



## **Meeting Notes Community Advisory Council Meeting #12**

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

**November 17, 2009**

This meeting was the twelfth 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 Preferred Alternative to date and discuss funding and the status of local coordination. 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
- Summary of CAC Meetings to date
- Approval of November 13, 2008 Meeting Notes
- Presentation of the Preferred Alternative
- Funding/Project Phasing
- Next Steps
- Focus for CAC Meeting #13

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, Baxter and Woodman, City of Crystal Lake, HDR, Kane County Division of Transportation, McHenry County Division of Transportation, PACE, Village of Algonquin, and Village of Lake in the Hills. A copy of the sign-in sheet is an attachment to these notes. One resident/business owner and one reporter came to observe the meeting however they did not sign in.

#### **II. Summary of CAC Meetings to date**

The project team briefly reviewed the purpose of the CAC and identified CAC accomplishments.

The purpose of the Randall Road Improvements Study CAC is to be a liaison between the public and McHenry County to help develop a Preferred Alternative that addresses the communities' needs.

Since the formation of the CAC in June of 2007, 11 meetings have occurred and membership has successfully helped to:

- a. Identify stakeholders and critical issues along the corridor
- b. Develop a Purpose and Need for the study

- c. Identify (Achieve Consensus on) an Alternative Evaluation Process
- d. Develop Evaluation Criteria
- e. Develop improvement options to be evaluated.
- f. Achieve consensus on Functional Evaluation Results
- g. Contribute to the Comparative Evaluation
- h. Provide comments to the alternatives
- i. Contribute to the Detailed Evaluation
- j. Supported project team at Public Meeting
- k. Provide comments to the Preferred Alternative

McHenry County appreciates the CAC's commitment to the Randall Road Improvement Study in addition to the valuable information that membership have been able to contribute.

The last CAC Meeting (Meeting 11) focused on the review of the Preferred Alternative, the results/comments from the second Public Meeting, project funding, and potential phasing options.

### **III. Approval of November 13, 2008 Meeting Notes**

Meeting notes were sent to CAC membership via e-mail. Hard copies of the notes were available at the meeting. There were no comments on the November 13, 2008 meeting notes. The meeting notes were approved as presented. The notes will remain posted on the project website.

### **IV. Presentation of the Preferred Alternative**

**Review Project Goals.** There are several goals associated with the Randall Road Improvements Project including:

- Addressing the Purpose and Need,
- Receiving FHWA project approval, and
- Obtaining federal funding

This project requires a balance between enhancing regional mobility and local access. It is not likely that FHWA will approve a conventional intersection configuration with dual lefts because there is another option (the CFI) that can improve operations to acceptable service levels. Federal funding will be needed for this \$80 million plus project. There are restrictions associated with the spending of federal dollars.

**Project Activity this past year.** This past year McHenry County has coordinated with Algonquin, Lake in the Hills, Crystal Lake, and IDOT; collected traffic data; updated the crash analysis for years 2006 through 2008; presented and discussed the Continuous Flow Intersection (CFI) and Continuous Green T Intersection with the Institute of Transportation Engineers (ITE); and further developed the Preferred Alternative. The development of the Preferred Alternative included an evaluation of the north section (Village Road, Angela Lane, and Alexandra Boulevard), Section 4(f) options near Miller Road, improvement options at Randall Road and Algonquin Road Intersection, and access impacts. The evaluations were discussed during the meeting. The following questions were raised:

- 1) What is the level of service of the 2-leg CFI? The answer was addressed in one of the presentation slides. The intersection performs at a LOS D; however, is close to the LOS C vehicle delay cutoff. While the intersection operates at a LOS D, the network delay is improved/essentially equal to the delay of a 4-leg CFI.
- 2) Are dual left turn lanes maintained along Algonquin Road at Randall Road? The answer is yes. Two through lanes in each direction are also maintained along Algonquin Road.
- 3) Is the CAC Presentation available to the public? The answer is yes, the presentation is available in the downloads section of the project website: [www.RandallRoad.info](http://www.RandallRoad.info).
- 4) What is the proposed access at SW6, it does not appear to be correct in the table that was distributed that compared access per alternative? The answer is that there was an error in the table. The corrected version is available on the project website.

