

The logo features a blue shield with 'US' at the top and '20' in the center. A stylized road with blue and white wavy lines curves from the bottom of the shield towards the right. To the right of the shield, the word 'Study' is written in a large, bold, dark blue font, and 'in Elgin' is written below it in a smaller, lighter blue font.

US
20 Study
in Elgin



Welcome

Community Advisory Group Meeting #1
February 20, 2014



Introductions

Project Team & CAG Members



Agenda

- Present Project Overview
- Introduce CSS Process & NEPA Process
- Provide Overview of Existing Conditions
- Review Public Meeting #1
- Identify community context & transportation issues
- Activity to develop Problem Statement



Project Overview

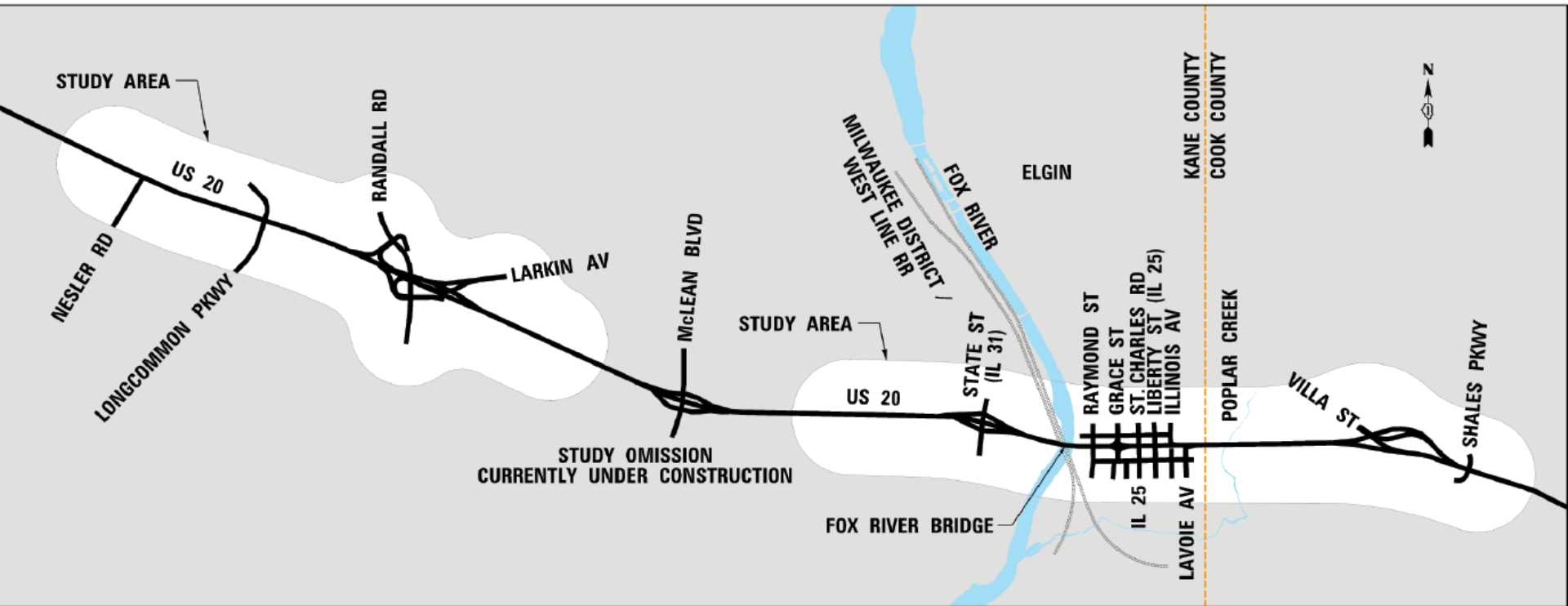


What is the goal?

The proposed project is anticipated to consist of roadway and bridge rehabilitation to improve safety and mobility along the US 20 corridor



US 20 Project Area THE STUDY



Project Report

The US 20 Study will:

- Summarize existing roadway and bridge conditions
- Highlight pressing safety needs
- Develop a cost effective strategy to extend the service life of US 20



We are currently in Phase I

Phase I ●

- Preliminary Engineering
- Environmental Studies

TIMELINE
2013-2015

Phase II*

- Contract Plan Preparation
- Right-of-Way Acquisition

TIMELINE
Schedule to be determined.
*Phase II is not included in the department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program.

