



## MEETING SUMMARY

Fleming Road  
Country Club Road to Illinois Route 120  
McHenry County  
Tuesday, August 24, 2010  
Community Advisory Group (CAG) Meeting #2

### Members in Attendance

See attached CAG Attendance Roster

### Members not in Attendance

Randy Donley – County Board, District 6  
Robert Pierce – Dorr Township  
Woodstock Fire and Rescue

### Public in Attendance

See attached Public Attendance Roster

The meeting began at 9:05 a.m.

### Old Business

Lisa Rhoades wanted ground rule #10 removed as a rule of conduct:

*MCDOT's overall goal is to develop a consensus plan for Fleming Road; however, consensus may or may not be achieved on every issue. MCDOT may elect to move the process forward in instances where consensus cannot be achieved.*

Jeff Young said the project team will look into other Context Sensitive Solutions (CSS) projects to compare ground rules. The project team has since researched and discovered that this ground rule has been used on other CSS projects. Rule #10 will remain part of the ground rules for the Fleming Road CAG meetings.

Nick Chirikos suggested saving paper by printing two-sided hand-outs. Jeff Young agreed and suggested that, since the meeting materials are available on the project website, CAG members e-mail their desire to forego a hard copy of the meeting materials prior to the next meeting.

Todd Bright said that the project website, [www.FlemingRoad.info](http://www.FlemingRoad.info), will be updated later today with exhibits and information shown at today's meeting.

## Project Status on Tasks

### Soils Survey

Grace Dysico gave a status update on the soils survey to update the field work progress. All field operations have been completed with the exception of structural borings.

### Tree Survey

Grace Dysico noted the credentials of the project environmental consultant, Huff & Huff, and described their field work process to identify tree species and health. A draft report of the tree survey is available on the project website.

Emily Berendt asked that the tree survey report be clarified with a map showing the tree locations. Wally Dittich responded that TranSystems is working on a tree survey exhibit to complement the tree survey. The tree survey exhibit has since been prepared, sent to the CAG, and posted on the project website. David Block mentioned that one of the reasons for providing such an extensive tree survey is to identify the location of the roots that, as a rule of thumb, extend as far as the branches or drip line of the tree. Emily Berendt said the root zone is sometimes twice as far as the drip line. The County forester should review the final plans.

Lisa Rhoades asked about the definition of a specimen tree. Grace Dysico responded that a specimen tree is of exceptional size or historical in nature. Lisa also asked about the definitions for heritage and valuable trees noting the history of oaks in the area. Nick Chirikos offered that he can provide the heritage definition from the Historical Society program.

## Analysis of Existing Conditions

### Traffic Analysis

Grace Dysico reported existing traffic volumes for Fleming Road, Country Club Road, and Bull Valley Road and projected traffic volumes from the Chicago Metropolitan Agency for Planning (CMAP). She also noted that signals are not warranted at Country Club Road and Bull Valley Road and the all-way stop at Bull Valley Road is warranted. Hidden Lane does not meet an all-way stop warrant.

Lisa Rhoades asked about the IDOT contact for the IL Route 120 / Fleming Road project. The area programmer for this project is Sue Palmer with IDOT, and she can be reached at (847) 705-4090.

Emily Berendt asked about the need for additional lanes, and Grace Dysico responded that no new through or turn lanes are required.

### Crash Analysis

Grace Dysico summarized crash data for the project and noted cluster crash sites at the Bull Valley Road intersection, the Country Club Road intersection, and an area just south of the Bull Valley

Road intersection. The number of crashes with Type B injuries at the Bull Valley Road intersection was higher than expected for similar types of intersections within the area.

Lisa Rhoades asked about whether or not alcohol was involved in the crashes. Todd Bright noted that the crash reports didn't mention alcohol. Lisa suggested trimming back tree branches for better visibility.

