



## **Meeting Notes Community Advisory Council Meeting #10**

### **Randall Road Improvements Study County Line Road to Ackman Road McHenry County**

**August 28, 2008**

This meeting was the tenth presentation of the Randall Road Improvements Study to the membership of the Community Advisory Council (CAC). The purpose of the meeting was to review the detailed evaluation results for the alternative packages, traffic operations, Section 4(f) resource evaluation, and preparation for Public Informational Meeting #2. The meeting took place at 9:30 a.m. at the Lake in the Hills Village Hall located at 600 Harvest Gate. The agenda for the meeting included the following:

- Introductions
- Approval of July 17, 2008 Meeting Notes
- Summary of CAC Meeting #9
- Update on Level 3: Detailed Evaluation Results
- Traffic Operations Model
- Section 4(f) Resource Evaluation
- Public Informational Meeting #2
- Focus for CAC Meeting #11

Following are highlights of the main topics discussed at the meeting.

#### **I. Introductions**

At the meeting there was representation from The Algonquin/Lake in the Hills Chamber of Commerce, Chicago Metropolitan Agency for Planning, City of Crystal Lake, HDR, Kane County Division of Transportation, McHenry County Division of Transportation, McHenry County Economic Development Corporation, PACE, Village of Algonquin, and Village of Lake in the Hills. A copy of the sign-in sheet is an attachment to this document.

#### **II. Approval of July 17, 2008 Meeting Notes**

Meeting notes were sent to CAC membership via e-mail and posted on the project website. Hard copies of the notes were available at the meeting. There were no comments on the July 17, 2008 meeting notes. The meeting notes were approved as presented. The notes will remain posted on the project website.

#### **III. Summary of CAC Meeting #9**

The ninth CAC Meeting focused on the review of the conceptual geometric layout of the alternative packages. The CAC was asked to provide input on each of the alternatives presented

at the meeting, including the proposed ROW for each alternative. The CAC was presented the revised detailed evaluation matrix. The CAC also participated in an aesthetic/visual evaluation of the alternatives presented at the meeting.

#### **IV. Update on Level 3. Detailed Evaluation Results**

A handout summarizing the detailed evaluation for each alternative was presented to the CAC. The matrix contained the criteria that were used to evaluate each alternative and the results of that measurement. The matrix provided the results of each alternative from County Line Road to Ackman Road, and results for each alternative for the South section (County Line Road to Miller Road) and North section (North of Miller Road to Ackman Road). The updated matrix included the results of the aesthetic/visual evaluation and revised cost estimate based on estimated ROW/relocation costs, which included land costs, damages, and improvements. The pedestrian options results could be added to any alternative to show the cumulative impacts when adding in the pedestrian options.

The CAC was reminded that the remaining criterion that needs to be included in the evaluation matrix is Public Support. This information will be obtained after the Public Informational Meeting.

#### **V. Review of VISSIM Simulation Models**

The CAC was shown the VISSIM Simulation Models for the No-Action and four Build alternatives. The CAC was interested in viewing the Algonquin Road/Randall Road Intersection to see how traffic operations for each of the four Build alternatives compared to the No-Action Alternative. There was discussion of how congested the No-Action model was and how the models really help to see how an alternative is needed to relieve congestion and improve operations along the Randall Road corridor.

#### **VI. Section 4(f) Resource Evaluation**

The CAC was presented with four options, Options A through D, which avoid or minimize potential impacts to Ken Carpenter Park and/or Richard Taylor Park. Both parks are considered to be Section 4(f) resources. The Federal Highway Administration requires that you avoid or minimize impacts to Section 4(f) resources. The CAC was asked to review scrolls plots that illustrated what the potential impacts to the parks would be based on shifting the alignment of Randall Road to the east or west and/or moving the Woods Creek Tributary to the west side of Randall Road. Potential impacts (residential, park, and creek impacts) based on Options A through D were presented to the CAC, a summary is provided as follows:

- Option A - Shift Randall Road West, avoid Richard Taylor Park
  - 1.41 acres impacted (Ken Carpenter Park)
  - No residential properties impacted
- Option B - Relocate Woods Creek to West Side of Randall Road
  - Woods Creek Tributary is relocated to West side of Randall Road
  - 1.29 acres impacted (Ken Carpenter Park)
  - 0.61 acres due to roadway
  - 0.68 acres due to Woods Creek Tributary
  - No residential properties impacted

- Option C - Shift Randall Road East, Shift Miller Road North, avoid Ken Carpenter Park
  - 0.19 acres impacted (Richard Taylor Park)
  - 0.01 acres due to roadway
  - 0.18 acres due to Woods Creek Tributary
  - 27 residential properties impacted
- Option D - Maintain Existing Alignment
  - 0.92 acres impacted (Ken Carpenter Park)
  - 0.09 acres impacted (Richard Taylor Park)
  - 15 residential properties impacted

Lake in the Hills requested a copy of the options for further review.

## **VII. Crystal Lake Signal Warrant Analysis**

Crystal Lake made a request at CAC Meeting #9 to evaluate two different options for the North Section of Alternative 4. The options were:

- Option 1 – Continuous Green T intersection at Village Road, full-access signal at Alexandra Boulevard, and a Right-In/Right-out at Angela Lane.
- Option 2 – Additional left turn-lanes at Village Road and Alexandra Boulevard.

The CAC was presented with the results of the Signal Warrant Analysis based on those additional options. The signal warrants were not met for either option. Randall Road is designated as a freeway, signals on a freeway are required to be spaced at least ½ mile apart. This distance was not met for Option #1. Options 1 and 2 did not substantially improve the traffic operations for Randall Road.

## **VIII. Public Informational Meeting #2**

The CAC was presented with an outline of material to be presented at Public Informational Meeting #2, which is scheduled for Tuesday, September 23, 2008. Materials to be presented at the meeting include: Purpose and Need, Evaluation Process, Alternatives, Section 4(f) Options, VISSIM Models, and Detailed Evaluation Matrix. An audio/visual presentation will also be shown every half hour that describes the project and discusses the alternatives evaluation process and the alternatives for the project. The CAC was asked to attend the meeting and help their constituents understand the project.

A handout of the Public Informational Meeting flyer was given to the CAC for distribution. Several CAC members requested pdf versions of the flyers to distribute. The pdf files were emailed after the meeting. Extra invitation postcards were also provided to the CAC for distribution.

## **IX. Focus for CAC Meeting #10**

The focus for CAC Meeting #11 (November 13, 2008) is to present the results of the Public Informational Meeting scheduled to be held on September 23, 2008. The CAC will also discuss the Preferred Alternative and funding for the next phases of the project.

The meeting adjourned at 11:30 a.m.



# Randall Road (FAU 0009) Improvements Study



## Sign-in Sheet

**Meeting Purpose:** Community Advisory Council Meeting #10  
**Meeting Date:** August 28, 2008  
**Meeting Time:** 9:30 AM  
**Location:** Lake in the Hills Village Hall, 600 Harvest Gate

### List of Attendees

Name (print clearly)	Company/ Organization	Phone Number	E-mail Address (print clearly)
Michelle Link	HDR		
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Sandy Oslance	Alq/LITH Chamber	—	
Brett Berg	" "	✓	
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