

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, September 1, 2009 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Cavallini, Soeldner, McIntyre and Wollrab

Members Absent: Caisley

Other Members Present: None

Staff Members Present: Mr. Terry Lindberg, County Administrator, Mr. Bill Wasson, Assistant County Administrator, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Eric Schmitt, County Engineer

Others Present: Mr. Jerry Stokes, Assistant County Engineer, Highway Department, Ms. Michelle Anderson, Financial Reporting Specialist, County Auditor's Office, Ms. Jennifer Sicks, Transportation Planner, Regional Planning Commission

Chairman Hoselton called the meeting to order at 8:10 a.m.

Chairman Hoselton stated that the first item for the Committee's consideration is approval of the minutes from the August 4, 2009 meeting.

Motion by McIntyre / Cavallini to recommend approval of the minutes from the August 4, 2009 meeting of the Transportation Committee.
Motion carried.

Chairman Hoselton asked the Committee to review the bills for August 31, 2009. The prepaid total for August 31, 2009 is \$1,112,479.47.

Mr. Soeldner asked what contract services were provided by the City of Bloomington for the cost of \$1,163.00. Mr. Eric Schmitt responded that the cost is for maintaining the traffic signals on the Towanda Barnes Road.

Chairman Hoselton questioned which projects were using the overtime pay. Mr. Schmitt answered that the overtime is for the engineering staff on the Towanda

Minutes of the Transportation Committee
September 1, 2009
Page Two

Overpass and other construction projects. Chairman Hoselton asked if the engineering staff is required to complete a daily report. Mr. Schmitt responded that a daily diary is kept including the number of working staff and the daily work accomplished. He noted that, when a contractor is working, the Department is generally on the project site.

Mr. Cavallini asked when the Towanda Overpass would be completed. Mr. Schmitt estimated the project to be completed by late November, 2009.

Motion by Soeldner / Wollrab to recommend
payment of the August 31, 2009 bills, as submitted
by the County Auditor.
Motion carried.

Chairman Hoselton informed the Committee that the first item to be presented for action is the Local Agency Amendment #1 for Federal Participation – Sec 07-00058-06-WR – Horse Farm Road (CH 21). He noted that this is an amended cost and the County's share of the project is dependant upon the final Federal and State participation. He asked Mr. Eric Schmitt, County Engineer, the time evolved in receiving those funds. Mr. Schmitt responded that, on this project, the Federal and State funds will be used first and a bill will then be sent to the County for our share. A bill on the Horse Farm Road project will not be issued until construction on the project has been completed.

Mr. Schmitt stated that, because the Horse Farm road bid came in lower than the original estimate, this amendment moves the money from the American Recovery and Reinvestment Act to assure that the County does not lose any ARRA funds. The funds will be transferred to the Towanda Overpass project.

Mr. Schmitt stated that the amendment to the Local Agency Agreement divides the responsibility for the funds as follows:

- FHWA \$510,000.00
- State \$156,900.00
- County \$48,100.00

Motion by Cavallini / McIntyre to recommend approval of Local Agency Amendment #1 for Federal Participation – Sec 07-00058-06-WR – Horse Farm Road (CH 21).
Motion carried.

Chairman Hoselton continued with the next item for action, the Local Agency Amendment #1 for Federal Participation I – Sec 05-00071-04-RS – Towanda Overpass - I-55 (CH 29).

Mr. Schmitt pointed out that the ARR – Rural funds have been moved from the Horse Farm Road project and included in the Towanda Overpass funding along with the ARU – Urban funds. The division of funds is as follows:

- ARU \$1,000,000.00
- ARR \$66,520.00
- County \$1,243,480.00

Mr. McIntyre asked if the Towanda Overpass is the only overpass the State is not totally responsible for. Mr. Schmitt responded that the County has three, the Lexington Overpass and the Shirley Overpass.

Mr. McIntyre questioned that, where a County road goes over an interstate built by the State, is the County responsible for the roadway. Mr. Schmitt answered that it depends on the agreement written at the time of construction. When Interstate 74 was built no agreements were written. The statute says that if you build with a concrete standard then whatever concrete standard that the road was built to, you are responsible for. He stated that when Interstate 55 was built the County did have Intergovernmental Agreements. The County lost on an interpretation of the wording of the agreement. The County became responsible for the Towanda, Lexington and Shirley Overpasses. He noted that subsequent agreements are written more clearly to our advantage.

Mr. Soeldner asked exactly what the County is responsible for and what is the responsibility of the State. Mr. Schmitt responded that the Bridge itself is the responsibility of the State. Mr. Jerry Stokes, Assistant County Engineer explained that the County is only responsible for the approach pavements to the ramps. The ramps and the bridge over the interstate is the responsibility of the State

Motion by McIntyre / Cavallini to recommend
Approval of Local Agency Amendment #1 for
Federal Participation I – Sec 05-00071-04-RS –
Towanda Overpass - I-55 (CH 29).
Motion carried.

