

Strategic Regional Arterial

U.S. ROUTE 20

Boone - McHenry County Line
to Randall Road

VOLUME II



OPERATION GREENLIGHT
Illinois Department of Transportation

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Segment 5
Interstate 90 to Illinois Route 47

3.5 Segment 5: Interstate 90 to Illinois Route 47

3.5.1 Location

Segment 5 extends along U.S. Route 20 from Interstate 90 to Illinois Route 47 (see Figure 3.1). The segment is approximately 5.5 miles in length and is located in unincorporated Kane County and the Village of Hampshire.

3.5.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-16 through A-21.

Right-of-Way - The existing right-of-way in this segment typically ranges from 60 feet to 80 feet. The right-of-way varies near Interstate 90.

Roadway Characteristics - The existing cross section in this segment consists of one, 12-foot travel lane in each direction with no median. A gravel shoulder with open ditch drainage is typical for this segment. Two travel lanes in each direction with curb and gutter are provided along the portion of U.S. Route 20 that is also designated Illinois Route 47 and Illinois Route 72. Existing typical sections for this segment are included on Exhibits A-16 through A-21.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that for 1997 the average annual daily traffic for this segment varied from 5,200 to 6,800 vehicles per day.

Accidents - There are no high accident locations in this segment.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces, sidewalks, or frontage roads in this segment.

Traffic Control/Intersection Configuration - There are no signalized intersections in this segment. There are two 4-way stop controlled intersections along U.S. Route 20 at the northern and southern intersections with IL Route 47/IL Route 72.

Structures - There are three existing structures in this segment. Two of the structures are the Interstate 90 bridges over U.S. Route 20 which are listed in Segment 4. The third structure is described in Table 3.5.1.

Transit - There are no existing transit facilities in this segment of U.S. Route 20.

**Table 3.5.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
045-0065	I&M Rail Link	U.S. Route 20/ IL Route 47/ IL Route 72	*	70'	46'	14.3'

* Data not available

3.5.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-16 through B-21.

Lakes/Streams/Wetlands/Floodplains - Several wetlands are adjacent to both sides of the U.S. Route 20 between Interstate 90 and Big Timber Road. A small stream and associated floodplain crosses the roadway north of Big Timber Road. Three wetlands are adjacent to the northeast side of U.S. Route 20, between Briar Hill Road and IL Route 47. The portion of U.S. Route 20 that overlaps with IL Route 72 and IL Route 47 contains wetlands and floodplains on both sides of the overlapping routes, north of the railroad bridge.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - According to the Natural Resources Conservation Service, prime farmland abuts major portions of Segment 5, between Interstate 90 and Briar Hill Road.

3.5.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-16 through B-21.

Type and Intensity of Development - The primary land use along Segment 5 is agriculture with scattered commercial and residential uses. Two small concentrations of development are located within this segment. A cluster of commercial and residential uses are located at the intersection of U.S. Route 20 with Allen Road and Briar Hill Road. A second small concentration of commercial uses are located at the northern intersection of U.S. Route 20, IL Route 72, and IL Route 47. The Hampshire Forest Preserve is located on the west side of U.S. Route 20, north of Allen Road.

Planned Development - The two intersections of U.S. Route 20, IL Route 72, and IL Route 47 have been planned for commercial uses by Kane County

3.5.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-16 through C-21.

Roadway - The recommendation for this segment is to provide a farmland preservation rural cross section which consists of two 12-foot travel lanes in each direction with a 42-foot open ditch median. Provide 6-foot inside shoulders (within the median) and 10-foot outside shoulders with an open drainage system. U.S. Route 20 will be realigned and grade separated so that it traverses over the I&M Rail Link.

Traffic Control/Intersection Configuration – Brier Hill Road is recommended to be realigned at its intersection with Big Timber Road in order to improve traffic operations. The Allen Road/Brier Hill Road intersection with U.S. Route 20 will also be reconfigured so that Allen Road intersects U.S. Route 20 further north from its present location.

The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Traffic signal interconnection is recommended.

Access Management - Future access locations will be restricted to right-in/right-out only except where full access locations are shown. With limited full access locations, U-Turn movements will be permitted for passenger vehicles and small trucks at signalized intersections.

Structures - The Interstate 90 structures will require modification as detailed in Table 3.4.2 in Segment 4.

Transit - Park and Pool lots should be implemented at the Illinois Route 47/Illinois Route 72 area, major traffic generators such as schools, shopping centers, forest preserves and major employment centers.

3.5.6 Right-of-Way Requirements

Additional right-of-way will be required for this segment. The existing right-of-way varies from 60 feet to 80 feet and with the recommended roadway plan of 160 feet of right-of-way, 80 to 94 additional feet will be required. At the Allen Road/Brier Hill Road intersection, 160 feet of new right-of-way will be required for the U.S. Route 20 realignment. The necessary right-of-way can be taken from both sides of U.S. Route 20 to lessen the impacts. See Exhibit C-16 through C-21 for right-of-way acquisition details.

3.5.7 Environmental Considerations

The variable acquisition of up to 50 feet of right-of-way will result in the loss of prime agricultural land between Interstate 90 and IL Route 47. The acquisition of 40 feet of right-of-way on both sides of U.S. Route 20, north of Big Timber Road, will impact five wetlands located adjacent to the SRA. In addition, the recommended acquisition of 40 to 47 feet of right-of-way on the west side of U.S. Route 20, north of Big Timber Road, will necessitate the acquisition of Kane County Forest Preserve lands. There are no anticipated impacts to natural resources along the overlapping section of U.S. Route 20 with IL Route 72 and IL Route 47 since no additional right-of-way will be acquired in this area.

3.5.8 Land Use Considerations

Recommended roadway improvements within Segment 5 would require 30 to 50 feet of right-of-way acquisition along both sides of U.S. Route 20. This acquisition will reduce or eliminate the front yards of several agricultural farmsteads and single-family residences between Interstate 90 and Allen Road. Forty feet of acquisition may take four residences on the east side of U.S. Route 20, near Big Timber Road. The acquisition of 35 to 47 feet of right-of-way on the southwest side of U.S. Route 20 would take commercial and residential uses located near the intersection with Brier Hill Road. Intersection improvements in Segment 5 include the realignment of Brier Hill Road, Allen Road and IL Route 72 with U.S. Route 20. The ditch median in Segment 5 would prevent direct left turns into uses fronting onto the SRA, except at planned full movement intersections. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.5.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 5 is shown in Table 3.5.1. The costs associated with the modification to the Interstate 90 bridges are detailed in Segment 4. This construction cost estimate is based on 1991 unit prices.

3.5.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

3.5.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

3.5.12 Crossing SRA Routes

Illinois Route 47 is also designated as an SRA route. The SRA study for this corridor was completed in 1995. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the Illinois Route 47 corridor.

Table 3.5.2
Construction Cost Estimate
Segment 5 - Interstate 90 to Illinois Route 47

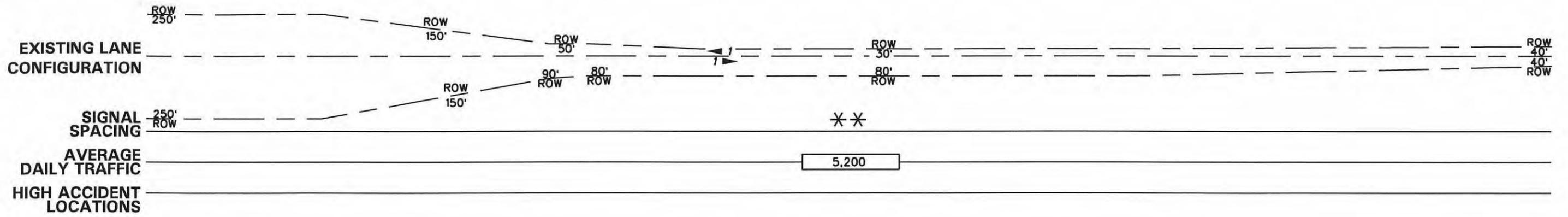
Recommended Improvements	Estimated Cost
Roadway	\$10,600,000
Intersection Improvements	\$1,600,000
Right-of-Way Acquisition	\$3,091,000
New Structures	\$15,000,000
Total - Recommended Improvements	\$30,291,000

Note: This construction cost estimate is based on 1991 unit prices.

Segment 5
Interstate 90 to Illinois Route 47

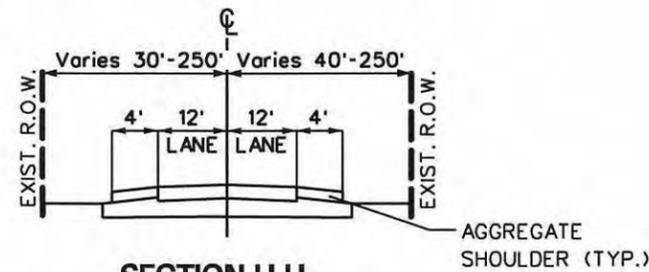
EXISTING FACILITY CHARACTERISTICS

Exhibits A-16 through A-22



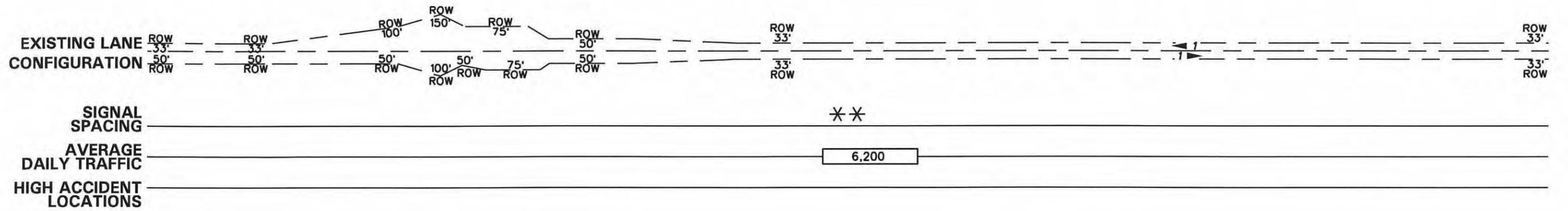
DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

* * NOTE: NO SIGNALS ON U.S. ROUTE 20 BETWEEN I-90 AND RANDALL RD.



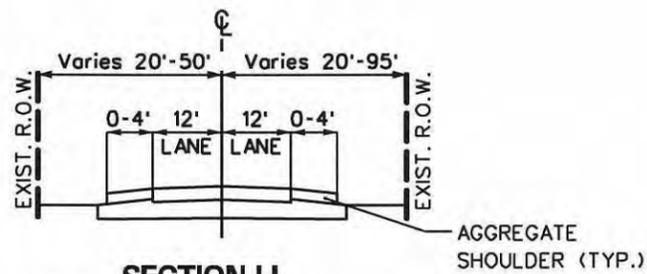
LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

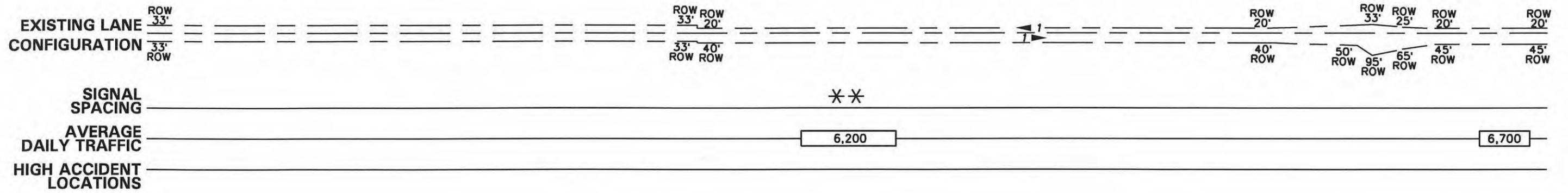
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SECTION I-I
BIG TIMBER ROAD TO IL 47

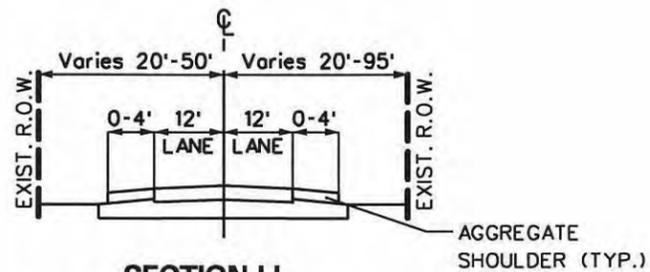
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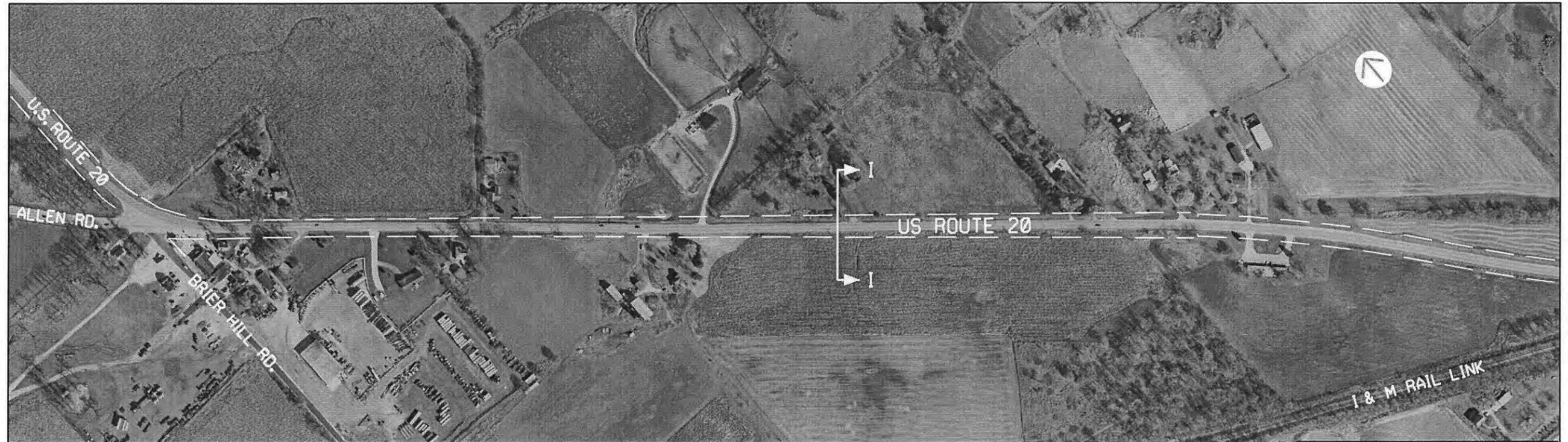
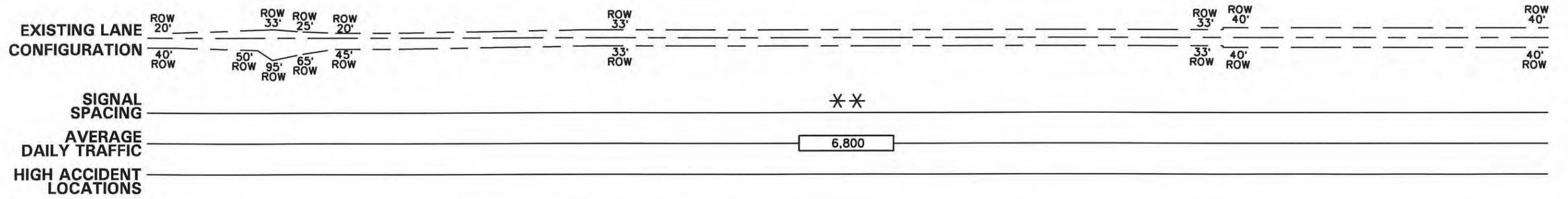


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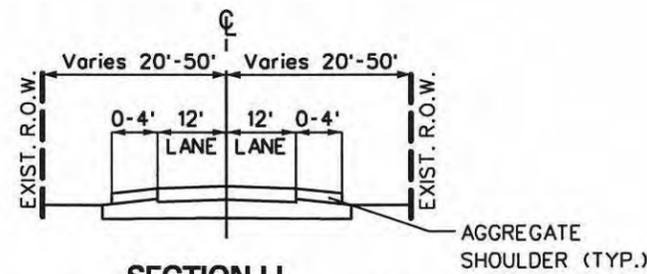


LEGEND	
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	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
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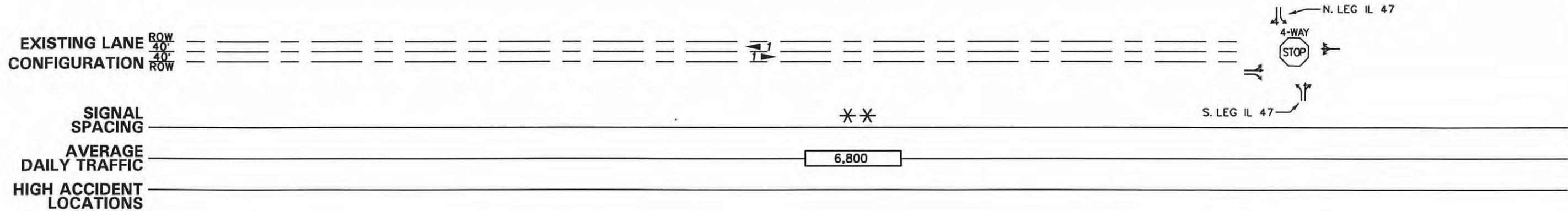
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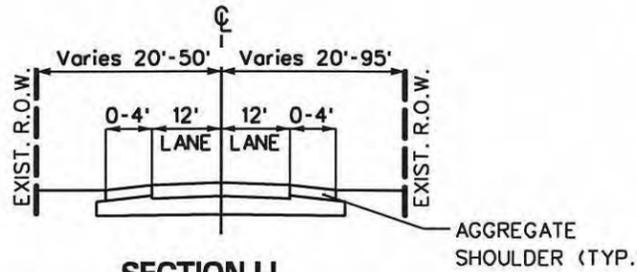
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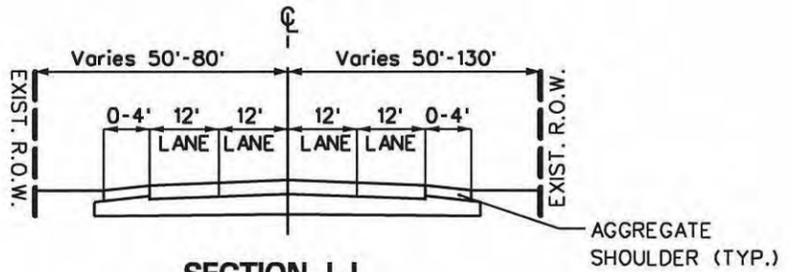


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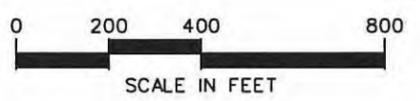


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BIG TIMBER ROAD TO IL 47

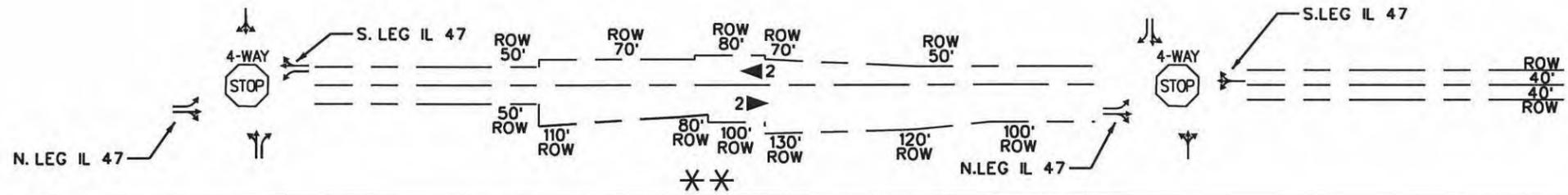


SECTION J-J
US 20 / IL 47 / IL 72

LEGEND	
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	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES



EXISTING LANE CONFIGURATION

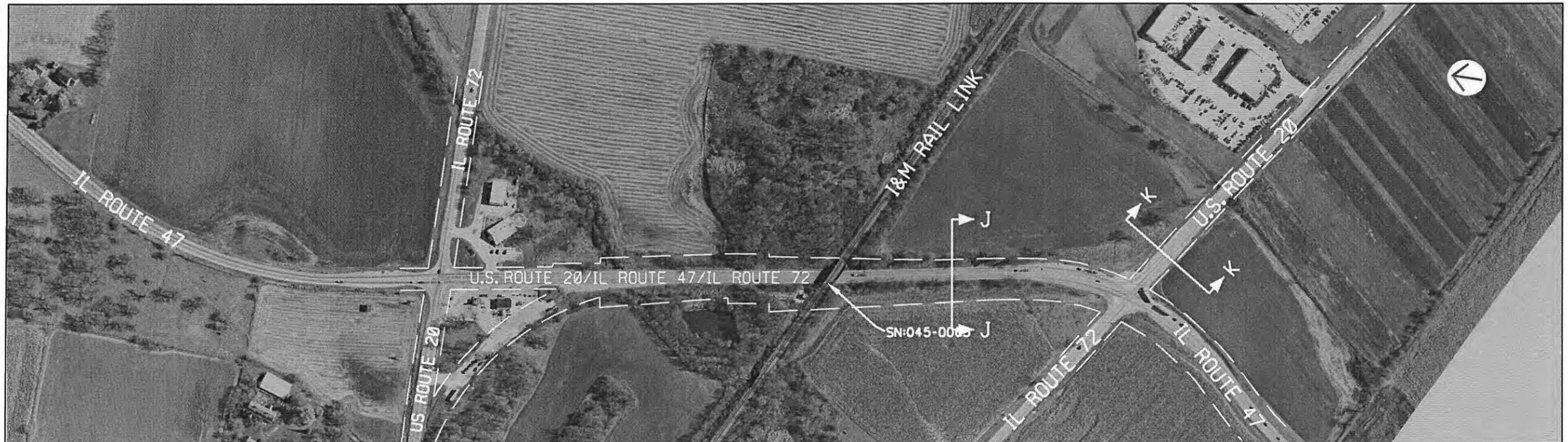


SIGNAL SPACING

AVERAGE DAILY TRAFFIC

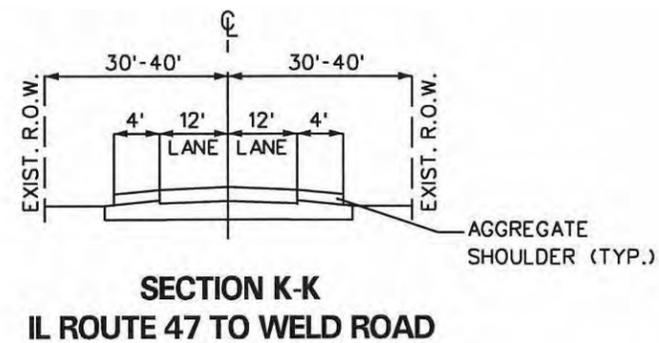
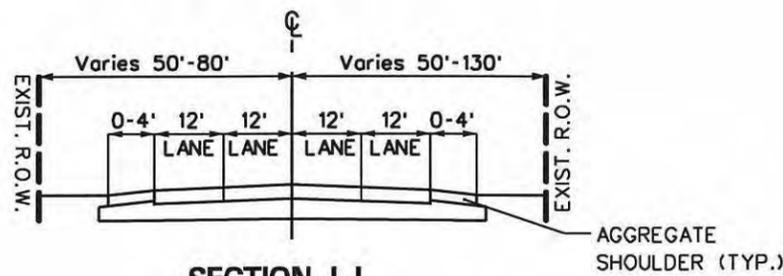
HIGH ACCIDENT LOCATIONS

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**Segment 5
Interstate 90 to Illinois Route 47**

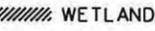
LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-16 through B-22



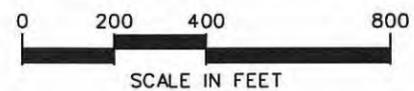
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ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY
-  RIVER/STREAM

LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - x CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISTRICTION
 - PLANNED USE/JURISTRICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.





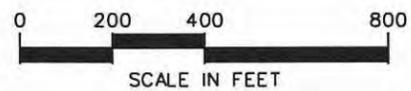
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ENVIRONMENTAL FACTORS LEGEND

- (C1) HAZARDOUS WASTE SITE
- ☒ LEAKING UNDERGROUND STORAGE TANK
- (H) HISTORIC BUILDING/DISTRICT
- //// WETLAND
- (E) THREATENED AND ENDANGERED SPECIES HABITAT
- ▨ PRIME AGRICULTURAL LAND
- ~ FLOODPLAIN/FLOODWAY
- RIVER/STREAM

LAND USE LEGEND

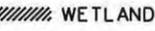
- R SINGLE FAMILY RESIDENTIAL
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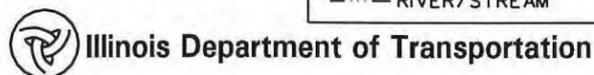
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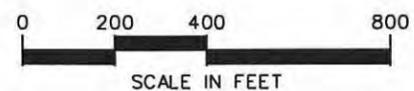
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- PLANNED USE/JURISTRICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources, Inc.



U.S. ROUTE 20
ENVIRONMENTAL CONDITIONS
EXHIBIT B-18



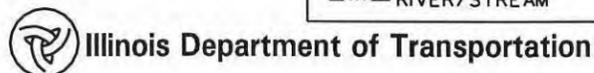
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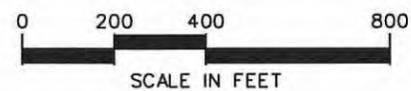
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- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
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- RIVER/STREAM

LAND USE LEGEND

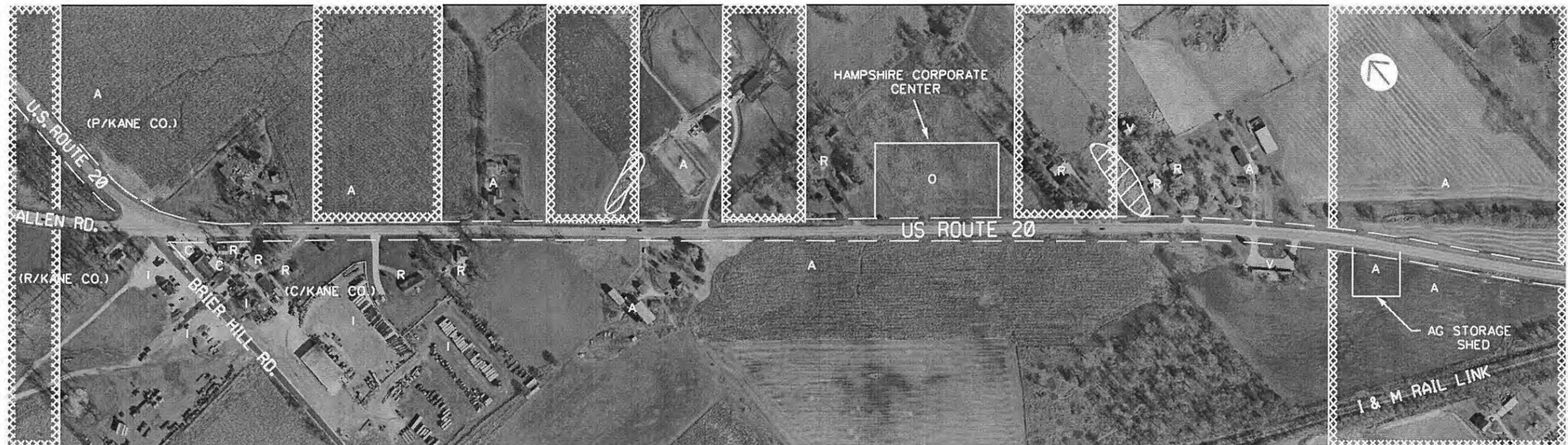
- R SINGLE FAMILY RESIDENTIAL
 - RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
 - RH HIGH RISE RESIDENTIAL (>3 FLOORS)
 - MH MOBILE HOME PARK
 - O OFFICE (UP TO 3 FLOORS)
 - OH OFFICE HIGH RISE (>3 FLOORS)
 - C COMMERCIAL RETAIL/SERVICE
 - CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
 - CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
 - I INDUSTRIAL WAREHOUSE
 - T CHURCH/TEMPLE (NAME)
 - S SCHOOL (NAME)
 - x CEMETERY (NAME)
 - G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
 - P PARK/FOREST PRESERVE (NAME)
 - U UTILITY
 - E EXTRACTION (MINING & GRAVEL)
 - A AGRICULTURE
 - V VACANT
 - () PLANNED USE/JURISTRICTION
 - PLANNED USE/JURISTRICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources, Inc.



U.S. ROUTE 20
ENVIRONMENTAL CONDITIONS
EXHIBIT B-19



DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY
- RIVER/STREAM

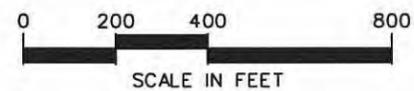
LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
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 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

Illinois Department of Transportation

STRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
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 Shah Engineering, Inc. Planning Resources, Inc.



U.S. ROUTE 20
ENVIRONMENTAL CONDITIONS
EXHIBIT B-20



DATE OF PHOTOGRAPH: FEBRUARY 3, 1997

ENVIRONMENTAL FACTORS LEGEND

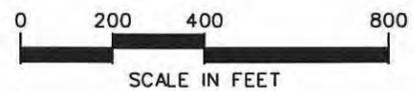
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- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
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 - PLANNED USE/JURISTRICTION BOUNDARY
 - MUNICIPAL BOUNDARY
 - EXISTING RIGHT OF WAY
- NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

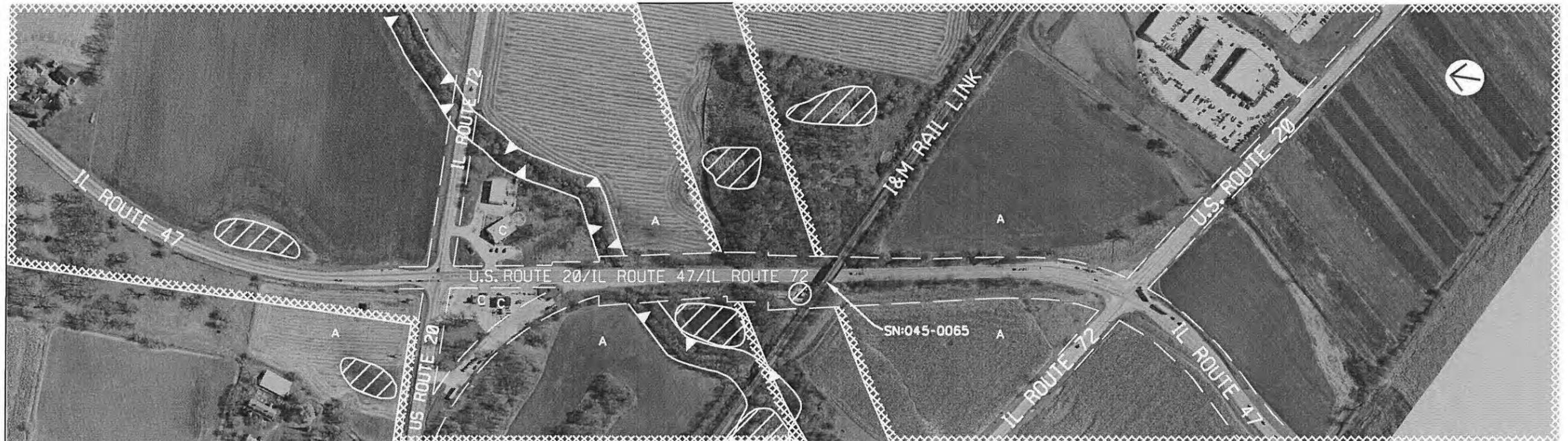
Illinois Department of Transportation

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 Shah Engineering, Inc. Planning Resources, Inc.



