

PUBLIC MEETING

Us 20 Corridor Reconstruction

Phase I Study

Pecatonica Rd to Falconer Rd

April 9, 2026



PROJECT LIMITS

Welcome and thank you for attending
The presentation will begin shortly



WELCOME

The presentation will begin shortly.



Questions & comments may be submitted at any time and will be addressed at the end of the meeting
(instructions on how to submit will be provided)



**While you are waiting,
please remember:**

The meeting will be **recorded**

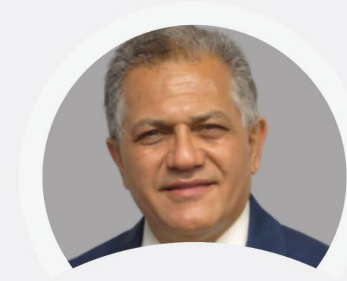
PANELISTS



Mike Kuehn
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Images, Inc.

AGENDA



- **1. Public Meeting Participation**
- **2. Project Overview/Existing Conditions**
- **3. Proposed Improvements**
- **4. Project Timeline**
- **5. Stakeholder Involvement**
- **6. Q&A Panel**

1. PUBLIC MEETING PARTICIPATION

GUIDELINES



Meeting recorded for project documentation and availability for those unable to attend



Questions and comments may be submitted at any time during meeting using the Q&A feature



If your question requires further research, the project team will follow-up with additional information



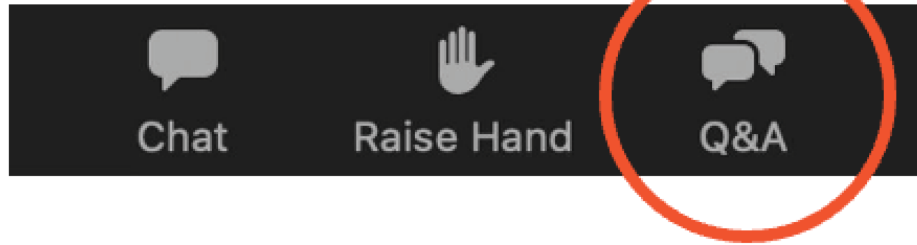
Please contact the project team through the IDOT website with more detailed, individual questions at:
bit.ly/3ZCHoKT

HOW TO USE ZOOM

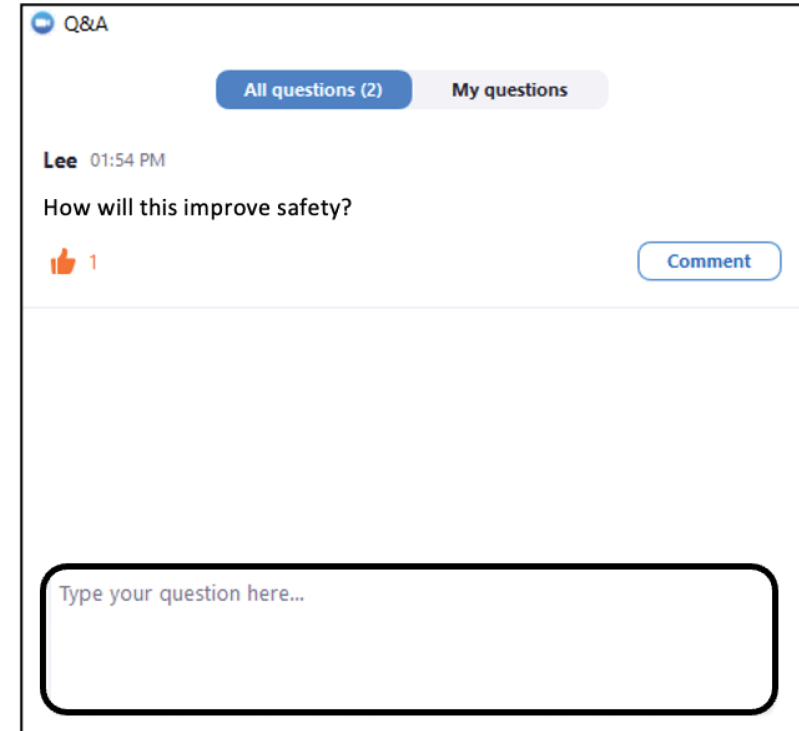
Submit questions and comments

via the Q&A feature!

A Q&A session will be held at the end of this meeting

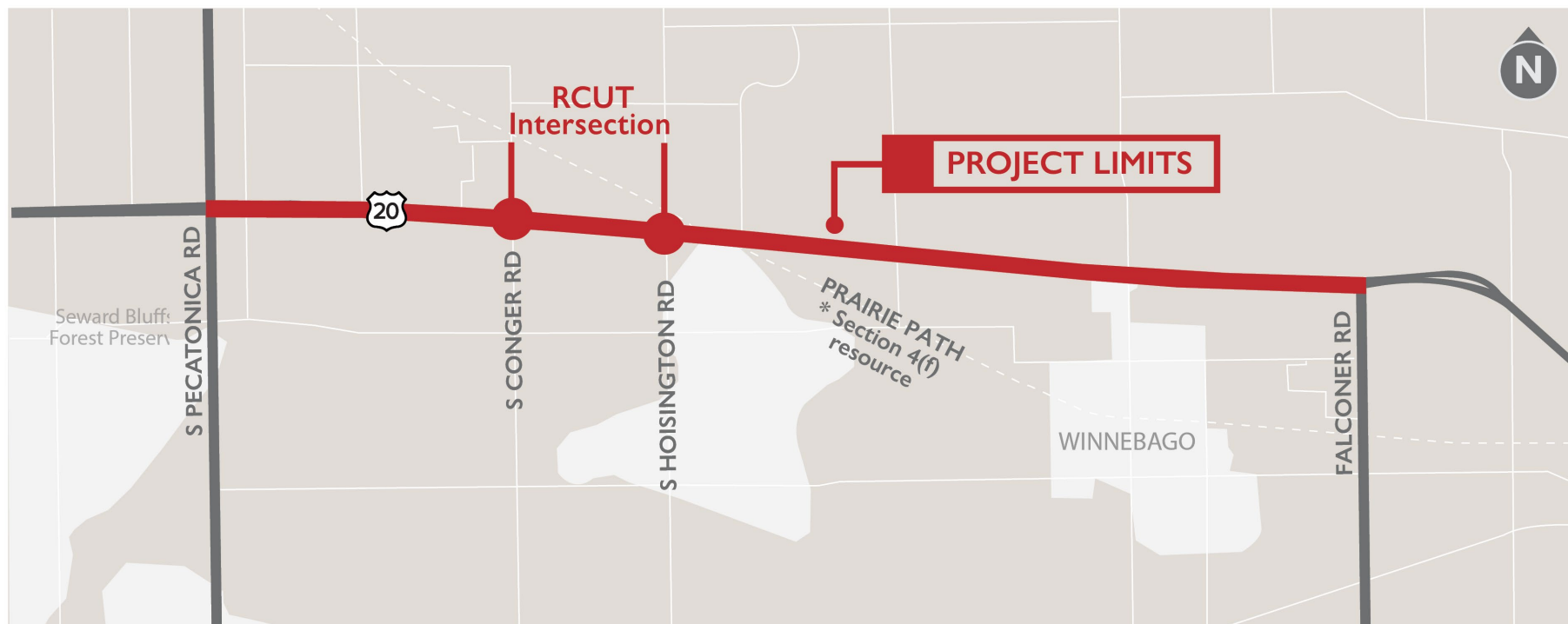


Click **“Q&A”** to expand window and type a question or comment



2. PROJECT OVERVIEW & EXISTING CONDITIONS

STUDY AREA



Approximately **7.5 miles** of US 20 near Village of Pecatonica and just west of Rockford in Winnebago County Extends along US 20 from just west of **Pecatonica Road** to just west of **Falconer Road** in unincorporated Winnebago County.

