

**Alden Road: Charles Road to State Line Road
McHenry County**

**Stakeholders Meeting #2
NOTES**

**McHenry County Administration Building
Conference Rooms A and B
Monday, May 24, 2010, 9:00 A.M.**

Stakeholders:	Preston Rea	Alden Township Supervisor
	Evert Evertsen	Hartland Township Supervisor
	Kurt Beystehner	Alden Road Alliance Representative
	Alan Plane	Alden Road Alliance Representative
	Lori Plane	Hebron Post Office Representative
	John Kremer	McHenry County Conservation District
Staff:	Anna May Miller	Chair of McHenry County Trans. Committee
	Wally Dittrich	McHenry County Division of Transportation
	Cha Lee	McHenry County Division of Transportation
	Jeff Young	McHenry County Division of Transportation
	Joe Korpalski	McHenry County Division of Transportation
	Diane Lukas	HLR
	Amy McSwane	HLR
	Brien Funk	HLR

- The Stakeholders present voted to allow audio recording of the meeting.
- All attendees introduced themselves and who they represent.
- HLR presented a powerpoint slideshow and exhibits discussing the following:
 - Discussion of Reduction on Impacts
 - Looked to reduce impacts to sensitive areas (non-farmland properties).
 - The first solution looked at alternative ditch slopes. An example of a typical ditch cross-section was presented. HLR explained the different options that were considered (6:1 vs. 4:1).
 - HLR explained what a clear zone is and that objects within it must either be removed or protected by a barrier such as guard rail.
 - Original design required total land acquisition of 58 acres. The new revised design requires total land acquisition of 47 acres, the majority of which is farmland. If 4:1 front slopes were used throughout the project, the land acquisition would be approximately 20-25 acres.
 - Exhibits showing examples of how sensitive area impacts were reduced were handed out. These exhibits showed how alternate ditch slopes and concrete pipes could be used to reduce the impacts to trees and buildings.

- A chart summarizing zoning options with respect to potential land acquisition was handed out. This chart showed the three zoning issues and the three types of property acquisition.
 - The County explained that parcels and buildings can be “grandfathered in” to their current zoning. There were several questions about how this works and what would happen in specific situations. The State’s Attorney and the Planning & Development (P&D) department will be involved in the next stakeholders meeting to answer these questions.
 - Discussion of Roadway Safety and Pavement Condition
 - The basic functions of a roadway shoulder were explained.
 - An example of the existing shoulder conditions was shown. It was explained that the current shoulders are narrow and steep and in many areas it is not possible for drivers to pull completely out of the travel lane.
 - An example of the proposed shoulder was shown. It was explained that the new 8 foot shoulder allows drivers who have to stop to pull completely out of the travel lane. It also allows someone who has drifted or skidded off the edge of the lane a better chance to recover.
 - A set of exhibits showing the non-intersection crashes along Alden Road was handed out.
 - These exhibits were explained and it was noted that approximately 3 out of every 4 crashes was a run-off-road crash. There were several questions regarding the weather and surface conditions during these crashes. About half of the crashes occurred during the night. About half occurred during the winter.
 - A stakeholder noted that Alden Road’s crash records are no different than any other county road and asked why Alden Road was chosen for this project. The County stated that the road is being reconstructed due to its poor pavement condition and that looking into the safety of the road is common on all projects.
 - A memo explaining the current pavement conditions and several pavement life cycle curves was handed out.
 - It was explained that the typical pavement has a 20 year design life and that Alden Road was first paved 54 years ago.
 - Resurfacing a road is usually performed half way through a road’s design life. This extends the life by adding some structural reinforcement and by sealing the surface against infiltration by water. Every time a road is resurfaced, it provides diminishing benefits and the road must eventually be reconstructed.
 - It was briefly explained how posting a load limit on a road can extend the useful life of the pavement.
 - Project Schedule
 - HLR will continue to finish refinements to the preliminary engineering portion of this project based on today’s discussions.
 - Another stakeholder meeting will be scheduled in the near future.

- The next step will be to go to the Transportation Committee and explain the progress with the design. They may then approve to proceed to another public hearing.

- Questions – The following is a summary of questions asked by the stakeholders.

Question: If certain areas can be reconstructed within the existing ROW, then why can't the rest of the project?

Answer: This would require the entire length to be constructed with storm sewer and curb and gutter. This would have higher initial costs, maintenance, and would take away from the rural look of the road. This would also introduce environmental issues by conveying stormwater runoff from the pavement directly into its outfall rather than the filtration provided by flowing through ditches.

Question: Can all of the information be made available online?

Answer: The preliminary engineering process is not completed yet. All of the information is currently still being developed. Before any information is released by the County, it must be approved first by the Transportation Committee.

Question: Who decided on using the CSS model for this project?

Answer: The Division of Transportation, the County Board, and the County Transportation Committee.

Question: Can the county meet with each individual property owner before the next public meeting?

Answer: This project is in the Phase I Engineering process. At this time in the project, the County would like to address the public as a whole. The purpose is to send the same message to all people affected by this project. A public hearing will be held to provide this opportunity. Meeting with individual property owners is also a part of the Phase II Engineering process during the land acquisition phase.

Question: Are 8' shoulders with 4' paved required by IDOT?

Answer: Post meeting confirmation shows that for a road with the average daily traffic and functional classification of Alden Road, IDOT requires a minimum of an 8' shoulder. It is typical to use 4' of pavement and 4' of aggregate.

Question: Will utilities be moved onto private property?

Answer: No, all utilities will stay within the County's ROW.

Question: Is fly ash going to be used in the subbase of the road? There are concerns that it is unhealthy and will leech into the groundwater.

Answer: The use of fly ash is a concern with the County also. This is one of several options which will be looked at in Phase II.

The following are results of this meeting:

- The idea was suggested to host the next stakeholders meeting in the evening. The County agreed to this for the next meeting.
- The stakeholders said that they would like the crash data to be presented with additional details. They would like to see which crashes were drug or alcohol related, which crashes were speed related, and a comparison of which crashes were a result of roadway issues vs. which crashes were a result of driver error.
- The stakeholders requested another stakeholders meeting to discuss zoning implications associated with land acquisitions.
- The County is hopeful that the next public hearing will be held sometime this summer.

Notes prepared by: Brien Funk
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