The poster features a logo at the top left with the text "MONTGOMERY ROAD" below it. The main title "Montgomery Road Public Hearing" is in a large, bold, blue font. Below the title, the date and time "September 14, 2016 4:00 - 7:00 pm" are displayed in a smaller blue font. On the right side, there is a photograph of a green street sign on a metal pole that reads "Montgomery Rd". At the bottom, there is a decorative orange and blue wave-like border. On the left side of this border, there are three small landscape photographs. On the right side, the text "KANE COUNTY DIVISION OF TRANSPORTATION" and the website "www.co.kane.il.us/dot" are printed in white on a dark blue background.

**MONTGOMERY ROAD**

# Montgomery Road Public Hearing

**September 14, 2016  
4:00 - 7:00 pm**

**MONTGOMERY Rd**

**KANE COUNTY DIVISION OF TRANSPORTATION**  
[www.co.kane.il.us/dot](http://www.co.kane.il.us/dot)

The Kane County Division of Transportation welcomes you to the Public Hearing for the Montgomery Road Preliminary Engineering and Environmental (Phase 1) Study. This Engineering and Environmental study is the first step in the planning process.

**MONTGOMERY ROAD**


# AGENDA

- Input is valued
- Preliminary Preferred Alternative
- Use of public sector Right of Way

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Kane County values your input at tonight's meeting on the preliminary, preferred alternative and the use of recreational land. The proposed improvements will require small strips of land along Montgomery Road from the following recreational areas - the Aurora Township Soccer Field, Virgil Gilman Trail, Phillips Park Aquatic Center, and Phillips Park Golf Course.



We look forward to your continued involvement during future phases of this project.

  
MONTGOMERY ROAD

# What is this study?

## *Comprehensive analysis of Montgomery Road*

- Existing Roadway Conditions
- Traffic Operations
- Intersection Improvements
- Analysis of Future Transportation Needs
- Bicycle and Pedestrian Connectivity
- Environmental Impacts



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This comprehensive study includes an analysis of the:

- Existing roadway conditions
- Traffic Operations
- Intersection improvements
- Analysis of future transportation needs
- Bicycle and pedestrian connectivity, and
- Associated impacts to the environment and the communities

**Need for Improvement**

**Montgomery Road Deficiencies**

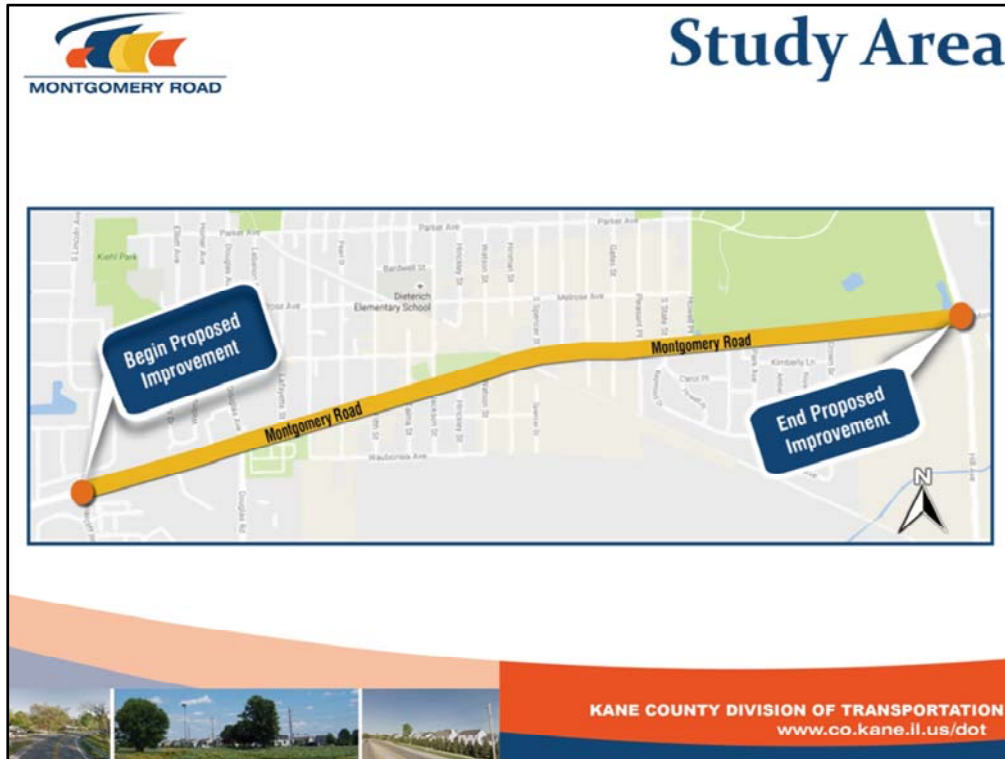
- Insufficient Infrastructure
- High Traffic Volumes
- Substandard Geometric Designs
- Restricted Turning Movements
- Limited Pedestrian, Bicycle, and Transit Amenities
- Lack of Drainage Systems

