposition to the project.

Public officials in attendance included:

-Village of Montgomery: Stan Bond (Trustee), Mike Pubentz (Director of Public Works), Jerad Chipman (Planner)

-Sugar Grove Fire Department: Wayne Parson, Erik Carlson

-Kane County: Mike Sullivan (Regional Planning Liaison)

There were no additional agencies, organizations or media in attendance.

The **comments** submitted (both written and shared verbally) covered a variety of topics, including:

- Several recent serious accidents have occurred in the study area: near Gordon Drive there was a serious non-fatal accident in August 2012; near Prescott Drive there was a fatal motor cycle accident in the Summer of 2012; there was a multiple fatality accident at the Orchard/US 30 intersection in Spring/Summer 2012.
- There is a desire for addition of a turn lane at the Aurora Sportsman Club (Sta. 1241 +/-)
- Representatives from the Village of Montgomery expressed a concern with flooding east of Orchard Road, some of which may be addressed by the upcoming IL 31 interchange project.
- Concerns about access to and from Fairfield Way subdivision – due to both existing congestion and future construction
- Concerns about safety and noise if roadway is widened closer to homes
- Support for path on the north side of the roadway with access to Stuart Sports Complex and pedestrian overpass near Griffin Drive
- Request for additional speed limit signs along US 30 and optimization of traffic signals at the IL 47/US 30 and IL 47/Jericho Road intersections.

The public comment period will remain open through September 27, 2012. Materials presented at the meeting are available on the project website www.us30baselineroadstudy.org.



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



The purpose of the meeting is to introduce the study, describe the project development process, solicit your input on transportation needs, and provide information about additional public involvement activities.



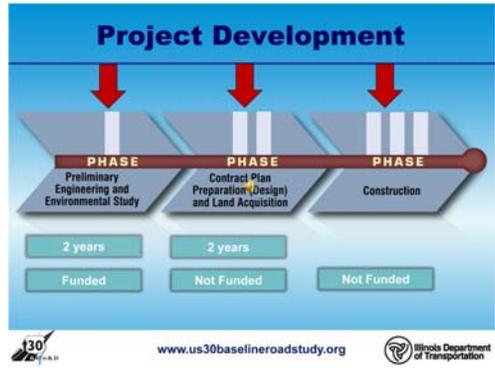
The Illinois Department of Transportation (IDOT) District 1 and the Federal Highway Administration are leading this study. They will provide policy guidance and make final recommendations. The Study Team, which is being led by Hutchison Engineering will perform the technical work.



The study limits extend from IL 47 in Yorkville to 1,400 feet west of IL 31 in Montgomery—a distance of approximately 5-miles. The western terminus will tie into an ongoing IDOT District 3 study of IL 47 between Kennedy Avenue in Yorkville and Cross Street in Sugar Grove. The eastern terminus will match the proposed reconstruction of the US 30 and IL 31 interchange. An improvement by Kane County to Orchard Rd is currently under construction between US 30 and Jericho Road. Through the project area, the roadway is classified as a Class II Truck Route and a Strategic Regional Arterial. A Strategic Regional Arterial is 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.



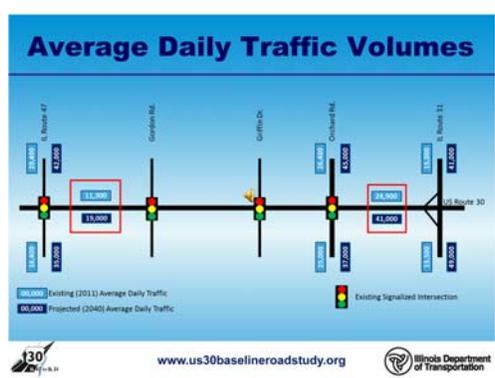
The study area features a mix of cultivated farmland and relatively recent residential and commercial development. The project is in both Kendall and Kane Counties and crosses four townships (Sugar Grove, Bristol, Aurora, and Oswego). Blackberry Creek and the associated Blackberry Trail and land belonging to the Fox Valley Park District (Stuart Sport Complex) are located along US 30.



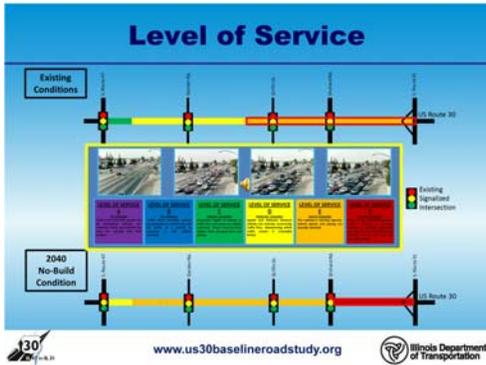
IDOT works in 3 distinct phases as a project moves from start to finish. The project is currently in Phase I which includes the preliminary engineering and environmental studies, and public involvement activities. It will last approximately two years and ends with selection of a preferred alternative. Phase II, known as contract plan preparation and land acquisition, begins after design approval and lasts approximately two years. The final step of the process is construction. Funding for Phases II and III are not currently included in IDOT's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program.



The study team is currently gathering data, assessing existing conditions and initiating the public outreach for the study. The project will follow the National Environmental Policy Act process. We are presently collecting data on the current and projected future conditions. Based on that data, we will define the project purpose and need. A range of alternatives to meet purpose and need will be developed and evaluated. The study will conclude with the selection of a preferred alternative.



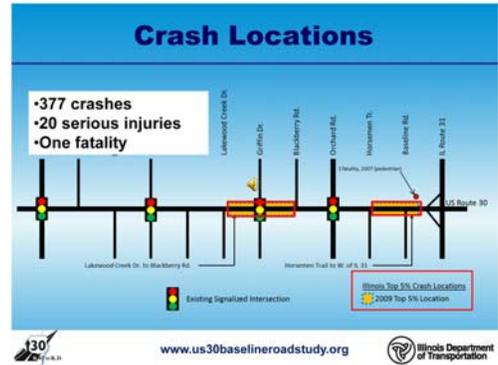
One factor that will help us characterize the existing conditions, and ultimately define the need for the project is current and projected roadway use. Average Daily Traffic or (ADT) is projected to increase from just over 11,000 vehicle per day to 19,000 vehicles per day at the west end of the corridor 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.

Some of the corridor is approaching the limits of acceptable capacity. 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.

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



A second component that will be considered is the safety of all users. 377 crashes occurred along the corridor during the five year analysis period resulting in 20 serious injuries and one fatality. 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. 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 at intersections.

One of the primary goals of this study will be to identify ways to improve safety.



Currently there are no sidewalks *or trails paralleling Baseline Road*. There are a variety of planned or proposed trails in the vicinity of the study area including the extension of the Blackberry Creek trail, construction of Big Rock Trail and the extension of the Gordon Road Trail. This study will consider bicycle and pedestrian needs.



Due to traffic and roadway configuration, this study will consider a separate off-road shared use path for bicycles, pedestrians and other non motorized uses. In order for the path to be implemented however, there must be local participation in terms of the cost of the path and a local jurisdiction must be willing to accept maintenance responsibility for the facility.

Context Sensitive Solutions

- Many stakeholders
- Integrated approach that focuses on outcome and process
- Meaningfully engages stakeholders early and often
- Guided by the Stakeholder Involvement Plan
- Uses input to define effective, multimodal transportation solutions
- Facilities that fit into and reflect the project's surroundings




www.us30baselineroadstudy.org


This project affects agencies, communities, interest groups, drivers, and residents; therefore, we will be advancing this study in conformance with IDOT's Context Sensitive Solutions policy. Applying this integrated approach, we will involve stakeholders early and often. Our outreach program is guided by the Stakeholder Involvement Plan (or SIP) developed specifically for this study. The SIP is available for review tonight and is also posted on the project website. We will use input from stakeholders to help us define effective, multimodal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "Context".

How Can I Get Involved?




www.us30baselineroadstudy.org

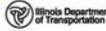

There are a number of opportunities to get involved in the study, including: newsletters, the project website www.US30baselineroadstudy.org, public meetings, by filling out comment forms or joining the mailing lists, or by joining the Community Advisory Group.

Community Advisory Group (CAG)

- Broad group of stakeholders
- Provides better understanding of study area
- Serves as conduit between project team and local community



Let us know if you are interested in participating!
 First meeting November 1st!


www.us30baselineroadstudy.org


A key element of the study will be the creation of a Community Advisory Group referred to as CAG. The group will consist of **stakeholders** from a broad cross section of area interests including **local officials**, drivers, property owners, business owners, and residents adjacent to the study area.

The group will achieve several study objectives. First, by sharing information about their communities or organizations, they will help the team better understand the project area, and will help keep the broader community up to date on the progress of the study. If you are interested in learning more about the group or have a recommendation on membership, please **speak** to a member of the project team tonight.

Next Steps




www.us30baselineroadstudy.org


Following tonight's meeting, the study team will **meet with** CAG members and begin coordinating with them to further assess the existing conditions and needs to **help develop a Problem Statement**. When that step is complete, we will **develop the P&N** and begin to define reasonable alternatives **that meet the P&N**.

We Want to Hear from You

- Fill out a comment form
- Website:
www.US30baselineroadstudy.org
- Comment box in exhibit room
- Email:
info@us30baselineroadstudy.org
- Written: Postmarked by September 27



www.us30baselineroadstudy.org



We value your input **throughout the study**. There are comment forms available here at this meeting as well as on the project website www.US30baselineroadstudy.org. If you have input on transportation needs, please fill out a comment form and place it in the comment box in the exhibit room, email it to info@us30baselineroadstudy.org, or mail it to the address on the back of the comment form by September 27 to be part of the official record.

Thank you for attending!

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



www.us30baselineroadstudy.org



IDOT thanks you for attending this public meeting. Please join us in the next room to meet with the project team and review the project exhibits.



US 30 (Baseline Road) IL 47 to IL 31 Kane & Kendall Counties

PUBLIC MEETING #1

SEPTEMBER 13, 2012

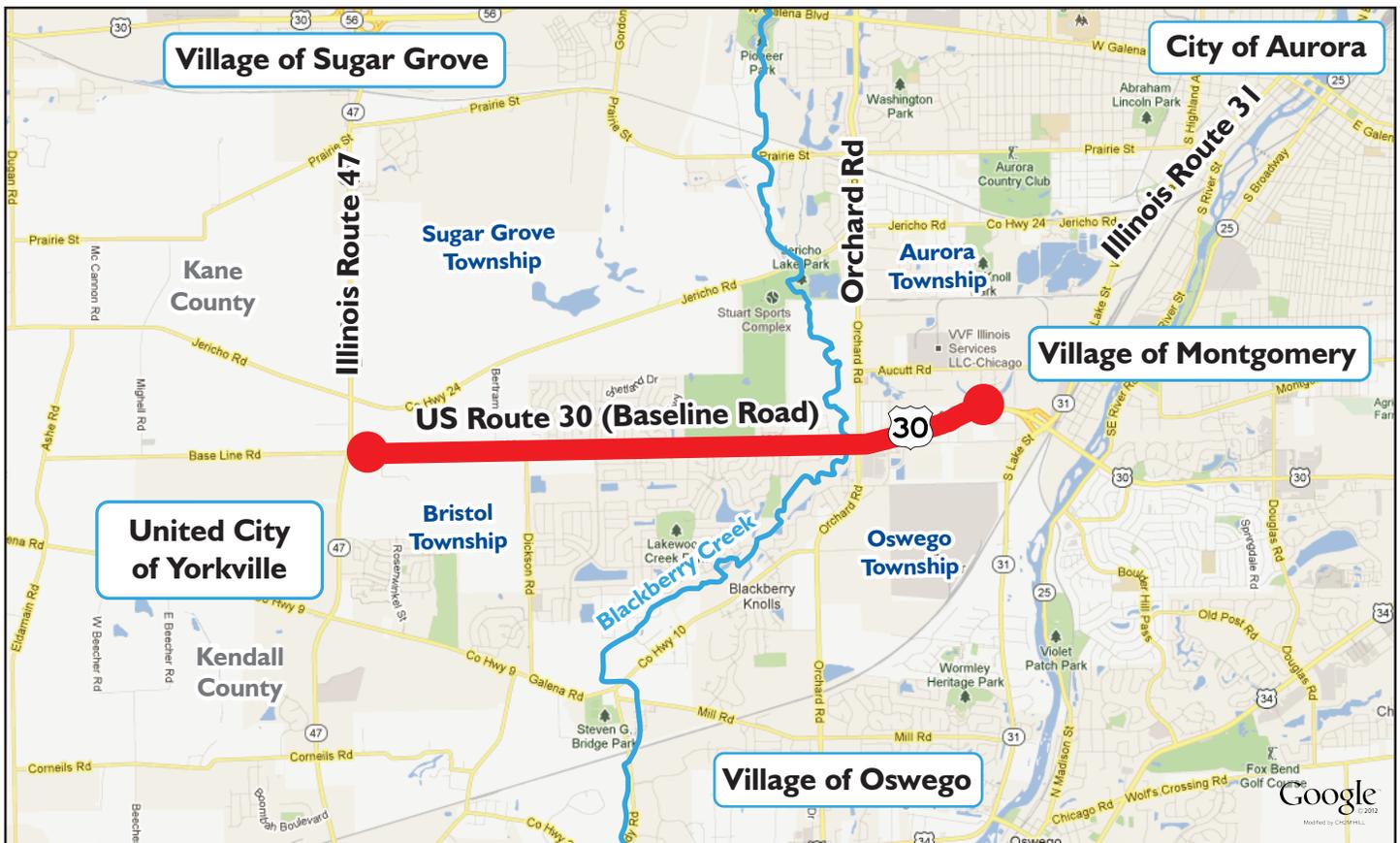
Welcome to the Public Meeting

Welcome to the first Public Meeting for the improvement of US 30 from IL 47 to IL 31. The purpose of the meeting is to:

- Introduce the study,
- Describe the project development process,
- Solicit your input on transportation needs, and
- Provide information about additional public involvement activities.

Study Overview

The Illinois Department of Transportation (IDOT) has initiated Phase I Preliminary Engineering and Environmental Studies for US Route 30 (Baseline Road). The US Route 30 study area is located in the City of Yorkville and the Village of Montgomery in Kane and Kendall Counties. It extends approximately 5 miles from Illinois Route 47 to east of Albright Road near Illinois Route 31. Through the project area, the roadway is classified as a Strategic Regional Arterial (SRA) and Class II Truck Route. An SRA is 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 corridor consists of a mixture of residential, commercial, industrial and agricultural uses and is bisected by Blackberry Creek. The study is being initiated to review the current and future roadway operations and determine transportation needs so an appropriate proposed alternative can be selected.



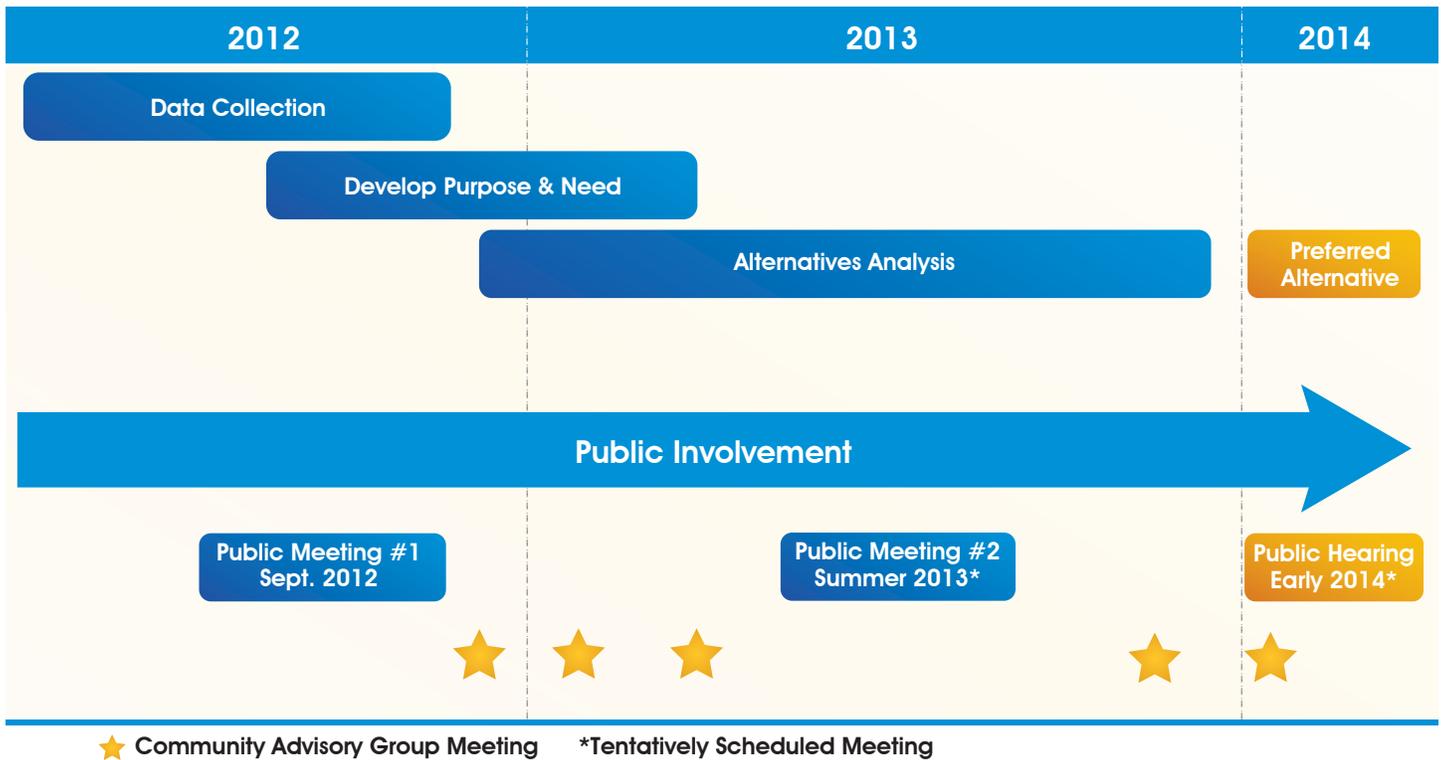
Study Process

In order to develop alternative solutions to be considered, it is first necessary to have a clear understanding of existing conditions and to identify what the problems are and why they are occurring. This will be accomplished through a thorough analysis of existing roadway features, including design and roadway layout, the capacity of the roadway using existing traffic counts and future projections, and review of crash history within the corridor.

During the US 30 Baseline Road Study IDOT will:

- Collect data on roadway features, social and environmental resources
- Coordinate frequently with stakeholders
- Identify transportation issues in the corridor, and define the project's Purpose & Need
- Evaluate a range of potential transportation solutions
- Select a preferred alternative and document potential effects to the community and environment

The project will follow the National Environmental Protection Act (NEPA) process and will involve extensive public involvement to help to ensure that the assessment of the current conditions reflects the perception and goals of the communities. The analysis of the existing conditions and evaluation of impacts that any proposed improvements will have on the community and the environment, will be documented in a Design Report. It is anticipated that the project will be processed as a categorical exclusion, a category of actions which do not have a significant after effect on the natural or built environment, and as such require neither preparation of an Environmental Assessment or Environmental Impact Statement.



Project Development

IDOT works in 3 distinct phases as a project moves from start to finish. The Phase I study is currently underway, and includes the preliminary engineering and environmental studies, and public involvement activities. It is anticipated that the Phase I study will last approximately two years and ends with design approval of a preferred alternative. Phase II, known as contract plan preparation and land acquisition, begins after design approval, and typically takes about two years to complete. The third and final step in the process is construction.

Funding for Phases II and III is not currently included in IDOT's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program.



How to Stay Involved in the Project

IDOT realizes that the overall success of a transportation improvement project is dependent upon local participation. Frequent communication and collaboration ensures that the recommended proposals consider the stakeholder's present and future objectives and goals.

This project is following IDOT's Context Sensitive Solutions (CSS) process. A Stakeholder Involvement Plan has been developed to guide public participation activities, which is available for review tonight as well as on the project website. There are a number of opportunities to get involved in the study.

- Join the mailing list to receive newsletters and be invited to future events
- Review the Stakeholder Involvement Plan
- Visit the project website: www.us30baselineroadstudy.org
- Make a comment
- Join the Community Advisory Group (CAG)

The CAG will consist of community representatives, interest groups, property owners or other stakeholders with expertise or technical interest in the areas of environmental, land use, transportation, and economic development within the study area. This group will assist in the identification of the purpose and need, and the alternatives to be developed for the evaluation process, and most importantly in the final selection of the preferred alternative.



Regular CAG meetings conducted in a collaborative manner throughout the duration of the project will provide community insight at key project milestones.

If you have a suggestion for membership on the CAG or are interested in participating yourself, please visit the CAG table at tonight's meeting.

Questions & Comments

We value your input throughout the study. Written questions and comments, or requests for materials may be submitted during this Public Information Meeting or mailed to the Illinois Department of Transportation at the address indicated below (and on the back of the comment form) or sent to the project email address at: info@us30baselineroadstudy.org. If you have input on transportation needs, please submit your comment by September 27th to be part of the official record.

Illinois Department of Transportation
201 W Center Court
Schaumburg, Illinois 60196-1096
Attn: Bureau of Programming
Scott Czaplicki



US 30 (Baseline Road)

Public Meeting September 12, 2012

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
Jerad Chipman Village of	[Redacted]	[Redacted]		<input checked="" type="checkbox"/>
Craig Brubaker Alta Ely			<input type="checkbox"/>	
Alicia Kasick Alaska Equipment			<input type="checkbox"/>	
Stan Bond Village Trustee			<input checked="" type="checkbox"/>	
MIKE PUDENTZ			<input checked="" type="checkbox"/>	
Kertrina Justice			<input checked="" type="checkbox"/>	
JOEL KLEIN AVRONA KENTON & FILLMORE CLUB				<input type="checkbox"/>
				<input type="checkbox"/>

US 30 (Baseline Road)

Public Meeting September 12, 2012

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
TED FULTZ D3-IDOT	[REDACTED]			<input type="checkbox"/>
Dave Alexander D3-IDOT				<input checked="" type="checkbox"/>
Mike Sullivan				<input checked="" type="checkbox"/>
Tamsira Ladif				<input checked="" type="checkbox"/>
MARY RICE				<input checked="" type="checkbox"/>
Ben Brzostka				<input checked="" type="checkbox"/>
Lee Kershaw				<input checked="" type="checkbox"/>
	<input type="checkbox"/>			

US 30 (Baseline Road)

Public Meeting September 12, 2012

Name, Organization	Address	City, State, Zip	Email	Add me to the mailing list
WAYNE PARSON SLFS				<input checked="" type="checkbox"/>
Erik Carlson				<input type="checkbox"/>
KATHIE RUSSO				<input checked="" type="checkbox"/>
Mildred McNeal-James				<input checked="" type="checkbox"/>
Robert Peters				<input checked="" type="checkbox"/>
Theresa Peters				<input checked="" type="checkbox"/>
PEPE WALLON				<input checked="" type="checkbox"/>
TOMM CALLED				<input type="checkbox"/>
MIKE CUMMINGS				<input checked="" type="checkbox"/>
	<input type="checkbox"/>			

COMMENT FORM



Do you have comments? Please consider the following in commenting:

1. • How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
2. • What resources in the area are important to you (e.g.: built or natural resources)?
3. • Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
4. • What types of transportation improvements are needed (e.g.: more sidewalks, additional lanes, better lighting, safer intersections)?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by September 27, 2012, to become part of the official meeting record.

1. Daily - work, shopping

2. N/A

3. Near crashes

4. Additional lanes

I live in the Fairfield Way sub-division. There is only one way in and out of this sub-division and Formosa. I have a son with medical issues. Oxygen 24/7. I worry about emergency vehicles getting in and out during heavy traffic and construction.

Name:

Margaret J. Howard

Representing

Fairfield Way sub division

Address:

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What types of transportation improvements are needed (e.g.: more sidewalks, additional lanes, better lighting, safer intersections)?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by September 27, 2012, to become part of the official meeting record.

I CURRENTLY USE RT. 30 DAILY.

IN REVIEW MY MAIN CONCERN IS RESIDENTIAL HOMES BACKING UP TO RT. 30 (MORE SPECIFIC NEAR GORDON RD : RT 30)

BY EXPANDING THE ROAD AN INCREASE IN RISK OF VEHICLES GOING OFF ROADWAYS INTO/CLOSER TO RESIDENTIAL HOMES IS A CONCERN. I WOULD ALSO SEE AN INCREASE IN NOISE VOLUME CLOSER TO THE HOME.

I WOULD ASK CONSIDERATION FOR HIGH CONCRETE WALLS BE REVIEWED ALONG THE EDGE OF RT 30 WHERE RESIDENTIAL HOUSING WOULD BE AFFECTED? THIS WOULD REDUCE NOISE AND IF CRASH HAPPENS CAN LESSEN THE IMPACT SEVERITY TO VEHICLE IN RESIDENCE BACKYARD.

Name: MIKE CHUMBLEY

Representing

Address:

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What types of transportation improvements are needed (e.g.: more sidewalks, additional lanes, better lighting, safer intersections)?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by September 27, 2012, to become part of the official meeting record.

Use Route 30 3-4 X daily
Also "Adopted" Route 30 - Pickup this Sat 9:30 - 12:00
Two fatal accidents in this corridor up in last 9 mo's
One additional near fatality just east of Gordon
- 17 year old was in a coma for 2 wks

Path on North side for access to new expanded Stuart Field
would be very popular!

Pedestrian overpass would be great at or near Griffin Drive
to allow bank access to families south of Route 30

Traffic light at Gordon + Route 30 has literally been a
lifesaver

Name:

Stan Bond

Representing

Village Trustee - Montgomery

Address:

Phone:

E-mail

bond.stan@montgomery.ci.il.us

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What types of transportation improvements are needed (e.g.: more sidewalks, additional lanes, better lighting, safer intersections)?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by September 27, 2012, to become part of the official meeting record.

Concerned w/ the fact that Fairfield & Foxmoor sub-divisions have only 1 way in or out and the congestion may hinder access of emergency vehicles.

Also - increased traffic volume means more noise and the existing berm does not muffle the present traffic noise coming from Rt 30.

Name:

MARY CRIDE

Representing

FAIRFIELD WAY SUB-DIVISION

Address:



Phone:

E-mail



Illinois Department of Transportation

Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

August 28, 2012

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

The Illinois Department of Transportation (Department) cordially invites you to attend an Open House Public Meeting concerning the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding considerations among similar improvement needs throughout the region. This project is following the Department's Context Sensitive Solutions (CSS) process. The purpose of the meeting will be to introduce the study, describe the project development process, solicit public input on transportation needs, and provide information on additional public involvement opportunities. The details of the meeting are as follows:

Date: Thursday September 13, 2012
Time: 4:00 PM to 7:00 PM
Location: Kaneland McDole Elementary School
2901 Foxmoor Drive
Montgomery, IL 60538

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions. Written comments will be accepted at the meeting, or can be mailed after the meeting, or submitted through the project website at www.US30baselineroadstudy.org. Comments received by September 27, 2012 will become part of the official meeting record.

Attached is a copy of the display ad that appeared in the August 23, 2012 editions of the Daily Herald and Kane County Chronicle newspapers. A second ad will appear in the September 6, 2012 editions of these same newspapers.

«Full_Name»
August 28, 2012
Page 2

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,



John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Enclosure

bcc: Marva Boyd
Marsha Campos
Director of Highways
William Frey
Charles Ingersoll
John Webber
Samantha Fields
John Fortmann
Jose Rios
Scott Czaplicki
File

Prepared By: Scott Czaplicki, Ext. 4074
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Meetings\2012-09-13 Public Meeting
#1\Notifications\PM#1 Letter A.docx



The Illinois Department of Transportation (Department) cordially invites you to attend an Open House Public Meeting concerning the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties.

Date: Thursday September 13, 2012
Time: 4:00 PM to 7:00 PM
Location: Kaneland McDole Elementary School
2901 Foxmoor Drive
Montgomery, IL 60538

Purpose of the Meeting:

- Introduce the study
- Describe the project development process
- Solicit public input on transportation needs
- Provide information on additional public involvement opportunities

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Scott Czaplicki at (847)705-4074. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Scott Czaplicki
Phone: (847) 705-4074

or submitted through the project website: www.US30baselineroadstudy.org

The Honorable Richard J. Durbin
United States Senator
230 S. Dearborn Street
John C. Kluczynski Federal Building
Chicago, IL 60604

The Honorable Mark Kirk
United States Senator
230 S. Dearborn Street
John C. Kluczynski Federal Building
Chicago, IL 60604

The Honorable Randy Hultgren
Member of Congress
Fourteenth Congressional District
1797 State Street
Suite A
Geneva, IL 60134

The Honorable Chris Lauzen
Illinois State Senator
Twenty-fifth Legislative District
52 West Downer Place
Suite 201
Aurora, IL 60506

The Honorable Linda Holmes
Illinois State Senator
Forty-second Legislative District
13300 South Route 59
#2B-1
Plainfield, IL 60544

The Honorable Kay Hatcher
Illinois State Representative
Fiftieth Representative District
P.O. Box 1150, Suite A
Yorkville, IL 60560

The Honorable Linda Chapa LaVia
Illinois State Representative
Eighty-third Representative District
8 East Galena Boulevard
Suite 240
Aurora, IL 60506

The Honorable Tom Cross
Illinois State Representative
Eighty-fourth Representative District
24047 West Lockport Street
Suite 213
Plainfield, IL 60544

Mr. Norm Stoner
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Illinois Division
3250 Executive Park Drive
Springfield, IL 62703

Ms. Susan Headman
Administrator
US Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3507

Colonel Fred Drummond
District Engineer
U.S. Army Corps of Engineers
111 North Canal Street
Suite 600
Chicago, IL 60606

Mr. Marc Miller
Director
Illinois Department of Natural Resources
Office of Water Resources
One Natural Resources Way
Springfield, IL 62702-1271

Ms. Lisa Bonnett
Interim Director
Illinois Environmental Protection Agency
1021 N. Grand Ave. East
P.O. Box 1927
Springfield, IL 62794-9276

Mr. Joseph G. Costello
Executive Director
Regional Transportation Authority
175 W. Jackson Boulevard
Suite 1550
Chicago, IL 60604

Mr. T.J. Ross
Executive Director
PACE
550 W. Algonquin Road
Arlington Heights, IL 60005-4412

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Ms. Karen McConnaughay
County Board Chairman
Kane County
719 South Batavia Avenue
P.O. Box 70
Geneva, IL 60134

Mr. Carl Schoedel, P.E.
Director of Transportation, County Engineer
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Geneva, IL 60134

Ms. Monica A. Meyers
Executive Director
Forest Preserve District of Kane County
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Geneva, IL 60134

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County Board Chairman
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Yorkville, IL 60560

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Yorkville, IL 60560

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Yorkville, IL 60560

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Mayor
United City of Yorkville
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Yorkville, IL, 60560

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Village of Montgomery
200 N. River Street
Montgomery, IL 60538

Mr. Brian LeClercq
Village President
Village of Oswego
100 Parkers Mill
Oswego, IL 60543

Mr. P. Sean Michels
Village President
Village of Sugar Grove
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Sugar Grove, IL 60554

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Aurora, IL 60507

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Sugar Grove, IL 60554

Mr. Greg Huggins
Highway Commissioner
Sugar Grove Township
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P.O. Box 465
Sugar Grove, IL 60554

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Bristol Township
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Bristol, IL 60560

Mr. Jeff Croneils
Highway Commissioner
Bristol Township Highway Department
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Bristol, IL 60560

Mr. Jim Detzler
Supervisor
Oswego Township
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Oswego, IL 60543

Mr. Gary Grosskopf
Highway Commissioner
Oswego Township Road District
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Oswego, IL 60543

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Aurora Township
80 North Broadway
Aurora, IL 60505

Mr. John Shoemaker
Highway Commissioner
Aurora Township Highway Department
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North Aurora, IL 60542

S:\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Meetings\2012-09-13 Public Meeting
#1\Notifications\PM#1 List A.docx



The Illinois Department of Transportation (Department) cordially invites you to attend an Open House Public Meeting concerning the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties.

Date: Thursday September 13, 2012
Time: 4:00 PM to 7:00 PM
Location: Kaneland McDole Elementary School
2901 Foxmoor Drive
Montgomery, IL 60538

Purpose of the Meeting:

- Introduce the study
- Describe the project development process
- Solicit public input on transportation needs
- Provide information on additional public involvement opportunities

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Scott Czaplicki at (847)705-4074. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Scott Czaplicki
Phone: (847) 705-4074

or submitted through the project website: www.US30baselineroadstudy.org

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Publication Date:

September 6, 2012

Section:

Main News

Ad Number:

48931S

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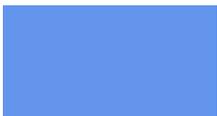
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State of Illinois
County of Kane

Certificate of Publication

I, J. Tom Shaw, do hereby certify that I am the publisher of the **Kane County Chronicle** a secular newspaper of general circulation published in the County of Kane and State of Illinois, and that the same has been regularly published for at least 12 months prior to the date of the first publication of the notice attached hereto. I further certify that a notice, of which the annexed is a true printed copy, has been regularly published in said newspaper 2 time(s) on the following date(s):

8/23 + 9/6

I further certify that I am publisher of the **Kane County Chronicle** and that said newspaper is a newspaper as defined by the terms and conditions of Chapter 100, paragraph 1, et. seq., Illinois Revised Statutes 1981.

Given under my hand at St. Charles, Illinois, this 6 day of September, A.D., 2012.

J. Tom Shaw
Publisher

nals

13

LOCAL NEWS

Kane County Chronicle / KCChronicle.com

Thursday, August 23, 2012

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at Bliss Woods Forest Preserve, which is on Bliss Road, approximately a half-mile northeast of Route 47 in Sugar Grove. Meet in the main parking lot. Interested people should bring gloves and dress in long sleeves and long pants with sturdy shoes. All are welcome, but children under 13 must be accompanied by an adult. Refreshments will be provided. A variety of tasks will be on the agenda including brush control and seed collection. For information, call Mary Ochsenschlager at 630-466-4922 or email at maryoxie@sbcglobal.net or call Robb Cleave at 630-232-5980.

Learn about food in jars at Saturday book signing

BATAVIA - Marisa McClellan, author of "Food In Jars," will share her secrets during a book signing at the Batavia Farmers Market. The event takes place from 8 to 11 a.m. Saturday at the Batavia Farmers Market, which is on Water Street between Wilson and First streets.

From 5 to 7 p.m., McClellan will join Jennifer Downing at an appearance at Nourish, 320 N. Prairie St., Batavia. For information on McClellan, visit www.foodinjars.com. For information on Nourish, as well as ticket information on the evening book signing, visit nourishcooking.com or contact Downing via nourishcooking@comcast.net.

- Kane County Chronicle

Illinois Department of Transportation PUBLIC MEETING



The Illinois Department of Transportation (Department) cordially invites you to attend an Open House Public Meeting concerning the improvement of US Route 30 from Illinois Route 47 to Illinois Route 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties.

Date: Thursday September 13, 2012
Time: 4:00 PM to 7:00 PM
Location: Kaneland McDole Elementary School
2901 Foxmoor Drive
Montgomery, IL 60538

Purpose of the Meeting:

- Introduce the study
- Describe the project development process
- Solicit public input on transportation needs
- Provide information on additional public involvement opportunities

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions.

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Scott Czaplicki at (847)705-4074. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Department's TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Scott Czaplicki
Phone: (847) 705-4074
E-Mail: scott.czaplicki@illinois.gov

or submitted through the project website:
www.US30baselineroadstudy.org

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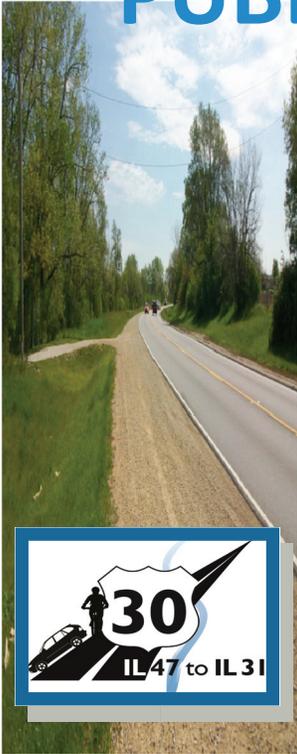
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PUBLIC MEETING #1

www.us30baselineroadstudy.org



The Illinois Department of Transportation invites you to attend an Open House Public Meeting concerning the improvement of US Route 30 from IL Route 47 to IL Route 31.

The purpose of this meeting is to:

- ◆ Introduce the study
- ◆ Describe the project development process
- ◆ Solicit public input on transportation needs
- ◆ Provide information on additional public involvement opportunities

SEPTEMBER 13, 2012

4:00 TO 7:00 PM

Kaneland McDole School

2901 Foxmoor Drive

Montgomery, IL

For additional information, please contact:
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Scott Czaplicki, Project Manager
Phone: (847) 705-4074
Email: info@us30baselineroadstudy.org

This meeting will be accessible to handicapped individuals. Anyone needing special assistance should contact Scott Czaplicki at (847)705-4074. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the Departments TTY/TDD number (800) 526-0844/or 711; TTY Users (Spanish) (800) 501-0865/ or 711; and for Telebraille dial (877) 526-6670 at least five (5) days prior to the meeting.

**The Baseline Road Study Begins –
We want your help!**



201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Scott Czaplicki, Project Manager

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Yorkville, IL 60560

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Montgomery, IL 60538

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Montgomery, IL 60538

Fire Chief
Montgomery-Countryside Fire Protection
District
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Montgomery, IL 60538

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#1
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Oswego, IL 60543

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Sugar Grove Fire Protection District
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Sugar Grove, IL 60554

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Village of Montgomery - Police Department
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President
Fox Valley Park District, Cole Center Admin
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Oswego, IL 60543

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100 Parkers Mill
Oswego, IL 60543

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Sugar Grove, IL 60554

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Aurora, IL 60505

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Aurora, IL 60505

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Yorkville, IL 60560

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Engineering Administrator
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AT & T Legal Mandate Team
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Oakbrook, IL 60523

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Postmaster
Yorkville Post Office
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Yorkville, IL 60560-9997

Mr. David Longo
Northeastern Illinois Greenways & Trails
Manager
IDNR Tri-County State Park
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Bartlett, IL 60103

Mr. Mike Sullivan
Regional Planning Liaison
Kane/Kendall County Council of Mayors
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St. Charles, IL 60175

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State Program Supervisor Public Relocation
ComEd, An Exelon Company
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Oakbrook Terrace, IL 60181

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Project Manager
G4S Technology, LLC
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Romeoville, IL 60446

Mr. Jeff Mitchell
Officer-In-Charge
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Montgomery, IL 60538-9998

Ms. Rhonda Border-Boose
State Director - Rails to Trails Conservancy
Midwest Regional Office
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Canal Winchester, OH 43110

Fox Valley Bicycle and Ski Club
P.O. Box 1073
St. Charles, IL 60174-7073

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Right-of-Way Manager Greater Chicago Market
Comcast Cable
688 Industrial Drive
Elmhurst, IL 60126

Mr. Bobby Akhter
AT & T Local Network Services
4513 Western Avenue
Lisle, IL 60453

Ms. Cindy Lamureux
Postmaster
Sugar Grove Post Office
45 East Cross Street
Sugar Grove, IL 60554-9998

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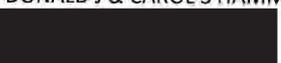
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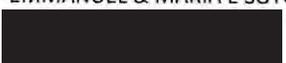
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JON E NELSON



JORGE DUARTE



JOSE & MARISOL RODRIGUEZ



JOSE A BARRIENTOS



JOSEPH A & MARGARET FUMAGALLI



JOSEPH R & LORI S NELL



JOSHUA M HOOVER & STEPHANIE K MOORE



JOSHUA P THACKER & ANNE M WILLIAMS



JUAN C SPERAGGI



JUDITH ANN HOPPE



JULIA F LEVERING & LISA J CARPENTER



JUNE E SCHROENHAMER



K-1 RENTALS LLC & PAUL A AUTEN



~~KANE COUNTY
KDOT RIGHT OF WAY COORDINATOR
41W011 BURLINGTON RD
ST CHARLES, IL 60175-8412~~

KANE COUNTY AS TRUSTEE



O.K.
END

KATHRYN B BECKER



KECK CEMETERY & SCHOOL LOT
% JACK KECK



KENDALL COUNTY FOREST PRESERVE



KENNETH MOY



KIMBERLY SUTTON



LAKEWOOD CREEK HOMEOWNERS ASSN
%BAUM PROPERTY SERVICES



LAKEWOOD CREEK LLC



LAKEWOOD CREEK WEST HOMEOWNERS



LAMARR E JUSTICE & KERTRINA R OPPERMAN



LASALLE TRUST
CHICAGO TITLE LAND TRUST CO, TRUSTEE



LATIF AHMAD & BUSHRA PARVEEN



LAWRENCE & SAIRA CHUNG



LAWRENCE H SLATTERY & KATHLEEN A RAMSEY



LEE KERSHAW



LISA M & JERRY W DICKSON



LLOYD A & DORIS F BOWMAN TRS, TRUSTEES



LUCAS E & KELLY A NICHOLAS



M&N SUGAR GROVE HOLDINGS, LLC & ET AL



MARCUS SHELTON & KOREEN ENGSTROM



MARIA I CUBERO & RAMOA HERNANDEZ



MARK E PLISKA



MARY C RICE & MARGARET J HOWARD



MATTHEW C & MINDY M POWELL



MATTHEW J & LISBETH C ROSS



MATTHEW STRIBLING



MCVICKERS ORCHARD LLC



MCVICKERS YORKVILLE LLC



MELINDA A SPEER



MICHAEL & ROSA RAMOS



MICHAEL A CHRZASZCZ & SARAH M NORTH



MICHAEL J. DEGER
DNC, LLC



MICHAEL P GIEBEL



MILDRED L MCNEAL-JAMES & EDWARD A BUIE
% EDWARD ANTHONY BUIE



MILDRED L MCNEAL-JAMES DCLRN TRUST,
TRUSTEE



MILICA PODORESKI



MIQUEL C ZEPEDA JR



MONTALBANO BUILDERS INC



NICHOLAS & JULIE LANZARA



OLD SECOND BANK OF AURORA, TRUSTEE
TRUST DEPT



OLD SECOND NATIONAL BANK AURORA
% RODRIGUEZ VINCENT



OLD SECOND NATIONAL BANK AURORA
% WILLIAM BOHR



ORCHARD PRAIRIE NORTH HOMEOWNERS
ASSOC
%KATHLEEN MCGUIRE



ORCHARD PRAIRIE NORTH LLC
%PROPERTY TAX DEPT



OXFORD BANK & TRUST, TRUSTEE



OZA & ANNETTE JACKSON



PAMELA J WHITE



PATRICIA CASTRO



PATRICIA SLOVE



PAULINE PEARL & JILL ANN KRAJNOVICH



PEDRO & MARISO & ISRAEL OCTAVIO AGUIRRE
CARRETE MONARREZ



RAFAEL & LETICIA CHAVEZ



RANDALL RIESER



RANDALL TYNER



RAVIKUMAR V PILLALAMARI



RAVISHANKAR RAJAGOPAL



RAYMOND J & BARBARA R MIGLIORINI



RAYMOND S BORGMAN JR & BRIANNE N SMITH



REAIZ MOHAMMED & TRACY HOSPEDALES-
MOHAMMED



REBECCA M MYERS



RICHARD C IMMING DCLRN OR TR, TRUSTEE



RICHARD T & MICHELLE PATSCH



RICKEY & LEIA LEVY



ROBERT A PETERS SR, TRUST



ROBERT E & MEGAN E MILEHAM

ROGERIO & AMY J FRAGALE

ROMEO GROUP LLC
DANIEL A SERGI, SERGI ENTERPRISES

RON B & CARMEN CARLSON

RONALD E BURKHAMER

RONALD D & ALICE BROWN

RONALD M CHUMBLEY II & SARA R CHUMBLEY

RONNIE D & HELEN M MORRIS

RUDY CAMPOS

RYSZARD & LEOKADIA MARCINIAK

SALVADOR & LISA M BECERRA

SAMUEL T & ELEANOR MCCONNELL REVOC LIV
TRUST
% SAMUEL T MCCONNELL

SANJAY D & AJAY MEHTA
% ILA D & DIPAK R METHA

SCOTT A & MARIA T HOPKINS

SCOTT S & PHYLLIS M NEAL

SEAN LOWERY

SHAWN & MELANIE WADE

STANDARD BANK & TRUST

STEPHEN H & PAMELA F MITCHELL

STEVE M & DEBRA J MICIENKO

STEVEN D JOHNSON

STEVEN SVOBODA

THAM T DO & BANG NHAT NGUYEN

THOMAS R & DEBORAH J CASHION

THOMAS R BONGARD & YVONNE M BLANEY

TIM W RAINEY

TIMOTHY & LAURA SJOGREN

TRACY J CARROLL

TRACY L, JAY D & PAMELA A WESSELS

TRUST #8002355449

UAW #145 BUILDING CORP



ULISES BAHENA



VICTORIA & DANIEL LAXTON



VICTORIA J PEAT



VICTORIAN APARTMENTS LLC
HARINADHA B KONERU



~~VILLAGE OF MONTGOMERY
% JEFF ZOEPHEL
200 N RIVER ST
MONTGOMERY, IL 60538~~



WAYNE HUMMER TRUST COMPANY NA



WILLIAMS GROUP LLC - 712-722 OAKTON



YOUMIN XIONG



ZACHARY N & NICOLE E WEYDERT





US 30 (Baseline Road)
IL 47 to IL 31
Kane & Kendall Counties
Public Meeting #2 Summary

The second Public Meeting for the US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 was held on Wednesday, July 30 at Montgomery Village Hall, 200 River Street, Montgomery, Illinois from 4 – 7 PM. The meeting was an open house format with a continuously cycling audio-visual presentation, exhibit boards, and large scale aerial exhibits showing existing conditions and preliminary designs. The purpose of the meeting was to discuss the purpose and need of the project, to present the proposed improvement alternatives carried forward and to obtain public input.