Chairman Hoselton stated that the next item for action is the Yates Road District Road – Joint Culvert Petition, 2009 Yates Road Joint Culvert – 3160 East Road.

Mr. Schmitt pointed out the location of the drainage structure on the map. He advised that the Department has made a survey of the watershed and has determined the site of the new drainage structure, the south side of the intersection of 2700N / 3160 East. The current structure is inadequate. The existing culvert is rusted and needs to be replaced. Mr. Schmitt noted that the cost of the project is \$6,200.00. The County's share of the cost is \$3,100.00

Mr. Schmitt recommended the approval of the Yates Road District - Joint Culvert Petition.

Motion by Wollrab / Soeldner to recommend
Approval of the Yates Road District Road –
Joint Culvert Petition, 2009 Yates Road Joint
Culvert – 3160 East Road.
Motion carried.

Mr. Schmitt continued with the Funk's Grove Road District (RD) – Joint Bridge Repair Petition 2009 Funk's Grove Road Joint Bridge Repair – 1200 East Road. He stated that the Department has made a survey of the watershed and has determined the site of the new drainage structure, 1400E, 1 mile south of Route 136. He pointed out the location of the drainage structure on the map. Mr. Schmitt advised that the project was an emergency and the Department has already begun the work. He explained that, because of a hole in the road located close to the bridge, the water came under the bridge and started to wash out underneath the road. Mr. Schmitt stated the Department has, in the past, in an emergency situation, gone ahead and started the work and then brought the petition before the Committee. Mr. Schmitt noted that the cost of the project is \$8,700.00. The County's share of the cost is \$4,350.00

Ms. Wollrab asked if the bridges in McLean County are inspected regularly. Mr. Schmitt responded that the County is required by the National Bridge Inspection (NBIS) to inspect all bridges every two years. He noted that if a major storm occurs, the Department does spot check potential problem areas. The Townships inspect their own roads and bridges regularly. Mr. Schmitt recommended the approval of the Funks Grove Road District - Joint Culvert Petition.

Motion by Wollrab / Soeldner to recommend
approval of the Funk's Grove Road District
(RD) – Joint Bridge Repair Petition 2009
Funk's Grove Road Joint Bridge Repair –
1200 East Road.
Motion carried.

Chairman Hoselton stated that the next item for action is Sec 08-00090-01-SC – Dawson Lake Road – Motor Fuel Tax (MFT) Resolution and the County Highway Fund Resolution.

Mr. Schmitt informed the Committee that this project is a part of the Wind Farm Phase I Construction for the reconstruction of an oil and chip road consisting of the addition of four inches of aggregate surface course, A-3 surface, and other miscellaneous related items. He noted that the resolution allocates \$150, 0000 from the County's Motor Fuel Tax Funds for the purchase of right of way and for the surveying fees of this project.

Minutes of the Transportation Committee
September 1, 2009
Page Six

Motion by Soeldner / Cavallini to recommend approval of Sec 08-00090-01-SC – Dawson Lake Road – Motor Fuel Tax Resolution.
Motion carried.

Mr. Schmitt continued with the County Highway Resolution. He noted that this project is for the reconstruction of an oil and chip road consisting of the addition of four inches of aggregate surface course, A-3 surface, and other miscellaneous related items. He noted that the resolution appropriates \$20, 0000 from the County Highway Fund.

Motion by Soeldner / Cavallini to recommend approval of Sec 08-00090-01-SC – Dawson Lake Road - County Highway Fund Resolution.
Motion carried.

Chairman Hoselton stated that the final item for action is the Resolution Delegating the Authority to Set and Post a Highway Construction Zone Speed Limit – County Highway 29 at the Towanda Overpass.

Mr. Schmitt stated that the resolution allows the County Board to delegating the County Engineer the authority to set a construction zone speed limit on the Towanda Overpass. He advised that the Department has received a few complaints from the public concerning the speed of traffic. Because of this, and for the safety of the workers, and the safety of the Department's employees, the speed limit will be reduced to 30 miles per hour during construction. He noted that the speed limit will be raised back to the posted 45 miles per hour after construction has been completed.

Mr. McIntyre asked if it is necessary for the Committee to approve the construction zone speed limit. Is this not regulated through State statute? Mr. Schmitt responded that on our County Road system, the statute requires the County Board to delegate the authority. He noted that we can do it as a permanent resolution delegating the authority to alter the speed zone to the County Engineer on any construction project.

Chairman Hoselton suggested that a resolution delegating the authority to alter the speed zone to the County Engineer on any construction project be drafted for approval at the October Transportation Committee meeting.

