

US 20 at Shales Parkway Phase I Engineering Study

P-91-027-20

Public Information Meeting #3 April 30, 2025

The Illinois Department of Transportation (Department) hosted its third Public Information Meeting for the Preliminary Engineering and Environmental Study (Phase I) for the improvement of US Route 20 at Shales Parkway. In addition to the in-person meeting, the Department shared details on the study through the project website. Public comments received by May 30, 2025, were included as part of the official public information meeting record.

Public Information Meeting #3 was held on April 30, 2025, at the Centre of Elgin. 48 participants attended the meeting in-person, and the project team received 12 public comments during the event. At the meeting, attendees were invited to watch a pre-recorded presentation, ask project team members questions, and view exhibits and maps that presented the project location and study area, the study process, the project's purpose and need, crash history, existing and future traffic, preferred alternative, US 20 safety improvements between Lambert Lane and Illinois Route 59, and the next steps. In addition, participants received an informational brochure that provided an overview of the study area, the project's purpose and need, preferred alternative, and the US 20 safety improvements between Lambert Lane and Illinois Route 59. Comment forms were made widely available at the Public Information Meeting #3 and were included in each brochure provided to attendees at the meeting. Participants were invited to submit comments using the form available at the meeting, via mail, or through the online comment form found on the website. Representatives from the following public agencies were either in attendance during the meeting or submitted a public comment: City of Elgin, Village of Bartlett Public Works Department, Illinois Department of Natural Resources, and the Kane County Division of Transportation.

All Public Information Meeting #3 materials were posted on the study's website beginning April 3, 2025. The study website is an all-inclusive resource for public education by providing study information, existing conditions and data through various landing pages and a dedicated Public Meetings page, which features Public Information Meeting #3 materials. Materials posted on the website for Public Information Meeting #3 included a presentation in both audio-visual and PDF formats. Public Information Meeting #3 was promoted on the study website's Home page and listed in the What's Happening section. Home page promotion elements were hyperlinked and if clicked on, brought participants to the Public Information Meeting #3 materials located on the Public Meetings page. Between April 3, 2025 and May 30, 2025, the project website had 2,074 views and 885 unique visits.

Members of the public had multiple public comment submittal options. First, meeting attendees received public comment forms at the Public Information Meeting #3 and could submit forms in-person or by submitting them to the Department by mail. Second, comment forms could be digitally submitted

through the project website via an embedded comment form and non-digitally using a downloadable comment form for mailing. Last, comments could be submitted via email to the study team. A total of 29 comment forms or email comments were received during the 30-day comment period.

Public Information Meeting #3 advertisements were published in the April 9, 2025 edition of the Elgin Courier-News newspaper and a second time in the April 23, 2025 edition of the publication. Letter notifications were sent to 56 elected or appointed officials and 42 resource agencies and representatives of local jurisdictions. Postcard invitations were sent to 3,625 members of the public, including property owners, residents, and businesses along the corridor.

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ATTACHMENT 1

Public Comments Summary

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**Comments were received during the Public Meeting #3 on April 30, 2025, as well as through the study's website and email address between April 3, 2025 and May 30, 2025.*

Lambert Lane Intersection

Public comment related to driver and pedestrian safety, high traffic volumes, high speeds, and noise levels at the Lambert Lane and US 20 intersection.

Comment 1: Michelle Bach, Elgin Resident

Submitted during Public Information Meeting #3

For Lambert Lane on south side of Lake Street mark as right hand turn only.

For NB traffic on south side of Lambert dedicated lane to turn left, lane to continue straight onto Lambert and dedicated right turn lane onto East bound Lake St.

Both sides of Lambert Ln at Lake Street light is elevated. To continue straight on Lambert from north side (car wash side) you can not see what is coming from south side because of road slants.

Wider median at Lambert & Lake for more protection in WB left turn lane from Lake onto South bound Lambert.

Comment 2: Robert Bach & Michelle Bach, Elgin Resident

Submitted during Public Information Meeting #3

Make the median much wider on 20 (lake) at Lambert intersection.

Higher raised median that is wider to better protect the cars in the west bound Rte. 20 left hand turn onto south bound Lambert.

There will be no slowing point for east bound Rte. 20 traffic until Lambert. Trucks and cars driving above 70 miles per hour. This left hand turn land needs more protection a six inch curb is nothing for a full dump truck to hit. No protection for car in left hand turn land (WB) at Lambert.

Zero enforcement of speeders at Lambert between Elgin & Bartlett. (Red light cameras??)

Make left turn lanes at Lambert from Lake St. specifically on WB Lake Street to south bound Lambert a double left. Left had turn on green only is much safer, but ma back up traffic at peak times on Lake St.

Reduce speed & digital speed indicator signs should be installed for EB Lake St. as EB traffic approaches Lambert intersection. There is no slow point until Lamber for EB traffic flow. Lambert is residential primarily w/commercial mixed in. Two logistics companies on Lambert, one truck/semi can get through on left arrow.

