

US BUSINESS ROUTE 20

*From Shaw Road to State Street/North Appleton Road
Intersection in Belvidere*

Thank you for joining us! The meeting will begin at 5pm

**This meeting will be recorded and
available on the project website
after tonight's meeting.**



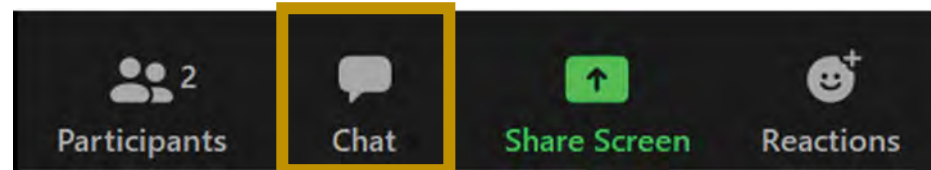
**Illinois Department
of Transportation**

Virtual Meeting Format

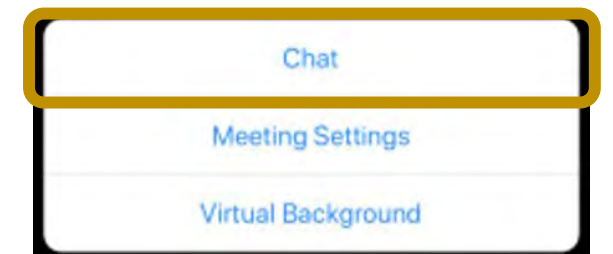


We Value Your Feedback!

Click the Chat icon at the bottom of the screen to provide your feedback and submit questions.



Computer view



Mobile view

*This meeting is
being recorded*



Panelists



Steven Robery
IDOT Study Contact
& Project Manager



Michael Kuehn
IDOT Studies &
Plans Engineer



Jon Estrem
IDOT Land
Acquisition



Amber Petkevicius
Hanson Project Engineer



Bryce Beckstrom
Hanson Drainage Lead



US BUSINESS ROUTE 20

*From Shaw Road to State Street/North Appleton Road
Intersection in Belvidere*

Public Meeting #2 | May 11, 2023



**Illinois Department
of Transportation**

Agenda

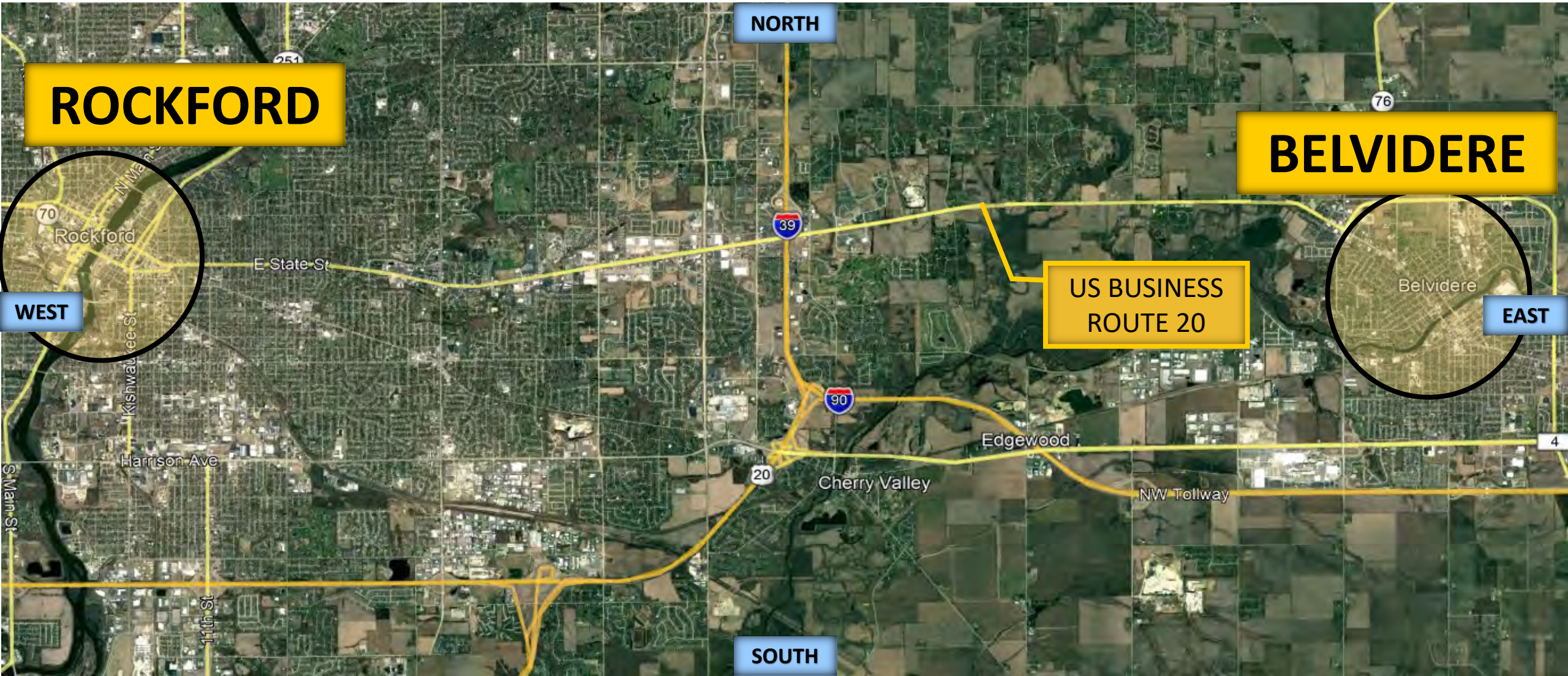
- 1) **Study Limits**
- 2) **IDOT Phases**
- 3) **Need for Improvement**
- 4) **Recommended Improvements**
- 5) **Next Steps**
- 6) **Live Q&A**



