Public Hearing Newsletter

IL 47 to IL 31

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

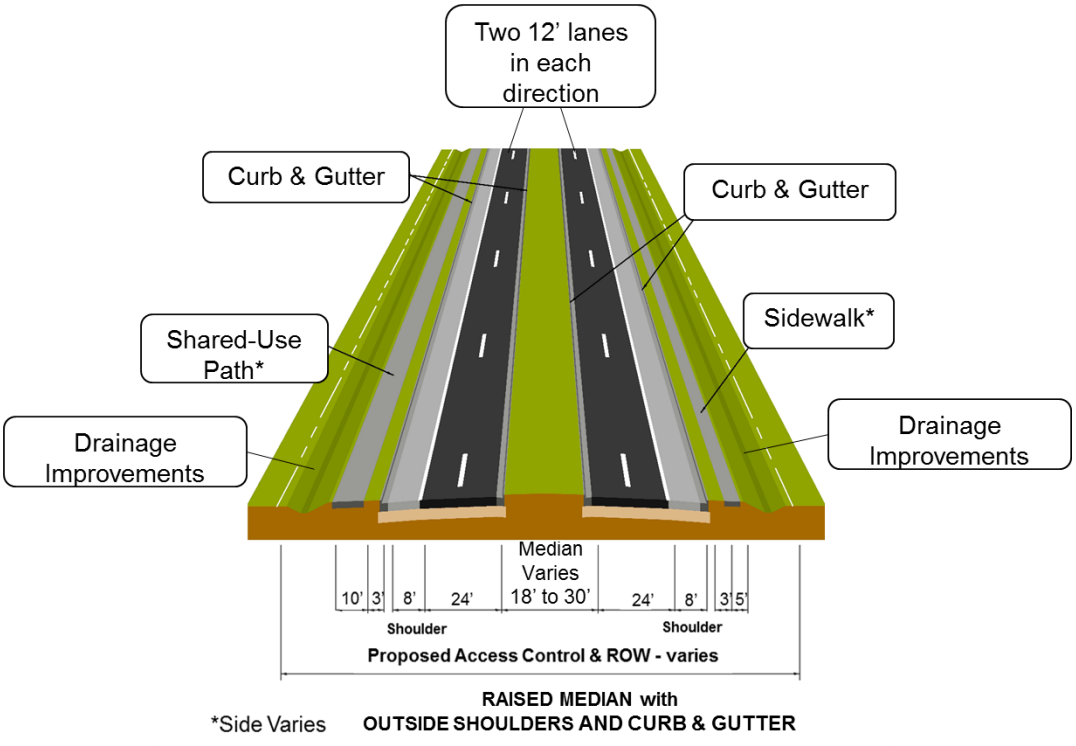
Preferred Alternative

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

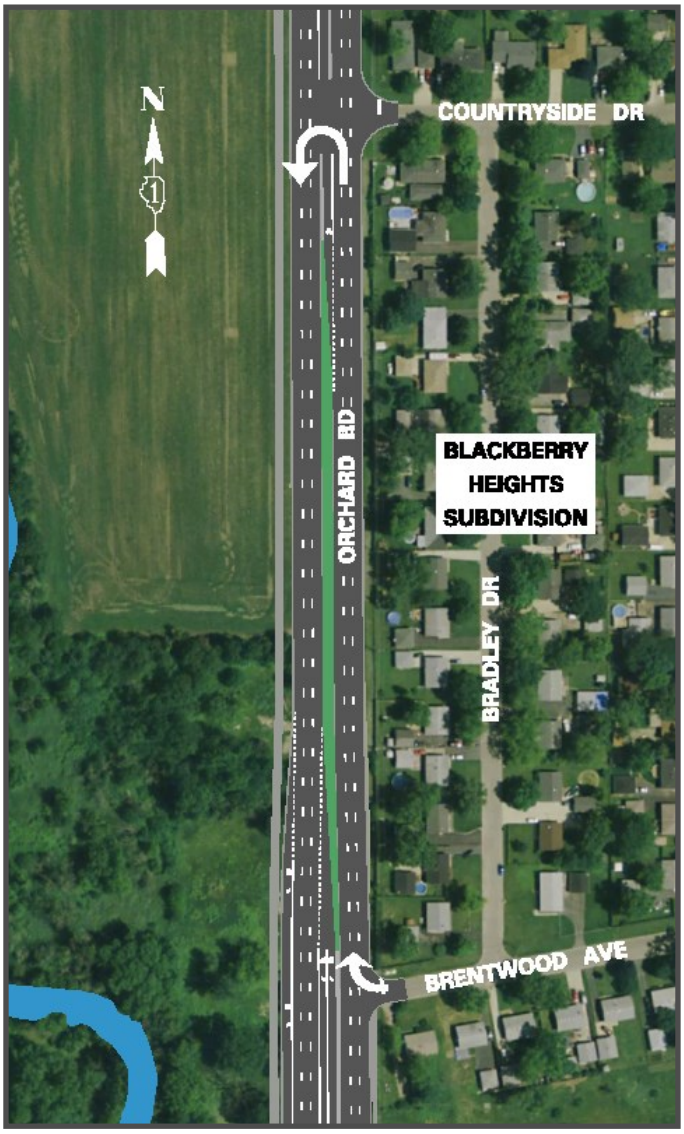
While no homes will be acquired for the construction of the project, five sheds or outbuildings and one swimming pool will be impacted by the proposed project. The Department will contact affected property owners when funding for land acquisition becomes available.

