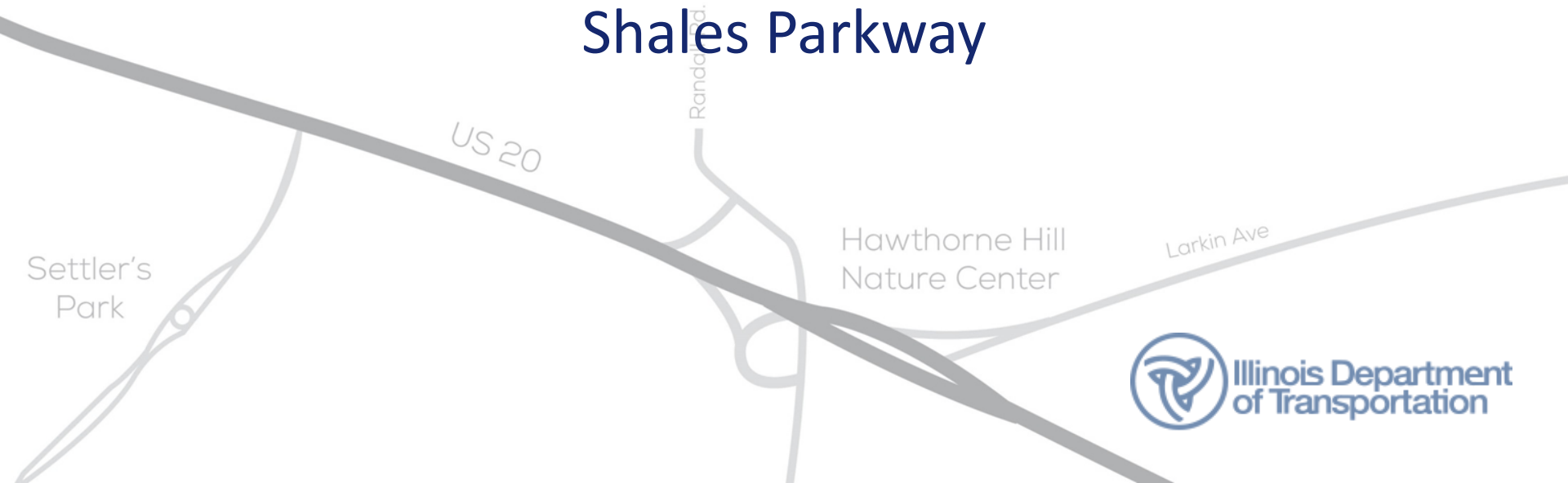




## West of Randall Road to Shales Parkway



# Welcome

Community Advisory Group Meeting #2  
December 2, 2014



# Meeting Agenda

1. Introductions
2. Project Schedule
3. CAG #1 Overview
4. Problem Statement
5. Project Purpose
6. Evaluation of Existing Conditions
7. Preview Potential Improvements
8. Breakout Session
9. Next Steps



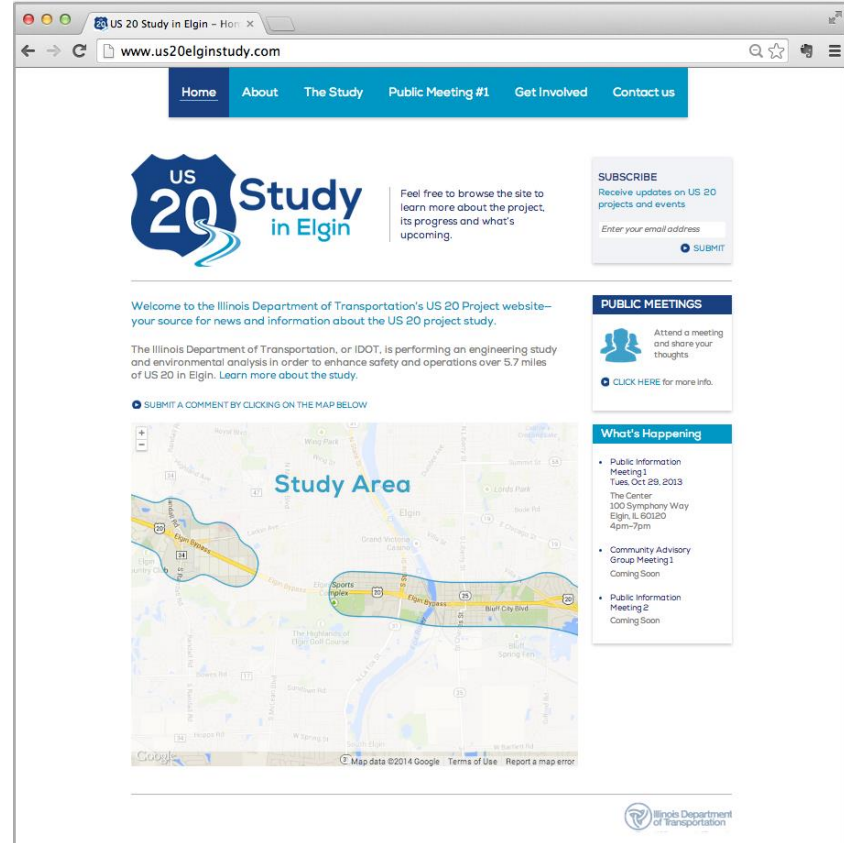
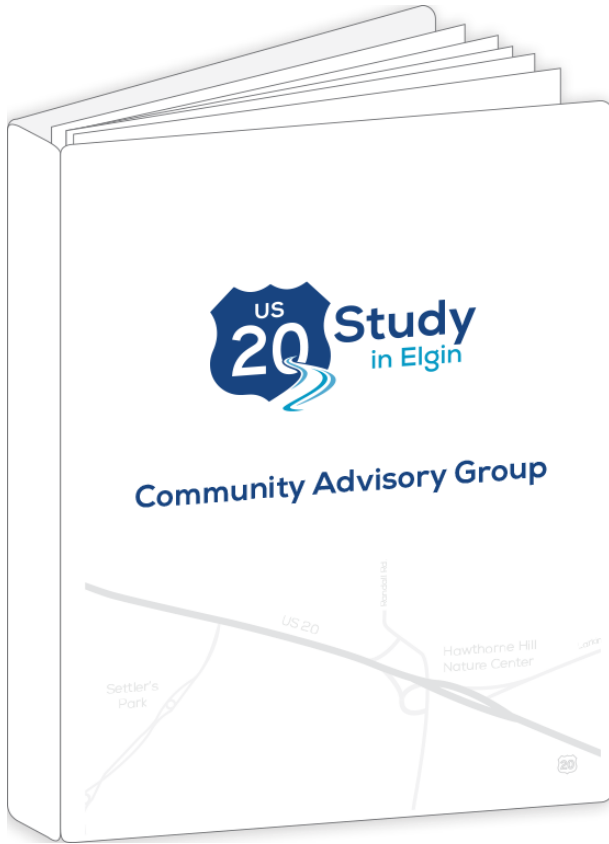
# Introductions

Project Team & CAG Members





# Binder Update and Additions



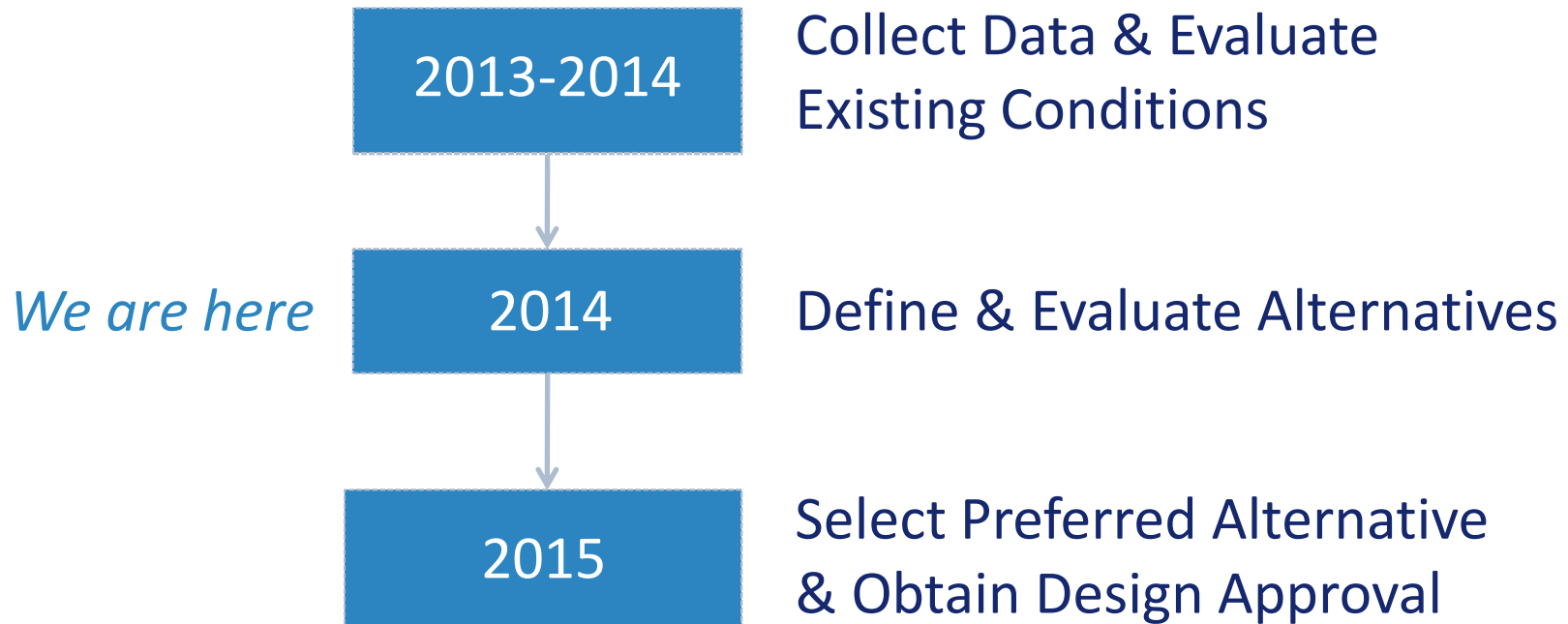
us20elginstudy.com



# Project Schedule



# Project Timeline



## 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 III\*

- Construction

#### TIMELINE

*Schedule to be determined*

\* Maintenance of the IL 31 Bridge is included in IDOT's FY 2015-2020 Proposed Multi-Modal Transportation Improvement Program



# Phase I Milestones

CAG 1

Define Existing Conditions

Develop Problem Statement & Project Purpose

CAG 2

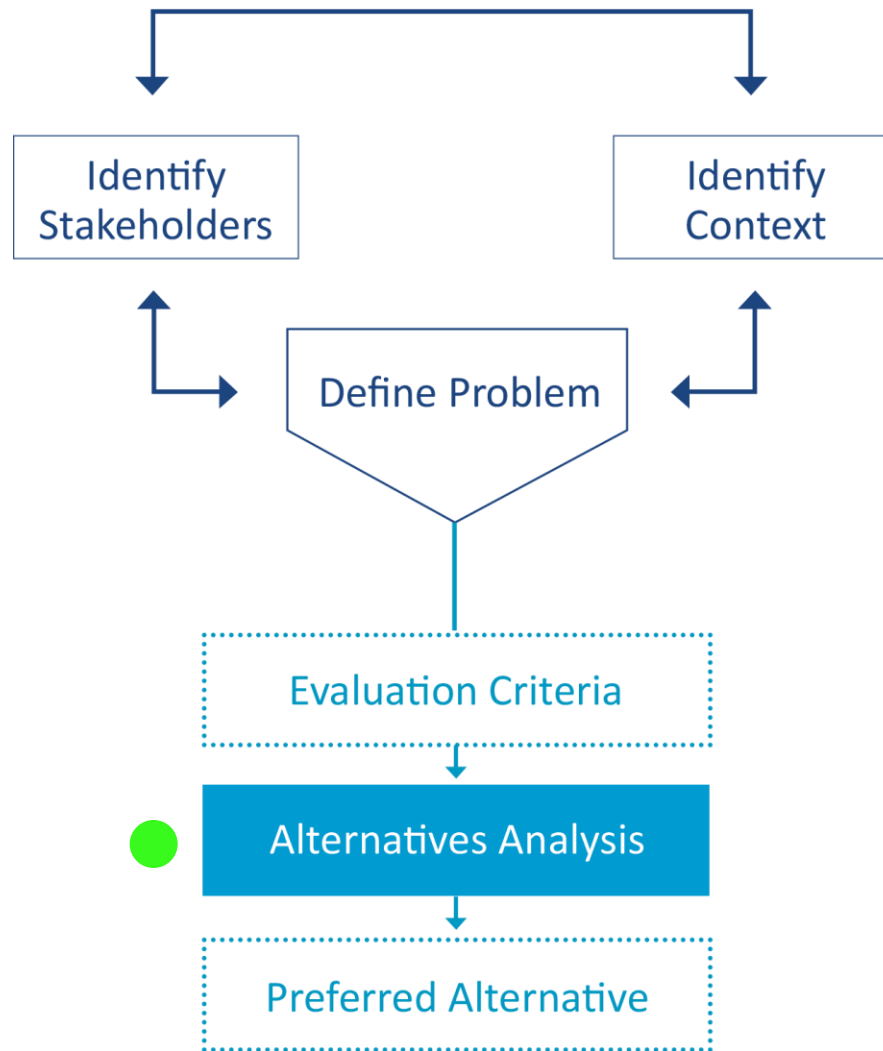
Identify & Evaluate Alternatives

Identify Alternatives to be Carried Forward

CAG 3

Select Preferred Alternative

# THE CSS PLANNING PROCESS



# CAG #1 Overview

Review, Binder Updates & Additions



# CAG Meeting #1 Review

## ISSUES/CONCERNS

- Safety Concerns
- Bike/Pedestrian Facilities
- Economic Development
- Public Transportation
- Environmental/Community Areas to Preserve

## DISTRIBUTED

- Introduction of Project & Team Members
- Project Overview
- Description of CSS Process
- Overview of SIP Plan
- CSS Ground Rules



# Problem Statement

Presenting & Discussing



# Draft Problem Statement

Transportation problems along US 20 from Randall Road to Shales Parkway include safety, mobility, and access for all transportation modes. There is a lack of efficient access for emergency vehicles, and there are limited non-motorized crossings and connections. Providing opportunity areas for aesthetic treatments to enhance economic opportunities is also important. Improvement alternatives are limited to maintenance activities.



# Project Purpose



# Draft Purpose Statement

The purpose of the proposed improvement is to extend the service life of the US 20 mainline and bridges, enhance safety, and address mobility issues. In addition to serving the motoring public, the proposed action will also address the need for emergency vehicle access and safe access for pedestrians and bicyclists crossing the US 20 corridor.



# Evaluation of Existing Conditions

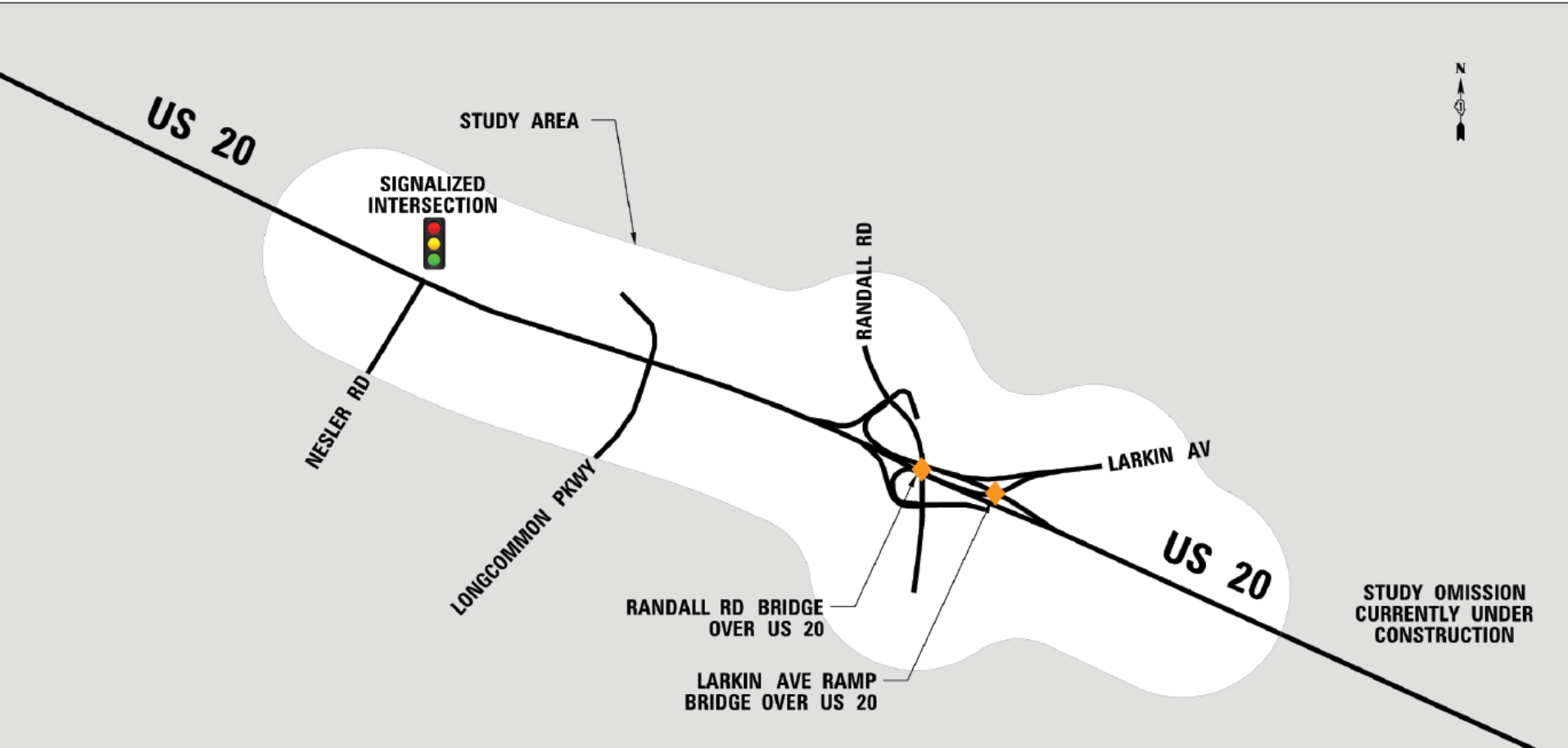


# Roadway Segments

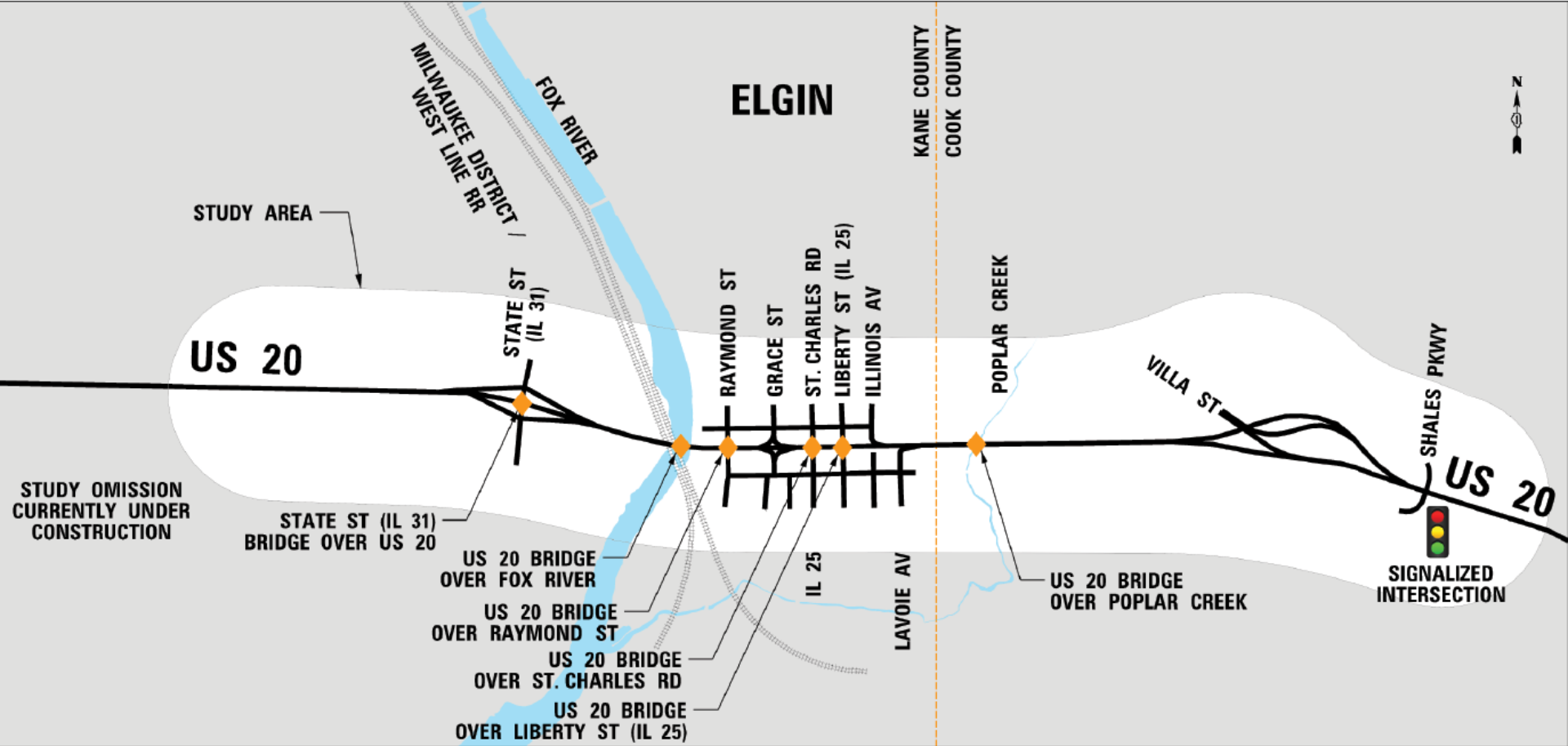
- Nesler Road to Longcommon Parkway
- Longcommon Parkway to Randall Road
- Illinois 31 (State Street) to Fox River
- Fox River to Poplar Creek
- Poplar Creek to Shales Parkway