Comment 3: Betsy Baron, Elgin Resident

Submitted May 30, 2025, via project e-mail

Good afternoon, I'm writing because I'm highly concerned about your proposed project on Shales Parkway and US 20. I live off of Lambert Rd. and this is already a VERY dangerous intersection and believe that it will be only more dangerous being the very first stoplight intersection. What is going to be done to make sure this intersection is safe for us that will have to be making a left hand turn onto Lambert? Have you done a study to see how many accidents there are here already because I'm pretty sures it is pretty high up there. People already fly thru this intersection at high rates of speed faster than 50mph. Eliminating that light at Shales is an absolute horrible idea. There has to be another way to assure all the home owners in the Castle Creek Division are safe when leaving and entering our homes. Thank you.

Comment 4: Bob Bach, Bartlett Resident

Submitted May 30, 2025, via project e-mail

The Lambert/Route 20 intersection poses serious safety risks due to excessive vehicle speeds, frequent red-light running, poor lighting, sharp curves elevation challenges, and inadequate signal timing. These issues affect all drivers trying to safely enter or exit nearby neighborhoods. I have lived in the Castle Creek neighborhood for 20 years, and there have been many accidents and injuries at this intersection which me and my family heavily use.

Traffic violations are common, especially from vehicles traveling eastbound at high speeds from the Elgin bypass. The removal of the Shales Parkway intersection means Lambert will now be the first signal drivers encounter, increasing the risk of collisions from drivers who fail to slow down or stop.

To address these dangers, I strongly urge IDOT to implement additional safety measures including:

- A reduced speed zone between Naperville Rd and Shale*
- Flashing digital signage warning of the upcoming light*
- Speed feedback signs*
- Improved lighting*
- Extended and possibly dual turn lanes from Route 20 onto Lambert*

Thank you for considering these comments to improve safety at this intersection before finalizing the design.

Comment 5: Cynthia Lund, Bartlett Resident

Submitted May 30, 2025, via project e-mail

To whom it may concern, this project was brought to my attention and I'd like to voice my concern as to how this may impact the future safety of our subdivision entrance. As it stands today, vehicles are approaching Lambert Lane at a very high speed and drivers continue to use US 20 as a highway after passing Shales Parkway. If the highway continues until the first stoplight at Lambert Lane in the future, I fear that there may be many more accidents at this intersection. I'm already afraid to sit at this intersection waiting to turn into my subdivision as there are no barriers separating the two directions. Vehicles and trucks traveling at high speeds are a concern as they approach me sitting facing them as I wait to turn. All it takes is someone to veer slightly over the line and it could be fatal.

Please take this into consideration as well as the lives of many families that are just leaving or coming home. I'm all for change, but please consider making things as safe as possible for people to leave and return home safely! Thank you! A concerned Castle Creek homeowner.

Comment 6: Jamie Michalsen, Bartlett Resident

Submitted May 29, 2025, via project e-mail

Hello, I'm a very concerned resident of Castle Creek in Bartlett. I understand the IDOT U.S. Rte. 20 at Shales Parkway Project will eliminate the light at the intersection. However, this will only push the current traffic issues down towards the Lambert Lane intersection Instead – a residential area!

Has IDOT performed a traffic/accident study on the Lambert and Rte. 20 intersection too? Does it fare worse or better than the Shales intersection?

Please develop an alternative plan – there will be more accidents at the Lambert intersection than there are today. Thank you.

Comment 7: Jennifer Cones, Bartlett Resident

Submitted May 29, 2025, via project e-mail

Please consider that the stop light at Lambert Lane and US 20 is the first and only stop light between Shales Parkway and Villa Street. As such, traffic in this area travels at high speeds. It's also dangerous because of the amount of trucks and large Semi/tractor trailers due to the local trucking companies. The hill when traveling eastbound from Shales also creates an added blind spot at these high speeds with large vehicles around.

All things I hope you're addressing with this project as there are many young families with teenagers and kids turning in and out of the neighborhoods on both the north and south sides of US20 from Lambert.

The speed of the vehicles should also be considered if adding the path near the road as people have been hit on the US20 in the area before. Thank you,

Comment 8: Julia and Chris O'Quinn, Bartlett Resident

Submitted May 29, 2025, via project e-mail

To Whom It May Concern.

I am writing to express my strong opposition to the proposed U.S. Route 20 at Shales Parkway Project, particularly as it relates to the elimination of the Shales Parkway intersection and the redirection of eastbound Route 20 traffic flow to the Lambert Lane traffic signal.

As a resident of the affected area, I urge the Illinois Department of Transportation to reconsider this plan due to serious concerns for public safety, increased traffic hazards, and disruptions to residential life, both during and after construction.