Mr. Soeldner asked if the State would be repairing the bridge at the same time. Mr. Schmitt responded that the State did some repair work on the bridge in 2002 – 2003.

Motion by Wollrab / McIntyre to recommend approval of the Resolution Delegating the Authority to Set and Post a Highway Construction Zone Speed Limit – County Highway 29 at the Towanda Overpass.
Motion carried.

Chairman Hoselton noted that the next items to be presented to the Committee are Items of Information. The first item is the Towanda Overpass.

Mr. Schmitt reported that they are working on the northbound lane. The shoulder and pavement have been removed. Work on applying the aggregate should begin shortly. The project is progressing; however, the rain has slowed down some of the work.

Chairman Hoselton noted that the next items to be presented to the Committee are Items of Information. The first item is the Saybrook / Arrowsmith Road Bridge – Sec 07-00045-03-BR project report.

Mr. Schmitt reported that the Saybrook / Arrowsmith Road Bridge is under construction. He stated that the bridge deck has been poured. The project should be completed and open for traffic in approximately three weeks. The road will be open in time for harvest.

Mr. Schmitt continued with the Motor Fuel Tax (MFT) Revenue. He stated that the Department has received eight Motor Fuel Tax Allotments in 2009. The allotment for August, 2009 came in at \$204,404.99. The budget estimate for 2009 was \$203,415.75. He stated that the average allotment received for the eight months in 2009 is \$191,292.39 per month. The shortfall to date is \$12,123.36 per month for a total of \$96,986.88, 5.96% below the fiscal year 2009 budget estimate.

Mr. Schmitt pointed out that last month \$55,000.00 was saved in project bids coming in below estimate, helping the shortfall. He will keep the Committee informed on a monthly basis of the Motor Fuel Tax Revenue received.

Mr. Schmitt continued with the McLean County Regional Comprehensive Plan – Update 2009. He stated that the schedule and times for Public Hearings for the McLean County Regional Comprehensive Plan 2009 update is as follows:

- McLean County – Land Use Committee Meeting on September 3, 2009 at 4:45 p.m.
- City of Bloomington – Planning Commission on September 23, 2009 at 4:00 p.m.
- Town of Normal – Planning Commission on September 10, 2009 at 5:00 p.m.

Mr. Schmitt continued with the Bike / Run / Triathlon Insurance question. He stated that Mr. Terry Lindberg, County Administrator has discussed this with Jennifer Ho, Director of Risk Management and will present the information to the Committee.

Mr. Lindberg stated that the County expects to continue to see a number of these races. They are a good revenue item in the Parks and Recreation budget. He advised that, once sanctioned, through the local club and through the national organization, the County has the benefit of a very well tested individual participant release. Mr. Lindberg pointed out that the sanctioned club is backed up by the local organization insurance as well as the national organization insurance. He noted that the County requires a \$1,000,000.00 policy. The history of loss across the country is very minimal.

Mr. Cavallini asked if the County anticipates more of these events. Mr. Lindberg responded that the County anticipates continuing with the Bike / Run / Triathlon races previously being held at Moraine View and Evergreen Lake, now at Comlara Park. He stated that the fee revenue for the Parks and Recreation Department is very successful, an estimated budget of \$60,000.00 for next year.

Chairman Hoselton informed the Committee that Chenoa has started putting in the bike path. They have poured the stop signs. He asked if the State would install yellow flashing approach lights like are on Route 24. Mr. Schmitt responded that it would be the State's responsibility to install the yellow flashing lights, not the County.

Mr. Schmitt distributed the Motor Fuel Tax Funds Source, Distribution and Uses for Counties to the Committee Members. It is a helpful tool in understanding the monthly report and the distribution of funds.

Mr. Schmitt stated that in February the Committee discussed the conclusion of the Eastside Highway Corridor Study. The general consensus of the Land Use and Development Committee was to wait and see what the City of Bloomington and the Town of Normal was going to do in regards to providing the public another opportunity for input by holding a Public Hearing. He noted that the City of Bloomington and the Town of Normal have decided not to hold an additional Public Hearing on the Eastside Highway Corridor Study. They are going to address it through the Public Hearing on the Comprehensive Plan.

Mr. Schmitt pointed out the IDOT (Illinois Department of Transportation) does not require the approval of the study by local governments to move forward with the continuation of the project.

Mr. Schmitt informed the Committee that the County received \$13,627,500.00 for Phase I engineering through the Illinois Capitol Bill. This funding is scheduling the engineering project as a fiscal year 2010 project which started July 1, 2009. The State is recommending we have contracts in place with the engineering consultant by April, 2010 for approval by the end of the year. He noted that the approval of the contracts locks in the State funding

Mr. Cavallini asked if the County is contributing any money to this project or is it strictly State funds. Mr. Schmitt answered that there is no local match required by the County.

