

**Transportation Committee
Meeting Minutes
Wednesday, January 21, 2009 – 8:30 A.M.
McHenry County Division of Transportation
Main Conference Room
Woodstock, Illinois 60098**

Chairperson Anna May Miller
Ed Dvorak Paula Yensen
Virginia Peschke Daniel Ryan
Sandra Salgado Scott Breeden

CALL TO ORDER

Chairperson Miller called the meeting to order at 8:30 A.M.

MEMBERS IN ATTENDANCE

Chairperson Miller, Ed Dvorak, Daniel Ryan, Paula Yensen, Sandra Salgado, Scott Breeden and Virginia Peschke

MEMBERS NOT IN ATTENDANCE

None

OTHER ATTENDEES

In attendance were: Peter Austin, County Administrator; Joseph Korpalski, Director of Transportation/County Engineer; Kelly Farley and Charles Cole, CMT; Brian Smith, CTE-AECOM; Cary Lewis, IDOT; Thomas Gill, Thomas Engineering Group; Todd Bright, TranSystems; Barb Swanson, Leadership Greater McHenry County; Tom Carroll, State's Attorney Office (SAO); Cynthia Schaupp, SAO/Division of Transportation Liaison; Charles Eldredge, McHenry County Economic Development Corporation; Iris Bryan, Town Crier Publication; David Frederick, County resident; Jeff Young, Assistant County Engineer; Mark DeVries, Division of Transportation, Maintenance Superintendent; Wally Dittrich, Division of Transportation, Design Manager; Mark Dammyer, Division of Transportation, Construction Manager; Cha Lee, Division of Transportation, Consultant Project/Design Engineer; Ken Baker, Division of Transportation, Township Engineer; Wynnyth Adair, Division of Transportation, Drainage Engineer; Ray Beets, Division of Transportation, Permit/Developer Project Manager; Jason Osborn, Division of Transportation, Principal Transportation Planner; Chalen Daigle, Division of Transportation, Planning Liaison; Debra Kroll, Division of Transportation, Administrative Specialist.

PUBLIC COMMENT

- Mr. David Frederick, 5211 Mt. Thabor Road, Woodstock, IL addressed the Committee regarding Township road speed limit issues. He stated that Townships should be allowed to regulate their own speed limits. In Mr. Frederick's opinion, Township roads are substandard and deficient. He would like to see the County Speed Limit Ordinance revised.
- Charles Eldredge, Chairman of the McHenry County Economic Development Corporation (MCEDC) Transportation Infrastructure Committee updated the Committee on transportation issues ascertained by his latest trip to Washington, D.C.

In view of the stimulus package, Mr. Eldredge stated there are indications that the Federal regulations may be waived or at least softened somewhat, for any stimulus funds that might materialize. He added that what form that will take, is yet to be determined.

He noted that at the January 20, 2009 Lake County Board meeting, the Board voted to hold an advisory referendum on Illinois Route 53. Given the polling results that showed 70-80% of the population of Lake County support that extension, perhaps progress on that extension could be a possibility.

APPROVAL OF MEETING MINUTES – January 7, 2009

On a motion by Ms. Yensen, seconded by Ms. Salgado, the meeting minutes of January 7, 2009 were approved as presented.

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

PRESENTATIONS

Charles J. Miller Road/Illinois Route 31 to River Road

The McHenry County Division of Transportation (MCDOT) staff presented a project history and update of the Miller Road project. This presentation was made to the Transportation Committee to obtain concurrence to proceed with a Public Hearing on the project in the early spring of 2009.

Mr. Dittrich provided the Committee members with an updated overview of the project. The following issues were discussed:

- Bull Valley/Miller Road/River Road/Chapel Hill Road Corridor Feasibility Study
 - Last year the MCDOT in conjunction with the City of McHenry and the Village of Johnsburg conducted a feasibility study on the corridor. The purpose of the study was to identify the future needs of that corridor, so that all concerned stakeholders could discuss and concur on needed improvements. The study will provide a blueprint and serve as a guide to keep stakeholders apprised of future plans for improvement, when development does transpire.