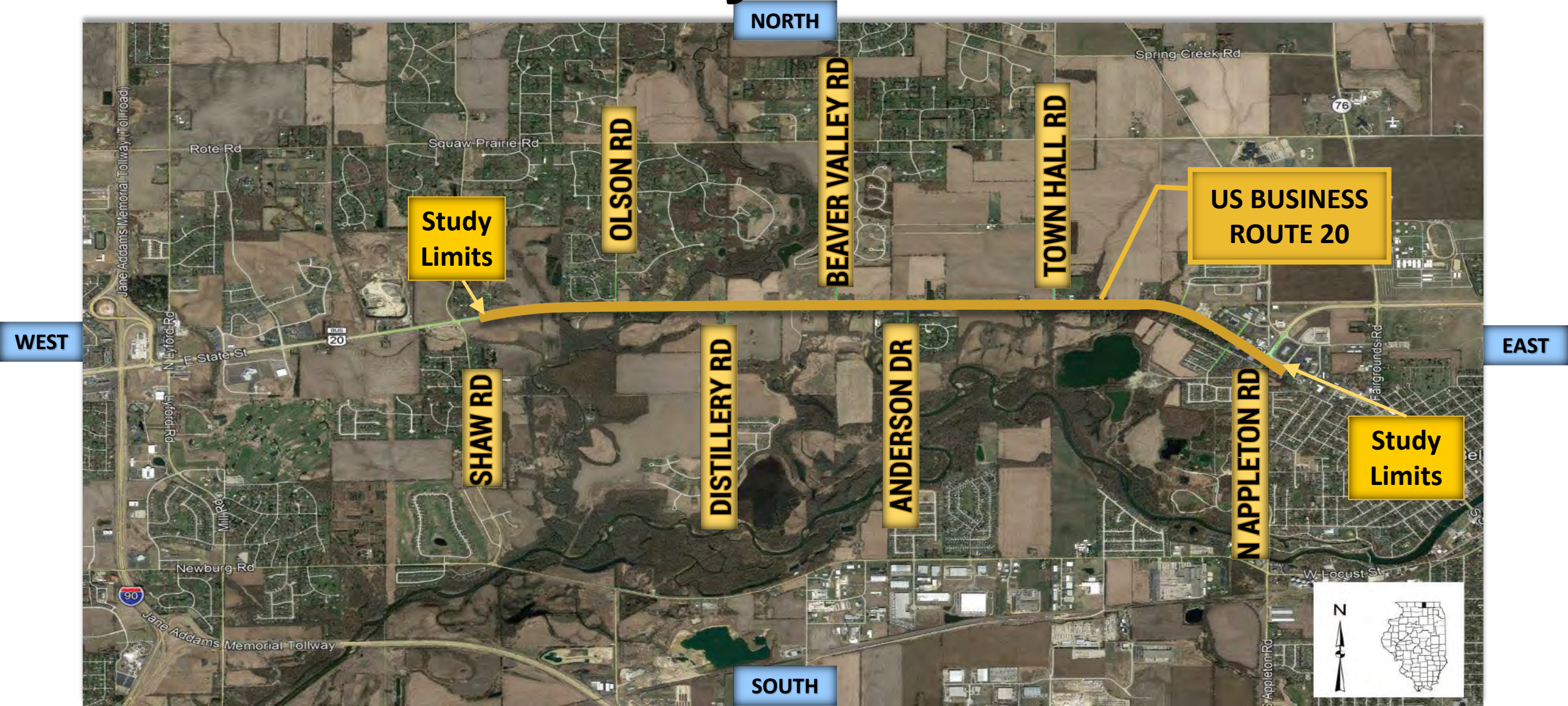
Study Limits



Study Limits



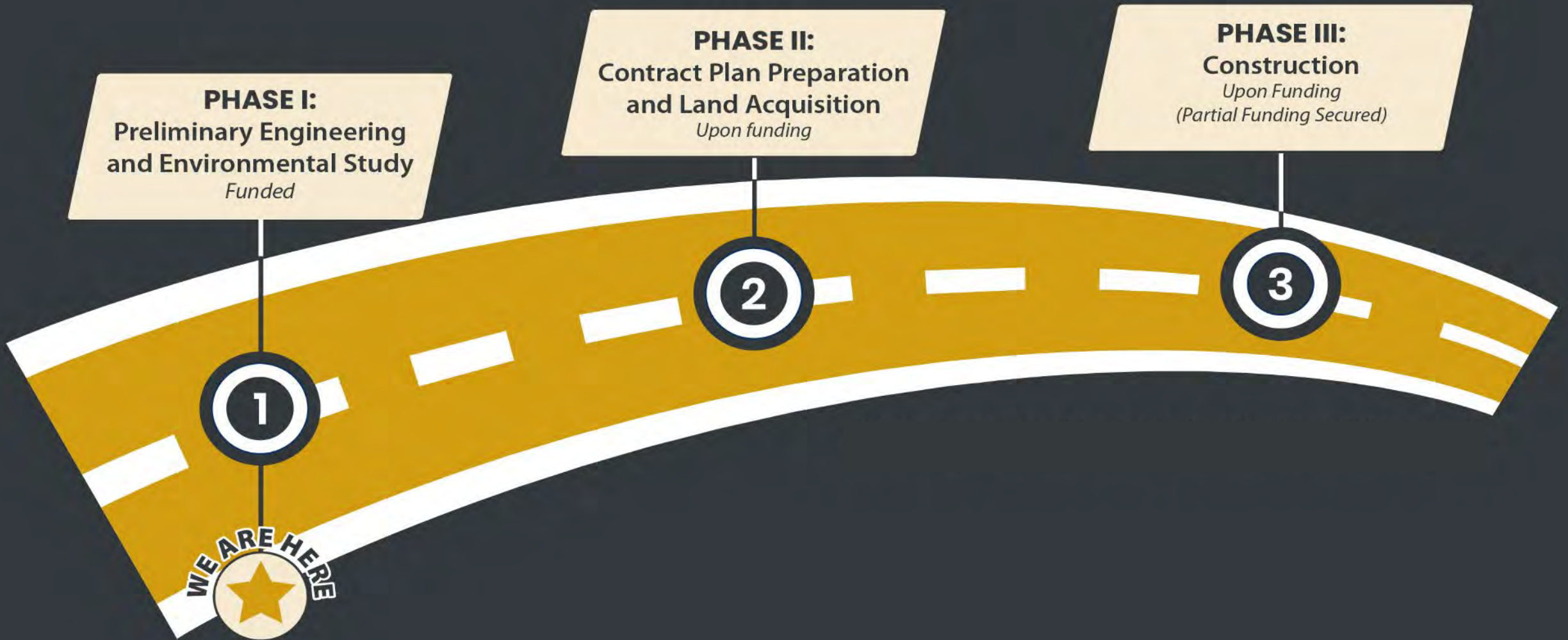
Study Limits



IDOT Phases



IDOT Phases



IDOT Phases - Phase I

Data Collection

- Infrastructure age and condition
- Traffic Volumes
- Crash history collection
- Environmental Conditions
- Noise Analysis
- Existing Drainage

