



# *Welcome*

Public Hearing  
Open House  
4 p.m. to 7 p.m.

Please sign in.

# Randall Road at US 20/Weld Road (East) Intersection Improvement



## *What is this Public Hearing about?*

The purpose of this hearing is to receive feedback on the proposed improvement to the intersection of Randall Road at US 20/Weld Road (East). Please visit the exhibit stations, view traffic simulations, ask staff questions, and offer feedback.

## *How do I comment?*

Formal commenting period is open through **December 2, 2016**. Please provide your comments by:



Filling out a comment form today;



Offering your verbal comments to the Court Reporter today;



Emailing your comments to: [kdotcomments@co.kane.il.us](mailto:kdotcomments@co.kane.il.us); or



Mailing your comments to: Ms. Bonnie Flock  
Kane County  
Division of Transportation  
41W011 Burlington Road  
St. Charles, IL 60048



# Randall Road at US 20/Weld Road (East) Intersection Improvement



## *What is the Randall Road at US 20/Weld Road (East) Study?*

Kane County Division of Transportation (KDOT) is conducting an Engineering and Environmental Study of the Randall Road at US 20/Weld Road (East) intersection in Elgin. The Study includes the intersection and approaches, which include the eastbound US 20 exit and entrance ramp and Weld Road (East).

## *Who is completing the study?*

- » KDOT is the project sponsor and has jurisdiction over Randall Road.
- » Illinois Department of Transportation (IDOT) has jurisdiction over US 20/Weld Road and is reviewing the project design.
- » HDR Engineering, Inc. is the consultant retained to complete the Engineering and Environmental Study for the project.



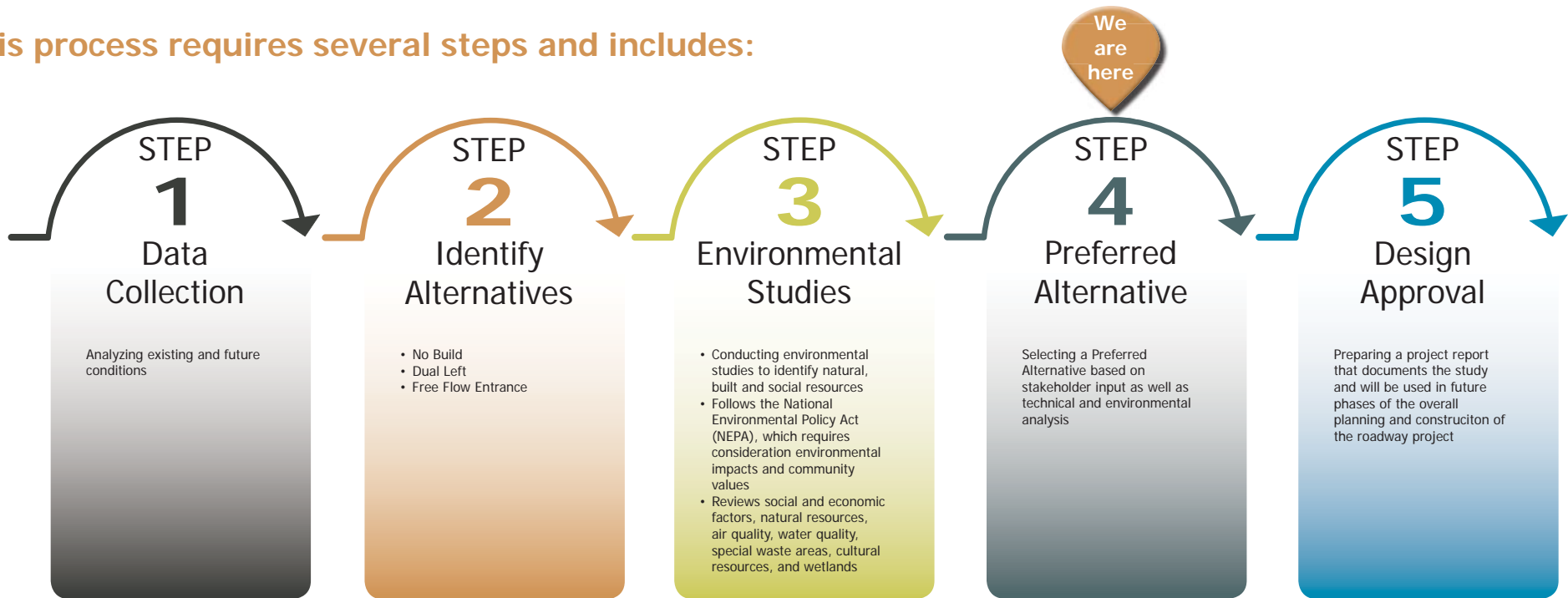
# Randall Road at US 20/Weld Road (East) Intersection Improvement



## What is the study process?

The Randall Road at US 20/Weld Road Study is a Phase I Engineering Study, also referred to as a Preliminary Engineering and Environmental Study.

