Welcome. Thank you for listening to the Phase I Engineering Study meeting for the IL Route 23 at Chicago Road intersection in DeKalb County. This meeting has been pre-recorded and is available in a virtual format, allowing you to review the materials at your convenience.

Agenda

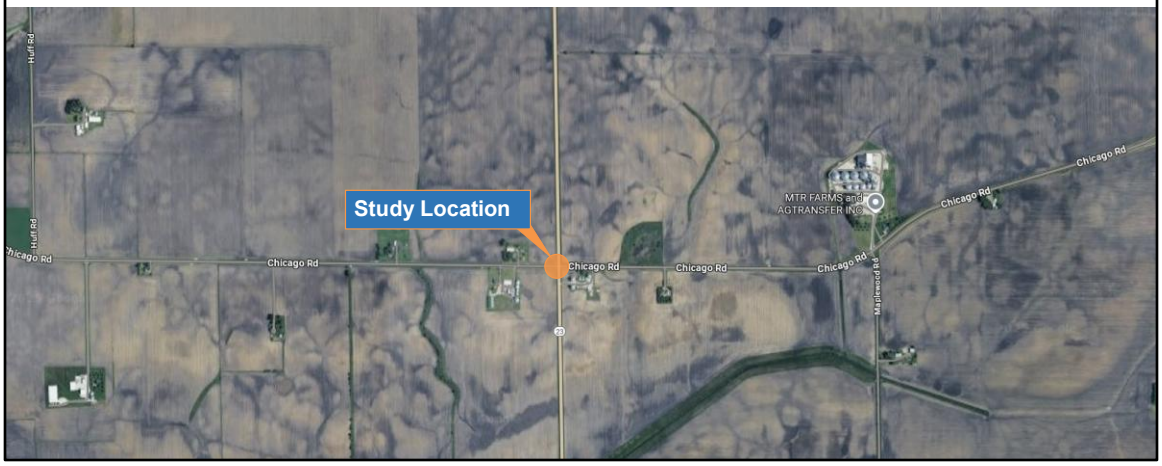
1. Overview of the Phase I Study
2. Existing Conditions
3. Project Need
4. Alternative Solutions
5. Land Acquisition
6. Public Involvement Opportunities

We'll begin with an overview of the Phase I Study process, followed by a review of existing conditions. Next, we'll walk through alternative solutions, and the preferred alternative. We'll conclude by outlining ways you can get involved and share your feedback on the project.

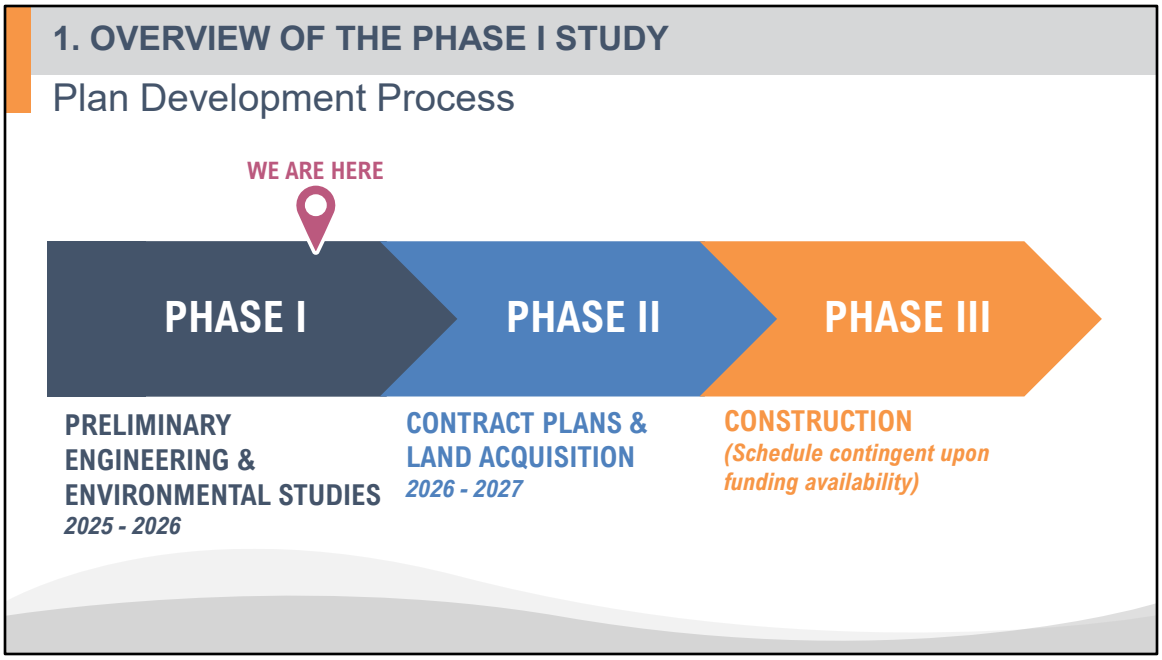
1. OVERVIEW OF THE PHASE I STUDY

Location of Study

Route: IL 23 / Chicago Road
County: DeKalb



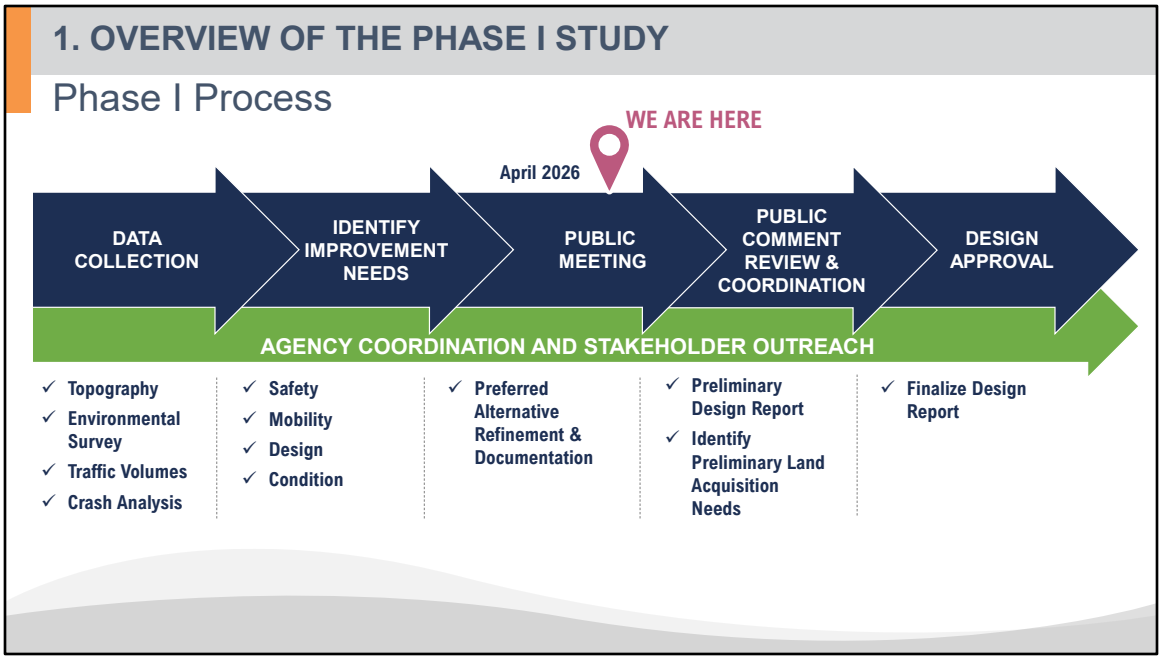
The study location map displayed on this slide shows the site is situated in a rural area within Victor Township, just south of the village of Waterman. Victor Township is very sparsely populated, home to only around 250–280 people spread across approximately 33 square miles (about 8 people per square mile). The intersection of IL 23 and Chicago Road is a two-way stop-controlled intersection.



