

Welcome

Community Advisory Group Meeting

9/11/2018



Meeting Agenda

Introductions and Project Overview

IL 31 Update

Roadway Improvements

- Nesler Road to Old Barn Road
- Longcommon Parkway
- Grace St. Interchange
- Fox River Bridge

Other Project Components

- Noise Analysis
- Drainage Improvements
- Multi-use Trail
- Right-of-way Acquisition
- Cost Estimate

Next Steps

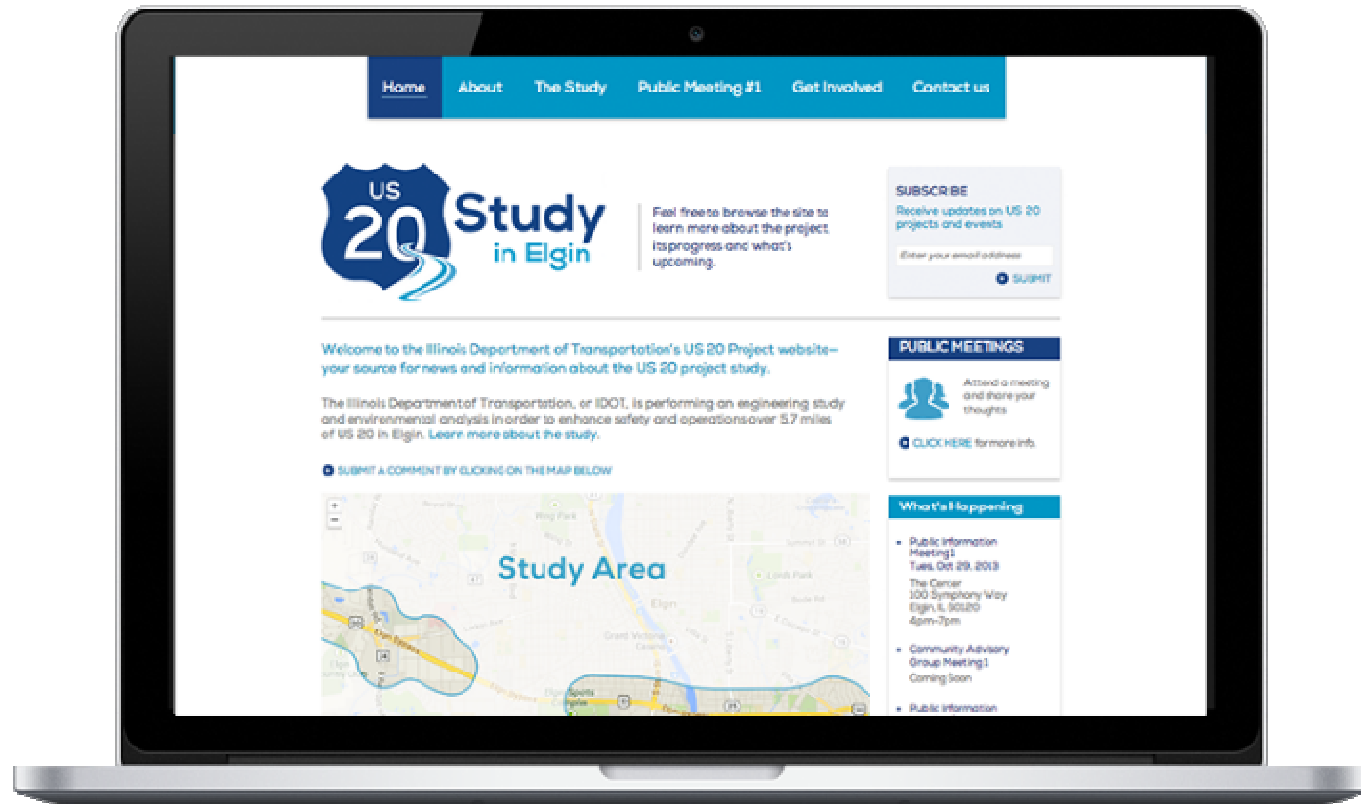
Small Group Discussion



Introductions



Resources



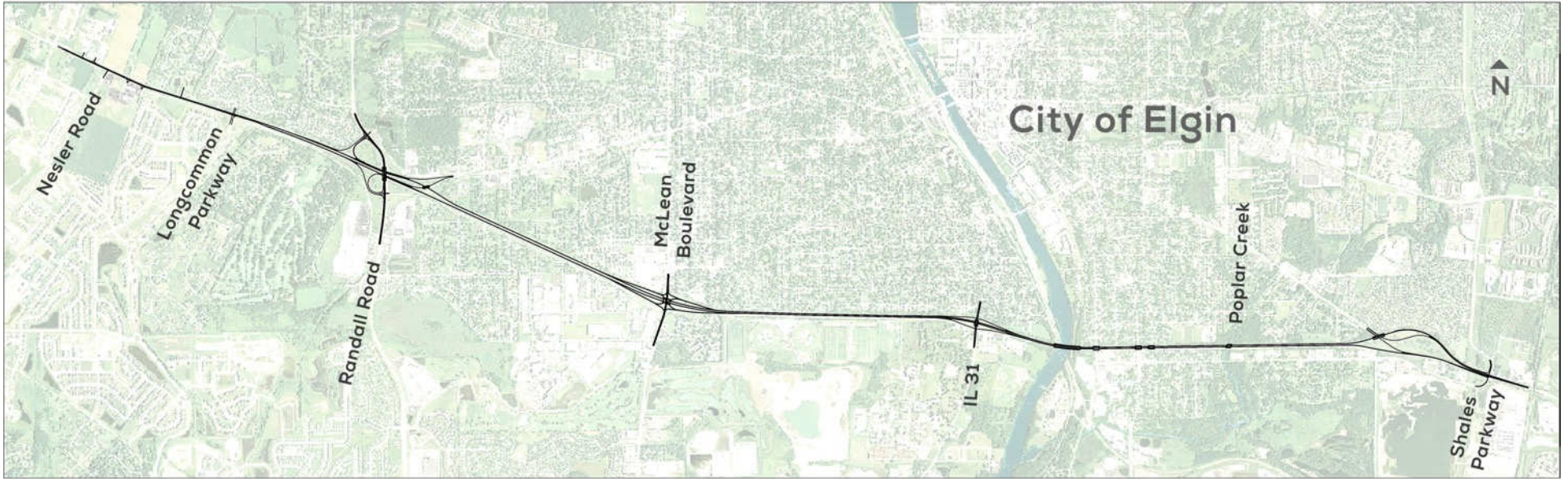
Website: us20elginstudy.com



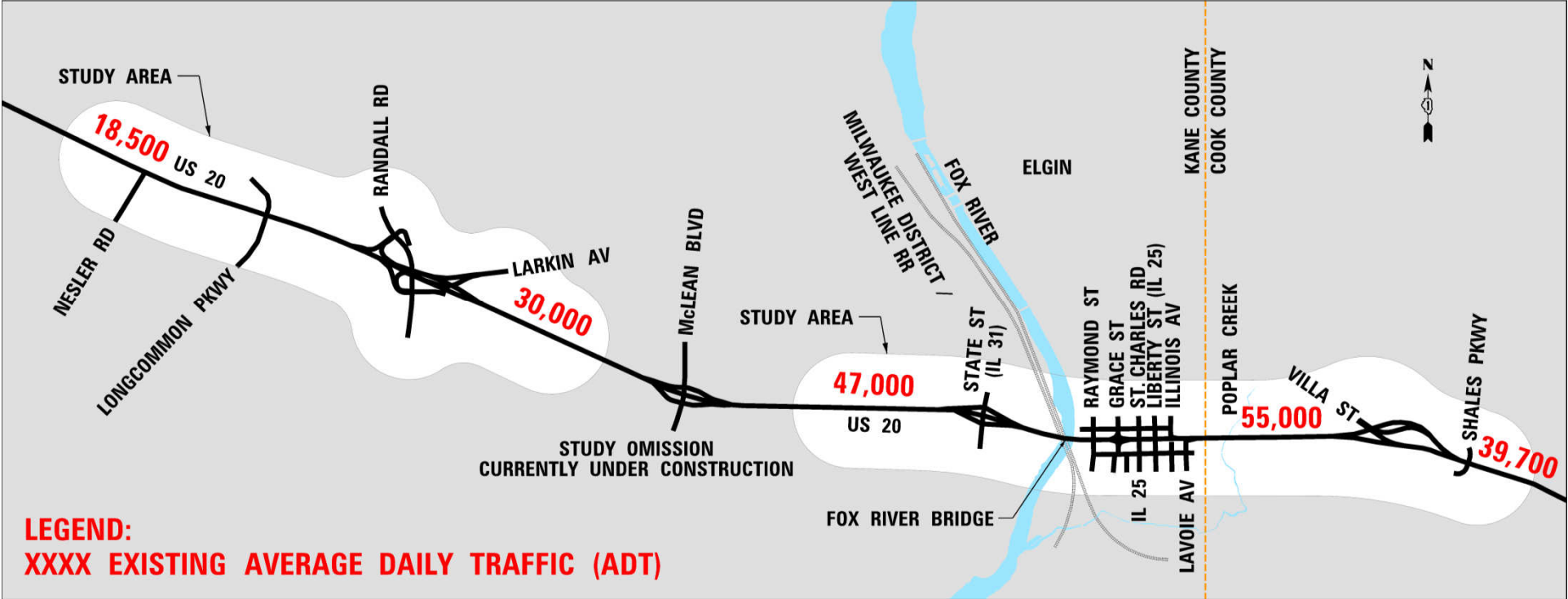
Project Overview



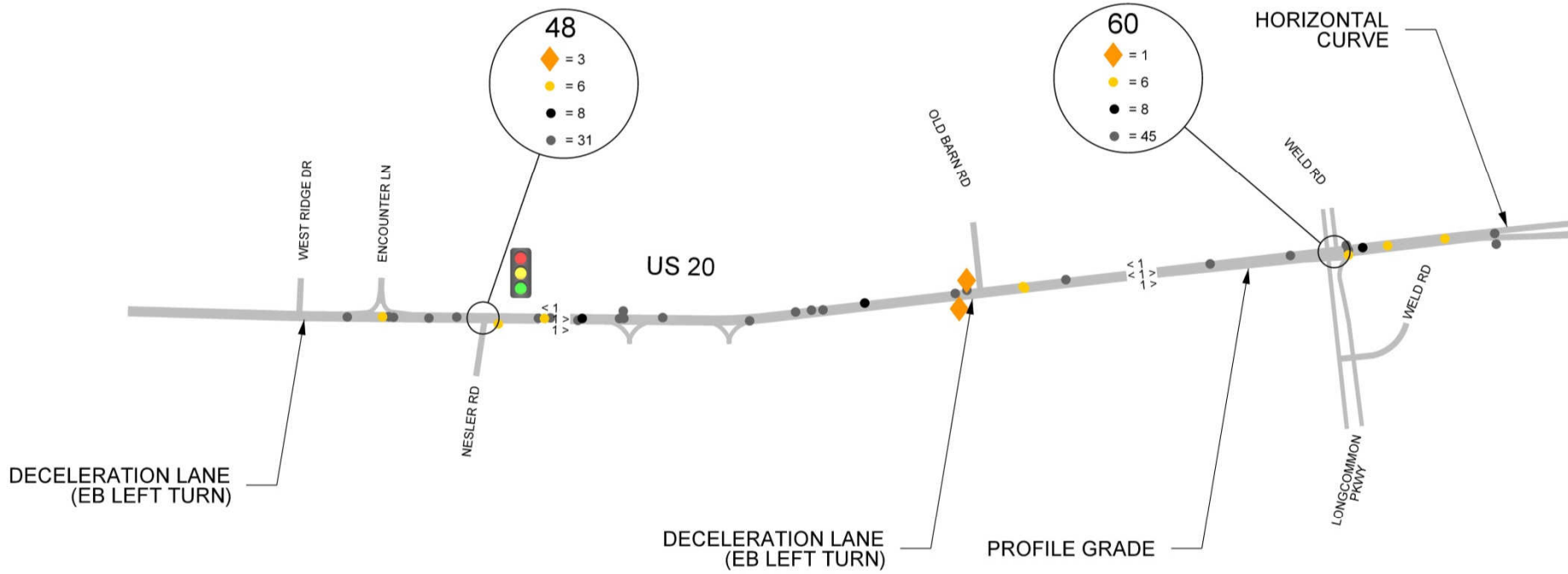
Study Area



Existing Average Daily Traffic Volumes



CRASH LOCATIONS (2006 - 2012)



LEGEND:

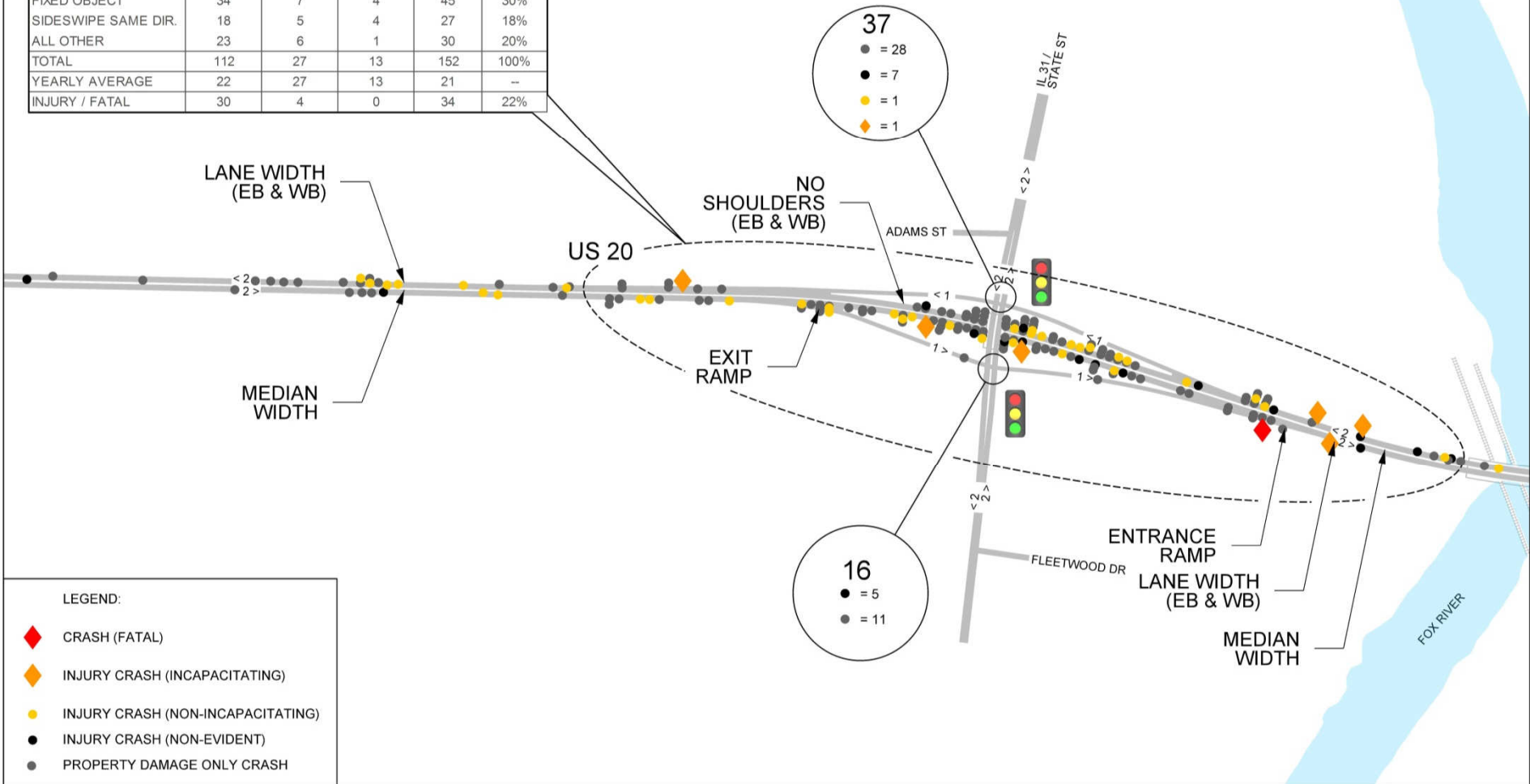
- ◆ CRASH (FATAL)
- ◆ INJURY CRASH (INCAPACITATING)
- INJURY CRASH (NON-INCAPACITATING)
- INJURY CRASH (NON-EVIDENT)
- PROPERTY DAMAGE ONLY CRASH

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

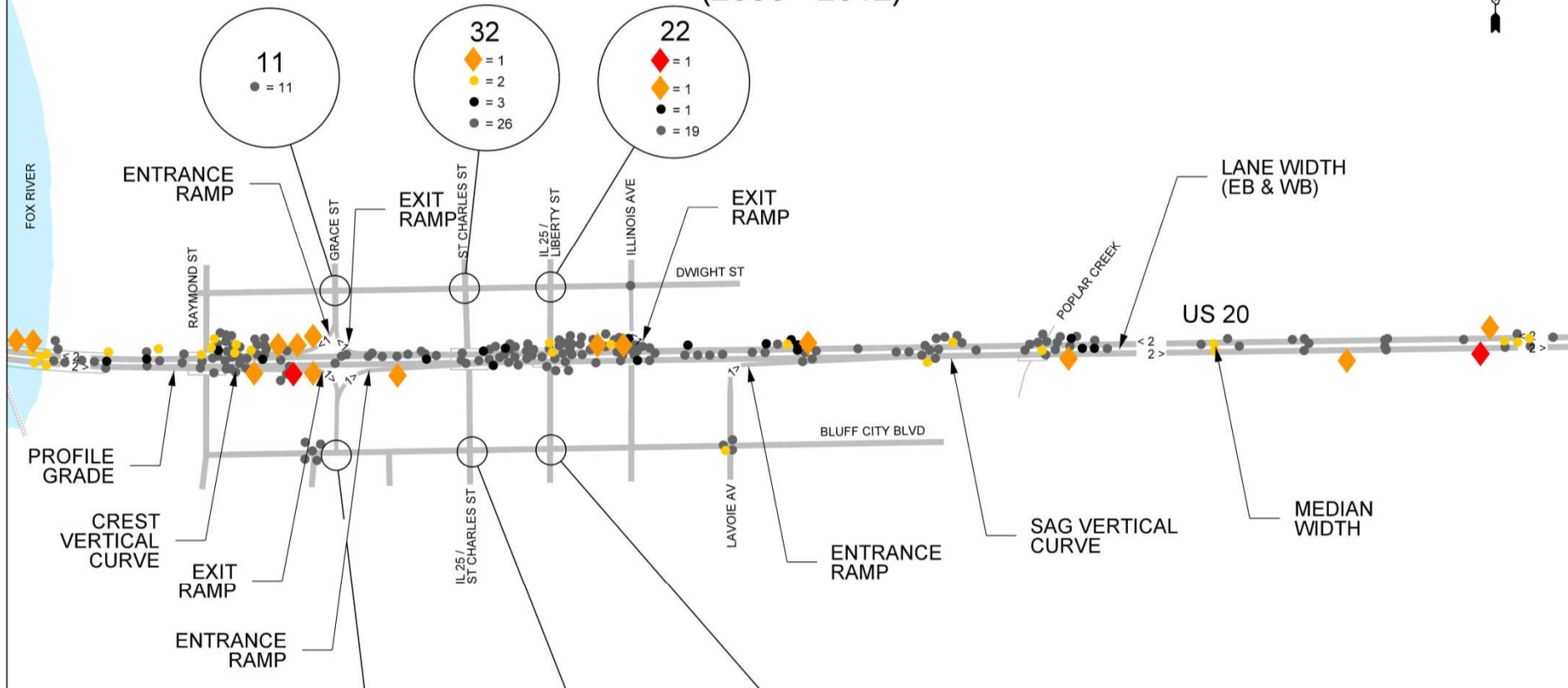


CRASH LOCATIONS (2006 - 2012)

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%



CRASH LOCATIONS (2006 - 2012)



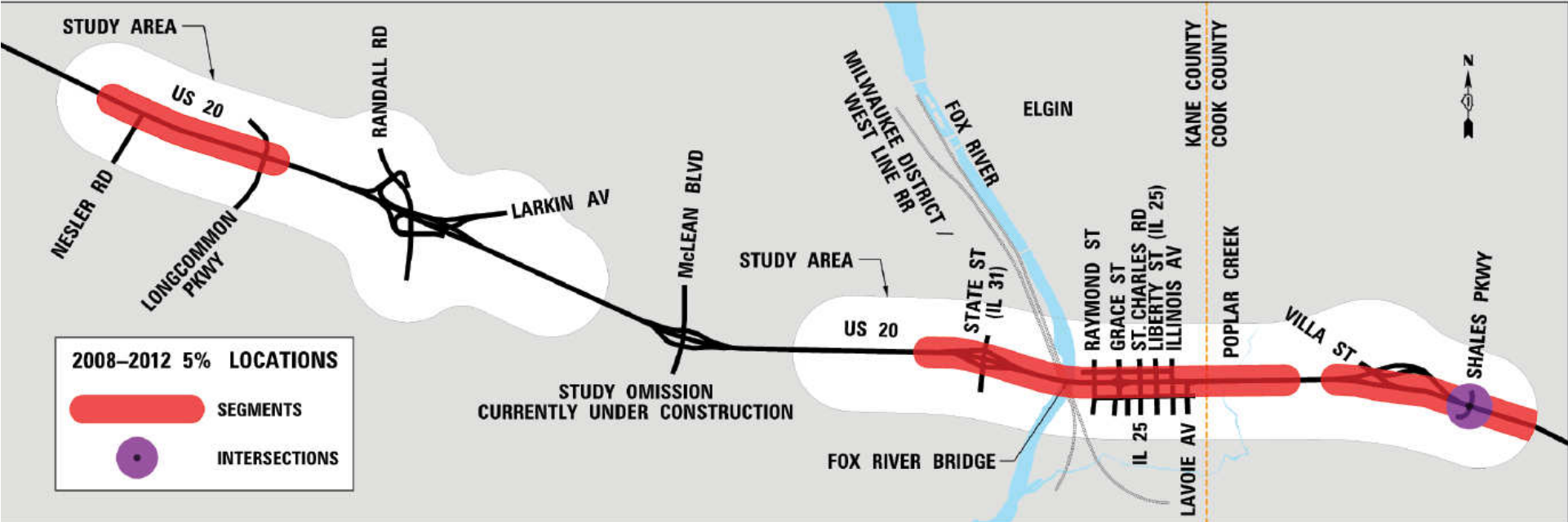
CRASHES		
	2006 - 2011	2012
TOTAL CRASHES	336	21
YEARLY AVERAGE	56	21
INJURY / FATALITY	37	5

LEGEND:

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



Current Conditions 5% Locations



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



Project Schedule

Phase I ●

- Preliminary engineering
- Environmental studies

TIMELINE

2013-2018

Phase II*

- Contract plan preparation
- Right-of-way acquisition

TIMELINE

Schedule to be determined.

*Phase II for the IL 31 bridge replacement over US 20 is scheduled to begin in 2018. Phase II for the full US 20 corridor is not currently included in the Department's FY 2019-2024 Proposed Multi-Modal Transportation Improvement Program.

Phase III**

- Construction

TIMELINE

Schedule to be determined.

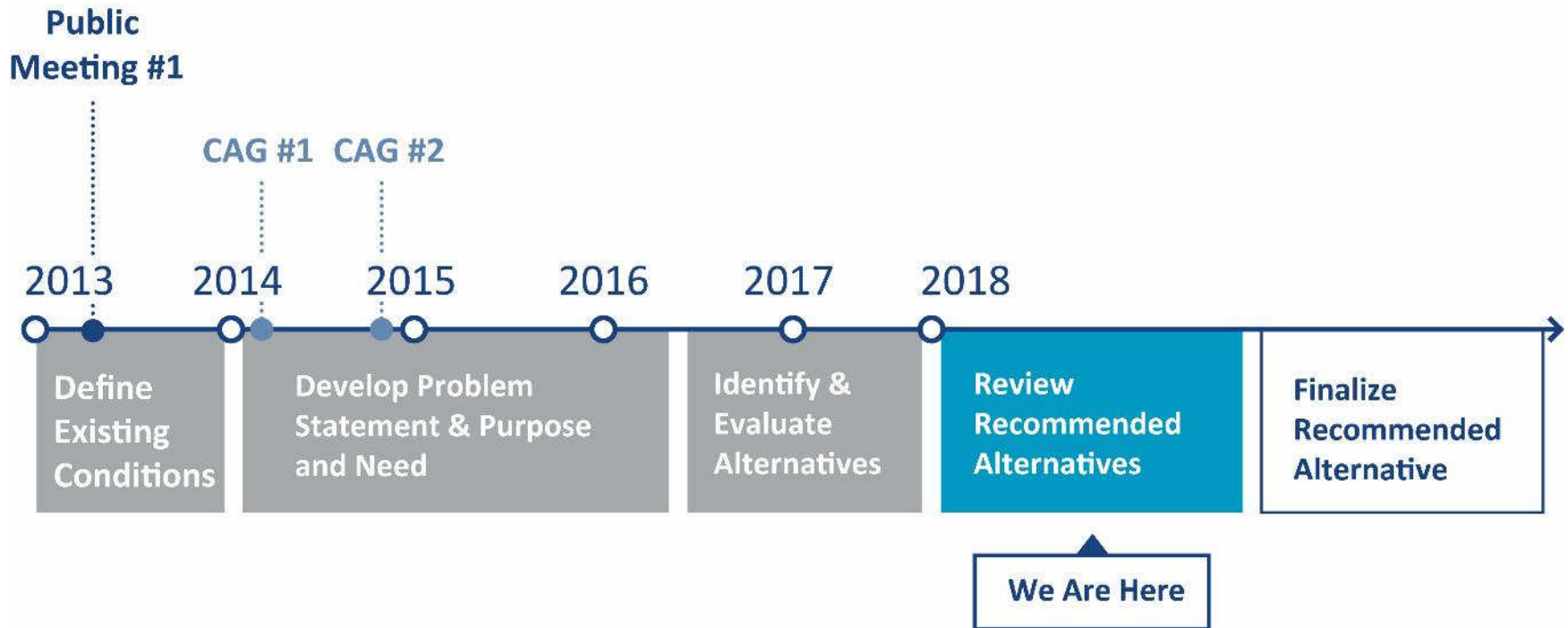
**Construction of the IL 31 bridge replacement over US 20 is scheduled to begin in 2022. Phase III for the remainder of the US 20 corridor is not currently included in the Department's FY 2019-2024 Proposed Highway Improvement Program.