1. Safety Risks at the Lambert Intersection

With the proposed removal of the Shales Parkway traffic signal, the Lambert Lane intersection will become the first controlled stop for eastbound traffic – directly following a newly constructed overpass that encourages higher speeds. Route 20 is already known for heavy truck traffic, excessive speeding, and a high frequency of accidents. The removal of a key signalized intersection at Shales will only accelerate traffic further east, increasing the likelihood of high-speed collisions at the Lambert intersection, where residents must safely enter and exit their neighborhood.

The safety of our community members, including children, elderly residents, and commuters, must remain a top priority. Encouraging faster traffic flow while reducing controlled intersections directly undermines public safety in this densely populated residential corridor.

2. Ongoing Disruption to the Residential Community

This project will also bring significant short – and long-term disruptions to residents living near the construction zone. During construction we can expect:

- *Increased noise pollution*
- *Detours and delays impacting daily travel*
- *Potential Access limitation for emergency vehicles*

Post-construction, the quality of life in our neighborhood will be permanently affected. Higher traffic volumes, increased noise, and a more dangerous intersection at Lambert will make it more difficult for families to feel safe.

Furthermore, these changes will likely result in a decline in local property values. Homebuyers are less inclined to invest in areas adjacent to dangerous or high-traffic intersections, especially when those

intersections replace previously safety, signal-controlled crossings like Shales Parkway. The increased traffic flow and reduced accessibility diminish the appeal of our community and may have lasting economic consequences for homeowners.

3. Lack of Consideration for Local Input and Alternatives

It is disappointing to see a project of this scale moving forward with a design that appears to prioritize through-traffic over the lived safety experience of the surrounding community. The proposed changes do not seem to reflect meaningful engagement with residents who will be most affected by the decision. Safer alternative, such as retaining signalized intersections or implementing traffic-calming measures, must be explored before final approval is granted.

While IDOT has invited public comment, I sincerely hope this outreach is not simply procedural. Our community deserves to have its genuine safety concerns reflected in the final decisions. Projects of this scale should not move forward without serious consideration of their long-term impact on the residents they directly affect.

In conclusion, I respectfully urge IDOT to halt or revise this project in light of its negative safety implications and the profound disruption it poses to our community. Prioritizing vehicle speed and volume over residential well-being is a dangerous precedent, and we ask that IDOT return to the table with solutions that reflect a true commitment to public safety. Thank you for your time and consideration.

Comment 9: Lorne Iverson, Elgin Resident

Submitted May 30, 2025, via project e-mail

To whom it may concern,

My name is Lorne Iverson, I live at 1714 Belcourt Lane, Elgin, IL and I am a registered voter. My house and property are in sight (across the retention pond) from the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). I have recently been made aware of proposed changes to the traffic flow and volume of foot traffic through the intersection of Lambert Lane and Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street).

I see a variety of concerns regarding these changes. Please see the below itemized list and attached supporting picture.

- 1. On a consistent basis (higher than surrounding intersections) there have been accidents at the corner of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). I cannot tell you how many times the blue and red flashing lights have bounced around inside our home as the local police sort out an accident or incident. If there is no other street light slowing traffic between Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) and the speed limit of 55 MPH (west of the intersection) I would expect there to be more accidents and incidents occurring in the future as a result of the proposed changes in the routing of traffic over the current Stop Light intersection before coming to Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street).*

2. *With the planned building of a Thornton's Gas station on the North East corner of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) there will be additional vehicle traffic to the intersection. Currently there are an above average number of issues with vehicle to vehicle accidents at this intersection. Adding more vehicle traffic to the intersection will only increase the risk and number of vehicle to vehicle accidents at the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street).*
3. *With the planned building of the Thornton's Gas Station on the North East corner of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) there will be a dramatic increase in foot traffic crossing Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) intersection. Currently there are no provisions for the safe walking through the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). Based on the already higher than average accident numbers between vehicles. How soon till there are regular accidents between People and Vehicles.*
4. *The removal of the stop light at the Shales Parkway/Bluff City Boulevard and Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) intersection will be able to easily ignore the speed limits and arrive into the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) at speeds exceeding the posted limits and above the speed limit of 55 MPH on the western side of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). Trucks and vehicles will have a harder time stopping if there are people in the walkways as there are no previous stop lights to check the speed.*
5. *Even with the current light at the corner of Shales Parkway/Bluff City Boulevard and Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) there recently was a truck that lost control and drove into the current stoplight at the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). The out of control truck also knocked down a couple of trees as well. Thankfully there were no other vehicles involved in the incident. I have attached a photo of the Temporary Stop Light that was erected to replace the stop light that was destroyed by the out of control truck. Had there been more traffic on the road or people waiting to cross the street people's lives would have been directly at risk from the out of control truck.*
6. *I have almost been hit multiple times by trucks ignoring the stop light at Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). I have had the green arrow to turn onto Route 20 and almost been hit many times by trucks ignoring the traffic laws. How much worse will it be if there is additional traffic due to the planned Thornton's Gas Station and no previous stop light (Shales and Route 20) to slow the traffic moving East Bound into the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street)?*

Due to the Planned Thornton's Gas Station and Proposed Temple on the north side of the intersections of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street) there will be much additional traffic (both Vehicle and Foot Traffic) through the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street).

