



US 20 at Shales Parkway Phase 1 Engineering Study

*Public Meeting
April 30, 2025*



The Illinois Department of Transportation welcomes you to the public meeting for the improvements of US 20 at Shales Parkway in Cook County. Information shared during this presentation is available on the project website and in the exhibit area.



Public Meeting Purpose

- Provide an overview of the study process and schedule
- Present the preferred improvement alternative
- Present proposed land acquisition
- Obtain public input on the project



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IDOT Project Phases



IDOT projects are typically implemented in three separate phases:

- Phase I includes preliminary engineering and environmental study. Issues are identified, current system or operational deficiencies are documented, alternative analysis studies are performed, and a preferred alternative is selected. Phase I completion is anticipated in 2025.
- Phase II includes contract plan preparation and land acquisition.
- Phase III is actual project construction, which is most visible to the public.

The estimated program cost for this roadway improvement project is \$163 million. Construction is included in IDOT's 2025-2030 Proposed Multi-Year Highway Improvement Program - known as MYP.

Public Involvement Summary



Virtual Public
Outreach Event

Public Information
Meeting #2

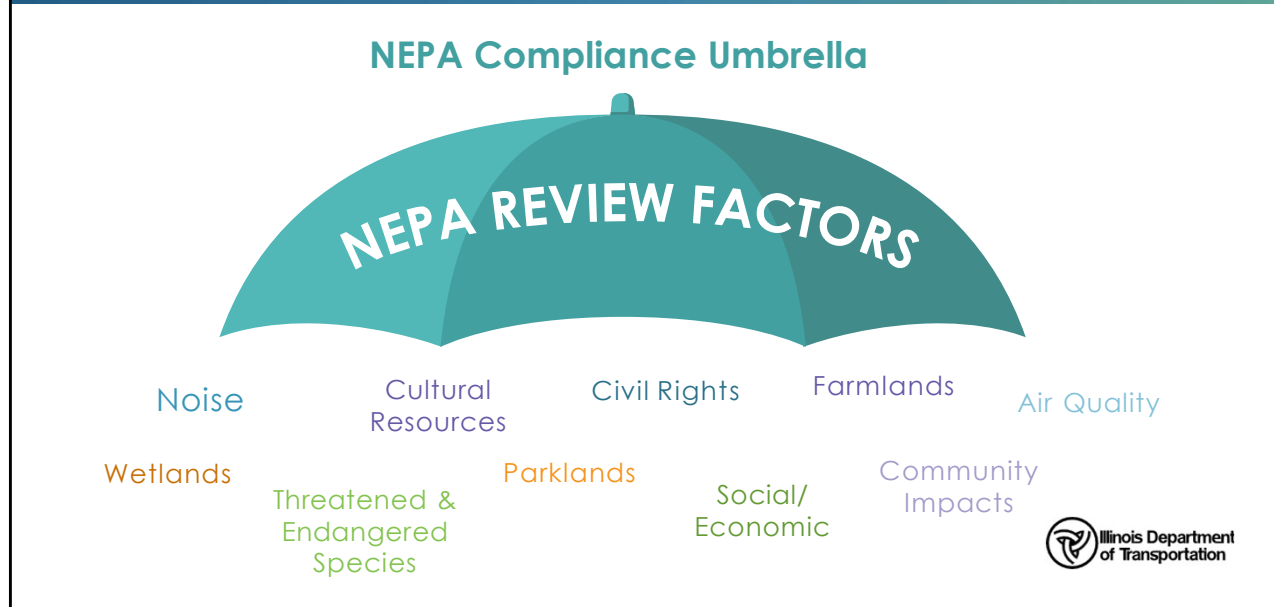
Community Advisory
Group (CAG)

A virtual public outreach event was held from September 10, 2021, through October 20, 2021, to provide an overview of the study process schedule, and anticipated public involvement activities, to present existing conditions, and to obtain public input on the transportation issues and needs within the study area.

