

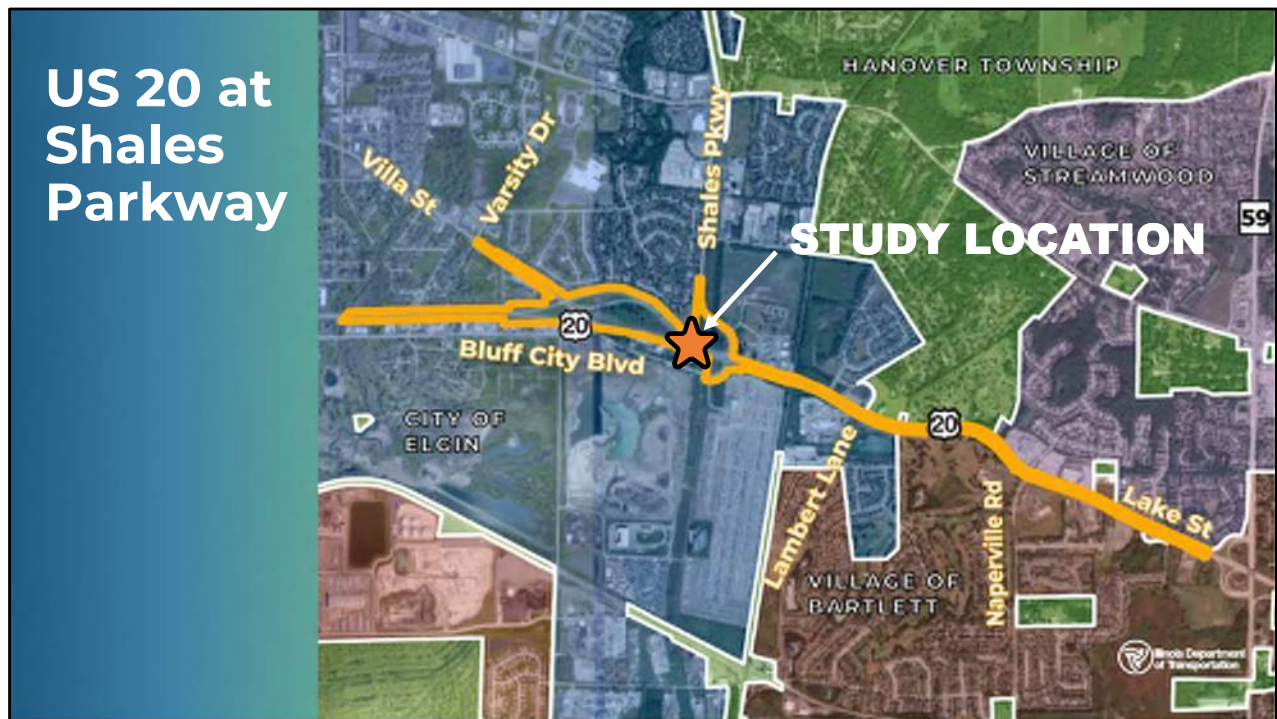
US 20 at Shales Parkway Phase I Engineering Study

*Public Information Meeting #2
November 16, 2022*



Welcome, and thank you for taking the time to participate in the second public information meeting for the US 20 at Shales Parkway Phase I Engineering Study.

The purpose of today's Public Information Meeting is to present the study alternatives developed to date and solicit public feedback from you about the project.



This study focuses on potential improvements at the US 20 at Shales Parkway intersection and the existing interchange at Villa Street, in the City of Elgin, Village of Bartlett, and Village of Streamwood in northern Cook County, Illinois.

Additionally, in order to identify and capture potential impacts of alternatives, the study extends west along US 20 to Poplar Creek and east along US 20 to Illinois Route 59.

Public Meeting #2 Overview

- Project Development Process
- Phase I Process
- Public Involvement Summary
- Purpose and Need
- Existing Conditions
- Study Alternatives
- Next Steps



This presentation provides an overview of the current study and will help to prepare you for further discussion about the project and alternatives in the exhibit hall.