Please do not remove the safeguard of the stop light at the intersection of Shales Parkway/Bluff City Boulevard and Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street). That stop light acts as a check/speed bump to help reduce the speed of vehicles into the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street).

As things are now there are an over-overage number of accidents at the intersection of Lambert Lane and Route 20 (U.S. Grant Memorial Highway/Lake Street. Do we want to risk more vehicle to vehicle and potential vehicle to person accidents due to speed/out of control vehicles/ignorance of traffic laws? I hope NOT.

Please consider these issues as witnessed by a long time (19 year) resident of 1714 Belcourt Lane Elgin, IL. Please feel free to contact me for further information and to discuss the proposed changes. Thanks and Best Regards.

Comment 10: Michelle Bach, Bartlett Resident

Submitted May 30, 2025, via project e-mail

To IDOT US 20 at Shales Project Team.

I am writing to submit a public comment regarding safety concerns for the US 20 at Shales Project specifically for the Lambert/Rte. 20 intersection.

I have been a resident of the Castle Creek community for 20 years and my aging parents have been residents of the Oak Ridge community since 2022. Our family and both our residential communities on the South and North sides of Rte. 20 at Lambert use Lambert/Rte. 20 intersection to enter and exit our respective neighborhoods. Rte. 20 between Shales and Naperville Rd has been a dangerous Stretch of road my whole time living in this area. I am increasingly concerned about excessive vehicle speeds for Rte. 20 flow, vehicles traveling on Rte. 20 running the Traffic signal at Lambert, accidents that occur between Shales and Naperville Rd, the elevation/road grade on Lambert in both direction approaching Rt. 20, the timing of the green light to access Rte. 20 from Lambert and the turn signal timing to turn from Rte. 20 onto Lambert. These conditions present a serious risk to the safety of residents and travelers, particularly the residents who use Lambert at Rte. 20 to enter/exit our residential communities for north the South and North side of Rte. 20.

I would encourage your Project Team to spend several days personally driving and attempting to enter/exit our communities from every direction of the Rte. 20/Lambert intersection during peak travel times to fully understand the safety risks our residents face every day at this intersection. If you spoke with every driver in both our communities and the truckers from MSD and Estes Logistic companies located off of Rte. 20 at Lambert you would hear about the safety concerns each of our residents/drivers has personally witnessed and experienced using this intersection. I average using that intersection 4 times a day on a work day and would say that 50% of the time I see a minimum of one traffic light violation for Rte. 20 traffic flow because many vehicles are travelling at much higher rates of speed than

the posted speed limit and these drivers choose to not stop for the traffic light. The most recent accident on Rte. 20 at Lambert was in the early morning hours of May 9th around 12:00am. We still have the traffic signal down as of this morning with a temporary traffic light in place, along with major landscaping damaged to our community green space. It was the middle of the night and I do not have the specifics, but I understand a semi is what ended up in our green space near our community pond along Rte. 20. Emergency responders were out there working the accident scene for at least 5 hours. (pics of remaining damage attached)

I have been closely following the Rte. 20 at Shales Project. I attended both of the public meetings #2 & #3 held in November 2022 and April 30, 2025 at The Centre of Elgin. I have given feedback about the safety concerns for those of us who use the Rte. 20 and Lambert intersection. I am so disappointed that the latest project update shared on April 30th now has Lambert as the first traffic light for Eastbound Rte. 20 traffic flow coming off the Elgin bypass due to the elimination of the Shales intersection. This is frightening and feels like IDOT has developed an even more dangerous intersection for our community members on the South and North sides of Rte. 20 at Lambert. I expect even more vehicles that are flying along on Rte. 20, especially Eastbound, will struggle to stop at our traffic signal at Lambert. For that reason I urge IDOT to please rethink the plan and make more revisions to further improve safety at the Lambert intersection. I fear we will have more deadly accidents at this intersection if the plan is not revised by IDOT.

What additional safety measures can IDOT build into the project to have Rte. 20 traffic flow reduce their speed and prepared to stop for the traffic light at Lambert? Can there be a significantly reduced speed zone between Shales and Lambert (ideally between Naperville and Shales)? It would be nice to see digital speed indicator signs and huge digital signs to indicate the bypass is ending for Eastbound traffic flow, flashing reduced speed and traffic light ahead signs saying be prepared to stop.

