

Thank you for your attendance at the public hearing held on October 28, 2015 for the Illinois Department of Transportation’s (Department) proposed improvements of US 20 at Marengo Road, Beck Road, and South Union Road in McHenry County. Your comments have become part of the official public hearing record and will be included in the final project report. A total of ten (10) comments were received during the three week comment period. Of the comments received, approximately fifty percent (5) supported the roundabout and the need for a safety improvement. The other fifty percent (5) do not favor the roundabout or prefer a traffic signal instead of the roundabout. As many comments received concerned similar issues, this newsletter has been prepared to address those concerns as well as provide you with an overview of other topics. Information and materials from the public hearing can be viewed on the project website at [us20atmarengo.com](http://us20atmarengo.com).

### PREFERRED ALTERNATIVE

The technical and environmental analysis shows that the roundabout proposed at the intersection of US 20 and Marengo Road, Beck Road, and South Union Road maintains the lane configuration on all roadways, has better safety performance, and provides better overall congestion relief than the traffic signal alternative. Therefore, in consideration of all the information gathered for the project, the Department has selected a five legged roundabout as the Preferred Alternative.

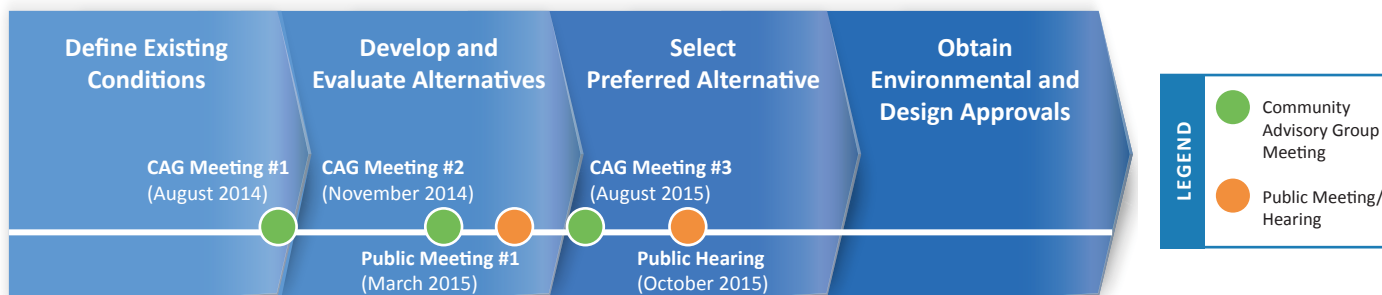
### NEXT STEPS

The Department is nearing completion of preliminary engineering and environmental studies (Phase I). After completion of Phase I, anticipated in early 2016, the Department will initiate the land acquisition process and begin contract plan preparation (Phase II), followed by the construction of the roundabout (Phase III).

Since roundabouts are relatively new to this area, the Department is committed to continued outreach and education to ensure that residents and officials have access to the latest information about the project through the end of the construction phase. See page 2 for more information pertaining to roundabouts.

### FUNDING AND CONSTRUCTION COST

The estimated project cost of the Preferred Alternative is \$4,100,000. The project is being funded under the Highway Safety Improvement Program (HSIP) and is included in the Department’s FY 2016-2021 Proposed Highway Improvement Program. HSIP is a type of federal funding, and can be used for improvements which include any strategy, activity, or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and seeks to improve safety at road locations that exhibit safety concerns. Federal funding will pay for 90% of the cost of this improvement.



For more information about the public hearing please visit the project website at [www.us20atmarengo.com](http://www.us20atmarengo.com).

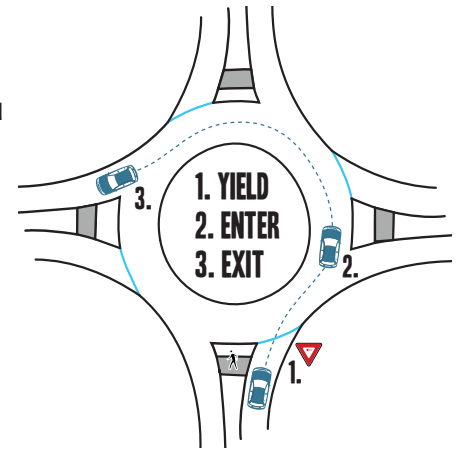
If you have any questions or need additional information, please contact Theresa Pelletier, Project Manager, at 847.705.4479 or [Theresa.Pelletier@illinois.gov](mailto:Theresa.Pelletier@illinois.gov).

# ROUNDBABOUTS

Roundabouts are circular intersections where traffic flows around a center island. Roundabouts are designed to promote safe and efficient traffic flow and use yield signs at entry to control traffic instead of traffic signals or stop signs. Modern roundabouts are not neighborhood traffic circles that are used to slow traffic. Roundabouts also are not the old large traffic circles, sometimes called rotaries, which are common in England and along the northeast coast of the United States.

## How to Enter a Roundabout

When approaching a roundabout, you should slow down and obey the traffic signs, yield to any pedestrians within or about to enter the crosswalk, then yield to traffic from the left that is already in the roundabout. When a safe gap appears, you should enter the roundabout and proceed in a counterclockwise direction. Once you are in the roundabout, you should not pass other vehicles or switch lanes. As you approach your exit, turn on your right turn signal.

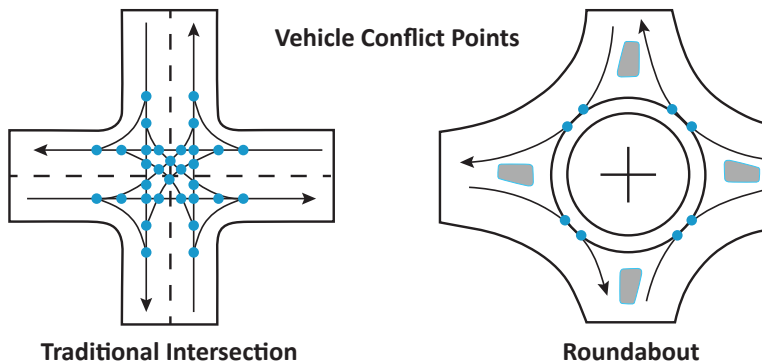


## Safety Benefits of Roundabouts

Studies from the Insurance Institute of Highway Safety show that roundabouts can provide a 90% reduction in fatal crashes and a 76% reduction in injury crashes. Roundabouts reduce the occurrence of severe crashes by slowing traffic as it enters the circulating intersection and by reducing the number of conflict points between vehicles. Crashes involving vehicles at a stop sign that fail to yield to through traffic, some of the deadliest types of crashes, are not prevented by the installation of traffic signals. Drivers can and do ignore traffic signals. However, with the installation of a roundabout, drivers are forced to slow and maneuver their vehicles prior to entering the intersection. This

reduction in speed, and the requirement to turn right to enter the intersection, reduces crash severity and results in significantly reduced fatalities and injuries at these intersection types.

In addition, roundabouts do not require any new driving skills. In fact, they simplify the driver decision-making process resulting in a safer and more efficient intersection. In addition to safety and traffic flow improvements, roundabouts also reduce vehicle emissions and fuel consumption because vehicles are not idling at signalized intersections.



## Operational Benefits of a Roundabout

Roundabouts are a very efficient means of traffic control. They can move traffic through intersections more quickly and with less

congestion as compared to a traffic signal by allowing continuous flow of traffic from all approaches. Even though drivers must lower their speeds to enter, traffic moves efficiently because yielding at an entry point takes less time than stopping and waiting for a green light. Also, roundabouts handle high volumes of left turning vehicles more effectively as compared to traffic signals because they eliminate the conflict with oncoming through traffic.

## Farm Equipment

The roundabout has been designed to accommodate the largest vehicle allowed on the roadway according to the Illinois vehicle code. This includes large trucks and farm equipment. In addition to the 20 foot wide pavement for the circulating roadway, there will also be a "truck apron". This will allow an additional 11 feet of space (if needed) for vehicle turning paths. The apron is generally composed of a colored pavement and is slightly raised to discourage cars from using it, while providing larger vehicles with the room they need.



Please visit the links section on the project website at [www.us20atmarengo.com](http://www.us20atmarengo.com) for additional information on roundabouts.