



## **Meeting Notes Community Advisory Council Meeting #6**

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

**November 14, 2007**

This meeting was the sixth 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 results of the Level 1. Functional Evaluation. 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
- Review of Process to Date
- Approval of October 10, 2007 Meeting Notes
- Summary of CAC Meeting #5
- Review Evaluation Status/Results for Level 1. Functional Evaluation
  - Arterial Options
  - Intersection Options
  - Pedestrian Options
  - Congestion Management Systems (CMS) Options
- Focus for CAC Meeting #7

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

#### **I. Introductions**

At the meeting there was representation from Algonquin/Lake in the Hills Chamber of Commerce, Chicago Metropolitan Agency for Planning, City of Crystal Lake, 64<sup>th</sup> District of the Illinois State House of Representatives, HDR, Illinois Department of Transportation Bureau of Local Roads and Streets, Kane County, 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.

The membership list was mentioned as needing to be updated. Any changes in information should be forwarded to HDR. In addition, any membership changes should be brought forward as well.

#### **II. Review of Process to Date**

The sixth CAC meeting marks the half way point as twelve meetings were anticipated through the duration of the study. 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 this year, 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.

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.

### **III. Approval of October 10, 2007 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 October 10, 2007 meeting notes. The meeting notes were approved as presented. The notes will remain posted on the project website.

### **IV. Summary of CAC Meeting #5**

The fifth CAC Meeting focused on the identification of improvement options for the CMS category and review of improvement options identified for the remaining three categories including Arterial Options, Intersection Options, and Pedestrian/Bicycle Options. As part of the review of improvement options, a video of Palatine Road was shown as an example of a controlled access arterial. In addition, photos and diagrams of unconventional intersection/interchange configurations and pedestrian/bicycle treatments were presented.

### **V. Review Evaluation Status/Results for Level 1. Functional Evaluation**

Figures graphically displaying the preliminary results of the Functional Evaluation were distributed to CAC membership along with a revised memorandum of alternatives that are included in the alternative evaluation. After a brief review of the Randall Road Evaluation Process, the preliminary screening results of the Functional Evaluation were presented and discussed for each category of potential improvement options. A summary of the discussion for each category of improvement options is provided in the following paragraphs.

## Arterial Options

The Functional Evaluation was conducted for a total of twelve arterial options. After evaluation, four arterial options remain for evaluation in the Comparative Evaluation including:

- No-Action
- Six Lanes
- Eight Lanes
- Six Lanes with two (one lane in each direction) dedicated as HOV/HOT/Bus/Shuttle Lanes

The No-Action Option was actually eliminated during the Functional Evaluation; however, this option will remain in the Evaluation Process for comparative purposes only. In general, the No-Action option (the existing conditions) will serve as the reference that all other options are measured against when evaluating potential impacts.

The remaining eight options were eliminated from further consideration in the study primarily based on the Regional Mobility and Community Values criteria. The options eliminated from consideration include:

- Construct a four-lane controlled-access arterial (similar to Palatine).
- Construct a six-lane controlled-access arterial (similar to Palatine).
- Construct five lanes along the mainline with one lane being a reversible express lane.
- Construct seven lanes along the mainline with one lane being a reversible express lane.
- Enhance parallel corridors (similar to Kane County - Square Barn Road, Tyrrell Road and Peck Road, west of Randall Road, Other(?)).
- Construct express lanes using a double-deck structure (local lanes at-grade, express lanes elevated (similar to Wacker Drive)).
- Keep four lanes (mainline) with a Frontage Road.
- Construct six lanes (mainline) with a Frontage Road.

There was also a discussion about the primary differences between frontage roads and internal circulation roads, as well as, impacts and issues that would result from potential improvements to each. In general, frontage roads are public right-of-way and are intended to be used for travel between developments. Internal circulation roads are owned/maintained by a developer and are intended for travel within a development to aid in parking lot circulation. In addition, frontage roads typically are designed to handle higher vehicle capacities than internal circulation roads. The internal circulation roads improvement options were moved to the Support Toolbox and will be evaluated with the Preferred Alternative Package. The two frontage road options (one four lanes and one six lanes) were eliminated during the Functional Evaluation process.

