

**Wednesday, September 3, 2008 – 8:30 A.M.
McHenry County Division of Transportation
Main Conference Room
Woodstock, Illinois 60098**

Chairman Dan Shea
Vice Chairman Ed Dvorak Mary Lou Zierer
Virginia Peschke Lyn Orphal
Sandra Salgado Anna May Miller

CALL TO ORDER

Chairman Shea called the meeting to order at 8:30 A.M.

MEMBERS IN ATTENDANCE

Chairman Dan Shea, Lyn Orphal, Sandra Salgado, Anna May Miller, Ed Dvorak, Mary Lou Zierer and Virginia Peschke

MEMBERS NOT IN ATTENDANCE

None

Virginia Peschke arrived at 9:00 A.M.

Lyn Orphal left at 10:00 A.M.

OTHER ATTENDEES

In attendance were: Peter Austin, County Administrator; Dave Johnson, Village Manager for the Village of Huntley; Paula Yensen, Village of Lake in the Hills; Iris Bryan, Town Crier Publication; Veronica Armstrong, McHenry County resident; Katie Parkhurst, Village of Algonquin; David Frederick, McHenry County resident; Jeff Young, Assistant County Engineer; Mark DeVries, Division of Transportation Maintenance Superintendent; Mark Dammyer, Division of Transportation Construction Manager; Ed Markison, Division of Transportation Assistant Maintenance Superintendent; Wally Dittrich, Division of Transportation Design Manager; Cha Lee, Division of Transportation Consultant Project/Design Engineer; Pablo Faillaci Division of Transportation Construction Engineer; Jason Osborn, Division of Transportation Principal Transportation Planner; Shannon Dolte, Division of Transportation GIS Specialist; Chalen Daigle, Division of Transportation Planning Liaison; Debra Kroll, Division of Transportation Administrative Specialist.

PUBLIC COMMENT

- Ms. Veronica Armstrong, 6201 Edgewood Road, Crystal Lake, Illinois thanked the Committee for the eventual installation of the traffic signal at Edgewood Road and Walkup Road and suggested that there were a few trees that needed to be cut down at that location, because in her opinion they are a sight obstruction.
- Mr. David Frederick, 5211 Mt. Thabor Road, Woodstock, Illinois spoke in reference to the County Speed Limit Ordinance and discussed no posting of speed limits on State, County and Township roads and in his opinion, the dangers.
- Chairman Shea introduced Mr. Dave Johnson, the newly appointed Village Manager for the Village of Huntley.

APPROVAL OF MEETING MINUTES – August 6, 2008

On a motion by Ms. Zierer, seconded by Ms. Miller, the meeting minutes of August 6, 2008 were approved as presented.

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

PRESENTATION

Charles Road at Queen Anne Road Intersection Update

Mr. Dittrich provided an update on the Charles Road at Queen Anne Road intersection improvement project for the Transportation Committee.

In January of 2002, the County Board approved a contract with Smith Engineering to perform preliminary engineering studies for improvements to the intersection of Charles Road and Queen Anne Road in unincorporated Greenwood Township. The Phase I engineering study was completed in October of 2002 and in April of 2003, the County Board approved a contract with Smith Engineering for the Phase II design of the proposed improvements to the Charles Road/Queen Anne Road intersection.

In June of 2004, Smith Engineering had completed pre-final plans for this project. At that time, the project was placed on hold due to other funding priorities within the County's program. Since that time, MCDOT staff has re-engaged the project to determine how best to proceed.

- Virginia Peschke arrived at 9:00 A.M.

The original need for the project was to address safety concerns at this intersection, which had experienced some severe accidents as well as fatalities (one as recent as 2007). The original plan for proposed improvements called for the realignment of the curve to the south to improve sight distance and overall roadway geometry. These improvements have an estimated construction cost of \$2.3 million. In evaluating the needs for the project versus the proposed improvements, staff focused on the causes of the accidents and how they could best be remedied. It was determined that the main cause of accidents resulted from poor sight distance at the intersection (due to the location of a barn on private property), not the design of the curve on Charles Road nor the lack of turn lanes at either Charles Road or Queen Anne Road.

