



Project Update

The Illinois Department of Transportation (Department) has completed a preliminary engineering and environmental study (Phase I) for US Route 20 (US 20) from west of Randall Road to east of Shales Parkway in the City of Elgin in Kane and Cook Counties. This improvement is included in the Department's FY 2022-2027 Proposed Highway Improvement Program. Current engineering efforts are targeted to ensure a contract letting in the middle years of the multi-year program contingent upon plan readiness, land acquisition, and funding availability through future annual legislative appropriations.

This newsletter provides an overview of the proposed improvements as well as the next steps for the project. Additional project information and documents are available at www.us20elginstudy.com. The Department has recently begun a new preliminary engineering and environmental study that considers improvements to US 20 at Shales Parkway and Villa Street ramps. The proposed study and potential improvements are included in the Department's Fiscal Year 2022-2027 Multi-Year Improvement Program. Feel free to browse the website at www.us20atshalesstudy.org to learn more about the study, its progress, and what's upcoming.

Public Involvement

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

Early in the project (October 29, 2013), 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. The CAG met on February 20, 2014, December 2, 2014 and on September 11, 2018. 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.

A second public meeting was held on June 5, 2019. Several comments received expressed support or appreciation for the proposed project, while others requested bicycle and pedestrian accommodations, noise walls along or near IL 31, acceleration lanes in various locations, roadway widening west of Randall Road, or more roadway lighting. Comments also shared concerns about the US 20 intersection with Longcommon Pkwy/Weld Road, maintenance, parking impacts, and the notification process for 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*

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.



Preferred Alternative *continued*

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.

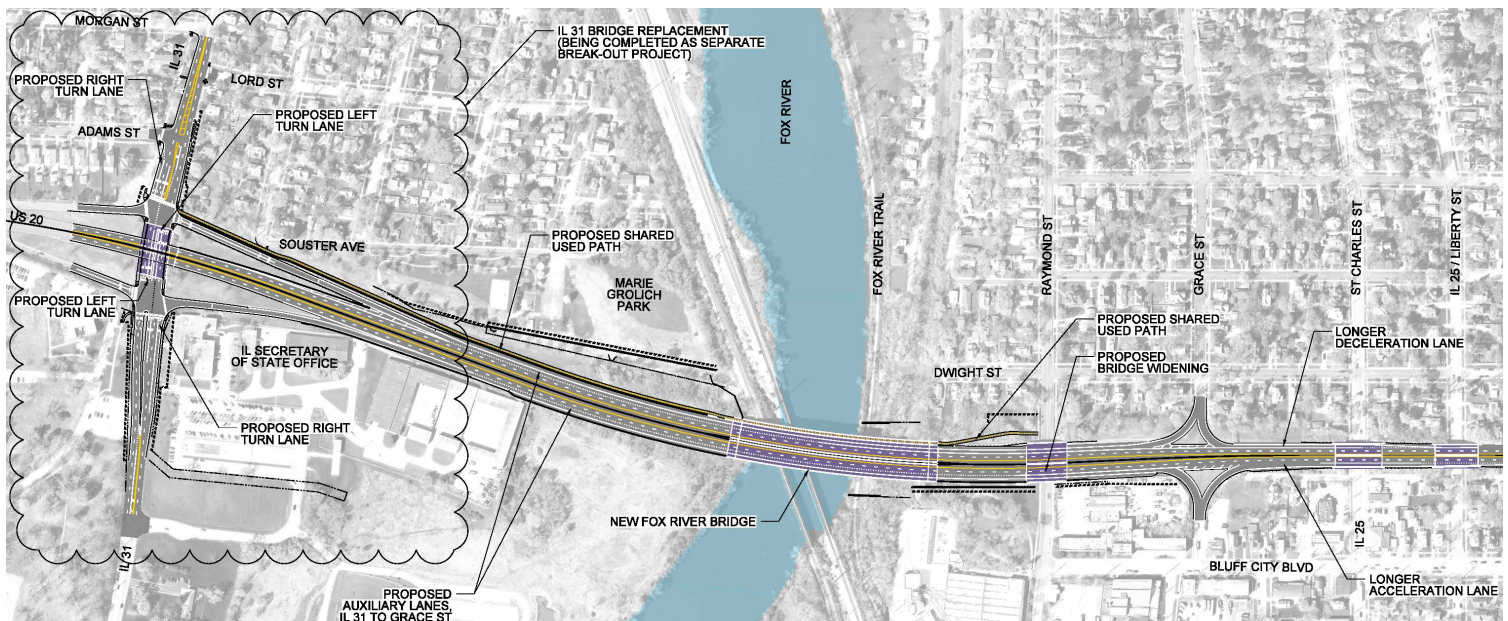


Sample separated shared-use path on bridge. Source: FHWA

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.



