



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
Property Owners & Village Outreach Meeting
August 28, 2014
9:00 a.m.

Minutes of Meeting

Attendees:

Refer to Attached Attendance Roster

This meeting was scheduled as a follow up to the May 7th, 2014 meeting to update the Villages and property owners related to the proposed Randall Road improvements.

The meeting began at 9:00 a.m.

Introduction and Overview

The meeting was held at the Lake in the Hills Village Hall. Property owners from three of the four quadrants of the Randall Road and Algonquin Road intersection attended this meeting, as well as the Village of Algonquin and the Village of Lake in the Hills. National Shopping Plazas and Walgreens represented the northwest quadrant, Craig/Steven Development represented the southeast quadrant (which includes the current tenant Jewel), and the southwest quadrant was represented by Joe Caputo & Sons Fruit Market and Billitteri Enterprises. Edgemark Asset Management, who represents the northeast quadrant (which includes the former Dominick's), was unable to attend, but a meeting has been scheduled with Edgemark on Tuesday, September 2nd.

Mr. Brian Fairwood of the Design Team presented a recap of the prior meeting held on May 7th. It was stated that goal of the project was not only to improve the safe and efficient movement of traffic, but also to consider adjacent businesses and their access.

Mr. Fairwood stated that the intersection is failing today. Mr. George Hanus questioned the use of the word "failing" and a discussion ensued of how intersections are measured by a level of service (LOS). Mr. Fairwood explained how engineers grade intersections by the total delay time and intersections with a delay greater than 55 seconds are given a LOS E, which is considered failing. Mr. Fairwood added that a key component in obtaining Federal funding is being able to show that a proposed project will appreciably improve an intersection's LOS.

Mr. Fairwood provided an overview of the stakeholder input received to date. The five main takeaways from the stakeholder input have been: relieved to hear about the redesign; fix the traffic; maintain access; build it right the first time; and, keep them informed. Mr. Fairwood stated that the design team is willing to continue meeting with the individual owners as the project progresses.



Design Alternatives

Mr. Todd Bright gave an overview of the two design alternatives that have been developed. One is the Displaced Left Turn Intersection (DLT), which was formerly known as the Continuous Flow Intersection (CFI) and the other is the Conventional Intersection.

Mr. Bright presented the following in describing the DLT's geometry and access:

DLT Geometry & Access

Algonquin Road

1. Mr. Bright noted that the Algonquin Road geometry and access proposed to be the same for both the DLT alternative and the Conventional Intersection Alternative.
2. The east and west legs of Algonquin Road will have triple left turn lanes. These have been proposed to allow for a shortened left turn lanes to allow for enhanced access outside the limits of the left turn lanes.
3. Two through lanes will be provided eastbound and westbound.
4. A continuous right turn lane will be provided in the eastbound direction along Algonquin where it would terminate east of Crystal Lake Road, at the Firestone drive.
5. A right turn lane will be provided in the westbound direction along the east leg and partially along the west leg, where it would terminate at the Walgreen's east drive.
6. The west leg of Algonquin Road provides the following access:
 - a. Caputo's drive at the back (west side) of the store will have right in/right out. Additionally, the median along Algonquin Road will be mountable, which will also allow left outs from this drive.
 - b. Caputo's drive at the front (east side) of the store will have right in/right out. Additionally, westbound traffic will have left in access via a dedicated left turn lane along Algonquin.
 - c. Caputo's drive near the Citgo will have right in/right out access.
 - d. Walgreen's drive at the back (west side) of the store will have right in/right out. Additionally, eastbound traffic will have left in access via a dedicated left turn lane along Algonquin. The stakeholders strongly opposed the left out restriction.
 - e. Walgreen's drive along Algonquin at the front (east side) of the store will have right in/right out.
7. The east leg of Algonquin Road provides the following access:
 - a. Jewel's westernmost drive will be right in/right out.
 - b. Jewel's drive at the front (west side) of the store will have right in/right out. Additionally, westbound traffic will have left in access via a dedicated left turn lane along Algonquin.
 - c. Jewel's drive at the back (east side) of the store will have right in/right out. Additionally, the median along Algonquin Road will be mountable, which will also allow left out/left in from this drive.
 - d. Dominicks' westernmost drive will be right in/right out. This drive will also provide access to the former Bank of America parcel, as the drive to the Bank of America will be closed. An agreement to provide the cross access between the Dominick's and Bank of America properties will need to be pursued to create this revised access configuration.
 - e. Dominicks' drive at the front (west side) of the store will have right in/right out. Additionally, eastbound traffic will have left in access via a dedicated left turn lane along Algonquin. This drive will be moved slightly east to align with the Jewel drive on the south side of Algonquin and to maximize the westbound left turn lane lengths.