In the exhibit hall, topics covered include the project's Purpose and Need, presentation of alternatives for the intersection at US 20 and Shales Parkway, and safety improvements between Lambert Lane and IL 59.

Project team members are available to answer questions and discuss alternatives. Comment forms are available in the exhibit hall or at the project website.

Project Development Process

PROJECT PHASES



Illinois Department of Transportation projects are organized into three distinct phases. This study is currently in Phase I. Phase I includes preliminary engineering and environmental studies.

During the Phase I process, issues and concerns are identified, solutions are presented, and the public is engaged. This phase involves studying the existing conditions and future demands for the study area. As part of Phase I Preliminary Engineering, the study's Purpose and Need are defined, and potential improvements are evaluated, resulting in a Preferred Alternative to carry into Phase II.

Phase I of this study is fully funded. Phases II and III are included in the Department's Fiscal Year 2023-2028 Multi-Year Improvement Program. Phases II and III are contingent upon plan readiness, potential land acquisition, if needed, and future legislative funding. We anticipate Phase I to be complete in 2023. Phase II and Phase III will each take 24-36 months to complete.

Roadway Jurisdiction

Major Roadways:

State Jurisdiction

- US 20/Lake Street
- IL 59
- IL 19/Irving Park

Cook County Jurisdiction

- Gifford Road
- Naperville Road
- Schaumburg Road

City of Elgin Jurisdiction

- Villa Street
- Shales Parkway
- Bluff City Boulevard
- Lambert Lane



Our study area includes several different roadway jurisdictions including local, county and state routes as identified on this map. IDOT only controls and effects roadways under their jurisdiction. The jurisdictions are represented by the different colors. IDOT jurisdiction, shown in red, includes US 20/Lake Street, IL 59, and IL 19/Irving Park Road. Cook County jurisdiction, shown in blue, includes Gifford Road, Naperville Road, and Schaumburg Road. Lastly, the City of Elgin jurisdiction, shown in green includes Villa Street, Shales Parkway, Bluff City Boulevard, and Lambert Lane.

