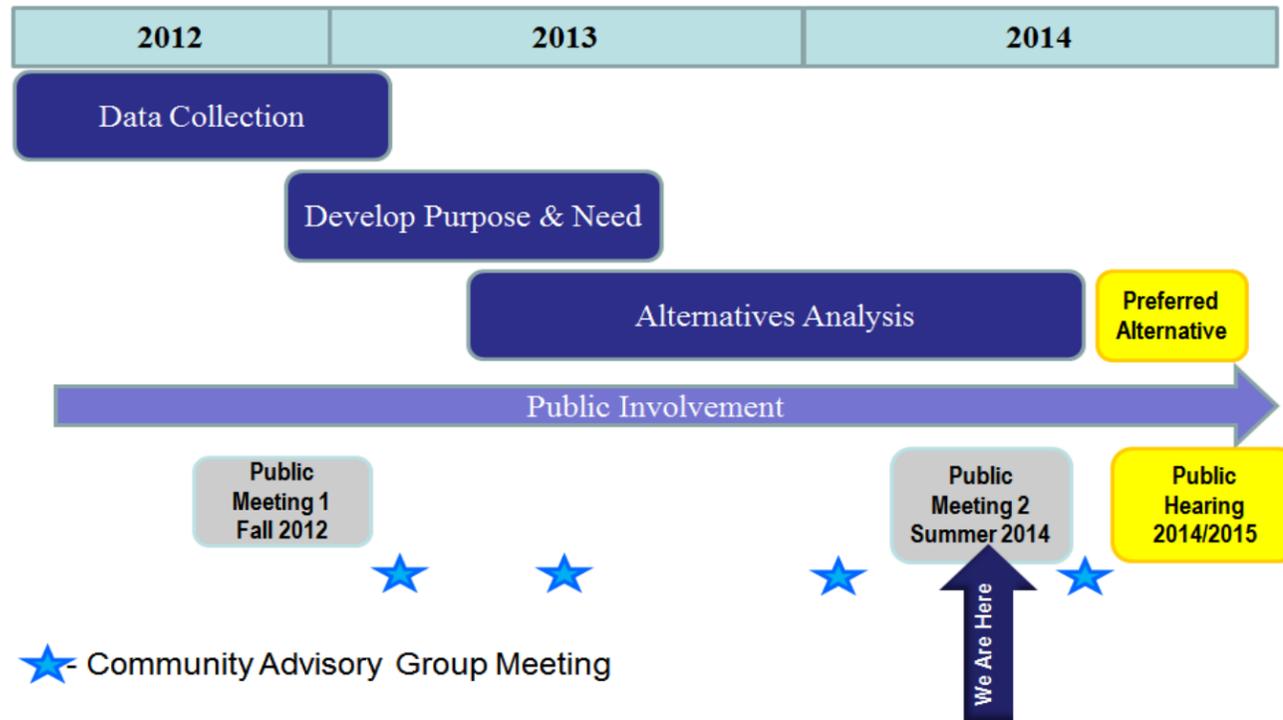


# Project Schedule

## 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](http://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

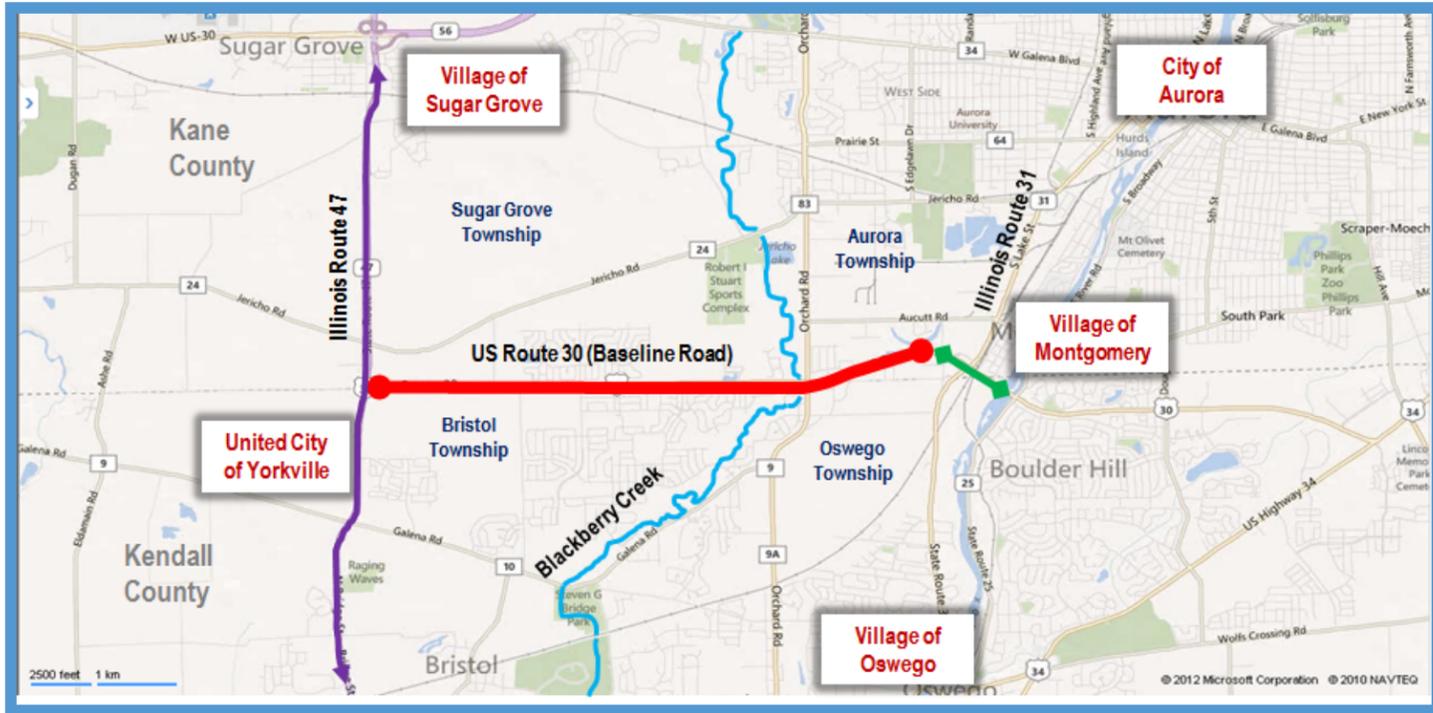
**Welcome!**

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.*