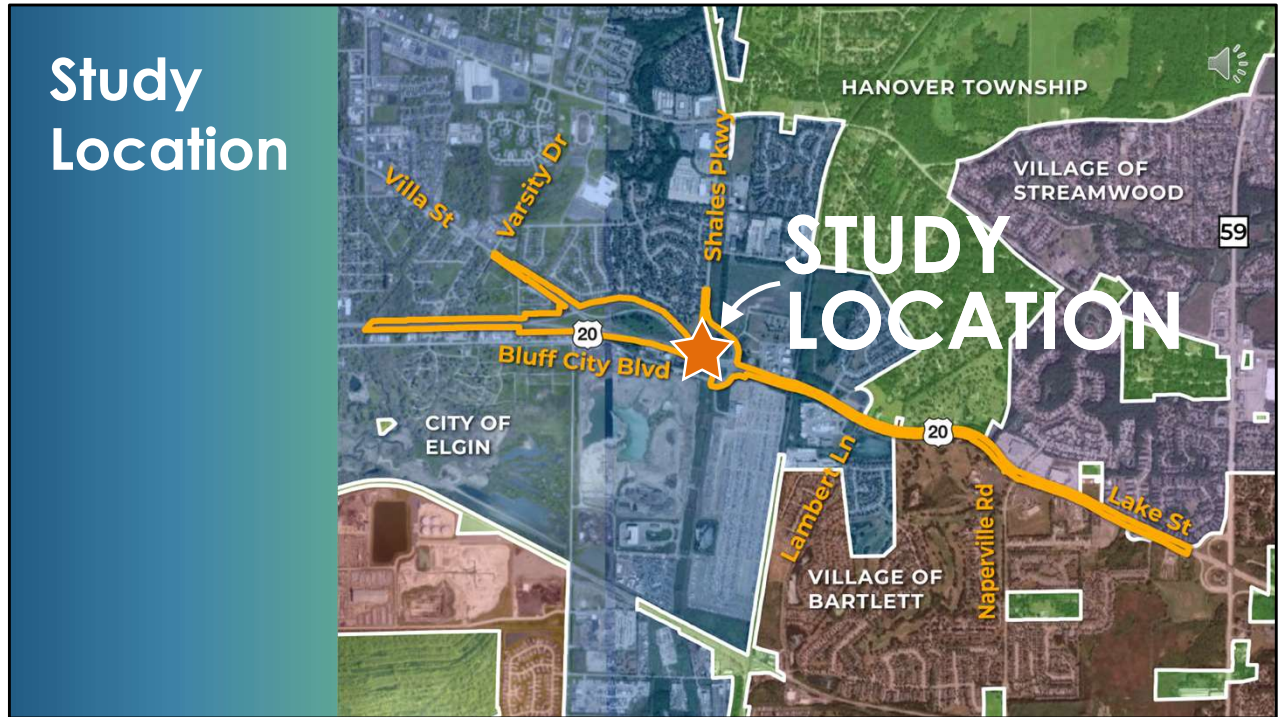
A public information meeting was held on November 16, 2022, to provide information regarding the study's process, schedule, and draft interchange alternatives, and to obtain public input on the draft interchange alternatives and proposed changes to US 20 from Lambert Lane to IL 59.

A community advisory group, or CAG was developed for this project and met three times, on December 8, 2021, June 29, 2022, and April 25, 2023. The CAG is a group of volunteer community stakeholders that shared project issues and concerns and help obtain feedback on the existing study and draft interchange alternatives to help develop the preferred alternative.