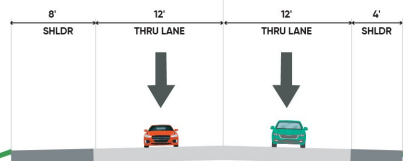
US 20 CORRIDOR



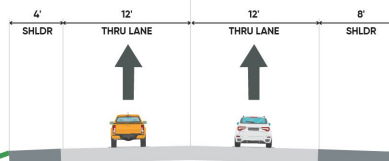
US 20 and Conger Intersection looking East

Existing Typical Section

**US 20
(WESTBOUND)**



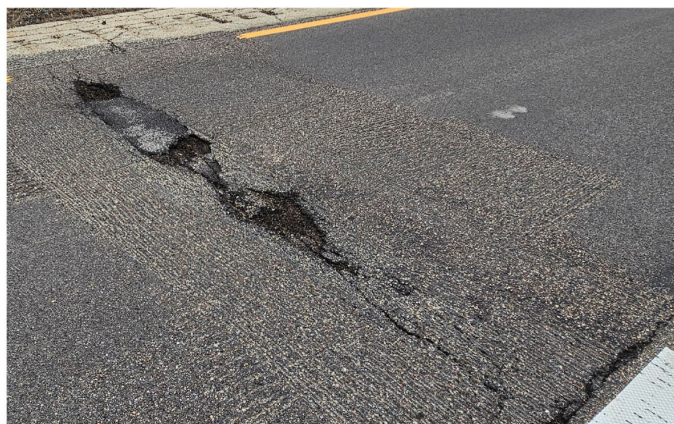
**US 20
(EASTBOUND)**



Us 20 corridor:

- 4-Lane divided highway
- Constructed 1960 to 1966
- Posted 65 MPH speed limit
- Pavement consists of 6" black top asphalt over 10" concrete
- 14,700 Vehicles/day
- 22,000 Vehicles/day by 2044

PAVEMENT CONDITION



(Pavement conditions along the project study area on US 20)

Pavement Condition

- 60 Year old pavement
- Fair to poor condition
- Continues to decline at an increasing rate
- Idot continues to repair and maintain this segment,
- Pavement has exceeded service life

Recent Pavement Improvements

Recent Pavement Improvements

- Corridor was resurfaced in 2025 to address surface wear
- Short-term fix to extend pavement life

However:

- Temporary improvement—not a long-term solution
- Aging pavement, drainage issues, and safety concerns remain

What this means for the study:

- Resurfacing does not eliminate need for long-term improvements
- Study will identify solutions for safety, mobility, and durability

US 20 and Hoisington Intersection/ Pavement Conditions



Purpose and Need:

The purpose of this study is to:

- Extend the life and reliability of the roadway
- Improve safety at concerning locations along the US 20 corridor
- Enhance traffic operations and reduce conflict points at key intersections

Need for the Study

- The roadway is aging and has exceeded its service life
- Crash patterns indicate safety concerns at key intersections
- The corridor carries high volumes of local, freight, and agricultural traffic
- Drainage and roadway conditions require ongoing maintenance

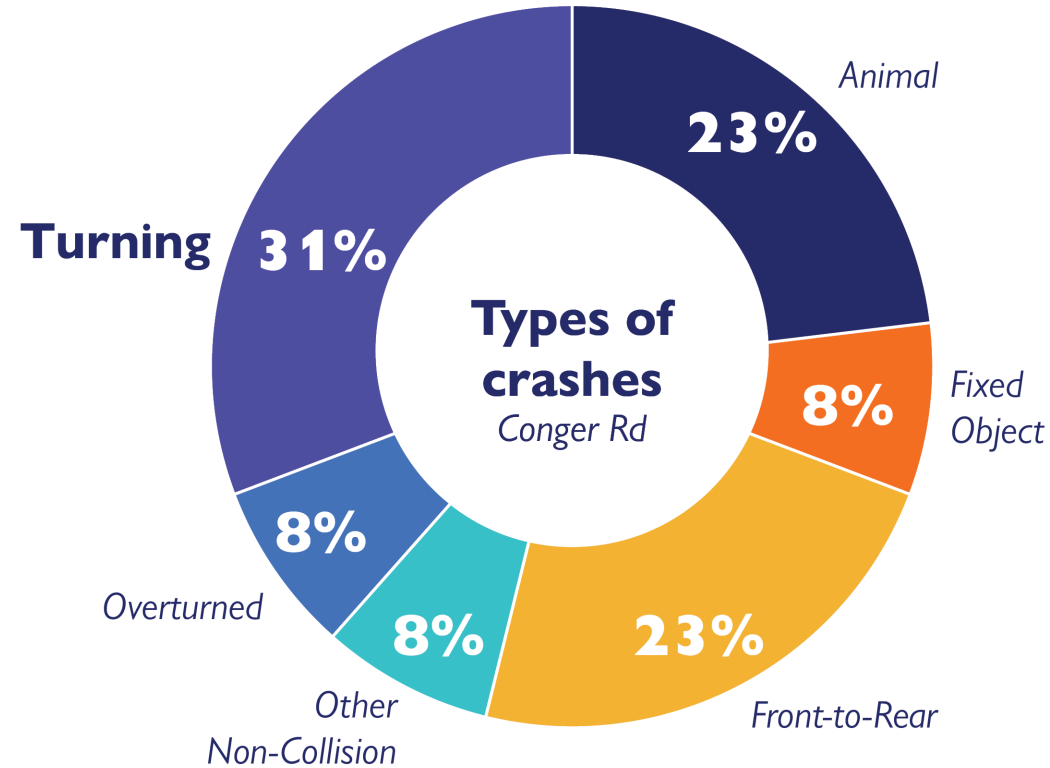
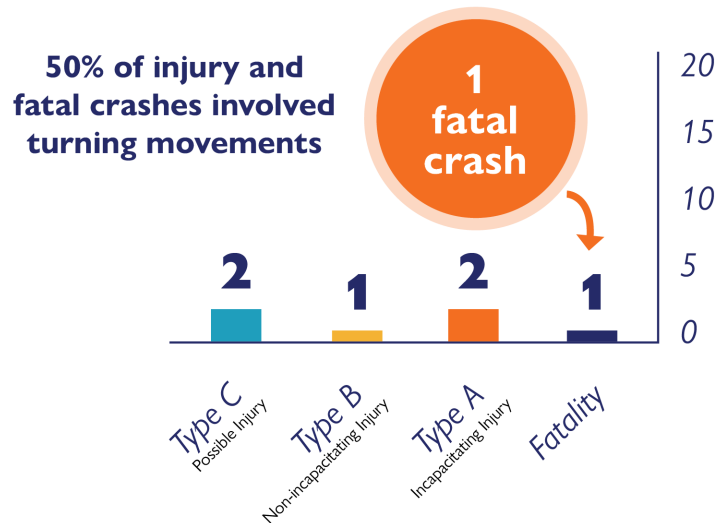