The IDOT plan development process typically involves 3 distinct phases, as shown in this exhibit. We are currently in Phase I of the project, which consists of preliminary engineering and environmental studies. Specifically, Phase I typically involves analyzing existing and future conditions, defining the Purpose and Need for an improvement, and developing and evaluating improvement alternatives. Phase I concludes with the selection of the preferred alternative.

At the conclusion of the Phase I process, the project seeks to achieve Design Approval for the proposed improvements. The project then moves to Phase II, which involves final design, development of detailed construction plans, and coordination related to land acquisition, if required.

The final phase of the Plan Development process, Phase III, is the construction of the improvement. For the purposes of today's Public Meeting, we will be focusing only on the Phase I portion of this project, which we are currently in.



This slide provides a detailed overview of the Phase I process. It begins with the collection and analysis of existing data, followed by identifying project-specific improvement needs. From there, a preferred alternative is developed and refined in preparation for the public meeting, which is the current stage. After this meeting, public input will be reviewed and considered alongside the development of the drainage study, preliminary design report, and identification of initial land acquisition needs. The process continues with finalizing the preferred alternative and land acquisition requirements. Phase I concludes once Design Approval is obtained.

1. OVERVIEW OF THE PHASE I STUDY

Environmental Review & Evaluation

A thorough environmental review has been completed, assessing the following areas:

- Natural Resources
- Cultural Resources
- Section 4(f) Evaluation
- Agricultural Resources
- Noise
- Regulated Substances
- Water Quality
- Air Quality

Since this project is located in an unincorporated area, an evaluation for Farmland Conversion Impacts is required. In addition, a Clean Water Act Section 402 permit for construction stormwater discharge is anticipated.

1. OVERVIEW OF THE PHASE I STUDY

Summary of Environmental Impacts

DESIGN CHARACTERISTICS

Length of Roadway (miles)	0.4 Miles
Right of Way required for construction (acres)	2.568 acres
Number of parcels	7 parcels
Temporary Easement required	1.093 acres
Permanent Easement required	0
Estimated Cost	
Land Acquisition	$ 60,000.00
Utility Adjustments	$ -
Construction	$2,762,000.00
Total	$2,822,000.00

SOCIAL/ECONOMIC IMPACTS

Total Residences displaced	None
Businesses displaced	None
Worship centers displaced	None
Schools displaced	None

AGRICULTURAL IMPACTS

Prime farmland required	Farmland Impact study found proposed impact not significant
Farm residences/buildings displaced	None

NOISE IMPACTS

Number of residences, classrooms, or churches with noise impacts (approaching, meeting or exceeding 67 dBA or greater than 14 dBA increase over existing noise levels).	No Analysis Required

VISUAL IMPACT Minor

NATURAL RESOURCE IMPACTS

Tree Impacts	None
Protected species adversely affected	None

WETLAND IMPACTS

Wetlands displaced (acres)	None
Number of wetlands filled	None

SPECIAL AND PROTECTED LANDS

Nature Preserves affected	None
Illinois Natural Area affected	None
Parks and Forest Preserves affected	None

WATER RESOURCES/QUALITY IMPACTS

Stream crossings/water crossings	None
Private water wells within 200 feet	None

FLOODPLAIN IMPACTS

Affected 100 year floodplains (Zone A)	None
Number of floodplains crossed	None

CULTURAL RESOURCE IMPACTS

National Register eligible resources with adverse effects	None

REGULATED SUBSTANCE SITE INVOLVEMENT

Number of special waste sites affected	Level II screening completed
Number of CERCIS (Comprehensive Environmental Response Compensation and Liability Information System) sites affected	None

AIR ANALYSIS

Project within a designated attainment/ nonattainment area	Attainment area
Microscale Analysis-COSIM (Carbon Monoxide Screen for Intersection Modeling)	No Analysis Required

As part of the environmental study, the project team evaluated a range of factors related to the design characteristics and environmental resources affected by the Preferred Alternative. These analyses considered multiple categories including project design features, agricultural impacts, natural resources, and surrounding land uses.

A Farmland Impact Study was completed to assess potential effects on agricultural land. The study determined that the proposed impacts to farmland are not considered significant under federal and state evaluation criteria.
Importantly, the Preferred Alternative does not require the displacement of any farm residences or agricultural buildings.

Overall, the environmental review found that the project can move forward while minimizing impacts to farmland and surrounding environmental resources.

2. EXISTING CONDITIONS

Intersection

The existing intersection was originally constructed in 1925. IL 23 was built around 1925 and has undergone multiple resurfacing and widening projects since. It is a rural two-lane highway with 12-foot lanes and varying shoulders north and south of Chicago Road. Chicago Road (CH 16) is a two-lane county highway with 11-foot, 6-inch lanes with varying paved shoulders.

2. EXISTING CONDITIONS

Project Need | Problem Statement

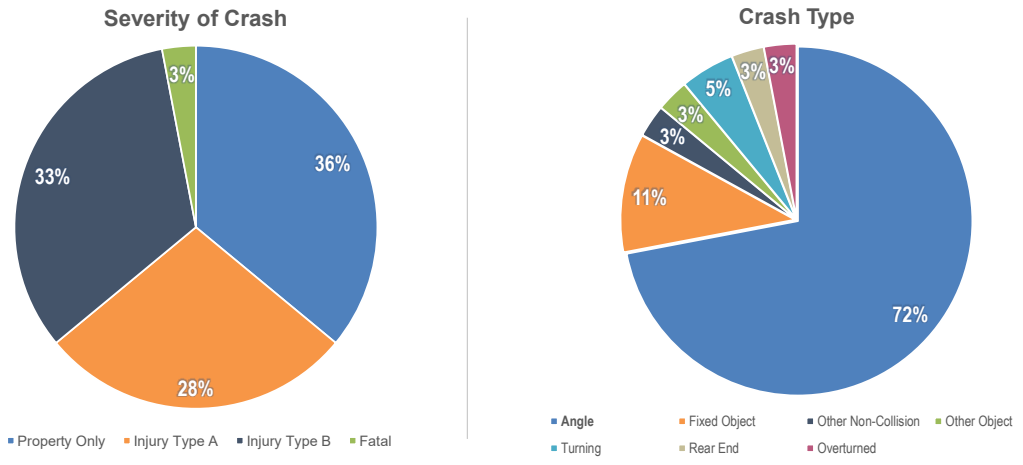
Based on the 2020 Safety Tier Report, the IL 23 and Chicago Road intersection is classified as a **critical tier location**. From 2017 to 2021, about 80% of crashes involved angle or turning collisions, with 60% resulting in fatalities or serious injuries. These trends highlight the need for **targeted safety improvements** at the intersection.

Based on the 2020 Safety Tier report, the IL Route 23 and Chicago Road intersection is designated as a critical tier intersection. Based on the crash history between 2017 and 2021, this intersection has exhibited a high percentage of intersection-related crashes with the most severe outcomes resulting from angle collisions and turning maneuvers. Since 2017, these crash types make up approximately 80% of the total crashes reported with 60% resulting in fatality or serious injury. Therefore, safety improvements are warranted to address and target these intersection related crashes.