The following Alternates illustrate what was originally evaluated and proposed, as well as staff's recommendations for a scaled back, more measured approach to improving the conditions at the intersection, while being sensitive to the County's budget constraints.

- Alternate 1 – Roadway alignment originally proposed after Phase I study (*involves taking the least amount of ROW for realignment of the curve on Charles Road*)
- Alternate 2 – Alternate alignment evaluated during the Phase I study (*note impacts to existing driveway/parking*)
- Alternate 3 – Current roadway alignment as planned (*note impacts to existing driveway/parking*)
- Alternate 4A – ROW acquisition and grading only to improve sight distance and acquire enough ROW for future improvements
- Alternate 4B – ROW acquisition only to improve sight distance

The McHenry County Division of Transportation (MCDOT) staff recommends that Alternate 4B be pursued so that the ROW within the sight triangle can be acquired and the buildings which obstruct drivers' views can be removed. This would be part of a measured approach at this location.

Once the new Woodstock North High School has been opened, a better idea of the traffic patterns in the area can be analyzed. This would also be in conjunction with monitoring the Charles Road/Raffel Road intersection, as the high school has direct access to Raffel Road. If additional improvements are required or if problems persist, then further corrective measures can be evaluated.

Mr. Young advised that the difference between Alternates 1, 2 and 3 compared to stage alternatives 4A and 4B was the cost, which also defines the widening of Charles Road for a left turn lane.

Mr. Young posed the question to the Committee as to whether the MCDOT should purchase only the land needed at this point in time to improve the sight distance for the road as presently designed, or acquire additional land that would be needed now and for the future alignment improvements to Charles Road.

Discussions ensued.

It was by concurrence of the Committee that the MCDOT staff proceeds with a stage improvement that would acquire land presently needed to improve the sight distance and for future improvements (Alternate 4A).

BID APPROVAL

Resolution Awarding a Road District Maintenance Resurfacing and Pavement Preservation Contract

The McHenry County Division of Transportation (MCDOT) staff requests the approval of the resolution accepting bids and awarding Road District maintenance resurfacing and pavement preservation contracts for FY2008 for Greenwood Township.

Bids were opened on August 4, 2008 at the Division of Transportation. This is an annual bid and is funded through the Township Motor Fuel Tax funds.

On a motion by Ms. Orphal, seconded by Ms. Salgado, the resolution awarding a Road District maintenance resurfacing and pavement preservation contract was approved with a recommendation to the County Board.

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

RESOLUTION RENAMING A PORTION OF COUNTY LINE ROAD (COUNTY HIGHWAY A50 TO LAKE-COOK ROAD

The Village of Algonquin contacted McHenry County Division of Transportation (MCDOT) staff about the issue with two (2) roadways within the Village of Algonquin named County Line Road. The two County Line roads, while both on the border between Kane and McHenry Counties, are separated by the Fox River and are not proposed to ever be connected.

County Line Road on the west side of the Village intersects Randall Road and the one on the east side starts at Illinois Route 62 and heads east almost to Lake Michigan.

As County Line Road heads east, its name changes two (2) more times. In and around the Village of Barrington (Old Hart Road to Ela Road), it becomes Main Street. East of Barrington, the name changes for the last time to Lake-Cook Road.

The Village is desirous to change the name of County Line Road on the east side of the Village as it would disrupt the least amount of businesses.

The Village has committed to, through its resolution, to assume all costs (new signs) associated to changing the name of the roadway within its boundaries and inform all interested parties when the change takes effect. The Village also has agreed to indemnify and hold harmless the County against any legal action on the matter. This is identical to the same language used when a municipality requests a Red Light Running camera system at a MCDOT controlled intersection.

The illustrated map (distributed to Committee members) indicates the area of County jurisdiction and the area that the resolution proposes for the name change within the Village of Algonquin limits; which is approximately one-quarter mile from Illinois Route 62 to Haegers Bend Road.

On a motion by Ms. Salgado, seconded by Mr. Dvorak, the resolution renaming a portion of County Line Road from County Highway A50 to Lake-Cook Road was approved with a recommendation to the County Board.