● = We Are here



Phase I Milestones



Public Information Meeting #1

October 29, 2013

48

People attended the meeting

20

People signed up to join the CAG

10

Comment forms were submitted

Majority of the comments received were related to safety, noise, and congestion.



CAG Meeting #1

February 20, 2014

At the first meeting, the following issues and concerns were identified:

- Safety
- Bike/pedestrian facilities
- Economic development
- Public transportation
- Environmental/community areas to preserve



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.



PURPOSE AND NEED 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.



CAG Meeting #2

December 2, 2014

**At the second meeting,
we discussed:**

- The Problem statement and Purpose & Need statement
- Evaluation criteria for roadway segments and bridges
- Potential improvements



What has IDOT done since the last meeting?

- Completed the Phase I study for the IL 31 bridge near US 20.
- A concept for a new Fox River Bridge has been developed.
- A noise study was completed for the US 20 project.
- Minor design revisions throughout the study area



Illinois Route 31 Update

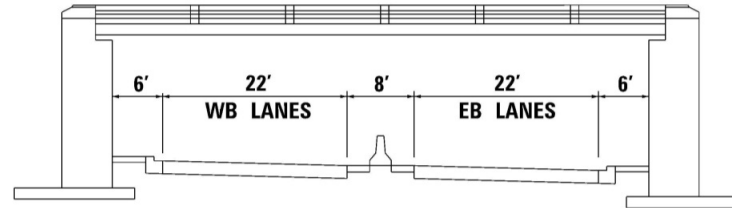


IL 31 (State St.)

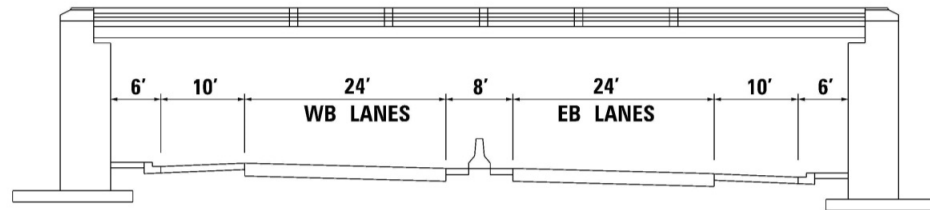


IL 31 (State St.)

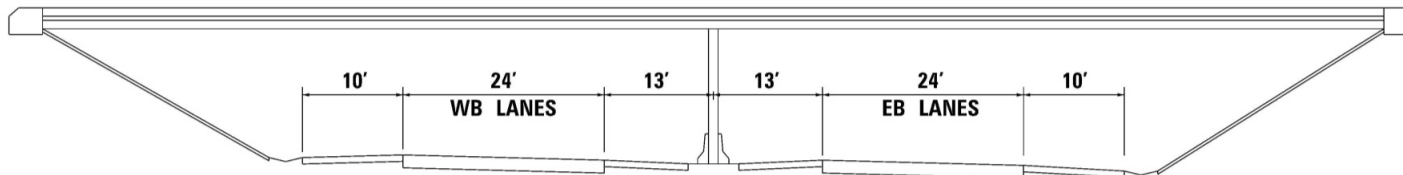
IL 31 BRIDGE



ALTERNATIVE 1

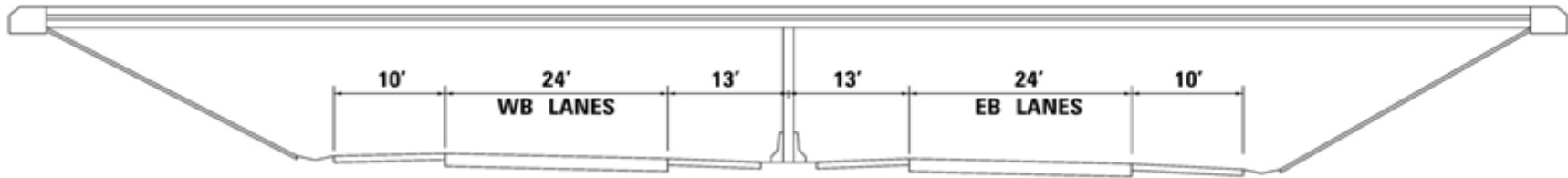


ALTERNATIVE 2



ALTERNATIVE 3

(ACCOMMODATES POTENTIAL FUTURE LANE ARRANGEMENT)

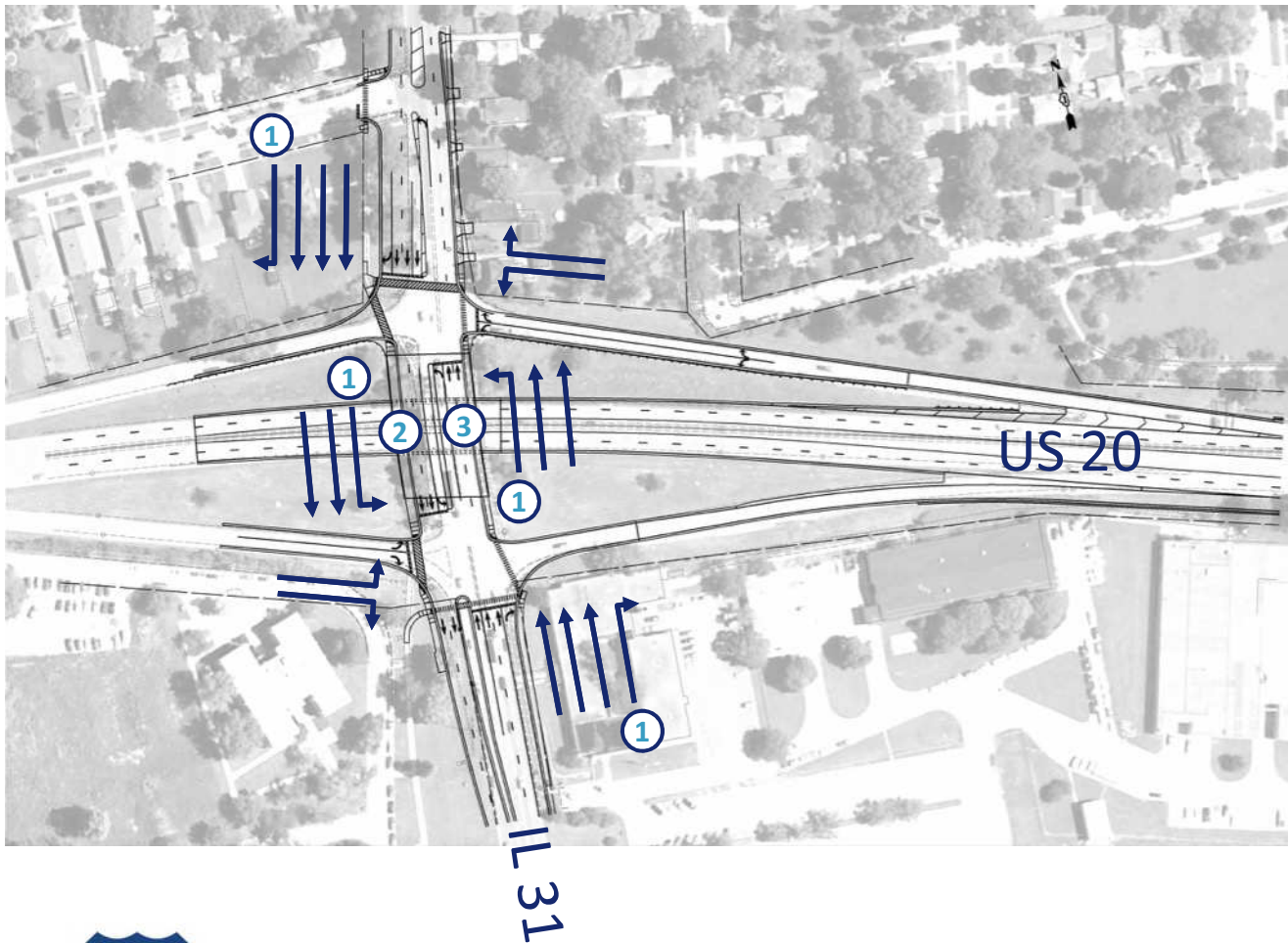


Alternative 3,
presented at CAG #2,
is the approved
alternative.

The project is included in the Department's FY 2019-2024 Proposed Multi-Modal Transportation Improvement Program.

