



TranSystems

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Randall Road (FAP 336) CR V29
County Line Road to Ackman Road
Section: 06-00329-01-PW
Jewel-Osco & Village of Algonquin Outreach Meeting
April 23, 2014
2:00 p.m.

Minutes of Meeting

Attendees:

Monte C. Strusiner, Craig/Steven Development Corp.
David Hene, Jewel-Osco
John Schmitt, Village of Algonquin
Russell Farnum, Village of Algonquin
Michael Kumbera, Village of Algonquin
Brian Fairwood, TranSystems
Todd Bright, TranSystems
Kyle Duffy, TranSystems

At the request of the Village of Algonquin, this meeting was scheduled so that the design team (TranSystems) could discuss the potential issues and concerns that Jewel-Osco may have with the Randall Road improvements. The meeting initiated a dialogue that will be ongoing throughout the next phase of the project.

The meeting began at 2:00 p.m.

Introduction and Overview

Village President John Schmitt began the meeting by stating that the Village of Algonquin is here today to solve problems for local businesses. President Schmitt spoke at a recent Transportation Committee meeting to present the findings of a recent Village-wide survey. The general consensus of the survey was that many people avoid Randall Road due to heavy congestion. The goal is to resolve traffic issues which will allow for more people to travel to stores on Randall Road, such as Jewel-Osco.

Brian Fairwood explained that TranSystems is conducting these meetings to balance our task of designing a roadway project with consideration to the access concerns of local businesses.

Scope

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 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 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. Although the project is currently in the final design phase (Phase II engineering), TranSystems is taking a step back to reanalyze the preliminary concept (Phase I engineering) information. 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.

Access Points

Providing ingress and egress both comfortably and safely is the most important issue for Mr. Strusiner.

Mr. Strusiner stressed the importance of maintaining the existing westbound left-in off of Algonquin.

Because the widening of Randall Road will likely make the left-out at Stonegate Road very difficult to maintain, Mr. Hene would like the designers to consider adding a traffic signal at this location to allow for full access. Mr. Hene added that the signal could be synchronized with the signal at Algonquin Road. He also pointed out that Stonegate is roughly the same distance from the Randall and Algonquin intersection as Crystal Lake Road, which currently has a traffic signal.

Jewel Issues/Concerns

Mr. Hene is concerned as to how construction will temporarily impact access to the store. He has seen this become a serious issue for some stores and hopes that some of the impacts can be mitigated.

The access point located at the back of the Jewel is often used by delivery trucks. Mr. Hene noted that it is important that adequate turning radii be provided so that trucks are able to make this right-in safely.

Currently the Randall Road project website shows concepts from Phase I. Both Mr. Hene and Mr. Strusiner feel that this is the cause of much of the negativity and misinformation surrounding the project. All parties agreed that removing the old concepts from the website may be the best course of action. A note can be added stating that new concepts are currently in development.

Next Steps

At the request of Mr. Hene, TranSystems will provide Jewel-Osco with updated traffic numbers once they are completed.

As requested by President Schmitt, Mr. Strusiner stated that he will draft a letter to the tenants of his properties informing them of the meeting today and that the design team is committed to listening to their concerns.



Mr. Strusiner believes that he will be able to coordinate a meeting between the design team and Mr. George Hanus, a stakeholder on the northwest quadrant of the intersection.

All parties are committed to meeting again in the future once new developments are made in the design.

The meeting ended at approximately 3:25 p.m.

By: Kyle Duffy