**Preferred Alternative.** At this time the Preferred Alternative includes the following:

- Widening Randall Road to a six-lane facility
- Conversion of Alexandra Boulevard to right-in/right-out access
- Installation of a traffic signal at Village Road (Continuous Green-T)
- Addition of new turn lanes at Miller Road
- Implementation of Section 4(f) Option A (widen to the west)
- Addition of new turn lanes at Randall Road and Acorn Lane/Polaris Drive Intersection
- Conversion of Randall Road and Algonquin Road Intersection to a two-leg CFI
- Conversion of Stonegate Road to right-in/right-out access
- Addition of new turn lanes at Bunker Hill Road/Huntington Drive
- Access Improvements (roadway mitigation)

A draft plan view of the Preferred Alternative was available for review. Analysis is still underway at several intersections along the corridor that could lead to additional changes to the Preferred Alternative geometry. After presentation of the Preferred Alternative, the CAC expressed support in moving forward with the plans as presented.

**Coordination.** Since CAC Meeting 11 on November 13, 2008, 11 coordination meetings have occurred with the corridor municipalities. Based on the coordination, the Preferred Alternative was modified, additional studies were conducted, and access improvements were identified. A two-leg CFI is now proposed at Randall Road and Algonquin Road as opposed to a four-leg CFI. The two-leg CFI avoids impacts to several businesses, minimizes access impacts, and according to analysis does not significantly impact traffic operations. Several handouts were distributed that showed a comparison of the intersection improvement options. The handouts will be posted to the Randall Road Improvements Study website.

**Access Impacts and Mitigation.** Access Impacts and Mitigation was discussed. Handouts were distributed that showed the access improvement concepts and the associated costs and impacts. It was noted that reasonable access to the public roadway must be maintained. If reasonable access cannot be provided the improvements must be reviewed and design modified to avoid or minimize impacts. In addition, mitigation should be considered to minimize impacts. FHWA's mitigation policy was also discussed. The project team then reviewed all potential concepts currently under consideration for access roads/improvements. The concepts were reviewed per quadrant of the Randall Road and Algonquin Road Intersection. Two access improvements

options are being considered in the northeast quadrant, L1 and L7. Evaluation of the L7 concept is on-going. Two access improvements options are being considered in the northwest quadrant, L4 and L6. Three access improvements options are being considered in the southwest quadrant, A1, A2, L5, and L8. And finally, one access improvement is being considered in the southeast quadrant. It was noted that additional study and detailed design will occur with respect to the access road concepts before they are finalized. A question was raised regarding truck access behind Caputo's grocery if A1 is implemented. A representative from Caputo's was wondering if the proposed access road would be separate from the existing truck access. The answer was that the project team thought it was however more detailed design was required to confirm the response. Truck access will be accommodated in the design.

**Pedestrian Options.** Pedestrian options were the next item discussed with respect to the Preferred Alternative. Pedestrian and bicycle issues have been discussed at several CAC meetings to date. There are several existing crossings of Randall Road; one at County Line Road, one at Bunker Hill Road/Huntington Drive, and one at Miller Road. The study is currently considering a multi-use path and pedestrian/bicycle overpasses/underpasses as safety may be a concern (crossing six plus lanes of traffic) by maintaining the existing crossings. Guidance states that the project must replace/accommodate existing connections. There was a comment that pedestrians may still try to cross Randall Road even if there are not marked crossings. Pace mentioned that a Bus Rapid Transit (BRT)/Arterial Rapid Transit (ART) is proposed for Randall Road in the future. In order to implement the BRT/ART, sidewalks/paths are needed to support it. Otherwise there is no way for pedestrians to get to/from the stops and destinations.

Algonquin Road crossing options were discussed with respect to the proposed CFI design and safety. Each of the three previously identified pedestrian/bicycle overpass/underpass locations (Bunker Hill Road, Miller Road, and Angela Lane) were discussed and shown on exhibits. Each of the corridor municipalities discussed their ideas, thoughts, and questions about the pedestrian/bicycle plan. Their comments are as follows:

#### **Algonquin Pedestrian/Bicycle Comments**

- No pedestrian/bicycle path is existing policy along with no new crossings of Randall Road per coordination in the past with McHenry County.
- Would like a path; however, it must make sense, by providing links to existing paths, etc.
- A bike path along Randall Road would not make sense unless it links to other paths or destinations.
- Do not support a crossing at Randall Road and Algonquin Road Intersection, but may want the pedestrian push button/signal because pedestrians will cross anyways.