ESTIMATED CONSTRUCTION COST \$10.6 M

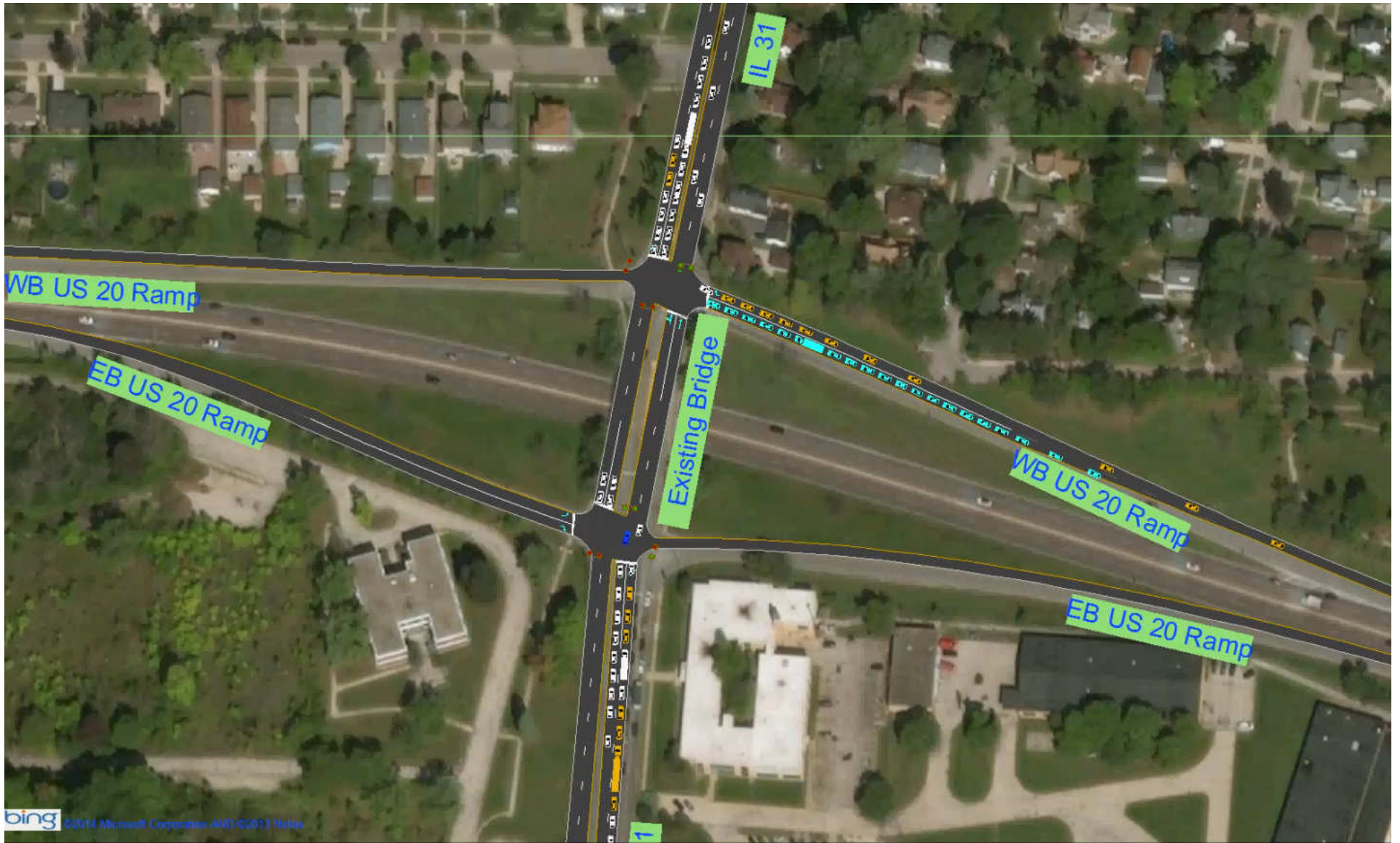


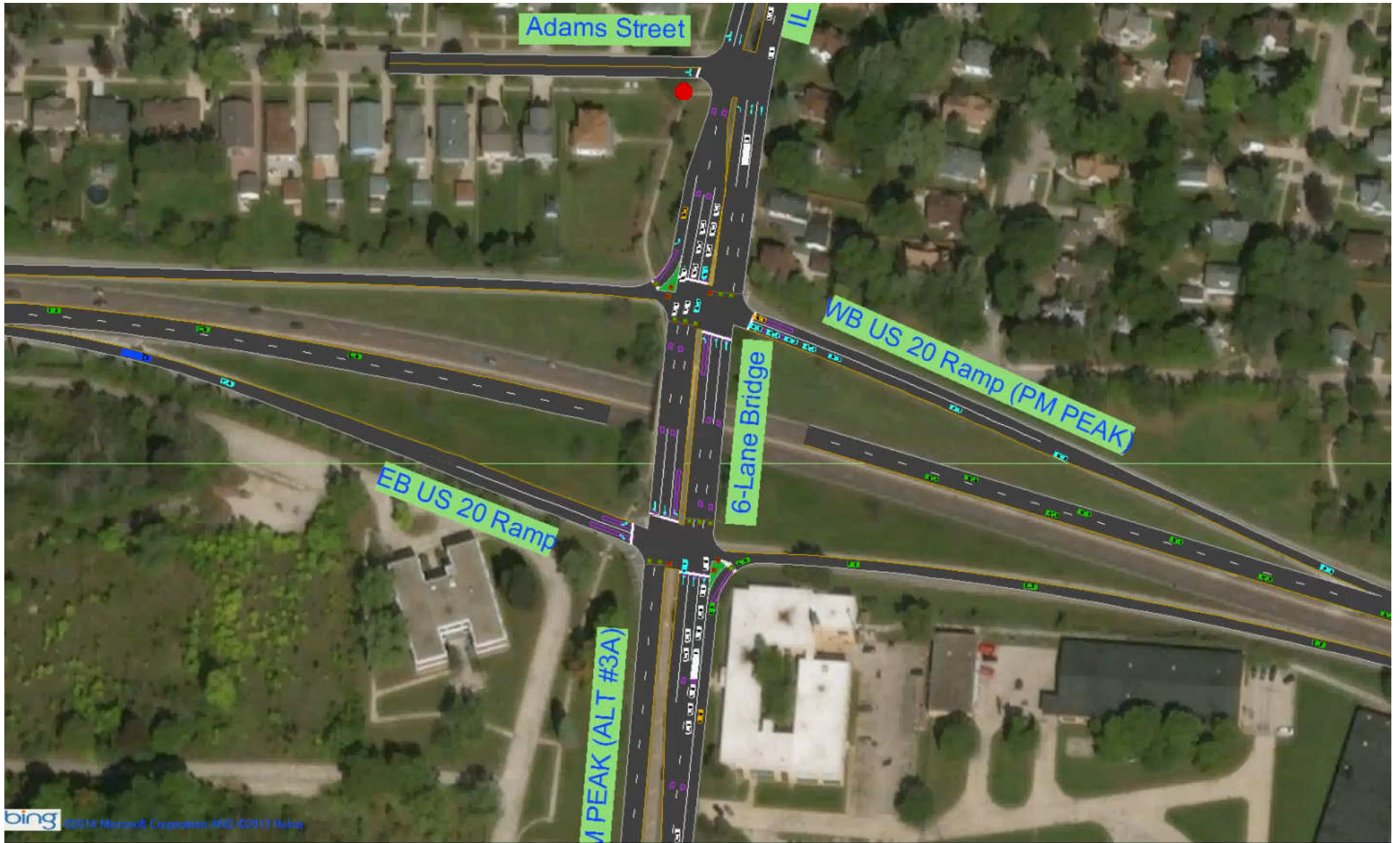


IMPROVEMENTS

IL 31 Bridge Replaced

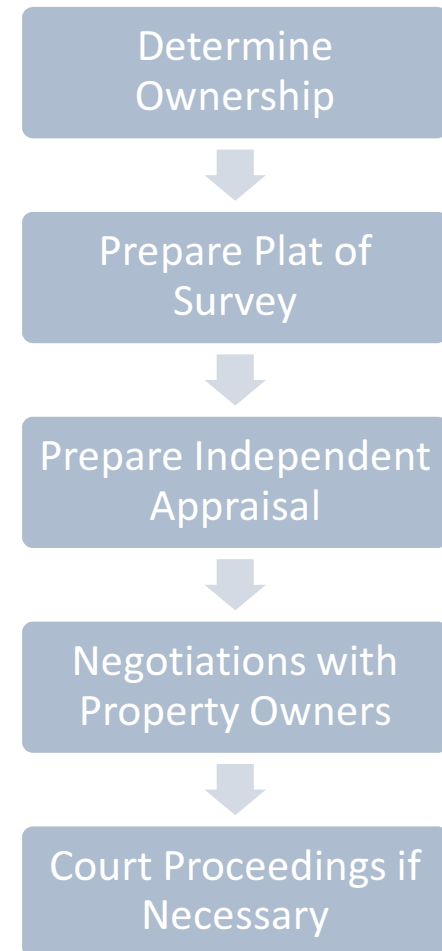
- ① New dedicated turn lanes from IL 31 to ramps
- ② New shared use path on the west side of bridge
- ③ Accommodates future widening and shoulders on US 20

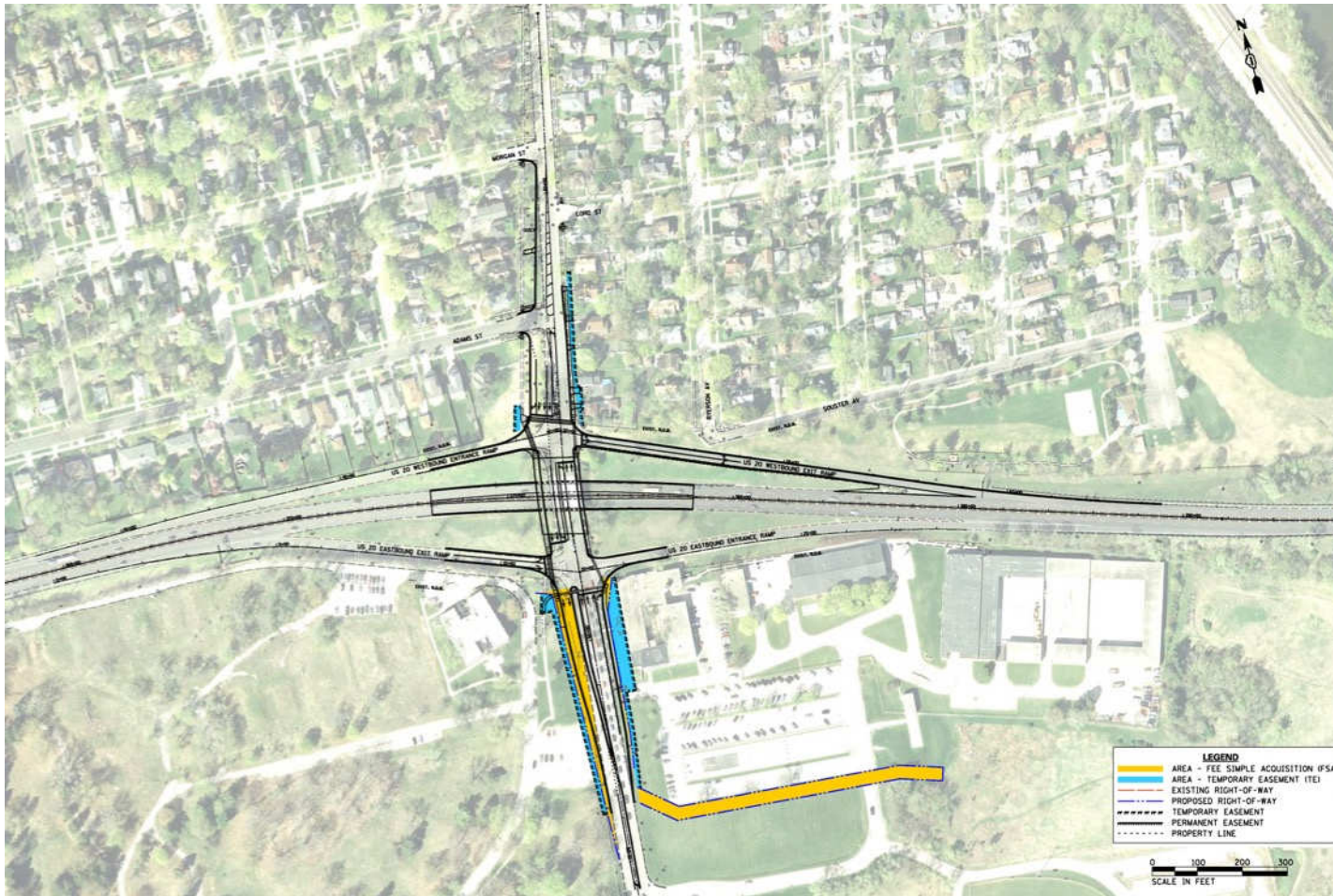




Three types of land acquisition:

- Fee Simple
 - Acquisition of all rights and interest
- Permanent Easement
 - Ownership retained by property owner
 - IDOT allowed permanent use of property to construct and maintain facilities
- Temporary Easement
 - Ownership retained by property owner
 - Temporary use to construct minor improvements





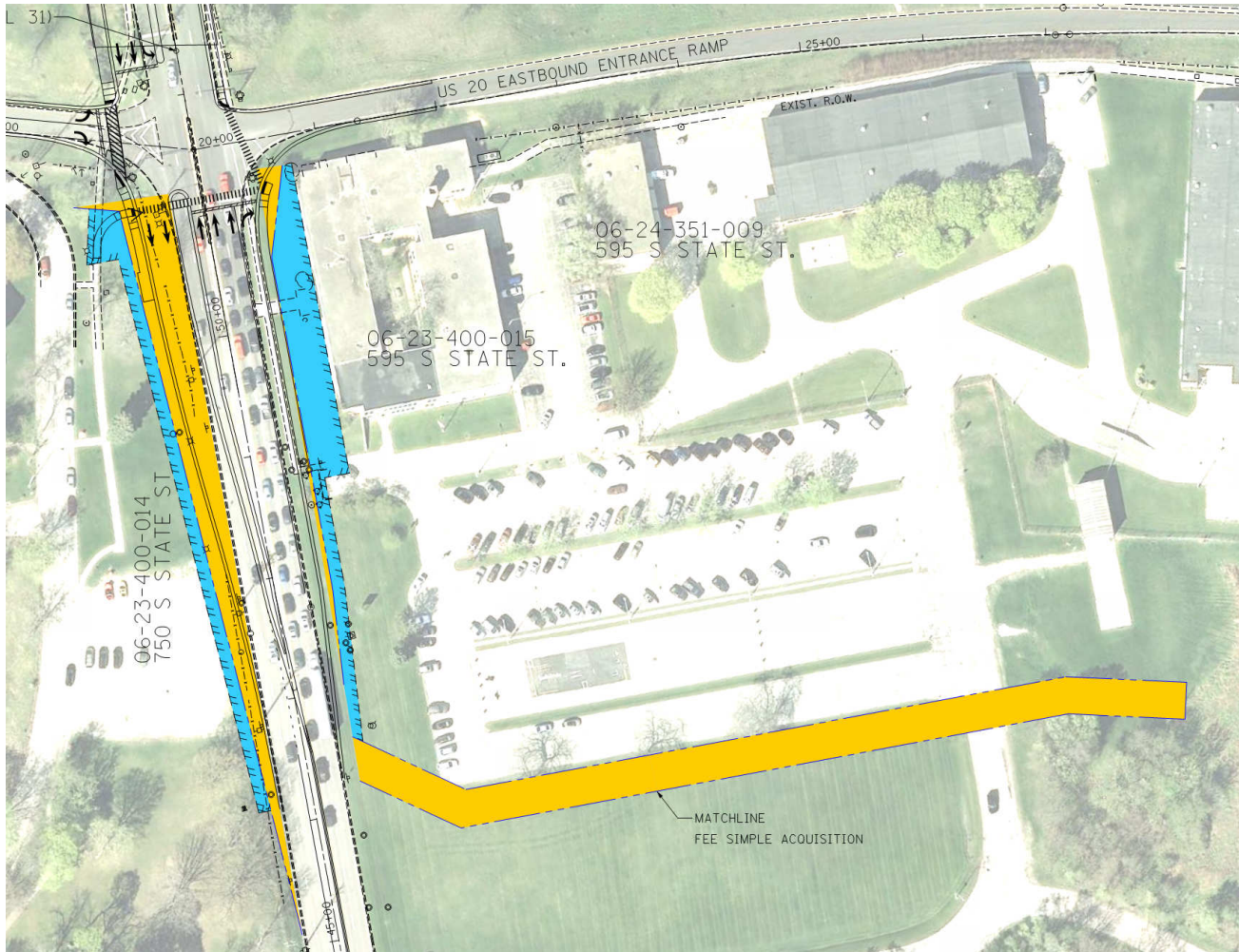
Right-of-Way Acquisition

ROW Acquisition shown in yellow

- Four parcels (0.81 acres) in the SW and SE quadrants
- Includes 690' long by 30' wide strip (0.48 acres) for new sewer in SE quadrant
- No buildings will be acquired

