



## TranSystems

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**Randall Road (FAP 336) CR V29**  
County Line Road to Ackman Road  
Section: 06-00329-01-PW  
Hope Covenant Church Introduction Meeting  
April 11, 2014  
2:00 p.m.

### FINAL Minutes of Meeting

#### Attendees:

Pastor Bill Orris, Hope Covenant Church  
Brian Fairwood, TranSystems (TS)

The purpose of the meeting was to introduce the new Randall Road design team and begin a dialogue with Hope Covenant Church. Pastor Bill Orris from Hope Covenant Church 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. Pastor Bill had some concerns about access to the property. He mentioned the newly restricted left turns between Ackman Road and Skyridge Drive. 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 Hope Covenant Church. 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. A corridor aerial, intersection aerial and preferred improvement plan near the church was discussed. A copy of the exhibits was left for reference.

#### 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.

#### 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. 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.

### Hope Covenant Church Issues/Concerns

- When the County completed the Rakow project, the access to the church via Skyridge Drive from Ackman Road was changed from full to right-in/right-out. As a result, drivers make a U-turn at Westport Ridge to head back east along Ackman to get to the church. Residents from the adjacent subdivision have complained to the church. Additionally, there are northbound drivers that will use the CVS entrance to turn around when they inadvertently pass Alexandra. This is a major problem for the Church.
- Is there any way that left turn access could be restored along Ackman? If not, could improvements be made through signage to make a U-turn permissible? Pastor Bill understands that a left out onto to Ackman will not be restored. The church only cares about left in access from Ackman.
- 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.
- If access cannot be restored from Ackman, would there be any consideration for direct access off of Randall Road?
- We walked the site and the intersection at Ackman and Randall to get a sense of the overall operations and access. Brian explained that the dual left turn configuration for eastbound Ackman to northbound Randall requires a barrier median which prohibits the left turn access from Ackman to the church. Pastor Bill wondered if the dual left turns could be shortened to allow for the left turn access even if only for Sundays (through signage). Pastor Bill stated that he has never seen traffic back up for the dual lefts that would block left turn access. Once again it was stressed that the main concern was for the left in. Understands that the left turn out should be prohibited even if the left in was restored.

### Action Items

The design team will continue to coordinate with the church as the project progresses. The design team will review the issues listed above. TranSystems offered to attend future meetings, if needed. The meeting ended at 2:45 p.m.

By: Brian Fairwood