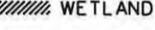
STRA Strategic Regional Arterial Planning Study

U.S. ROUTE 20 ENVIRONMENTAL CONDITIONS EXHIBIT B-21



DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY
-  RIVER/STREAM

LAND USE LEGEND

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- V VACANT
- () PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.

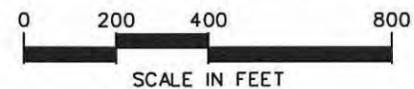


Illinois Department of Transportation



U.S. ROUTE 20
ENVIRONMENTAL CONDITIONS
EXHIBIT B-22

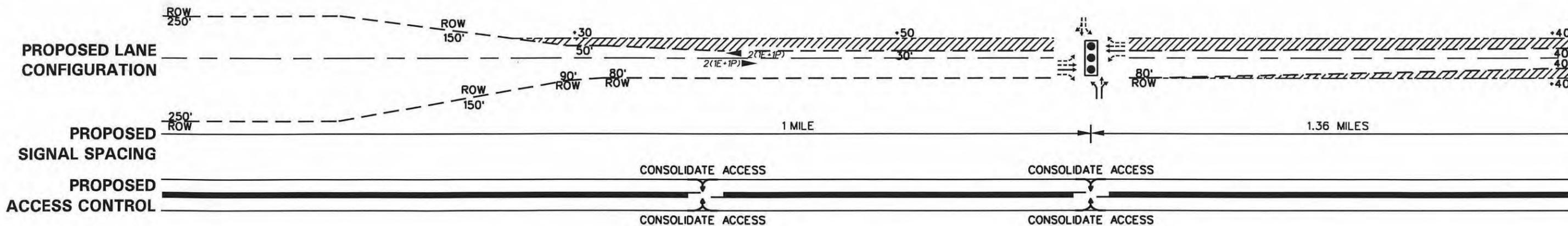
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In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources, Inc.**



Segment 5
Interstate 90 to Illinois Route 47

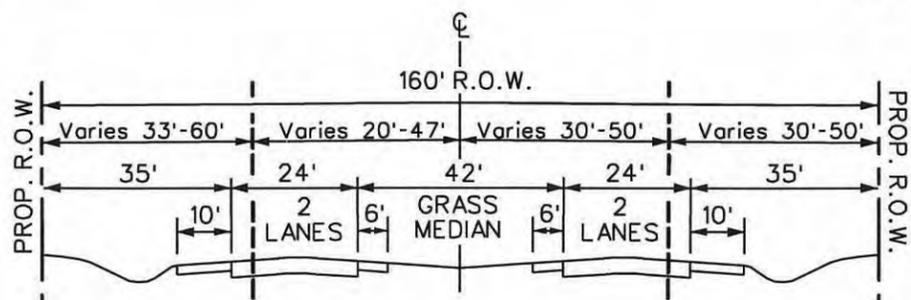
RECOMMENDED PLAN

Exhibits C-16 through C-22



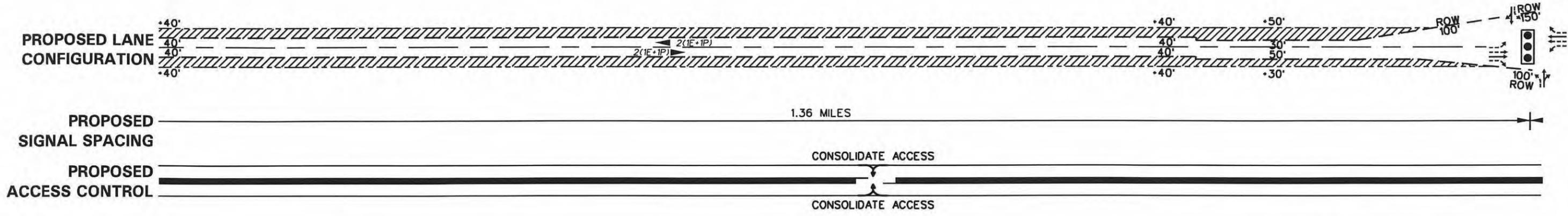
DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

SEGMENT 5



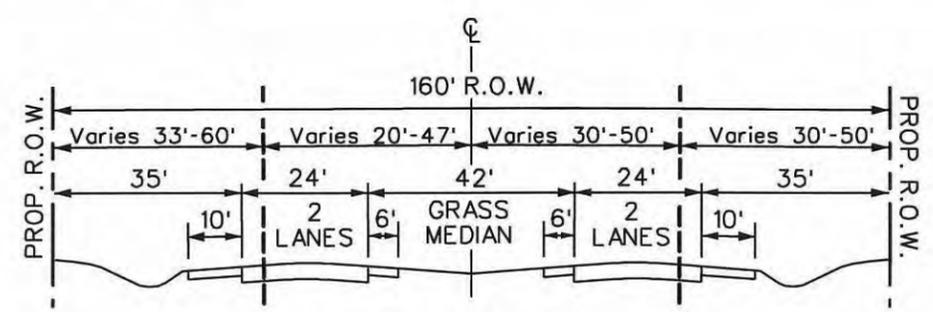
SECTION E-E
I-90 TO IL 47
RECOMMENDED CROSS SECTION

LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/ GRASS MEDIAN
	BUS STOP



DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

SEGMENT 5



SECTION E-E
I-90 TO IL 47
RECOMMENDED CROSS SECTION

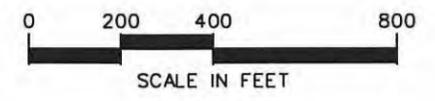
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS MEDIAN
- BUS STOP

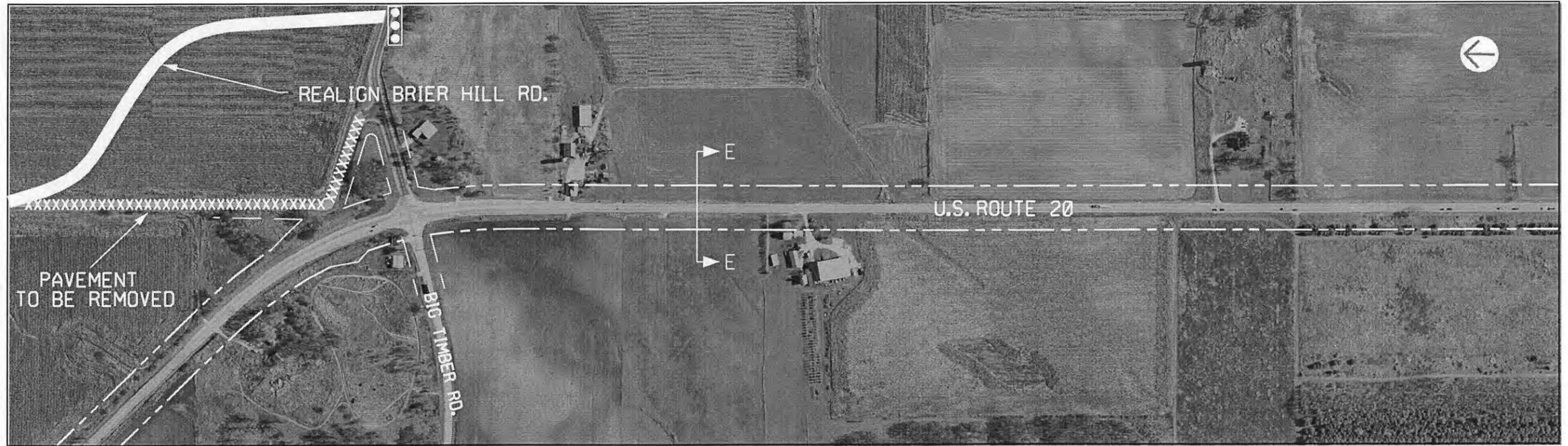
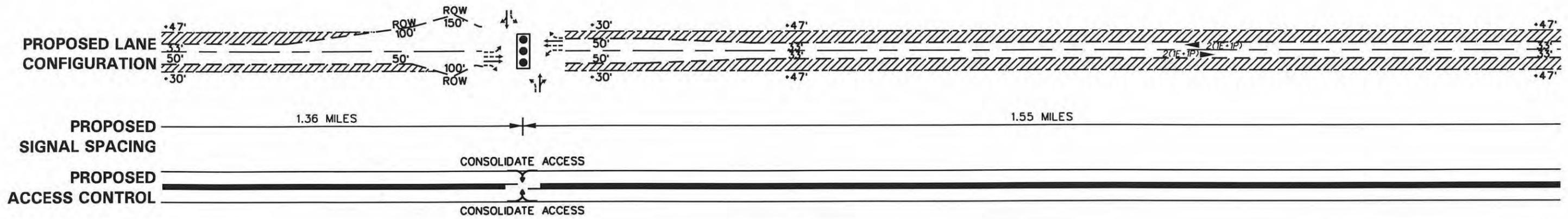
Illinois Department of Transportation

SRRA Strategic Regional Arterial Planning Study

Prepared by: **CIVILTECH ENGINEERING, INC.**
In Association with: **METRO Transportation Group**
Shah Engineering, Inc. Planning Resources, Inc.



U.S. ROUTE 20
RECOMMENDED PLAN
EXHIBIT C-17

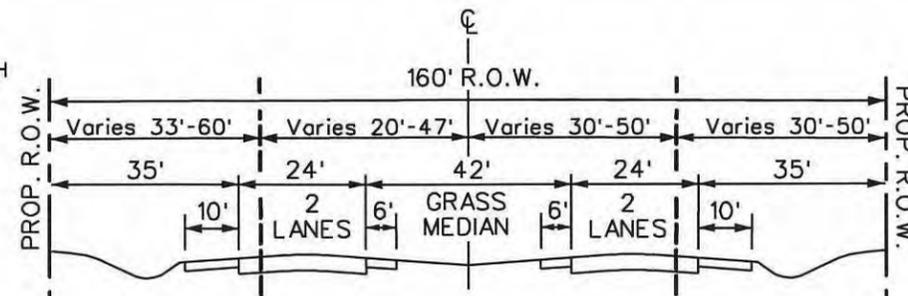


DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

SEGMENT 5

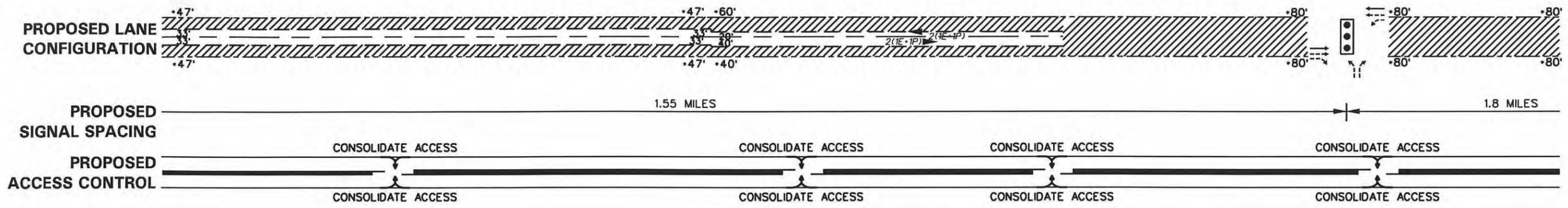
NOTE: REALIGN BRIER HILL RD. TO MEET BIG TIMBER RD. 1/4 MILE EAST OF US ROUTE 20, WITH AN ACCEPTABLE INTERSECTION ANGLE ACCORDING TO IDOT STANDARDS

BRIERHILL ROAD / BIG TIMBER SHOULD BE SIGNALIZED



SECTION E-E
I-90 TO IL 47
RECOMMENDED CROSS SECTION

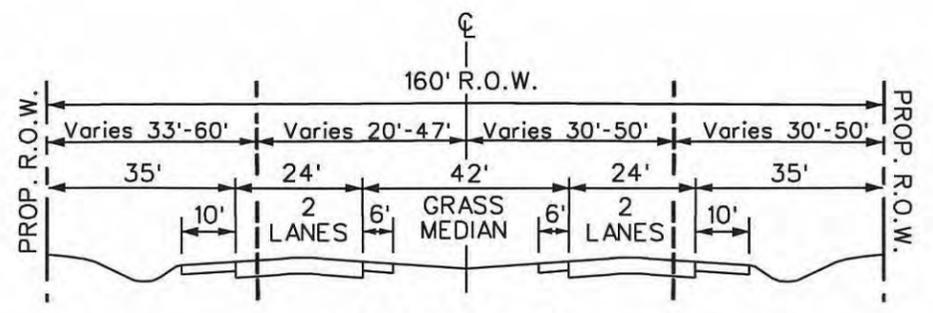
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/ GRASS MEDIAN
	BUS STOP



DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

SEGMENT 5

NOTE: REALIGN ALLEN RD. TO MEET US ROUTE 20. TO IMPROVE OPERATIONS AT U.S. ROUTE 20 / BRIER HILL RD. INTERSECTION.
 REALIGN U.S. ROUTE 20 TO ELIMINATE NON-STANDARD CURVE AND REALIGN BRIER HILL ROAD TO INTERSECT U.S. ROUTE 20

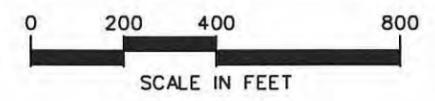


SECTION E-E
I-90 TO IL 47
 RECOMMENDED CROSS SECTION

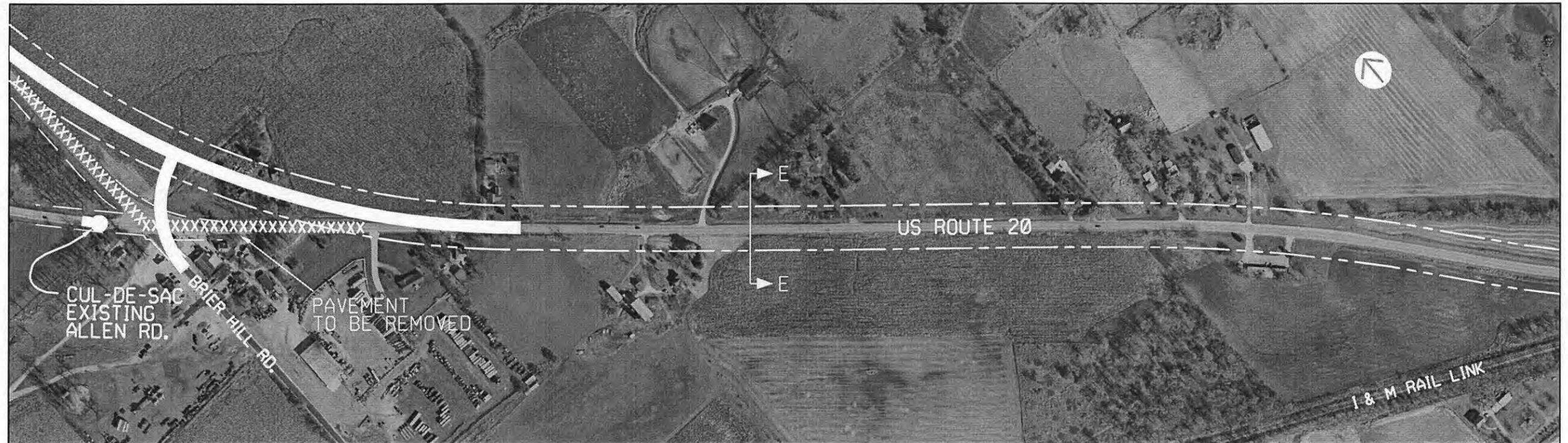
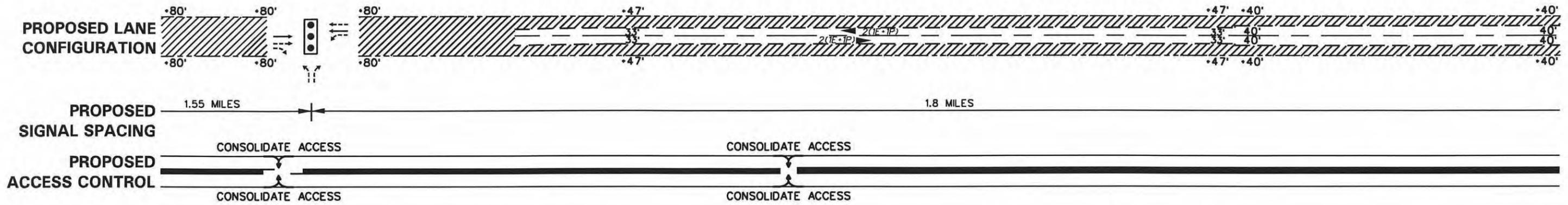
LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/ GRASS MEDIAN
	BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources, Inc.

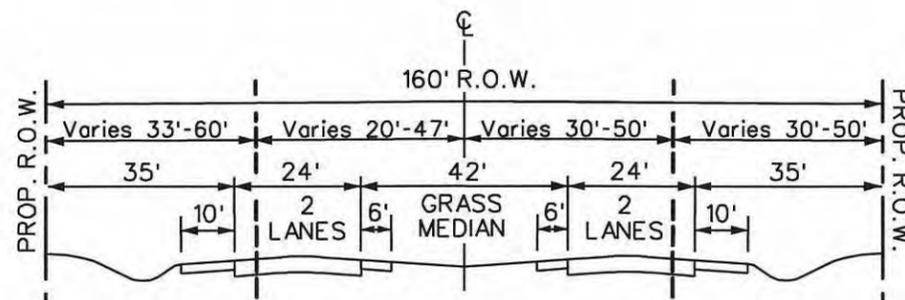


U.S. ROUTE 20
RECOMMENDED PLAN
EXHIBIT C-19



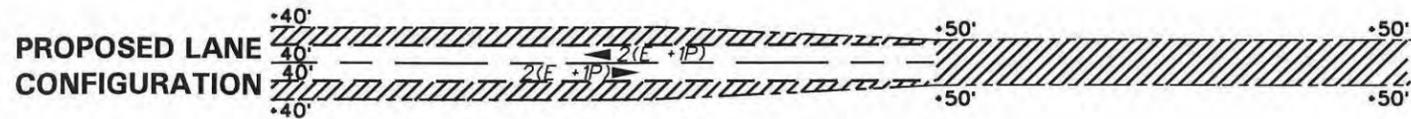
DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

SEGMENT 5



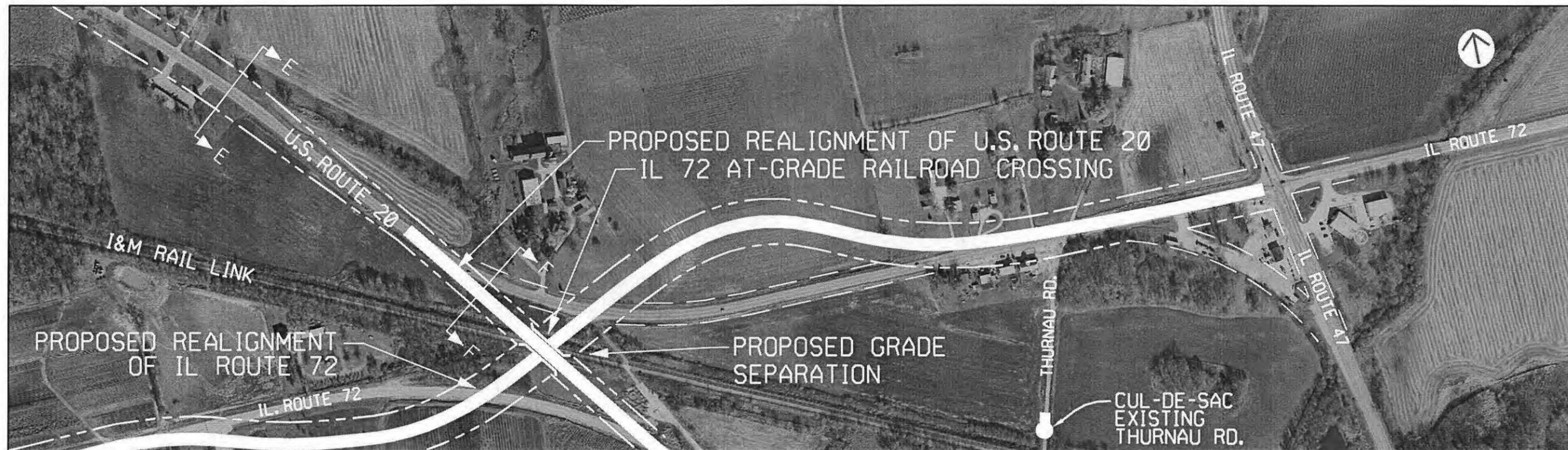
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I-90 TO IL 47
 RECOMMENDED CROSS SECTION

LEGEND	
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	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING R.O.W. LINE
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/ GRASS MEDIAN
	BUS STOP



PROPOSED SIGNAL SPACING _____ 1.8 MILES

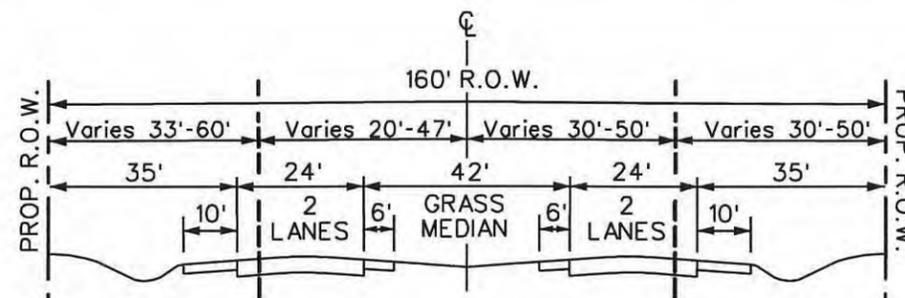
PROPOSED ACCESS CONTROL _____



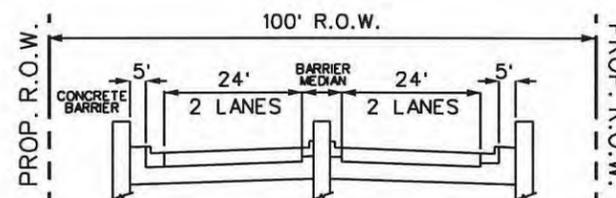
DATE OF PHOTOGRAPH: FEBRUARY 3, 1997

SEGMENT 5

NOTE: IL ROUTE 72 REALIGNMENT NEEDS TO BE STUDIED IN DETAIL TO DETERMINE THE GEOMETRY AND ROAD CROSSING DETAILS



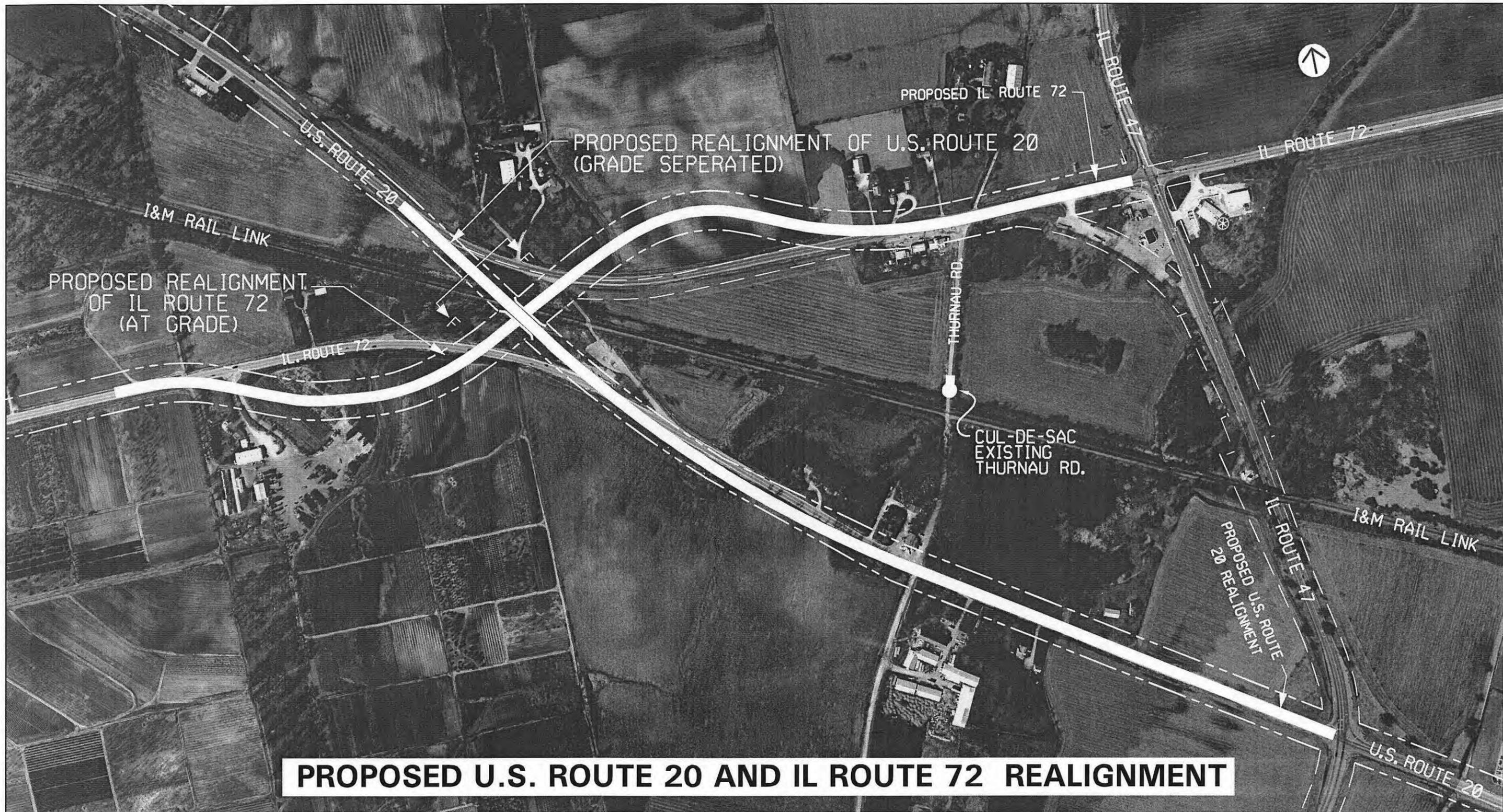
SECTION E-E
I-90 TO IL 47
RECOMMENDED CROSS SECTION



ROADWAY SECTION F-F
RECOMMENDED CROSS SECTION
FOR REALIGNED U.S. ROUTE 20
OVERPASS STRUCTURE

LEGEND

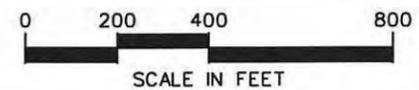
- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS MEDIAN
- BUS STOP



PROPOSED U.S. ROUTE 20 AND IL ROUTE 72 REALIGNMENT

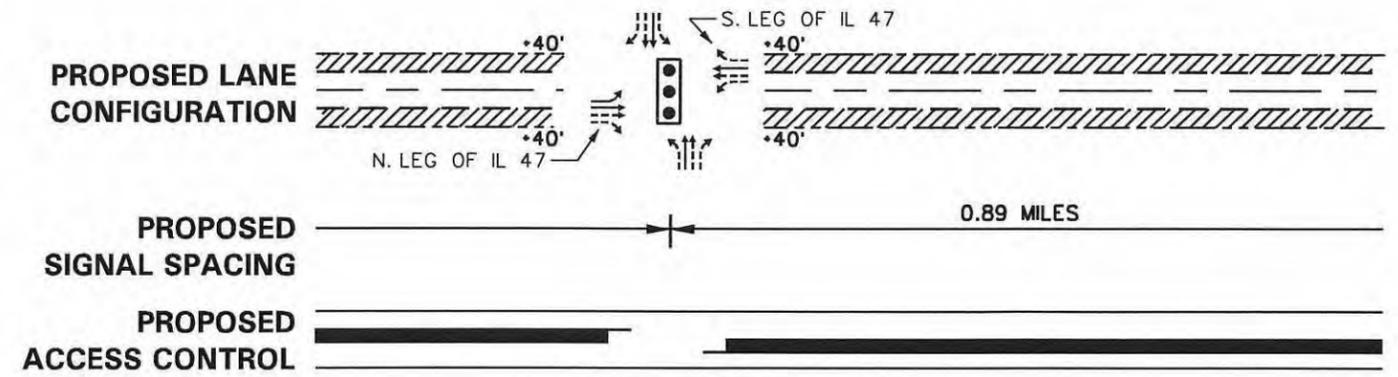
 Illinois Department of Transportation

Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
Shah Engineering, Inc. **Planning Resources, Inc.**



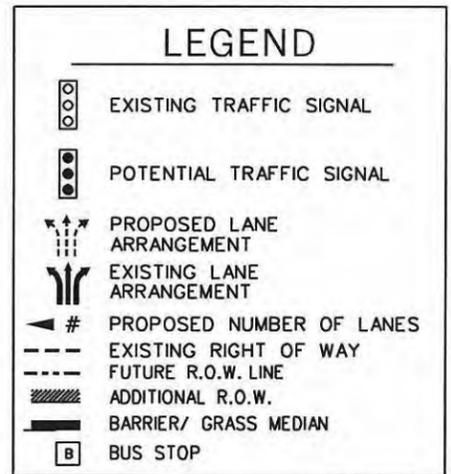
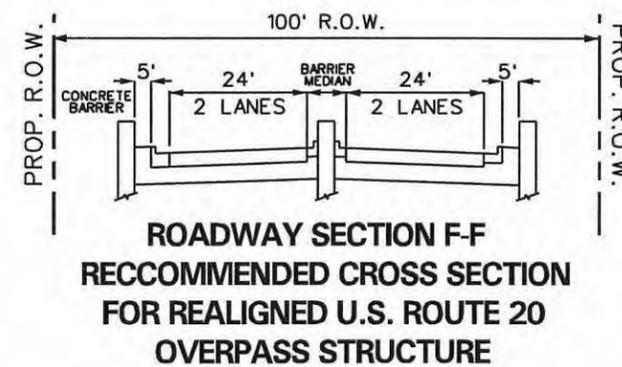
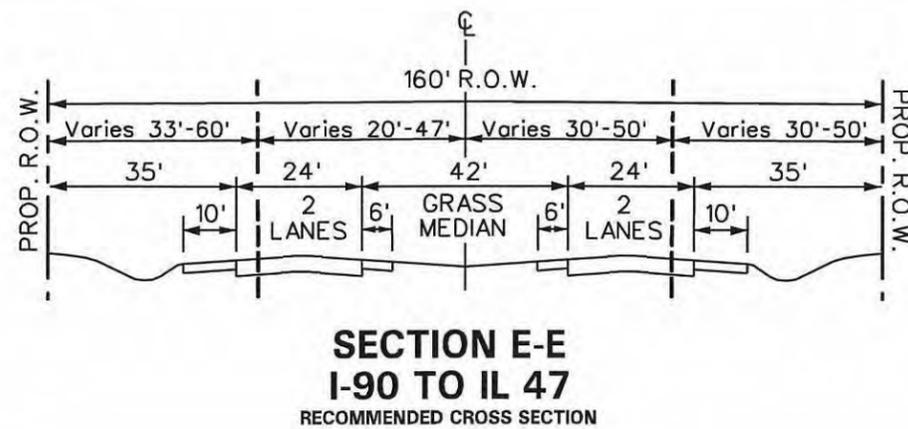
STRA Strategic Regional Arterial Planning Study

