

# Welcome

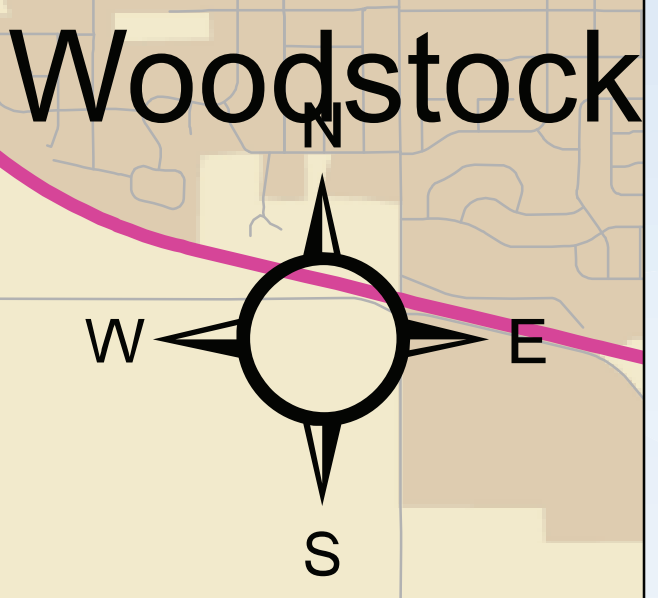
## **US 20 at Marengo Road/ Beck Road and S. Union Road** October 28, 2015

Public Hearing - 4 p.m. to 7 p.m.

Public Forum - 6 p.m. to 7 p.m.



