

**US 30 (Baseline Road)
IL 47 to IL 31
Public Meeting #1
September 13, 2012**



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

Purpose of the Meeting

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



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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 Team

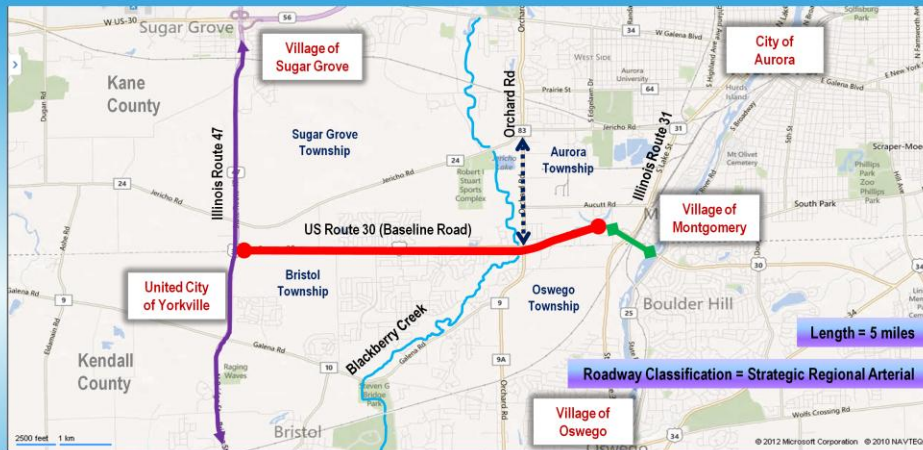


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The Illinois Department of Transportation (IDOT) District 1 and the Federal Highway Administration are leading this study. They will provide policy guidance and make final recommendations. The Study Team, which is being led by Hutchison Engineering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

Study Location Map



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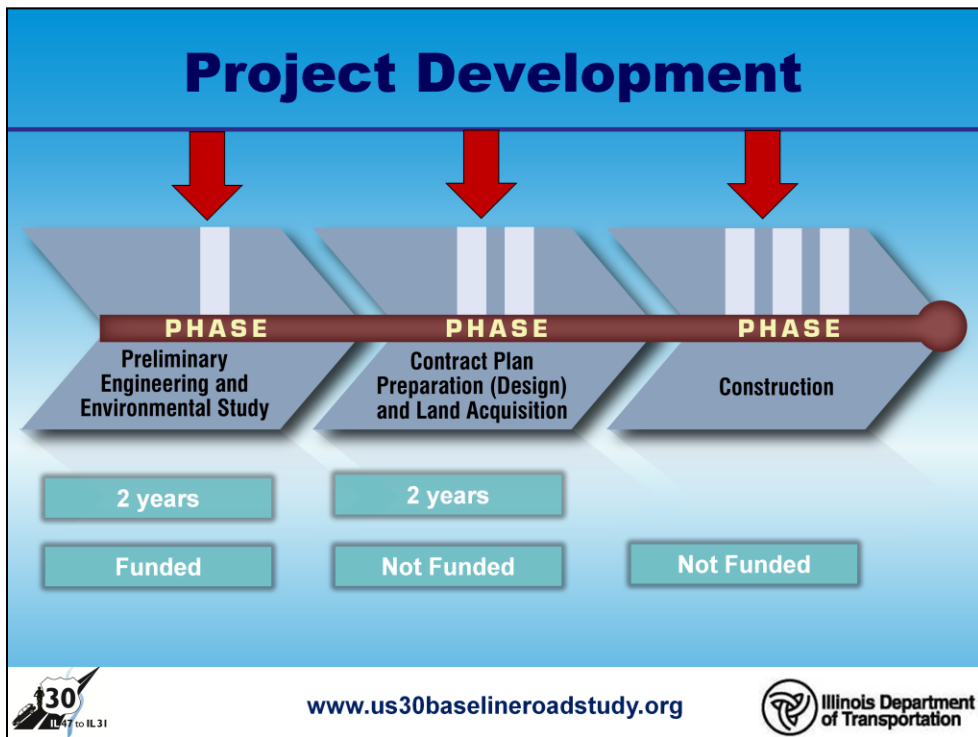