(Pavement conditions along the project study area on US 20)

EXISTING CONDITIONS

Conger Rd

Ten years of data studied
(2015-2024) **13 total crashes.**



Crash Patterns of Concern

- Turning crashes
- Rear-end crashes
- Crashes involving aggressive or impaired driving

These patterns contribute to this intersection being identified as a high safety concern location

**Safety improvements at these intersections are funded through the Highway Safety Improvement Program (HSIP), which targets locations with documented crash patterns.*

CONGER INTERSECTION

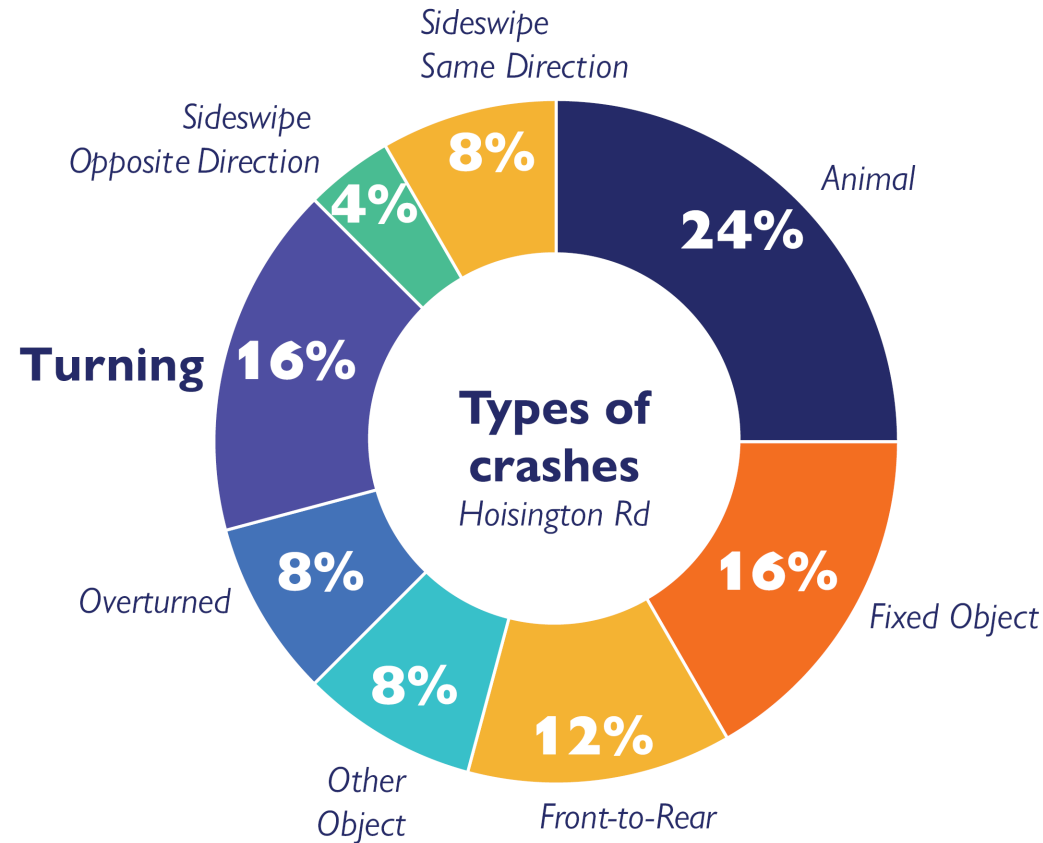
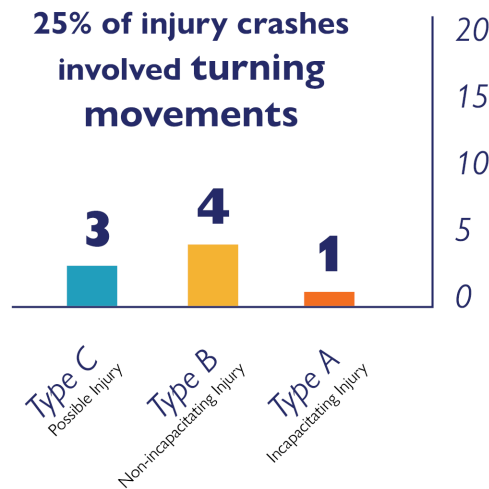


US 20 and Conger intersection facing north and east

EXISTING CONDITIONS

Hoisington Rd

Ten years of data studied
(2015-2024) 25 total crashes.



Crash Patterns of Concern

- Rear-end crashes
- Nighttime crashes
- Hit-and-run crashes
- Aggressive driving

These patterns contribute to this intersection being identified as a moderate safety concern location

HOISINGTON INTERSECTION

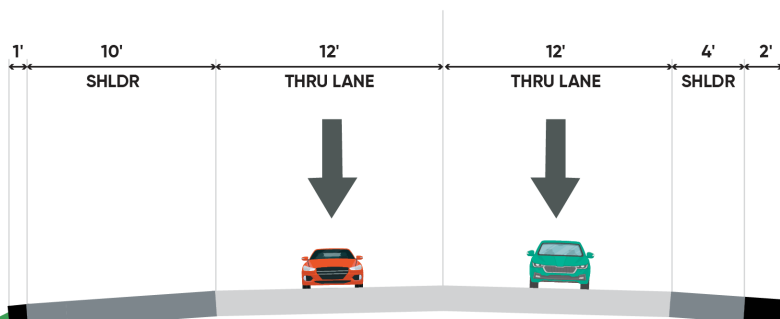


US 20 and Hoisington intersection facing north and west

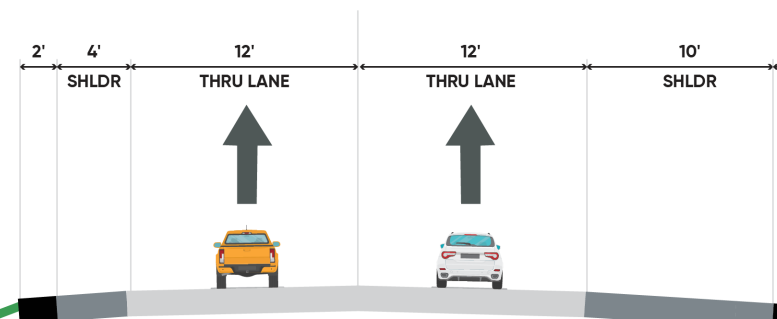
3. PROPOSED IMPROVEMENTS

Proposed Typical Section

**US 20
(WESTBOUND)**



**US 20
(EASTBOUND)**



pavement replacement via rubblization

PAVEMENT REPLACEMENT (VIA RUBBLIZATION)

What is Rubblization?

