US 20 AT SHALES PARKWAY PHASE I ENGINEERING STUDY

Newsletter #3

August 2025

Thank you

Thank you for your involvement at the third public meeting regarding the Illinois Department of Transportation's proposed improvement to US 20 (Lake Street) from Poplar Creek to Monarch Drive. Your comments have been reviewed and considered and become a part of the official public meeting record and will be included in the project report. Held on April 30, 2025, this meeting was attended by 48 individuals. A total of 29 comment forms or email comments were received during the 30-day comment period following the meeting. There were 28 individuals that submitted comments. The comments covered a variety of topics. The main focus of the comments is as follows:

- High noise levels
- High speeds, long wait times, and low visibility at intersections
- Increased traffic
- Site specific comments

Meeting Outreach Included:

3,625 Postcard Invitations | **28 written comments** | **2,074 website visits**

As many of the comments concerned similar issues, this newsletter will discuss those issues as well as provide an overview of other topics. Information and materials from the public meeting can be viewed on the project website at: www.us20atshalesstudy.org

Project Update

The US 20 at Shales Parkway Phase I Study was initiated to address existing safety concerns and accommodate existing and projected year 2050 travel demands. The project has progressed according to schedule, having completed the following activities:

- Virtual Public Outreach (Sept. 29 - Oct. 20, 2021)
- Public Meetings (Nov. 16, 2022 & Apr. 30, 2025)
- 3 Community Advisory Group Meetings
- Meetings with the Federal Highway Administration (FHWA)
- Selection of Preferred Alternative

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Comments Received

Comments were accepted at the public meeting and through email and standard mail through May 30, 2025. The responses for the comments are grouped by topic below.

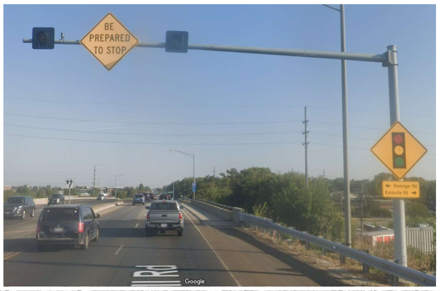
Lambert Lane to IL-59

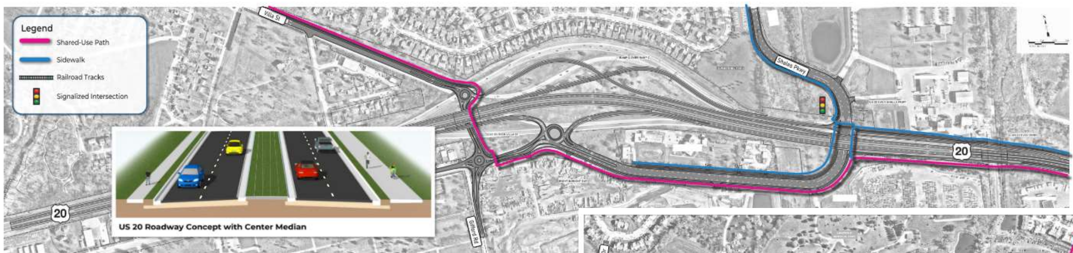
US 20 east of Lambert Lane is receiving what is called 3R improvements. 3R improvements, which stands for resurfacing, restoration, and rehabilitation, are changes that are not full reconstruction of the roadway. The proposed improvements east of Lambert Lane are aimed to improve the safety and efficiency of drivers along the corridor. The improvements in this area include updating the median to a raised curb median, updating the lane configuration, updating the signal timings to allow for individual left turn movements, and resurfacing US 20. Prior to Lambert Lane, an advanced signal warning system will be implemented for drivers as they crest the railroad bridge (see image below). Additionally, Naperville Road will be reconstructed and Elizabeth Drive will be widened as a part of this project. These changes are aimed to accommodate future increases in traffic by adding a dedicated southbound through lane on Elizabeth Drive to Naperville Road. At this intersection, westbound US 20 will have a dual left turn to accommodate future traffic demand.

Bike and Pedestrian

Bicycle and Pedestrian facilities are key to all IDOT projects. As a part of these improvements, a multi-use path is proposed from the north project limit on Villa Street, wraps around Bluff City Boulevard, then runs along the south side of US 20 to the east project limit near IL-59. Also, a sidewalk is proposed on the north side of Bluff City Boulevard that then follows along the north side of US 20 to just east of Elizabeth Drive. The multi-use paths and sidewalks are being constructed offset from the roadway and high visibility crosswalks are being added at each intersection crossing, per standards, to ensure safe bicycle and pedestrian movement throughout the corridor.

Advanced Signal Warning System (image from NB Randall Rd over Railroad near Delnor)





US 20 at Shales Parkway - West Side

US 20 at Shales Parkway - East Side

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Noise Level

Currently, there are multiple Noise Wall contracts in progress at IDOT. Walls along US 20 just east of Poplar Creek are under construction. Walls are proposed along Villa Street and adjacent to the homes on the north side of the US 20 interchange and adjacent to the Institute of Islamic Education. These walls are currently in design. As a part of the US 20 project a noise study was completed based on the proposed improvements, and it was determined that a noise wall is warranted based on FHWA standards on the north side of US 20 just west of Monarch Drive. Surveys were sent to all benefited receptors which allow them to vote on whether they would like this wall to be constructed. Based on those responses, the wall will be considered.