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 St. The remainder of the US 20 project from Nesler Rd. 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 property impacts in Marie Grolich 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. Owners will be contacted by the Department when funding has been identified for Phase II.

TYPES OF ACQUISITIONS

Fee simple acquisition

IDOT buys land from the owner.

Permanent easements

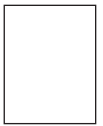
The property owner maintains ownership but IDOT is allowed permanent use of the property (usually for maintenance).

Temporary easements

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



US 20 Study in Elgin
 Division of Highways-District One
 201 West Center Court
 Schaumburg, IL 60196



www.us20ElginStudy.com

Highway Improvement Program Purpose and Needs

Based on the input received at the first public meeting, a Purpose and Need Statement for the Highway Improvement Program 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.



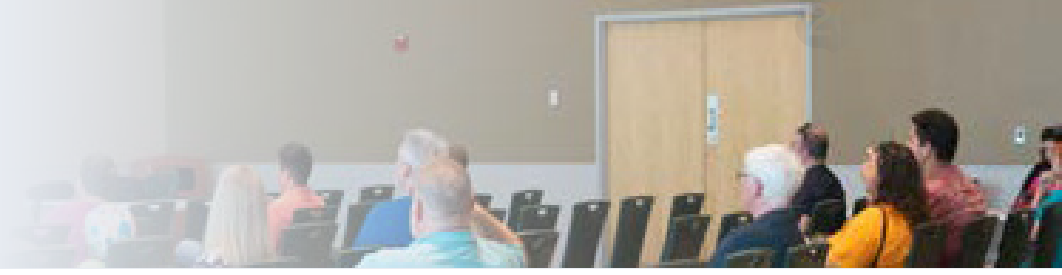
Next Steps

Contract plan preparation and land acquisition (Phase II) and construction (Phase III) are included in the Department's FY 2022-2027 Proposed Highway Improvement Program. The estimated construction cost is \$80 million.

PHASE I
Preliminary engineering and environmental studies
Completed Fall 2019

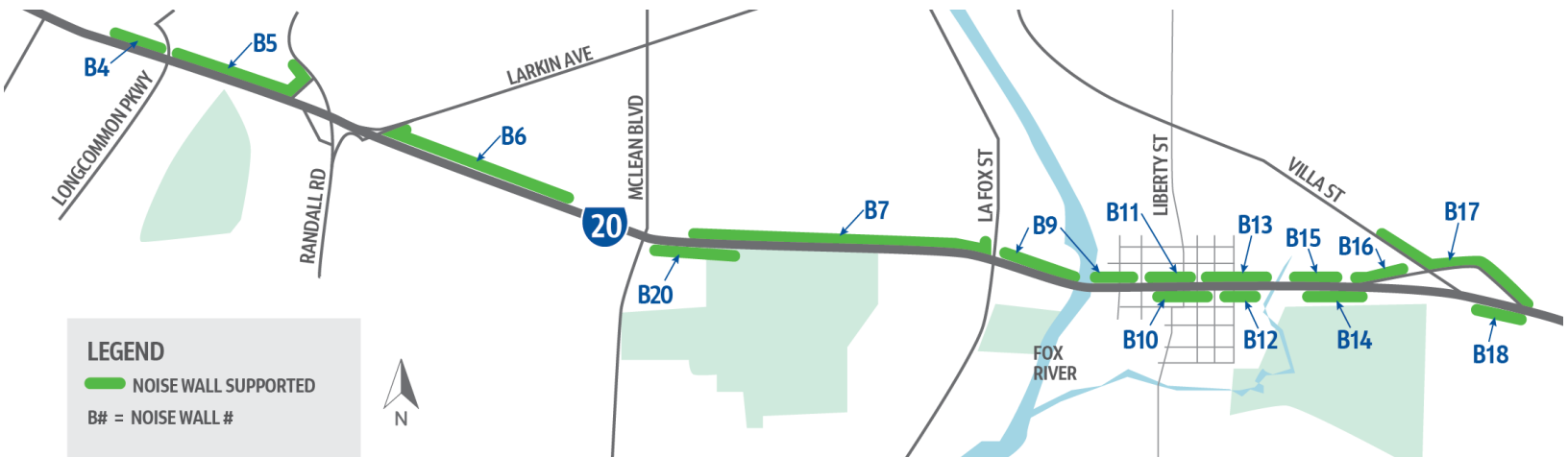
PHASE II
Contract plan preparation and land acquisition
Typically 18-24 months