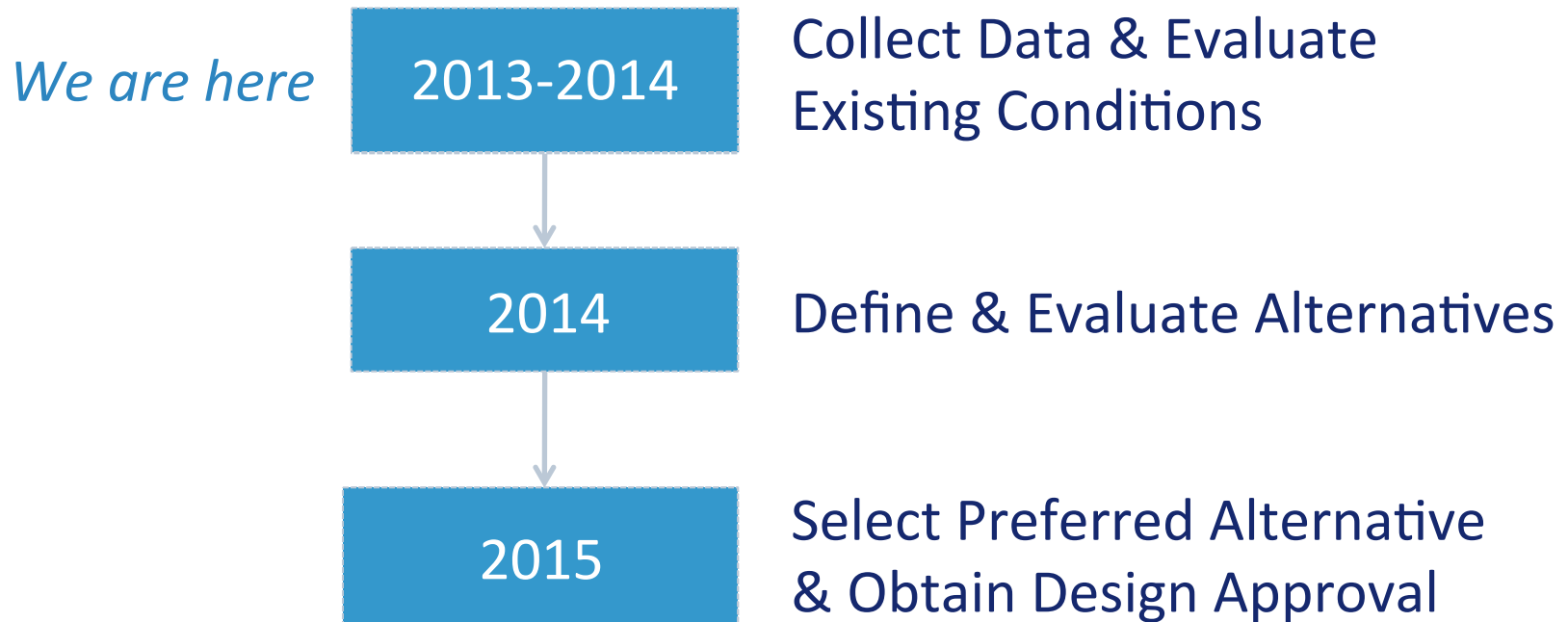
Phase III**

- Construction

TIMELINE
Schedule to be determined.
*Phase III is not included in the department's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program.



Project Timeline



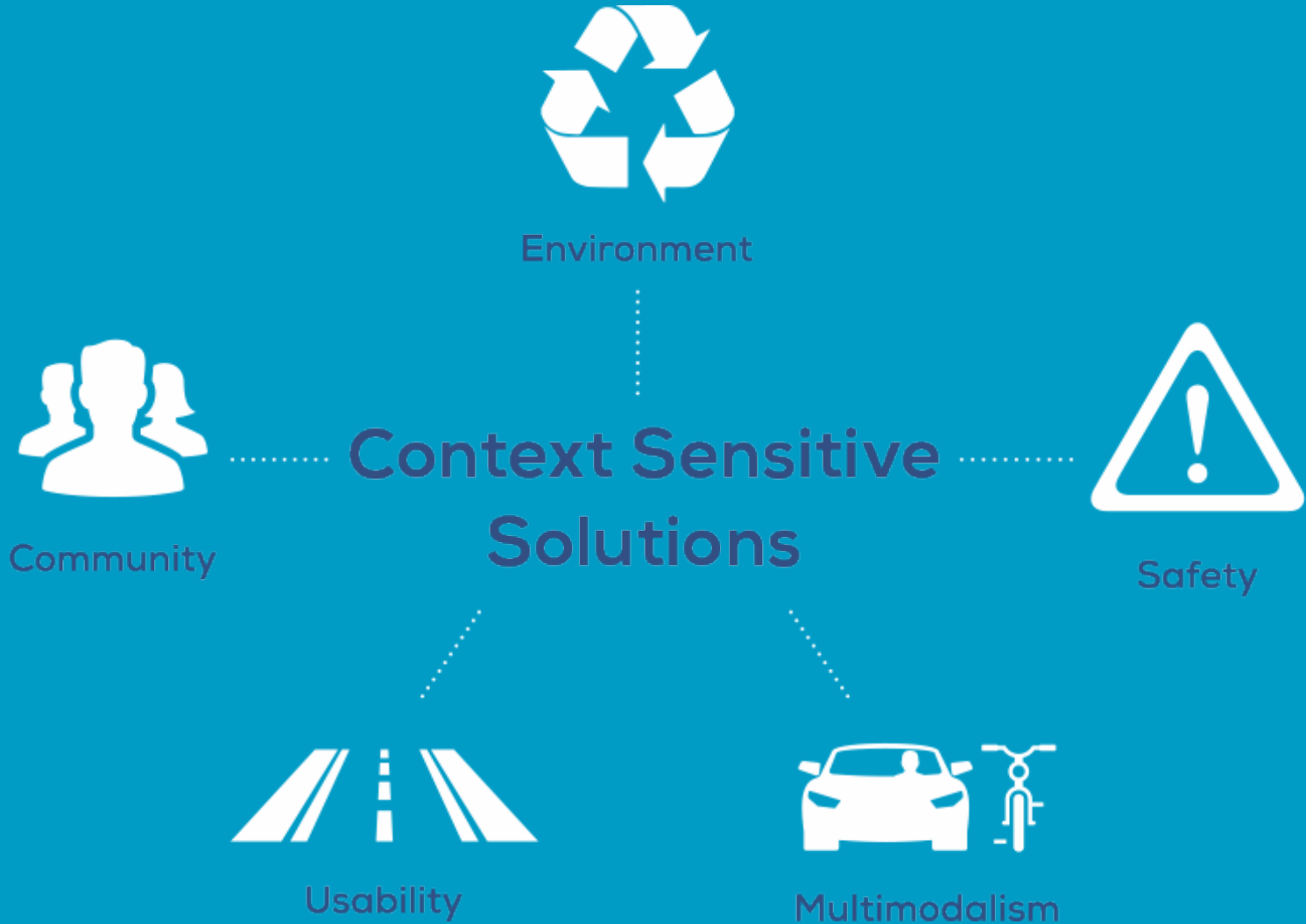
National Environmental Policy Act (NEPA) & Context Sensitive Solutions (CSS)