Virginia Peschke noted the difficulty and potential for accidents for the eastbound Bull Valley Road movement to northbound Fleming Road with the acute intersection angle. David Block noted that the stop bar for southbound Fleming Road will be set far enough away from the intersection to allow adequate sight distance and clearance.

#### Pavement Condition Analysis

Todd Bright introduced Bill Vavrik, PhD, PE a national expert in pavement condition assessment and pavement management programs, and a Vice President with Applied Research Associates, Inc.

Bill Vavrik discussed five types of pavement failures – longitudinal cracking, centerline cracking, edge cracking, patch deterioration, and alligator cracking. He also provided an analysis of the pavement cores drilled on the project and recommended pavement reconstruction to overcome structural and functional deficiencies of the existing pavement. He also noted that the proposed pavement thickness would be very close to the existing thickness.

Nick Chirikos asked about the roughness number associated with bumps, and Bill Vavrik said the roughness number is the cumulative height both up and down across a bump.

Lisa Rhoades asked whether or not rutting is caused by heavier loads, and Bill Vavrik responded that heavier loads and more trucks cause more rutting.

Virginia Peschke asked about the cause of transverse cracks. Bill Vavrik said IDOT revised the asphalt mix in the late 1990's to try to account for reducing transverse cracks.

Kevin Keesee said a no-build option needed to be considered. Bill Vavrik said a no-build option is feasible but not one he would recommend considering the condition of the existing pavement. A no-build option would need to be a County Board decision. Virginia Peschke said doing nothing for Fleming Road is not an option for the Board.

Ed Ellinghausen asked about the expected life for an overlay, and Bill Vavrik estimated 3-6 years. Eberhard Veit asked about the expected life of new reconstruction and Bill estimated between 15 and 20 years with resurfacing extending it beyond that time. Ed requested a life-cycle cost analysis to compare resurfacing and reconstruction options.



Lisa Rhoades said after 44 years since its initial construction, it would be a good idea to reconstruct Fleming Road. She asked about future elevation changes resulting from multiple maintenance overlays. Wally Dittrich responded that generally the County does not overlay roads without first grinding or milling some of the existing pavement. This allows the new roadway elevations to remain relatively unchanged.

### Design Policy and Criteria

David Block introduced the design policies and design criteria applicable to Fleming Road and led discussions regarding six items – Roadway Curvature, Roadway and Shoulder Widths, Shoulder Types, Sight Distance, Vertical Curves, and Clear Zone.

### Roadway Curvature

David Block noted that all the horizontal curves in the roadway were acceptable using any of the design criteria, and the horizontal position of the roadway does not need to be altered.

### Roadway and Shoulder Widths

David Block referenced the design criteria table noting the range of lane widths from 11' to 12' and the range in shoulder widths from 4' to 8'.

Lisa Rhoades asked why we need 4' wide shoulders everywhere and can't reduce for CSS considerations. She also asked if the 3' wider shoulder would increase the steepness of her driveway. It was noted at the meeting that her new driveway would be replaced at an acceptable grade, as required by the design criteria. It is being noted here in this summary after the meeting that the CSS process encourages flexibility within the context of the project but is not intended to ignore or circumvent design criteria minimums.

Kevin Keesee noted that if the minimum 11' lanes with 4' shoulders were used, the shoulder to shoulder width would be increased by 25%, from 24' to 30'.

Emily Berendt asked why IDOT wouldn't allow the shoulder to be reduced when there have been no accidents.

David Block said that an exception to the minimum 4' wide shoulder will require a variance from IDOT for Motor Fuel Tax funding according to the Agreement of Understanding between McHenry County and IDOT. Jeff Young said we would discuss this with IDOT and look into the possibility of allowing a narrower shoulder.

Since the meeting, the project team contacted Alex Househ, IDOT MFT Engineer, to inquire about the process for obtaining a variance. Mr. Househ said variance requests should be submitted to him for review and consideration.

### Shoulder Types

David Block noted that either paved or gravel shoulders are acceptable and asked CAG members about preferences.

Linda Fierla commented that horses can walk on rough surfaces and don't require a paved shoulder.