Temporary construction easements shown in blue

- Ten parcels (0.43 acres) in all four quadrants



Right-of-Way Acquisition

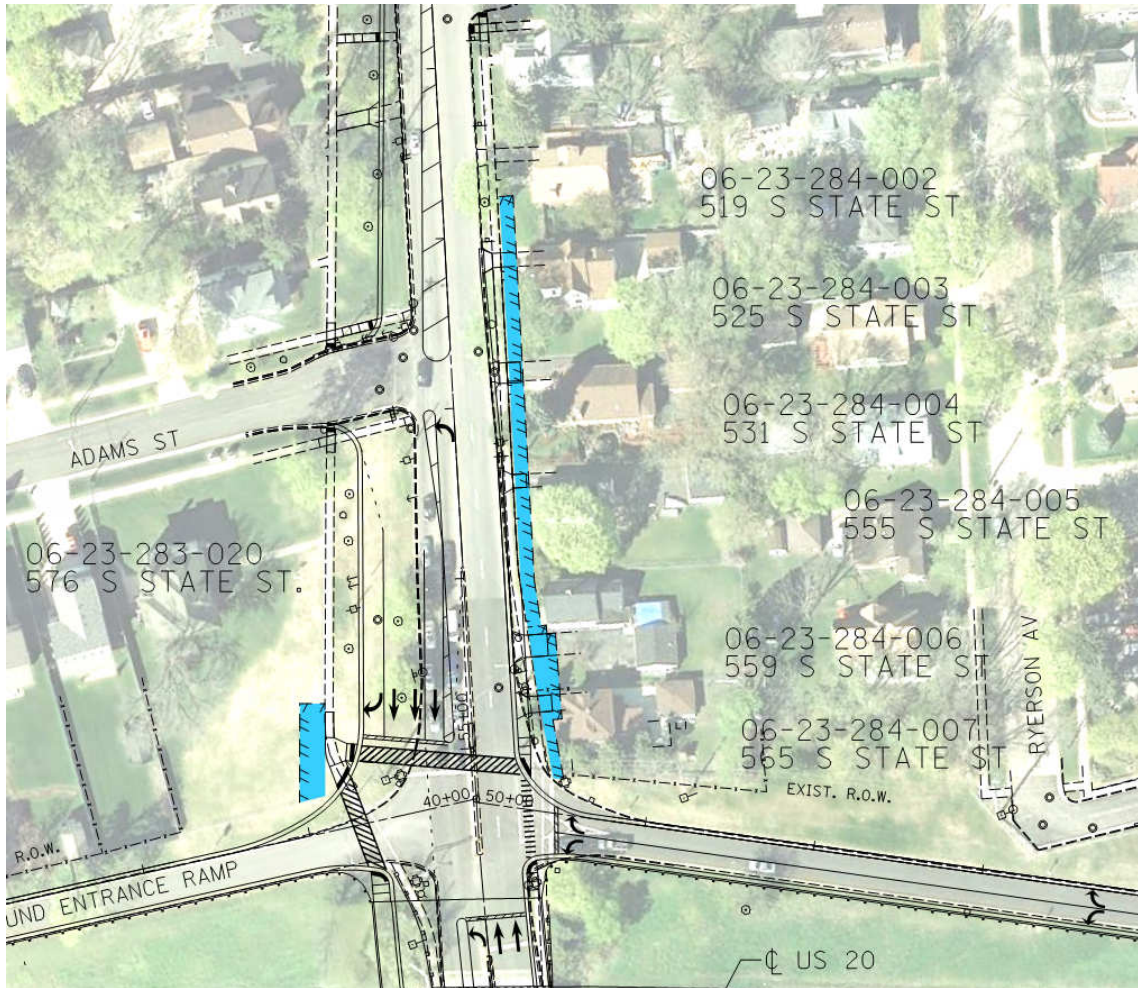
ROW Acquisition shown in yellow

- 690' long by 30' wide strip (0.48 acres) for new sewer
- Two parcels in SW quadrant (0.30 acres)
- One parcel in SE quadrant (0.02 acres)
- No buildings will be acquired

Temporary construction easements shown in blue

- One parcel (0.21 acres) in SE quadrant
- Two parcels in SW quadrant (0.13 acres)

IL 31 (State St.)



Right-of-Way Acquisition

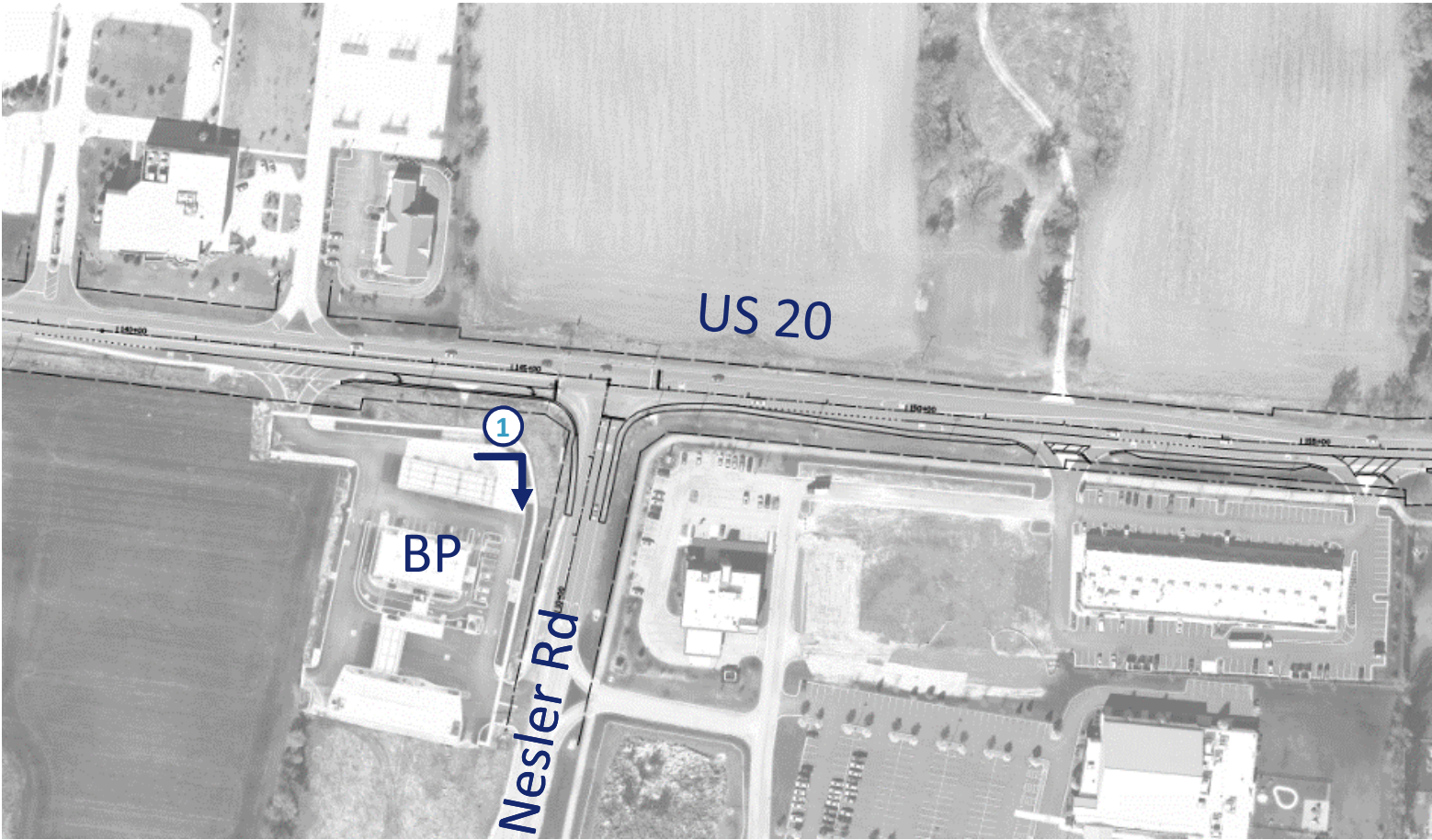
Temporary construction easements shown in blue

- Six parcels (0.07 acres) on the east side of IL 31
- One parcel (0.02 acres) on the west side of IL 31

US 20 Roadway Improvements



Nesler Rd. to Old Barn Rd.



IMPROVEMENTS

- ① Right turn lane from US 20 to Nesler Rd

Longcommon Pkwy./Weld Rd.



IMPROVEMENTS

- ① Right turn only from SB Weld Rd. to US 20
- ② “Restricted Crossing U-Turn” (RCUT) for SB to EB traffic. Also known as “Michigan Left.”
- ③ Free flow right turn lane from Longcommon Pkwy. to EB US 20

Longcommon Pkwy./Weld Rd.

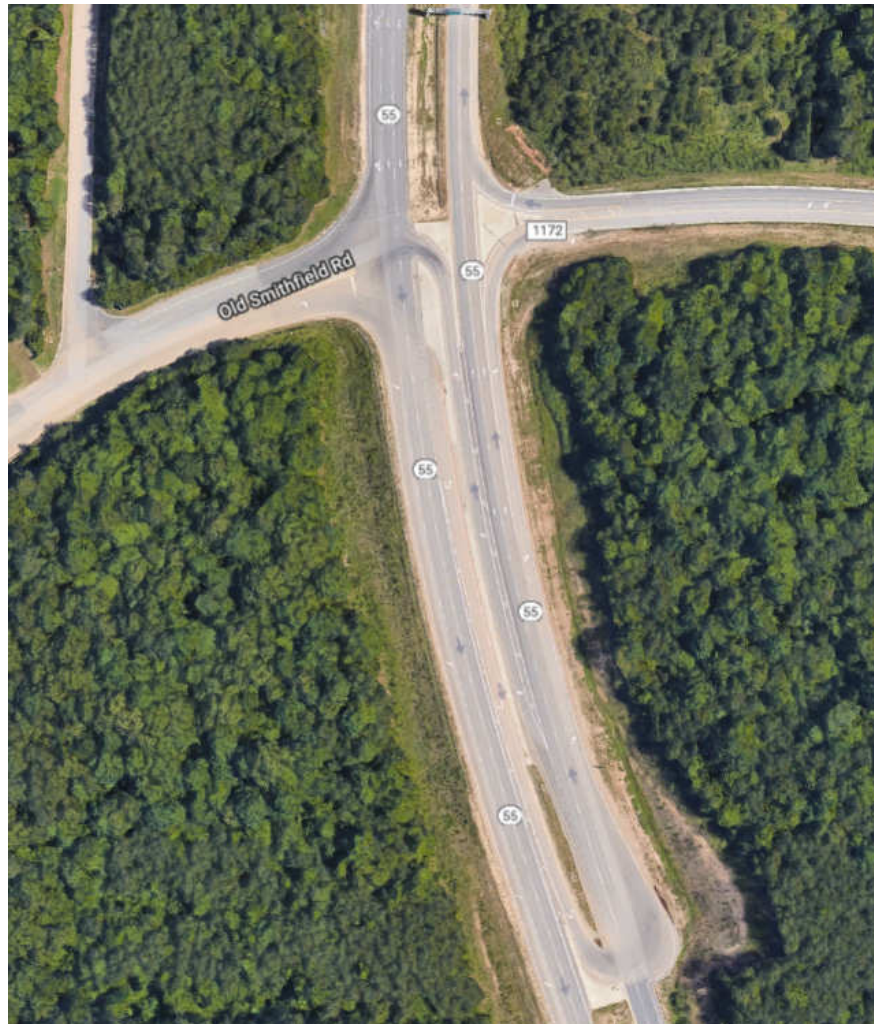
Benefits of proposed Restricted Crossing U-Turn (RCUT) movement

- The design improves safety and access by separating turning conflicts into two parts:
 - Right turn from SB Weld only requires gaps in WB traffic
 - U-turn to EB US 20 only requires gaps in EB traffic
- Maintains traffic flow on US 20
- Between 80% to 90% of SB vehicles currently turn right at the intersection