U.S. ROUTE 20
RECOMMENDED PLAN
EXHIBIT C-21A



DATE OF PHOTOGRAPHY: FEBRUARY 3, 1997

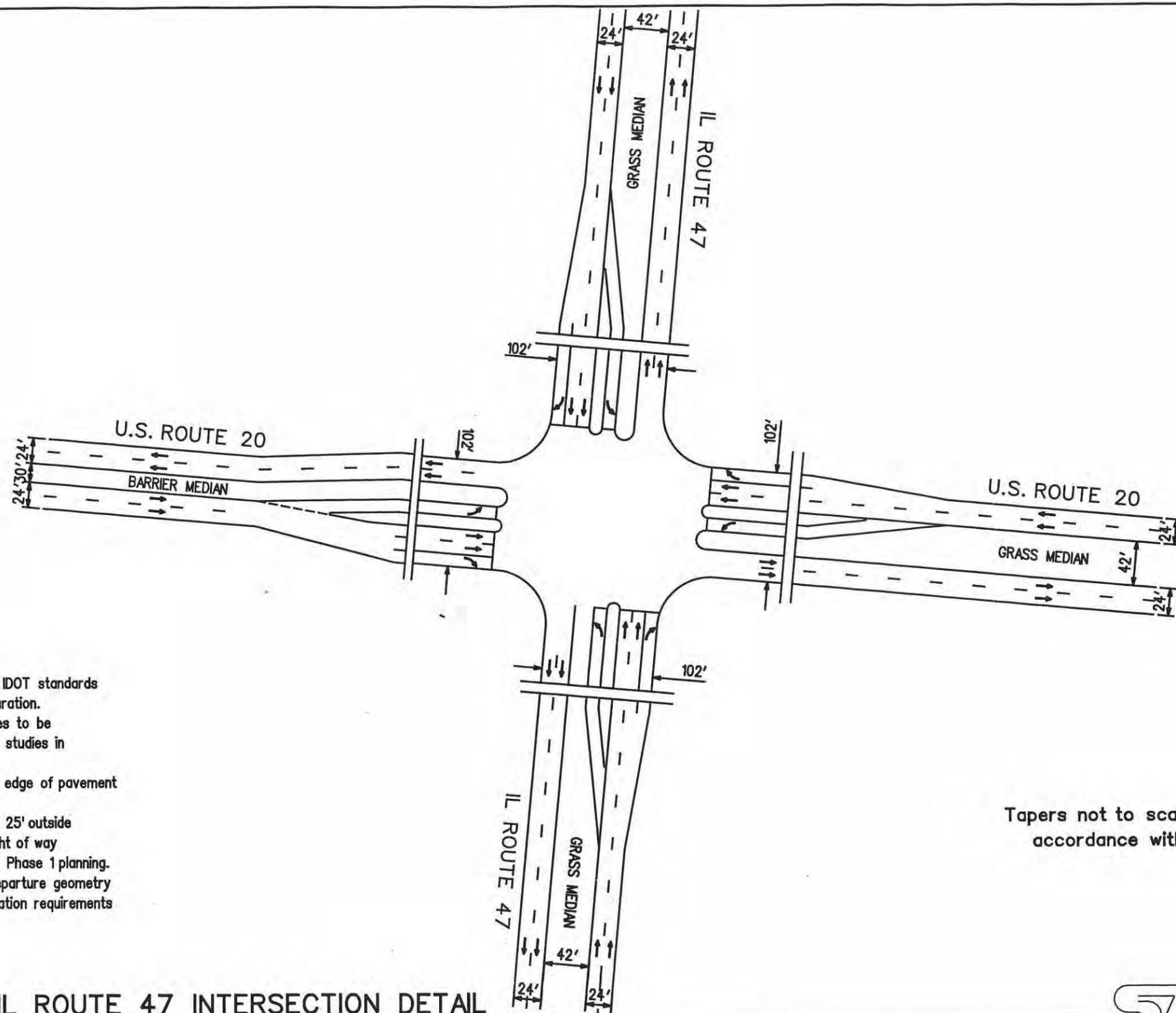
SEGMENT 5



Segment 5

INTERSECTION DETAILS
U.S. Route 20 / Illinois Route 47

Exhibit D-3



Notes:

1. Intersection details should reflect IDOT standards and criteria at time of plan preparation.
2. Lengths of left and right turn lanes to be determined during detailed traffic studies in Phase 1 planning.
3. All pavement width dimensions are edge of pavement to edge of pavement.
4. Right of way to be approximately 25' outside future edge of pavement. Final right of way requirements to be determined in Phase 1 planning.
5. Final intersection approach and departure geometry to reflect locations and channelization requirements of adjacent minor intersections.

Tapers not to scale, to be designed in accordance with IDOT standards.

U.S. ROUTE 20 / IL ROUTE 47 INTERSECTION DETAIL

R.M.J. '98

Prepared by CIVILTECH Engineering in association with METRO Transportation Group and Shah Engineering Inc. for the



(NOT TO SCALE)

Segment 6
Illinois Route 47 to Randall Road

3.6 Segment 6: Illinois Route 47 to Randall Road

3.6.1 Location

Segment 6 extends along U.S. Route 20 from Illinois Route 47 to Randall Road (see Figure 3.1). The segment is approximately 7.5 miles in length and is located in unincorporated Kane County, Hampshire, Pingree Grove, and Elgin.

3.6.2 Existing Facility Characteristics

Existing facility characteristics for this segment are shown on Exhibits A-22 through A-30.

Right-of-Way - The existing right-of-way in this segment ranges from 60 feet to 80 feet. The right-of-way varies near Randall Road.

Roadway Characteristics - The existing cross section in this segment consists of one, 12-foot travel lane in each direction with no median. A gravel shoulder with open ditch drainage is typical for this segment. From Weld Road to Randall Road, the roadway contains two 12-foot travel lanes in each direction with a ditch median. Existing typical sections for this segment are included on Exhibits A-22 through A-30.

Traffic Volumes - Illinois Department of Transportation Traffic Maps indicate that for 1997 the average annual daily traffic for this segment varied from 8,300 to 16,500 vehicles per day.

Accidents - There is one high accident locations in this segment at the U.S. Route 20 intersection with Plank Road.

Parking, Sidewalks, and Frontage Roads - There are no on-street parking spaces or sidewalks in this segment. Weld Road serves as a frontage road west of Randall Road along the south side of U.S. Route 20.

Traffic Control/Intersection Configuration - There are no signalized intersections in this segment.

Structures - There are three existing structures in this segment which are described in Table 3.6.1.

Transit - There are no transit facilities in this segment of U.S. Route 20.

**Table 3.6.1
Existing Structures**

IDOT Structure Number	Facility Carried	Feature Crossed	Width	Length	Horizontal Clearance on SRA	Vertical Clearance on SRA
045-0001	U.S. Route 20	Tyler Creek	37.5'	30'	NA	NA
045-0060	Randall Road	U.S. Route 20	83.2'	254.7'	43.5'	14.2'

3.6.3 Existing Environmental Characteristics

The existing environmental characteristics for this segment are shown on Exhibits B-22 through B-30.

Lakes/Streams/Wetlands/Floodplains - A large wetland and floodplain system lies adjacent to both sides of the U.S. Route 20 right-of-way between IL Route 47 and Marshall Road. Tyler Creek, with its associated wetlands and floodplain, crosses U.S. Route 20 near the Switzer Road intersection. A large wetland system is located on the south side of U.S. Route 20, west of its intersection with Plank Road.

Structures with Historical Significance - There are no sites of documented historical significance located along this segment.

Hazardous Waste/LUST Sites - There are no hazardous waste or LUST sites documented by the Illinois Environmental Protection Agency along this segment.

Threatened or Endangered Species - There are no threatened or endangered species known to exist along this segment of the corridor, according to the Illinois Department of Natural Resources.

Prime Farmland - According to the Natural Resources Conservation Service, prime farmland abuts a majority of U.S. Route 20 within this segment.

3.6.4 Existing Land Use Characteristics

Existing land use characteristics for this segment are shown on Exhibits B-22 through B-30.

Type and Intensity of Development - The land uses along Segment 6 include a mixture of agriculture, residential and commercial uses. A concentration of commercial and residential uses are located west of Reinking Road in the community of Pingree Grove. A second concentration of commercial and residential uses are located at the intersection of Plank Road and U.S. Route 20 in the unincorporated community of Udina. The land use immediately west of Randall Road is primarily single-family residential.

Planned Development - No specific plans for development have been identified within this segment.

3.6.5 Recommended SRA Improvements

The recommended plan for this segment is shown on Exhibits C-22 through C-30.

Roadway - The recommendation for this segment is to widen U.S. Route 20 to provide two 12-foot travel lanes in each direction with a 42-foot open ditch median between IL Route 47 and Plank Road. Just east of Illinois Route 47, a frontage road is recommended to consolidate the number of access drives. From Plank Road east to Weld Road, U.S. Route 20 is recommended to contain a barrier median with curb and gutter.

It is recommended that U.S. Route 20 be realigned from Marshall Road to Switzer Road in Pingree Grove in order to improve roadway operations. Two intersections would then be created with the existing U.S. Route 20 and the new U.S. Route 20 alignment.

It is recommended that Plank Road be re-aligned to intersect with U.S. Route 20 opposite Coombs Road. A cul-de-sac would then be created at Plank Road's existing intersection with U.S. Route 20.

Traffic Control/Intersection Configuration - The recommended future signals should be installed only at the locations shown and only when the signal warrants recommended for SRA routes are met. Signal warrants for SRA routes are discussed in Section 10.4.2 of the Strategic Regional Arterial Design Concept Report (1994). Traffic signal interconnection is recommended.

Access Management - Future access locations will be restricted to right-in/right-out only except where full access locations are shown. With limited full access locations, U-Turn movements will be permitted for passenger vehicles and small trucks at signalized intersections only between Illinois Route 47 and Plank Road. Partial access permitting left-in/right-in/right-out movements are allowed at the Weld Road intersection.

Structures - The bridge over Tyler Creek will need to be replaced with a wider structure to accommodate the SRA recommendations. The bridge currently carries two lanes of traffic.

**Table 3.6.2
Structure Modifications**

IDOT Structure Number	Facility Carried	Feature Crossed	Existing Width	Recommendation
045-0001	U.S. Route 20	Tyler Creek	37.5'	Replace to accommodate recommended section.

Transit – Park and Pool lots should be implemented near the Randall Road interchange, major traffic generators such as schools, shopping centers, forest preserves and major employment centers.

3.6.6 Right-of-Way Requirements

Additional right-of-way will be required for this segment. Between Illinois Route 47 and Plank Road, the existing right-of-way varies from 60 feet to 80 feet. With the recommended roadway plan of 160 feet of right-of-way, an additional 80 feet to 100 feet is required. For the new section of U.S. Route 20 between Marshall Road and Switzer Road, right-of-way acquisition is required for the entire realignment. As U.S. Route 20 approaches Coombs Road and Plank Road, it is recommended that all 100 feet of right-of-way acquisition be made on the north side of U.S. Route 20 in this location to avoid the Udina Cemetery.

Between Plank Road and Weld Road, the existing right-of-way also varies from 60 to 80 feet thus requiring an additional 60 to 80 feet of right-of-way. Between Weld Road and Randall Road, no additional right-of-way is required. Most areas of right-of-way acquisition can be taken from both sides of U.S. Route 20 to lessen the impacts. See Exhibit C-22 through C-30 for right-of-way acquisition details.

3.6.7 Environmental Considerations

The right-of-way acquisition of up to 40 feet on both sides of U.S. Route 20, for a majority of Segment 6, will result in the loss of prime agricultural land. Forty feet of right-of-way acquisition on both sides of U.S. Route 20 will result in impacts to wetlands and floodplains east of IL Route 47. Twenty to 30 feet of right-of-way acquisition east of Switzer Road will impact wetlands on the south side of U.S. Route 20. There will be no impact to the Udina Cemetery since no right-of-way will be acquired along its frontage.

3.6.8 Land Use Considerations

Substantial roadway improvements are recommended along Segment 6. Forty feet of right-of-way acquisition northwest of Marshall Road would reduce or eliminate the front yard of several single-family residences and eliminate commercial parking. The proposed realignment of U.S. Route 20, between Marshall Road and Reinking Road, would take several residences along the new alignment. Forty feet of additional right-of-way along the north side of U.S. Route 20 in Pingree Grove, between Prairie Street and Reinking Road, would result in the taking of several residences. The acquisition of 40 feet of additional right-of-way, between Reinking Road and Coombs Road, would eliminate the front yards of several residences.

The recommended acquisition of 100 feet of right-of-way near Coombs Road would eliminate office parking and one residence. The open ditch and barrier medians in Segment 6 would prevent direct left turns into uses fronting onto the SRA, except at planned full movement intersections. The location of access and setbacks associated with future development should be coordinated with SRA improvements.

3.6.9 Construction/Right-of-Way Cost Estimates

The cost estimate for Segment 6 is shown in Table 3.6.3. This construction cost estimate is based on 1991 unit prices.

3.6.10 Short Term/Low Cost Improvements

Improvements which are consistent with SRA policy, and are either low cost or implemented prior to construction of the overall SRA improvement are recommended for short term (1-5 years) implementation. There are no short term/low cost improvements for this segment.

3.6.11 Ultimate (Post 2020) Improvements

Improvements which are consistent with SRA policy for suburban or rural routes but are considered best implemented beyond the SRA planning horizon are recommended for Post 2020 consideration. There are no Ultimate (post 2020) improvements recommended for this segment.

3.6.12 Crossing SRA Routes

Randall Road is also designated as an SRA route. The SRA study for this corridor was completed in April of 1993. The SRA improvement recommendations contained in this report are consistent with the recommended plan for the Randall Road corridor.

Table 3.6.3
Construction Cost Estimate
Segment 6 - Illinois Route 47 to Randall Road

Recommended Improvements	Estimated Cost
Roadway	\$14,500,000
Intersection Improvements	\$2,850,000
Structure Modifications	\$300,000
Right-of-Way Acquisition	\$7,898,000
Total - Recommended Improvements	\$25,548,000

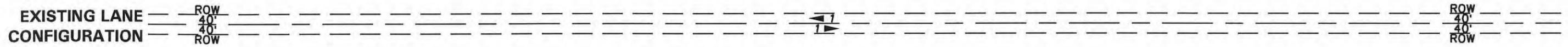
Note: This construction cost estimate is based on 1991 unit prices.

Segment 6
Illinois Route 47 to Randall Road

EXISTING FACILITY CHARACTERISTICS

Exhibits A-22 through A-30

See Segment 5 for Exhibit A-22

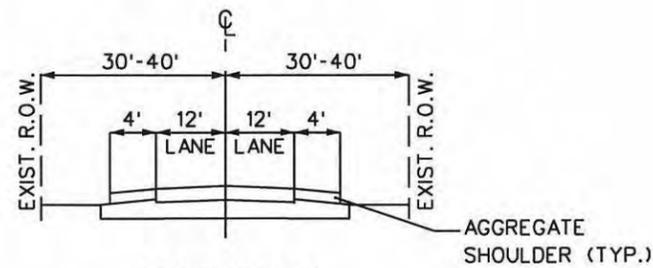


SIGNAL SPACING	**
AVERAGE DAILY TRAFFIC	8,300
HIGH ACCIDENT LOCATIONS	



DATE OF PHOTOGRAPHY: APRIL 14, 1995

** NOTE: NO SIGNALS ON U.S. ROUTE 20 BETWEEN I-90 AND RANDALL RD.



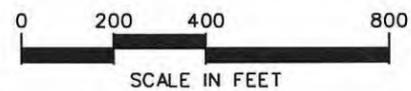
SECTION K-K
IL ROUTE 47 TO WELD ROAD

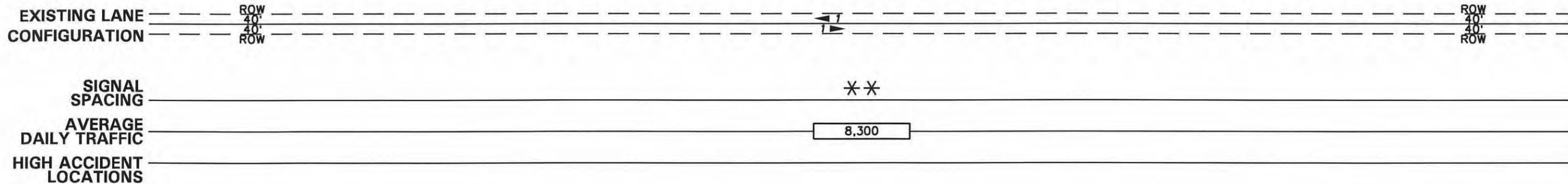
LEGEND

- SIGNALIZED INTERSECTION
- LANE ARRANGEMENTS AT KEY INTERSECTIONS
- PARKING ALLOWED
- NO PARKING RESTRICTIONS
- DESIGNATED BUS STOP
- RAPID TRANSIT STATION
- METRA STATION
- HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- # EXISTING NUMBER OF LANES



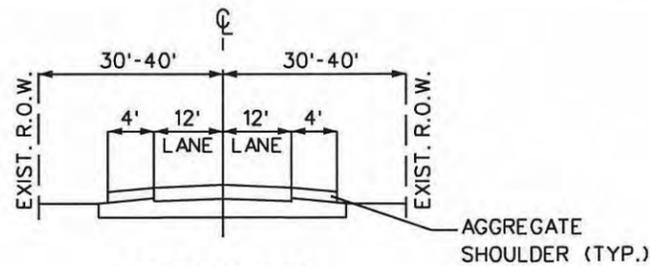
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 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. Planning Resources, Inc.





DATE OF PHOTOGRAPHY: APRIL 14, 1995

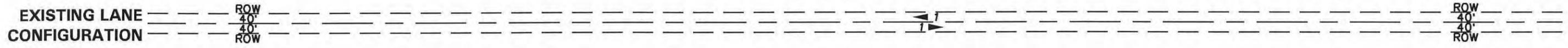
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SECTION K-K
IL ROUTE 47 TO WELD ROAD

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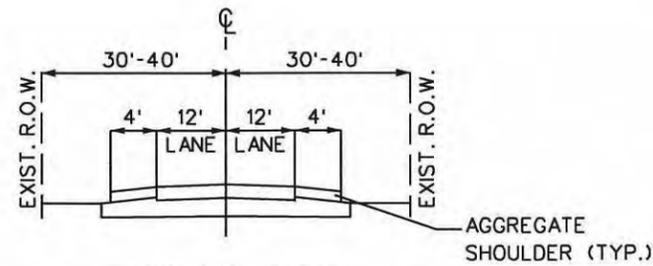


SIGNAL SPACING	* *
AVERAGE DAILY TRAFFIC	8,300
HIGH ACCIDENT LOCATIONS	



DATE OF PHOTOGRAPHY: APRIL 14, 1995

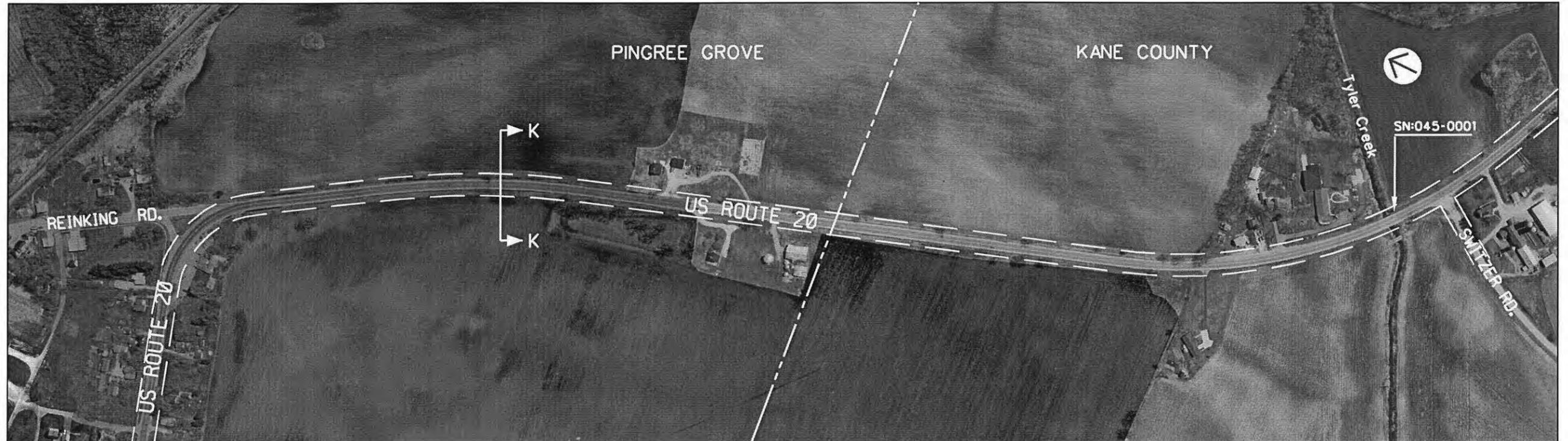
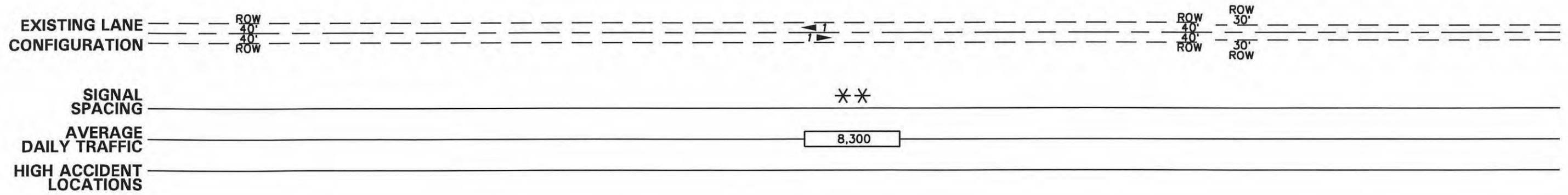
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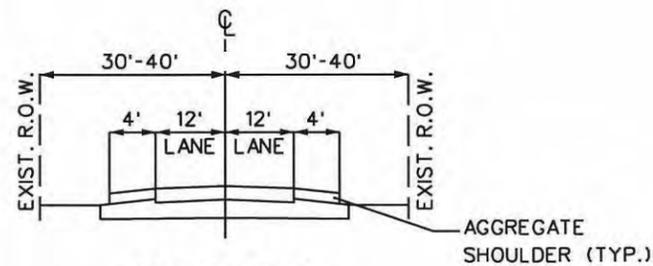
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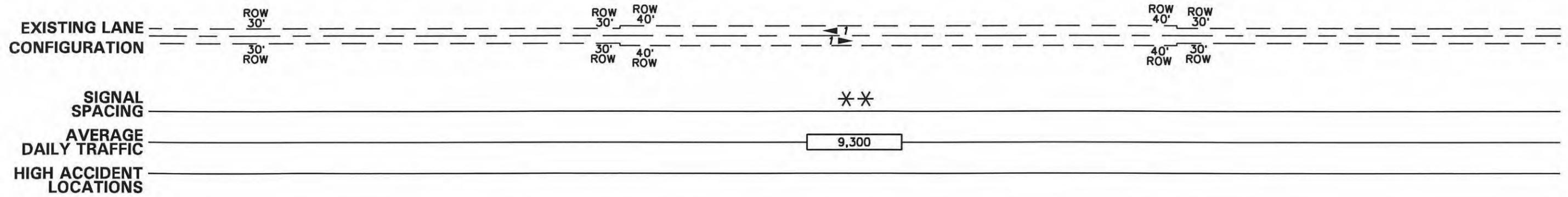
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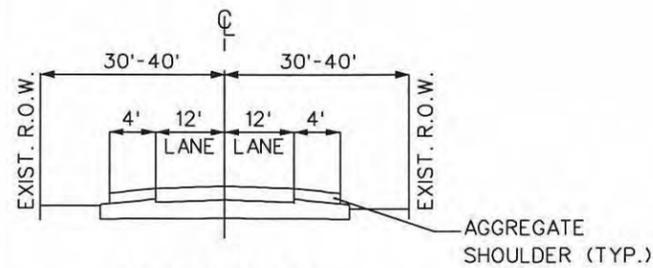
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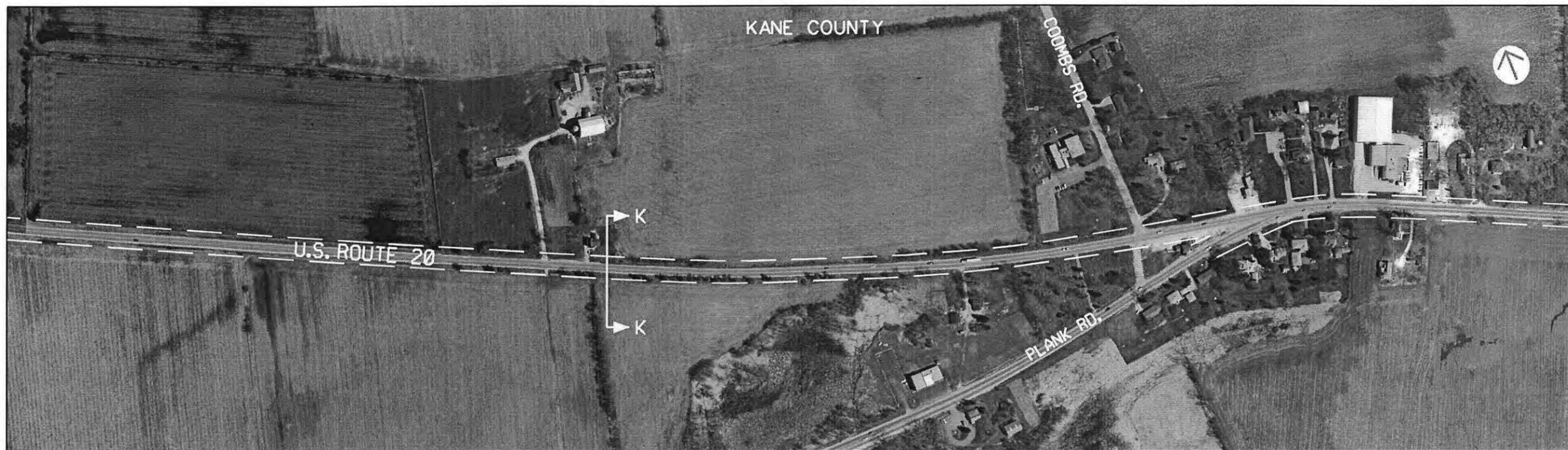
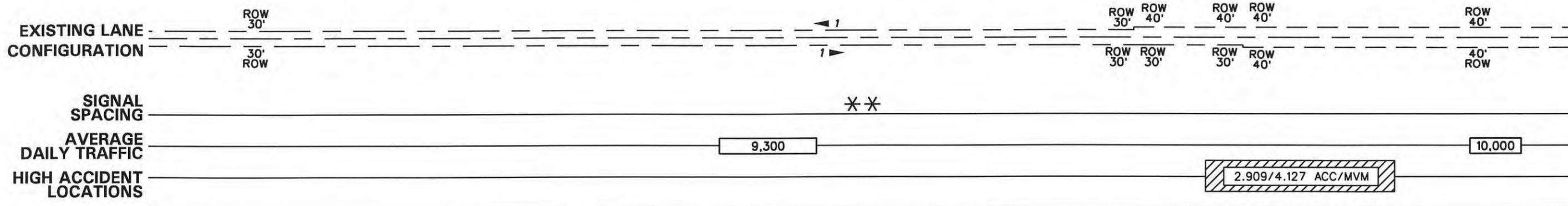
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SECTION K-K
IL ROUTE 47 TO WELD ROAD

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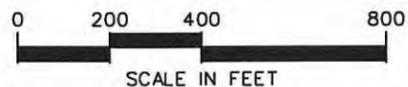
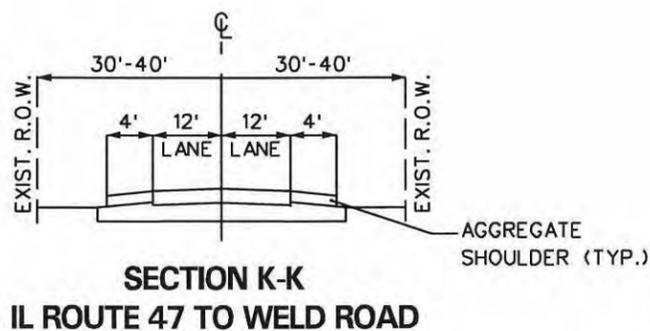


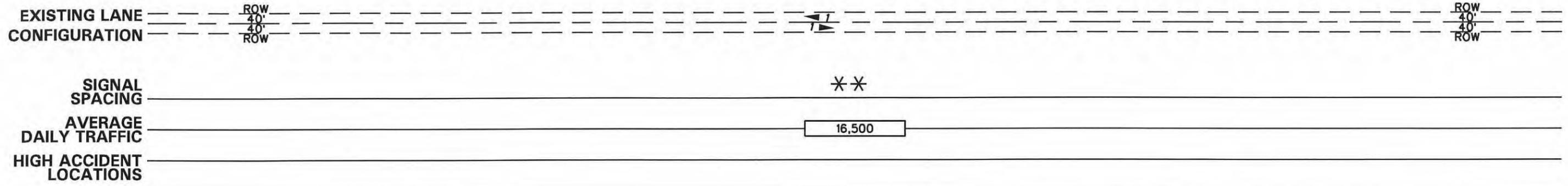
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LEGEND

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- ⌈ ⌋ LANE ARRANGEMENTS AT KEY INTERSECTIONS
- Ⓟ PARKING ALLOWED
- Ⓝ NO PARKING RESTRICTIONS
- Ⓛ DESIGNATED BUS STOP
- ⓐ RAPID TRANSIT STATION
- Ⓜ METRA METRA STATION
- ▨ HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
- ← # EXISTING NUMBER OF LANES

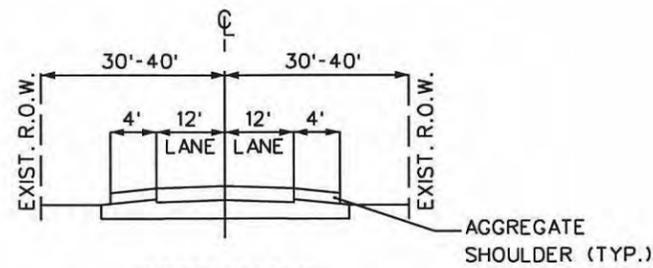
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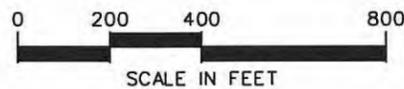
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LEGEND

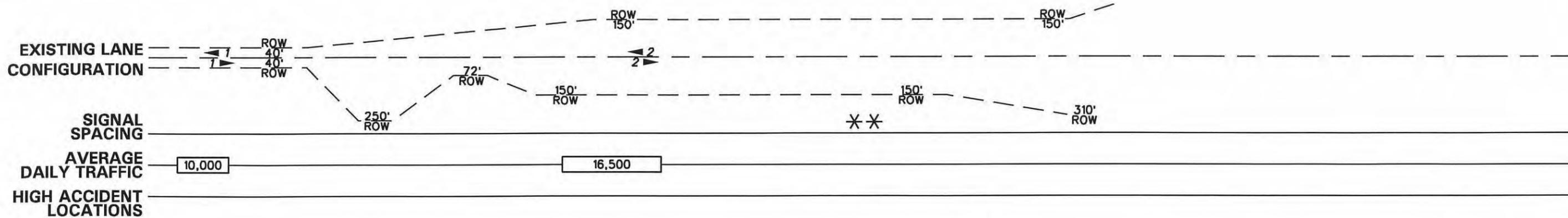
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- METRA STATION
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- # EXISTING NUMBER OF LANES



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 In Association with: METRO Transportation Group
 Shah Engineering, Inc. Planning Resources, Inc.