Phase I Process

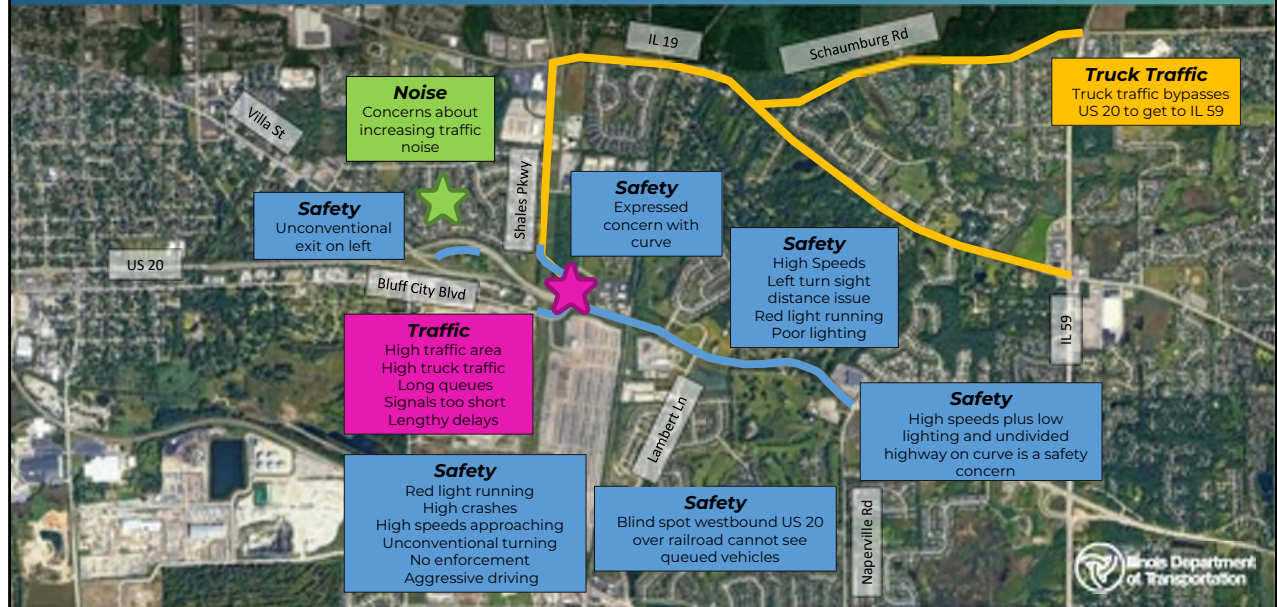


The Phase I process is further divided into several different elements. Each of these elements include obtaining public input and feedback. Currently, we are developing the study alternatives based on the existing conditions and the project’s purpose and need.

The study team has held multiple meetings to gather public feedback including the first public involvement event and two Community Advisory Group, or CAG, meetings.

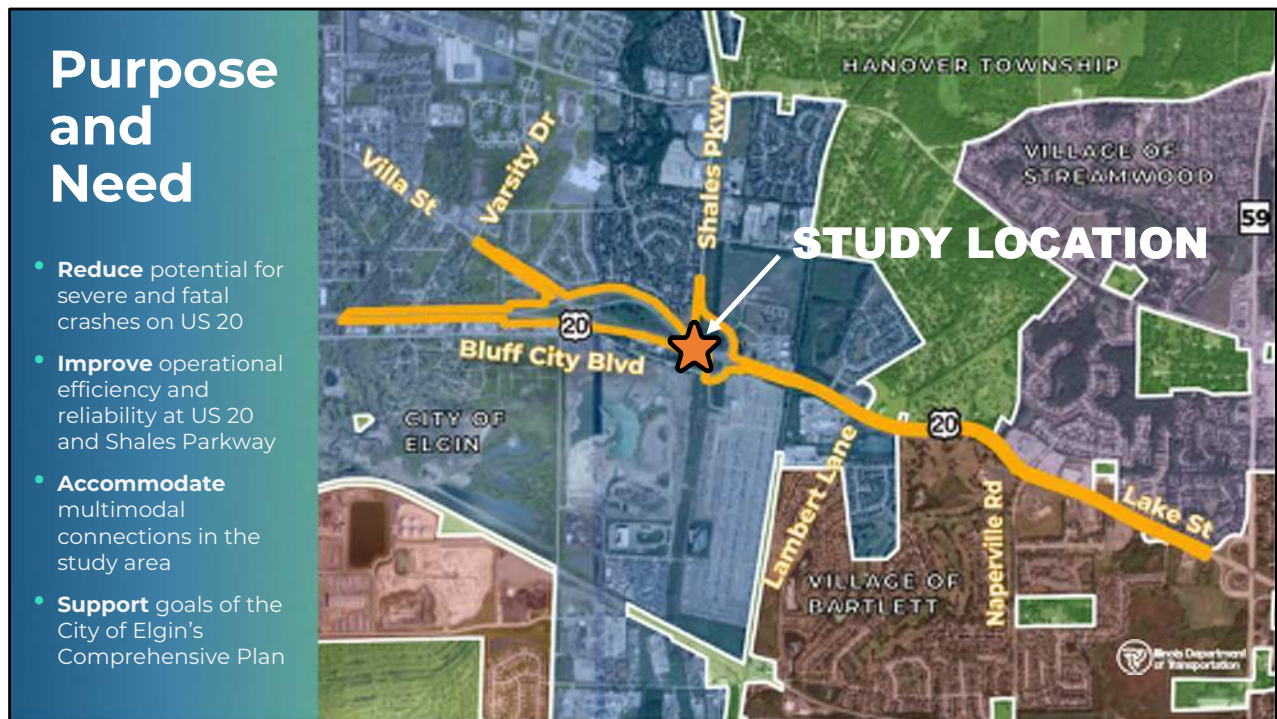
- The study’s first public involvement event was held virtually in September and October of 2021. This meeting provided an overview of the study process and schedule, including anticipated public involvement activities, presented the existing conditions, and gathered public input on the transportation issues and needs within the study area.
- The Community Advisory Group convened twice in December 2021, and June 2022 with IDOT, to share issues, voice concerns, as well as identify and evaluate potential alternatives and solutions. A third CAG meeting will be held in the coming months to discuss public feedback and updates related to this Public Meeting.

