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Randall Road (FAP 336) CR V29
County Line Road to Ackman Road
Section: 06-00329-01-PW
Skyridge Club Apartment Introduction Meeting
March 20, 2014
1:00 p.m.

FINAL Minutes of Meeting

Attendees:

Mark Hahn, Asset Manager, Kensington Realty Advisors, Inc.
Amy Landsberg, Property Manager, Marquette Companies
Ed Ufheil, Maintenance Manager, Marquette Companies
Laurie Casey, Marquette Companies
Brian Fairwood, TranSystems (TS)
Todd Bright, TranSystems (TS)

The purpose of the meeting was to introduce the new Randall Road design team and begin a dialogue with the Skyridge Club Apartment Complex (SCAC). Mark Hahn from Kensington Realty Advisors called Ashley Newton as a follow up to the introduction letter and flyer that was sent to him by the County for the Randall Road Corridor project. Mark had some concerns about access to the property. He mentioned the newly restricted left turns between Ackman and Skyridge and the land that was purchased for the project. He was curious about the other turns off other access roads and wanted to walk the property with someone from the design team.

Introductions

The meeting was held at the Skyridge Club apartment sales office/club house. In addition to Mark Hahn, there were representatives from the management company, Marquette Companies, including Laurie Casey, Amy Landsberg, and Ed Ufheil. The complex has 364 units.

Brian Fairwood (TS) and Ashley Newton (BLA) are leading the public outreach effort. They will function as a conduit between the public and design engineers. Todd Bright is the senior project manager.

A corridor aerial, intersection aerial and preferred improvement plan near the complex was discussed with Skyridge representatives. A copy of the exhibits was left with them.

Scope

The Randall Road Corridor is characterized by the following deficiencies:

- Severe Congestion
- Inconsistent Access
- Safety and Accident Concerns
- Lack of Pedestrian and Bicycle Access

The County is proposing to address these issues by widening and reconstructing this vital corridor to provide three (3) through lanes in each direction, dual left turn lanes, and an exclusive right turn lane at the major signalized intersections. Other improvements include drainage and detention, traffic signals, lighting, multi-use



paths, sidewalks, stream relocation, culvert extensions, retaining walls, and potential noise wall. The Randall Road and Algonquin Road intersection will be widened and reconstructed to accommodate future traffic and commercial access. The roadway design plans may include future construction of potential pedestrian grade separations. Skyridge was very interested with the possibility of getting a pedestrian grade separation near their complex which would provide access to the Fen Park and a number of trails.

Project Status

The design team began working on the project in the middle of February 2014. They are taking a fresh look at what was original proposed. Initial tasks have been reviewing existing studies, public outreach, and validating traffic forecasts. New traffic information is a focus, as it will be used to reevaluate the Randall and Algonquin intersection.

Schedule

The type of intersection at Randall and Algonquin should be decided by the end of the year. Design plans will be prepared in 2015. The earliest construction could begin is 2016. This schedule is dependent on funding and property acquisition.

Skyridge Issues/Concerns

- Intersection safety at Skyridge/Carlemont and Alexandra Boulevard is an issue due to the curve on Alexandra and the fact that there is not a stop sign along Alexandra.
- When the County completed the Rakow project, the access to Skyridge Drive from Ackman Road was changed from full to right-in/right-out. As result, drivers make a u-turn at Westport Ridge to head back east along Ackman to get to Skyridge.
- The left turn for northbound Randall to Alexandra needs to be maintained for access to the area. The preferred concept shows Alexandra changing from full access to right-in/right-out. This change would force everyone onto Carlemont which is a local street that was not meant to handle all of that traffic. There is a concern today with cut-through traffic on Carlemont. There are a number of bus stops along the street and a girl was hit by a car a couple of years ago. They would like to see additional stop signs and/or speed bumps.
- Everyone understood that lefts off of Alexandra to northbound Randall might need to be restricted due to safety concerns. Safety is a concern at Alexandra today even for right-outs. Cars are moving very fast and it is hard to see through traffic around the designated right-turn lane. Would there be any thoughts to adding a traffic signal at Alexandra?
- Currently the Algonquin Road intersection is a deterrent for their residents looking for access to I-90. What should be a 10-15 minute commute can be well over 30 minutes during rush hour. Additionally many residents avoid the intersection and patronize stores in Crystal Lake along Route 14 to avoid the severe congestion at the Randall/Algonquin road intersection during the weekend.

Action Items

Mark and Amy would like to be on the project email list for future information notices regarding the project. They were very appreciative of the meeting and stated it was very informative.

The design team will continue to coordinate with Skyridge as the project progresses. TranSystems offered to attend future meetings, if needed. The meeting ended at 2:00 p.m.

By: Brian Fairwood