



FREQUENTLY ASKED QUESTIONS

Category	Question	Answer
Study Limits	What are the study limits for the Montgomery Road Improvements Study?	The Montgomery Road Study evaluates improvements to Montgomery Road from IL 25 to Hill Avenue within the Village of Montgomery and the City of Aurora. As the project sponsor, Kane County Dept. of Transportation can only implement improvements to roadways under their jurisdiction.
Study Purpose / Traffic Increase Concerns	What is the purpose of the Study and what type of improvements will be considered?	The Study has been initiated to improve traffic capacity, safety, and traffic operations; while minimizing environmental and community impacts. It is anticipated that the Village of Montgomery will experience an increase in growth and development, which in turn will increase the amount of daily traffic that uses the roadway. Montgomery Road is a regional arterial that services local residents as well as long distance travelers. The 3.1 mile section of Montgomery Road between IL 25 and Hill Avenue traverses a range of land uses such as residential, commercial, institutional, agricultural, and recreational. The Study will evaluate multiple alternatives for providing additional lanes to accommodate turning vehicles, reduce crash occurrences, intersection improvements, and improvements to the roadway drainage.
Study Goals	<u>What are the study's goals?</u>	<u>The study's goals include: reducing congestion and traffic details, provide a safe multi-modal interaction, provide development opportunities, minimize environmental impacts, establish a controlled drainage system, and establish a consistent landscape theme across Montgomery Road.</u>
Where At We At Today?	<u>Where are we at today, June 2014?</u>	<u>Since the study began in June 2013, data collection, review of existing conditions, Public Meeting #1, and two stakeholder focus group meetings took place. Alternatives for improvement have been designed and have been evaluated by the project stakeholders. Once a preferred alternative is chosen, the environmental analysis and preliminary engineering of the preferred alternative will commence.</u>
5th Street Extension	I heard that 5 th Street might be extended south at some point in the future; how will that impact the intersection of Montgomery Road and 5 th Street?	For the purposes of the Study, the extension of 5 th Street south to US 30 is not considered for the future 2040 design condition. As part of the Study, a traffic analysis is being conducted to determine what geometric and traffic control improvements are warranted at each intersection within the study limits. The intersection of Montgomery Road and 5 th Street currently operates as a two-way stop controlled intersection. A traffic signal warrant analysis will be conducted to determine the need for signalization.
Drainage	Will the water runoff from Montgomery Road be addressed as part of this project?	The Montgomery Road Study will include an evaluation of the existing drainage plan of the roadway corridor. Existing drainage deficiencies, whether roadway or private development related will be defined. Upon identification of the roadway improvements the future drainage plan will address the existing roadway drainage deficiencies as well as future roadway improvements needs.
Roadway Design	I heard about a 3-lane roadway design being proposed for Montgomery Road; what benefits does this design have?	Widening a two-lane roadway to three lanes would provide several benefits, including safety and operations. The center lane would serve as a Two-Way-Left-Turn-Lane (TWLTL) for vehicles completing left-turn movements from Montgomery Road. A TWLTL provides refuge for the turning vehicles while waiting for an acceptable gap in the opposing direction traffic flow and eliminates blockage of the through traffic. The TWLTL would also alleviate the need for through traffic to drive on the shoulder to maneuver around left-turning vehicles. From a safety standpoint, a three-lane roadway eliminates weaving and unanticipated braking. Accommodations for left-turning vehicles will be addressed as part of the proposed improvements.
Safety	I have seen drivers traveling at speeds higher than the posted speed limit; will the Study evaluate the speed limit along Montgomery Road?	Many residents are concerned with speeding along Montgomery Road. The speed limit is associated with the classification of the roadway. The speed limit for the classification of Montgomery Road (minor arterial) is consistent with the current posted speed of 30 mph. The speed limit will not be modified on Montgomery Road.