Stakeholder Input

- Public Meetings
- Additional Public Outreach

Identify & Address Transportation Needs for All Users

- Vehicles, Pedestrians, and Bicyclists

Establish Alternatives

Stakeholder Input Again

- Public Meeting
- Additional Public Outreach

WE ARE
HERE

Recommendation for Improvement



Study Timeline



WE ARE
HERE



Need for Improvement



Need for Improvement

4 Miles

2-Lane Roadway
With Additional
Turn Lanes at
Various
Intersections

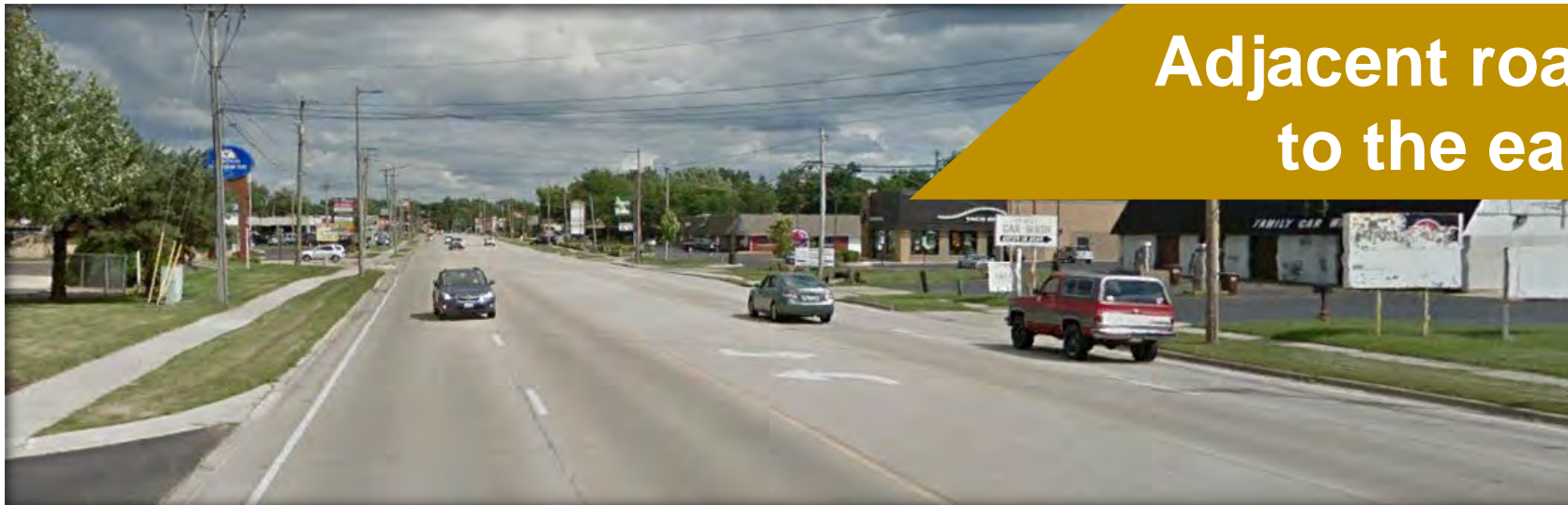


Need for Improvement

Adjacent roadway
to the west



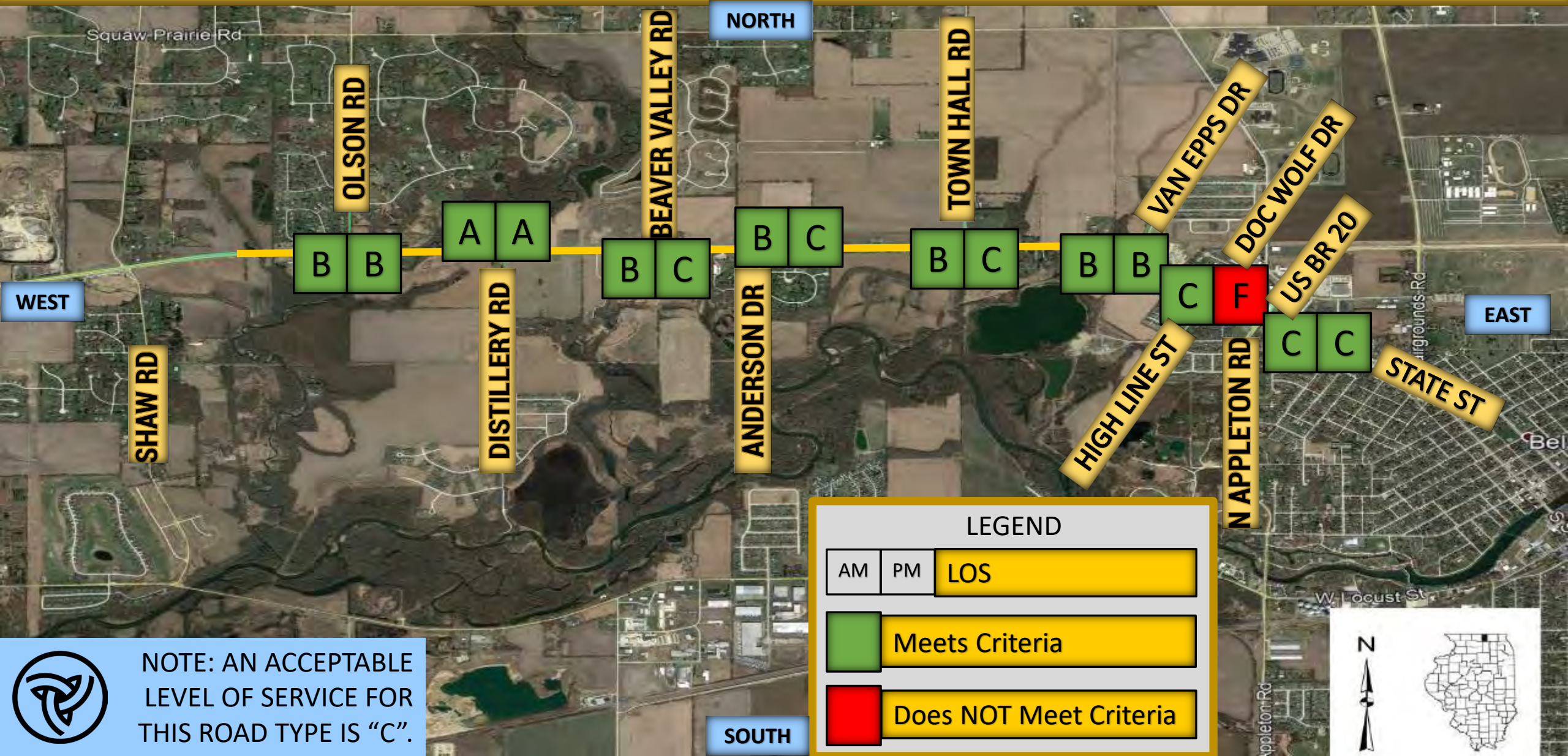
Adjacent roadway
to the east



Level of Service with 2045 Projected Traffic Volumes & Existing Geometry (Do Nothing Approach)



Level of Service with 2045 Projected Traffic Volumes & Widened Roadway (4-lanes)



NOTE: AN ACCEPTABLE LEVEL OF SERVICE FOR THIS ROAD TYPE IS "C".