NEPA Process

National Environmental Policy Act (NEPA) 1969

- Compliance required for federal funding eligibility
- Reasonable alternatives are considered
- Comprehensive environmental review (goals: avoid, minimize, mitigate impacts)
- Public involvement
- Formal documentation/disclosure

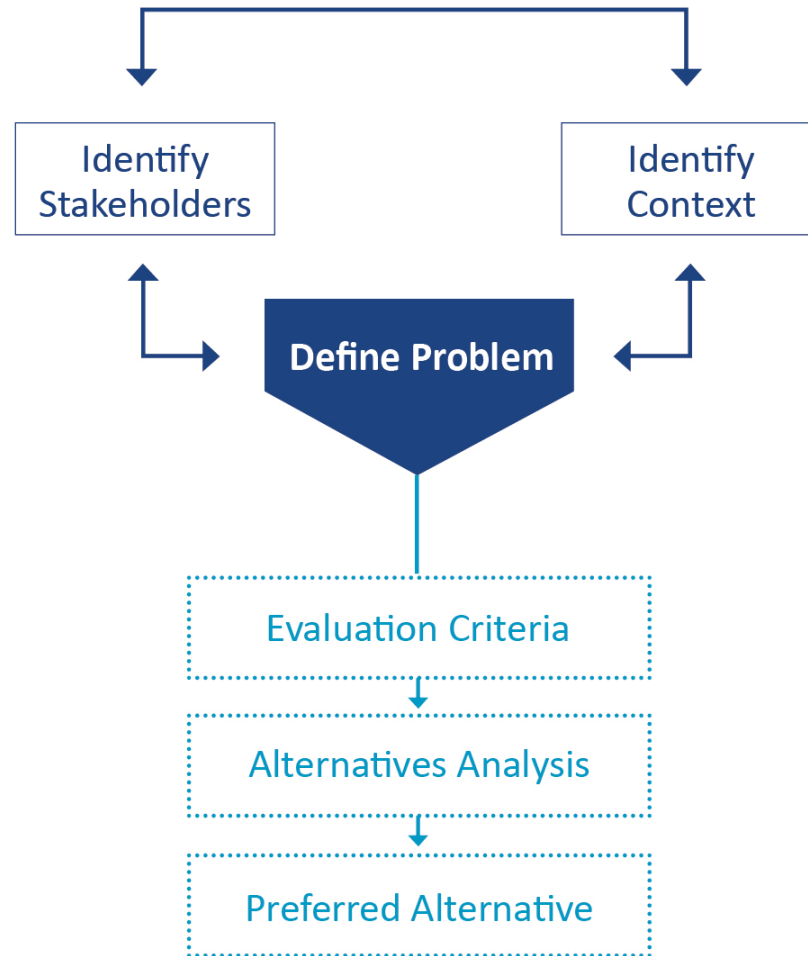


What is CSS?

Context Sensitive Solutions

- Engages all project stakeholders in a collaborative process to develop, construct and maintain cost-effective transportation facilities
- Contributes to the selection of a design that fits better into its surroundings, or its “context”
- Strives to preserve scenic, aesthetic, historic and environmental resources while also improving the safety and mobility for the traveling public
- Seeks to ensure that stakeholders’ views are carefully considered in the decision-making process

THE CSS PLANNING PROCESS



Project Team

Project Study Group

IDOT Bureaus, FHWA,
Consultant Team

Community Advisory Group

Residents, Business Owners,
Advocacy Groups



Community Advisory Group (CAG)

Consists of a group of volunteer stakeholders

Provides insight into issues and concerns

Identifies and evaluates potential alternatives and solutions

Meets in a workshop format

Role

As a member of the CAG, you will provide insights into transportation issues and community concerns and identify potential alternative solutions as it relates to the US 20 Phase I study.



CAG Ground Rules

- All input from all participants in the process is valued and considered in order to produce the best solutions to the problems identified.
- Stakeholders will advise the PSG, which will make the final decision on the project.
- All participants must come to the process with an open mind and participate openly and honestly.
- All participants must treat each other with respect and dignity.
- The list of stakeholders is subject to revision at any time events warrant.
- Minutes of stakeholders meetings will be maintained by the PSG, with the content subject to stakeholder concurrence.

CAG Ground Rules

- All participants understand that topics will not be rehashed once the issues have been addressed and a general understanding is reached.
- The project must progress at a reasonable pace, based on the original project schedule.
- All decisions made by IDOT must be arrived at in a clear and transparent manner and stakeholders should agree that their input has been duly considered.
- Members of the media are welcome in all stakeholder meetings, but must remain in the role of observers, not participants in the process.