The meeting was attended by approximately **77 people, 18 comment forms and one internet comment** were received. There was no organized opposition to the project.

Public officials in attendance included:

Village of Montgomery: Stan Bond (Trustee), Doug Marecek (Trustee), Mike Pubentz (Director of Public Works), Jerad Chipman (Planner), Charlene Coulombe-Fiore, Jeff Zoephel, Richard Young

Sugar Grove Fire Department: Wayne Parson

Kane County: Mike Sullivan (Regional Planning Liaison)

Kendall County Sheriff's Office: Jason Langston

Kendall County: Andy Myers

State Representative Stephanie Kifowit Office (District 84): JJ Albarran

State Senator Jennifer Bertino-Tarrant's Office (District 49): Samantha Marcum

Media, Ledger-Sentinel: John Gotheredge

There were no additional agencies or organizations in attendance.

The written comments submitted covered a variety of topics, including:

- Eight of the written comment specifically supported Alternative 3; two preferred Alternative 4.
- Concerns about safety and noise if roadway is widened closer to homes
- A few requests that noise barriers not be constructed; one that they are constructed.
- Support for path over the roadway to separate pedestrians/bikers for safety
- Request for lower speed limits
- Many of the comments included concerns about drainage and flooding and making sure the area did not become a flood zone/detention basin due to the project. A couple of

commenters from the Pasadena Drive neighborhood were particularly concerned with this issue.

The verbal comments shared during the meeting covered a variety of topics, including:

- Several attendees expressed drainage concerns at the east end of the project related to the overflowing of Jericho Lake (a.k.a. Montgomery Overflow). It was explained to them the Department has a hydraulic study in progress to determine alternatives to address this situation.
- Many attendees expressed concerns about traffic noise and noisewalls. It was explained a noise study will be performed as part of this Phase I process.
- Many attendees inquired about the additional R.O.W. needed for the different alternatives.
- While many were concerned about the road coming closer to their property they also expressed positive responses to Alternative #3 with the 10' shoulders.

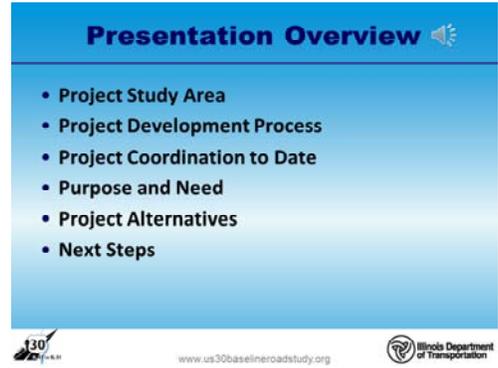
Comments specific to the Village of Montgomery

- Representatives of the Village of Montgomery expressed concerns regarding impacts to trees and the landscaped buffers near the subdivisions west of Orchard Road and indicated they are not ready to endorse Alternative #3 at this point. They recognize the enhanced safety of the additional 10' shoulder and recovery area, but expressed the importance of retaining the existing berm and landscaping that is currently on it. A concern is, although IDOT has a policy to preserve trees within the right of way if they are outside construction limits and are not a safety concern, they feel by the time the project gets to construction, the right of way will be clear cut.
- The Village would like to improve the drainage at the north side of US 30 in the ComEd property west of Stuart Sport Complex. It is currently a low area outside the construction limits that does not drain.
- The Village is also very concerned about the drainage at the east end of the project related to the overflowing of Jericho Lake.
- The Village intends to provide written comments prior to the end of the comment period and will likely request a meeting prior to the identification of the preferred alternative.

The public comment period remained open through August 13, 2014. Materials presented at the meeting and a Project Newsletter addressing the comments received during the comment period are available on the project website www.us30baselineroadstudy.org.



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



During today's presentation we will discuss [enter]
 - the project study area, [enter]
 - The project development process [enter]
 - Project coordination that has occurred since the study began [enter]
 - the purpose and need, [enter]
 -The project alternatives being evaluated, and [enter]
 -Next steps [Enter]



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



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. [Enter]

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. [Enter]

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

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

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

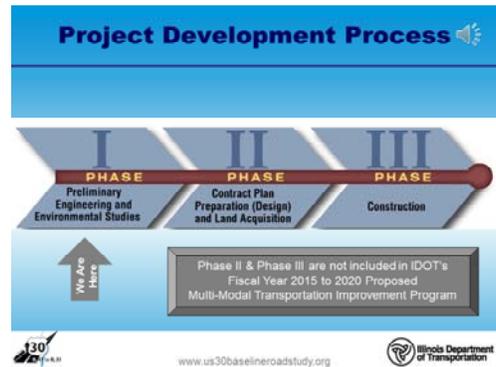


The study area features a variety of land uses including a mix of farmland and residential and commercial properties.

Adjacent to the improvements there are publicly owned and protected lands, including Blackberry Creek Forest Preserve [enter], Stuart Sport Complex [enter], the privately run 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 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.



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. [enter]

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. [enter]

- At CAG Meeting #1, CAG ground rules were established, key transportation issues and concerns were identified, and the project problem statement was developed [enter]
- 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. [enter]
- At CAG Meeting #3 – CAG members reviewed and compared the various project alternatives

Purpose / Need for Improvements

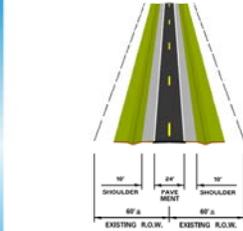
The purpose and need for the project is to improve vehicular, pedestrian, and bicycle safety along the corridor, and improve roadway and intersection capacity and efficiency, to meet future growth and development.


www.us30baselineroadstudy.org


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.

9

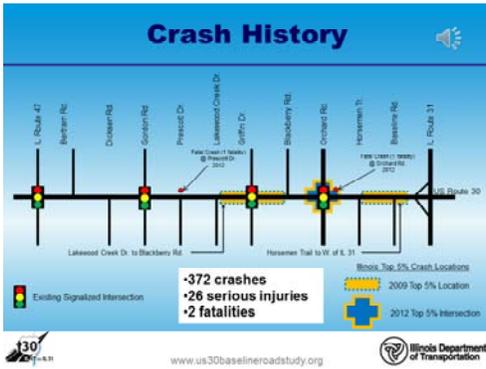
Existing Typical Section



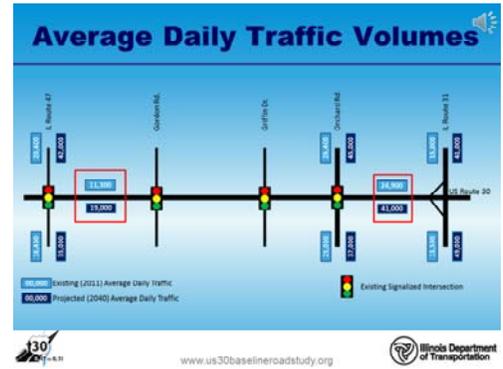

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The existing roadway, as shown here, generally consists of one lane of travel in each direction with 10-foot shoulders. The right of way is approximately 120'. Drainage generally collects along the roadway in grass ditches. (enter)

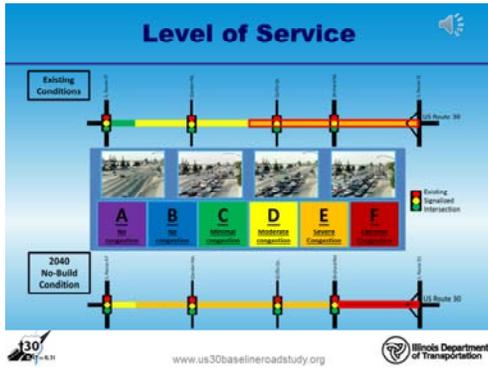
10



Road improvements are needed to improve safety. [Enter]
 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. [Enter]
 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. [Enter]
 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. [enter]



Road improvements are needed to accommodate traffic volume growth. [enter]
 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 [enter]
 and from approximately 25,000 vehicles per day to 41,000 vehicles per day on the east end of the corridor by 2040.



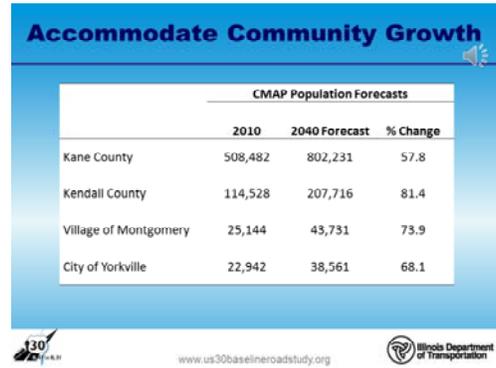
The performance of US 30 is controlled by several factors including traffic volumes, the number of lanes, the number of access points, and the presence signalized intersections.

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. [enter]

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. [enter]

In other words there will extreme congestion.

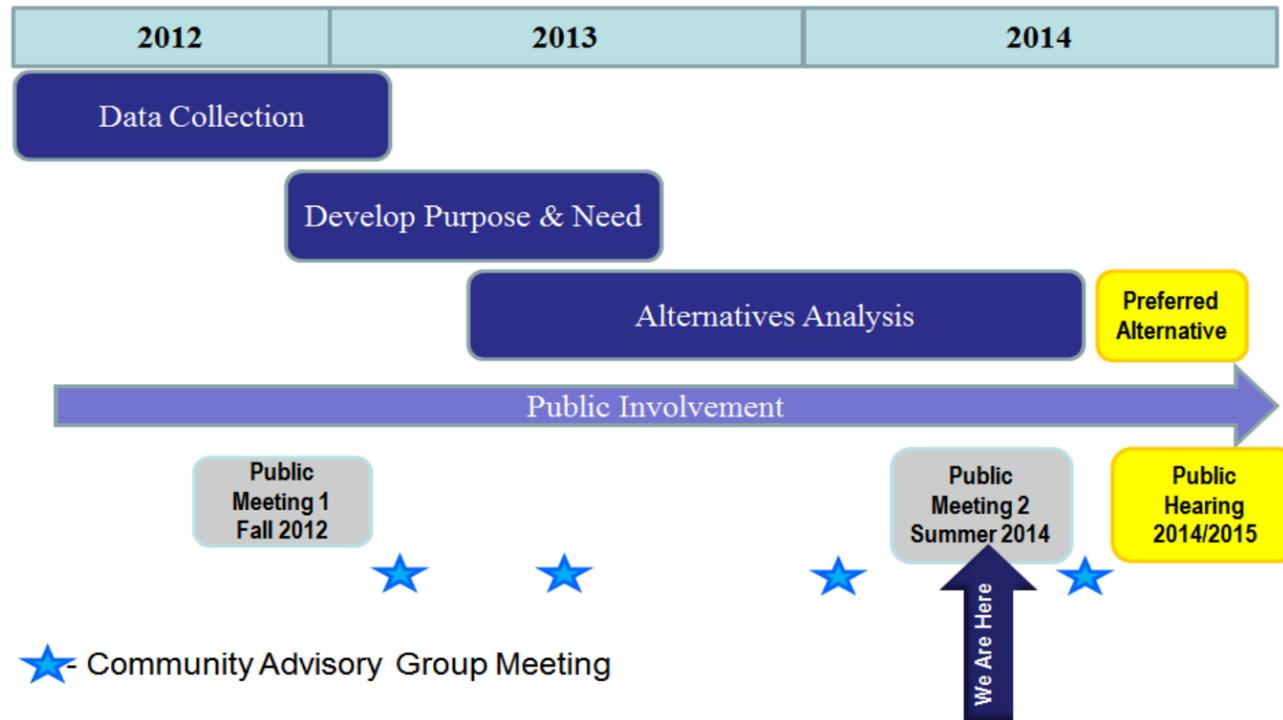


Finally, improvements are needed in order to accommodate growth that is planned for the corridor as well as the area.

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.

Project Schedule

Phase I Process



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 study will be completed and design approval granted in Winter 2014 or Spring 2015. Phase II, known as contact plan preparation and land acquisition, follows design approval. This phase typically takes from 18 to 24 months to complete. This is when the Department will contact property owners about the purchase of right-of-way or easements. Phase III is construction.

Funding for Phases II and III are not currently included in IDOT's Fiscal Year 2015 to 2020 Proposed Multi-Year, Multi-Modal Transportation Improvement Program.

Stay Involved

Your comments and input are vital to the success of the project. Please stay involved by one of the following means:

- View tonight's exhibits and speak with Project Study Group members
- Complete a Comment Form and drop in box or mail
- Browse and post comments on the project web site:

www.us30baselineroadstudy.org

IDOT Project Manager:

Lori Brown

IDOT, District One
201 West Center Court
Schaumburg, IL 60196

847-705-4477

30
IL 47 to IL 31

US 30
from IL 47 to IL 31
Public Meeting #2

Date: July 30, 2014
Time: 4:00 to 7:00 PM
Place: Village Hall
200 N River Street
Montgomery, IL

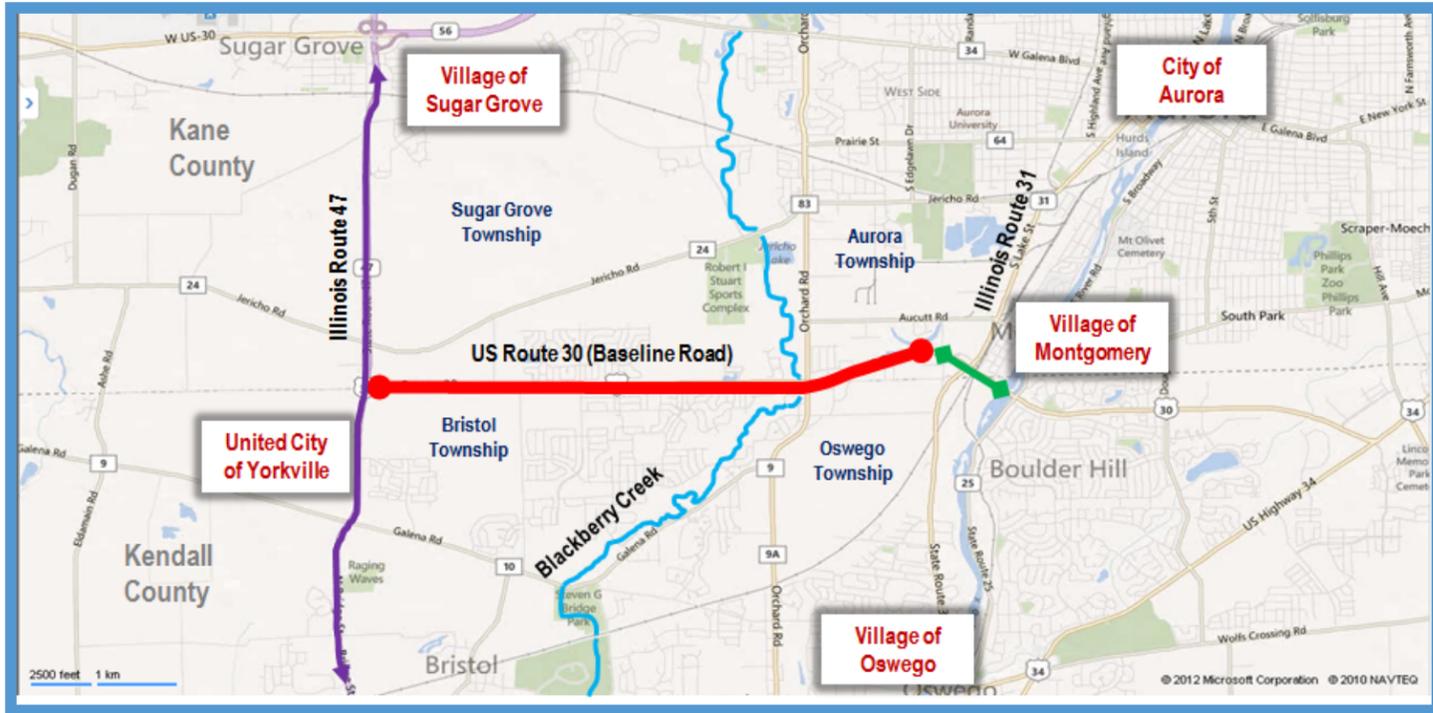
Welcome!

The Illinois Department of Transportation (Department) welcomes you to the second public meeting concerning the improvement of US 30 from IL 47 to IL 31. The purpose of this meeting is:

- To present the Purpose & Need for the improvement
- To present the alternatives to be carried forward
- To solicit public input



Project Corridor Map



The US 30 study area is located in the Village of Montgomery and the City of Yorkville in Kane and Kendall Counties. It extends approximately 5 miles from IL 47 to east of Albright Road near IL 31. Through the project area, the roadway is classified as a Strategic Regional Arterial (SRA) and Class II Truck Route. An SRA is a network of routes that supplement expressways by accommodating a significant portion of long distance and high volume traffic in the region.

Public Input to Date

PIM #1 - September 13, 2012 - Introduced the study, described the project development process, solicited input on transportation needs, and provided information on public involvement opportunities.

CAG Meeting #1 - November 1, 2012 - Introduced the project, established roles and responsibilities. Brainstormed key transportation issues and concerns and began to develop Problem Statement.

CAG Meeting #2 - July 25, 2013 - Draft Project Statement was reviewed. An overview of the Purpose and Need was presented. Design elements for rural sections were presented.

CAG Meeting #3 - February 3, 2014 - Presented project overview to date. Presented two rural and two urban project alternatives along with comparisons and recommendations resulting in two alternatives to be carried forward.

Context Sensitive Solutions

The Department defines Context Sensitive Solutions (CSS) as follows:

CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings - its "context." Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.



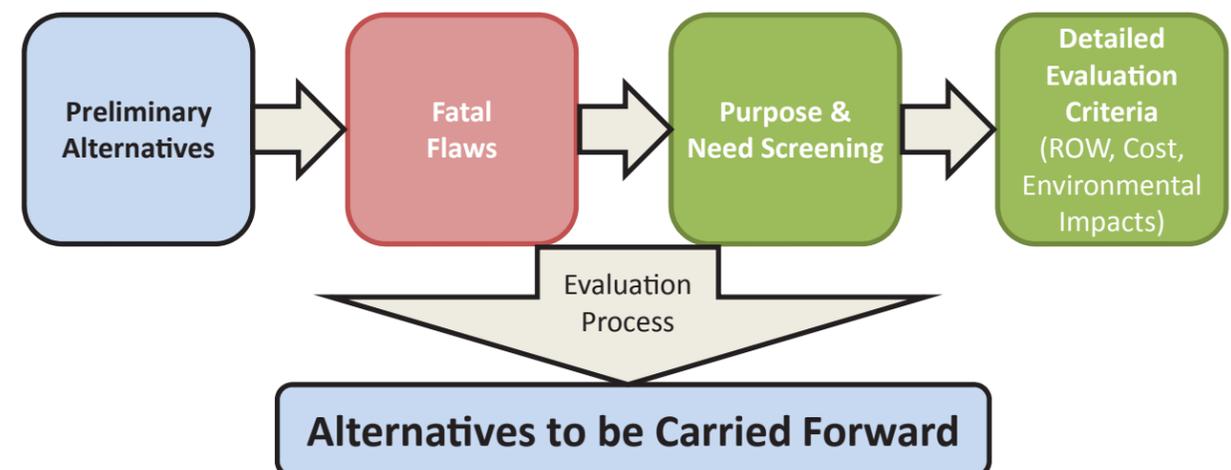
A key goal of CSS is to build a general understanding of agreement among the stakeholders. A "stakeholder" is any person or organization which has a direct stake in the project being considered. The Department defines a general understanding of agreement as follows:

A general understanding of agreement has been reached when the stakeholders agree that their input has been heard and duly noted that the process as a whole was fair.

Project 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, to meet future growth and development.

Evaluation Process



Alternatives Considered

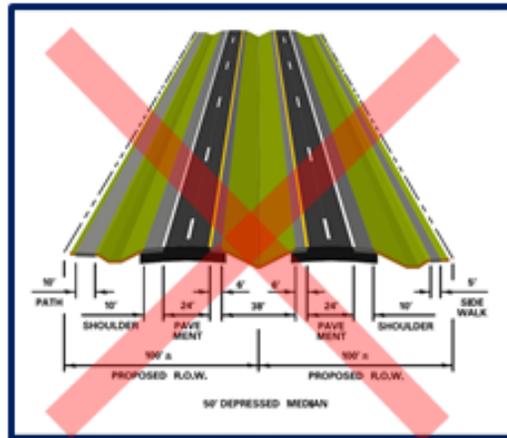
The Alternatives below were considered during CAG Meeting #3. After a formal screening, it was decided to eliminate the two rural Alternatives and carry forward with the two urban Alternatives.

Alternative #1

Rural – 50' Depressed Median with Shoulders & Ditches

ELIMINATED

Due to Impacts on Properties and Environmental Resources

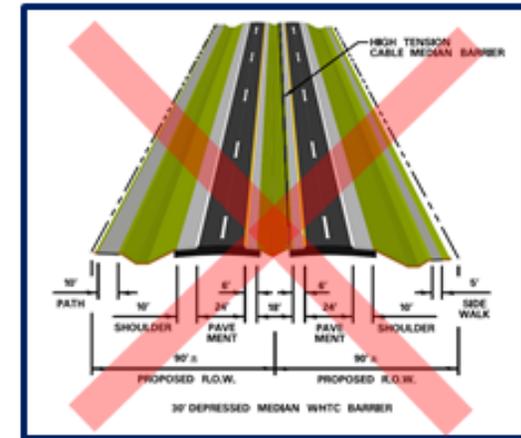


Alternative #2

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

ELIMINATED

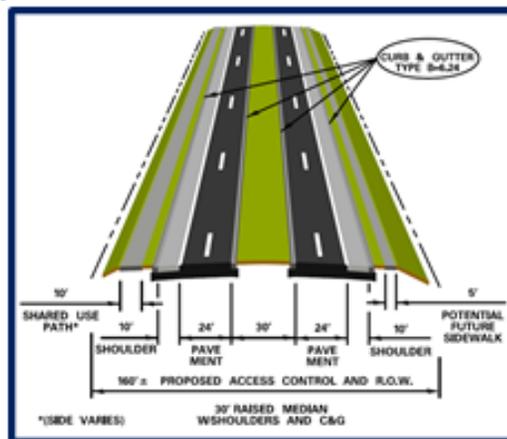
Due to Impacts on Properties and Environmental Resources



Alternative #3

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

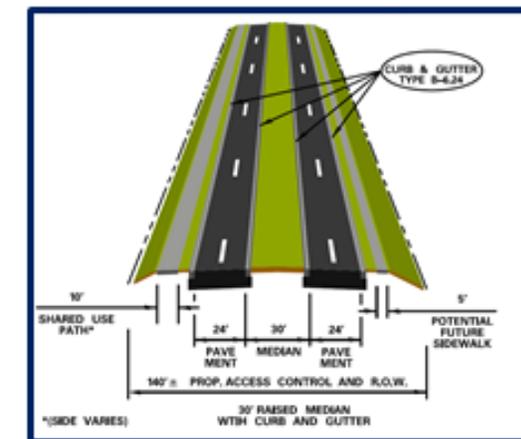
CARRIED FORWARD



Alternative #4

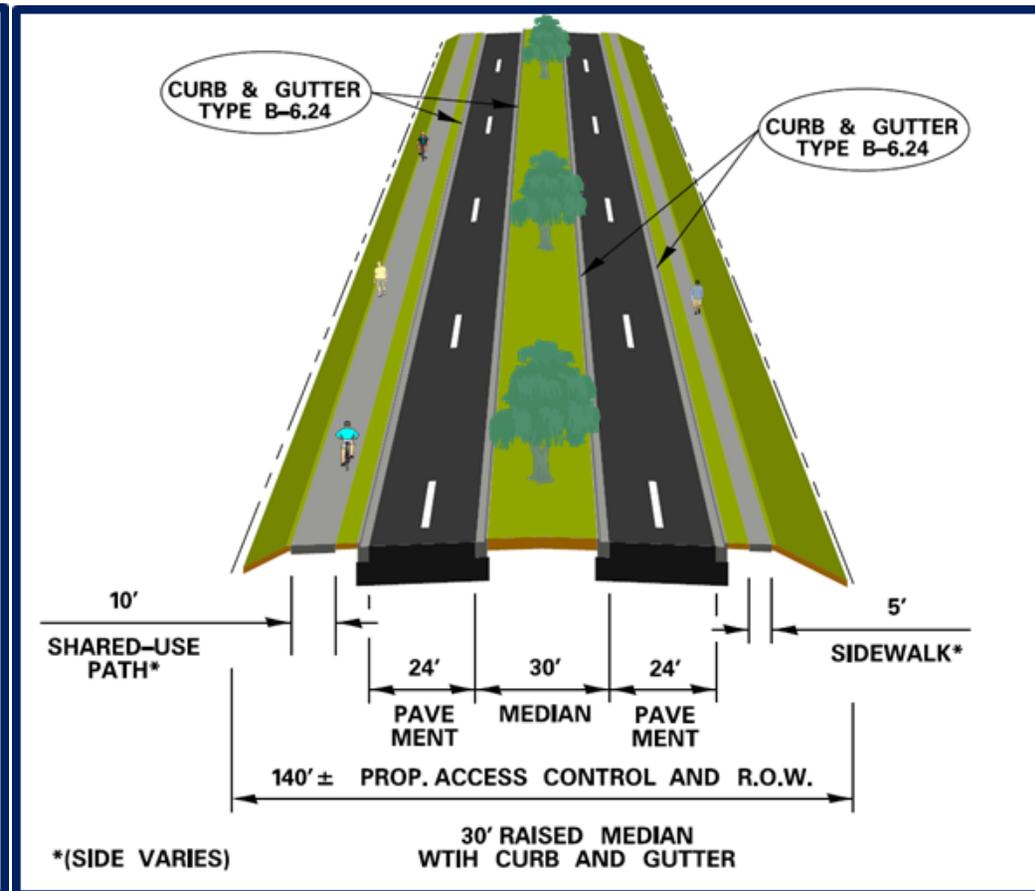
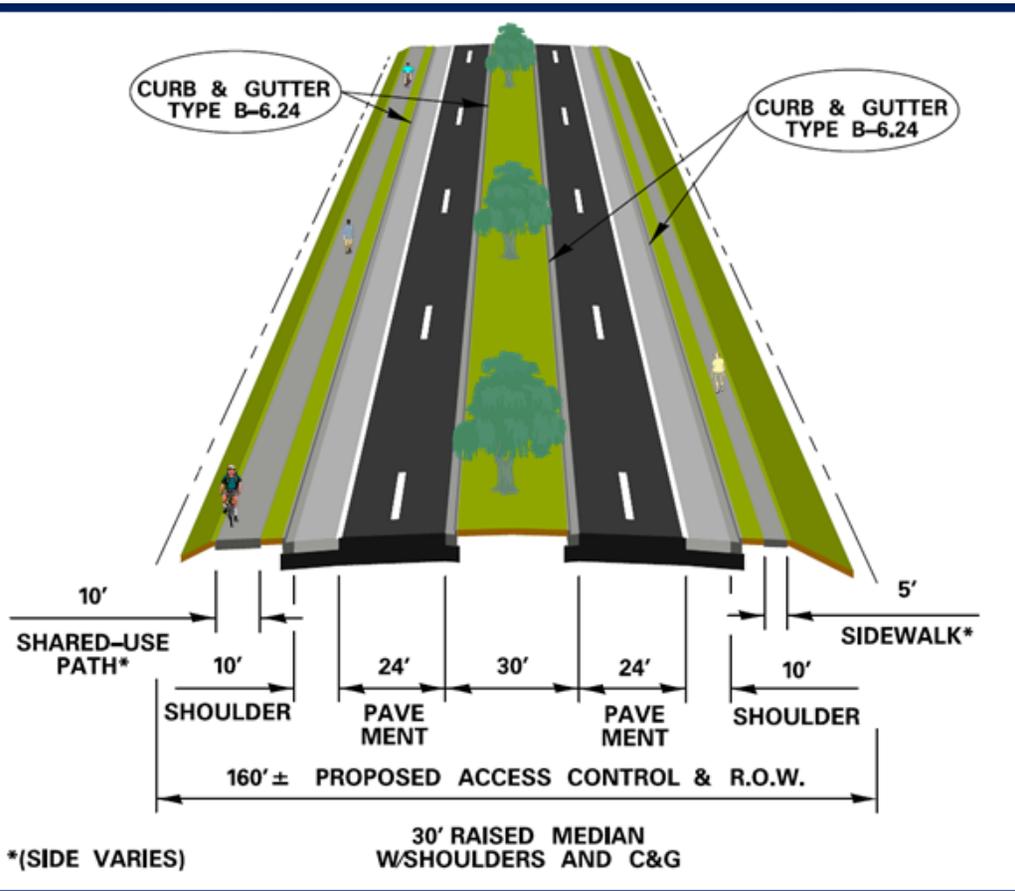
Urban – 30' Raised Median with Curb & Gutter

CARRIED FORWARD



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

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





Public Meeting #2
July 30, 2014

Name, Organization (if applicable)	Address	City, State, Zip	Email	Add me to the mailing list (Place X in box)
Maurice & Judy Ormiston				X
Andy Myers Kenauk Co Hwy				
DEL BOURDEAU				X
Ali Brown				
Jay Borne				
Angel Zebki				
CHARLIE DAY				X
Mike Sulm				gotkare.org X
Theresa Sperry				
John Sheehy				X
ORANCE SIMPSON Fox River Foods				X
Juliana Mitchell				X
Wojan Farsen				X
David Keller				X
Mikred Mc Neal - James				X
MIKE PURDENTZ, VOM Dir P.W.				X
Kristine Heiman				X
Juni Pothoff				X
John Alexander				X
Robert Peters				X
MARKO DJURIC				
Jeff McElroy				X
John BOURDEAU				
Rolando Pegg Szeczek				X
Stan Bond				X
John Miller				
MIKE GIEBEL				X
Ben Brzoska				X
Cristine Daniel				X

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?



Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

I use US30 every day, often several times a day. Because I live in the Foxmoor subdivision I use US30 to get to Walmart, to come into downtown Montgomery & to go to the Douglas Rd shopping area and Post Office.

Safety is more important to me than resources, although I prefer to maintain as much natural area as possible.

Traffic congestion has dramatically increased in the last ten years. Tonight it took me 30 minutes to get to Village Hall (5:00-5:30pm) but in the middle of the day I can make the same trip in 10-15 minutes.

My preference is for Alternative #3. Longer turn lanes are needed both on 30 and Orchard Road, and Orchard Road southbound needs a right turn lane onto 30 west.

Name:

Marrison Bond

Representing

Address:

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

1. How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
2. What resources in the area are important to you (e.g.: built or natural resources)?
3. Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
4. What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

1. daily sometimes 3-4 x daily work, shopping, doctors etc.

2. natural resources - the more the better - No Nuisance!!!

3. On the way over the route - a backup due to 2 semi's involved in an accident! a near crash I was almost involved in making a ~~left~~ turn to go back to Bert's at the meeting.

4. I think all the pros are used Alternative #3. The first several of the items I noted were pile-ups, wind - emergency lanes! And job!

Please please please no road noise barriers like East on 30's new construction

Name:

SAROTHY HURTH

Representing

MYSELF

Address:

Phone:

E-mail

Thank you for the opportunity!

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

I use this street daily - sometimes 6 or 8 times a day.
I want to see the area on the west side left open
farm land. I would prefer ~~not~~ not to have those ugly, ugly
noise barriers that they are already putting up on 30 near
Douglas - how horrible!

Everybody has been inconvenienced by delays + crashes on 30
If you're going to do this use the Alternative #3 ~~and~~ and do it
right. **BUT NO NOISE BARRIERS!**

Name:

Ann Goldsta

Representing

~~Myself~~ Myself

Address:



Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

PREFER ALT. #3

BECAUSE THERE IS THE LANE FOR
DISABLED CARS & EMERGENCY VEHICLES.
ALSO - THE WALKWAY/BIKE PATH IS
FARTHER FROM THE ~~TRAF~~ TRAFFIC.
WE ALSO NEED TO HAVE A WALKWAY
BRIDGE OVER ROUTE 30 (NORTH SIDE &
SOUTH SIDE).

Name:

TERESA SPERLING

Representing

TRUSTEE, VILLAGE OF MONTGOMERY

Address:

[REDACTED]

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

We live in the Lakewood Creek subdivision and, therefore, use US 30 for almost all travel in and out of our subdivision. In the 11 years we have lived in our home, the traffic between 31 and Lakewood Creek Dr. has gotten more and more congested and dangerous... including a neighbor being rear-ended at the intersection of Lakewood Creek Dr. and US 30. I can support either alternative but prefer alternative 3 as it appears to provide more space between the road and the sidewalk/shared-use path. Two reasons: ① safety of pedestrians ② firm shoulder so vehicles do not lose control when they drive off the roadway during inclement weather (this appears to be a significant cause of accidents with the current "soft shoulder" in place along US 30).

Recommendation - a safe way to cross US 30 for bikers, runners, walkers west of Orchard Rd; east of Lakewood Creek Dr. This could include an over-the-street "bridge" or an under-the-street "tunnel".
Question - Will there be any noise barrier walls?

Name: Chuck Freundt

Representing: _____

Address: _____

Phone: _____

E-mail: _____

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

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I use US Route 30 on a daily basis for personal & work. The congestion backs up to Griffin from Orchard Rd. eastbound during the work week. From a safety & law enforcement perspective, I would like to see choice #3 pursued due to the safety shoulders for stalled vehicles & for our emergency vehicles. Also, the walking path will allow for the pedestrians/cyclists to be farther away from the motoring public on US Route 30. Thank you for the consideration.

Name: Bob Kaleta
Representing: Montgomery P.D.
Address: 10 Civic Center Ave. Montgomery, IL 60538
Phone: 630-897-8707
E-mail: kaleta@ci.montgomery.il.us

7.30-14

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

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GOOD TO SEE THE SHARED USE
PATHS AND SIDEWALKS

VERY GOOD EXHIBITS & INFORMATION

Name:

GRANT CASTLETON

Representing

OSWEGO AND PARK DISTRICT

Address:

313 EAST WASHINGTON ST

Phone:

OSWEGO, IL. 60543

E-mail

630-554-4426

gcastleton@oswego.il.gov
pd.org

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
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- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
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design improvement to prevent Route 30 from
overtopping and convey the floodwaters safely
in the right-of-way of Route 30 to the Fox River
instead of through the Pasadena Drive residential
Neighborhood
Please use new flood map

Name:

Kristine Heiman

Representing

Address:

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

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- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

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I'm concern about increase of noise and the impact to property with
Alt 3 I understand the safety issues.
For the most impacted areas ^{3, 6, B, 16} keep the exist design
For other sections consider Alt 4 with pull off areas

THANKS FOR HAVING THIS PUBLIC MEETING

EVEN WITH THE LOWER SPEED LIMIT I WOULD PREFER
TO OFFER A BIKE / ALTERNATIVE WALKWAY THAT
IS SEPARATED FROM A TRUCK / CAR TRAFFIC

Name:

John Alexander

Representing:

Address:

Phone:

E-mail:

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

My concern relates to flooding potential. The road on the west end already tends to flood but luckily the water stays in the fields.

Those gutters must be kept clean to allow the water to drain. It can't wait for our subdivision clean up day that Stan Bural runs

I also wish there was a stoplight at either Dickson or Bertram to slow people/trucks down.

Name: Judi Potthoff

Representing: Fairfield Way Resident

Address: [Redacted]

Phone: [Redacted]

E-mail: [Redacted]

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
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- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

I DOT has to design the improvement to prevent
to prevent Rt 30 from overtopping and
convey the floodwaters safely in the right-of-way
of Rt. 30 to the Fox River and instead of
Pasadena Dr. and residential neighborhood.

We don't want this area to be declared a flood plain

Name: Ronald + Alice Brown

Representing

Address:

Phone:

E-mail



COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

I use Rt 30 daily To work
Flood zone
There is too much Traffic
To do The four lanes with water pipes To
prevent Flooding
also are you going To do new drive ways for The
properties between orchard rd + 31 rd

Name:

CARLOS ESPARZA

Representing

Address:

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

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- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

Please Design the improvements to prevent Route 30 from
overtopping and convey the floodwaters safely in the right-of-way
of Route 30 to the Fox River instead of through the Pasadena Dr.
Residential neighborhood.

Name:

Charles & Kathy Grunkolm

Representing

Home owners

Address:



Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

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- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

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~~East~~ South of
↓

Will the property ~~at~~ Station 1040+00
be a part of a possible detention basin?
(The property belonging to Robert Peters)

Name:

Bob Peters

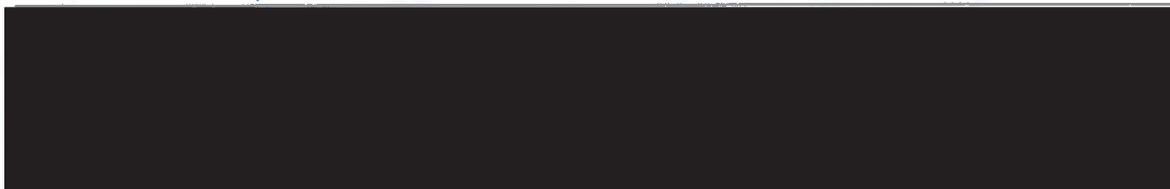
Representing

Land owner

Address:

Phone:

E-mail



COMMENT FORM



Do you have comments? Please consider the following in commenting:

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- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

ALTERNATIVE #4 LOOKS GOOD.

