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Randall Road (FAP 336) CR V29
County Line Road to Ackman Road
Section: 06-00329-01-PW
James Militello Introduction Meeting
April 4, 2014
2:00 p.m.

Minutes of Meeting

Attendees:

James Militello, Militello & Struck, LLC
Todd Bright, TranSystems (TS)
Brian Fairwood, TranSystems (TS)
Ashley Newton; Bollinger, Lach & Associates, Inc. (BLA)

The meeting was scheduled in response to Mr. Militello's email request to meet and discuss the project as it relates to his two properties located along the north side of Algonquin Road in Lake in the Hills. He had received the March 11, 2014 project update notification in the mail.

Introductions

The meeting was held at the offices of Militello & Struck, LCC in Crystal Lake. Brian Fairwood and Ashley Newton 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.

Project Overview

The Randall Road Corridor is characterized by the following deficiencies:

- Severe Congestion
- Safety and Accident Concerns
- Inconsistent Access
- 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 traffic signals, lighting, multi-use paths, and sidewalks.

The Randall Road and Algonquin Road intersection will be widened and reconstructed to accommodate future traffic and commercial access. Mr. Bright explained that the current intersection does not have the capacity to accommodate existing and future traffic. The delay experienced while driving the corridor and waiting time at stop lights can be significant on Saturdays and during weekday rush hours. Mr. Militello acknowledged the congestion and felt drivers and businesses would welcome the improvements. He added that there needs to be a balance between traffic, safety, and access. Designers will need to address the corridor's failures while maintaining the daily living needs of the County residents and merchants.



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 originally proposed during preliminary engineering (Phase 1). 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. Only if warranted, will a CFI be considered.

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.

Discussion

An intersection aerial and the current preferred improvement plan near the Militello properties were discussed. A copy of the exhibits was left with Mr. Militello. His two properties are the Car Wash and Gas Station/Shopping Center west and east of Oakleaf Road. His concerns were related to how the existing businesses would be impacted during and after construction. It was noted that the current project limits end just west of the Car Wash and should have minimal impacts to his interests. Barricades will likely be placed in front of his properties to temporarily transition drivers during construction staging.

Mr. Militello asked if a traffic signal was proposed and/or could be placed at Oakleaf Road. Mr. Bright indicated that a new signal was not proposed due to its proximity to the existing signal at Crystal Lake Road.

Mr. Bright showed exhibits for both the CFI alternative and traditional alternative at the Randall/Algonquin intersection. This illustrated that there were similar access impacts with both alternatives, which may have been different from what he was told by others. It was reiterated that the type of intersection is unknown at this time.

The potential CFI concept was explained and Mr. Militello had a good understanding of how it would operate. He mentioned that roundabouts and automatic transmissions were once controversial also, but after the initial fear of the unknown is overcome, these new concepts become standard practice.

Action Items

Mr. Militello was very appreciative of the meeting and asked that he be kept informed as the project moves forward. In addition, he would like the opportunity to review the final drawings prior to construction.

Mr. Bright offered to forward a video link <https://www.youtube.com/watch?v=oVI3Ledw7mc>, illustrating how a CFI operates.

The meeting ended at 3:00 p.m. with Mr. Militello expressing his full support for the CFI concept and the improvements.

By: Todd Bright, P.E.