Mr. Soeldner noted that even though IDOT does not require the approval of the study by local governments to move forward with the continuation of the project, at some point the County would need to give an approval. Mr. Schmitt responded that once there is a contract for the Phase I engineering, the contract will be between the Consultant and the County and will require County Board approval.

Mr. Schmitt pointed out that the Contact Sensitive Solutions process during Phase I of the Corridor study provided numerous opportunities for the public to voice comments and opinions. The corridor recommended by the consultant is shown in the Regional Comprehensive Plan. That Plan is being presented to the City of Bloomington, the Town of Normal and the County in upcoming Public Hearings.

Mr. Cavallini noted that this is significantly more money than the first phase and asked what would be accomplished with the 13.6 million dollars. Mr. Schmitt responded that the Phase I engineering will go into the environmental studies of the corridors and different alignments. An Environmental Assessment (EA) or an Environmental Impact Statement (EIS) is also part of the Phase I engineering which will be approved by IDOT and the Federal Highway Administration.

Mr. Cavallini asked if the Phase I engineering will choose the final alignment. Mr. Schmitt responded that minor details may be left when it comes to construction plans, however the Phase I engineering would determine the final alignment.

Mr. Lindberg advised that, if the next study phase stays on schedule and the County receives the final approval from the State next year, it will still be an ongoing process for 3-4 years.

Mr. Schmitt noted that since the City of Bloomington and the Town of Normal are going to approve the next phase of East Side Highway Corridor Study, as part of the Comprehensive Plan, the Committee needs to make a decision on holding a Public Hearing.

Mr. Soeldner stated if the East Side Highway Study is included in the Comprehensive Plan it might reduce the attendance and participation from the public.

Mr. Lindberg advised that the Committee needs to be sensitive to the circumstance that neither the City of Bloomington nor the Town of Normal are opting to have additional Public Hearings on the matter. They have had their discussion and quite a bit of participation during the Contact Sensitive Solutions process. He stated that if the Committee is thinking in the direction of holding a public hearing, he would advise the City of Bloomington and the Town of Normal that the Committee thinks it is necessary to hold the hearing.

Ms. Wollrab stated that since there has been opposition from the public, she would not want anyone to think we were trying to avoid public discussion.

Ms. Jennifer Sicks, Transportation Planner, Regional Planning Commission, stated that, reference to the East Side Highway Study in the Comprehensive Plan is quite limited. She noted that, where we are now in the schedule of how Phase one works, is in step 17 of 44 steps. It's quite an extensive process that will go on for some time. Ms. Sicks noted that she is not sure that reacting to it in terms of the Comprehensive Plan, necessarily constitutes an endorsement of an eventual road. She advised that what is being suggested by the two municipalities is that they are using this as a tool to advise continuance, as the plan does, of the corridor study itself.

Mr. Lindberg reminded the Committee that all parties needed to be in agreement for the project to continue and for the 13.6 million dollars to be retained

Chairman Hoselton asked if a Public Hearing is required at this phase of the process. Mr. Lindberg responded that it is not required.

Mr. Cavallini asked when a hearing could be scheduled. Mr. Schmitt noted that a meeting would need to be scheduled as soon as possible. He explained that part of the continuation of the Phase I engineering would require a Request for Proposal (RFP) to select consultants. They will then provide their qualifications and their proposals on how to conduct the project. The County would then make their selection. Selecting consultants is not based on low bid, it is based on qualifications. He pointed out that this process will take 4 months. Once a selection is made, a contract with estimated hours is submitted to the Committee and the County Board. That signed contract needs to go to the Illinois Department of Transportation (IDOT) by April, 2010. Mr. Schmitt stated that if a Public Hearing is going to be held, the two week notice of the hearing needs to be scheduled so the RFP process can go forward in October.

Minutes of the Transportation Committee
August 4, 2009
Page Eleven

Mr. Soeldner noted that the McLean County Regional Comprehensive Plan Public Hearing is September 3, 2009. There is not enough time to make the public aware that the East Side Highway Study would be included in the Comprehensive plan. He is undecided on the need to hold a Public Hearing.

Ms. Wollrab pointed out that with two other jurisdictions not holding a hearing, it is important that the County do so. She stated that it is a County project.

Mr. Cavallini suggested that the Committee hold an informational meeting to demonstrate transparency.

Chairman Hoselton stated the Mr. Schmitt and Mr. Lindberg will coordinate the meeting.

Ms. Wollrab asked that the meeting be available to the public on the County website.

Mr. Schmitt informed the Committee that the Village of Saybrook had a culvert collapse. Villages under the population of 1,500 are eligible for 50% joint funding of culvert projects as are the Townships. A petition will come before the Committee in October.

Chairman Hoselton asked if there were any further comments or questions. Hearing none, he adjourned the meeting at 8:57 a.m.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary