



## TranSystems

1475 East Woodfield Road  
Suite 600  
Schaumburg, IL 60173  
Tel 847-605-9600  
Fax 847-605-9610

www.transystems.com

**Randall Road (FAP 336) CR V29**  
County Line Road to Ackman Road  
Section: 06-00329-01-PW  
LITH Professional Center Outreach Meeting  
July 22, 2014  
3:30 p.m.

### Minutes of Meeting

#### Attendees:

Dr. Ken Melchionna, Property Owner  
Todd Bright, TranSystems

The meeting was scheduled to answer questions Dr. Melchionna had related to his building located at 9 Crystal Lake Road in Lake in the Hills. The LITH Professional Center is along the north side of Algonquin Road between the former Dominick's and Auto Zone. He had questions regarding the painted survey markings on his property and wanted a better understanding of what potentially could happen to the roadway near his property. The meeting also initiated a dialogue that will be ongoing throughout the next phase of the project. The meeting began at 3:30 p.m.

#### Introduction and Overview

The meeting was held on site at the LITH Professional Center. Mr. Bright began by giving a general overview of the project, as well as the structure of the new design team.

#### 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, and sidewalks. The roadway design plans may include future construction of pedestrian grade separations.

The Randall Road and Algonquin Road intersection will be widened and reconstructed to accommodate future traffic and commercial access. Mr. Bright explained that the current intersection does not have the capacity to accommodate existing and future traffic. The delay experienced while driving the corridor and waiting time at stop lights can be significant on Saturdays and during weekday rush hours. Dr. Melchionna lives in LITH, acknowledged the congestion, and felt drivers and businesses would welcome the improvements. Mr. Bright



added that there needs to be a balance between traffic, safety, and access. Designers will need to address the corridor's deficiencies while maintaining the daily living needs of the County residents and merchants.

#### 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, performing public outreach, and validating traffic forecasts. New traffic information is a focus, as it will be used to reevaluate the Randall and Algonquin intersection. A number of alternatives are being considered.

#### 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 and construction would take at least eighteen months. This schedule is dependent on funding, property acquisition, and the number of construction segments.

#### Discussion

An intersection aerial and the current preferred improvement plans were discussed. A copy of the exhibits, informational flyer and property owner project introduction letter was left with Dr. Melchionna. Mr. Bright showed exhibits for both the CFI alternative and traditional alternative at the Randall/Algonquin intersection. This illustrated that there were similar access impacts with both alternatives, which may be different from what he heard from others and/or in the media. It was reiterated that the type of intersection is unknown at this time.

The potential CFI concept was explained and Dr. Melchionna had a good understanding of how it would operate. Mr. Bright noted that the project website contains a video link illustrating how a CFI operates and the FHWA also has a video.

Website Video: <https://www.youtube.com/watch?v=oVI3Ledw7mc>

FHWA Video: <https://www.youtube.com/watch?v=3wlv0a9fuB0>

#### Issues/Comments

- Concerned about how much wider the roadway will become, loss of parking, sign impacts and sidewalk removal in front of his property. It was explained that a wider median along Algonquin Road is being evaluated to restore access to the businesses. The exact impacts to his property are unknown at this time. If property is disturbed or required; it will be restored and/or he will receive compensation for any damages.
- We discussed that the paint marks and iron rod labeled "Traverse Point 13" are survey control points and not construction limits.
- Feels that over the past few years the population of the area has remained stable due to the economic downturn, but things will eventually pickup. When this occurs the population and traffic will increase. Most of the traffic will likely come from Huntley and the west, where the potential for growth is the highest.
- Dr. Melchionna noted that traffic today is a problem especially on the weekends. He thinks a CFI is an innovative design and supports the CFI provided reasonable access is maintained. He also understands some compromises will need to be made with the CFI and/or any other intersection improvement. However, maintaining existing access is very important to him.
- He likes the idea of free flow rights to accommodate the high number of right turns he typically observes at the intersection.
- Does not want a new internal roadway running through his property. He plans to resurface his lot this year.



- He asked how many CFI's exist in the United States and where are they located? The attached map shows approximately twelve existing and twelve future locations. [CFI Map](#)
- Which intersection type is the County leaning towards and when will it be decided?
- When would construction begin and how long would it take to complete? He does not favor an interim and/or resurfacing improvement that would create two construction projects at the intersection. He thinks that the County should fund the right improvement and one that will last.
- Will travel lanes be closed permanently during construction? It was explained that construction staging plans would be prepared to maintain traffic and business access. Full lane closures would only be allowed during the day for short periods of time.

#### Next Steps

TranSystems will look into the issues and comments listed above by Dr. Melchionna. He was very appreciative of the meeting and asked that he be kept informed as the project moves forward. In addition, he would like the opportunity to review the final drawings prior to construction. The design team is committed to meeting again after alternatives are further developed.

The meeting ended at approximately 4:30 p.m.

By: Todd S. Bright, P.E.