National Environmental Policy Act (NEPA)



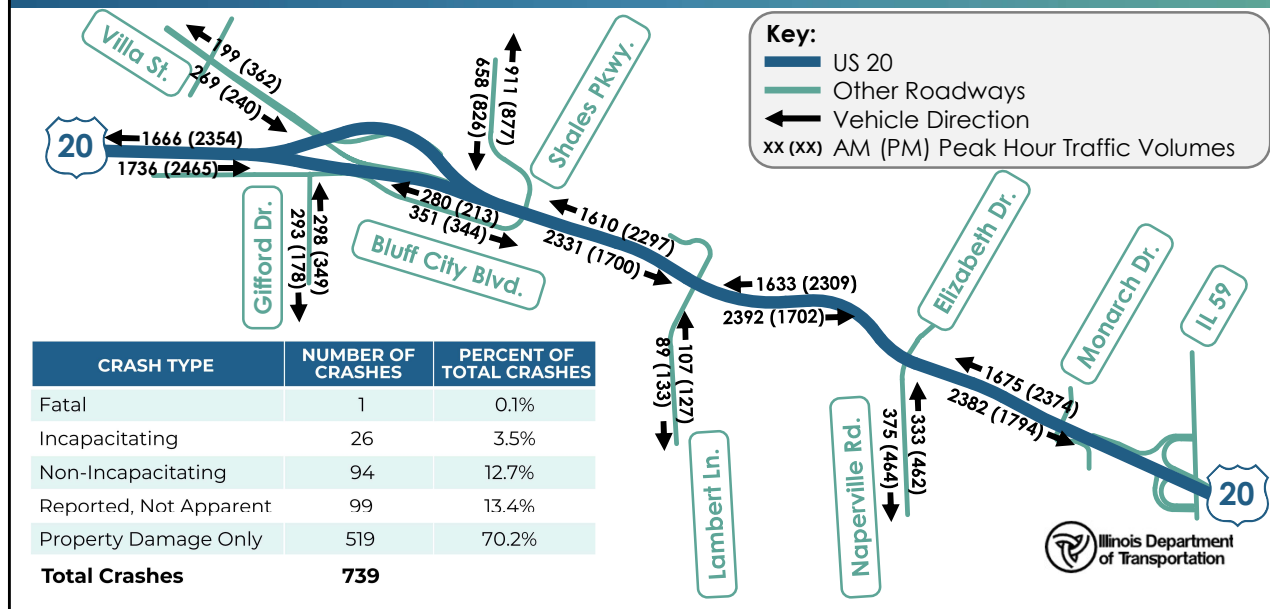
The National Environmental Policy Act of 1969, also known as NEPA, is a federal law that outlines policies to protect the environment. NEPA requires that federally funded projects seek to avoid, minimize, and mitigate impacts to the natural and built environment. Some of the considerations include wetlands, noise impacts, threatened & endangered species, cultural resources, and parklands. This study is being performed in compliance with NEPA requirements.



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.

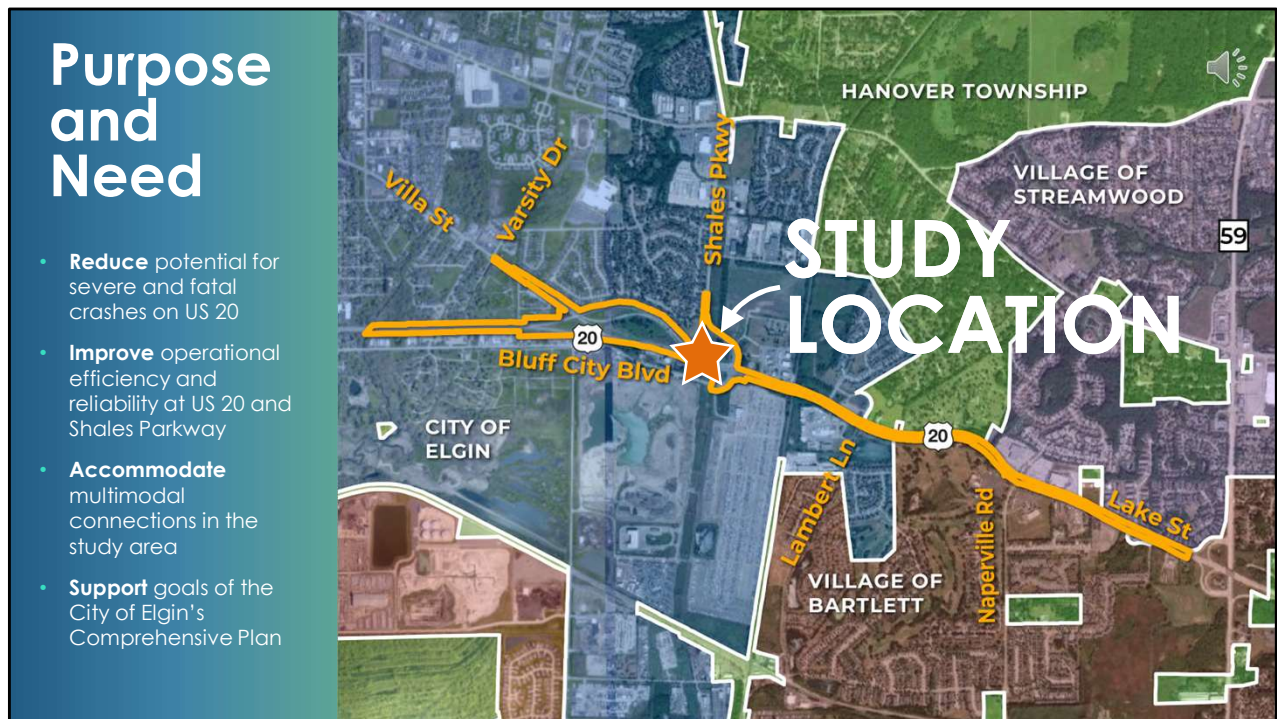
The study area also extends west of the intersection along US 20 to Poplar Creek and east of the intersection along US 20 to IL 59.

