

PUBLIC INFORMATION MEETING COMMENT RESPONSES

Charles Road and Queen Anne Road



Responses provided from April 2nd, 2024 Public Information Meeting.

Crashes

COMMENT: Serious crashes in the area are a result of the curve west of the intersection and reckless driving.

RESPONSE: Severe crashes have occurred along the curve west of the intersection because of vehicles departing the roadway and hitting fixed objects such as utility poles, trees, fences, etc. The project is recommending wider shoulders and recoverable slopes to address these safety concerns.

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.

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 conflicts points (8) in comparison to stop-controlled or signalized intersection (32) improving safety for all users.

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.

Speed Study and Speed Limit Reduction

COMMENT: Vehicles travel at high speeds on Charles 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 will be performing a speed study along Charles Road in 2024. If the conclusion of the speed study is to reduce the speed limit on Charles Road, it will be brought forward to the County Board for action. 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.



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CHARLES ROAD
SAFETY IMPROVEMENTS

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 to 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 need of the project.

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

Other Traffic Operation Measures

COMMENT: The installation of additional traffic operation measures such as stop signs, traffic signals, speed bumps, guardrail, etc. should be considered.

RESPONSE: The alternatives analyses evaluated all-way stop control intersection, signalized intersection, and roundabout intersection. A stop-controlled and signalized intersection is not warranted and cannot be provided at this location per IL MUTCD. Charles Road is a high-speed roadway and any measures considered should improve safety for all users. A guardrail can only be considered to protect a known hazard. A guardrail is not warranted and itself is a safety concern.

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.

MAIL



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