RCUT Examples

Apex, NC



RCUT Examples

Vass, NC



RCUT Examples

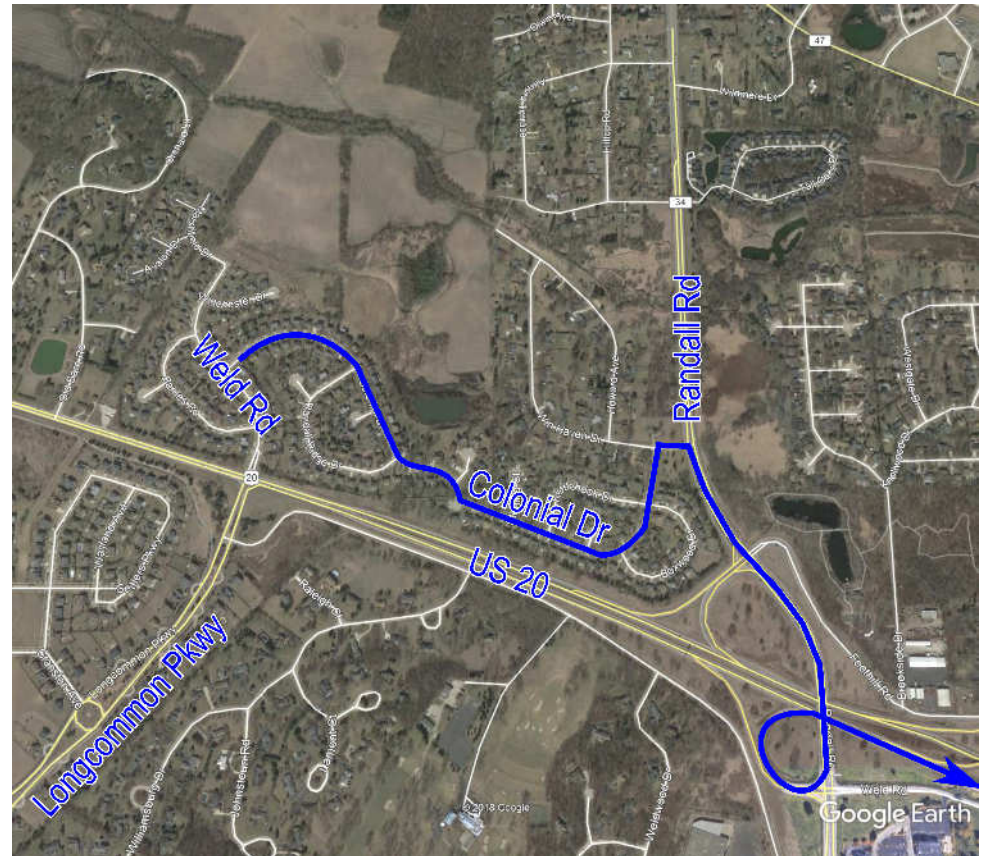
Loris, SC

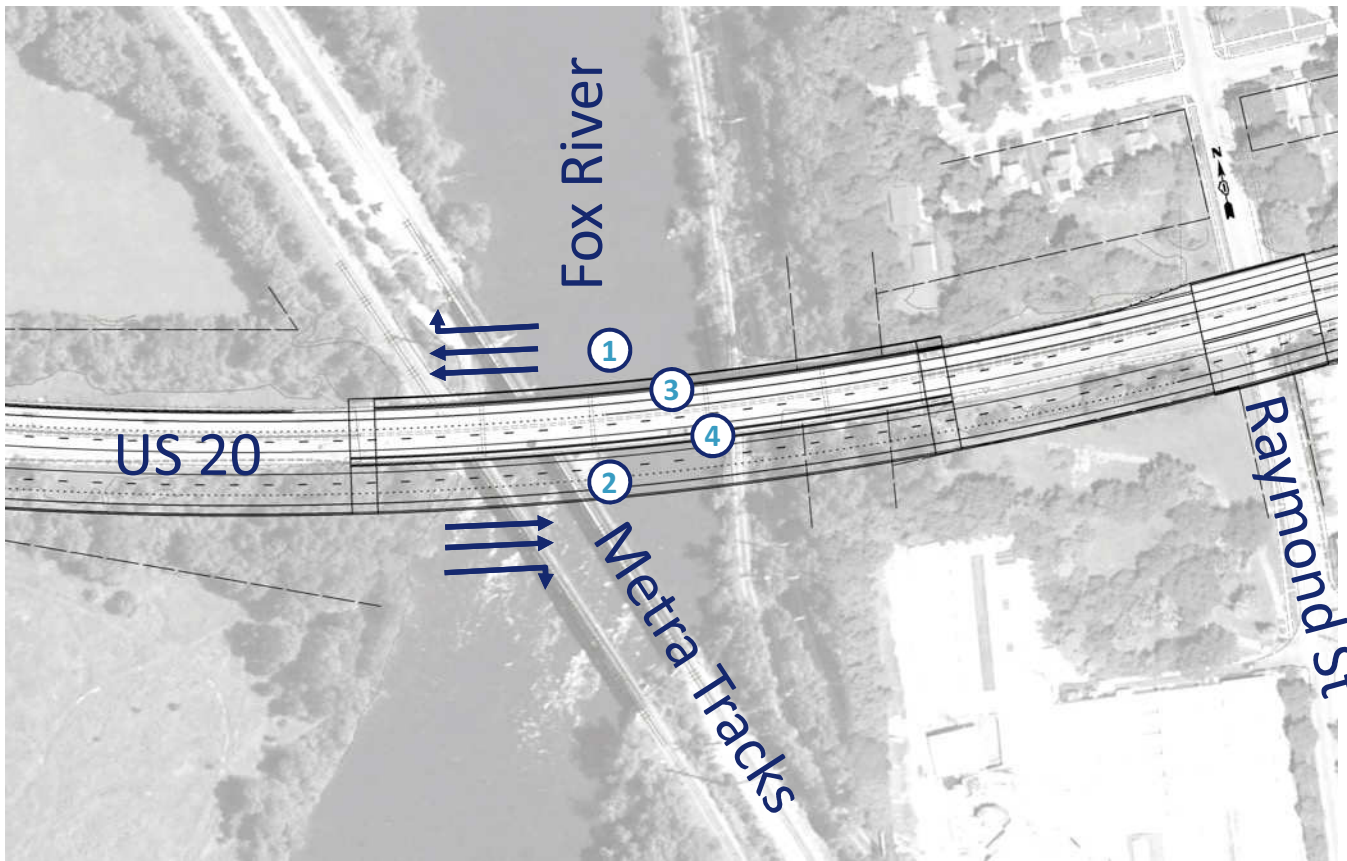


Longcommon Pkwy./Weld Rd.

Alternate Route

- Traffic from neighborhood can continue to use Randall Road interchange to access EB US 20





IMPROVEMENTS

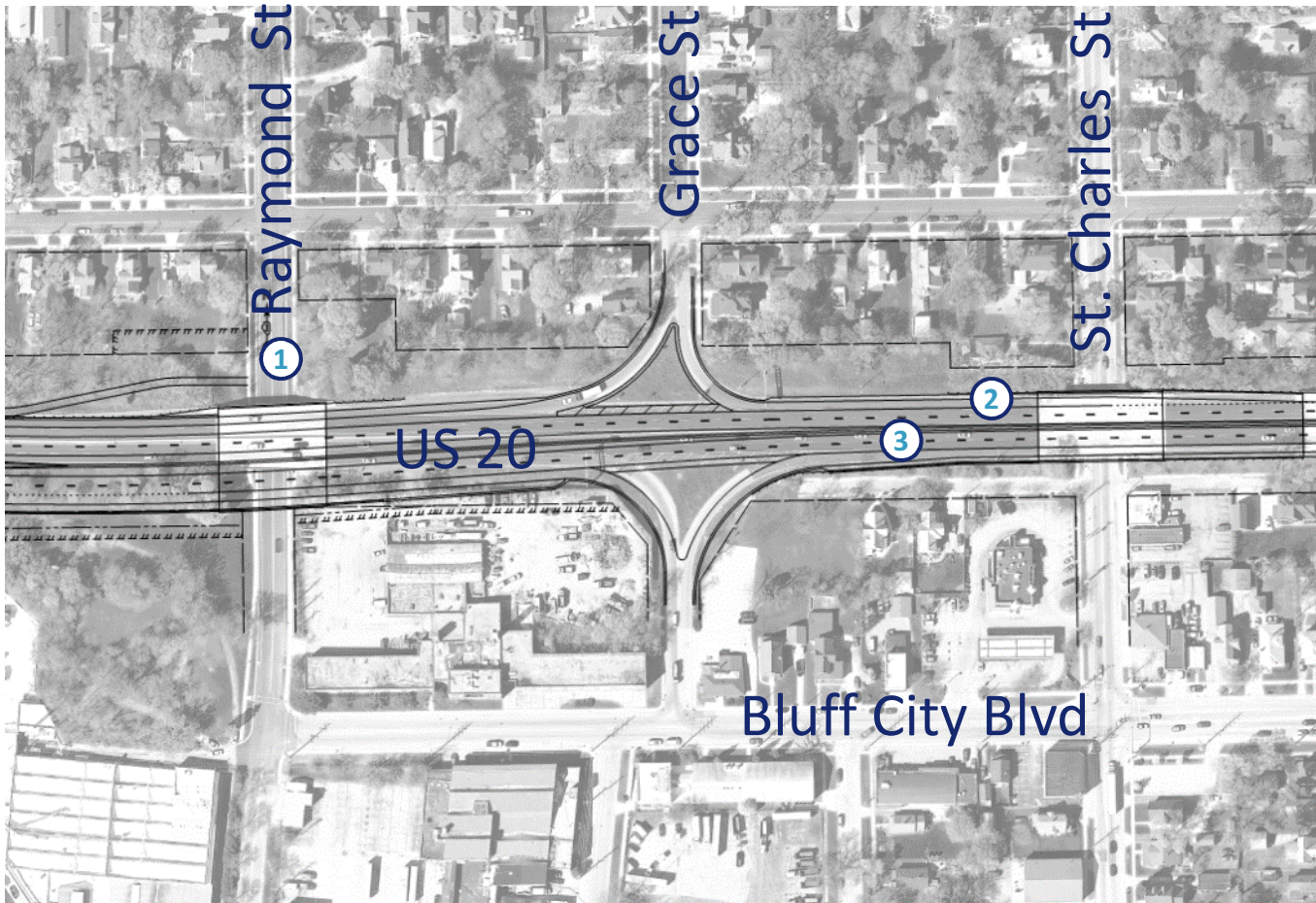
- 1 New bridge over Fox River.
- 2 New auxiliary lanes between IL 31 and IL 25
- 3 New shared use path over Fox River
- 4 New shoulders from IL 31 to Grace St provide improved safety and space for emergency vehicles.

Benefits of new bridge

- Replacing a structure originally constructed in 1961
- Increased mobility across river
- Pedestrian and bicycle access across river
- Two lanes in each direction maintained during construction



Grace St. Interchange



IMPROVEMENTS

- ① Widen bridge over Raymond St.
- ② Extend deceleration lane lengths at Grace St. and Illinois Ave.
- ③ Extend acceleration lane lengths at Grace St. and Lavoie Ave.

Other Project Components



Noise Analysis

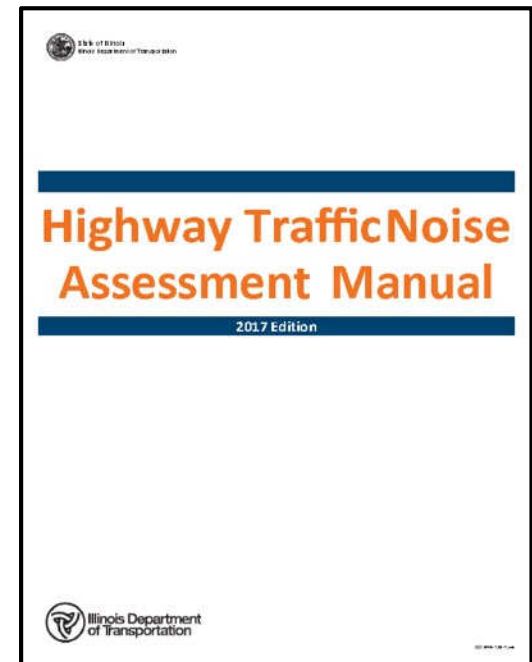


Noise Analysis

Traffic noise regulations guide everything we do for our noise analyses.

The Federal Highway Administration's traffic noise regulations are the basis of every state's individual traffic noise policies and guidance. The IDOT Highway Traffic Noise Assessment Manual is our state's guidance document for traffic noise work.

Manual can be found online at www.idot.illinois.gov



Noise Analysis

The Process



Noise Analysis

The Outcome

11 noise walls were found to be reasonable and feasible for the corridor.

- See exhibit for potential locations
- View points from the community on the 11 identified noise walls will be collected during Phase II design.