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.

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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.

Stay Informed—Get Involved!

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.

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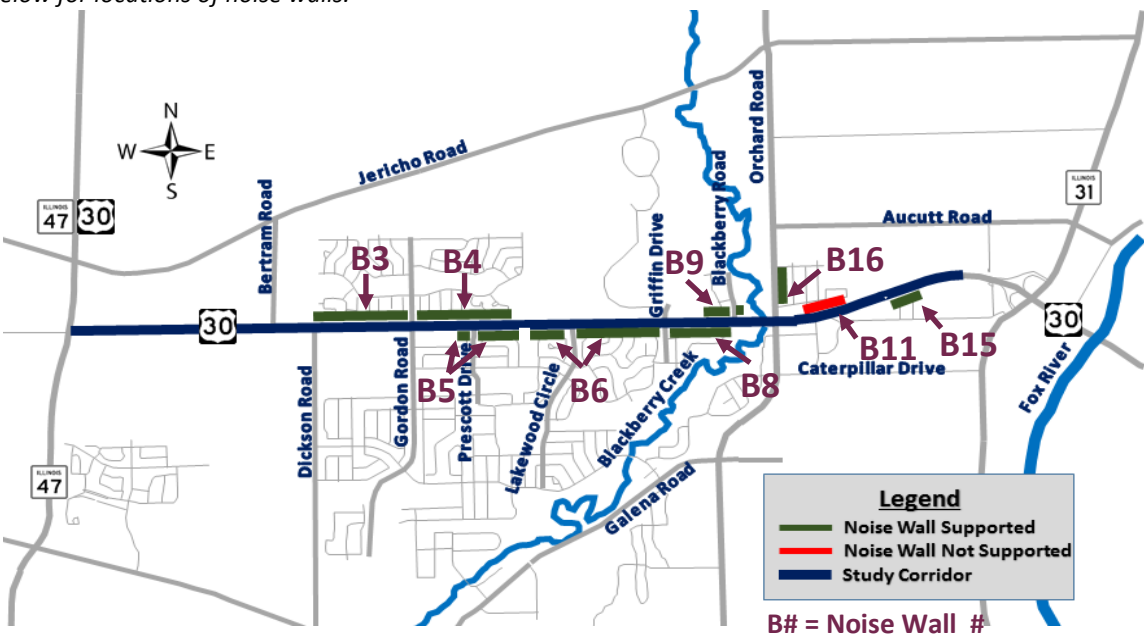
Illinois Department of Transportation

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.