With the elimination of the Shales intersection, what will be the impact to the emergency response time to our East side of Elgin neighborhoods from the Elgin Fire House Station #5 located along Villa? How will Elgin emergency responders be able to access our Castle Creek and Oak Ridge communities during this major construction project? Has it been discussed as to what the increase will be to the emergency response time for our closest Elgin emergency responders to get to our Rte. 20 and Lambert communities based on the current proposed plans?

I respectfully urge the Illinois Department of Transportation to seek more solutions to help with safety at Lambert prior to approving the design. Please hear us on this and help with a solution to avoid motorists being killed as they are using the Lambert Intersection.

I feel pedestrian pathways and bike pathways are the least necessary in this horrible stretch of Rte. 20 between Naperville Rd. and Shales. We would not dare to attempt to walk across Lake Street as pedestrians at Lambert or walk/ride along Rte. 20 unless we had a death wish based on the current state of Rte. 20. Unless there are improved safety barriers, reduced speeds and a pedestrian overpass over Rte.

20 we should shift focus from pedestrians/cyclists using this unsafe stretch of road and focus on further safety improvements.

I appreciate IDOT carefully considering all public comments related to the Rte. 20 at Shales project to determine what additional safety improvements can be added to help make Lambert/Route 20 intersection safer. The left hand turn on green arrow only is a start, but it is far from enough. The turn lanes on Lake Street in both directions to turn onto Lambert need to be extended and maybe have double lefts onto Lambert from Westbound and Eastbound Rte. 20. Especially for Westbound Rte. 20 since truck companies (Estes & MSD) are located on the South side of Rte. 20 off of Lambert.

The City of Elgin is currently reviewing a zoning application for a large Hindu Temple to be built on the North side of Rte. 20 along Hilliard Drive in the open land off of Galt Blvd, which if approved would generate a significant increase in traffic using Lambert from what your current study shows.

The Zoning meeting is this Monday, June 2nd at the City of Elgin.

<https://il-elgin4.civicplus.com/DocumentCenter/View/85279/Pet-14-24-Neighborhood-Notice-890-Galt-Blvd>

The initial information about this Temple from the developer has stated that there could be 20-800 visitors to the temple a day and up to 4,000 for special holidays of the Hindu religion. This increase in traffic volume would pose a further traffic hazard in the area of Lambert and Hilliard Drive along Rte. 20. We hope this possible development is further evaluated before finalizing design approval.

I respectfully request that you further rethink the safety impacts to the Rte. 20/Lambert intersection to make further revisions to the plan prior to moving forward with the project. Please prioritize the safety of our community members who live along Rte. 20 at Lambert.

Thank you for your time and consideration. I truly hope the public comments are closely evaluated and taken seriously. I would be happy to further discuss and could help gather a panel from Castle Creek and Oak Ridge Communities. Please contact me if you'd like to discuss further.

Comment 11: Robert Mohr, Elgin Resident

Submitted May 28, 2025, via project e-mail

There is a proposed gas station/truck stop and overnight parking at Lambert and Lake Street on the northeast corner, across from a busy car wash with quite a bit of traffic already. Route 20/Lake Street from Lambert westbound there will be a new bridge going over Shales Parkway which will be a major traffic flow problem for Oak Ridge and Castle Creek subdivisions. Now as of Tuesday, May 27, 2025 we have been informed that there is a proposal to build a 231,000 square foot Hindu Temple including with 39 new townhouses and a four story building with 80 condo apartments on 34 acres directly adjacent to the west borderline of the Oak Ridge subdivision. This will be adding a weekday traffic by several

hundred egress and access and weekend temple services by several thousand to the Lambert and Lake Street intersection or Galt west only road.

Lambert and Lake Street intersection and onto Naperville Road already have too many serious accidents. I can only imagine this additional flow of traffic will create a nightmare situation for everyone living or visiting our community, plus the potential for many more tragic accidents to occur due to the speeding cars and trucks that blow through the stop light. We are very concerned for all the people that use the intersection.

Comment 12: Sonomi Judd, Bartlett Resident

Submitted May 30, 2025, via project e-mail

I live off Lamber Lane in Bartlett and I would strongly object to this project for a number of reasons.

I chose to move to my current address for quiet safe neighborhood with park near by, it is already quite busy and not very safe with so many trucks speeding on route 20 as it is. I would feel even more dangerous if Lambert Lane will be the major intersection. Not to mention our value of propertied would be decreased with increased traffic near by. Please stop such a project and find an alternative option as soon as possible.

Comment 13: Susan Mohr, Elgin Resident

Submitted May 28, 2025, via project e-mail

My name is Susan Mohr and I live at 972 Oak Ridge Blvd, Elgin, Illinois 60120. I am writing to share my concerns regarding the proposed reconfiguration of the Lake Street (Rt 20) and Shales Parkway intersection. If this plan is done the first traffic light would be at Lambert Lane and Lake Street for all traffic going North or South. This is already a very dangerous intersection which is heavily traveled by Semi truck, dumpsters as well as normal vehicles. The intersection is often closed due to accidents that can be deadly and very damaging. These accidents close down the roads from Lambert to Naperville Road with investigations as well as getting traffic moving again. Many of these accidents are serious or deadly. Big trucks and dumb trucks do not even attempt to stop and go through the intersection as the know their size will protect them and the vehicle they hit will be damaged badly. The size and destructive power of these vehicles can cause untold destruction.