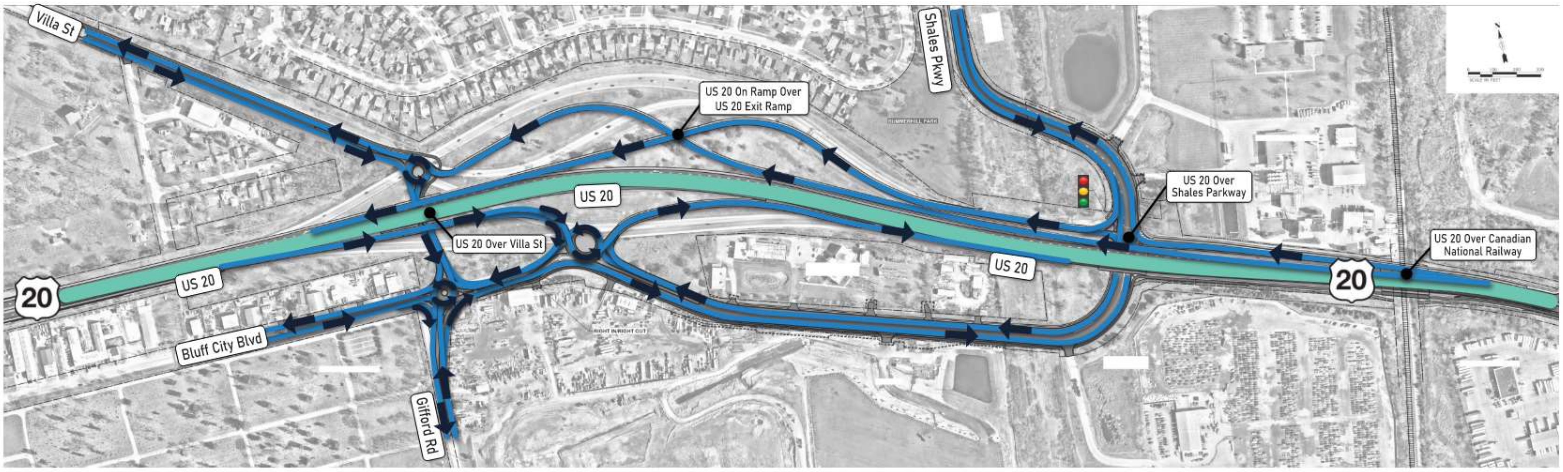
Increased Traffic

As a part of this project, a traffic study was completed. This study utilized traffic projections for the year 2050 from the Chicago Metropolitan Agency for Planning (CMAP). The proposed design helps to mitigate future traffic congestion by reducing the delay experienced by each driver. This is accomplished by updating signal timings, adding roundabouts, and increasing roadway capacity. A concern expressed by the public was that removing the signal-controlled intersection from US 20 and Shales Parkway would increase traffic and speeds at Lambert Lane. The traffic study indicated that separating US 20 from Shales Parkway reduces overall vehicle delay and does not add additional traffic or speeds to Lambert Lane. In addition to separating US 20 from Shales Parkway, the bridge over the railroad is being replaced and updated to meet current standards, which will create greater sight distances allowing drivers to see vehicles and the intersection from a greater distance.

Roundabouts

Roundabouts are a very efficient means of traffic control. They move traffic through intersections more quickly and with less congestion as compared to a traffic signal, by allowing continuous flow of traffic from all approaches. Even though drivers must lower their speeds to enter, traffic moves efficiently because yielding at an entry point takes less time than stopping and waiting for a green light. Also, roundabouts handle high volumes of left turning vehicles more effectively as compared to traffic signals because they eliminate the conflict with oncoming through traffic. Additionally, emergency vehicle operations through the corridor is unchanged from the existing conditions.

Proposed Design



Next Steps

Design approval will conclude Phase I activities for this project. The engineering and environmental studies (Phase I) are estimated to be completed by the end of 2025. After completion of Phase I, the Department will reinitiate the land acquisition process, update the contract plans, and prepare the project for construction (Phase II); followed by the construction of the roundabout (Phase III). As roundabouts are relatively new to this area, the Department is committed to continued outreach and education to ensure that residents and officials have access to the latest information about the project through the end of the construction phase.

Funding and Cost

The estimated construction cost of the Preferred Alternative is $162,000,000. This improvement is included in the Department's FY 2025-2030 Multi-Year Program. Depending upon plan readiness, land acquisition, and funding availability, IDOT is targeting construction to begin in FY 2027/28.

Stay Involved

Stay involved with the US 20 at Shales Parkway Phase I Study by visiting the project website www.us20atshalesstudy.org. Interested stakeholders can sign up to receive project notifications via email. Materials presented at the public meeting and CAG meetings are available on the project website.

Stay Involved

Questions and comments can be submitted to the study team via the following methods:

Email us at **info@US20atShalesStudy.org**

Mail a letter to: Illinois Department of Transportation Bureau of Programming, Attn: Lori Brown 201 West Center Court Schaumburg, IL 60196-1096

Sign up for updates or send comments via the study website at **www.US20atShalesStudy.org**