This process requires several steps and includes:



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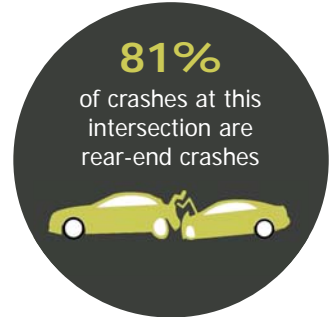


## Why are we studying this intersection?

### Safety

There are three safety concerns at the intersection that increase the potential for rear-end crashes.

1. The northbound left turn lane queue backs up into through traffic.
2. The southbound Randall Road right turn to US 20 cannot access the right turn lane from long through traffic queues.
3. The left turn and side street approaches do not have sufficient signal time allocated, resulting in aggressive driving.

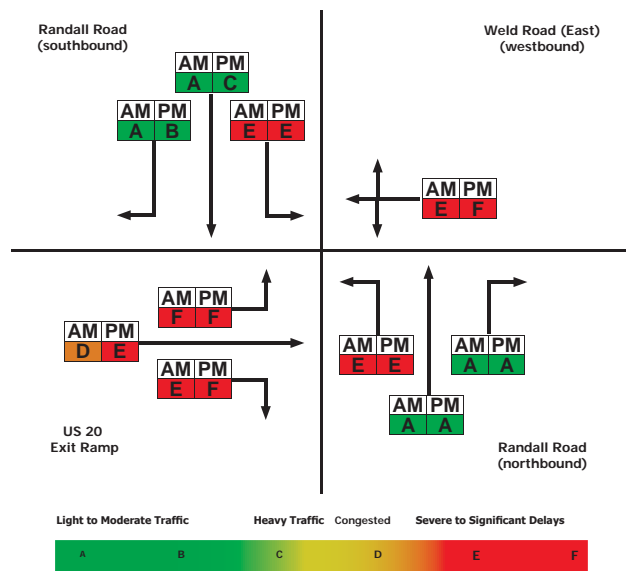


### Traffic Delays

Randall Road serves over 50,000 cars every day. The connected signal system is programmed to prioritize north-south through traffic on Randall Road, resulting in extensive delays for motorists making turns and waiting on side streets.

Traffic congestion is measured by time of delay, or Level of Service (LOS), for existing or future traffic. LOS is expressed using letters A through F, with A representing no delay and F representing significant delay.

### Existing Level of Service



## What are the project's goals?

As Kane County's population continues to grow, congestion at this intersection is expected to worsen. The goals and objectives of this project are to:

- » Improve safety through reduced congestion and vehicle conflict points
- » Reduce existing and future congestion and traffic delays

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## What improvements are being considered?

	Level of Service in 2040	Safety
<h3>No Build Alternative</h3> <ul style="list-style-type: none"> <li>» No changes to intersection.</li> </ul>		<ul style="list-style-type: none"> <li>» Signal would continue to have left turn phases.</li> <li>» No additional time would be added to left turn or side street signal phases.</li> <li>» Crash rates would continue to rise as congestion increases.</li> </ul>
<h3>Dual Left Alternative</h3> <ul style="list-style-type: none"> <li>» Dual northbound left turn lanes</li> <li>» Right and left turn lanes on Weld Road (East)</li> <li>» Widened eastbound US 20 entrance ramp</li> </ul>		<ul style="list-style-type: none"> <li>» New safety concerns on the entrance ramp to eastbound US 20 with three lanes merging into one lane.</li> <li>» Signal would continue to have left turn phases, with priority given to through traffic.</li> <li>» Crash rates would be expected to rise as congestion increases.</li> </ul>
<h3>Free Flow Entrance Alternative</h3> <ul style="list-style-type: none"> <li>» Close Weld Road (East)</li> <li>» Free flow right turn entrance ramps to eastbound US 20 from northbound and southbound Randall Road</li> </ul>		<ul style="list-style-type: none"> <li>» Left turn green time can be assigned to the side street with no impact to through traffic, reducing the potential for crashes.</li> <li>» More than a dozen conflict points will be removed, reducing the potential for crashes and increasing safety.</li> </ul>





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*What are possible alternative routes between Randall Road, McLean Boulevard, and US 20?*



## *How might this project affect the environment?*

Kane County Division of Transportation is completing a Project Development Report in support of a Categorical Exclusion under the National Environmental Policy Act (NEPA). This report includes reviewing existing conditions and potential impacts to environmental resources.

- » There are no **cultural resources or historic properties, structures, and districts** in the study area.
- » Impacts to **wetlands** are limited to a small section of roadside ditches; Mitigation is not required for these types of wetlands.
- » There are no **threatened and endangered species** in the study area.
- » Predicted **noise** level changes are not significant; modeling shows change in noise levels would occur near undeveloped land.
- » There are no **special waste sites** identified within construction limits.
- » Seven linear feet of **temporary easement** will be necessary for grading and drainage work along Randall Road near IHOP.





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## *What are the next steps?*