Traffic and Safety



The existing peak hourly traffic volume along US 20 ranges between 1,600 and 2,465 vehicles per hour in each direction. These traffic volumes are projected to increase to 2,215 and 3,160 by 2050, an increase of between 28% and 38%.

Five years of crash data has been analyzed. Between 2016 and 2021, there have been a total of 739 crashes. Of those, 1 crash involved a fatality, 26 crashes involved incapacitating injuries, 94 involved non-incapacitating injuries, and 99 crashes had injuries reported that were not apparent. 519 crashes involved property damage only.



The project's Purpose and Need was developed with feedback from the first Community Advisory Group meeting and subsequent engineering analysis.

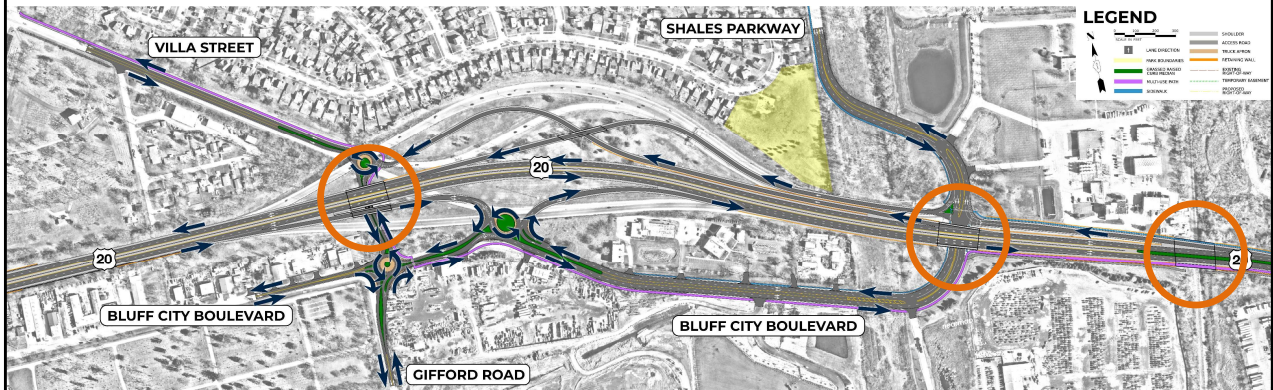
Improvements are needed to:

- **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

The full Purpose and Need document is available for review in the exhibit area and on the project website.