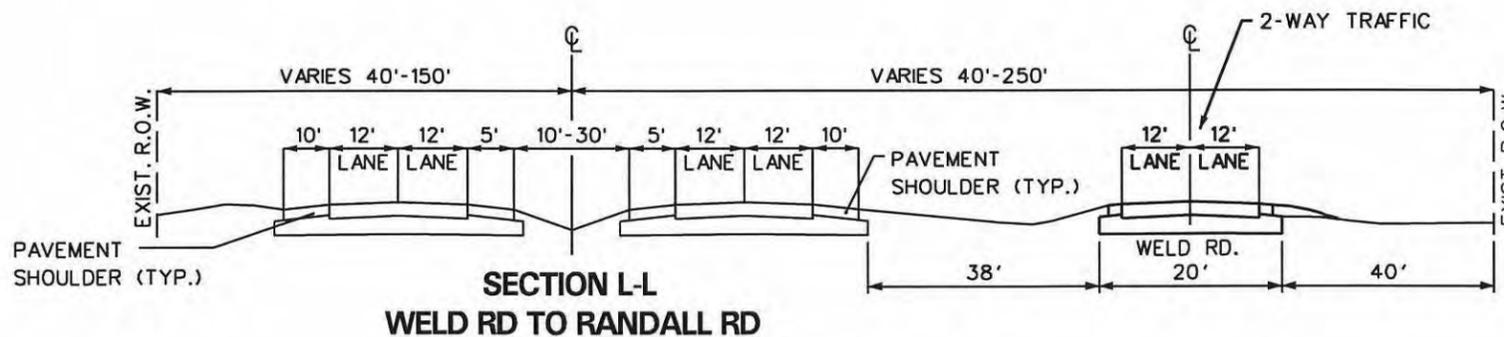


U.S. ROUTE 20
 EXISTING FACILITY CHARACTERISTICS
 EXHIBIT A-29



DATE OF PHOTOGRAPHY: APRIL 14, 1995

* * NOTE: NO SIGNALS ON U.S. ROUTE 20 BETWEEN I-90 AND RANDALL RD.



LEGEND	
	SIGNALIZED INTERSECTION
	LANE ARRANGEMENTS AT KEY INTERSECTIONS
	PARKING ALLOWED
	NO PARKING RESTRICTIONS
	DESIGNATED BUS STOP
	RAPID TRANSIT STATION
	METRA STATION
	HIGH ACCIDENT LOCATION (ACTUAL / CRITICAL)
	# EXISTING NUMBER OF LANES

Segment 6
Illinois Route 47 to Randall Road

LAND USE AND ENVIRONMENTAL CONDITIONS

Exhibits B-22 through B-30

See Segment 5 for Exhibit B-22



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

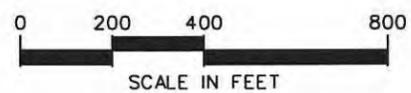
LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- C CEMETARY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- () PLANNED USE/JURISDICTION
- PLANNED USE/JURISDICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATE PREDOMINANT LAND USE.



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources, Inc.**



SRRA Strategic Regional Arterial Planning Study
US ROUTE 20
LAND USE AND ENVIRONMENTAL CONDITIONS
EXHIBIT B-23



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

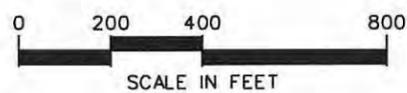
LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
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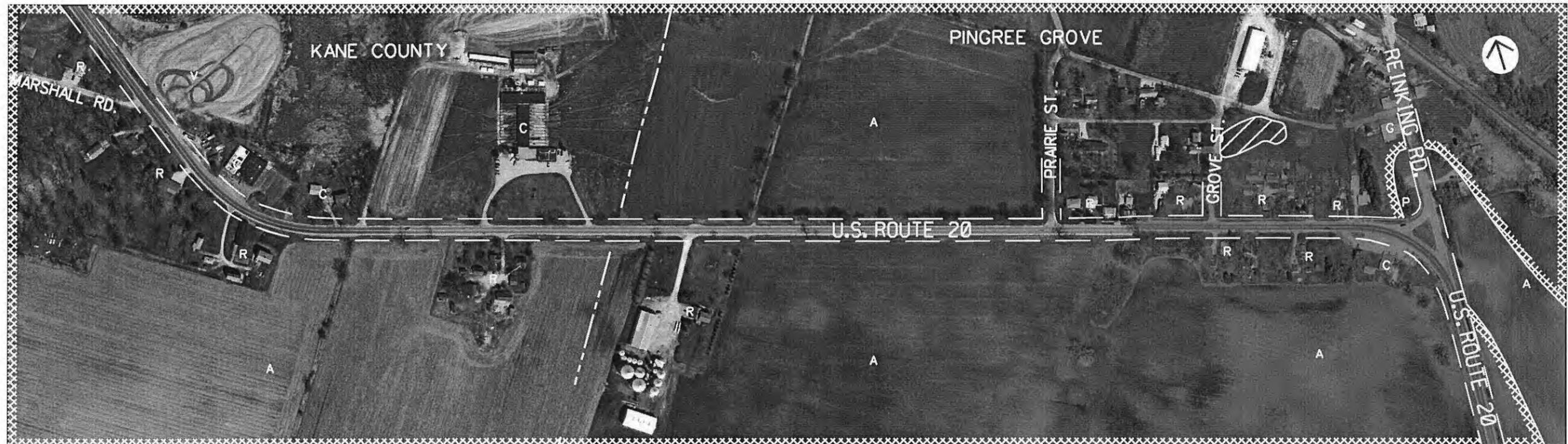
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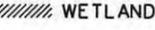


U.S. ROUTE 20
ENVIRONMENTAL CONDITIONS
EXHIBIT B-24



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

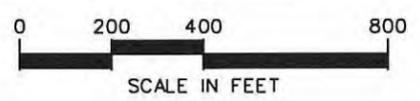
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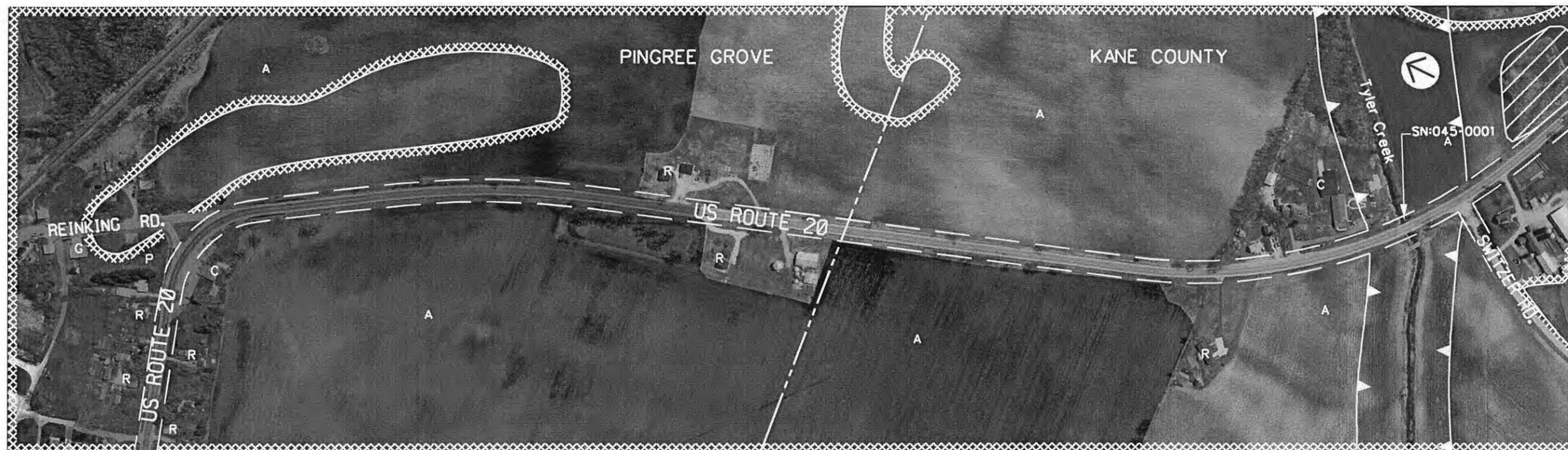
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 - EXISTING RIGHT OF WAY
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ENVIRONMENTAL FACTORS LEGEND

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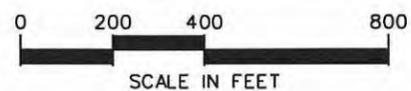
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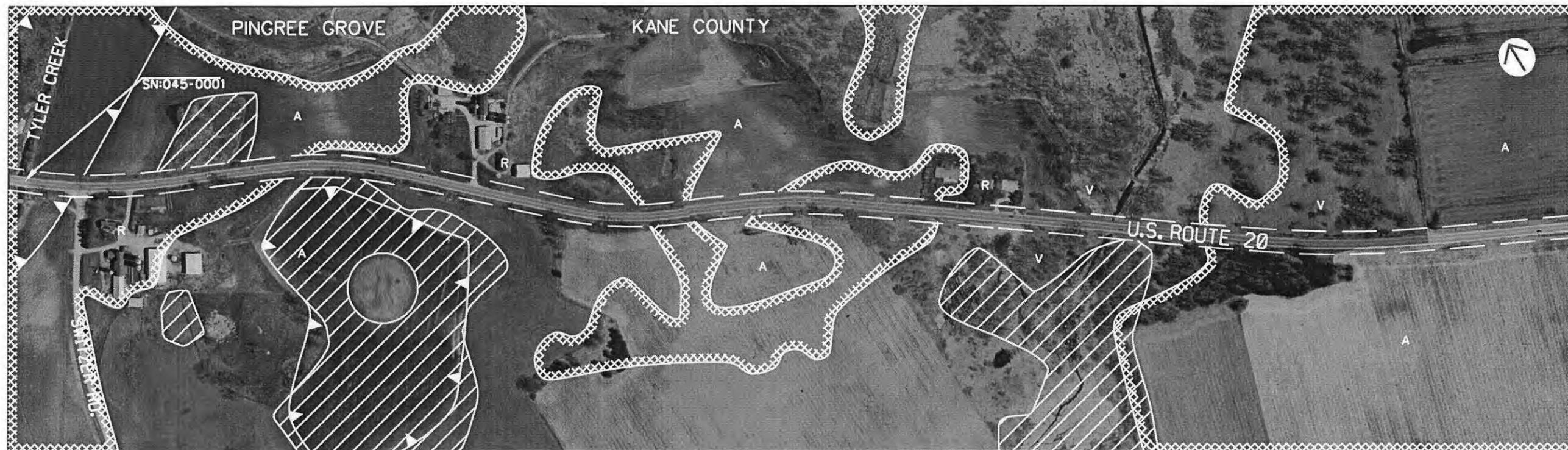
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NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



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DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- (C1) HAZARDOUS WASTE SITE
- ☒ LEAKING UNDERGROUND STORAGE TANK
- (H) HISTORIC BUILDING/DISTRICT
- //// WETLAND
- (E) THREATENED AND ENDANGERED SPECIES HABITAT
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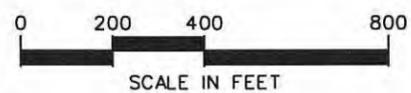
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SRA Strategic Regional Arterial Planning Study
U.S. ROUTE 20
LAND USE ENVIRONMENTAL CONDITIONS
EXHIBIT B-27



DATE OF PHOTOGRAPHY: APRIL 14, 1995

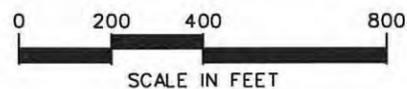
ENVIRONMENTAL FACTORS LEGEND

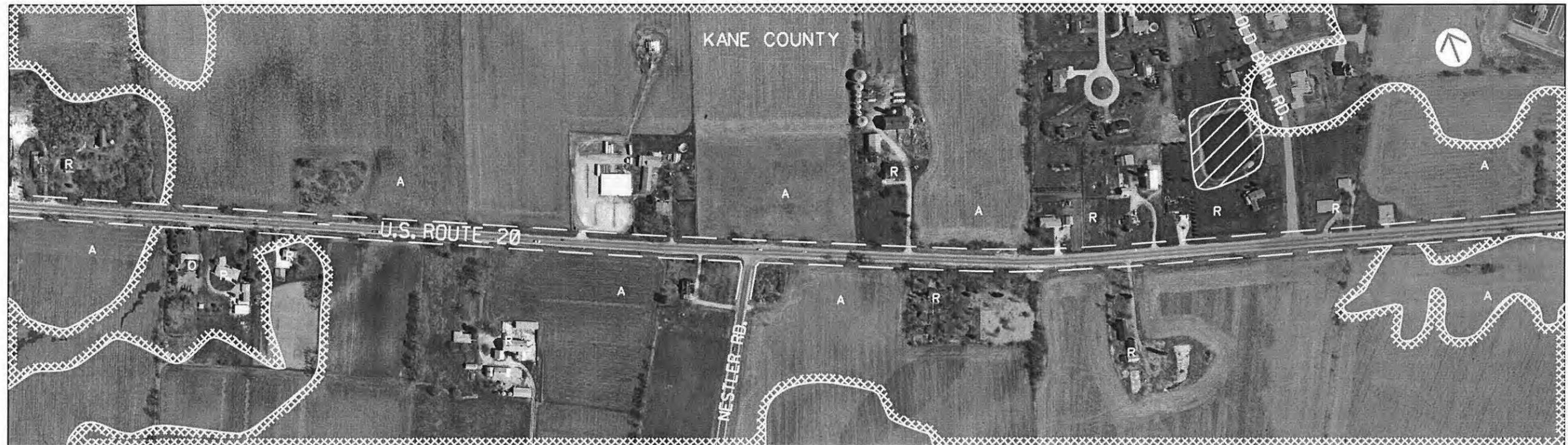
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- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

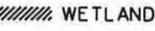
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.





DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

-  HAZARDOUS WASTE SITE
-  LEAKING UNDERGROUND STORAGE TANK
-  HISTORIC BUILDING/DISTRICT
-  WETLAND
-  THREATENED AND ENDANGERED SPECIES HABITAT
-  PRIME AGRICULTURAL LAND
-  FLOODPLAIN/FLOODWAY

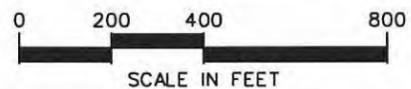
LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- x CEMETARY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- () PLANNED USE/JURISTRICTION
- PLANNED USE/JURISTRICTION BOUNDARY
- MUNICIPAL BOUNDARY
- EXISTING RIGHT OF WAY

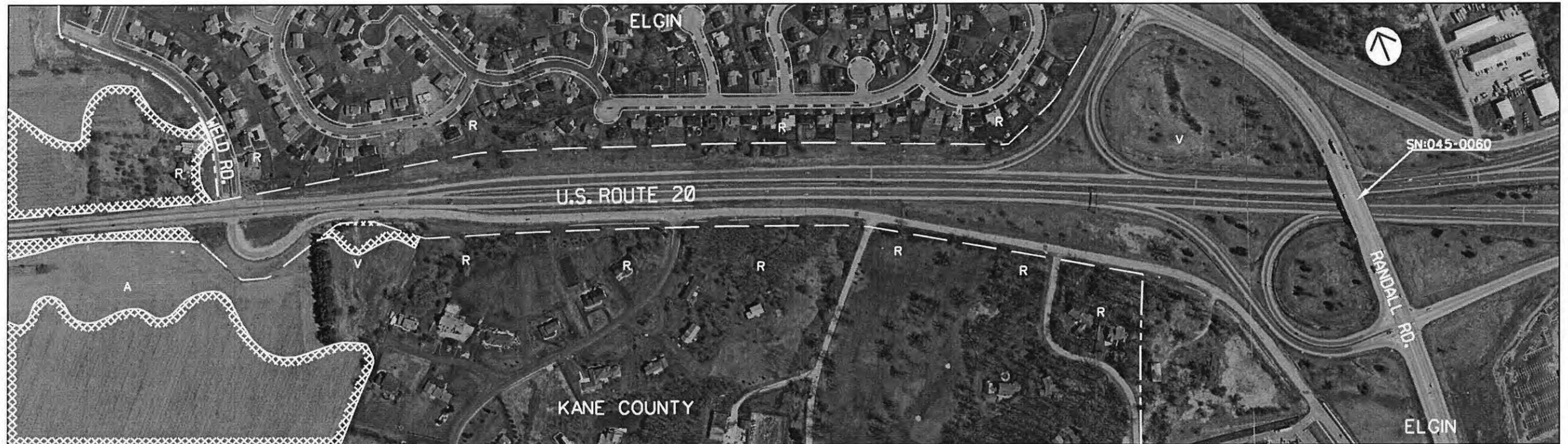
NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources, Inc.**



STRA Strategic Regional Arterial Planning Study
U.S. ROUTE 20
LAND USE ENVIRONMENTAL CONDITIONS
EXHIBIT B-29



DATE OF PHOTOGRAPHY: APRIL 14, 1995

ENVIRONMENTAL FACTORS LEGEND

- HAZARDOUS WASTE SITE
- LEAKING UNDERGROUND STORAGE TANK
- HISTORIC BUILDING/DISTRICT
- WETLAND
- THREATENED AND ENDANGERED SPECIES HABITAT
- PRIME AGRICULTURAL LAND
- FLOODPLAIN/FLOODWAY

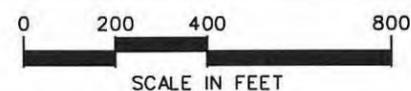
LAND USE LEGEND

- R SINGLE FAMILY RESIDENTIAL
- RM MULTI-FAMILY RESIDENTIAL (UP TO 3 FLOORS)
- RH HIGH RISE RESIDENTIAL (>3 FLOORS)
- MH MOBILE HOME PARK
- O OFFICE (UP TO 3 FLOORS)
- OH OFFICE HIGH RISE (>3 FLOORS)
- C COMMERCIAL RETAIL/SERVICE
- CA COMMERCIAL AGRICULTURE (NURSERY, ETC.)
- CR COMMERCIAL RECREATION (GOLF COURSE, ETC.)
- I INDUSTRIAL WAREHOUSE
- T CHURCH/TEMPLE (NAME)
- S SCHOOL (NAME)
- x CEMETARY (NAME)
- G GOVERNMENT/INSTITUTION (FIRE, POLICE, ETC.)
- P PARK/FOREST PRESERVE (NAME)
- U UTILITY
- E EXTRACTION (MINING & GRAVEL)
- A AGRICULTURE
- V VACANT
- () PLANNED USE/JURISTRICTION
- PLANNED USE/JURISTRICTION BOUNDARY
- MUNICIPAL BOUNDARY
- - - EXISTING RIGHT OF WAY

NOTE: CATEGORY INDICATES PREDOMINANT LAND USE.



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 Shah Engineering, Inc. **Planning Resources, Inc.**



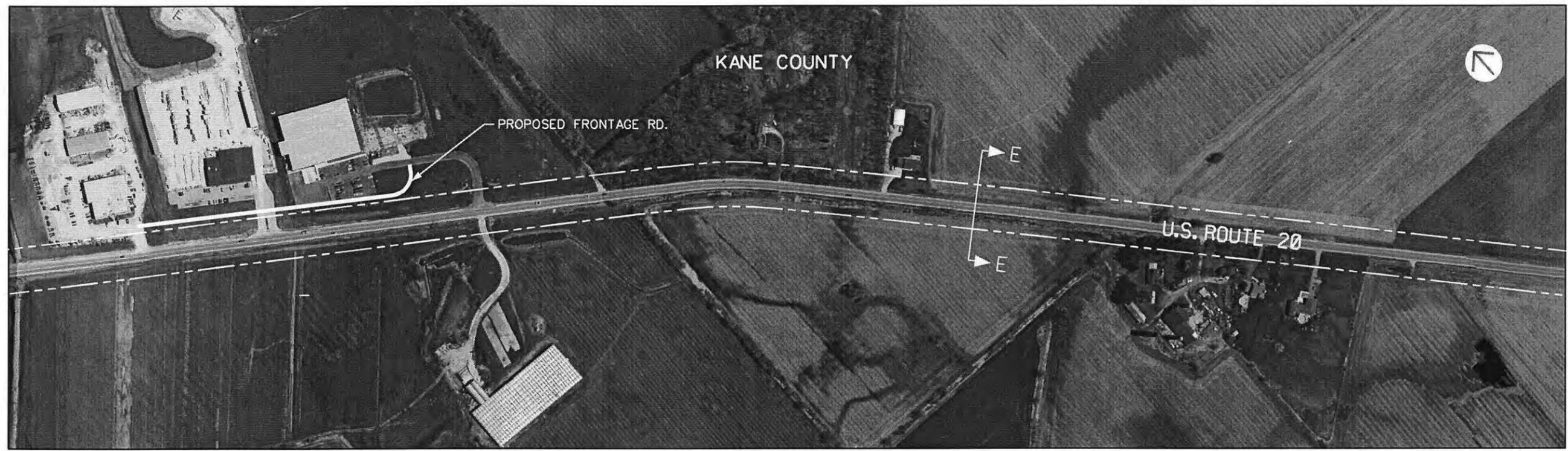
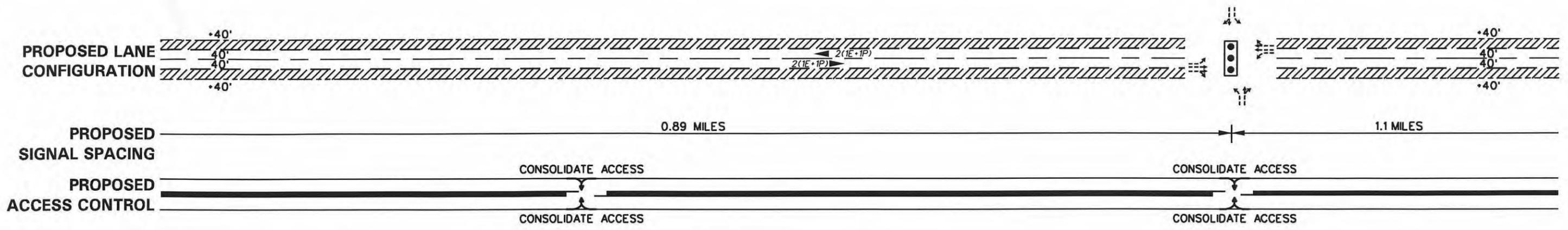
U.S. ROUTE 20
LAND USE ENVIRONMENTAL CONDITIONS
EXHIBIT B-30

Segment 6
Illinois Route 47 to Randall Road

RECOMMENDED PLAN

Exhibits C-22 through C-30

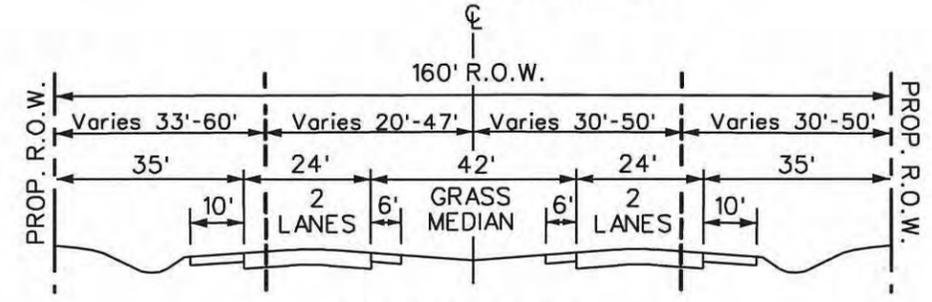
See Segment 5 for Exhibit C-22



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6

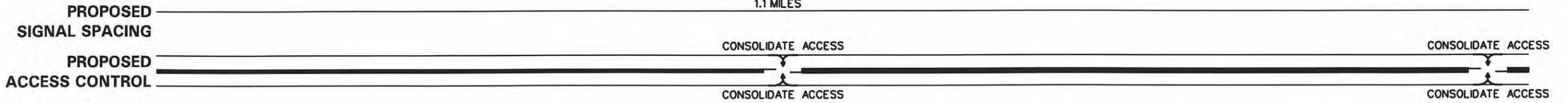
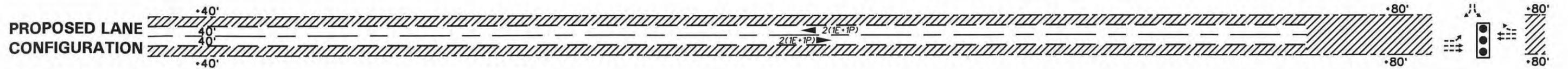
NOTE: CONSOLIDATE THE EXISTING ACCESS, BY DEVELOPING A FRONTAGE ROAD NORTH OF US ROUTE 20



SECTION E-E
IL ROUTE 47 TO PLANK ROAD
RECOMMENDED CROSS SECTION

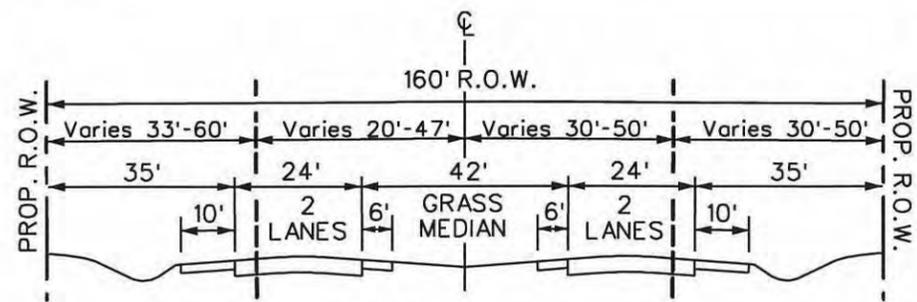
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING R.O.W. LINE
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS MEDIAN
- BUS STOP



DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6

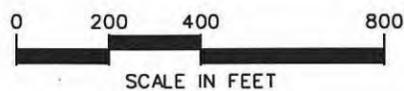


SECTION E-E
IL ROUTE 47 TO PLANK ROAD
RECOMMENDED CROSS SECTION

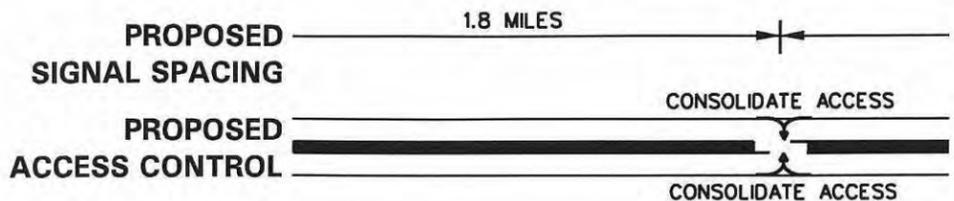
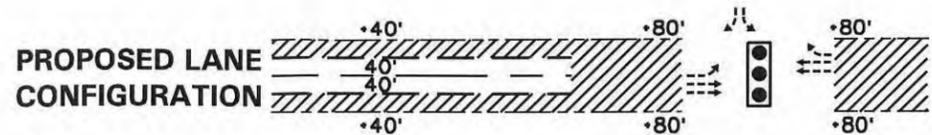
LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/ GRASS MEDIAN
	BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**
In Association with: **METRO Transportation Group**
Shah Engineering, Inc. Planning Resources, Inc.



U.S. ROUTE 20
RECOMMENDED PLAN
EXHIBIT C-24

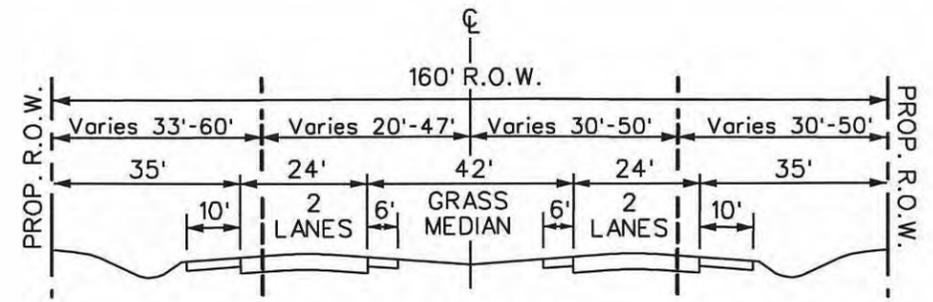


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6

NOTE: FUTURE U.S. ROUTE 20 DESIGNATION WILL BE ALONG THE REALIGNMENT BETWEEN MARSHALL RD. AND SWITZER RD.

