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**Randall Road (FAP 336) CR V29**  
County Line Road to Ackman Road  
Section: 06-00329-01-PW  
Joe Caputo & Sons Fruit Market Outreach Meeting  
March 17, 2014  
3:00 p.m.

### **Minutes of Meeting**

**Attendees:** Refer to attached sign in sheet

The purpose of the meeting was to respond to the concerns outlined by Joe Caputo & Sons Fruit Market in their March 5, 2014 letter to McHenry County Division of Transportation. The meeting also initiated a dialogue that will be ongoing throughout the next phase of the project.

The meeting began at 3:15 p.m.

#### **Introduction and Overview**

Brian Fairwood (BF) began the meeting by outlining TranSystems' role as the new Final Plan (Phase II) Designers. The new design team will be taking a new look at the project from every perspective including traffic, safety, and access. TranSystems' objective was to listen to the issues Caputo & Sons has with the currently proposed improvement concepts and determine what changes would be difficult for the store to live with. BF explained the preliminary concept exhibits.

Art Contreras (AC) stated that he had attended the Preliminary Design (Phase I) Public Involvement Meeting to express his concerns with what was being proposed. Other than that there was no meeting, similar to this one, during the Phase I design to work directly with the designers.

Vito Caputo (VC) asked what was the main reason for improving the intersection and corridor. BF explained that the 4-lane cross section of Randall Road acts as a bottleneck between County Line Road to the south and Ackman Road to the north, where the road is 6-lanes. Furthermore, the existing intersection is at capacity. These improvements are necessary to eliminate existing congestion and accommodate future growth in the area.

BF also gave a brief overview of other intersection type options that were explored during the Phase I design. In addition to the Continuous Flow Intersection (CFI), a grade separated intersection and a conventional intersection were among the options investigated.

VC asked if people find it difficult to drive on Randall Road. BF and Todd Bright (TB) both stated that as local residents, they find it difficult to drive down Randall Road and will often take side streets and parking lots to get to their destinations. They know others from the area that are doing the same thing.



VC asked when traffic was the worst. TB stated that the morning (SB & EB) and evening (NB & WB) rush hours are bad, but Saturday's are the worst. This is supported by existing traffic count data. Nat Caputo (NC) agreed. NC stated the additional travel lane being proposed seems like a good idea, but he could not support a project that would cut off access for his customers.

BF explained that transportation projects are handled differently today than they were 30 years ago. Property owners are taken into account more than they were in the past. The fact that members of the design team are here today, is evidence of this new business friendly approach.

NC gave background information on the store. Caputo & Sons moved into the Algonquin location 7 years ago. The building was previously occupied by Cub Foods. Future growth potential was the ultimate reason behind choosing this location. BF believes that Caputo & Sons may be losing customers on the weekend due to the congestion problem. NC agreed that may be a possibility.

NC informed TranSystems that representatives from Lake in the Hills (LITH) were in the store last week. LITH urged the store to write a letter to the County expressing their displeasure with the CFI. BF stated that the exact type of intersection is not known at this time. Future traffic numbers are being reviewed and the best intersection design will be selected taking into account this new information. BF further explained the entire scope of the project which also includes pedestrian and bike path accommodations. NC believes that many of his employees would benefit from the proposed pedestrian sidewalks, paths and overpasses.

Dave asked when construction would likely begin. TB stated that 2 years from now would be the earliest start date. That would be the Spring of 2016. This tentative schedule is subject to funding and property acquisition. The entire 3.5 mile corridor would likely take 2 construction seasons to complete if constructed as one project. TB clarified that does not necessarily mean work will be ongoing at the intersection for 2 years. Furthermore, the project may be constructed in three sections. Two lanes of traffic, in each direction, will remain open during construction. Driveways will be signed during construction and access will also be maintained.

### Access Points

TB showed excerpts of the presentation that TranSystems made to McHenry County when pursuing the Phase II contract. When comparing the CFI and traditional intersection both Phase I concepts as currently proposed will negatively impact the existing access points. TB showed exhibits for both the CFI alternative and traditional alternative illustrate that there were similar access impacts for both alternatives and not just for the CFI.