Preferred Alternative: Roundabout

US 20 at Shales Parkway – West Side



Stakeholders have identified the US 20 at Shales Parkway intersection as a major local traffic issue. IDOT's proposed roadway improvements, called the Preferred Alternative, addresses existing and future transportation mobility, operational deficiencies, and improve safety in the study area.

The Preferred Alternative proposes a variety of improvements including:

- Reconstructing the area by creating a grade-separation at US 20 and Shales Parkway. A grade-

separated intersection is when one road crosses over another. In this case, US 20 will be reconstructed and elevated to cross over Shales Parkway using a bridge.

- US 20 will also be elevated to cross over a new, north-south connector roadway linking Villa Street, Bluff City Boulevard, and Gifford Road.
- The existing US 20 bridge over the Canadian National Railway will also be replaced, as the bridge is near the end of its service life and is geometrically obsolete. "Geometrically obsolete" means the bridge does not meet today's design standards.
- A shared-use path and additional sidewalks will be constructed to address the absence of multimodal connections in the study area.

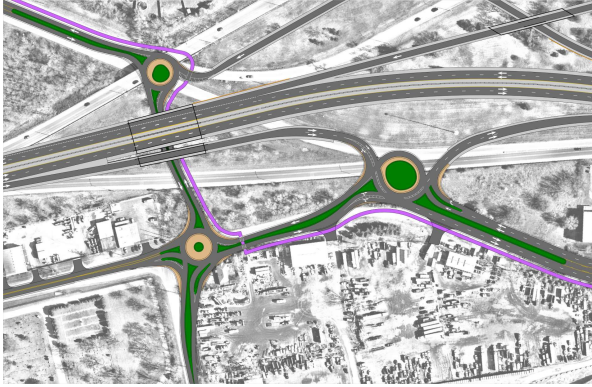
These improvements will address the project's Purpose and Need by providing a roadway network that both reduces the potential for sever and fatal crashes on US 20 while improving operational efficiencies and reliability at US 20 and Shales Parkway. These improvements will also accommodate multi-modal connections in the study area by providing shared-use path and sidewalk connection and will support the goals of the City of Elgin's Comprehensive Plan. The specific goals of the Comprehensive plan this project supports are:

- Providing Opportunities for Economic

Development

- Strengthening Transportation and Mobility
- Avoiding impacts to parks

Roundabout Benefits

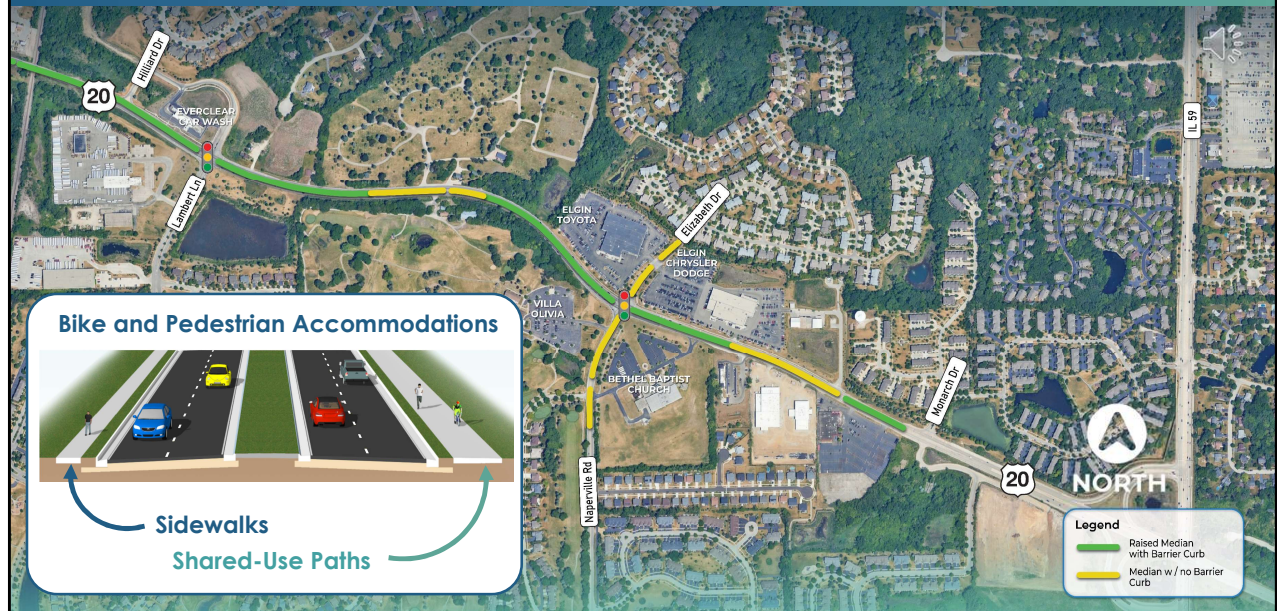


- Safer Intersections
- Slower Speeds
- Efficient traffic Flow
- Reduction in Pollution and Fuel Use
- Money Saved
- Community Benefits



According to the US Department of Transportation Federal Highway Administration, roundabouts have up to a 90% reduction in fatalities with fewer cross-traffic conflict points than a 4-way intersection. The design of a roundabout requires slower speeds which provide drivers with more time to react and keeps pedestrians safer. They are efficient and can provide a 30%-50% increase in traffic flows. This increased efficiency in traffic flow reduces pollution. They also provide community benefits with traffic calming and aesthetic landscaping.

Median & Intersection Safety Improvements



Based on public feedback, the Preferred Alternative proposes safety improvements between Lambert Lane and IL 59. The alternative proposes replacing the existing mountable medians with both raised and painted medians.

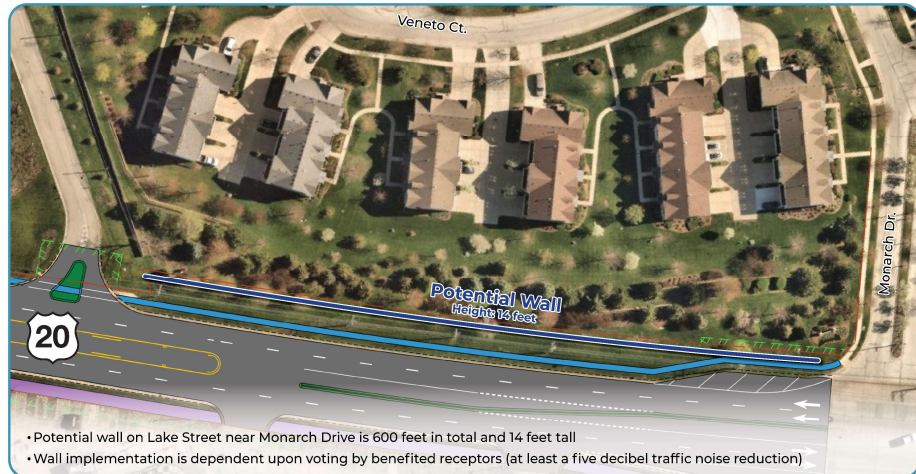
Medians help to indicate a change in the type of roadway, reduce head-on crashes and provide channelization at intersections.

Sidewalks and a shared-use path will also be included with this project to improve safety for pedestrians and bicyclists while providing regional connectivity for those facilities. Along US 20, a sidewalk will typically be built on the north side of the road, and a shared-use path will be built on the south side of the road, from Shales Parkway to Monarch Drive. A sidewalk is also proposed along Bluff City Boulevard and Shales Parkway providing connectivity from the businesses and institutions along Bluff City Boulevard to the neighborhood north of the project along Shales Parkway. From Shales Parkway, the proposed shared-use path will extend along Bluff City Boulevard west making a connection to the neighborhoods along Villa Street.