# US 20 Project Area THE STUDY-WEST

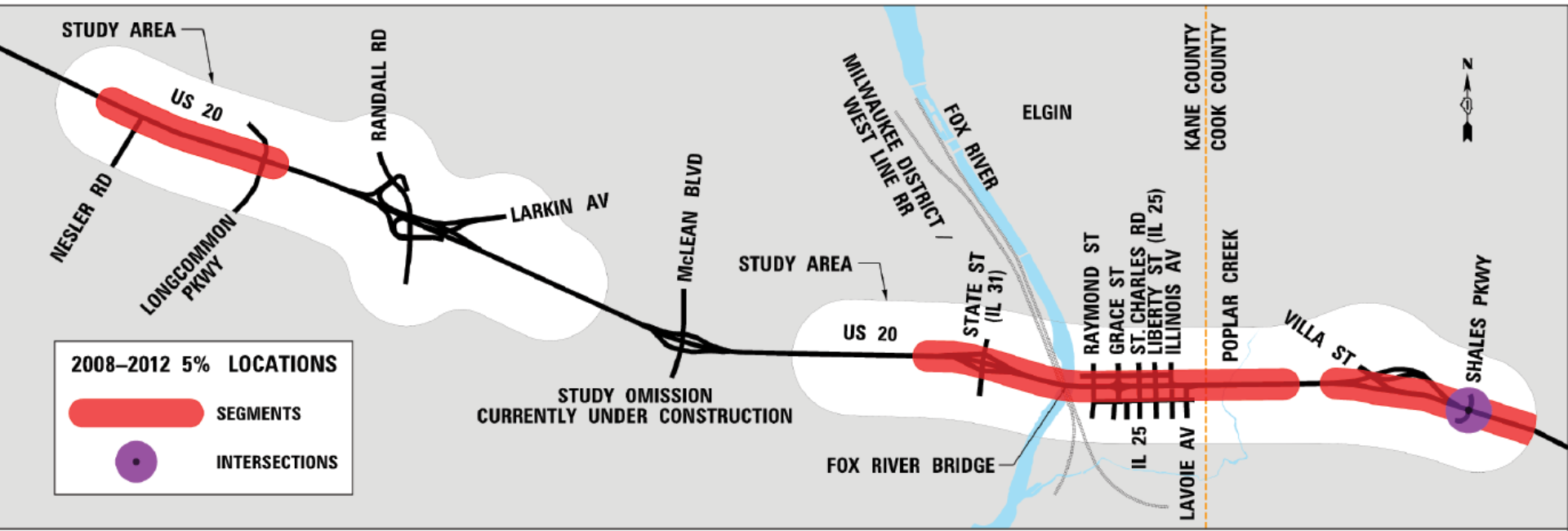


# US 20 Project Area THE STUDY-EAST



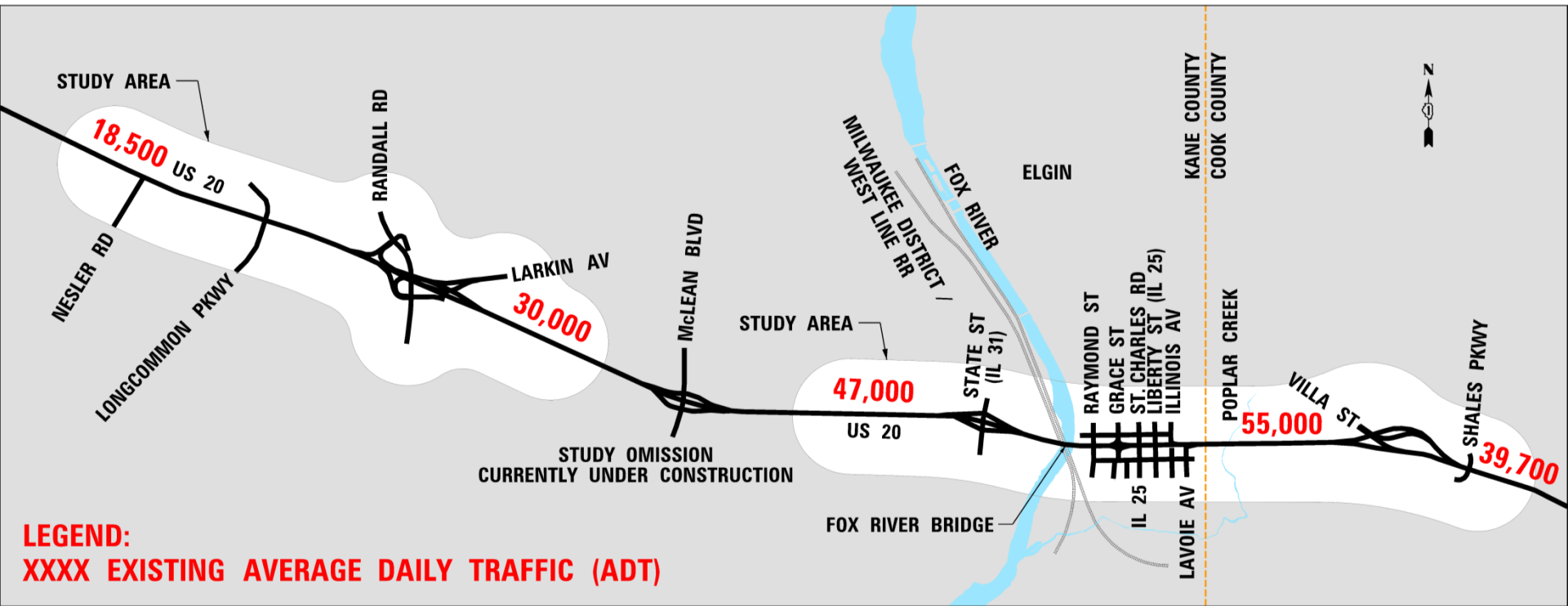


# Current Conditions 5% Locations



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

# Existing Average Daily Traffic Volumes





# NESLER ROAD TO LONGCOMMON PKWY

US 20 CLASSIFICATION: SRA

SPEED LIMIT 45

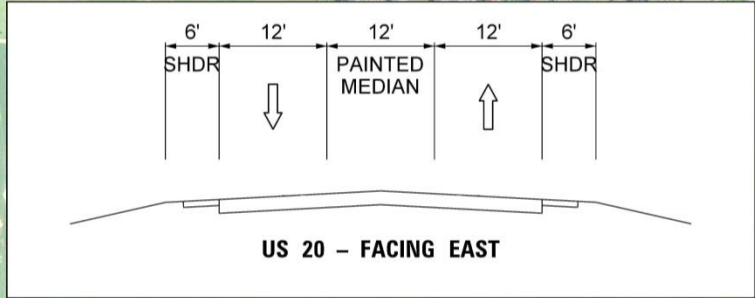
SPEED LIMIT 50

SPEED LIMIT 55

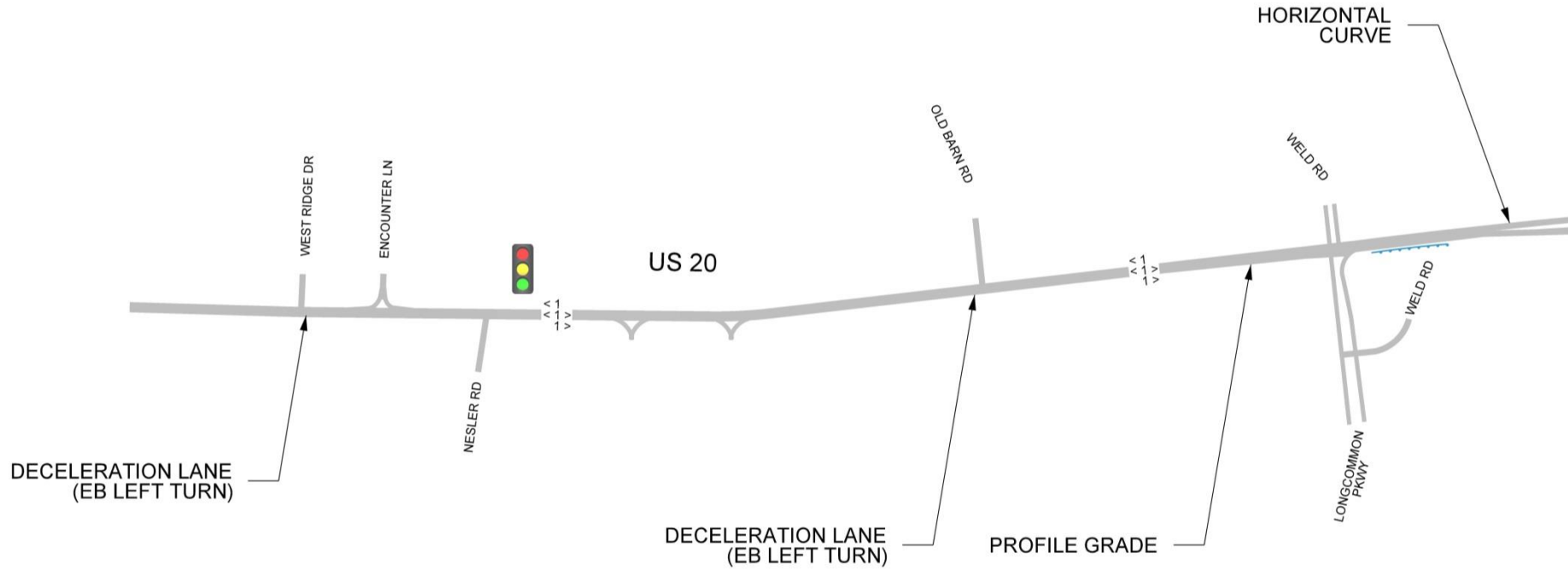


US 20

GOOD SHEPHERD LUTHERAN CHURCH AND SCHOOL

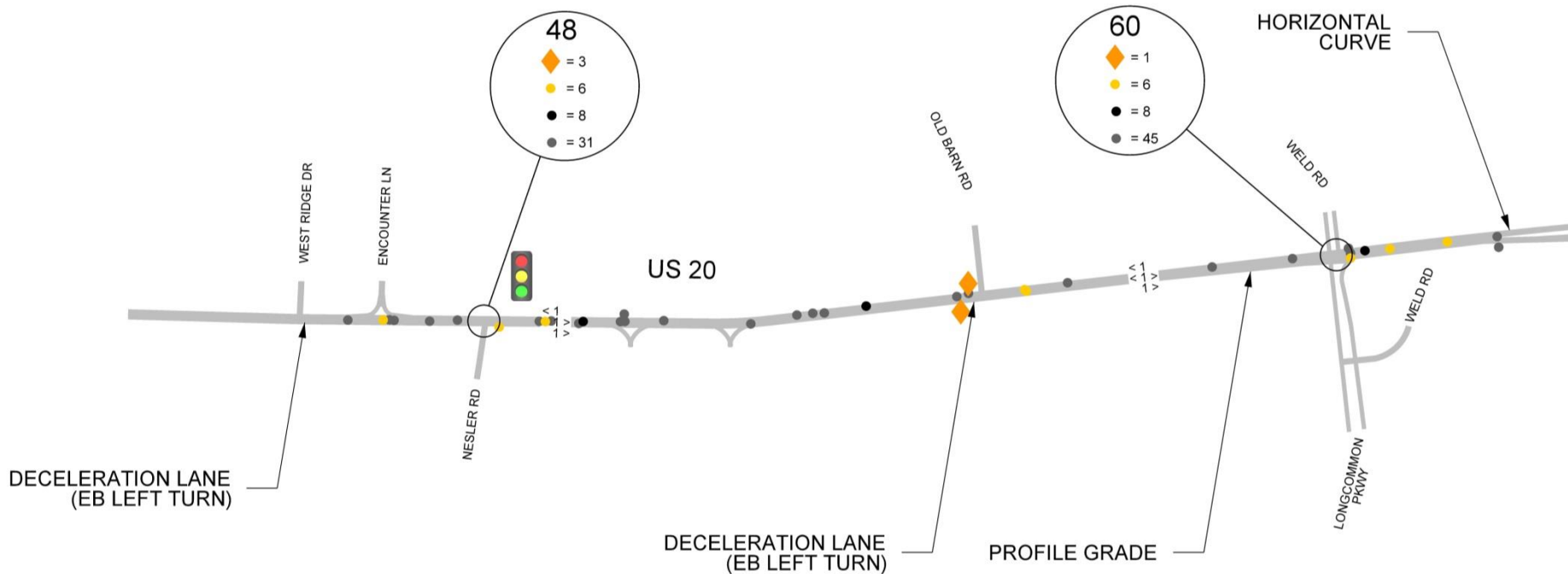


# FEATURES THAT DO NOT MEET CURRENT DESIGN STANDARDS





# CRASH LOCATIONS (2006 - 2012)

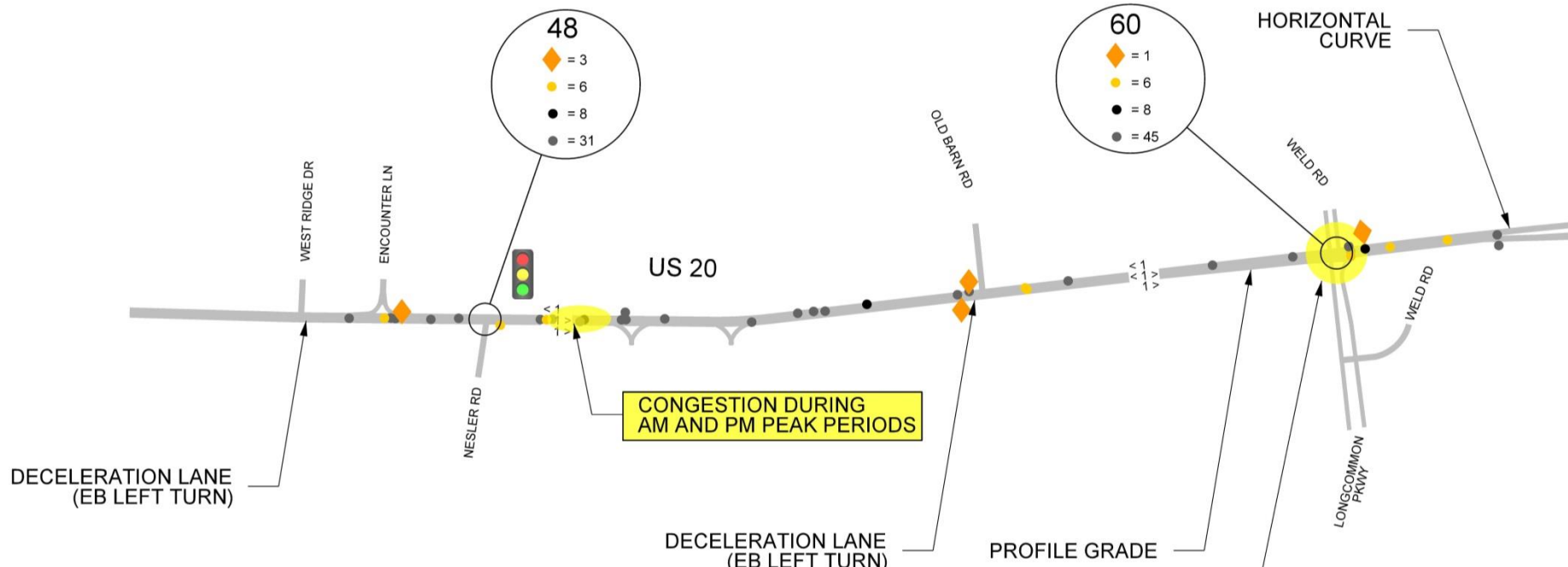


**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)
- INJURY CRASH (NON-INCAPACITATING)
- INJURY CRASH (NON-EVIDENT)
- PROPERTY DAMAGE ONLY CRASH

CRASHES		
	2006 - 2011	2012
TOTAL CRASHES	119	16
YEARLY AVERAGE	20	16
INJURY / FATALITY	34	4

# MOBILITY

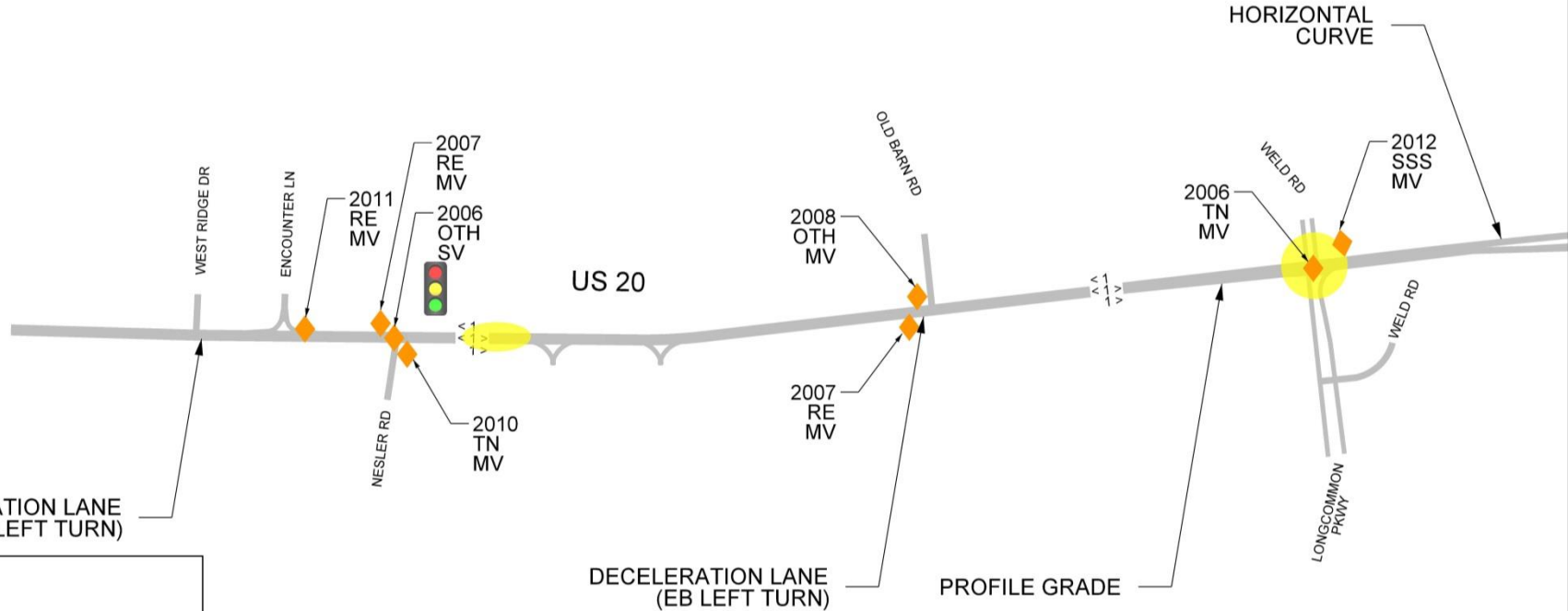


CONGESTION DURING AM AND PM PEAK PERIODS

DELAYS FOR NB RIGHT-TURN AND WB LEFT-TURN

- LEGEND:
- ◆ CRASH (FATAL)
  - ◆ INJURY CRASH (INCAPACITATING)
  - INJURY CRASH (NON-INCAPACITATING)
  - INJURY CRASH (NON-EVIDENT)
  - PROPERTY DAMAGE ONLY CRASH

# FATAL AND INCAPACITATING CRASHES (2006 - 2012)



DECELERATION LANE  
(EB LEFT TURN)

DECELERATION LANE  
(EB LEFT TURN)

PROFILE GRADE

LEGEND:

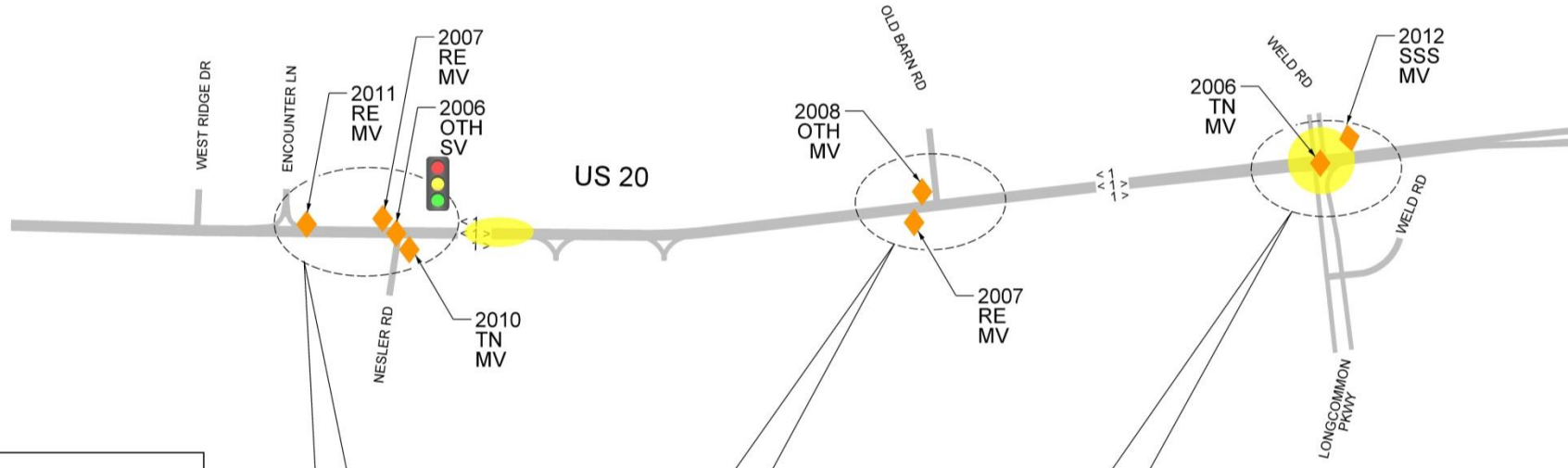
- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)

20XX YEAR

TYPE RE - REAR END  
 HO - HEAD ON  
 SSS - SIDE SWIPE SAME DIRECTION  
 FO - FIXED OBJECT  
 AN - ANGLE  
 TN - TURNING  
 OVR - OVERTURNED  
 OTH - OTHER