# LOCATION MAP



Project Location

DeKalb

Kane

Hampshire

Huntley

Pingree Grove



US 20  
at MARENGO

176

20

23

90

90

20

47

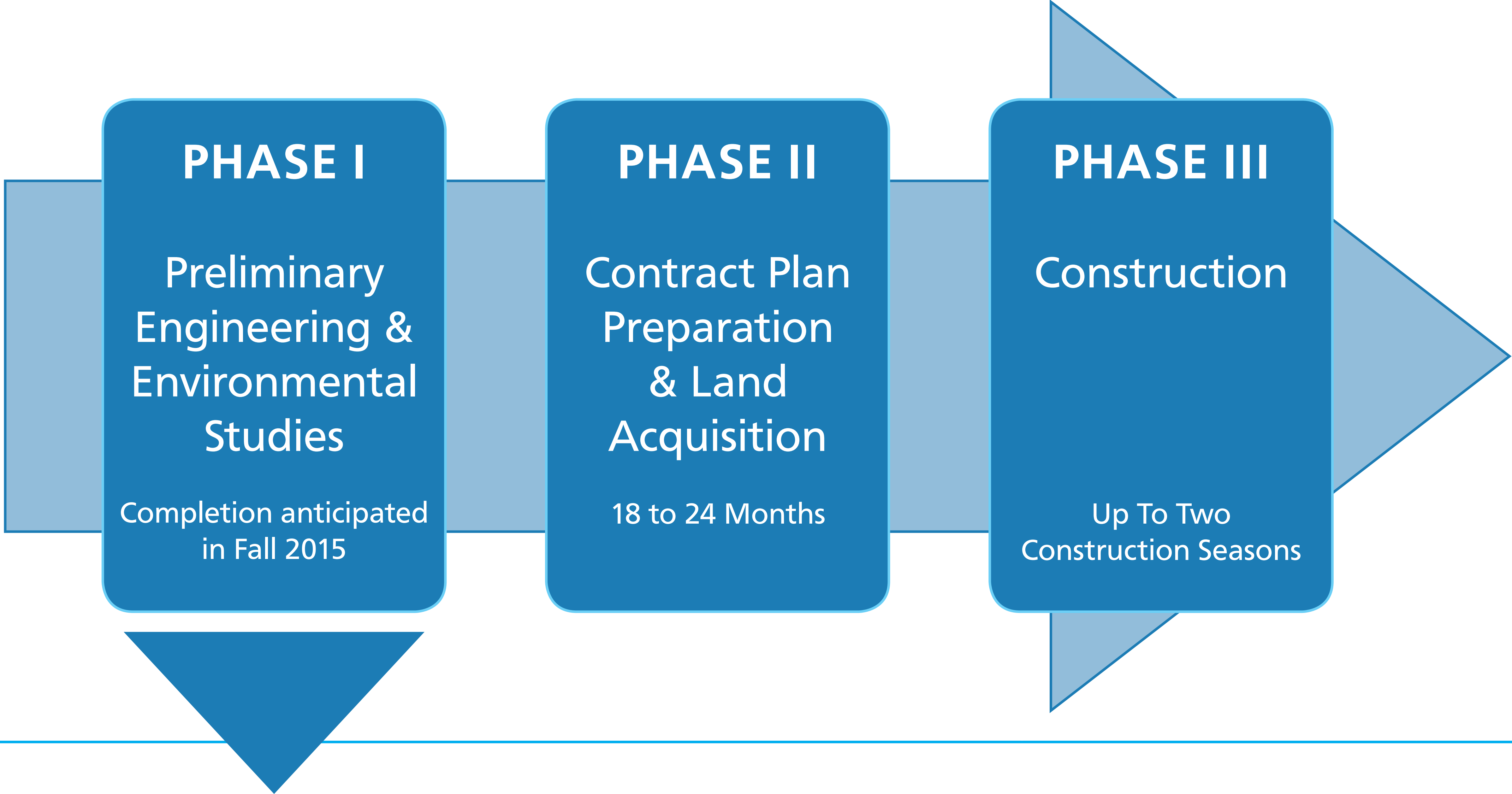
72

Co Hwy 45

Co Hwy 46

Co Hwy 3