Traffic Noise Study



- One wall found to be feasible and reasonable along Lake Street near Monarch Drive
- Proposed wall is 14 feet tall and 600 feet long
- Wall implementation is dependent upon voting by benefitted receptors (5+ decibel traffic noise reduction)



- Potential wall on Lake Street near Monarch Drive is 600 feet in total and 14 feet tall
- Wall implementation is dependent upon voting by benefitted receptors (at least a five decibel traffic noise reduction)



A noise study was performed to evaluate proposed US 20 at Shales Parkway improvements' impacts. One potential noise abatement wall was found to be feasible and reasonable along Lake Street near Monarch drive. The proposed wall height is 14 feet tall.

Property owners and tenants that would achieve a benefit will have an opportunity to vote on whether the noise wall should be installed. The viewpoint solicitation was recently mailed to those benefitted by the walls. Additional information regarding the noise study is available on the project website and in the exhibit area.

Please note that other noise abatement walls are planned for other areas along US 20 near the proposed Shales Boulevard interchange as part of other IDOT transportation projects.

IDOT Land Acquisition Process

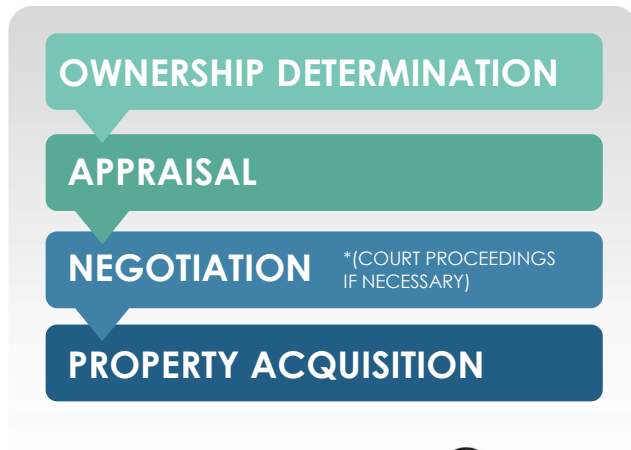


Land Acquisition Breakdown

Acquisition Types	Total Number of Parcels	Total Area (Acres)
Proposed Fee Simple Acquisition	44	6.95
Proposed Temporary Easement	27	1.66
Proposed Permanent Easement	1	0.08

- If you have any questions about land acquisition, please speak with an IDOT representative during tonight's meeting.

Land Acquisition Process



For this project, there will be 6.95 acres of proposed ROW needed from 44 properties, 1.66 acres of temporary construction easements from 27 properties, and 0.08 acres of permanent drainage easement from one property.

IDOT's process for land acquisition complies with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act - known as URA. The following activities would not begin until the Phase I Study is complete.

- Step 1: Determine ownership and prepare plat of survey
- Step 2: Prepare independent appraisal
- Step 3: Negotiations with property owners. If an agreement on the land acquisition price cannot be reached or if there are title issues or liens on properties, court proceedings will be required.
- Step 4: Property Acquisition:

The land acquisition process typically requires between 1 and 3 years. If you have any questions about land acquisition, please speak with an IDOT representative during tonight's meeting.

Please Provide Your Comments!



- Comment form
- Project website
- Email
- Mail
- Comment period ends on May 30, 2025



You may provide your comments to the project team through the following methods:

- Completing a comment form and dropping it in the comment box
- Through the project website
- Email
- Mailing in the comment form

Contact information and comment forms are available in the meeting brochure and at the registration table. Comments received by May 30, 2025, will be included as part of the meeting's official public record.

Next Step – Phase 1 Study



- Public comments received by May 30, 2025 will be evaluated
- Refine design
- Complete Phase I Study



Your interest and input are critical to the success of this project! All comments received will be considered in the study.

Comments must be received by no later than May 30, 2025. All comments received by then will be evaluated and included as part of the meeting's official public record.

After the meeting, IDOT will refine the design and complete the Phase I study.



Thank you for attending.

This presentation will restart momentarily.



Thank you for attending tonight's public meeting. If you have not already, please review the exhibits and discuss them with the project study team in the adjacent room. All material from tonight's meeting is available on the project's website. This presentation will restart from the beginning momentarily.