Project Study Group (PSG)

The PSG consists of representatives from the organizations involved in the strategy and execution of the US 20 study



Project Study Group (PSG)



IDOT's mission is to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.



FHWA's mission is to improve mobility on our Nation's highways through national leadership, innovation, and program delivery.

JACOBS

Jacobs is an engineering, architecture and construction firm that offers technical support to commercial, government and industrial entities.



Project Study Group (PSG)

- Utilize their combined technical expertise in areas of agency procedures and standards, study process and technical approaches
- Determine recommendations and decisions concerning the US 20 study
- Ensure compliance with the Stakeholder Involvement Plan (SIP)



General Understanding of Agreement

A general understanding of agreement has been reached when the stakeholders agree that their input has been heard and duly considered and the process as a whole was fair.

Stakeholder Involvement Plan (SIP)

- Guide for implementing Context Sensitive Solutions
- Outlines decision making process
- Dynamic document
- Available on Project Website & in Handouts

**Stakeholder Involvement Plan
Version 1.0**

Phase I Study

US 20

**West of Randall Road to East of Shales Parkway
Kane and Cook Counties
January 2014**

Prepared for:



Region One / District One



Stakeholder Involvement Plan (SIP)

- Goals & Objectives
- Project Working Groups
- Stakeholders
- Stakeholder Involvement Methods
- Administration & Changes to the SIP

Stakeholder Involvement Plan

Version 1.0

Phase I Study

US 20

West of Randall Road to East of Shales Parkway

Kane and Cook Counties

January 2014

Prepared for:



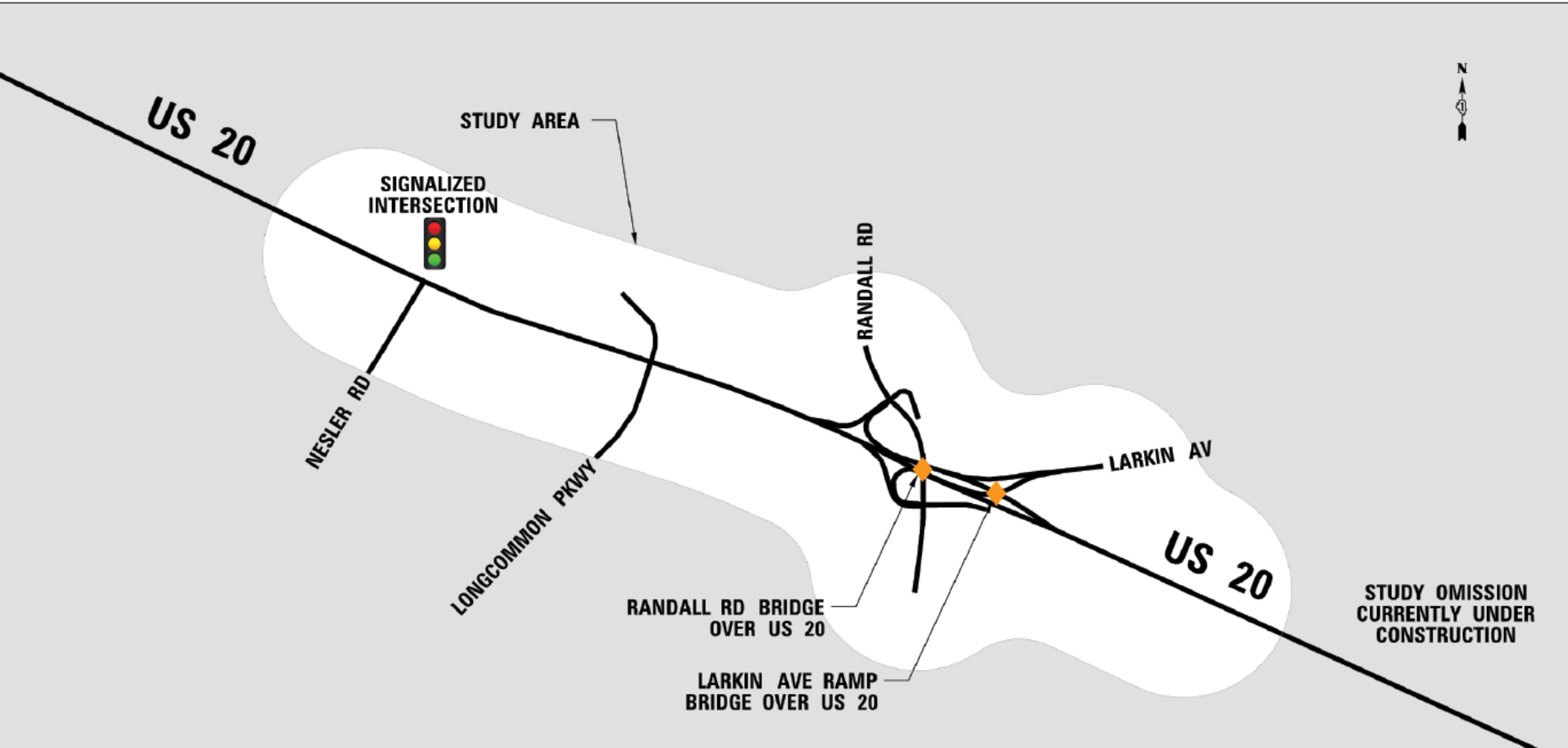
Region One / District One



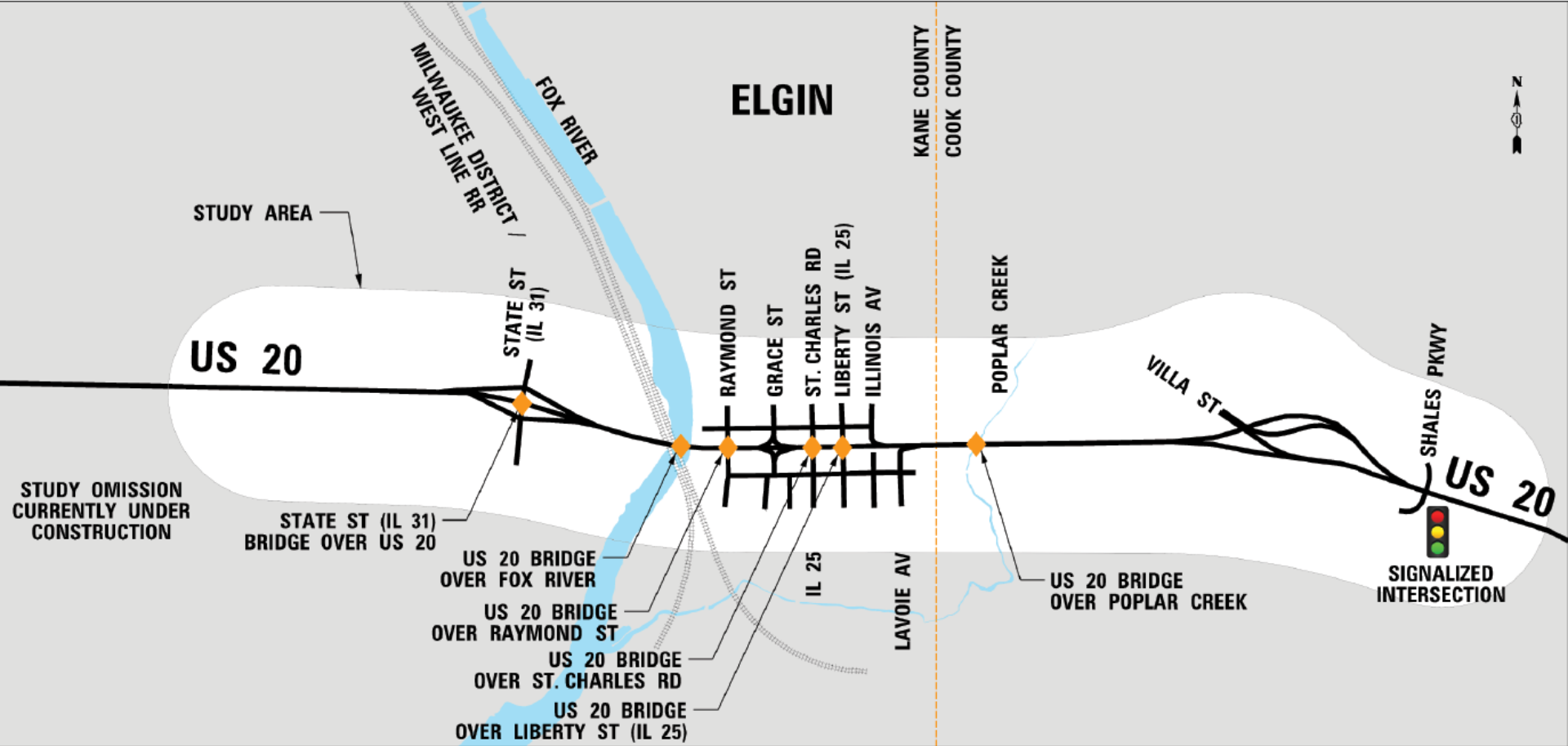
Existing Conditions



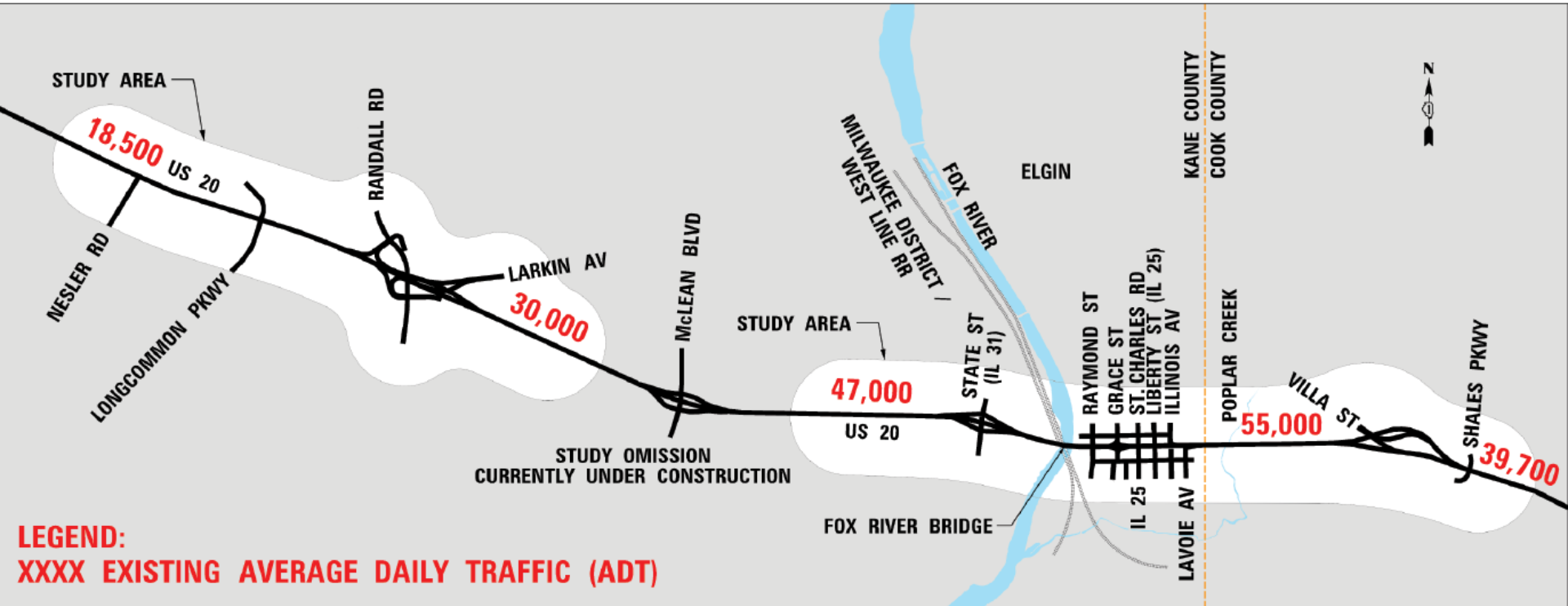
US 20 Project Area THE STUDY-WEST



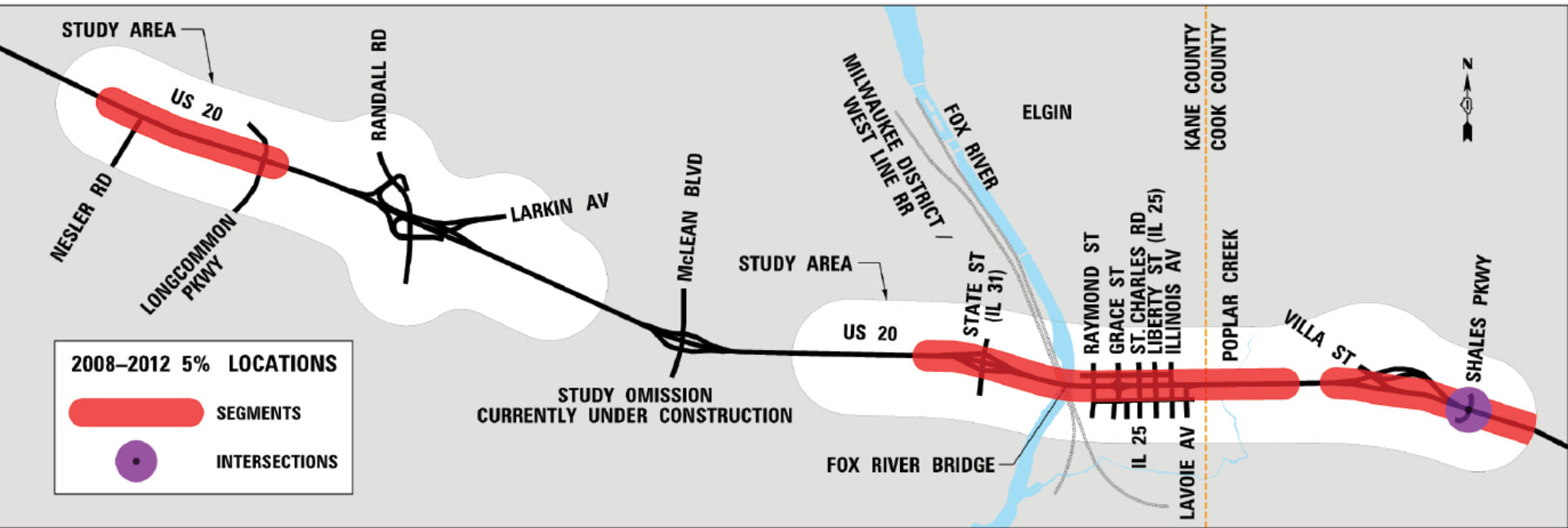
US 20 Project Area THE STUDY-EAST



Current Conditions Avg. Daily Traffic Volumes



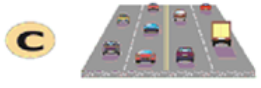


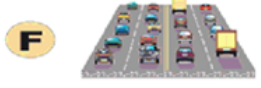


Current Conditions 5% Locations

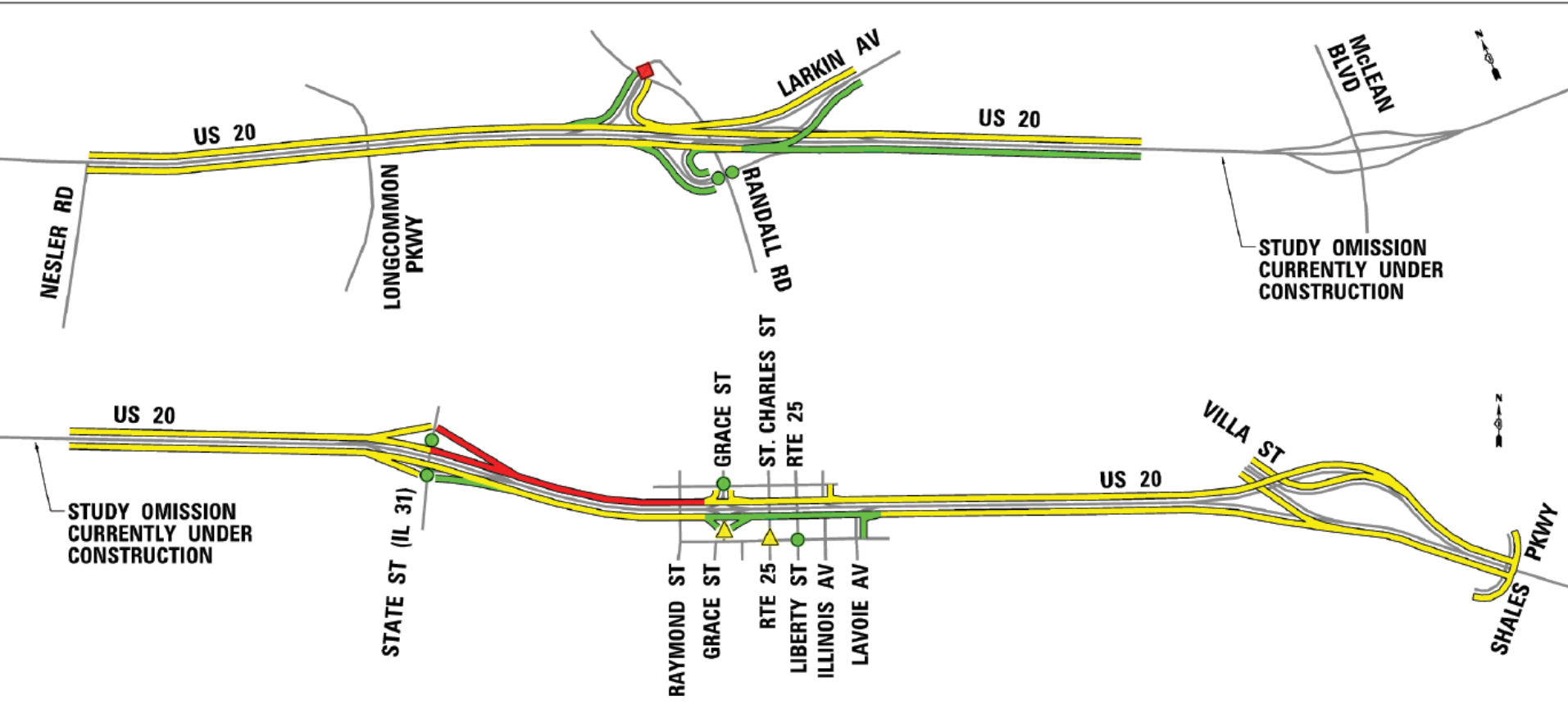


5% LOCATIONS REPRESENT AT LEAST 5% OF STATE HIGHWAY LOCATIONS EXHIBITING THE MOST PRESSING SAFETY NEEDS

Current Conditions LEVEL OF SERVICE

LEVEL OF SERVICE ALONG US 20		Flow Conditions	Technical Descriptions
ROADWAY	A-B		Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No delays
	INTERSECTION		Traffic flows freely, but drivers have slightly less freedom to maneuver. No delays
ROADWAY	C-D		Density becomes noticeable with ability to maneuver limited by other vehicles. Minimal delays