# PROJECT SCHEDULE



LEGEND	
	Community Advisory Group Meeting
	Public Meeting

WE ARE HERE

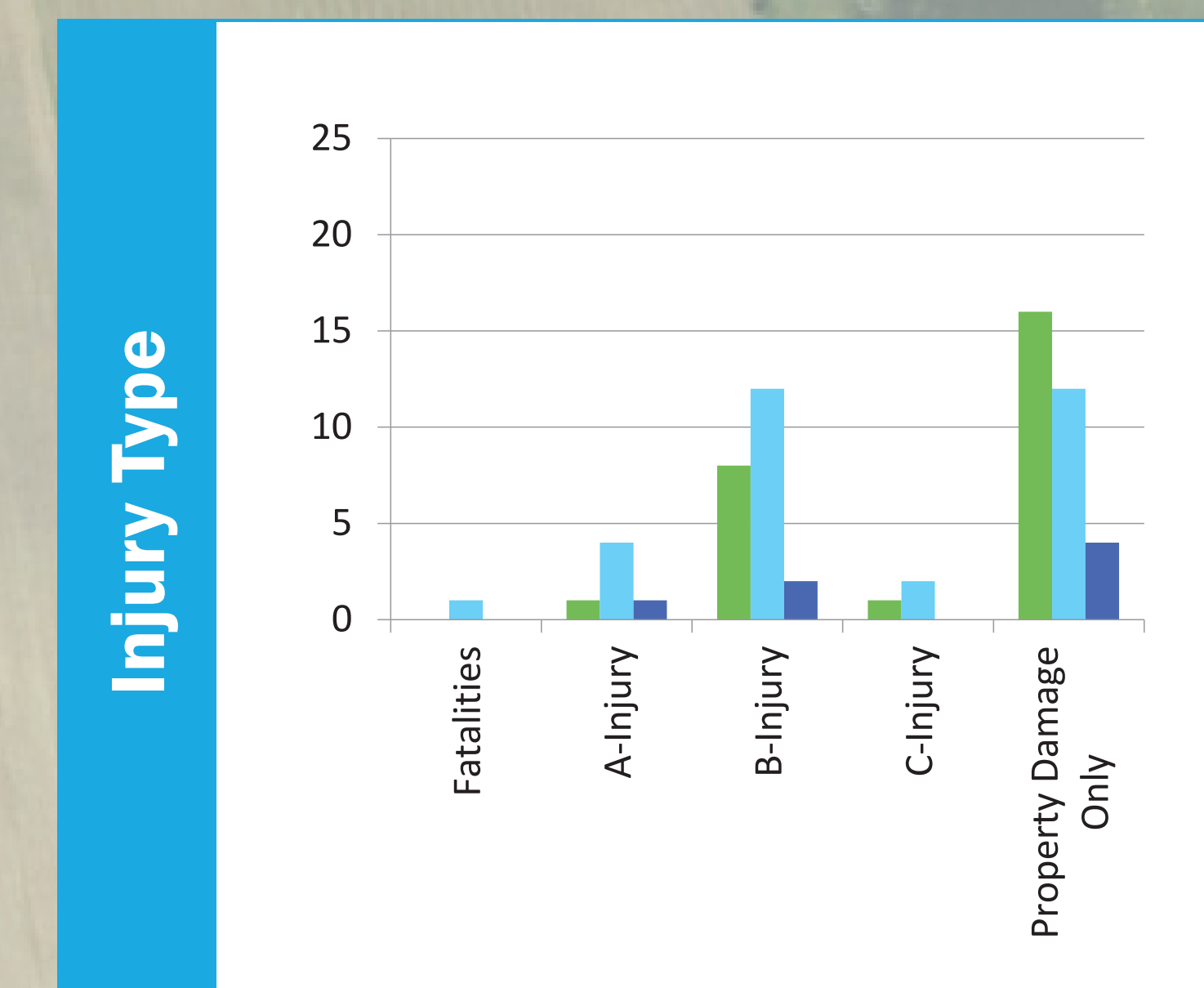
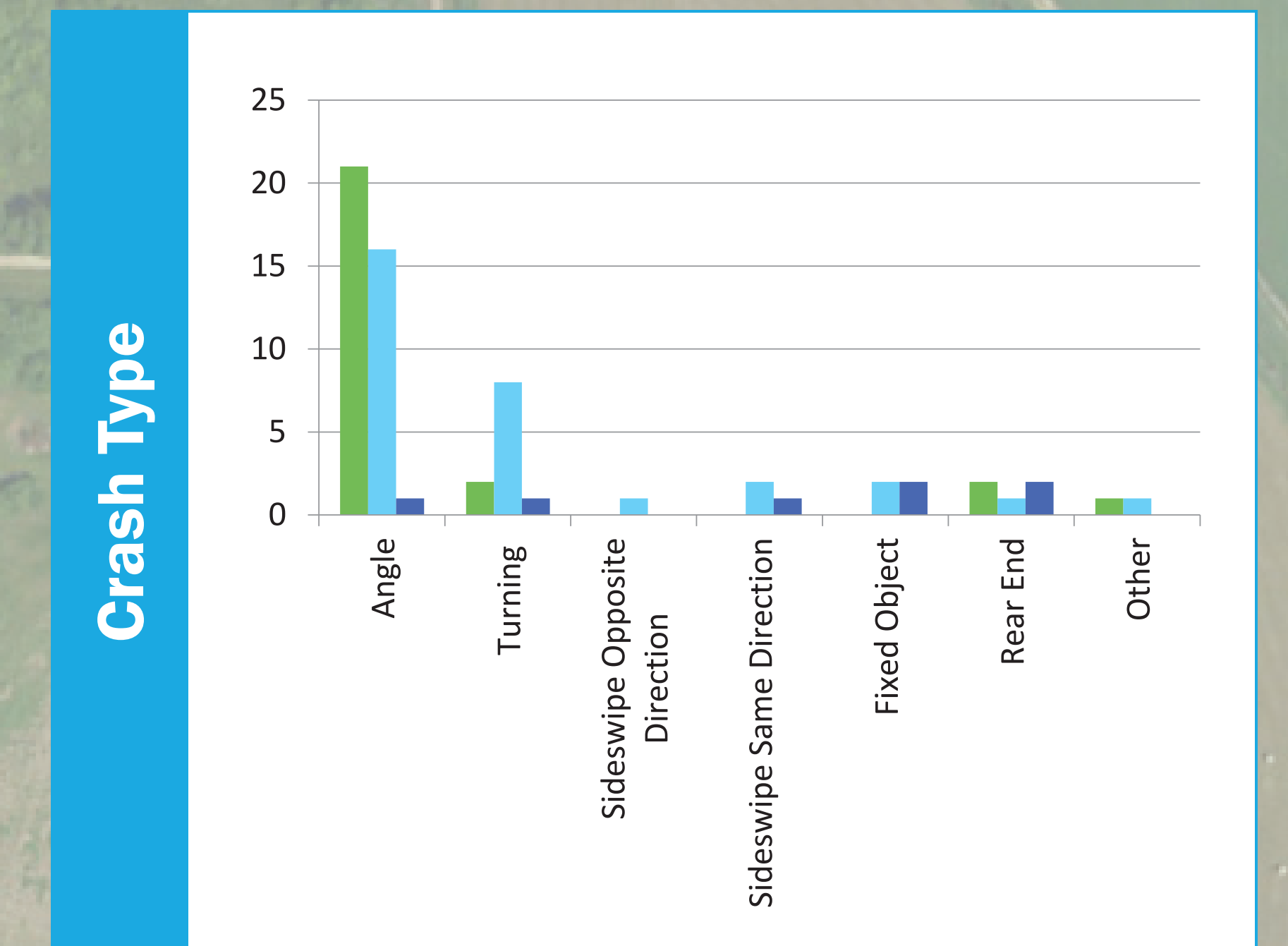
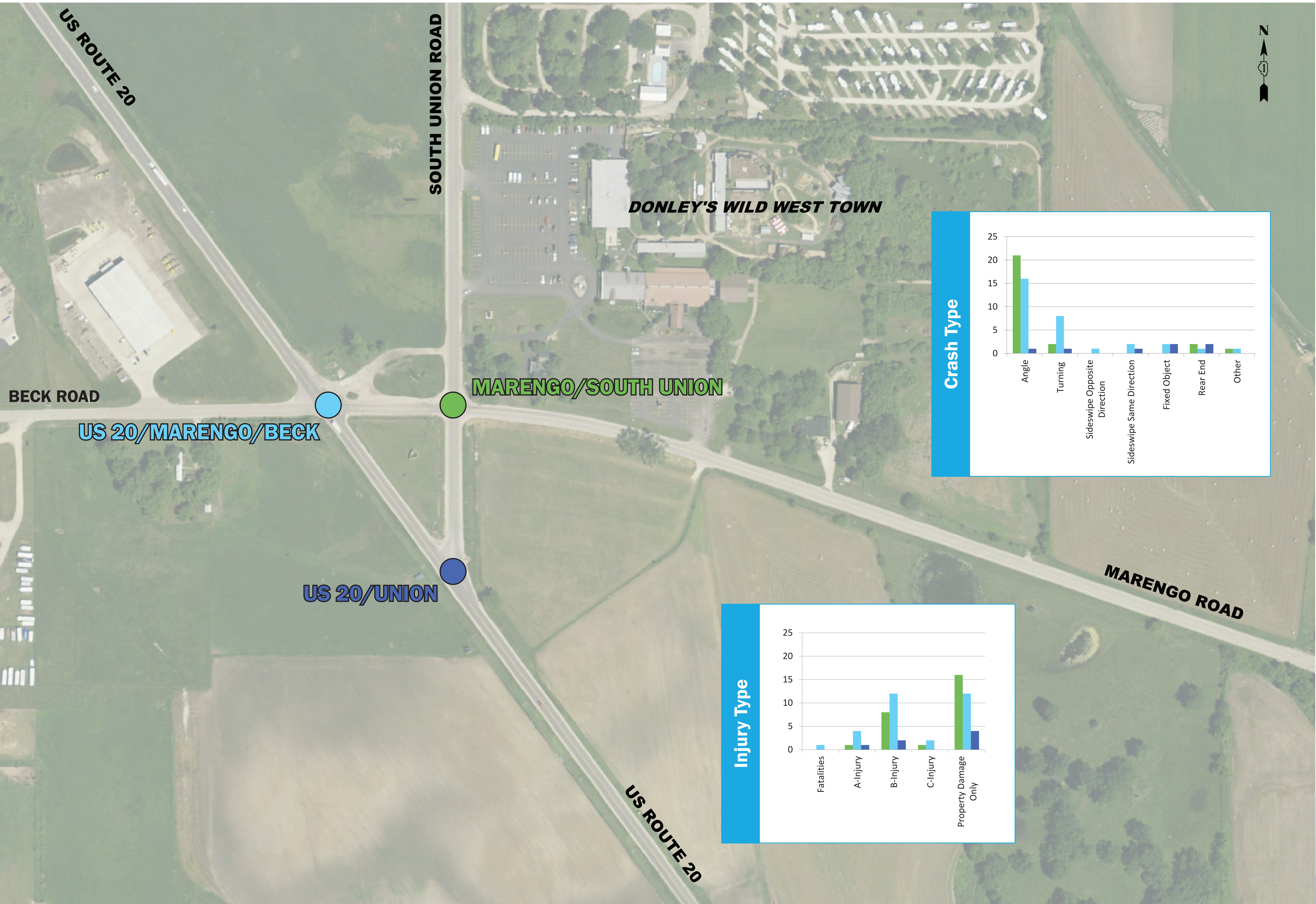
# CRASH MAP AND DATA