TYPE SV - SINGLE  
 MV - MULTIPLE

# POTENTIAL COUNTERMEASURES



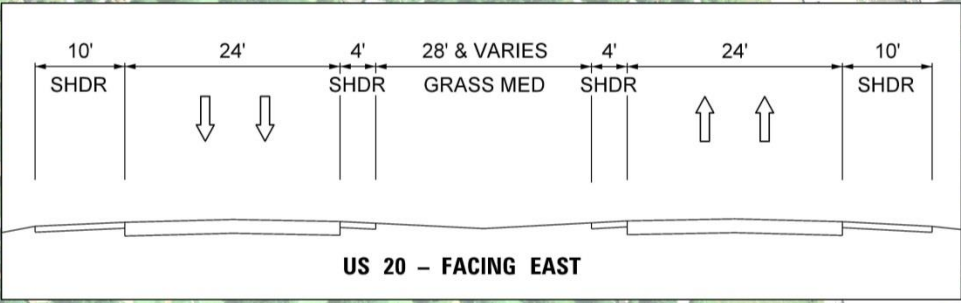
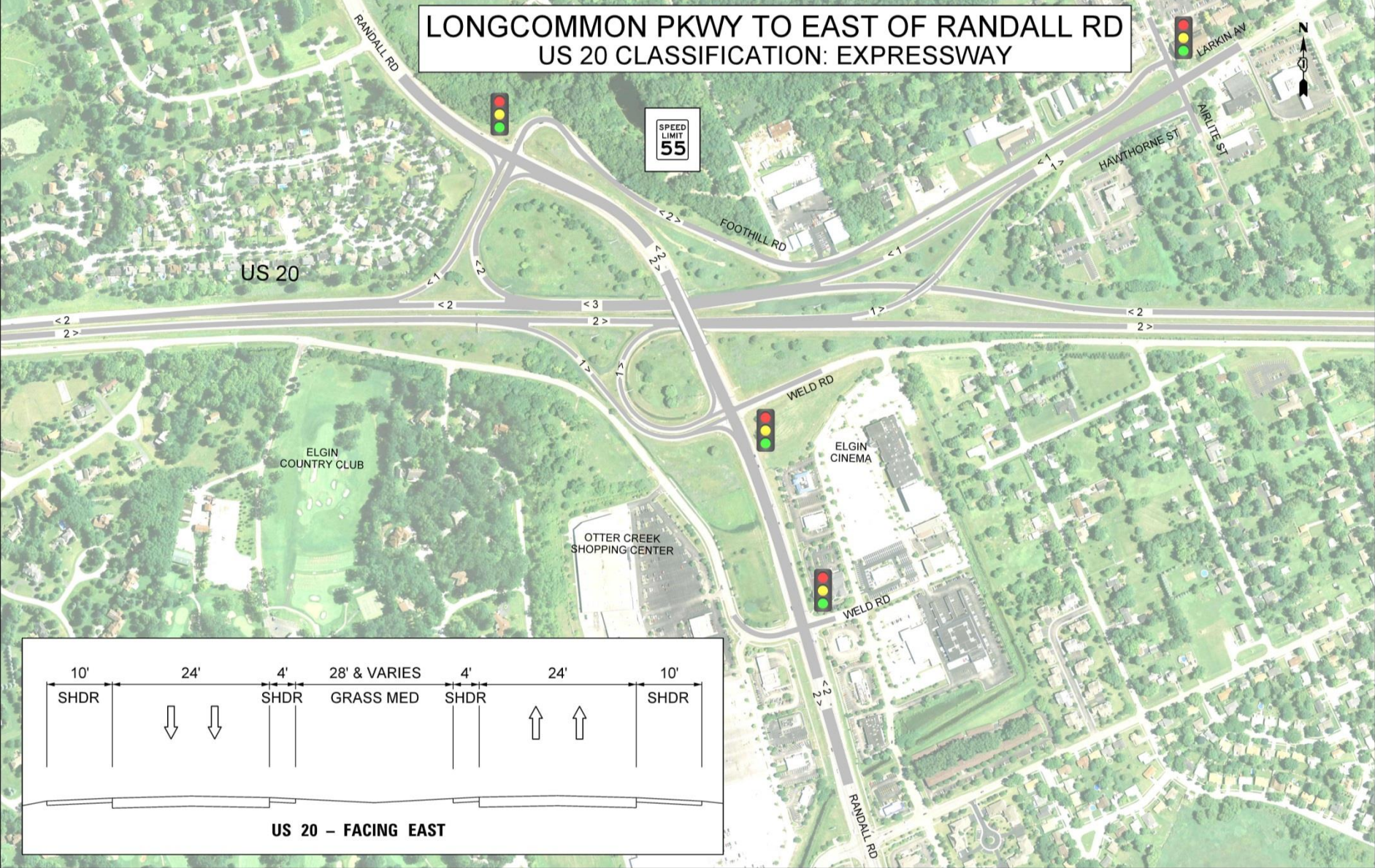
**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)

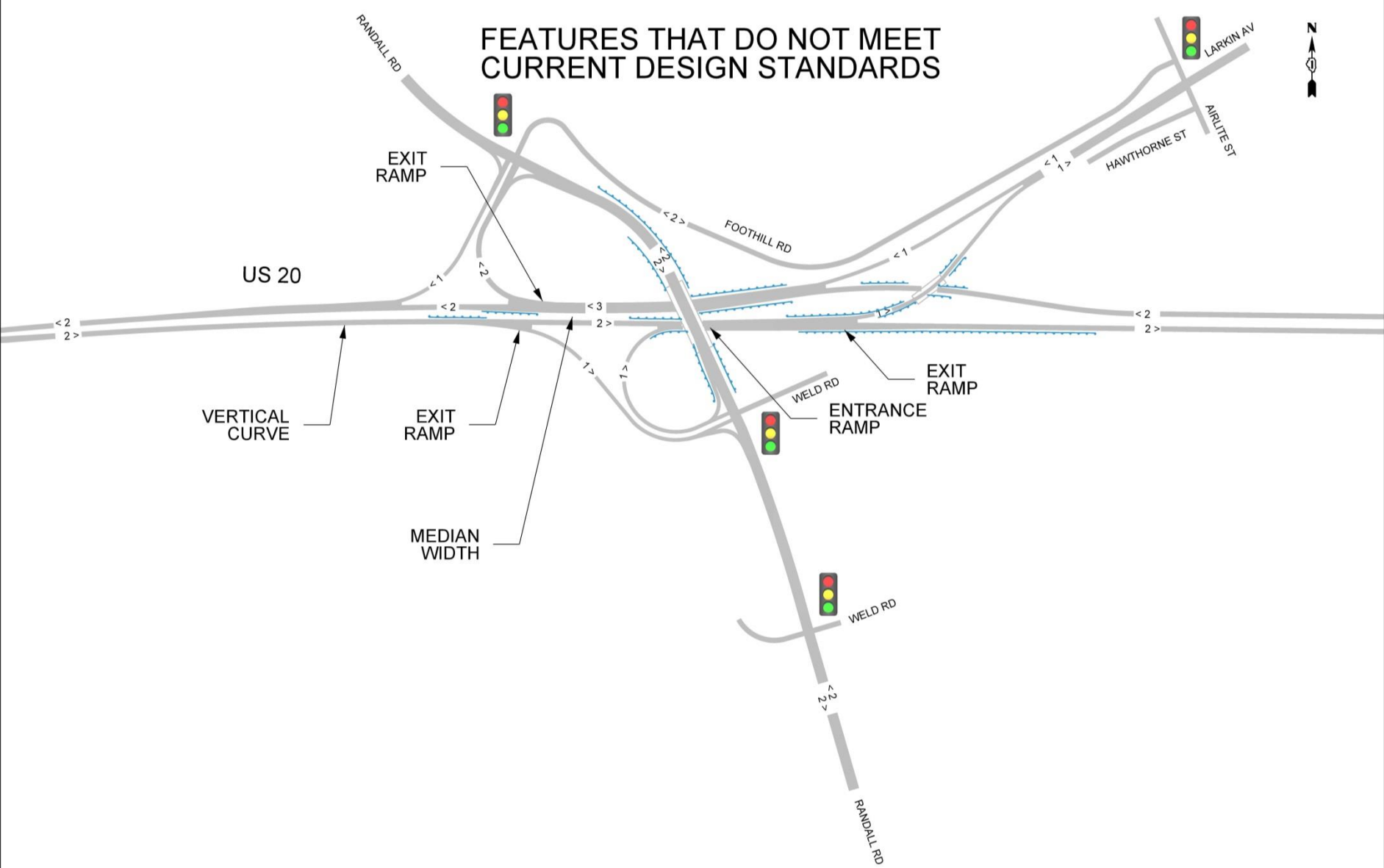
20XX	YEAR
TYPE	RE - REAR END
	HO - HEAD ON
	SSS - SIDE SWIPE SAME DIRECTION
	FO - FIXED OBJECT
	AN - ANGLE
	TN - TURNING
	OVR - OVERTURNED
	OTH - OTHER
TYPE	SV - SINGLE
	MV - MULTIPLE



# LONGCOMMON PKWY TO EAST OF RANDALL RD US 20 CLASSIFICATION: EXPRESSWAY

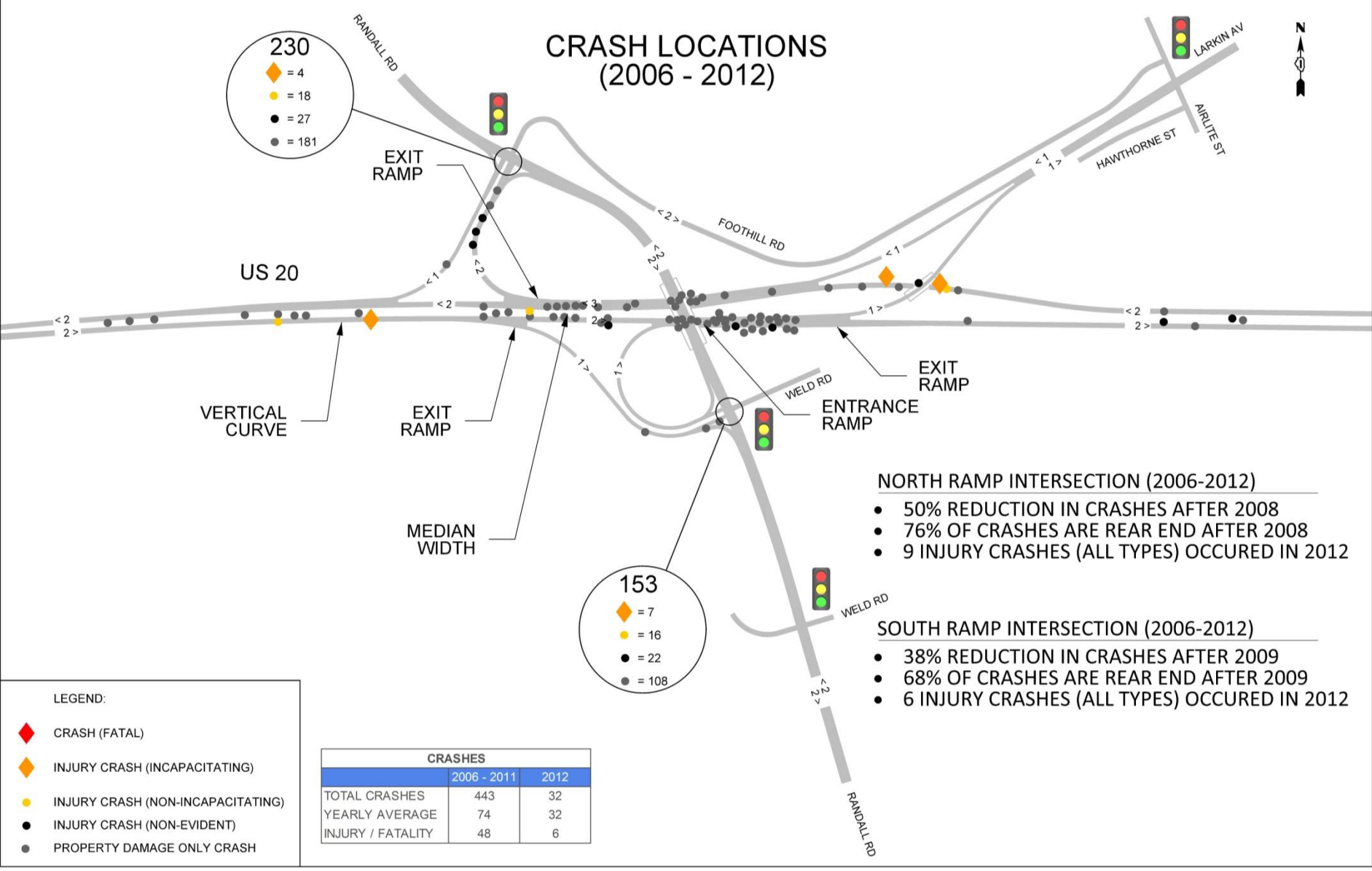
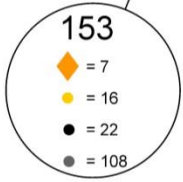
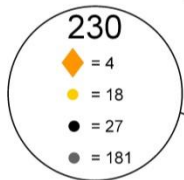


# FEATURES THAT DO NOT MEET CURRENT DESIGN STANDARDS





# CRASH LOCATIONS (2006 - 2012)



### NORTH RAMP INTERSECTION (2006-2012)

- 50% REDUCTION IN CRASHES AFTER 2008
- 76% OF CRASHES ARE REAR END AFTER 2008
- 9 INJURY CRASHES (ALL TYPES) OCCURED IN 2012

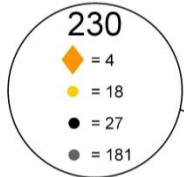
### SOUTH RAMP INTERSECTION (2006-2012)

- 38% REDUCTION IN CRASHES AFTER 2009
- 68% OF CRASHES ARE REAR END AFTER 2009
- 6 INJURY CRASHES (ALL TYPES) OCCURED IN 2012

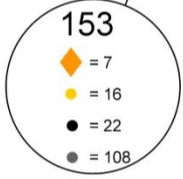
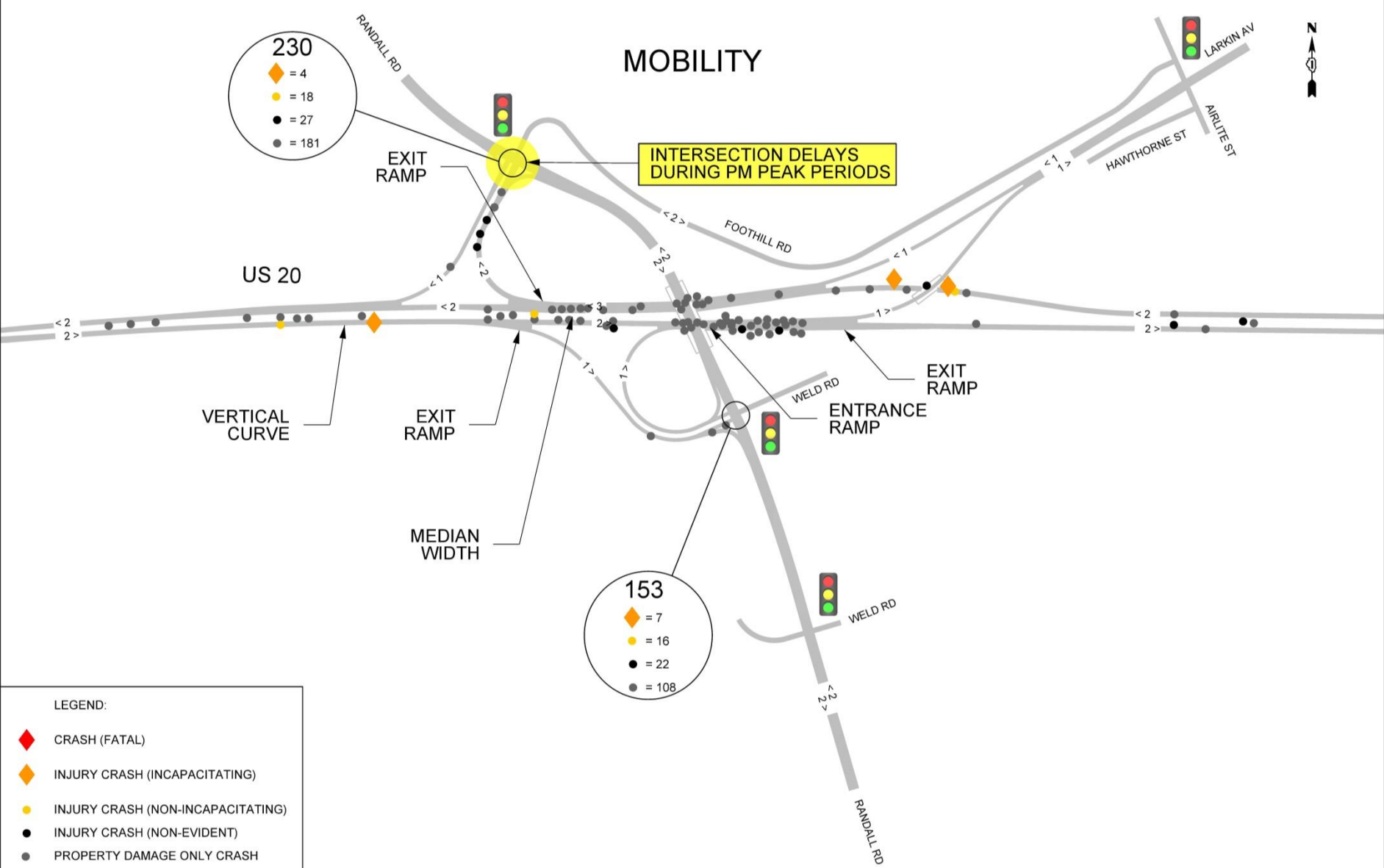
- LEGEND:
- ◆ CRASH (FATAL)
  - ◆ INJURY CRASH (INCAPACITATING)
  - INJURY CRASH (NON-INCAPACITATING)
  - INJURY CRASH (NON-EVIDENT)
  - PROPERTY DAMAGE ONLY CRASH

CRASHES		
	2006 - 2011	2012
TOTAL CRASHES	443	32
YEARLY AVERAGE	74	32
INJURY / FATALITY	48	6

# MOBILITY



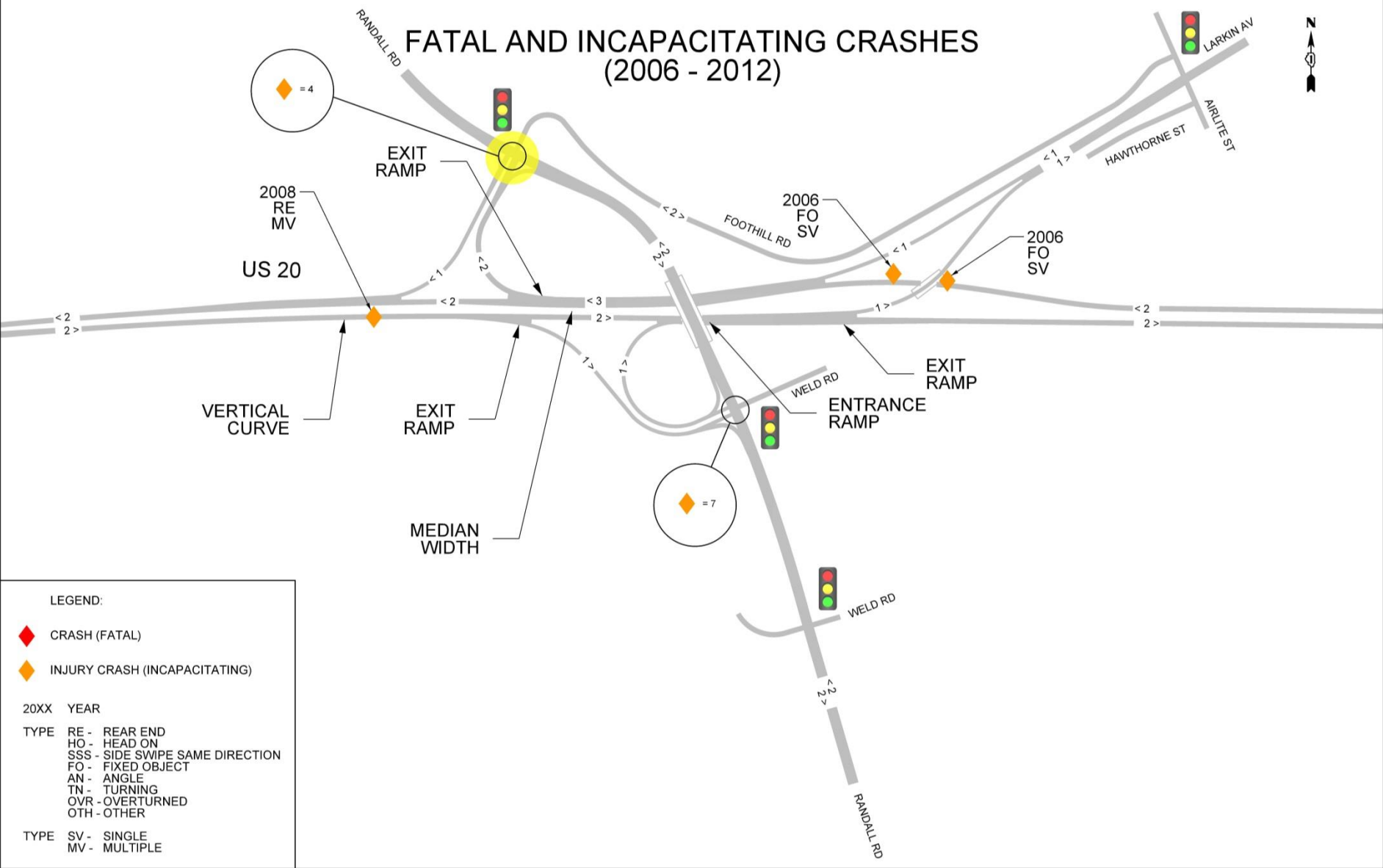
INTERSECTION DELAYS DURING PM PEAK PERIODS



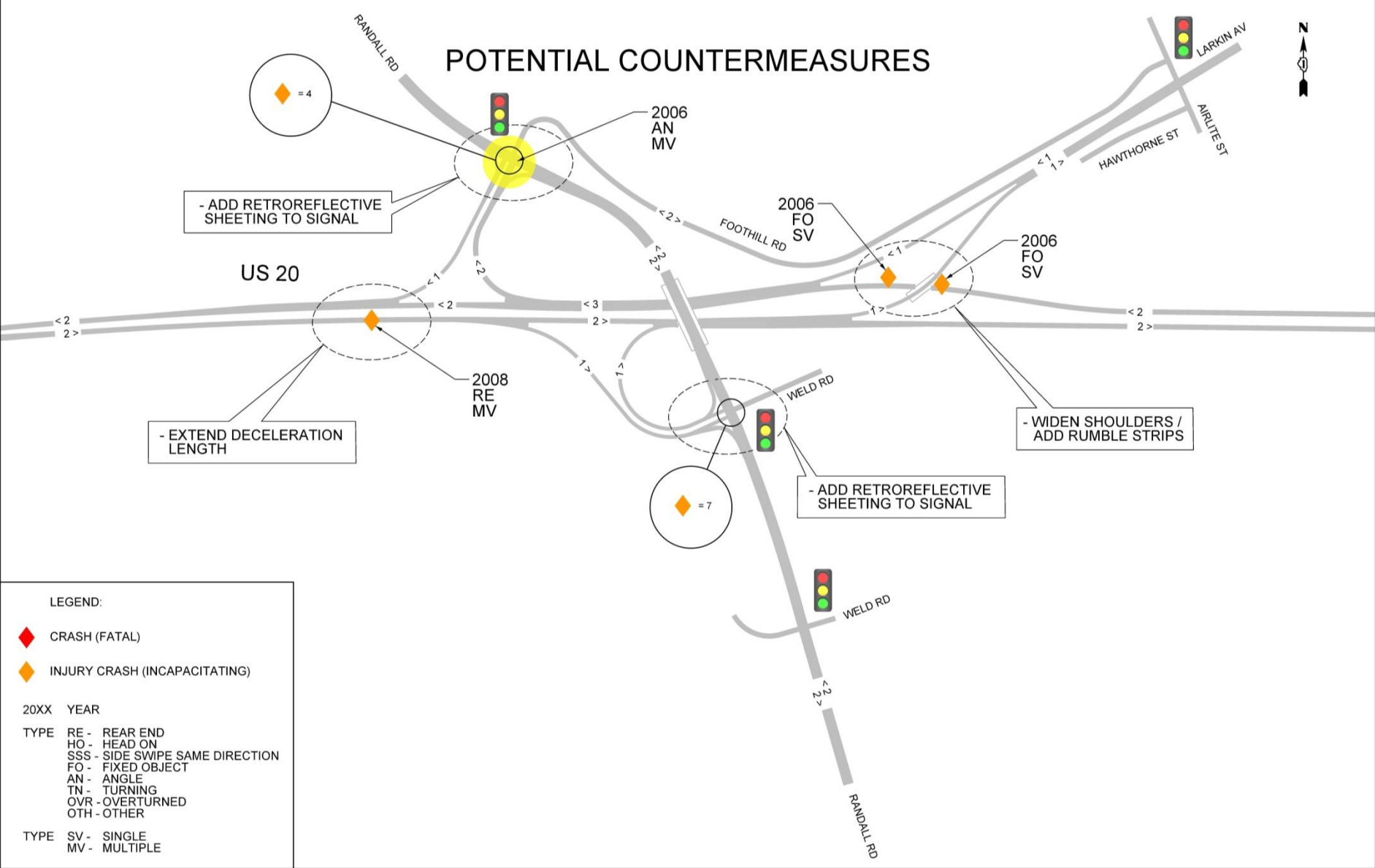
LEGEND:

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)
- INJURY CRASH (NON-INCAPACITATING)
- INJURY CRASH (NON-EVIDENT)
- PROPERTY DAMAGE ONLY CRASH

# FATAL AND INCAPACITATING CRASHES (2006 - 2012)



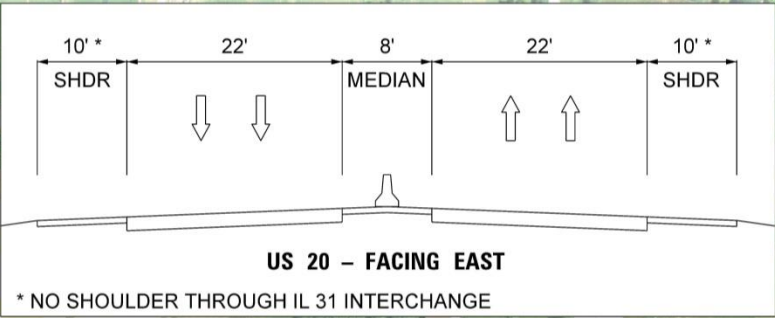
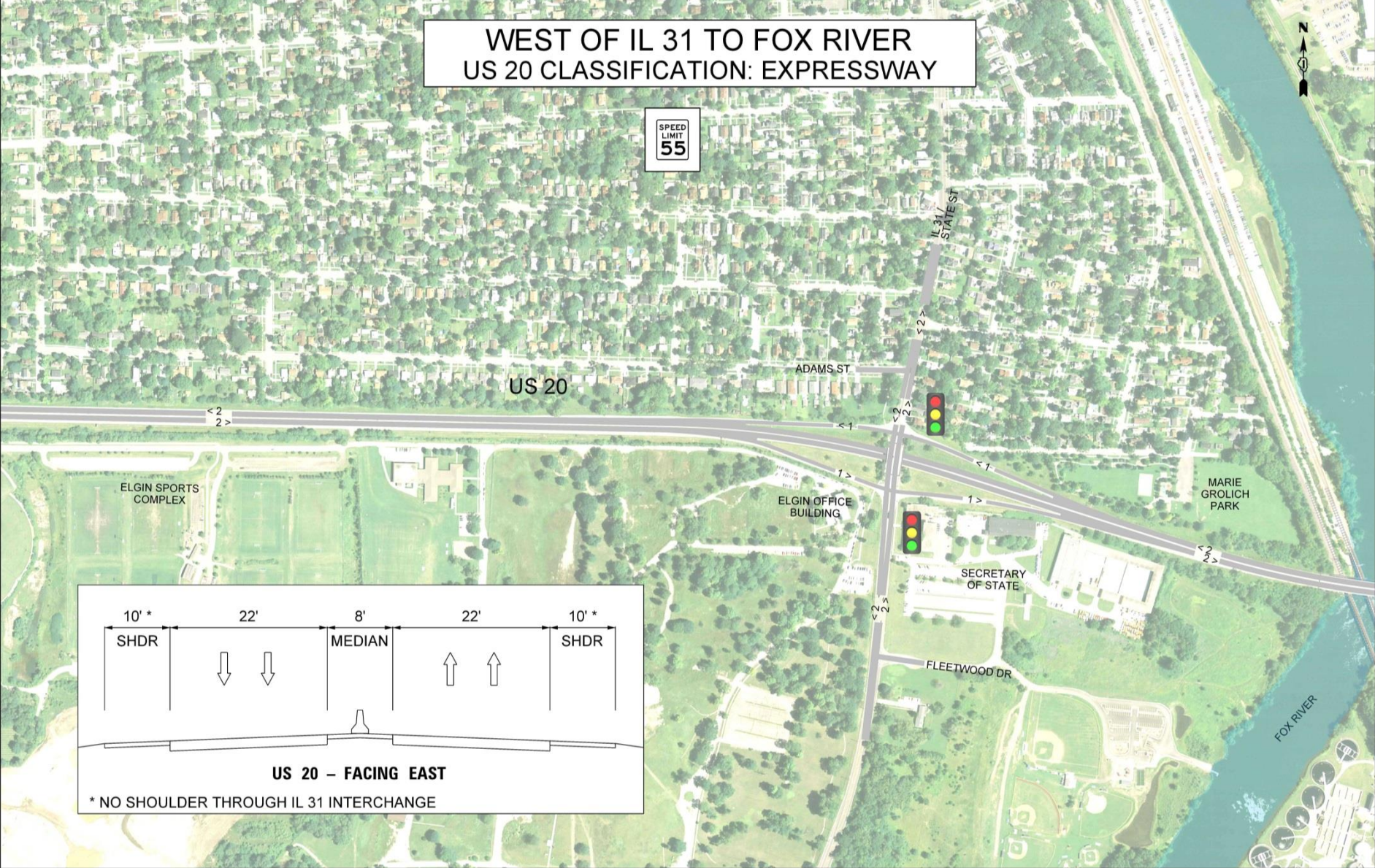
# POTENTIAL COUNTERMEASURES



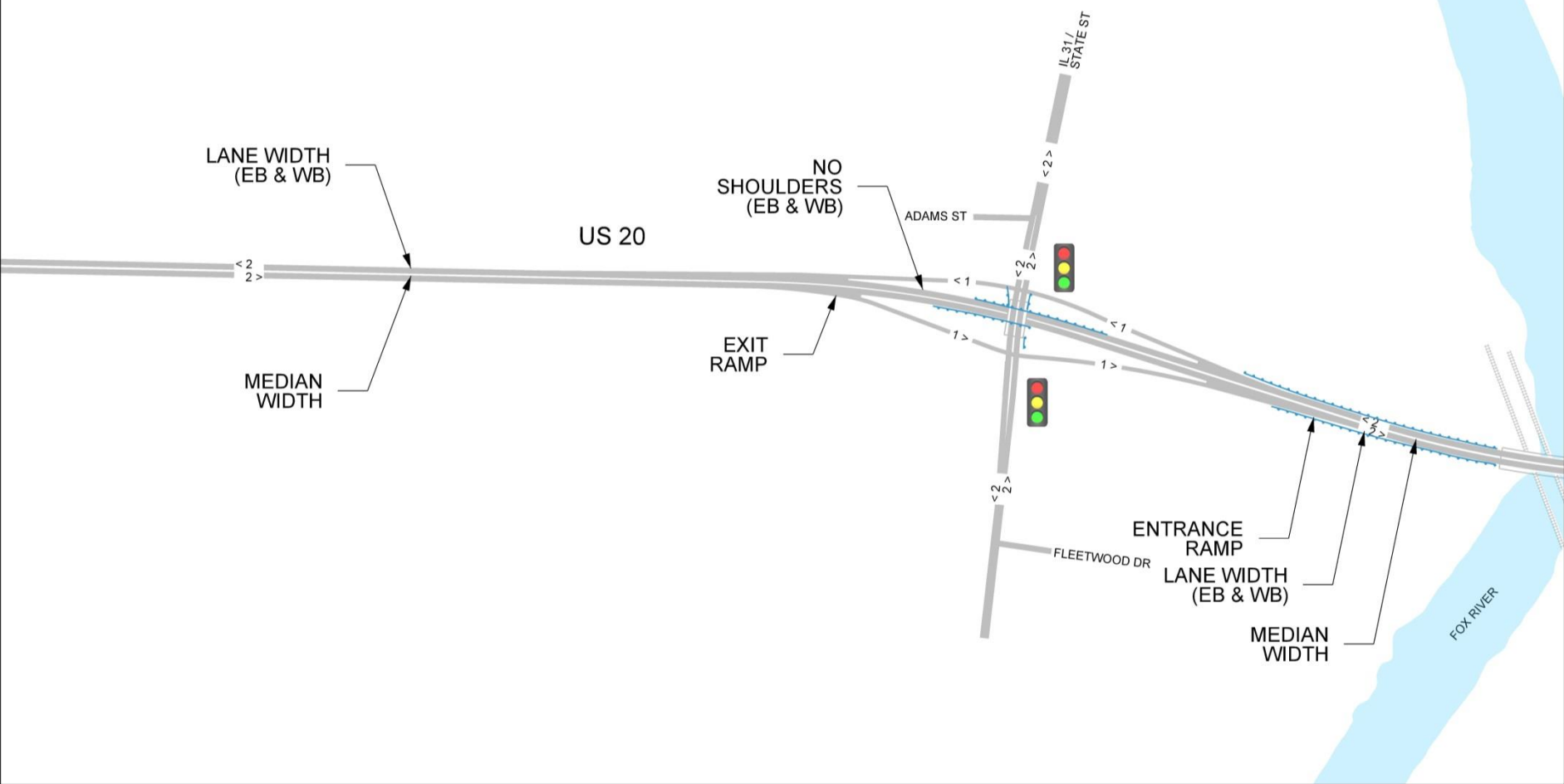


# WEST OF IL 31 TO FOX RIVER US 20 CLASSIFICATION: EXPRESSWAY

SPEED  
LIMIT  
55



# FEATURES THAT DO NOT MEET CURRENT DESIGN STANDARDS



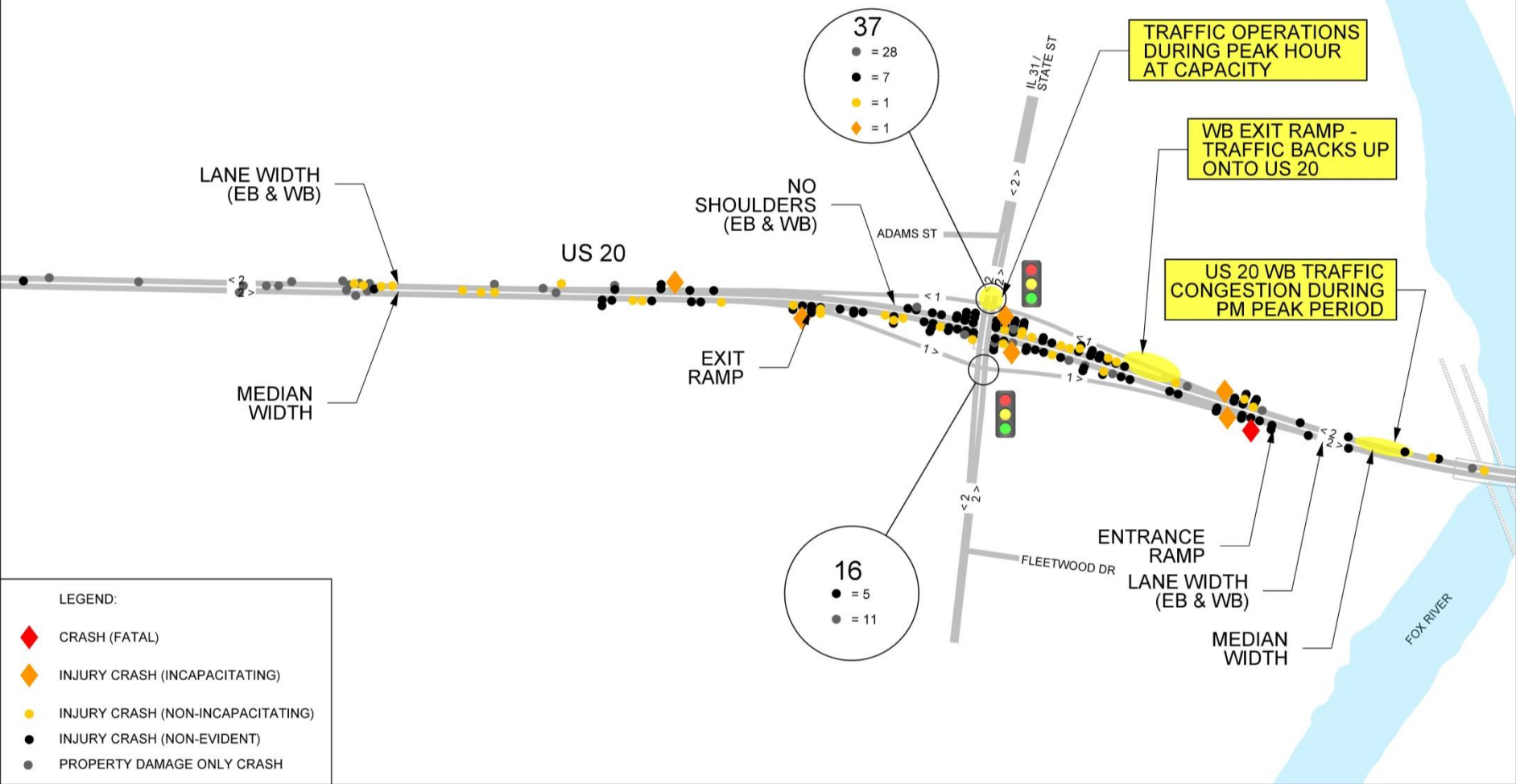


# CRASH LOCATIONS (2006 - 2012)

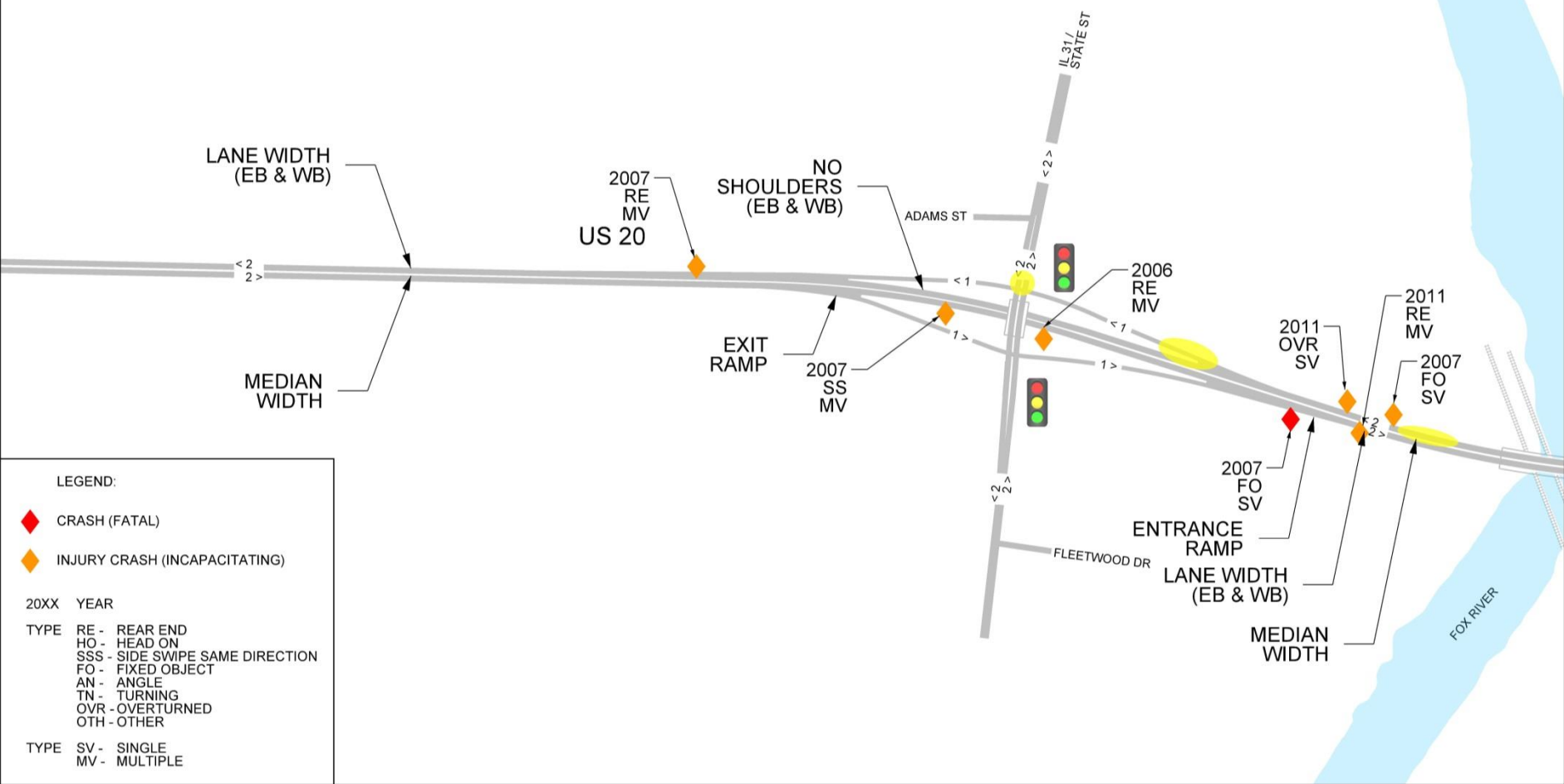
CRASHES					
TYPE	2006 - 2010	2011	2012	TOTAL	%
REAR END	37	9	4	50	32%
FIXED OBJECT	34	7	4	45	30%
SIDESWIPE SAME DIR.	18	5	4	27	18%
ALL OTHER	23	6	1	30	20%
TOTAL	112	27	13	152	100%
YEARLY AVERAGE	22	27	13	21	--
INJURY / FATAL	30	4	0	34	22%



# MOBILITY



# FATAL AND INCAPACITATING CRASHES (2006 - 2012)



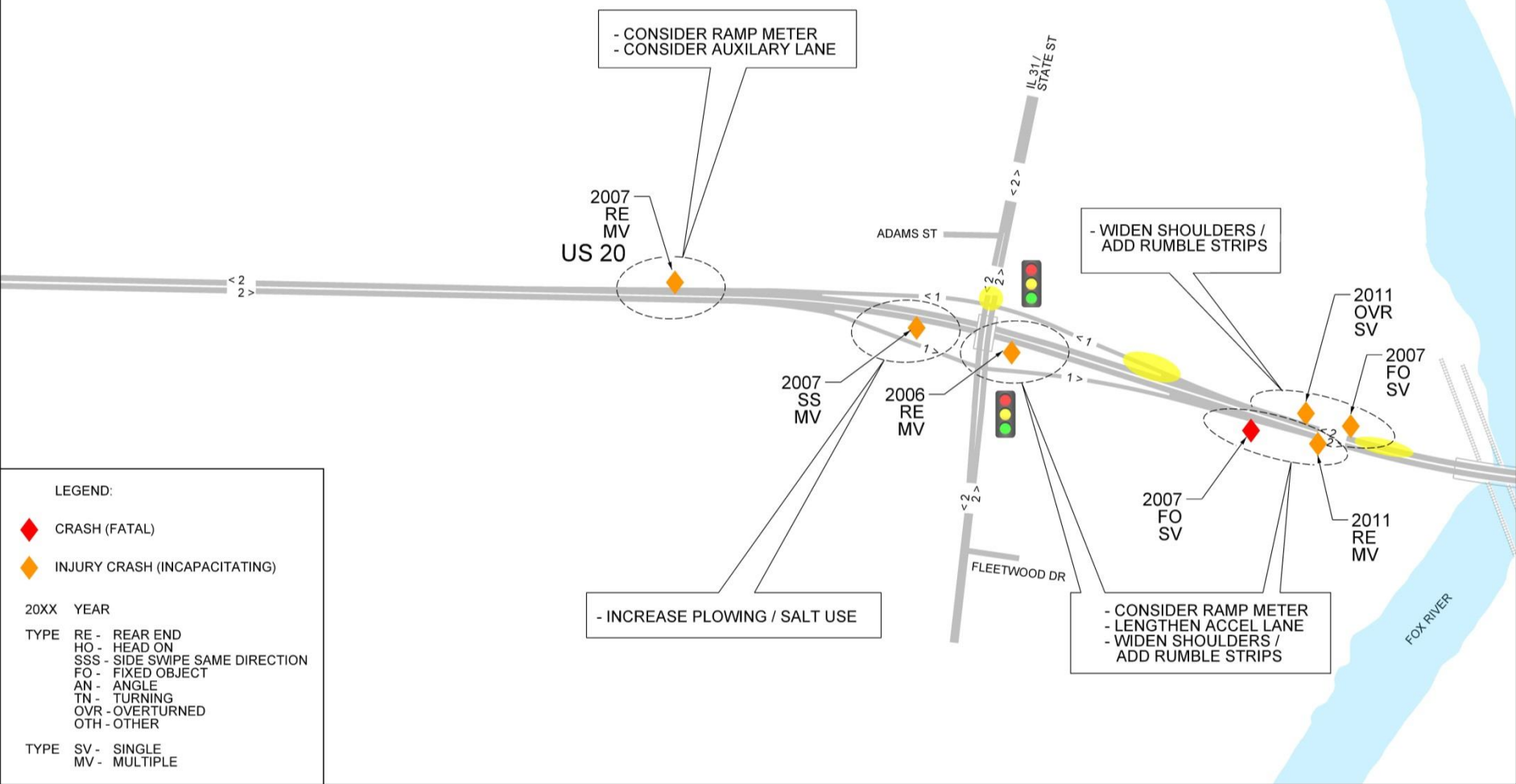
**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)

20XX	YEAR
TYPE	RE - REAR END
	HO - HEAD ON
	SSS - SIDE SWIPE SAME DIRECTION
	FO - FIXED OBJECT
	AN - ANGLE
	TN - TURNING
	OVR - OVERTURNED
	OTH - OTHER
TYPE	SV - SINGLE
	MV - MULTIPLE