The study begins on the west end at Draper Road on Bull Valley Road crosses Illinois Route 31 to Miller Road, heads north along River Road and Chapel Hill Road.

- Miller Road project limits and scope
 - Illinois Route 31 to River Road and intersections in between at Illinois Route 31/Green Street/River Road.
 - Improvements are: 1) add lanes 2) a barrier median 3) two (2) lanes each direction on Illinois Route 31 4) dual left lanes 5) right turn lanes 6) through lanes at the intersection 6) a new bridge crossing the Fox River next to old bridge for west bound traffic and 7) improvements at the River Road intersection.
- Funding
 - High Priority Project (HPP) funding secured through Congresswoman Melissa Bean, \$6.3 million.
 - Surface Transportation Program (STP) funding secured through the Council of Mayors, \$1million.
 - Congestion Mitigation and Air Quality (CMAQ) Program funding \$1.9 million.
 - Illinois Route 31/Miller Road intersection does not have funding identified by IDOT for construction.
- Schedule
 - Public Hearing in the early spring of 2009. Awaiting additional environmental processing clearances from IDOT.
 - Phase I design approval later this spring.
 - Right-of-way acquisition process.

Concurrence was offered by the Transportation Committee authorizing the McHenry County Division of Transportation to proceed with a Public Hearing on the project in the early spring of 2009.

Algonquin Road Extension/ Illinois Route 47 to Brier Hill Road

McHenry County Division of Transportation (MCDOT) staff presented a project history and update of the Algonquin Road Extension project. This presentation was being made to the Transportation Committee in order to obtain concurrence to proceed with a Public Information Meeting in early March 2009.

Mr. Dittrich provided the Committee members with an updated overview of the project. The following issues were discussed:

- Projects Goals
 - The purpose of the study was to identify a continuous east/west corridor across the southern part of McHenry County, while minimizing extensive impacts.
- Feasibility Study history and background
 - Explored options of how to connect Algonquin Road to Harmony Road. Harmony Road extends to the County line to the west and Algonquin Road extends from Illinois Route 47 to the County line to the east.
 - The study included extensive coordination with the MCDOT, the McHenry County Transportation Committee, the Village of Huntley, School District 158, the McHenry County Conservation District (MCCD), the Illinois Commerce Commission (ICC), the general public and many other agencies and stakeholders in the project. Three (3) public meetings were held to present the various alignment options.
 - Many constraints were identified during the study. These constraints included impacts to the wetlands east of the Union Pacific Railroad (UPRR) tracks and avoiding the MCCD property along the railroad right-of-way and west of Coyne Station Road. Other potential impacts were endangered plants along the railroad and MCCD property. To avoid impacts, a grade separation was proposed.
 - A major component of the study was working with the Village of Huntley and their future land plan and proposed developments. Another part of the alignment consideration was the connection point to the west. Originally the alignment options ended at the Marengo/Hemmer Road intersection. However, with the potential for future development to the west, the study area was extended west to Brier Hill Road.
 - During public meetings, a number of alignments were considered, reviewed and presented.
- Phase I history and scope
 - To further study the alignment generated from the Feasibility Study and to gain design approval from IDOT and the Federal Highway Administration (FHWA). This approval would allow McHenry County to seek Federal funding to assist in the construction of the Algonquin Road Extension.
- Current Design Issues
 - Alignment of the western end of Algonquin Road.
 - Intersection design alternatives for Algonquin Road/Wolf Drive/Founders Field intersections Boulevard.
- Brief overview on roundabouts
 - A roundabout is an un-signalized intersection designed to keep traffic flowing and to increase safety and efficiency. The basic principal of a roundabout is that traffic has to yield upon entry.
- Overall construction costs for the Algonquin Road Extension project are approximately \$45 million in today's dollars. The railroad over pass is upwards of \$14 million. The Village, as part of the planning process, committed to having development fund the extension from Illinois Route 47 to Marengo Road, aside from the railroad structure. Engineering and right-of-way costs are approximately \$11 million.
- Public Information Meeting for Phase I in early March 2009. There will be one (1) more public meeting and one (1) final hearing with an anticipated Phase I Design approval in spring of 2010. At that time, reevaluation will be performed from a funding and coordination standpoint with the Village, as to how to proceed with Phase II.

