

FREQUENTLY ASKED QUESTIONS

How expensive is a roundabout? Costs for modern roundabouts can vary, and can be dependent on the costs of property acquisition or sensitive environmental areas. Roundabouts have virtually no cost for maintenance or operations.

What is a roundabout? A modern roundabout is a circular intersection where drivers travel counterclockwise around a center island. Drivers yield to traffic in the circle, then enter the roundabout and exit at their desired street. There are no traffic lights or stop signs in a modern roundabout.

Can I change lanes in a roundabout? No. Once you enter a roundabout, you must stay in your lane. Make sure you choose the correct lane before you enter the roundabout.

What if an emergency vehicle approaches? In a roundabout, you treat emergency vehicles the same way you would in a traditional intersection. Do not stop if you are in the roundabout. Continue to your exit. Once you exit the roundabout, pull to the right and allow the emergency vehicle to pass. If you see an emergency vehicle as you are approaching a roundabout, pull to the right and allow it to pass, then continue into the roundabout.

What happens if there's a collision in the roundabout? Treat it like you would a collision in a traditional intersection. If possible, drivers involved in the collision should drive out of the roundabout to the shoulder of the road. Drivers within the roundabout should, if possible, drive around the collision and exit. If a collision is completely blocking the roundabout, call 911 and use an alternate route, if possible.

Roundabouts Frequently Asked Questions (Washington State Department of Transportation)

Components of a Modern Roundabout

Traffic Control:

- Yield control is used on all entries. The circulatory roadway has no control

Circulating Vehicles:

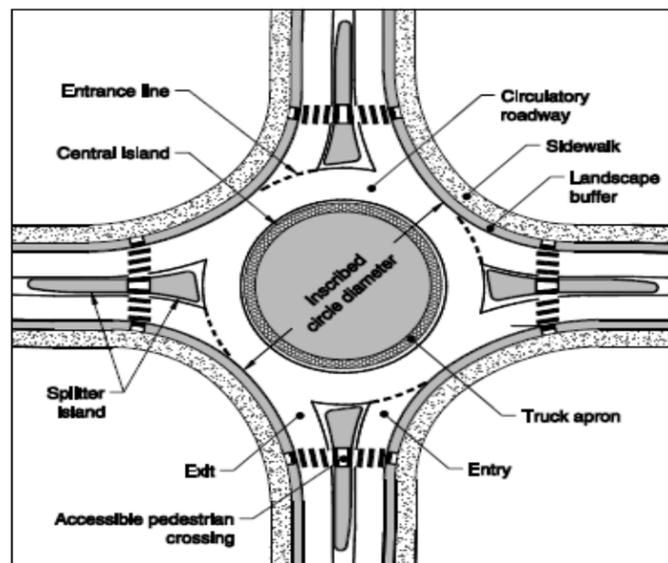
- Circulating vehicles have the right-of-way

Direction of Circulation:

- All vehicles circulate counterclockwise and pass to the right of the central island

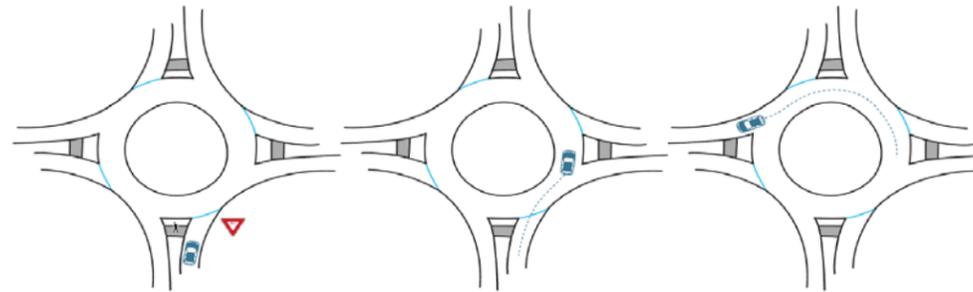
Speed Reduction:

- Good roundabout design requires entering vehicles to negotiate the roundabout at slow speeds. Once within the circulatory roadway, vehicles paths are further deflected by the central island.



For Reference

How to Drive Through a Roundabout



1. **YIELD** to traffic, pedestrians, and bicycles.
2. **ENTER** counterclockwise.
3. **EXIT** at desired point.