No comments were received from CAC membership on the elimination of the eight unfeasible options. *Subsequent to the meeting and after further evaluation, it was determined to split the HOV/HOT/Shuttle/Bus option into two different arterial options: 1) Six Lanes with two dedicated HOT lanes and 2) Six Lanes with two dedicated HOV/Shuttle/Bus Lanes. Option 1) with the HOT lanes was eliminated from further consideration based on Regional Mobility criteria as the option was not realistic for implementation along a 3-3.5 mile segment of arterial with so many major access points.*

## **Intersection Options**

Since the last CAC meeting, several intersection options were added to the evaluation, including:

- No-Action Options for each of the intersections
- Development of roundabouts at multiple locations along the corridor
- Michigan Urban Diamond Interchange
- Parallel Flow Interchange

Each option was presented in detail. Several intersections presented at CAC meeting #5 were revisited and discussed per the request of CAC membership.

After completion of the Function Evaluation, five intersection options were eliminated from further consideration, including:

- General: Investigate Use of Paired Intersections
- General: Investigate Access for Express Lanes
- Randall at Algonquin: Super Street Intersection
- Randall at Algonquin: Michigan Lefts (Median U-Turn) Intersection
- Randall at Algonquin: Michigan Urban Diamond Interchange

The remaining options were all feasible and realistic for the Randall Road corridor and will be analyzed in the Comparative Evaluation. After discussing the reasoning for eliminations, a comment was received that the intersection option, Eliminate Access at Miller Road, should be eliminated from consideration as it is not feasible based on the Community Values criteria. There was no objection to the comment and the intersection option was eliminated.

## **Pedestrian/Bicycle Options**

After the Functional Evaluation, it was determined that all the pedestrian/bicycle improvement options were realistic and feasible and that none are eliminated from consideration. To make the Comparative Evaluation easier, the pedestrian/bicycle options were reorganized in three different groupings, including, North-South options, East-West options, and Other. There were no comments received on the results of the Functional Evaluation for the Pedestrian/Bicycle Options category.

## **CMS Options**

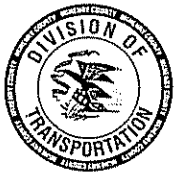
After the Functional Evaluation, it was determined that no CMS Options would be eliminated from consideration. It was also determined that none of the CMS options could stand alone as options to address the Purpose and Need. Therefore, a Support Toolbox was developed to hold options that are realistic and potentially good ideas for the Randall Road corridor, but are either not stand alone options, may not be developed enough for implementation with this study, or are the responsibility of others. The options contained within the Support Toolbox will be evaluated with the Preferred Alternative. All the CMS options are now categorized in the Support Toolbox and will be evaluated with the Preferred Alternative. There were no comments received on the results of the Functional Evaluation for the CMS Options category.

## **VI. Focus for CAC Meeting #7**

The focus for CAC Meeting #7 is to review the results of Level 2. Comparative Evaluation and to discuss the development of the Alternative Packages that will be analyzed in Level 3. Detailed Evaluation. The purpose of the Comparative Evaluation is to identify strengths and weaknesses in feasible improvement options and determine which options best address the Purpose and Need. Once the Comparative Evaluation is complete, alternative packages will be formed by grouping together the best performing improvements options. In addition at CAC Meeting #7, 2030 traffic projections will be presented along with sensitive environmental features within the study area.

CAC Meeting #7 and CAC Meeting #8 are postponed from December and January until February or March so that the project team can focus on the analyses. A revised CAC Meeting Schedule will be sent to CAC membership.

The meeting adjourned at 11:00 am.



# Randall Road (FAU 0009) Improvements Study



## Sign-in Sheet

**Meeting Purpose:** Community Advisory Council Meeting #6  
**Meeting Date:** November 14, 2007  
**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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