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Randall Road (FAP 336) CR V29

County Line Road to Ackman Road

Section: 06-00329-01-PW

Property Owner Outreach Meeting

August 12, 2014

12:30 p.m.

Minutes of Meeting

Attendees:

Chris Shah, Property Owner

Rohan Shah

Brian Fairwood, TranSystems

The meeting was scheduled to answer questions Mr. Shah had related to his building located at 251 North Randall Road in Lake in the Hills. The property is along the east side of Randall Road between Algonquin Road and Acorn Lane (formerly Applebee's). Mr. Shah had sent a letter to the County expressing concerns over the restriction of access to the property and the CFI alternative for the Randall and Algonquin intersection. The meeting also initiated a dialogue that will be ongoing throughout the next phase of the project.

Introduction and Overview

The meeting was held at the property owner's store location in downtown Chicago. Mr. Fairwood 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. Fairwood 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. The initial concepts developed in the Phase I part of the project placed an emphasis on moving the traffic at the expense of access to adjacent properties. For our analysis for Phase II engineering, our design team will need to address the corridor's deficiencies while maintaining the daily living needs of the County residents and businesses.



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 was left with Mr. Shah. Mr. Fairwood 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 they 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 Mr. Fairwood pointed out that the intersection type did not necessarily affect the access to their property one way or the other. After describing the overall project, Mr. Fairwood asked the Shahs if there were specific issues or concerns that they had with the project.

Issues/Comments

- Wants to maintain the current access to the property which includes a left-in, right-in, and right-out.
- Feels that overall an improvement is necessary and now understands that their concerns are with access impacts and not the intersection type.
- Interested in having consistent sidewalk throughout the corridor.
- Wanted to know if there would be any property acquired as part of the project. It was explained that Randall Road would be widened and there would most likely be minimal R.O.W acquisition from the property. The exact impacts to the property are unknown at this time. If property is disturbed or required; it will be restored and/or they will receive compensation for any damages. The parking for the property would not be impacted.
- When would construction begin and how long would it take to complete?
- Explained that the property is currently vacant and they are very anxious to have the final decision on the preferred alternative so they can provide potential tenants updated access information. They would like to be added to the project email list.

Next Steps

TranSystems will look into the issues and comments listed above by the Shahs. They were very appreciative of the meeting and asked that they be kept informed as the project moves forward. The design team is committed to meeting again after alternatives are further developed.

The meeting ended at approximately 1:15 p.m.

By: Brian L. Fairwood