

# Hunt Club Road and Washington Street

Phase I Engineering Study

Public Meeting on 12/10/19

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

**1) How will the raised medians and U-turn lanes affect traffic entering/existing the commercial properties at the intersection?**

The raised medians and U-Turn lanes will positively affect the commercial properties at the intersection. Managing the access of the commercial driveways will promote easier and safer ingress and egress of the properties. According to the Federal Highway Administration, "Before and after studies of businesses in Florida, Iowa, Minnesota, and Texas along highways where access has been managed found that the vast majority of businesses do as well or better after the access management projects are completed. Here is a report from the Federal Highway Administration on this topic:

<http://www.teachamerica.com/amv/Primer%20for%20Print.pdf>

**2) Will the other construction projects in the area be taken into account when planning the construction for this project?**

Yes. There are several things that can affect the timing of a project such as right of way acquisition, permitting and utility relocation. These are monitored throughout the design process in order to establish a start of construction date. Consideration of other projects in the area, and more specifically, traffic impacts will be considered as the design develops.

**3) Will this project help the drainage issues along Washington Street west of Hunt Club?**

Yes, there is known ponding that has occurred on the pavement in the west leg of Washington Street between White Oak Lane and Hunt Club Road. This issue will be addressed through the use of increased stormwater detention and conveyance systems.

**4) How will pedestrian safety be taken into account when designing the new intersection? Will there be a pedestrian countdown timer?**

Crosswalks will be installed at all legs of the intersection with sidewalk ramps designed to ADA standards. Traffic signal timings will be calculated to give enough time for pedestrians to safely cross the intersection. Pedestrian countdown signals will be installed.

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## 5) How will this project impact drainage in the surrounding area?

This project evaluates all existing points of entry and departure for stormwater runoff within the project limits. Proposed drainage is evaluated to determine impacts to these entry and departure points. As part of this project additional stormwater detention will be provided. The project will also be permitted through the Lake County Stormwater Management Commission.

## 6) What happens to the red light running cameras with the construction of this project?

The red light cameras will be removed once the intersection is improved. These cameras are owned and maintained by the Village of Gurnee. A copy to LCDOT's Red Light Camera Policy can be found here:

<https://www.lakecountyiil.gov/DocumentCenter/View/1245/Red-Light-Running-Camera-Policy-PDF>. According to the policy, the Village would be eligible to reapply for a permit to reinstall the cameras after collecting 3 years of new crash data.

## 7) When will construction for the project start?

2022 is currently where construction is programmed in the 5-year Capital Improvement Plan. However, once the land acquisition phase of this project starts that date could change. There are a significant number of parcels that are impacted by this project so the acquisition process will drive the project schedule.

## 8) What is the process for the land acquisition for this project?

The land acquisition process for this project will begin in Spring/Summer of 2020. Property owners potentially impacted by the improvements were invited via certified mail to attend the Public Meeting held on December 10, 2019. In Spring/Summer of 2020, impacted property owners will be contacted again regarding the potential property acquisition for the improvements. Lake County Division of Transportation (LCDOT) will contact the property owner due to one or more of the following reasons:

- LCDOT may need to acquire Permanent ROW
- LCDOT may need to acquire a Permanent Easement
- LCDOT may need to acquire a Temporary Easement
- LCDOT may need to obtain a Temporary Use Permit for your property
- LCDOT may access your property through an existing Easement

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LCDOT will prioritize those properties requiring Permanent ROW, Permanent Easement and/or Temporary Easements. The property owners will be invited to meet individually to discuss the impacts and to negotiate costs. The duration of the land acquisition process is unique to each project, but generally takes six (6) to eighteen (18) months.