The study limits extend from IL 47 in Yorkville to 1,400 feet west of IL 31 in Montgomery—a distance of approximately 5-miles. The western terminus will tie into an ongoing IDOT District 3 study of IL 47 between Kennedy Avenue in Yorkville and Cross Street in Sugar Grove. The eastern terminus will match 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.**

Study Location Map

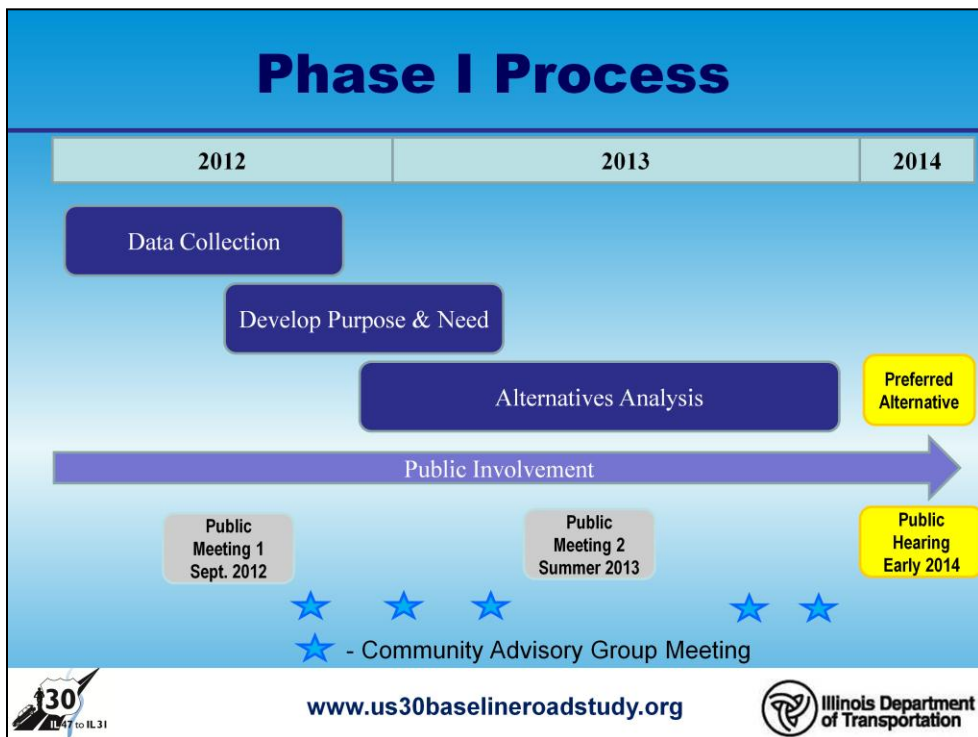


The study area features a mix of cultivated farmland and relatively recent residential and commercial development. The project is in both Kendall and Kane Counties and crosses four townships (Sugar Grove, Bristol, Aurora, and Oswego). Blackberry Creek and the associated Blackberry Trail and land belonging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