2. EXISTING CONDITIONS

B. Crash History & Safety

Crash Data Collected (2017-2023)
36 Crash Events | 23 Injuries



During the Phase I process, the latest 7-year crash data was analyzed to determine any safety concerns, or crash patterns, that can be rectified within the scope of this project.

Of the 36 crashes recorded at the intersection, more than 60% resulted in injuries, and approximately 3% involved fatalities. Only 36% of the crashes were limited to property damage only. This indicates that a high proportion of crashes at this location result in serious consequences rather than minor incidents.

This slide shows crash data indicating the collision type at this specific location. As you can see, angle crashes are the most frequent type of crash to occur at the intersection. An **angle crash** (also known as a **right-angle crash** or **T-bone collision**) is a type of motor vehicle accident where the front of one vehicle crashes into the **side** of another vehicle at or near a **90-degree angle**, forming a "T" shape. This usually occurs when one vehicle fails to yield or stop, hitting the side of another vehicle that is crossing or turning at the intersection.

2. EXISTING CONDITIONS

B. Crash History & Safety Continued

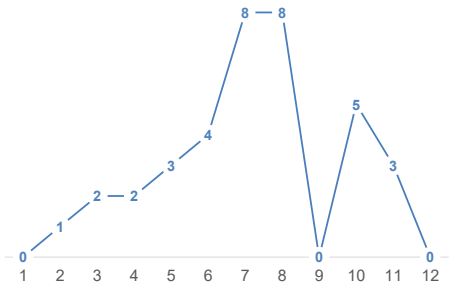


Figure 1 | Month

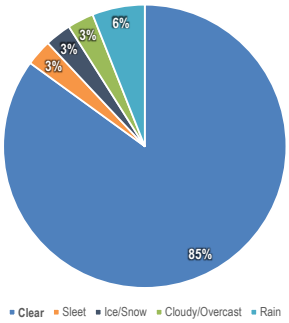


Figure 2 | Surface Conditions

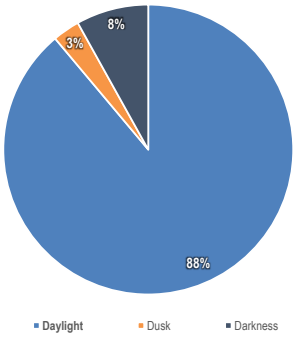


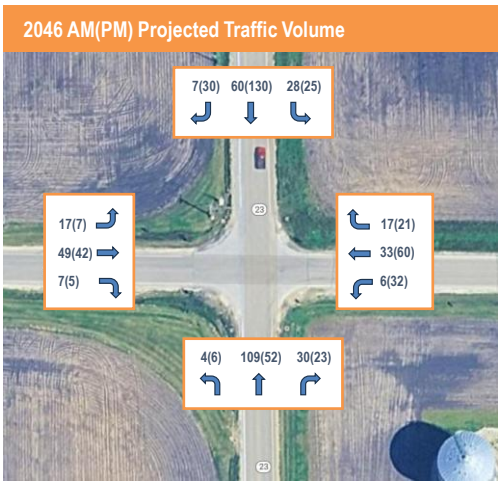
Figure 3 | Lighting

Crash Data Collected (2017-2023)
36 Crash Events | 23 Injuries

Some additional data that was analyzed includes crash month, surface conditions, and lighting. The crash data shows that almost 70% of the accidents occurred between April and August, with 85% happening in clear conditions, and 88% during daylight hours.

3. PROJECT NEED

A. Traffic Capacity



The existing traffic data and future projections were reviewed to fully understand how the intersection operates, including straight movements, right-turns, and left-turns. We know this is a rural environment with heavy agricultural equipment, which influences required turning radii and visibility sight lines. Based on traffic volumes and crash trends, we identified peak activity occurring between the months of April and August.

3. PROJECT NEED

B. Geometric Challenges

1. Angle Crashes
2. Severity of Crashes
3. Sight Distance
4. Roadway Visibility
5. Speeds

Several factors contributing to safety issues have been identified at this intersection, including a high frequency of angle crashes and severe injuries, limited sight distance, poor roadway visibility, and elevated travel speeds. These factors collectively highlight the need to explore alternative safety solutions. As shown in the image, visibility at the intersection is significantly obstructed by surrounding crops, making it difficult for drivers to see cross traffic and increasing the risk of collisions.

Speed limits along IL Route 23 and Chicago Road are posted at 55 mph. Failing to yield for oncoming traffic at the stop signs can be consequential due to the high speed.

4. SAFETY IMPROVEMENTS

A. Previous Improvements

Advanced Warning Signs

Flashing Beacons Intersection Crossing Warning on IL 23

Flashing Beacons with Stop Sign at Intersection Crossing on Chicago Rd

In 2018, flashing beacons with intersection warning signs along IL Route 23 and side-road stop signs on Chicago Road were installed. However, these measures have not been sufficient to effectively ensure safety at the intersection. Additional Safety treatments are warranted.

4. SAFETY IMPROVEMENTS

B. Highway Safety Improvement Program

The 2021 federal bill reauthorizing surface transportation funding, titled the "Infrastructure Investment and Jobs Act (IIJA) continues to support the core federal-aid funding program entitled "Highway Safety Improvement Program" (HSIP) **with the purpose of achieving a significant reduction in traffic fatalities and serious injuries for all roadway users on all public roads.**

The 2021 federal bill reauthorizing surface transportation funding, titled the "Infrastructure Investment and Jobs Act (IIJA) continues to support the federal-aid funding program entitled "Highway Safety Improvement Program" (HSIP) with the purpose of achieving a significant reduction in traffic fatalities and serious injuries for all roadway users on all public roads.

Typically, IDOT District committees evaluate crash data and the severity of conditions to submit projects for HSIP consideration. Funds are then allocated to the locations and improvements with the greatest potential to reduce severe crashes. Approved projects must meet specific criteria, parameters, and reporting requirements. **Because this project is funded through HSIP and the crash history indicates the need for a specific countermeasure, a roundabout has been identified as the proposed safety improvement with the greatest potential for crash reduction at the intersection.**

4. SAFETY IMPROVEMENTS

B. Option Evaluations

	Advanced Warning Signs	4-Way Stop	Signals	Roundabouts
Long Term Solutions	X	X	✓	✓
Safety Improved	✓	✓	-	✓
Level of Service Improvement	X	X	✓	✓

To clarify why a roundabout is the best choice for this intersection, we outline the key pros and cons of the alternative improvement options.

Our team evaluated each alternative using the following key criteria:

- **Is it a long-term solution?**
- **Will it improve safety?**
- **Will it improve the level of service at the intersection?**

Advanced warning signs offer some improvement in safety by alerting drivers to the upcoming intersection, but they do not effectively reduce vehicle speeds without consistent enforcement. Additionally, they do not enhance the overall functionality of the intersection. This option may serve as a temporary or interim measure, but it is unlikely to have a lasting impact on traffic along IL 23 and Chicago Road.

A four-way stop could help reduce speeds and improve short-term safety. However, as traffic volumes increase, delay at the intersection will likely worsen, decreasing the level of service over time.