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Public Involvement	<u>What was the public's response at Public Information Meeting #1 in October 2013?</u>	<u>Kane County hosted a public information meeting on October 2, 2013 at the Montgomery Village Hall, 200 N. River Street, Montgomery, Illinois. Comment forms submitted covered a variety of topics, with the following predominant themes: Drainage issues, Noise consideration, dedicated turn lanes, land acquisition, roadway widening impacts, traffic speed, traffic volume, traffic control/signalization, crosswalks, access to/from residential and commercial properties, sidewalk and bike path issues and connections, and the expansion of the study area. Although the Public Meeting comment period is closed, all interested persons are encouraged to submit general comments through the online comment form (<< http://www.co.kane.il.us/dot/constProjects/MontgomeryComments.aspx>>) or via email at Montgomeryroad@hdrinc.com.</u>
	How do I get and stay involved?	Kane County will host one final public hearing at the Preferred Alternative stage. To ensure receipt of notification of upcoming public meetings and project activities, visit the Online Comment Form (hyperlink: http://www.co.kane.il.us/dot/constProjects/MontgomeryComments.aspx) and submit your information to join the mailing list. Your name, email, and address can also be emailed to Montgomeryroad@hdrinc.com . If language translation or special accommodations are needed, please contact us, so that we can accommodate attendees during future meetings. Anyone needing specific assistance at future meetings should contact Jan Ward of Images, Inc. at (630) 510-3944 or email Montgomeryroad@hdrinc.com .
Stakeholder Focus Group Meetings	<u>What is the purpose of Stakeholder Focus Group Meetings?</u>	<u>The Stakeholder Focus Group (SFG) was established to engage local stakeholders in discussions focused on the existing transportation system, operational deficiencies, environmental considerations, and potential alternatives.</u>
	<u>Who makes up the Stakeholder Focus Group?</u>	<u>The SFG is comprised of local government officials, property owners, key stakeholders, business community representatives, and individuals with expertise in the areas of transportation, land use, environment, and economic development in the study area.</u>
	<u>What was discussed at Stakeholder Focus Group Meeting #1 and #2?</u>	<u>KDOT conducted SFG Meeting #1 for the Montgomery Road Study on January 29, 2014. The workshop included information on the project background, an exercise to identify issues and concerns along the project corridor, and brainstorming of potential alternatives to be considered on the west end of the project. KDOT conducted SFG Meeting #2 for the Montgomery Road Study on May 7, 2014. The SFG reviewed the project background, summarized SFG Meeting #1, was presented with alternatives, provided feedback, eliminated potential alternatives, and discussed future stakeholder involvement.</u>
Pedestrian-Bicycle Accommodations	The lack of pedestrian and bicycle accommodations in the area is a concern; will this be considered as a part of the proposed improvement?	The State's Complete Streets policy requires bicycle and pedestrian facilities to be established in or within one mile of an urban area in conjunction with the construction, reconstruction, or other change of any State transportation facility. During the development of highway projects throughout the State, IDOT gives consideration to accommodating bicyclists and pedestrians on a need-basis. In addition to providing facilities parallel to the roadway, improved bicycle and pedestrian-friendly crossings will be evaluated. Due to the overwhelming request for sidewalks along Montgomery Road, this design component will be considered as potential alternatives are created and evaluated.
Noise	The traffic along Montgomery Road creates noise; is there any consideration for a noise wall – especially when the roadway is upgraded?	As previously stated in the Study Purpose FAQ, the study will evaluate improvements to “minimize environmental and community impacts”. One type of impact that will be evaluated is traffic noise. Included in the Study will be a traffic noise analysis. The analysis will monitor the current traffic noise, project future traffic noise, and identify noise mitigation measures.
Commercial Business Parking	If Montgomery Road is widened, what impact would that have to adjacent businesses and their parking?	As previously stated in the Study Purpose FAQ, the study will evaluate improvements to “minimize environmental and community impacts”. Evaluation of alternatives will include ways to avoid or minimize impacts to the operations of adjacent properties, which includes parking spaces. Should impacts to parking be identified, coordination will occur with the business owner and the Village to provide mitigation of the impact.



MONTGOMERY ROAD

IL Route 25 to Hill Avenue

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Commercial/ Residential Access	By widening Montgomery Road, will commercial business access be restricted / eliminated?	As previously stated in the Study Purpose FAQ, the study will evaluate improvements to “minimize environmental and community impacts”. Evaluation of alternatives will include ways to avoid or minimize impacts to the operations of adjacent properties, which includes residential and commercial driveways. Driveways could be closed or modified due to the improvement. Should impacts to driveways be identified, coordination will occur with the business owner and the Village to provide mitigation of the impact.