



TranSystems

1475 East Woodfield Road  
Suite 600  
Schaumburg, IL 60173  
Tel 847-605-9600  
Fax 847-605-9610

[www.transystems.com](http://www.transystems.com)

**Randall Road (FAP 336) CR V29**  
County Line Road to Ackman Road  
Section: 06-00329-01-PW  
Randall Village Condominium Association Introduction Meeting  
March 20, 2014  
11:30 a.m.

**Minutes of Meeting**

Attendees:

James Rainbolt, Randall Village Condominium Association (RVCA)  
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 RVCA. Mr. Rainbolt reviewed the project information provided by Mr. Dittrich on January 16, 2014 and had questions regarding the proposed improvements.

Introductions

Jim Rainbolt is the president of the RVCA located on Carlemont Drive near Village Road in Crystal Lake. There are 21 buildings with two story residential units. The condo community has 196 residential unit owners with several hundred residents. The RVCA supports the planned improvements for Randall Road and look forward to the implementation. Serious bottlenecks exist south of the association's location and need to be improved. The proposed CFI is an interesting concept that may be the best solution to relieve congestion at the Randall/Algonquin intersection.

Brain 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.

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. A Continuous Green T-intersection is proposed at the intersection of Randall Road and



Village Road. Algonquin will be constructing a pedestrian bridge near the Bunker Hill Road and Huntington Drive intersection as part of a separate project. The roadway design plans may include future construction of up to four other potential pedestrian grade separations.

The corridor from a design and construction perspective may be divided into three roadway segments; for a total project length of approximately 3.5 miles. The final contract packaging will be determined during the final design study phase.

- Segment 1: County Line Road to Stonegate Road (1.25 miles)
- Segment 2: Stonegate Road to Acorn Lane/Polaris Drive (0.65 miles)
- Segment 3: Acorn Lane/Polaris Drive to Ackman Road (1.6 miles)

#### 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.

#### Village Road and Carlemont Road Traffic

The RVCA has observed an increase in SB Randall traffic since the completion of Rakow Road. Making a left turn from NB Randall to Village Road can be challenging during peak traffic periods. The association believes that the planned stop lights at Village will improve this condition.

The proposal to close Alexandra Boulevard to NB lefts from Randall concerns the RVCA. More traffic will be turning left at Village and using Carlemont. They request that the County consider allowing left turns at Alexandra.

#### Noise

A corridor aerial, intersection aerial and preferred improvement plan near the Village intersection was discussed with Jim. A copy of the exhibits was left with him to share with the RVCA board. TranSystems offered to attend future board meetings, if needed.

It was noted that the roadway would be approximately twelve feet closer to the condo units. Jim asked if a noise wall was proposed, similar to what was installed at Ackman Road. Todd indicated that a noise study was done along the corridor during preliminary engineering and a noise wall was not warranted at this location. Jim asked that the County consider a wall at this location and perhaps the costs could be part of the property negotiations. A wood fence could be an alternative to a noise wall.

#### Property Acquisition

Proposed right-of-way and a temporary construction easement are currently proposed along the entire RVCA frontage with Randall Road. A substantial amount of trees and landscaping are located in this area. Jim was approached by an independent attorney to represent the association interests. Jim declined his offer and has made the RVCA counsel, Fullet Stewart, aware of upcoming negotiations with Mr. Mathewson.



TranSystems assured Jim that property would be acquired following the federal process. Professional appraisals would be obtained before formal negotiations would begin. Damages to RVCA property would be included in the compensation offered. Jim has an understanding of the process.

#### Village Road Entryway

The RVCA maintains the existing entry sign and landscaping at Randall Road. Jim wanted to insure the intersection was restored after construction. How the sign was permitted and who owns the land will need to be investigated further.

#### Action Items

Jim and representatives from RVCA will likely attend future Transportation Committee and/or County Board meetings.

The design team will continue to coordinate with the RVCA as the project progresses.

The meeting ended at 12:50 p.m.

By: Todd Bright, P.E.