



TranSystems

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Randall Road (FAP 336) CR V29
County Line Road to Ackman Road
Section: 06-00329-01-PW
Algonquin Auto Wash & Detail Outreach Meeting
April 9, 2014
3:00 p.m.

Minutes of Meeting

Attendees:

James Stuckmann, O&S Development
Tim Opfer, O&S Development
David Lieberman, Algonquin Auto Wash & Detail
John Linek, Algonquin Auto Wash & Detail
Brian Fairwood, TranSystems
Todd Bright, TranSystems
Kyle Duffy, TranSystems

The purpose of the meeting was to respond to the concerns expressed by Algonquin Auto Wash & Detail after receiving an informational project flyer. The meeting also initiated a dialogue that will be ongoing throughout the next phase of the project.

The meeting began at 3:00 p.m.

Introduction and Overview

Brian Fairwood (BF) began the meeting by outlining TranSystems' role as the new Final Plan (Phase II) Designers. The new design team began its efforts in February 2014 and will be taking a new look at the project from every perspective including traffic, safety, and access. TranSystems' objective was to listen to the issues Algonquin Auto Wash & Detail has with the currently proposed improvement concepts and determine what changes would be difficult for the business to live with. BF explained the preliminary concept exhibits.

The Phase I Designers recommended the Continuous Flow Intersection (CFI) because of its capability to handle a large amount of turning movements. BF added that although the CFI can handle a high number of vehicles, considerations of adjacent land use and access are also very important to the longevity of the corridor. TranSystems has experience with sensitive corridors similar to Randall Road. Meeting with and listening to the public and businesses makes these types of projects successful.

Even though McHenry County is currently approved to receive Federal funds for the project, the final intersection type and geometry has not been determined.



Since the Phase I study began seven years ago, traffic and population projections may have changed. One of TranSystems' first tasks is to take another look at these numbers. The Chicago Metropolitan Agency for Planning (CMAP) is coming out with new projections based on the current census data. This new information will be used to evaluate the Randall/Algonquin intersection.

BF explained that we are currently tasked with determining what is important to local businesses and what they feel are the critical access points for their respective locations. Designers will then review if these entrances can safely be maintained. There is no guarantee that every access point can be maintained, but it can be guaranteed that these locations will be reviewed and the property owners will be made aware of any changes.

Current Access

Tim explained that Algonquin Auto Wash & Detail, Jiffy Lube, Discount Tire Co, and Fradillio's are located within the same subdivision and share a common detention area. David added that this subdivision is located in the Village of Algonquin; however the Thornton's Gas Station to the east is located within the Village of Lake in the Hills.

This subdivision is currently served by three access points:

1. Signalized full access intersection at Crystal Lake Road
2. Right in/right out access point located between Algonquin Auto Wash and Discount Tire Co.
3. Full access point located west of Algonquin Auto Wash/Jiffy Lube

David stated that the full access point west of the Auto Wash is by far the most important. He believes that 95% of customers currently use this entrance. This access point was noted on the existing aerial (attached) as well as arrows showing the general traffic flow at the Auto Wash and Jiffy Lube.

On a busy day there are consistently 200 vehicles/hour and up to 2,000 vehicles/day entering and leaving the car wash. Tim added that since they charge \$3 per wash, they need to wash a high volume of vehicles to be profitable. Maintaining a steady traffic flow is crucial. If traffic waiting to exit the property were to queue in front of the exit of the car wash tunnel, it would create gridlock and be detrimental to their business.

Future Conditions

BF explained the project schedule going forward. TranSystems' first task is to review the initial studies and then make a recommendation to the McHenry County Transportation Committee in the fall of 2014. After receiving County Board approval, final design will begin and likely take between 18 months and 2 years to complete. This timeframe is largely dependent on two of the longest lead items: acquiring easements and determining funding sources. Based on this preliminary schedule, construction is at least 2 years away.

BF explained to Jim that they can sign up for the project mailing list to receive updates by going to www.randallroad.info and entering their information under the "Contact Us" tab.

BF stated that he believes there are a significant amount of local residents who avoid the Randall Road/Algonquin Road area, especially on the weekends, due to the congestion. This is known as latent demand. By making traffic flow better, it could allow for more potential customers to drive by the Auto Wash.

David responded that they are most interested in keeping their existing customers. Jim added that if drivers can not figure out the new intersection or the new access configuration, they would likely continue driving and get their car washed elsewhere.



Jim asked if the Longmeadow Corridor will potentially alleviate congestion at Randall and Algonquin in the future.

TB stated that TranSystems' traffic projections take the Longmeadow project, as well as the Algonquin Bypass and the newly constructed IL Route 47 and I-90 interchange into account.

Currently it is felt that there is good interconnectivity between the businesses located in the subdivision and the Jewel located to the west. There is not an issue with the potential for cars using the drive in front of the Auto Wash in order to access Jewel. This was seen as potentially being a good thing, as the additional cars may increase business. In the past safety has not been an issue with customers using the vacuum cleaners along the north side of the parking lot.

Tim asked about the possibility of limiting left turns during peak hours of the day in certain locations along Randall and Algonquin if there were potential safety concerns. The northbound left into the new Verizon store was an example of one such location. IL Route 31 has this condition in certain places north of IL Route 62.

David asked if closing the full access point is currently being considered and if we would recommend closing the access point at this time.

TB responded that the Phase I study did recommend limiting access at this location. From a purely business standpoint, he currently does not believe that it could be recommended to completely get rid of this full access point. A three quarter access drive allowing for a left turn in may be more appropriate, but a traffic and safety study would be needed. Designers are currently reviewing all entrances. Some entrances may be placed on a watch list and monitored after construction. If safety is a concern these entrances would likely need to be restricted.

Regarding potential future access to the former Dominick's property, Tim feels that using Crystal Lake Road is a poor plan since that area is residential and it is already congested.

Next Steps

Tim reiterated how crucial access is at their location. They own five car washes and feel that access is everything to their businesses. David added that this location was purchased because they knew it had good access and that it would be unfair to take access away from them.

The design team is committed to meeting again after alternatives are further developed.

The meeting ended at approximately 4:15 p.m.

By: Kyle Duffy