I would not like my property used for a detention basin

Name:

Robert Peters

~~Address:~~

Address:

Phone:

E-mail

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

My back yard is directly backs to ^{Route} 30
It always noisy & the car go above
the speed limit all the time
We need noise barrier Walls.
We need to have the speed limit drop-down
to 45 mph.
If this road is built Alternative #3 or #4
you will be cutting into the berm that was
set up by the builder and that is not
right, why do you have to built a median
in the middle if I could vote I will
go for alternative #4 ~~3~~

Name:

Leticia Chavez

Representing

Fox More

Address:

Phone:

E-mail

COMMENT FORM

AUG 04 2014

DISTRICT #1



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
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- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?

Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

I live in the Lakewood Creek sub division and do home and office computer work throughout the area. I am back and forth through the Baseline Rd corridor multiple times every day. The traffic in the morning and afternoon rush hours makes travel in this area VERY challenging. In the morning heading east on 30, it is not uncommon to wait through multiple traffic light cycles attempting to turn left onto Orchard Rd. The afternoon rush is as bad if not worse. Traffic on southbound Orchard Rd will backup to Aucut or beyond due to the number of cars trying to turn left or right onto Rt 30. As for safety, its somewhat ironic that on my way home from the public meeting on this project, I was detoured off of Rt 30 due to a multi-vehicle crash just west of the 30 & Orchard intersection. Anyone who drives in this area is aware of how dangerous that intersection is. Enter at your own risk should be its motto.

If all things are equal, the alternative having the shoulders on either side of the road is better than not having them. But I will be happy with either alternative so long as one of the options is actually built. This is a project that MUST get on the radar ASAP and get the funding to actually get it built. This area will be un-travelable as this area continues to grow. It is not only going to impact those of us that live in the area but it is also going to prevent business growth.

Name: Howard Dresnin

Representing: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

E-mail: [REDACTED]

COMMENT FORM



Do you have comments? Please consider the following in commenting:

- How often do you use US 30/Baseline Road in the study area and for what purposes (e.g.: to get to work, school, shopping)?
- What resources in the area are important to you (e.g.: built or natural resources)?
- Have you ever experienced any transportation-related issues on US 30 such as traffic congestion or safety issues (crashes or near crashes)?
- What are the pros and cons of each of the alternatives presented at tonight's meeting?



Please e-mail comments to info@us30baselineroadstudy.org or mail this form back by August 13, 2014, to become part of the official meeting record.

I Maurice Ormiston was at the Village Hall in Montgomery for the US 30 public meeting on July 30, 2014. We are the owners of the northeast corner of Rt. 47 and US 30. I feel there is a need for a 10 foot shoulder on the road. We also need access to the north side and the south side of the road, we farm both properties. We would also need an opening through the raised median.

Sincerely,
Maurice Ormiston

Name:

Maurice E. Ormiston

Representing

Address:

Phone:

E-mail

Draper, Daniel

From: Candy Miller <johncandymiller@yahoo.com>
Sent: Wednesday, August 13, 2014 11:17 PM
To: info@us30baselineroadstudy.org
Subject: Fw: US 30 study

On Wednesday, August 13, 2014 7:32 AM, johncandymiller <johncandymiller@yahoo.com> wrote:

My name is John Miller and I represent the Aurora Hunting and Fishing Club. The past few years we have seen accidents because of members trying to enter from the west. We believe that it would be more dangerous to cross more lanes of traffic. That being the case we do not want an entrance from the west. Is it possible to get a turn lane from the east? We are also interested in a sound barrier like the one that has been installed between Douglas and Briarcliff.

Thank you
John Miller
President Aurora Hunting and Fishing Club

From my Android phone on T-Mobile. The first nationwide 4G network.

My name is John Miller and I represent the Aurora Hunting and Fishing Club. The past few years we have seen accidents because of members trying to enter from the west. We believe that it would be more dangerous to cross more lanes of traffic. That being the case we do not want an entrance from the west. Is it possible to get a turn lane from the east? We are also interested in a sound barrier like the one that has been installed between Douglas and Briarcliff.

Thank you
John Miller
President Aurora Hunting and Fishing Club

From my Android phone on T-Mobile. The first nationwide 4G network.



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

FILE COPY

July 1, 2014

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«Address3»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

The Illinois Department of Transportation (Department) cordially invites you to attend the second open house public meeting concerning the improvement of US 30 (Baseline Road) from IL 47 to IL 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region.

The general scope of work for this improvement is anticipated to consist of widening and reconstruction to provide two lanes in each direction separated by a median, intersection improvements, traffic signal modernization, as well as improvements to enhance safety, mobility and local access throughout the US 30 project corridor.

The purpose of the meeting is to present the improvement alternatives and obtain public input. The details of the meeting are as follows:

Date: Wednesday July 30, 2014
Time: 4:00 PM to 7:00 PM
Location: Montgomery Village Hall
200 N. River Street
Montgomery, IL 60538

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions. Written comments can be submitted at the meeting, mailed after the meeting, or submitted to the project website at www.US30baselineroadstudy.org. Comments received by August 13, 2014 will become part of the official public meeting record.

Attached, is a copy of the display advertisement that will appear in the July 9, 2014 and July 23, 2014 editions of the Beacon News, as well as the July 10, 2014 and July 24, 2014 editions of the Ledger Sentinel.

«Full_Name»
July 1, 2014
Page 2

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,

A handwritten signature in blue ink that reads "John Fortmann" followed by a stylized initial or flourish.

John Fortmann, P.E.
Deputy Director of Highways,
Region One Engineer

Enclosure

bcc: Omer Osman
Aaron Weatherholt
Charles Ingersoll
Leigh Ann Vanausdoll
John Fortmann
Jose Rios
Brian Carlson
File

Prepared By: Ken Doll, Ext. 4088
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\Meetings\Public Meeting #2 July 30, 2014\Notifications\FINAL US 30 PM #2 List-A Letter.docx



The Illinois Department of Transportation (Department) cordially invites you to attend an open house public meeting concerning the improvement of US 30 (Baseline Road) from IL 47 to IL 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. The details of the meeting are as follows:

Date: Wednesday, July 30, 2014
Time: 4:00 PM to 7:00 PM
Location: Village Hall
200 N River Street
Montgomery, IL 60538

Purpose of the Meeting:

- To present the purpose and need for the improvement
- To present alternatives to be carried forward
- To obtain public input

Exhibits will be on display and an audio-visual presentation will be shown continuously during the meeting. Project team members will be present to discuss the project and answer questions.

This meeting will be accessible to people with disabilities. Anyone requiring special assistance should contact Lori Brown at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or similar accommodations can notify the Department's TTY/TTD number at (800) 526-0844/ or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five (5) days prior to the meeting.

All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Lori Brown, Project Manager
Phone: (847) 705-4477

or submitted through the project website: www.US30baselineroadstudy.org

Mr. Michael M. Sturino
President & CEO
Illinois Road and Transportation Builders
Association
500 Park Boulevard
Suite 1250
Itasca, IL 60143

Mr. Carl Schoedel, P.E.
County Engineer/Director of Transportation
Kane County
Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Mr. Francis Klaas
County Engineer
Kendall County
Highway Department
6780 Route 47
Yorkville, IL 60560

LTC Fredric Drummond, Jr.
Commander and District Engineer
U.S. Army Corps of Engineers
Chicago District - Regulatory Branch
231 South LaSalle Street
Suite 1500
Chicago, IL 60604

Ms. Catherine Batey
Division Administrator
Federal Highway Administration
Illinois Division
U.S. Department of Transportation
3250 Executive Park Drive
Springfield, IL 62703

The Honorable Kay Hatcher
Illinois State Representative
Fiftieth Representative District
608 E Veterans Parkway
P O Box 1150
Yorkville, IL 60560

The Honorable Stephanie Kifowit
Illinois State Representative
Eighty-fourth Representative District
1677 Montgomery Road, Suite 116
Aurora, IL 60504

Ms. Beth Mosher
Director of Public Affairs
AAA - Chicago
975 Meridian Lake Drive
Aurora, IL 60504

Mr. Christopher J. Lauzen
County Board Chairman
Kane County
Government Center
719 South Batavia Avenue
Geneva, IL 60134

Mr. John Shaw
Chairman of the Board
Kendall County
111 W. Fox Street
Yorkville, IL 60560

Mr. Andrew Velasquez
Regional Administrator, Region V
Office of Homeland Security
Federal Emergency Management Agency
536 S. Clark Street
6th Floor
Chicago, IL 60605-1521

Ms. Louise Clemency
Field Supervisor
U.S. Department of the Interior
U.S. Fish and Wildlife Service
Chicago Illinois Field Office
1250 S. Grove Ave.
Suite 103
Barrington, IL 60010
The Honorable Linda Chapa LaVia
Illinois State Representative
Eighty-third Representative District
8 East Galena Boulevard
Suite 240
Aurora, IL 60506

The Honorable Tom Cross
Illinois State Representative
Ninety-seventh Representative District
24047 West Lockport Street
Suite 213
Plainfield, IL 60544

The Honorable Jennifer Bertino-Tarrant
Illinois State Senator
Forty-ninth Legislative District
15300 Route 59
Unit 202
Plainfield, IL 60544

The Honorable Jim Oberweis
Illinois State Senator
Twenty-fifth Legislative District
959 Oak Street
North Aurora, IL 60542

The Honorable Linda Holmes
Illinois State Senator
Forty-second Legislative District
76 South LaSalle Street
Suite 202
Aurora, IL 60505

The Honorable Randy Hultgren
Member of Congress
Fourteenth Congressional District
1797 State Street
Suite A
Geneva, IL 60134

The Honorable Brian LeClercq
Village President
Village of Oswego
100 Parkers Mill
Oswego, IL 60543

The Honorable Gary J. Golinski
Mayor
City of Yorkville
800 Game Farm Road
Yorkville, IL 60560

The Honorable Matt Brolley
Village President
Village of Montgomery
200 North River Street
Montgomery, IL 60538

The Honorable P. Sean Michels
Village President
Village of Sugar Grove
10 South Municipal Drive
Sugar Grove, IL 60554

The Honorable Thomas J. Weisner
Mayor
City of Aurora
44 East Downer Place
Aurora, IL 60507

Mr. John J. Hoscheit
President
Forest Preserve District of Kane County
1996 S. Kirk Road, Suite 320
Geneva, IL 60134

Ms. Monica A. Meyers
Executive Director
Forest Preserve District of Kane County
1996 S. Kirk Road
Suite 320
Geneva, IL 60134

Mr. Benjamin Brockschmidt
Executive Director-Infrastructure Council
Illinois Chamber of Commerce
300 South Wacker Drive
Suite 1600
Chicago, IL 60606

Mr. Jim Underwood
Executive Director
Illinois Capital Development Board
401 South Second Street
Springfield, IL 62703

Mr. Jonathan Feipel
Executive Director
Illinois Commerce Commission
527 East Capitol Ave.
Springfield, IL 62701-1827

Mr. Joseph G. Costello
Executive Director
Regional Transportation Authority
175 W. Jackson Boulevard
Suite 1550
Chicago, IL 60604

Mr. Matt Hart
Executive Director
Illinois Trucking Association, Inc.
7000 S. Adams
Suite 130
Willowbrook, IL 60527

Mr. T. J. Ross
Executive Director
PACE
550 W. Algonquin Road
Arlington Heights, IL 60005-4412

Mr. Gary Grosskopf
Highway Commissioner
Oswego Township
P.O. Box 792
Oswego, IL 60543

Mr. James K. Detzler
Township Supervisor
Oswego Township
4100 Route 71
Oswego, IL 60543

Mr. Robert Walker
Township Supervisor
Bristol Township
9075 Cornelis Road
Bristol, IL 60512

Mr. William R. Catching
Township Supervisor
Aurora Township
80 North Broadway
Aurora, IL 60505

Mr. Marc Miller
Director
Illinois Department of Natural Resources
Office of Water Resources
One Natural Resources Way
Springfield, IL 62702-1271

Mr. Randy Blankenhorn
Executive Director
Chicago Metropolitan Agency for Planning
233 S. Wacker Drive
Suite 800
Chicago, IL 60606

Ms. Lisa Bonnett
Interim Director
Illinois Environmental Protection Agency
1021 N. Grand Ave. East
P.O. Box 1927
Springfield, IL 62794-9276

Mr. Greg Huggins
Highway Commissioner
Sugar Grove Township
70 West First Street
P.O. Box 465
Sugar Grove, IL 60554

Mr. John Shoemaker
Highway Commissioner
Aurora Township
220 Butterfield Road
North Aurora, IL 60542

Mr. Tom Rowe
Township Supervisor
Sugar Grove Township
54 Snow Street
P.O. Box 465
Sugar Grove, IL 60554

Ms. Susan Headman
Administrator
US Environmental Protection Agency
Region 5
77 West Jackson Boulevard
Chicago, IL 60604-3507

Mr. Jeff Wehri
President
Kendall County Forest Preserve District
110 West Madison Street
Yorkville, IL 60560

Mr. Jeff Corneils
Highway Commissioner
Bristol Township Highway Department
P.O. Box 165
Bristol, IL 60512



The Illinois Department of Transportation (Department) cordially invites you to attend an open house public meeting concerning the improvement of US 30 (Baseline Road) from IL 47 to IL 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. The details of the meeting are as follows:

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All correspondence regarding this project should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Lori Brown, Project Manager
Phone: (847) 705-4477

or submitted through the project website: www.US30baselineroadstudy.org

5 day forecast

TODAY
78°
58°
Partly sunny today. Winds northwest 6-12 mph. A moonlit sky tonight. Winds west-southwest 3-6 mph.

THURSDAY
Pleasant with clouds and sun
78° 62°

FRIDAY
Partly sunny, a t-storm in spots
80° 67°

AccuWeather.com

SATURDAY
Some sun, a t-storm possible; humid
85° 68°

SUNDAY
Clouds and sun, a t-storm or two
83° 63°

Sun and Moon

Rise **Set**

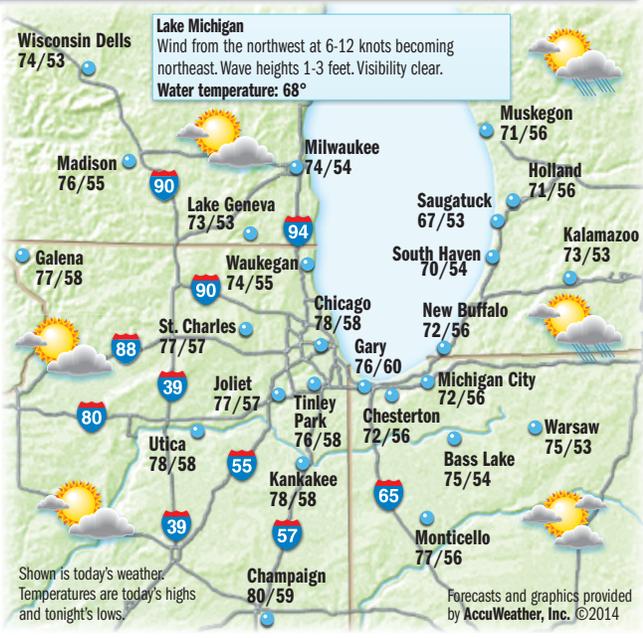
Sun today 5:24 a.m. 8:27 p.m.
Moon today 5:36 p.m. 2:43 a.m.

Full July 12
Last July 18
New July 26
First Aug 3

Regional Cities

City	Today			Thu.		
	Hi	Lo	W	Hi	Lo	W
Arlington Hts.	77	57	pc	77	62	pc
Aurora	78	56	pc	79	60	pc
De Kalb	75	56	pc	75	59	pc
Des Plaines	77	57	pc	77	62	pc
Elgin	76	56	pc	79	59	pc
Gary	76	60	pc	74	61	pc
Hammond	79	59	pc	82	61	pc
Joliet	77	57	pc	78	60	pc
Kankakee	78	58	pc	80	60	pc
Kenosha	76	53	pc	74	58	pc
Merrillville	75	55	pc	78	59	pc
Morris	78	58	pc	79	62	pc
Munster	76	58	pc	76	59	pc
Oak Lawn	79	61	pc	79	65	pc
Tinley Park	76	58	pc	79	62	pc
Waukegan	74	55	pc	72	59	pc

Weather (W): s-sunny, pc-partly cloudy, c-cloudy, sh-showers, t-thunderstorms, r-rain, sf-snow flurries, sn-snow, f-ice.



Local Almanac

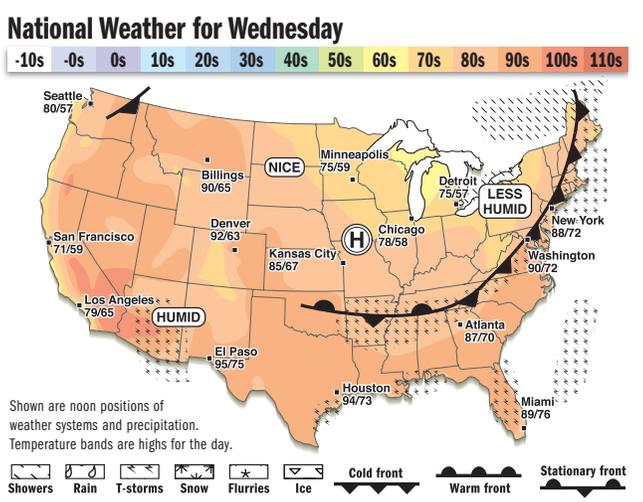
Through 5 p.m. yesterday.

Temperatures
High / low 81° / 69°
Record high / low 99° (1955) / 48° (1984)
Average humidity 61%
Barometer at 5 p.m. 29.76"

Precipitation
24 hours through 5 p.m. 0.54"
Month to date (normal) 1.36" (0.84")
Year to date (normal) 24.01" (17.37")
Record for July 8.33" (1982)

Pollen
Grass Moderate Weeds Moderate
Trees Low Mold High
Source: National Allergy Bureau

Air Quality
Today's forecast Good, Particulates
Yes. Moderate, 66, Particulates
0-50 Good; 51-100 Moderate; 101-150 Unhealthy for sensitive groups; 151-200 Unhealthy; 201-300 Very Unhealthy; 301-500 Hazardous
Source: Illinois EPA



Floodwaters from the Mississippi River nearly cover signs near Mississippi Street in Elsah, Ill., on Tuesday. The river continued its slow rise Tuesday at several Missouri and Illinois towns. | AP-TELEGRAPH, JOHN BADMAN

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LETTER TO THE EDITOR

Another look at Illinois job growth

I am writing in response to the column about Illinois job growth by Scott Reeder. Reeder claims that Illinois should follow Indiana's lead by enacting right to work laws, cutting business taxes, and lower worker's compensation rates. He cites a single source for his data, which is a red flag for any researcher. I'd like to offer many sources to counteract Reeder's claims.

According to the Illinois Department of Commerce and Economic Development, Illinois ranks highest in the nation to start a business. It also ranks third in the nation for business expansion. And according to the Center for Tax and Budget Accountability, Illinois ranks fifth in the nation for GDP, yet ranks 49th in education spending.

Some of this "success" comes at the expense of schools, infrastructure, and state services. For example, according to the 2012 EDGE Tax credit report, over 300 Illinois companies have been allowed to keep their employees' state tax withholdings, often without their knowledge, effectively eliminating or greatly reducing corporate tax liabilities.

And according to the Illinois Department of Revenue, over 66 percent of Illinois corpo-

rations pay no tax whatsoever.

Illinois can't continue to eliminate corporate tax liabilities and let the rest of the people pick up the tab.

Reeder mentions right to work laws, but a union's ability to negotiate its working conditions, benefits, and salary are an important balance to management's needs. A look throughout history reveals several management abuses through the years that necessitated the need for strong unions ... for example, the elimination of break time, men being paid more than women, and firings due to political beliefs.

Today, many issues are returning, like employees fired because of their Facebook friends, what they wore to work, or because they got a speeding ticket. Right to work laws prevent the necessary balance to help prevent management abuses such as these.

If Illinois wants to attract more businesses, they should create a fair tax system, honor their contracts, and pay their bills on time. When it comes to an educated and strong work force, Indiana has a tough time competing with Illinois. Illinois has a much more diverse, culturally rich, and technologically-based labor market than Indiana, which will continue to attract businesses to Illinois.

*David Carroll
Bolingbrook*

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Forum

Our readers' opinions

Continued from page 6

Walgreen stock because it grows and produces results. Mr. Walgreen would be pleased, I am sure. When government interferes in the form of taxation way above competing nations, a corporation needs to make hard decisions, such as moving overseas to avoid that 35 percent tax.

Mr. Durbin, you proposed a tax credit to keep companies here in the U.S. I have a simpler solution; just lower the corporate tax to 20 to 25 percent, Walgreens and others will stay put and the folks in Dixon will be happy.

DON LASS
Oswego

The popularity of farmers markets continues to rise, as more and more consumers discover the joys of shopping for unique ingredients sold direct from the farm, and the pleasure of buying familiar products in their freshest possible state.

Take an opportunity to celebrate the benefits of farmers markets and the bountiful production of our nation's farmers who, while providing for our needs, are among the best stewards of our land.

Join our Facebook page at Sugar Grove Farmer's Market.

PAT GRACEFFA
Sugar Grove Farmer's Market Volunteer
Sugar Grove

racy? We do not live in a cocoon. When radical groups want to conquer, who will stand for "democracy?" Who wants war? I don't, and I'm not convinced, no matter what Mr. Ed asserts, that conservatives lust to see war after war after war. What they may want, however, is to see democratic ideals triumph over the evils of radical ideals.

CINDY AKRE
Piano

Visit farmer's market...

"If every household in Illinois dedicated just \$10 of their weekly grocery budget towards Illinois Products - \$47 million would be re-invested in the Illinois economy. That's over \$2.4 billion annually."

The Illinois Department of Agriculture (IDOA) is challenging residents to devote a small portion of their food budget to Illinois-made products. Take the \$10 Illinois Product Pledge at agr.state.il.us/marketing/ilprod.

The Sugar Grove Farmer's Market invites you to spend that \$10 weekly at our market which is held every Saturday, from 8 a.m. to noon in the parking lot of the Village of Sugar Grove located at 10 Municipal Drive (Rt. 30) in Sugar Grove. We are a rain or shine market and we welcome residents from Sugar Grove and our surrounding communities.

Sugar Grove, you especially told us you wanted more vendors and we had 17 last week. We have cheese, eggs, meat, veggies, fruit, native plants, gourmet doggie treats, fresh ground coffee, honey, bread, pastries, cupcakes and so much more.

But the vendors need you to participate if you want them to come back weekly. Show them that Sugar Grove and our surrounding communities want a local farmer's market by making it viable.

Our farmer's market serves as integral links between urban, suburban, and rural communities, affording farmers and their consumers the opportunity to interact.

An answer to previous letter...

Only occasionally do I bother to find words to address our verbose Mr. Ed Washak. He asks one question at the end of his July 3 letter to the Ledger-Sentinel Forum. Did you catch it? After writing again on evil conservatives, he outlines some snippets from misguided neocons and right wing personalities.

I don't recommend Wikipedia for a source, but in a pinch it's all right for an overview. According to Wiki, neoconservatism raised its head in the 1960s and yes, some of its proponents are recognizable names. They (neocons) "frequently advocate the "assertive" promotion of democracy and promotion of "American national interest" in international affairs including by means of military force." What's wrong with assertive promotion of democ-

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Forum

Our readers' opinions

Continued from page 5

policy debate.

Our Founding Fathers were clear on a number of things we can learn from history. Even if we strongly disagree, the original documents are clear. They believed in limited government. Why? Because they knew the opposite. They believed in liberty because they knew the opposite. Remember, too, that issues over taxation vexed many. They knew what over-taxation would lead people to do, something we've forgotten. They didn't just guess or share opinion. And when they were divided, they spoke clearly, strongly defending their stances. These men were brilliant yet now we have professors in certain colleges advocating we stop teaching the Constitution. Why? Because they disagree with it. They think it's a dead document. Thank you to those who are clearly writing about issues, defending them from the historical perspective. My hat's off to you. Know where you stand as time is running out for those of you who just want to go on swimming in the sea of ignorance.

CINDY AKRE
Plano

Don't weep for Walgreens...

This week the International System of Units redefined the fastest measure of time to date. It seems Republican Senator Mark Kirk of Illinois created this new measure of time when he criticized the current administration and its connection to the crash in the Ukraine. They said the time between the two events was so fast it gave a new definition of what is referred to as a blink of an eye.

Last week a Ledger-Sentinel letter writer wanted all of us to pull out the weep hankie because Walgreens was moving overseas. It seems the writer feels the current tax system hurts big business by over taxation. Corporations, being the warm hearted and benevolent entities they are, should be treated less harshly and not be overly taxed, thus driving them to seek refuge overseas. Seems we have forgotten the schools Mr. Walgreen ran so his future employees would become educated. He paved roads, built bridges and operated airports so his goods and services could flow seamlessly to his customers. He maintained several departments to oversee that his products were safe and not harm his customers. Mr. Walgreen maintained a court system with tens of thousands of employees to uphold his business contracts. And yes Mr. Walgreen paid for military and police protection so his employees would feel safe inside the borders.

Corporations like Walgreens do not become successful on their own. People who shop and work for them make them successful. The same who pay taxes so all those benefits are afforded. Corporations who run from the U.S. and set up shop overseas should be treated more harshly by way of taxes and fees than companies who stay and pay their fair share. In regards to the high tax rate of corporations, one should open up Forbes magazine, that ultra liberal finance magazine. They looked at the taxes corporations pay and it makes you see that you would rather be taxed as a corporation than an individual. The highest payers were Exxon and Chevron who paid about 25 percent on net income. That was after CPAs hacked out huge deductions and whittled down the reported revenues by billions and billions of dollars, and then they paid taxes on what was left. Many companies like GE paid nothing on their billions of net income. In the early 1930s corporations paid as much in taxes to Uncle Sam as individuals, today individuals pay 400 percent more in tax revenue. If

we went back to levels of the 1930s we could pay off our national deficit in about 10 years. Also those who say corporations will pass along the tax bill to its customers forget we all don't shop at every company so many of us will be unaffected by price increases. So please don't weep for poor old Walgreens. You know who will have to pick up the void in tax revenue they won't have to pay in the future while they rub elbows with the socialists overseas.

ED WASHAK
Yorkville

No justification for Hamas...

Who is Hamas?

Hamas is a terrorist organization plain and simple. Thousands of rockets being fired from Gaza at Israel are an abomination. Hamas started this current "war" by kidnapping and killing three innocent teenage boys. The Hamas "Charter's" goal is not to end Israel's policy settlement, but to wipe Israel off the map. Hamas uses civilians in Gaza, including children, as human shields. Hamas trains children to glorify death and "martyrdom," while Israel educates children to affirm life and advance the frontiers of human knowledge.

There is a clear fundamental difference between a despotic regime, Hamas-ruled Gaza, and a democracy, Israel. No country, neither America nor the European nations nor anyone else for that matter, would tolerate volleys of deadly rockets fired at them with the aim of causing murder and mayhem. There can be no justification for such acts of terror. Israel left Gaza in 2005, lock, stock and barrel. Israel, not Egypt, not the British, not the Ottomans, no one, offered Gaza the opportunity that Israel did to chart its own destiny. What did Hamas do? They took over power by ousting the Palestinian Authority, killing many in the process. There is no chance for peace if this very same Hamas is allowed to share governance with the Palestinian Authority. Israel has not only a right, but an obligation, to defend itself, which means going after the terrorist infrastructure and its leadership.

DR. GARY L. KRITZBERG
Yorkville

Don't be blind to mistakes...

There are times when I find great difficulty in not responding to what others write. So, considering such an idea, here is some thought regarding a Forum letter, which appeared in a recent Ledger-Sentinel.

The author of one article indicated: "I care not about letters that list a number of 'Republican mistakes' because I know that they are meant to detract from the big issues of today." We would indeed be blind to mistakes (even in the past) if we fail to admit that there were wrongdoings.

Errors of judgment can most likely be found in all political administrations if we search hard enough. If we fail to admit to historical wrongdoings, aren't we liable to see them repeated? If the "trickle down theory" (for example) really truly worked, as promoted by a former president, would there continue to be so many home foreclosures since everyone would benefit from the few gaining more wealth? And, what about the hundreds of homeless and the hundreds of people who go to food banks, wouldn't they be helped by having more of the wealth?

The author of the letter continued: "Who can't match the list with Democrats' mistakes? I can think of many but won't bother listing them." Why not list them? If there are mistakes and errors of judgment, let everyone know. Perhaps, then such mistakes or errors would not be repeated.

While some people collect sports cards, beer cans or something else, I have numerous news clippings from the past. Here are some examples: "President defends Texas oil dealings" (2002), "Cheney, Company Sued," (2002), "Congressional perks safe from budget cuts" (1997), "Ex-lawmaker benefits from pension loopholes" (1997), "Fitzgerald sold \$13.3 million in stock in '01" (2002). How many of us would like to have just a few of the benefits enjoyed by people we send to represent us in our government, even those who make "mistakes"?

RICHARD KASTNER
Aurora.

Pork chop dinner thanks...

The Friends of Extension and the Kendall County 4-H Foundation would like to take this opportunity to thank the community for their generous support of our pork chop dinner held on Saturday, July 19. We understand with today's busy times, we all must make choices about whom and what we can and cannot support. We especially thank those organizations and individuals who were able to make a monetary gift towards our expenses. A big thank you also needs to go to the Kendall County Pork Producers who volunteer their time to cook the meal, the Kendall County Fair Association for use of the fairgrounds, the Master Gardeners who help serve and last but not least, the 4-H'ers and others who sell tickets and volunteer their time to help. This year we raffled off a 4-H quilt and matching pillow won by B. Reppy of Minooka and made by former 4-H and Youth advisor, Mary Ann Petersen. All proceeds from this event will be used to further 4-H and youth activities through the Kendall County Extension Unit. Once again, Thank you.

DIANE MORRIS
Friends of Extension Committee
Kendall County 4-H Foundation
Executive Director
Plano

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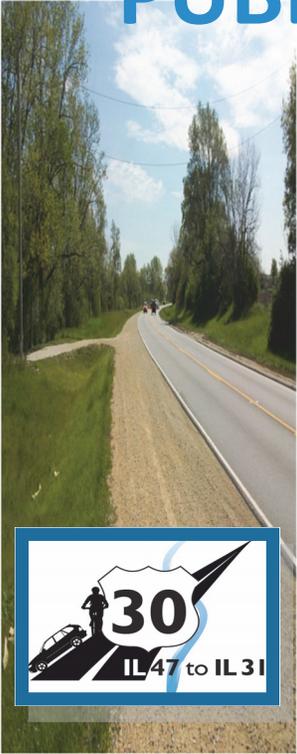
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PUBLIC MEETING #2

www.us30baselinestudy.org



The Illinois Department of Transportation invites you to attend an open house public meeting concerning the improvement of US Route 30 from IL Route 47 to IL Route 31.

The purpose of this meeting is to:

- ◆ To present the Purpose & Need for the improvement
- ◆ To present the alternatives carried forward
- ◆ Solicit public input

July 30, 2014

4:00 TO 7:00 PM

Montgomery Village Hall

200 N. River Street

Montgomery, IL

For additional information, please contact:
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201 West Center Court
Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Lori Brown, P.E., Project Manager
Phone: (847) 705-4477
Email: info@us30baselinestudy.org

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of Transportation**

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Federal Highway Administration, Illinois Division
US Department of Transportation
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Springfield, IL 62703

Mr. J. D. Stevenson
Planning, Environmental & ROW Team Leader
Federal Highway Administration, Illinois Division
US Department of Transportation
3250 Executive Park Drive
Springfield, IL 62703

Mr. Jon Paul Kohler
3250 Executive Park Drive
Springfield, IL 62703

Mr. Matt Fuller
3250 Executive Park Drive
Springfield, IL 62703

Mr. Jim P. Allen
3250 Executive Park Drive
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PUBLIC MEETING #2 POST CARD MAILING LIST

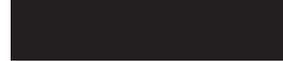
2255 RATH INVESTMENTS LLC
ANTHONY HOPP, AS AGENT



AARON LUCILLE & THEODORE J CONRARDY
% AARON CONRARDY



ABEL CHAVARRIA



ALEJANDRO FERRER



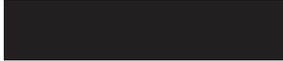
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ALFREDO & IGNACIO RUIZ



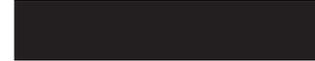
ALFREDO M REYES



ALICE N HUMPHREY



ALTA INDUSTRIAL REAL ESTATE COMPANY LLC



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ANDRE & TONYA HOUSE



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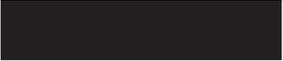
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PARNELL



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%NORTH STAR TRUST CO ATTN: MARY KATTOS



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KDOT RIGHT OF WAY COORDINATOR



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KECK CEMETERY & SCHOOL LOT
% JACK KECK



KENDALL COUNTY FOREST PRESERVE



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LAKWOOD CREEK LLC



LAKWOOD CREEK WEST HOMEOWNERS



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LEE KERSHAW



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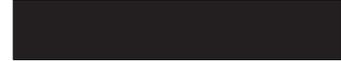
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FOXMOOR TOWNHOME OWNERS ASSN.
% FOSTER PREMIER



D-4.4



Public Hearing



US 30 (Baseline Road)
IL 47 to IL 31
Kane & Kendall Counties
Public Hearing Summary

The Public Hearing for the US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 was held on Wednesday, June 29 at Montgomery Village Hall, 200 River Street, Montgomery, Illinois from 4 – 7 PM. The hearing was an open house format with a continuously cycling audio-visual presentation, exhibit boards, and large scale aerial exhibits showing existing conditions and preliminary designs. The purpose of the hearing was to present the preferred alternative and the Section 4(f) impacts to the Stuart Sports Complex and the Blackberry Trail Forest Preserve and to obtain public input.

The hearing was attended by approximately **85 people**. **Four verbal comments were recorded by the court reporter and five individuals gave statements during the public forum** that was held from 6 PM to 7 PM. **Seven comment forms were submitted at the hearing, with an additional 18 submitted by mail and 7 by e-mail during the comment period. In addition, 132 benefited receptor viewpoint forms were also submitted.** There was no organized opposition to the project.

Public officials in attendance included:

Village of Montgomery: Stan Bond (Trustee), Denny Lee (Trustee), Theresa Sperling (Trustee), Todd Hopenstedt (Director of Public Works), Pete Wallers (Village Engineer)

Sugar Grove Fire Department: Wayne Parson

Kane County: Patrick Knapp (Department of Transportation)

Kendall County Sheriff's Office: Todd Brautigam

Kendall County: John Sterrett

There were no additional agencies or organizations in attendance.

The written comments submitted covered a variety of topics, including:

- Neighborhood access
- Intersection improvements
- Property concerns and land acquisition
- Traffic signal additions
- Turn only lanes
- Drainage
- Pedestrian and bicycle concerns
- U.S. 30 ramp additions
- Safety
- Noise walls and their impacts; including aesthetics, impact to cell phone service in homes, and property taxes

The verbal comments shared during the public forum covered a variety of topics, including:

- Intersection improvements
- Safety
- Preferences either for or against noise walls as well as concern about their impacts; including aesthetics, impact to cell phone service of adjacent residences, and on property taxes
- Support for the need for the project

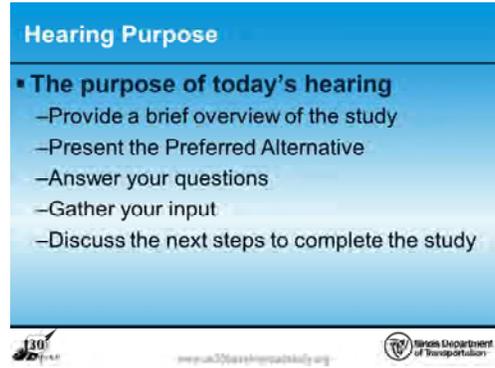
The verbal comments shared with project staff during the public hearing covered a variety of topics, including:

- Questions about drainage on the east end of the project, and how the proposed changes would alleviate flooding in the Pasadena Subdivision
- Questions about where stormwater would be conveyed beyond the infield areas of the IL 31 interchange
- Concerns about noise walls
- Concerns about travel speeds along the roadway
- Questions about how close the proposed roadway would be to specific residences

The public comment period remained open through July 28, 2016. Materials presented at the hearing, noisewall location renderings, and a Project Brochure addressing the comments received during the comment period are available on the project website www.us30baselineroadstudy.org.



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]

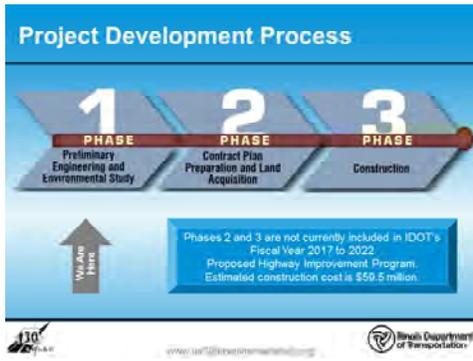


The study area features a variety of land uses including a mix of farmland and residential and commercial properties.

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.

Purpose / Need for Improvements

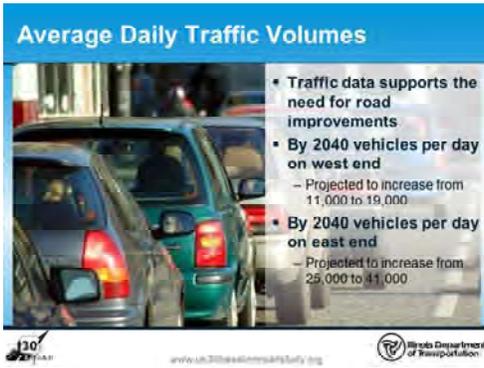
The purpose and need for the project is to improve vehicular, pedestrian, and bicycle safety along the corridor, and improve roadway and intersection capacity and efficiency, in order to meet future growth and development.

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.

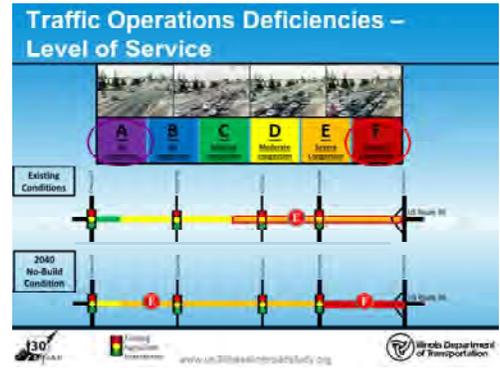
Safety Deficiencies – Crash History

- Crash data supports the need for road improvements
- Along the corridor from 2010-2014
 - 373 crashes
 - 28 serious injuries
 - 2 fatalities
- Orchard Road intersection identified as a location with pressing safety needs in 2012
- Majority of crashes
 - Rear-end
 - Turning

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.

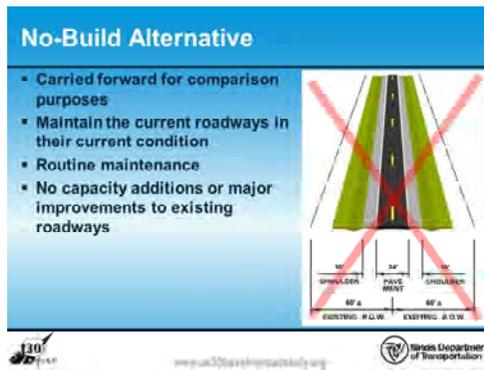


The performance of US 30 is controlled by several factors including traffic volumes, the number of lanes, the number of access points, and the presence of signalized intersections, which contribute to congestion and crashes along the corridor.

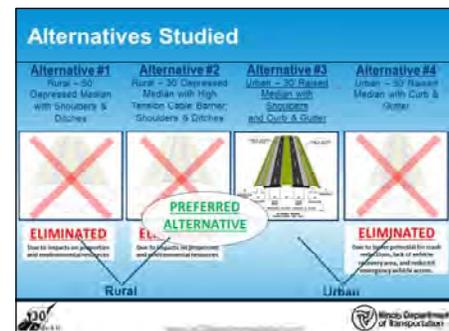
Intersection capacity is given a letter "grade" (known as the level of service) based on vehicle delay. Similar to school grades, level of service A is best, while F is the worst. [enter] This diagram shows the existing and future level of service if no improvements are made to the corridor.

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.

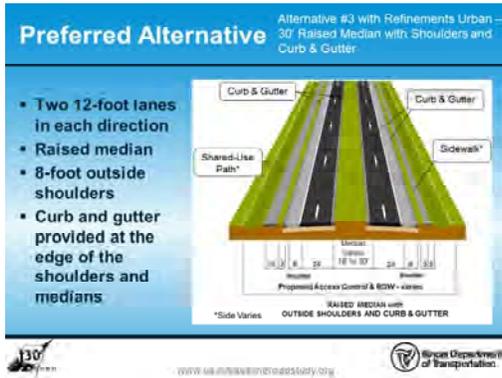
All four alternatives met the previously stated purpose and need.

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.

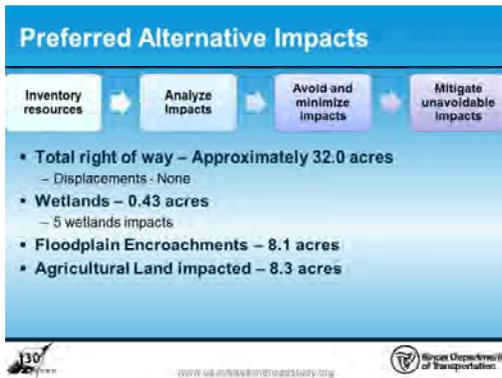


A history of flooding exists along U.S. 30 approximately one quarter of a mile west of the Illinois 31 Interchange. During large storm events there have been instances of flood waters overtopping U.S. 30 and flowing through the Pasadena Subdivision.

