

Public Information Meeting #3 Meeting Summary

The third public information meeting for the Darrell Road Phase I Study was held on Thursday, February 23, 2017 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 discuss the Alternatives Carried Forward, present detailed conceptual improvement alternatives, discuss evaluation criteria for the alternatives, including preliminary cost estimates, 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 79 people. Seven written comments were received at the meeting and seven comments were received after the meeting during the official comment period ending March 9, 2017.

The following public officials were in attendance:

- Lake County Board
 - Judy Martini
- Lake County Sheriff's Office
 - Phil Zinkowich
- Village of Island Lake
 - Anthony Sciarrone
 - Steve Verseman
 - Brian Bartnick
 - Georgine Cooper
 - Tammy Sizemore
 - Karen Luebbers
 - Wayne Schnell
 - Joe Zeinz
 - Mayor Charles Amrich
 - Ed McGinty
 - John Burke
 - Mark Beeson
- McHenry County Department of Transportation (MCDOT)
 - Ernest Varga
 - Ben Redding
 - Jeff Young

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- McHenry County Board
 - Charles Wheeler
- Illinois Department of Natural Resources (IDNR)
 - Greg Kelly, Moraine Hills State Park
- Wauconda Township
 - Mark Rooney – Highway Department
 - Glenn Swanson – Township Supervisor
- Wauconda Township Fire Department
 - EJ Miller
 - Mark Dierker

Additional agencies/organizations represented included:

- Golden Oaks Farm
 - Jim Kirby
- Lakeview Woodlands Property Owners Association
 - Sandy Oehlsen

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

- Brian Bartnick, Village of Island Lake Public Works
- Jon Schaap, Resident
- Anthony Sciarrone, Village of Island Lake Police Department
- Wayne Willis, Resident

The majority of public comments received addressed the following topics:

- Intersection safety
- Preference for particular Intersection treatment
- Preference for particular alternative(s)
- Location of proposed shared-use path
- Impacts of alternatives

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

- 1. Can the shared-use path be proposed on the east side of Darrell Road instead of the west side? There are several trees and properties affected by the path as it is currently proposed.**

A conceptual plan to construct the shared-use path along the east side of Darrell Road has been investigated. Although the shared-use path on the east side of Darrell Road is anticipated to reduce impacts to residential properties and trees on the west side of Darrell Road south of Dowell Road, it is still anticipated to impact trees, wetlands, and private properties along the east side of Darrell Road. Impacts to private properties, trees, and wetlands will be minimized to the extent possible as further detailed studies are completed for the Preferred Alternative.

- 2. Can Dowell Road be cul-de-sac'ed at Darrell Road? Can the Dowell Road and Neville Road intersection be improved or removed by cul-de-sac'ing Dowell Road at Darrell Road?**

Based on the existing traffic volumes in the study area, there is a desire for vehicles to travel from southbound Darrell Road to westbound Dowell Road toward McHenry County. Although not identified as a predominant travel pattern, traffic volumes also indicate drivers are traveling northeast and southwest between Island Lake and IL Route 120/U.S. Route 12/IL Route 59 using Dowell Road and Fisher Road. These northeast-southwest traffic volumes could change dramatically as a result of future development in the area (i.e. the proposed Woodman's Store at IL Route 120/U.S. Route 12/IL Route 59 and the possibility of an interchange at IL Route 53 and IL Route 120). Removing access from Dowell Road to Darrell Road would introduce approximately one mile of adverse travel distance for vehicles making this movement. This may cause increased speeds along the desired travel path to make up time for the additional travel distance.

Removing access from Dowell Road to Darrell Road would divert the existing 3,300 vehicles per day using the roadway onto Neville Road, almost tripling the existing amount of traffic that uses Neville Road today. Traffic projections estimate the traffic volumes on both Dowell Road and Neville Road to almost double by 2040. The additional traffic diverted to Neville Road could have the potential of increasing maintenance efforts along Neville Road, which is already in poor condition within the Village limits.

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. 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 other roadways beyond the limits of their intersection with Darrell Road are out of LCDOT's jurisdiction. Any plans to revise access or travel patterns along Dowell Road and Neville Road outside of the intersection improvements would need to be addressed by the Village and Township.

3. When will this project be constructed? How long will construction last?

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.

The duration of construction will depend on the Preferred Alternative that is selected for the project. The next step for the project is for the Project Study Group (represented by the Lake County Division of Transportation and Consultant) to select the Preferred Alternative based on operational and safety benefits, feedback from the public, and cost and impact evaluations. Once a Preferred Alternative is selected, further detailed studies will be completed and a conceptual plan for construction and maintenance of traffic will be produced. The anticipated duration of construction and maintenance of traffic plan will be presented at a Public Hearing, anticipated in early 2018.

4. Will roundabouts accommodate large vehicles, particularly farming equipment?

The roundabouts are designed to accommodate the necessary design vehicles at each intersection according to the Illinois Department of Transportation (IDOT) standards. These include tractor/semitrailer trucks classified as WB-50 or WB-55, with overall wheelbase lengths of 50 and 55 feet, respectively. Each of the proposed roundabouts include truck aprons around the center island of the intersection which allow for larger vehicles to navigate the roundabout effectively. If roundabouts are selected as the Preferred Alternative, further studies, including design accommodations for frequent larger vehicle use at the intersection, will be completed.