

TRANSPORTATION COMMITTEE AGENDA
McLean County Government Center
115 E Washington St – Rm 404, Bloomington, IL
Tuesday, August 7, 2007
8:00 AM

1. **Roll Call**
2. **Approval of Minutes from July 24, 2007 Stand-Up Meeting**
3. **Recommend Payment of Bills to County Board**
4. **Appearance by Members of the Public and County Employees**
5. **Items to be Presented for Action**
 - A. Bridge Petition – Yates RD – 2007 Non-MFT Joint Culverts 1
 - B. Eagle View Commercial Entrance to Towanda / Barnes Road 2 – 10
6. **Items to be Presented for Information**
 - A. 2007 Timber Pile Bridge Inspections 11 – 14
 - B. Jennifer Sicks – Regional Planning – Explain MPO Technical & Policy Committees
 - C. Project Summary
 1. Bentown / Holder Rd – Reese Bridge – Sec 05-00040-04-BR 15
 2. Arrowsmith Rd – (Non-MFT Wind Farm) – Sec 06-00140-03-SM 16
 3. Lexington Overpass – CH 8 – Sec 05-00046-12-RP 17
 4. Lexington / LeRoy Rd – CH 8 – Sec 04-00044-08-WR 18
 5. Danvers / Carlock Rd – CH 53 – Combined Sections
Sec 03-00148-02-AS & Sec 03-00148-04-BR 19
 - D. East Side Highway Study 20 – 29
 - E. Horizon Wind Farm Update – Phase 1 & Phase 2
 - F. Garage Status
 - G. *Stand-Up Meeting to Approve Resolution & Letting Results from the August 15, 2007 County MFT Construction Section Requested Prior to County Board Meeting August 21, 2007*
 - H. Other
7. **Adjournment**

BRIDGE PETITION

Yates Road District
Section 2007 Yates Township Non-MFT Joint Culverts

TO: McLean County Board
% McLean County Clerk
115 E Washington St - Rm 404
Bloomington, IL 61701

2007 Yates Township Non-MFT Joint Culverts Drainage Structures, located at 2787N on 2950 East Road and at 2990E on 2800 North Road in Yates Road District.

Ladies and Gentlemen:

Yates Road District, McLean County, Illinois requests that McLean County in accordance with the Illinois Highway Code, 605 ILCS 5/5-501, of the current Illinois Compiled Statutes as amended; construct two drainage structures with approach fills located on the West line of the NW ¼ of Section 30, T26N, R5E of the 3rd P.M., in Yates Road District and the North line of NW ¼ of Section 30, T26N, R5E of the 3rd P.M in Yates Road District.

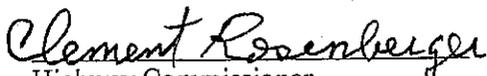
That of the funds appropriated at the November 2006 meeting of the McLean County Board, Forty-Five Thousand Dollars (\$45,000.00) be used as the County's share of the cost of the structures and approach work.

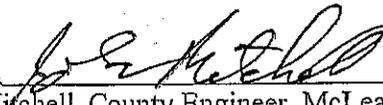
Yates Road District certifies that they have levied the maximum on their Road and Bridge Fund the last two years.

Yates Road District further states that the County Engineer has made a survey of the water shed and has determined that the site of the new drainage structures shall be as mentioned above and has estimated that the cost of the new drainage structures shall be Ninety Thousand Dollars (\$90,000.00) total, with the cost divided between Yates Road District at Forty-Five Thousand Dollars (\$45,000.00) and McLean County at Forty-Five Thousand Dollars (\$45,000.00) and that the existing structures are inadequate.

Yates Road District further certifies that the cost of the new structure exceeds 0.02% of the assessed valuation of the Road District.

Respectfully submitted,


Highway Commissioner,
Yates Road District

Approved  7-30-07
John E Mitchell, County Engineer, McLean County, IL

ATTEST

Approved _____
Michael F Sweeney, Chairman McLean County Board

Peggy Ann Milton, County Clerk



August 1, 2007

John E. Mitchell
County Engineer
McLean County Highway Department
102 S. Towanda-Barnes Rd.
Bloomington, IL 61704

Subject: Eagle View Commercial
Towanda Barnes Road Connection

Dear Jack:

This letter is to respectfully request that we be listed on the agenda for the August 7, 2007 Transportation Committee meeting.

Our request will be that the Developers of Eagle View Commercial Subdivision be allowed a connection to Towanda Barnes Road. We will be happy to present our case in regard to this request at the meeting.

Attached please find various copies of the presentation materials for your and the Committee's review prior to next week's meeting.

I believe the justification for this request is valid and from your perspective does not set a precedent for other similar requests. Listed below are the reasons for this connection:

- As you are aware, the property owner to the south will not permit access across his property to GE Road at this time. This leaves the Developers of the Eagle View Commercial Subdivision with no access to their property except for the platted Main Street in Barnes (Dedicated in the 1890's). Due to the closeness of Main Street to GE Road, this access is unacceptable.
- The construction of a new intersection allows for the closing of the existing Main Street connection to Towanda Barnes Road.
- Constructing a street across Towanda Barnes road from an existing entrance will permit, if ever warranted, traffic signals to control both the existing west side entrance and the proposed east side street.
- A new street connection to the Eagle View Commercial Subdivision will allow the separation of Eagle View Residential traffic from Eagle View Commercial traffic.
- The Developers of Eagle View have already paid McLean County \$245,000.00 in Permit fees. This additional street connection, if permitted, will result in the county receiving another \$35,000.00 in permit fees.