Need for Improvement



- Failing pavement
- Drainage issues
- Outdated lighting (urban area)
- Lacks pedestrian & bicycle facilities



Public Meeting #1: What We Heard

Experienced flooding in the past due to culverts or general drainage

Concerns about the impacts the raised median will have to current access & driveways

How about roundabouts?

Please build this! Traffic on the current 2-lane portion is congested, well below the speed limit even on good days.

Do we need the widening? There is no traffic.

U-turns seem dangerous

Accommodate bicyclists too and can it connect to other paths?



Improvement Goals

Improve pavement condition and aging infrastructure

Improve regional and local travel to accommodate future traffic demands/growth

Improve pedestrian and bicycle accommodations

Reduce potential crashes while also maintaining access

Reduce potential for flooding



Recommended Improvements



Roadway Improvements

Existing Conditions (West End) – 2-lane roadway, typically

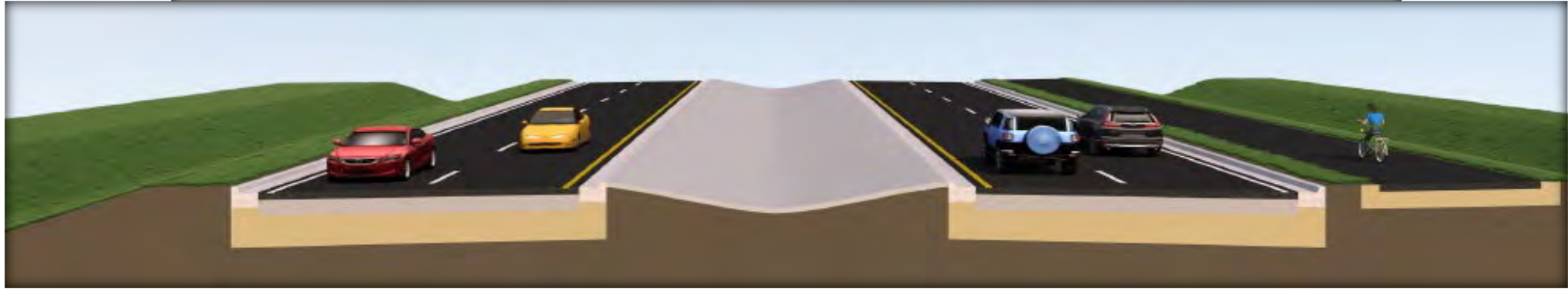


Potential Improvements (West End) – Widening to 4-lane roadway



What's Changed?

Previous Potential Improvements (West End)



Revised Potential Improvements (West End)

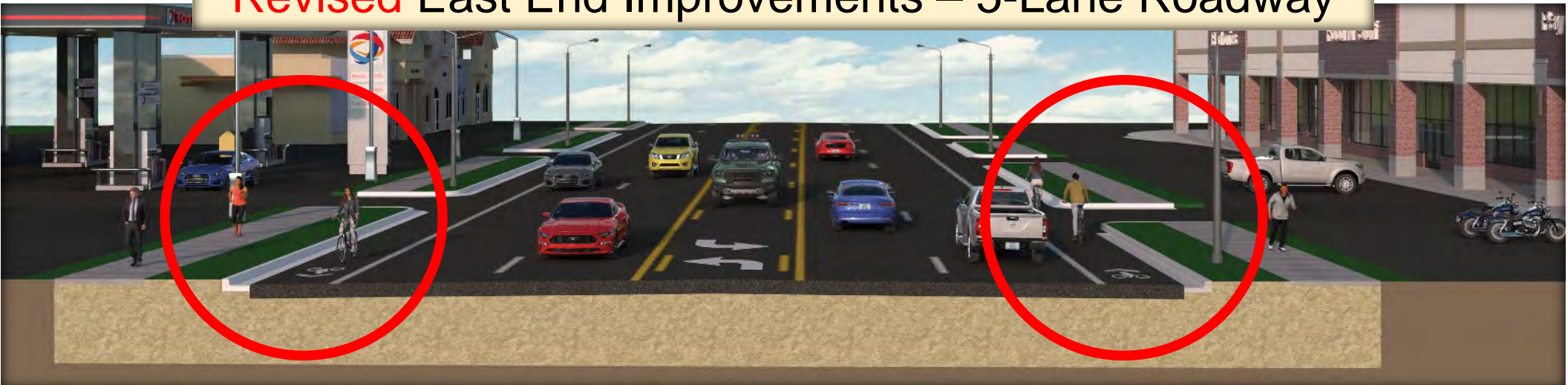


What's Changed?

Previous East End Improvements – 5-Lane Roadway



Revised East End Improvements – 5-Lane Roadway



Drainage Improvements

Reduce potential for flooding by.....

