



EAST OF DAUBERMAN ROAD TO IL 47

# THANK YOU FOR YOUR INPUT



Thank you for your participation in the public outreach for the Illinois Department of Transportation's (Department) Preliminary Engineering and Environmental Study (Phase I) for the proposed improvement of US Route 30 from East of Dauberman Road to Illinois Route 47 in the villages and townships of Sugar Grove and Big Rock in Kane County. Due to COVID-19 uncertainties and to ensure stakeholder safety, the Department shared project details and encouraged public participation through an interactive website instead of hosting an in-person public meeting.

The improvements presented through the virtual outreach are preliminary and will continue to develop through the design process. The public input and comments provided the project team with insight to help move the project toward an improvement that is more responsive to stakeholders' needs. More than 650 people visited the website and viewed the study documents. A total of 41 people commented via US Mail, the project website or by telephone. Comments received expressed both support for and opposition to the project.

Project Website Link:

[www.US30EastofDaubermantoIL47.org](http://www.US30EastofDaubermantoIL47.org)

## PURPOSE

The virtual public outreach was held from **February 22, 2021** to **March 12, 2021**. The purpose of the Virtual Public Outreach Event was to present and receive public comments on the following:

- Project process and history;
- Existing conditions and transportation needs from east of Dauberman Road to west of Dugan Road, and
- Proposed improvements from west of Dugan Road to IL 47.

There were 12 comments in support of providing **pedestrian and bicycle accommodations** along the corridor. There were numerous comments regarding **highway noise** and comments in support of possible **noise wall installation**. Several participants were concerned with the proposed improvements that included, increase in traffic volumes, drainage concerns and ROW impacts. Several business owners along US 30 had questions regarding access to their businesses following the proposed improvements. One comment received was regarding impacts to the Aurora Municipal Airport.



We would like to thank everyone for their participation. As many of the comments had similar concerns, this newsletter has been prepared to address those concerns as well as to provide an overview of other topics. We encourage you to visit the project website at the link below to find additional information from the virtual public outreach along with project updates.



## NOISE

When evaluating traffic noise, traffic noise impacts and traffic noise abatement, the Department follows Federal Highway Administration (FHWA) regulations (23 CFR Part 772). Projects that are eligible for traffic noise abatement consideration are identified as Type I or Type II projects. A Type I Project or New Highway Project is a proposed project for the construction of a State highway on new alignment (a highway where one did not exist before), or the physical alteration of an existing State highway that significantly changes either the horizontal or the vertical alignment or increases the number of through-traffic lanes. The US Route 30 Phase I study is proposing the addition of through-traffic lanes for at least one segment of the project. Therefore, the US Route 30 project is considered a Type I project and a noise study will be performed for the entire project limits from east of Dauberman Road to IL 47. The findings of the noise study will be presented at a future public outreach event.

**CLICK HERE for additional information on IDOT Noise Abatement and view videos**  
**OR visit <https://bit.ly/3cOKUd3>**



## INTERSECTION IMPROVEMENTS

Several comments requested traffic signals at Indigo Drive/Veterans Memorial Parkway, and concern for the safety of vehicles and other users trying to cross US 30. Installation of traffic signals must be justified, or warranted, based on an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of a location. For a traffic signal to be installed, at least one of the nine warrants described in the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices must be met. A traffic signal was considered at this location, but analysis determined that a traffic signal is not currently warranted per the applicable federal and state guidelines. Sight distance at this intersection will be improved as the US 30 profile east of the intersection will be lowered and sight distance increased.



## PEDESTRIAN & BICYCLE ACCOMMODATIONS

As part of the Department's Complete Streets policy, pedestrian and/or bicyclist accommodations will be included as part of the proposed improvement. At this time, provisions for a multi-use path are being evaluated along US 30 within the project limits and along the south leg of Dugan Road. The shared-use path is generally offset as far from the roadway as practical to increase user comfort and safety while minimizing impacts to adjacent properties. As the study moves forward, the location of the shared-use path and any potential crossings and connections will be evaluated against potential impacts to the resources in the area. We heard many suggestions of ways to improve the connectivity for bicyclists and pedestrians in the area including providing a crossing of US 30 at Municipal Drive, providing connectivity to the Airport and connecting to existing facilities along Municipal Drive north and south of US 30. These will all be considered as we move forward with the design. This will require coordination with local agencies. New bicycle and pedestrian accommodations require local agency cost participation for construction and a maintenance commitment. The Department will coordinate with the local agencies regarding the proposed facilities as the project progresses.

# RIGHT-OF-WAY CONCERNS

The Department always strives to minimize the need to acquire property. When land acquisition is necessary, there are three basic types employed.

- Fee simple acquisition - Department buys property from the owner.
- Permanent easements - The property owner maintains ownership but Department is allowed permanent use of the property (usually for maintenance purposes).
- Temporary easements - The property owner maintains ownership, but Department temporarily uses the property during construction.

Potential improvements have been developed for the segment between Dugan Road and Illinois Route 47 and can be viewed on the project website. The Proposed Improvement Exhibits depict the type and extent of land acquisition anticipated. These exhibits are based on the best information available and are subject to change as the design develops. Impacts to properties such as fence relocations, driveway reconstruction, landscaping removal, etc. resulting from the proposed improvements will be addressed during the appraisal and negotiation stage of the land acquisition process. An IDOT representative will contact the property owner regarding land acquisition during the next project phase, contract plan preparation and land acquisition (Phase II). However, at this time, there is not a scheduled start date for Phase II.

## DRAINAGE



As part of the planning and coordination process, measures will be implemented to address roadway related drainage, storm water runoff, and detention concerns. The scope of proposed drainage improvements is limited to that of a roadway project and not offsite issues which are the responsibility of the local agencies. The Department has and will continue to coordinate with the local agencies and drainage districts which will result in a roadway drainage system that can be designed to be compatible with future improvements by the local agencies and drainage districts. The proposed US 30 improvements will be designed to reduce the chances for future roadway flooding by raising the roadway elevations, while at the same time not making the flooding conditions any worse on the adjacent properties. Existing private drain tiles crossing US 30 will be maintained or replaced.

## ACCESS MANAGEMENT

Several comments expressed concerns about access for properties along US 30. With the addition of a travel lane in each direction, a variety of methods to improve safe access in and out of properties is being investigated. One method to improve safety is to reduce the number of uncontrolled full access locations along the corridor. Access management is the control of the location, spacing, design, and operation of driveways, median openings, and street connections to a roadway. The purpose of access management is to help balance safety and mobility by reducing the number of conflict points and traffic congestion. An increased number of driveways within a corridor increases the likelihood for crashes to occur.

Raised medians are a key tool used for access management. Raised medians separate opposing traffic and direct motorists to make turning and crossing movements at dedicated locations. Additionally, raised medians provide opportunities to improve aesthetics. As shown in the potential improvements for the segment between Dugan Road and Illinois Route 47, a barrier median is anticipated as part of the improvement. Some driveways may not have left-turn access to or from US 30 as it exists today. Median openings would be provided periodically to allow vehicles to make a u-turn at dedicated locations to access properties with restricted access.



## FUNDING

Highway improvements are typically developed in three distinct phases. Preliminary engineering and environmental studies, or Phase I, involves coordinating with the public, identifying issues and concerns, and proposing solutions. The Department anticipates that Phase I will be complete in the fall of 2023. After completion of Phase I, and dependent upon funding availability, the Department can begin Phase II. Phase II involves preparing contract plans and acquiring the necessary right of way and typically requires 24 to 36 months to complete. Phase III is the construction phase of the improvement.

At this time, only Phase I is funded. Funding for Phase II and Phase III is not included in the Department’s Fiscal Year 2022-2027 Proposed Highway Improvement Program. This project will be included in the Department’s priorities for future funding consideration among similar improvement needs throughout the region. In the meantime the Department will continue to perform routine maintenance to keep the roadway in a state of good repair.

## ENVIRONMENT



This project is being developed in accordance with the National Environmental Policy Act (NEPA) which is a federal act that ensures projects consider their impacts to the natural, social and built environments. The study elements that were evaluated for this study include air and noise, land acquisition, farmland, water resources, threatened and endangered species, and cultural resources. The environmental impacts of potential alternatives are a critical component to the overall alternative development process. The purpose of NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision-making process. For Federal Funding Eligibility, NEPA compliance is required. A full range of reasonable alternatives are being evaluated including the “no-build” alternative along with a comprehensive environmental review to avoid, minimize, and mitigate impacts.

## AIRPORT



The Aurora Municipal Airport is located along the north side of US 30 from east of Dugan Road to Municipal Drive. In addition, there is a Medium Approach Lighting System with Runway Alignment Indicator Lights (MALSR) and Runway Protection Zones (RPZs) that extend south across US 30. Coordination with the airport and FAA is a critical part of the project and is ongoing. The project is being designed to minimize impacts to the airport property and to meet all FAA requirements. The proposed improvement presented was developed with the participation of the Airport and the FAA.

## NEXT STEPS

The project team will continue to gather information on environmental resources and perform engineering analyses. With the results of those studies and the information gathered from this community outreach, the project team will develop a range of alternatives. Additional stakeholder involvement will occur during this process. A preferred alternative will be selected based on minimizing environmental resource impacts while satisfying the project purpose and need. The preferred alternative will be presented at a future public outreach event.