

Public Information Meeting #1 Meeting Summary

The first public information meeting for the Darrell Road Phase I Study was held on Tuesday, February 10, 2015 from 5 P.M. to 7 P.M. at the Island Lake Village Hall at 3720 Greenleaf Avenue, Island Lake, Illinois. The purpose of the meeting was to introduce the project to the public, present the project schedule, and to seek public input and comments regarding the project

The meeting was conducted in an open house format with exhibits on display for review. Attendees had the opportunity to speak with study team representatives, complete an application to join the Stakeholder Involvement Group (SIG) and provide written comments. The meeting was attended by 62 people. Three written comments and five SIG member applications were received at the meeting. The comment period closed on February 24, 2015.

The following public officials were in attendance:

- Lake County Board
 - Nick Sauer

- Village of Island Lake
 - Charles Amrich, Village Mayor
 - Nick Deuter, Island Lake Police Department
 - Brian Bartnick, Public Works
 - David Walz, Police Department
 - Anthony Sciarrone, Trustee
 - Steve Verseman, Village Engineer (Baxter & Woodman)

- McHenry County
 - Joe Gottewoller
 - Tina Hill
 - Alan Hill

- McHenry County Department of Transportation (MCDOT)
 - Wally Dittrich

- Wauconda Township
 - Glen Swanson, Supervisor
 - Albert Schlick, Fire Department
 - Mark Rooney
 - Joe Munson, Highway Commissioner

- Lake County Forest Preserve District (LCFPD)

- Randy Seebach

Additional agencies/organizations represented included:

- Northern Moraine Water Reclamation District (NMWRD)
 - John Ragland
- Lakeview Woodlands Homeowners Association
 - Sandy Oehlsen
 - Keith Oehlsen
- Golden Oaks Farm
 - Jim Kirby

The majority of public comments received addressed the following topics:

- Intersection safety
- Pedestrian and bicyclist safety
- Poor pavement conditions
- Previous proposed projects or studies in the area

A list of common questions received during or after the meeting are listed below in bold, with responses following.

- 1. Will this project involve the realignment of Dowell Road through the Black Crown Forest Preserve to meet Fisher Road at a perpendicular intersection, as has been shown in previous studies and plans?**

With the future construction of the IL Route 53 extension to the east of the study limits, it is anticipated that travel patterns in the area may dramatically change to take advantage of the new regional roadway facility. According to the Chicago Metropolitan Agency for Planning (CMAP) 2040 traffic model, traffic along Darrell Road is projected to almost double in this project study area. Additionally, local municipalities and Lake County anticipate future development in the vicinity of IL Route 120 and U.S. Route 12/IL Route 59 corridors.

With the anticipated increase in traffic and potential future development in the area, the Lake County Division of Transportation (LCDOT) initiated this Phase I Study to develop an overall improvement plan that can address both existing safety and operational problems but also serve the long range transportation needs in this area. This will include an evaluation of numerous alternatives including the previously identified Dowell Road realignment through the Black Crown Forest Preserve.

2. Will this project include proposed roundabouts?

One of the purposes of this project is to improve safety and operation along Darrell Road. Intersection analyses will be conducted to determine the optimal intersection treatment for efficient operation and enhanced safety. Roundabouts, in addition to traffic signals and potential channelization improvements, will be included in the intersection analyses.

3. A roundabout is being constructed at the nearby intersection of River Road and Roberts Road and involves a high construction cost. Are roundabouts typically associated with such high construction costs?

The roundabout constructed at River Road/Roberts Road encountered construction challenges that were unique to the specific intersection site. Typically, compared to a standard traffic signal, the construction of a roundabout involves higher right-of-way costs, but similar overall construction and maintenance costs. Roundabouts will be considered as part of this project, but have not been analyzed to this point.