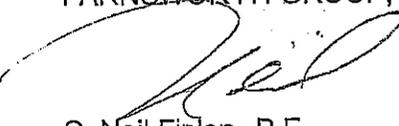
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As per our discussions earlier today, the Developers would be willing to pay for the closer of Main Street as it exists today. This would involve removal of pavement and curb and gutter and installation of the new curb and gutter to ensure that this entrance could no longer be used. I believe that this is a fair compromise and reasonable request.

Should you have any question prior to the meeting, please don't hesitate to call. Once again we appreciate your consideration of this matter.

Very Truly Yours,

FARNSWORTH GROUP, INC.



C. Neil Finlen, P.E.

lms

Enclosure

Cc: John Zunick County Administrator



July 26, 2007

John Zeunik, County Administrator
Government Center, 4th Floor
115 E. Washington
Bloomington, IL 61701

Dear John,

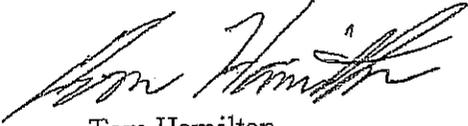
The purpose of this letter is to provide the City of Bloomington's support for the requested curb cut on Towanda-Barnes Road for the development of the commercial property northeast of the Towanda-Barnes & GE Road intersection. I think you understand our position on this curb cut based on our meeting at the site a week ago. At that time I expressed the need to have the access to Towanda-Barnes at this time in order for the property to develop as access to the south, which the City will require in the future, cannot be achieved at this time. I think two access points to a commercial development is desired when it can be achieved and here we have the opportunity to make this happen.

I appreciate the County's diligence in enforcing the intersection limitation policy along Towanda-Barnes. In general, the City agrees with the County's high level of enforcement. However, by lifting the policy in this one instance we can achieve the following positive results.

1. Improves traffic safety by providing access to the eastside of Towanda-Barnes Road at a point other than the existing Barnes Main Street which we all agree is unsafe. This access point can be closed.
2. Insures intersection spacing that will preserve future traffic signal coordination along Towanda-Barnes.
3. Turns an existing T-Intersection/Driveway into a complete 4-legged intersection which is also safer as it would permit more effective future traffic control.
4. This is a unique situation along the corridor which in our opinion allows the lifting of the access policy without setting a precedent for future requests.
5. Maintains separation of residential traffic to the north and commercial traffic on the subject site.

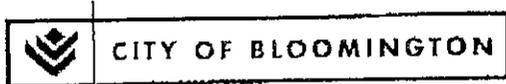
I thank you for your consideration of this request and hope that we can resolve this access issue in a positive way for all involved. Please pass this letter on to members of your staff, the County Transportation Committee, and the County Board as you believe necessary.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Hamilton". The signature is fluid and cursive, with a large initial "T" and "H".

Tom Hamilton
City Manager

cc: Mayor Stockton
Doug Grovesteen
Brian Brakebill



Administration
109 E. Olive, P.O. Box 3157
Bloomington, Illinois 61702-3157

August 2, 2007

Jack Mitchell - fax
Neil Finlen - fax

Dear Jack;

The City of Bloomington staff does not support the continuation of access to the Barnes elevator property via the existing Main St. access from Towanda-Barnes. This is a very unsafe situation given its close proximity to the Towanda-Barnes & GE Road intersection.

When the Barnes Elevator site develops, is subdivided or the owner requests annexation it would be the City staff's position to have that intersection closed and have access to the property taken from a new north-south street east of Towanda-Barnes. This would be in accordance with the City's Comprehensive Plan.

Additionally, City Staff would work to close this intersection as soon as possible should the land to the north be annexed which would include the Main Street right-of-way. It is my understanding that this may happen within the next year.

Please remember that this is the City Staff position and final approvals would be up to the City Council. If you have any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads 'Tom Hamilton'.

Tom Hamilton
City Manager



May 12, 2005

John E. Mitchell
County Engineer
McLean County Highway Department
102 S. Towanda-Barnes Rd.
Bloomington, IL 61704

Subject: Eagle View South

Dear Jack:

I thought it might be prudent to summarize some of the discussion items covered yesterday in our meeting regarding the subject project.

I think that there exists an opportunity for all parties to benefit from an agreement for development of the Kraft Farm located south of Eagle View, and the Church of the Nazarene.

If the Developers are allowed to buy the 37-acre tract I think the County benefits in the following ways:

- The existing right-of-way for Main Street and its roadway connection at Towanda-Barnes could be eliminated thus removing a hazardous intersection.
- The County could ensure that the commercial only entrance from Towanda-Barnes was aligned with the existing Church entrance on the west side of Towanda-Barnes. This would ensure that the traffic volumes are compatible. The only high volume from the west would be on Sundays while any commercial traffic from the east would be other than Sunday.
- If any right-of-way is required for Towanda-Barnes this could be obtained as part of the permit conditions.
- Two \$35,000 access permit fees could be required as part of the process.
- Utility permit fees as required for the development would equate to \$35,000 each times the number of crossings.

Jack, I think all these things can be accomplished without setting a dangerous precedent. The fact that there is existing dedicated street right-of-way simply serving the commercial area could be used to justify this second access. This combined with the fact that you are removing a hazardous intersection that already exists I think is another valid justification.

As mentioned, I believe that the approach is correct in that the commercial and residential accesses should be separated. Luckily site distance does not appear to be an issue, however we will verify this condition if we are allowed to move forward.

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Mr. Jack Mitchell
May 12, 2005
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I would like to thank you for your time and consideration regarding this matter. I am hopeful that this "win/win" situation can be accomplished. Thanks.

Very truly yours,

FARNSWORTH GROUP, INC.

C. Neil Finlen, P.E.

bkd