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.

Potential Traffic Noise Walls

- Traffic noise analysis completed for project area
- Traffic noise walls meet requirements for potential implementation at a number of locations
- Benefited Receptors received a viewpoint solicitation letter
- Noise walls will be implemented if more than 50% of viewpoints received are in favor
- Submit Benefited Receptor Viewpoint Response Form by July 28, 2016
- More information available in exhibit room



www.us30id44.com/enr/id44July16

Illinois Department of Transportation

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 benefited receptors.

A benefited receptor is a unit that receives at least 5 decibel traffic noise reduction as a result of a noise barrier. Viewpoint 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.

17

Land Acquisition Types

- Fee Simple**
 - Acquisition of all rights and interest
- Permanent Easement**
 - Ownership retained by property owner
 - IDOT allowed use of property for maintenance
- Temporary Easement**
 - Ownership retained by property owner
 - IDOT allowed use of property during construction



www.us30id44.com/enr/id44July16

Illinois Department of Transportation

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.

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Land Acquisition for US 30

- **32.0 acres of right-of-way**
 - **31.4 acres fee simple right-of-way**
 - Roadway widening
 - Drainage improvements
 - Pedestrian / bicycle paths
 - **0.6 acres temporary easements**
 - Grading of driveways, parking lots and drainage improvements
- **No displacements**



www.us30id44.com/enr/id44July16

Illinois Department of Transportation

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.

Land Acquisition Process




www.us30id44.com/enr/id44July16

Illinois Department of Transportation

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.

We Want to Hear from You

- **Fill out a comment form**
 - Submit today; drop in comment box in exhibit room
 - Email/Mail - Information on Comment Form
- **Submit verbal comments to the court reporter**
- **Make a statement during the public forum (6 p.m. to 7 p.m. tonight)**
- **Website - Information in Meeting Brochure**
- **Submit Benefited Receptor Viewpoint Response Forms by July 28, 2016**



www.us30il47improvements.org



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.

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Next Steps

- **Consider input/comments from Public Hearing**
- **Complete noise wall coordination**
- **Finalize 4(f) *de minimis* finding**
- **Finalize design**
- **Submit final reports**
- **Phase 1 Design Approval**
- **Estimated Construction Cost - \$59.5 million**



www.us30il47improvements.org



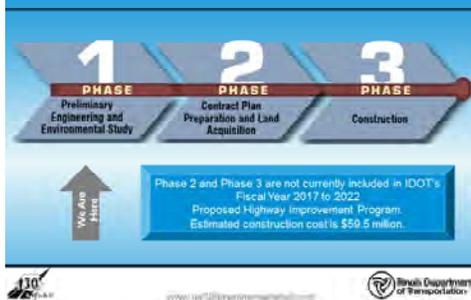
The next steps in the study process are to address any public comments received as well as continue noise wall

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.

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Project Development Process



www.us30il47improvements.org



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.



www.us30il47improvements.org



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



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
Bureau of Programming
 Attn: Lori Brown, P.E.
 Project Manager
 201 W. Center Court
 Schaumburg, Illinois 60196
 Email:
info@us30baselineroadstudy.org
 Website:
www.us30baselineroadstudy.org



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.



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

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.

US 30 Stakeholder Input

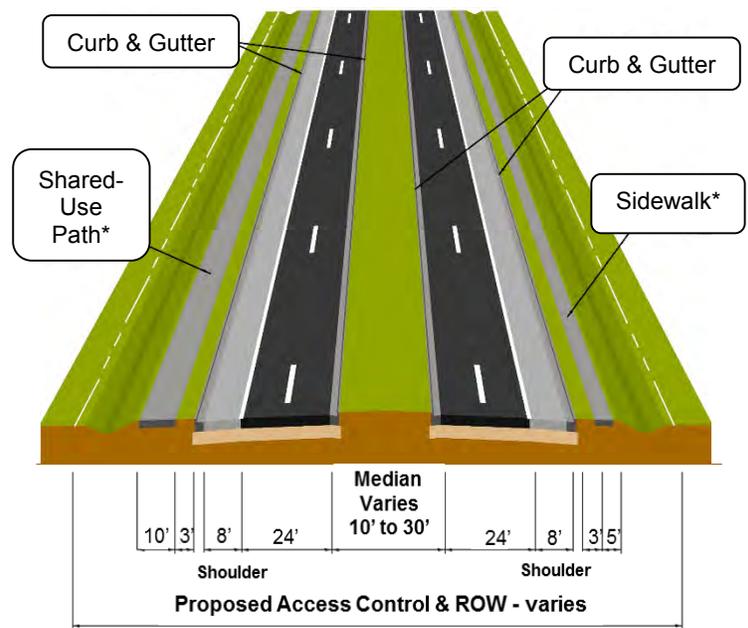
Stakeholders provided input throughout the process of determining the proposed improvements for US 30. Stakeholders included representatives from local units of government (Yorkville, Montgomery, Kendall County DOT, Kendall County Forest Preserve, and Fox Valley Park District, among others), residents, 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"> Introduced study Solicited input on transportation needs Established CAG 	<ul style="list-style-type: none"> Discussed CSS Process Discussed input received at Public Meeting #1 Discussed concerns, ideas and needs 	<ul style="list-style-type: none"> Reached general understanding of agreement on Problem Statement and Purpose and Need Considered policy cross-section 	<ul style="list-style-type: none"> Discussed and compared project alternatives 	<ul style="list-style-type: none"> Discussed Purpose and Need Presented project alternatives being evaluated 	<ul style="list-style-type: none"> Discussed input received at Public Meeting #2 Reached general understanding of agreement on the Preferred Alternative

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



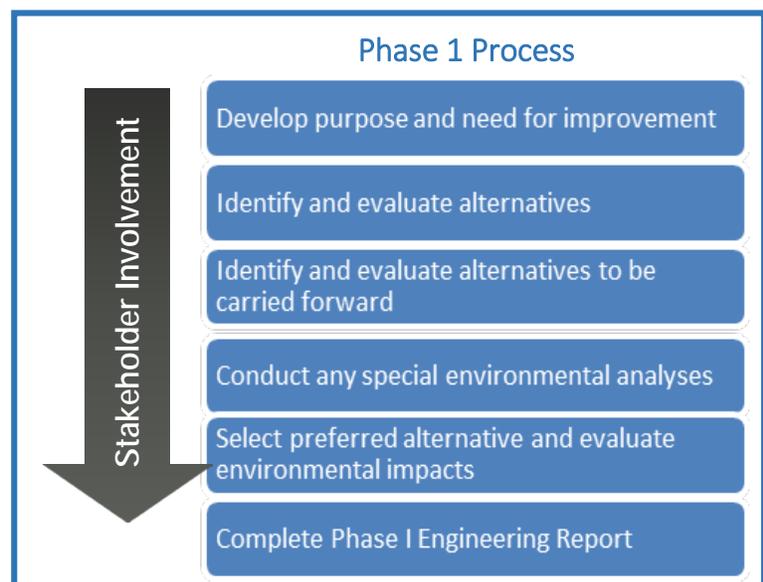
*Side Varies **RAISED MEDIAN with OUTSIDE SHOULDERS AND CURB & GUTTER**

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



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

PLEASE PRINT!

NAME(S)	BUSINESS OWNER, RESIDENT, ETC.	ADDRESS	E-MAIL	PROJECT UPDATES
Cheryl Lanzerotti	Resident	[REDACTED]	[REDACTED]	<input type="checkbox"/> E-mail
Ed Williams	owner			<input checked="" type="checkbox"/> U.S. Mail
JAFREEL CHAVEL	owner			<input type="checkbox"/> E-mail
Eric Lucia Petersen	Residents			<input type="checkbox"/> U.S. Mail
Carolyn Peters	owner			<input type="checkbox"/> E-mail
DANIEL PETERS	owner			<input type="checkbox"/> U.S. Mail
Patrice Knapp	Kane County DOT			<input type="checkbox"/> E-mail
Dave Alexander	IDOT D3			<input type="checkbox"/> U.S. Mail
Gisela White	Resident			<input checked="" type="checkbox"/> E-mail
Craig Hilgen				<input type="checkbox"/> U.S. Mail
Jerry Gunnister	Res	<input type="checkbox"/> E-mail		
Alyssa Donnan	Resident	<input type="checkbox"/> U.S. Mail		
ROBERT PARKHURST		<input type="checkbox"/> E-mail		
Braff + Kristi Sharpe	Resident	<input type="checkbox"/> U.S. Mail		
RON + Dolores Curbus	Resident	<input type="checkbox"/> E-mail		
Theresa Spertling	Trustee	<input type="checkbox"/> U.S. Mail		
Steve Mitchell	Resident	<input type="checkbox"/> E-mail		
Pete Saulk	Resident	<input type="checkbox"/> U.S. Mail		
WAYNE PARSON	S GFD	<input type="checkbox"/> E-mail		
Erich Franks	resident	<input type="checkbox"/> U.S. Mail		
DAN WILLIS	RES	<input checked="" type="checkbox"/> E-mail		
Jennifer Pickering	Resident	<input type="checkbox"/> U.S. Mail		

PLEASE PRINT!

NAME(S)	BUSINESS OWNER, RESIDENT, ETC.	ADDRESS	E-MAIL	PROJECT UPDATES
Cassandra Buelens		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
TED FULTZ	D3 IDOT	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Bill McNew	Res	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
MAT WHITE	RES	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
MARJORIE ORMISTON	OWNER	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Mildred McNeal-James	Resident	[REDACTED]		<input checked="" type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
John Sterrett	Kendall County	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
JENNY LEE	Trustee VOM	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Agustina mendez		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Olegario A VILLALBA		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Linda Prezzi-O'Son		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
RICK OLSON		[REDACTED]		<input checked="" type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
ROBERT RINLEY		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Mary Ann Barry		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Ed Brantigan	Kendall Co Sheriff	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Bill MANNEN	PLATE CONST	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
R. J Boreve		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
R.L. PARKHURST	RESIDENT	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
RON MORRIS	BLUE BOARD FNU	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Robert Peters		[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
Dr Simpson		[REDACTED]		<input checked="" type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail
MATT MODGOTS	RESIDENT	[REDACTED]		<input type="checkbox"/> E-mail <input type="checkbox"/> U.S. Mail

PLEASE PRINT!

NAME(S)	BUSINESS OWNER, RESIDENT, ETC.	ADDRESS	E-MAIL	PROJECT UPDATES
Laurel Garobeyko	Resident	[REDACTED]	[REDACTED]	<input type="checkbox"/> E-mail
GARY Garobeyko	"			<input type="checkbox"/> U.S. Mail
John Miller	Aurora Hunting of Fish Club			<input type="checkbox"/> E-mail
Josh Warner	Business owner			<input type="checkbox"/> U.S. Mail
Todd Hoppewastelt	Public Works Director			<input checked="" type="checkbox"/> E-mail
LARRY STARK	"			<input type="checkbox"/> U.S. Mail
Jeff Woodes	PROPERTY OWNER			<input type="checkbox"/> E-mail
Kristine Heiman	Resident			<input type="checkbox"/> U.S. Mail
LARRY Heiman	Res			<input type="checkbox"/> E-mail
Ben Bruska	Resident			<input type="checkbox"/> U.S. Mail
VISAY GUPTA	Business Owner			<input type="checkbox"/> E-mail
Greg DeLeon	Resident			<input type="checkbox"/> U.S. Mail
CHARLIE DAY	RESIDENT			<input type="checkbox"/> E-mail
Ernst Hanson	Resident			<input type="checkbox"/> U.S. Mail
Matthew Noble	Resident			<input type="checkbox"/> E-mail
Judy L Wilso	Resident	<input type="checkbox"/> U.S. Mail		
Michael Bastida	Resident	<input type="checkbox"/> E-mail		
Scott Near	RESIDENT	<input type="checkbox"/> U.S. Mail		
Juan M Mazzarri	Resident	<input type="checkbox"/> E-mail		
Tracy Olson	resident	<input type="checkbox"/> U.S. Mail		
Stan Bond	Trustee	<input type="checkbox"/> E-mail		
Marisa Bond	Resident	<input type="checkbox"/> U.S. Mail		

PLEASE PRINT!

NAME(s)	BUSINESS OWNER, RESIDENT, ETC.	ADDRESS	E-MAIL	PROJECT UPDATES
Peggy Stasik	Resident	[REDACTED]	[REDACTED]	<input type="checkbox"/> E-mail
Phyllis Neal	Resident			<input type="checkbox"/> U.S. Mail
Steve Jendryczek	Resident			<input type="checkbox"/> E-mail
Jim Gorse	Res.			<input type="checkbox"/> U.S. Mail
Dan Weser	Resident			<input type="checkbox"/> E-mail
DAVID PRATOL	Resident			<input type="checkbox"/> U.S. Mail
				<input type="checkbox"/> E-mail
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Illinois Department of Transportation

Report of Proceeding

Taken on: June 29, 2016

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ILLINOIS DEPARTMENT OF TRANSPORTATION
JUNE 29, 2016
OPEN HOUSE PUBLIC HEARING FOR PROPOSED IMPROVEMENTS OF
US 30 (BASELINE ROAD) FROM IL 47 TO IL 31

1 MS. LANZEROTTI: Cheryl, C H E R Y L, Lanzerotti,
2 L A N Z E R O T T I.

3 I don't know. According to that movie, we are
4 supposed to tell somebody that we want a noise wall
5 because they are going to take up to 30 feet on each
6 side of the highway, and that would take right up to my
7 backyard. So I would like a noise wall.

8 I would also like to be notified. There four
9 previous meetings in the last four years that none of us
10 knew about, and there are 14 residents in my circle.
11 It's a private circle.

12 Let's see. What else. I would like to know
13 if I'm going to be compensated for having to go about
14 17 miles out of my way to get to work. I think that is
15 about it. And if they are going to purchase houses in
16 my circle to take up an area for a ridiculous road
17 because somebody needs a job. Thanks.

18 MR. GOROBEGKO: First name is Gary; last name is
19 Gorobegko, G O R O B E G K O. I live at [REDACTED]
20 [REDACTED].

21 I was just curious about why it is taking so
22 long to finally have this done. We are right next to
23 the road, and I was requesting this back in 2012 I
24 believe it was. I asked about it.

1 And I am glad to finally see there is an
2 interest in it, but it is still going to take five years
3 it looks like before they build something like that. I
4 can't see why it is taking so long. It is more than
5 just the traffic that is involved. It is the safety of
6 the people that live there, and I have had garbage
7 thrown over my fence. You know, as I am cutting the
8 grass, I almost got hit in the head with a beer can one
9 time and that's what implemented me to come here today.

10 But, yeah, I am all for the wall. The noise
11 is off the chart. You know, it is too high. It is very
12 loud. I bought the house back in 1998, and there was
13 one lane back there. The traffic was nothing like it is
14 now.

15 It doesn't take a survey to figure that out,
16 but I would like to see it done sooner if possible.
17 That's all I've got to say.

18 MS. GOROBEGKO: Laurel, L A U R E L, Gorobegko,
19 G O R O B E G K O, and I live at [REDACTED].

20 My problem that I have is I ride my bike. I
21 have a three-wheeler bike, and I ride it to the Walmart
22 now, and I used to bike ride even before that.

23 But as I've crossed that intersection on
24 Orchard and 30, I have almost been hit by a car --

1 cars -- three times, and one time I came this close,
2 (indicating), by an inch a guy almost hit me, and he
3 yelled at me and flipped me off and everything. They
4 don't give any courtesy at all on that road to
5 pedestrians who are trying to cross, and I try to do it
6 as best and as safe as possible because I don't drive
7 anymore.

8 Okay. And I also want to record that back in
9 1999 I came home from work from Hillside Healthcare. I
10 worked as a CNA. It was 11:07 at night, and because it
11 was so dark at that time, I actually was rear-ended at
12 that intersection, and I did drive -- I did go in an
13 ambulance to the hospital, and my car was totaled.

14 I just want to let the village know that that
15 intersection is very unsafe. You know, they don't keep
16 up with the snow shoveling like they should have. I
17 would have never been hit if there was ice on the road
18 with salt on the road. I would have never been hit.
19 That guy would probably would have been able to stop,
20 but because he couldn't at the time, you know, that's
21 what happened to me.

22 And I am very interested in the wall. The
23 noise is unbelievable. Just terrible. You can't sleep,
24 you know. My health has gotten real bad because of the

1 smoke and the smog from the cars and the trucks that go
2 by.

3 I can't enjoy swimming in my pool. It is just
4 awful out there. I just don't know what else to say
5 about it, but I am really concerned that they need a
6 wall to be built back there for, you know, the years to
7 come, and for my future health. Thank you.

8 MS. WHITE: Gisela, G I S E L A; White, W H I T E,
9 [REDACTED].

10 So the intersection on 30 and Orchard, it
11 doesn't surprise me why so many accidents happen all the
12 time. People are always in a rush, and because the
13 intersection allows people that are trying to go north
14 on Orchard from 30, and then there is people trying to
15 go south on Orchard, they are allowed to go as long as
16 they allow the right-of-way for the oncoming traffic.

17 And also people are allowed to go south from
18 both ways, from 30 coming from west; people coming on 30
19 from east. Doesn't make any sense to you. There is too
20 much going on at the same time. Just too much going on
21 at the same time.

22 So I was thinking like what they did on Eola
23 and New York Street is that you are only allowed to go
24 either north or south. You wait for your arrow. Once

1 your arrow is done; you are done.

2 MS. Norrick: We are now starting the public forum.
3 Good evening. My name is Christine Norrick and I am a
4 consultant for the state planning study for US 30,
5 Baseline Road from IL 47 to IL 31, and I will serve as
6 the forum moderator tonight.

7 The purpose of this is to provide you an
8 opportunity to publicly state your comments regarding
9 the proposed improvements. We had forms outside that we
10 asked for to be completed if you were interested in
11 making a public statement. If you didn't get the form
12 and would still like to make a statement, you can obtain
13 one. Carla is right outside, and she can give you a
14 form to fill out.

15 When your name is called, I will ask that you
16 approach that little microphone right over there and
17 state your name and your city of residence, and if you
18 are representing an organization or a business, you may
19 mention that as well, and we ask that you limit your
20 verbal testimony to two minutes so that everyone has an
21 opportunity to speak who wants to. Once everyone who
22 wanted to speak presents, if we have time, you may
23 present additional testimony. We have a court reporter
24 who will be transcribing all the testimony which will

1 become part of the public record.

2 You can make a nonverbal statement. You can
3 narrate the statement. The comment forms are
4 downstairs. You can drop it in the comment box or you
5 can mail it to the Department of Transportation, and you
6 just fold the form and send it in.

7 You can also comment via our web site which is
8 provided on the comment form on the brochure. If you
9 are going to comment in the various ways, if we receive
10 it within the official public comment period, which ends
11 July 28th, it will be included in the public record.

12 So as of now we only have one person who
13 signed up to speak, so Jerry Atkins can come forward and
14 please state your city of residence and your title, if
15 you are a public official.

16 MR. ATKINS: My name is Jerry Atkins. I live at
17 [REDACTED] in Montgomery. A couple of points I
18 want to make.

19 In looking at the presentation earlier, it
20 looks as if that wall is going to be fairly close to the
21 townhomes right off of Oakton Road there once the road
22 is widened, and the wall goes up, and an additional
23 change in the terrain is done, and I guess kind of a
24 couple of concerns with that. One being when I look out

1 my living room window, I am looking at a wall fairly
2 close it looks like at this point.

3 And secondly, when the wall goes up, it is
4 going to block the natural light overnight that comes
5 from across the street. So it is going to be even
6 darker on Oakton Road and that will be a chance for
7 crime possibly because it so dark over there. Are they
8 planning for additional lighting on the Oakton Road once
9 it is done or --

10 MS. Norrick: You know, as part of the forum we are
11 not answering questions. There are staff downstairs
12 that would give input. You can ask questions
13 downstairs.

14 MR. ATKINS: Well, those are a couple of concerns
15 as a resident living there.

16 MS. Norrick: Thank you.

17 UNKNOWN PARTICIPANT: Can you come down even though
18 you didn't sign up?

19 MS. Norrick: Yes, absolutely.

20 MS. HANSON: My name is Gina Hanson, H A N S O N.
21 I live at [REDACTED] in Montgomery. My
22 backyard is actually Route 30 in the Lakewood Creek
23 subdivision. I am an original owner. I have been there
24 15 years, and I understand the amount of traffic, that

1 they do want to widen the road, but like the gentleman
2 who spoke before me, I do not want a wall in my
3 backyard.

4 The whole reasoning that I bought the property
5 many years ago was not to have a neighbor directly
6 behind me. The traffic has never been an issue for me,
7 and I would rather be able to go out on my patio, look
8 at traffic, then to stare at a 15-foot wall. And I know
9 of someone that actually had property, that they moved,
10 that was in Bolder Hill where they built those, and she
11 had to move because she said she felt like she was
12 living in a fortress.

13 She would go out in her backyard, there was
14 nothing to look at, the sunlight, she got no breeze, and
15 it was just a mess. And plus, since she had the wall
16 there, she had a horrible time trying to sell her
17 property. So for resale purposes too, down the road I
18 think it is going to be a horrible thing for people
19 because who is going to want to buy a property with that
20 in their backyard. That's all I have to say.

21 MS. Norrick: Thank you. Others?

22 MR. NEAL: Hi. My name is Scott Neal,
23 [REDACTED]. Again, like this young lady, my
24 house backs up to Route 30, right across from the

1 Montgomery Police Station. I was just downstairs
2 talking with the various folks on the size of the wall,
3 the width of the sidewalks, and the new roadway being
4 put in and the right-of-way, and I was given some
5 reassurances that the height of the wall is only going
6 to be about 15 feet in my area; much higher in some
7 other areas.

8 But my concern is what the young lady was just
9 talking about is the resale value of the property. It
10 is not as though walls are new to us around here. We
11 have seen them east here on Route 30. One is currently
12 being constructed on Route 71 in Oswego. I asked all of
13 the gentlemen downstairs who did the economic impact on
14 the residents for these homes, for our homes.

15 Well, we don't do that. Well, no one has ever
16 asked us to do that. A variety of different responses,
17 but in no event has anyone taken, you know, our
18 particular position, the value of our most prized asset
19 that we own is, you know, as people in the community,
20 what is the economic impact on houses.

21 What generally were the houses selling before
22 a wall was put up; what is the value of those homes
23 after the fact. It just surprises me that no one has an
24 answer. No one looked into it. Thank you.

1 MS. Norrick: Okay.

2 MS. DONNELLY: My name is Elizabeth Donnelly. I
3 live on [REDACTED] in the Wood Creek subdivision.
4 I did write this down, but I did want to let some of my
5 neighbors know.

6 Previously to living in Wood Creek, I did live
7 in a house with my parents facing I-88 in the Lisle
8 area. It was Naperville schools. Obviously we pride
9 ourselves in our Oswego schools as well, but when they
10 did try to go resell their house after 88 was expanded,
11 a noise barrier wall was put up, it took them over a
12 year to sell their home with over \$300,000 hit to the
13 actual price of their home.

14 My neighbor is right. There is an economic
15 impact to the actual residents. Some of the things that
16 they haven't shown us are the actual back view of what
17 our houses will look like after that wall is installed.

18 They also couldn't answers questions when I
19 asked them about what would happen to our property lines
20 where the homeowner association own areas of land that
21 are currently being maintained behind our houses. They
22 didn't have any answers besides they would replace any
23 trees that were taken down. They said they do a one to
24 one. However, that doesn't mean that they will be the

1 same size. So a 15-year-old tree is now going to be
2 replaced by a small shrub that they put in to replace
3 that one to one.

4 They also were unable to tell me how the wall
5 would actually look to identify emergency access areas.
6 One of the things that happened at my parents house was
7 they did not leave in the barrier walls an area to
8 access the fire hydrant that was on my parents -- right
9 across the street from my parents house. So at one
10 point when there was an accident on the highway, they
11 actually busted through the barrier wall, and then it
12 took them over a year to actually fix that. It was
13 obviously an eyesore, but it is definitely something to
14 consider, and they did not actually have any answers to
15 how that might actually look in our area where we do
16 have fire hydrants on our street.

17 They also did not discuss anything regarding
18 property taxes. Are they going to be reduced during
19 construction time? We know that this probably won't be
20 a month long project, more like years, or they are going
21 to be raised because the noise is reduced in our areas.

22 They did not explain thoroughly the time line
23 of land acquisition and the easement which would be
24 needed during and after construction, what that might

1 actually look like.

2 The other thing, and it's a small part, but a
3 big impact on our lives, is our cell phone service. I
4 don't know how many of you have actually driven down
5 between Illinois 25 and Douglas Road, but every single
6 time my calls drop, and that's something actually to be
7 considered because as homeowners now we live in that
8 area. So that means we can't make phone calls from a
9 cell phone in our actual homes. Thank you.

10 MS. Norrick: We have forms that were filled out,
11 but if anyone else would like to speak, you are welcome
12 to come up and make a statement. I am just going to
13 double check and make sure there isn't anyone else who
14 would like the opportunity.

15 In the downstairs area, no one else wanted to
16 come up to speak, but thank you for taking the time to
17 participate in this public forum, and as a public
18 hearing you may provide additional verbal testimony to
19 the court reporter which will be here until the end of
20 the hearing tonight which is at 7 o'clock, and
21 downstairs at the open house to answer any additional
22 questions you may have about the project.

23 And just as a reminder, written comments that
24 you would like to become part of the public hearing

1 record should be received or postmarked no later than
2 July 28th of 2016. And all of the information here can
3 be found on the project web site, and the power point
4 presentation and displayed exhibits. Thank you.

5 MR. DESORT: Tom Desort, D E S O R T,

6 [REDACTED].

7 Okay. I have noticed that this improvement
8 they think is going to be a real nice moneymaker for the
9 community, but like Orchard Road, it is a nice road, but
10 it didn't help one bit. There is still more than two
11 miles of traffic always going south. And they are going
12 to build a real nice expensive highway here, and, you
13 know, it is fact that Yorkville and Kendall County,
14 Bristol Township was one of the largest growing
15 communities in the country a few years ago, and all that
16 traffic goes down Baseline Road. And once they find out
17 there is going to be a little bit easier way to go, it
18 is going to fill up again.

19 Right now everybody is going around it. So I
20 think this road is going to be a chrome turd. It's
21 inexpensive, but it isn't going to help. So thanks a
22 lot.

23 MR. STEVENS: My name is Scott Stevens. My address
24 is [REDACTED] in Montgomery.

1 I have lived in Montgomery since 2002. I just
2 wanted to say that the project is long overdue, and I
3 wanted to encourage a right turn lane from Orchard
4 southbound onto westbound 30, and noise abatement walls
5 along 30 to the affected subdivisions to the west of
6 Orchard.

7 You know, the noise level there is loud as it
8 is. With the widening, it is only going to increase and
9 it is going to be extremely necessary.

10 MR. LIESER: My name is Daniel Lieser. I live at
11 [REDACTED]

12 I am concerned with the height of the wall. I
13 don't think that 9 feet is tall enough. I think that
14 would be -- I guess the reason I feel that way is
15 because the proposed wall on the south side of Route 30
16 across from us is going to be 13 feet high.

17 I am also concerned with the fact that I own
18 the two properties and only one of them is being
19 concerned a benefited receptor. The property that is
20 being considered as a benefited receptor doesn't have a
21 house on it, while the other property does. So I think
22 that warrants two votes. That's all.

23
24

1 STATE OF ILLINOIS)
) SS
2 COUNTY OF C O O K)

3
4 Sharon A. Jerndt, being first duly sworn, on
5 oath says that she is a Certified Shorthand Reporter and
6 Registered Professional Reporter doing business in the
7 City of Chicago, County of Cook and the State of
8 Illinois;

9 That she reported in shorthand the proceedings
10 had at the foregoing public hearing;

11 And that the foregoing is a true and correct
12 transcript of her shorthand notes so taken as aforesaid
13 and contains all of the proceedings had at the said
14 public hearing.

15 

16 SHARON A. JERNDT, CSR, RPR

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<hr/>	P	properties 15:18	replaced 12:2	shoveling 4:16
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Sunnyside 14:6	transcribing 6:24	west 5:18 15:5
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talking 10:2,9	unbelievable 4:23	worked 4:10
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Tom 14:5		

Comment	Commenter	Noise Wall	Safety	Property Concerns and Land Acquisition	US 30 Ramp Additions	Traffic Signals	Add Turn Lane Only	Drainage	Ped and Bike	In Favor of Project	Not in Favor of Project	Other Concerns	Notes
1	Fusek	1	1		1								<ul style="list-style-type: none"> o Traffic coming down the North/South Roadways (Mulberry Drive, Kevin Drive, Stephen Drive, and Bradley Drive) in the North/East Subdivision off Orchard/US 30 from the Victorian Apartment Building as they access Orchard Road - Leads to more traffic and speeding- Concern for children safety on Mulberry Dr. - Speed and traffic a nuisance to those who live on Mulberry Dr. o Request- IDOT consider adding an exit from the North/East Subdivision onto US 30 - Residents who want to go East on US30, West on US 30, and South on Orchard would have a safer egress from the subdivision - Exit could be off Kevin Dr. with a light o Request- park in the subdivision for basketball
2	Timmer		1		1	1							<ul style="list-style-type: none"> o Safety concerns for subdivision off Orchard and US 30 o Request- exit only out of subdivision onto US 30 off of Oakton by the UAW Union Hall or off of Kevin Rd o Request- stop light between US 30 to Aucutt Rd on Orchard Rd - Widening US 30 will increase traffic making is harder to get out
3	Williams					1				1			<ul style="list-style-type: none"> o Traffic signal needed at Countryside and Orchard o Hard to make left going south on Orchard
4	McNew	1											<ul style="list-style-type: none"> o Noise Wall – would have liked natural alternatives (landscaping) for noise wall o Would like study to measure the impact of shading and sunlight on benefited receptors
5	Mazzarri											1	<ul style="list-style-type: none"> o Request a small bridge or overpass from South end to North end of Griffin Street to get to soccer fields
6	Fuegl						1			1			<ul style="list-style-type: none"> o 2 lanes right turn at Orchard to reduce congestion
7	White						1			1			<ul style="list-style-type: none"> o Turn lanes on Orchard in both directions to improve safety
8	Olson		1		1					1			<ul style="list-style-type: none"> o Access to blackberry Heights subdivision o Right turn lanes into and out of Kevin Drive o Safety concerns
9	Donlan	1		1									<ul style="list-style-type: none"> o Noise wall has negative aesthetics o Emergency access to fire hydrants will impact construction of wall o What will happened to property values and property lines, and trees during/after construction o Who will maintain wall areas o Propel tax impact o Concern about timeline of land acquisition and easements o Cell phone service concerns between noise barriers
10	Willie		1		1		1			1			<ul style="list-style-type: none"> o 4 lane to IL 47 or right turn lane from UAW Union Hall to the Red light that will move the traffic to north Orchard road o Concerns for kids in subdivision
11	Vierthaler and Brokaw	1	1		1					1			<ul style="list-style-type: none"> o Add exit from the neighborhood on the North-east corner of Orchard Rd and US 30 o Add exit only lane to US 30 at Oakton by the UAW Union Hall o Concern that the wall will invite criminals
12	Stout		1		1	1				1			<ul style="list-style-type: none"> o Add another exit of stop light at Countryside and Orchard o Other exit options: US 30 from the south end of Kevin Dr., exit only lane to US 30 off of Oakton by the UAW union hall o Safety concerns
13	Kirtley				1					1			<ul style="list-style-type: none"> o Exit ramp to US 30
14	Giebel	1		1					1		1		<ul style="list-style-type: none"> o Concern about not having enough setback for well and septic o Pool will be compromised by soundwall, will there be compensation? o Thinks a sidewalk and bike path are unnecessary unless it is on the north side of 30 near the Multi-family housing
15	Peters	1		1							1		<ul style="list-style-type: none"> o The road will be too close to their house and a noise wall is not good enough
16	Davidson											1	<ul style="list-style-type: none"> o Lots of congestion on Orchard
17	Losoya				1					1			<ul style="list-style-type: none"> o Need another exit only lane on US 30 at the south end of Kevin Dr. or off Oakton by the UAW Union Hall
18	Mitchell	1	1	1							1		<ul style="list-style-type: none"> o Concern about moving fence, septic, shed, and well o Suggests a buyout o Safety concerns

SEE SUPPLEMENT S-10 NOISE ANALYSIS REPORT FOR ADDITIONAL PUBLIC COMMENTS

19	Olson	1	1		1	1		1	1						o Traffic and noise due to construction o Drainage issues o Safety, accidents o Exit to US 30 (exit only) o Sound walls o Natural drainage of area restored o Traffic signal on Countryside and Orchard o Pedestrian protection
20	Oslo				1			1							o Traffic concerns on Orchard Rd. o Exit to US 30 at Kevin or at the Union Hall (no entrance) o Improve drainage at North and East end of subdivision
21	Dells		1		1	1							1		o Difficult to enter or exit subdivision during rush hour o Safety o Add access road with a traffic light on the US 30 corridor o Add a traffic light at Countryside Ave and Orchard Rd
22	Murphy		1		1										o Safety o Traffic congestion o Add and exit and entrance ramp
23	Alexander		1		1	1									o Dangerous to make left turns out of the subdivision so should only be able to make right o Synchronize signal changes at US 30 and Aucutt Rd, maybe no turn on red o Lower speed limit o Add exit only onto US 30 at Oakton not Kevin DR
24	Rivera		1												o Traffic getting out of subdivision onto Orchard o safety
25	Oitaku	1	1		1	1							1		o Traffic getting out of subdivision onto Orchard o Add traffic lights to Countryside entrance/exit o Safety o NO right only exit at Kevin Dr. o Would prefer NO exit, but if one is added at US 30 it should be at the Victorian Apartments or the UAW hall o A US 30 exit would make the neighborhood unsafe for kids o Noise walls on Orchard and US 30
26	Zepeda			1									1		o Support project o Concerns to loss of property, well, and septic
27	Bass		1		1	1	1								o Add exits for Blackberry Heights subdivision from the north onto Aucutt Road o Add stoplight at Orchard Rd and Countryside Ave o Add right only turn onto US 30 from Kevin or Oakton o Concern for traffic around subdivision during rush hour
28	Marena			1											o Don't want taxes to increase or will oppose project
29	Borne	1		1								1	1		o In favor of project and sound wall o Concern about property loss, septic, landscaping o Thing bike path and sidewalk are not helpful and should not be included
30	Valadez		1		1									1	o Difficult to turn south on Orchard o Safety o Exit only off of US 30 o Signage saying don't block intersection by subdivision o New road from Mulberry to Aucutt
31	Armstrong					1									o Suggest extending Mulberry over to Aucutt road and then can go to the light at Orchard instead of exit out of subdivision onto US 30
32	Diller					1							1		o Does not like idea of connecting to US 30 from subdivision o Would rather connect Countryside to US 30 and have a traffic lights at both US 30 and Orchard Rd.

Walls	10	15	7	16	10	4	2	3	14	3	4
B6	22			Total		During PH					
B3	13				32	7					
B4	45				e-mail	mail		Total after PH			
B5	10				7	18		25			
B8	11										
B9	4										
B11	9										
B15	2										
B16	16										
	132										

SEE SUPPLEMENT S-10 NOISE ANALYSIS REPORT FOR ADDITIONAL PUBLIC COMMENTS

COMMENT FORM



Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

TRAFFIC SIGNAL NEEDED AT
COUNTRYSIDE & ORCHARD.

Very hard to make a left
turn heading south on
ORCHARD Rd.

Name:

Ed WILLIAMS owner

Representing

Address:

Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Benefited Receptor [redacted]
Noise Wall B4

No study was done to research natural alternatives (landscaping) for aesthetics instead of a noise wall.

Also I would like a study performed to measure the impact of shading and sunlight on benefited receptors. Perhaps a mock up using flags to demonstrate impact.

Without this additional information, I find it difficult to support construction of a noise wall.

Name: Bill McNew

Representing Address: [redacted]

Phone: [redacted]

E-mail: _____

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Instead of street to cross to go to soccer field like Griffin Street. Any consideration of a small bridge or overpass from South end to North end to go to the field.

Name:

Juan M Mazzarri

Representing

Address:

Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

2 lanes right turn @ ^{South Road} Orchard to Baseline
will reduce congestion on Orchard

Make sense to implement

Name:

Justin Fiegel

Representing

Address:



Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

RT 30 AND ONCHARD RD INTERSECTION MUST BE IMPROVED TO
INCLUDE TURN LANES IN BOTH DIRECTIONS TO GUARANTEE
CRASHES AND IMPROVE SAFETY 30 AND ONCHARD IS A VERY
DANGEROUS INTERSECTION

Name:

MAT WHITE

Representing

Address:

Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

ACCESS TO BLACKBERRY HEIGHTS SUBDIVISION IS DESPERATELY NEEDED
A RIGHT TURN IN - RIGHT TURN OUT CONFIGURATION AT
KEVIN DRIVE WAS PROPOSED WHEN ORCHARD ROAD WAS WIDENED,
THOUGH NEVER BUILT
EVEN A MINOR ACCIDENT AT ORCHARD + 30 CAUSES BACK UPS
THAT TOTALLY ISOLATE OUR SUBDIVISION
IF AMBULANCES ARE NEEDED THEY CAN'T GET IN OR OUT
LIKEWISE FIRE AND OTHER EMERGENCY VEHICLES.

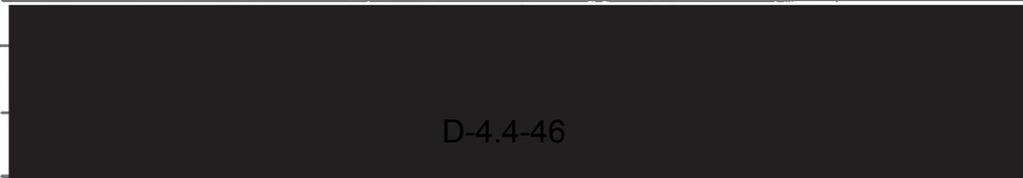
Name:

RICK OLSON

Representing

SELF

Address:



Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Although noise reduction is an obvious benefit for myself and neighbors, there are many concerns and unanswered questions:

- Show view of back of houses with wall installed - not only will aesthetics be negatively impacted but also resale value of all homes with wall view.
- Identify emergency access to fire hydrants - wall view and construction of wall is impacted
- What will happen to property lines or HOA-owned areas of land and trees during and after construction? Who will maintain those areas if the wall is approved?
- What impact will there be on property taxes during and after construction?
 - Reduced because home values go down - OR - Raised because noise is reduced, as well as traffic?
- Explain ideas / timeline of land acquisition and easements needed during and for construction
- Cell phone service is negatively impacted between noise barriers - ~~many~~ example: calls dropped between IL 25 and Douglas Road in Oswego.

Name:

Alyssa Donlan

Representing

Address:

Phone:

E-mail

D-4.4-47

COMMENT FORM



Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Below are my comments regarding the expansion of the highway 30 in Montgomery IL.

My primary concern is the traffic coming down the North / South Roadways in the North/East Subdivision off Orchard / 30 from the Victorian Apartment Building as they access Orchard Road. These North / South Roadways are Mulberry Drive, Kevin Drive, Stephen Drive, and Bradley Drive. This causes a lot of excess traffic to the residents and quit a few of the vehicles are speeding down the road to get to Countryside to get onto Orchard.

This causes two primary issues. 1) First is the safety of the children who play basketball on Mulberry Drive Near the corner of Brentwood Avenue and Mulberry Drive. Any given day, there is close to 7-12 children between the ages of 6 and 13 playing basketball. The heavy traffic and speeders can possibly lead to an accident involving these children. 2) The speeders and heavy traffic is a nuisance to those of us who live on Mulberry Drive. Not only the speed but also the higher traffic noise from the increased autos and speeders is a nuisance.

It would be nice if Illinois Department of Transportation would consider adding an exit from the North/East Subdivision onto highway 30. This would allow residents who would like to go East on 30, West on 30 and South on Orchard, a safer egress from our subdivision. This exit could be off Kevin Drive (Near Oakton Street) and with a light, allow better access to each direction on 30 and south on Orchard. In addition, the light would allow easier access to Walmart via Horseman Trail.

The last recommendation is geared toward the Village of Montgomery, but it would be nice to get a park in the subdivision so the children can play basketball off the streets.

Name:

JEFF FUSEK

Representing

JEFF FUSEK

Address:

Phone:

E-mail

From: [REDACTED]
To: info@us30baselineroadstudy.org
Subject: Exit from Our subdivision onto Orchard.
Date: Saturday, July 16, 2016 8:24:10 AM

Hello, I live in the subdivision off of Orchard and route 30. Currently our only exits are onto Orchard Rd are off of Countryside Dr and Brentwood Ave. It is extremely unsafe most times of the day to get out, God forbid its rush hour time, you are literally screwed. This makes it difficult to go to work and even do simple things like grocery shop. Some other concerns are when an ambulance, fire truck and even the police needs to get in here, they are not able because of the excessive traffic. Our kids school buses are also in danger and this causes a major safety concern as well. This is a very very dangerous intersection.

There aren't a lot of options to resolve this situation however there are a few ideas. One, we could have an "exit only" out of our subdivision onto route 30 off of Oakton by the UAW Union Hall or even off of Kevin Dr. (One way out would prevent our subdivision being used as a short cut). One other last resort would be to put a stoplight up in between Route 30 to Aucutt Rd on Orchard Rd. When US Route 30 is widened in this area, it will increase the traffic here which will make it even more impossible to get out.

Amber Timmer

[REDACTED]

Sent from my iPhone

COMMENT FORM



Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

I was stated at the meeting you will take 20 feet of my land this means you must move my septic system, my fence, my shed, and maybe my well. Why not buy me out it might be cheaper. In the last 3 years we have had 286 accidents (see handout) I have had cars drive through my yard taking down trees if my grandkids were out side, they could have been run over! This is before you widen the road. When I brought this up at the meeting was told "Don't like it move!"