Concurrence was offered by the Transportation Committee authorizing the McHenry County Division of Transportation to proceed with the coordination of a Public Information Meeting on the project in the early spring of 2009.

RESOLUTION APPROVING RIGHT-OF-WAY ACQUISITION NEGOTIATION SERVICES AND APPROPRIATING FUNDS FOR THE INTERSECTION OF CHARLES ROAD AND QUEEN ANNE ROAD

McHenry County Division of Transportation (MCDOT) staff requests the approval of the resolution approving the hiring of negotiation services for property acquisition for the Charles Road at Queen Anne Road intersection project in Greenwood Township.

As presented to the Transportation Committee on September 3, 2008, MCDOT staff updated the Transportation Committee on this project. At that meeting, it was discussed that 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 a southern shift of the curve along Charles Road to improve sight distance and overall roadway geometry.

The Transportation Committee gave their concurrence for the MCDOT staff to proceed with a staged improvement that would acquire land presently needed to improve the sight distance and for the future roadway improvements including the southern shift. This was shown as Alternate 4A.

Smith Engineering Consultants (SEC) is nearing completion of the plat required for the land acquisition per the direction of the Transportation Committee. The next step, once the plat is complete, is to appraise the property and then negotiate for its acquisition. At the time of acquisition, another resolution would be brought forward to this Committee, whereby the funds needed for the acquisition would be appropriated. The estimated cost for Alternate 4A is just under \$430,000.00.

The MCDOT looks to continue with the services of Mathewson Right-of-Way Company (MROWCO), as the performance on past projects has been good.

On a motion by Ms. Peschke, seconded by Mr. Dvorak, the resolution approving negotiation services with MROWCO for property acquisition and appropriating funds for the Charles Road/Queen Anne Road intersection project was approved with a recommendation to the County Board.

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

PROJECT STATUS REPORT

The report was discussed.

OLD BUSINESS

Mr. Brian Smith of CTE-AECOM updated the Committee on the following project:

Illinois Route 47

Reed Road to U. S. Route 14-Phase I

- Introduced the Transportation Committee to the project.
- Explained the Context Sensitive Solution (CSS) aspect.
- Summarized the Public Meeting that was held on September 30, 2008.
- Informed the Transportation Committee about a future workshop.

The study extends approximately eight (8) miles along Illinois Route 47 from the intersection with Reed Road to the intersection with U. S. Route 14. The study includes the communities of Huntley, Lake in the Hills, Crystal Lake, Lakewood, Woodstock and McHenry County.

This study will be conducted under the principles of CSS. CSS, simply defined, is a collaborative effort between IDOT and project stakeholders. The purpose of CSS is to involve all stakeholders in developing cost-effective transportation solutions that fit into the project’s surroundings (or context).

A Public Meeting was held on September 20, 2008. The primary concerns were traffic mobility and safety.

We are currently in the data collection portion of the study with a completion date in the summer of 2010.

A Stakeholder Workshop will be held in the near future to gather input.

Longmeadow Bridge Task Force Update

The Longmeadow Parkway Bridge Corridor was proposed to alleviate traffic congestion on the existing bridges in the northern Fox Valley area in northeastern Illinois. The project corridor would extend approximately 5.6 miles from Huntley Road to the west and to Illinois Route 62 to the east, serving east-west traffic across the Fox River. Ten (10) local communities and McHenry County passed resolutions requesting Kane County to consider a toll bridge as a funding option for the proposed Longmeadow Parkway.

Mr. Korpalski stated that the Transportation Committee does have a seat on this task force. Representation is by the Transportation Committee Chairperson and Mr. Korpalski as the alternate with the Assistant County Engineer as the second alternate.