* * = ALONG PROPOSED U.S. ROUTE 20 REALIGNMENT



SECTION E-E
IL ROUTE 47 TO PLANK ROAD
RECOMMENDED CROSS SECTION

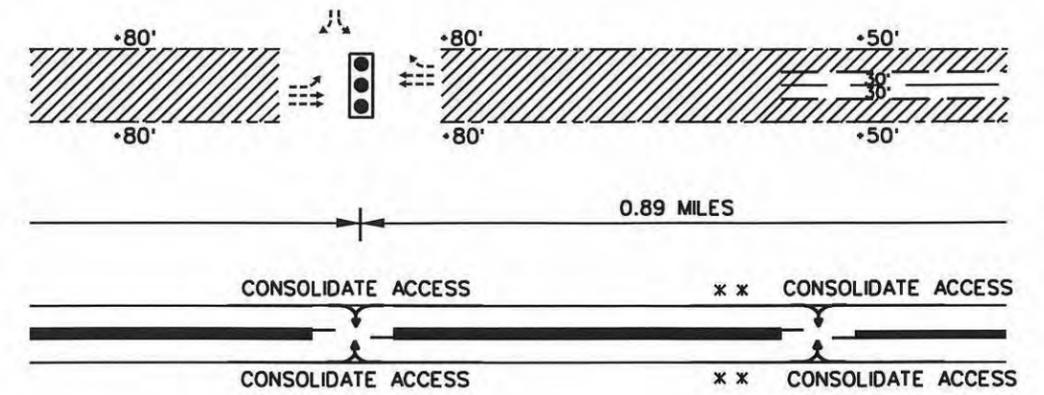
LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS MEDIAN
- BUS STOP

PROPOSED LANE CONFIGURATION

PROPOSED SIGNAL SPACING

PROPOSED ACCESS CONTROL

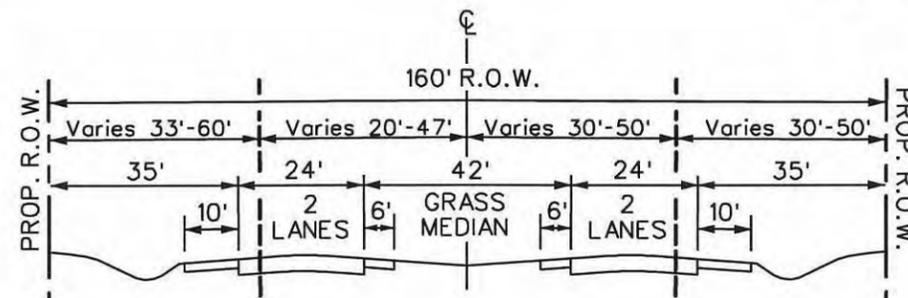


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6

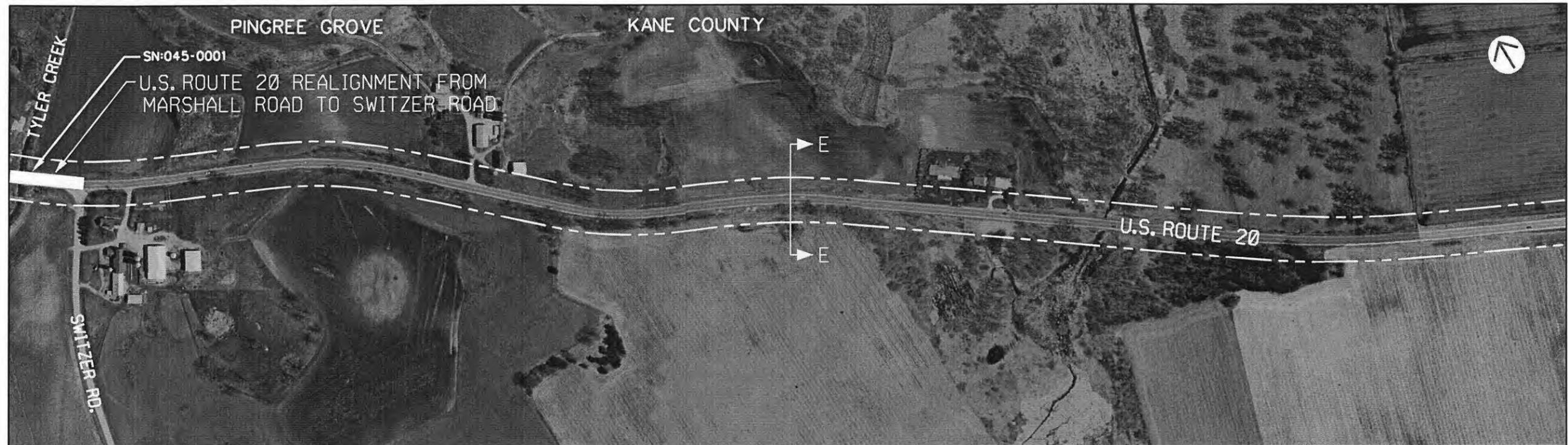
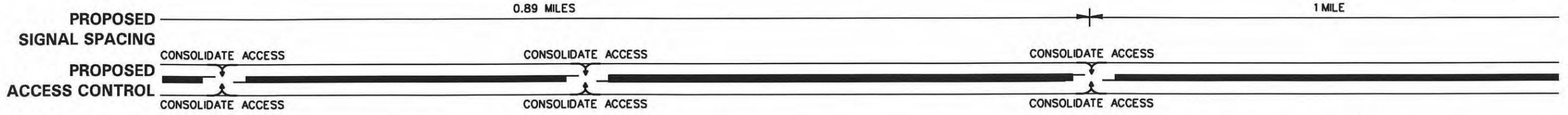
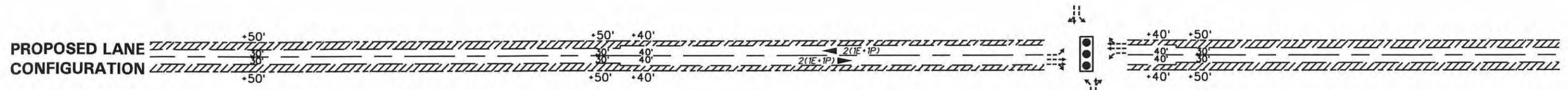
NOTE: FUTURE U.S. ROUTE 20 DESIGNATION WILL BE ALONG THE REALIGNMENT BETWEEN MARSHALL RD. AND SWITZER RD.

* * = ALONG PROPOSED US ROUTE 20 REALIGNMENT



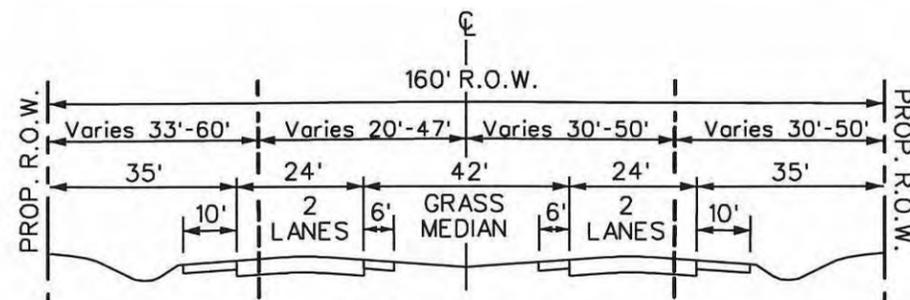
SECTION E-E
IL ROUTE 47 TO PLANK ROAD
RECOMMENDED CROSS SECTION

LEGEND	
	EXISTING TRAFFIC SIGNAL
	POTENTIAL TRAFFIC SIGNAL
	PROPOSED LANE ARRANGEMENT
	EXISTING LANE ARRANGEMENT
	PROPOSED NUMBER OF LANES
	EXISTING RIGHT OF WAY
	FUTURE R.O.W. LINE
	ADDITIONAL R.O.W.
	BARRIER/ GRASS MEDIAN
	BUS STOP

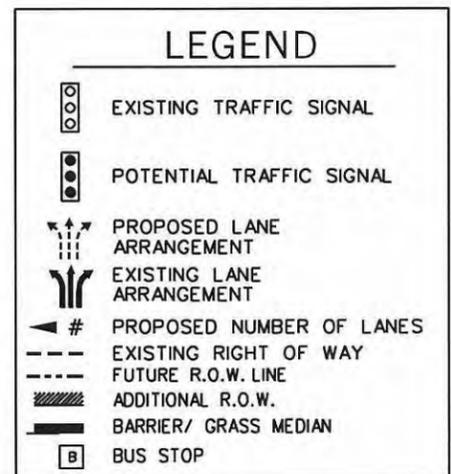


DATE OF PHOTOGRAPHY: APRIL 14, 1995

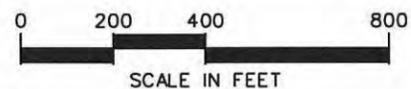
SEGMENT 6



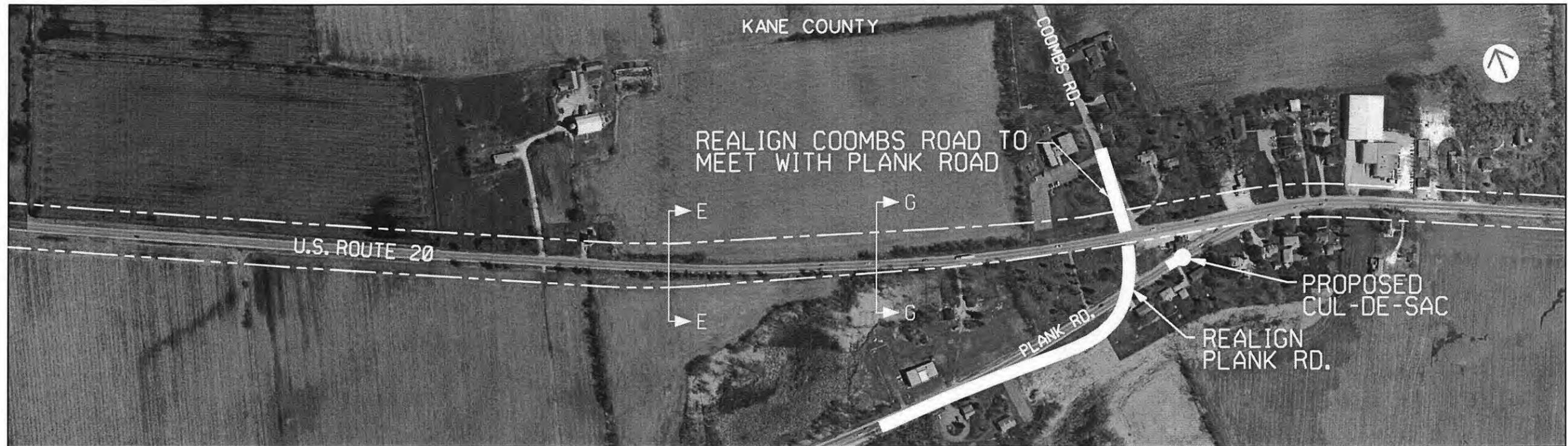
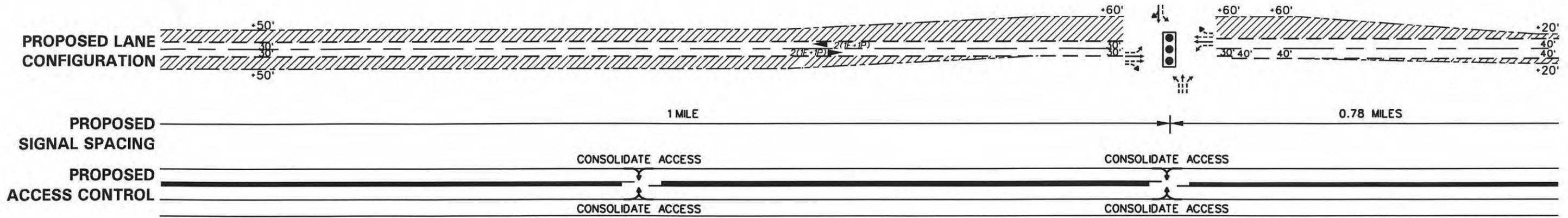
SECTION E-E
IL ROUTE 47 TO PLANK ROAD
RECOMMENDED CROSS SECTION



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Shah Engineering, Inc. Planning Resources, Inc.



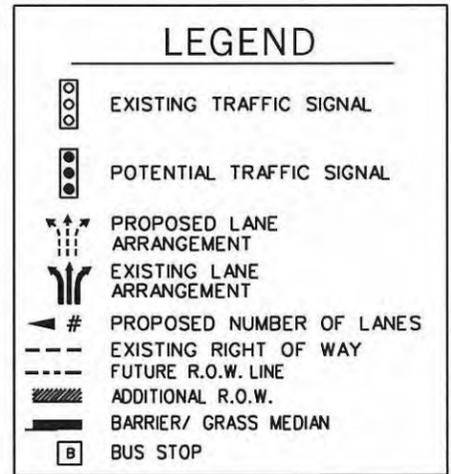
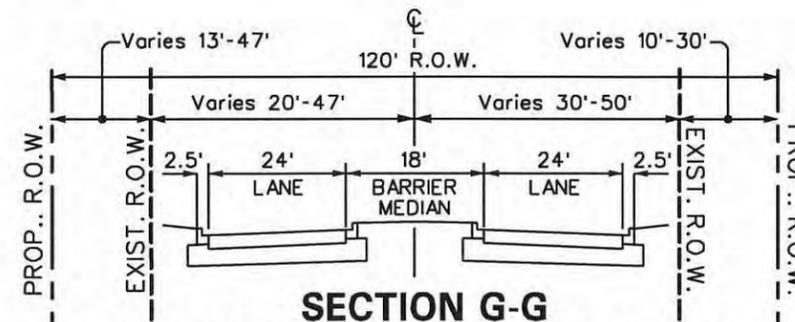
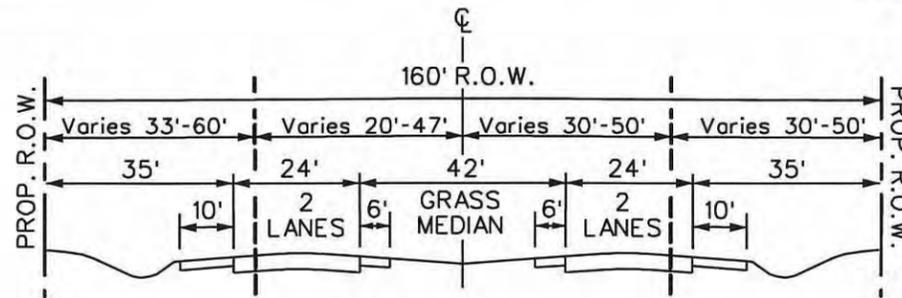
U.S. ROUTE 20
RECOMMENDED PLAN
EXHIBIT C-27

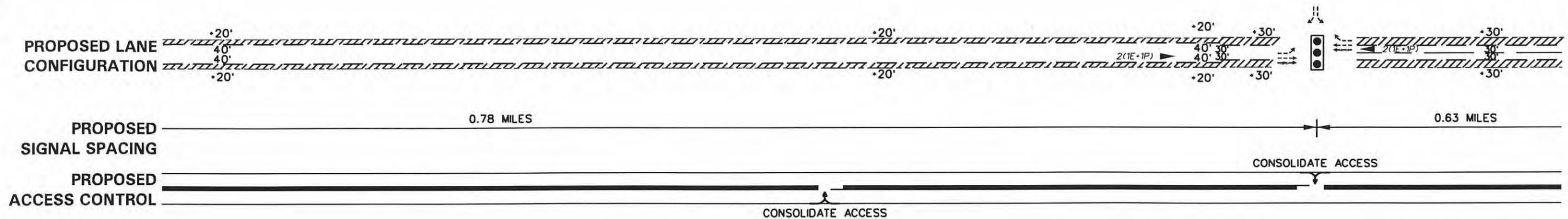


DATE OF PHOTOGRAPHY: APRIL 14, 1995

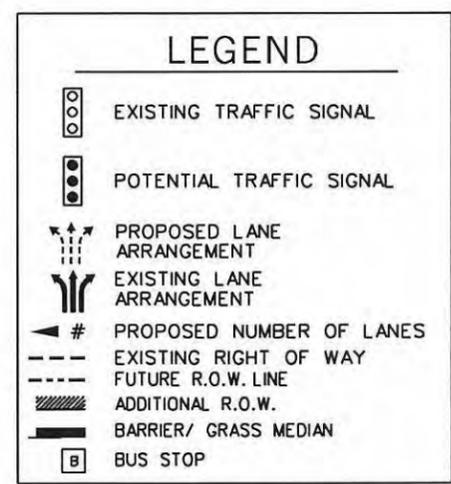
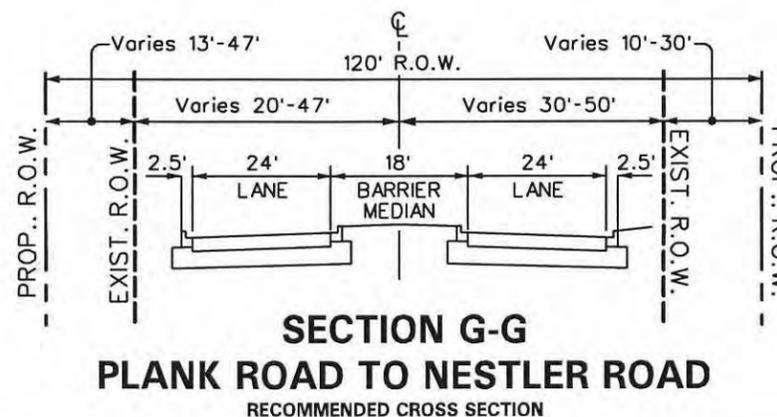
SEGMENT 6

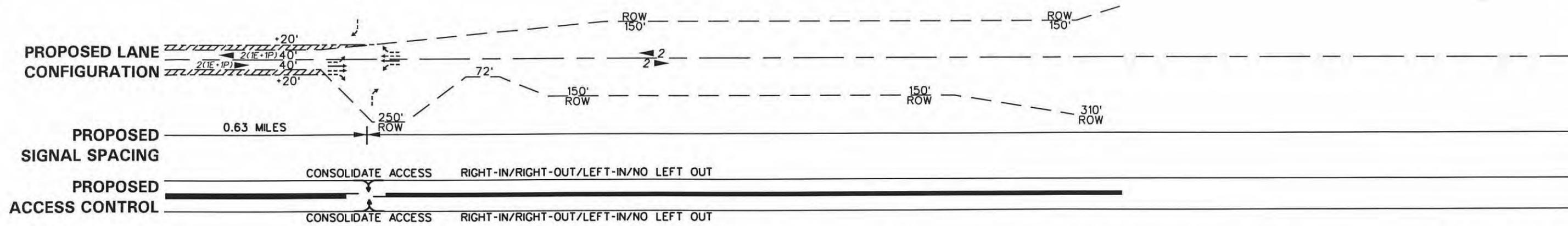
NOTE: TO MINIMIZE THE IMPACT ON THE EXISTING CEMETERY, WIDENING IS RECOMMENDED ONLY ON THE NORTHSIDE, WEST OF COOMBS RD.





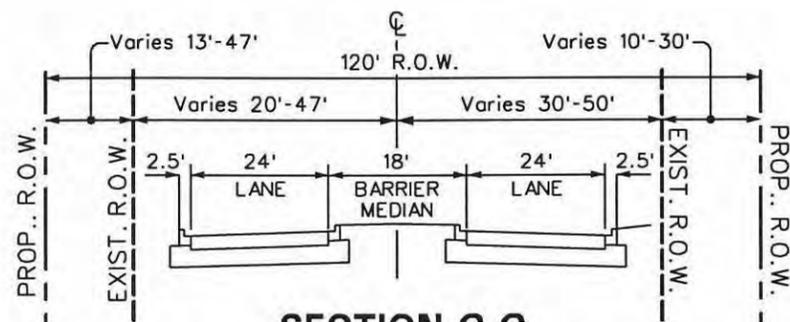
NOTE: BECAUSE OF SRA SIGNAL SPACING REQUIREMENTS, ONLY ONE SIGNALIZED INTERSECTION FROM NESTLER ROAD TO WELD ROAD WILL BE PERMITTED.



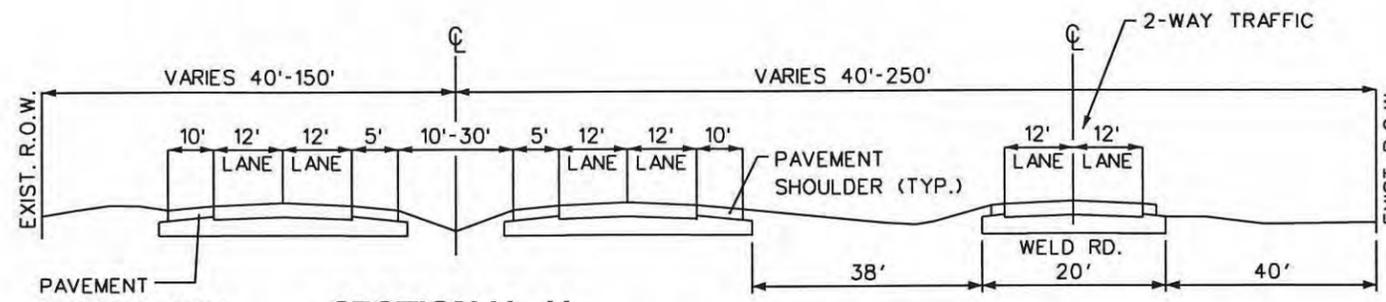


DATE OF PHOTOGRAPHY: APRIL 14, 1995

SEGMENT 6



SECTION G-G
PLANK ROAD TO NESTLER ROAD
 RECOMMENDED CROSS SECTION



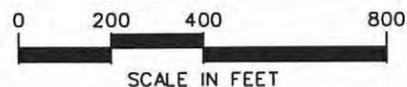
SECTION H - H
WELD ROAD TO RANDALL ROAD
 MAINTAIN EXISTING CROSS SECTION

LEGEND

- EXISTING TRAFFIC SIGNAL
- POTENTIAL TRAFFIC SIGNAL
- PROPOSED LANE ARRANGEMENT
- EXISTING LANE ARRANGEMENT
- # PROPOSED NUMBER OF LANES
- EXISTING RIGHT OF WAY
- FUTURE R.O.W. LINE
- ADDITIONAL R.O.W.
- BARRIER/ GRASS MEDIAN
- BUS STOP



Prepared by: **CIVILTECH ENGINEERING, INC.**
 In Association with: **METRO Transportation Group**
 Shah Engineering, Inc. **Planning Resources, Inc.**



U.S. ROUTE 20
RECOMMENDED PLAN
EXHIBIT C-30

IV. Public Involvement

4.1 The Public Involvement Process

Public involvement is a key part of the SRA study process. During the study period, public involvement occurred in several stages. Initial public involvement efforts centered around communities and jurisdictional agencies that would be directly affected by SRA improvements. Before commencing detailed studies, individual community interviews (ICI's) were conducted with municipal leaders and/or staff members to sample community attitudes towards SRA goals and to identify concerns regarding potential improvement concepts. Interviews were also conducted with some jurisdiction agencies such as county transportation departments or forest preserve districts if their facilities would be directly affected.

Once data collection was completed and alternatives/design concepts were developed, communities were invited to attend an Advisory Panel meeting at which the SRA design concepts were presented. After obtaining input from the first Advisory Panel meeting, the concepts were revised and a draft report was prepared. These were presented at a second Advisory Panel meeting as well as at a public hearing which was open to the general public.

Individual Community Interviews were conducted from November of 1996 through February of 1997. The first Advisory Panel meeting was held on April 22, 1999 and the second Advisory Panel meeting was held on November 9, 1999. Two public hearings were held, one each for Kane County and McHenry County. The Kane County public hearing was on November 18, and the McHenry County public hearing was held on November 23, 1999.

Copies of the meeting minutes, public hearing minutes and comments are included in Appendix A.

4.2 Individual Community Interviews

Each unit of government was contacted to obtain data early in the study. Meetings were then set up with each individual community to discuss their comments and concerns. The primary goals of the Individual Community Interviews (ICIs) were to present the goals of the SRA system and to gather information on community attitudes and concerns regarding the corridor before improvement concepts and alternatives were developed.

A summary of the individual community concerns and attitudes for U.S. Route 20 is as follows:

- City of Marengo
 - The City stated that a bypass of U.S. 20 around Marengo is preferred as opposed to widening U.S. Route 20 through town provided it is not removed too far from the downtown area.
 - The City views the implementation of a U.S. Route 20 bypass before an Illinois Route 23 bypass as having more benefits.
- Village of Hampshire
 - The planned land use near the I-90 interchange is industrial which could extend as far north as the Kane/McHenry County line.
 - The Village agreed that approximately 140 to 150 feet of ROW would be needed for future US 20 improvements.
 - The Village is concerned with the current design of the I-90 ramp configuration with US 20 on how access is obtained through the signalized intersection specifically relating to speed and safety.
 - Supports SRA guidelines to develop U.S. Route 20 to accommodate future developments.
- Village of Pingree Grove
 - The potential relocation of U.S. Route 20 raised concerns regarding drainage, access from either side of the Village, and fencing along the new right-of-way.
- City of Elgin
 - The City of Elgin expressed a desire to study U.S. Route 20 east of Randall Road.
 - Continuing growth is expected along Randall Road north of U.S. Route 20.
 - A safety concern was noted at the intersection of Weld Road at U.S. Route 20 due to vehicle speeds and limited sight distance.
 - The City stated that Nestler Road may need turn lanes or a traffic signal.
 - Improvements to the “Y” geometry at Plank Road are needed.

Copies of the ICI meeting minutes are included in Appendix A.

4.3 Advisory Panel Meetings

A meeting of the SRA Advisory Panel was held on April 22, 1999. The second Advisory Panel meetings was held on November 9, 1999. At the first Panel Meeting, a presentation was made to introduce the SRA system, its relation to the 2020 Transportation System Development Plan and Operation GreenLight, and the SRA study process. In addition, alternative improvement concepts considered for U.S. Route 20 were presented. At the second Panel Meeting, the recommended improvements were presented along with the Draft SRA Report. At the Panel Meeting, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentations and recommendations. Copies of the minutes of the Panel Meetings are contained in Appendix A.

4.4 Public Hearing

Two public hearing were held to present recommended improvements to U.S. Route 20 as part of the SRA system and to obtain public input. Separate public hearings were held for Kane County and McHenry County. The Kane County public hearing was on November 18, and the McHenry County public hearing was held on November 23, 1999.

The public hearing was held in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half hour during the hearing. This presentation included the scope and objectives of the SRA system, the relation of U.S. Route 20 to the overall system and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was also present during the hearing to take oral comments and written statements were accepted during the hearing. An additional period of 60 days following the hearing were provided for submission of written statements to the IDOT District One offices. Copies of the public hearing minutes and recorded comments are included in Appendix A. Petitions and individual letters submitted to IDOT are on file at the District One offices.

APPENDIX

Public Involvement

Individual Community Interview Meeting Minutes



Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 6 - U.S. RTE. 20/IL RTE. 176

Date: December 14, 1995

Time: 9:00 A.M.

Place: City of Marengo
Municipal Building

In Attendance: Mayor Thomas Siehoff, City of Marengo
Mr. Robert Smith, Marengo City Attorney
Mr. John Smith, P.E., Smith Engineering Consultants
Ms. Lisa Heaven-Baum, Illinois Dept. of Transportation
Mr. Gary Overbay, Civiltech Engineering, Inc.
Ms. Dawn Marincic, Civiltech Engineering, Inc.
Mr. Jon Vana, Civiltech Engineering, Inc.

Mr. Overbay began the meeting by introducing the Consultant's project staff, and giving a brief history and description of the SRA planning study process. The City of Marengo has had previous experience with the SRA study with IL Route 23, which is part of Subset No. 4 and currently in progress.

Mayor Siehoff stated that there are existing traffic capacity problems during peak hours through the downtown Marengo area. Delays occur primarily at the traffic signals on Route 23 at Route 20 and Route 176.

Mayor Siehoff also noted that there has not been significant resistance by local residents to the potential bypass proposed by the Route 23 SRA study. The Mayor acknowledged the need for a bypass option due to the limited R.O.W. through the downtown area, however expressed that resident response may be limited at this early stage. Civiltech will incorporate the IL Route 23 SRA report recommendations into their SRA report for Route 20 and Route 176.

The Mayor did see a need for an improved connection between Route 20 west of town and Route

ICI Meeting Minutes
City of Marengo
Page 2

176 east of town to improve traffic flow through the downtown area. Consideration needs to be given to the effect a bypass would have on downtown businesses, however the Mayor stated that once the commercial zoned areas of Marengo begin to develop outside the central business district, many businesses that exist downtown may move to the new development. The businesses remaining in the downtown area would evolve to unique or destination type shopping.

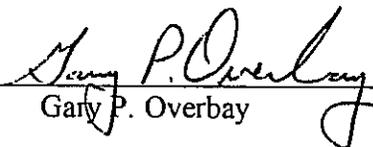
The area on the north side of Route 176 at Deerpass Rd. is zoned commercial, and the Mayor felt that any bypass which terminated near that point would cause this area to develop rapidly.

Mayor Siehoff inquired if Route 20 east of Marengo to the I-90 interchange was part of the SRA system. No one at the meeting was aware if it was, however further investigation after the meeting indicated that it is not. The Mayor believes that this is a significant arterial segment linking the City to the interstate system, and that it's inclusion in the SRA system should be considered.

Mayor Siehoff indicated that a new 200 acre industrial complex located east of downtown off of Prospect St. is in the early planning stages. This will include a second Nissan plant that will employ approximately 100 new people. In addition, there is a potential for industrial development further west on Route 20. The Mayor also foresees significant residential development within the town limits in the future due to new industry and easy access to the Tollway system.

Mr. Overbay stated that one of the most beneficial community uses of the SRA study is to secure or reserve the necessary future R.O.W. required by the ultimate recommended improvement. He asked the Mayor to keep this in mind during future annexations and developments.

The meeting adjourned at 10:00 a.m..

By: 
Gary P. Overbay

Date: 1/3/96



Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset No. 5
Individual Community Interview
Corridor 6 - U.S. Route 20

Date: August 11, 1998

Time: 7:00 P.M.

Place: City of Marengo
City Hall

In Attendance: Ms. Becky Johnson, Mayor, City of Marengo
Mr. Frank Niffenegger, Highway Commissioner, Marengo Township
Mr. Dick Fish, City Administrator, City of Marengo
Mr. Tony Remke, Alderman - Ward 1, City of Marengo
Mr. Roger Naylor, Supervisor, Coral Township
Mr. Gary Overbay, Civiltech Engineering, Inc.
Mr. Jeff Young, Civiltech Engineering, Inc.

Mr. Overbay began the meeting by giving a brief history and description of the SRA planning study process. The City of Marengo has had previous experience with the SRA process with IL Route 23.

The question was raised by Mr. Overbay as to what the probable extent of the City's limits will be in 20 years. In response, the City would definitely stretch to Johnson Road and possibly out to Thome Road west of Marengo. The north is limited by the Kishwaukee River and topographical constraints. Growth to the south would most likely be dependent upon whether or not an interchange at IL 23 is constructed.

The City is currently reviewing a proposed mixed use development west of town along U.S. 20 approximately between River Ranch Road (Ritz Road) and Johnson Road. The development could contain more than 800 dwelling units in addition to commercial areas.

The City stated that a by-pass of U.S. 20 around Marengo is favorable as opposed to widening U.S. 20 through town. Mr. Overbay suggested that the by-pass of U.S. 20 could share a portion of the proposed IL 23 by-pass.

In regards to IL 23 and its proposed by-pass of Marengo, the City feels that a western route is more desirable as opposed to an eastern by-pass which was recommended in the IL 23 SRA report. The City's comprehensive plan for 2015 also shows an eastern by-pass; however, a route along Coral Road was envisioned by the City versus a more northern route in the IL 23 SRA report.

The provision of either an IL 23 or a U.S. 20 by-pass would not have an adverse impact on the Downtown area, as stated by the City, provided the by-pass was not removed too far from town.