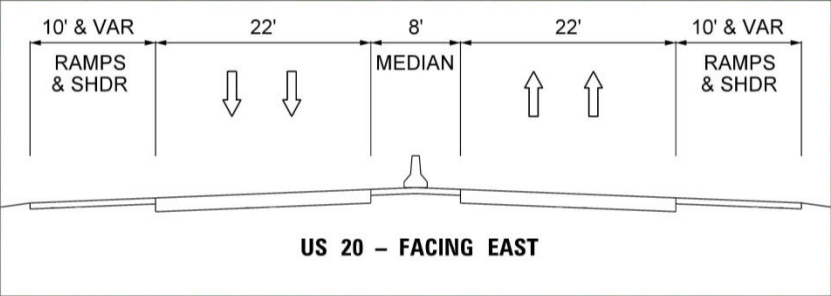
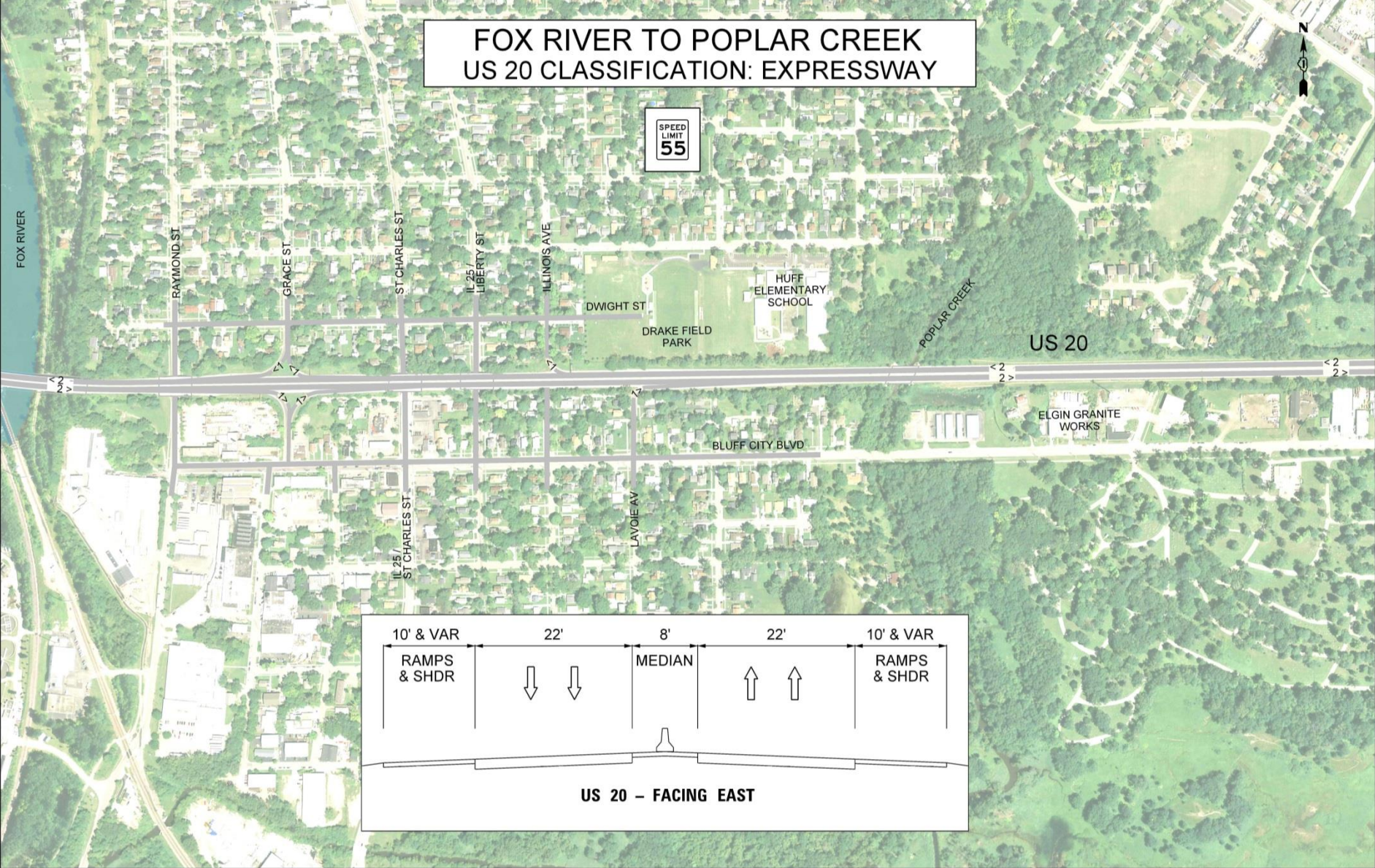
# POTENTIAL COUNTERMEASURES





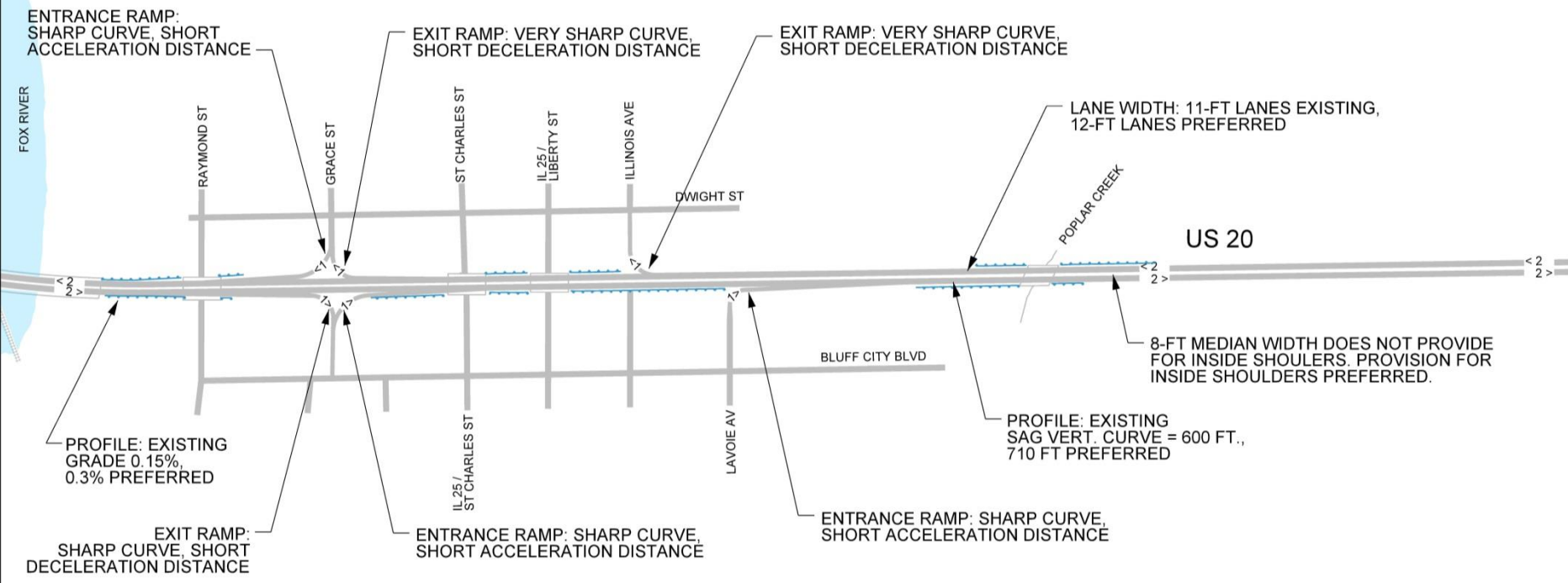
# FOX RIVER TO POPLAR CREEK US 20 CLASSIFICATION: EXPRESSWAY

SPEED  
LIMIT  
55

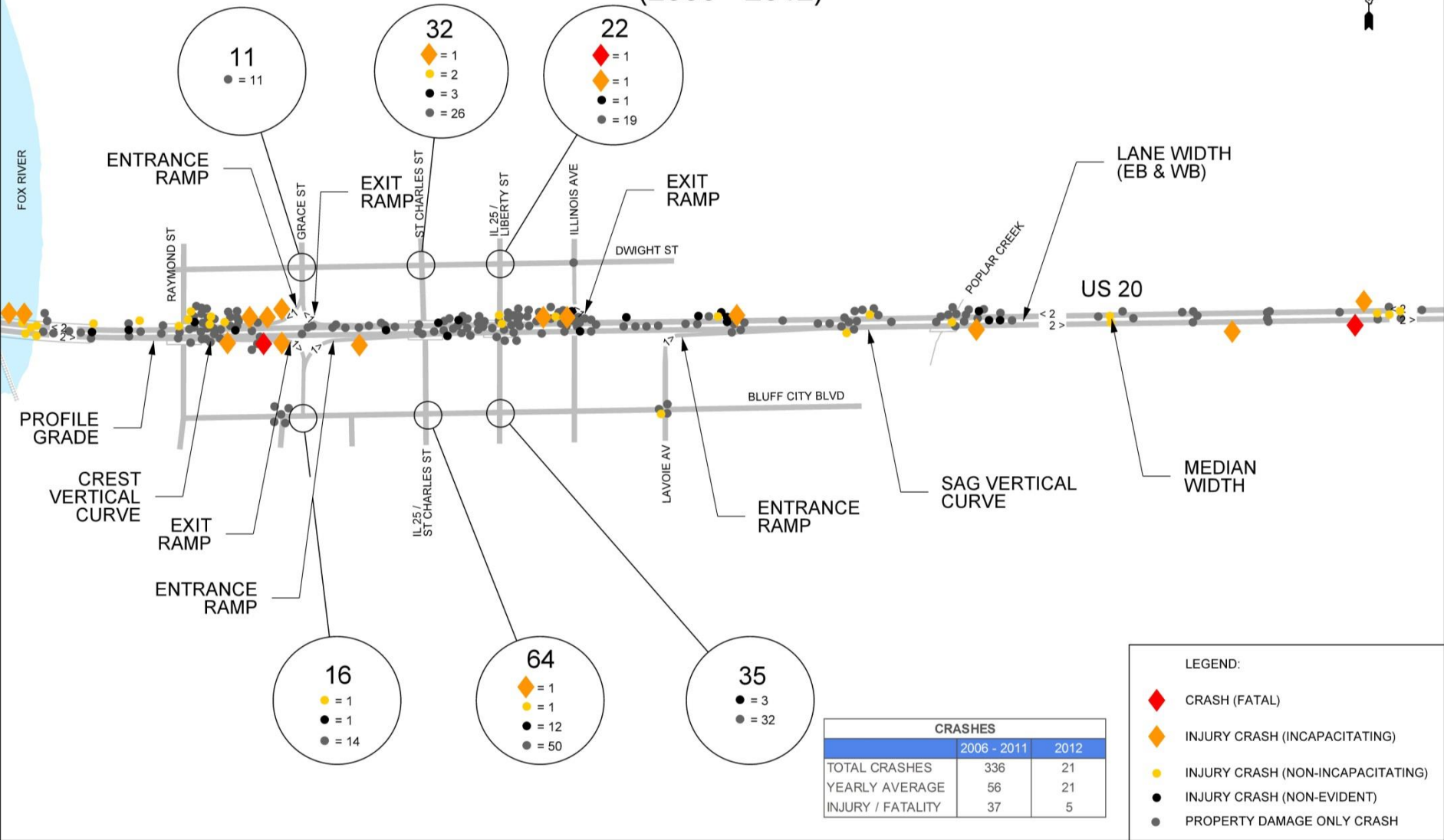




# FEATURES THAT DO NOT MEET CURRENT DESIGN STANDARDS



# CRASH LOCATIONS (2006 - 2012)



CRASHES		
	2006 - 2011	2012
TOTAL CRASHES	336	21
YEARLY AVERAGE	56	21
INJURY / FATALITY	37	5

LEGEND:

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)
- ◆ INJURY CRASH (NON-INCAPACITATING)
- INJURY CRASH (NON-EVIDENT)
- PROPERTY DAMAGE ONLY CRASH

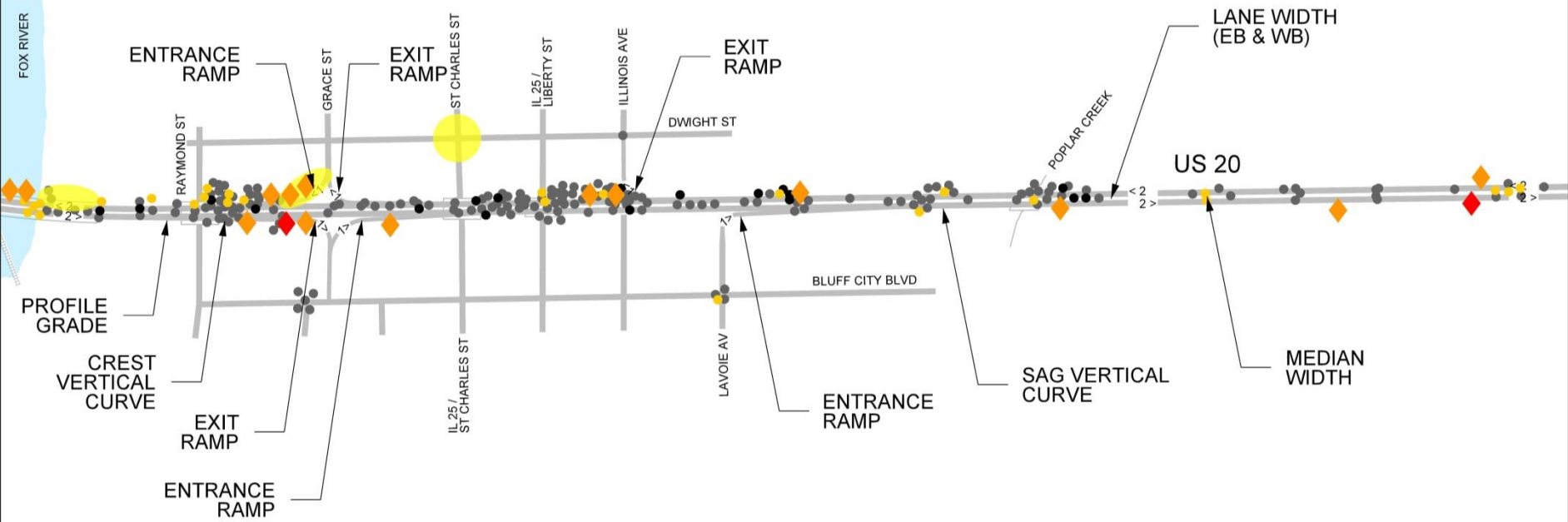
# MOBILITY



CONGESTION  
IN PM PEAK  
ON WB BRIDGE

ENTRANCE RAMP  
CONGESTION  
DURING PM PEAK

DELAYS AT  
DWIGHT ST /  
ST. CHARLES ST

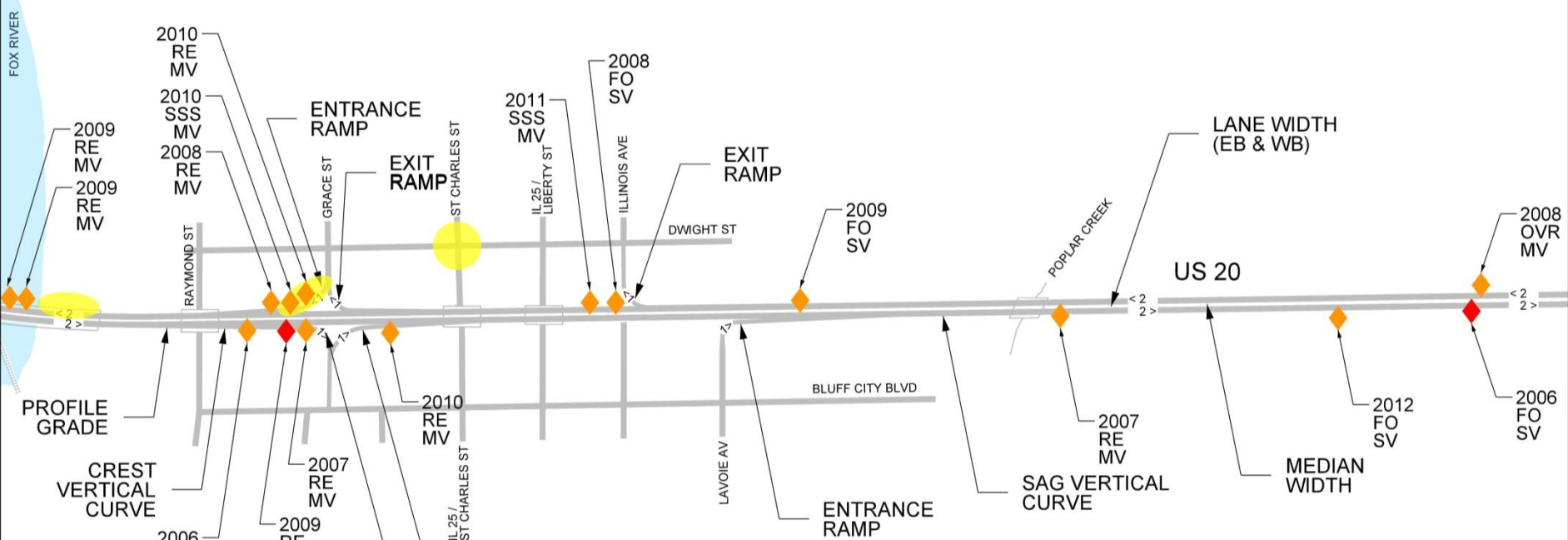


LEGEND:

<span style="color: red;">◆</span>	CRASH (FATAL)
<span style="color: orange;">◆</span>	INJURY CRASH (INCAPACITATING)
<span style="color: yellow;">●</span>	INJURY CRASH (NON-INCAPACITATING)
<span style="color: black;">●</span>	INJURY CRASH (NON-EVIDENT)
<span style="color: grey;">●</span>	PROPERTY DAMAGE ONLY CRASH



# FATAL AND INCAPACITATING CRASHES (2006 - 2012)



**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)

**20XX YEAR**

**TYPE**

- RE - REAR END
- HO - HEAD ON
- SSS - SIDE SWIPE SAME DIRECTION
- FO - FIXED OBJECT
- AN - ANGLE
- TN - TURNING
- OVR - OVERTURNED
- OTH - OTHER

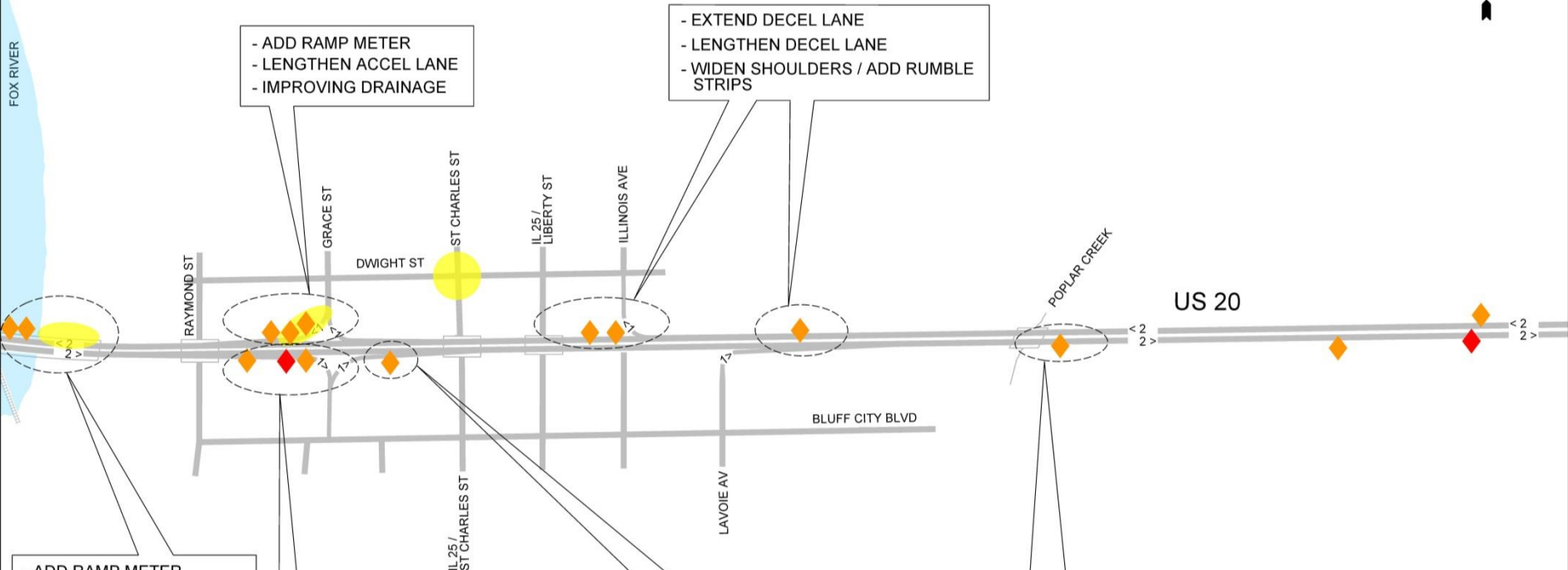
**TYPE**

- SV - SINGLE
- MV - MULTIPLE

# POTENTIAL COUNTERMEASURES



FOX RIVER



- ADD RAMP METER  
- LENGTHEN ACCEL LANE  
- IMPROVING DRAINAGE

- EXTEND DECEL LANE  
- LENGTHEN DECEL LANE  
- WIDEN SHOULDERS / ADD RUMBLE STRIPS

- ADD RAMP METER  
- LENGTHEN ACCEL LANE  
- ADD MICROSURFACING  
- IMPROVE DRAINAGE

- ADD RAMP METER  
- LENGTHEN ACCEL LANE

- ADD RAMP METER  
- LENGTHEN ACCEL LANE

- EXTEND DECEL LANE  
- LENGTHENING DECEL LANE  
- WIDEN SHOULDERS / ADD RUMBLE STRIPS

**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)

**20XX YEAR**

**TYPE**

- RE - REAR END
- HO - HEAD ON
- SSS - SIDE SWIPE SAME DIRECTION
- FO - FIXED OBJECT
- AN - ANGLE
- TN - TURNING
- OVR - OVERTURNED
- OTH - OTHER