Traffic signals could offer long-term operational improvements and increased

capacity, especially if traffic grows in the area. However, signals do not always lead to better safety outcomes. Signalized intersections can still experience a high number of angle crashes, and the severity of those crashes, especially from red-light violations, tends to be greater.

A roundabout addresses all three criteria effectively. It provides a long-term solution, significantly improves safety by reducing both the number and severity of crashes and improves traffic flow by reducing delays. For these reasons, we will explore the roundabout option in greater detail on the following slides.

4. SAFETY IMPROVEMENTS

A. Option Evaluations Cont.

	4-Way Stop	Roundabouts
Minimize Conflict Points	X	✓
Manage Speeds (by geometrics)	X	✓
Higher Level of Service	X	✓

Based on the geographic context and existing conditions, a roundabout and a four-way stop are the two most practical and feasible solutions for this intersection.

When compared to a four-way stop, a roundabout is generally safer and more efficient. Roundabouts reduce conflict points, naturally slow vehicle speeds, and allow traffic to flow continuously by requiring drivers to yield to circulating traffic rather than stop. In contrast, four-way stops require all vehicles to come to a complete stop and rely on right-of-way rules, which can increase delays, congestion, and the potential for more severe crashes. By eliminating T-bone and head-on collisions, roundabouts significantly reduce the likelihood of serious crashes, while four-way stops retain numerous conflict points that make them inherently riskier.

4. SAFETY IMPROVEMENTS

B. Benefits of a Roundabout

Improve Safety

- 35% reduction in all crashes
- 76% reduction in injuries
- 90% reduction in fatalities
- 75% fewer conflict points than a 4-way intersection

Level of Service

- Efficient during peak hours
- Less delay
- 30-50% increase in traffic capacity

Cost

- No Additional signal equipment to install/repair
- Savings estimated at $5,000 and $10,000/year in electricity and maintenance costs
- Service life is 25 years (signal equipment is 10 years)

Some of the benefits of roundabouts are as follows:

First and most importantly, it significantly improves safety. National data suggests that roundabouts lead to typical reductions of 35% in all crashes, 76% in injury crashes, and 90% in fatal crashes compared to a conventional four-way signalized intersection, which effectively eliminates the most severe, right-angle and left-turn crashes.

Second, the roundabout enhances the overall operational efficiency and Level of Service (LOS). It reduces overall vehicle delay and improves operations during peak hours, resulting in a typical 30% to 50% increase in traffic capacity compared to a signalized intersection with similar geometry.

Lastly, the roundabout provides long-term maintenance and operational cost savings. While the project includes some lighting improvements, lighting has significantly lower operating costs than traffic signals. Because there is no signal equipment to install or repair, savings are estimated between $5,000-$10,000 per year in electricity and maintenance. Furthermore, the typical life of the roundabout is at least 20 years which is significantly longer than the 10-15 year service life of traffic signal control equipment.

4. SAFETY IMPROVEMENTS

C. Conflict Points

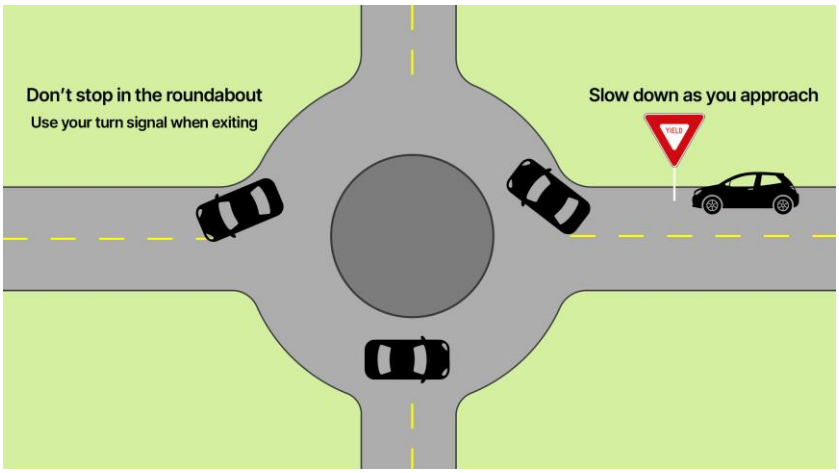
With roundabouts, head-on and high-speed right-angle collisions are virtually eliminated.

What are conflict points? **Conflict points** are specific locations in an intersection where the paths of vehicles can cross, merge, or diverge, creating potential spots for collisions.

As illustrated in the image on this slide, a traditional intersection has 32 conflict points, whereas a roundabout has only 8. Roundabouts are designed to slow traffic to approximately 20 mph, and this reduction in speed helps decrease the severity of crashes, ultimately saving lives.

4. SAFETY IMPROVEMENTS

D. Navigating Roundabouts



Knowing how to navigate through a roundabout is key. While public apprehension toward new traffic pattens is common, understanding a few simple steps will safely move through the intersection:

1. Approach the roundabout at the designated speed (typically 15 to 20 mph) to ensure quick decision-making.

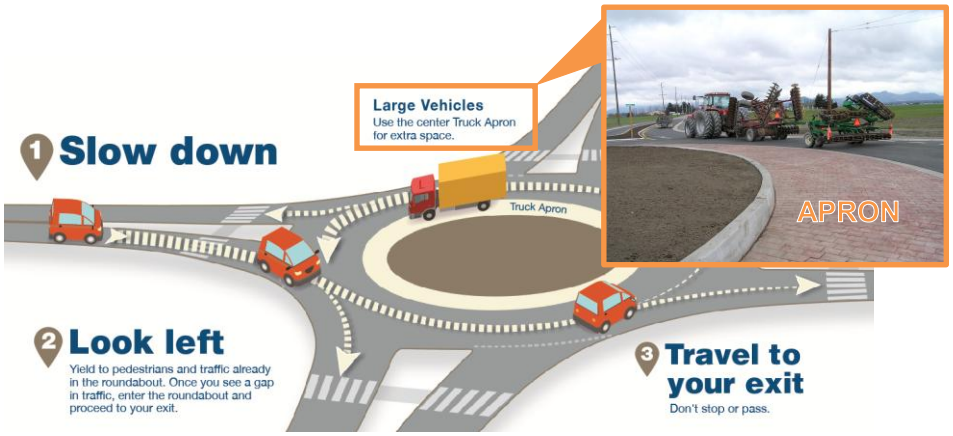
2. Always yield to any traffic already circulating within the roundabout circle. Wait for an adequate gap before entering.

3. Use your right turn signal just before the desired exit to clearly communicate your intention to leave the circulatory roadway.

4. Provide sufficient available space for large vehicles (e.g., trucks, buses, or combines) to maneuver, as they are often designed to use the paved apron around the central island.

4. SAFETY IMPROVEMENTS

E. Public Opinion of Roundabouts | Large Equipment

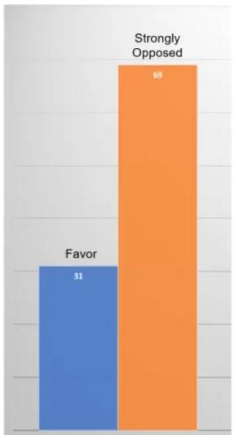


Roundabouts are designed with specific features to accommodate large vehicles, such as semi-trucks and farming equipment. A key design element is the truck apron - a slightly raised, reinforced concrete section surrounding the central island. This apron provides the necessary additional tracking space for extra-wide or long vehicles to safely navigate the roundabout without encroaching on opposing lanes. While passenger vehicles should remain on the circular roadway, operators of large vehicles can utilize the apron as needed to complete turns safely and effectively.