Several possible U.S. 20 by-pass routes were discussed using a variety of existing roadways or along new alignments including a route directly to Starks Station. Mr. Overbay stated that several routes will be assessed and presented at the Panel Meeting at which time further input from the City will be obtained.

The City questioned as to what the County's position will be on the U.S. 20 SRA and more importantly the possibility of a by-pass around Marengo.

The implementation of the U.S. 20 by-pass before the IL 23 by-pass was suggested by the City as having more benefits.

Coordination with the McHenry County Conservation District was recommended by the City in regards to the eventual alignment of both by-passes.

Comprehensive plans were developed by Riley and Coral Townships. It was suggested that these could be used in the planning process for the SRA study.

Mr. Overbay stated that one of the most beneficial community uses of the SRA study is to secure or reserve the necessary future R.O.W. required by the ultimate recommended improvement. He asked those in attendance to keep this in mind during future annexations and developments.

The next step for the U.S. 20 SRA study is that a Panel Meeting would be held inviting all agencies involved sometime in the next two to three months.

The meeting adjourned at 8:30 P.M.

By: 
Gary P. Overbay

Date: 11/4/98



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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of Hampshire Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 4: US 20

Date: February 11, 1996

Place: Village of Hampshire

In Attendance: William Schmidt - Village Mayor
Rob DuBoe - Metro Transportation Group, Inc.
Jeff Young - Metro Transportation Group, Inc.

A detailed overview of the SRA system was explained. A description of the goals and the objectives of the SRA system was presented.

Several concerns were mentioned along the US 20 alignment in the vicinity of Hampshire. Mr. Schmidt indicated that the segments along US 20 that the Village views as either hazardous or congested are: 1) "Allen's Corner" - the intersection of US 20 with Brier Hill Road and Allen Road; 2) "Hen Peck Corner" - the intersection of US 20 with Big Timber Road; 3) "Starks Station" - the intersection of US 20 with IL 47 and IL 72; and 4) the intersection of Brier Hill Road with IL 72.

The redirection of US 20 in the area of Starks Station was discussed. It was indicated by the Village that an alternate route would be preferred as opposed to its present location. The Village did indicate that development is continuing along IL 72 in the vicinity of Brier Hill Road and that any new route should consider any new or existing development.

The Village also discussed future roadway plans within the community. Widmeyer Road is proposed to be extended further south to IL 72. Widmeyer Road is also proposed to be realigned at its northern termination at Higgins Road. Widmeyer Road will be redirected northeast so that it intersects US 20 replacing the Higgins Road intersection with US 20.



A basic schedule of the SRA project for this route was discussed indicating the anticipated months that future panel meetings would be held.

Any Revisions, please contact recorder.

By: Jeff Young
Jeff Young

Date: March 11, 1997

cc: IDOT
Civiltech
CATS



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TRANSPORTATION PLANNING,
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002/004
File 570
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JRT
S-2

ICI MEETING MINUTES

SUBJECT: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 4: US Route 20

DATE: September 1, 1998

PLACE: Kane County Division of Transportation

ATTENDEES: Thomas Rickert - Kane County Division of Transportation
Carl Schoedel - Kane County Division of Transportation
Rich Starr - Illinois Department of Transportation
William Schmidt - Village of Hampshire, Mayor
Chuck Anderson - Village of Hampshire, Trustee
Sat Nagar - Metro Transportation Group, Inc.
Peter Lemmon - Metro Transportation Group, Inc.
Gary Overbay - Civiltech Engineering, Inc.
Jeff Young - Civiltech Engineering, Inc.

The purpose of this meeting was to gather information from Kane County and the Village of Hampshire regarding current and future projects that may affect Strategic Regional Arterial Route U.S. Route 20 and to obtain input on long range improvements. Gary Overbay began the meeting by first explaining that two consultants were present to cover each of their respective portions of U.S. Route 20. Sat Nagar gave a brief background of the SRA study and explained that input from the communities is important to develop the proposed improvements.

Bill Schmidt described the Village of Hampshire's future plans of annexation of new developments to Starks station within the next 5 years. Bill also explained Hampshire's position with potential industrial park developers and asked how this SRA study will incorporate the proposed developments.

Rich Starr explained that the Strategic Regional Arterial study is a long range planning study. The implementation of the recommended improvements would be 20 - 30 years away and that we would like to get future plans and comments from the Village of Hampshire so that we can accommodate the growth.

Chuck Anderson explained the boundary agreement between the Village of Hampshire and the Village of Huntley. This border is created by Hennig Road, south along the

ICI Meeting Minutes
Kane County
Page 2

Hampshire Township line to Big Timber Road and then east to Sandwald Road. Chuck also stated that a draft comprehensive plan is being prepared by the village consultants. Copies of the comprehensive plan will be made available to the consultants.

Gary Overbay asked what Hampshire's intent regarding land use near I-90. Chuck Anderson indicated that mainly industrial use is being planned. Gary then asked what the geographic limits for industrial development along U.S. Route 20 might be. The northern limit will be the Kane County/McHenry County line and the southern limit will likely be Big Timber Road. Gary asked if Hampshire would be opposed to a six lane cross section. The limits of a six lane cross section was discussed, but it was questioned whether six lanes would ever be necessary. It was agreed that 140-150 feet of R.O.W. would be acquired as part of this study. Tom Rickert then noted that Kane County likes to Preserve 150-200 feet of R.O.W. along the SRA Route.

Sat Nagar asked what Hampshire would like to see in developing separate alignments of IL Route 47/U.S. Route 20/IL Route 72. Currently, rumor has it that a large gas station with a retail and commercial area will be developed at the northeast corner of U.S. Route 20 and IL Route 47. Considering the impacts of relocating IL Route 47, it was agreed not to relocate IL Route 47. Bill Schmidt stated that Metra has shown interest in developing a facility near Big Timber Road and IL Route 47. The contact person at Metra is Lynn Karayo. It was agreed to develop separate alignments for U.S. Route 20 and IL ROUTE 72 in this section.

Tom Rickert commented on Kane County's area of concern. From the northern portion of the route, these areas include U.S. Route 20/Big Timber Road, Starks, Pingree Grove, Udina geometrics, and the Randall Road interchange. U.S. Route 20 should be realigned to eliminate sub standard horizontal and vertical alignment. Kane County would like to cut off the "bend" in Pingree Grove. Tom said that Kane County would like to maintain strict access control. Randall Road has some poor access ramp configuration. The interchange at Randall Road and U.S. Route 20 need to be evaluated for operational safety. Concern was expressed regarding Plank Road/Coombs Road geometrics and the turning movements at Nestler Road in Udina. It is estimated that 15 percent of the peak hour traffic is turning onto Nestler Road from U.S. Route 20. Tom Rickert suggested that a suburban cross section of 120 feet of R.O.W. through Udina is preferred, then a farmland preservation rural cross section would be appropriate to I-90.

Gary Overbay then asked for opinions of the I-90 ramps. Chuck Anderson said that the ramps are direct and the traffic control system is not enough to reduce the speed of the motorists exiting I-90. It seems there is a traffic problem at the signalized intersection of U.S. Route 20 and the I-90 ramps due to high speed and the surrounding land uses. The intersection is surrounded by truck stops and restaurants. A parcel is planned to be developed between the truck stops on the north side of U.S. Route 20 is 34 acres. IDOT wants the developer to improve U.S. Route 20 from the site to the east past its property. The developer is debating over the improvements and the number of access drives the site will receive. The possibility of installing a signal at Dietrich Road as well as having access to these roadside developments from Dietrich

ICI Meeting Minutes
Kane County
Page 3

Road was discussed. Also considered was the idea of shifting Getty Road south and installing a signal at its intersection with U.S. Route 20.

Kane County will meet with Hampshire to finalize recommendations along U.S. Route 20. The recommendations will be analyzed by Metro and Civiltech to be incorporated in the SRA report.

Aerial maps of U.S. Route 20 between Randall Road and I-90 were provided to Kane County and Hampshire to mark-up any proposed improvements.

The meeting was adjourned at 10:45 a.m.

These meeting minutes shall be assumed correct unless written comments are received within ten (10) days.



Sat Nagar, P.E.
Project Manager



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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

Village of Pingree Grove Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview
Corridor 4: US 20

Date: February 18, 1996

Place: Village of Pingree Grove

In Attendance: Village of Pingree Grove Board
Residents of Pingree Grove
Rob DuBoe - Metro Transportation Group, Inc.
Jeff Young - Metro Transportation Group, Inc.

A detailed overview of the SRA system was explained and a description of the goals and the objectives of the SRA system was presented.

The primary concern of the Village is the existing and any potential future alignment of US 20 through the Village. If US 20 is to be re-routed to by-pass any part of the village, several concerns will need to be addressed for the new alignment: 1) the drainage of water away from the Village is a concern as pavement would be added to the immediate area; 2) if US 20 is relocated, will the new US 20 be accessible from either end of the Village; and 3) would a fence be constructed as ROW is purchased and what are the setback guidelines.

A basic schedule of the SRA project for this route was discussed indicating the anticipated months that future panel meetings would be held. It was indicated that any future contact with the Village should be coordinated with Brad Fowler.

Any Revisions, please contact recorder.

By: Jeff Young
Jeff Young

Date: March 11, 1997

cc: IDOT
Civiltech
CATS



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TRANSPORTATION PLANNING,
ENGINEERING AND DESIGN

City of Elgin Individual Community Interview
Meeting Minutes

Subject: Strategic Regional Arterial Study - Subset #5
Individual Community Interview Meeting Minutes
Corridor 4: US 20/IL 72

Date: July 8, 1996

Place: City of Elgin

In Attendance: Kevin Kelly - City of Elgin Mayor
Bob Duffy - Elgin Police Department
Bob Mahn - Assistant city Manager
David Lowry - Director of Public Works
Steve Pertzborn - Engineering Department
Mike Millikan - Administration Department
Curt Kramer - Fire Department
Tom Armstrong - Planning Department
Tim Doron - Metro Transportation Group, Inc.
Jeff Young - Metro Transportation Group, Inc.

A brief overview of the SRA system was explained as well as a description of the goals and objectives of the SRA system.

In general, the city indicated a concern that the portion of U.S. 20 between Randall Road and Shales Parkway is not included in the SRA study area. Their concern stems from the substandard design of the existing U.S. 20 limited access freeway segment through Elgin. The city has raised the issue that if this portion of U.S. 20 east of Randall Road is not to be studied, then should be studied when the Elgin-O'Hare expressway is completed. This includes the problem that the ramps at the interchanges along U.S. 20 do not promote good, functional ingress and egress to and from the freeway.

At the Shales Parkway/U.S. 20 signalized intersection, the city is concerned with the hazardous situation due to the location and design of the intersection. Staff has indicated that future developments are anticipated to occur north of this intersection and that the additional traffic will only increase the problems associated with the intersection. The area east of Shales Parkway along U.S. 20 is an area that the city has indicated a need for access control possibly via a frontage road.



The city addressed a concern that due to the substandard design of the IL 25 interchange ramps, the city is considering relocating IL 25 to the Gifford Road/Shales Parkway corridor. Also, the IL 31 interchange also operates poorly because of the signalized intersections within close proximity to the IL 31 ramps. Additional development will exaggerate the problems at this location. The Illinois State Mental Hospital south of U.S. 20 has the intention to provide the city of Elgin with 80 acres.

The city stated further that they feel the Randall Road interchange geometry contributes to hazardous traffic situations in the area. One concern, is the illegal movements that occurs when vehicles enter U.S. 20 and then immediately attempt to cross to Larkin Avenue. They also indicated that the land along Randall Road north of U.S. 20 will continue to develop thus increasing the volume of traffic along this corridor accessing U.S. 20.

Another point discussed was the Weld Road intersection with U.S. 20. The city feels it is extremely hazardous. With the high volume of traffic on U.S. 20 and the posted speed limit over 45 mph, it is extremely dangerous for vehicles turning from Weld Road onto U.S. 20. The intersection sight distance is also poor due to the vertical curves in the vicinity. They felt that a traffic signal is needed at this location.

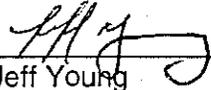
Intersections further west along U.S. 20 were identified as requiring major upgrades. Nestler Road has been indicated as in need of turn lanes and even possible signalization. Plank Road was indicated as requiring geometric realignment to eliminate its "Y" intersection with U.S. 20.

The city stated that they would be in favor of the extension of the U.S. 20 SRA study area northwest to Marengo, Illinois.

Along the western portion of U.S. 20 past Randall Road, the city intends to introduce forresting and local plants to the corridor. Also, plans to introduce bicycle and pedestrian paths along and crossing U.S. 20 would be coordinated with Kane County.

The meeting adjourned at 3:00 p.m.

Any revisions, please contact recorder.

By: 
Jeff Young

Date: 9-18-96

cc: IDOT
Civiltech
CATS

First Advisory Panel Meeting Minutes



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**ADVISORY PANEL WORKSHOP #1
MEETING MINUTES**

SUBJECT: Strategic Regional Arterial Study
Advisory Panel Workshop #1
Corridor 4: U.S. Route 20

DATE: April 22, 1999

LOCATION: Village of Hampshire
Hampshire, Illinois

ATTENDEES: Rich Starr - Illinois Department of Transportation
Lisa Heaven-Baum - Illinois Department of Transportation
Thomas Rickert - Kane County Division of Transportation
Carl Schoedel - Kane County Division of Transportation
Heidi Rush - Kane County Council of Mayors
Doug Martin - Kane County Development
William Schmidt - Village of Hampshire
James Hicks - Village of Hampshire
Verna Wester - Village of Pingree Grove
Becky Johnson - City of Marengo
Tony Remke - City of Marengo
Dick Fish - City of Marengo
Robert Mihelich - McHenry County Highway Department
Joe Evers - City of Elgin
Joe Lazar - Lazar Amoco
Gary Overbay - Civiltech Engineering, Inc.
Jeff Young - Civiltech Engineering, Inc.
Sat Nagar - Metro Transportation Group, Inc. (Metro)
Peter Lemmon - Metro Transportation Group, Inc.

The advisory panel meeting was a joint meeting of Metro Transportation and Civiltech Engineering to present the recommended concepts for the U.S. Route 20 SRA corridor and obtain feedback from concerned residents and municipal and county officials. Gary Overbay began the meeting with a brief overview of the corridor and explained the study limits of Civiltech Engineering and Metro Transportation. Civiltech is studying the portion of U.S. Route 20 from Boone/McHenry County line east to I-90. Metro is studying the portion of U.S. Route 20 from I-90 east to Randall Road and from the Elgin-O'Hare Expressway east to I-355.



Boone/McHenry County Line

Jeff Young described the western portion of U.S. Route 20, segment by segment. As the corridor passes through the City of Marengo, Jeff noted the various alternatives for a potential bypass around the downtown. Mayor Becky Johnson of the City of Marengo indicated that a popular concern is the intersection of U.S. Route 20 and IL Route 23. With the recent lifting of truck restrictions, they are experiencing more trucks through town. Consequently, turning movements at this intersection are difficult.

With respect to the two bypass alternates and a widening of U.S. Route 20 through Marengo, Becky noted that all three possibilities should be presented to the public to obtain their input.

Lastly, Jeff discussed the need to alter the configuration of the access at the I-90/U.S. Route 20 interchange. Civiltech has prepared three alternatives for the new ramp configurations, which greatly improve operational safety, increase the visibility of the traffic signals, and provide for future development on U.S. Route 20.

I-90 to Randall Road

Sat Nagar began the presentation with an overview of the first two segments of the U.S. Route 20 corridor in Kane County being studied by Metro. The first segment described is from I-90 east to IL Route 47. For Segment 1, the recommended cross section is Farmland Preservation SRA Cross Section with 160 feet of R.O.W. Sat noted the need for a future signal on U.S. Route 20 at Gast Road. Mayor Bill Schmidt of the Village of Hampshire stated that the first building in the Hampshire Woods business park between Higgins Road and Gast Road has been approved. A site plan proposing access via Gast Road was given to Metro.

Sat next described the re-alignment of Brier Hill Road at Big Timber Road. Though the intersection of Big Timber Road with U.S. Route 20 is proposed to contain a signal, Tom Rickert of Kane County mentioned that the intersection should be analyzed further. Tom also noted that the re-alignment of Allen Road at U.S. Route 20 should also be investigated further to potentially install a signal and remove the curve on U.S. Route 20.

It is recommended that U.S. Route 20 should have a grade separation over the CMSP Railroad and the existing IL Route 72. Sat noted that IL Route 72 would create an at-grade intersection with the railroad. Thurnau Road would include a cul-de-sac at the CMSP Railroad. Bill Schmidt indicated that a U.S. Route 20 re-alignment that has been discussed in past which includes U.S. Route 20 continuing south on Brier Hill Road and curving eastward on the existing IL Route 72 alignment. Bill said he would send additional information on this alignment to Metro. Mayor Schmidt also mentioned that cul-de-sac are not favorable among Hampshire residents.

Segment 2 is recommended to be a Standard Farmland Preservation SRA Cross Section from IL Route 47 to Plank Road and a Modified Suburban SRA Cross Section is recommended from Plank Road to Weld Road. Just east of IL Route 47, access drives



leading to John Deere and the adjacent developments should be consolidated in order to improve operational safety.

The main recommendation for this segment is located in Pingree Grove. The recommended re-alignment of U.S. Route 20 in Pingree Grove was presented in order to eliminate an unsafe horizontal curve by extending U.S. Route 20 straight across agricultural land. Mayor Verne Wester of Pingree Grove and representatives from Kane County were supportive of the re-alignment of U.S. Route 20. Sat stated that intersection of proposed and existing U.S. Route 20 would be signalized.

Concerns were expressed at a few other locations along the segment, including the available R.O.W. near the cemetery at the intersection of Plank Road and Coombs Road. Sat stated that sufficient R.O.W. is available. Further concern was shown regarding the intersection control and geometrics between Nestler Road and Weld Road. Tom Rickert suggested that U.S. Route 20 be shifted south of the current alignment in order to provide a frontage road to improve safety and consolidate the residential access drives to the north on U.S. Route 20.

Joe Evers from the City of Elgin stated that the vertical curve on U.S. Route 20 at Weld Road should be flattened to improve sight distance. The current posted speed limit of 55 miles per hour was thought to be too high if a signal is installed at the intersection of U.S. Route 20 with Weld Road. Kane County concurred on these statements.

As a next step in the process of this U.S. Route 20 SRA study, the consultants will present the geometric concepts to IDOT and will meet with the communities in the second advisory panel meeting this summer. Sat noted that communities should submit comments regarding the presented corridor recommendations. These recommendations will be analyzed by Civiltech and Metro and will be incorporated in developing the long range plan for U.S. Route 20 SRA.

These meeting minutes shall be assumed correct unless written comments are received within ten (10) days.

A handwritten signature in black ink, appearing to read "Sat Nagar", written over a horizontal line.

Sat Nagar, P.E.
Project Manager



MINUTES OF MEETING

Subject: Strategic Regional Arterial
U.S. Route 20
Advisory Panel Meeting

Date: May 3, 1999

Time: 4:30 P.M.

Place: Riley Township Hall
Riley Township, Illinois

In Attendance: Cal Skinner - Illinois State Representative
Wally Butensghoen - Riley Planning Commission
John Banghart - Riley Planning Commission
Robert Moehling - Riley Township Highway
Ersel Schuster - McHenry County Board
Arlene Genell - Riley Planning Commission
Gary Overbay - Civiltech Engineering, Inc.
Jeff Young - Civiltech Engineering, Inc.

The purpose of this meeting was to discuss the proposed recommendations for the U.S. Route 20 SRA corridor and obtain input from the Riley Township representatives regarding the plan. The limits for the U.S. Route 20 SRA study are from the Boone/McHenry County line southeast to Randall Road. This meeting concentrated on the proposed by-pass of Marengo through portions of Riley Township. The following is a summary of comments made at the meeting.

Gary Overbay began the meeting with an overview of the SRA process and explained that the eventual completed SRA report can be a useful planning tool for local agencies to ultimately assist the governing road agencies. Mr. Overbay indicated that the people present at the meeting today would be invited to the next Advisory Panel Meeting.

John Banghart stated that the Alternate 2 by-pass (shown in pink on the attached exhibit) is preferred but only east of Illinois Route 23. John informed Civiltech that the South Ridge subdivision is in the path of the by-pass west of IL 23. The subdivision currently has approximately 30 homes constructed and will ultimately have 57. Through discussions, it was suggested that an alignment should use part of IL 23 traveling south until the South Ridge development is circumvented and then it could continue due west towards Meyer Road where it intersects Pleasant Grove Road. This alignment is shown in black on the attached exhibit.

As the alignment travels west on Pleasant Grove Road, Mr. Overbay indicated that the by-pass could then be directed north through open land between Meyer Road and Johnson Road. It was indicated by the representatives from Riley Township that this alignment is acceptable. With this, a general preliminary consensus was achieved regarding a new by-pass alignment.

Mr. Banghart questioned if a centerline could be recorded at this time for a by-pass. Mr. Overbay stated that a formal centerline can not be recorded until the Final Report is adopted by IDOT and an alignment is selected. However, Mr. Overbay commented that a preliminary route could be shown on planning maps by local agencies.

Mr. Overbay stated that the meeting minutes would be written shortly so that they could be presented at the next Riley Township meeting on May 11th. Mr. Overbay then commented that remarks from the Township regarding this proposed new by-pass should be sent to Civiltech Engineering, Inc. within the next 5 to 6 weeks. The remainder of the SRA schedule will involve Civiltech presenting local community comments and any new plans to IDOT. After which, a second Advisory Panel meeting and a Public Hearing would be scheduled sometime later this summer.

The meeting was adjourned at 6:00 p.m.

By: Jeff Young

Date: May 4th, 1999

Second Advisory Panel Meeting Minutes



MINUTES OF MEETING

Subject: Strategic Regional Arterial
U.S. Route 20
2nd Advisory Panel Meeting

Date: November 9, 1999

Time: 10:00 A.M.

Place: Marengo City Hall
Marengo, Illinois

In Attendance: See attached list

The purpose of this meeting was to discuss the Draft Report for the U.S. Route 20 SRA corridor. U.S. Route 20 extends from the Boone/McHenry County Line southeast to Randall Road. U.S. Route 20 in DuPage County between the Elgin-O'Hare Expressway and Interstate 355 is also part of the SRA corridor. This meeting concentrated on the portion of U.S. Route 20 in Kane and McHenry Counties.

Mr. Gary Overbay with Civiltech Engineering, Inc. began the meeting by discussing the recommended plan in McHenry County. The recommended plan consists of two travel lanes in each direction with a median through McHenry County. The type and size of median varies throughout the corridor with a wide ditch median east and west of the City of Marengo and within the City, narrower lanes and a flush painted median is recommended. A by-pass of the City of Marengo is not part of the recommended plan; however, Mr. Rich Starr from the Illinois Department of Transportation indicated that a by-pass of the City could become part of a long range plan beyond the time frame of the SRA study.

Several concerns were raised by City of Marengo and Riley Township officials regarding the exclusion of a by-pass of U.S. Route 20 around Marengo. Officials asked what impact widening U.S. Route 20 on its current alignment would have on accident experience. They also were very concerned about the aesthetic impacts of widening U.S. Route 20, particularly the loss of trees and parkway. The general consensus of the Marengo and Riley Township officials was that a widening of U.S. Route 20 to three lanes through town would improve safety without creating significant adverse impacts.

Local officials stated that they would formally oppose the widening of U.S. Route 20 to five lanes through the City of Marengo and that a preferred alternative would be to construct a by-pass of U.S. Route 20 further south, as was preliminarily presented at the Advisory Panel meetings on

**Minutes of Second Advisory Panel Meeting
Corridor 4 and 6 – U.S. Route 20
Page 2 of 2**

April 22, 1999 and on May 3, 1999. Officials from Riley Township and the City of Marengo indicated that they would submit a formal statement as to their position regarding the exclusion of a by-pass.

The discussion then concentrated on the portions of U.S. Route 20 in Kane County. Mr. Dave Miller with Metro Transportation Group, Inc. discussed the recommended plan for the Kane County area.

In regards to the realignment of Allen Road at the Brier Hill Road intersection, Kane County officials indicated that they would like to investigate the possibility of having Allen Road signalized with U.S. Route 20 in addition to the traffic signal at the Brier Hill Road intersection since Allen Road serves as a direct link to the Village of Hampshire.

Kane County officials stated that they are in favor to the grade separation of U.S. Route 20 over the I&M Rail Link but would like to examine the option of grade separating Illinois Route 72 at the same location due to potential environmental impacts. The recommended plan has Illinois Route 72 crossing the I&M Rail Link at-grade.

City officials from Elgin stated that they are studying a north/south roadway west of town that could possibly align opposite Coombs Road/Russel Road. They requested that the recommended Plank Road realignment shown gives consideration for their potential north/south roadway.

It was expressed by the City of Elgin that traffic signals at Weld Road and Nestler Road are important. A new Elementary School is proposed near the U.S. Route 20 intersection with Nestler Road. Consideration of a traffic signal at Weld Road could be possible through modification of the geometrics at the intersection.

Mr. Overbay recommended that representatives from the communities discuss the SRA recommendations with their City and Village officials and inform IDOT or Civiltech of any additional comments or suggestions.

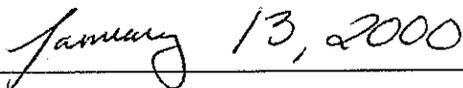
The meeting was adjourned at 11:30 A.M.

By:



Jeff Young

Date:



ATTENDANCE ROSTER

SUBJECT: US Route 20 SRA - 2nd Advisory
Panel Meeting - Kane + McHenry Counties
PLACE: City of Marengo
DATE: Nov 9, 1999 **TIME:** 10:00 A.M.

<u>NAME:</u>	<u>ORGANIZATION:</u>	<u>PHONE:</u>
Jeff Young	Civiltech	630-773-3900
Gary Overbay	Civiltech	630-773-3900
Kathy Meyer-Kord	Civiltech	630-773-3900
ARNOLD DAHLMAN	Tiley Twp	815-568-8764
PETER LEMMON	METRO TRANSPORTATION	630.213.1000
TONY DENTINO	VILLAGE OF HAMPSHIRE	847-683-2181
LISA HEAVEN-BALM	IDOT	847-705-4567
RICH STARR	IDOT	847-705-4095
Terry Smith	Marengo	815-568-7112
Tony Donke	"	"
Becky Johnson	"	"
John Coete	City of Elgin	847-931-6001
TOM ARMSTRONG	CITY OF ELGIN	847-931-5909
JOE EVERS	CITY OF ELGIN	847-931-5955
Mike Corstean	Chamber	815-568-4700
Lynn Grosse	Chamber	815-568-6680
Pat Schroeder	McHenry City	815-338-3630

Public Hearing Record

SRA

Strategic Regional Arterial

OPERATION GREENLIGHT

U.S. Route 20 from the Boone-McHenry Line
to Randall Road and from the Elgin-O'Hare
Expressway to Interstate 355.

Date: Tuesday November 16, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Bloomingdale Village Hall
201 S. Bloomingdale Road
Bloomingdale, Illinois

Date: Thursday November 18, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Elgin Community College
Business Conference Center
1700 Spartan Drive
Elgin, Illinois

Date: Tuesday November 23, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Marengo City Hall
132 E. Prairie
Marengo, Illinois



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois/60196-1096

Rich Starr
Highway Systems Engineer
(847)705-4095

Executive Summary

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,390 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for rural and suburban areas of U.S. Route 20. The rural portion of the U.S. Route 20 study extends from the Boone/McHenry County Line to Randall Road. The suburban section begins at the Elgin-O'Hare Expressway and extends east to Interstate 355. The study developed a conceptual improvement plan which, when implemented, will improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well

as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which the U.S. Route 20 corridor passes through can the ultimate improvement plan be realized.

The U.S. Route 20 SRA corridor was divided into nine segments for the purposes of this study, six for the rural area and three for suburban area. Following is a summary of the major improvement recommendations within each segment.

Segment 1: Boone/McHenry County Line to Meyer Road

- Widen U.S. Route 20 to provide two 12-foot travel lanes in each direction separated by a 42-foot open ditch median.
- Provide 6-foot inside and 10-foot outside shoulders with an open drainage system.
- Acquire 0 to 47 feet of additional right-of-way along each side of U.S. Route 20.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out.
- Signal coordination is recommended.

Segment 2: Meyer Road to Shady Lane

- Widen U.S. Route 20 to provide two 11-foot travel lanes in each direction separated by an 11-foot painted median.
- Provide curb and gutter with an enclosed drainage system.
- Maintain the existing access to U.S. Route 20.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Segment 3: Shady Lane to Harmony Road

- Widen U.S. Route 20 to provide two 12-foot travel lanes in each direction separated by a 42 foot open ditch median.
- Provide 6-foot inside and 10-foot outside shoulders with an open drainage system.
- Acquire 20 to 80 feet of right-of-way on the north side and 0 to 54 feet on the south side of U.S. Route 20.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out. U-TURN movements will be permitted for passenger vehicles and small trucks at signalized intersections.
- Signal coordination is recommended.

Segment 4: Harmony Road to Interstate 90

- Widen U.S. Route 20 to provide two 12-foot travel lanes in each direction separated by an 18-foot wide barrier median
- Provide 10-foot wide shoulders with an open drainage system.
- Acquire 0 to 27 feet of right-of-way on the north side and 0 to 54 feet on the south side of U.S. Route 20.
- Consolidate access to designated channelized intersection and restrict all other driveways to right-in/right-out.
- Re-align the signalized I-90 access roadway further southeast along U.S. 20.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Segment 5: Interstate 90 to Illinois Route 47

- Widen U.S. Route 20 to provide two 12-foot travel lanes in each direction separated by a 42 foot open ditch median.
- Provide 8-foot inside and 10-foot outside shoulders with an open drainage system.
- Acquire 0 to 60 feet of right-of-way on the north side and 0 to 47 feet on the south side of U.S. Route 20.
- Re-align Brier Hill Road at Big Timber Road just north of U.S. Route 20 to improve operational safety.
- Re-align Allen Road at U.S. Route 20 to form a "T" intersection and improve operational safety.
- Create overpass for re-alignment of U.S. Route 20 over the I & M Rail Link to the existing IL Route 72 alignment.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out. U-TURN movements will be permitted for passenger vehicles and small trucks at signalized intersections.
- Signal coordination is recommended.

Segment 6: Illinois Route 47 to Randall Road

- Widen U.S. Route 20 to provide two 12-foot travel lanes in each direction separated by a 42 foot open ditch median west of Plank Road.
- East of Plank Road, provide two 12-foot travel lanes in each direction separated by a barrier median with curb and gutter.
- Acquire 0 to 60 feet of right-of-way on the north side and 0 to 50 feet on the south side of U.S. Route 20.
- Extend U.S. Route 20 directly from Marshall Road to Switzer Road to improve roadway operations in the Village of Pingree Grove. Requires 160 feet of right-of-way acquisition.

- Between Nestler Road and Weld Road, provide a frontage road along the north side of U.S. Route 20.
- Consolidate access to designated channelized intersections and restrict all other driveways to right-in/right-out. U-TURN movements will be permitted for passenger vehicles and small trucks at signalized intersections between IL Route 47 and Plank Road.
- Signal coordination is recommended.