- Removes and replaces asphalt on top and then breaks existing concrete pavement into small pieces in place
- Reuses material as a strong base for new pavement

How it works:

- Existing concrete base is broken.
- New asphalt surface is placed on top

Why it's used:

- Stronger base will lead to longer-lasting than a simple overlay
- Reduces cracking over time
- Cost-effective alternative to full reconstruction

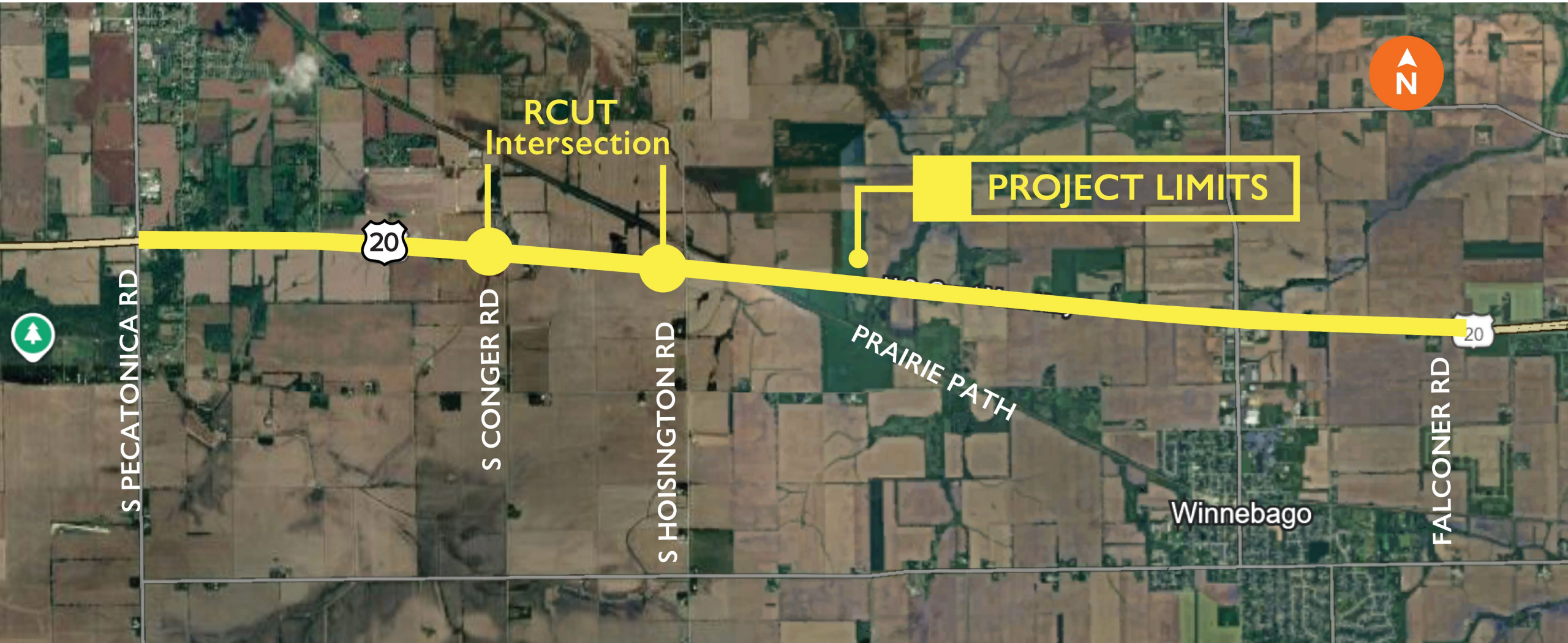
What this means for US 20:

- About 60% of the 7.5 miles of pavement will be replaced using rubblization
- Provides a durable, long-term improvement