- f. Dominicks' drive at the back (east side) of the store will have right in/right out. Additionally, the median along Algonquin Road will be mountable, which will also allow left out/left in from this drive.

Randall Road

1. Three through lanes will be provided.
2. Northbound and southbound traffic that will want to make left turns will do so starting several hundred feet south of the intersection. Then the left turn vehicles will cross over, via a signal to the opposite side of the road, allowing simultaneous movements along Algonquin. The actual left turn movement at the intersection would then be completed while northbound and southbound traffic is also flowing.
3. Eastbound and westbound right turn vehicles would be made in dedicated free flow lanes that are separated by curbed medians. These vehicles would merge onto Randall Road near Home Depot to the south (for southbound traffic) and near White Castle to the north (for northbound traffic).
4. The south leg provides the following access:
 - a. Stonegate Road would have right in/right out and left in for both the east and west legs of the intersection.
 - b. Caputo's south drive would be right in/right out for only the eastbound to southbound vehicles. The stakeholders strongly opposed this restriction.
 - c. Caputo's north drive would be closed.
 - d. Jewel's drive would be right in/right out.
5. The north leg provides the following access:
 - a. AMC/Costco entrances would have right in/right out and left in for both the east and west legs of the intersection.
 - b. Bank of America's drive would be closed.
 - c. Taco Bell/Steak and Shake drive would be right in/right out for only the westbound to northbound vehicles. The stakeholders strongly opposed this restriction.
 - d. Moretti's drive would be right in/right out.
 - e. Walgreens' north drive (near Verizon) would be right in/right out.
 - f. Walgreens' south drive would be closed. The stakeholders strongly opposed this restriction.

Conventional Intersection Geometry & Access

Algonquin Road

1. Mr. Bright noted that the Algonquin Road geometry and access is proposed to be the same for both the DLT alternative and the Conventional Intersection Alternative.

Randall Road

1. Three through lanes will be provided plus a continuous right turn lane will be provided from Bunker Hill/Huntington to Acorn/Polaris.
2. Dual Left turn lanes would be provided at Bunker Hill, Algonquin, and Acorn.
3. The south leg provides the following access:
 - a. Stonegate Road would have right in/right out. The stakeholders strongly opposed this restriction.
 - b. Caputo's south drive would be right in/right out.
 - c. Caputo's north drive would be right in/right out.



- d. Jewel's drive would be right in/right out.
4. The north leg provides the following access:
 - a. AMC/Costco would have right in/right out. The stakeholders strongly opposed this restriction.
 - b. Bank of America's drive would be closed.
 - c. Taco Bell/Steak and Shake drive would be right in/right out.
 - d. Moretti's drive would be right in/right out.
 - e. Walgreens' north drive (near Verizon) would be right in/right out.
 - f. Walgreens' south drive would be closed. The stakeholders strongly opposed this restriction.

Summary of Stakeholder Feedback

DLT Alternative

The Villages and property owners unanimously opposed the DLT alternative and stated they would not support this alternative.

Conventional Intersection

The Village of Algonquin and Mr. Monte Strusiner stated that at a minimum, left turn access, via a traffic signal, off of Randall would need to be provided at Stonegate Road. Mr. Strusiner stated he would also like to have left out access from Stonegate Road.

The Village of Lake in the Hills stated that at a minimum, left turn access, via a traffic signal, off of Randall would need to be provided at the Costco/AMC entrances.

