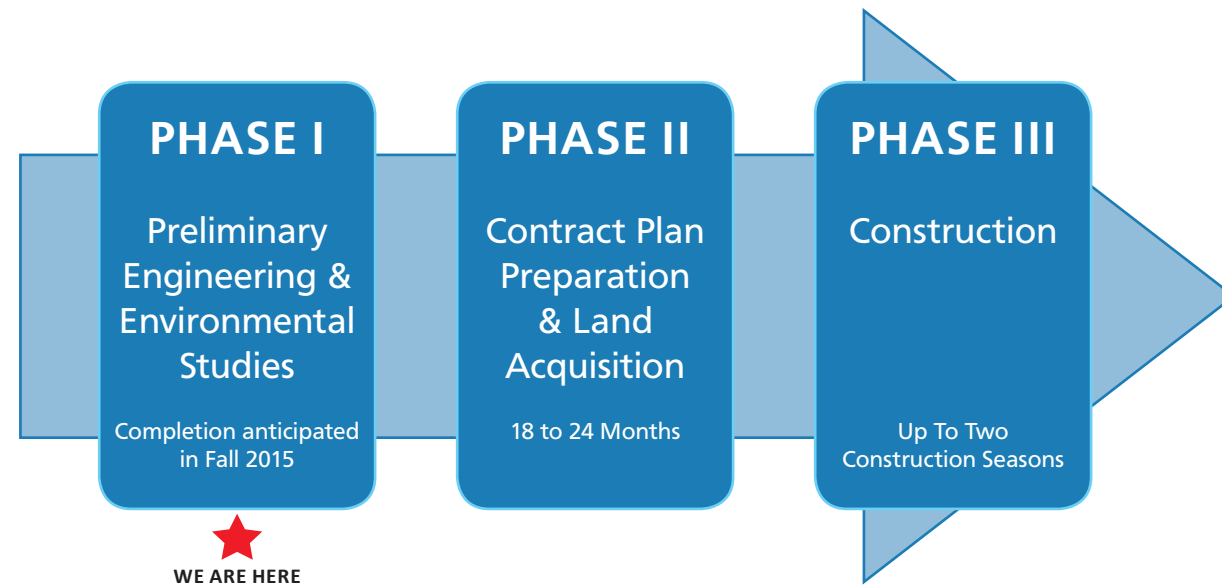


PROJECT SCHEDULE AND FUNDING

After completion of Phase I, and contingent on funding availability, the Department will initiate the preparation of contract plans and land acquisition ("Phase II"), followed by construction ("Phase III"). This project is a candidate for funding through the Highway Safety Improvement Program (HSIP) and is included in the Department's FY 2016-2021 Proposed Highway Improvement Program.



PUBLIC HEARING Brochure



October 28, 2015
4:00 p.m. to 7:00 p.m.

Marengo Community High School

110 Franks Road
Marengo, IL 60152

WELCOME

The Illinois Department of Transportation (Department) welcomes you to the public hearing for the proposed improvements of US 20 at Marengo Road, Beck Road, and South Union Road in McHenry County, Illinois. This public hearing is an open house format, and we invite you to view the audio-visual presentation, examine the exhibits on display, talk with study team members, and provide feedback on project elements. A Public Forum will begin at 6:00 p.m., where the public will be invited to make a statement to a court reporter.

PROJECT BACKGROUND

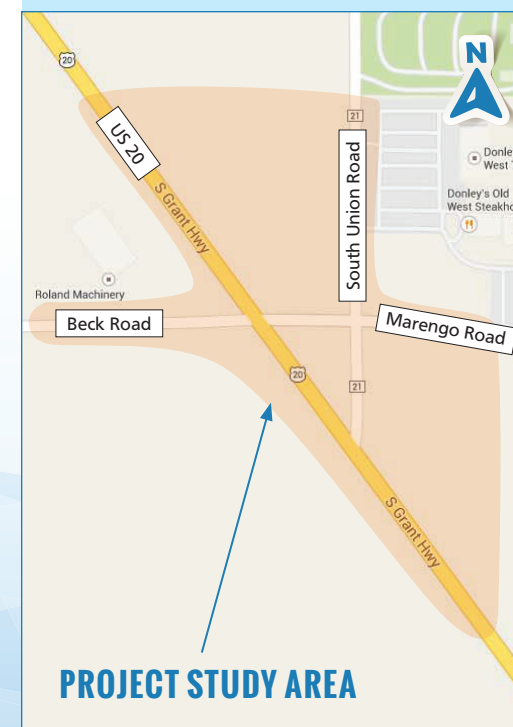
The project study area includes three intersections spaced within 500 feet of each other and involves four roadways: US 20, Marengo Road, Beck Road, and South Union Road. The Department completed a safety study of the area in 2005. As an interim project, the Department and the McHenry County Division of Transportation (McDOT) installed flashing beacons above advanced intersection warning signs and stop signs, and also removed a large tree that was restricting sight distance at the intersection of US 20 and Marengo Road/Beck Road. These countermeasures reduced the crash frequency by 26%, but not the crash severity. Crash data from August 2005 to December 2013 indicated that 45% of the crashes resulted in a severe injury at these three intersections. The project area was designated a 5% location in 2010, 2011, and 2012. 5% locations are locations that experience a higher severity and frequency of crashes than similar locations statewide.

PURPOSE OF THE HEARING

- Present the preferred alternative
- Obtain public input

HOW TO PARTICIPATE TODAY

Participants are invited to view exhibits on display and an audio-visual presentation will be shown continuously during the hearing. Project staff are present to discuss the project and answer questions. A Public Forum will begin at 6:00 p.m., where the public will be invited to make a statement to a court reporter.



PROJECT UPDATE

The following has been accomplished prior to this hearing:

- Formed a Community Advisory Group (CAG) which consists of community leaders and stakeholders. Coordinated with project stakeholders, including three CAG meetings and one public meeting. (Summaries and newsletters can be found on the project website)
- Identified a range of potential alternatives and performed evaluations. Eliminated alternatives deemed infeasible and/or unreasonable.
- Selected the Preferred Alternative.
- Performed detailed studies to determine environmental impacts, geometrics, and drainage.



COMMENTS OR QUESTIONS

Please visit the project website at www.US20atMarengo.com for materials shown at the public hearing. Questions and comments may be submitted during this public hearing using the comment form provided, mailed to the Department at the address indicated below, or sent to the project e-mail address US20atMarengo@ClarkDietz.com. Comments received by November 18, 2015 will become part of the official public hearing record.

Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096
Attn: Bureau of Programming, Theresa Pelletier
Telephone: (847)705-4479



ALTERNATIVE DEVELOPMENT AND EVALUATION

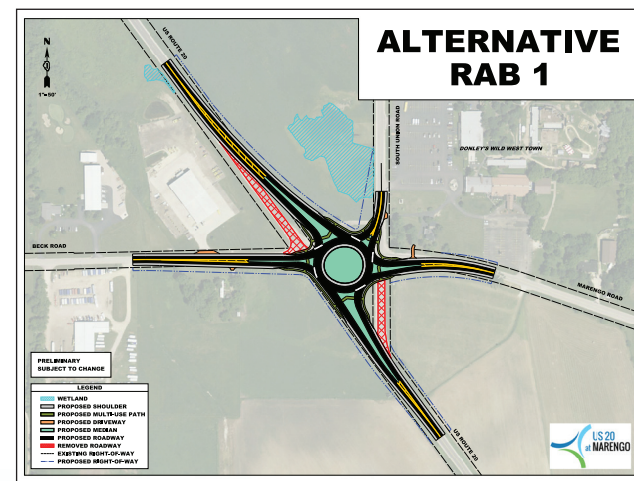
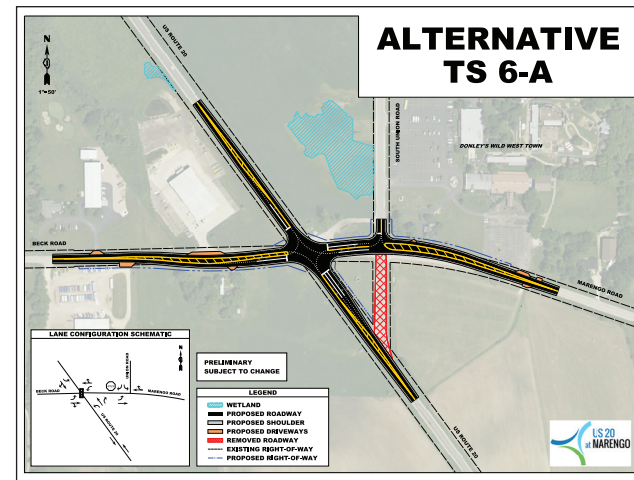
A total of fifteen alternatives were developed and evaluated for safety performance, traffic operations and impacts. Twelve traffic signal options and three roundabout options were studied. Traffic signal alternatives included realigning roadways, removing portions of South Union Road, and providing turn lanes to separate turning and through traffic. The roundabout alternatives included a five legged roundabout and two four legged roundabouts. Of the 15 alternatives, nine traffic signal alternatives were dismissed because they did not meet the project goals. Two alternatives of the remaining six were dismissed from consideration because the remaining alternatives result in the same benefits at a lower cost. Four alternatives were discussed in greater detail at the second CAG meeting, including two traffic signal alternatives and two roundabout alternatives. After discussing the four alternatives and applying the design criteria with the CAG members, the group agreed that two viable alternatives merited presentation at the March public meeting for public comment.

PUBLIC MEETING

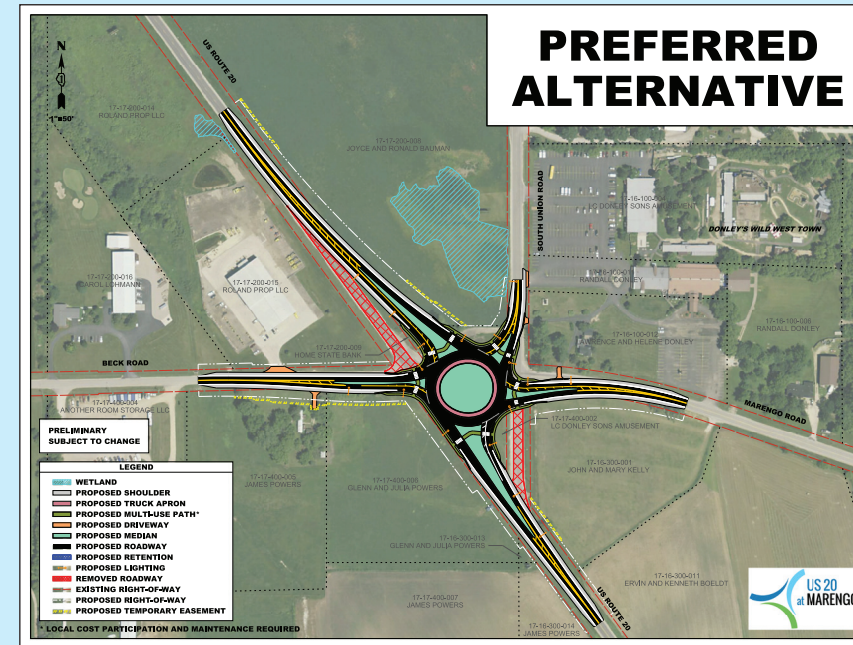
Following the second CAG meeting, a public meeting was held in March 2015 presenting Alternative TS 6-A and Alternative RAB 1 for public input. A total of 13 comments were received during the three week comment period. These concerned the traffic operational benefits of the roundabout alternative, vehicular turns in the roundabout alternative, congestion caused in the traffic signal alternative between the US 20 and South Union Road turning movements, the speed limit along US 20, possible increased speed enforcement, and an alternative preference. A newsletter with a discussion of the public comments was made available on the project website and sent to each person that submitted a comment. Of the comments that expressed a preference, six comments were favorable to the roundabout alternative and five comments were favorable to the traffic signal alternative.

NEXT STEPS/PHASE I SCHEDULE

The Phase I milestones are illustrated in the schedule below. We are currently at the public hearing. After this public hearing, environmental and design approvals will be sought. The approvals will conclude Phase I of this project.



PREFERRED ALTERNATIVE



	Preferred Alternative
Project Cost	4.1M
Total Crash Reduction	-70%
Severe Crash Reduction	-72%
Opening Day Operations	B
2040 Traffic Operations	B
ROW Impact	3.5 AC
Displacements	0
Wetlands	0.1 AC

Based on engineering and environmental analysis and public input, Alternative RAB 1 was selected as the preferred alternative.

Alternative RAB 1 is a five-legged roundabout that maintains the current lane configurations on all roadways. Traffic slows to approximately 15 to 25 mph before entering the intersection and travels around the center island until reaching the desired exit. The design of Alternative RAB 1 limits vehicular conflict points, reduces the probability of severe crashes, and decreases delay at the intersection when compared to a traffic signal alternative.

Alternative RAB 1 maintains existing drainage patterns by grading ditches and replacing culverts. Bike paths are currently included in the improvements subject to local cost participation and maintenance. Lighting is proposed at the entries and exits to increase visibility at the intersection. It is expected that the roundabout construction will last two construction seasons but will maintain one lane in each direction on all roadways except for a short term South Union Road detour. The South Union Road detour will use Coral Road and US 20.

LAND ACQUISITION TYPES AND PROCESS

Three types of Land Acquisition:

Fee Simple

- Acquisition of all rights and interest

Permanent Easement

- Ownership retained by property owner
- IDOT allowed permanent use of property to construct and maintain facilities

Temporary Easement

- Ownership retained by property owner
- Temporary use to construct minor improvements