Name:

Steve & Pam Mitchell

Representing

Address:

Phone:

E-mail

MONTGOMERY POLICE

Daniel C. Meyers – Chief of Police



10 Civic Center Avenue ♦ Montgomery, Illinois 60538 ♦ Phone (630)897-8707 ♦ Fax (630)897-6320

February 2, 2016

Steve Mitchell
[REDACTED]

RE: Request for Public Records

Dear Mr. Mitchell,

In response to your request I have searched the files of this Department for:

"Crash data for the intersection of U.S. Rt. 30 and Orchard Rd. for the last 5 years."

Please find included:

- Crash data for the above captioned intersection for the last 5 years

If you have any questions or if I may be of further service please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Kim Winkler".

Kim Winkler

Records Division (630) 897-8707

You have the right to file a Request for Review with the Public Access Counselor of the Attorney General's Office of Illinois by submitting a written request to:

Public Access Bureau

500 S. 2nd Street

Springfield, IL 62706

1-877-299-3642

publicaccess@atg.state.il.us

The Request for Review must be submitted within 60 calendar days from the last response of the public body. Your request must be in writing and include a copy of the FOIA response, along with your signature. The Public Access Counselor has 60 calendar days to respond.

Crash Report Data
Rt 30/ Orchard Rd. Intersection
2010 - 2015

Accident Involving Death	2
Accident Involving Injury	46
Accident Involve Non Injury	235
Accident Private Property	3
	286

From: [REDACTED]
To: info@us30baselineroadstudy.org
Subject: exit out of Blackberry Heights
Date: Monday, July 18, 2016 6:29:26 PM

I understand comments/suggestions are being sent to make exiting out of Blackberry Heights safer for the residence. The suggestion I have heard is to make an exit only onto 30 from either Kevin Dr. or Oakton. In my opinion this would only benefit people going west on 30, if we wanted to make a left turn at the light on 30 we would have to then cross at least 2 and maybe 3 lanes of traffic, depending on what is going to be done to widen 30 out to 47. Myself and some others I have talked to think a better option would be to extend Mulberry over to Aucutt road and then we could go to the light at Orchard and have a safer way to go any direction we want.

I had called the county commissioners office before they widened Orchard and ask if we could get a stop light for us to get out safely and he said that we wouldn't have a problem, that it would be easier with Orchard being 4 lanes. I don't know what planet he lives on.

I for one have been involved in an accident trying to make a left turn out of here. I now go down to Aucutt and turn at the gas station.

Please try to come up with a solution to make it safe for us.

Donald and Jennie Armstrong

[REDACTED]

My next door neighbor who is 87 and no longer drives, but has ask me to add her name to this as she fears for people who are giving her rides to doctors appointments/grocery shopping etc.

Dolly Wilson

[REDACTED]

COMMENT FORM

JLW



Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

*yes we need an other exit on us Route 30
Because to exit Orchard RD is very
Dangerous please Help us on this project
thank you*

BUREAU OF PROGRAMMING
RECEIVED
JUL 19 2016
DISTRICT #1

Name: *Alberto Losoya*

Representing Address: [Redacted]

Phone:

E-mail

**If you think we need another exit out of our subdivision
Please fill out and return this comment form**

IDOT is currently unaware of the problems we have getting out on Orchard Road. They are asking for public input, but we need to respond before July 28th.

One suggestion is an exit only lane on to US Route 30 at the south end of Kevin Drive, or off Oakton by the UAW Union Hall. An exit only lane to 30 would prevent traffic from using the subdivision as a short cut.

Let IDOT know in your own words that we need another exit because when US 30 is widened there will be increased traffic on Orchard Road, making it even more dangerous for residents to get out.

Some concerns might be:

- It is almost impossible to safely get out to Orchard during morning and afternoon rush hours.
- Whenever there is an accident at the Route 30 intersection emergency vehicles (ambulances, fire trucks, police cars) have trouble entering the subdivision
- School buses carrying children have problems entering and exiting on Orchard

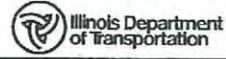
**With enough feedback from the residents
we may get a solution to this issue !!**

Rick Olson and Linda Pasetti-Olson



L. Khan

COMMENT FORM



Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

It is almost impossible to safely get out of Orchard during morning and afternoon rush hours

BUREAU OF PROGRAMMING
RECEIVED

JUL 19 2016

DISTRICT #1

Name:

CURT DAVIDSON - Annemarie Davidson

Representing



Mr. Curt Davidson

Address:



Phone:



E-mail

D-4.4-56

JUL 18 2016



COMMENT FORM

Your comments and opinions are an important part of this project and you are encouraged to provide them in writing today or soon after this meeting. Comments can be returned via mail (see reverse side of sheet) or email (info@us30baselineroadstudy.org). **Please submit comments no later than July 28, 2016.**

IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Our property at 9124 Bypass Route 30. The house will be too close to the new road. Drivers will not go 45mph on this stretch of the new road. A noise abatement wall will not be a good solution Also. This issue needs to be Adressed before the road is built.

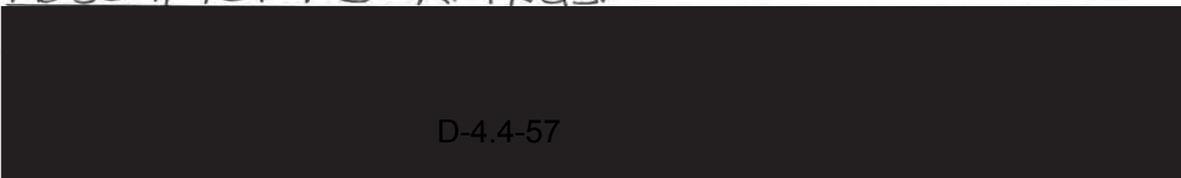
Name:

Robert Peters

Representing

Robert Peters SR. Trust

Address:



Phone:

E-mail

From: [REDACTED]
To: info@us30baselineroadstudy.org
Subject: Attn: Lori Brown
Date: Wednesday, July 20, 2016 8:28:43 PM

Blackberry Heights neighborhood of Montgomery, IL (We are at the corner of Rt.30 and Orchard Rd.)... desperately needs an exit! It is very difficult to exit this neighborhood due to increased traffic in the morning and during rush hour. I have seen accidents happen due to this problem and am worried it will only get worse. The signs requesting people to not block the entrance/exit do not work. There is too much traffic and most are very unwilling to let cars exit our neighborhood. If we could have a designated exit going to Rt. 30, this would greatly help. Please, please consider an additional exit for our neighborhood. We are begging for your help with this very dangerous situation.

Thank you ,
The Kirtley Family

[REDACTED]

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

I WAS UNABLE TO ATTEND THE MEETING NIGHT AS I HAD A CONFLICT WITH WORK AS I LOOK AT YOUR MAKING MY FIRST CONCERN IS I WILL NOW NOT HAVE THE PROPER LOT SIZE TO HAVE A WELL + SEPTIC. WHAT WILL HAPPEN TO MY WATER AND SANITATION SET UP. MY SECOND CONCERN IS NOW TO YOUR PROPOSED SOUND WALL (WHICH IS A NECESSITY) MY POOL IS COMPROMISED. WHO IS REMOVING IT AND RESTORING MY LOT OR AM I RECEIVING COMPENSATION FOR THIS.

AS I LOOK AT YOUR REPEITION OF THE PROPOSED WIDENING I AM GREATLY CONFUSED ON THE SIDEWALK AND BIKE PATH PART OF IT. IT HAS NO STAGING SPOT AT 30+31. THERE WAS NO PROVISIONS MADE FOR PEDESTRIAN TRAFFIC ON THE NEWLY RECONSTRUCTED BRIDGE OVER 31. THERE IS NONE ON THE FAIRLY NEW BRIDGE OVER THE RIVER. THERE IS NONE AT THE NEWLY WIDENED 30 BY BOLDER HILL. HOW IS ANYONE GOING TO GET ON IT. THERE IS NO HOUSING BY 30+31 AND I WON'T USE IT (FOR ONE COULDN'T GET ON IT) TO GO TO WALMART AS I CAN DRIVE THERE OR WALK DOWN BIRCHLINE FASTER. THERE IS NO HOUSING BY WALMART AND IF THERE WAS THERE IS NO RETAIL SPACES AT 30+31 TO SHOP AT. I WOULD LIKE AN EXPLANATION OF WHY THAT IS IN THE PLANS. THERE IS NO SPACE FOR MULTI-FAMILY RESIDENCES AT 30+31 SO WHY ARE YOU PUTTING THIS IN.

THE WALL IS A MAJOR REQUIREMENT AS THE NOISE + TRAFFIC IS UNBEARABLE. IT'S VERY HARD TO RELAX IN MY POOL AT NIGHT WITH ALL THE TRAFFIC CONGESTION BEHIND ME. THE ROAD NEEDS TO BE WIDEN AND SHOULD HAVE BEEN 10 YEARS AGO. IF YOU FEEL THE NEED FOR A SIDEWALK AND BIKE PATH THEN INCLUDE IT ON THE NORTH SIDE AS THERE IS MULTI-FAMILY HOUSING DOWN BY ORCHARD WHO MAY BE ABLE TO USE IT. WHERE THEY WOULD GO WHO KNOWS AS IT WILL LEAD TO NOWHERE.

Name:

Michael Giebel

Representing

Address:

D-4.4-59

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Hi Louie, When you don't live in this subdivision you have no idea how hard it is to get out safely on Orchard Rd. during morning & afternoon rush hours. Another exit or a stop light @ Coentrapid + Orchard would solve the problem. This is the cheapest option in my opinion. Remember these lights can be synchronized with the one at Rte. 30 for a steady flow.
Optional exits could be: an exit only lane to Rte. 30 from S. end of Kevin dr. which would prevent traffic from using the subdivision as a shortcut. Also an exit only lane to Rte. 30 off of Oakton by the U.A.W. union hall.

Whenever there is an accident at Rte. 30 + Orchard emergency vehicles have trouble entering the subdivision also school buses have problems entering + exiting on Orchard Rd. while carrying children.
Please consider these options for a safer subdivision for everybody living here.

*Thank you,
Ronald L. Stout*

BUREAU OF PROGRAMMING
RECEIVED

JUL 21 2016

DISTRICT #1

Name:

RONALD L. STOUT

Representing

SELF

Address:

Phone:

E-mail

D-4.4-60

COMMENT FORM

JUL 22 2016
DISTRICT 14
Illinois Department
of Transportation



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

TO WHOM IT MAY CONCERN,

WHILE I UNDERSTAND THE DESIRE TO EXPAND RT 30, I BELIEVE AN ADDITIONAL EXIT FROM THE NEIGHBORHOOD ON THE NORTH-EAST CORNER OF ORCHARD RD & RT 30 IS REQUIRED PRIOR ~~OR~~ IN COMBINATION WITH THE EXPANSION OF RT 30. ORCHARD RD IS VERY BOSTY DURING RUSH HOURS AND IT MAKES LEAVING THE NEIGHBORHOOD TO TRAVEL SOUTH BOUND A HAIRY AND ALMOST IMPOSSIBLE CHALLENGE. DURING THOSE HOURS WE TYPICALLY FORGO THE DARE AND INSTEAD TAKE AUCUTT RD EAST TO RT 31 SOUTH AND THEN RT 30 EAST. THIS IS ARDUOUS AND SEEMINGLY UNNECESSARY.

I BELIEVE THE BEST LOCATION FOR AN ADDITIONAL EXIT ONLY LAWE TO RT 30 SHOULD BE CONSTRUCTED OFF OAKTON BY THE UAW UNION HALL. IF THE EXIT LAWE IS CREATED ANY FURTHER WEST THAN IT CAN BE REALIZED THAT TRAFFIC WILL MOST LIKELY BACK-UP TO THAT LOCATION. PREVENTING EXIT FROM THE SUBDIVISION, WHICH WILL RESULT IN A WASTE OF FUNDS. I AM HOWEVER SKEPTICAL OF THE FIELD OF VIEW AN INDIVIDUAL WILL HAVE TURNING AT THE UAW HALL AS TRAFFIC TRAVELLING WEST BOUND RAPIDLY APPROACHES THE DOWNHILL AND THE FRENZY WILL BE COUPLED BY THE TWO WEST BOUND LANES MERGING SOON BEFORE - PROVIDED THAT DOES NOT CHANGE AS A FUNCTION OF THE EXPANSION PROJECT.

I AM ALSO CONCERED ABOUT THE CREATION OF A PRIVACY WALL ON THE NORTH SIDE OF RT 30. I BELIEVE WE CURRENTLY HAVE AN AREA THAT HARBORS CRIMINAL ACTIVITY AT THE FAR SOUTH-EAST CORNER OF THE NEIGHBORHOOD IN THE APARTMENT COMPLEXES. THIS AREA IS SECLUDED FROM THE MAJOR ROADS AND IS NOT EASILY PATROLLED, MAKING IT AN EASY TARGET FOR CRIME. I BELIEVE THIS ACTIVITY HAS NOT SPREAD TO THE SOUTHERN EDGE OF THE NEIGHBORHOOD BECAUSE THE HOMES ARE EXPOSED TO RT 30 AND AS A RESULT, ARE WELL LIT. IF A PRIVACY/SOUND WALL IS CONSTRUCTED ALONG THE SOUTHERN EDGE OF THE NEIGHBORHOOD THEN I BELIEVE IT WILL CREATE A SAFE HAVEN FOR CRIMINAL HARBORING. PLEASE MAKE NOTE OF THIS IF A WALL IS CONSTRUCTED. THIS COULD BE ALLEVIATED BY ADDITIONAL LIGHTING AND ENSURING ADEQUATE TRAFFIC FLOW THROUGH THE AREA.

I HOPE THAT YOU WILL CONSIDER MY COMMENTS BEFORE COMING TO A CONCLUSION. I WOULD LOVE TO SEE THE AREA BECOME MORE PROSPEROUS FOR BUSINESSES WHILE KEEPING THE CIVILIANS SAFE. THANK YOU FOR YOUR TIME!

Name:

JOE VIERTHALER & NICOLE BROKAW

Representing

Address:

Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the preferred Alternative that you support as well as items on which you might disagree:

4 Lane to RT 47

OK

RIGHT TURN Lane FROM UAW Union Hall
TO THE Red Light That will move the
TRAFFIC to NORTH ORCHARD RD

IF U Bring TRAFFIC Thru Subdivision
U Will Have some KIDS TO get HURT

BUREAU OF PROGRAMMING
RECEIVED

JUL 22 2016

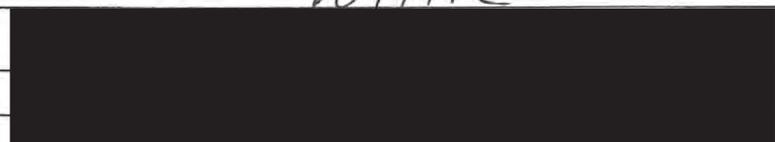
DISTRICT #1

Name:

Willie

Representing

Address:



Phone:

E-mail

From: RAYD8@aol.com
To: info@us30baselineroadstudy.org
Subject: Comment Form IL 47 to IL 31
Date: Monday, July 25, 2016 2:51:02 PM

Hi,

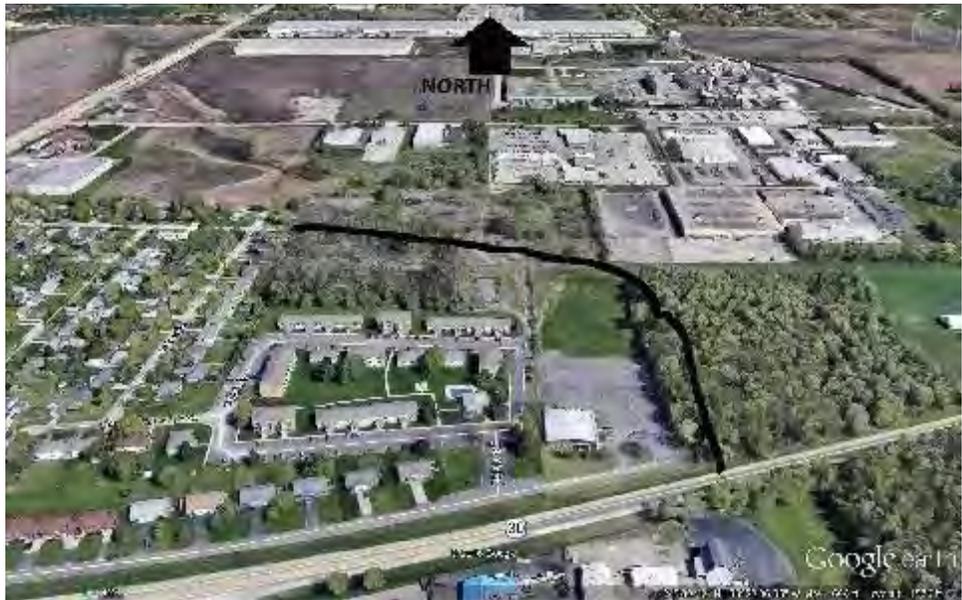
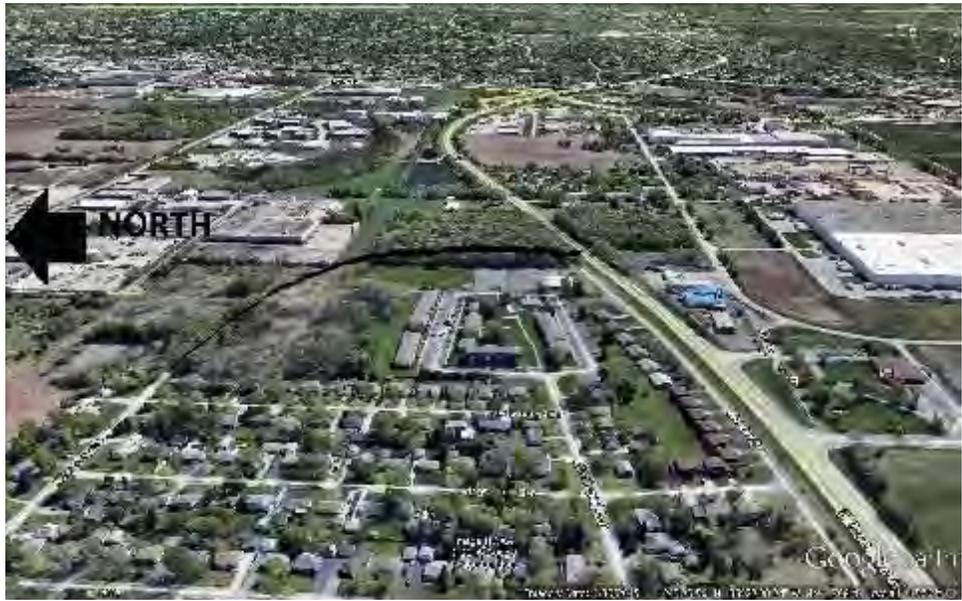
I was given the comment form and ask to fill it out and submit it with any thoughts I may have.

Some have talked about connecting Kevin Dr. to Rt. 30. This would be better than nothing but would not solve our access problems.

I suggest connecting Countryside to Rt. 30 and have traffic lights at both Rt. 30 and Orchard Rd. I submit these four photos from different views. Thank you

Raymond Diller







COMMENT FORM



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- Concerning exits for Blackberry Heights subdivision located at the corner of Orchard Road and Route 30:
- As you may be aware it is very difficult to exit the subdivision at busy times of the day.
- In light of the four lanes in place on Orchard Road and the planned future of four lanes on Route 30,
- We are very concerned that this will become more and more of a problem.
- We do not want to be hemmed in and not have a convenient way to exit the subdivision.

Proposed Solution -

1. An exit to the North onto Aucutt Road
2. A stoplight at Orchard Road and Countryside Ave
3. A right ~~turn~~ only turn onto Route 30 from Kevin or Oakton

Name:

Ellen Bass

Representing

I am a resident of the subdivision!

Address:

[Redacted address]

Phone:

E-mail

COMMENT FORM



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I think road improvement is very important, and I'm for the project, but for losing 21' of my property is something that would be devastating to my family and my self. we have a big park like setting playground that would be lost. not to mention our well and septic, my 11 car garage, what would i do with my cars? I don't want to sell them. I'm for the project. But I don't want it to effect our way of life.

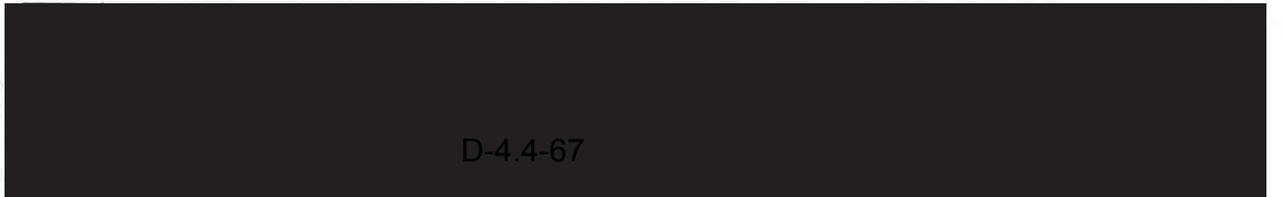
Yours Truly
Miguel and family

Name:

Miguel Zepeda and family

Representing

Address:



Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

ALL OF THE CITY, COUNTY, AND STATE "IMPROVEMENTS"
TO MY SUBDIVISION ARE CREATING A NIGHTMARE.
EXTRA TRAFFIC MAKES IT ALL BUT IMPOSSIBLE TO GET OUT
NOT TO MENTION THE NOISE!
THE NEW ~~SEWER~~ SANITARY SEWER EXTENSION DISRUPTED THE NATURAL
DRAINAGE, AND CAUSED A MOSQUITO INFESTED SWAMP.
ACCIDENTS ARE ALMOST A DAILY OCCOURANCE.
TRAFFIC ENGINEERS ARE IGNORANT OF OUR PROBLEMS.

- ① WE WANT AN EXIT TO ROUTE 30 (EXIT ONLY!)
- ② WE WANT SOUND WALLS HIGH ENOUGH TO BE EFFECTIVE
- ③ WE WANT THE NATURAL DRAINAGE OF THE AREA RESTORED
- ④ WE WANT A TRAFFIC SIGNAL ON COUNTRYSIDE + ORCHARD
- ⑤ WE WANT PROTECTION FOR PEDESTRIANS

Name: RICK OLSON

Representing: ~~XXXX~~ XXXXXXXXXX

Address: [REDACTED]

Phone: [REDACTED]

E-mail: [REDACTED]

COMMENT FORM



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It is almost impossible to get out of our neighborhood because of all the traffic on Orchard Rd. especially in the A.M. & P.M. rush hours. It has also gotten worse throughout the regular day. The best solution to this problem would be to put traffic lights on the Countryside entrance/exit. If traffic lights were put here, then you could make the Brentwood entrance right in & right out only. This would eliminate some of the car crashes that have occurred at this intersection. Also, even though there is a sign to NOT BLOCK the Intersection, on Countryside, it is rarely obeyed making it even more difficult to go S. on Orchard because the entrance/exit is always blocked. This is not only difficult for homeowners to get in & out of the neighborhood, but it also affects the ability for school busses, ambulances, & police to get in & out as well. By expanding Rt. 30, this will increase the traffic on Orchard Rd. making it absolutely impossible for anyone to get in & out of the neighborhood. We need a solution for our neighborhood. We're tax payers too and should be treated fairly.

Some people are suggesting a right only exit at the South end of Kevin Dr. I think this is NOT the solution. In fact, I think it will cause more accidents on Rt. 30 because of the vehicles trying to go South on Orchard. They will not have adequate time to change lanes before the traffic light, hence causing an accident. Also, with traffic backed up on Rt. 30, you'll be lucky if anybody allows you to exit the neighborhood making only for a right turn to go N. on Orchard which you can already do at Brentwood & Countryside. If a right only exit is needed off of Rt. 30, the best place would be by the Victorian Apartments or the UAW hall. That way motorists will have more time to exit the neighborhood & change lanes if necessary. Also, I completely disagree with an entrance off of Rt. 30 because this will create a shortcut into our neighborhood which will be really bad for our kids making it unsafe for them to play outside. Another reason the exit off of Kevin Dr. would be bad is that it will create more traffic on Kevin Dr. creating an unsafe exit for our kids to play outside. Motorists are constantly speeding down Brentwood on Kevin Dr. As it is, several people do not stop at this intersection causing several accidents over the last 10 years. This would occur more frequently, possibly causing school children to be run over especially since the corner of Brentwood & Kevin is the BUS STOP. Somebody needs to look out for our kids.

Also, I would prefer to have noise reduction walls installed on both sides of the neighborhood off of Orchard & off of Rt. 30. It gets really loud, & the walls would help. Thank you for your time & consideration.

Name: Subajete Oitaku

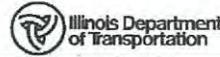
Representing: [Redacted]

Address: [Redacted]

Phone: [Redacted]

E-mail: [Redacted]

COMMENT FORM



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To whom it may concern we have trouble in the morning get out of Orchard Rd due to so much traffic so in the afternoon it's bad we got to wait 10 min to get out. And when there is an accident the police won't let us in the subdivision we have to wait until they pick up everything sometime it's over 2 hrs before we get back to our subdivision

Thank you

Tomás & Gloria, Belinda Rivera

Name: _____

Representing _____

Address: _____

Phone: _____

E-mail _____

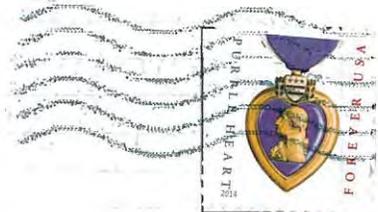
Fold first

Tomas & Gloria Rivera



Purple Heart
The Medal
Combat Wound

POSTAGE WILL BE PAID BY ADDRESSEE
22 JUL 2016 PM 2 1



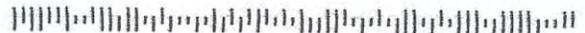
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attn: Lori Brown
Bureau of Programming

DISTRICT #1

JUL 26 2016

BUREAU OF PROGRAMMING
RECEIVED

60196-1096



Fold last

From: [REDACTED]
To: info@us30baselineroadstudy.org
Subject: rte 30 and orchard issues
Date: Wednesday, July 27, 2016 3:09:32 PM

I live in the blackberry subdivision on Rte 30 and orchard road in Montgomery, IL. My family and I have lived there for over 9 years. When we first moved in the Wal-Mart was not yet finished and that was the only building there at the time, orchard road was still only 2 lanes.

Now almost 10 years later orchard road is 4 lanes wide and there are so many more businesses. I am not complaining. The businesses are great! I love them all.

I will say that it is extremely difficult for me to get out of the subdivision more so to turn south on orchard. I have 2 small children and usually have their friends or cousins with me. I sometimes feel that I will at some point be in a terrible accident it is bound to happen. I have been lucky so far, thankfully. I know that just yesterday I could not get out to save my life so I was blocking most of orchard going north because people are so inconsiderate they just block the little space for anyone leaving our subdivision to be able to turn. Its ok its just people unfortunately. usually preoccupied with their own thoughts.

I have taken videos and even pictures of this as it is a daily occurrence. When there are accidents the traffic is so terrible that I usually cannot even get to my house because it is blocked off. Just the other day there was no room for an ambulance to come through (it was heading south on orchard and I was heading north just passing rte 30) that it had to come into our lanes so all our lanes had to move over, not the cars that were facing the same way as the ambulance. It was rather scary because people were just cutting in front of me and trying to get over because that ambulance could not get through, there was no where for it to go. There are so many accidents at that intersection that I actually find it so ridiculous that that ambulance does not have a separate lane to move to get to where it needs to go.

I know the school buses have an extremely difficult time in the morning and afternoons hours which affects the school, the children and their learning when they are late and feel flustered no different than when an adult is running late for work and feel like their whole day is thrown off.

Some suggestions I would offer would be the following:

1. I have heard some rumblings of an exit only off of route 30 from 2 different locations in our subdivision. I like that idea but I still fear that it would be difficult for us to get to the turn lane to go left on orchard

2. While I know that on the most north intersection where there is a turn lane they have it lined like the people are not supposed to "block the intersection" to hopefully give us some room to get in while the traffic is jammed packed, they always block it. There are no signs that say not to and people are just rude in general so they wouldn't really care, but it would be nice if maybe there was some signage and also if they did the same thing at the intersection closer to rte 30--block that off so that we are able to get in. Sometimes its by the time the lights go and then the other direction of cars start going again, you've lost the opportunity.

3. I don't know maybe even a road from the back of mulberry street that led to aucutt to help us to get out safely. I'm not sure but I do know that something needs to be done.

I will leave you with one final thought, it is almost impossible to safely leave our subdivision during rush hour times. I don't know maybe you should come out one day and live and see and fear for yourself.

Regards,



Feedback Orchard Road

Blackberry Heights Subdivision

It is almost impossible to get onto Orchard Rd from Brentwood at almost any time if you try to make a left turn. My husband has been sick and in an ambulance trying to get out on Orchard Rd and it was really hard for the ambulance driver to get out. There should be no left turns allowed with the lanes blocked with curbing so only right turns in and out should be allowed, it is dangerous with people turning left from Orchard onto Brentwood as they cut in front of you as you are turning right onto Brentwood. Rude drivers!

Sometimes we have waited for up to 10 minutes to try to get out on Orchard from Countryside in heavy early morning or afternoon traffic. If we are going for an appointment we need to make sure we are leaving early enough not to get caught waiting to get out on Orchard Rd. If we want to go south on Orchard Rd. many times we turn right and go north to the service road between the service station and Newly Wed building and come out on Aucutt Rd to connect with Orchard Rd. It has been a real hassle for a very long time.

It would help greatly if the lights were synchronized so there would be time to get out between the signal changes at Rt. 30 and Aucutt Rd as the traffic keeps coming. Maybe have no turn on red, or maybe even a delay before the light changes? Also lower the speed limit, it is 45 but cars whiz by going really fast and I know they are not going the speed limit. Drivers are just plain rude and speed up to keep you from exiting. We have received many waves, not friendly ones while driving on Orchard, seems like road rage has taken over.

An exit only onto Rt. 30 would eliminate some of the traffic coming from apartment buildings and be easier to get onto Orchard from Countryside. An Oakton exit would be better than Kevin Dr. How will this be handled? Will traffic be slower so we will be able to get out of subdivision? Praying good solutions can be worked out for the benefit of all Blackberry Heights residents.

Bill and Gaye Alexander



COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

Hello,
My name is Daniel Murphy I live at [redacted] Montgomery IL, 60538. I'm writing to you for the reason that ever since construction began on Orchard road and U.S. Route 30 Widening project, it has made it a nightmare trying to get out of the subdivision that is now boxed in by these two major intersections, it's very difficult to enter the subdivision and a nightmare trying to get out. We have children that go to schools here and the school buses have a hard time going in and out as well and emergency personnel take longer response times due to the high traffic. We should be able to get in and out of the subdivision with reasonable amount of time there's ample room to build extra exit and entrance points with out having to risk an accident. This would improve safety and easier access for neighbors, emergency personnel and school buses. please do something about this situation its not worth the accident that can occur and have already occurred.

Regards
Daniel Murphy.

Name:

Daniel Murphy.

Representing

Concerned neighbor's

Address:

Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

I am writing to express my concern regarding the widening of RT 30 from RT 31 to West of Orchard Rd. With the increase of traffic on Orchard Rd since its widening it has become increasingly difficult to exit the (Blackberry) subdivision from either of the only two roads leading in or out of the subdivision (Countryside Ave or Brentwood Ave) during the morning and evening rush period.

Currently during both rush time periods there is an almost continuous flow of traffic heading North on Orchard Road. This traffic flow is caused by traffic heading North on Orchard under green light, east bound RT 30 turning North on left turn green outflow, and right turn after stop on red for traffic heading West on RT 30. South bound Orchard in addition also backs up blocking residents from turning left (South) onto Orchard Rd.

Additionally if there is an accident on RT 30 and Orchard Road or South Road and Orchard, this bring traffic to a Deadlock on Orchard Road, thus leaving no exit for the subdivision residents and or visitors. It is or could also very well result in a major safety concern for emergency vehicles (Fire, Ambulance or Police) needing access to the subdivision.

It is my opinion that with the widening of RT 30 it will only increase the amount of traffic on Orchard Rd. I believe that with the widening of RT 30 that an additional access road with a traffic light be added on the RT 30 corridor along with an additional traffic control light be added at Countryside Ave and Orchard Road.

Name:

KEITH A DELLES

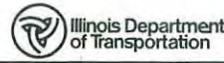
Representing

Address:



Phone:

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

#1 When Orchard Rd was widened we had great difficulty getting out of the subdivision (Orchard & Rte 30)
Now we will have more traffic with Rte 30 improvements

Please give us an exit to Rte 30, either at Kevier or at the Union Hall - NO ENTRANCE

#2 North & East end of this subdivision both have standing water always. Drainage needs to be included in your plans

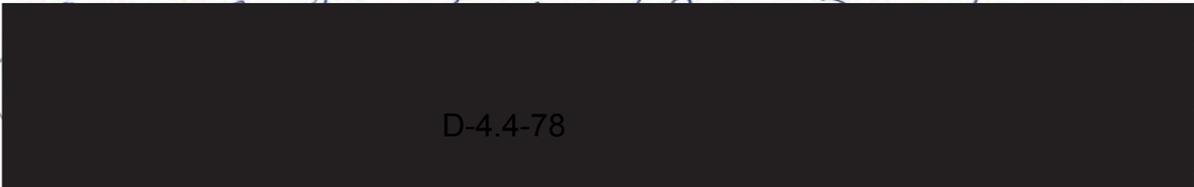
Name:

LINDA Pasetti Okso

Representing

resident

Address:



Phone:

E-mail

COMMENT FORM



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IDOT encourages you to comment on project elements of the Preferred Alternative that you support as well as items on which you might disagree:

We only disagree if our taxes go up too much to cover this to be done.

Name:

Saland Kathy Marena

Representing

Address:

Phone:

E-mail



We are in favor of the widening of US 30 along with the sound wall, but not to the magnitude your committee is proposing. With this expansion we will lose 21 feet of our backyard which minimizes our property vastly.

We purchased this house with its land certainly not for the house itself. This loss of backyard will impact our lifestyle tremendously. This will impact our septic field. Who is going to pay for this? This will impact our large tree in the backyard as your 21 feet will certainly require this to come down as well. Who is going to pay for this? Why should we be so inconvenienced for such a walk way and bike path to nowhere?

Expanding the road is important but adding a bike path and shared walkway seems rather senseless. This will be a bike/walk path to nowhere. Traveling east on Route 30 via bike or foot(See attached photos) will place you on the exchange to Route 31, which was not designed for bikes or

walking. You have invested huge dollars in that project which appears complete. Will you be adding a walkway across this exit ramp? Still traveling east, you have completed the road extension without a bike path or walking path (See attached photo's). If this was done, then your proposal would perhaps make more sense as there is retail shopping and other conveniences for the surrounding neighborhoods.

In this specific area retail is only west of the four properties you want to disrupt which is a Wal-Mart, a gas station, a muffler shop, fast food, Taco Madre restaurant and a bank that went out of business.

From Wal-Mart to the four properties there is nothing and no reason for a bike/walk path. This makes zero sense as this path going east from these four properties is a path to nowhere. If we, the four properties, have interest in utilizing this described path going west....where would we go, Wal-Mart? If we want to shop

at Wal-Mart and walk, we would exit our front door.

To go east would be dangerous because there would be no continuous walk or bike path, therefore we would get in our automobile and drive to the Jewel, McDonalds and the like. Again, this described path is to nowhere there are zero reasons for its inclusion in this project.

On a personal note we have rescue dogs and we need the space for them to enjoy life as best they can.

We plan on expanding our deck and now due to this potential disruption with a five year possible start date....what do we do? Stop living and enjoying our lifestyle while you decide if the budget warrants this path to nowhere?

Again and again...21 feet is too much for us to give up with zero benefits to all who live in this immediate area. The compensation for the described bike and walk way that becomes a path to nowhere

Comment form

IL Dept. of Transportation

US 30 (IL 47 to IL 31)

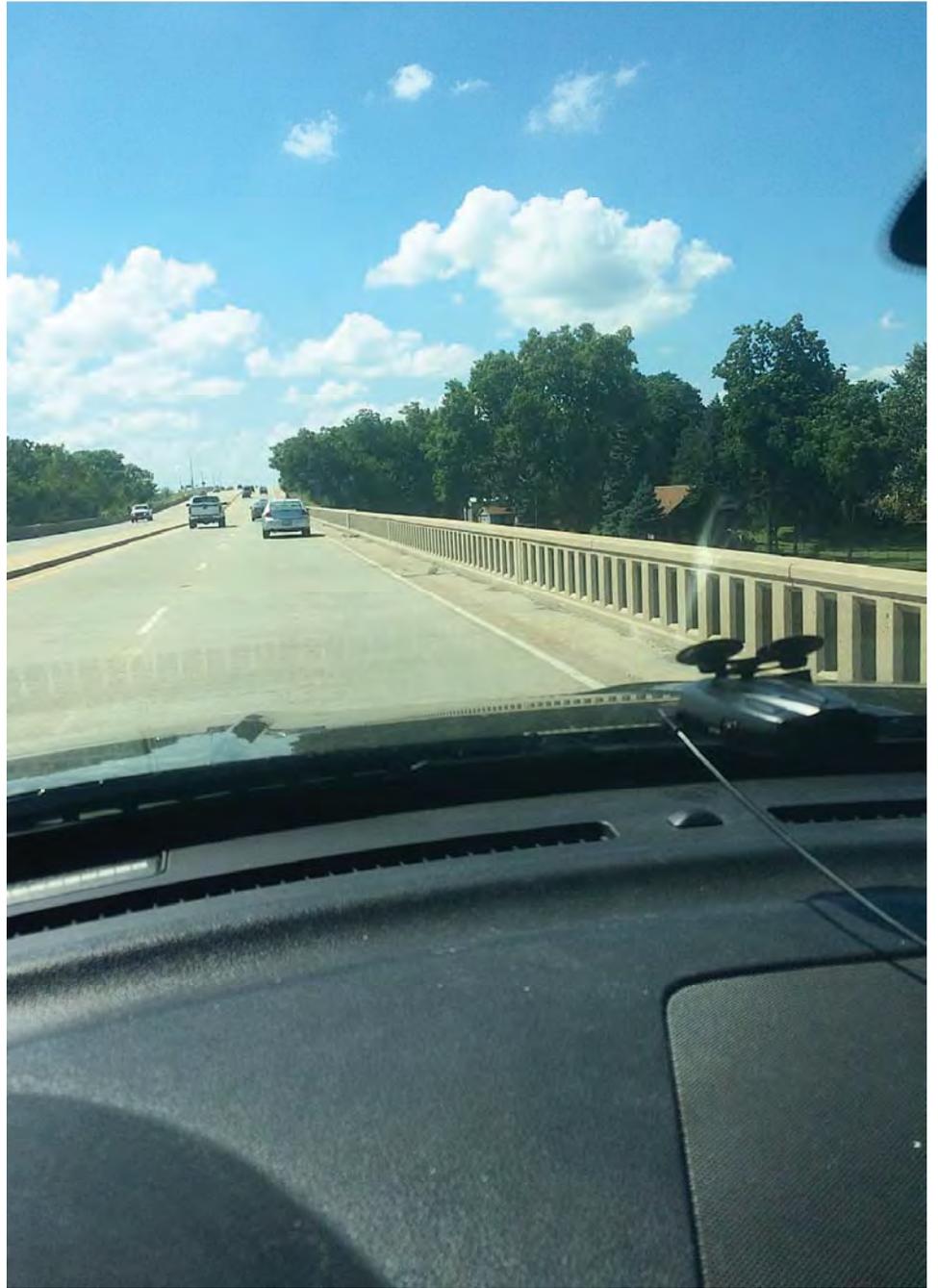
seems ridiculous money spent and it serves no purpose.