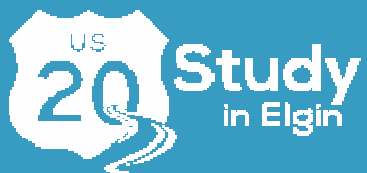


Noise Analysis

Sample noise walls



Multi-use Trail



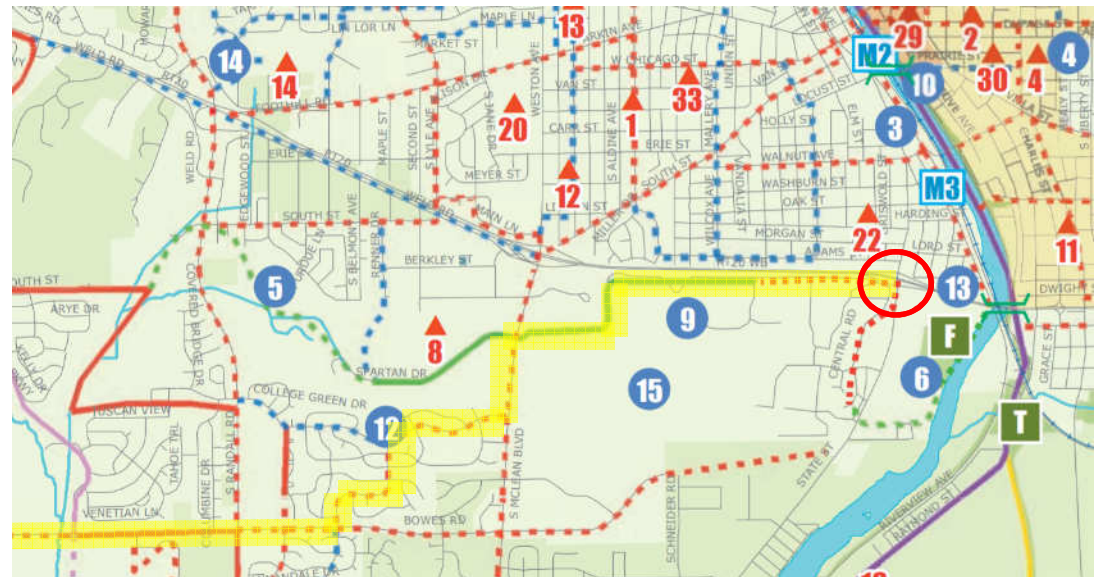
Multi-use Trail

The City of Elgin identified several priority bike routes as part of their Bicycle Master Plan.

Bikeway Route 4

A 5.4-mile long route connecting the southwest side of the City, to the Elgin Sports Complex, and downtown.

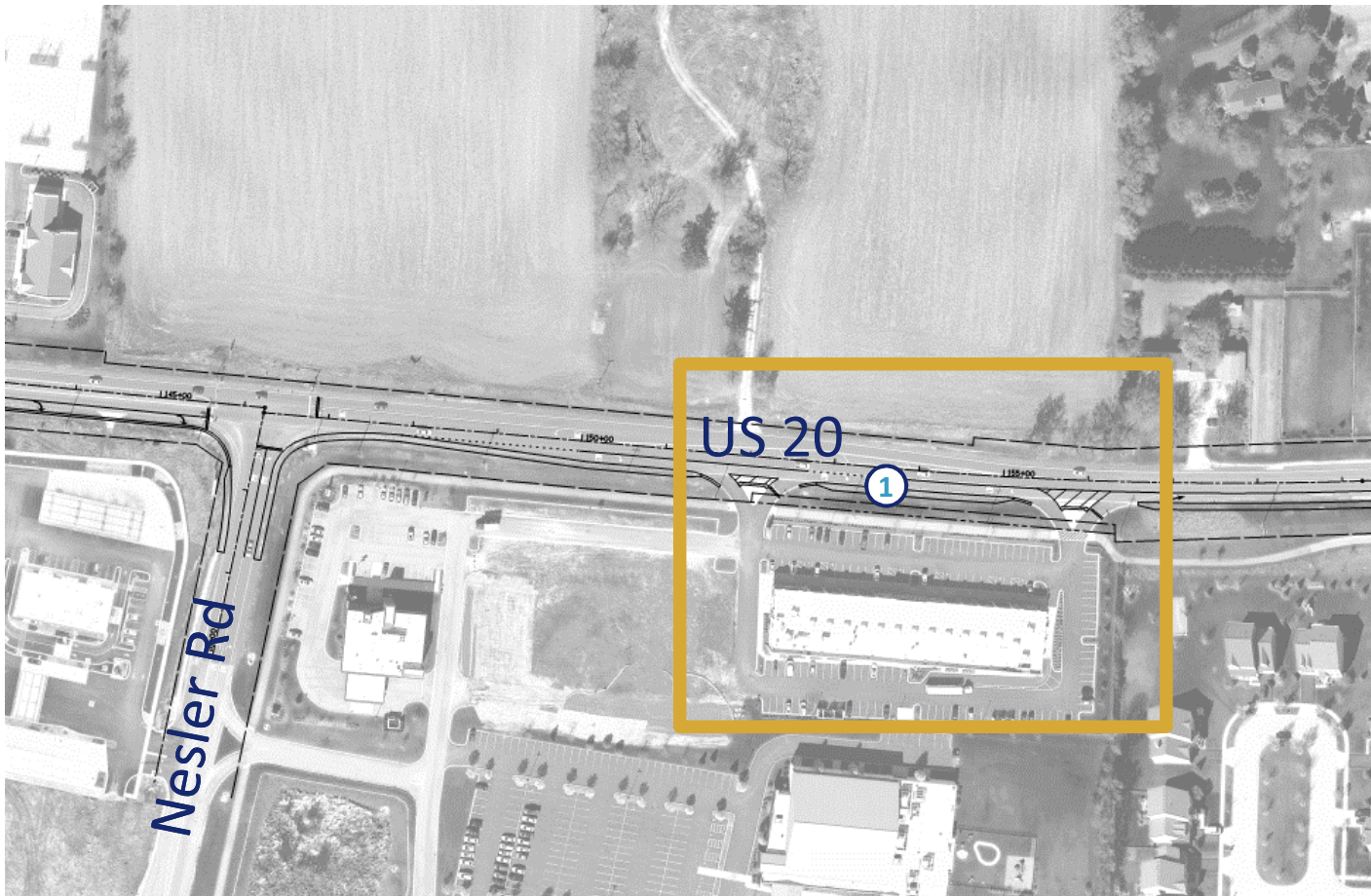
The IL 31 Bridge will create a connection to Marie Groelich Park and new US 20 Bridge over the Fox River.



Right-of-Way Acquisition and Easements



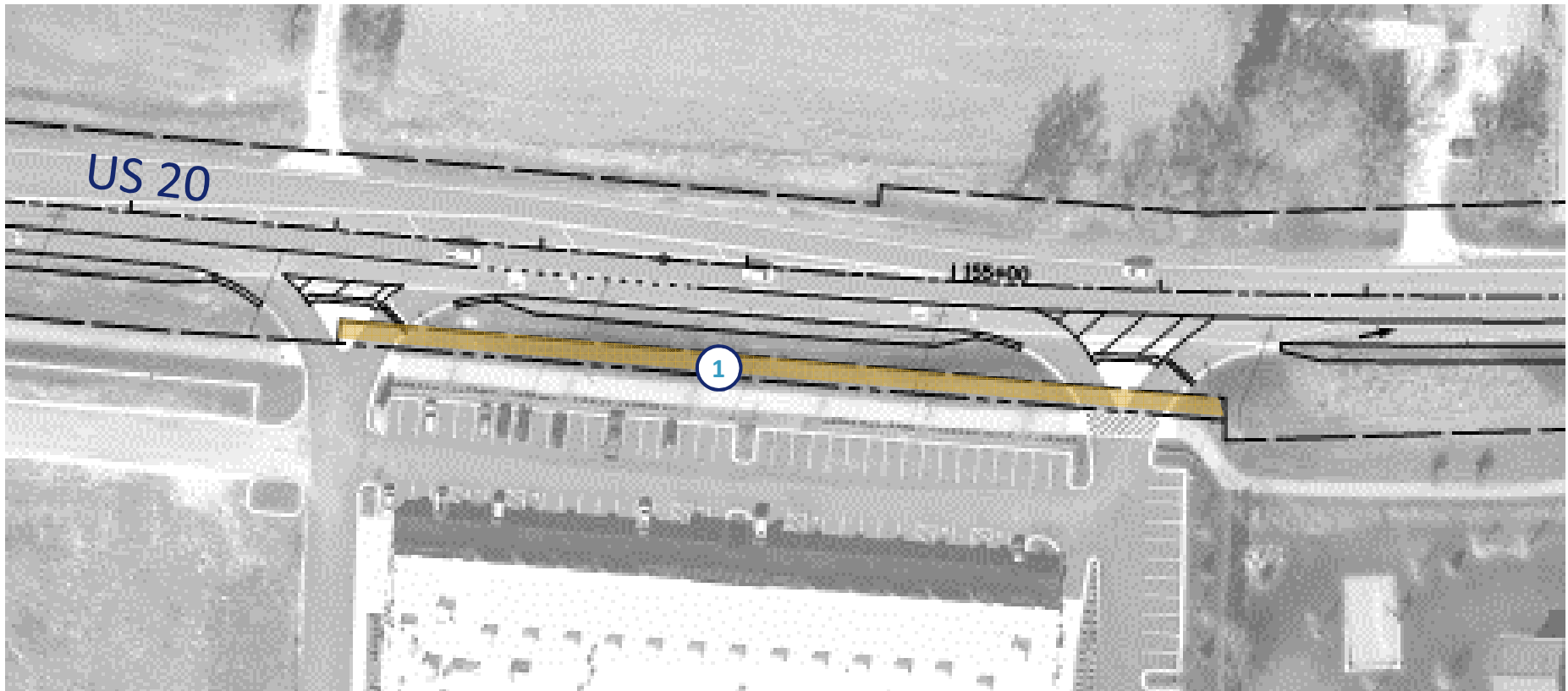
Right-of-Way and Easements



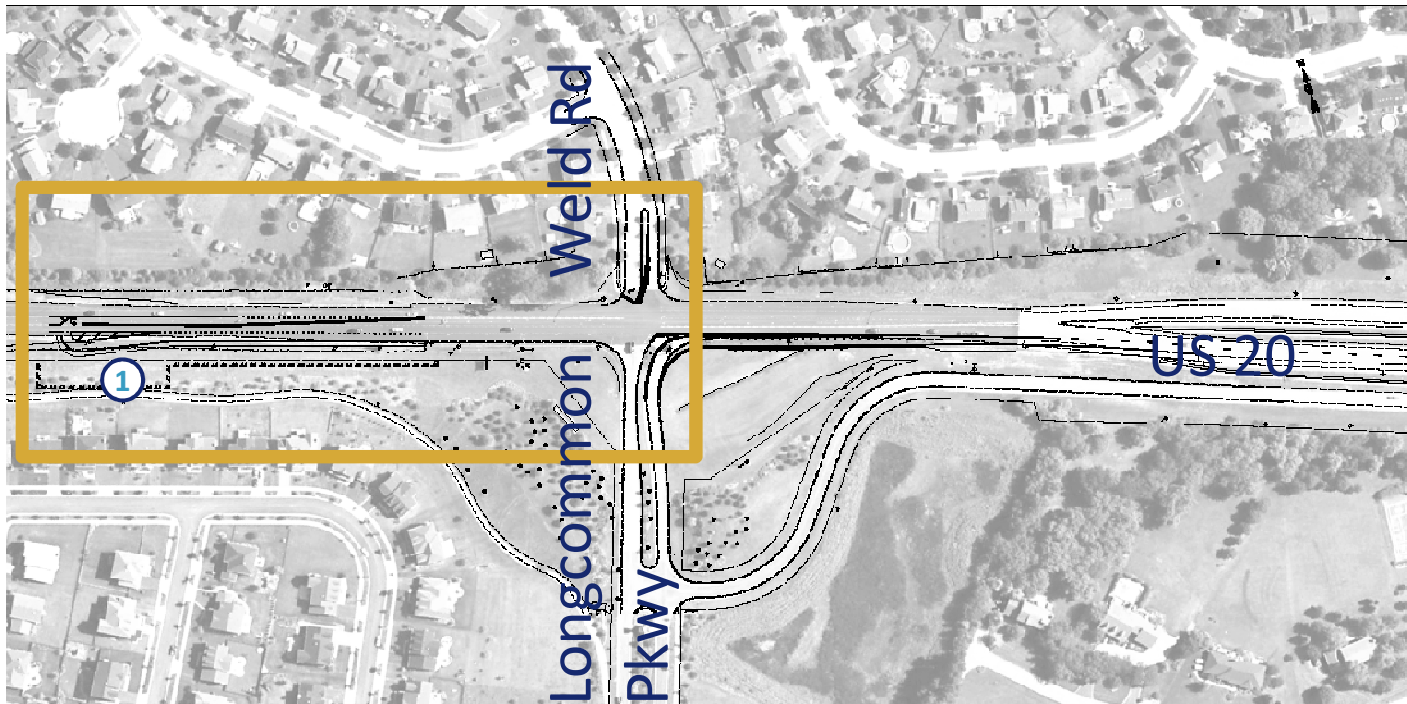
East of Nesler Rd.