If Lambert lane and Lake Street is the first Traffic signal in the proposed revision it will only add to accidents occurring and the road being closed. We currently live on Oak Ridge Blvd in Elgin and need to be very cautious crossing or using the intersection which is the ONLY ONE available for us. I know how dangerous this intersection is already and ourselves as well as family and grandchildren have been trained to use great caution and never assume traffic will obey the lights and make sure they stop before proceeding away from corner.

Now there is a temple and residential code hearing that would bring a dense residential population as well as devotees from the temple. They would have to use the only road which is Hilliard Drive and Galt Blvd. In addition there is a plan to build enormous gas station on Galt with Diesel and regular gas service, sleeping and parking. All on a road with a single access back onto Lake Street (Rt 20). The proposed Temple development and residences are asking for code changes as to height and access roads while the TRAFFIC is already dangerous.

I am asking IDOT to relook at these issues in regard to the planned reconfiguration of this intersection.

Comment 14: Melissa Hopkins, Bartlet Resident

Submitted May 1, 2025, via project website

I am very concerned about the intersection of Lambert and Lake Street with the new proposal and making this the first traffic light. Currently so many cars and trucks blow through this light at this intersection and I can't imagine how this will become more dangerous with cars speeding. I am not sure how much studies you have done with this intersection but I highly suggest capturing the traffic that goes through there now. There are so many accidents that happen at this intersection. This is a safety issue entering and exiting our subdivision.

Comment 15: Allison Ozog, Bartlet Resident

Submitted May 4, 2025, via project website

I was excited to see the study at this dangerous road. I found many items from Lambert east to Naperville Road as improvements to increase safety. What I am not in favor of is eliminating the stoplight at Shales and Route 20. The amount of traffic, the high speeds along with the bridge makes the intersection of Lambert more dangerous. Please do not eliminate the stoplight at Shales and Route 20. While exiting the Castle Creek subdivision onto Route 20 needs distinguished lanes for those turning and for those going straight. Traffic has already increased even more. The lighting is very poor along Route 20 west of Naperville Road to Lambert.

Noise Level

Public comments regarding noise walls and increased noise levels.

Comment 16: Ken Giamgalio, Mount Hope Cemetery – Diocese of Rockford

Submitted during Public Information Meeting #3

Mt. Hope is on Villa @ Varsity Drive. The south property line of Mt. Hope runs along Villa St. the sound wall looks like it is not continuing along our cemetery. We just opened sections of graves to cell in the back of the cemetery. It is VERY hard for me to sell the back of the cemetery with the noise and the trees you took down. Catholic cemeteries has masses, funeral services, etc. at the back of the cemetery and it

is just too noisy. We are the only property that does not have the sound wall, you have one by the Islamic Center. Please consider extending the wall you are taking business away from us. Thank you.

Comment 17: Roberta Beilmann, Elgin Resident

Submitted during Public Information Meeting #3

Can you consider a sound wall on Shales? We live at 725 Thoreau Dr. Our backyard is along Shales. (back up against Shales) We have been here since 2002, the traffic noise has gotten a lot worse! We are hoping you can consider a sound wall. Thank you!!

Increased Traffic

Public comments related to increases in traffic from new developments and proposed design.

Comment 18: Andrew Szymanski, Elgin Resident

Submitted May 31, 2025, via project e-mail

Good Day,

Here are my comments regarding US 20 at Shales Parkway:

Did you take into consideration the impact of the two forthcoming projects near Lambert Ln and Hillard Dr. on the volume of traffic and safety:

- 1. Thornton's gas station (including semi-truck) already approved.*
- 2. Temple/residential development that is project to receive from 40 to 4,000 people per day with the only entry/exit point via Galt Blvd.*

Regards.

Other Topics

Public comments relating to other specific concerns or topics.

Comment 19: Nancy Marshall, Elgin Resident

Submitted during Public Information Meeting #3

Good Luck. I hate roundabouts. Another messy way for some of us.

Comment 20: Cindy Walden, Elgin Resident

Submitted during Public Information Meeting #3

Hot Damn! About time. Revision to Shales Pkwy and Route 20 has been needed for years. Weather conditions and the hill from Bartlett to Shales has seen way too many Accidents. Thank you.

Comment 21: Connie Moraca & Vernon Knaak, Elgin Residents

Submitted during Public Information Meeting #3

It's good news for us. We are looking forward to all the changes.