Lisa Rhoades proposed using a topsoil/turf or geogrid surface on top of a gravel shoulder. Design criteria require the shoulder type to be either paved or gravel, and a topsoil/turf surface would require another design variance.

### Intersection Sight Distance

David Block explained the need for a sufficiently clear horizontal view of oncoming traffic for vehicles at driveways or intersections. Driveways and intersections along Fleming Road were evaluated and the intersection at Hidden Lane posed the only concerns. Mailboxes, trees and power poles obstruct the horizontal view of vehicles looking south from Hidden Lane at traffic approaching the intersection on Fleming Road. This intersection is also a school bus stop location.

### Vertical Curves/Hills

David Block described the need to have sufficient distance to see oncoming vehicles or hazards in the roadway at hills or vertical curves. The distance required to see a hazard dictates the shape of the vertical curve and flattens the hill when a longer sight distance is needed. Depending on the design policy and speed limit, existing vertical curves are either allowed to remain or need to be revised to provide sufficient sight distance. Exhibit 4.6 highlighted the location and number of vertical curves that need to be corrected. Currently, posted speeds on Fleming Road are 40 mph south of Bull Valley Road and 45 mph north of Bull Valley Road.

Kevin Keesee asked if we could reduce the speed limit to the minimum 35 mph allowed by state statute and allow more vertical curves to remain.

### Clear Zone

David Block summarized the idea of the clear zone as that width off the edge of the roadway along the project length that should be free of hazards. Hazards can include unacceptably steep slopes or fixed objects. The clear zone in 3R design policy is 14' wide.

### Design Options and Flexible Elements

#### Typical Sections Ditch and Permeable Shoulder/Swale

Todd Bright presented exhibits showing alternates for swale or ditch drainage and combinations of front and back slope grades to demonstrate a range of impacts.

#### Critical Sections Tree and Side Slope Locations

Todd Bright showed how construction of an intermittent curb and gutter section or a retaining wall can minimize the number of trees removed and the cut area on a cross section.

## Decision Points

### Design Policy

There was a preference for 3R policy or variances to 3R criteria.

### Lane and Shoulder Widths

Lisa Rhoades and Linda Fierla expressed a preference for 11' wide lanes. Some members felt 12' lanes would promote lazy drivers and potential for accidents. There seemed to be general consensus that the lane width be 11' wide.

Lisa Rhoades doesn't want a wider shoulder to alter the existing drainage system and expressed concern over discharging additional storm water in a Class III groundwater area. Considering the Class III groundwater, Ed Ellinghausen prefers vegetated swales or bio-swales to drain the roadway rather than dry wells.

### Shoulder Type

To be determined. If there is going to be a shoulder, Eberhard Veit suggested a 10' striped lane with a 3' paved shoulder for bicyclists. Ed Ellinghausen said if there is going to be a shoulder it should be paved. Kevin Keesee preferred no paved shoulder.

### Curb and Gutter

The CAG generally agreed that the project team should continue to look at intermittent application of curb and gutter to reduce the clear zone width.

### Retaining Walls

The CAG generally agreed that the project team should continue to look at intermittent application of retaining walls to reduce the clear zone width, tree impacts, and roadway footprint.

Kevin Keesee would like to see more solutions than curb & gutter and retaining walls. He would not support any improvement that extends the limits of the existing shoulders.

### Upcoming Tasks

A question was asked if the next CAG meeting could be held at 3:00 p.m. rather than in the morning. The time for the next meeting was not decided.

### Meeting Adjourned

The meeting was adjourned at 11:30 a.m.