Project Schedule

Phase I (we are here)

- Transportation purpose and needs are identified
- Evaluation and design alternatives evaluated
- Preferred plan selected
- Right-of-Way (ROW) needs identified

• Public Meeting

- Project Approval

Phase II

- Construction Plans are developed and ROW acquisition begins

Phase III

- Construction Begins

This improvement is included in IDOT's FY 2014-2019 Proposed Multi-Modal Transportation Improvement Program. Our current engineering efforts are targeted to enable a contract letting in the early years of our current multi-year program contingent upon plan readiness, land acquisition, and funding availability through our future annual legislative appropriations.

Next Steps: We want your input

Your comments are valuable and allow all relevant perspectives to be considered before IDOT approves a project. We invite you to provide your input on the project and design concepts at tonight's public meeting. IDOT staff is available to discuss the project exhibits and receive your written comments.

IDOT will accept public comments for the 30 days following the meeting, and your input will be included in the public record for the project. In addition, stakeholder input is factored into the study recommendations in order to develop improvements that are consistent with community goals and objectives.

Contact Information

Written questions and comments may be submitted during the Public Meeting or to IDOT no later than January 9, 2014. The correspondence should be sent to the address indicated below.

Illinois Department of Transportation Bureau of Programming
ATTN: Mr. Carlos Feliciano
201 W. Center Court
Schaumburg, IL 60196-1096

Questions and comments may also be sent to IDOT at the following email address:

DOT.IL47atPlato@Illinois.gov

Public Meeting
December 10, 2013

Illinois Route 47
at Plato Road

Open House Public Meeting
4pm to 7pm

Audio-Visual Presentation
4pm to 6:30pm (every 15 minutes)

Central High School

44W625 Plato Road

Burlington, IL 60109



WELCOME

The Illinois Department of Transportation (IDOT) is conducting a Preliminary Engineering and Environmental (Phase I) Study for the purpose of evaluating suitable traffic control alternatives that address the safety and mobility of traffic currently experienced at the intersection of Illinois Route 47 at Plato Road in Plato Township. This intersection is a all-way stop controlled intersection with a single flashing beacon light located in the center of the intersection with a single luminaire. The land surrounding the intersection is mainly open farm land with residential homes, three schools, an equine hospital, stables, a small airport, and other commercial businesses lying within the study area.



Purpose of the Meeting

The purpose of tonight's Public Meeting is to:

- Present the Project Location and Existing Conditions
- Present the Purpose and Need for this Improvement.
- Present the proposed scope of work.
- Provide an opportunity to review and comment on the proposed project plans for inclusion in IDOT's final report.
- Discuss the next steps in the phase I process.

PROJECT BACKGROUND

PURPOSE AND NEED

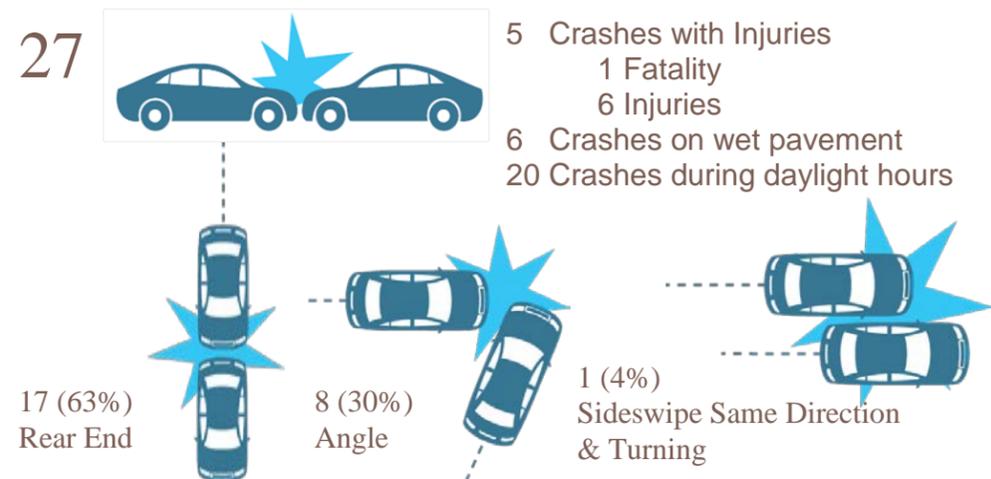
The purpose of this improvement is to evaluate suitable traffic control alternatives that address the safety and mobility of traffic currently experienced at the intersection. This is needed to address the intersection's existing traffic control which currently exhibits excessive queues and delays.