Public Involvement Summary



The following concerns and issues have been voiced about the US 20 at Shales Parkway intersection and surrounding area:

- **Safety:** Several existing conditions and operational factors within the study area contribute to safety issues. At Shales Parkway, US 20 transitions from a 55 miles per hour highway with a concrete barrier separated median to a 45 miles per hour arterial with a striped median. This transition, combined with limited sight distance over an existing bridge, increase the safety risks. Other safety comments pertained to driver safety, crashes, congestion, aggressive or reckless driving, lack of police enforcement, visibility, traffic signal delays, and back-ups.
- **Traffic:** Traffic congestion is a common occurrence at the intersection of US 20 and Shales Parkway. Public comments indicated concerns regarding increasing traffic at the intersection and at other intersections along the corridor.
- **Noise:** Increasing traffic noise in the area is disruptive to residents, with members of the public requesting noise abatement walls or sound barriers.
- **Truck Traffic:** In the study area, US 20 and IL 59 are state maintained Class II truck routes. In addition, there are several industrial parks and areas immediately surrounding the study area that trucks frequently visit, with future developments planned. The increase in truck traffic is a study area concern when it comes to the safety of local high school students, residents and commuters that travel the same route.



The project's Purpose and Need statement is developed from the project's problem statement and is based on the engineering review of existing conditions and public feedback provided during the past public engagement period and CAG meetings.

The purpose of the US 20 at Shales Parkway project is to improve safety, increase mobility and improve multimodal connections along the US 20 corridor while the need for this project is supported by high crash rates and the severity of the crashes.

This signalized intersection is identified as Safety Tier Critical, the highest tier, by IDOT's Division of Transportation Safety. The existing design and configuration of the intersection no longer accommodate travel demands.

Improvements are needed to:

- **Reduce** potential for severe and fatal crashes on US 20
- **Improve** operational efficiency and reliability at US 20 and Shales Parkway
- **Accommodate** multimodal connections in the study area
- **Support** goals of the City of Elgin's Comprehensive Plan

Draft Interchange Alternatives

- Feasibility Study (2017)
- Single Point Urban Interchange (SPUI) at Shales Parkway
- Diverging Diamond Interchange (DDI) west of Shales Parkway
- Roundabout west of Shales Parkway



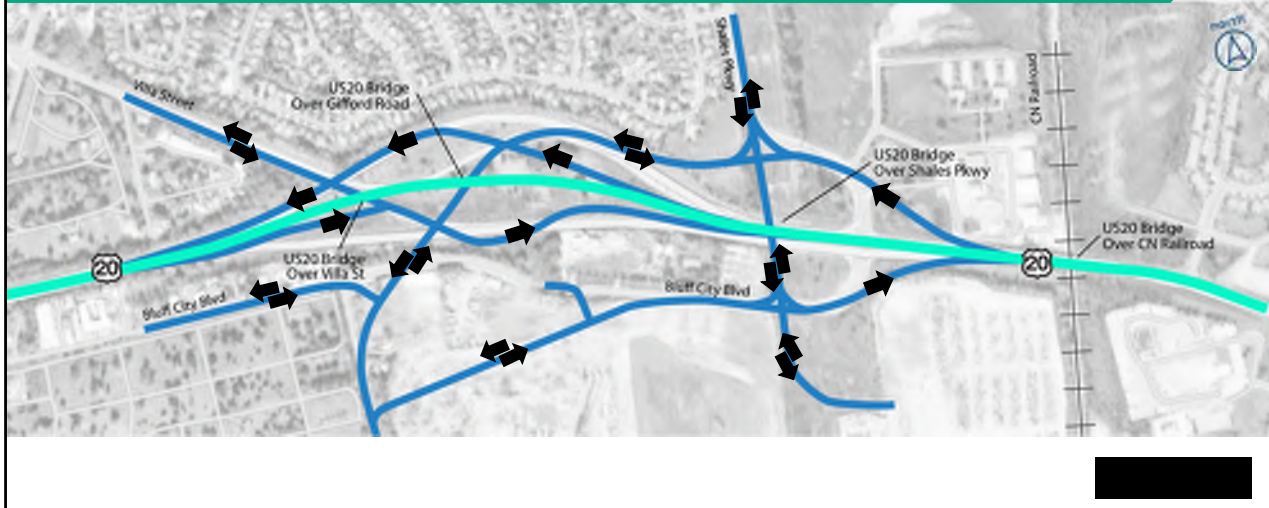
The study team has developed several draft interchange alternatives for public discussion and feedback.