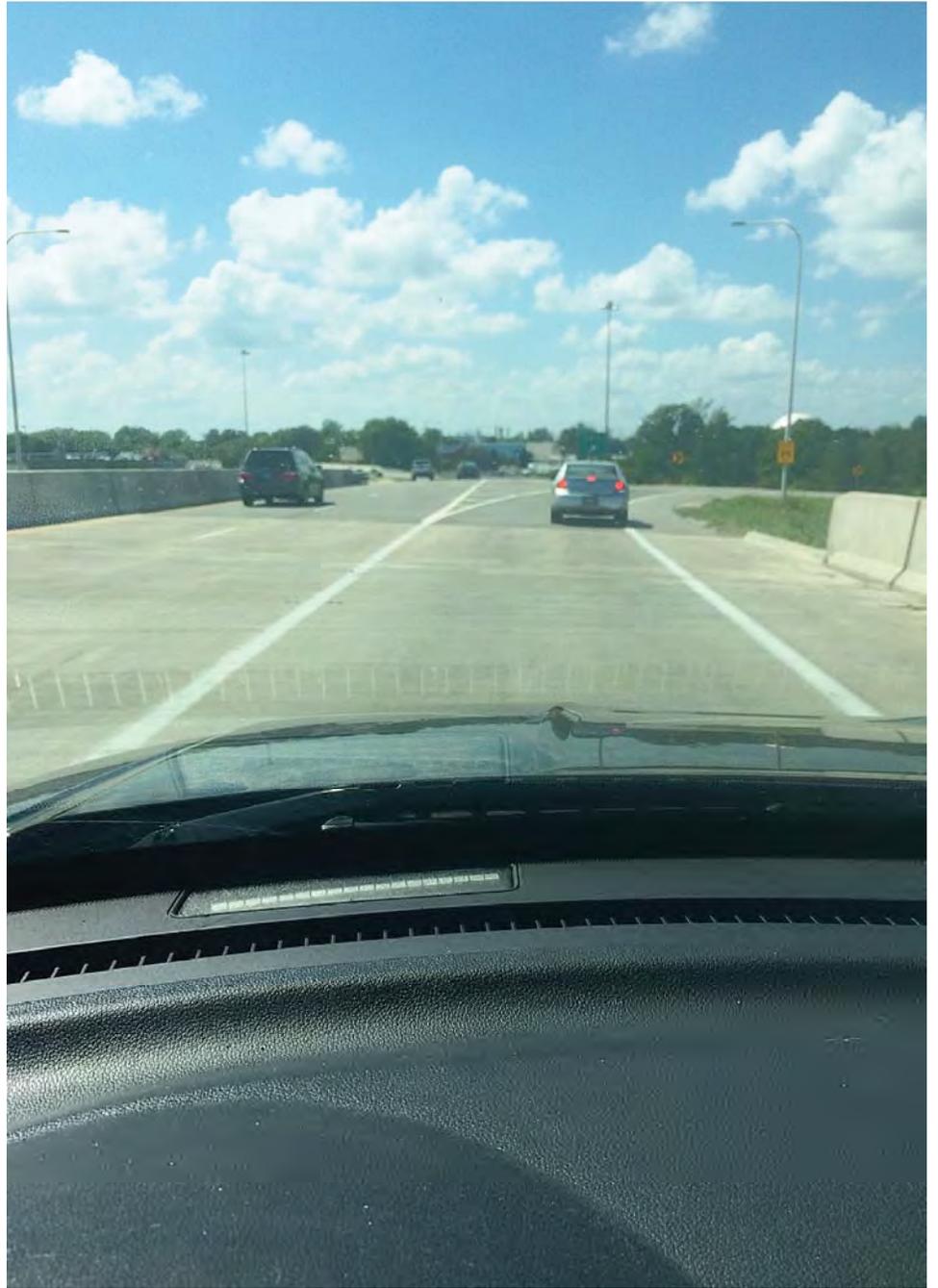
We vote no to the bike and walk way and the giving our precious 21' of backyard.

The Randi & Jay Borne Family



Thank you









Illinois Department of Transportation

Office of Highways Project Implementation / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois 60196-1096

S/S
6/7/2016

June 2, 2016

«Full_Name»
«Title»
«CompanyAgency»
«Office»
«Address1»
«Address2»
«City», «State» «PostalCode»

Dear «Alt_Salutation»:

The Illinois Department of Transportation (Department) cordially invites you to attend a public hearing concerning the preliminary engineering and environmental study (Phase I) for the improvement of US 30 from IL 47 to IL 31 in the City of Yorkville and Village of Montgomery in Kane and Kendall Counties. This improvement is not currently included in the Department's FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding considerations among similar improvement needs throughout the region.

The proposed scope of work for this improvement includes roadway widening and reconstruction to provide two lanes in each direction separated by a curbed median, pedestrian and bicycle accommodations, and drainage improvements.

The purpose of the public hearing is to obtain public input on the preferred improvement and the Section 4(f) impacts to the Stuart Sports Complex and the Blackberry Trail Forest Preserve.

The details of the public hearing are as follows:

Date: June 29, 2016
Time: 4:00 PM to 7:00 PM
Location: Montgomery Village Hall
200 N. River Street
Montgomery, IL 60538

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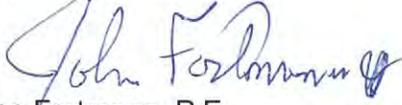
«Full_Name»
June 2, 2016
Page 2

2016

Attached is a copy of the display advertisement that will appear in the June 9 and June 23, 2016 editions of the Daily Herald and Kane County Chronicle newspapers.

If you have any questions or need additional information, please contact me or Kimberly Murphy, Consultant Studies Unit Head, at (847) 705-4791.

Very truly yours,



John Fortmann, P.E.
Region One Engineer

Enclosure

bcc: Matthew Magalis
Omer Osman
Paul Loete
Jeff South
Nicky Cortez-Hun
John Fortmann
Jose Rios
Brian Carlson
File

Prepared By: Ryan Dettmann, Ext. 4126
Bureau of Programming

S:\Gen\WP\p&es\CONSULT\Projects - Active\US 30 (IL 47 to IL 31)\10_PUBLIC OUTREACH\Public Hearings\2016-06-29 Public Hearing\2016-04-12_LTR_PH.List.A.Letters.docx

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Schaumburg, IL 60196-1096
Attn: Bureau of Programming
Lori Brown

or submitted through the project website or email: www.US30baselineroadstudy.org or info@us30baselineroadstudy.org

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Fourteenth Congressional District
40W310 Lafox Road
Suite F2
Campton Hills, IL 60175

The Honorable Jim Oberweis
Illinois State Senator
Twenty-fifth Legislative District
959 Oak Street
North Aurora, IL 60542

The Honorable Linda Holmes
Illinois State Senator
Forty-second Legislative District
76 South LaSalle Street
Suite 202
Aurora, IL 60505

The Honorable Jennifer Bertino-Tarrant
Illinois State Senator
Forty-ninth Legislative District
15300 Route 59
Unit 202
Plainfield, IL 60544

The Honorable Keith R. Wheeler
Illinois State Representative
Fiftieth Representative District
959 Oak Street
North Aurora, IL 60542

The Honorable Linda Chapa LaVia
Illinois State Representative
Eighty-third Representative District
8 East Galena Boulevard
Suite 240
Aurora, IL 60506

The Honorable Mark Batinick
Illinois State Representative
Ninety-seventh Representative District
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Plainfield, IL 60544

The Honorable Stephanie A. Kifowit
Illinois State Representative
Eighty-fourth Representative District
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P.O. Box 19276
Springfield, IL 62794-9276

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Regional Transportation Authority
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Suite 1650
Chicago, IL 60604

Mr. T.J. Ross
Executive Director
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Arlington Heights, IL 60005-4412

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Village of Montgomery
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Montgomery, IL 60538

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Village of Oswego
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Oswego, IL 60543

Mr. P. Sean Michels
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Village of Sugar Grove
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Sugar Grove, IL 60554

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Sugar Grove, IL 60554

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Highway Commissioner
Township of Sugar Grove
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Sugar Grove, IL 60554

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Bristol Township
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Bristol, IL 60512

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Bristol Township Highway Department
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Infrastructure Council
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Chicago, IL 60606

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President and CEO
Illinois Road and Transportation Builders
Association
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Itasca, IL 60143

Mr. Benjamin Brockschmidt
Executive Director/Vice President of Policy

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Lori Brown

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BRIDGE

Both vulnerable, North deals.

North
 ♠ A Q 9 6 4
 ♥ K J
 ♦ 8 5
 ♣ Q 10 5 3

West
 ♠ 5 2
 ♥ 8
 ♦ K Q 10 9 6
 ♣ A K J 9 4

East
 ♠ K J 10 7 3
 ♥ Q 6 4
 ♦ J 7 3 2
 ♣ 2

South
 ♠ 8
 ♥ A 10 9 7 5 3 2
 ♦ A 4
 ♣ 8 7 6

The bidding:

North	East	South	West
1♠	Pass	2♥	2NT*
Pass	3♦	3♥	Pass
4♥	Dbl	All pass	

*At least 5-5 in the minors

Opening lead: Ace of ♣

South evaluated his hand very aggressively, due to his nice seven-card suit and two pure aces. East's aggressive double is harder to understand. He no doubt was playing partner for very sound values when he entered the auction vulnerable, but it is usually unwise to double based on values you hope are in partner's hand. You had better have some tricks of your own.

West took a long time to play after his ace of clubs held the opening lead. He shifted to the king of diamonds, won in hand by declarer with the ace. South crossed to dummy with a heart to the king and led the jack of hearts, taking the indicated finesse. This was indicated both by East's double and West's failure to shift to a spade at trick two — a shift that would have been attractive holding a singleton.

South cashed the ace of spades and crossed back to his hand with a spade ruff. The ace of hearts drew the last outstanding trump and a club toward dummy set up the queen for declarer's tenth trick. Four hearts doubled, bid, and made!

Note that it would not have helped the defense had West continued with the king of clubs at trick two and then given East a club ruff. The queen of clubs would still have been the tenth trick. There is a winning defense, however. Can you spot it? West has to lead a low club at trick two! East can ruff this and shift to diamonds, giving South no chance to develop a tenth trick.

— Bob Jones
 tcaeditors@tribpub.com

SUBMISSIONS, COMMENTS AND QUESTIONS

- Want to submit an article, photo or event? Go to community.chicagotribune.com
- Have a story idea? Your local reporters would love to hear from you. You can find all of their contact information at chicagotribune.com/suburbscontact
- Other questions? Reach out to suburbs@tribpub.com

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JON LANGHAM/COURIER-NEWS PHOTOS

The City of Elgin's Human Relations Commission sponsored a community discussion about David Powers' recently controversial mural "American Nocturne" on Tuesday in Elgin. About 120 people attended the event.

Crowd weighs in on mural

Conversation focuses on race, what to do with controversial painting in Elgin

Should David Powers' recently controversial mural "American Nocturne" stay on display in Elgin or not be displayed as public art at all?

Points to that effect became the main focus of a town hall meeting Tuesday night in the Heritage Ballroom at The Centre with a crowd that grew to about 120 people.

"It takes courage to come out and talk about issues like this among your friends and neighbors. That's what makes Elgin the city it is," Mayor David Kaptain said at the start of the meeting.

The gathering was put on by the Elgin Human Relations Commission, dubbed a "courageous community conversation" and entitled "It's Not About the Art: It's About the History."

Moderator and pastor Bob Whitt said the discussion would focus on "what is the root of things we are dealing with in our society and city when dealing with race."

The night featured 15 people from the audience making statements related to Powers' piece of public art, then Whitt, Kaptain and three panelists sharing their thoughts. That panel included Elgin Human Relations Commission chairman Bill Williamson, commission member Danise Habun and attorney and U46 School Board member Traci O'Neal Ellis.

For the mural, Powers used a famous photograph of a lynching that took place in 1930 in Indiana as his source material. The mural depicts a gathering of white people who apparently are based on some of those who stood in front of the two hanged black men in the photo.

While the mural was unveiled in Elgin in 2007, knowledge of the source material only became widely known to locals last month when Elgin Community College student Richard Furr posted on the "What's Happening in Elgin?" Facebook page after he and a friend figured out the source material for Powers' work.

The mural had been up on a wall in a plaza off South Grove Avenue and was moved to the lobby of the Hemmens Cultural Center in the aftermath of the controversy that ensued.

Powers subsequently said he "didn't want, in the end, for anyone to have the idea that I was advocating that cruelty, that murder. The idea here was talking about lynching, asking questions, the history," behind such atrocities. "You don't want to be on that wall with these monsters. Anywhere. In any town," he said.

In an August 2007 segment for the locally produced "Elgin Today," Powers said the mural was an allegory for the Great Depression, but he didn't mention its source material, nor did Powers' associate Milt Evans, who is interviewed in the same clip.

At the Tuesday session, Andrea Johnson-Williams said she felt "deceived and disrespected because this discussion didn't happen 10 years ago." Powers had the responsibility to reveal and credit his source and to start the conversation at that time, she said.

"You can't fix it now," Johnson-Williams said.

Lenora Scruggs said that Powers could have painted jazz or blues players or other moments in black history but chose to use the lynching photo instead.

"It should have come down the next day (after the Facebook posts)," Scruggs said.

Scruggs also said that had a mural upsetting to Jewish or Latino residents been the subject of a similar controversy it would have been promptly removed.

"This (mural) hurts us as a black community," Scruggs said. "It should be hidden in someone's basement."

Civil rights activist Ernie Broadnax spoke of living most of his 81 years in Elgin and of how the city had been segregated, with no black school teachers, instructors at Elgin Community College, on the police department or involved in the city's politics.

"I have seen a number of positive changes. We still have problems, but we must work together and look to the future. Everybody has to make their choices," Broadnax said.

Noting that he once worked a job

involving explosives in which timing was of the utmost importance, Broadnax said, "We have time to work things out."

Local artist Fred Wimms said that it is important for people to remember the past. As there is still a long way to go when addressing racism, "people cannot forget. (Remembering) is the only way you can move into the future."

Wimms said he knows Powers and has had conversations with him. Artists such as Powers can be tricksters, which is part of their art, Wimms said, and with "American Nocturne," Powers did not intend to do harm.

"Be upset, but not for the wrong reasons," Wimms said.

Echoing Broadnax, Wimms said people should take it slow and come to realize what Powers' piece means.

Pastor Whitt said he felt the mural shouldn't stay up but that the community does need to have dialogue about race-related issues.

O'Neal Ellis said that she would take Powers at his recent word for the intention of his mural and would "make him stick with it." If you remove symbols of the ugly past, people will forget, Ellis said.

Noting a positive, Williamson said the artwork did spark a conversation.

Kaptain concluded the evening by noting that while it took almost 10 years for the mural's source material to become more widely known, the time is right now to discuss it and issues of race.

"I hope conversations like these continue," Kaptain said.

And on their way out, those in attendance were given a survey from the city to complete asking if the mural should be returned to the plaza with a placard explaining its history and meaning, be placed somewhere else with a placard, not displayed at all, or something else done with it.

As is, the mural will be the subject of further discussion Monday at the Cultural Arts Commission meeting as that body looks at policies surrounding public art and the city's role in promoting art. That meeting is scheduled to run 7 to 8 p.m. in council chambers at City Hall, 150 Dexter Court.

mdanahey@tribpub.com

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Illinois Department of Transportation
 PUBLIC HEARING

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Play your favorite games in
puzzle island
 every Sunday in the Life+Style Section

Chicago Tribune
LIFE+STYLE
 Sunday

BRIDGE

Neither vulnerable, East deals.

North
 ♠ J10 6 5 4
 ♥ 8
 ♦ K J 9 3
 ♣ 9 4 3

West
 ♠ 7 3
 ♥ K J 6 3
 ♦ 6 5 4
 ♣ J 8 5 2

East
 ♠ A Q 9 8 2
 ♥ 10 7 2
 ♦ Void
 ♣ A K Q 10 7

South
 ♠ K
 ♥ A Q 9 5 4
 ♦ A Q 10 8 7 2
 ♣ 6

The Summer Festival of Bridge, held each January in Canberra, Australia, is a top tournament attracting players from many countries. Experts from Asia, Europe, South America, and the USA will make the long trip just to play in this tournament. GeO Tislevoll is originally from Norway, but he relocated to New Zealand some years ago

The bidding:

East	South	West	North
1♠	2♦	Pass	3♦
4♣	4♥	5♣	5♦

All pass

Opening lead: Four of ♦

Bach found the only lead to give the defense a chance — a trump. Declarer won in dummy and led a heart to the ace, then ruffed a heart back to the dummy. Declarer needed entries back to his hand to continue ruffing hearts, so he led a spade from dummy. He was sure that East held the ace of spades and wouldn't be able to lead a second round of trumps.

Tislevoll rose with his ace of spades, felling South's king, and went into long thought. Seeing the urgency, for the defense, of playing another trump, Tislevoll led a low club away from his ace, king, and queen. South was powerless as Bach grabbed his jack of clubs and led a trump. This limited declarer to one more heart ruff and Bach's king of hearts stood up as the setting trick. Nice defense!

— Bob Jones
 tcaeditors@tribpub.com

SUBMISSIONS, COMMENTS AND QUESTIONS

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FOX VALLEY PARK DISTRICT

A photo taken at last year's Fox Valley Park District camp serves as inspiration to Cathy Schwieger as she puts together Monday's Golf for Kids Benefit Outing to raise funds for park district youth programs.

Fox Valley Park District's game plan to reach underserved children



DENISE CROSBY

Check out the happy little faces in this picture taken at last summer's Fox Valley Park District camp.

Now, think back to your own childhoods.

I'd wager the majority of your most vivid, and positive, memories come from summertime activities — swimming, campfires, baseball games — that allowed you to do what kids do best.

Play.

As the Fox Valley Park Foundation's recently appointed and first full-time employee, Cathy Schwieger keeps this particular photo on her desk for a reason ... to remind her of the difference the park district programs can make in the lives of kids who might not get a chance to make so many precious memories.

This column is not so much about the kids shown here, but those not in that picture.

And there are plenty.

As the second largest park district in the state, the Fox Valley Park District's reach includes more than 235,000 residents in Aurora, North Aurora and Montgomery. But currently only 57,000 are taking advantage of its programs and memberships. Too often the reason is because families can't afford the

fees. So Park District Executive Director Jim Pilmer is on a mission to close that gap on these "social inequities."

In the conversations I've had with Pilmer since he took over as head honcho, he's revealed myriad ideas on how he wants to reach the underserved, including forming partnerships with agencies — think VNA, local food pantries, United Way, CASA, school districts — to better reach that segment.

It's a commendable mission. But of course, you also have to figure out a way to pay for great ideas.

That's where Schwieger — and this photo — comes in.

The Fox Valley Park Foundation, it turns out, has been around a long time — formed in 1981 with its focus mostly on open space acquisition, as well as youth enrichment.

Then, 22 years ago, it began holding an annual golf outing, with proceeds going toward the park district's Golf for Kids that introduces youth to a sport traditionally reserved for those from more affluent homes.

It's a great program, but obviously not every child is interested in this sport. So as part of the restructuring going on in the park district to make it more relevant to more people, Pilmer named Schwieger as the first full-time employee — her title is development officer — of the Fox Valley Park Foundation. And her first major assignment was to make this annual golf outing bigger and better in order to fund a bigger

and better variety of youth programs.

Each year, the adult outing brings in around \$25,000 for Golf for Kids. This year's event — to be held Monday at Orchard Valley Golf Course — is on track to raise \$43,000, which will help fund additional programs like swimming lessons, camps, youth sports and theater.

"We want to open the door to a world of activities that enhance each child's growth and development," Schwieger said. "Unfortunately, because of financial constraints, many children miss out on the benefits that create lifelong memories and friendships."

This benefit on Monday is one of the premier outings in the area and offers both morning and afternoon tee times, she noted. Currently there are more than 200 golfers and 54 sponsors signed up, but it's not too late to join the endeavor.

Schwieger says she looks at this photo regularly, using those smiles as inspiration as she went about making calls pulling the outing together.

And I'm using it now to encourage anyone who would like to participate — as a sponsor, golfer or both — to visit www.foxvalley-parkdistrict.org/our-mission/fox-valley-park-foundation/golf-kids-benefit-outing or call 630-897-0516.

All you have to do is remember your own childhood ... and that every kid deserves a chance to play.

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Oswego East's Garrett Goetz named All-SPC

By KRISTIN SHARP

ksharp@kendallcountynow.com

The Southwest Prairie Conference boasted the most talented baseball league in Class 4A this spring, so placing two players on the All-Conference roster was an accomplishment for Oswego East.

Junior shortstop/pitcher Garrett Goetz was voted team MVP, both offensive and defensive, and was the only player selected to the Southwest Prairie All-Conference team. Senior Vince Schwartz received Honorable Mention All-Conference honors.

Goetz batted .430 for the season with a team-best 43 hits in addition to 17 RBIs and 23 runs scored. On the mound, he pitched 54 1/3 innings with a 2.06 ERA and a 3-6 record. Schwartz hit .402 and led the Wolves with 23 RBIs.

"It was pretty impressive for those guys to put up the numbers they did with as tough of a conference and as tough of a schedule as we played.

Plainfield North captured fourth

place in the state finals while Plainfield South finished in the Elite Eight and a total of five of the eight SPC teams won regional titles, while Oswego and Oswego East were eliminated in regional semifinals by conference opponents. Oswego East finished 12-19 overall, and 17 games were against regional championship teams. The Wolves went 7-14 in the SPC.

"I was really impressed with the way the kids competed the entire season," Engelhardt said. "We had ups and downs from the start. We dealt with some injuries early on, had a good stretch in the middle and won eight of 11, and then ran into some of that tough conference play. We lost nine of 10, but the kids came back and battled and we were playing our best ball at the end of the season."

Oswego East opened the summer slate with a 2-2 record after splitting doubleheaders with Oswego and Naperville Central to start the schedule. The Wolves will play through July 6 at the Oswego Wood Bat tournament before the IHSA summer playoffs take place the week of July 11.

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KENDALL COUNTY SHERIFF'S REPORTS

• Continued from page 9

in the 1900 block of Route 25 in Oswego at 12:13 a.m. June 20. Police said Davis has been charged with obstructing identification and possession of less than 2.5 grams of cannabis and drug paraphernalia.

Warrant arrest

County sheriff's deputies arrested Perry L. Wood, 28, of the 300 block of Sweetbriar Street, Plano, at Lew Street and Terrace Way in Plano on June 20 on an outstanding warrant for failure to appear in court on a prior charge of possession of drug paraphernalia.

Warrant arrest

County sheriff's deputies arrested Keshawn O'Neal Anderson Riley, 19, of the 30th block of Waterbury Circle, Oswego, at his residence June 20 on an outstanding warrant for failure to appear in court on a prior charge of retail theft.

Warrant arrest

County sheriff's deputies arrested Daniel Salgado, 19, of the 2400 block of Little Rock Road, Plano, at his residence June 20 on a warrant for failure to appear in court on a prior charge of possession of cannabis.

DUI charge in Rt. 25 crash

An Oswego resident, Lee A. Sizemore, 23, of the 300 block of Greenwood Place, was

injured June 15 at 11:55 a.m. when the vehicle she was driving southbound on Route 25 south of Boulder Hill Pass struck a guardrail, left the highway and then hit a tree.

Police said Sizemore was taken to Rush-Copley Medical Center in Aurora.

Police said she has been charged with driving under the influence, failure to reduce speed to avoid an accident, failure to wear a seat belt and operating an uninsured motor vehicle.

DUI arrest on Van Emmon

County sheriff's police arrested Taylor L. Snyder, 22, of the 300 block of Mulhern Court, Yorkville, after the vehicle she was driving was involved in a crash in the 8000 block of Van Emmon Road at 4 a.m. June 17.

Police said Snyder has been charged with driving under the influence, improper lane usage, failure to reduce speed to avoid a crash and no proof of insurance.

Motorist arrested

County sheriff's deputies arrested Demetrius Jarque Rogers, 24, of the 300 block of Titsworth Court, Aurora, after stopping his vehicle on Route 34 at Heritage Drive in Oswego at 11:07 p.m. June 15.

Police said Rogers faces charges of driving on a suspended license and unlawful possession of cannabis.

• Continued on page 11

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Bruce Rauner, Governor



Illinois Department of Transportation
Randy Blankenhorn, Secretary

FOR IMMEDIATE RELEASE:
June 15, 2016

CONTACT:
Gianna Uργο 312.814.4693

Public Hearing in Montgomery for Proposed U.S. 30 Improvements

CHICAGO – The Illinois Department of Transportation (IDOT) will host a public hearing June 29 on the proposed improvements to U.S. 30 from Illinois 47 to Illinois 31 in Kane and Kendall counties.

The public hearing will be in an open-house format, taking place at the following time and location:

Wednesday, June 29, 2016
4 to 7 p.m.
Montgomery Village Hall
200 N. River St.
Montgomery, Ill. 60538

The scope of the project includes widening U.S. 30 from Illinois 47 to Illinois 31 to provide two lanes in each direction with a raised median, shoulders, curb and gutter. The proposed improvements also include potential pedestrian and bicycle accommodations, as well as drainage work.

The purpose of the hearing is to present the project plans and obtain public input. The project currently is not included in IDOT's FY 2017-2022 Proposed Highway Improvement Program, but will be considered for future funding consideration.

Exhibits will be on display and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. A public forum will begin at 6 p.m., when the public will be invited to give statements to a court reporter. Written comments can be submitted at the hearing, mailed afterward or submitted to the project website www.US30baselineroadstudy.org. Comments received by July 28 will become part of the official public hearing record.

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You're Invited!

www.us30baselineroadstudy.org



The Illinois Department of Transportation cordially invites you to attend an open house public hearing concerning the improvement of US 30 (Baseline Road) from IL 47 to IL 31 in Kane and Kendall counties.

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Village Hall

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Montgomery, IL

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Montgomery, IL



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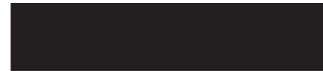
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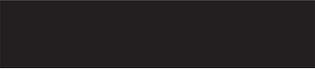
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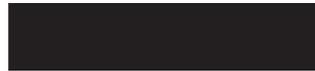
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Newsletters



US Route 30 Project Newsletter

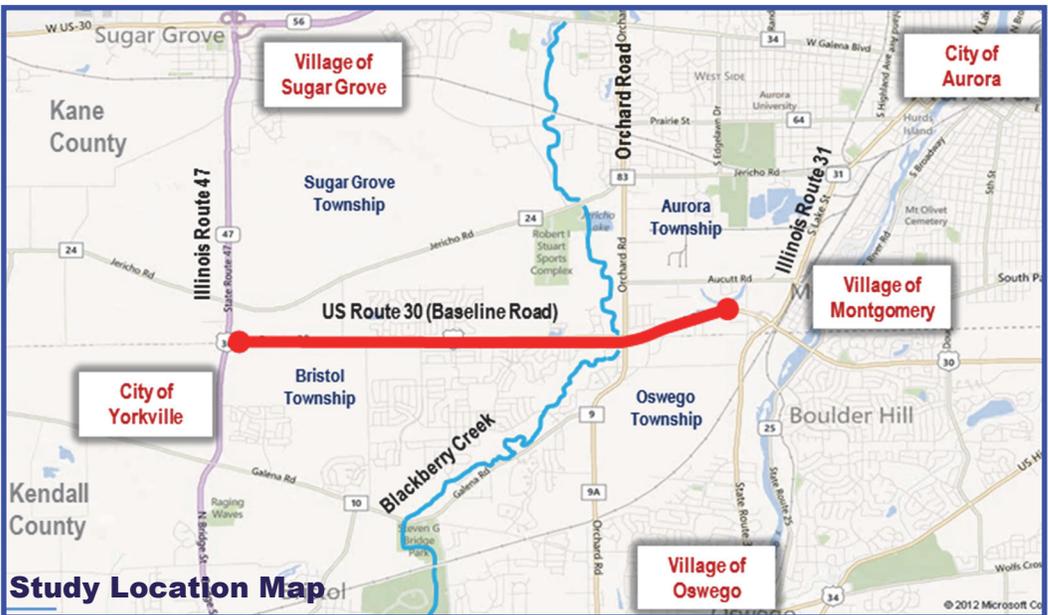
November 2014

Inside this issue:

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Project Update

This newsletter addresses questions and comments received at the second public meeting held July 30, 2014, for the US 30 (Baseline Road) Phase I Study between IL 47 and IL 31. The meeting was held at Montgomery Village Hall to discuss the purpose and need of the project, present the proposed improvement alternatives carried forward, and obtain input to help identify a preferred alternative. The meeting was attended by 77 people, and 21 written comments were received. This newsletter addresses various concerns and provides an overview of other topics. Comments were received in the following categories: roadway safety and speed limits, bicyclist and pedestrian accommodations, noise and landscaping, land acquisition, roadway geometry, traffic signals, and design considerations.



Preference of Project Alternatives

Several alternatives were considered for this study, and two urban alternatives with raised medians and curb and gutter were carried forward for public comment. Both alternatives include four lanes with dual left turn lanes at Orchard Road and Gordon Street, a continuous shared-use path for pedestrian and bicyclists, and accommodations for a 5-foot-wide sidewalk. As an added safety enhancement, a 10-foot-wide outside shoulder is included in Alternative #3. Project alternatives are shown on page 2.

Congestion and Safety Issues / Crashes

Concerns were raised about safety on US 30 in the project area. Analysis of crash data shows a record of safety issues over the past 5 years, including crashes that resulted in fatalities. Two segments of US 30, from Lakewood Creek to Blackberry Road, and from Horsemen Trail to west of IL 31, were within Illinois' top 5% crash locations in 2009, meaning they include some of the most pressing safety needs in the state based on the high occurrence of crashes that involve fatalities and/or severe injuries. In addition, in 2012, the intersection of US 30 and Orchard Road was identified as an Illinois top 5% crash intersection. Additional lanes, intersection geometric improvements, raised medians, restricted access, and shoulders will enhance safety in the project area.

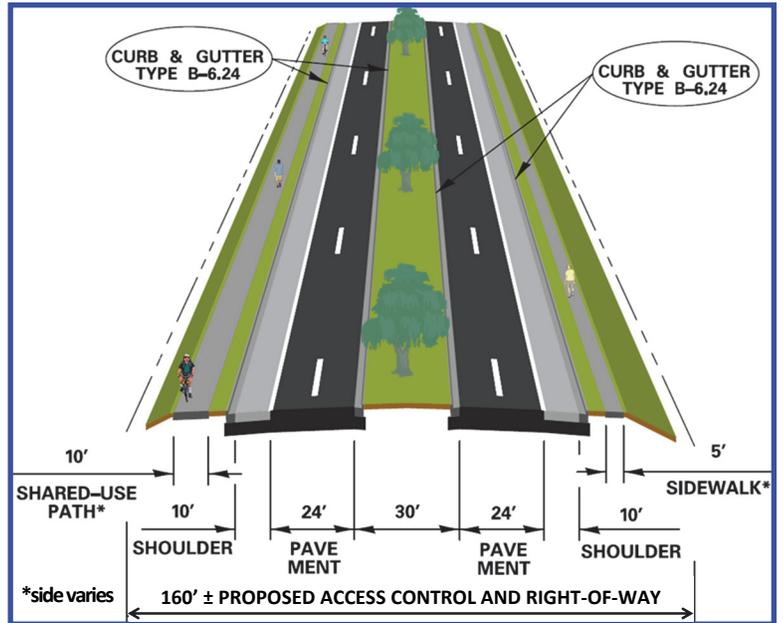
Project Purpose

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.

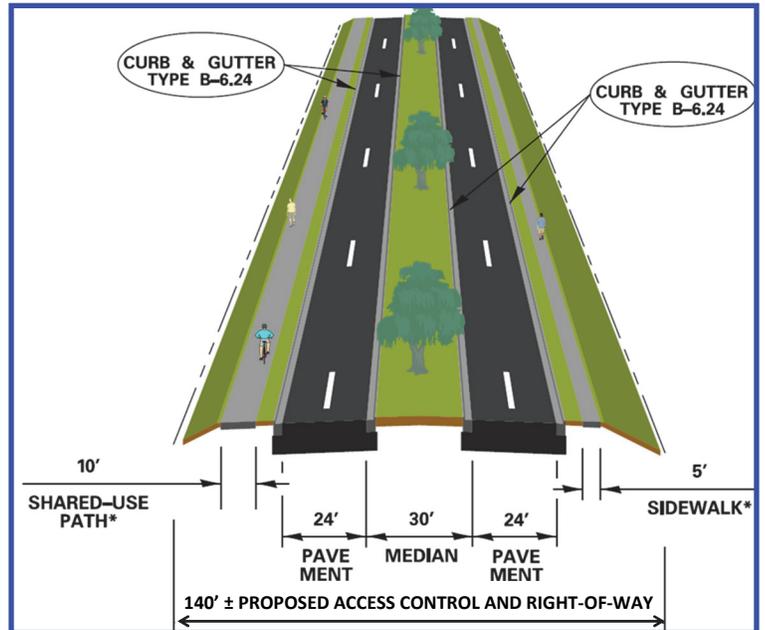


Public Meeting #2, July 30, 2014 at Montgomery Village Hall US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 77 attendees	
Subject	Comments
Total Comments Received	21
Preference of Project Alternatives	
Favor Alternative #3	8
Favor Alternative #4	2
Favor Mix of Alt. #3 and #4	1
Narrower Median	1
Congestion and Safety Issues/Crashes	6
Bicyclist and Pedestrian Accommodations	
Favor Shared-Use Path and Sidewalk	5
Bridge Over US 30	3
Noise Analysis	
Favor Noise Walls	2
Against Noise Walls	3
Environmental Impacts/Right-of-Way Concerns	
Favor Saving Current Landscaping and Berms	3
Raised Curb Medians, U-turns, and Access Control	
Access Point to Property	1
Traffic Signals and Speed	
Signals at Bertram or Dickson Roads	1
Drainage	
Request Extensive Drainage Study	5

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



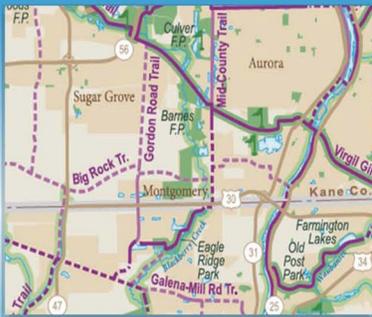
**Alternative #4 — Urban
30' Raised Median with Curb & Gutter**



Bicycle and Pedestrian Needs

Currently no sidewalks in study area

Planned bike and pedestrian paths in vicinity

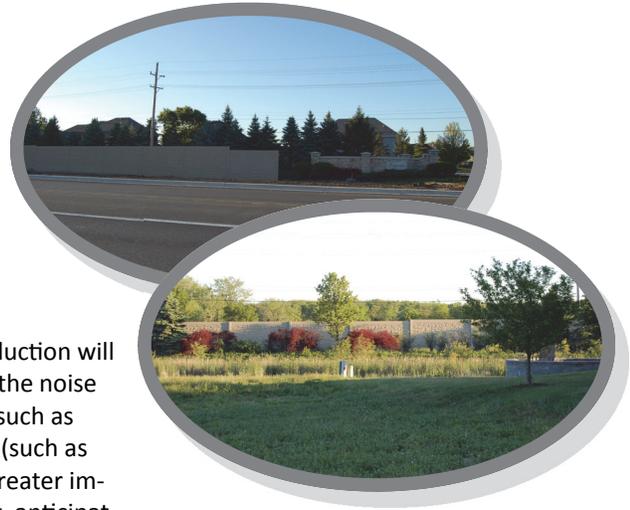


Bicyclist and Pedestrian Accommodations

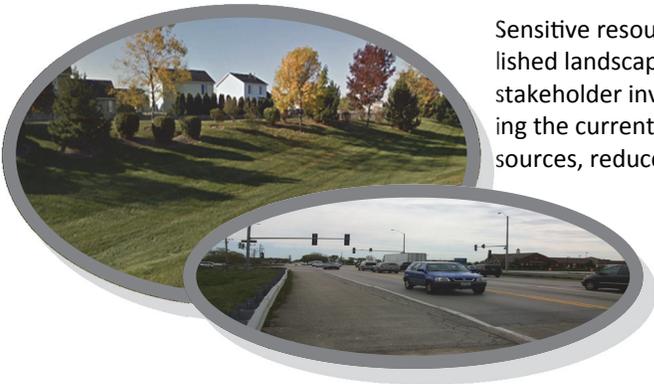
Several commenters favored the proposed shared-use path and sidewalk, and three requested a bridge for bicyclists and pedestrians over US 30. In compliance with Illinois "Complete Streets" Legislation, the Illinois Department of Transportation (IDOT) considers the needs of all users of a transportation corridor, including bicyclists and pedestrians. The refined alternatives include accommodations for a 10-foot-wide shared-use path on one side of US 30 and a 5-foot-wide sidewalk on the other side. To improve pedestrian access at US 30, pedestrian signal heads and high visibility crosswalks will be provided.

Noise Analysis

Five comments were related to traffic noise. As part of this study, a noise analysis will be performed to determine roadway noise impacts to adjacent landowners. Noise abatement walls will be evaluated in locations where noise levels approach or exceed the Federal Highway Administration's (FHWA's) Noise Abatement Criteria, or when predicted noise levels substantially exceed the existing noise levels. Following the location analysis, viewpoint letters will be sent to benefitted receptors to determine the preference for a noise wall. A benefitted receptor is a resident or property owner that would receive at least 5 decibel traffic noise reduction as a result of a noise barrier. While many residents will receive a noise reduction from noise abatement measures, only residents with a 5 decibel or greater reduction will be provided viewpoint letters with ballots for voting. If you do not receive a letter, the noise assessment model did not identify your property as a benefitted receptor. Factors such as vehicle speed and type, topography, berms, and location of exterior building areas (such as decks and patios) play an integral part in identifying receptors with a 5 decibel or greater improvement. The results of the noise analysis will be presented at the public hearing, anticipated to be held in spring 2015. For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, visit the Department's website at: <http://www.idot.illinois.gov/transportation-system/environment/index> under the Community tab.



Environmental Impacts / Right-of-Way Concerns



Sensitive resources in the project area include parks, forest preserves, cemeteries, and established landscaping. Several environmental and drainage concerns have been identified through stakeholder involvement and agency coordination. Concerns have also been raised about saving the current landscaping and bermed areas. Measures to minimize impacts to those resources, reduce the project footprint, and mitigate unavoidable impacts will be a continuing focus during development of the preferred alternative. Removal of existing trees will be verified during contract plan preparation (Phase II). IDOT policy is to replace trees at a minimum ratio of 1:1 for balled and burlapped trees.

Raised Curb Medians, U-turns, and Access Control

US 30 is identified as a Strategic Regional Arterial designed to accommodate a significant volume of regional traffic in a safe and efficient manner. Raised curb medians with properly spaced median breaks are proposed to allow safe access to properties along US 30. Median breaks are generally provided at 1/4-mile spacing, in accordance with IDOT policy, and allow U-turns to accommodate vehicles and provide access to properties while minimizing vehicle conflict points and enhancing safety. Making a U-turn at a median opening to get to the opposite side of a busy road rather than making a left turn from a side street or other access point is expected to decrease crashes by 25%.

Traffic Signals and Speed

It was suggested that traffic signals be installed at Bertram Road or Dickson Road to slow traffic. Traffic signal installations are based on factors such as traffic volumes, roadway classification, crash history, and spacing with respect to other signalized intersections. A traffic signal analysis completed for unsignalized intersections in the study corridor found that signals currently are not warranted at additional intersections. However, in accordance with IDOT policy regarding the installation of barrier curb adjacent to the traveled way, the posted speed limit will be reduced from 55 to 45 mph after construction of the improvement.

Drainage

Because of past flooding in the area, commenters requested an extensive drainage study beyond the right-of-way limits, and suggested acquiring land for water detention storage. An underground drainage system is proposed for the project, and an additional study is underway to analyze options to alleviate flooding near the project corridor caused by Jericho Lake overflowing during heavy storm events. As designs progress, outfall treatments and possible detention storage will be evaluated in detail.

Project Coordination Continues

This newsletter addresses comments made and submitted in response to material presented at the July 30, 2014, public meeting. The input provided has been instrumental in identifying solutions and refining project alternatives. We appreciate feedback and look forward to further discussion and comments as we complete this study.

Community Advisory Group meetings and individual stakeholder meetings will be conducted in winter 2014-2015. The general public and project stakeholders will receive notification for the public hearing in spring 2015.



Stay Informed - Get Involved!

Project Website:

www.us30baselineroadstudy.org



Project Update and Common Inquiry Topics (see inside for details)

Attn. Ms. Lori Brown
US Route 30 Baseline Rd Study
Illinois Department of Transportation
Division of Highways - District 1
201 West Center Court
Schamburg, IL 60196



Name
Title
Location/District
Address
City/State/Zip Code

MAURICE & JUDY ORMISTON

DEL BOUDREAU

CHARLIE DAY

JOHN ESEHEREDGE

BRUCE SAMPLES
FOX RIVER FOODS

STEVE METSHELF

DAVID KELLER

KRISTINE HEIMAN

JUDI POTTHOFF

ROBERT PETERS

JEFF MCELROY

ROLAND & PEGGY SEKECZEK

BEN BRZOSKA

CHRISTINE DANIEL

CHUCK GRANHOLU

RICHARD R RADKE
UAW LOCAL 145

HOWARD DRESNIN

SAMANTHA MARCUM
STATE SEN BERTINO-TARRANT OFFICE

ANTHONY MARSH

MARIAN BOND

MATTHEW WHITE

CHRIS GANSHERT

BOB MILLER
PFG - FOX RIVER

LISA MCNAW

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KENDALL COUNTY SHERIFF'S OFFICE

ELIZABETH FLOWERS

CHARLENE COULOMBE FIORE

CARLOS ESPARZE

PATRICIA MARSH

LISA DEFRONZE



GRANT & BARB GRUENKE



DOUG MARECER



DAN WALLIS



BRIAN KIRBY



JOHN MILLER
AURORA HUNTING AND FISHING CLUB



DOROTHY HURTH



ANN GOLDSTON



THERESA SPERLING
TRUSTEE VILLAGE OF MONTGOMERY



CHUCK FREUNDT



BOB KALETA
MONTGOMERY POLICE
DEPARTMENT



GRANT CASTLETON
OSWEGOLAND PARK DISTRICT



Mike Sullivan
Chief of Planning & Programming
Kane County Division of Transportation



Wayne Parson
Assistant Chief
Sugar Grove Fire Protection District



MILDRED L MCNEAL
JAMES DCLRN TRUST, TRUSTEE



Mr. Mike Pubentz, P.E.
Director of Public Works
Village of Montgomery



JOHN P & DIANE ALEXANDER



Mr. Stan Bond
Village Trustee
Village of Montgomery



MICHAEL P GIEBEL



Mr. Richard Young
Director of Community Development
Village of Sugar Grove



Peter Wallers
Engineering Consultant
Village of Montgomery



Mr. Jerad Chipman
Village of Montgomery



LEE KERSHAW



STEVE M & DEBRA J MICIENKO



GEORGE L JR & VICKIE R THORNTON



ANDY MYERS
KENDALL COUNTY HIGHWAY DEPART



ALICE BROWN



JAY BORNE



ANGELA ZUBBS



CRAIG REYNOLDS
VULCAN MATERIALS



PAM MITCHELL



TONY BRIE



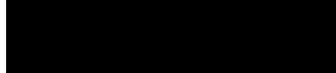
JEFF ZOEPHEL



Mr. David S. Alexander, P.E.
Illinois Department of Transportation
Region 2, District 3



BOBBY PETERS



JOHN & SHARON KECK



GARY A. HANSON



JAMES SEGUID



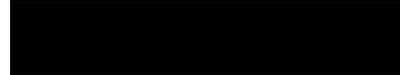
Mr. Ted C. Fultz
Illinois Department of Transportation
Region 2, District 3



JOHN HOPKINS



John "JJ" Albarran
Community Outreach Liaison
84th Dist. State Rep. Stephanie Kifowit





Public Hearing Newsletter

December 2016

www.us30baselineroadstudy.org

The Illinois Department of Transportation (Department) thanks you for the comments provided in response to the Public Hearing held on June 29, 2016 for the Department's US 30 (Baseline Road) Phase I Study between IL 47 and IL 31 in Kane and Kendall Counties. All comments received during the public comment period (through July 28, 2016) have become part of the official public hearing record and will be included in the final Project Report.