	INTERSECTION		Speed and ability to maneuver is severely restricted by increasing density of vehicles. Minimal delays
ROADWAY	E-F		Unstable traffic flow. Speeds vary greatly and are unpredictable. Minimal delays
	INTERSECTION		Traffic flow is unstable, with brief periods of movement followed by forced stops. Significant delays

Current Conditions LEVEL OF SERVICE



Bridges in the US 20 Study Area

6 Bridges in the Study Area

- IL 31 (State St.) over US 20
- US 20 over Fox River
- US 20 over Raymond St.
- US 20 over St. Charles Rd.
- US 20 over IL 25 (Liberty St.)
- US 20 over Poplar Creek

Bridge History

- Bridges Originally Constructed in 1961
- Received Deck Overlays in 1987
- Structures are over 50 years into their life cycle
- Rehabilitation is required



US 20 Study Area IL 31 (STATE ST.) BRIDGE



Public Meeting #1 Summary



Public Meeting #1

Tuesday, October 29, 2013 at The Centre in Elgin from 4:00 PM to 7:00 PM

The meeting was an open house format with a continuous audio/video presentation, exhibit boards, scale aerial images of the project area and a brochure.

Meeting attendees provided comments directly on the aerial exhibits and on open comment forms. A Community Advisory Group (CAG) sign-up sheet was also available to the attendees.

48

people attended
the meeting

2

emails were
received prior
to the meeting

10

comment forms
were submitted

20

people signed up
to join the CAG

Comment Forms

Ten (10) comments were gathered via comment forms. They are categorized by nature in the following chart.



CATEGORY

COMMENT FREQUENCY (out of 10 comments)

1 2 3 4 5 6 7 8 9 10

Ramps



Sound/Noise



Congestion



Safety



Bicycle/Pedestrian



Aerial Exhibits

Nineteen (19) comments were posted on aerial exhibits.
They are categorized by nature in the following chart.



CATEGORY

COMMENT FREQUENCY (out of 19 comments)

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

Ramps



Sound/Noise



Congestion



Safety



Bicycle/Pedestrian



Other



Team Exercises



Exercise 1

Identifying Potential Transportation Needs

What safety, mobility, and accessibility issues should be addressed by the project?

