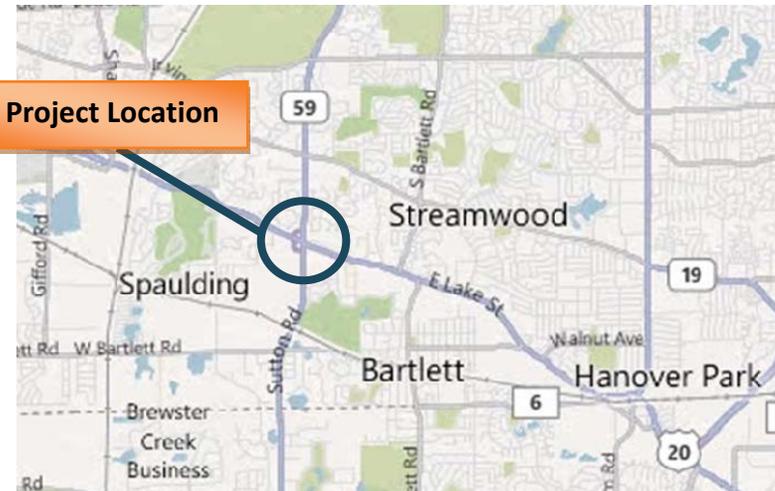




US ROUTE 20 AT IL ROUTE 59 PROJECT NEWSLETTER

What's NEW with the US 20-IL 59 Interchange Improvement Study?

IDOT has been working with stakeholders as part of the interchange improvement study of US Route 20 (US 20) at IL Route 59 (IL 59) since the first Public Meeting in January 2012. The purpose and need of the proposed action is to provide an improved transportation facility by addressing the needs of safety, capacity and mobility, and vehicular, pedestrian and bicycle access. In general, the Draft Preferred Alternative includes the addition of a new NB to EB ramp, a new WB to NB ramp, and a new EB to NB ramp. In addition, drainage and median barrier improvements, traffic signal modernization and pedestrian and bicycle accommodations are being implemented as part of the project.



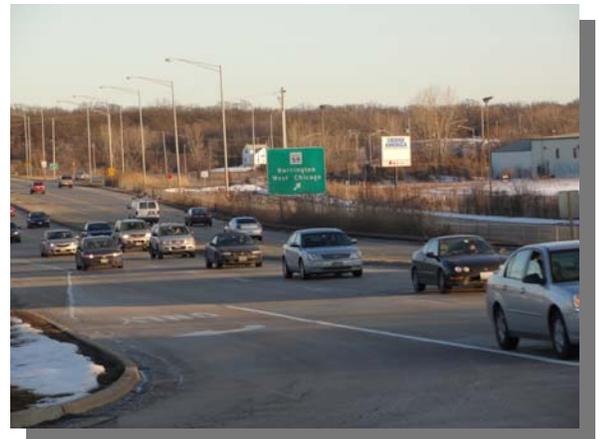
Project Update

IDOT received several comments at the second Public Meeting in November 2012. Since that time, IDOT has been working to resolve these concerns. The primary topics that are being addressed include access concerns at the intersections of Red Oak Drive and Southwicke Drive with IL 59, and Red Oak Drive with US 20. Additional concerns under consideration include pedestrian and bicycle accommodations, traffic volumes, speed limits, and traffic noise. This newsletter summarizes the studies and status of these topics. They will be shown at future Community Advisory Group (CAG) meetings and at the Public Hearing, tentatively scheduled for summer 2013.

Project Purpose and Need

The Purpose & Need Statement defines the reasons for a project and sets the focus for the interchange design. This project will resolve safety, capacity and mobility, and vehicular, pedestrian and bicycle access at the existing US Route 20 and IL Route 59 Interchange.

- ✓ *Safety – The project will reduce the potential for accidents by eliminating several existing turning movements at the ramp terminal intersections*
- ✓ *Capacity & Mobility – It will accommodate the projected year 2040 traffic.*
- ✓ *Vehicular, Pedestrian and Bicycle Access – The project will also address access concerns at local cross road intersections and provide a shared-use path within the project limits.*



November 2012 Public Meeting Follow Up

The Department received 17 comment forms from the November 27, 2012 Public Meeting. Our response to the primary areas of concern is noted below.

➤ Access

Several stakeholders expressed concerns about access in and out of the Walnut Hills Subdivision to the northeast of the interchange. A variety of options, designed to improve safety in and out of the subdivision, are being investigated by the Project Study Group. The Department received the request from residents of the Walnut Hills Subdivision and will review the information as the preliminary design of the interchange moves forward. Potential solutions will be discussed with the Community Advisory Group (CAG) at future CAG meetings, and a separate working meeting with residents of both Walnut Hills and Southwicke on Sutton will be scheduled in the upcoming months.

Stakeholders were also concerned with access in and out of the Jain Center south of the US 20-IL 59 interchange. Similar to the access concerns above, a variety of options are being investigated by the Project Study Group. The installation of a left turn lane from SB IL 59 to the Jain Center is considered an improvement for private benefit and would require 100% private participation since it is for a private entity.

➤ Pedestrian and Bicycle Accommodations

Stakeholders expressed concern with the lack of existing pedestrian and bicycle accommodations in the project area. As part of the Department's Complete Streets policy, pedestrian and/or bicycle accommodations will be included within the study area as part of the proposed improvement. At this time, a multi-use path is proposed along the west side of IL 59 within the project limits, allowing for future connections. The Department recommends contacting the local municipalities for information on Village-wide pedestrian and/or bicycle improvements.



➤ Traffic Volumes

Stakeholders were concerned with the proposed free-flow movement of the northbound IL 59 through traffic and the new westbound to northbound ramp traffic, as presented in the Draft Preferred Alternative. It is important to note that the proposed improvements are based on projected traffic volumes for the Design Year 2040. Additional traffic volumes are not being added or re-routed to the IL 59 northbound movement – the projected traffic volumes used in the Draft Preferred Alternative are the same as those used to analyze the no-build option. A Gap Study was performed at the intersection of Red Oak Drive and IL 59, and sufficient gaps for turning movements were observed throughout the peak hours. These concerns will also be considered as the access improvements mentioned above are investigated.

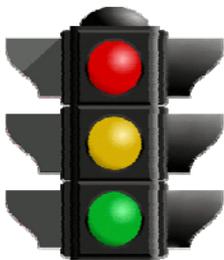
➤ Speed Limits

Stakeholders were concerned with the speed of vehicles traveling along both US 20 and IL 59 through the project area. The Department is conducting a Speed Study along both routes to determine the typical running speed through the corridor and substantiate whether or not additional law enforcement is necessary. The enforcement of traffic laws is the responsibility of the local police department. If traffic laws are being violated, the Department recommends contacting your police department to request increased enforcement in the area.



➤ Traffic Noise

With the addition of new ramps, general concerns were raised regarding a possible increase in traffic noise. A comprehensive noise study will be completed for the project in the first half of 2013. The noise study will review existing noise levels and compare them to noise levels projected in the design year (2040) as a result of the proposed improvements. Noise abatement measures will be developed if warranted by the change in noise levels per Federal and State guidelines. More detailed information will be available for viewing at the Public Hearing.



➤ Traffic Signals

Stakeholders were interested in investigating the need for a proposed traffic signal at the intersections of Red Oak Drive with IL 59 and Red Oak Drive with US 20. In addition, stakeholders were interested in synchronizing adjacent traffic signals. Traffic signal installations must meet warrants that are based on parameters such as traffic volumes, roadway classification and spacing with respect to other signalized intersections. Red Oak Drive with both IL 59 and US 20 do not meet the warrants and will remain unsignalized as part of the US 20 at IL 59 Interchange improvements.

Traffic signal synchronization will be included as part of the proposed improvements.

FOR MORE INFORMATION:

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