

**Transportation Committee
Meeting
Wednesday, January 19, 2005 - 9:00 AM
McHenry County Division of Transportation
Main Conference Room
16111 Nelson Road
Woodstock, Illinois 60098**

Chairman Dan Shea
Vice Chairman Ed Dvorak Don Larson
Virginia Peschke Lyn Orphal
Sandra Salgado Anna May Miller

MEMBERS IN ATTENDANCE

Chairman Dan Shea, Virginia Peschke, Don Larson, Anna May Miller, Sandra Salgado and Ed Dvorak

MEMBERS NOT IN ATTENDANCE

Lyn Orphal

CALL TO ORDER

Chairman Shea called the meeting to order at 9:05 AM.

PUBLIC PARTICIPATION

In attendance were: Ken Koehler, Chairman of the Board; Joseph Korpalski, Director of Transportation/County Engineer; John Labaj, Deputy County Administrator; David Stone, State's Attorneys Office; Charles Eldredge, McHenry County Economic Development Corporation; Gary Overbay and Dave White, Civiltech Engineering, Inc.; Michelle McGinn and John Lazzara, HDR; Kelly Farley, CMT; P. J. Fitzpatrick, MKB Consulting, Inc.; Dorothy Otis, City of Marengo; Nate Legue, Northwest Herald Newspaper; Veronica Armstrong, Crystal Lake resident; Ken Kelgard, Deputy County Engineer; Mark Dammyer, Division of Transportation Construction Manager; Mark DeVries, Division of Transportation Maintenance Superintendent; Patricia Schroeder, Planning Liaison; Debra Kroll, Division of Transportation Administrative Assistant.

Issues of Discussion

- Veronica Armstrong of 6201 Edgewood Road, Crystal Lake, IL addressed her concerns regarding the Walkup Road Project and that she believes it will create more congestion on Edgewood Road. Ms. Armstrong noted that Edgewood Road is the only road between IL Route 176 and Bull Valley Road that connects IL Route 31 to Walkup Road.
- Ms. Dorothy Otis of the City of Marengo did not participate in the Public Participation sector of the meeting; however Ms. Otis requested that she be added to the next Transportation Committee meeting agenda regarding the Marengo Bypass.

APPROVAL OF DECEMBER 15, 2004 MEETING MINUTES

A motion was made by Ms. Peschke to approve the minutes of December 15, 2004 as presented. The motion was seconded by Ms. Salgado.

A vote was taken with all members present voting "aye"; motion carried.

RESOLUTION AUTHORIZING A TRANSFER OF FUNDS FROM THE HIGHWAY RELOCATION FUND TO THE DIVISION OF TRANSPORTATION FY 2005 BUDGET

The McHenry County Division of Transportation relocated from its former location at the corner of Illinois Route 47 and Country Club Road to its new facility at 16111 Nelson Road in November 2001.

The construction of the new facility was originally to be funded by the sale of the existing property to developers who wanted to redevelop the site.

The sale of the existing site was held up for a number of years, due to a pending lawsuit between the City of Woodstock, McHenry County and the developer.

The construction of the new facility was funded through the sale of bonds, which required repayment through the Division's County Option Funds and County Motor Fuel Tax Funds, which previously have been used to complete much needed transportation improvements in McHenry County.

The property which formally housed the McHenry County Highway Department was sold in FY 2002 for \$2,800,000.00 and the revenues were placed in the Highway Relocation Fund.

The McHenry County Division of Transportation requests that the remaining funds in the amount of one million eight hundred thousand dollars (\$1,800,000.00) be transferred from the Highway Relocation Fund to the County Option Fund in the FY 2005 budget.

A motion was made by Ms. Peschke to approve and recommend to the County Board the Resolution Authorizing a Transfer of Funds from the Highway Relocation Fund to the Division of Transportation FY 2005 Budget in the amount of \$1,800,000.00. The motion was seconded by Mr. Dvorak.

A roll call vote was taken with all members present voting "yes"; motion carried.

RESOLUTION APPROVING AN AMENDMENT TO THE ENGINEERING SERVICES AGREEMENT FOR THE WALKUP ROAD PROJECT

McHenry County has determined a need to provide improvements to Walkup Road in Nunda Township and entered into an agreement with Teng & Associates, Inc. of Chicago, Illinois to perform the Phase I engineering for the improvement on February 20, 2001 and a contract amendment on February 04, 2003.

Since that time, the McHenry County Division of Transportation and Teng & Associates, Inc. have determined a need to hold additional meetings for the Illinois Route 176 and Walkup Road intersection improvement, perform detailed bike path alternatives for the Crystal Lake Park District and the City of Crystal Lake, coordinate with the McHenry County Conservation District for a bike path crossing of Walkup Road and various other tasks that are outside of the original contract scope, to address both public and governmental concerns.

The Illinois Department of Transportation (IDOT) has reviewed and approved the Amended Engineering Services Agreement.

The amended agreement in the "not to exceed" amount of \$248,733.65 will provide said engineering services, raising the total contract amount to \$1,076,616.71.

A motion was made by Mr. Dvorak to approve and recommend to the County Board the Resolution Approving an Amended Engineering Services Agreement with Teng & Associates, Inc. and the appropriation of \$249,000.00 from the County Option Motor Fuel Tax Fund. The motion was seconded by Ms. Miller.

Mr. Larson made known that he objected to this amendment and was "not happy" with Teng & Associates, Inc. seeking additional dollars for: 1) improvements at the intersection of IL Route 176 and Walkup Road in Crystal Lake and the fact that those costs should be paid for by the City of Crystal Lake and 2) the coordination of a bike path was something that should have been considered when Teng & Associates bid on the project. It was obvious that there was going to be a bike path there; "it was already there."