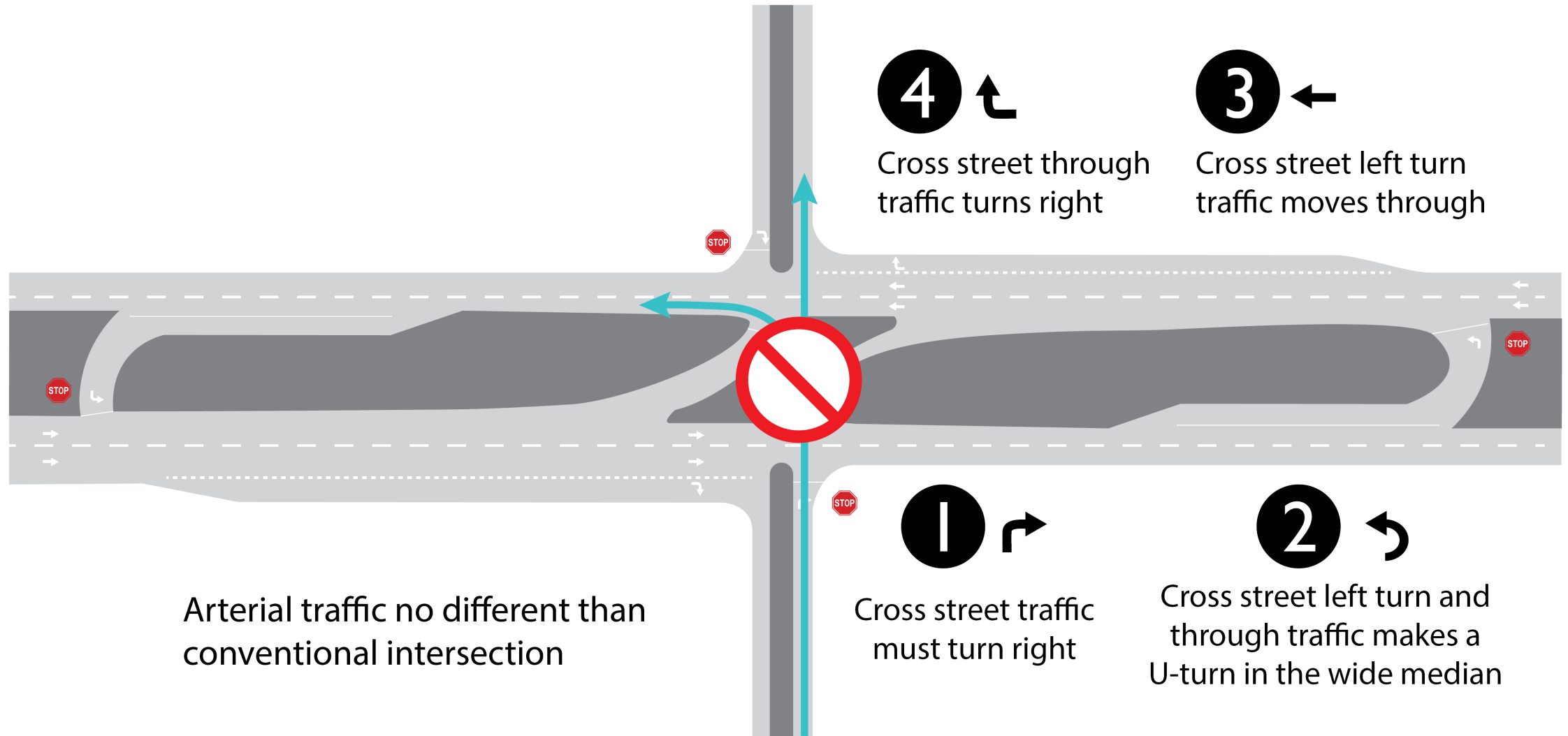
Rubblization Construction Process

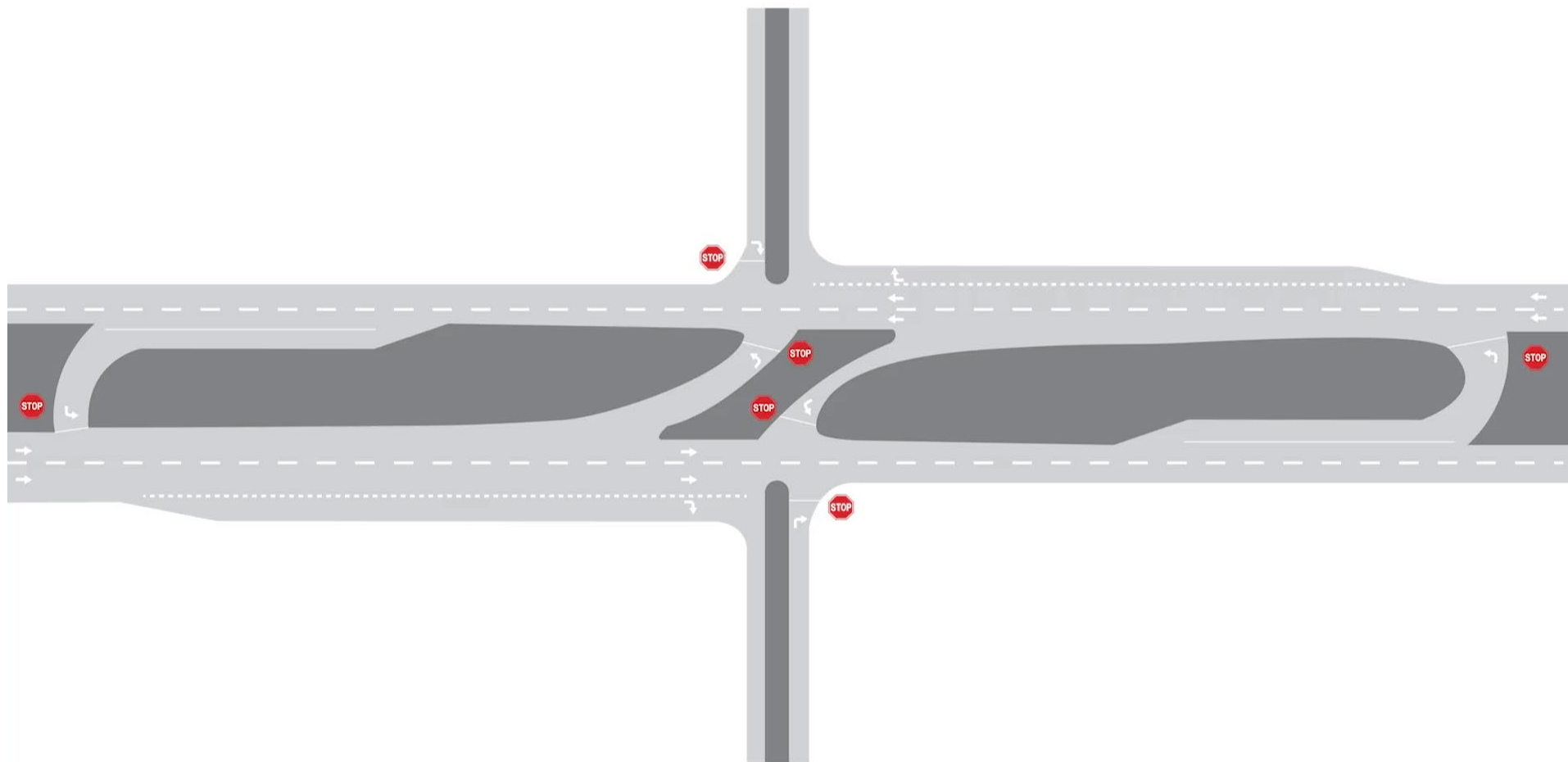


INTERSECTION SAFETY IMPROVEMENTS



R C U T I N T E R S E C T I O N





R CUT INTERSECTIONS IN ILLINOIS

Where they're used:

- Increasing in Illinois
- Common in surrounding states
- Common on rural, high speed roadways similar to US20

Why they're used:

- Part of IDOT's safety strategy
- Used in areas with crash concerns
- Supported by the Federal Highway Administration

Local examples:

- U.S. 45 & Leverett Rd (Champaign County)
- IL 394 & Burville Rd (Will County)
- US 51 & Andrews St (Macon County)

Surrounding State Examples:

- 45 R-Cuts in Minnesota
- 47 R-Cuts in Missouri
- 22 R-Cuts in Wisconsin, and
- Hundreds of R-Cuts in Michigan, where they are referred to as "MICHIGAN LEFTS"



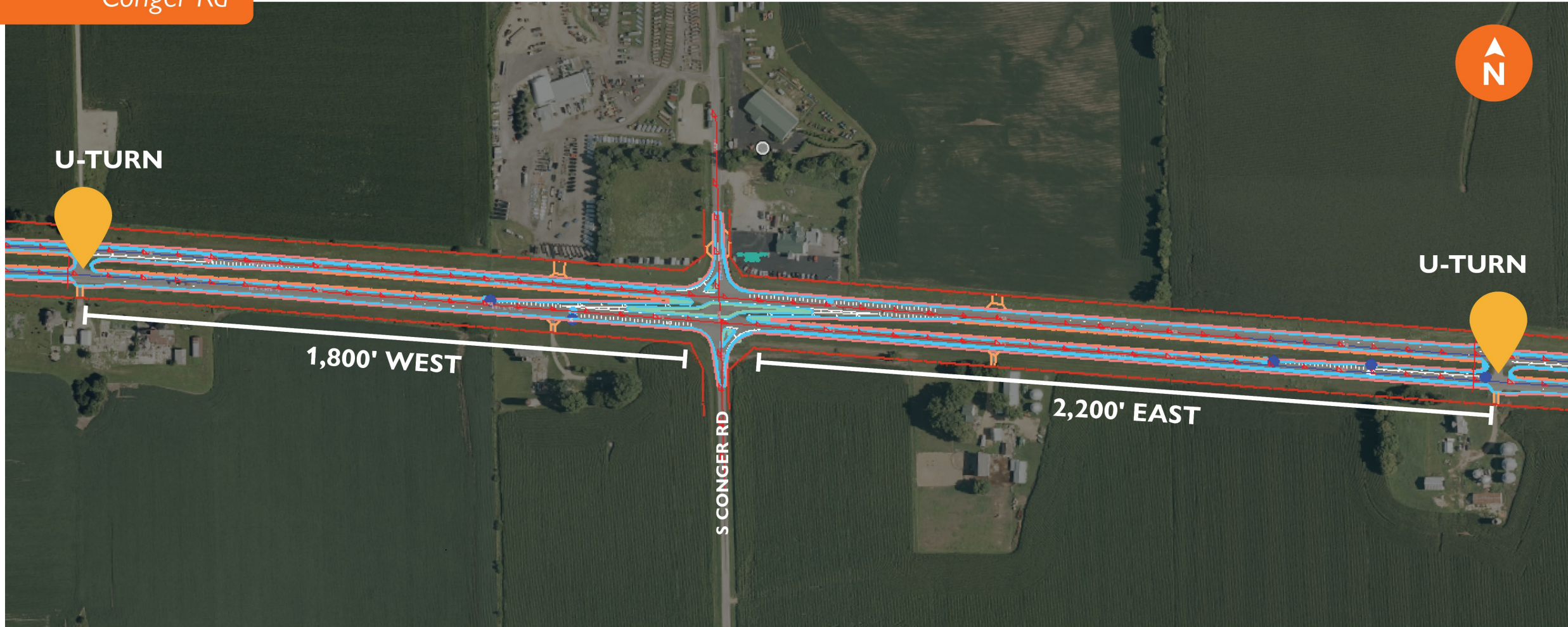
U.S. 51 and Andrews Street, Macon IL



IL 394 and Burville Road, Will County

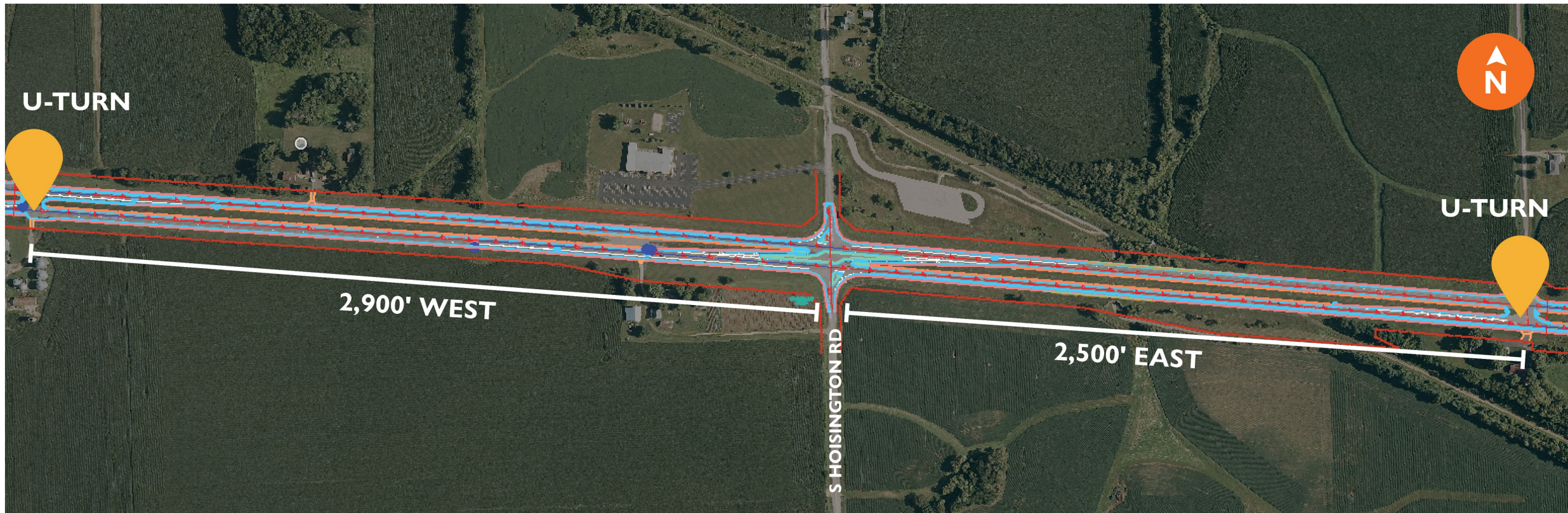
RCUT AT CONGER

Conger Rd

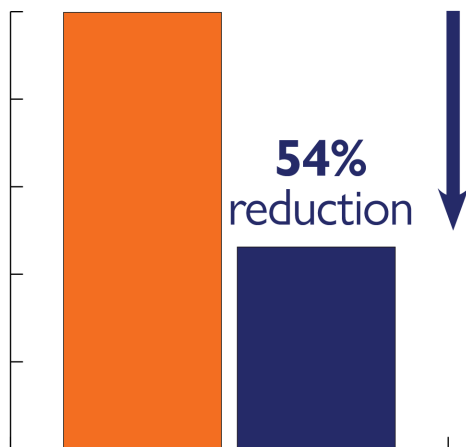


RCUT AT HOISINGTON

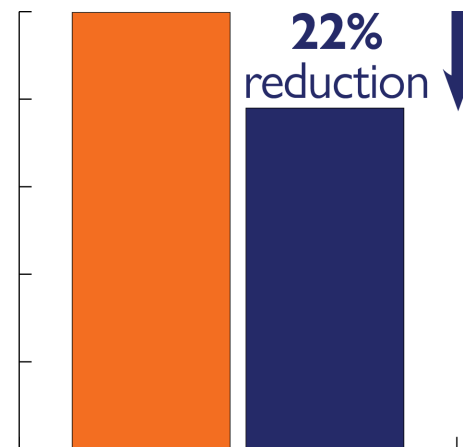
Hoisington Rd



RCUT Safety Benefits:



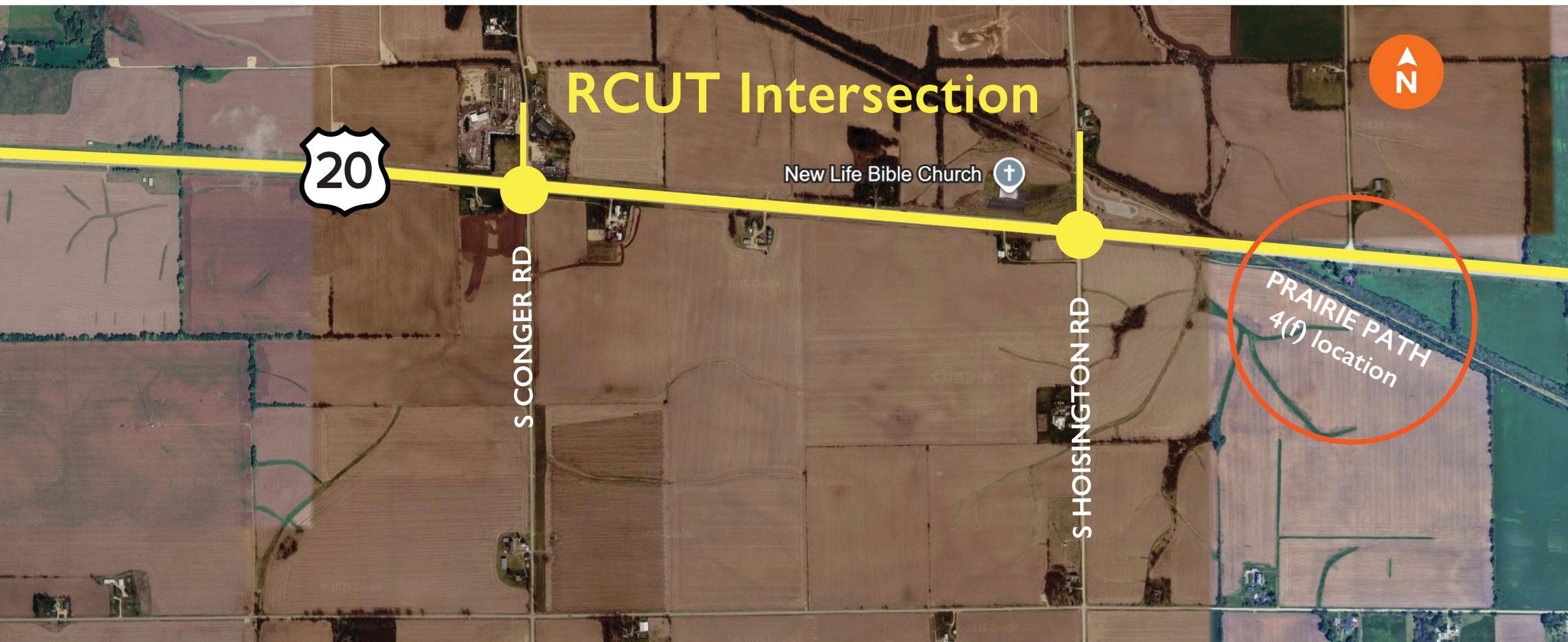
54% reduction in fatal and injury crashes when converting two-way stop-controlled intersections



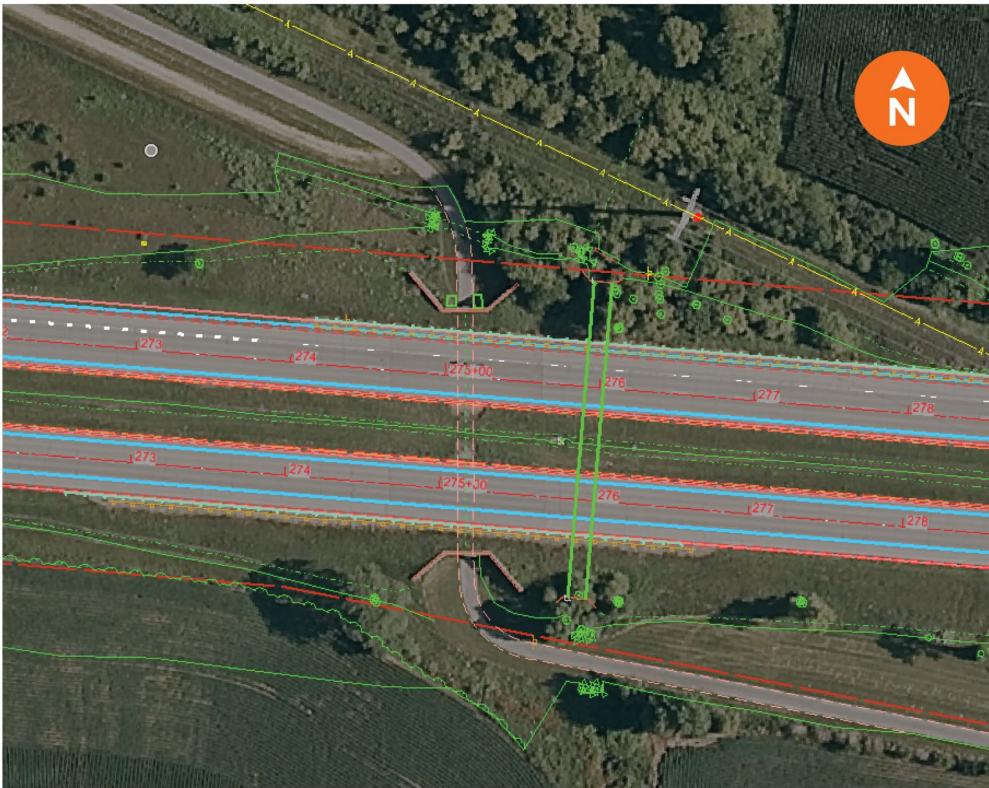
22% reduction in fatal and injury crashes when converting traditional signalized intersections

Federal Highway Administration (FHWA). Alternative Intersections/Interchanges: Informational Report (AIR). FHWA-HRT-09-060, 2010.

..... 4(F) PECATONICA PRAIRIE PATH IMPACTS



..... 4 (F) PECATONICA PRAIRIE PATH IMPACTS



Publicly owned land as a public park, recreation area, or trail protected under federal regulations (Section 4(f)) 23 CFR 774.17 The proposed project would not involve use of land from the Pecatonica Prairie Path. Pecatonica Prairie Path may be impacted during construction, however, ROW acquisition is not anticipated and the project would not affect the park's activities, features or attributes. Closure of the path is not anticipated, however, minor delays may be necessary due to unforeseen circumstances.



Pecatonica Prairie Path

Summary of Improvements

- ✓ **Pavement replacement of corridor**
- ✓ **Recreation of ditches on both sides of road for safety and drainage**
- ✓ **RCUT additions**
- ✓ **Minimal right of way acquisition is anticipated**
- ✓ **Construction Impacts**
- ✓ **Minor use of Pecatonica Prairie Path with no impacts to the trail or its protected features (Section 4(f)).**
- ✓ **Culvert and ditch optimization**

4. PROJECT TIMELINE (WHAT'S NEXT?)

STUDY PHASES

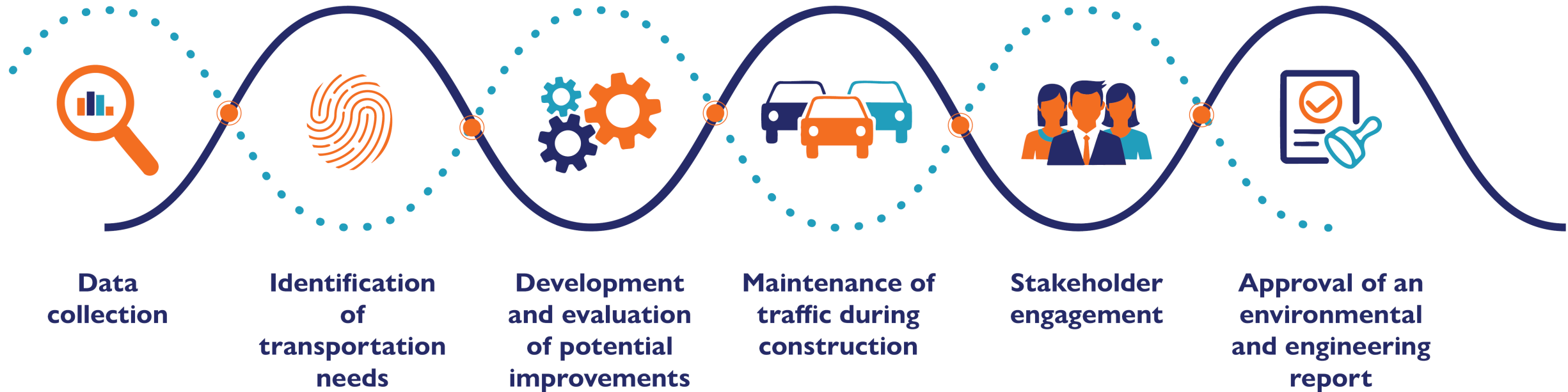


**This improvement is included in IDOT's FY 2025–2030 Multi-Year Program. Funding has been identified for Phase I (Preliminary Engineering & Environmental Studies), which is currently under way. Phase II (Contract Plan Preparation & Land Acquisition) and Phase III (Construction) is included in the Multi-Year Program for 2026–2030, but specific funding and timing have not yet been finalized.*

PHASE I COMPONENTS

IDOT's Phase I involves preliminary engineering and environmental assessments to identify preferred design improvements.