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

ADOPT-A-HIGHWAY

The McHenry County Division of Transportation (MCDOT) staff requests approval of the resolution endorsing the inclusion of the identified group into the MCDOT Adopt-A-Highway Program.

In Loving Memory of Jeremy M. Hooper – Marengo Road from Main Street (Huntley) to Church Road – new group.

With the approval of this agreement, the MCDOT has 111 groups enrolled in the program covering 145 centerline miles of the 226 available miles in the program which is roughly 64%.

On a motion by Ms. Miller, seconded by Ms. Salgado, the resolution approving the inclusion of the identified group into the MCDOT Adopt-A-Highway Program was approved with a recommendation to the County Board.

Chairman Shea requested that Ms. Daigle administer a public interest article for the McHenry County Adopt-A-Highway program in one the local newspapers.

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

RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE VILLAGE OF HUNTLEY AND KANE COUNTY FOR PROFESSIONAL ENGINEERING SERVICES

The McHenry County Division of Transportation (MCDOT) staff requests the approval of the resolution approving an intergovernmental agreement (IGA) between the Village of Huntley, Kane County and McHenry County for startup engineering services for the design of the Interstate 90 interchange with Illinois Route 47.

Previously, the Transportation Committee has been updated on the progress of ongoing discussions at both the staff level, as well as the elected official level regarding the proposed interchange at Illinois Route 47 and Interstate 90 being led by the Village of Huntley.

The purpose of this IGA is to begin the necessary design engineering work for a full interchange at the Interstate 90 / Illinois Route 47 existing partial interchange. The cost participation between the three (3) local agencies is divided equally into thirds between the Village and two Counties for this agreement. This initial cost is \$600,000 which \$200,000 is the responsibility of McHenry County.

The cost of McHenry County’s share will be applied to the overall cost participation parameters which at this point is approximately 6% of the entire estimated \$64 million project.

The Village of Huntley continues to be the lead agency for the project and is fronting the engineering costs.

On a motion by Ms. Zierer, seconded by Ms. Miller, the resolution approving an IGA with the Village of Huntley and Kane County for professional engineering services was approved with a recommendation to the County Board.

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

Because this topic is related to the above IGA, Mr. Young explained to the Committee that the Village of Huntley received the Letter of Intent (LOI) from the Illinois Department of Transportation (IDOT) which needs to be signed by the County Board Chairman, Ken Koehler. The LOI is between IDOT, the Village of Huntley, the Illinois State Toll Highway Authority (ISTHA), Kane County and McHenry County; and the LOI is the overall means to progress to the construction phase. Two (2) very important issues within the LOI are: 1) that IDOT is willing to pay their portion of the Illinois Route 47 improvements (\$17.38 million) towards construction of the interchange and; 2) that they are withholding the previous requirement that the project would be eligible for Federal funding.

This is important because the entire fast track notion would be eliminated if IDOT required the Federal funding eligibility.

Discussions ensued.

Concurrence of the Committee was given to MCDOT staff to move forward, having Chairman Koehler sign the LOI, which will serve as the framework for a future intergovernmental agreement.

RESOLUTION TO APPROVE AN INTERGOVERNMENTAL AGREEMENT WITH THE MCHENRY COUNTY CONSERVATION DISTRICT

Staff requests the approval of the resolution approving the intergovernmental agreement (IGA) with the McHenry County Conservation District (MCCD) for the Crystal Lake-Woodstock bike trail crossing of Ridgefield Road.

The MCCD and McHenry County entered into a similar IGA for the crossing of Keystone Road for another MCCD bike trail. That agreement was approved by the County Board on August 16, 2005.

As part of this agreement, the McHenry County Division of Transportation (MCDOT) will install an advance warning flasher for motorists along Ridgefield Road. The MCCD will then reimburse the MCDOT the cost to install the flasher system.

The IGA has been prepared by the MCCD based on the previously adopted IGA and meets the requirements of the MCDOT. The agreement has been reviewed and approved by the McHenry County State's Attorney Office.