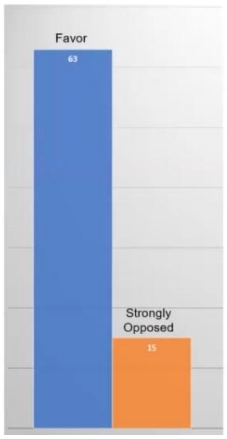
4. SAFETY IMPROVEMENTS

E. Public Opinion of Roundabouts

People initially prefer traffic signals and stop signs until they realize that roundabouts allow them to pass through the intersection safely without having to stop. Other concerns about safety and possibly being confused about where to go also dissipate with use.



Before Construction

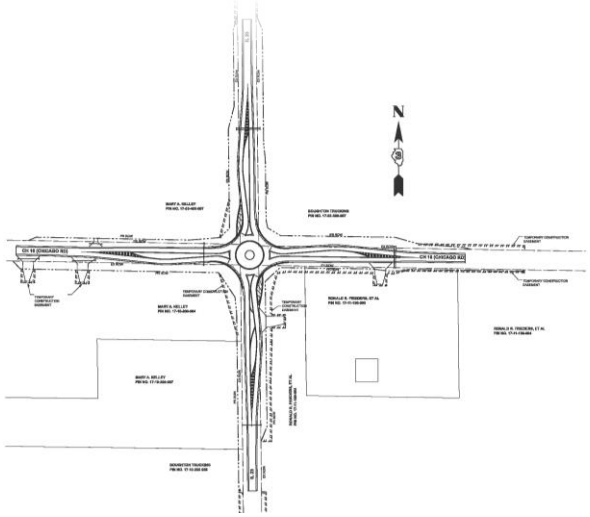


After Driving through a Roundabout

Some people may initially be skeptical of this design alternative. However, experience from other projects shows that while there is often opposition prior to construction, sentiments shifts significantly once the roundabout is in use. Most community members come to appreciate the substantial safety and improved traffic flow benefits compared to traditional signalized or stop-controlled intersections.

4. SAFETY IMPROVEMENTS

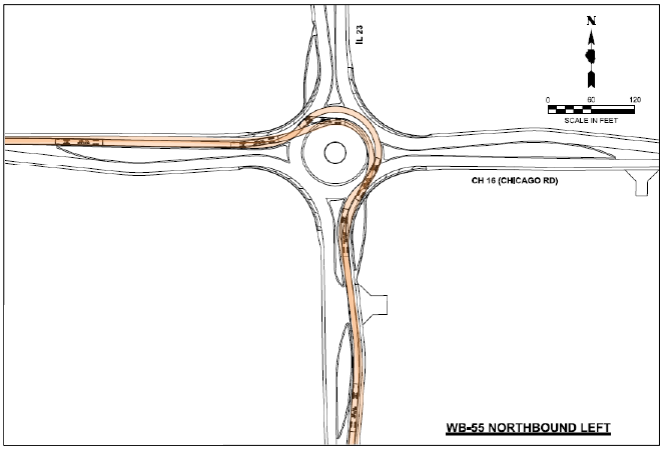
G. Roundabout | A Safer Choice

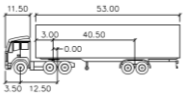


This is the preliminary design for the roundabout at IL Route 23 and Chicago Road. The following slides will illustrate vehicle turning movements, demonstrating how large vehicles and agricultural equipment can navigate the roundabout safely and efficiently.

4. ALTERNATIVES

G. Roundabout | A Safer Choice





LEFT TURN

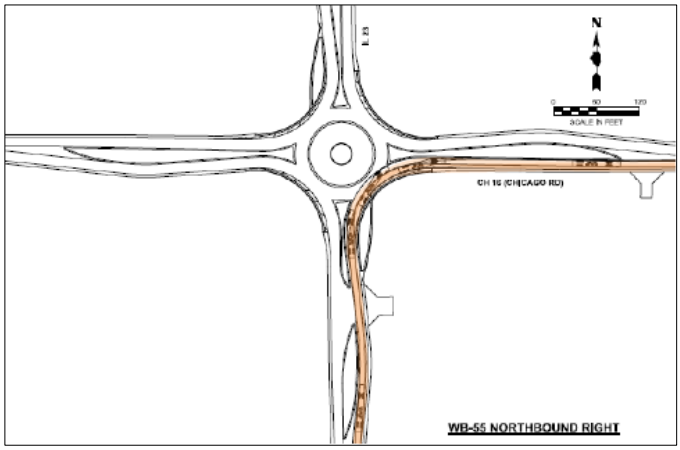
Tractor Width: 8ft
Trailor Width: 8ft
Tractor with Track: 8ft
Trailor Track: 8.5ft

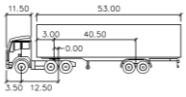
Lock to Lock Time: 6.0
Steering Angle: 17.8
Articulating Angle: 70.0

This graphic illustrates a semi-truck (WB-67, over 60 feet long) performing a left turn through the roundabout. It demonstrates how the roundabout is designed to allow large commercial vehicles and agricultural equipment to navigate the intersection safely by utilizing the reinforced truck apron.

4. ALTERNATIVES

G. Roundabout | A Safer Choice





RIGHT TURN

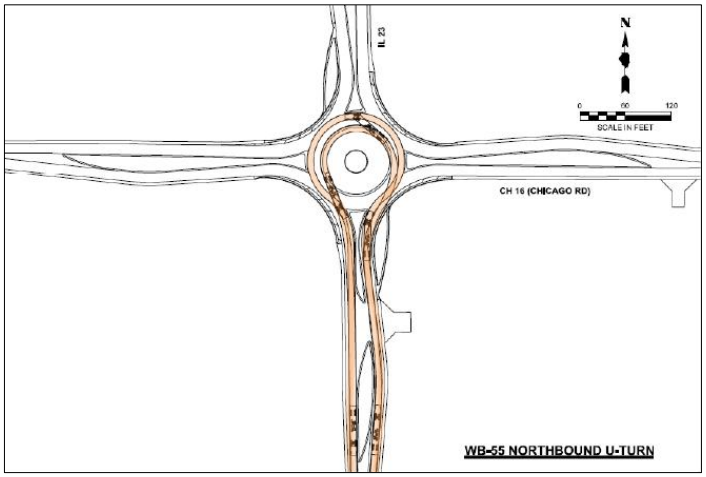
Tractor Width: 8ft
Trailor Width: 8ft
Tractor with Track: 8ft
Trailor Track: 8.5ft

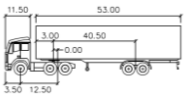
Lock to Lock Time: 6.0
Steering Angle: 17.8
Articulating Angle: 70.0

This graphic illustrates a semi-truck performing a right turn through the roundabout.