**CRASHES BY TYPE AND SEVERITY OF INJURY FOR THE PERIOD OF AUGUST 2005-2013**

INTERSECTION	Marengo Road at South Union Road					
CRASH TYPE	Injury Types				Property Damage Only (O)	Total
	Fatalities (K)	A-Injury	B-Injury	C-Injury		
ANGLE	0	0	5	1	15	21
TURNING	0	0	1	0	1	2
SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	0	0
SIDESWIPE SAME DIRECTION	0	0	0	0	0	0
FIXED OBJECT	0	0	0	0	0	0
REAR END	0	0	2	0	0	2
OTHER	0	1	0	0	0	1
<i>Total</i>	0	1	8	1	16	26

INTERSECTION	US Route 20 at Marengo Road/Beck Road					
CRASH TYPE	Injury Types				Property Damage Only (O)	Total
	Fatalities (K)	A-Injury	B-Injury	C-Injury		
ANGLE	1	1	7	0	7	16
TURNING	0	2	3	1	2	8
SIDESWIPE OPPOSITE DIRECTION	0	0	0	1	0	1
SIDESWIPE SAME DIRECTION	0	0	1	0	1	2
FIXED OBJECT	0	1	1	0	0	2
REAR END	0	0	0	0	1	1
OTHER	0	0	0	0	1	1
<i>Total</i>	1	4	12	2	12	31

INTERSECTION	US Route 20 at South Union Road					
CRASH TYPE	Injury Types				Property Damage Only (O)	Total
	Fatalities (K)	A-Injury	B-Injury	C-Injury		
ANGLE	0	0	1	0	0	1
TURNING	0	1	0	0	0	1
SIDESWIPE OPPOSITE DIRECTION	0	0	0	0	0	0
SIDESWIPE SAME DIRECTION	0	0	0	0	1	1
FIXED OBJECT	0	0	0	0	2	2
REAR END	0	0	1	0	1	2
OTHER	0	0	0	0	0	0
<i>Total</i>	0	1	2	0	4	7