**TYPE**

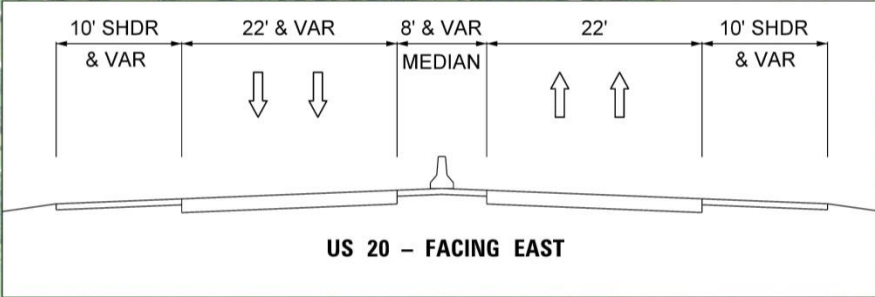
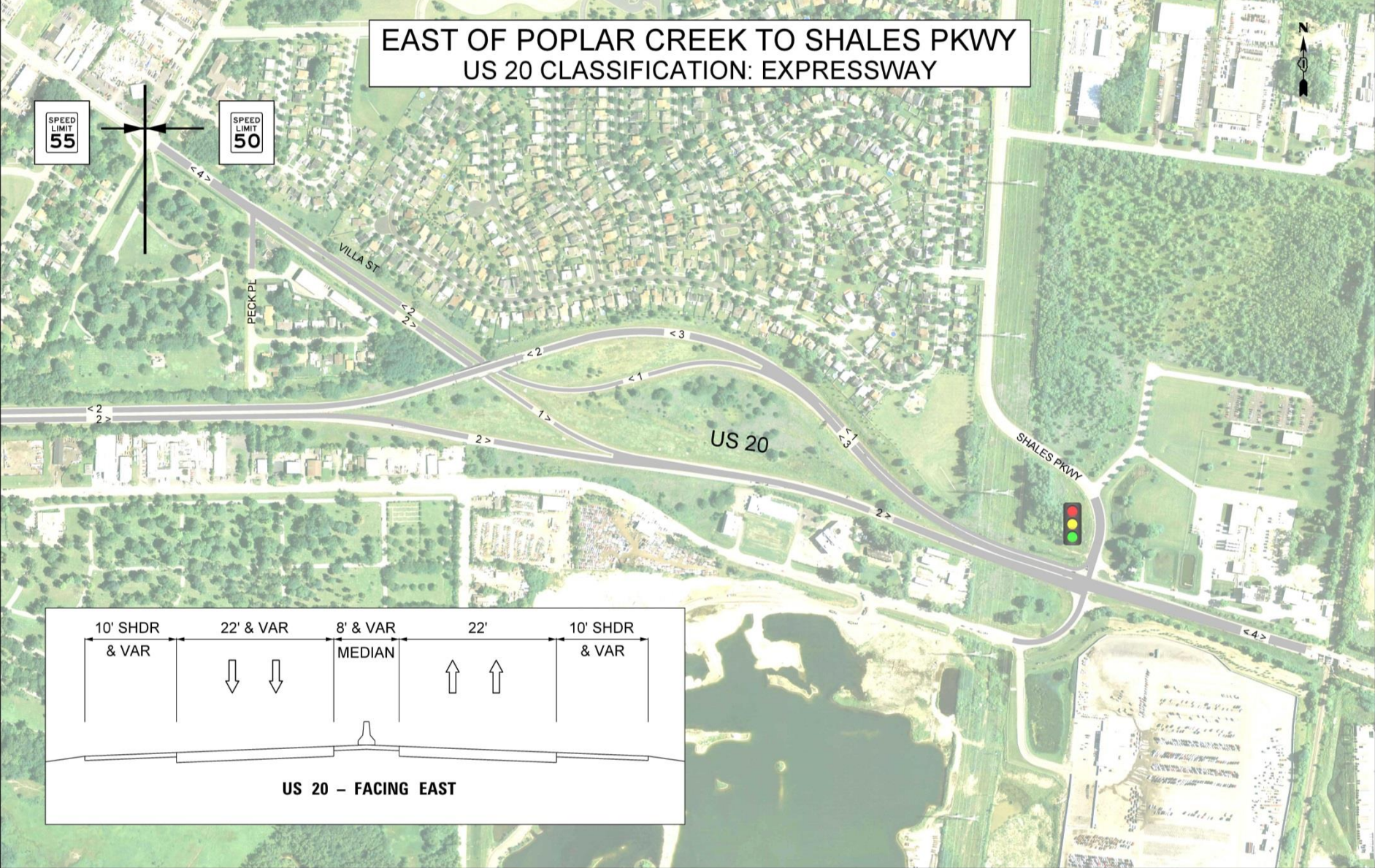
- SV - SINGLE
- MV - MULTIPLE



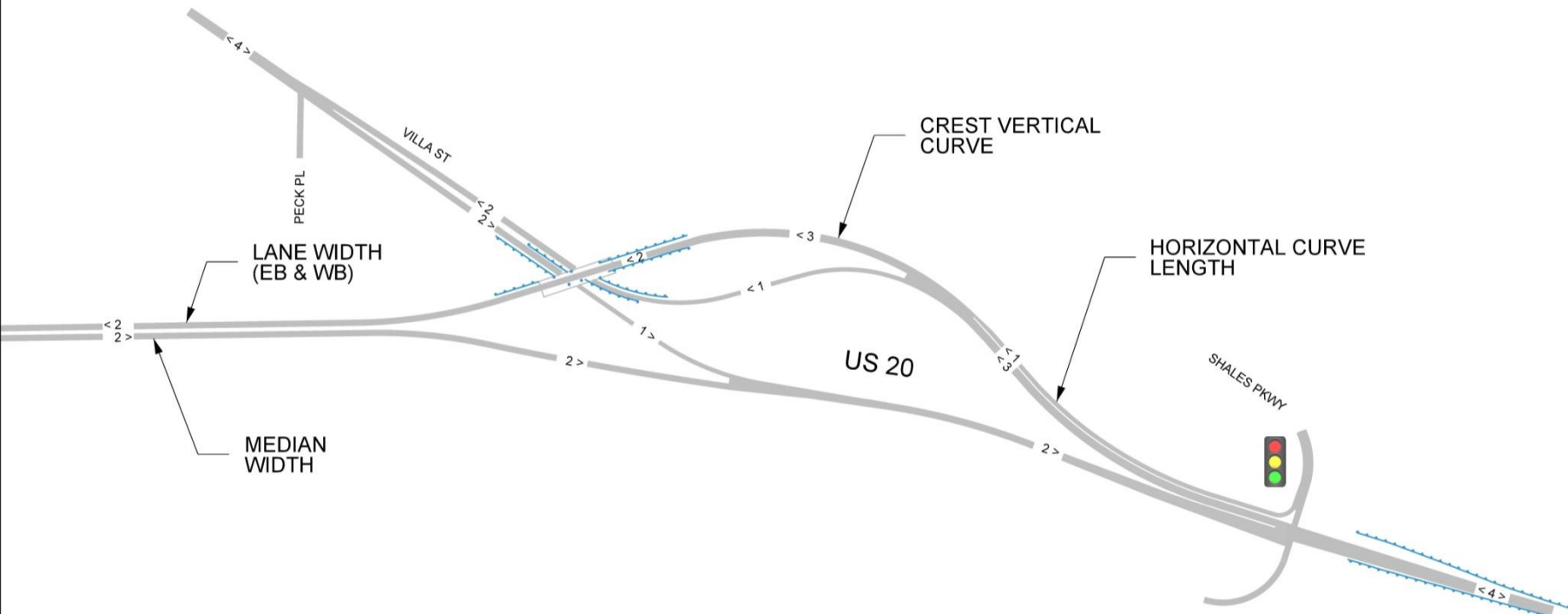
EAST OF POPLAR CREEK TO SHALES PKWY  
 US 20 CLASSIFICATION: EXPRESSWAY

SPEED LIMIT 55

SPEED LIMIT 50

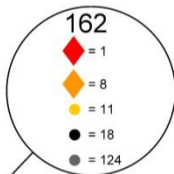
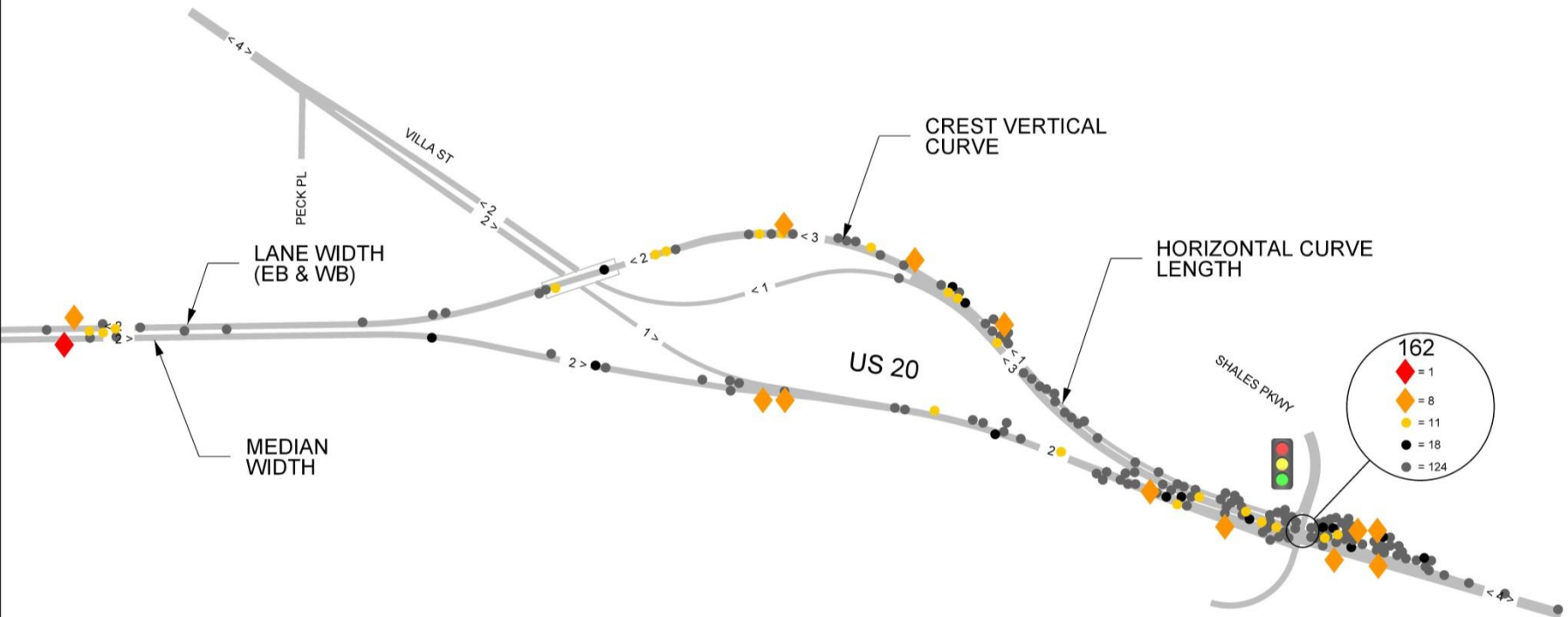


# FEATURES THAT DO NOT MEET CURRENT DESIGN STANDARDS





# CRASH LOCATIONS (2006-2012)



**LEGEND:**

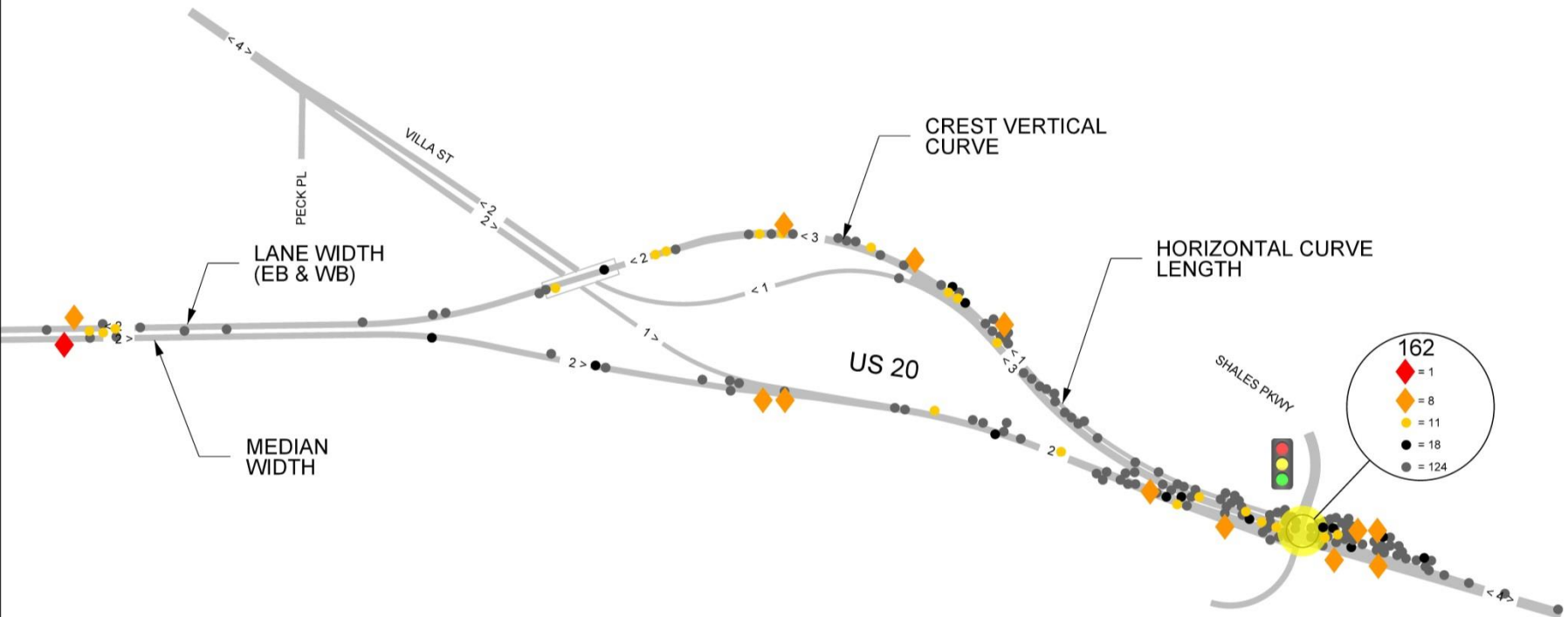
- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)
- INJURY CRASH (NON-INCAPACITATING)
- INJURY CRASH (NON-EVIDENT)
- PROPERTY DAMAGE ONLY CRASH

CRASHES		
	2006 - 2011	2012
TOTAL CRASHES	312	24
YEARLY AVERAGE	52	24
INJURY / FATALITY	64	6

**CRASH STATISTICS AT US 20 & SHALES PARKWAY (2006-2012)**

- 70% REDUCTION IN CRASHES AFTER 2009
- REDUCTION COINCIDES WITH 2009 INTERSECTION IMPROVEMENTS
- 66% OF CRASHES ARE REAR END AFTER 2009
- INJURY CRASHES SIGNIFICANTLY REDUCED AFTER 2009

# MOBILITY

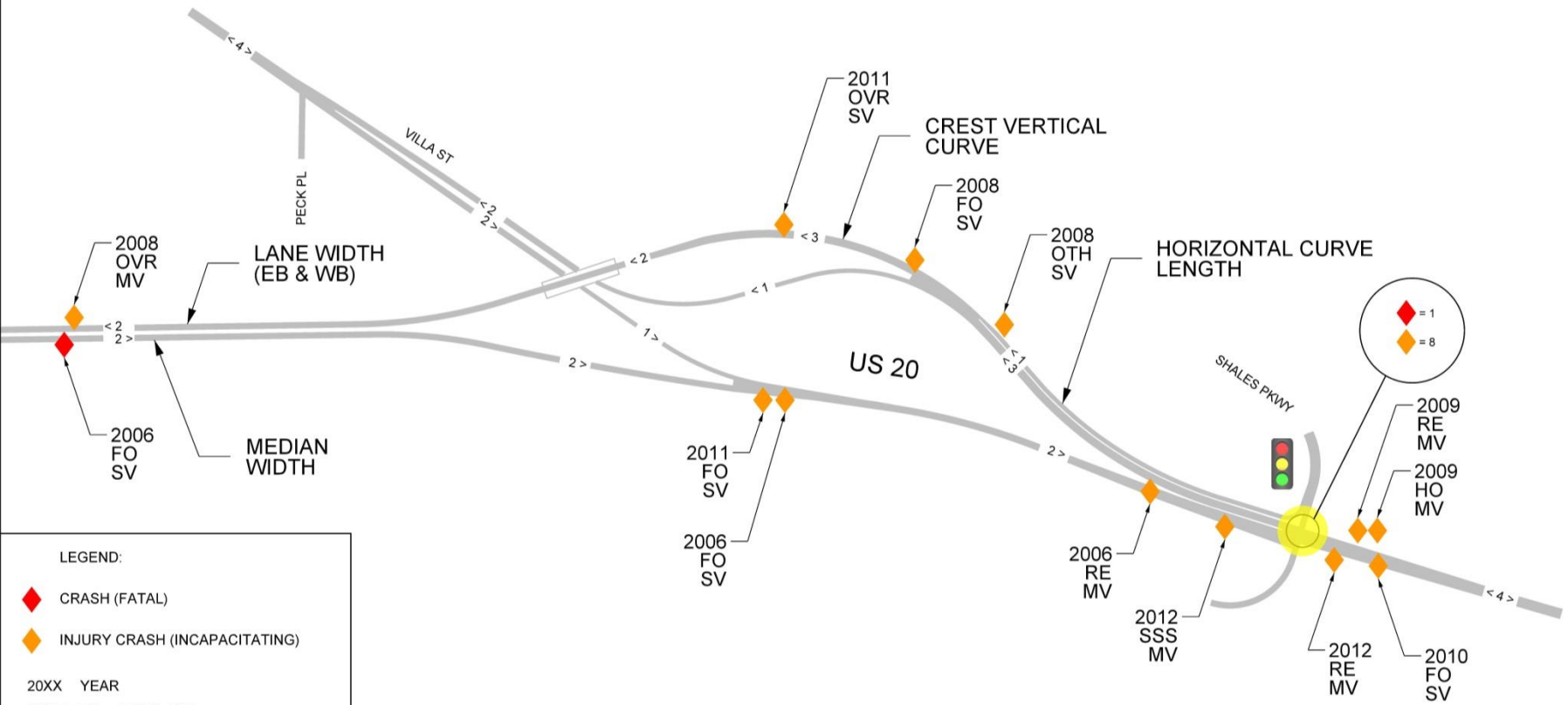


**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)
- INJURY CRASH (NON-INCAPACITATING)
- INJURY CRASH (NON-EVIDENT)
- PROPERTY DAMAGE ONLY CRASH

CRASHES		
	2006 - 2011	2012
TOTAL CRASHES	312	24
YEARLY AVERAGE	52	24
INJURY / FATALITY	64	6

# FATAL AND INCAPACITATING CRASHES (2006-2012)



**LEGEND:**

- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)

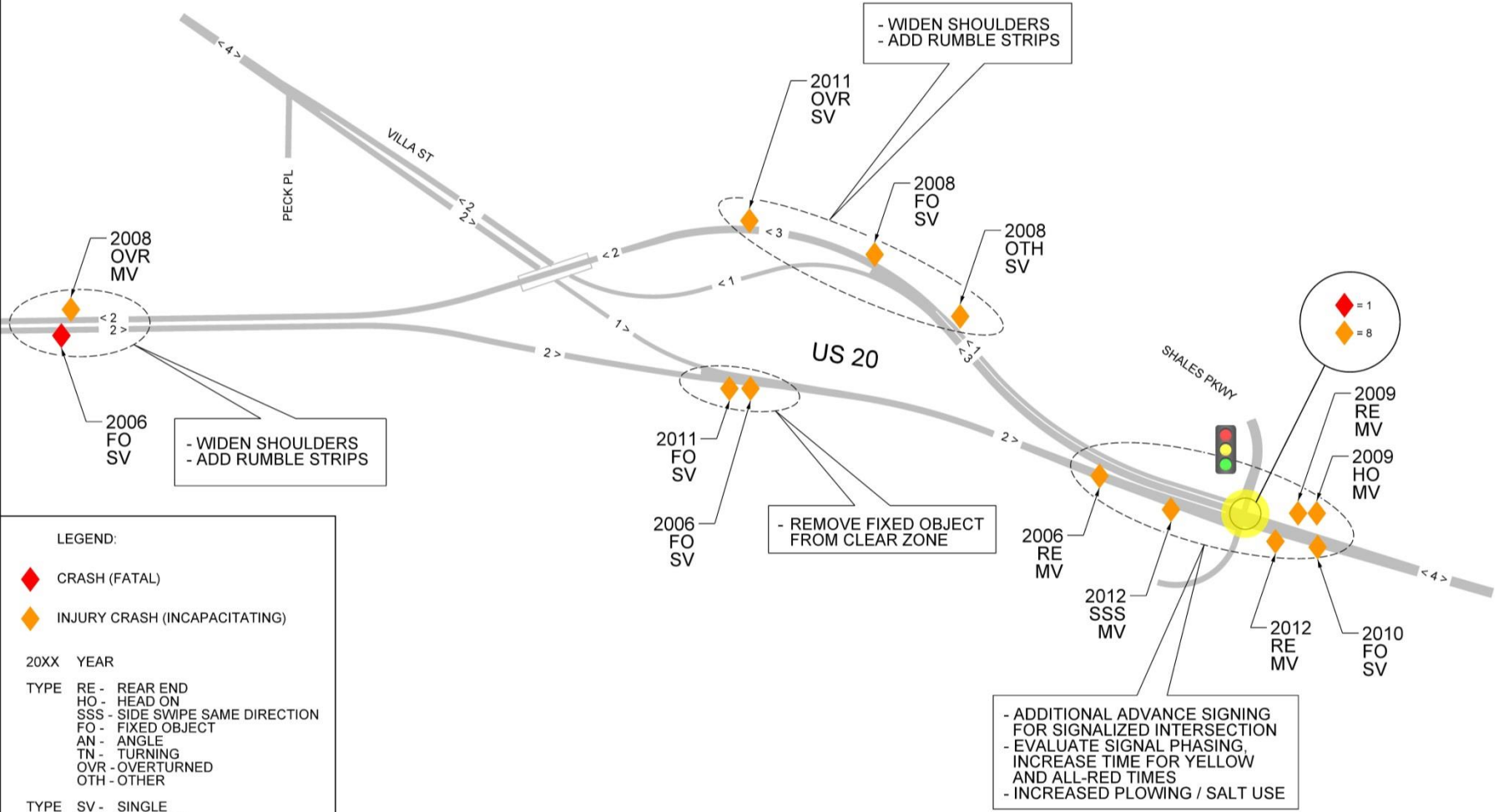
20XX YEAR

TYPE RE - REAR END  
 HO - HEAD ON  
 SSS - SIDE SWIPE SAME DIRECTION  
 FO - FIXED OBJECT  
 AN - ANGLE  
 TN - TURNING  
 OVR - OVERTURNED  
 OTH - OTHER

TYPE SV - SINGLE  
 MV - MULTIPLE



# POTENTIAL COUNTERMEASURES



**LEGEND:**

◆ CRASH (FATAL)  
◆ INJURY CRASH (INCAPACITATING)

20XX	YEAR
TYPE	RE - REAR END HO - HEAD ON SSS - SIDE SWIPE SAME DIRECTION FO - FIXED OBJECT AN - ANGLE TN - TURNING OVR - OVERTURNED OTH - OTHER
TYPE	SV - SINGLE MV - MULTIPLE