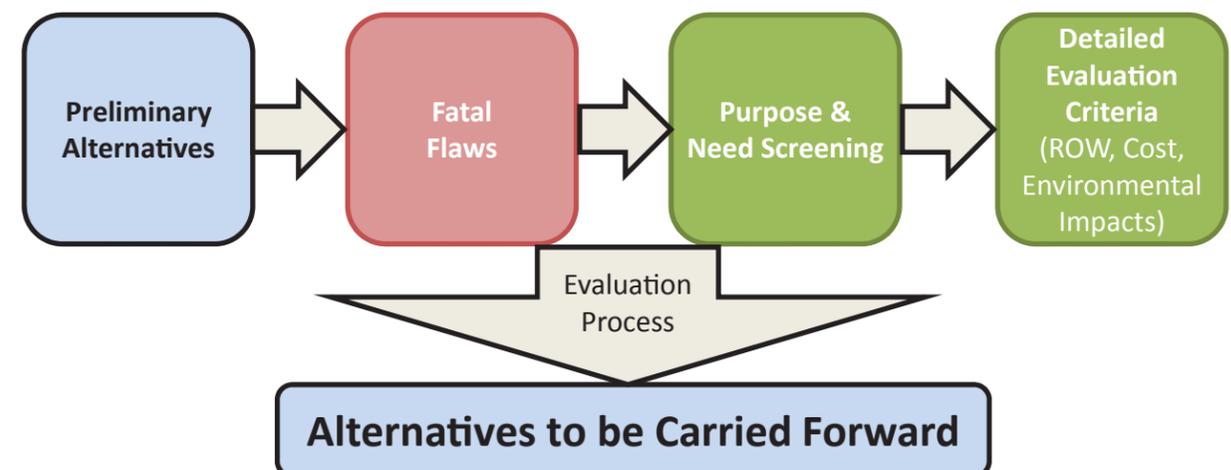
A key goal of CSS is to build a general understanding of agreement among the stakeholders. A "stakeholder" is any person or organization which has a direct stake in the project being considered. The Department defines a general understanding of agreement as follows:

*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

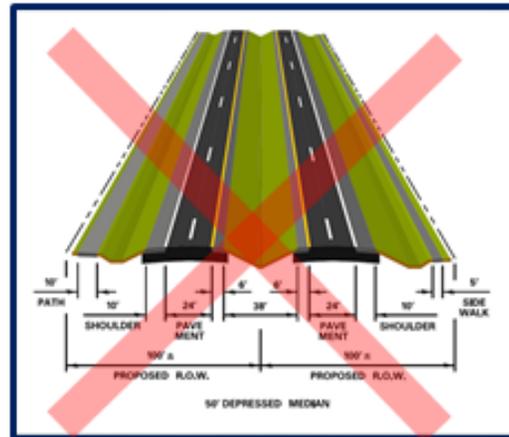


# Alternatives Considered

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

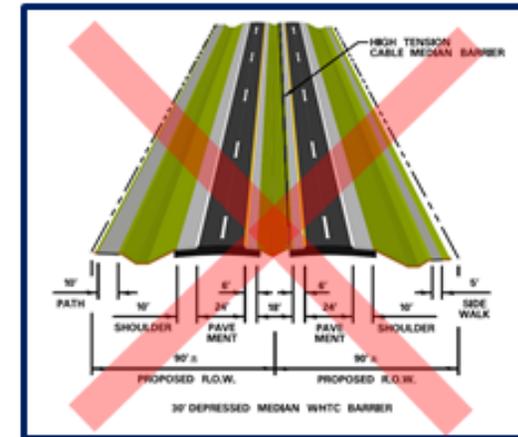


**ELIMINATED**

Due to Impacts on Properties and Environmental Resources

## Alternative #2

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

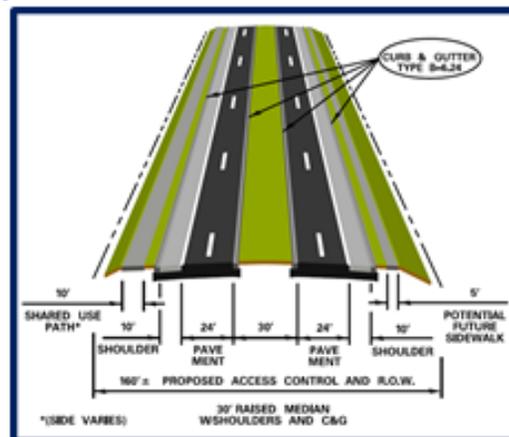


**ELIMINATED**

Due to Impacts on Properties and Environmental Resources

## Alternative #3

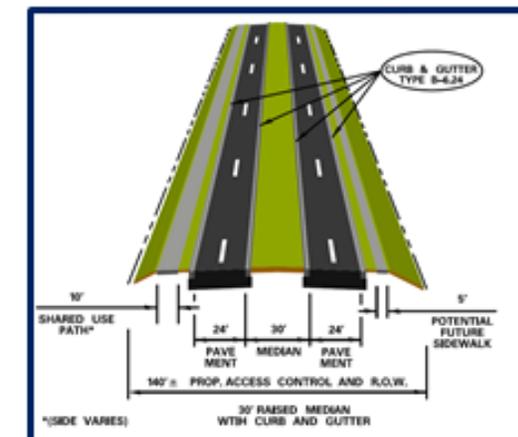
Urban – 30' Raised Median with Shoulders and Curb & Gutter



**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