Components include:



5. STAKEHOLDER INVOLVEMENT

GET INVOLVED

Questions and comments are welcomed

Interests contacted for feedback include:

- Local, state and federal elected and community leaders
 - **Winnebago County, Village of Winnebago, Pecatonica**
- Emergency services
- Area schools
- Planning and transportation agencies
- Businesses
- Nonprofits
- Community groups
 - **New Life Bible Church**
 - **Winnebago-Boone Farm Bureau**
- Special interests



Visit us online!
bit.ly/3ZCHoKT

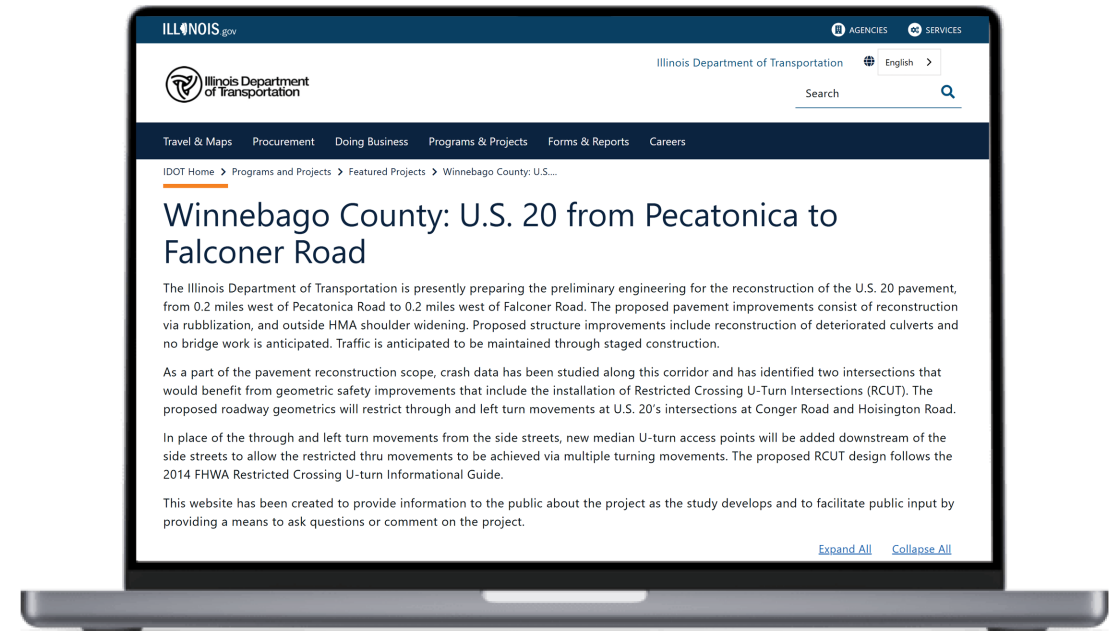
NEXT STEPS

Comments are always encouraged.

Those received by Friday, April 24 will be part of the Public Meeting record.

Next steps:

- *Finalize proposed improvements in consideration of public feedback, additional data collection and further analysis*
- *Prepare a project report for design approval*
- *Begin Phase II (land acquisition and plan preparation)*



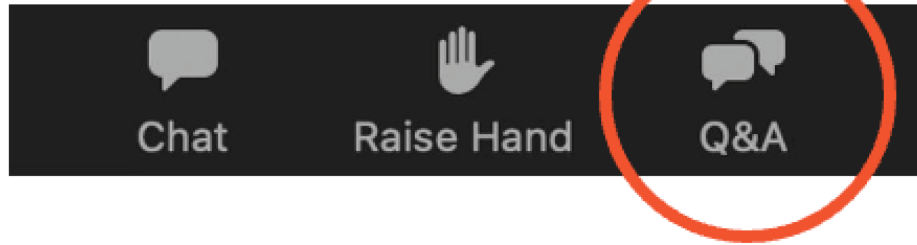
VISIT US ONLINE!

bit.ly/3ZCHoKT

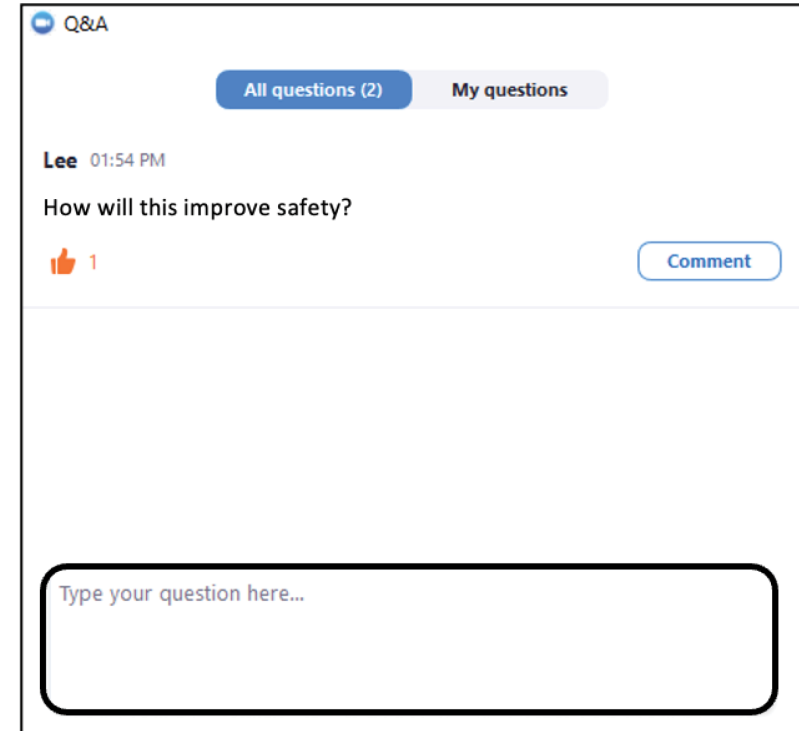
6. Q&A PANEL

HOW TO USE ZOOM

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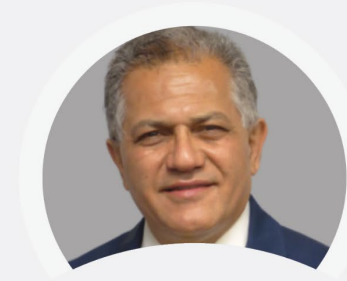
Q & A



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THANK YOU!

This recording will be posted.