Segment 7: Elgin-O'Hare Expressway to Springfield Drive

- Widen U.S. Route 20 to provide three 12-foot travel lanes in each direction separated by an 18 foot barrier median.
- Provide curb and gutter with closed drainage system.
- Acquire 0 to 27 feet of right-of-way on the north side and 0 to 10 feet on the south side of U.S. Route 20.
- Full access available to U.S. Route 20 will be restricted. Partial access permitting left-in/right-in/right-out movements are allowed at selected locations.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Segment 8: Springfield Drive to Glen Ellyn Road

- Provide three 12-foot travel lanes in each direction separated by a barrier median west of Rosedale Avenue.
- East of Rosedale Avenue, maintain the existing cross section.
- No right-of-way acquisition is required.
- Circle Avenue south of U.S. Route 20 will be re-aligned to form a four-way signalized intersection with Circle Avenue north of U.S. Route 20.
- Lakeview Drive is proposed to be re-aligned to create a four-way intersection with Euclid Avenue.
- Full access available to U.S. Route 20 will be restricted. Partial access permitting left-in/right-in/right-out movements are allowed at selected locations.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Segment 9: Glen Ellyn Road to Interstate 355

- Maintain the existing cross section along U.S. Route 20 which provides three 12-foot travel lanes in each direction separated by a 30-foot barrier median.
- No right-of-way acquisition is required.
- Maintain the existing access to U.S. Route 20.
- Side street improvements are recommended at specific locations.
- Signal coordination is recommended.

Illinois Department of Transportation
PUBLIC HEARING



You are invited to attend Public Hearings held by the Illinois Department of Transportation concerning the long range plan of U.S. Route 20 from the Boone-McHenry County Line to Randall Road and the Elgin-O'Hare Expressway to Interstate 355

Date: Tuesday November 16, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Bloomingdale Village Hall
201 S. Bloomingdale Road
Bloomingdale, Illinois

Date: Thursday November 18, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Elgin Community College
Business Conference Center
1700 Spartan Drive Elgin, Illinois

Date: Tuesday November 23, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Marengo City Hall
132 E. Prairie
Marengo, Illinois

Purpose of the Meeting:

- To present and discuss the proposed improvements of this project as part of the Strategic Regional Arterial (SRA) System.
- To obtain public input.

An audio-visual presentation will be shown every half hour with the last showing at 6:30 p.m. Exhibits will be on display with IDOT personnel available to discuss the project and to answer questions. This hearing will be accessible to handicapped individuals. Anyone needing special assistance should contact Rich Starr at (847) 705-4095. Persons planning to attend who will need a sign language interpreter or other similar accommodations, should notify the Department's TDD number (847) 705-4710 at least five days prior to the hearing.

All correspondence regarding this project and the Strategic Regional Arterial System should be sent to:

**Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096**

Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355
 Location: Elgin Community College Date: 11/18/99 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. RAY + SUZANNE MASSIAN	15 NOG4 WHITE PINES LN.	Self <input checked="" type="checkbox"/>
		HAMPSHIRE Zip 60140	Other:
L	2. WES + DOLORES	44W 459 BIG TIMBER	Self <input checked="" type="checkbox"/>
		HAMPSHIRE Zip 60140	Other:
E	3. MICK ZAWISAK	300 LAKE ST	Self <input checked="" type="checkbox"/>
		ELGIN Zip 60120	Other:
A	4. HEIDI RUSH	41W011 Burlington Rd.	Self <input type="checkbox"/>
		Zip 600174	Other: Kane County Council ^{of incaps.}
S	5. Patsy Hirsch	12W002 Hidden Hill Tr.	Self <input checked="" type="checkbox"/>
		Elgin Zip 60123	Other:
E	6. Randy Klein	P.O. Box 8	Self <input type="checkbox"/>
		Burlington IL Zip 60109	Other:
7.	RAMAN SAKURAI	37W 909 RT 6023	Self <input checked="" type="checkbox"/>
		Zip	Other:
P	8. John M Neperman	12N 860 RT 20	Self <input type="checkbox"/>
		Elgin Zip 60123	Other:
R	9. JOE EVERS	City of Elgin 150 Dexter Ct.	Self <input type="checkbox"/>
		Elgin Zip 60120	Other: X
I	10. Ralph Visstler	399 Purdue	Self <input checked="" type="checkbox"/>
		Elgin Zip 60123	Other:
N	11. R. D. SLAYTON	PO Box 172	Self <input checked="" type="checkbox"/>
		ELGIN IL Zip 60121	Other: PINGREE GR PLANNING
T	12. DAVID VOLLRATH	38W0085 KRISIN DR.	Self <input checked="" type="checkbox"/>
		ELGIN Zip 60123	Other:

Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355
 Location: Elgin Community College Date: 11/18/99 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. PHYLLIS M. ALLEN	44 W 459 1/2 S. HWY 20	Self <input checked="" type="checkbox"/>
		Hampshire, IL Zip 60140-6205	Other:
L	2. JEAN HALLMAN	44 W 006 US HWY 20	Self <input checked="" type="checkbox"/>
		Zip 60140	Other:
E	3. CHARLES A. CALDWELL	44 W 664 OAKSHIRE LN.	Self <input checked="" type="checkbox"/>
		HAMPSHIRE, IL Zip 60140	Other:
A	4. WILLIAM SCHMIDT	482 Prairie St	Self <input checked="" type="checkbox"/>
		Hendler Zip 60140	Other:
S	5. EDWARD WESEMANN	41 W 661 US HWY 20	Self <input checked="" type="checkbox"/>
		HAMPSHIRE Zip 60140	Other:
E	6. MARJORIE BECKER	80439 SUNNY HILL C	Self <input checked="" type="checkbox"/>
		ELGIN Zip 60123	Other:
P	7. MICHAEL BROWN	KAME CO. DEV. DEPT	Self <input type="checkbox"/>
		Zip	Other:
R	8. R. MARCINKOWSKI	HAMPSHIRE	Self <input type="checkbox"/>
		Zip 60140	Other:
R	9. W.F. SASS	HAMPSHIRE IL	Self <input type="checkbox"/>
		Zip 60140	Other:
I	10. Robert & Evelyn Conroy	Hampshire IL	Self <input checked="" type="checkbox"/>
		Zip 60140	Other:
N	11. DON BOHLIN		Self <input type="checkbox"/>
		Zip 60123	Other:
T	12. PEDERSEN'S TARREN RTRO UNIT DAT		Self <input type="checkbox"/>
		Zip	Other:

Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355
 Location: Elgin Community College Date: 11/18/99 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. MICHAEL BRUSCOE	265 MORGAN S	Self <input checked="" type="checkbox"/>
		ELGIN, IL Zip 60123	Other:
L	2. THOMAS L. CONRO	628 S. LIBERTY	Self <input type="checkbox"/>
		ELGIN Zip 60120	Other: N.O.S.E.E.
E	3. LINDA M. CONRO	628 S. LIBERTY	Self <input type="checkbox"/>
		ELGIN Zip 60120	Other: NEIGHBORS OF SOUTHEAST ELGIN.
A	4. DANNA STUEHLER	44W379 US Hwy 20	Self <input checked="" type="checkbox"/>
		HAMPSHIRE Zip 60140.	Other:
S	5. SHARON TASKER	44W310 U.S. Hwy 20	Self <input checked="" type="checkbox"/>
		Hampshire IL Zip 60140	Other:
E	6. Ron + Lan Ann Jensen	44W 353 US Hwy 20	Self <input checked="" type="checkbox"/>
		Hampshire Zip 60140	Other:
P	7. RW Selgestrom	946 Deane Elgin	Self <input checked="" type="checkbox"/>
		Zip	Other:
R	8. Lisa Sakolari	37W904 RT 20	Self <input checked="" type="checkbox"/>
		Elgin Zip 60123	Other:
I	9. THOMAS RICKERT	41W011 BURLINGTON ROAD	Self <input type="checkbox"/>
		ST. CHARLES Zip 60175	Other: KANE COUNTY D.O.T.
N	10. JOHN WHITEHOUSE	52 WHEELER ROAD	Self <input type="checkbox"/>
		SUGAR GROVE IL Zip 60554	Other: EEI
T	11.		Self <input type="checkbox"/>
		Zip	Other:
T	12.		Self <input type="checkbox"/>
		Zip	Other:

IN RE:

STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

U.S. ROUTE 20 FROM THE BOONE-McHENRY
LINE TO RANDALL ROAD AND FROM THE
ELGIN-O'HARE EXPRESSWAY TO
INTERSTATE 355

ELGIN PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary of
recommendations, taken before Joan M. Kenny, C.S.R., a
Notary Public in and for the County of DuPage, State of
Illinois, at Elgin Community College, Business Conference
Center, 1700 Spartan Drive, Elgin, Illinois, on Thursday, the
18th day of November, A.D. 1999, between the hours of
2:00 P.M. and 7:00 P.M.

PHYLLIS ALLEN: My name is Phyllis Allen. And my address is 44W459 West Highway 20, Hampshire 60140-6205.

I feel quite comfortable with what the concept is that they have showed us. So I hope it could go forward sooner than later.

The intersection, as it is now, is very bad. They are coming from the north and the shoot down Brier Hill Road. People are supposed to be stopping as they are going eastbound, entering 20, and so many don't stop. It just -- there is going to be something happening because it is horrible. It needs attention.

* * * * *

EDWARD WESEMANN: My name is Edward Wesemann. I live at 41W661 U.S. Highway 20. My mailing address is Hampshire.

I have lived there since 1943. And prior to that I lived at Udina at the junction of Plank Road and U.S. Highway 20. I have lived on Route 20 a long time.

During that time I had a business out at Starks station at the junction of 47, 20 and 72. And I was there for 23 years, so I have seen a lot of traffic going along Route 20 and I have seen a lot of accidents on 20 in those years.

And from what I have seen here, everything

looks good to me. I can see where it is going to avoid a lot of future accidents that we had before.

My home right now is on the very sharp curve, just west of Pingree Road. And what the plan is there, according to what I have seen, is to extend Route 20 straight ahead at that curve and intersect back with 20 over near Switzer Road, which would bypass Pingree Road, which also has a very bad, sharp curve and has had many accidents. So I see that as a vast improvement.

And from what I can see from the configuration at Starks, where I had my business before, the only difference would be that Highway 20 would not pass by the present junction of 47, 20 and 72 north of the tracks because that stretch of road that runs north and south under the railroad tracks at Starks carries three road, 47, 20, 72; all three are on that section and there is an enormous amount of traffic that goes on that road. So that would take the pressure off of that, by making that change.

So from what I have seen of the improvements in the areas that I am familiar with, I think they are going to be all right.

* * * * *

PATSY HIRSCH: My name is Patsy Hirsch. 12N002
Hidden Hill Trail, Elgin 60123. And I live in the Hidden Hill

Subdivision, which is between Weld Road and Nesler.

I had heard there was a stoplight slated for the entrance to our subdivision, which is Hidden Hill Subdivision. I don't know if that is necessarily the best place to put the stoplight.

I have heard that people would suggest a Weld Road stoplight at 20 and I don't know if that is the best place to put it either because of the amount of traffic and the speed of that traffic coming -- going westbound on 20 at that intersection.

So my suggest would be to put it at Nesler Road due to the fact that the school is going to be opening next fall. I am concerned about the children and the buses exiting out onto 20 during high traffic time.

* * * * *

WALTER SASS: My name is Walter Sass. 42W249 State Route 72, Hampshire, Illinois 60140.

The land that I am intersected in, my land, Sections 29, 30 and 31. What are you going to do with water, drainage?

Soil Conservation tells me I can't dump any more water onto Elgin than I am right now, whatever it was before, the runoff.

People are dumping water onto me from

higher up, higher elevations; and you are going to put more cement in and dump more water onto me. Somebody has -- the laws are screwed up somewhere, I don't know. If I can't dump any more water on Elgin, how can you dump any more water on to me? It seems like it is two sets of laws, one for me and one for Elgin.

Now, that is my biggest concern with this right now. You are putting more cement in and more bridges or viaducts or whatever you want to call them, approaches. And water is the main problem, I would say on this for me, right now.

And it don't stop right here. It got to go farther down the line to get rid of it. We need some kind of help more than what ourselves can generate to get rid of this water.

Okay, that is about all I got to say right now.

* * * * *

JOHN NEPERMANN: My name is John Napermann.
12N860 Route 20, Elgin 60123.

I am concerned about the proposed route from Switzer Road to Marshall Road. When it goes west from Switzer Road, it is going directly through our home. And I would think it would be possible to adjust that jog in 20 between our home and the existing Route 20 so that it

wouldn't go directly through our home.

That is really all I have to say.

* * * * *

LISA SAKOLARI: My name is Lisa Sakolari and I am at 37 West 904 Route 20.

A couple of concerns that I am having as far as -- I am looking to remodel my home, to add an addition on to it. And I don't know what kind of time the frontage road is going to begin. But, if it is ten years down the line, I definitely have to do the addition. I could probably wait out five years but I am kind of concerned as far as time.

My other thing is safety. The buses that stop on Route 20, there has been several cars that pass on the inside. They go around the right end, where the kids are standing; and this is a big concern with Plato school.

They just brought a letter home last week that this has been occurring; and, with the winter, they want the kids at least 20 feet off the road and to wait until the doors open and they are getting on the bus.

Even with the median in the middle, I don't know if that is going to solve that. So that is about it. It is just my concerns.

(WHICH were all of the comments made at the above-captioned public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C.S.R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P.M. and 7:00 P.M., on Thursday, the 18th day of November, A.D. 1999, at Elgin Community College, Business Conference Center, 1700 Spartan Drive, Elgin, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 11th day of December, A.D. 1999.

Joan M. Kenny

Notary Public



See Inside:

Park District News -- Page 4
Red Ribbon Week -- Page 8

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Thursday, November 11, 1999

Volume 29, Issue 45

Illinois Department of Transportation
PUBLIC HEARING



You are invited to attend Public Hearings held by the Illinois Department of Transportation concerning the long range plan of U.S. Route 20 from the Boone-McHenry County Line to Randall Road and the Elgin-O'Hare Expressway to Interstate 355

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Time: 2:00 p.m. to 7:00 p.m.	Time: 2:00 p.m. to 7:00 p.m.
Place: Bloomingdale Village Hall 201 S. Bloomingdale Road Bloomingdale, Illinois	Place: Elgin Community College Business Conference Center 1700 Spartan Drive Elgin, Illinois

Date: Tuesday November 23, 1999
Time: 2:00 p.m. to 7:00 p.m.
Place: Marengo City Hall
132 E. Prairie
Marengo, Illinois

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- To obtain public input.

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Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096

Illinois Department of Transportation
PUBLIC HEARING



Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355

Location: Marengo City Hall, Marengo

Date: 11/23/99

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Arnold W. Dahleman	10909 Payne Rd	Self <input type="checkbox"/>
		Marengo Zip 60152	Other: Riley Twp.
L	2. Brad Johnson	PO BOX 213	Self <input type="checkbox"/>
		MARENGO Zip 60152	Other:
E	3. William Sauer	6211 MAPLE ST	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
A	4. Herman Joseph He Wesemann	17N 249 US Hwy 20	Self <input checked="" type="checkbox"/>
		Hampshire IL Zip 60148	Other:
S	5. Ken Merritt	7516 HILL ROAD	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
E	6. Cynn Segal	229 S. State	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:
7.	Deb Moehling	17416 Johnson	Self <input type="checkbox"/>
		Union Zip 60180	Other:
P	8. William H. Brasley	816 E Washington	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:
R	9. Dawn Smith	417 2nd Ave	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:
I	10. Judana Audrey Lou	4913 Ritz	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:
N	11. Tom Anderson	4913 RITZ Rd	Self <input type="checkbox"/>
		MARENGO Zip 60152	Other:
T	12. Grace Bigalke	514 Grace St	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:

Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355
 Location: Marengo City Hall, Marengo Date: 11/23/99 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Ersec E. Schuster	15214 Kishwaukee	Self <input checked="" type="checkbox"/>
		Valley Rd - Woodstock 60093	Other:
L	2. Frances Haba	10112 VOSS RD	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
E	3. NANCY OWENS	#0 VOSS RD	Self <input type="checkbox"/>
		MARENGO Zip 60152	Other:
A	4. PAM WOODRUFF	449 BARBARA CT A	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
S	5. Charles A. Hamilton	19316 W. CORAL RD	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
E	6. Erik Oakley	602 E. WASH. ST	Self <input type="checkbox"/>
		MARENGO Zip 60152	Other:
7.	Terry Smith	City Administrator	Self <input type="checkbox"/>
		Marengo Zip	Other: City of Marengo
P	8. Ted Harrison	825 Stanford Pent	Self <input checked="" type="checkbox"/>
		Marengo Zip IL 60152	Other:
R	9. Umberto e Carroccio	60152	Self <input checked="" type="checkbox"/>
		Zip	Other:
I	10. Vicky Wedig	Northwest Herald	Self <input type="checkbox"/>
		Woodstock Zip	Other: NW Herald
N	11. John Carroccio	60152	Self <input checked="" type="checkbox"/>
		Zip	Other: X
T	12. Volney Davis	200 West St	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:

Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355

Location: Marengo City Hall, Marengo

Date: 11/23/99

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. NELL GRON	24308 W. GRANT	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other: HUSBAND & MOTHER
L	2. Dorothy OTIS Dorothy Otis	633 W. Grant	Self <input checked="" type="checkbox"/>
		Marengo, IL Zip 60152	Other:
E	3. STEPHEN H- OTIS	633 W. GRANT	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
A	4. SALLY E. BWTZOVY Sally E. Butzow	222 W. Forest	Self <input checked="" type="checkbox"/>
		MARENGO, IL Zip 60152	Other:
S	5. Robert & Evelyn Conroe	Hampshire Ill	Self <input checked="" type="checkbox"/>
		Zip	Other:
E	6. DONALD B LITTLE	3480 SQUIRRE DR	Self <input type="checkbox"/>
		MARENGO IL Zip 60152	Other: MARENGO TOWNSHIP PLAN COMM.
P	7. Paul Johnson	23317 W. Hunt Hwy	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other: LAVERNE & JANET JOHNSON
P	8. DOLORES M BRAZAS	44W459 BIG TIMBER RD	Self <input checked="" type="checkbox"/>
		HAMPSHIRE Zip 60140	Other:
R	9. Don & Jo Lucas	22081 O'Connell Rd.	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
I	10. Farm Pallock	100 W. Washington	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other: <input checked="" type="checkbox"/>
N	11. Kathleen Shelton	535 E Grant	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
T	12. Ken DeBoer	219 Reeth Ln	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:

Public Hearing Register

Project: U.S. 20 from the Boone-McHenry Line to Randall Rd. & from Elgin-O'Hare Exp. to I-355

Location: Marengo City Hall, Marengo

Date: 11/23/99

Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. DENNIS HAMMONTREE	565 N. TAYLOR MARENGO Zip 60152	Self <input type="checkbox"/> 4th WARD Other: ALDERMAN
	L	2. Greg Arnold	130 N. Ford Marengo Zip
E		3. Ken Besinger	516 B GRANT MARENGO Zip 60152
	A	4. Ed Enowice	828 OAK MARCO DRIVE MARENGO IL Zip 60152
S		5. Alvin Greise	880 Diefz Marengo Zip 60152
	E	6. Richard Grum	560 Starbuck Dr. Marengo Zip 60152
P		7. Charles Lamphear	1 OVERLOOK FOWT LINCOLN SQUARE IL Zip 60045
	R	8. Arlene Genell	6818 Paulina NW Marengo Zip 60152
I		9. ROBERT MOETHLING	6106 MEYER RD MARENGO Zip 60152
	N	10. JEFF KIMMEL	345 8TH AVE MARENGO Zip 60152
T		11. Karen Backes	791 E Grant Hwy Marengo Zip 60152
		12. John Jenkner	507 W. Washington Marengo Zip 60152

Public Hearing Register

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 Location: Marengo City Hall, Marengo Date: 11/23/99 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Karen Cook	820 Georgiann Ct	Self <input checked="" type="checkbox"/>
		Mgo Zip 60152	Other:
L	2. Jan Durio	505 So State Zip 60152	Self <input checked="" type="checkbox"/>
		Mgo.	Other:
E	3.	Zip	Self <input type="checkbox"/>
			Other:
A	4. Dune Dakin	10411 PAVNE	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other: RELEY TOWNSEND
S	5. Michael C Seco	404 2nd Ave	Self <input type="checkbox"/>
		MARENGO Zip 60152	Other: City of Marengo (Alderman)
E	6. Donald Petersen	755 Randall	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
P	7. Marilyn Stone	607 W. Grant Hwy	Self <input type="checkbox"/>
		Marengo Zip 60102	Other:
P	8. Alice Mipimouch	414 W. Grant	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
R	9. Mike CORTEEN	8302 S. Rte 23	Self <input type="checkbox"/>
		Marengo Zip 60152	Other: PAVELOC
I	10. Pamm & Keith Visinger Reynolds	101 W. Grant Hwy	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
N	11. Joseph F. Halzel	553 E. Marengo	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
T	12. [Signature]	1626 WILLIAMSBURG RD	Self <input type="checkbox"/>
		Rockford Zip 61107	Other: VIDIOTS

Public Hearing Register

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 Location: Marengo City Hall, Marengo Date: 11/23/99 Time: 2-7 PM

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. PATRICK SHELTON	535 E. GRANT HWY	Self <input checked="" type="checkbox"/>
		60152 Zip	Other:
L	2. Douglas L Swanson	400 W Grant Hwy	Self <input checked="" type="checkbox"/>
		60152 Zip	Other:
E	3. Stella M. Gardner	6906 Paulson Dr.	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
A	4. Myra Senoo	24212 W. Rt 20	Self <input type="checkbox"/>
		Marengo Zip 60152	Other:
S	5. Ed Senoo	24212 W. Grant Hwy	Self <input type="checkbox"/>
		MARENGO, IL Zip 60152	Other:
E	6. K. Coughlin	820 EAST	Self <input type="checkbox"/>
		MARENGO Zip 60152	Other:
7.	Susan Croll	19508 W. Coral Rd	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
P	8. JERRY TRICKER	816 EAST GRANT HWY	Self <input type="checkbox"/> MCHS
		Marengo, IL Zip 60152	Other: District #154
R	9. Laura Heimbach	22207 Rivin Rd	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
I	10. Harold Heimbach		Self <input checked="" type="checkbox"/>
		" Zip "	Other:
N	11. Chuck RATH	21808 W GRANT	Self <input checked="" type="checkbox"/>
		MARENGO Zip 60152	Other:
T	12. Dick Croll	19508 W. Coral Rd	Self <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:

Public Hearing Register

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	Name (Please Print)	Address	Representing
P	1. FLORENCE NSNG. Home KATHI MILLER	546. E Grant Hwy Marengo Zip 60152	Self <input type="checkbox"/> Residents Other: Nursing Home
	2. LORENCE BROWN	170 Seneca TRAIL MARENGO Zip 60152	Self <input checked="" type="checkbox"/> Other:
E	3. Mary Johnson	8610 S Hill Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other:
	4. John M. Freund	724 James Ct. Marengo Zip 60152	Self <input checked="" type="checkbox"/> Other:
S	5. Greg Johnson	8610 S. Hill Rd. Marengo, IL Zip 60152	Self <input checked="" type="checkbox"/> Other:
	6. Mike & Barb Bigauke	213 W. Thylor Marengo Zip 60152	Self <input type="checkbox"/> Other:
P	7. JEFF & Grace Sebert	19812 W. CORAL MARENGO Zip 60152	Self <input checked="" type="checkbox"/> Other:
	8. Jim & Judy Burno	6320 Wayne St. Union Mgo Post Office Emp. Zip 60150	Self <input checked="" type="checkbox"/> Other: Post Office, Mgo.
R	9. JOSEPH & JANET SINDZINSKI	605 RANDALL CT MARENGO IL Zip 60152	Self <input checked="" type="checkbox"/> Other:
	10. ROSALIE MIKOSZ	19411 W CORAL RD MARENGO Zip 60152	Self <input checked="" type="checkbox"/> Other:
N	11. LORI S. Scholle	527 W. GRANT MARENGO IL Zip 60152	Self <input checked="" type="checkbox"/> Other:
	12. Dr. James Stone	651 W. Grant Hwy Marengo Zip 60152	Self <input type="checkbox"/> Other:

Public Hearing Register

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	Name (Please Print)	Address	Representing
P	1. Lynn Grosse	116 S. State	Self: <input type="checkbox"/>
		MGO, IL Zip 60152	Other: Chamber of Commerce
L	2. Barbara J. Brandt	816 E. Washington St	Self: <input checked="" type="checkbox"/>
		Marengo IL Zip 60152	Other:
E	3. LORI MCDEVITT	123 S. STATE	Self: <input type="checkbox"/>
		MGO Zip 60152	Other: Marengo Printing
A	4. DALLAS LATHAM	426 S. STATE ANN	Self: <input checked="" type="checkbox"/>
		MGO Zip 60152	Other:
S	5. Roger NYLON	7640 SOMERSET DR	Self: <input type="checkbox"/>
		MARENGO Zip 60152.	Other: CONTACTORS ASSN
E	6. Charles Keeshan	440H Airport Road	Self: <input type="checkbox"/>
		Elgin, IL Zip 60123	Other: Daily Herald
	7. Lee Marteneik	505 N. STATE ST.	Self: <input checked="" type="checkbox"/>
		Marengo IL Zip 60152	Other:
P	8. Gene Linde	20520 Beth Ct	Self: <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other: WINDOWS APP.
R	9. Walter Pollack	136 N. East St	Self: <input type="checkbox"/>
		Marengo Zip 60152	Other:
I	10. Laurel Manning Glazer	118 W Washington	Self: <input checked="" type="checkbox"/>
		Marengo Zip 60152	Other:
N	11.		Self: <input type="checkbox"/>
		Zip	Other:
T	12.		Self: <input type="checkbox"/>
		Zip	Other:

Public Hearing Register

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To be added to the mailing list for this project, please provide your complete address below.

		Name (Please Print)	Address	Representing
P	1.	GREG HALVERSON	611 W. GRANT HWY	Self <input checked="" type="checkbox"/>
			Zip 60152	Other: <input type="checkbox"/>
L	2.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
E	3.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
A	4.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
S	5.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
E	6.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
P	7.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
R	8.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
I	9.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
N	10.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
T	11.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>
	12.		Zip	Self <input type="checkbox"/>
				Other: <input type="checkbox"/>

IN RE:

STRATEGIC REGIONAL ARTERIAL

OPERATION GREENLIGHT

U.S. ROUTE 20 FROM THE BOONE-McHENRY
LINE TO RANDALL ROAD AND FROM THE
ELGIN-O'HARE EXPRESSWAY TO
INTERSTATE 355

MARENGO PUBLIC HEARING

REPORT of comments made at the Public
Hearing of the above-captioned study and summary of
recommendations, taken before Joan M. Kenny, C.S.R.,
a Notary Public in and for the County of DuPage, State of
Illinois, at the Marengo City Hall, 132 East Prairie, Marengo,
Illinois, on Tuesday, the 23rd day of November, A.D. 1999,
between the hours of 2:00 P.M. and 7:00 P.M.

WILLIAM SENSOR: My name is William Sensor.
6211 Maple Street, Unit 202, Marengo, Illinois.

My comment is: In addition to widening of
Route 20, they should build a bypass around the downtown
area of Marengo to help the traffic problems at the main
intersection of Route 20 and Route 23 because the large
trucks cannot negotiate this corner and, with just the
widening, it is not going to help in the long-run because of
the length of some of these semis trying to make it around
that corner, where a bypass would take the traffic out of the
downtown area, at least the truck traffic.

That is my comment.

PAM WOODRUFF: Pam Woodruff. 449 Barbara
Court, Marengo 60152.

I oppose the downtown plan. I recommend
that they bypass Marengo so it doesn't kill Marengo.

Short and sweet.

BRAD JOHNSON: Brad Johnson. P.O. Box 213,
Marengo.

Basically, I would rather see a bypass rather
than killing downtown.

CHARLES HAMILTON: Charles Hamilton. I am a Master Sergeant with the Illinois State Police, District 2. I live at 19216 West Coral Road. And that mailing address is Marengo but I live in the county.

The plan that I looked at today of widening 20, going through Marengo, is absolutely right on track. They have -- what people don't understand, which I do because I do run the truck detail, is that you have now got longer trucks as of 1994 and no weight limitations.

And Route 23 and Route 20 is always going to be a problem because they can't turn there. They come down from Wisconsin, 14 to 23, and they make the turn onto 20. They are going to have to widen that intersection in order to accommodate these trucks.

It is going to open that intersection up so it makes sense to make 20 a complete run-through; otherwise, you are going to have to open up lanes on either side of it for however far to get to the intersection so they can make their turn.

So I do like DOT's layout, what they did today.

* * * * *

FRANK OAKLEY: Frank Oakley. 602 East Washington, Marengo.

My concern is, if they do this, they can't just stop at the Boone County line because there is a lot of traffic coming from the west now and that is just going to remain a bottleneck if they don't continue on with four lanes, going west into Boone County.

So I think they should do that along with this.

* * * * *

CARROCCIA UBALDO: Carroccia Ubaldo, 733 East Washington Street, Marengo.

I just want to know if they are going to put a bypass over there to make it more easy to pass, bypass, from 20 and Coral, whatever it is, all the way up to the end of Garden Prairie, whatever it is, and go right down there. And sooner or later they got to have a bridge that crosses 23 to 20 over there. So that would make a nice road and bypass 20.

This way everything could come that way with the trucks and go through Pleasant Grove, whatever it is. But then I don't know. I got a couple of friends over there. They are going to kill me but I got to find out, you know, from them here.

* * * * *

NELL GRON: Nell Gron. 24308 West Grant, Marengo.

I think the whole idea stinks. I see no reason to have a two-lane road in Boone County expanded to a four-lane, divided road in McHenry County.

My house sets back 150-foot from the center of the road and the proposal would put my house 10-foot from the road. And I am one of the furthest setback houses in the rural area.

I would be in favor of a south bypass around Marengo that has been talked about in the past because I think the city congestion is bad.

I want to enter two more comments. The maintenance situation down the center of Highway 20 from west of Marengo to the Boone County line, the little yellow reflectors in the middle of the road have been dug out. There are considerable holes down the middle of the road.

And the second thing to register would be that I would be in favor of a south bypass around Marengo for Highway 20 from Johnson Road to Pleasant Grove back on Coral Road.

* * * * *

KEN MERRITT: My name is Ken Merritt. My address is 7516 North Hill Road, 60152, We are not in the Marengo city limits. We are outside the city limits. We are in Riley Township.

One comment I have, after talking to Rich Star, is that I made him aware of a large tree that is an obstacle on U.S. 20 north of Church Road in a curve that is -- it is right in -- the tree is in an escape area. It is very close to the road. And, if somebody wanted to avoid somebody that crossed over the centerline, and went off the side of the shoulder, it is so close to the road that they might hit the tree.

It is a very large tree.