On a motion by Ms. Miller seconded by Ms. Orphal, the resolution approving an IGA with the McHenry County Conservation District was approved with a recommendation to the County Board.

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

PROJECT STATUS REPORT

Mr. Dammyer updated the Committee on construction projects.

- Lyn Orphal left at 10:00 A.M.

OLD BUSINESS

- ***Kishwaukee Road Bridge Update***

On August 22, 2008, the McHenry County Division of Transportation (MCDOT) installed a lane reduction on the eastbound lane of the Kishwaukee Valley Road Bridge due to a loss of structural integrity of the outer fascia beam on the south side of the bridge. The MCDOT's structural engineering consultant has recommended that traffic be kept off of this beam until either a repair or replacement of the bridge can be pursued. The lane reduction was installed by MCDOT maintenance staff using County owned message boards, drums, and signage. Timing worked out with the developer improvements to Randall Road that we were able to apply the video detection equipment from the Randall/Harnish intersection. The bridge will be restricted to legal loads only (i.e. no overweight permits will be issued) until the bridge is replaced.

With the lane reduction now in place, a decision needs to be made on how to permanently address the situation. MCDOT staff and its consultant have fully evaluated repair options, as well as various types of replacement schedules. Currently, the Kishwaukee Valley Road bridge is in Phase I Preliminary Design Engineering utilizing Federal Highway Bridge Program (HBP) funds and is programmed for replacement in 2011.

A repair plan was designed by the MCDOT's structural engineering consultant Fehr Graham, and it was estimated that the repairs would cost upwards of \$150,000.00. In light of this information, various processes for an expedited replacement of the bridge were evaluated. These options

included both maintaining the bridges eligibility for Federal funding, as well as potentially funding the bridge replacement with County only dollars under various scenarios.

After reviewing all of the alternatives for expediting the replacement of this structure versus the cost to repair the existing structure until replacement can occur (including design build alternatives), MCDOT staff recommends the following:

1. Expedite the current Phase I contract, usually a thirteen (13) month schedule (Estimated additional \$30,000 of funds needed to expedite).
2. Enter into a Phase II contract with the consultant (CTE) immediately such that Phase I and Phase II engineering would be completed concurrently. Phase II (approximately \$200,000 to \$250,000) would be funded by County only dollars.
3. Proceed with IDOT letting of the project to maintain eligibility for HPB funding for construction.

This process allows the MCDOT to expedite the replacement of the bridge as well as maintain as much eligibility as possible for Federal funding. The project would be let in the fall of 2009 and the majority of construction would take place in 2010. Due to environmental constraints, this is the best possible scenario for an expedited replacement.

The Committee offered their concurrence to move forward with the recommendation of MCDOT staff and to bring forth a Phase II contract at a later date for the Committee's consideration.

➤ ***Five New Bridges Consultant Selection***

In the McHenry County Division of Transportation (MCDOT) Five-Year Highway Improvement program approved by the County Board on March 18, 2008, the initiation of preliminary engineering for five (5) County/Township bridges were identified to take place during 2009. The five (5) bridges were anticipated to be Blivin Street, County Line Road (Marengo Township), Franklinville Road, Hill Road (Richmond Township), and Lawrence Road. Since the MCDOT received Notice to Proceed (NTP) from the Illinois Department of Transportation (IDOT) on seven (7) of the nine (9) bridges that were awarded last year, the Division applied for funding to initiate the repair/replacement of five (5) more bridges and received approval last week from IDOT for those five (5) bridges.

Based on the MCDOT's analysis of the current structural ratings for these bridges, it has been recommended that the Franklinville Road bridge be deferred until a subsequent year in the program and replaced in the FY2009 program with the Noe Road bridge in Marengo Township.

At the June 6, 2007 Transportation Committee meeting, the Committee received and approved recommendations from MCDOT staff to select a group of four (4) consultants, with two alternates, to prepare contracts for Phase I Preliminary Design engineering. At this time, staff would like to utilize the two (2) alternate consultants from the RFQ process to enter into contract negotiations for Phase I preliminary engineering on three (3) of the five (5) bridges in the FY2009 program. While the Consultant Selection Policy provided for the use of a RFQ for projects with a similar scope of services for up to one (1) year for the selection of consultants, staff requests an extension to this policy in order to take advantage of the Federal funding which has just been approved by IDOT. The consultant information data sheets have been distributed for your information. The recommended consultants and their proposed bridges are:

- Bollinger, Lach & Associates (BLA) – Blivin Street and Lawrence Road
- TranSystems – County Line Road

The remaining two (2) structures identified in the FY2009 program (Noe Road and Hill Road) will be undertaken by Strand and Associates whom the Transportation Committee originally approved

for the Armory Road bridge in Hebron Township and the Oak Grove Road bridge in Chemung Township, at the June 6, 2007 Transportation Committee meeting. The Armory Road bridge (closed earlier this year), has been requested to be deferred to later years in the program by the Hebron Township Road District Highway Commissioner. The Oak Grove Road bridge was determined not to be eligible for replacement under the Federal Highway Bridge Program (HBP) program guidelines.

Discussion and clarification ensued.

It was by direction of the Committee that MCDOT staff move forward with the extension of the RFQ Consultant Selection Policy process (from the usual 12 month to a 15 to 16 month process), using two (2) alternate consultants (Bollinger, Lach & Associates {BLA} – Blivin Street and Lawrence Road and TranSystems – County Line Road) from the RFQ process that were submitted to the MCDOT on April 20, 2007, to enter into contract negotiations for Phase I preliminary engineering on three (3) of the five (5) bridges in the FY2009 program and bringing forward those contracts to a future Transportation Committee meeting. It was concurred that the matter of the policy extension would be discussed formally when the contracts are brought forward.

- Chairman Shea stated that the McHenry County Division of Transportation (MCDOT) circulated a memo on speed limits referencing outside comments. Chairman Shea questioned if the memo was sufficient to give the Committee an idea after hearing comments during the Public Comment agenda item of this meeting.

Ms. Miller stated that after having reviewed materials received from Mr. Frederick and the MCDOT, she commends Mr. Frederick's passion; however, could not justify within the County policy the validation to bypass the speed study process of the policy, as alluded to by Mr. Fredericks. She went on to add that perhaps the Committee could evaluate the policy on a routine basis nonetheless; the preliminary process should not change. However, she stated that it is any constituents' right to bring their concerns to the Committee.

Chairman Shea noted that the Committee/County cannot over step their bounds by trying to administer or regulate the Townships set of laws.

Chairman Shea added that the Committee may not act on private citizen requests to change County policies.

Ms. Salgado agreed that substantiation to eliminate a process of the policy on merely a citizen request was not realistic. She went on to state that general public has no background in determining what a "safe speed" is, nor was speeding a determined factor in a particular accident. The speed study is an integral part of the policy and is necessary.

Mr. Dvorak stated that in his opinion, Mr. Fredericks was referring to high school aged drivers and unless the students are trained to obey speed limits, the situation cannot be corrected. Again, it was reiterated that speeding was not proven in the accident(s) that Mr. Fredericks was referring to.

- Ms. Miller stated that she attended the APWA Congress in New Orleans and that Mr. DeVries was instrumental in including local people in discussions with staff from the Salt Institute, which at that time salt was the major crisis being faced. Ms. Miller extended her appreciation to Mr. DeVries for his inclusion of all interested parties.

NEW BUSINESS

- *New Staff – Shannon Dolte*

The McHenry County Division of Transportation (MCDOT) is pleased to welcome the addition of Mr. Shannon Dolte to our staff as the MCDOT's GIS Specialist. Shannon will be responsible for the creation, management, and presentation of the MCDOT's GIS data. Shannon has also been

tasked with the implementation of CarteGraph asset management software. Lastly, Shannon will serve as a liaison between the MCDOT and the County's GIS Department.

Shannon is originally from central Pennsylvania. There, he worked as an environmental scientist/GIS analyst for a consulting engineering firm for approximately nine (9) years. Shannon has a Master's degree in Ecology from Penn State and a Bachelor's degree in Biology from West Virginia University.

