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Randall Road (FAP 336) CR V29
County Line Road to Ackman Road
Section: 06-00329-01-PW
Village of Lake in the Hills Outreach Meeting
April 29, 2014
2:00 p.m.

Minutes of Meeting

Attendees:

Paul Mulcahy, Village of Lake in the Hills
Gerald Sagona, Village of Lake in the Hills
Fred Mullard, Village of Lake in the Hills
Brian Fairwood, TranSystems
Todd Bright, TranSystems
Kyle Duffy, TranSystems

The purpose of the meeting was to serve as a follow up to the meeting with Art Van Furniture on April 21st as well as to update the Village on the other outreach meetings that have taken place. 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

The meeting was held at the Lake in the Hills Village Hall. Brian Fairwood explained that TranSystems has been conducting meetings with local stakeholders in order to balance the task of designing a roadway project with consideration to the access concerns of local businesses. TranSystems' objective is to listen to the concerns that stakeholders have with the previously proposed improvements, understand operations, and to determine which access points they feel are most important to their location.

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. As currently proposed, Algonquin Road will remain two (2) through lanes in each direction with dual left turn lanes. 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.

Intersection Type (Continuous Flow vs. Conventional)

Mr. Fairwood stated that the revised traffic numbers will likely be lower than the Phase I traffic projections, but at this time it is unknown how much lower the volumes will be. The Design Team is working with CMAP to obtain revised traffic projections.

Mr. Sagona asked if the traffic numbers are being reevaluated in an attempt to justify the need for a Continuous Flow Intersection (CFI). Mr. Fairwood responded that this is not the case. The County and Design Team do not have a predisposition as to what intersection type should be chosen.

Much of the public support for the project, according to Mr. Sagona, is due to the belief that it will only receive Federal funding if a CFI is decided upon. Mr. Bright noted that Federal Congestion Mitigation and Air Quality (CMAQ) funds are only given to projects that improve air quality and reduce congestion. With the Phase I projected traffic volumes, the CFI alternative provides this benefit. Mr. Sagona asked if the conventional intersection showed a benefit with the new and potentially lower traffic volumes, could the project be eligible for Federal funds. Mr. Bright indicated that the Phase I study would need to be reopened and the new information provided to CMAP and IDOT for a final funding decision to be made.

Lake in the Hills Issues/Concerns

- Both Mr. Sagona and President Mulcahy are concerned that a portion of the population will avoid this area due to the confusion that the CFI may cause. However, their number one concern is the loss of access to the businesses. It is imperative that access is maintained to the businesses.
- President Mulcahy stated that making a left-out from Walgreens on Algonquin Road is difficult with the current access configuration. This movement is easiest to make when Randall Road has a green light in the through phase. President Mulcahy is concerned that the "continuous" nature of the (CFI) would make this turning movement out of Walgreens even more challenging.
- President Mulcahy questioned if the proposed southbound dual left at Miller Road was needed. Mr. Bright answered that it was likely provided to mirror the south leg of the intersection. If traffic numbers do not warrant a dual left, a wider median could be considered.

Discussion

The County is aware of the access restriction concerns that the businesses have at the Randall/Algonquin intersection and along the corridor. They have asked the Design Team to review each access point. But at this time, without updated traffic volumes the movements that will be allowed to remain are unknown. Safety is an important concern at each access point. A southbound left at the AMC Theater entrance and northbound left at



Stonegate have more potential to be allowed than at other challenging locations. The northbound left at the Verizon store is unsafe due to its proximity to the intersection.

Several meetings have taken place with Lake in the Hills' businesses. The number one concern for Walgreens, Tommy's Red Hots, and LITH Car Wash is ingress and egress. Meetings with the businesses have been positive despite what has been published in the newspapers.

Next Steps

As part of the project's Communication Plan, Mr. Fairwood provided President Mulcahy and Mr. Sagona copies of a letter outlining the Design Team's willingness to meet with local agencies and stakeholders who may have concerns regarding the project.

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

The meeting ended at approximately 3:30 p.m.

By: Kyle Duffy