Improving roadside ditches and account for roadway widening

Add curb & gutter with inlets, where ditches can't be accommodated

Replace/Repair bridge/culvert structures



Drainage Improvements



Drainage Culverts



What's Changed?

Dry Detention Basins



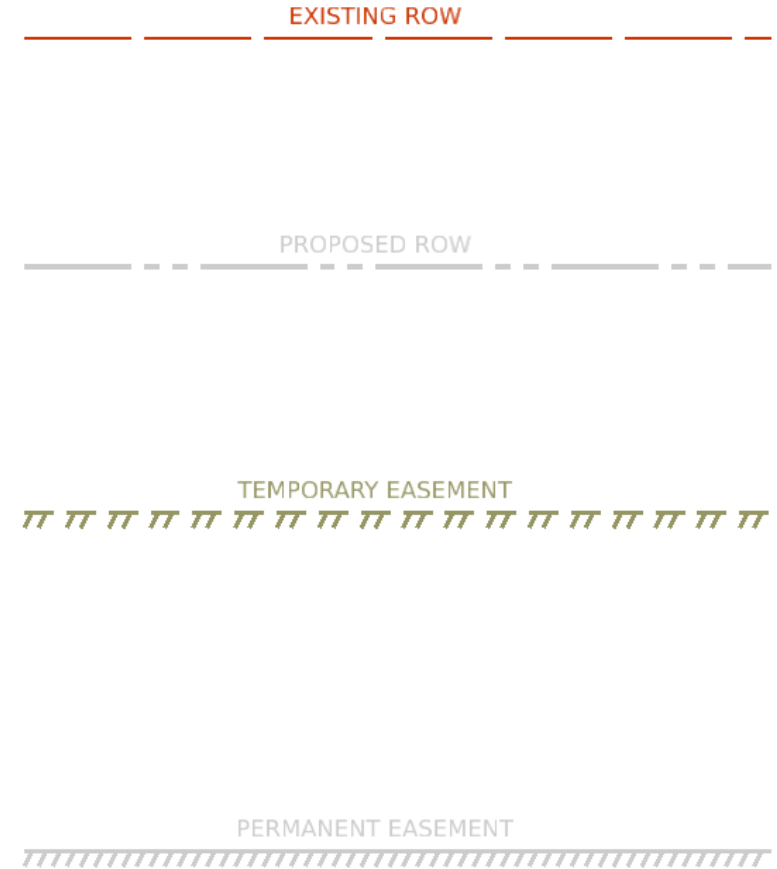
What's Changed?



Land Acquisition

THREE TYPES OF LAND ACQUISITION

- 1. PROPOSED RIGHT-OF-WAY (ROW) (Fee Simple)**
 - Acquisition of all rights and interest
- 2. TEMPORARY EASEMENTS**
 - Ownership is retained by current property owner
 - IDOT and Contractors are allowed temporary access to property for construction
 - Generally, for grading or driveway construction
- 3. PERMANENT EASEMENTS**
 - Ownership is retained by current property owner
 - IDOT is allowed permanent use of property to construct and maintain facilities



Proposed Improvements Overview



Environmental Act

- US Department of Transportation (USDOT) Act of 1966, as amended in 1983 (49 U.S.C. Section 303 and 23 U.S.C 138)
 - Purpose: preserve publicly owned land, **Section 4(f)**, used for recreation, wildlife, and waterfowl refuges
 - Federal Highway Administration and other USDOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites (on federally funded projects) **unless**:
 - ✓ There is no feasible and prudent alternative to the use of the land, AND
 - ✓ The action includes all possible planning to **minimize** harm to the property resulting from use.