All alternatives shown today are designed to meet the study's Purpose and Need statement based on engineering design. We are looking for your feedback on each of the concepts to help better refine and confirm the potential improvements to address the public's concern.

You can learn about interchange alternatives in detail from study team staff in the exhibit hall and ask any questions you may have.

Draft Interchange Alternatives

Feasibility Study - US 20 w/ IL 390 Extension (2017)

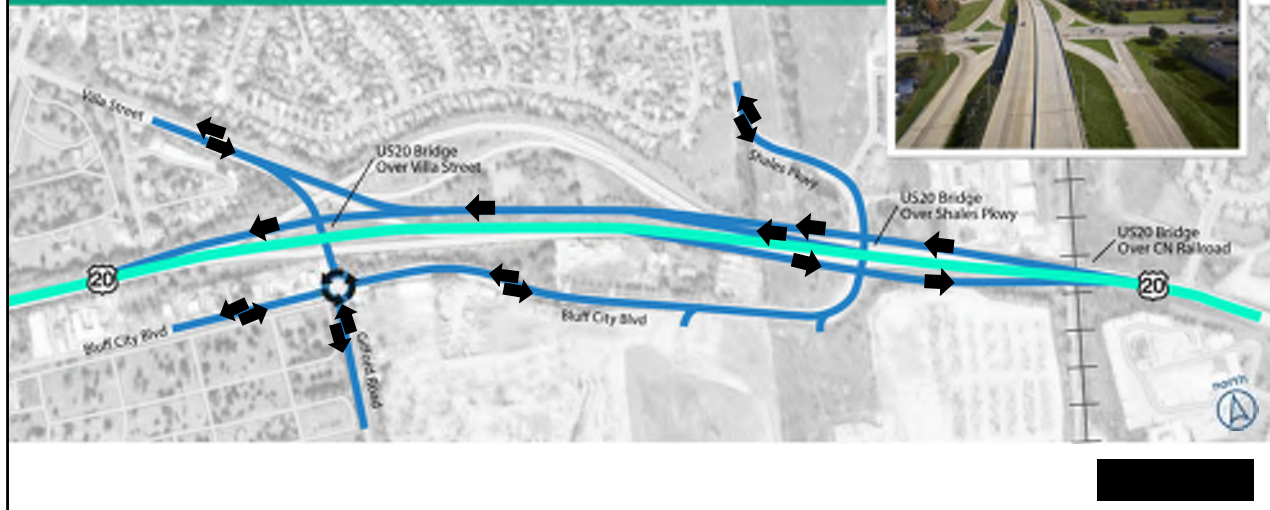


In 2017, IDOT conducted a feasibility study for US 20 to accommodate an extension of IL 390. The study produced this interchange alternative to serve the US 20 at Shales Parkway area.

The alternative proposes an elevated US 20 over Villa Street, Gifford Road, and Shales Parkway. The concept develops a new roadway to connect Shales Parkway directly to Gifford Road. The alternative provides a split interchange with local access to Shales Parkway and an updated Villa Street alignment.