NC stated that removing the right in/right out on Algonquin Road nearest the gas station would not cause a problem.

Dave asked about the potential of adding a traffic signal on Algonquin at the existing full access location. BF explained that having two traffic signals so close to each other would be detrimental to traffic flow and not meet warrants for a signal. Dave stated that the full access point off of Algonquin is very important for both Caputo & Sons and Home Depot. All agreed that this is the most important access point for the store, but noted that traffic often backs up past the driveway.

NC stated that eliminating this full access point would take away their livelihood. Many customers come from Del Webb and need to return home to the west. Dave noted that when going west, many drivers use the Animal Hospital and Montessori School parking lots to get to the traffic signal at Talaga Drive. TB confirmed this movement. Customers going EB often use the drive at the back of the store to go right, since traffic congestion is less at this location.



BF confirmed that TranSystems now understands what is most important for Caputo & Sons. While keeping this drive open to full access will be a challenge; the design team will investigate if it can be done. The possibility of constructing a triple EB left turn lane along the west leg of the intersection was discussed. BF drew red arrows on existing aerial to denote critical access points on Algonquin Road and along Randall Road (exhibit is attached). Maintaining the NB left at Stonegate and WB left from Algonquin, at the front of the store, are critical.

NC stated that they may be open to using the North and East ends of the parking lot as an access drive. This drive could also be used by delivery trucks to access the back of the store. He would be amenable to restriping their lot for these improvements. He reemphasize that they do not want vehicles behind their store which is necessary for their deliveries. There are multiple semi-trailer deliveries on a daily basis and safety is a major concern. BF drew this potential location on the existing aerial (exhibit is attached).

### **Continuous Flow Intersection**

NC believes that the CFI is a terrible concept for local businesses. He cited Palatine Road as an example of where local business is dead and does not want that to become the case on Randall Road. NC asked about the traffic model that identified the CFI as being the preferred alternative. He was concerned that the Algonquin bypass, which is currently proposed, will change the traffic forecasts. TB replied that the bypass, Longmeadow Parkway, as well as the IL Route 47 interchange at I-90 will be included in the model that will be used to forecast traffic for the intersection.

BF explained that nothing is set in stone regarding the intersection type. Traffic, access and costs are being evaluated. This information will be used by the County to make an informed decision on the best improvement for this location. While the County will ultimately have the final say, they directed the design team to work with the businesses.

### **Using the Loading Dock Area as an Access Road (as proposed in Phase I)**

AC explained that the road behind the store is owned by Caputo & Sons. Home Depot also uses this road for their deliveries. Trucks need to be facing south in order to back into the loading docks. NC stated that using the Caputo & Sons loading dock would be crazy and a serious safety concern. Deliveries begin at 6 a.m. and having the public near the loading docks would be an accident waiting to happen. Many cars already cut through loading dock area. Monday-Friday are the busiest delivery days with 2 to 3 truck and trailer deliveries. On both Saturdays and Sundays, several single unit bread trucks per day make weekend deliveries. The loading dock will look much calmer to anyone observing the truck traffic on a weekend. Use of the loading dock as an access drive is a definite "No".

TB asked if there was any potential to widen behind the store to make room for an access road. Dave stated that even if there was, it is important to keep people in front of the store. People buy with their eyes and that is why signs are placed in front of the store and not behind the building.

NC reviewed the Southwest Access Exhibit with the design team. He expressed displeasure with the route that the Phase I design showed drivers taking. NB Randall Road turning left at Bunker Hill and WB Algonquin Road traffic using the rear of his store was unacceptable.



**Conclusion**

NC stated that AC should be the contact person going forward. NC is usually working out of the Palatine location and meeting there in the future is possibility. They understand the need to improve the intersection and would like to work with the County to develop a solution that works to address traffic, while maintaining access.

The design team is committed to meeting again after alternatives are further developed.

The meeting ended at approximately 4:45 p.m.

By: Kyle Duffy