



## TranSystems

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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

September 9, 2014

10:00 a.m.

### **Minutes of Meeting**

#### Attendees:

Charles Nelson, Business Owner

Gwendolyn Nelson, Business Owner

Brian Fairwood, TranSystems

The meeting was scheduled to answer questions related to their business located at 81 North Randall Road in Lake in the Hills. The business is located in the *The Centre at Lake in the Hills* shopping center along the north side of Algonquin Road between Randall Road and Crystal Lake Road. Mr. Nelson 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 business owner's store location. Mr. Fairwood began by giving a general overview of the project.

#### 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 is working 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 have taken 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 has been a focus, and it was used to reevaluate the Randall and Algonquin intersection. The original CFI concept was revised to include improved access and a conventional concept with additional left turn lanes, through lanes and auxiliary turn lanes was also developed. The two current alternatives operate similarly from a traffic perspective for the revised 2040 traffic projections. We met with Algonquin and Lake in the Hills along with property owners from each of the four quadrants at the intersection to review the two concepts. There was unanimous consensus to move forward with the conventional intersection which moves the traffic while maintaining key access points. The McHenry County Transportation Committee recommended a resolution on September 3<sup>rd</sup> to move forward with the revised conventional design concept. A resolution for the full County Board to move forward with the conventional alternative will be voted on at the September 16<sup>th</sup> County Board meeting.

### Discussion

Mr. Fairwood presented the revised conventional alternative to the Nelsons. They were in full support of the conventional alternative and were pleased to see that access to their business was being restored along both Randall and Algonquin Roads. They were particularly happy to see the left turn-in access provided from eastbound Algonquin Road at the front of the Centre. They agreed that it made sense to provide left-out access to Algonquin Road at the back of the Centre.

### Schedule

Pending the County Board vote on September 16<sup>th</sup>, full design plans would be prepared during the rest of this year and 2015. The earliest construction could begin would be 2016 and construction would take at least eighteen months. This schedule is dependent on funding, property acquisition, and the number of construction segments.

### Next Steps

They were very appreciative of the meeting and asked that they be kept informed as the project moves forward. They also wanted to know about the details of the upcoming County Board meeting to show their support of the project.

The meeting ended at approximately 10:30 a.m.

By: Brian L. Fairwood