# Bridges in the US 20 Study Area

- Illinois 31 (State Street) over US 20
- US 20 over Fox River
- US 20 over Raymond Street
- US 20 over St. Charles Road
- US 20 over Illinois 25 (Liberty Street)
- 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



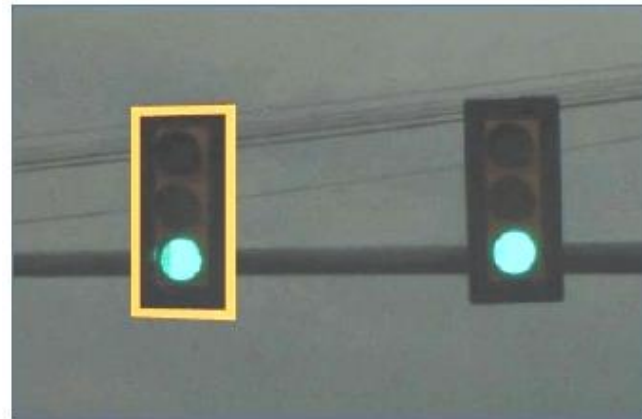
# Preview Potential Improvements



# Countermeasure for Signalized Intersection Crashes

## 3-INCH RETROREFLECTIVE TAPE

- Enhances visibility day or night
- Cost effective





# Countermeasure for Angle Crashes at Unsignalized Intersections

## TURNING MOVEMENT RESTRICTIONS

- Reduces potential for crashes
- Requires out of direction travel





# Countermeasure for Run Off Road Crashes

## WIDEN SHOULDERS/ADD RUMBLE STRIPS

- East Half (IL 31 to Shales)
- Provides recovery zone
- Provides safe spot for disabled vehicles
- Less hazardous than guardrails





# NESLER ROAD TO LONGCOMMON ROAD



CONSIDER POTENTIAL FOR RIGHT IN-RIGHT OUT MOVEMENT

CONSIDER POTENTIAL FOR RIGHT IN-RIGHT OUT MOVEMENT  
PROVIDE FOR U-TURN MOVEMENT AT OLD BARN RD



US 20

CONSIDER POTENTIAL FOR U-TURN MOVEMENT TO ACCOMMODATE TRAFFIC FROM OLD BARN RD

PROVIDE FREE-FLOW RIGHT TURN ONTO US 20 EB



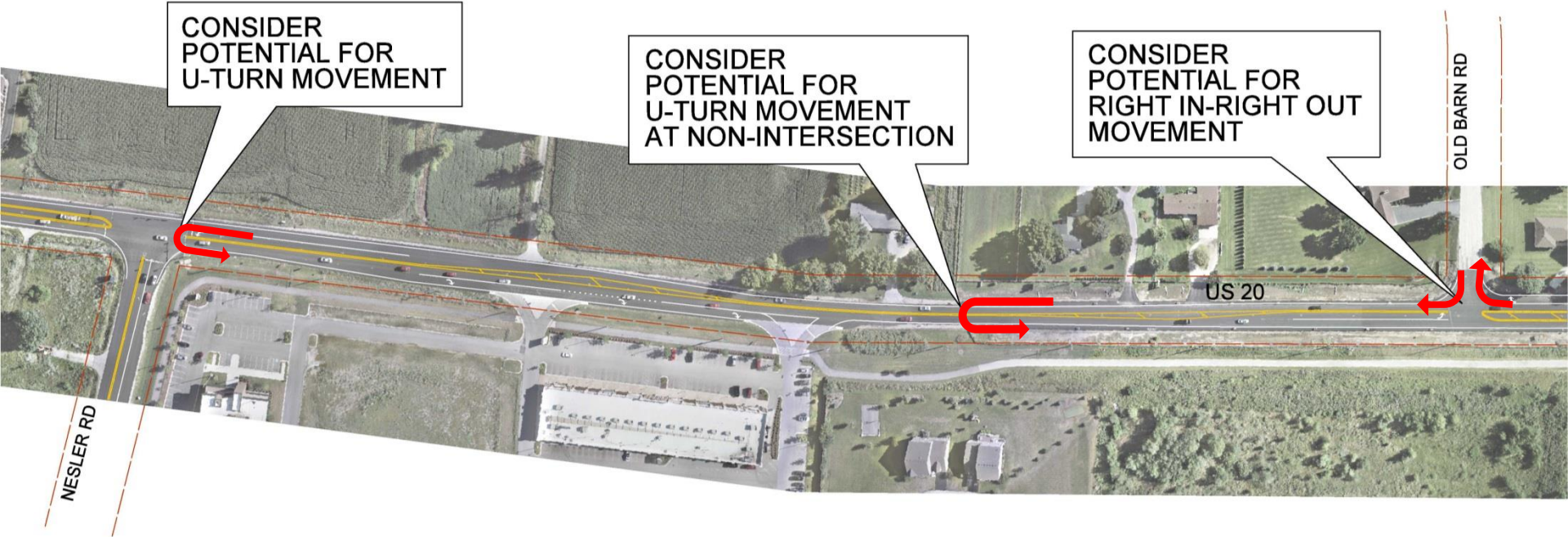
# NESLER RD TO OLD BARN RD



CONSIDER  
POTENTIAL FOR  
U-TURN MOVEMENT

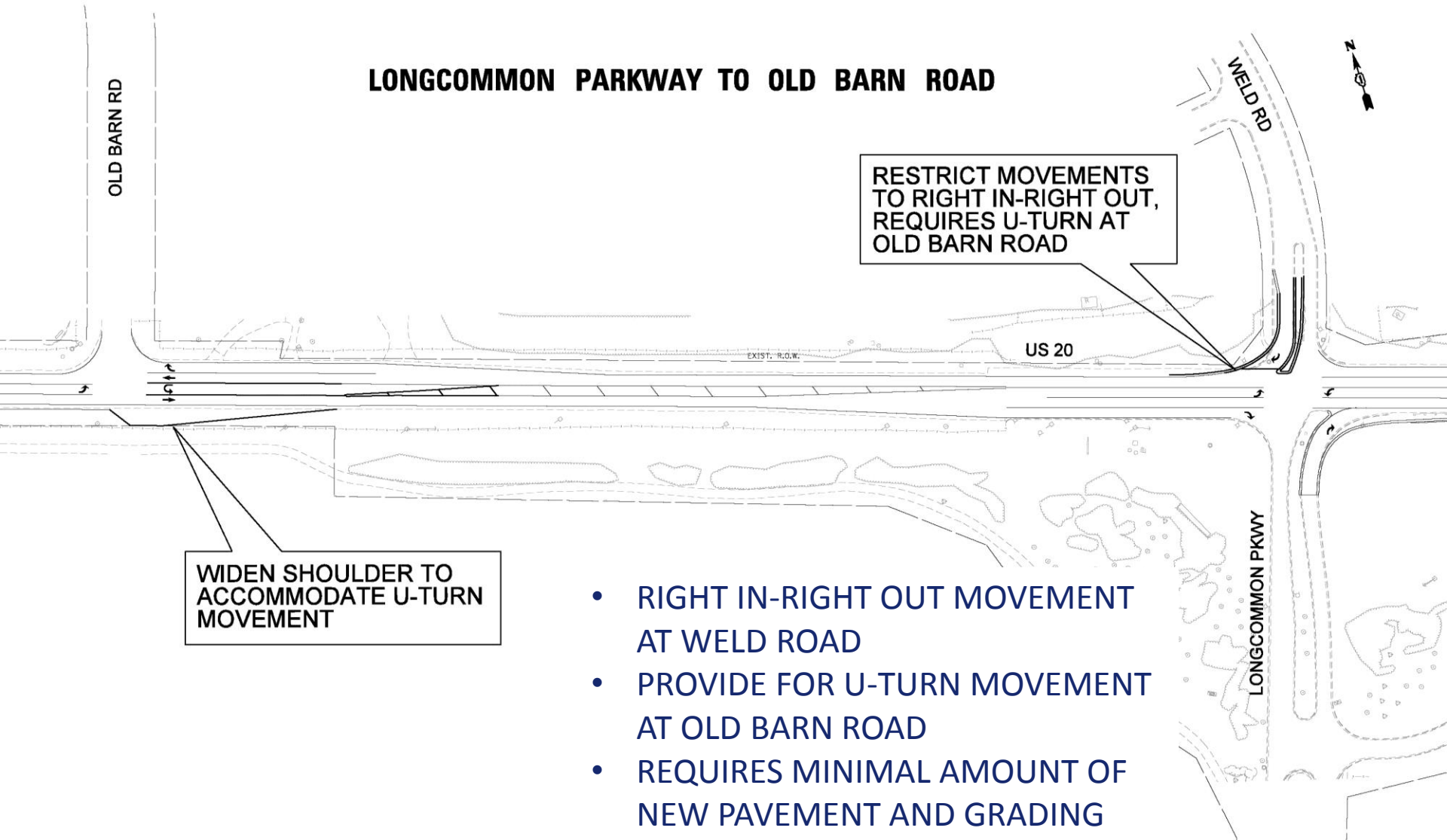
CONSIDER  
POTENTIAL FOR  
U-TURN MOVEMENT  
AT NON-INTERSECTION

CONSIDER  
POTENTIAL FOR  
RIGHT IN-RIGHT OUT  
MOVEMENT



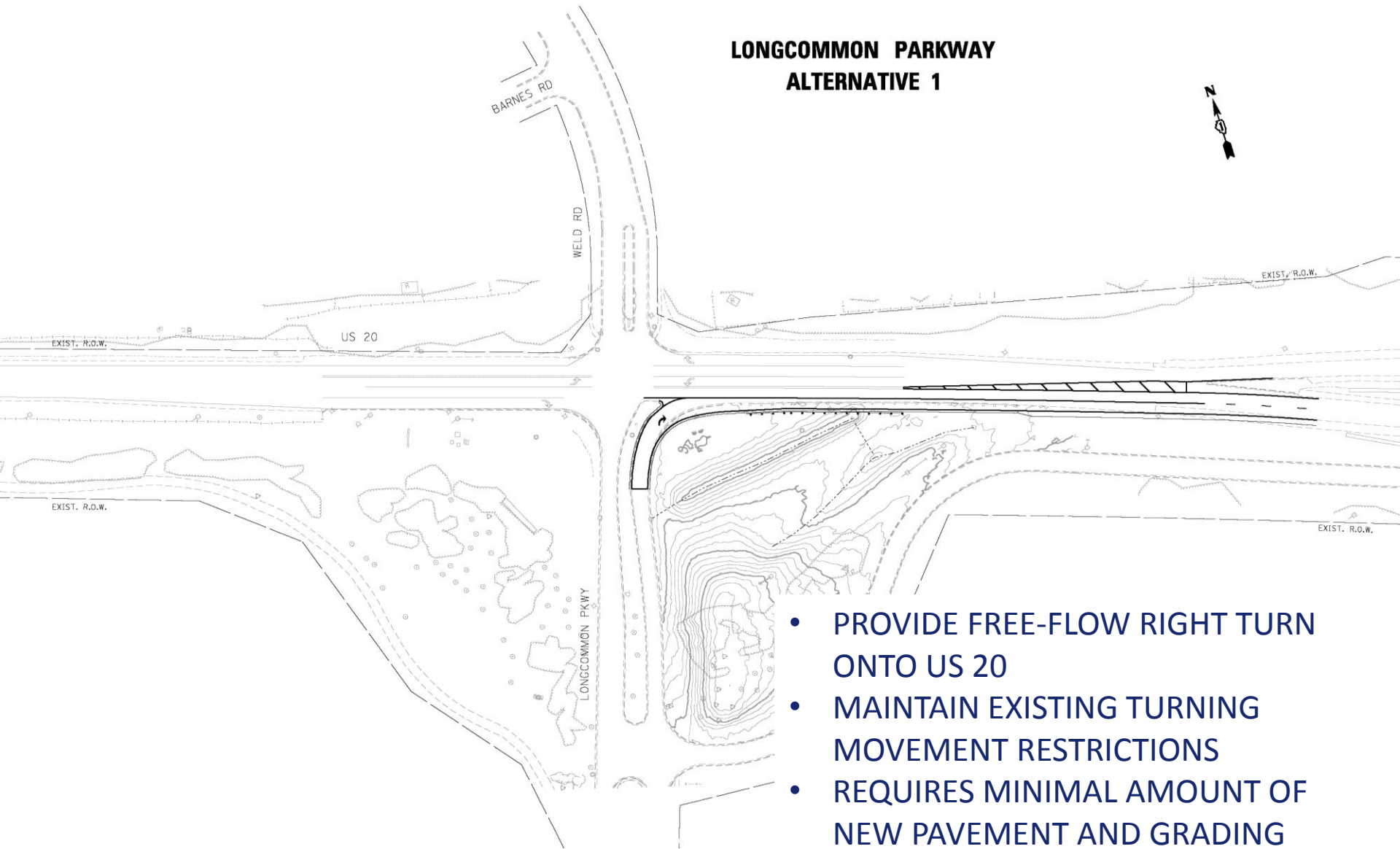


## LONGCOMMON PARKWAY TO OLD BARN ROAD



- RIGHT IN-RIGHT OUT MOVEMENT AT WELD ROAD
- PROVIDE FOR U-TURN MOVEMENT AT OLD BARN ROAD
- REQUIRES MINIMAL AMOUNT OF NEW PAVEMENT AND GRADING

## LONGCOMMON PARKWAY ALTERNATIVE 1



- PROVIDE FREE-FLOW RIGHT TURN ONTO US 20
- MAINTAIN EXISTING TURNING MOVEMENT RESTRICTIONS
- REQUIRES MINIMAL AMOUNT OF NEW PAVEMENT AND GRADING



# RANDALL ROAD INTERCHANGE RECENT IMPROVEMENTS

TURN LANES  
ADDED TO  
INTERSECTION

PROVIDE  
ADDITIONAL  
TURNING LANE

2-LANE EXIT  
RAMP

US 20

US 20  
PAVEMENT  
RESURFACING

WELD RD

EXIT TO LARKIN AVE  
PROHIBITED FROM  
ENTRANCE RAMP

UPCOMING KANE CO  
INTERSECTION  
STUDY



# IL 31 INTERCHANGE

- POTENTIAL TO ADD RIGHT TURN LANE
- COMPATIBILITY WITH IL 31 BRIDGE

PROVIDE LEFT AND RIGHT TURN LANES ON RAMP AT INTERSECTION

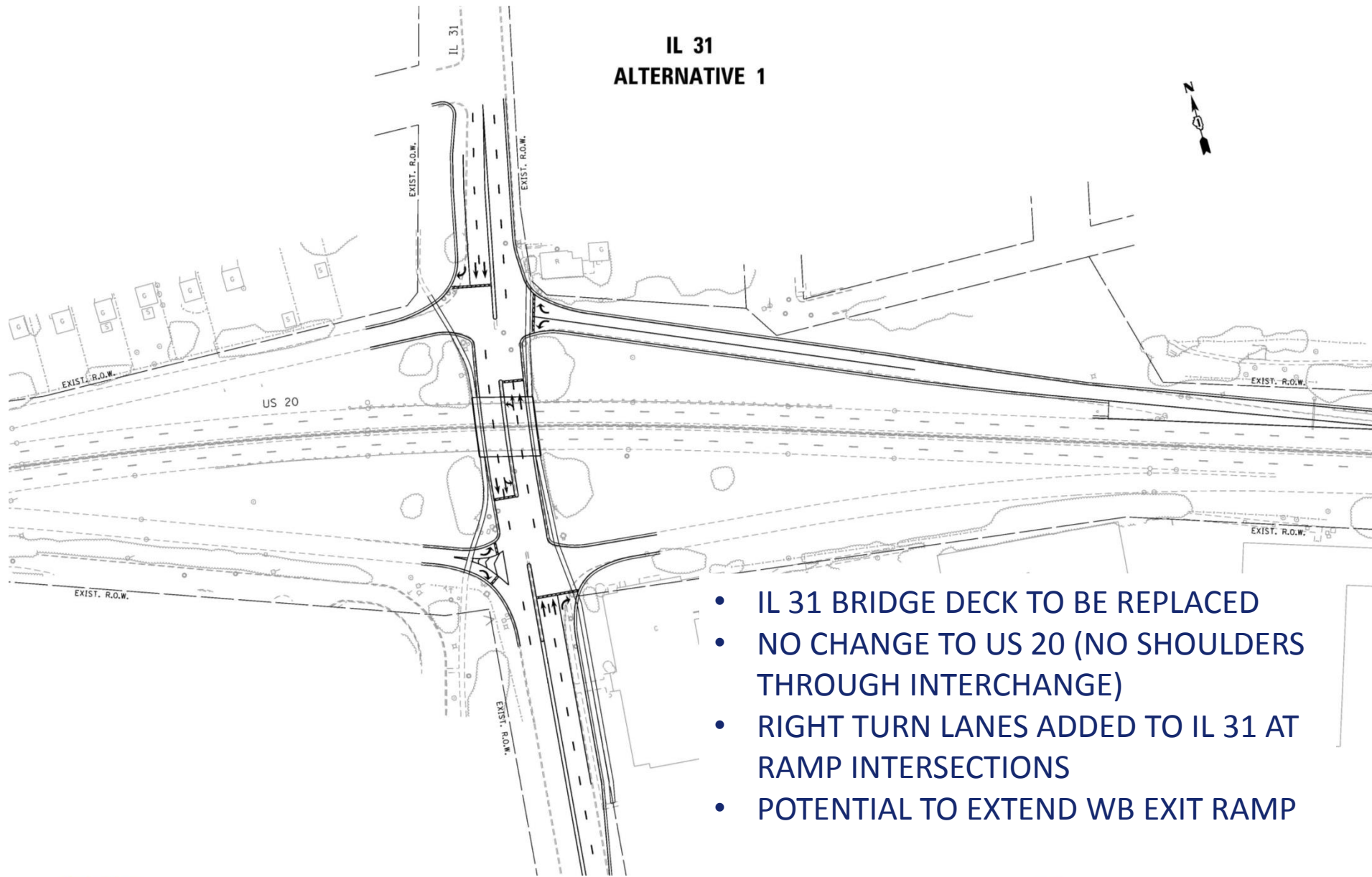
POTENTIAL TO EXTEND LENGTH OF EXIT RAMP

US 20

- UPGRADE EXISTING BRIDGE
- CONSIDER LONG-RANGE IMPROVEMENT TO IL 31

- POTENTIAL TO ADD RIGHT TURN LANE
- COMPATIBILITY WITH IL 31 BRIDGE

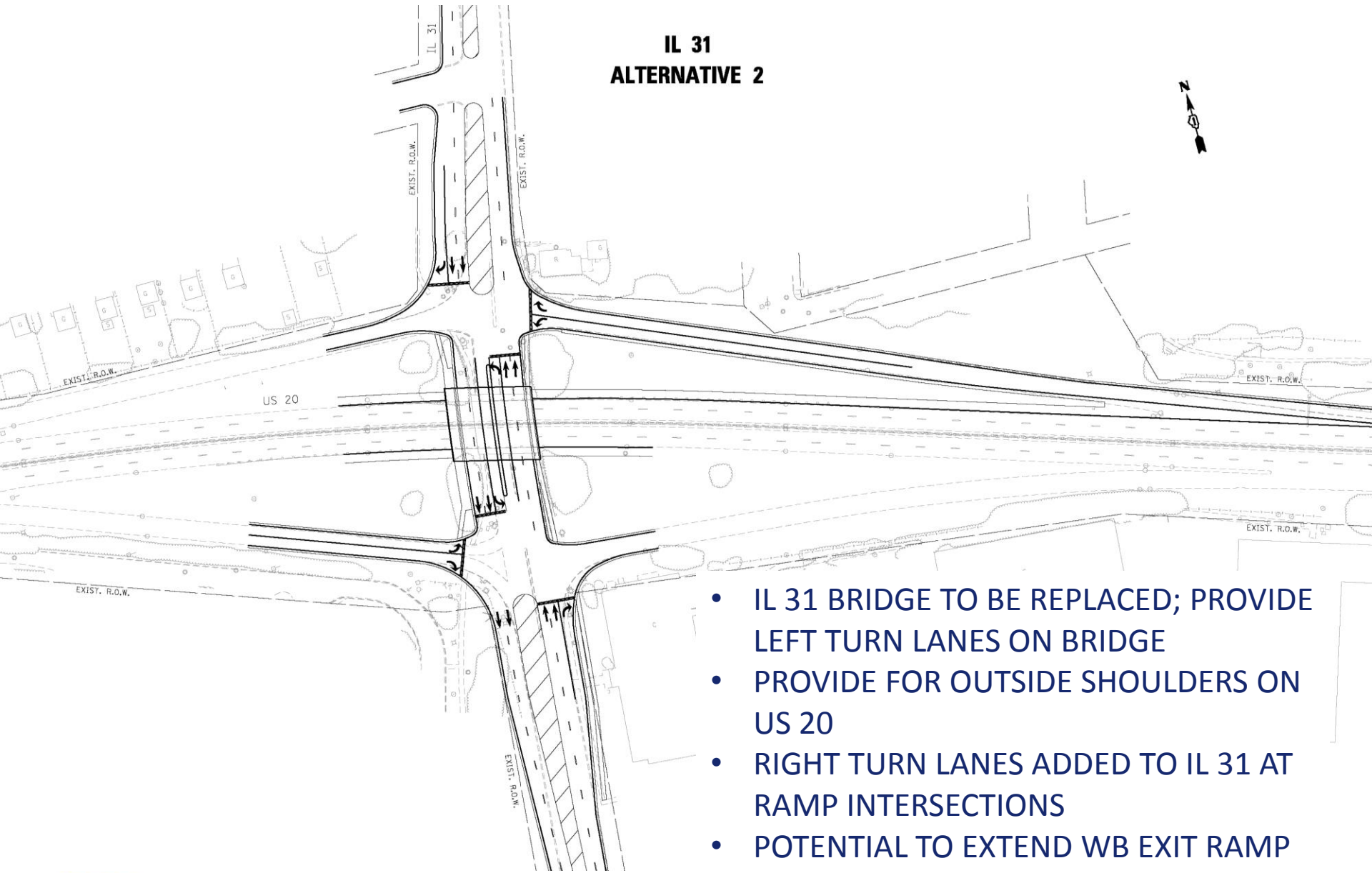
## IL 31 ALTERNATIVE 1



- IL 31 BRIDGE DECK TO BE REPLACED
- NO CHANGE TO US 20 (NO SHOULDERS THROUGH INTERCHANGE)
- RIGHT TURN LANES ADDED TO IL 31 AT RAMP INTERSECTIONS
- POTENTIAL TO EXTEND WB EXIT RAMP