4. ALTERNATIVES

G. Roundabout | A Safer Choice





U-TURN

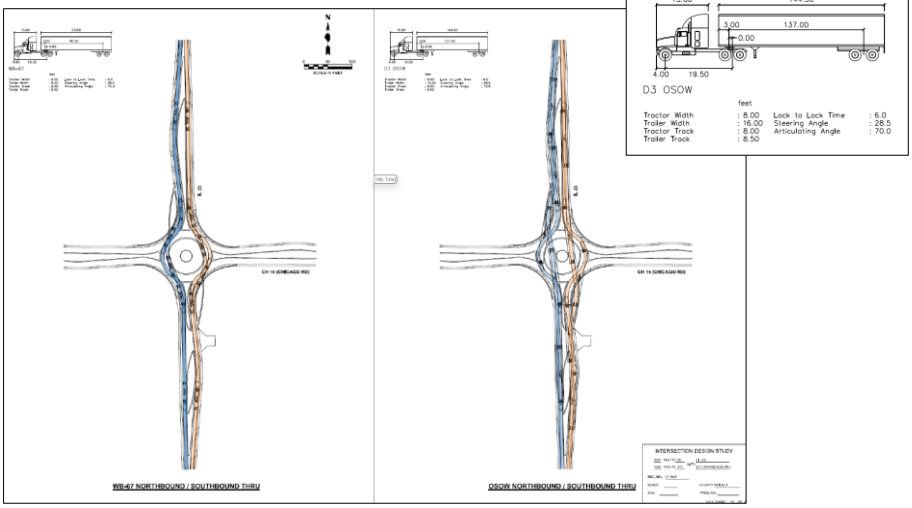
Tractor Width: 8ft
Trailor Width: 8ft
Tractor with Track: 8ft
Trailor Track: 8.5ft

Lock to Lock Time: 6.0
Steering Angle: 28.4
Articulating Angle: 75.0

This graphic illustrates a semi-truck completing a U-turn by utilizing the circulatory roadway and truck apron. It demonstrates that even the large vehicles can maneuver safely, provided the other drivers follow standard yielding procedures and allow the truck the necessary space to navigate the central island.

4. ALTERNATIVES

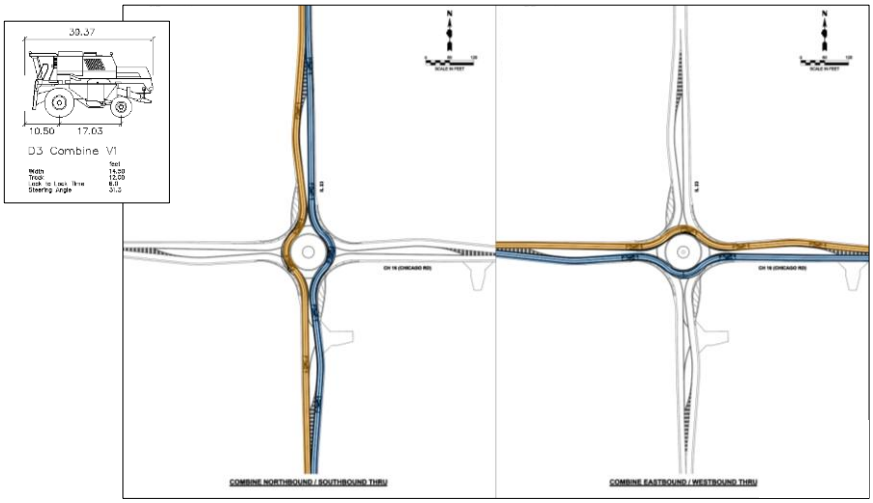
G. Roundabout | A Safer Choice



This graphic illustrates a standard semi-truck and an oversize /overweight vehicle traversing the roundabout to continue straight. As shown, the roundabout aprons are utilized to varying degrees based on the vehicle's wheelbase and total length; however, all design vehicles are able to navigate the movement safely while staying within their intended path.

4. ALTERNATIVES

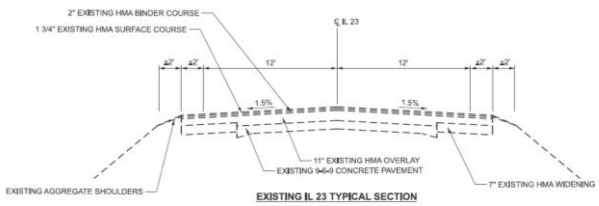
G. Roundabout | A Safer Choice



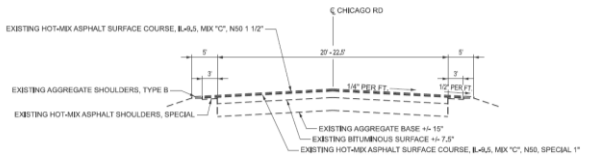
This graphic illustrates a combine traveling through the roundabout to continue straight. In this example, the truck apron is not being used; however, it can be used accommodate larger vehicles as needed, depending on the vehicle's wheelbase, equipment configuration, and overall length.

4. ALTERNATIVES

G. Roundabout | A Safer Choice



EXISTING IL 23 TYPICAL SECTION

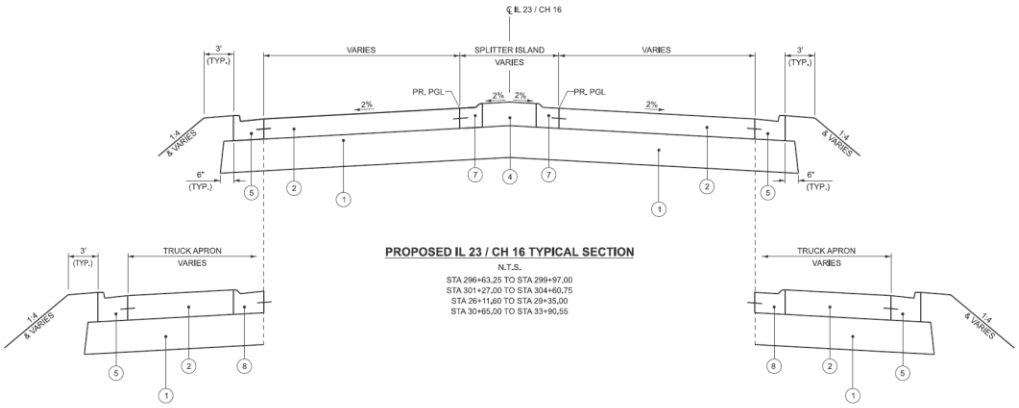


EXISTING CHICAGO RD TYPICAL SECTION

This represents the existing typical section for the intersection. IL Route 23 currently features 12-foot lanes with varying paved shoulders. Chicago Road (CH 16) is slightly narrower, consisting of a two-lane county highway with 11-foot, 6-inch lanes and varying paved shoulders.

4. ALTERNATIVES

G. Roundabout | A Safer Choice



The proposed typical section for the roundabout is shown here. It incorporates key safety and operational features, including splitter islands to manage entry speeds and truck aprons for off-tracking. While lane widths vary throughout the intersection, the design ensures adequate space for standard passenger vehicles as well as the specialized needs for large commercial and agricultural equipment.

4. ALTERNATIVES

G. Roundabout | A Safer Choice

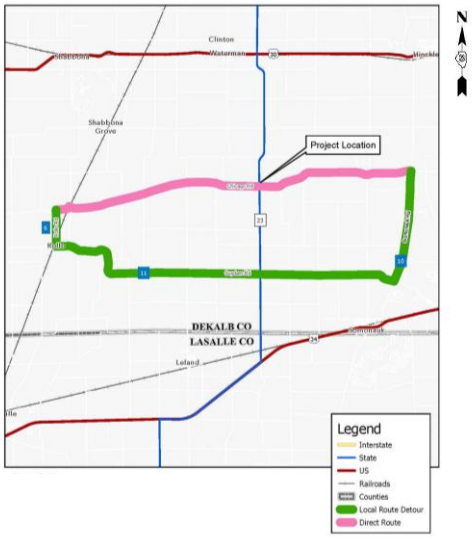
This video shows a variety of vehicles approaching and navigating the roundabout. You can see how the design accommodates a wide range of sizes – from passenger cars to large commercial trucks, transit buses, and agricultural equipment like combines.