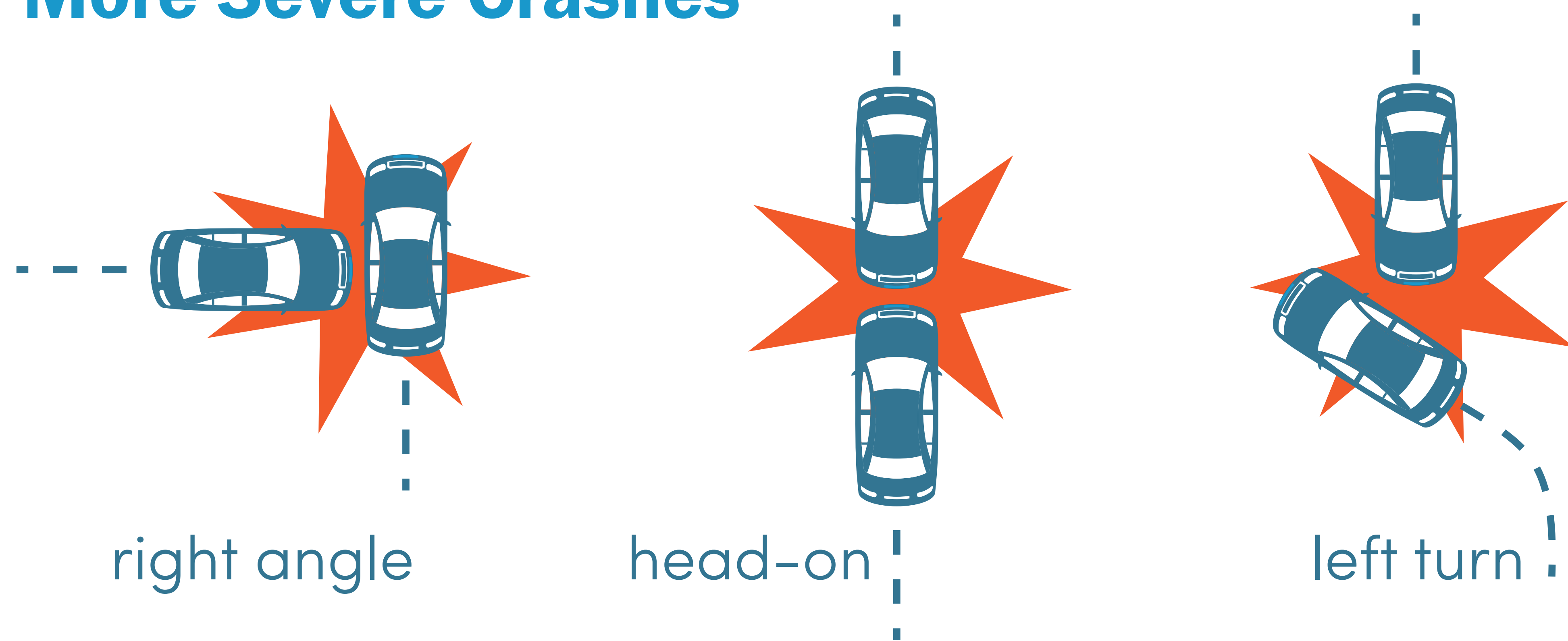


The project area was designated a 5% location in 2010, 2011, and 2012. 5% locations are locations that experience a higher severity and frequency of crashes than similar locations statewide.

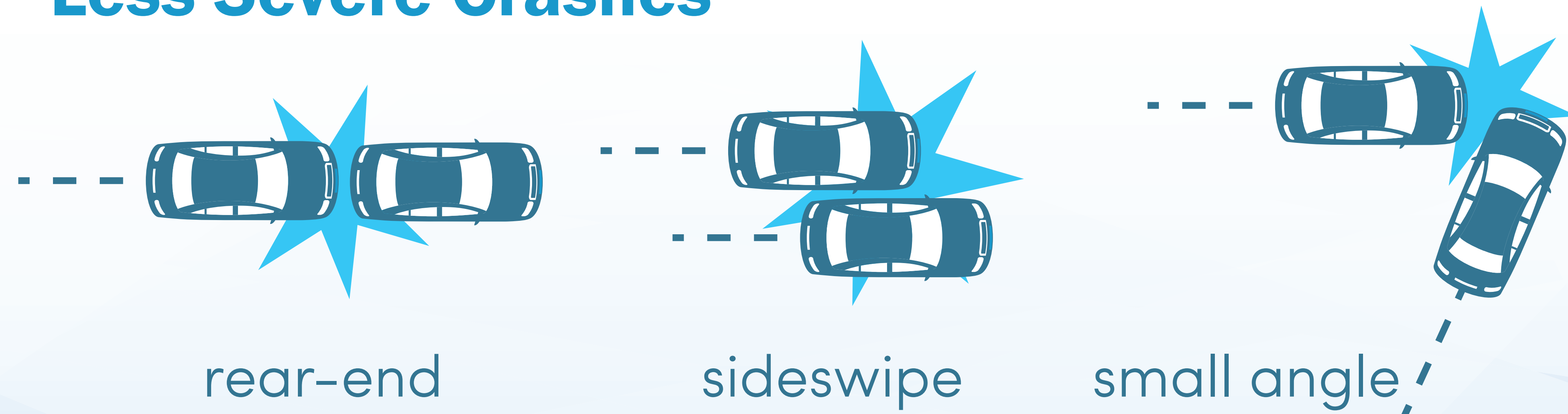


# CRASH TYPE AND SEVERITY

## More Severe Crashes



## Less Severe Crashes



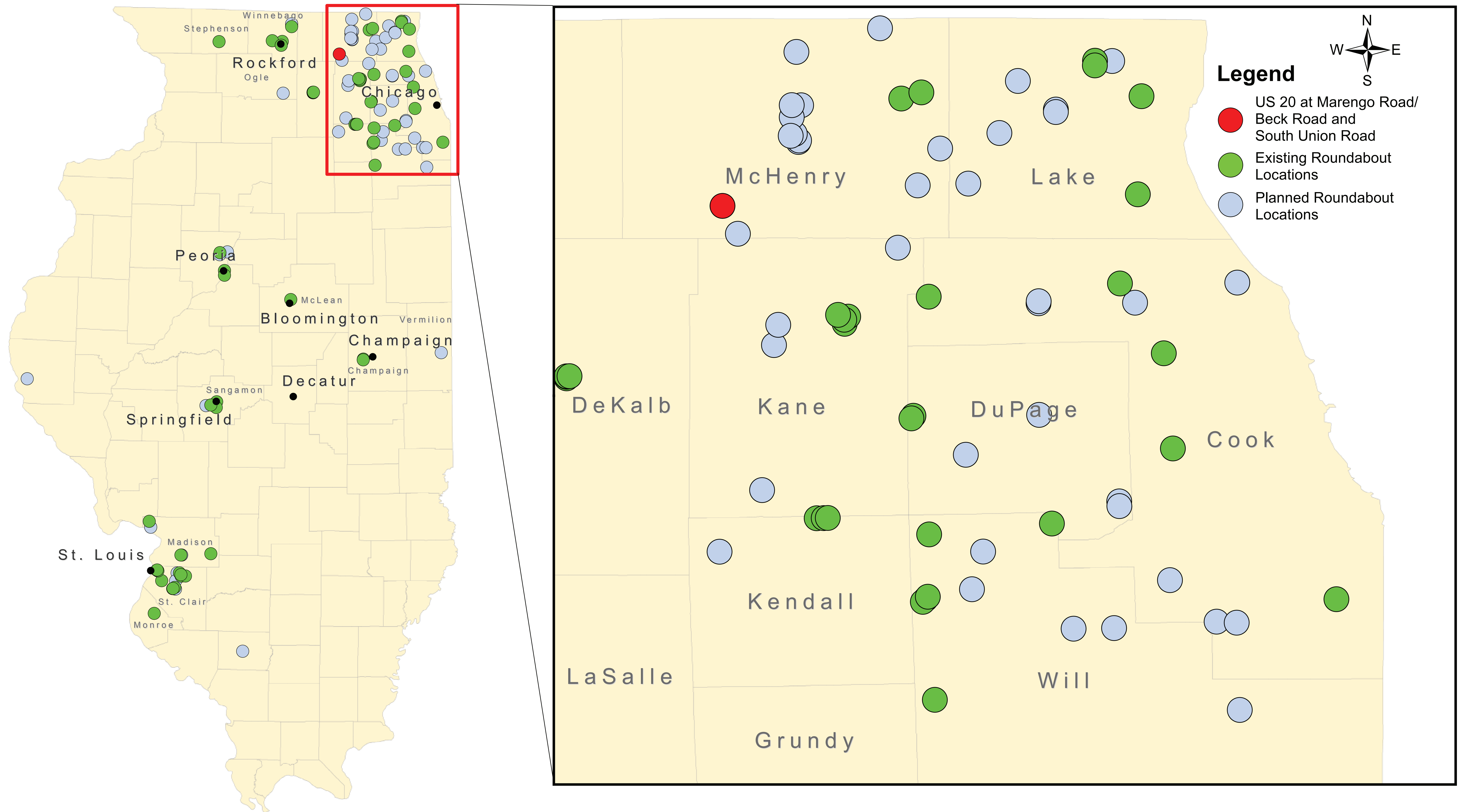
## Description of Crash Severity Codes

Code	Severity	Injury Description
K	Fatal	Any injury that results in death within 30 days of crash occurrence
A	Incapacitating	Any injury other than a fatal injury which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred
B	Injury Evident	Any injury other than a fatal injury or an incapacitating injury that is evident to observers at the scene of the crash in which the injury occurred
C	Injury Possible	Any injury reported that is not a fatal, incapacitating, or non-incapacitating evident injury
O	Property Damage Only	Damage to property that reduces its monetary value

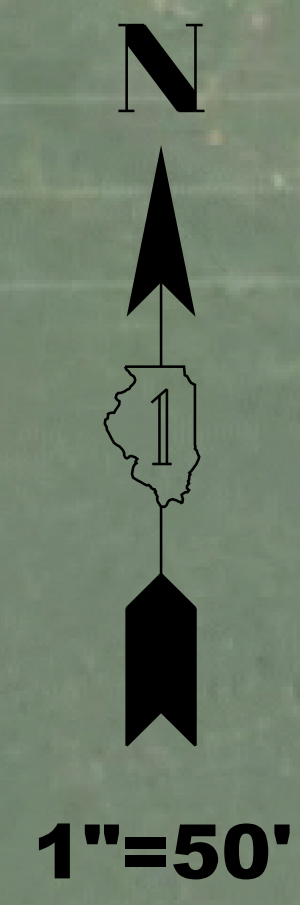
# EXISTING CONDITIONS



# ROUNDABOUT LOCATIONS



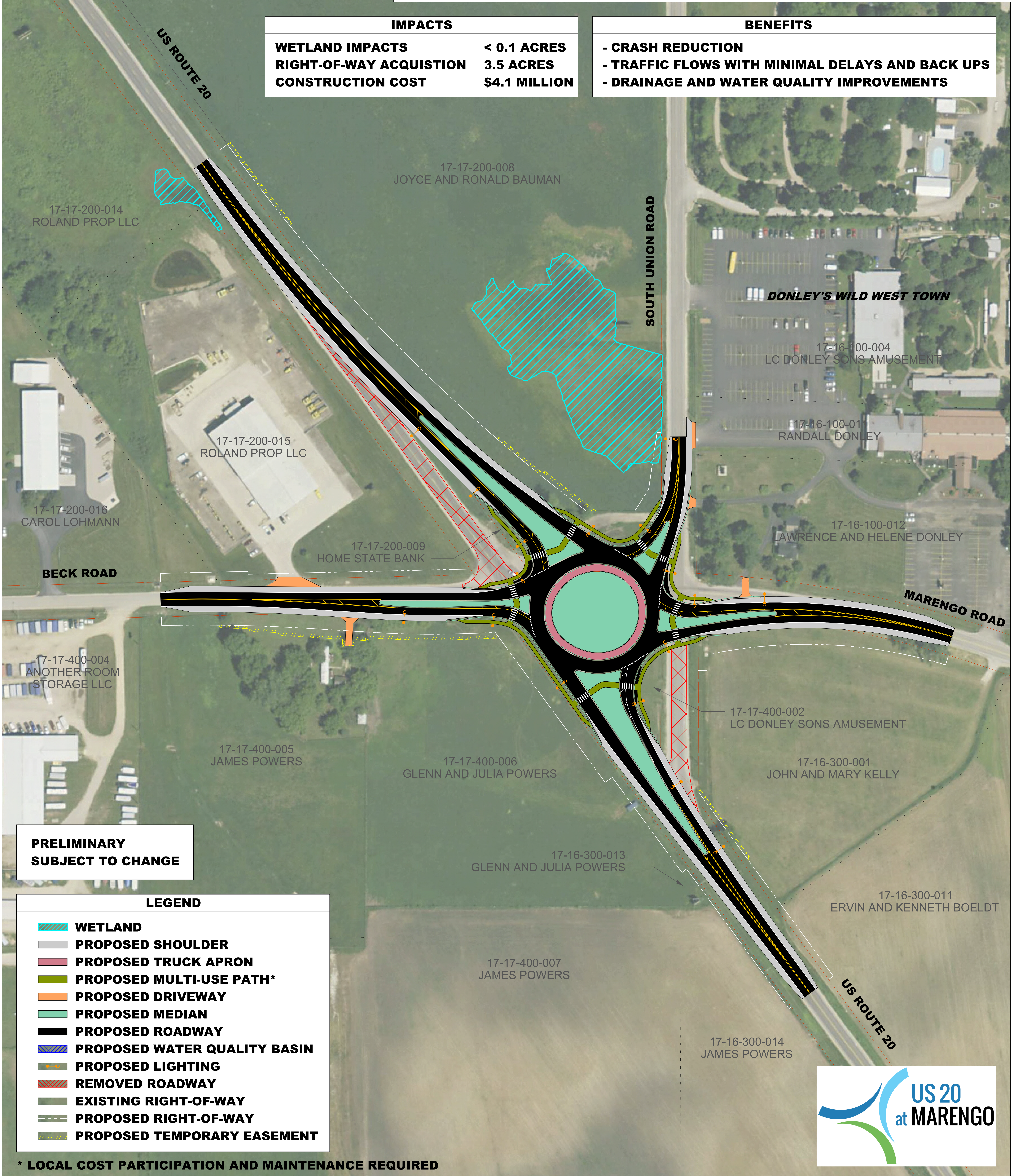
# PREFERRED ALTERNATIVE



POSSIBLE RIGHT-OF-WAY ACQUISITION FOR DRAINAGE IMPROVEMENTS

IMPACTS	
WETLAND IMPACTS	< 0.1 ACRES
RIGHT-OF-WAY ACQUISITION	3.5 ACRES
CONSTRUCTION COST	\$4.1 MILLION

BENEFITS
- CRASH REDUCTION
- TRAFFIC FLOWS WITH MINIMAL DELAYS AND BACK UPS
- DRAINAGE AND WATER QUALITY IMPROVEMENTS



**PRELIMINARY  
SUBJECT TO CHANGE**

LEGEND	
	WETLAND
	PROPOSED SHOULDER
	PROPOSED TRUCK APRON
	PROPOSED MULTI-USE PATH*
	PROPOSED DRIVEWAY
	PROPOSED MEDIAN
	PROPOSED ROADWAY
	PROPOSED WATER QUALITY BASIN
	PROPOSED LIGHTING
	REMOVED ROADWAY
	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY
	PROPOSED TEMPORARY EASEMENT