Comment 22: Terry Walloch, Roselle Resident

Submitted during Public Information Meeting #3

I support this project!

Comment 23: Stuart Brosh, Elgin Resident

Submitted during Public Information Meeting #3

I would like to see a sidewalk or shared use path extended from the Gifford Road/Bluff City Blvd. traffic circle to the entrance to Bluff City Cemetery.

Comment 24: Karla Gonzales, Elgin Resident

Submitted during Public Information Meeting #3

I'm making a formal comment about the property on 1201 Bluff City Blvd, "the green building." An access to the building was not included. The building has a separate entrance than to the entrance next to it.

Comment 25: Ed Grillo, Ultimate Detail

Submitted during Public Information Meeting #3

53' truck & Trailers back in daily & leave daily. Need clear access without blocking road. Sleeper truck with 53' container.

1124 Bluff City 53' truck & trailer backing in & out daily need clear access.

Comment 26: Jennifer Mitchell, Itasca Resident

Submitted during Public Information Meeting #3

I have concerns about the Copart truck traffic making lefts onto Gifford to access EB US 20. Has this truck volume & turn config been considered?

I am also concerned with the approach sightlines of Shales/Gifford to the new intersection. They are being maintained & are likely the cause of many rear ends.

An RS&H staff stated the horizontal and vertical alignment of Shales meets criteria, but will be getting design variances. Quite a contradictory statement.

Comment 27: Andrey Strelkov, RWG Engineering

Submitted April 21, 2025, via project e-mail

Hello, we are working on a project off of US 20 in Bartlett that would be at the far east side of the study area, just west of IL 59. Are there any concept drawings that show how the roadway will be expanded and where pathways will be installed? I realize it is very early in the process, but we want to be aware for our current design. We did look through <https://www.us20atshalesstudy.org/> but were not able to find any drawings.

Comment 28: Devin Mercado, Streamwood Resident

Submitted April 14, 2025, via project e-mail

Dear US20 Study team - I hope this message finds you well. I'm writing as a current resident of the Villas of Cambridge neighborhood to respectfully request that your team consider evaluating the intersection at US20 and Tuscany Drive/Horizon Drive as part of the ongoing improvement study for US20.

Over the past six years of living in this community, I've witnessed more than 20 accidents occur at this intersection. The layout and high-speed nature of traffic along US20 make it exceptionally difficult and unsafe for both vehicles and pedestrians to exit our neighborhood, particularly during rush hour when traffic volumes are at their peak. I tend to see children and teenagers trying to cross the intersection to go to Moretti's as well and believe it's only a matter of time where someone gets severely hurt.

As a commuter, I often face significant delays and safety concerns simply trying to turn onto US20 from Tuscany Drive. There is limited visibility and no traffic control measures to help manage the flow of vehicles entering or exiting the neighborhood, which only increases the risk of collisions and commute time to the office.

Given the frequency of accidents and the daily traffic challenges this intersection presents, I sincerely urge your team to analyze this intersection as part of your study. Improving safety and access at this location would have a meaningful impact on the well-being and quality of life for the entire Villas of Cambridge community.

Additionally, is there any way to put a barrier or a wall alongside the road of US 20 next to our neighborhood? The neighborhood in Southwicke park received a barrier wall about 4 years ago by the off ramp of US20 and 59. A lot of trash and debris tend to run off from US20 into our neighborhood which requires our HOA and landscaping team to constantly clean up after the street.

Thank you for your time and consideration and please reach out if you need further information or have questions. I really do hope your team can help with this issue that has been increasing over the past few years.

ATTACHMENT 2

Website Analytics

Overall Analytics

Page Views

2,074

+373% from last 58 days



Unique Visits

885

+370% from last 58 days



Avg. Pages Per Unique Visit

2.2073

+15% from last 58 days



ATTACHMENT 3

Invitations

Residential and Commercial Postcards



PUBLIC MEETING
WEDNESDAY, APRIL 30, 2025
4:00 - 7:00 p.m.