4. ALTERNATIVES

H. Local Road Detour Route

PREFERRED DETOUR ROUTE:
CH 10/Somonauk Rd for 3.9 Miles
CH 11/Suydam Rd for 12.3 Miles
CH 6/Rollo Rd for 1.3 Miles

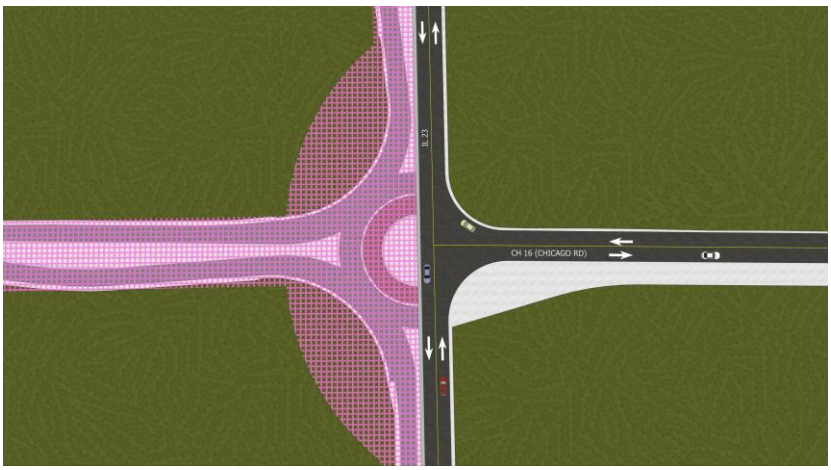
Detour Route - Direct Route = Adverse Travel
17.5 mi. – 12.5 mi = 5 mi.



We are proposing to construct the project while keeping IL Route 23 open for the duration of construction. Chicago Road will be detoured during construction, utilizing Suydam Road, Somonauk Road, and Rollo Road (shown here in green). This detour is estimated to add no more than 5 miles to a typical route along Chicago Road.

4. ALTERNATIVES

J. Construction Staging | **Stage 1**



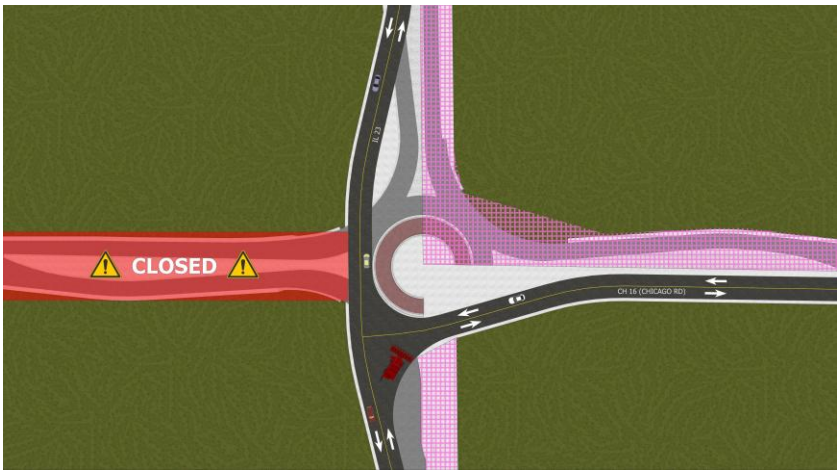
The following exhibits show the major construction phases for the project. Each phase has been carefully planned to maintain traffic flow and minimize disruptions for local residents and traveling public.

During this initial Pre-Phase, work will occur along the outside shoulders of the northbound lane of IL Route 23 and the eastbound lane of Chicago Road. The contractor will complete pavement widening and shoulder grading for future stages. This preparation is necessary to ensure traffic can shift and continue moving safely along IL Route 23 during construction.

As shown in the Stage 1 exhibit, traffic on the west leg of Chicago Road will be detoured. IL Route 23 will remain open to traffic within the work zone, while construction activities focus on building the western half of the new roundabout.

4. ALTERNATIVES

J. Construction Staging | **Stage 2**

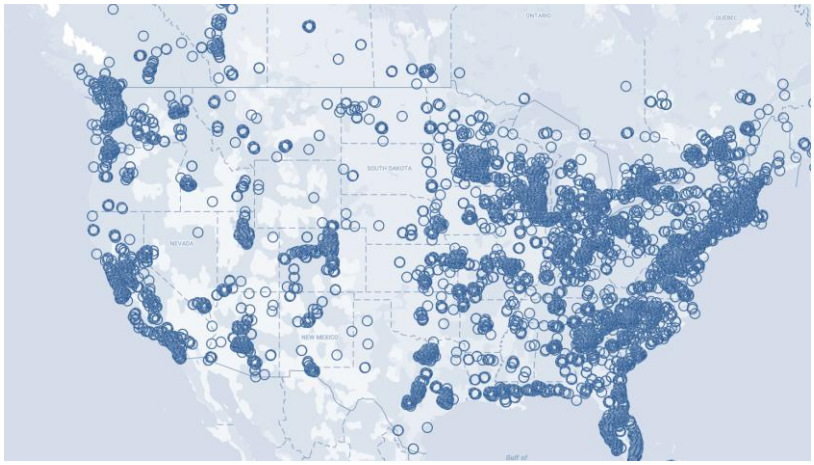


Stage 2 will transition to the east half of the project. This stage is divided into two parts: Stage 2A will focus on the northeast and southeast quadrants, while Stage 2B will mirror this work to complete the remaining sections. Traffic along IL Route 23 will continue to be maintained throughout these transitions.

In the final stage, the contractor will remove temporary pavement, install final curbing, and complete the truck aprons. At this point, traffic will be allowed through the new roundabout configuration. Temporary signage and traffic control measures will remain in place as needed to protect workers and guide drivers safely through the final completion of the project.