Shannon resides in Crystal Lake with his wife Lindsay. While not at work, Shannon enjoys mountain and road cycling, sea kayaking, cross country skiing, camping and tennis.

➤ ***Algonquin Road Extension Letter of Intent***

The McHenry County Division of Transportation (MCDOT) staff requests the concurrence of the Committee for the County Board Chairman to sign a Letter of Intent (LOI) the Village of Huntley for the proposed extension of Algonquin Road west of Illinois Route 47.

The MCDOT is currently undertaking a Phase I study for the eventual extension of Algonquin Road from Illinois Route 47 west to Brier Hill Road. As the Phase I study began to move forward, the Village was approached by a developer of the Rosenwinkel property which lies just west of the Union Pacific Railroad tracks. Through a proposed annexation agreement, the Village will have the developer dedicate the right-of-way, engineer, and construct the extension of Algonquin Road from Illinois Route 47 to Marengo Road. The MCDOT would be the lead agency on the project and would fund only the construction of a bridge over the Union Pacific Railroad tracks.

The intent of this process is that through this public/public/private partnership, the extension of Algonquin Road will be realized sooner (foregoing Federal funding) which is needed for the viability of the development.

On July 30, 2008 the Village of Huntley sent to MCDOT the Letter of Intent (LOI), to be signed by the County Engineer, which was coordinated by the Village of Huntley and MCDOT staff. This LOI will serve as the framework for the Intergovernmental Agreement (IGA) which will be entered into by both parties. This IGA will spell out the financial contributions being agreed to by all parties and will be the binding agreement for the project. The LOI serves as the process to ensure all agencies are on the same page regarding this project.

It was the concurrence of the Committee that the County Engineer sign the LOI, which will serve as the framework for the IGA.

➤ ***Northern Algonquin Bypass Property Letter***

The McHenry County Division of Transportation (MCDOT) staff requests the concurrence of the Committee for the County Engineer/Director of Transportation to sign a letter regarding the execution of a Quit Claim Deed for land associated with the Northern Algonquin Bypass.

The MCDOT was contacted by the developer of the Prairie Path Subdivision to have dedicated to the MCDOT a 120-foot wide corridor for the purpose of a future northern bypass of the Village of Algonquin.

The development in question is proposed to be annexed into the Village of Algonquin. At this time, the Village is unwilling to publically support the Northern Algonquin Bypass. As such, the 120-foot corridor is not a part of the plat of subdivision for the Prairie Path Subdivision. The developer; however, through meetings with the County Board Chairman, is willing to dedicate the 120-foot corridor directly to the McHenry County, thereby circumventing the Village's approval process.

The subject letter to be signed by the County Engineer/Director of Transportation was reviewed and approved by the McHenry County State's Attorney Office.

It was by concurrence of the Committee that the County Engineer/Director of Transportation sign in conjunction with the developer's attorney, the Letter executing the Quit Claim Deed for land associated with the Northern Algonquin Bypass, encompassing the northern corridor of the bypass.

- Chairman Shea attended a meeting, along with Chairman Ken Koehler, Mr. Don Lockhart, Senator Pam Althoff and Village of Huntley personnel with the Northern Illinois Transportation District. A faction from Boone County is interested in an Amtrak line going through McHenry County to Rockford and on to Dubuque, Iowa; with a 79 mph speed and a leg to the Rockford Airport. This group is looking for the Transportation Committee's support and Chairman Shea has offered them the Committee's support. He would like to see a one (1) multi-use route. Amtrak is willing to consider the route from Big Timber as a commuter route. Chairman Shea considered this the County's best chance of getting extended commuter service.

EXECUTIVE SESSION – Minutes, Property Acquisitions, Personnel and/or Pending Litigation

No Executive Session was held at today's meeting.

NEXT MEETING DATE & LOCATION

8:30 A.M. on September 17, 2008 – McHenry County Division of Transportation

ADJOURNMENT

On a motion by Ms. Miller, seconded by Ms. Peschke, the meeting adjourned at 10:37 A.M.

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