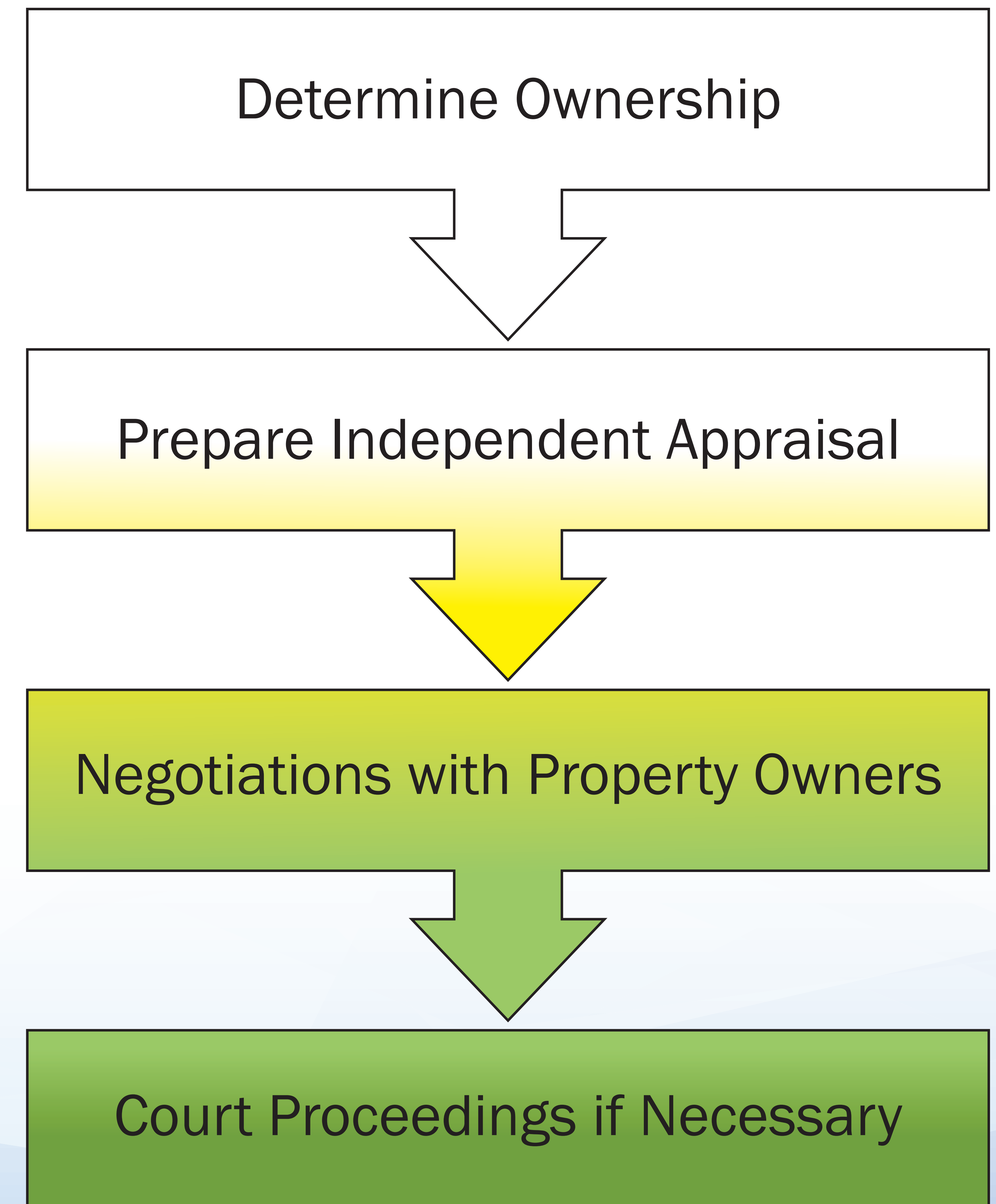
\* LOCAL COST PARTICIPATION AND MAINTENANCE REQUIRED



# LAND ACQUISITION PROCEDURE

## Three types of Land Acquisition:

- Fee Simple
  - Acquisition of all rights and interest
- Permanent Easement
  - Ownership retained by property owner
  - IDOT allowed permanent use of property to construct and maintain facilities
- Temporary Easement
  - Ownership retained by property owner
  - Temporary use to construct minor improvements



# DETOUR MAP



# LEVEL OF SERVICE (LOS) DEFINITION

## LEVEL OF SERVICE (LOS) DEFINED



**LOS "A"**

INTERSECTION APPROACHES APPEAR QUITE OPEN AND ALL MOVEMENTS ARE EASILY MADE. AVERAGE VEHICLE DELAYS ARE LESS THAN 10 SECONDS



**LOS "B"**

STABLE OPERATION. AVERAGE VEHICLE DELAYS ARE 10 TO 20 SECONDS



**LOS "C"**

PERIODIC BACKUPS WHERE MOST DRIVERS BEGIN TO FEEL SOMEWHAT RESTRICTED. AVERAGE VEHICLE DELAYS ARE 20 TO 35 SECONDS.



**LOS "D"**

DELAYS TO APPROACHING VEHICLES MAY BE SUBSTANTIAL DURING SHORT PERIODS, BUT EXCESSIVE BACKUPS ARE NEGLIGIBLE. AVERAGE VEHICLE DELAYS ARE 35 TO 55 SECONDS.



**LOS "E"**

MAXIMUM CAPACITY OF THE INTERSECTION. AVERAGE VEHICLE DELAYS ARE 55 TO 80 SECONDS



**LOS "F"**

JAMMED CONDITIONS WHERE THE INTERSECTION IS OVER CAPACITY. AVERAGE DELAYS EXCEED 80 SECONDS.

# SIGNAGE PLAN

