



Second Public Meeting Summary

The Illinois Department of Transportation thanks the public for their comments following the second public meeting held June 5, 2019, for the US 20 Phase I Study between Nesler Road and Shales Parkway in Elgin.

54 people attended the meeting. All comments received during the public comment period (through July 5, 2019) will be included in the final Project Report.

This summary addresses the comments received and provides an overview of the project. Information and materials provided at the public meeting, as well as this newsletter, are available at us20elginstudy.com.

Below is a summary of the 17 comments received. Some comments addressed multiple issues.

- Requests for bicycle and pedestrian accommodations
7 comments
- Requests for acceleration lanes in various locations
4 comments
- Concerns about the US 20 intersection with Longcommon Pkwy/Weld Road
3 comments
- Roadway widening desired west of Randall Road
3 comments
- Support or appreciation for the proposed project
3 comments
- Requests for noise walls along or near IL 31
2 comments
- Maintenance concerns
2 comments
- Concern about park impacts
1 comment
- Concern about the notification process for the public meeting
1 comment
- Desire for more roadway lighting
1 comment

Public Involvement

Stakeholders were engaged at several key points in the development of the project.

Early in the project, a public meeting was held to discuss existing conditions and identify desired improvements. Notifications were sent in several formats.

A Community Advisory Group (CAG), a group of volunteer stakeholders that represents the community and functions as a liaison between IDOT and the public, was formed to develop the detailed Problem Statement and Purpose and Need Statement for the US 20 project. Based on the input received, the project team developed design alternatives for the study area and presented those alternatives at additional CAG and public meetings.

Types of notifications

Emails to project mailing list

Advertisements in the Daily Herald and the Elgin Daily Courier

Postcards mailed to study area addresses

Letters to elected officials

Purpose and Need

Based on the input received at the first public meeting, a Purpose and Need Statement for the project was developed. The purpose of the project 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.

Preferred Alternative

The proposed project includes the following design elements:

- An eastbound right turn lane on US 20 at Nesler Road
- A Restricted Crossing U-Turn Intersection (RCUT) at the Weld Road and Longcommon Parkway intersection
- Replacement of the IL 31 (State Street) bridge over US 20, which is being completed in advance of the remainder of the US 20 corridor
- Replacement of the US 20 bridge over the Fox River
- Rehabilitation of five other bridges on US 20
- Longer acceleration and deceleration lanes at Grace Street, Illinois Street, and Lavoie Avenue to improve safety
- Potential noise barriers at several locations

WELD ROAD AND LONGCOMMON PARKWAY INTERSECTION

The project team heard concerns about the ability of drivers to exit the Randall Ridge and Providence neighborhoods onto US 20 from Weld Road and Longcommon Parkway.

A traffic signal was considered at this location, but analysis determined that a traffic signal is not warranted per the applicable federal and state guidelines. As an alternative, IDOT proposes a Restricted Crossing U-Turn (RCUT). Southbound Weld Road will be restricted to right turns only. There will be a U-turn lane available west of the intersection for drivers to safely go east on US 20. The RCUT will improve safety and access by separating turning conflicts into two stages.

In addition to the RCUT for southbound Weld Road, a free flow northbound right turn lane is proposed for Longcommon Parkway, which eliminates delays and provides room for drivers to accelerate before merging with eastbound US 20 traffic.



ILLINOIS ROUTE 31 BRIDGE

The proposed design at the IL 31 interchange will replace the existing IL 31 bridge with a new, wider bridge over US 20.

The proposed bridge will include:

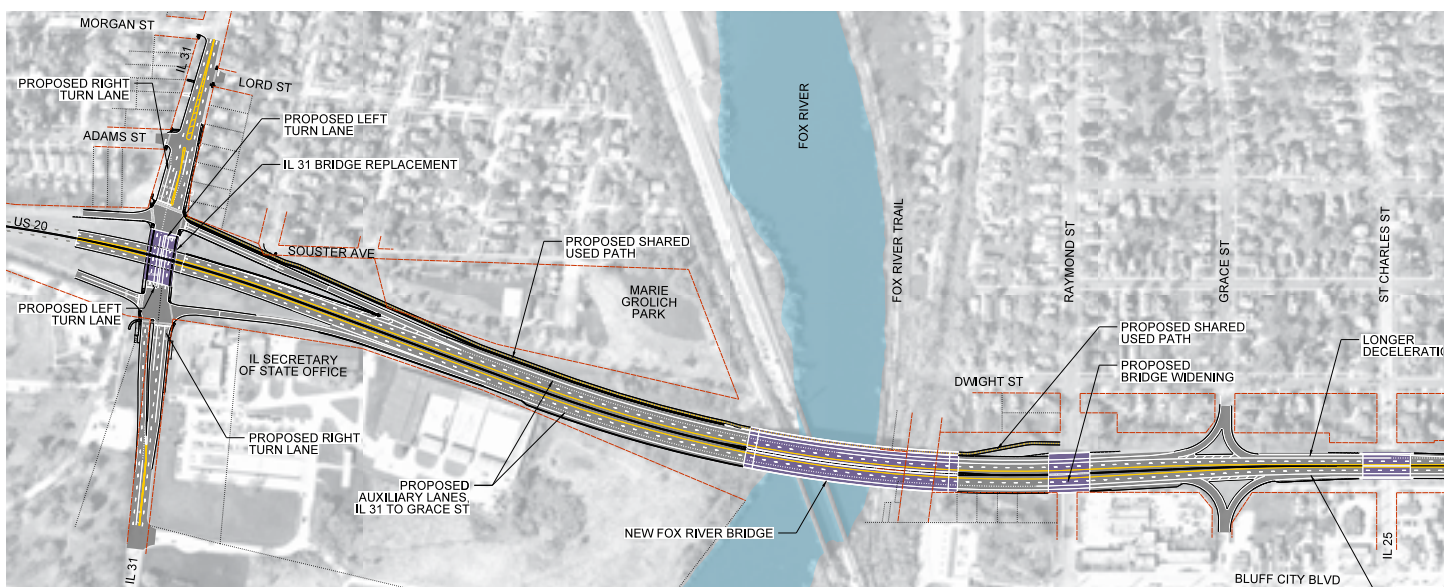
- New left turn lanes and right turn lanes from IL 31 onto the US 20 ramps.
- A new 10-foot shared-use path on the west side of the bridge and 7-foot sidewalk on the east side of the bridge.
- Countdown pedestrian signals.
- Concrete pads for Pace passengers.

The new turn lanes on the bridge will allow changes to the signal timing and phasing that will reduce delays at the two intersections, and improve safety by decreasing the length of vehicle queues on the exit ramps.

FOX RIVER BRIDGE

Replacement of the existing 58-year-old bridge over the Fox River is proposed. The new bridge will include two through lanes in each direction plus auxiliary lanes between IL 31 and Grace Street.

The new bridge will improve safety by providing auxiliary lanes as well as inside and outside shoulders. Another benefit of the project is that it will allow two lanes of traffic to be maintained in each direction during construction, which was not possible by rehabilitating or widening the existing bridge in place.



PEDESTRIAN AND BICYCLE ACCOMMODATIONS

The project will provide improved pedestrian and bicycle access in two key locations where reconstruction is part of the project scope.

- The IL 31 bridge over US 20 will include a shared-use path on the west side of the bridge that will connect to the City of Elgin's bikeway system.
- The new US 20 bridge over the Fox River will include a barrier-separated shared-use path on the north side of the bridge providing an important east-west bicycle and pedestrian crossing of the Fox River and railroad tracks.



Sample separated shared-use path on bridge.
Source: FHWA

NOISE BARRIERS

IDOT completed a noise study for US 20 following federal guidelines.

- Existing noise levels were measured at 13 locations in the study area.
- 11 noise walls were found to be reasonable and feasible, meaning they meet noise reduction, cost effectiveness, and constructability criteria.
- IDOT will mail letters to affected residents and stakeholders to solicit opinions on the 11 identified noise walls when funding is identified.

Sample noise barriers



To view the potential noise barrier locations on US 20, [click here](#).

Property Impacts

- No buildings will be acquired or displaced as part of the project.
- Construction of the IL 31 bridge project will require 0.81 acres of fee simple acquisition on the southwest and southeast quadrants of the interchange, and 0.43 acres of temporary easements from 10 properties along State Street.
- The remainder of the US 20 project from Nesler Road to Shales Parkway will require 1.2 acres of fee simple right-of-way acquisition, 0.3 acres of permanent easements, and 0.74 acres of temporary easements from 17 properties.
- IDOT has coordinated the property impacts in Marie Grollich Park with the City of Elgin.
- Property will be purchased at fair market value based on a certified appraisal. The contributing value of any improvements will be considered in the appraised value of the property. Property owners will be contacted by the Department when funding has been identified for Phase II.

Types of land acquisitions

Fee simple acquisition

IDOT buys property from the owner.

Permanent easements

The property owner maintains ownership but IDOT is allowed permanent use of the property (usually for maintenance purposes).

Temporary easements

The property owner maintains ownership, but IDOT temporarily uses the property during construction.

Next Steps

This project is nearing completion of Phase I, preliminary engineering and environmental studies.

Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are not currently included in the Department's FY 2019-2024 Proposed Highway Improvement Program. However, this project will be included in priorities for future funding consideration among similar improvement needs throughout the region.



Phase II & Phase III are not included in IDOT's Fiscal Year 2019 to 2024 Proposed Highway Improvement Program. The estimated construction cost is \$80 million.