Mr. Larson further added that the price since this was first negotiated by Teng & Associates, Inc. has almost doubled.

Mr. Korpalski advised that within the committee's packets were the breakdown of costs. We will be approaching the City of Crystal Lake for the reimbursement of \$92,000.00 of these costs.

As far as the bicycle coordination, it was always the intention from the start that there would be a bike path along the road, without a question. We had to evaluate the design of the bike path, running through the park and down the hills and there's no way that Teng & Associates, Inc. could have taken into account, the extent of involvement. Part of that evaluation also had to do with the fact that we were the lead agency in helping the Conservation District facilitate an additional crossing that was grade separated, north of Veteran's Acres.

Mr. Larson also noted that he didn't believe it to be true that Teng & Associates, Inc. didn't anticipate the need for right-turn lanes upon implementation of improvements to this road.

Mr. Korpalski explained that additional right-turn lanes were not included within the original agreement. Mr. Kelgard added that within the original scope, right turn lanes were an addition, based upon our standards rather than based upon the IDOT typical requirements and was not included in the original agreement.

The next item Mr. Larson disagreed with was the tunnel study for the bike path located on Com Ed right-of-way just north of Veteran's Acres. Mr. Larson noted that if the Conservation District requested this, then they should pay for it.

Mr. Dvorak noted that that particular subject was discussed at committee and it was the recommendation of the committee to pursue this avenue (bike tunnel).

Mr. Kelgard advised that it was requested by the County because Com Ed would not approve going underneath the bike path for access.

Mr. Korpalski informed the committee that a check from the City of Crystal Lake has been received in the amount of \$88,000.00, which was part of the original intergovernmental agreement. We will be seeking to enter into another intergovernmental agreement for the balance of costs due.

Mr. Kelgard stated that we have received verbal approvals for CMAQ funding on everything that has been done to date. We are in the midst of working out the actual written documents that will be brought to committee for approval. There is a possibility of bringing the Crystal Lake portions into our CMAQ funding, which would minimize the overall amount. CMAQ funds are received by the state from the Federal Government, which are then passed on to us.

The last issue Mr. Larson discussed was the fee for 550 hours for additional meetings and hearings. We asked Teng when they were here if they would have adequate public meetings to ensure that the public is kept apprised of the project and they assured us that they would. "I don't believe we should be paying for this".

A roll vote was taken with the following results: Chairman Dan Shea, Virginia Peschke, Anna May Miller, Sandra Salgado and Ed Dvorak voted "yes"; Don Larson voted "no"; motion carried.

OLD/NEW BUSINESS

Old Business - None

New Business

Mr. Korpalski wanted to share some information taken from an article entitled *Funding Public Improvement* printed in the *American Society of Civil Engineers Publication*:

“Senator Graham introduces National Infrastructure Improvement Act... Acknowledging on the Senate floor that our nation is in the midst of an infrastructure crisis, Senator Bob Graham, Democrat of Florida, introduced the ‘National Infrastructure Improvement Act of 2004.’ The proposed legislation would establish a national commission to upgrade America’s overburdened and aging infrastructure, so that it could meet current and future demands and foster economic growth.

Public dollars invested in infrastructure increase the productivity of private investment, which keeps the US competitive in a global economy. According to ASC, this National Infrastructure Improvement Act is a major step in advancing ASC to the forefront, on the fact that funding and reauthorization as discussed at the committee level, is not ‘needs based’ and that number can vary anywhere from \$256 billion to \$318 billion, is a major step in raising the public awareness of the state of our infrastructure. If passed, the legislation would require the Infrastructure Commission to submit a report to Congress by 2007.”

Mr. Korpalski announced that Mr. DeVries, McHenry County Department of Transportation Maintenance Superintendent has been very active with various organizations and he is now a Certified Trainer for Flagger Training and is now helping with the Illinois Technology Transfer Center. This is through the Illinois Department of Transportation and Mr. DeVries is now one (1) of only three (3) instructors who will be teaching flagger training. Mr. DeVries will allow Technology Transfer to talk to more of local agency personnel, especially in Northeastern Illinois. Kudos and congrats were offered to Mr. DeVries on his initiative.

Chairman Shea stated that he noted more and more reflective additions to sign posts for stop signs and warning signs and inquired if this was state approved? Can people outside of our organization put these reflective additions on stop signs without our approval?

Mr. Korpalski stated that this happened recently with the new approved MUTCD (**Manual on Uniform Traffic Control Devices**) and is used selectively. These reflective additions are used in particular sections such as school zones and pedestrian areas. Most reflective additions are under the jurisdiction of other agencies.

EXECUTIVE SESSION

A motion was made by Ms. Peschke to go into Executive Session at 09:30 AM to discuss minutes and property acquisition. The motion was seconded by Ms. Salgado.

A roll call vote was taken with all members voting “yes”; motion carried.

BACK IN REGULAR SESSION

A motion was made by Ms. Salgado at 09:52 AM to go back into Regular Session and was seconded by Mr. Larson.

A roll call vote was taken with all members present voting “yes”; motion carried.

Chairman Shea noted that no action was taken in Executive Session.

NEXT MEETING DATE & LOCATION

9:00 AM on February 02, 2005 at the Division of Transportation.

ADJOURNMENT

A motion to adjourn was made by Ms. Salgado at 09:55 AM and was seconded by Mr. Larson.

A vote was taken with all members present voting "aye"; motion carried.

APPROVED