PHASE III
Construction
Anticipated 18-24 months



Traffic Noise Abatement Walls

IDOT conducted a traffic noise analysis in compliance with Federal Highway Administration standards as part of the project. The analysis measured existing noise levels at 13 locations in the study area and determined that anticipated noise levels would increase over existing noise levels as a result of increasing traffic. Eleven noise walls were found to be reasonable and feasible, meaning they meet noise reduction, cost effectiveness, and constructability criteria. IDOT mailed letters to residents and stakeholders who would “benefit” from a noise barrier to solicit opinions on the 11 identified noise walls. A “benefit is a noticeable reduction in noise of at least five decibels. Residents and stakeholders were asked to vote if they were in favor of or against the installation of a noise abatement wall. The height of the noise walls would range from 8 to 21 feet, depending on the specific location. If a 33 percent response rate by benefitted receptors is not received for each potential noise wall after the first mailing, a second mailing via certified letter is sent. Potential noise walls must have the support of at least 50 percent of the respondents..



For additional information regarding traffic noise, regulations and policy, noise analyses, or noise abatement, visit IDOT’s website www.idot.illinois.gov/transportation-system/environment/index. Specific information regarding location and heights of the noise walls planned for the US 20 project can be viewed on the project’s website www.us20elginstudy.com.

Traffic Noise Abatement Walls *continued*

IDOT will maintain the structural integrity and roadside face of the wall. Local agencies will maintain the appearance of the “community” side of the wall, in addition to any non-standard enhanced features. The type of material and color of the noise walls will be determined during the detailed design phase (Phase II) of the project with local agency input.

Property values, neighborhood crime, and cellular service are dependent on a number of factors. It is therefore not possible for IDOT to determine these impacts. Fire hydrants may need to be relocated to maintain emergency access. This will be determined in Phase II when the detailed design plans are produced.



Noise Wall #	Location	Responses Possible	Responses Received	Yes Votes	No Votes	Results (Yes)	Likely to be Implemented?
B4	North side of US 20 west of Longcommon Parkway	12	8	7	1	87%	Yes
B5	North side of US 20 west of Randall Road; west side of Randall Road north of US 20	43	29	27	2	93%	Yes
B6	North side of US 20 east of Randall Road	55	25	23	2	92%	Yes
B7	North side of US 20 west of IL 31	164	75	73	2	97%	Yes
B9	North side of US 20 east of IL 31	26	10	9	1	90%	Yes
B10	South side of US 20 east of Grace Street	8	4	4	0	100%	Yes
B11	North side of US 20 east of Grace Street	20	10	9	1	90%	Yes
B12	South side of US 20 west of Poplar Creek	13	6	6	0	100%	Yes
B13	North side of US 20 east of Grace Street	10	5	4	1	80%	Yes
B14	South side of US 20 east of Poplar Creek	6	2	1	1	50%	Yes
B15	North side of US 20 east of Poplar Creek	9	5	5	0	100%	Yes
B16	North side of US 20 west of Villa Street	14	6	6	0	100%	Yes
B17	North side of US 20 west of Shales Parkway; east side of Villa Street north of US 20	142	71	68	3	95%	Yes
B18	South side of US 20 west of Bluff City Boulevard/Shales Parkway	3	1	1	0	100%	Yes
B20	South side of US 20 east of McLean Boulevard	151	41	35	6	85%	Yes