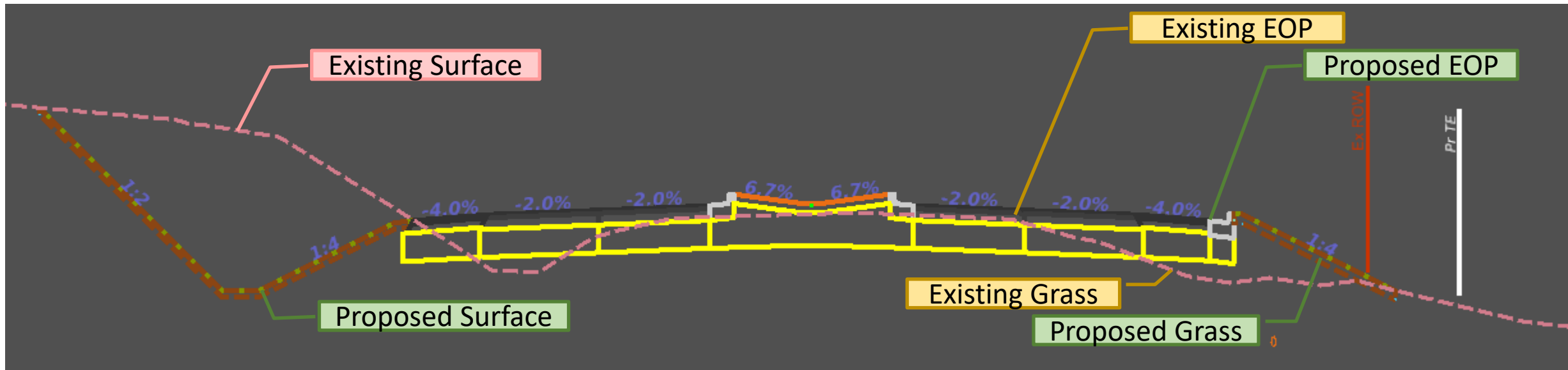
Environmental Act

- Or, if impacts are determined not to be adverse, use of the Section 4(f) park land can be approved by making a “finding of de minimis impact”, AND
- the public has the opportunity to make comments on the intent of the use of the public park land
- “**de minimis**” impacts = there is no adverse effect on the features, attributes, or activities quality in the park property for protection under Section 4(f) of the Environmental Act



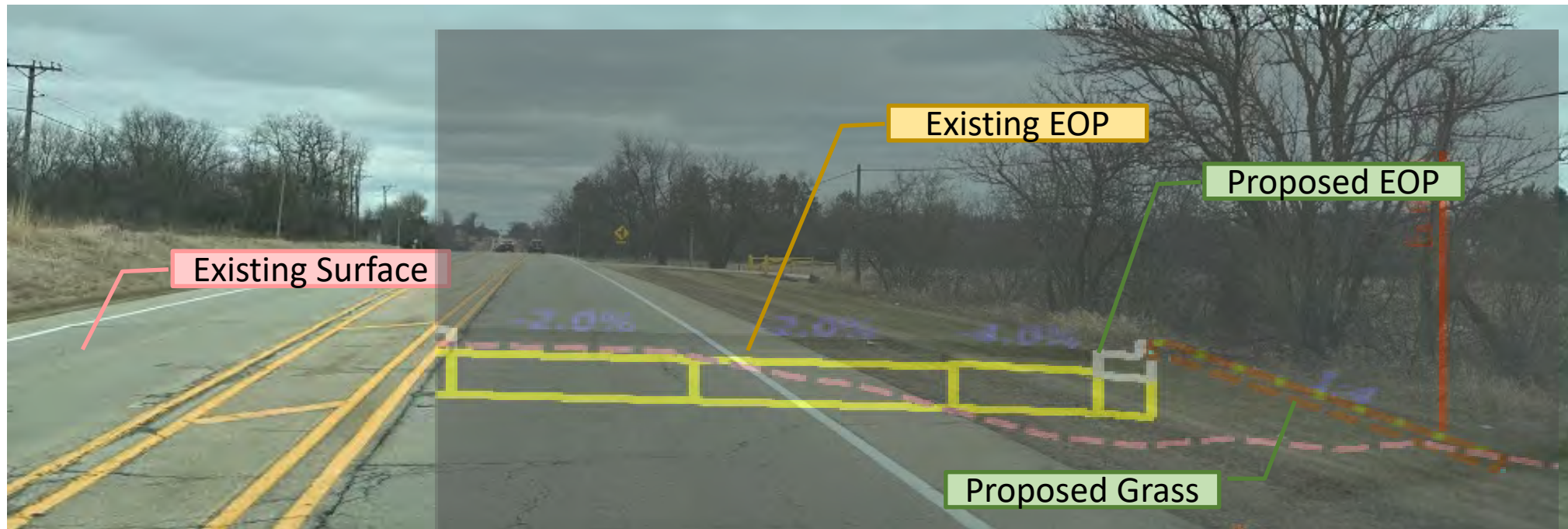
Environmental Findings

- **Beaver Bluffs Conservation Area (Boone County Conservation District) – 79.1 acres**
 - Less than 1 acre of temporary easement (Anticipated at this time)



Environmental Findings

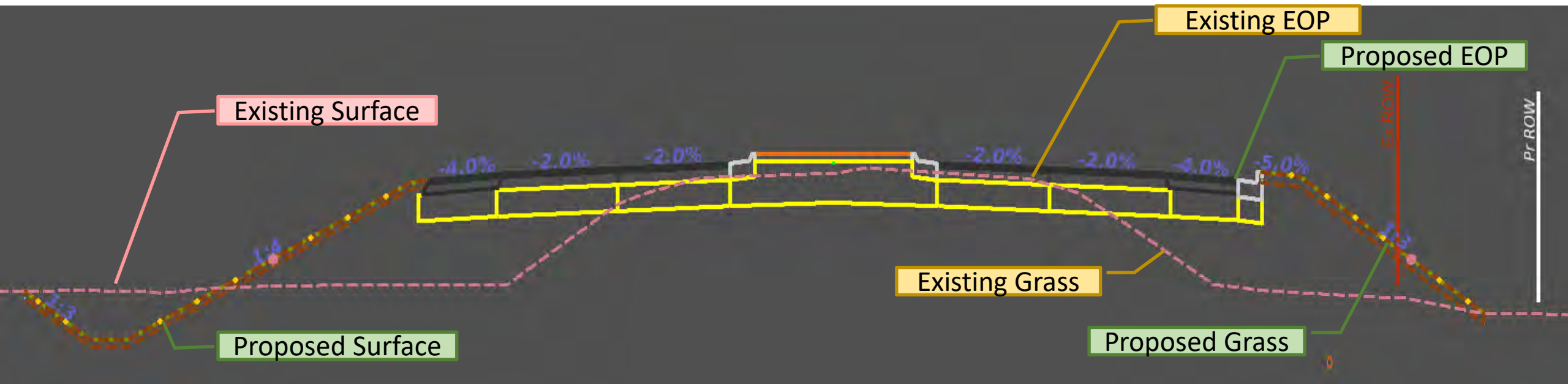
- **Beaver Bluffs Conservation Area (Boone County Conservation District) – 79.1 acres**
 - Less than 1 acre of temporary easement (Anticipated at this time)