## Public Comment

1. Jackie Flynn lives on Bull Valley Road and feels with no crash problems, there isn't a need to change the environment. She says we need to consider the wildlife and feels the money would be better spent elsewhere.
2. Tim Flynn has done archeological work and asked if the discovery of an archeological site could stop construction. Grace Dysico responded that construction could stop if artifacts were discovered to allow time to extract and determine the origins and history of the items. Tim said he would like to see Fleming Road designated as a Scenic Route and asked if it afforded more protection. Lisa Rhoades commented that a Scenic Road designation affords no additional protection.
3. Jim Hartnett asked if MFT funds have been used on this project and if we are bound to IDOT criteria. He also asked if there are other funds available to use in lieu of MFT funds. Wally Dittrich responded that we have used MFT funds and are bound to following IDOT design criteria.
4. John Krenger noted that today's car sizes are smaller than in the past and don't seem to require wide lanes. He stated his and his neighbor's driveway grades are too steep. He observes little drainage problems and does not want retaining walls.
5. Joyce Kuhnen rides horses and doesn't want wider shoulders because it increases traffic speed leading to more accidents. She prefers narrower 10' striped lanes and narrower shoulders as used throughout Europe.
6. Glenn Powers asked how many trees will be removed on this project. Wally Dittrich responded that this has yet to be determined.
7. Jeff Richardson stated that there seemed to be a lot of focus on the environment and he would like more information about the economics of the project. He asked why the County couldn't resurface the road and wait six more years to re-evaluate a repaving strategy.
8. Tim Flynn asked about the timeline of the project, and asked if there are elected officials present. Wally Dittrich described the process of continuing the CAG until a plan is recommended to the Transportation Committee (TC). The TC would determine if the project design would move forward and be presented to the County Board. Virginia Peschke is an elected official present and a member of the CAG.
9. Marilyn Krenger would like Fleming Road to remain a two-lane road and doesn't want to remove the hills. She has a horse trailer and is concerned about negotiating the trailer on her driveway if the profile is raised five feet. She noted that this is a beautiful rural area, and we are being too extreme in considering this improvement.
10. Helen O'Brien is concerned that the new road will increase traffic. She asked if there was any thought to lifting the current load posting. Jeff Young responded that Fleming Road's poor



- condition caused it to be posted if it were to remain open to traffic. It is the County Board's decision to make if the weight posting should be removed in the future.
11. Connie Richardson noted that many house setbacks are near the road and wondered if the road will be shifted to allow the homes to remain. Jeff Young responded that no homes will need to be removed because of this project.
  12. Debbie Staley asked what will be done to maintain the road until it is reconstructed. Wally responded that the County will continue to maintain the road by removing fallen trees and patching potholes. Debbie prefers a late afternoon meeting time.
  13. Jackie Flynn asked why the IL 120 project is driving the schedule of Fleming Road. Jeff Young responded that IDOT has already planned for the intersection improvement at IL 120 and Fleming Road. The separate intersection improvement will be constructed within the next two years. The County's improvement of Fleming Road will match the intersection project by IDOT.
  14. Helen O'Brien noted that the Village of Bull Valley resurfaced Bull Valley Road with limited time and resources and wondered why Fleming Road couldn't be treated the same way.
  15. Joyce Kuhnen said that improving Queen Anne Road rather than Fleming Road would be a better improvement and asked why the County couldn't take on this responsibility. She also asked why there wasn't a better way for state, county and township officials to communicate when improving roadways. Tim Flynn asked if Fleming Road could be given to the Village of Bull Valley. Jeff Young responded that IDOT would need to approve a jurisdictional transfer of Queen Anne Road from the township to the County or of Fleming Road from the County to the Village, meaning the roads would need to be improved up to state standards prior to the jurisdictional transfer.
  16. Jim Hartnett said the 2020/2030 McHenry County plan shows a bypass around Woodstock. He asked why there couldn't be a comprehensive plan to meet long term needs. Jeff Young responded that the County worked with municipalities to help create the 2020 plan, but the uncertainty of development is a risk in itself for planning improvements so far into the future that may never be needed.
  17. Eberhard Veit asked why it would not be economical to just resurface the roadway.
  18. Ed Ellinghausen also expressed interest in a life-cycle cost analysis since Bull Valley Road was resurfaced for \$200,000.