Mr. Hanus and Mr. Todd Frank stated they would like the following to be considered:

1. Provide right in access to the Walgreens south drive.
2. Provide left out access at the Walgreens' drive at the back (west side) of the store, preferably with a signal. This would allow customers who want to go north on Randall Road to exit the store east and then make a left turn at the Randall/Algonquin intersection. Mr. Hanus stated that by adding the signal, it could possibly allow for the opportunity for development west and north of Walgreens.
3. Provide left in access to the Walgreens' north drive. Discussion ensued on whether this was a safe and/or legal movement today.

Mr. Art Contreras stated he had concerns with Mr. Hanus' signal suggestion as it may cause additional queuing in front of Caputo's, which is already an ongoing concern.

The Villages and property owners stated that if the minimum suggestions stated were incorporated into the Conventional Intersection, they would support this alternative. Mr. Bright stated they would evaluate the Villages and property owners' requests and discuss them with County staff.

TranSystems and BLA will review the issues listed above. All attendees are committed to meeting as necessary as the design process evolves.

The meeting ended at approximately 11:00 a.m.

By: Chris Bonus, PE



ATTENDANCE ROSTER

Project: Randall Road
 Limits: County Line Road to Ackman Road
 Topic: Stakeholder Meeting No. 2

Date: August 28, 2014
 Time: 9:00 a.m.
 Location: Lake In The Hills – Village Hall

| Name | Representing | Phone | Email |
|-------------------------|--------------------------------|---------------------|--------------------------------------|
| Todd Bright | TranSystems | (847) 407-5271 | tsbright@transystems.com |
| Brian Fairwood | TranSystems | (847) 407-5280 | blfairwood@transystems.com |
| Mike Wahlstedt | TranSystems | (816) 329-8660 | mrwahlstedt@transystems.com |
| Wayne Miczek | TranSystems | (847) 407-5284 | wrmiczek@transystems.com |
| Chris Bonus <i>RCB.</i> | TranSystems | (847) 407-5301 | cbonus@transystems.com |
| Ranadip Bose | SB Friedman | (312) 384-2407 | rbose@sgfriedman.com |
| <i>CRAN LUKOWICZ</i> | <i>BLA</i> | <i>630-438-6400</i> | <i>CLUKOWICZ@BANKLEASERS.COM</i> |
| <i>Tim Schloneger</i> | <i>Village of Algonquin</i> | <i>847-344-8399</i> | <i>timschloneger@algonquin.org</i> |
| <i>Michael Kumbier</i> | <i>Algonquin</i> | <i>847-658-2000</i> | <i>michael.kumbier@algonquin.org</i> |
| <i>JOHN SCHMITT</i> | <i>ALGONQUIN</i> | <i>847-691-4613</i> | <i>JSCHMITT@ALGONQUIN.IL.GOV</i> |
| <i>JOE BILLITTERI</i> | <i>Billitteri Enterprises</i> | <i>847-833-5004</i> | <i>JOEB@Profit-Success.NET</i> |
| <i>John Curtis</i> | <i>csc commercial</i> | <i>847-417-9884</i> | <i>csccommercial@comcast.com</i> |
| <i>GERALD SAGONA</i> | <i>LITH</i> | <i>847-960-7410</i> | <i>gsagona@LITH.ORG</i> |
| <i>Paul Molcany</i> | <i>LITH</i> | <i>847-960-7401</i> | <i>pmolcany@LITH.ORG</i> |
| <i>Fred Mullard</i> | <i>LITH</i> | <i>847-960-7500</i> | <i>f.mullard@lith.org</i> |
| <i>TODD FRANK</i> | <i>WALGREENS</i> | <i>847-315-4875</i> | <i>todd.frank@walgreens.com</i> |
| <i>GEORGE HANUS</i> | <i>NATIONAL SHOPPING Plaza</i> | <i>312-332-4172</i> | <i>G.D.HANUS@NOLCO.COM</i> |
| <i>MONTY STRUSWIER</i> | <i>CRAN/STAYEN DESIGN</i> | <i>847-241-2766</i> | <i>MONTY@CRANSTAYEN.COM</i> |
| <i>Art Contreras</i> | <i>JOE CARO & SONS</i> | <i>847-910-7417</i> | <i>ART@CARO.COM</i> |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |