

# PUBLIC INFORMATION MEETING COMMENT RESPONSES

## Charles Road and IL 120/Greenwood Road



*Responses provided from June 4th, 2024 Public Information Meeting.*

### Roundabout Alternative

**COMMENT:** Attendees expressed concerns about the implementation of a roundabout at the project intersection including high cost, navigation, light pollution, pedestrian/bicyclist safety, etc. Many attendees also expressed support for the implementation of a roundabout.

**RESPONSE:** The presented roundabout concept is designed to improve safety for all users and provides the best benefit-to-cost ratio in comparison to other viable alternatives considered. The roundabout intersection forces vehicles to slow down when crossing the intersection, addressing the existing concerns about speeding. It also has the fewest conflict points (8) in comparison to stop-controlled or signalized intersection (32) improving safety for all users. Furthermore, when in series, roundabouts can have secondary calming effects on streets by reducing vehicle speeds.

The intersection lighting will be designed according to current standards. All efforts to minimize light pollution and spillage on adjacent properties will be taken into consideration during the lighting design.

### Traffic Signal Alternative

**COMMENT:** The traffic signal alternative will be better for heavy traffic flow along IL 120 during peak hours than a roundabout.

**RESPONSE:** The alternative analyses evaluated the performance of signalized and roundabout intersections alternatives. The roundabout intersection alternative outperformed the signalized intersection during the morning and evening peak periods.

Intersection safety is a primary consideration in the selection of the preferred improvement alternative. Roundabouts are safer than signalized intersections since they reduce conflict points and, the potential for serious and fatal crashes. Traffic signal intersections are more likely to result in serious crashes, increased vehicle speeds, and increased air and noise pollution when compared to roundabouts.

### Removal of Free-Flow Northbound Right Turn Lane

**COMMENT:** The proposed intersection alternative does not provide a northbound right turn lane.

**RESPONSE:** The intersection traffic analysis was conducted for existing and future 2050 traffic conditions for both traffic signal and roundabout alternatives. A northbound right turn lane is not required for acceptable operation of the intersection for both traffic signal and roundabout alternatives. The removal of the northbound right turn lane reduces the pavement, requires less proposed right-of-way, and reduces the cost for construction of the proposed intersection improvements.



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### Speed Study and Speed Limit Reduction

**COMMENT:** Vehicles travel at high speeds on Charles Road, IL 120, and Greenwood Road. The County should consider speed limit reduction and better police enforcement as the primary alternatives to address intersection safety concerns.

**RESPONSE:** A speed study was conducted in 2014 and no speed reduction was recommended at that time. The County has performed a speed study along Charles Road in 2024 and has recommended speed limit reduction to the County Board for consideration. Reduced speed limit does not often reduce travel speeds along the roadway. Therefore, the project is recommending intersection improvements to reduce travel speeds and address safety concerns.

Enforcement is effective while active, but improvements will be effective 24/7.

### Property Value, Right-of-Way, and Privacy

**COMMENT:** Two of the presented alternatives yield concerns related to property value, right-of-way, and residential privacy.

**RESPONSE:** The impacts on property values, right-of-way, and residential privacy play a large part in the design process of a project. The presented alternative concepts take these matters into careful consideration and minimize the associated negative impacts while also fulfilling the purpose and needs of the project.

The residents will be compensated for any land required to construct the intersection.

### Drainage and Utilities

**COMMENT:** Adjacent residents expressed concerns about how drainage and utility relocation will be handled in the vicinity of the intersection.

**RESPONSE:** The project will be designed to accommodate anticipated drainage needs of the intersection. The intent of the design will be to maintain existing drainage patterns as originally designed.

A similar drainage pattern will be utilized in the proposed improvement.

The McHenry County DOT is not responsible for moving private utilities but will work with utility companies during both design and construction of the project. The intersection design will consider potential locations for utility poles.

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