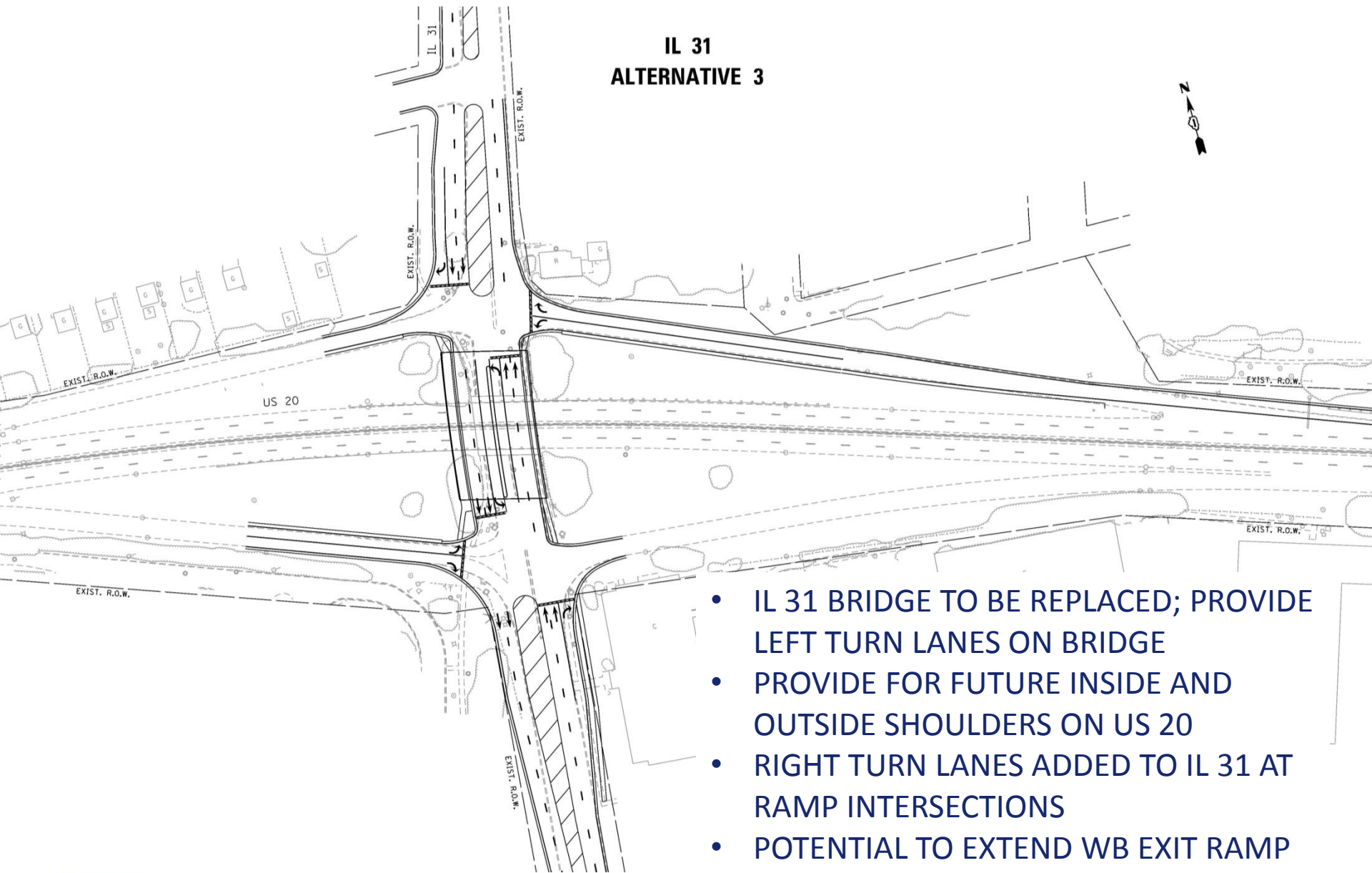


## IL 31 ALTERNATIVE 2



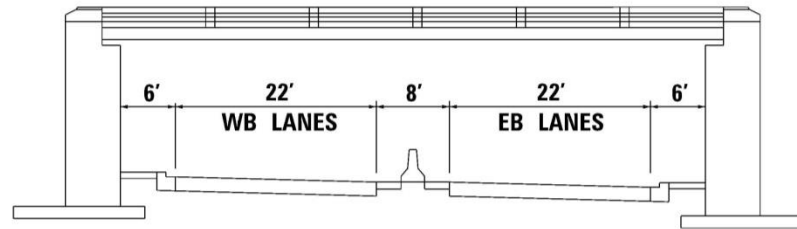
- IL 31 BRIDGE TO BE REPLACED; PROVIDE LEFT TURN LANES ON BRIDGE
- PROVIDE FOR OUTSIDE SHOULDERS ON US 20
- RIGHT TURN LANES ADDED TO IL 31 AT RAMP INTERSECTIONS
- POTENTIAL TO EXTEND WB EXIT RAMP

## IL 31 ALTERNATIVE 3

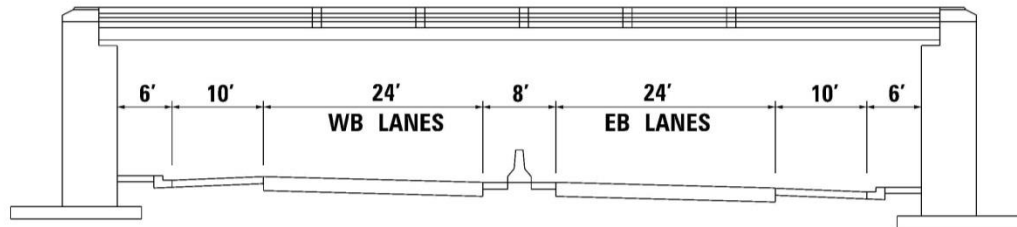


- IL 31 BRIDGE TO BE REPLACED; PROVIDE LEFT TURN LANES ON BRIDGE
- PROVIDE FOR FUTURE INSIDE AND OUTSIDE SHOULDERS ON US 20
- RIGHT TURN LANES ADDED TO IL 31 AT RAMP INTERSECTIONS
- POTENTIAL TO EXTEND WB EXIT RAMP

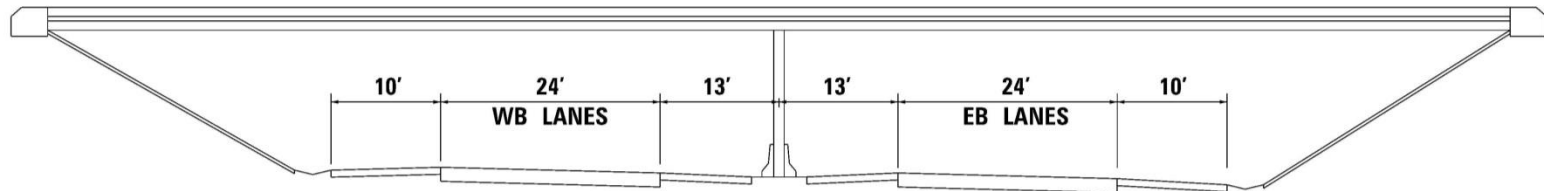
# IL 31 BRIDGE



**ALTERNATIVE 1**



**ALTERNATIVE 2**

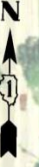


**ALTERNATIVE 3**

(ACCOMMODATES POTENTIAL FUTURE LANE ARRANGEMENT)



# FOX RIVER BRIDGE



RAYMOND ST

US 20

FOX RIVER

- PROVIDE FOR BRIDGE MAINTENANCE
- NO CHANGE TO EXISTING CONFIGURATION



# FOX RIVER TO LIBERTY STREET

FOX RIVER



IMPROVE  
MERGE AREA

IMPROVE  
DIVERGE AREA

BRIDGE DECK  
REQUIRES  
REPLACEMENT

BRIDGE DECK DOES NOT  
REQUIRE REPLACEMENT

IMPROVE  
DIVERGE AREA

IMPROVE  
MERGE AREA

BRIDGE DECK DOES NOT  
REQUIRE REPLACEMENT

US 20

DWIGHT ST

GRACE ST

ST CHARLES ST

IL 25 / LIBERTY ST

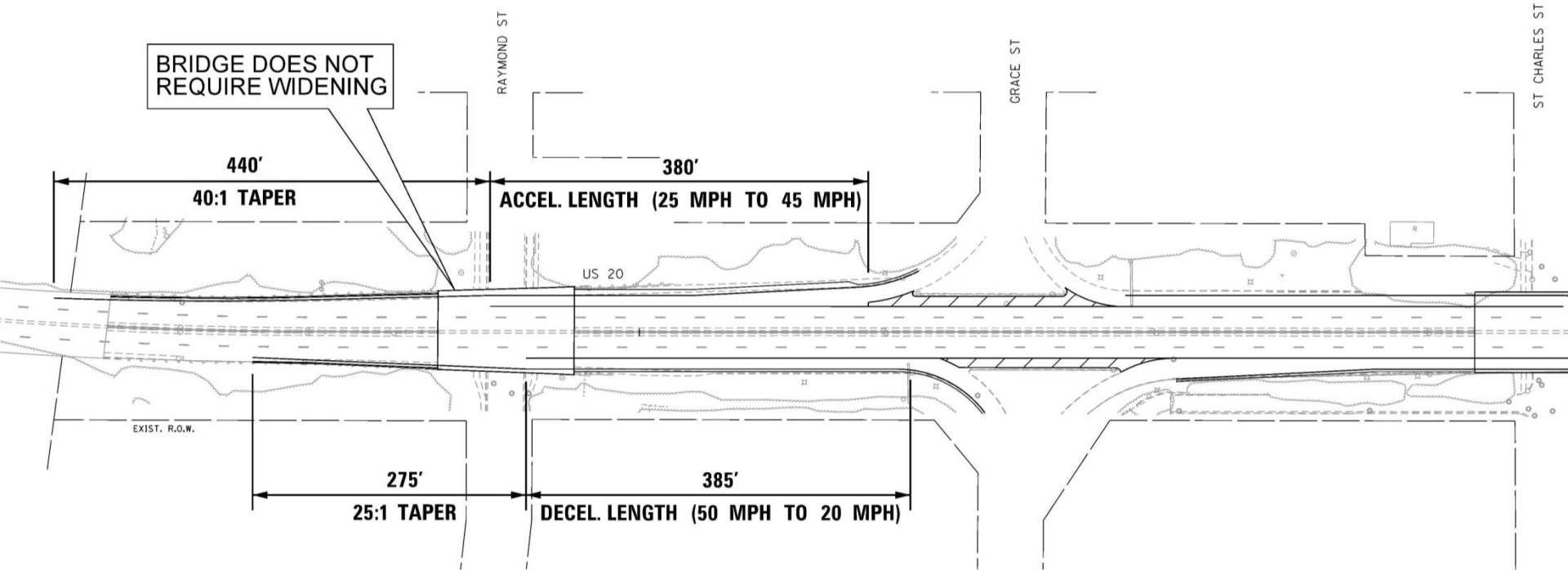
RAYMOND ST

BLUFF CITY BLVD

IL 25 /  
ST CHARLES ST

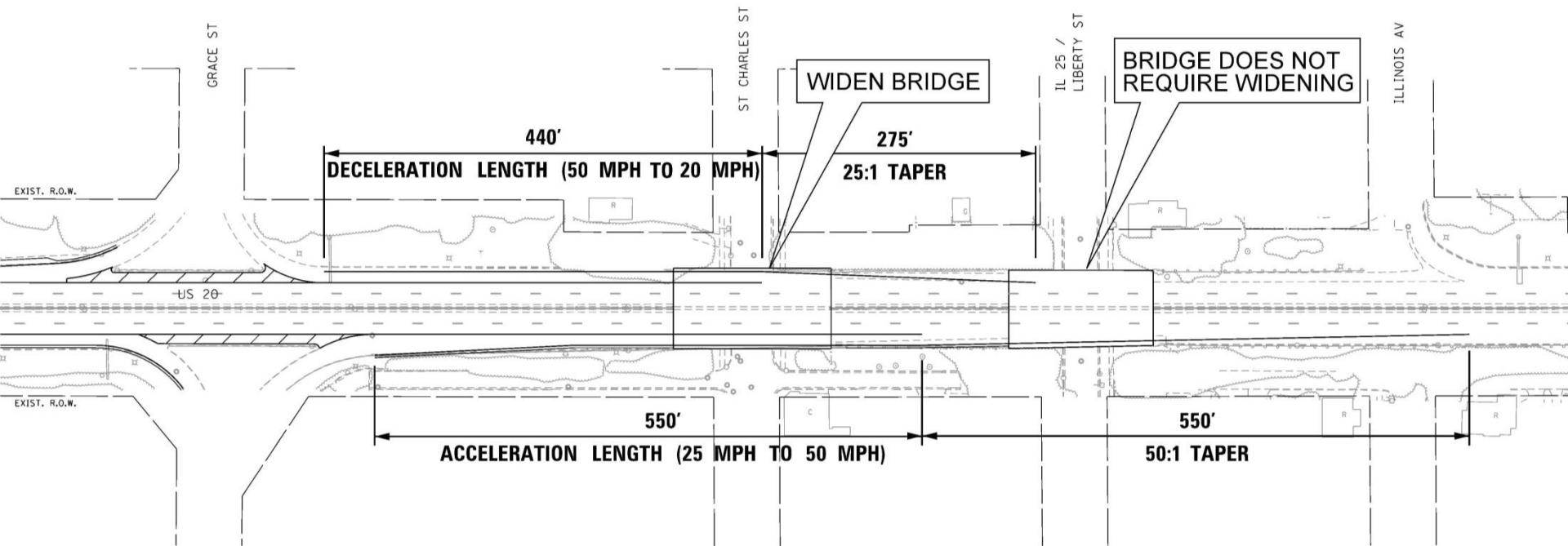


**US 20 EB EXIT RAMP TO GRACE ST  
AND  
US 20 WB ENTRANCE EXIT RAMP FROM GRACE ST**



- EXTEND RAMP ACCELERATION AND DECELERATION LENGTHS BY STRIPING OUT EXISTING SHOULDERS
- NO WIDENING OF RAYMOND STREET BRIDGE REQUIRED

US 20 EB ENTRANCE RAMP FROM GRACE ST  
AND  
US 20 WB EXIT RAMP TO GRACE ST



- EXTEND RAMP ACCELERATION AND DECELERATION LENGTHS BY STRIPING OUT EXISTING SHOULDERS
- WIDEN ST. CHARLES STREET BRIDGE
- NO WIDENING OF LIBERTY STREET BRIDGE REQUIRED



# ILLINOIS AVENUE TO POPLAR CREEK

LIBERTY ST

ILLINOIS AVE

DWIGHT ST

IMPROVE  
DIVERGE AREA

BRIDGE DECK  
CONDITION UNDER  
EVALUATION

POPLAR CREEK

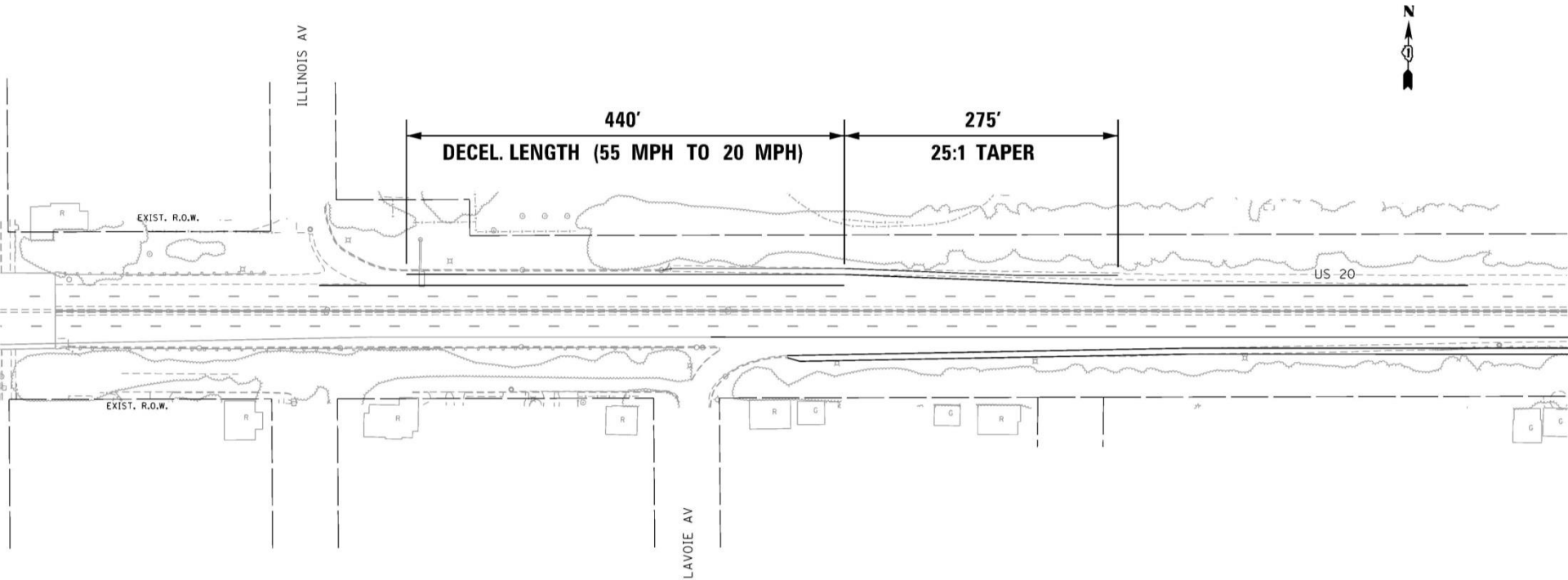
US 20

IMPROVE  
MERGE AREA

BLUFF CITY BLVD

LAVOIE AVE

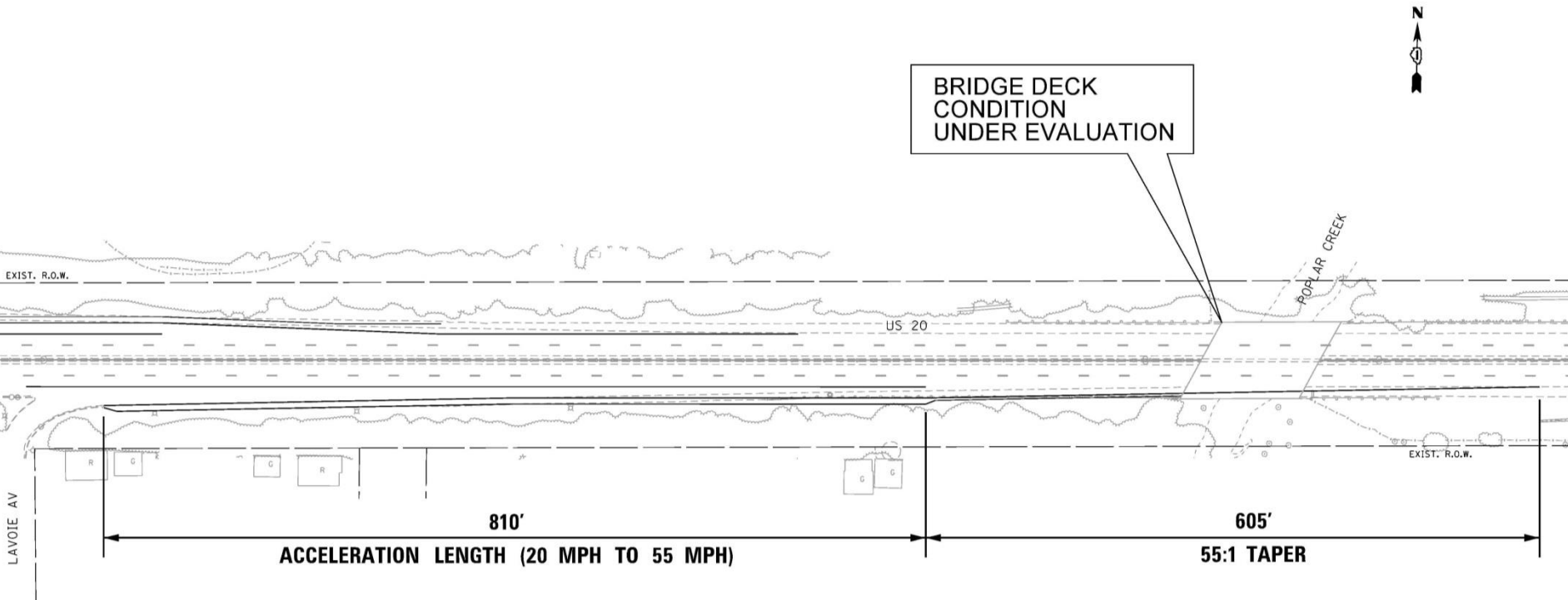
# US 20 WB EXIT RAMP TO ILLINOIS AVE



- EXTEND RAMP DECELERATION LENGTH BY STRIPING OUT PART OF EXISTING SHOULDER
- NO ADDITIONAL ROADWAY WIDENING REQUIRED



**US 20 EB ENTRANCE RAMP  
FROM LAVOIE AVE**



- EXTEND ACCELERATION LENGTH ON RAMP BY WIDENING ROADWAY
- STRIPE OUT SHOULDER ON POPLAR CREEK BRIDGE
- NO WIDENING OF POPLAR CREEK BRIDGE REQUIRED



# SHALES PARKWAY

RECENT IMPROVEMENTS INCLUDED ADDING A THIRD THROUGH LANE TO US 20 WB TO VILLA STREET BRIDGE

RECENT INTERSECTION UPGRADE INCLUDED ADDITIONAL TURNING LANES

VILLA ST

SHALES PKWY

US 20



ADVANCE SIGNING FOR SIGNALIZED INTERSECTION

CONSIDER ADJUSTMENTS TO SIGNAL PHASING



# Breakout Session

## Alternative Development Activities



# Discussion Topics

## Nesler Road to Longcommon Parkway

- Access to US 20 from Longcommon Parkway and Weld Road
- Potential for left-turn restrictions at Weld Road and at Old Barn Road
- Potential for U-Turn movements on at Nesler Road and other locations

## Longcommon Parkway to Randall Road

- Mobility concerns
- Improvements limited to maintenance activities



# Discussion Topics

## IL 31 to Fox River

- Long-range plans for IL 31
- Left-turn lanes on IL 31 (includes roadway widening)
- Bridge alternatives for short-term and long-term needs

## Fox River to Poplar Creek

- Access to/from US 20 east of Fox River
- Stripe out shoulders to improve merge and diverge areas

## Poplar Creek to Shales Parkway

- Mobility concerns
- Improvements limited to maintenance activities



# Next Steps



# Next Steps

1. Work with the Community Advisory Group, local officials, and the public to develop improvement alternatives
2. Refine proposed improvements
3. Present the Preferred Alternative
4. Completion of Phase I Study



# Additional Project Information

- Project Website:  
[www.us20elginstudy.com](http://www.us20elginstudy.com)
- Illinois Department of Transportation  
201 W. Center Court, Schaumburg, IL 60196-1096  
Attn: *Bureau of Programming*  
*Lori Brown, P.E.*  
*RE: US 20 (Randall Road to Shales Pkwy)*



# Thank You