Draft Interchange Alternatives

SPUI at Shales Parkway



This alternative is a single point urban interchange (SPUI). A local example of this type of interchange can be found just to the west at US 20 and McLean Boulevard in Elgin.

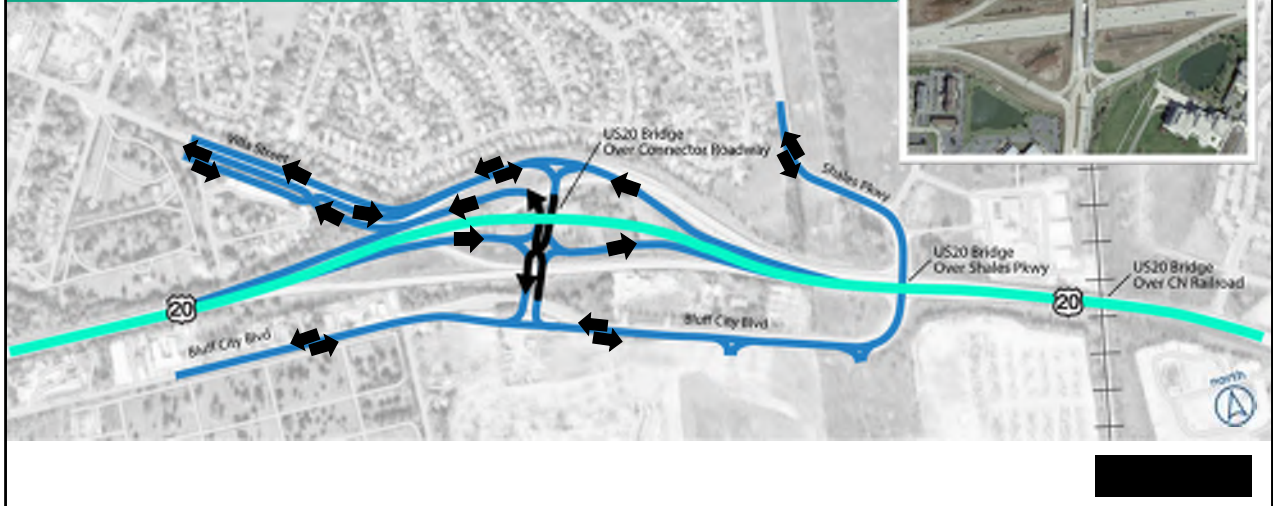
The proposed alternative elevates US 20 over a new north-south connector linking Villa Street and Bluff City Boulevard and over Shales Parkway. The SPUI alternative reduces the number of times a vehicle crosses paths to one location, which reduces opportunities for crashes.

In addition, a new roundabout is proposed at the intersections of Bluff City Boulevard, an extended Villa Street, and Gifford Road. The roundabout improves safety by slowing traffic speeds and reducing the number of conflict points.

All movements to and from US 20, Shales Parkway, and Villa Street are accommodated with this alternative.

Draft Interchange Alternatives

DDI west of Shales Parkway



This is an example of how a diverging diamond interchange (DDI) would serve the US 20 at Shales Parkway study area. The DDI has the potential to improve driver safety by reducing the number of vehicle conflict points. This interchange design proposes new US 20 bridges:

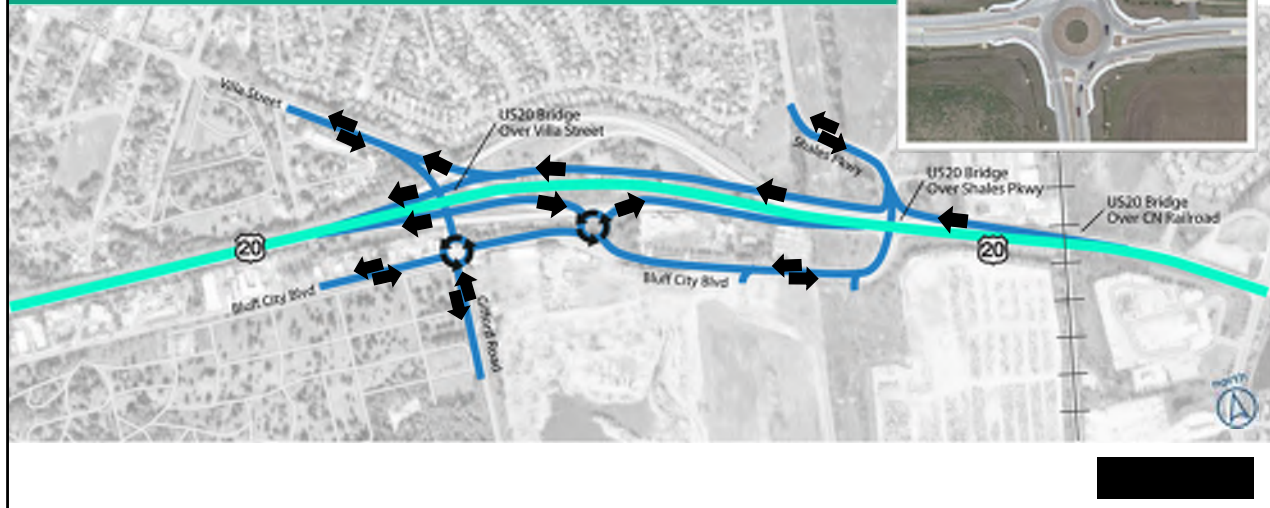
- Over a new, north-south connector roadway linking Villa Street and Bluff City Boulevard, and
- Over Shales Parkway

All existing access to and from US 20 for Villa Street and Shales Parkway is maintained with this alternative.

A local example of a DDI can be found at the IL 59 and I-88 intersection in Naperville.

Draft Interchange Alternatives

Roundabout west of Shales Parkway



This is an example of how a roundabout west of Shales Parkway would serve the US 20 study area. Roundabouts are designed for lower-speed driving with all traffic moving in the same direction, eliminating left turns across traffic and creating fewer stress points that can cause crashes. This interchange design proposes new US 20 bridges:

- Over a new, north-south connector roadway linking Villa Street and Bluff City Boulevard, and
- Over Shales Parkway

Like the SPUI interchange, this interchange design proposes a roundabout at the intersections of Bluff City Boulevard, an extended Villa Street, and Gifford Road. All movements to and from US 20, Shales Parkway, and Villa Street are accommodated with this alternative.

A local example of a roundabout can be found at the IL 23 and I-90 intersection in Marengo.

Median Improvements



Additionally, based on public feedback, safety improvements between Lambert Lane and IL 59 are being incorporated into this project. The study proposes replacing the painted and mountable medians with a raised median between approximately Lambert Lane to just west of the existing Squeaky G's Car Wash.

A raised median helps to indicate a change in the type of roadway, reduces head-on crashes, and provides channelization at intersections.

THANK YOU!

Please move to the exhibit room.

Share Your Feedback:

Email: Info@US20atShalesStudy.org

Mail: Illinois Department of Transportation

Attn: Lori Brown

201 West Center Court

Schaumburg, IL 60196

Website: US20atShalesStudy.org

CONTACT
INFORMATION
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COMMENT
SHEET



Illinois Department of Transportation

Thank you. All information from tonight's meeting, including this presentation and exhibits in the next room, are posted on the study's website.

Feedback on tonight's meeting and topics presented can be provided by:

- Completing a comment form available in the exhibit hall. Printed comment forms list out the following email, mailing, and website addresses.
- Sending an email to info@US20atShalesStudy.org.
- Mailing comments to Illinois Department of Transportation, Bureau of Programming, Attn: Lori Brown
- Submitting comments through the project website at www.us20atshalesstudy.org

Comments received by December 14, 2022, will be included as part of this meeting's public record.

At this time, we ask you to proceed into the exhibit room to continue learning about the project, including the study's developed alternatives.

Thank you again!