A total of **32 comments** were received at the meeting and during the comment period, and are summarized as follows:

- Support for the proposed improvements (14)
- Concern regarding safety impacts due to the increased traffic associated with widening US 30 (15)
- Additional access to US 30 and traffic signal installation (21)
- Concern regarding potential noise walls impacts (10)
- Concern and questions regarding construction and land acquisition (7)
- Concern and questions regarding drainage and flooding issues (2)

As many comments received concerned similar issues, this newsletter has been prepared to address your concerns as well as provide you with an overview of the improvement. Information and materials provided at the public hearing, as well as this newsletter are available on the project website at www.us30baselineroadstudy.org

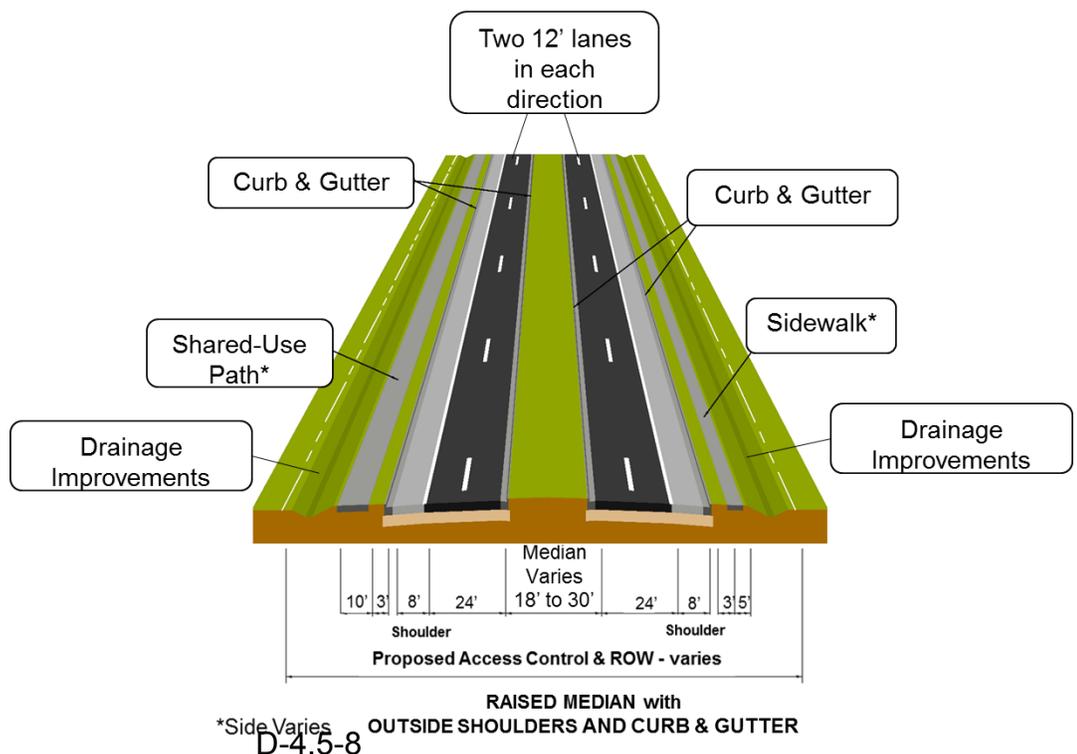
Preferred Alternative

The goal of this project is to improve safety along the corridor and improve roadway and intersection capacity and efficiency to meet projected growth and development.

Throughout the development of the project, stakeholders were engaged, a Community Advisory Group (CAG) was consulted, and public meetings were held to gather local input and concerns. Through this process the Project Team developed four alternatives. Of those four alternatives, the Preferred Alternative selected is an urban cross-section with a raised median and outside shoulder adjacent to curb and gutter.

Existing Deficiencies

The US 30 Study team examined traffic operations and potential safety improvements along US 30 from IL 47 to IL 31 for vehicles, pedestrians, and bicycles. The crash data supported the need for road improvements to improve safety and accommodate future traffic volumes. During the 2010 to 2014 five year analysis, 373 crashes occurred along the corridor resulting in 28 serious injuries and two fatalities. US 30 was identified in the State of Illinois 2012 "Five Percent Report," which captures highway locations with the most pressing safety needs. The Orchard Road intersection was





also listed in the “Five Percent Report” 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.

Traffic is projected to increase from the current volume of just over 11,000 vehicles per day to as many as 19,000 vehicles per day at the west end of the corridor 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.

To address safety needs, the Preferred Alternative includes shoulders that will:

- Reduce crash rates and severe crashes
- Provide a recovery area for errant vehicles
- Improve emergency response
- Allow for emergency pull-offs
- Provide additional separation between vehicles and pedestrians
- Lower the speed limit to 45 mph from 55 mph due to the raised curbs proposed for the adjacent travel way

Property Concerns and Land Acquisition

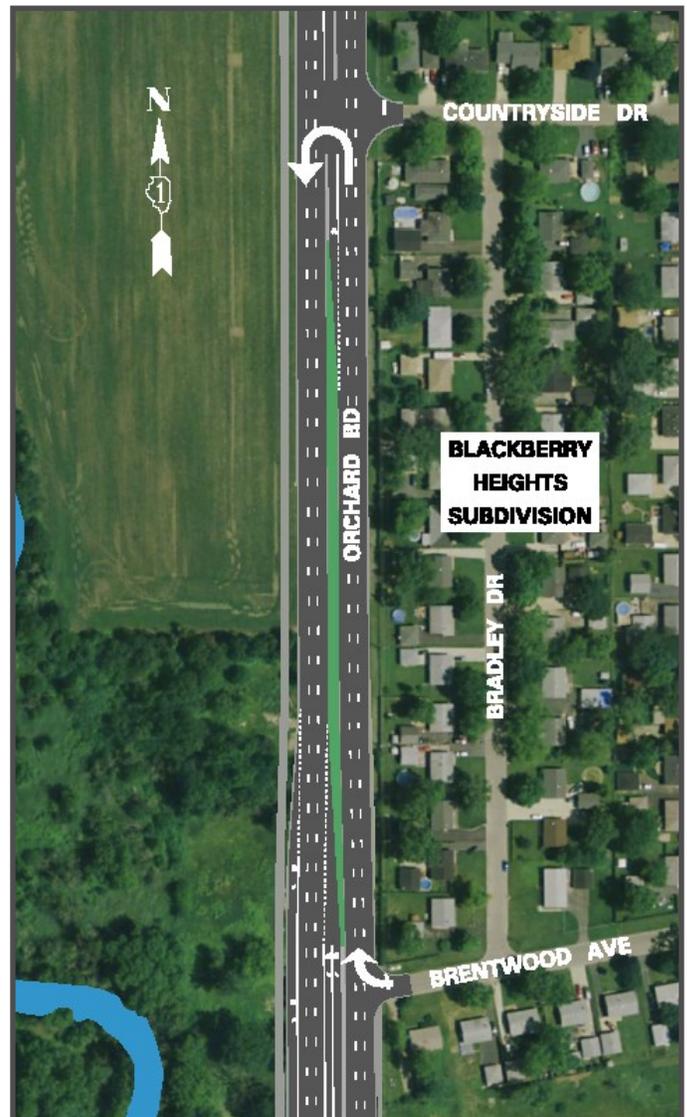
While no homes will be acquired for the construction of the project, five sheds or outbuildings and one swimming pool will be impacted by the proposed project. The Department will contact affected property owners when funding for land acquisition becomes available.

The Department is limited to acquiring only the property that is needed for an improvement. In unique circumstances, it may consider acquiring the remainder of a property, if what remains has little or no value to the owner.

Property that will be acquired for roadway improvement will be purchased at fair market value based on a certified appraisal. The contributing value of any improvement such as landscaping, fence, sign, etc. on the proposed property to be acquired will be considered in the appraised value of the property. If the Department and property owner are unable to come to an agreement on the property acquisition, the Department may decide to acquire the property under the State’s power of eminent domain. Should the Department have to resort to eminent domain, the property owner would still receive just compensation based on the appraised value of the property.

Blackberry Heights Subdivision

Additional access points from the Blackberry Heights Subdivision to US 30 were considered, but, due to significant safety concerns, will not be implemented. Other ideas for additional access such as extending Mulberry Street to Aucutt Road do not fall within the Department’s jurisdiction, and would need to be pursued by the appropriate local agency. A traffic signal warrant analysis at Countryside Drive and Orchard Road showed that a signal was not warranted at that location. However, a modification will be made to provide a northbound U-turn lane on Orchard Road at Countryside Drive (*see map below*). This will allow motorists leaving the subdivision to avoid left turns onto Orchard Road from Countryside Drive by turning right from Brentwood Drive then making a U-turn at Countryside Drive to travel south.



Landscaping

Some tree removal will be needed to construct this project. Existing trees that will remain, as well as those that will be



removed, are delineated on the design plans that are available for viewing on the project website (www.us30baselineroadstudy.org). During the course of the study, refinements in the cross-section were made to minimize impacts to trees within the landscaped berms near the subdivisions west of Orchard Road. As a result, locations where noise walls are likely to be implemented are expected to require less than 10 additional tree removals. It should be noted that final grading and new utility locations are determined during Phase II design. Therefore, tree removals may change. However, all efforts will be made to keep tree removals to a minimum in accordance with Department Policy.

All trees and other plants removed for construction will be replaced on a 1:1 nursery stock basis at a minimum wherever feasible and appropriate under Illinois Department of Transportation guidelines. Forested areas or dense strands of trees and shrubs may be replaced with seedling trees on a 3:1 basis where appropriate. Wildflower plantings will be considered for inclusion where applicable to the project.

Orchard Road

The proposed configuration consists of three through lanes in each direction on Orchard Road, two through lanes in each direction on US 30, and dual left turn lanes and right turn lanes on all four legs of the intersection at the Orchard Road intersection.

Drainage

The US 30 study has taken into account existing drainage patterns and analyzed impacts of the proposed improvements on the US 30 corridor and surrounding properties. Runoff from the widened roadway will be conveyed through pipes to new detention areas specifically designed to accommodate up to a 100 year storm event. Areas outside the project corridor (such as the Blackberry Heights Subdivision) need to be addressed by the local agency.

Along US 30 approximately 0.25 miles west of the IL 31 Interchange there have been instances of water overtopping US 30 and causing flooding in the Pasadena Subdivision during large storm events. This flooding is caused by what is locally referred to as the “Montgomery Overflow”, which stems from the overflowing of Jericho Lake, near the intersection of Jericho and Orchard roads. Jericho Lake was excavated as a rock quarry in the 1970s, well after US 30 was originally constructed. As such, there are no existing culverts or storm sewers to convey water away from the roads and residences when rainwater exceeds the capacity of Jericho Lake.

As part of this project, a “Montgomery Overflow Bypass Storm Sewer” is proposed along the north side of US 30. The bypass storm sewer will be sized to convey heavy stormwater flows that historically have overtopped the roadway to the IL 31 interchange infield areas.

Traffic Signals

Existing traffic signals at the Gordon Road, Griffin Drive, and Orchard Road intersections will be replaced and will include pedestrian pushbuttons. Traffic signal warrant analyses did not demonstrate a need for new traffic signals at any currently unsignalized intersections along the corridor.

Pedestrian and Bicycle Accommodations

According to Illinois Highway Code, bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities. In this corridor an off-road shared use path is the appropriate facility due to traffic volumes and posted speed limits. Accommodations in the form of sidewalk and a 10-foot-wide shared-use path are proposed along the entire project corridor. Maintenance of shared-use paths and sidewalks will be the responsibility of a local agency. An agreement with a local agency will need to be in place for the Department to construct the accommodations.





US 30 (Baseline Road) Phase I Study
 Illinois Department of Transportation
 Division of Highways-District One
 201 West Center Court
 Schaumburg, IL 60196

Project Coordination Continues

Highway improvements are processed in three distinct phases. Preliminary engineering and environmental studies, known as Phase I, involve coordinating with the public, developing geometry and drainage plans, identifying environmental concerns, and determining right-of-way requirements. The Department is nearing completion of Phase I as we incorporate comments from the hearing and refine the engineering studies and right-of-way requirements. Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not currently included in the Department’s FY 2017-2022 Proposed Highway Improvement Program. However, this project will be included in priorities for future funding consideration among similar improvement needs throughout the region.



Phase II & Phase III are not included in IDOT's Fiscal Year 2017 to 2022 Proposed Highway Improvement Program. The estimated construction cost is \$60 million.

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 D-4.5-11

Traffic Noise Abatement Walls

A traffic noise analysis was conducted to comply with Federal Highway Administration standards as part of this project. The analysis determined that anticipated noise levels would increase over existing noise levels as a result of increasing traffic and the proposed roadway improvement. Property owners and tenants who would “benefit” from a noise barrier were notified via mail before the public hearing, and were asked to vote if they were in favor of or against the installation of a noise abatement wall. A “benefit” is a noticeable reduction of noise of at least 5 decibels. The height of the noise walls would range from 9 to 17 feet, depending on the specific location. A 33 percent response rate by benefitted receptors is required for each potential noise wall, as well as the support of at least 50 percent of the respondents.



The Department will maintain the structural integrity and the roadside face of the wall. Local agencies will maintain the appearance of the “community” side of the wall, in addition to any non-standard enhanced features. The type of material and color of the noise walls will be determined during the detailed design phase (Phase II) of the project with local agency input.

Property values, neighborhood crime, and cellular service are dependent on a number of factors. It is therefore not possible for the Department to determine these impacts. Fire hydrants may need to be relocated to maintain emergency access. This will be determined in Phase II when the detailed design plans are produced.

The Village of Montgomery residential subdivisions west of Orchard Road were developed with a homeowners association or Village owned landscaped buffer between the US 30 right-of-way and the individual properties. In some locations the width of the buffer area will be reduced due to the expansion of US 30. A majority of the trees and landscaping in these areas will be retained and continue to function as a buffer between the noise walls and the individual properties. Ownership and maintenance responsibilities of these areas will remain as it exists today.

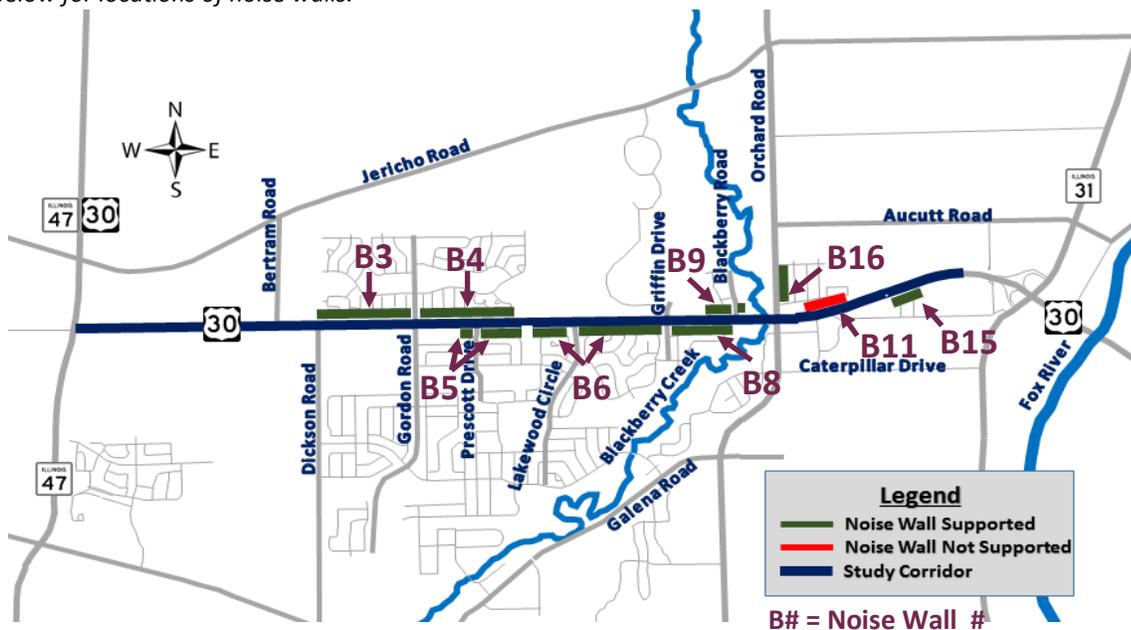




Viewpoint Voting Summary*

Noise Wall #	Location	Total # of Possible Responses	# of Responses Received	Voting %	Yes Votes	No Votes	Results (Yes %)	Likely to Be Implemented ?
B3	North side of US 30 west of Gordon (Fairfield Way Subdivision)	38	14	37%	8	6	In favor 57%	Yes
B4	North side of US 30 east of Gordon (Foxmoor Subdivision)	107	44	41%	33	11	In Favor 75%	Yes
B5	South side of US 30 east of Gordon (Lakewood Creek West Subdivision)	22	13	59%	12	1	In favor 92%	Yes
B6	South side of US 30 west of Griffin (Lakewood Creek Subdivision)	59	24	41%	14	10	In Favor 58%	Yes
B8	South side of US 30 east of Griffin (Orchard Prairie North Subdivision)	27	12	44%	11	1	In Favor 92%	Yes
B9	North side of US 30 west of Blackberry Creek (Creek View Manor Subdivision)	5	4	80%	8	0	In Favor 100%	Yes
B11	North side of US 30 along south side of Oakton Drive	56	31	55%	15	16	In Favor 48%	No
B15	South side of US 30 west of IL 31 (Pasadena Subdivision)	4	3	75%	6	0	In Favor 100%	Yes
B16	East side of Orchard Road north of US 30 (Blackberry Heights Subdivision); location modified to accommodate a unique property	19	16	84%	29	2	In Favor 94%	Yes

*See below for locations of noise walls.



For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, visit the Department's website <http://www.idot.illinois.gov/transportation-system/environment/>. Specific information regarding location and heights of the noise walls planned for the US 30 project can be viewed on the project's website www.us30baselineroadstudy.org.

JERRY BANNISTER



BILL MADDEN



Mary Elizabeth & Ambrose Castaldo Jr



Ryland Group Inc.



MAURICE & JUDY ORMISTON



Pamela J White



ROBERT A PETERS SR, TRUST



Unit owners of Silver Springs
Condominium
Keay & Costello PC, D J Sury



BARBARA HOLTMAN



JOSH WARNER



MIQUEL C. ZEPEDA JR



KEVIN J & SANDRA L ACUFF



JAY K & RANDI S . BORNE



STEVEN C JENDRUCZEK



BARRY L & CHERYL A LANZEROTTI



MATTHEW R NOBLE & MELISSA A THOMAS



R D & M L RINEY



Frank Scalise & Catherine Leech



Inaya Realty 2 LLC



MARGARET D STASIK



AGUSTIN MENDOZA



JUDITH L WILSON



STEVE MITCHELL



Samuel T. & Eleanor McConnell



HPA Borrower 2016-1 LLC



SHARON GARDNER



NEIL D & KATY P HUTCHISON, TRUSTEES



BRAD S & BECKIE L FULLER



JOE VIERTHALER & NICOLE BROKAW



LAWRENCE J & JOAN B SZYSZKA



JAMES A & KERRIE L PIERCE



Resident



JEFF FUSEK



Resident



Kevin J & Jamie L Kaechele



Rhonda R & Charles R Hoyer



Resident



Raymond H. & Kathleen Ann Diller



Resident



Resident



Danny W & Lyn M Tutwiler



Resident



Darren C Moore



Resident



Hector Hernandez & Stephanie Rivera



Tandra Earll



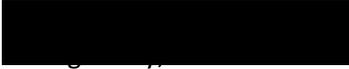
SALVATORE & KATHRYN A MARENA



Ravi & Asmita Vaghani



Richard R & Jennifer L Willman,
Willman Dclrn of Trust



Resident



Alfredo M Reyes



Aaron & Mary Clausen



Thomas J. & Suzan Gasior Fitzpatrick



Joshua D & Jami R Logan



Resident



TOMAS & GLORIA S RIVERA



Resident



Eric M & Margaret A Heitz



Julie Trac



Anna E Aguirre & Eduardo Quiroga



Drew & Kimberly Mikesell



Marcelo & Nancy Garay



Amanda L & Romelio Avila Jr.



Resident



Erika Rocha



Resident



JONATHAN C & JENNA M SIMPSON



AMBER TIMMER



Juan P Unzueta and Ysela Unzueta and
Manuel Nunez



Rebecca L. Delbosque



Edgar Young Jr.



Tracy Olson



Jose A Barrientos



Michael & Melinda Adams



Resident



David & Cassandra Laub



Jonathan & Diane Rei



Jennifer M Krall



Michael & Darcy Hammond



Alfonso Monraz & Irma R Tovar



Rickey & Leia Levy



Gregory & Jessica Briney



Neal Geller



Joseph R & Lori S Nell



Vincent & Michelle Polizzi



Steven B. & Tracey Noah



David & Phyllis Dratnol



Mildred McNeal-James & Edward Buie



Brian Sharp



Lisa & Jerry Dickson



Jennifer L Salinas



Resident



Saira & Lawrence Chung



Anthony Suriano



Clinton E. Oliver & Rebecca L. Crain



Mary C Rice & Margaret J Howard



Bret & Julie Guidry



Jeffrey W & Lesly E Fountain



Rogelio & Margarita Ballesteros



Ron & Carmen Carlson



Samantha Werkau



David S. and Erin L Gonzalez



Resident



GISELA WHITE



MATTHEW WHITE



Scott & Maria Hopkins



Jeanette Hill



John & Mary Betz/Betz Family Trust



Steven Svoboda



Mildred McNeal-James Dclrn Trust,
Trustee



Michael & Laura Somerlot



Marie & John Hopkins



Judith Hoppe



James Winiecki



Sanjay & Ajay Mehta % Ila & Dipak Mehta



Janeen Camp



Greg S. & Shazette DeLeon



David & Teresa Hoffman



Sean Lowery



Brandon & Emily Richards



Resident

[REDACTED]

Resident

[REDACTED]

Trust # 8002355449

[REDACTED]

SERA ANISZEWSKI

[REDACTED]

Aaron Conrardy

[REDACTED]

Ivan Duran

[REDACTED]

Timothy & Laura Sjogren

[REDACTED]

MICHAEL P. GIEBEL

[REDACTED]

Ronald & Sara Chumbley

[REDACTED]

Reaiz Mohammed & Tracy Hospedales-Mohammed

[REDACTED]

Charles P. & Janel H. Betsinger

[REDACTED]

RONALD L. STOUT

[REDACTED]

ROBIN D KIRTLEY

[REDACTED]

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[REDACTED]

Charles J. Pierce

[REDACTED]

Michael & Rosa Ramos

[REDACTED]

Olegario A. Villalpando

[REDACTED]

Tham Do & Bang Nhat Nguyen

[REDACTED]

CURT & ANNAMARIE DAVIDSON

[REDACTED]

Tracy Schroeder

[REDACTED]

Jasmin Brown

[REDACTED]

Jennifer Glocksen

[REDACTED]

Sharon L. & Larry Stout, Living Trusts

[REDACTED]

Carolyn & Daniel Peters

[REDACTED]

John & Alaina Lomas

[REDACTED]

Scott E & Michele L Schwarz

[REDACTED]

CRAIG HILGEN

[REDACTED]

Gary W Gorobegko

[REDACTED]

Marta C. Duron

[REDACTED]

ANGELA VALADEZ

[REDACTED]

Resident



Rudy Campas & Doreen Thomas



Timothy S. & Jinnelle L. Whiting



ELLEN BASS



Victoria & Daniel Laxton



Francisco Nunez



Tina Ruiz



DONALD M & JENNIE L ARMSTRONG



Joseph De Michael



Erica R. Bastian and Tina R. Ruiz



Michael Chrzaszcz & Sarah North



Resident



Cheryl A. Meerbrey



Brandon Carlson



Michael Cortez



Guadalupe Polanco & Maria de Lourdes



Robert L. Webb



David & Rosa Stenger



Montgomery, IL 60538

Elijah Bolden Jr



Kristin Schroeder



Matthew J. Hodgetts



Resident



Soledad & Lauro Sandoval



Sara M & Sean Thomas Rash



Sura H Alsaffar



Kayla Lyn & David Ward Savage Jr



Resident



Michael S & Carol A Barry



Catherine J Martin



Megan & Clark R Burnett Jr



Simone M Shields

Christopher R Bazan

THERESA SPERLING
VILLAGE TRUSTEE

WILLIAM J & GAYE LOVEJOY ALEXANDER

Ael Chavarria

Harry G. Gravelly & Clarissa L. Gaytan

James A Kelchner

Dave E & Felicia L Gaines

Peter & Domenica Sevilla

Antwaun L Parnell & Tamekia Puckett-
Parnell

Resident

Resident

Sheela W. Blaise

Resident

Kurt Jaeger & Nancy Weinstein

Andres D & Tracy V Wiley

ERICH S & CHARLENE L FRANKS

Olga Rodriguez

Joel Lopez

Rebecca Myers

Resident

Nicholas & Bianca Lukaszewski

Resident

Resident

Gustavo Lopez & SanDra Sarmiento

Sameer & Shaistah Zahid

Resident

Resident

Antonio & Calvillo Trujillo

Jason & Tanyam Kindler

Holly Fahn



Gary & Rhonda Glover



Fabian Rosa



Geoffrey A. & Peaches D. Ledwidge



Resident



Marcus Shelton & Koreen Engstrom



Ryan M & Elizabeth Janota



Edwin & Victoria Ocasio



Shawn & Melanie Wade



Francisco & Maria Ruiz



Resident



Mark E Pliska



Resident



Alejandro Ferrer



Scott & Phyllis Neal



Alice N Humphrey



RONALD J & DOLORES R CURBIS



Resident



Resident



Frederick E Kazienko



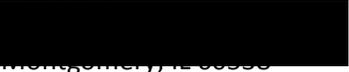
Richard T & Michelle Patsch



Kalyn Hand



Resident



Patricia Castro



Kimberly Sutton



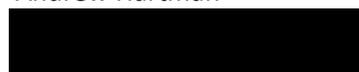
June Schroenhamer



JUAN M MAZZARRI



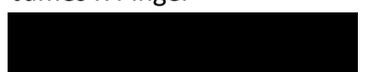
Andrew Hartman



Resident



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Teresa & Josue Romero



Charles Daniels Sr.



Resident



Colleen Brummel



Joshua Hoover & Stephanie Moore



JONNATHON PICKERING



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SCOTT STEVENS



ALBERTO LOSOYA



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JUSTIN FLUEGEL



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DANIEL MURPHY



WILLIE



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Barbara Williams



SONJA & TOM DESORT



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Martha Pulido & Jose Escareno



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Alyssa Donlan

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Ernesto A Campos

Carlos Hernandez Velasco

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Jose Alfredo Juarez

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Christine Rozsavolgyi

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Ravishankar Rajagopal

David & Antonio Landeros

Nicholas & Julie Lanzara

MICHAEL BASTIDA

Brett & Kristi Sharpe

Christopher Z Kosciukiewicz

James Maddox & Vera L Neal-Maddox

Cruz I Llamas

Shane & Brittany Smith

Thomas R & Deborah J Cashion

John P & Diane Alexander

Lamarr E & Kertrina R Justice

Jessica & Nicholas Schmidt



Resident



Ronald E Burkhamer



Matthew C & Mindy M Powell



Victoria J Peat



Glenn D Maxam



Ravikumar V Pillalamari



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Thomas Bertic



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Press Releases and News Articles

Montgomery city officials not happy with Route 30 plans

By Judy Pochel For Sun-Times Media August 23, 2013 11:42AM

Updated: August 25, 2013 2:43AM

MONTGOMERY — Montgomery officials don't agree with what the state is planning to do with road improvements on Route 30, and they are not going to be shy about expressing their feelings.

The officials will be sending a letter to Springfield outlining their objections.

At issue is the first phase of a plan by the Illinois Department of Transportation on Route 30 from Route 47 to Route 31. The focal point deals with a proposed future highway cross-section that would involve movement of landscape buffers that have been built at numerous developments along Route 30.

Under state plans, the landscaping along the Foxmoor and Lakewood Creek West subdivisions would be taken out.

Village Engineer Pete Wallers said the village has an alternate proposal that would still result in the four-lane road but with a different use of space. Under the village plan, the center median for the project would be 18 feet wide, compared with the state proposal that has a 50-foot wide median.

Both plans call for the new four-lane roadway, but the village plan would rely on curb and gutter systems for storm drainage. The state plan would utilize nearly 200 feet for the creation of ditches for drainage on both sides of the expanded road.

With the village proposal, the landscaping would remain and still leave room for a 10-foot bike path and five-foot sidewalk along the road.

The engineer said looking into the future, the village proposal would be a better fit for the community while still allowing for a safe road that will accommodate the expected increase in traffic that would come with future growth in the area.

Realistically, he said, it will be years before the plan will actually reach the construction stage.

Also recently, trustees heard some very hopeful news regarding building activity within the village. Jamie Ludovic, assistant to the village administrator, released a new community development quarterly report that states building permits increased some 153 percent in July compared with a year ago. However, that number includes an estimated 25 permits taken out for roof repair after storm damage.

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Montgomery seeks Route 30 plan changes

State plans for wide medians west of Rt. 31 among concerns

By John Etheredge

Montgomery Village Board members unanimously agreed last week they would like the Illinois Department of Transportation (IDOT) to revise its preliminary plans to widen U.S. Route 30 on the village's far west side.

Peter Wallers, president of Engineering Enterprises, Inc., (EEI), an engineering consultant for the village, told the village board IDOT's current plans for the project call for the installation of a four lane road with a raised center median and turn lanes extending from the Ill. Route 31 interchange west to Ill. Route 47.

Wallers said IDOT is currently proposing a "rural section" design for the highway, which would include a 50 foot wide landscaped median.

Wallers, however, told board members that village staff believes IDOT's design would obliterate the landscaped buffer area that now visually separates the highway from homes in the adjoining subdivisions.

He noted the village required the developers of the subdivisions to install a "pretty substantial" landscape buffer area as the subdivisions were built over the past decade.

Wallers said there is enough right-of-way space for IDOT to accommodate IDOT's current rural section design. However, he added, "But we don't think that is a really good use of land because they would tear out our landscaping buffers that we've had constructed and all the landscaping that has been beautifully assembled and then put a strip of grass in the middle of the highway that is not all the usable for us."

As an alternate, Wallers said village staff is recommending IDOT construct the highway using the agency's "urban section" design criteria.

The urban section, he said, would have a narrower center median in the highway and not require the removal of the existing landscape buffers.

In addition, Wallers said, the urban section design would still allow for the construction of a ten foot wide bike path along the north side of the highway and a five foot wide sidewalk along the highway's south side.

"We feel the urban section (design) is a better fit for the community and the amenities we already have in place out there," he said.

When questioned by board member Doug Marecek, Wallers said he is not sure why IDOT is proposing a rural design for the highway.

"It can't be more safe," Wallers said.

He added that east of the Fox River, IDOT is currently having its contractors rebuild and widen Route 30 between the Fox River and U.S. Route 34 based on an urban section design.

Village Administrator Jeff Zoephel noted the wider center median IDOT is currently proposing on Route 30 west of Route 31 would increase the distance pedestrians would have to travel to cross the highway.

"There are a number of concerns," Wallers said, adding, "We are hoping to have some at-grade pedestrian crossings in this section (of Route 30) and if that distance is increased as opposed to a little bit more compact corridor, that adds a lit-

"If we have long wait times at the intersections and accidents, that helps drive the need for construction of improvements. That's just the sad reality of how the system operates."

Peter Wallers
President
Engineering Enterprises, Inc.

tle bit more time (for pedestrians) to cross, interrupts traffic and is a little less safe. That's another concern we have."

Marecek noted that village officials have previously discussed the possibility of having a pedestrian bridge built that would span the highway.

Wallers confirmed that the bridge span would have to be increased to accommodate the rural section design, which could add to the cost of the bridge.

Board member Stan Bond noted that IDOT's rural section design would require some taking of additional right-of-way on properties along the highway at Dickson Road and Bertram Roads proposed for commercial development.

"This might interfere with our economic development plans (for the area) as

well," Bond said.

Bond also predicted the bike path sidewalk if built as now planned would prove "very, very popular."

"I'm hoping we can keep that in plan," he added.

Wallers said he believes IDOT officials will be receptive to keeping the bike path and sidewalk in the plan.

"There are certainly elements (in current plan) that show they (IDOT) being responsive to the community," Wallers added.

"Do you see this being completed constructed any time in the next six or seven years?" asked board member Stan Jungermann.

"My crystal ball isn't that good. It comes down to state and federal funding and the (federal) transportation bill and it gets re-authorized (by Congress) how much money is in it and where it want to put their money," Wallers said.

Wallers noted that traffic and construction also play a factor in the funding highway projects.

"If we have long wait times at the intersections and accidents, that helps drive the need for construction of improvements. That's just the sad reality of the system operates," Wallers said.

"I think we've shown we have both those," Jungermann said, adding, "We have the accidents, unfortunately, also we have some pretty significant funding."

The board agreed to have Village President Matt Brolley send a letter to IDOT asking agency officials to re-evaluate their plans for the highway to include an urban section design.

NEWS

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Montgomery residents look over proposed Route 30 improvements



Residents attend a special event in Montgomery Wednesday night concerning possible improvements to Route 30. | Judy Pochel/For Sun-Times Media

Judy Pochel | For Sun-Times Media
Aug. 1 8:38 p.m.

Residents crowded into the village of Montgomery community room Wednesday night to get a look at a state project that isn't even funded yet.

RELATED ARTICLES

Montgomery Fest set to begin on Friday
Aug. 6 10:02 a.m.

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Location of cell towers in spotlight in Montgomery

The public hearing regarding planned improvements on Route 30 from Route 47 to Route 31 drew a lot of attention from the residents who showed up, who said they just wanted to see if the project would make their daily lives better.

The general plan consists of widening and reconstruction to provide two lanes in each direction on Route 30 separated by a median, intersection improvements and traffic signal modernization.

"They are going to put in a right-turn lane and a signal light. I will have to see what happens but this is definitely good. I hope it gets done soon, it will help the traffic pattern," said resident Jim Sequin.

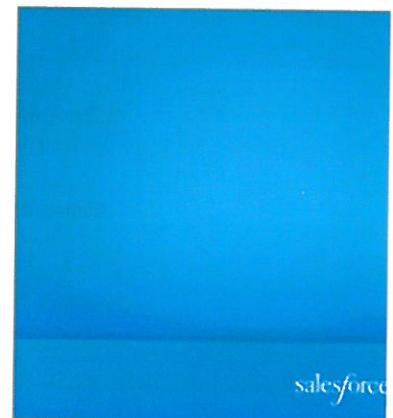
Kimberly Murphy with the Illinois Department of Transportation said the project isn't even funded yet but is in the project development phase, meaning it is on the drawing board. Murphy said the public is being asked to look at plans and provide input to officials regarding what is needed in the area.

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June 25 6:45 a.m.

Norwegian choir comes to St. Olaf Lutheran Church
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Tour offers unique look at Montgomery
June 23 4:55 a.m.

ago, and at the time, 24 people attended the gathering and left comments for state officials. This week the number of residents and comments tripled in just the first two hours of the three-hour event.

At present, the state defines the project as being in the first phase of a multi-stage process. Project engineers estimate this part of the plan will be completed this winter or next spring. If approved, the project then moves on to phase two, which involves plan preparation and land acquisition. The last phase would include actual construction.

"This is currently not in the multi-year program," Murphy said. She said the study is not yet completed to even determine if plans for the busy area will become reality.

Jerad Chipman, planner for the village of Montgomery, feels the project would be good for the area.

"Route 30 is in need of improvement," he said.

"They have some good plans, they have landscape buffers and the study is good," said Mike Pubentz, Public Works director for the village.

Pete Wallers, an engineer for the village, also said the plans were impressive.

"When they finish with phase one they will have cost estimates. It is all funded through IDOT. Often times the local costs to be addressed would be sidewalks and signal lights," he said.

IDOT officials will return to Montgomery on Feb. 3 to present an update on the planning.

Tags: **Montgomery**

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News

Plans to widen Rt. 30 west of Rt. 31 put on display But Montgomery official cautions that construction years away

by John Etheredge

8/7/2014

With construction now proceeding on the rebuilding and widening of U.S. Route 30 from Briarcliff Road to Goodwin Drive on Montgomery's east side, Illinois Department of Transportation (IDOT) officials are now in the early stages of developing plans to widen Route 30 between Ill. Route 31 to Ill. Route 47 on the village's west side.

IDOT officials put preliminary plans for the next phase of Route 30 improvement work on public display during a public hearing last Wednesday (July 30) at Montgomery Village Hall.

A large crowd of local residents and area public officials filled the village hall community room to view the plans.

IDOT officials said they have considered four potential designs for the proposed widening project and have already ruled out two. The two remaining designs will be subject to further study.

The two remaining designs call for the construction of a highway with two lanes of traffic in each direction separated by a 30 foot wide center median with curbs and gutters. A ten foot-wide bike path would be constructed on one side of the highway, while a five foot-wide sidewalk would be installed on the opposite site.

One of the designs has a total right-of-way width of 160 feet compared to 140 for the other design. The design with the 160 foot width would include shoulders, while the narrower design would not.

IDOT is following its standard three phase project schedule in planning to improve the highway.

Agency officials said the project is currently in phase one, which includes preliminary engineering, environmental studies and public input.

IDOT is currently planning to announce its preferred design for the project during a second public hearing to be held this winter or next spring.

Funding is not currently available for the second and third phases of the project. Phase two would include preparation of contract plans and land acquisition, while phase three would be actual construction.

Mike Pubentz, the village's public works director and former IDOT engineer, said he and other village officials are pleased IDOT officials have begun planning for the improvement of Route 30 west of Route 31, but noted that actual construction is likely years away.

"If you are in favor of widening Route 30, this is definitely a positive because without this study it doesn't go any further," Pubentz said, adding, "IDOT isn't going to show up one day and say, 'We're going to build it.' They have a process they follow. They have to do all the preliminary work and at least qualify the project for (federal) funding."

Asked when he would expect construction to take place, he said, "If I had to give a ballpark (guess) I would say 10 years."

Pubentz noted that traffic volume on the highway west of Route 31 has increased dramatically over the past decade due to the population growth on the village's west side and in adjoining communities.

IDOT is currently projecting that traffic volume on Route 30 near Orchard Road will increase from 25,000 to 41,000 vehicles per day by 2040.

In addition traffic volume on Route 30 near Route 47 is project to almost double from 11,000 to 19,000 vehicles, also by 2040.

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The increasing number of vehicles has resulted in IDOT ranking the intersection of Route 30 and Orchard Road and two sections of Route 30 between Lakewood Creek Drive and Horseman Trail among the state's top five percent highway sections with "pressing safety needs."

During a recent five year period there were a total of 372 accidents resulting in 26 serious injuries and two fatalities, according to IDOT.

Pubentz said he and other village officials are pleased that IDOT's two preferred designs for the highway call for the installation of curbs and gutters since the design will allow the village to maintain much of the landscaped berms that were installed along the highway as the adjoining subdivisions were developed.

Referring to IDOT officials, Pubentz said, "They think they can build it while only going into the berm area just a little bit."

Pubentz said once IDOT picks a preferred design later this winter or early next spring agency and village officials will have a better idea on how many trees may have to be removed from the berms.

IDOT will also have a traffic noise study completed once a preferred design is chosen, according to Pubentz. The study, he said, will be to determine if noise walls will be needed along the highway right-of-way.

"Depending on the outcome of the study, there may be a recommendation to put up noise walls," he said.

Of the two designs, Theresa Sperling, a village board member who attended the hearing, said she prefers the one with the shoulders.

Sperling described the design as a "safer alternative" because it provides a greater separation between the highway traffic lanes and the adjoining bike trail and sidewalk.

Public can post comments on IDOT website

IDOT is continuing to accept public comment on the project plans. Comments may be posted on the project's website at us30baselineroadstudy.org.

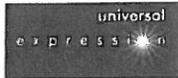
The website includes a public comment form.

IDOT has also posted exhibits and other information concerning the project on the site.

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Stakeholder Comments

Draper, Daniel

From: Doll, Ken F <Ken.Doll@Illinois.gov>
Sent: Monday, June 23, 2014 8:51 AM
To: unitedxchicago@aol.com
Cc: Baczek, John A; Murphy, Kimberly K.; Brown, Lori S.; Cullian, Mike J; Salley, Jason R; Gallenbach, Thomas G; Draper, Daniel; 'Carla.Mykytiuk@CH2M.com'; nikakurt@co.kane.il.us
Subject: RE: US 30 (IL 47 to IL 31)

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Djuric,

Please note - the link to the US 30 project website shown in the e-mail below is incorrect. The correct website link is: www.US30baselineroadstudy.org.

Ken Doll

*Bureau of Programming
Consultant Studies Unit
IDOT/District 1
Phone: (847) 705-4088
Fax: (847) 705-4159
Email: Ken.Doll@illinois.gov*

 Please consider the environment before printing this e-mail.