Environmental Findings

➤ Glenn H. Green Open Space Area (Belvidere Park District) - 23 acres

- Less than 0.5 acre of right-of-way (Anticipated at this time)
- Less than 0.1 acre of temporary easement (Anticipated at this time)



Next Steps





Next Steps

DOCUMENTED
COMMENT PERIOD ENDS
JUNE 15, 2023

How can you provide comments/questions?



Via Project Website:

tinyurl.com/USBusiness20Study

Click on "Get Involved" tab and select the link for the "Questions/Comments Submittal" form



Via E-mail:

Steven.Robery@illinois.gov

Subject: US Business Route 20 from Shaw Road to State Street/Appleton Intersection



Via Mail:

**Illinois Department of
Transportation
District 2
Studies and Plans
819 Depot Avenue
Dixon, IL 61021-3500
Attn: Steven Robery**

2021

Phase I

Spring
Fall

- Existing Conditions Analysis
- Environmental Study

2022

Winter
Spring

- Public Meeting #1: Held Jan 12, 2022
- Design Report
- Structural Review
- Environmental Report

Fall

2023

Winter
Spring
Summer/
Fall

- Additional Public Outreach
- Public Meeting #2: May 11, 2023
- Address Comments & Finalize ROW Needs
- Public Meeting #3

Phase II

Winter

- Right of Way Acquisition Commences
- Begin Preparation of Design Plans for Bid

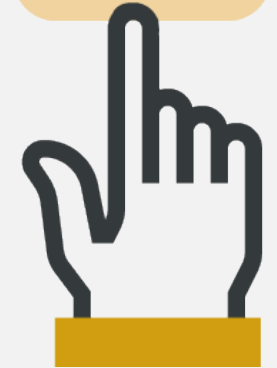
2024

- Continue Phase II and Right of Way Acquisition

Next Steps

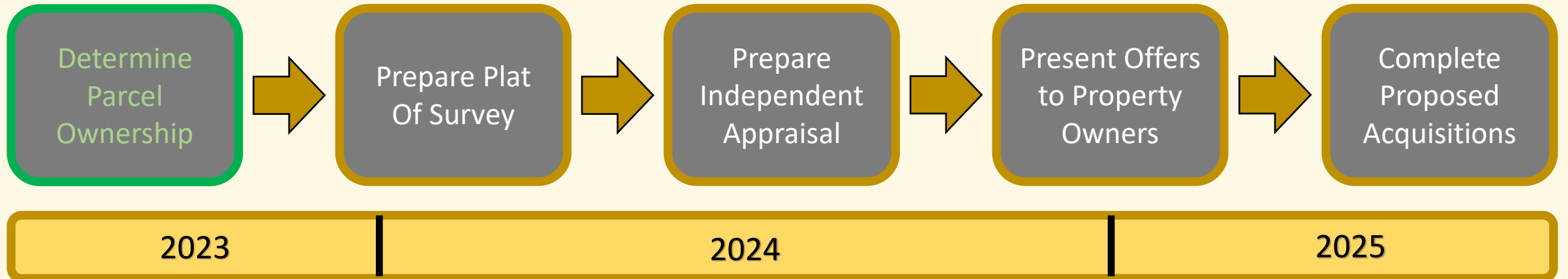
Provide Comments!

- Website
- Email
- Mail
- Comment/
Question



Next Steps

LAND ACQUISITION PROCESS



Live Q&A



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IDOT Study Contact
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IDOT Studies &
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IDOT Land
Acquisition



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Hanson Project Engineer



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Hanson Drainage Lead



PROJECT WEBSITE

tinyurl.com/USBusiness20Study

SHARE YOUR INPUT

Comment Form: <https://apps.dot.illinois.gov/WER/?from=40>



THANK YOU!

HAVE QUESTIONS? CONTACT US

STUDY CONTACT & GENERAL QUESTIONS:

Steven Robery (Steven.Robery@illinois.gov)

LAND ACQUISITION:

Jon Estrem (Jon.Estrem@illinois.gov)

GEOMETRY:

Mike Kuehn (Michael.Kuehn@illinois.gov)