So he asked that I record this and that somebody from IDOT will take a look at it. So, again -- I think he got it. It is one of the curves north of Church Road on U.S. 20 on the east side. I should point out that it is on the east side of the road.

My second comment: I guess I would also believe, similar to another person who made a comment, that the City of Marengo will lose tax revenue and businesses will probably lose revenue as a result of putting up a U.S. 20 bypass south of town. So I would be concerned that they would take that into account so that businesses don't suffer.

Third comment: In the event that Coral Road bypass does get approved by IDOT, I am concerned that there are a number of residential areas that have roads crossing Coral or meeting Coral and that every place that

there is a residential road that meets or crosses Coral that there be adequate turn lanes, whether they be left or right turns as needed; so that this precludes rear-end accidents and other kinds of accidents. I guess those are my main concerns right now.

I think this is my fourth comment. I have a big concern about improvements of U.S. 20 between Coral Road and Interstate 90. In the event that the main plan does not get implemented for a long time, say, fifteen, twenty years, this segment of road, which I just identified, Coral to I-90, has had numerous traffic fatalities over the last eleven years since I have lived in the area.

And, talking to Rich Star, he said that, if the main plan is put off for many, many years, that IDOT would still consider making various improvements in safety on U.S. 20, as well as in any other part of the state, as needed.

So I guess I would ask IDOT to look at the kinds of fatalities that have occurred for eleven years, or however far back they want to go back, and look for the root causes. And, if they are highway design or lack of something in the highway structure or system signage, that adequate improvements be made to cut down on fatalities.

And I would give a couple of examples of where there have been fatalities. There have been fatalities

at U.S. 20 and Huntley-Marengo Road; fatalities at Harmony and U.S. 20. And I believe that these may have been avoided with turn lanes, as an example.

So perhaps turn lanes are needed at some intersections. There is a couple curves that are pretty dangerous that might be worked on to make sure that there is adequate place for somebody to go off the road in case an oncoming vehicle crosses the centerline; namely, any large trees that are in the way ought to be removed.

That is about it. Thank you.

* * * * *

DOROTHY OTIS: Dorothy Otis. 633 West Grant Highway in Marengo.

Basically, what I have written in this letter here is that progress is not always good. Cities are going to grow. I accept this.

And now is the time to be considering a bypass for the mega-trucks and through people that drive through Marengo to get to their jobs east of here.

There are existing roads currently in place. We have Coral Road that bisects with Route 20 east of Marengo. And we have Johnson Road, which T's into Route 20 west of Marengo.

And, if everyone that went through Marengo,

stopped in Marengo that would be fine. But we are confronted with a mega-load of people that are driving through Marengo because there is no bypass.

The traffic starts around five in the morning and does not let up until around ten o'clock in the morning. We live on Route 20 and, therefore, we see what kind of traffic this is. We are seeing semis and semis and more semis, carrying all different kinds of cargos. We have trucks that go through here with precut building materials, lumber. Where they are going, I don't know.

Are they going to Del Webb?

Of late we have seen the heavy-duty trucks with not small boats, but huge luxury boats going by. And the trucks have an address of Champaign on them.

Now, you know, why do they have to go through Marengo?

We have a mega-million dollar industry south of Marengo here in the vicinity of Coral Road and Johnson Road and we often see just gravel trucks after gravel trucks passing through Marengo. They are not stopping. They are passing through, going through a residential area that was established back in the eighteen hundreds. Marengo has a small town charm.

Often, when people come to a community,

their first impressions are to the entries to the city. Right now our little town has been denuded and raped by ComEd as they come through and trim trees. They come through; they promise you; they will sign their name to nothing because, if they can get you off guard and keep their chainsaws going, they get their way. And I am afraid that big government is no different.

And so we have to be on our toes in regard to Route 20 and any plans that are ever made in regard to it. There is only one common sense plan and that is to get a bypass. Now is the time to do it.

There are lovely, old homes along Route 20. They should not be sacrificed. People have a large investment. We have the downtown area. We have two new bank buildings. One is a little older but one is not even completed building yet.

We have schools. Buses need to cross through here. It is just not a logical assumption that this road should be widened to accommodate the trucks and the people using it as a thoroughfare to get to their jobs. The local community, yes, we can manage.

But there is only one realistic solution to any of the extra traffic and that is a bypass and it needs to be done now.

* * * * *

STEPHEN H. OTIS: Stephen H. Otis, 633 West Grant Highway.

I guess for the record I would, you know, reenforce our letter, reenforce the letter we sent. We have lived there for between eight and ten years now and we got a beautiful row of maple trees out front that we have almost had to die for because of Commonwealth Edison putting a new line in there and wanting to trim them. They are over 100, 125 years old.

We got a house that is one of the -- well, it is not historic in the instance that it is registered; but it is one of the old-time houses. It is very nice. We have fixed it up very nice and we have spent a lot of money on it. I don't think enhancing the highway is going to enhance the value of that home.

We also have a very steep grade to the driveway now, up from the route about four feet, and it is just going to make that worse. Now, that is personally what our objections are.

We are not certainly going to stand still for trimming those trees or cutting them down. There are buried lines, the telephone lines, underneath the sidewalk that are three or four years old that were put in to get them out of the

way. Those will have to be moved. I mean, there is a cost there that has to be considered.

I think the other things are we are looking -- I think the city itself is looking for the traffic to be less, not enhanced what is going through. There are trucks that come through there from the west from Galena Truss that build wall panels and trusses. They start though there at 4:30 in the morning and they continue all day long. There are probably thirty to forty rows of those that go by a day and return. They go north and they go east.

There is gravel trucks now since the Meyer Material -- and some of the Prairie Stone -- have bought the properties out south on 23. They come up through that intersection big-time. I mean, there are many of those that go through there.

The traffic that goes through for people working in the near suburbs starts in about 4:30 in the morning and I can't even get out of my driveway between 5:00 and 5:30 to turn right now to go downtown to have coffee. Twenty or thirty cars go by. I have to wait for them pretty near every morning.

I think our goal in this town, I believe -- I have lived here all my life and saw a lot of things. There are a few more historic homes. There are some on the east end

of town that are registered even. They are not going to be enhanced by this.

We are of a mind, I think the city is of a mind, that these people do not stop in town. They don't shop in town; they don't spend any money. They are just traveling through. They are commuting and they are working. The trucks are certainly working during the days.

There has been some large, wide loads starting to come through town of late. Wherever they are coming from, I don't know; but I have experienced those.

I think we got a pretty good opinion of the traffic, having lived there. I am the Assessor from Marengo Township. I have evaluated all these houses along this route and in the rest of the town. At the current time we are discounting their value because of the traffic and then being along the highway. I would hope that we, you know, wouldn't have to further do that. I think that is a possibility.

The values are going to be -- even if the houses aren't touched or personally detracted from, their value is still going to go down.

I have some questions about the direction of IDOT and as to why this is their first proposal. I think in a very practical sense they went to too much work already on the wrong project. They should be working on a bypass,

which was considered and wished for by Riley Township and Marengo Township officials prior to this.

I guess I could sum that all up and say that it is not very well thought out, in my opinion, and certainly should not be a first consideration.

And as far as we are concerned, myself and my wife will be very active in trying to ensure that it doesn't happen. Some improvements may be appropriate but certainly not a widening of the highway. Traffic needs to get around this town.

I am also of the opinion that people on the proposed Coral Road bypass don't like it but I don't think they are the majority of the population affected. I know that some concessions have to be made on maybe both sides but to widen that highway is not the answer for Marengo.

Thank you.

* * * * *

DONALD LITTLE: My name is Donald Little. I live at 3480 Squire Drive, Marengo, Illinois.

My only remark is that I feel like citizens of Marengo Township and Riley Township would certainly appreciate and prefer a bypass to the south of Marengo on Route 20 to relieve and bypass the truck congestion in the City of Marengo.

* * * * *

DENNIS HAMMORTREE: My name is Dennis Hamortree, Alderman, 1st Ward for the City of Marengo.

We have heard that one of the proposals might possibly be a five-lane road through Marengo. The consensus of the people in my ward, and pretty much most of the town, is we would not like to see that happen.

Last week we had a joint meeting with the Riley Planning Commission, talking about the proposed Coral Road to Johnson Road bypass and unanimously agreed with Riley that we think that would be the best thing for the city and the townships of Riley and Marengo.

That is pretty much it for me.

* * * * *

DUANE DAHLMAN: Duane Dahlman. My address is 10411 Payne Road, Marengo, Illinois.

My comment is I am a Trustee on the Riley Township Board of Trustees. Last week the Township Board of Trustees, the Township Planning Commission for Riley and the Aldermen from the City of Marengo met and unanimously passed a resolution, stating we would like a bypass around Marengo instead of through Marengo.

The bypass should travel on Johnson Road, Pleasant Grove Road and Coral Road. It is our feeling that

this would be the best way of transporting people around Marengo and through the area.

Thank you very much.

* * * * *

DOLores BRAZAS: My name is Dolores Brazas. I live at Route 20 and Big Timber Road in Hampshire Township, Section 13. My mailing address is 44W459 Big Timber Road, Hampshire, 60140.

I support IDOT as an agency; however, I specifically do not support the proposal under the SRA, specifically the Interstate 90 to Illinois Route 27 section.

I personally feel that a western extension of the Elgin-O'Hare from Randall Road out west possibly linking with the I-90 and I-88 highways is best. That the proposed -- that link is proposed. I attended a Kane County Farm Bureau meeting, where IDOT made a presentation of that particular link.

I think a freeway or a tollway is necessary for north/south between 90 and 88 and I think a western segment of the Elgin-O'Hare from Randall Road to that link is necessary.

I think we need a -- there is an under-developed infrastructure right now in the area of Hampshire Township and the surrounding townships. I feel we need

more roads. We should start with fresh, new built roads, somewhat like the pristine Elgin-O'Hare.

It can be above ground so that they are not unnatural dividers and divisions of communities. Those can be planned accordingly to the area in which they are placed.

These are primarily the reasons I object to using U.S. Route 20 from I-90 to Route 47. Because at the particular area where I live, U.S. Route 20 and Big Timber Road, that has been attempted to -- well, that has been changed so many times in the last 33 years. The last time was between '85 and '87, when the construction was finished.

And the existing problem that is being addressed today is this SRA report. Brier Hill is a township road. Big Timber is a county road. 20 is a state route and it goes into other states. People use it.

It is nice to have a route that you can do 45 miles an hour on. The intersections at 90 are 45 miles an hour. The intersection at Udina is 45 miles an hour. At Pingree Grove it goes down to 30 miles an hour. At Starks at 47 and 20/72 intersection it is at 45 miles an hour.

For some reason the two area of concern on this project, SRA project, at Allen Road, Route 20, Brier Hill, 55 miles an hour. At Big Timber, Brier Hill, Route 20, 55 miles

an hour. If these are areas of concern, let's start with the 45 mile an hour speed zone.

I would like to say that as far as I know Hampshire has one fire department that is located in the town of Hampshire near the post office. I stopped in recently a month or two ago, asked them about the new fire department that would be built in the northeastern segment of the township and they looked at me puzzled and never heard of it.

If this eventually is going to be divided by an unnatural boundary, with just limited access, it is a problem that should be addressed.

The funding for Community Unit District 300, the recent elections voted down funding proposals in the last three or so elections. People are concerned. Transporting children from Algonquin or Carpentersville to Hampshire is another consideration that should be addressed. These are long-range problems concerning growth in any community.

People in this area have migrated here because of a rural residential attitude and a desire -- a need for a rural residential atmosphere in a community. They consider it friendly.

There has been a development of a proposed approximately 5,000 homes. It is already in existence,

probably not the 5,000. It is located in Rutland Township, Kane County. It is limited to people over 55.

Now, if you don't have a good idea of what a divided highway, two or three lanes in each direction is like, travel down Route 59 near Bartlett Road, North Avenue. Travel down -- there are plenty of roads to get that experience.

Right now I would like the one proposed -- like I said, I think it should be the western segment of the Elgin-O'Hare. They are needed. We need to transport.

We can also include a public transportation system in that segment so people from rural areas can leave their trucks and tractors at home and ride in at least to Randall Road and pick up some major public transportation. It is an idea that I think should be considered.

I don't think the emphasis should be on township roads right now, like Brier Hill. If that is part of the planning procedure, then let's consider Dietrich Road, which is in this specific area between Route 47 and I-90; specifically, it is right near I-90 and has an entrance on Route 20 already.

The necessary construction and planning to make that feasible should be left to the state; although, it is a township road it would be certainly a responsibility for

state involvement and it does access onto Brier Hill. At this point Dietrich Road and Brier Hill can go north to Harmony Road or south to Big Timber Road. It certainly should be addressed.

Thank you very much.

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RICHARD W. EICKSTEADT: My name is Richard W. Eicksteadt. 200 West Street, Marengo, Illinois. I am an attorney in Marengo.

I have lived here all of my life with the exception of being in the service, college and law school. I feel that I am very definitely opposed to the five lanes proposed through the downtown area.

I think that what little bit of commerce that the city has would be excluded and precluded if the five lanes of traffic were constructed. It would be a little bit like looking at the Eisenhower Expressway or the Kennedy or some other large route that cuts a town or cuts an area basically in two.

My suggestion for the State of Illinois is that they put a bypass beginning at Johnson Road, off of Highway 20, down to Pleasant Grove Road, extended to the east across Illinois 23 to Coral Road, connecting back up to U.S. 20 on the east side of Marengo.

I feel that would alleviate a lot of the traffic, especially since there is a potential for a fairly large development being annexed to the west side of Marengo. It would be -- the proposed bypass would help alleviate a lot of the traffic and would alleviate some of the congestion that may be created by the area to be annexed.

Basically, that is about all I have. I am strongly opposed, however, to the five lanes through downtown.

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ALVIN LIESSE: My name is Alvin Liesse. The address is 880 Deitz Street in Marengo.

I am a resident here for fifteen, sixteen years. I have watched the traffic grow on U.S. 20 through town and the congestion that we are having now on that road in the busy hours from 6:00 to 8:30 in the morning and from 3:30 to 5:00 in the afternoon.

And I believe that something must be done, but it has to be done to reroute the traffic outside the city limits, around the outskirts rather than right through the center of town, where it looks like it is a possible proposal by virtue of what they have here.

Basically, that tells the story and I appreciate the opportunity of voicing an opinion. Thank

you.

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JOHN JENKNER: John Jenkner, Alderman, 3rd Ward, City of Marengo.

I do not think that the SRA of Route 20 will be very productive for the City of Marengo. I believe the bypass south of town that the City of Marengo and Riley Township is proposing to the Illinois Department of Transportation is the proper route of traffic for future growth of this area.

Again, I believe that, if the Route 20 SRA route, as proposed, goes through, it would be very detrimental to the City of Marengo and a lot of the historic district, also, of Marengo. It would take a lot away from the town.

We have an existing problem of traffic already, which again is all the more reason to follow through with a bypass south of town, which also makes sense for future growth.

That is about it.

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ALICE MIJANOVICH: My name is Alice Mijanovich. 614 West Grant, Marengo.

I object to these plans due to the fact that it

will spoil the entrance and exit to our city and I do not believe it will solve the problem at all.

A bypass, in fact, a belt line, would be best that excludes traffic through downtown on 176, 23 and 20 and will solve the problem of traffic. As it is, the traffic gets worse. There will still be just as many driveways to turn off of the road as there are now. I can't see that will solve the problem.

Also, I would like to protest the lack of advertising of this matter.

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KATHLEEN SHELTON: My name is Kathleen Shelton. I live at 535 East Grant Highway, Marengo, Illinois.

I am here to express my concern about the widening of five lanes to this existing two-lane highway that runs through the center of our town. I think a compromise of perhaps three lanes would be a good thing.

I was on the City Counsel for eight years and dealt with IDOT on a daily basis during the widening of the road. During that summer there were -- at least once a day two aldermen went into IDOT concerning the problems that they were having along the route.

We lost so many businesses. We lost -- the biggest one was Van's Super Market and it was on Highway

20 and they had no access. People could not get to the grocery store and the man lost his livelihood. He left our town. He was a very important part of our town.

We would talk to IDOT on a daily basis to see if they couldn't please help to take the strain off of these businesses and we absolutely had no help. And I was an alderman trying to work from the official point of view and -- you know, I see this as a disaster. If my voice as an alderman wasn't heard, how is my voice as a citizen going to be heard.

My husband has a business on Route 20, also; and we have made major improvements to these buildings. We just put two new roofs on these buildings, and to think that we are going to have a highway that is going to be probably two feet from our front porch is very disturbing.

This summer we had -- we had the neatest thing happen. The lady, whose grandfather built our house, stopped by. She is from England and she had just lost a son as an adult and came home. She had to come home but she wanted to see her grandparents' house and she wanted to see where she was raised. So she went to both homes.

I had her in and I knew her just from people talking. And she said that it is so nice to know that my grandfather's home and my aunt's home are loved as much

as we loved them. It has only had two owners since the 1800's.

The idea of a bypass -- I think that, you know, rather than doing five lanes down the middle of the highway, do three and then take the extra money and put it on the bypass. That would be very, very helpful.

And I am really against this, just for the record. And I really hope that somebody from IDOT can read and can hear the comments. Thank you very much.

Just an addition, I was talking to the consultants over at the table and they were talking about taking seven feet and they would go to the homeowners and purchase that, or the business owners, and purchase that seven extra feet that they need to widen the road to five lanes.

And, if the homeowners or business owners were not willing to sell and they felt the project was a viable one, they would just condemn the land.

As a City Counsel member, that was our very last -- we never, for the eight years that I was on the City Counsel, did we condemn any property. We tried to work with the people and come up with a compromise, as reasonable people try to do, rather than going in and just being the bully of the west and condemn property.

MARILYN STONE: Marilyn Stone. 651 West Grant Highway -- that is 20 -- Marengo.

I can't believe they are even considering this. They would have to remove trees that have been there for 150 years. They would have to widen it so that the road is on porches. I can't believe they would even consider it and it is very upsetting.

DIANA PETERSON: Diana Peterson. 755 Randel Court, Marengo.

In talking with these gentlemen, they said that there was a proposal for a Route 23 bypass. And I don't understand why they wouldn't try to do the two in one because they already have half the bypass there and why wouldn't they use the same bypass for Route 20.

It would make sense to me instead of disturbing this small town. I mean, we are not big enough to rock any boats but we are small enough to want to maintain that smallness and not be a thoroughfare for everybody.

It is getting pretty sickening. It is getting sickening when you got to come down and state how you feel just to have your -- get your voice --

MARILYN STONE: I can't even thing that they

would even consider it. I just can't think that they would even consider it. So many homes and families would be wiped out when they could do the bypass.

DIANA PETERSON: You know, and they say, "Well, we are only going to take seven feet."

Well, seven feet is a lot when it is your front lawn and the sidewalk is going to be on your front porch. I mean --

MARILYN STONE: And the traffic is so heavy now. I mean it is not going to alleviate the traffic. It is going to be more and it is going to be closer to our houses.

DIANA PETERSON: And our downtown area. I mean, and schools. We got a high school on that route. I mean, it doesn't make sense.

MARILYN STONE: No way.

DIANA PETERSON: These men say, "Oh, well, it is a proposal. You got to look at all angles." We got to do this and we got to do that.

Well, they are typical men. Why don't they look at how it is going to upset the residents of the town, not just how the proposal is going to affect their building. I mean, you got to look at two angles here.

It is not just a proposal for traffic but it is a proposal that is going to affect people. It is going to affect

people's lives.

MARILYN STONE: Where a bypass would --

DIANA PETERSON: A bypass, all you are disrupting is a little bit of farmland.

And, while we are on the subject, I told them over there the light at 20 and 23 is the same time distance for both ways. And, if they would adjust that light to a longer go on the 20, where you are going east and west, they would get some of that traffic through that light a little bit faster and make the one north and south a little bit longer in a stop. Okay, that is it.

MARILYN STONE: Thank you.

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JERRY TRICKETT: I am Jerry Trickett, Superintendent of Marengo Community High School, District 154.

I am objecting to a five-lane highway being placed on Route 20 for the following reasons. It will affect the green space at the high school, which is now appreciated by the community and admired by the travelers.

It will increase the safety risk for students crossing the highway. It will encourage more truck traffic to enter Marengo due to the addition of five lanes.

The high school learning environment would

be affected due to the increased noise level from additional truck traffic. As the high school population grows, the need to enhance the facility now becomes more restricted.

The five lanes would affect the rural atmosphere and conflict with the Planning Commission and Revitalization Committee's effort to deter the loss of the rural environment. Thank you.

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DOUGLAS L. SWANSON: Douglas L. Swanson. 408 West Grant Highway, Marengo, Illinois.

I don't think that -- my house is probably the closest to Route 20. Right now the dishes rattle. I don't understand why we got to go another lane on each side. I just think it is pitiful.

The city wants us to keep our houses the same without changing them; and, now, they are turned around and want to give us five lanes.

I also think it was very poorly publicized. It should have been on the Northwest Herald front page, not in the hind section somewhere.

That is about all I can really say. Thank you.

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JOSEPH HALZEL: Joseph Halzel. 553 East Grant Highway.

What I would like to see is one more lane on Route 20 for a middle lane so people can turn into their driveways and whatever they have to do. But on 176 is where I would like the bypass because at 176 you have -- all you have out there is a lot of farmland, open land, to come into Marengo.

Go 176 to 23 and then from 23 you go back through there a little bit and you got open acres again and cut back to 20. There is your bypass. It is just too simple.

Let's make it hard. Let's knock all the houses down. I mean, you are going to have -- if you put five lanes in there, you are going to have my sidewalk right in front of my house.

My house was built in 1872 and I just put a ton of money to keep it the way it is. And I feel now that my investment, if you did this, would be ridiculous. I have been here seventeen years. Thanks.

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PAT SHELTON: Pat Shelton. 535 East Grant Highway. I also have a property at 421 East Grant Highway, which is my business.

Both of those properties would be adversely affected by what is proposed. I think the whole town would be adversely affected drastically by what is proposed.

I know that the city and Riley Township have indicated that they are against the proposal. And, although they speak for all of us, apparently it is important that we get our point of view, and I would like to voice that.

In the past IDOT has not listened. The last time they came to town they just told us what they were going to do. I hope that this time they would listen to the citizens of Marengo and do what is right both now and long-range for the city. And this is not it.

Thank you.

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GREGG ARNOLD: Gregg Arnold. 130 North Ford Street, Marengo. I am a Planning Commissioner for the City of Marengo.

I think traffic in downtown Marengo is a problem. I think Route 20 east and west through town needs to have a center turn lane, left-turn lane, making a total of three lanes through Marengo on Route 20.

And I think we need to institute the Coral Road bypass as it is drawn on our 2015 Plan for the City of Marengo.

I think that does it.

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SUSAN CROLL: Susan Croll. 19508 West Coral

Road, Marengo 60152.

Our main concern is that, if Riley Township and the City of Marengo are proposing a bypass using Coral Road as a southern bypass for Route 20, that they do a lot of planning so that the road is not that dangerous as it is right now. It is very curved and it is not a flat plane.

They also need to take into consideration that the homes along West Coral Road are very close to the road and, if they would have to straighten the road out, they would need to consider landmarks that are on the road; like the old schoolhouse, and make sure that those were preserved.

RICHARD CROLL: Richard Croll. I agree with my wife on all of that.

The homes on Coral Road, according to McHenry County Planning Development, have to be in excess of 75-foot from the centerline. We have three structures that are within the 75-foot limit that we cannot do anything to. And there are another nine homes within a mile and half stretch that are less than 75-foot from that centerline.

So it would be very difficult to have that widening of the road without disturbing at least seven families.

The environmental concerns would be that

we have a 3-foot culvert at the bottom of our property and another 16-inch culvert on our property that are lowlands; and so, as my wife was saying, the wetlands would be disturbed.

SUSAN CROLL: The roadway is not constructed with a lot of planning.

We just want to make sure that they know they got a lot of planning behind this proposal before they try that.

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KATHI MILLER: Kathi Miller. 546 East Grant Highway. I represent the Florence Nursing Home.

I strongly disapprove of this. This is a home to 49 elderly people and there is no room now, you know, to take footage away.

This is their home. They have a little bit of space to go outside and to take that away from them, it just -- it gets me. I guess for now that is all I can say.

Safety is so important. As people get older they wonder and I worry about somebody getting outside. It is already close enough to the road. You know, families come there to be safe. And a lot of them are long-time town's people, I am sure.

So I said my piece.

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J. B. SHULTIS: My name is J. B. Shultis. 24406 West Grant Highway and 24516 West Grant Highway.

That 24516 is a schoolhouse. Now, that is what the proposed improvement would wipe out. What a shame.

And the 24406, that once upon a time was a stagecoach stop and that wasn't that long ago, maybe only, probably, 75, 80 years ago the last time.

So I would hate to see these two things get lost in the improvement. Maybe a bypass -- maybe if 20 connected with 72 and they went out that way and they could leave the historic stagecoach route alone. That would be fine.

And we believe that five lanes would bring in a lot more traffic and, also, change the historic route. Thank you very much.

CHELLE SHULTIS: Chelle Shultis. 24406 West Grant and 24516 West Grant and that totals three houses altogether.

J. B. SHULTIS: Oh, that is right, we forgot about the other house.

CHELLE SHULTIS: We have a rental house on our property, a little cottage-type house that a nice gal lives in.

Her house would be completely wiped out.

24516 would be completely wiped out and it is an old schoolhouse, which is a historic landmark.

J. B. SHULTIS: Very historic. Lots of kids went there.

CHELLE SHULTIS: So that would be something that we wouldn't want to be wiped out.

And I just don't believe the road should go through because it would bring in more traffic. It is busy, but it isn't so busy that we need a five-lane highway, or four-lane.

J. B. SHULTIS: Tell them that they need that 23 bypass and that we think that 20 should go on the other side of the toll road and turn into 72 and go out that way. That would be great.

CHELLE SHULTIS: As far as improvements, I don't know what would -- a bypass around Marengo would be a good idea but which bypass, I don't know.

J. B. SHULTIS: 23 would be good.

CHELLE SHULTIS: But not past our house.

J. B. SHULTIS: And not past anybody else's.

CHELLE SHULTIS: They are also proposing, if they put in something like this, we will only be able to make a right-hand turn in and a right-turn out of our driveway.

And I can't imagine living on a road that we have to constantly go down to some other road, turn around and come back, or to pull in from coming the other direction and have to go down somewhere else and turn around. That is absolutely ridiculous.

J. B. SHULTIS: And we believe that this should be one strip of highway and one area that doesn't get changed. We are going to have a frontage road behind our house if they do this and then we won't be there. Then it will look just like every other town. It will be just like everywhere else.

If this five-lane highway was to go through, they most likely have to put a frontage road in, which would wipe all of the houses on that route.

CHELLE SHULTIS: I just don't want something like this.

J. B. SHULTIS: If a five-lane highway was to go in, it would bring a lot more traffic and then they would have to put a frontage road in on the north side, which would take away all the farming that is done in between the railroad tracks and Route 20.

And then that would take out all the homes on that west side from the town all the way out because they would need the frontage road.

That is all. Thank you very much.

LYNNE SENSOR: Lynne Sensor. 24212 West Grant Highway, Route 20.

I do not want to see this five-lane highway go through, or a three-lane even, because we have traffic now and to put a five or three-lane highway, or whatever they are going to do, would bring more traffic besides taking away our land.

And I don't want to be that close to the road. That is why we moved to Marengo.

I would like to see another bypass somewhere else. I don't know where, maybe on Route 23; but not Route 20. After you are on this five-lane highway, and going west, it bottlenecks into a two-lane in Boone County right away again. I don't see where it is going to be an improvement.

We don't need this. I don't see -- there is nothing out there that needs a five-lane highway. We just don't want it.

JEFFREY A. SEBERT: Jeffrey A. Sebert and I live at 19812 West Coral Road, Marengo.

My only expression towards this is that I feel that we need to really look hard at our land usage in the

State of Illinois. I find it disgraceful that Illinois lags behind the rest of the country in public land usage and having open space.

And with the development and the development that has encroached into our farmlands, where are we going to say enough is enough? Where are we going to say that the quality of life is still there?

And I would like to see the public take a position that there is more value in open land than plotting and developing each little square inch of this land and leaving nothing -- nothing for our children and grandchildren to enjoy.

That is all I have to say.

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BARBARA BIGALKE: My name is Barbara Bigalke. 213 North Taylor Street, Marengo, Illinois.

I am the Chairman of the Historic Preservation Committee for the City of Marengo. We are in the process of making our downtown into a historic preservation district.

Our resolution has already passed but has not been passed by the City Counsel yet, but it will be probably brought up at the January or February meeting.

I am going to be sending a letter from our

commission after we meet on December 8th with our findings for you. Thank you very much.

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ROSALIE MIKOSZ: Rosalie Mikosz. 19411 West Coral Road.

My comment is that I am opposed to this bypass that keeps coming up, the Marengo bypass on Coral Road. I just think that it is a dangerous road and it is already too -- you know, the speed limit is too fast and there are so many curves and that it would be, you know, just dangerous to have more traffic coming. It is already too busy and that is really all.

It is just, you know, really -- like more trucks are coming like dump trucks. And, you know, when it snows, it is bad. We are on a curve. I mean at least a couple times a month there are cars in the ditch upside down right in front of my house. And it is terrible.

My kids will be out there and there will be a car flying right into the front yard. And I can just imagine, if they allowed more traffic, what would happen. You know, it just --

I read the headline in the paper on Friday, in the Herald, and they said that they agreed on this bypass and that is why I am here because I said, "What is going on?"

because I haven't heard anything about it.

They talk about it all the time on and off but I haven't heard anything lately; so, when I read that in the paper, I was worried about it. So I am totally opposed.

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JOHN JAMES STONE: John James Stone. 651 West Grant Highway, Marengo, Illinois.

My comment would be that I would be totally against the widening of 20. I would be more interested in a bypass. If the community is going to grow, and it seems to be doing that without the subdivision we didn't supposedly get, we still have a lot of building.

And I think they should accommodate more right now with some type of a bypass instead of cutting right through the middle of town.

It seems like every four or five years they redo 20. They rewidened it; they redo something to it, you know. So I would think they should do it once and for all, seeing that the town is growing so, to make a nice wide bypass around it. Thank you.

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LAUREL MANNING-GLAZER: Laurel Manning-Glazer. 118 West Washington Street, Marengo, Illinois 60152.

Just in short, I am opposed to the Route 20

widening. I think it would hurt the quality of life in the town and the quality of life of the people in it.

For the safety of everyone, not to mention assets but for their personal safety, it would be much better to have a five-lane highway bypass.

There are many people in town that are not wealthy and all they own is their homes. That is all they have.

I am totally against it. I would rather see them do a bypass. Thank you very much.

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(WHICH were all of the comments
made at the above-captioned
public hearing.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, JOAN M. KENNY, C.S.R., a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that between the hours of 2:00 P.M. and 7:00 P.M., on Tuesday, the 23rd day of November, A.D. 1999, at the Marengo City Hall, 132 East Prairie, Marengo, Illinois, I reported in shorthand the comments made at the public hearing of the above-entitled matter; and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal the 10th day of December, A.D. 1999.



Joan M. Kenny
Notary Public