The Executive Summary provided in the packet provides an overview of the process highlighting the next steps in the engineering process. Updating the Environmental Impact Statement (EIS) with new information regarding a toll bridge is required. This is expected to be completed within the next 9-12 months with Phase II engineering possibly start immediately thereafter. Land acquisition, as with all roadway projects, is necessary, some of which has already been preserved. Locally, Algonquin Village President Schmitt identified that there is roadway built with right-of-way set aside and as developers continue to come into the Village, they could either recapture during the course of construction or have the right-of-way set aside.

Within the executive summary, various options were considered for the toll scenario. The need to facilitate the entire connection became apparent during sensitivity analysis, which would extend from Huntley Road to Illinois Route 62. The toll facility section, as identified, would be from Illinois Route 25 to Illinois Route 62. Sensitivity analysis and recommendations determined that the toll would be \$1.50 one-way during peak hours and \$1.00 during non-peak hours. Scenarios were investigated for the cost of the project for a 2-lane facility or a 4-lane facility, and the recommendation was for a 2-lane facility initially with a sub-structure of the bridge for 4-lanes with a cost of \$117 million in 2013 numbers.

The purpose of the task force is to bring back a recommendation to the Kane County Board, who will consider bonding. There will be a public meeting that is required as part of the EIS process held in the near future.

NEW BUSINESS

Employee Updates

Mr. Korpalski was pleased to introduce Ms. Cynthia Schaupp, the new State's Attorney Office (SAO)/McHenry County Division of Transportation (MCDOT) Liaison. Ms. Schaupp will handle/manage agreement related issues for the McHenry County Division of Transportation as well as other various legal matters that arise. Ms. Schaupp's position will be shared by a 50/50 match by the General Fund and the Highway Fund.

Request for Qualifications (RFQ)

Design of a Park-n-Ride Lot

The McHenry County Division of Transportation (MCDOT) staff requests the authorization to publicly post a request for qualification (RFQ) for engineering services to design a park-n-ride facility at the intersection of Virginia Road and Illinois Route 31.

In June 2007, the Chicago Metropolitan Agency for Planning (CMAP) completed a Phase I Engineering study for a park-n-ride lot at the intersection of Illinois Route 31 and Virginia Road. In November 2007, the MCDOT was awarded \$320,000.00 in Congestion Mitigation and Air Quality (CMAQ) funds for the construction of a park-n-ride lot. This project will be constructed after the re-alignment of Virginia Road at

Illinois Route 31 (currently awaiting a Notice to Proceed (NTP) from IDOT for Phase II Engineering), which is currently anticipated for 2011.

The RFQ will be posted on the County website on January 23, 2009. As the anticipated fee will be less than \$100,000.00 per the Consultant Selection Policy, a staff recommendation will be presented to the Transportation Committee.

Concurrence was offered by the Transportation Committee authorizing the McHenry County Division of Transportation to publicly post a RFQ for engineering services to design a park-n-ride facility at the intersection of Virginia Road and Illinois Route 31.

24-Hour Traffic Counts

The McHenry County Division of Transportation (MCDOT) staff requests the authorization to publicly post a request for qualification (RFQ) for engineering services to conduct 24-hour traffic counts at various locations on the McHenry County Highway System.

This is part of the MCDOT's bi-annual traffic count program which enables MCDOT to better monitor changing conditions on the County's roadways.

The RFQ will be posted on the County web-site on January 23, 2009. As the anticipated fee will be less than \$100,000.00 per the Consultant Selection Policy, a staff recommendation will be presented to the Transportation Committee.

Concurrence was offered by the Transportation Committee authorizing the McHenry County Division of Transportation to publicly post a RFQ for engineering services to conduct 24-hour traffic counts at various locations on the McHenry County Highway System.

NEXT MEETING DATE & LOCATION

8:30 A.M. on February 4, 2009 – McHenry County Division of Transportation

ADJOURNMENT

On a motion by Ms. Yensen, seconded by Mr. Ryan the meeting adjourned at 9:40 A.M.

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