

Public Information Meeting #2 Meeting Summary

The second public information meeting for the Darrell Road Phase I Study was held on Wednesday, March 9, 2016 from 5 P.M. to 7 P.M. at the Wauconda Township Office at 505 W. Bonner Road, Wauconda, Illinois. The purpose of the meeting was to introduce the conceptual improvement alternatives, discuss evaluation criteria for the alternatives, identify alternatives for further study, and gather public input.

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 and provide written comments. The meeting was attended by 68 people. Four written comments were received at the meeting and four comments were received after the meeting during the official comment period ending March 23, 2016.

The following public officials were in attendance:

- Lake County Board
 - Bonnie Carter
 - Nick Sauer

- Village of Island Lake
 - Anthony Sciarrone
 - Steve Verseman
 - Brian Bartnick

- McHenry County Department of Transportation (MCDOT)
 - Ernest Varga
 - Cha Lee
 - Scott Hennings
 - Sidney Kenyon
 - Rebecca Brazas

- Lake County Forest Preserve District
 - Randy Seebach

- Wauconda Township Highway Department
 - Joe Munson

- Village of Lakemoor
 - David Alarcon
 - Todd Weihusen
 - Terry Counley
 - Matt Dabrowski

Additional agencies/organizations represented included:

- Northern Moraine Water Reclamation District (NMWRD)
 - Muhammad Akbar
- Golden Oaks Farm
 - Jim Kirby

The following Stakeholder Involvement Group (SIG) members were in attendance:

- Brian Bartnick, Village of Island Lake Public Works
- Joe Munson, Wauconda Township
- Scott Schroepfer, Resident
- Anthony Sciarrone, Village of Island Lake Police Department
- Randy Seebach, Lake County Forest Preserve District
- Wayne Willis, Resident

The majority of public comments received addressed the following topics:

- Intersection safety
- Intersection treatments
- Preference for particular alternative(s)
- Impacts of alternatives

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

1. The alternative exhibits show potential signals, roundabouts, or channelization improvements. When will the intersection treatments be decided?

The next step in the project is to decide which alternatives will be studied in greater detail. The Project Study Group (represented by the Lake County Division of Transportation and Consultant) will ultimately make the final decision, taking into account the project purpose and need, travel patterns, impacts, and stakeholder and public input.

Once it has been decided which alternatives will be studied in greater detail, the consultant team will develop year 2040 projected traffic volumes and analyze the intersection treatments, including roundabouts, traffic signals, or stop control on the minor street only. More detailed geometrics will be developed including roadway alignments, number of through lanes, and number of turn lanes.

2. **Other intersections in the study area, such as Dowell Road at Neville Road and Case Road at U.S. Route 12/IL Route 59, need improvements similar to what is shown in the Concept Alternatives. Are these intersections included in this study?**

Darrell Road is under the jurisdiction of the Lake County Division of Transportation (LCDOT). Dowell Road and the western portion of Neville Road are under the jurisdiction of the Village of Island Lake. Fisher Road, Case Road, and the eastern portion of Neville Road are under the jurisdiction of Wauconda Township. IL Route 120 and U.S. Route 12/IL Route 59 are under the jurisdiction of the Illinois Department of Transportation (IDOT).

LCDOT is leading this project to provide improvements along Darrell Road and at the intersections of Fisher Road, Dowell Road, Neville Road, and Case Road. Improvements to roadways beyond the limits of their intersection with Darrell Road are out of LCDOT's jurisdiction and may not be included as part of this project. However, as the project moves forward, discussion with Wauconda Township and the Village of Island Lake will occur regarding their level of participation in the project.

3. **What are the implications of impacting the Black Crown Forest Preserve, as shown in Alternatives B-1 and B-2? Isn't the forest preserve considered 'protected land'?**

Publicly owned recreational facilities are afforded protection under Section 4(f), which refers to the original section within the U.S. Department of Transportation Act of 1966 which establishes the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation planning and development. Since it is anticipated that Federal funds will be used for this improvement, Section 4(f) would apply to this project. An excerpt from 49 USC 303 outlines what the implications could be for this project:

The Secretary of the U.S. Department of Transportation:

“...may approve a transportation program or project requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge, or land of a historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, recreation area, refuge, or site) ONLY IF:

- (1) There is no feasible and prudent alternative to using that land; and
- (2) The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

This policy must be a consideration during the determination of which alternatives to carry forward for detailed studies.

4. When will this project be constructed?

At this time, it is anticipated a proposed improvement will be constructed in 2019, depending on the availability of funding and project readiness for construction.

5. Now that Concept Alternatives have been presented, what is the next step for the project?

The next step in the project is to decide which alternatives will be studied in greater detail. The Project Study Group (represented by the Lake County Division of Transportation and Consultant) will ultimately make the final decision, taking into account the project purpose and need, travel patterns, impacts, and stakeholder and public input.

Once it has been decided which alternatives will be studied in greater detail, the consultant team will develop year 2040 projected traffic volumes and analyze the intersection treatments, including roundabouts, traffic signals, or channelization only. More detailed geometrics will be developed including roadway alignments, number of through lanes, and number of turn lanes.

6. The Evaluation Criteria does not include cost estimates for each alternative. When will the anticipated costs be presented?

At this time, the alternatives that have been developed are conceptual in nature and details of the number of through lanes, intersection treatments, roadway profiles, pavement thicknesses and types are not known. After more detailed studies are performed, comparative cost estimates will be developed.

7. How will traffic be maintained during construction?

The maintenance of traffic varies significantly depending on the potential roadway alignment and intersection treatment selected for the proposed improvement. Once a Preferred Alternative is selected, a concept maintenance of traffic plan will be produced.