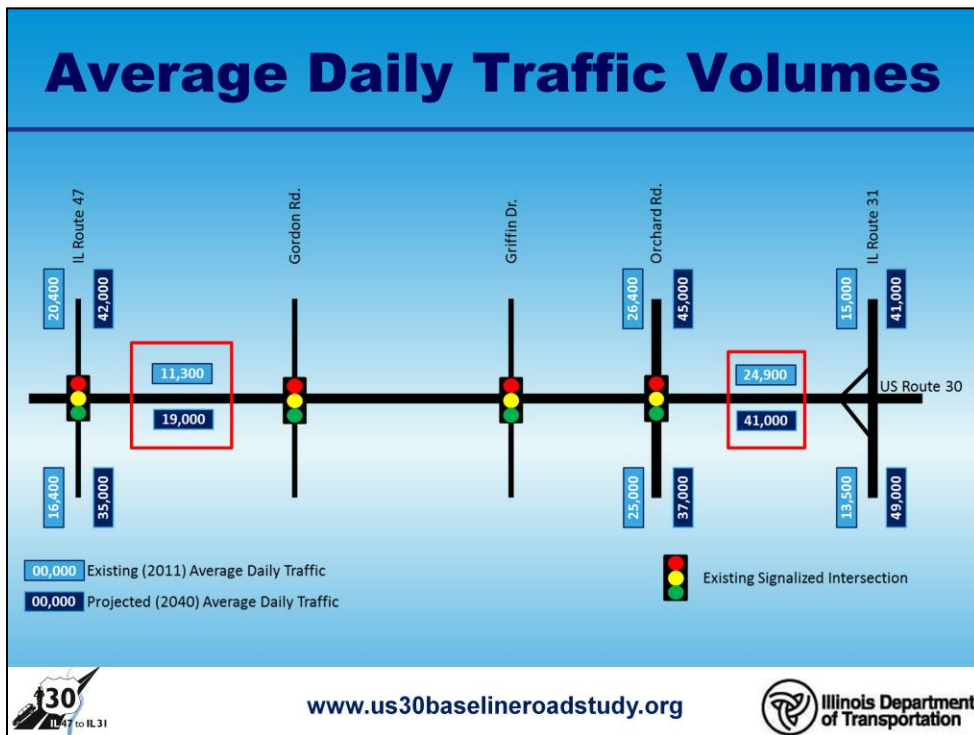


IDOT works in 3 distinct phases as a project moves from start to finish. The project is currently in Phase I which includes the preliminary engineering and environmental **studies**, and public involvement activities. It will last approximately two years and ends with selection **of a preferred alternative**. 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.

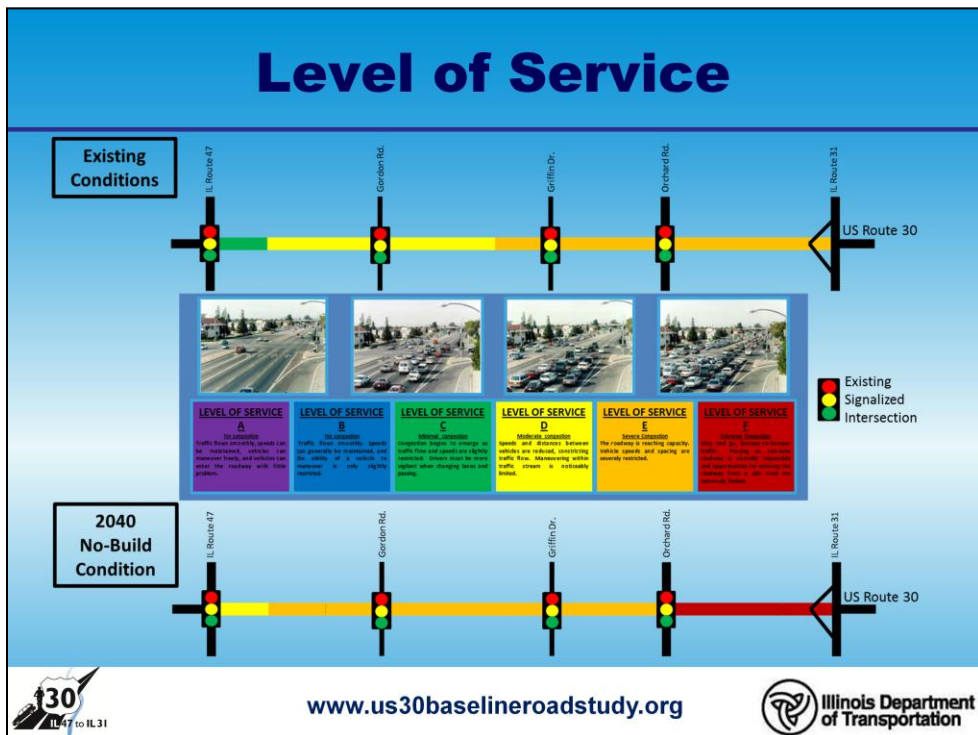
Funding for Phases II and III are not currently included in IDOT's Fiscal Year 2013 to 2018 Proposed Multi-Modal Transportation Improvement Program.



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.