7-10 min

Exercise 2

Identifying Community Context Features

What community, economic, or environmental resources in the project area should be preserved or enhanced?

7-10 min

Report to the Larger Group

Exercise 1

What safety, mobility, and accessibility issues should be addressed by the project?

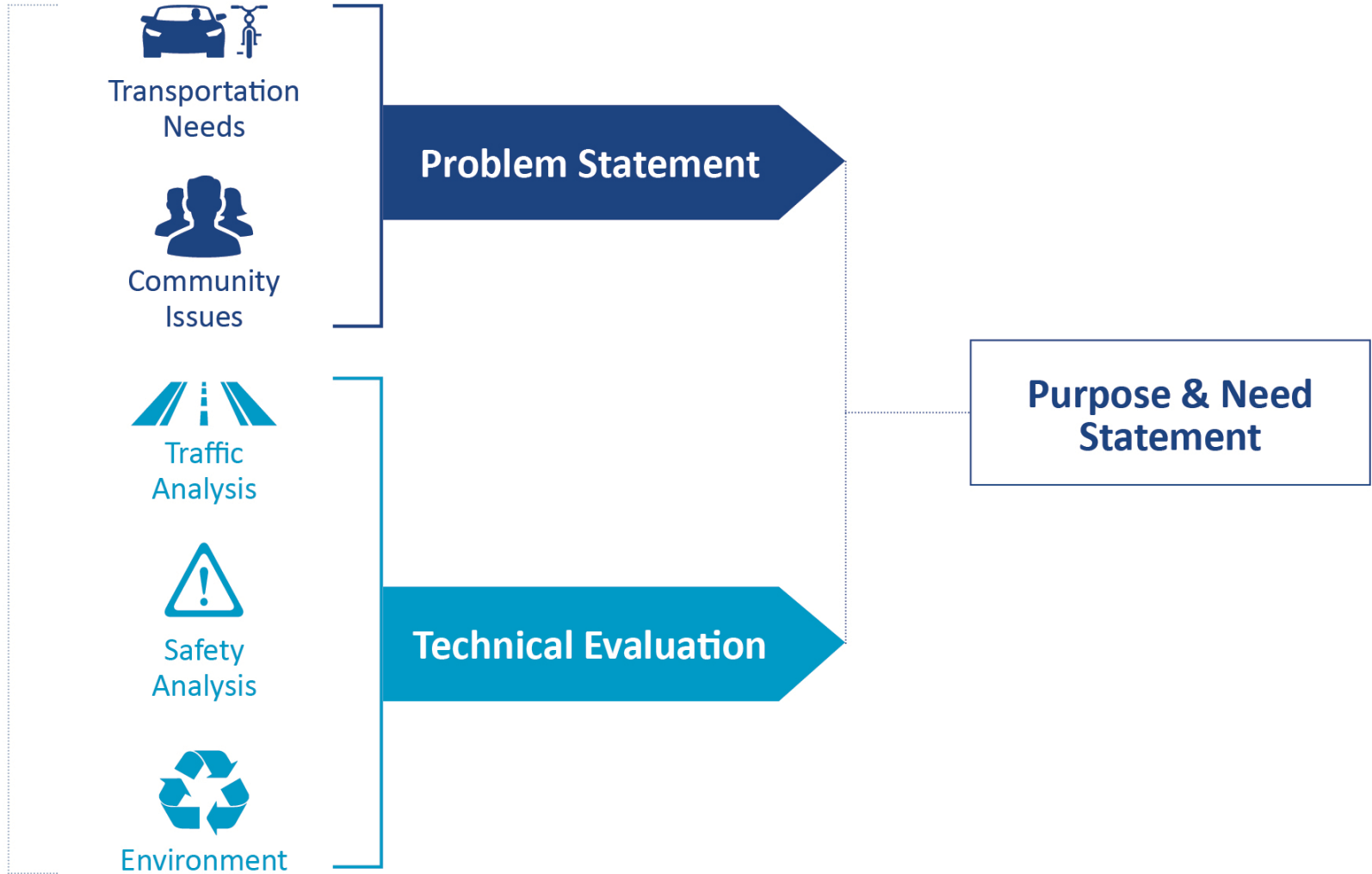
Exercise 2

What community, economic, or environmental resources in the project area should be preserved or enhanced?

Phase I Planning Process



DATA COLLECTION



Developing a Problem Statement



What is a Problem Statement?

Summarizes the issues and concerns within the project area

States the important aspects of the project area

Provides focus in developing the more detailed **Purpose & Need Statement**

Exercise 3

Begin Drafting the Problem Statement

The transportation problem(s) along the US 20 corridor to be solved by this project is/are

In addition, _____

Purpose & Need Statement

The Purpose & Need Statement is intended to clarify the expected outcome of a public expenditure and to justify that expenditure—what is to be accomplished and why it is necessary.



PURPOSE

Why is the project proposed?

- Intended outcomes
- Objectives to address needs
- Achievable & specific
- Helps to develop reasonable range of alternatives and evaluate potential solutions

NEED

Why is the project needed?

- Key problems to address any underlying causes
- Factual & quantifiable
- Supports purpose statement

Next Steps

1. At the next CAG meeting we will review the Purpose & Need Statement
2. We will present the Purpose & Need Statement at the next public meeting



Thank You!