From: Doll, Ken F
Sent: Friday, June 20, 2014 2:18 PM
To: 'unitedxchicago@aol.com'
Cc: Baczek, John A; Murphy, Kimberly K.; Brown, Lori S.; Cullian, Mike J; Salley, Jason R; Gallenbach, Thomas G; 'Draper, Daniel'; 'Carla.Mykytiuk@CH2M.com'; 'nikakurt@co.kane.il.us'
Subject: US 30 (IL 47 to IL 31)

Mr. Djuric,

As promised in our recent conversation regarding your plans for a gas station development, attached are the preliminary Plan & Profile exhibits for the US 30 (Baseline Road) and Orchard Road intersection, as well as an aerial depiction of the potential right-of-way/access control impacts in the northeast quadrant of the intersection. The plan sheets represent one of the Department's geometric alternatives (Alternative #3) that will be presented at the July 30, 2014 public meeting regarding the Phase I study of the US 30 corridor between IL 47 and IL 31. The open house public meeting will be held from 4 to 7 p.m. at the Montgomery Village Hall. We have added your name to the list for notification of future public events regarding this study. Additional information can be found on the project website at www.baselineroadstudy.org. A hard copy of these preliminary plans will be mailed to the address you provided. Please call me if you require any further clarification.

Regards

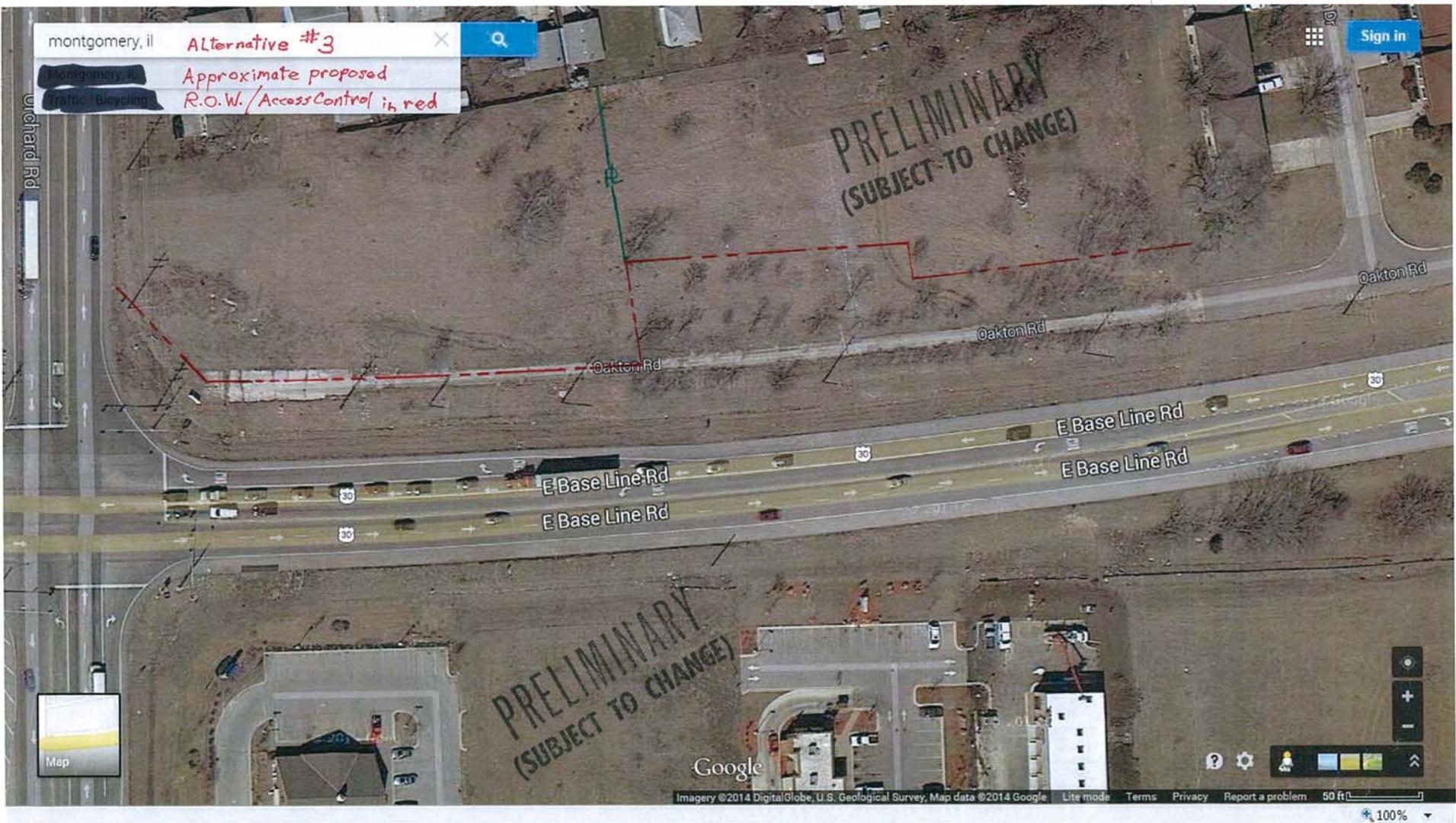
Ken Doll

*Bureau of Programming
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IDOT/District 1*

Phone: (847) 705-4088
Fax: (847) 705-4159
Email: Ken.Doll@illinois.gov

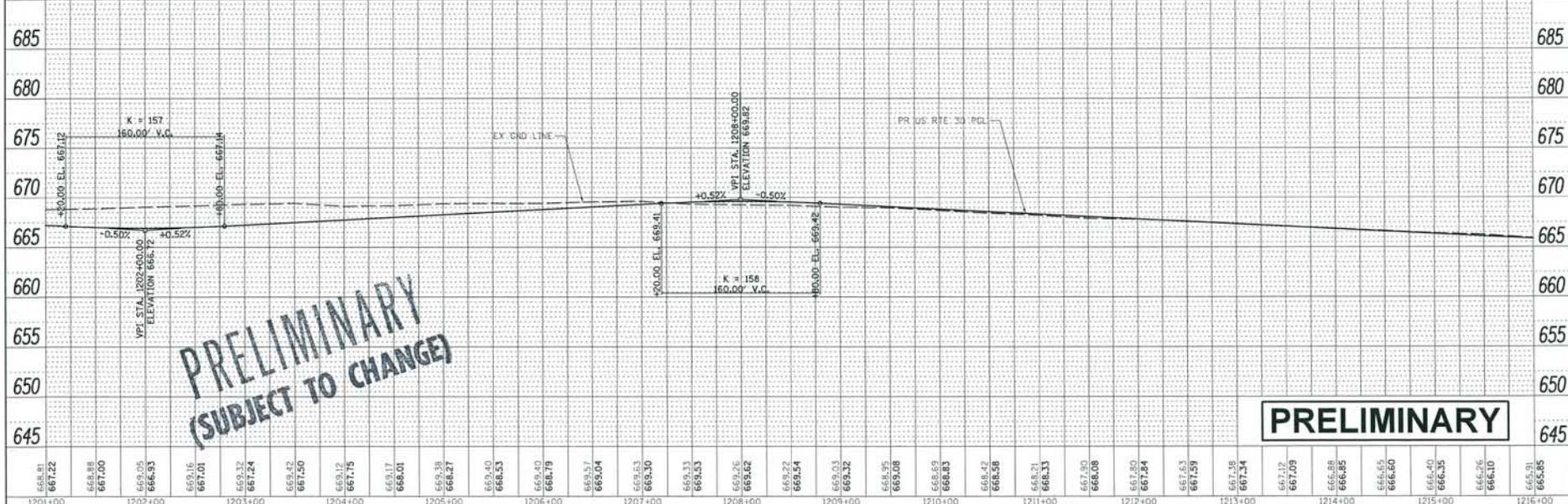
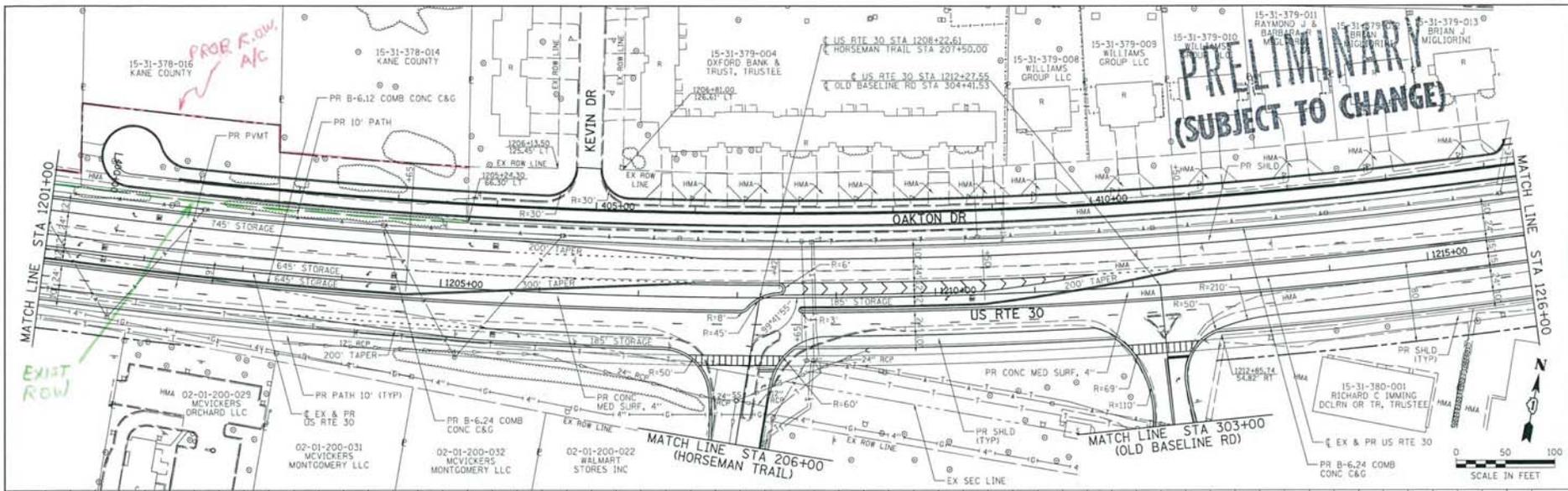
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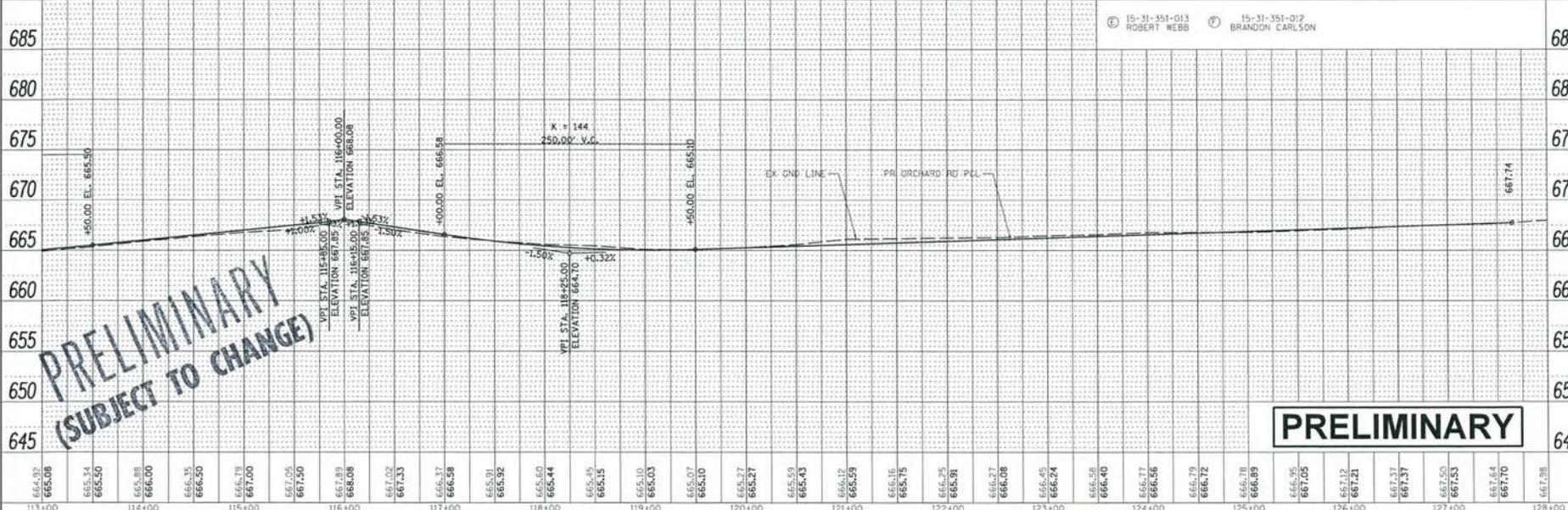
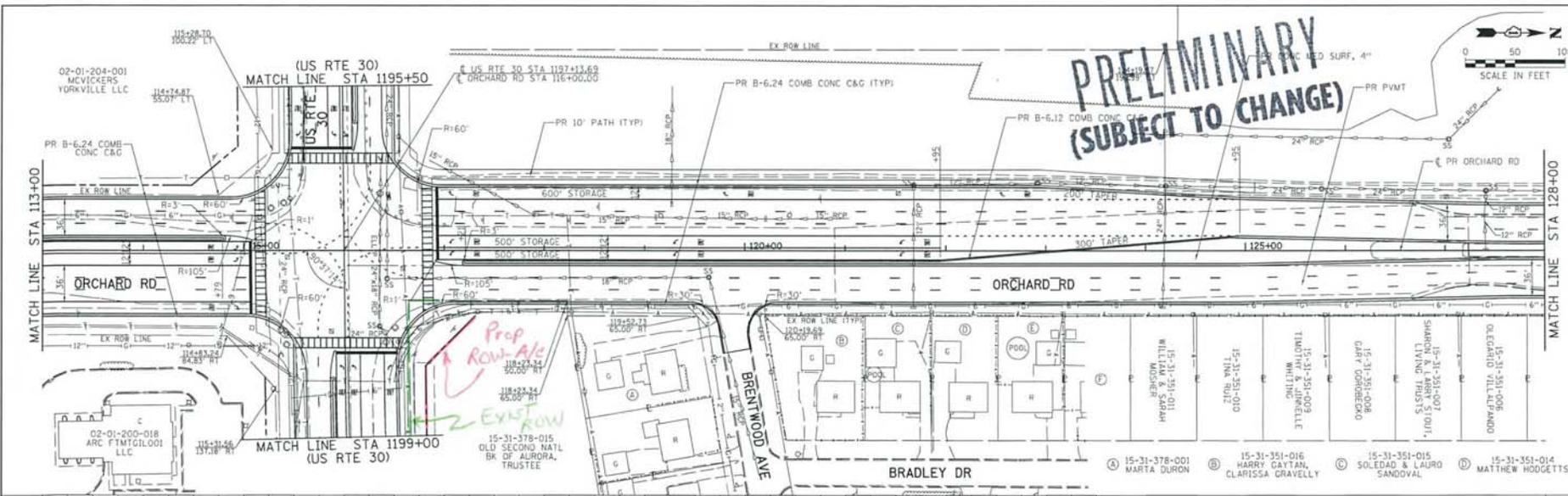
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PLOT DATE = 5/22/2014	DATE =	REVISED =	REVISED =				

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NO. 4	
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NO. 3	
NO. 4	
NO. 5	



664.33 665.08	665.34 665.50	665.88 666.00	666.35 666.50	666.79 667.00	667.05 667.50	667.89 668.08	667.02 667.33	666.37 666.58	665.91 665.92	665.50 665.44	665.95 665.15	665.10 665.03	665.07 665.10	665.27 665.27	665.29 665.43	666.12 665.59	666.16 665.75	666.25 665.91	666.07 666.08	666.45 666.24	666.58 666.40	666.37 666.56	666.79 666.72	666.78 666.89	666.95 667.05	667.12 667.21	667.37 667.37	667.50 667.53	667.64 667.10	667.98	
113+00	114+00	115+00	116+00	117+00	118+00	119+00	120+00	121+00	122+00	123+00	124+00	125+00	126+00	127+00	127+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00	128+00

FILE NAME: W:\3171\400\Shesha\11400\114-01-ARC-113-128.dwg USER NAME: amurphy DESIGNED: REVISION: 1
 DRAWN: REVISION: 2
 CHECKED: REVISION: 3
 DATE: 5/27/2014 DATE: REVISION: 4

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ORCHARD RD PLAN AND PROFILE ALTERNATIVE #3

SCALE: 1"=40' SHEET 28 OF 33 SHEETS STA. 113+00 TO STA. 128+00

CONTRACT NO. ILLINOIS FED. AID PROJECT

Draper, Daniel

From: Kirby, Brian [REDACTED]
Sent: Tuesday, August 26, 2014 4:57 PM
To: info@us30baselineroadstudy.org
Subject: Comments on US30 Baseline Rd Improvement

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I'm a resident of Montgomery living in the Foxmoor subdivision near Gordon and US30. While I welcome the long term plans for improving US30 to 2 lanes in each direction along with the replacement of life expired pavement, I would like to request or suggest, a near-term low cost, remedy to the significant traffic bottleneck to southbound Orchard Rd traffic at the intersection of US30. When the recent widening of Orchard was finished, no right turn lane was provided for traffic intending to turn right on to US30. As road traffic engineers know, road widening efforts give little relief to overall road capacity if the intersection remains the bottleneck. It was a significant oversight not to put a right turn lane from Southbound Orchard to Westbound US30 in a new project when space could have been made available to do so. During peak time traffic every day, traffic has to wait up to 4 or more traffic signal cycles to make it through this intersection, which maybe all but cancels any time savings benefits. I'm not sure if the US30/Orchard Rd intersection would be improved under the US30 Baseline road scheme.

US30 Improvements:

I would suggest that any improvements to US30 contain a left turn lane, a right turn lane, and 2 through lanes at all intersections. In the near term if funding for this project is delayed/limited, perhaps US30 intersection improvements at IL 47, and Orchard Rd could be brought forward to construction initially, as part of a 2 phase process, to produce journey time savings in the near-term that will likely match or exceed the time savings the widening to 2 lanes each way would produce eventually.

Best Regards,
Brian Kirby



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This message is also intended for a specific individual. If you are not the intended recipient, you should delete this message and are hereby notified that any disclosure, copying, or distribution of this message or taking of any action based upon it, is strictly prohibited.

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from Chris Bosch - #95508
Date: Sunday, July 12, 2015 1:59:51 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 10:28 AM
To: Harmet, Pete E
Subject: FW: Web Email from Chris Bosch - #95508

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 12:22 PM
To: Freier, Kris L; Barron, Rosa A

Cc: Heaven-Baum, Lisa E
Subject: FW: Web Email from Chris Bosch - #95508

Please see inquiry below and prepare a response by July 14, 2015.
(Rosa, I also forwarded to you for the request of a right turn lane) (programming) (there are about five of these requests) ☺

Thank you
Maria

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 1:30 PM
Subject: Web Mail from Chris Bosch

Web Page: IDOT Home Page

Name: [REDACTED]

Address: [REDACTED]

Home #: [REDACTED]

Question:

This is to voice a complaint in regards to the intersection of Orchard Road and US Route 30 in Montgomery and the county of Kane. That intersection during the morning and afternoon commute is by far, the worse I have seen on my 40 mile one way work commute. I try at all costs to avoid this intersection due to the heavy buildup. The traffic signal in the morning for east and west traffic on 30 is too short and backs up horrendously. In the afternoon the southbound section on Orchard road backs up for what seems like a mile with people needing to turn! There needs to be a right turn lane for this intersection to stop the congestion. I was happy with the widening down Orchard road between Jericho road and Aucutt but it was all for naught because this intersection still makes this route terrible. Please consider fixing this early then later. Thank you!

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from David Wagner - #95506
Date: Sunday, July 12, 2015 1:27:28 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 10:27 AM
To: Harmet, Pete E
Subject: FW: Web Email from David Wagner - #95506

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 12:16 PM
To: Barron, Rosa A

Subject: FW: Web Email from David Wagner - #95506

From: Caldwell, Teresa R
Sent: Tuesday, June 30, 2015 8:49 AM
To: Cartagena, Maria E.
Subject: Web Email from David Wagner - #95506

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/14/2015. Also cc: me for IDOT files including a reference to control # 95506. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 12:59 PM
Subject: Web Mail from David Wagner

Web Page: IDOT Home Page
Name: David Wagner
Address: [REDACTED]
Home #: [REDACTED]

Question:

My understanding is that a right-hand turn lane is not in the plans for the intersection at 30 and Orchard in Montgomery.

This intersection is terrible, not to mention unsafe, so I certainly hope this oversight is recognized and reconsidered.

Please at least consider adding a right-hand turn lane onto Route 30 for southbound Orchard traffic in your current plans.

Regards,

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from Elizabeth rakow - #95525
Date: Sunday, July 12, 2015 1:28:27 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 11:15 AM
To: Harmet, Pete E
Subject: FW: Web Email from Elizabeth rakow - #95525

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 2:11 PM
To: Barron, Rosa A

Subject: FW: Web Email from Elizabeth rakow - #95525

From: Caldwell, Teresa R
Sent: Tuesday, June 30, 2015 12:41 PM
To: Cartagena, Maria E.
Subject: Web Email from Elizabeth rakow - #95525

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/14/2015. Also cc: me for IDOT files including a reference to control # 95525. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Saturday, June 27, 2015 6:22 AM
Subject: Web Mail from Elizabeth rakow

Web Page: IDOT Home Page
Name: Elizabeth rakow
Address: [REDACTED]
Home #: [REDACTED]

Question:
Due to Montgomery growing so much, the intersection at RT 30 and Orchard road is a congested mess. Under what circumstances would you consider adding turn lanes and widening that intersection?

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from jeff amacher - #95524
Date: Sunday, July 12, 2015 1:58:27 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 11:12 AM
To: Harmet, Pete E
Subject: FW: Web Email from jeff amacher - #95524

Please prepare reply y July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 2:10 PM
To: Barron, Rosa A

Subject: FW: Web Email from jeff amacher - #95524

From: Caldwell, Teresa R
Sent: Tuesday, June 30, 2015 12:40 PM
To: Cartagena, Maria E.
Subject: Web Email from jeff amacher - #95524

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/14/2015. Also cc: me for IDOT files including a reference to control # 95524. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 8:25 PM
Subject: Web Mail from jeff amacher

Web Page: IDOT Home Page
Name: jeff amacher
Address: [REDACTED]
Home #: [REDACTED]

Question:
In Montgomery on the corner of orchard Rd and 30. Walmart on the corner. This intersection needs to be widened and redone. The traffic is backed up every day. Please place a priority on this intersection.

Thanks

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Tolczyk, Jessica](#); [Murphy, Kimberly K.](#)
Subject: FW: Web Email from Jennifer Dillow - #95507
Date: Saturday, July 11, 2015 9:28:28 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 10:27 AM
To: Harmet, Pete E
Subject: FW: Web Email from Jennifer Dillow - #95507

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 12:18 PM

To: Barron, Rosa A
Subject: FW: Web Email from Jennifer Dillow - #95507

From: Caldwell, Teresa R
Sent: Tuesday, June 30, 2015 8:50 AM
To: Cartagena, Maria E.
Subject: Web Email from Jennifer Dillow - #95507

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/14/2015. Also cc: me for IDOT files including a reference to control # 95507. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 1:06 PM
Subject: Web Mail from Jennifer Dillow

Web Page: IDOT Home Page
Name: Jennifer Dillow
Address: [REDACTED]
Home #: [REDACTED]

Question:
Please pit right turn lane at rt 30 and orchard rd going southbound on orchard

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from Lisa Collins - #95553
Date: Saturday, July 11, 2015 9:27:57 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Thursday, July 02, 2015 10:17 AM
To: Harmet, Pete E
Subject: FW: Web Email from Lisa Collins - #95553

Please prepare reply by July 15, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Wednesday, July 01, 2015 12:48 PM

To: Barron, Rosa A
Subject: FW: Web Email from Lisa Collins - #95553

From: Caldwell, Teresa R
Sent: Wednesday, July 01, 2015 12:39 PM
To: Cartagena, Maria E.
Subject: FW: Web Email from Lisa Collins - #95553

Hi Maria, this web email has been forwarded to D1 for a response. Thanks, T.

From: Wielgopalan, Julie A
Sent: Wednesday, July 01, 2015 11:42 AM
To: Caldwell, Teresa R
Subject: RE: Web Email from Lisa Collins - #95553

Per our Program Development Engineer, please send to District 1 for response.

Thanks

Julie

From: Caldwell, Teresa R
Sent: Wednesday, July 01, 2015 10:00 AM
To: Wielgopalan, Julie A
Subject: Web Email from Lisa Collins - #95553

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/15/2015. Also cc: me for IDOT files including a reference to control # 95553. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Monday, June 29, 2015 10:40 AM
Subject: Web Mail from Lisa Collins

Web Page: IDOT Home Page
Name: Lisa Collins
Address: [REDACTED]

Work #: [REDACTED]
Home #: [REDACTED]

Question:

US 30 and Orchard Road in Montgomery (Kendall County) Needs to be evaluated. It takes no less than 25 minutes to go a mile beginning at 330PM and lasting till after rush hour daily.

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from Mike Streny - #95500
Date: Saturday, July 11, 2015 9:27:20 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 1:41 PM
To: Harmet, Pete E
Subject: FW: Web Email from Mike Streny - #95500

Please prepare reply by July 20, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Wednesday, July 01, 2015 12:01 PM

To: Barron, Rosa A
Subject: FW: Web Email from Mike Streny - #95500

Programming (one of many already sent you on the same request)

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 11:10 AM
Subject: Web Mail from Mike Streny

Web Page: IDOT Home Page
Name: Mike Streny
Address: [REDACTED]
Home #: [REDACTED]

Question:

Good morning. I would just like to comment and complain that something needs to be done with traffic during rush hour at the intersection of US 30 and Orchard Road in Montgomery. I commute from Montgomery to Downers Grove for work and I dread this intersection during the evening rush hour each day (even more than 88!). It typically takes several light changes and 5 - 15 minutes for me to get through this intersection each day around 5PM. There have been times traffic was backed-up for a mile. Per the Village of Montgomery, there is currently nothing in IDOT's 5 year plan for this intersection. I believe adding additional right turn lanes will certainly help along with extending the green light when traveling on Orchard Rd at the US 30 intersection (during rush hour).

This area's population has outgrown the roads and it is only going to get worse over time. There are new homes being built in this area every day that will only add to the congestion.

I ask that you please take this into consideration when looking at future projects.

Thank you!

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Tolczyk, Jessica](#); [Murphy, Kimberly K.](#)
Subject: FW: Web Email from Nick allo - #95502
Date: Saturday, July 11, 2015 9:26:44 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 1:42 PM
To: Harmet, Pete E
Subject: FW: Web Email from Nick allo - #95502

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Wednesday, July 01, 2015 12:05 PM

To: Barron, Rosa A
Subject: FW: Web Email from Nick allo - #95502

From: Freier, Kris L
Sent: Wednesday, July 01, 2015 8:39 AM
To: Cartagena, Maria E.
Subject: FW: Web Email from Nick allo - #95502

Programming (I think)

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 12:13 PM
To: Freier, Kris L
Subject: FW: Web Email from Nick allo - #95502

Please see inquiry below and prepare a response by July 14, 2015.

Than you

Maria

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 12:20 PM
Subject: Web Mail from Nick allo

Web Page: IDOT Home Page

Name: [REDACTED]

Address: [REDACTED]

Work #: [REDACTED]

Question:

the traffic southbound is terrible daily on orchard road from i88 thru rt 30 intersection. IDOT needs to put more traffic relief to this route as the population has exceeded the traffic capacity.

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#); [Heaven-Baum, Lisa E](#); [Freier, Kris L](#)
Subject: FW: Web Email from Patti McCumber - #95550
Date: Sunday, July 12, 2015 1:43:12 PM

Note to Bureau of Traffic – please field check the US 30 at Orchard intersection to address signal timing comments noted below.

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

With respect to your comments about signal timing, the Department's operations staff will review this location to determine any needed signal timing adjustments. Please also note that an "arrow only" phase for southbound right turns could not be implemented under today's conditions; an exclusive right turn lane would be required, as well as widening US 30 to add westbound capacity. As noted above, the Department is engaged in studies for the US 30 corridor.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 1:46 PM
To: Harmet, Pete E
Subject: FW: Web Email from Patti McCumber - #95550

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Wednesday, July 01, 2015 12:22 PM
To: Freier, Kris L; Barron, Rosa A
Subject: FW: Web Email from Patti McCumber - #95550

Kris, please see (1 & 3)
Rosa, see (2)
And please prepare a response by July 14, 2015.
Thank you
Maria

-----Original Message-----

From: [REDACTED]
Sent: Monday, June 29, 2015 10:03 AM
Subject: Web Mail from Patti McCumber

Web Page: IDOT Home Page
Name: Patti McCumber
Address: [REDACTED]
Home #: [REDACTED]

Question:

I have been in contact with my town's government offices, and was directed to you.

I am writing in specific reference to the intersection of Orchard Rd and Route 30. This intersection is a complete wreck. It is under the jurisdiction of multiple counties, and multiple towns and the problems with it keep getting kicked down the road, no pun intended. It is unsafe, a traffic nightmare and something has got to be done!!!

I have lived in this area since we built our home in 2004 and traffic continues to grow and get worse. This intersection is not equipped to handle the traffic it has.

PLEASE consider the following:

1) ADJUST THE TIMING OF THE LIGHT!!!! It is not uncommon for me to sit through 3-5 green arrows when traveling east on Rt 30 to turn left to go North onto Orchard Rd. Seriously, 3 cars can make the turn on the green arrow, so many more go on yellow or on no arrow at all - VERY unsafe!!!! Cars turning onto 30 from Orchard have a long enough

arrow to almost clear the turn lane. Something has to be done to reduce the backup.

2) INSTALL A RIGHT TURN LANE on Southbound Orchard to Westbound 30. This lack of a lane backs up traffic on Orchard on a regular basis - sometimes literally for a mile or more.

3) DO SOMETHING ABOUT RIGHT TURN ON RED IN GENERAL!!! People are constantly running this light - either to make a left turn after they do not have an arrow. Worse yet, they are making a right turn in front of a car who DOES have a green left arrow. I have been almost hit more times than I can count when I am turning on the incredibly short arrow by someone who does not feel the need to stop on their red light when turning right. Can it be right turn on arrow only? There are other intersections in the area that have a right turn arrow.

Something has got to be done here - and soon!!!!

From: [Baczek, John A](#)
To: [Barron, Rosa A](#)
Cc: [Murphy, Kimberly K.](#); [Harmet, Pete E](#)
Subject: FW: Web Email from Stacy - #95505
Date: Monday, July 06, 2015 6:10:41 PM

Suggested Response:

The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes on US 30 and three through lanes on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification.

This improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. For more information, please visit the project website at www.US30baselineroadstudy.org.

Please note that Orchard Road is under the jurisdiction of the Kane County Division of Transportation. For more information about improvements on Orchard Road, contact Mr. Steve Coffinbargar, Assistant Director of Transportation, at (630) 584-1170.

From: Harmet, Pete E
Sent: Monday, July 06, 2015 1:45 PM
To: Baczek, John A
Cc: Murphy, Kimberly K.; Tolczyk, Jessica
Subject: FW: Web Email from Stacy - #95505

[Please prepare suggested response \(US 30 at Orchard\)](#)

From: Barron, Rosa A
Sent: Monday, July 06, 2015 1:43 PM
To: Harmet, Pete E
Subject: FW: Web Email from Stacy - #95505

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Wednesday, July 01, 2015 12:07 PM
To: Barron, Rosa A
Subject: FW: Web Email from Stacy - #95505

From: Freier, Kris L
Sent: Wednesday, July 01, 2015 8:39 AM
To: Cartagena, Maria E.
Subject: FW: Web Email from Stacy - #95505

Programming

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 12:15 PM
To: Freier, Kris L
Subject: FW: Web Email from Stacy - #95505

Please see inquiry below and prepare a response by July 14, 2015.
Thank you
Maria

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 12:36 PM
Subject: Web Mail from Stacy

Web Page: IDOT Home Page
Name: Stacy
Address: Meger

Work #: [REDACTED]
Home #: [REDACTED]

Question:

The intersection of Orchard Rd and Rt 30 is a nightmare during the evening rush hour. The intersection got worse with jericho being closed. Heading south on orchard the traffic

backup starts between prairie and jericho all of the way to rt 30.

Please please please do something with the intersection. Put in a right turn lane and a longer left turn lane. It would also help if there was not gravel all over the road. This is not out in the middle of the country.

Thanks

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from Trisha Knaub - #95563
Date: Saturday, July 11, 2015 9:24:40 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Thursday, July 02, 2015 2:12 PM
To: Harmet, Pete E
Subject: FW: Web Email from Trisha Knaub - #95563

Please prepare reply by July 16, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Thursday, July 02, 2015 8:33 AM

To: Barron, Rosa A
Subject: FW: Web Email from Trisha Knaub - #95563

From: Caldwell, Teresa R
Sent: Thursday, July 02, 2015 8:11 AM
To: Cartagena, Maria E.
Subject: FW: Web Email from Trisha Knaub - #95563

Good morning Maria, this webmail has been routed to D1 for a response. Thanks much,
Teresa

From: Wielgopolan, Julie A
Sent: Thursday, July 02, 2015 7:35 AM
To: Caldwell, Teresa R
Subject: RE: Web Email from Trisha Knaub - #95563

Per our Program Development Engineer, this should be sent to District 1 for response.

Thanks

Julie

From: Caldwell, Teresa R
Sent: Wednesday, July 01, 2015 10:37 AM
To: Wielgopolan, Julie A
Cc: Cartagena, Maria E.
Subject: Web Email from Trisha Knaub - #95563

For your response. This inquiry was sent to the IDOT Web Email Response System. This may be in D1/D3 so I sent it to both. Please respond on or before 7/15/2015. Also cc: me for IDOT files including a reference to control # 95563. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Monday, June 29, 2015 3:34 PM
Subject: Web Mail from Trisha Knaub

Web Page: IDOT Home Page
Name: Trisha Knaub
Address: [REDACTED]

Work #: [REDACTED]

Question:

I'm writing in regards to the intersection of Orchard Road and Route 30 in Montgomery in Kane/Kendall County.

There desperately needs to be right hand turn lanes installed. Southbound Orchard is severely backed-up in the afternoon and evening. This congestion would be partially relieved by a right hand turn lane that would allow drivers to turn onto westbound Route 30.

If I remember correctly (I don't usually end up over there), I don't think there's a right hand turn lane from eastbound 30 to southbound Orchard. That is also a traffic bottleneck that could benefit from a right hand turn lane.

Thank you for your time.

From: [Harmet, Pete E](#)
To: [Cartagena, Maria E.](#)
Cc: [Baczek, John A](#); [Murphy, Kimberly K.](#); [Tolczyk, Jessica](#)
Subject: FW: Web Email from Wes trestler - #95499
Date: Saturday, July 11, 2015 9:23:30 PM

Suggested Response

Thank you for your inquiry. The Illinois Department of Transportation (Department) is currently in the process of preparing preliminary engineering and environmental studies (Phase I) for the improvement of US 30 from IL 47 to IL 31, a length of approximately 5 miles, in Kane and Kendall Counties. The proposed improvements will address existing and projected year 2040 travel demands by widening US 30 to provide an additional through lane in each direction and a median to separate opposing traffic and accommodate turning vehicles. The intersection of US 30 at Orchard Road is proposed to have two through lanes in each direction on US 30, and three through lanes in each direction on Orchard Road, as well as dual left turn lanes and right turn lanes on all four legs. The additional through and turn lanes at the Orchard Road intersection are anticipated to improve operations and decrease delay considerably. The preferred alternative will be presented at a public hearing anticipated in fall 2015. We will add your name to our mailing list for future meeting notification. For more information, please visit the project website at www.US30baselineroadstudy.org.

The US 30 corridor improvement is not included in the Department's FY 2016-2021 Proposed Highway Improvement Program. However, this project will be included in our priorities for future funding consideration among similar improvement needs throughout the region. The Department is nearing the completion of the planning phase of the project, and we anticipate a public hearing later this fall. We will add your name to our mailing list for future meeting notification.

We appreciate your interest in the transportation system.

From: Barron, Rosa A
Sent: Monday, July 06, 2015 10:21 AM
To: Harmet, Pete E
Subject: FW: Web Email from Wes trestler - #95499

Please prepare reply by July 14, 2015.

Rosa A. Barron
Executive Office
District One
rosa.barron@Illinois.gov
(847) 705-4118

From: Cartagena, Maria E.
Sent: Tuesday, June 30, 2015 12:06 PM
To: Barron, Rosa A

Subject: FW: Web Email from Wes trestler - #95499

From: Caldwell, Teresa R
Sent: Tuesday, June 30, 2015 8:37 AM
To: Cartagena, Maria E.
Subject: Web Email from Wes trestler - #95499

For your response. This inquiry was sent to the IDOT Web Email Response System. Please respond on or before 7/14/2015. Also cc: me for IDOT files including a reference to control # 95499. Your prompt attention is greatly appreciated.

Teresa Caldwell
Illinois Department of Transportation

-----Original Message-----

From: [REDACTED]
Sent: Friday, June 26, 2015 11:09 AM
Subject: Web Mail from Wes trestler

Web Page: IDOT Home Page
Name: Wes trestler
Address: [REDACTED]
Home #: [REDACTED]

Question:

Please consider adding a right turn lane to Orchard Rd, going south at the Rt 30 intersection. During the afternoon rush hour that intersection backs up at least 30-40 car lengths and adds 10 mins to everyone's commute. Thank you.

Draper, Daniel

From: Doll, Ken F <Ken.Doll@Illinois.gov>
Sent: Tuesday, November 17, 2015 4:06 PM
To: Draper, Daniel
Subject: FW: Resident question about US 30 project drainage

Follow Up Flag: Follow up
Flag Status: Flagged

Dan,

Per Lori's request please see the e-mail chain below. I contacted Mr. Olson and gave him the project's website address.

Thanks

Ken Doll

*Bureau of Programming
Consultant Studies Unit
IDOT/District 1
Phone: (847) 705-4088
Fax: (847) 705-4159
Email: Ken.Doll@illinois.gov*

From: Brown, Lori S.
Sent: Tuesday, November 17, 2015 2:25 PM
To: Doll, Ken F
Subject: FW: Resident question about US 30 project drainage

Would you please call Mr. Olson (scroll down for number) and give him the project web address.

Then forward the thread to Dan so it's added to the PR. Mr. Olson has already been added to the mailing list.

Lori Brown, P.E.
Senior Consultant Studies Engineer
Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

From: Masouridis, Eleftherios P
Sent: Tuesday, November 17, 2015 2:12 PM
To: Brown, Lori S.; Rashidianfar, Ahmad
Subject: RE: Resident question about US 30 project drainage

I just spoke with Mr. Olson.

His main concern is to make sure he is notified of any public involvement opportunities. So please make sure he is on any mailing list. He expressed frustration with navigating the IDOT website so if there is a project website he would like to know the address. I explained the public hearing is targeted for this spring.

Otherwise his concern is to maintain the capacity of the overflow and to eliminate the standing water that exists all year southeast of Aucutt and Orchard. I explained that there is drain tile we know about and that we are planning to make provisions to maintain this connection across US30. Beyond that the pipe is outside the ROW and we do not maintain it. He explained that it is plugged and heard there was a plan to improve it. I told him this was not relayed to us at the local coordination meeting.

I also explained that we have evaluated alternatives to maintain the overflow and not make it worse due to the project. The current project will need to tie into the improvements at the US30/IL31 interchange which he was familiar with.

Perry

E. Perry Masouridis, P.E.
Drainage Studies Manager
Illinois Department of Transportation
Bureau of Programming, District 1
Phone: (847) 705-4474
Eleftherios.masouridis@illinois.gov

From: Brown, Lori S.
Sent: Friday, November 06, 2015 1:29 PM
To: Masouridis, Eleftherios P; Rashidianfar, Ahmad
Subject: Resident question about US 30 project drainage

Could one of you please call Rick Olson at [REDACTED]? He has questions about drainage on the Montgomery US 30 project (IL47 to IL31). He lives at [REDACTED] – which is near the US 30/Orchard intersection.

I didn't speak to him, so I don't know exactly what his issue is. I spoke to his wife who had questions about the intersection and ped accommodations. She was very nice.

Thanks.

Lori Brown, P.E.
Senior Consultant Studies Engineer
Illinois Department of Transportation
Bureau of Programming
201 W. Center Court
Schaumburg, IL 60196
847-705-4477
Lori.S.Brown@illinois.gov

From: Draper, Daniel
To: [Lori Brown \(Lori.S.Brown@Illinois.gov\)](mailto:Lori.S.Brown@Illinois.gov)
Subject: US 30 - Mr. Fragale [REDACTED] - Wall B3
Date: Tuesday, July 05, 2016 2:28:00 PM
Attachments: [image001.png](#)

Lori,

I spoke with Mr. Fragale regarding why he did not receive a noise viewpoint solicitation letter. I explained that his property received less than the 5 dBA reduction in noise from the potential wall to be considered a benefited receptor. I told in in reviewing the situation it is because the presence of Gordon Road means there is a "gap" which allows more noise to travel to his backyard. He will get a reduction if a wall is present, just not the 5 dBA. He said he understood. Furthermore, he said he is going to talk to his neighbors and ask them to vote in favor of the wall.

Dan

Daniel J. Draper, P.E.
Hutchison Engineering, Inc.

ddraper@hutchisoneng.com

605 Rollingwood Drive
Shorewood, Illinois 60404
(815) 773-2233
(815) 773-2236 (F)