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## **Randall Road (FAP 336) CR V29**

County Line Road to Ackman Road

Section: 06-00329-01-PW

Walgreens Outreach Meeting

April 29, 2014

9:00 a.m.

### **Minutes of Meeting**

#### Attendees:

Todd Frank, Walgreens  
Steve Ernsteen, Walgreens  
Brian Fairwood, TranSystems  
Todd Bright, TranSystems  
Kyle Duffy, TranSystems

The purpose of the meeting was to respond to the concerns outlined by Walgreens in their March 14, 2014 letter to the McHenry County Chairwoman. The meeting initiated a dialogue that will be ongoing throughout the next phase of the project.

The meeting began at 9:00 a.m.

#### Introduction and Overview

The meeting was held on site at Walgreens. Brian Fairwood explained that TranSystems is conducting these meetings 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 Walgreens has with the previously proposed improvements, understand operations, and to determine what access points they feel are most important to their store.

#### 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. 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.

#### Access Points

The most important issue for Walgreens is allowing for customers to access their store conveniently.

Currently Walgreens is served by two right-in/right-out access points on Randall Road. The potential for revising the south right-in/right-out to a right-in only was discussed and Mr. Frank understood why this may be necessary. He does not feel that this would create an issue as long as the north right-in/right-out (adjacent to Verizon) is maintained. It was discussed that a more direct connection should be considered with the parking lot to the south of this location (as drawn on the attached exhibit). All parties agreed that the current left-in movement adjacent to Verizon is dangerous. It has not yet been determined whether the left-in movement will be able to remain. A left-out is currently not allowed onto Randall Road.

Walgreens does not currently have a full access point adjacent to their property off of Randall Road. Both Mr. Frank and Mr. Ernsteen understand that a full access point being added on Randall Road would be difficult and is highly unlikely.

Mr. Frank believes adding a traffic signal at the existing full access point on Algonquin Road would alleviate many of the traffic concerns at that location for Walgreens as well as Caputo & Sons. Although Mr. Frank understands the County has requirements relating to the spacing of traffic signals, he would like TranSystems to evaluate this and see if an exception could be made. The intersection of Lake Avenue and Waukegan Road (IL Route 43) in Glenview was cited by Mr. Frank as an example of a similar situation where two closely spaced lights allowed for better traffic flow at one of their stores.

#### Walgreens Issues/Concerns

- Mr. Ernsteen understands that there is currently a traffic problem at the Randall/Algonquin intersection. His main concern is that businesses are able to remain viable in the area once construction is complete.
- The initial concept exhibits that both Mr. Ernsteen and Mr. Frank saw showed a Four-Leg Continuous Flow Intersection (CFI). They believe the Four-Leg concept was even more restrictive to access points and caused the entire intersection to become landlocked. The Design Team informed Walgreens that the Four-Leg CFI is no longer being considered. The Conventional concept eliminated the full access point along Algonquin Road, whereas the CFI concept shifted the entrance west. This entrance is depicted as NW1 on the intersection concept drawings.



- After comparing the Two-Leg CFI and the Conventional Intersection Phase I exhibits, Mr. Frank acknowledged that the Two-Leg CFI is a better alternative from an access standpoint, but hopes that the access is able to be improved further.
- Mr. Frank explained that Walgreens is just as much of a convenience store as it is a pharmacy. In his experience, people are more likely to go somewhere that is more convenient and are less likely to be concerned with brand loyalty.

#### Next Steps

At the request of Mr. Frank, TranSystems will provide Walgreens with updated traffic numbers once they are completed. Existing volumes will be available before the final volumes are reviewed by the Design Team and the County and then approved by the Chicago Metropolitan Agency for Planning (CMAP).

On May 7<sup>th</sup> TranSystems will be meeting with Walgreens property owner George Hanus (National Shopping Plazas) as well as Monte Strusiner (Craig/Steven Development), Richard Robey (Edgemark Asset Management), The Village of Algonquin, and The Village of Lake in the Hills. Mr. Frank stated that he will likely be in attendance as well.

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

The meeting ended at approximately 10:15 a.m.

By: Kyle Duffy