A total of 27 crashes were reported at the intersection of Illinois Route 47 at Plato Road between 2006 and 2010. Five of the crashes resulted in injuries, 6 occurred on wet pavement, and 20 were during daylight hours. In 2010, there was one fatal crash at the intersection. Two vehicles traveling east and south collided after both drivers failed to stop at the all-way stop. The predominate crashes were rear end crashes, followed by angle crashes, and sideswipe-same direction/turning crashes. Although the numbers seem relatively low now, over time they will increase as new developments begin to flourish in the surrounding areas.

The selected improvement would develop a drainage system to eliminate standing water around the northwest and southeast corners of the intersection. Establishing ditches within the project limits would reduce the potential for further erosion and related flooding of nearby crops. This improvement would also modify the roadway's profile directing water either north to Bowes Creek or south to a new culvert.



Reported Vehicle Crashes (2006-2010)



PROPOSED SCOPE OF WORK

ALTERNATIVE 1: TRAFFIC SIGNAL

Traffic signals would be installed on all legs of the intersection of Illinois Route 47 at Plato Road. This work would include widening the roadway to accommodate a single 12' wide left turn lane and a 12' wide shared through/right lane on all legs. Paved 8' and 6' wide shoulders would be on each leg respectively. Drainage would be improved within the proposed study area. Lighting for this alternative is not needed.



ALTERNATIVE 2: MODERN ROUNDABOUT

The all-way stop controlled intersection would be converted into a modern roundabout with a 14' wide circulating single lane. The center of the roundabout has been shifted north and east to deflect entering vehicles approaching the roundabout. Long splitter islands are proposed on all legs to deflect entering vehicles as well. A 14' wide concrete truck apron, located just outside of the central island, is proposed. This area will accommodate large trucks, farm equipment, and emergency vehicles providing them with an additional area to maneuver through the circle. Entering vehicles would yield to traffic circulating counter-clockwise in the circle. The existing drainage would be improved just as in **Alternative 1**. Lighting around the roundabout would be installed.

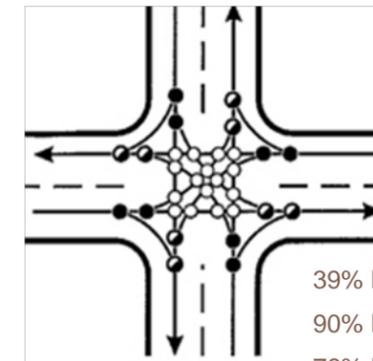


Cost Comparison Chart	Traffic Signal (Lighting not needed)	Modern Roundabout (Lighting needed)
Construction Costs	\$2.6 Million	\$2.8 Million
Right-of-Way Impacts	8 Parcels	8 Parcels
Level of Service	LOS C: 22 AM/(D: 54 AM)	LOS B 13 AM/(F: 98 AM)
Safety Improved	Yes	Yes
Stage Construction	Yes	Yes
U-turns Allowed	No	Yes
Driver Familiarity	Common in Illinois	New to Illinois

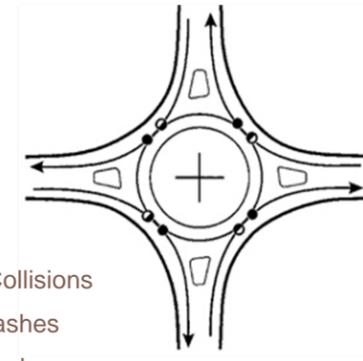
* Lighting cost not included
** Negotiations will follow in Phase II

Modern Roundabout Safety Features

National Cooperative Highway Research Program (NCHRP) Report 672



32
VEHICULAR
CONFLICTS



8
VEHICULAR
CONFLICTS

- 39% Reduction in Overall Collisions
- 90% Reduction in Fatal Crashes
- 76% Reduction in Injury Crashes
- 40% Reduction in Pedestrian Collisions
- 75% Reduction in Conflict Points

CRASH TYPE COMPARISONS

SIGNALIZED INTERSECTION



MODERN ROUNDABOUT