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The review of existing conditions in the study area showed deficiencies in the roadway's performance and capacity to effectively serve all travel modes. Among these deficiencies are:

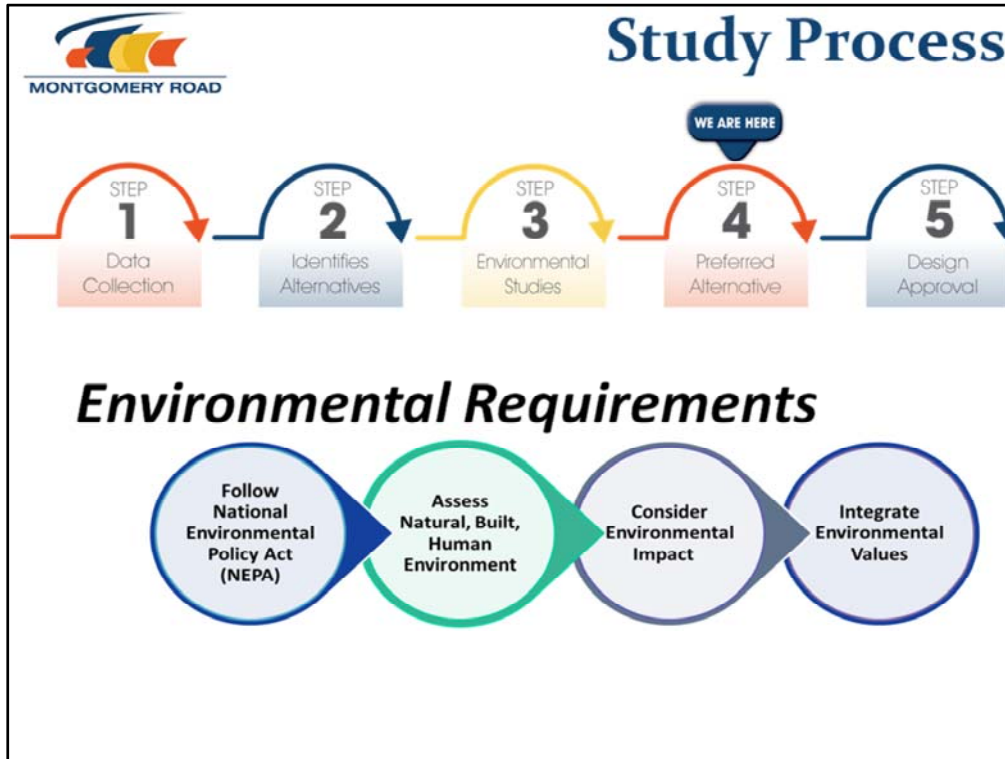
- Insufficient infrastructure to handle the high traffic volumes,
- Substandard geometric designs that restrict turning movements,
- Limited pedestrian, bicycle and transit amenities along the study corridor, such as continuous sidewalk networks and safe bike path crossings, and
- Deficient drainage systems that are leading to flooding conditions.

Due to these needs, we took an opportunity to look at comprehensive long-term solutions. Such as multi-modal connectivity, address roadway deficiencies, and intersection improvements, while minimizing impacts to the environment.



The Montgomery Road Phase I Preliminary Engineering and Environmental Study evaluates an approximately 2.2-mile section of Montgomery Road between Briarcliff Road on the west and Hill Avenue on the east located in the Village of Montgomery and the City of Aurora.

The original project limits included a section of Montgomery Road between IL Route 25 and Briarcliff Road west of the current western boundary. Due to extensive coordination with the stakeholder focus group and other multiple factors, such as environmental and community impacts, a decision was made to change the western boundary to Briarcliff Road.




A Phase I Engineering and Environmental Study requires several steps and includes:

- Analyzing existing and future conditions
- Identifying alternatives
- Selecting a Preferred Alternative based on stakeholder input as well as technical and environmental analyses
- Conducting environmental studies to identify natural, built and social resources. This element of the study is quite extensive and follows the National Environmental Policy Act (referred to as NEPA) which considers environmental impacts and values. Environmental aspects reviewed include social and economic factors, natural resources, air quality, water quality, special waste areas and wetlands.


And finally,

Preparing a Project Development Report and other supporting reports that document the study that will be used in future phases of the overall design and the potential construction of the roadway project.




# Public Involvement Activities

- Public Meeting Kickoff – 2013
- Stakeholder Focus Group
- One on One
- State and Federal
- Community Groups
- Property/Business Owners
- Regulatory Agencies
- Transit Agency



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Stakeholder outreach and involvement has been crucial to the successful progress of the Phase I Study.