- ① 0.11 acres of ROW for drainage

Right-of-Way and Easements



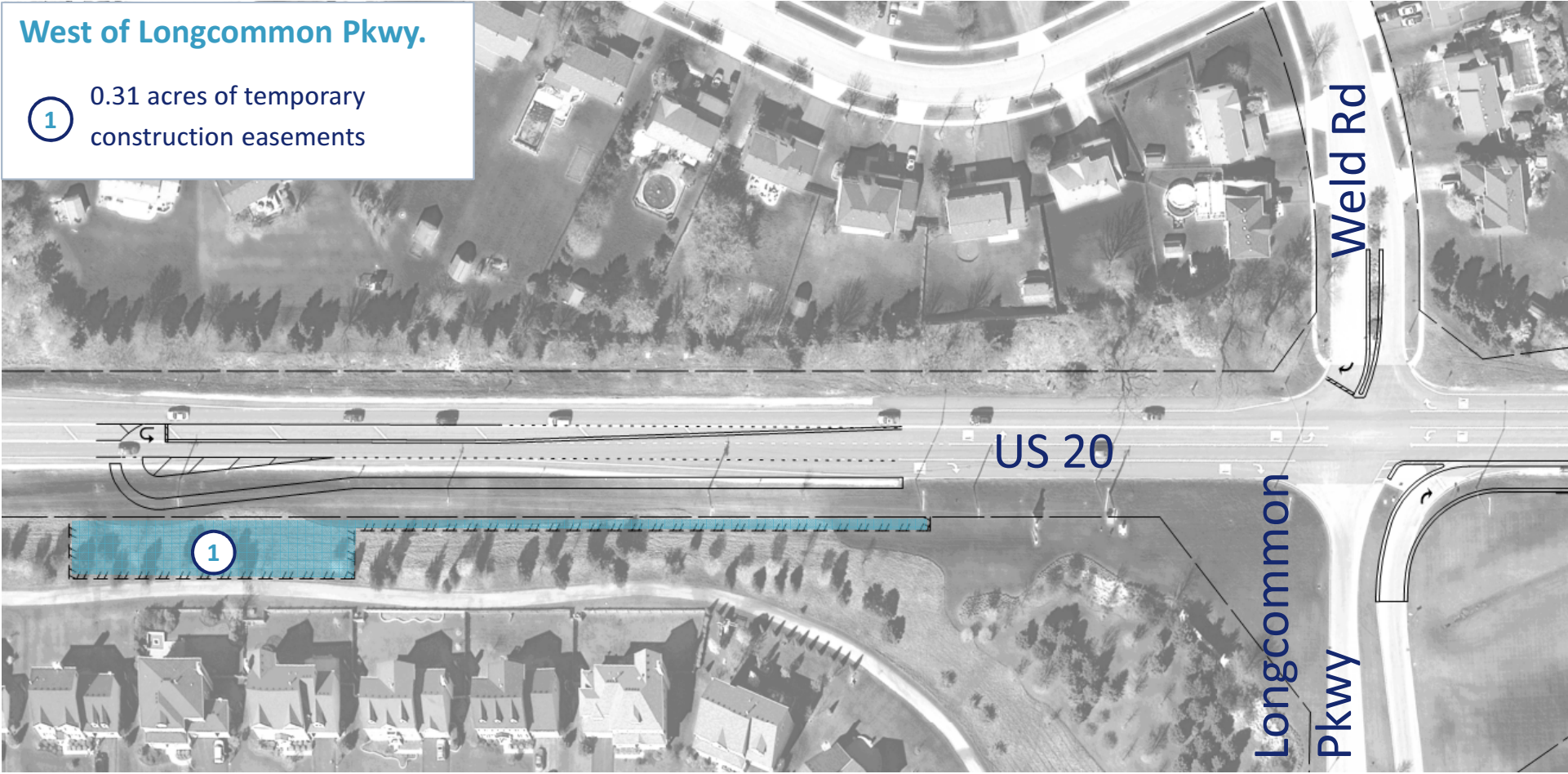
Right-of-Way and Easements



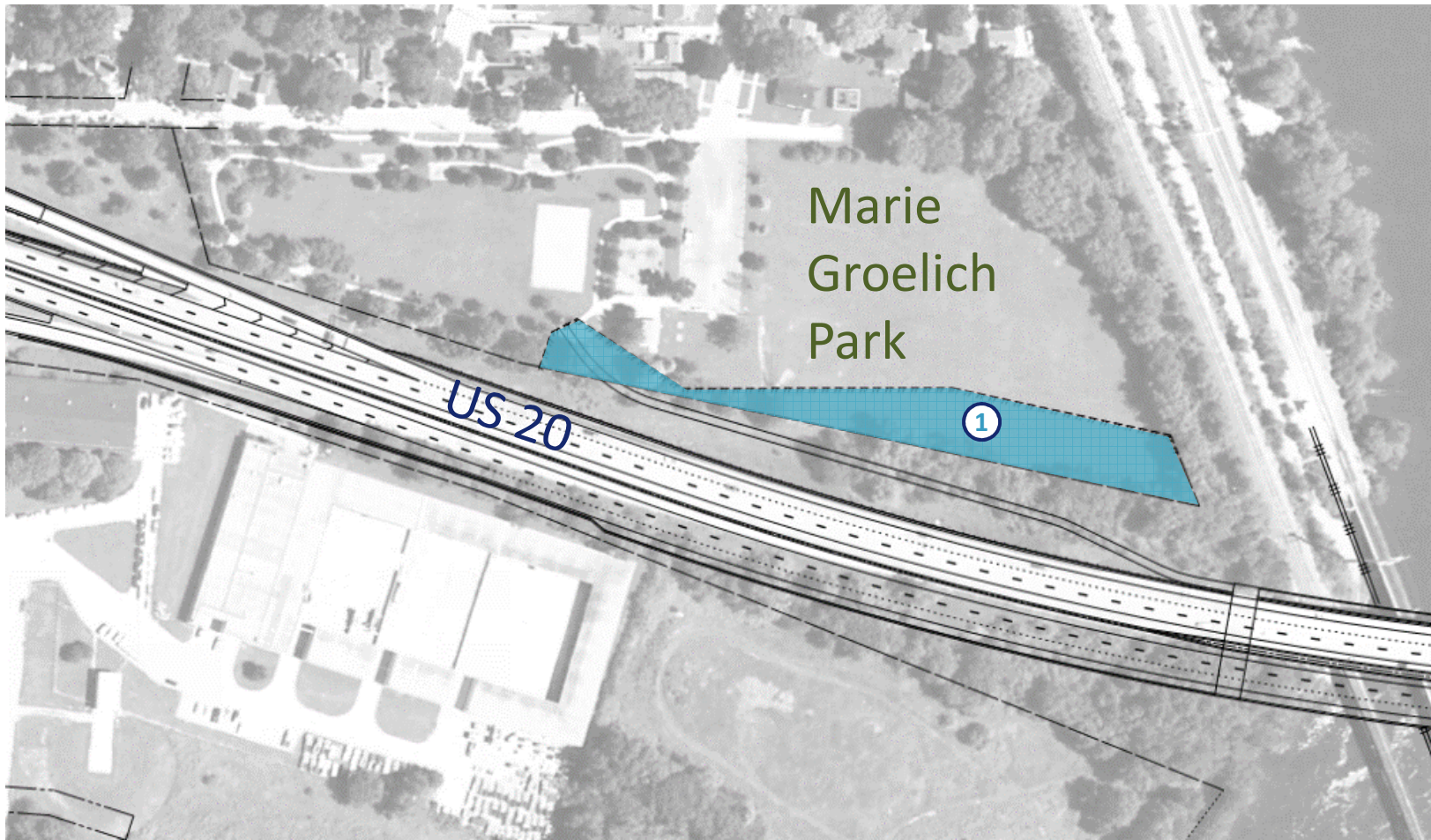
West of Longcommon Pkwy.

- ① 0.31 acres of temporary construction easements

Right-of-Way and Easements



Right-of-Way and Easements

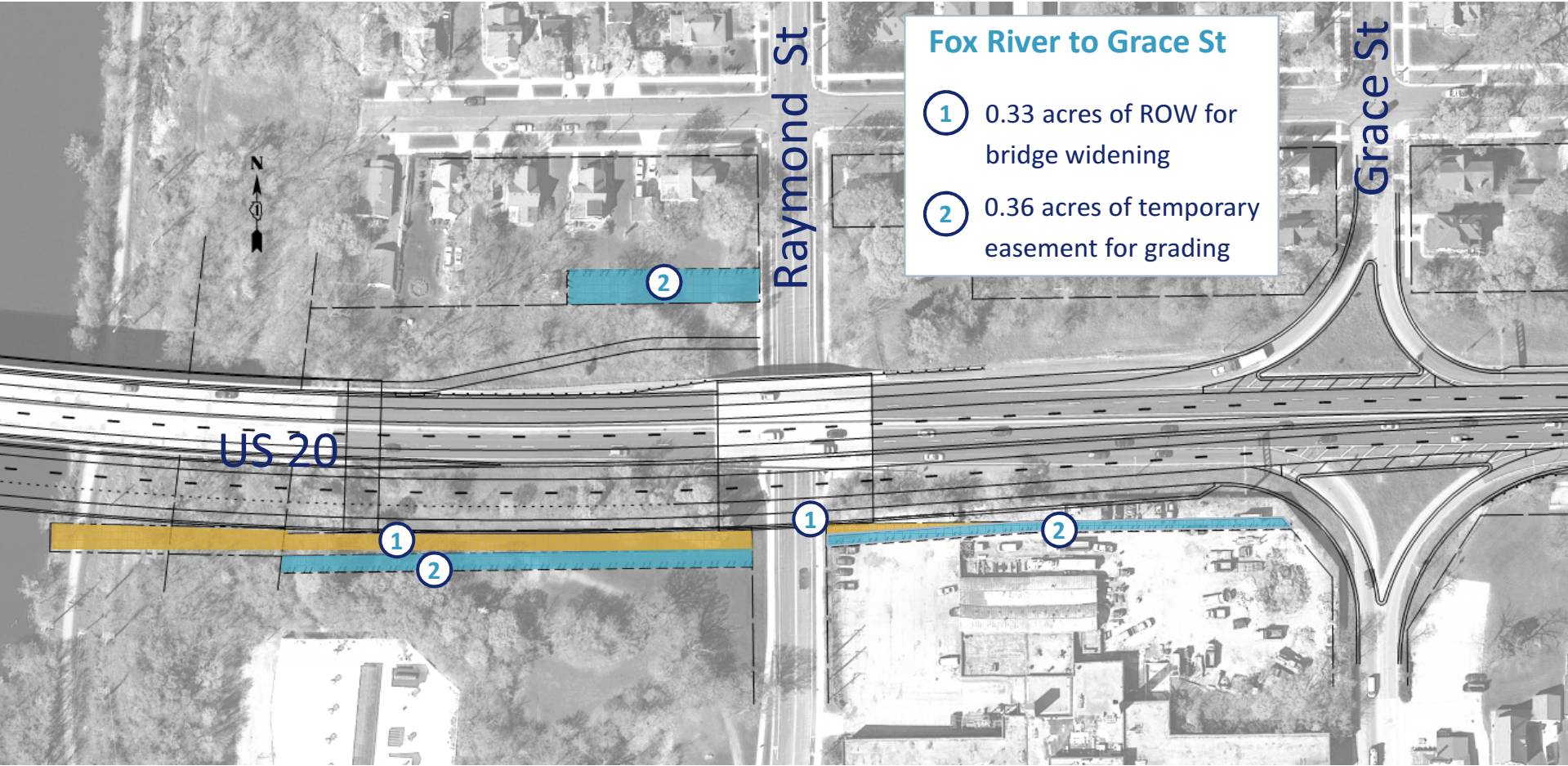


IL 31 to Fox River

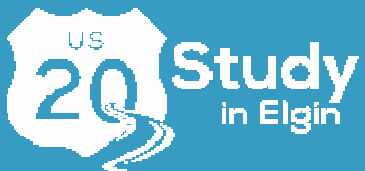
- ① 0.95 acres of temporary construction easement in Marie Groelich Park for grading



Right-of-Way and Easements



Cost Estimate



Cost Estimate

The proposed roadway improvements include the replacement of the Fox River Bridge, and rehabilitation of other bridges.

ESTIMATED CONSTRUCTION COST

\$80 M

FUNDING

Phase II and III are currently not funded

Next Steps



Next Steps

- 1 Finalize**
recommended alternatives.
- 2 Inform**
community of upcoming public meeting.
- 3 Present**
alternatives at next public meeting.

Small Group Discussion



Thank You