 Illinois Department of Transportation

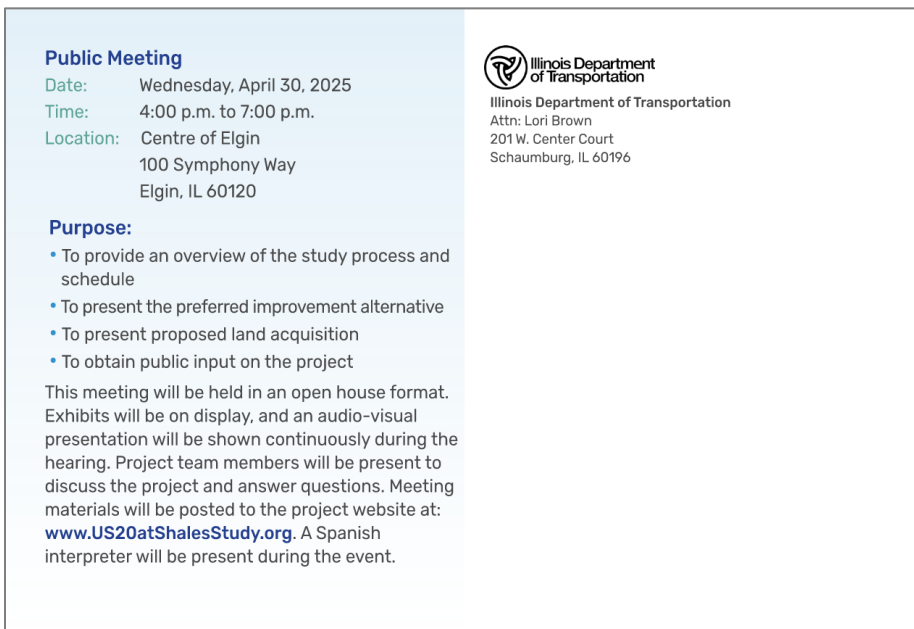
The Illinois Department of Transportation cordially invites you to attend a public meeting concerning the improvement of US 20 at Shales Parkway in the City of Elgin, Village of Bartlett and Village of Streamwood, Cook County. The scope of work for these improvements is anticipated to include reconstruction with a new grade-separated intersection at US 20 and Shales Parkway west of Lambert Lane, and US 20 median and intersection safety improvements east of Lambert Lane.

This meeting will be accessible to people with disabilities. Anyone needing special assistance should contact Lori Brown, PE, at (847) 705-4477. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the department's TTY/TTD number (800) 526-0844 or 711; Spanish TTY users (800) 501-0864 or 711; and Telebraille (877) 526-6670 at least five (5) days prior to the meeting.

Scan the QR code for more information.



Front



Public Meeting

Date: Wednesday, April 30, 2025
Time: 4:00 p.m. to 7:00 p.m.
Location: Centre of Elgin
100 Symphony Way
Elgin, IL 60120

Purpose:

- To provide an overview of the study process and schedule
- To present the preferred improvement alternative
- To present proposed land acquisition
- To obtain public input on the project

This meeting will be held in an open house format. Exhibits will be on display, and an audio-visual presentation will be shown continuously during the hearing. Project team members will be present to discuss the project and answer questions. Meeting materials will be posted to the project website at: www.US20atShalesStudy.org. A Spanish interpreter will be present during the event.

 Illinois Department of Transportation
Illinois Department of Transportation
Attn: Lori Brown
201 W. Center Court
Schaumburg, IL 60196

Back

Agency Distribution List

The following municipalities and public agencies received letter notifications informing them of this second Public Information Meeting:

Municipalities:

City of Elgin
Hanover Township
Village of Bartlett
Village of Streamwood

Public Agencies

Bartlett Park District (Villa Olivia)
Chicago Metropolitan Agency for Planning
Cook County Department of Transportation and Highways
Federal Highway Administration
Fish & Wildlife Services
Illinois Commerce Commission
Illinois Department of Natural Resources
Illinois Department of Transportation
Illinois Environmental Protection Agency
Illinois Historic Preservation Agency
Illinois Nature Preserves Commission
Illinois State Geological Survey
Kane County Division of Transportation
Metropolitan Water Reclamation District
Regional Transportation Authority
US Army Corps of Engineers

ATTACHMENT 4

Public Newspaper Advertisement

Elgin Courier Ad Proof

Illinois Department
of Transportation



The Illinois Department of Transportation (Department) cordially invites you to attend a public meeting concerning the preliminary engineering and environmental studies for the improvement of US 20 at Shales Parkway in the City of Elgin, Village of Bartlett, and Village of Streamwood, Cook County. The details of the public meeting are as follows:

Date: Wednesday, April 30, 2025
Time: 4:00 PM to 7:00 PM
Location: Centre of Elgin
100 Symphony Way
Elgin, IL 60120

Purpose of this public information meeting:

- To provide an overview of the study process and schedule
- To present the preferred improvement alternative
- To present proposed land acquisition
- To obtain public input on the project

Individuals who cannot participate in-person can watch an audio-visual presentation, review exhibits, and provide comments through the study website www.US20atShalesStudy.org. Written comments can be submitted via email, mail, or the study website. Comments received by May 30, 2025, will become part of the official public outreach event record.

Anyone that does not have access to the internet may contact the Department at (847) 705-4477.

All written correspondence regarding this study should be sent to:

Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Bureau of Programming
Attn: Ms. Lori Brown

Or via email: info@US20atShalesStudy.org

Anyone needing special assistance should contact the Project Manager as noted above. The Department's TTY/TTD is (800) 526-0844 or 711. Los usuarios de TTY en español pueden llamar al (800) 501-0864 o al 711. The TeleBraille line is (877) 526-6670.

[illegible]