#### **Crystal Lake Pedestrian/Bicycle Comments**

- What is proposed for the Rakow Road Project? A multi-use path is not included.
- A better spot for an overpass/underpass would be between Alexandra Boulevard and Ackman Road. Angela Lane is too far south.
- Crystal Lake would prefer to have the multi-use path within existing development (i.e. along Carlemont, etc.) as there is connectivity to other paths.
- Crystal Lake is open for additional discussion with McHenry County on the pedestrian/bicycle options

- A development is planned for the northwest quadrant of Randall Road and Miller Road Intersection. Pedestrian/bicycle access is not included in the plan. Would prefer to keep the path along Carlemont Drive.
- Crystal Lake is working on a Pedestrian/Bicycle Plan. A draft should be complete in February 2010.
- An underpass may be required for the pedestrian/bicycle crossing of Randall Road because of constraints with the Lake in the Hills Airport runways.

### **Lake in the Hills Pedestrian/Bicycle Comments**

- A bike path crossing at Miller Road would be challenging.
- There is currently a crossing of Harvest Gate outside of the study area.
- An overpass would be more desirable.
- A better location for the crossing is at Richard Taylor Park because there is an existing path that runs perpendicular and close to Randall Road.
- The best location for the multi-use path would be west of Randall, to the west of the wetlands.
- Between Miller Road and Polaris Drive pedestrian volumes are higher, both to the east and west of Randall Road.
- There is a need for pedestrian/bicycle access.

It was explained that McHenry County will draft a preliminary Pedestrian/Bicycle concept and send to the municipalities for review/comment to ensure their comments are understood and incorporated in the plan. Once the pedestrian/bicycle plan is finalized it will be presented again to the CAC membership and incorporated into the design. Funding has not been identified for future phases of the project. Cost sharing will likely be required to implement the pedestrian/bicycle options. Each overpass/underpass could potentially cost between \$3 and \$ 6 million depending on the complexity of the design and location. The Randall Road Improvements Study will include pedestrian/bicycle facilities and identify impacts and right-of-way required. Implementation will occur in the future as funding is available.

### **V. Funding/Project Phasing**

McHenry County explained that there is not funding available for the next phases of the Randall Road Improvements Study (Phase 2 Design or Phase 3 Construction). It is anticipated that federal funds will be targeted to help fund the project. However, federal funding will not pay for the entire project. McHenry County needs to raise funds through other sources to match federal allocations. A collective effort is needed with local agency participation to raise money for the proposed improvements. Randall Road is McHenry County's priority. On November 3, McHenry County had the opportunity to present the project to the US Transportation Secretary Ray LaHood. The meeting was briefly explained and meeting materials were shown to CAC membership.

Since funding is not readily available for the Randall Road Improvements Study, McHenry County will look into implementing the project in phases. For example, McHenry County could raise money to widen one section of the corridor or fix one intersection at a time. A revised matrix was distributed that lists various sources/mechanisms that are available to raise money for

a project (such as grants, motor fuel taxes, etc.). It was requested that the CAC membership review the matrix and provide comments.

## **VI. Next Steps**

McHenry County will continue to develop the Preferred Alternative based on the results of meetings with local agencies, additional studies, and feedback received from CAC membership. McHenry County will present a project update to the Crystal Lake City Council, Algonquin Village Board, and the Lake in the Hills Village Board after the 1<sup>st</sup> of the year. The anticipated schedule for the project is as follows:

- Develop Detailed Design of Preferred Alternative – Winter 2009
- Conduct Detailed Environmental Analysis/Identify Mitigation Measures – Spring 2010
- Submit Phase I Report to IDOT/FHWA- May 2010
- Public Hearing – May/June 2010
- Receive Design Approval – Summer 2010

It was requested that if at all possible the Public Hearing take place at Jacobs High School in Algonquin. It will be more accessible to study area business owners.

## **VII. Focus for CAC Meeting #13**

The focus for CAC Meeting #13 (date to be announced – likely April 2010) is to present the Preferred Alternative and show how it addresses the Randall Road Improvements Study Purpose and Need. McHenry County will also present on incident management, revisit funding, and discuss preparations for the Public Hearing.

The meeting adjourned at 11:30 a.m.



# Randall Road (FAU 0009) Improvements Study



## Sign-in Sheet

**Meeting Purpose:** Community Advisory Council Meeting #12  
**Meeting Date:** November 17, 2009  
**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)
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