The study began with a Public Information Meeting where the stakeholders provided input on the issues and concerns as they related to transportation in the corridor.

A Stakeholder Focus Group (SFG) was formed. It was comprised of a diverse group of local representatives – with both technical and non-technical backgrounds. Their mission was to provide input to the project study team throughout the alternative development process.

In addition, the project study team coordinated with the owners of the public recreational facilities throughout the study.



# What was considered?

## The Initial Alternatives included:

Existing Alignment - East End	S-Curve - West End 5 ALTERNATIVES
<b>Alt 1 - 3-Lane Cross-Section</b> <b>Alt 2 - 4-Lane Cross-Section</b>	<ul style="list-style-type: none"> <li>• Alt 1</li> <li>• Alt 2</li> </ul>
<ul style="list-style-type: none"> <li>• Intersection Improvements</li> <li>• Hill Avenue - Additional Turn Lanes</li> <li>• Douglas Avenue - Additional Through Lanes</li> <li>• Pedestrian Connectivity</li> </ul>	

**The West end initial alternatives were dropped from further evaluation.**

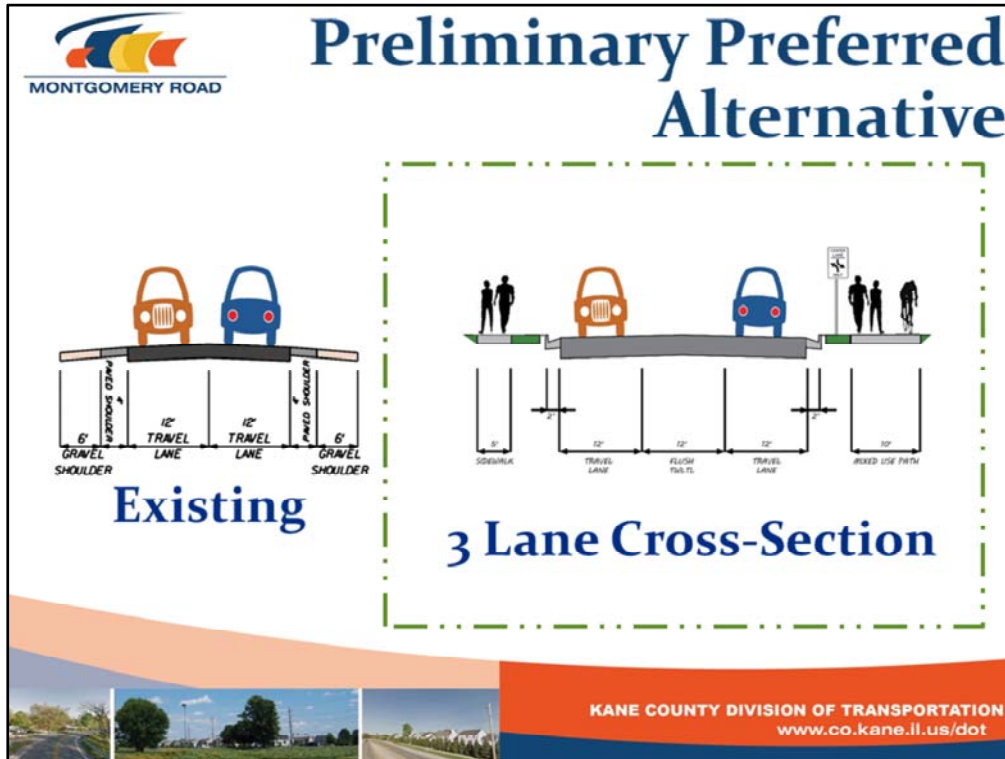
**THIS SLIDE WILL BE ANIMATED**

During the alternative development phase of the project a 3 lane and a 4 lane cross section, intersection improvements, and 5 alternatives on the West end of the project limits were each considered.

West end alternatives involved roundabout options, and the realignment of Montgomery Road to straighten out the S curve.

However, due to extensive coordination with the Stakeholder Focus Group and other multiple factors and potential impacts, the West end initial alternatives were dropped from further evaluation.





Based on stakeholder input and extensive technical analysis, the three lane cross section best meets the project purpose and need. This preliminary preferred alternative includes a three lane urban cross section along the entire corridor from Briarcliff Road to Hill Avenue. It consists of one lane of travel in each direction with a center two-way left turn lane.



The features of the preliminary preferred alternative include:

- Enclosed drainage system
- Curb and Gutter
- Sidewalk & Shared-Use Path along Montgomery Road
- Center two-way left turn lane
- Provides exclusive left turn storage at the intersections
- Visual enhancements to the Virgil Gilman Trail Crossing
- Signalized intersections remain signalized
- North-south stop controlled intersections remain stop controlled and
- Opportunities for landscaping between back of curb and the sidewalk and shared-use path (During Phase II Engineering, a landscaping plan will be developed in cooperation with the Village of Montgomery and the City of Aurora)



The Montgomery Road and Douglas Avenue intersection will be improved for operational efficiency and to provide additional capacity for future travel demand. The improvement includes restriping of the northbound approach to provide an exclusive right turn lane and a shared through-left turn lane. Pedestrian crosswalks will remain for the east, west, and north legs of the intersection.

*The Douglas Avenue intersection will work this way –*

- Moving eastbound: 1 left turn lane, 1 shared thru/right turn lane,
- Westbound: 1 left turn lane, 1 shared thru/right turn lane,
- Northbound: 1 left turn lane, 1 thru lane, 1 right turn lane and finally, moving
- Southbound: 1 left turn lane, 1 thru lane, 1 shared thru/right turn lane



The intersection of Montgomery Road and Hill Avenue will also be vastly improved. The Hill Avenue intersection includes the addition of eastbound and westbound right turn lanes and northbound and southbound exclusive thru lanes. Left turn lanes will remain along Montgomery Road at the intersection as well as a pedestrian crosswalk on the west leg.

*The Hill Avenue intersection will work this way –*

Moving eastbound: 1 left turn lane, 1 thru lane, 1 right turn lane,  
Westbound: 1 left turn lane, 1 thru lane, 1 right turn lane,  
Northbound: 1 left turn lane, 1 thru lane, 1 shared thru/right turn lane, and finally,  
Southbound: 1 left turn lane, 1 thru lane, 1 shared thru/right turn lane



The slide features the Montgomery Road logo in the top left corner, which consists of a stylized graphic of three curved lines in blue, yellow, and red above the text "MONTGOMERY ROAD". The main title "Environmental Impacts" is positioned in the top right in a large, bold, blue serif font. Below the title is a dark blue rectangular box containing a list of four bullet points. To the left of the text is a photograph of a person's hands holding a small green sapling against a bright, sunny background.

**Environmental Impacts**

- **Cultural resources** cleared
- **Biological resources** coordination ongoing
- **Impacted wetlands** will be minimized and mitigated (1.11 acres impacted)
- **Hazardous waste sites** – none within proposed project footprint

In development of the preliminary Preferred Alternative the project team seeks to avoid, minimize and mitigate impacts to the human, cultural, and natural environment.

Upon review, where wetland impacts occurred, the project study team used engineering designs to minimize and mitigate impacts to the affected area.



  
MONTGOMERY ROAD

## Land Acquisition

**The preliminary Preferred Alternative will require right of way acquisition**

- Locations and amount will be determined during later phases of the project
- Public Recreational Land
- No Residential/Business Displacements

The preliminary Preferred Alternative will require right of way acquisition, however, the amount to be acquired and funding resources will be determined during later project phases.

KDOT is seeking public comments on the use of property from the Aurora Township Soccer Field, Virgil Gilman Trail, Phillips Park Aquatic Center, and Phillips Park Golf Course for the associated improvements.

These properties are protected by Section 4(f) of the U.S. Department of Transportation Act of 1966. KDOT intends to seek a de minimis impact finding from the Federal Highway Administration (FHWA) based on the project not adversely affecting the features, attributes, or activities qualifying the properties for protection under Section 4(f).

No residential or business displacements are anticipated.



This current study is anticipated to be completed in the Fall of 2016. When funding is identified for either a portion or the entire project, future phases will be planned with consideration given to other projects in the area.



# Ways To Comment

- Fill out a Comment Form today
- Speak to the Court Reporter provided for your convenience
- Submit comments by September 28, 2016
- Via standard mail
- Via email at: [montgomeryroad@hdrinc.com](mailto:montgomeryroad@hdrinc.com)






**KANE COUNTY DIVISION OF TRANSPORTATION**  
[www.co.kane.il.us/dot](http://www.co.kane.il.us/dot)

We would appreciate your input on the preliminary preferred alternative and the associated environmental impacts. Submit a comment form and leave it with the study team tonight or provide your verbal comment to the Court Reporter.

Comments received by September 28, 2016 will become part of the public hearing record. Your feedback is encouraged throughout the study process.



**MONTGOMERY ROAD**


# Thank you for attending!

- Visit exhibit room
- Speak to study team members

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Please visit the exhibit room to view the preliminary preferred alternative and to speak with study team members.

Thank you for attending the public hearing for the Montgomery Road study.



MONTGOMERY ROAD

# THE NEXT PRESENTATION WILL BEGIN MOMENTARILY



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This presentation will begin again momentarily. Thank you.