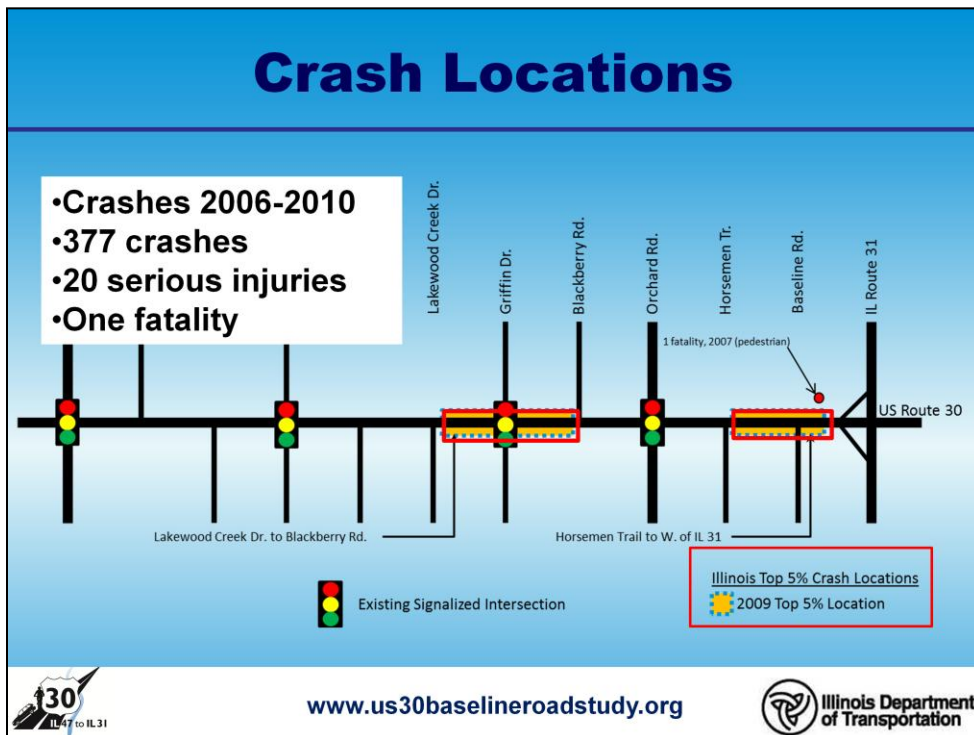
One factor that will help us characterize the existing conditions, and ultimately define the need for the project is current and projected roadway use. Average Daily Traffic or (ADT) is projected to increase from just **over 11,000** vehicle per day to **19,000** vehicles per day at the west end of the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

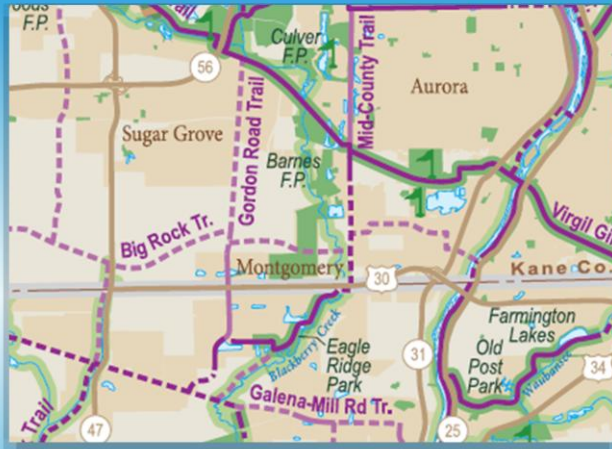


A second component that will be considered is the safety of all users. 377 crashes occurred along the corridor during the five year analysis period resulting in 20 serious injuries and one fatality. Annually IDOT reviews statewide crash numbers & identifies the top 5% locations with pressing safety needs. 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.

Bicycle and Pedestrian Needs

- Currently no sidewalks in study area
- Planned bike and pedestrian paths in vicinity



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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**.

Sidewalks and Paths

- Consideration of a separate off-road shared use path for bicycles, pedestrians and other non motorized uses
- Local agency must be willing to participate in cost and accept maintenance responsibilities



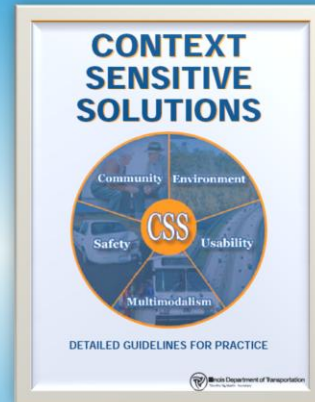
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Due to traffic and roadway configuration, this study will consider a separate off-road shared use path for bicycles, pedestrians and other non motorized uses. In order for the path to be implemented however, there must be local participation in terms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



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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?



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!



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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.



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



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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.**



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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.