4. ALTERNATIVES

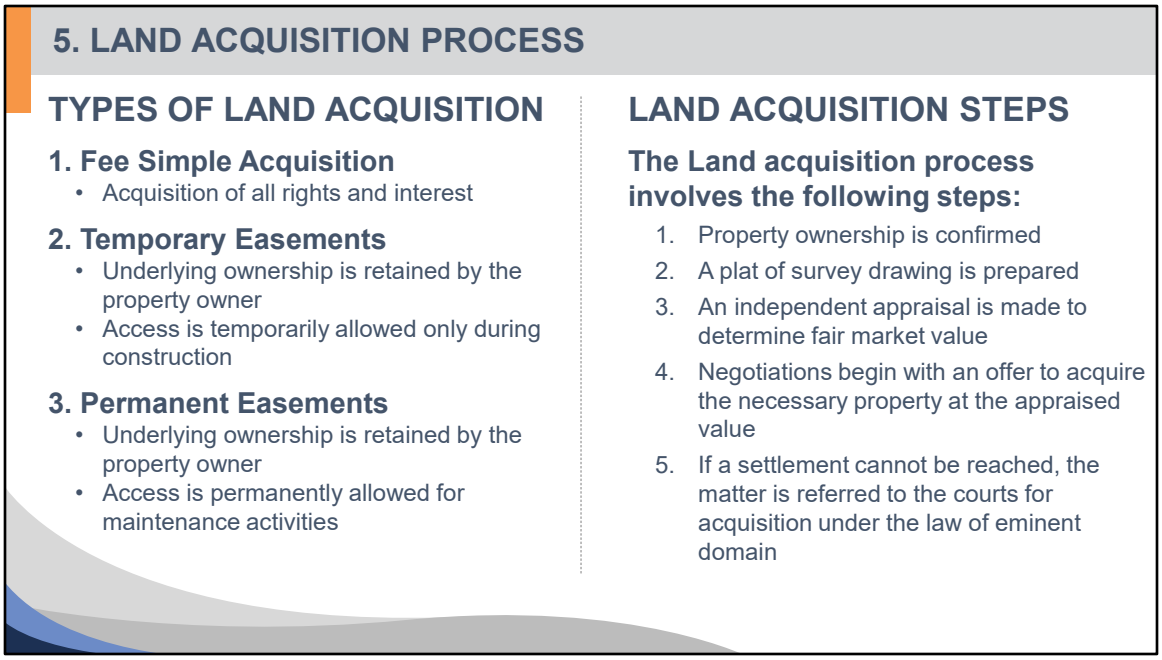
K. Roundabout Database



11,000
Built in the US

140
Built in IL

Kittelson.com maintains a comprehensive, map-based database dedicated to modern roundabouts, offering detailed information on installations at the national, state, and local levels. According to this database, the number of roundabouts in the United States has grown significantly, to at least 11,000 installations. This upward trend is reflected here in the State of Illinois, where state and local agencies continue to prioritize the use of roundabouts for its proven safety and traffic-flow benefits at select intersections.



To accommodate the proposed improvements, some minor land acquisition is anticipated; however, no relocations are proposed as part of this Phase I Study. There are three types of acquisition and they are listed on the left-hand side of this slide.

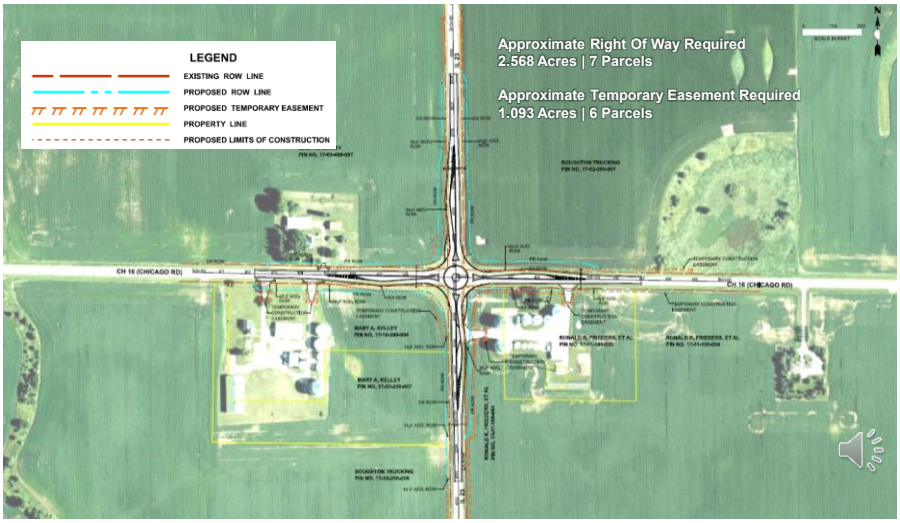
1. A Fee Simple Acquisition involves the purchase of all rights, title, and interest in the property.
2. With a Temporary Easement, the underlying ownership is retained by the property owner, but access is granted to the department for the duration of construction.
3. With a Permanent Easement, the underlying ownership is retained by the property owner, but the department is granted permanent access for on-going maintenance activities.

The general Land Acquisition steps are listed on the right-hand side of this slide. First, property ownership is confirmed, and a plat of survey drawing is prepared. Next, an independent appraisal is made to determine the fair market value of the land. Negotiations then begin with an offer to acquire the necessary property at the

appraised value. If a settlement cannot be reached, the matter is referred to the courts for acquisition under the law of eminent domain.

5. LAND ACQUISITION PROCESS

RIGHT-OF-WAY Exhibit



Right-of-way acquisition and temporary easement is anticipated for this project. IDOT has proactively contacted the relevant property owners to provide an opportunity for input during the preliminary engineering phase. We have been actively engaging with these stakeholders responding to questions and concerns as they arise and will continue to maintain open communication throughout the duration of the project.

6. PUBLIC INVOLVEMENT OPPORTUNITIES

Stay Connected!

Website: **https://idot.illinois.gov/programs-and-projects/featured-projects/dekalb-county---illinois-23-at-chicago-road.html**

Comments received by **May 14, 2026** will become part of the public record and a summary of all comments will be posted to the project website along with the Department's response.

Scan to Visit

IDOT Contact: **Kenneth Banga, P. E.**
Project Manager
Location and Environmental Studies Engineer
700 East Norris Drive, Ottawa, IL 61350-0697
dot.d3pdpublicinvolvement@illinois.gov, 815-434-8469

This concludes the presentation portion of this Public Information Meeting. We want to ensure you have the necessary information to stay involved as the study progresses.

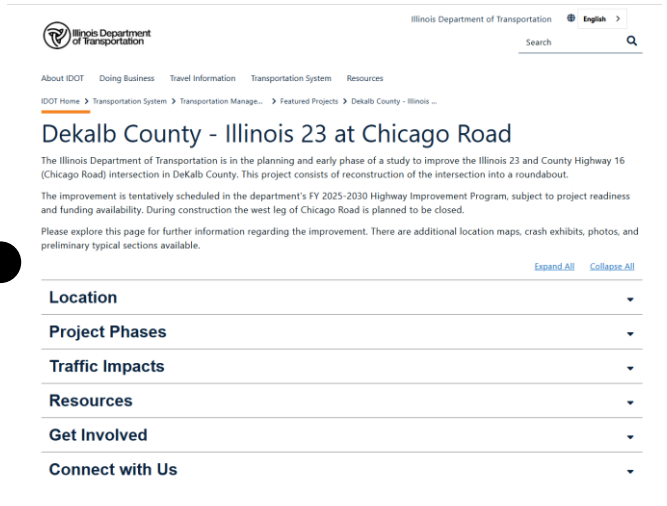
There are several ways to stay connected:

1. Visit the project website for more information on the project and to view materials as they become available.
2. You can provide your comments, questions, or feedback via the online comment form. Simply visit the project website shown on the screen or scan the QR code on the right with your mobile device. You can either email your comment form to the IDOT email address or mail the form to the IDOT District 3 office in Ottawa.
3. You may contact IDOTs project manager using the information provided on this slide.

6. PUBLIC INVOLVEMENT OPPORTUNITIES

Website:
https://idot.illinois.gov/programs-and-projects/featured-projects/dekalb-county---illinois-23-at-chicago-road.html

Scan to Visit



As previously noted, several exhibits are available on the IDOT website. These can be accessed by visiting the project website and selecting the **Resources** tab. The Resources section includes documents such as preliminary roundabout drawings, crash data exhibits, and additional information about roundabouts. You can also download the Comment Form under the Get Involved tab.

Thank you for viewing this presentation. We look forward to your input on the project.