

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, January 3, 2012 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Caisley, Soeldner, McKibbin and Black

Members Absent: Cavallini

Other Members Present: McIntyre

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

Department Heads Present: Mr. Eric Schmitt, County Engineer;

Others Present: Mr. Jerry Stokes, Assistant County Engineer, Mr. Jerry Payonk, Clark Dietz

Chairman Hoselton called the meeting to order at 8:00 a.m. He stated that the first item for action is approval of the minutes from the December 6, 2011 Transportation Committee Meeting.

Motion by Soeldner/Black to recommend approval of the minutes from the December 6, 2011 meeting of the Transportation Committee.
Motion carried.

Chairman Hoselton informed the Committee that Mr. Jerry Payonk, Clark Dietz, will update the Committee on the East Side Highway.

Mr. Schmitt informed the Committee that a public meeting will be held on Wednesday, January 11, 2012 at Normal Community High School from 6:00 p.m. – 8:00 p.m. There will be two presentations, one at 6:10 p.m. and one at 7:10 p.m. with an open house format for individual questions.

Mr. Payonk stated that the purpose of the meeting is to present the alternative development and evaluation process to date. He presented an East Side Highway project time line:

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|------------------------------|----------------|--------------------------|
| • Public Information Meeting | Summer of 2010 | Project Introduction |
| • Public Information Meeting | February, 2011 | Project Purpose and Need |
| • Public Information Meeting | Summer 2011 | Project Purpose and Need |
| • Public Information Meeting | March, 2012 | Range of Alternatives |
| • Public Information Meeting | 2013 | Preferred Alternative |
| • Public Hearing | 2013 | Public Hearing |

Mr. Payonk noted that the Reasonable Range of Alternatives will be presented to the Federal Highway Administration and other regulatory agencies for approval. Once approved, the project will move forward into the formal EA process.

Mr. Payonk reported that the largest population change in McLean County was between 1990-2000 showing a population increase of 21,255, 16.5%. The population increased 19,139 between 2000-2010, an increase of 12.7%. The population increase is primarily around the fringe of the community, with a lot of that growth on the east side.

McLean County employment has grown at a healthy pace of 65.6% between 1985-2000 and continued to grow between 2005-2007. The recession caused a loss of job in 2010. The National forecasters expect McLean County to rebound quickly. The Economic Development Council (EDC) of McLean County reported that the County will return to pre recession employment by 2012.

Mr. Payonk continued with the Social-Economic Forecast and Update. He noted that Woods and Poole Economic, a service that forecasts employment and population for counties throughout the United States, reports McLean County continuing to go up only at a slower rate than originally predicted. The Corridor Study has readjusted their trend along with Woods and Poole. The trend continues to rise at a positive rate. The Illinois Department of Employment Securities shows the unemployment rate of McLean County at 6.8%, a decrease from 7.0% in the summer of 2011. Mr. Payonk advised that Bloomington Normal has one of the lowest unemployment rate of any metropolitan area in the State. The Corridor Study will continue to monitor unemployment and population making adjustments if necessary.

The Community Working Groups(CWG) including representatives from Emergency services, Agriculture, Businesses, Medical Establishments, Education and the Chamber of Commerce came up with 5 core center north/south alignments, which work out to 129 different alternatives. Additionally, the CWG's considered;

1. No-Build Alternative
2. Transportation Systems Management / Travel Demand Management improvements(modifying patterns by changing traffic generator scheduling) .
3. Transit Alternatives – looking at existing systems. Less than 1% of all trips in McLean County are by transit.
4. East-West Alternative – 2035 No build model shows Route 150, Ireland Grove Road, Empire Street, GE Road and Route 66 become over capacitated.

Three initial Screening Criteria questions were asked.

1. Does the alternative directly impact State/Federal protected areas?
2. Does the alternative meet the horizontal and vertical clear zone requirements for the Central Illinois regional Airport?

3. Does the alternative divide or isolate a neighborhood or community?

The Initial Screening reduced the total possible combination of alternatives from 129 down to 93.

Mr. Payonk stated the remaining 93 Build Alternatives, in addition to the East-West Only Alternative, the TSM/TDM Alternative, the Transit Alternative, and the No-Build Alternative were carried through to the Purpose and Need (P&N) Screening. The Five core Travel / Demand models representing the area were looked at.

- East Side Highway on the far east side.
- East Side Highway on the far west side.
- A crisscross from northeast down to southwest
- A crisscross from northwest down to southeast
- A Westside alternative going through the middle

The Purpose and Need Screening is to evaluate:

- Managed Growth – Is the alternative compatible with adopted Land Use plans?
- Address Mobility – Does the alternative reduce congestion in the study area? Does the alternative improve north/south travel efficiencies or east/west travel efficiencies? Volume to Capacity (v/c) ratios were looked at rating how well the roads operate. The ideal volume to capacity is .8 or less. A volume to capacity ratio of 1.0 show the roadway has all the vehicles it can adequately handle safely.
- Address Access – Does the alternative improve travel efficiency to the interstate, provide north-south connectivity, and provide east-west connectivity?

Travel time between the east side and the major destinations within the area were evaluated and travel times established. Travel analysis shows the number of vehicle hours saved daily from these major destinations. The conclusion was that some of the East Side Highway alternatives are better at saving hours than others. Depending on the alternative 200-600 vehicle hours could be saved per day.

Mr. Payonk stated that the Purpose and Need Screening reduced the total possible combination of alternatives from 93 down to 85. The transit alternative was also eliminated at this step.

The Macro Analysis looked at environmental resources for the remaining 85 build alternatives in addition to the East-West Only Alternative and the No-Build Alternative

The Macro Criteria looks at:

- Environmental
- Community and Economic
- Agricultural and Cultural
- Design and Traffic
- Sustainability

These different criteria fell into three different categories, environmental resources that don't exist at all, environmental resources that do exist in the corridor but exist in such equal number or relatively similar number that you cannot differentiate the alternatives and those environmental resources that do differ significantly and could be used to continue screening the alternatives. The steps taken during the analysis are:

- Residential Impacts. A threshold of 39 homes was identified. Any alternative that impacted 39 homes or more was identified and eliminated.
- Prime and Important Farm Land – Agricultural Impacts. A threshold of 800 acres was identified. Any alternative that impacted 800 acres or more was identified screened and we moved forward into the alignment analyst.

The Macro Analyst Screening reduced the total possible combination of alternatives from 85 down to 40 and The East-West Only Alternative was eliminated in this step due to high residential impacts.

Mr. Payonk advised that the next Alternative Evaluation Process is the Alignment Analysis. The remaining 40 Build Alternatives and the No-Build Alternative were carried through to the Alignment Analysis. We are no longer looking at a 500 foot corridor width; we are now looking at a 250 foot alignment width, the approximate right-of-way for an expressway, freeway, or arterial. The same steps of environmental resource impacts, design considerations and engineering considerations are followed as before but only for a much narrower corridor. The elimination criteria for alignment analysis proved to be:

- Termini Connections – Complexity of Interchanges
- Engineering Constructability
- Environmental Resources – Residential Impacts and Agricultural and Sustainability Impacts.

The Alignment Analyst reduced the total possible combination of alternatives from 40 alignments down to 4 alignments for continued study.

Mr. Payonk continued to discuss the process of determining the type of highway the East Side Highway should be. There are three types of highways:

- Freeway – Interstate has full access control with interchanges and Grade Separations
- Expressway or Parkway – Access with interchanges one every ¼ mile for residences and farms. An example is US highway 51 south.
- Arterial – An example of an Arterial is Veterans Parkway.

The evaluation looked at two principal needs: accommodate managed growth and provide improved mobility and access north-south and east-west as well as access to I-55 and I-74. Based on the Analysis an Expressway or Freeway is recommended over the Arterial Option.

Stop and Access control was looked at for an Expressway and Freeway. The Illinois Department of Transportation manual says if signals are needed within 9 years of construction, then an interchange should be built at the start of the project for access control of an Expressway. Also if signals are needed within 10-20 years of construction, then an interchange should be planned for at the start of the project. Right-of-way is purchased for an eventual interchange. A Freeway has full access control with interchanges and Grade Separations and is much safer. Based on this analysis, if we move forward, it is recommended that the East Side Highway be an Interstate type of facility.

Mr. Payonk noted that the project will move now into the Environmental Assessment. In March, 2012 the results will be presented to the Federal Highway Administration and other Regulatory Agencies for approval. If approved we move forward for further analysis.

Mr. Payonk stated that at the upcoming public meeting Focus Working Groups will be developed to get members of the public involved. The Focus Working Groups (FWG) will:

- Form an advisory group with specific interests and knowledge
- Revise specific planning and design material and advise Project Study Group at key milestones
- FWG member selection will occur in a fair and transparent manner

Three Focus Working Groups will be Land Use and Access Management, Sustainability, and Alternative Modes of Transit.

Mr. Payonk informed the Committee that the website will be updated to include the final alternatives remaining. He asked the Committee if they had any questions.

Mr. Black commented that we have discussed the impact on future businesses and future growth on the east side. He asked about the future growth on existing businesses. Will the East Side Highway encourage more growth on the east side of Bloomington as opposed to the west side of Bloomington? Mr. Payonk responded that growth to existing businesses is a very important social issue that will be looked at during the Economic Analysis.

Mr. Soeldner asked the cost for the different types of accesses to be used. Mr. Payonk responded that land use is a secondary impact of an east side corridor. A cost analysis will be done at a later date by the Regulatory agencies.

Chairman Hoselton pointed out that there was no discussion on a possible east-west corridor connection. Mr. Payonk stated that based on purpose and need there is no current indication of a need for a connecting east-west corridor.

Mr. Caisley stated that Normal Community West High School and Heartland Community College are on the west end of Raab Road and Normal Community High School is on the east end of Raab Road. You are not able to travel Raab Road from one to the other.

He added that the Raab Road connection needs to be a focus of the East Side Highway development as an east west connection. Interstate 55 serves as a barrier. Mr. Schmitt added that the legs do connect to Northtown Road and Ziebarth Road which will provide an access to the East Side Highway. It may not be a direct connection to cross Raab Road, but it does provide an access from the north side over to the east side of the community.

Mr. Payonk informed the Committee that the public information meeting will be held on Monday, January 9, 2012 from 6:00 p.m. – 8:00 p.m.

Mr. Soeldner noted that he receives many comments questioning why 2100 East was eliminated and why not update Towanda Barnes Road. Mr. Payonk responded eliminating the alignment furthest east was a hard decision to make. This alignment had the largest impact to farmland, which is very important to people on the east side.

Mr. Schmitt stated that the type of facility you build will determine if the facility will still function beyond the 2035 planning.

Mr. Wasson pointed out that spot growth beyond the planned growth area creates problems in meeting public service needs.

Mr. McIntyre asked for calcification of Towanda Barnes becoming a community divider if widen to 6 lanes. Mr. Payonk stated that you do not want to divide communities or neighborhoods. If Towanda Barnes is widened to six lanes, at the south end, you would be building a wall between the neighborhoods on the east and west sides.

Mr. McIntyre asked Mr. Payonk if he could compare costs between a trumpet intersection and alternate types of intersections. Mr. Payonk responded that the cheapest type of interchange is a diamond interchange, a ramp on and ramp off with two intersections, \$4,000,000 - \$8,000,000. The most expensive is the full clover leaf, which because of the land required, can reach \$50,000,000. A trumpet, is somewhere between these two.

Chairman Hoselton thanked Mr. Payonk.

Chairman Hoselton asked the Committee to review the bills for December 31, 2011. The prepaid total is \$552,680.22.

Motion by Soeldner/Black to recommend payment
of the December 31, 2011 bills as submitted by the
County Auditor.
Motion carried.

Chairman Hoselton stated that the first item to be presented for action is the Resolution and Bid Tab for December 28, 2011 County & Township 2012 Motor Fuel Tax (MFT).

Mr. Schmitt noted that this letting is a rebid on stockpiled McLean County GR 14, Cheney's Grove GR 14 and Downs Township GR 14. Mr. Schmitt recommended awarding the following bids:

2012 MFT Maintenance Sections:

<u>McLean County</u>	<u>Section 12-00000-00-GM</u>	<u>GR 14</u>
The successful bidder on the above Section was:		
Towanda Company, LLC	\$16.98 per Ton	\$15,282.00
P O Box 230, Towanda, IL 61776		
<u>Cheney's Grove RD</u>	<u>Section 12-08000-00-GM</u>	<u>GR 14</u>
The successful bidder on the above Section was:		
Crane Trucking	\$16.65 per Ton	\$19,980.00
25575 E 825 North Road, Forrest, IL 61741		
<u>Downs RD</u>	<u>Section 12-14000-00-GM</u>	<u>GR14</u>
The successful bidder on the above section was:		
Hansen Custom Farming	\$17.98 per Ton	\$8,990.00
P O Box 169, Melvin, IL 60952		

Motion by Caisley/McKibbin to recommend approval of the Resolution & Bid Tab for December 28, 2011 County and Township 2012 Motor Fuel Tax (MFT).
Motion carried

Chairman Hoselton advised that the next item for action is the Lexington-LeRoy Road Resurfacing – Section 11-00041-03-RS, Mackinaw River Bridge to County Highway 8 (Lexington East):

1. Local Agency Agreement for Federal Participation
2. Motor Fuel Tax Resolution
3. Matching Tax Resolution
4. 80,000 lb Weight Limit Resolution

Mr. Schmitt pointed out the location of the Mackinaw River Bridge to County Highway 8. This project is in the County's Five Year Plan for 2012 being funded completely with local funds: Motor Fuel Tax Funds or Matching Tax Funds. The State contacted the County asking if we had a project ready for federal funding. The Mackinaw Bridge project was ready. The project will be on the April Illinois Department of Transportation (IDOT) letting. The total cost of the project is \$810,000:

- \$648,000 80% Federally Funding
- \$162,000 20% County Funding

a savings to the County of \$648,000.

Mr. Soeldner noted that the \$648,000 was in the FY 2011 Budget.

Mr. Schmitt presented the Motor Fuel Tax Resolution and the Matching Tax Resolution. The local share of \$162,000 will be funded by:

- \$25,000 Motor Fuel Tax Fund
- \$175,000 Matching Tax Fund

This will include the cost of in house engineering and miscellaneous work. The project engineering has been designed to upgrade to an 80,000 lb truck route all year. The current weight limit is 73,280 from April 15 through January 15. From January 15 through April 15 the weight limit is 10 ton.

Motion by McKibbin/Soeldner to recommend approval of Lexington-LeRoy Road Resurfacing – Section 11-00041-03-RS, Mackinaw River Bridge to County Highway 8 (Lexington East).
Motion carried.

Chairman Hoselton continued with the Stop Sign for Old Colonial Road – County Highway 30.

Mr. Schmitt advised that the Department was contacted by the Center for Hope Ministries on Old Colonial Road. The driveway leading to the Church appears to be a street. The driveway is privately owned and maintained. Several near misses have occurred due to the appearance of a street and a vertical curve to the east creating a blind spot. The Center of Hope Ministries has requested a stop sign be installed at the entrance to the driveway. The County has reviewed the Illinois State statutes and has determined a stop sign on a private road is allowed. The Department recommends, because of the site distance problem, the installation of a stop sign. The stop sign will be at the end of the Center for Hope Ministries' driveway. There are other sites along the County Highways' with this type of stop sign, including the County maintenance yard.

Mr. Soeldner asked if the road was a Township road, would placement of the stop sign be the Township's responsibility. Mr. Schmitt responded that it is the County's responsibility to maintain all stop signs on the approach to County Highways.

Motion by Caisley/Black to recommend approval of the Resolution to install a Stop Sign for Old Colonial Road – County Highway 30.
Motion carried.

Chairman Hoselton stated that the next action item is the Cooksville Road Recycling and Resurfacing – Section 11-00039-04-RS:

1. Laboratory Services Agreement – Pavement Maintenance Systems, LLC

Mr. Schmitt reported that the Cooksville Road recycling and resurfacing project is in the County's Five Year Plan for 2012. He pointed out the project location on Route 9 south to Cooksville. The Cooksville Road is very rough and has been an ongoing problem for several years. A total upgrade would be a major reconstruction project. The traffic

count runs 300-400 and the project would require between 20-30 feet of right-of-way. An alternative is pavement preservation recycling. There are different processes:

- Full Depth Recycling (FDR). The process involves tilling into the pavement 8-9 inches deep. The next pass adds an oil product to stabilize the material. The road is graded and the material is compacted back onto the road.
- Cold Inplace Recycling (CIR). The process involves tilling into the pavement 6-8 inches deep, which will help us establish an 80,000 lb road.

One of the biggest problems of the Cooksville Road is the cracks in the 3 ½- 4 inch pavement. Water in the cracks causes the crack to fall and creates a very rough surface. CIR will eliminate the cracking. Paving with 2 ¼ inches of hot mix on top will establish the structural design and improve the roadway. The CIR process will eliminate steep slope shoulder problems.

Mr. Schmitt advised that an outside Laboratory will take cores of the pavement, to determine the amount of oil to be added to the process. This process mixes the tilled material and lays the mixed material back down with a paver. Illinois is seeing more of this type of work being done to extend the life of the road through pavement preservation.

Mr. Caisley asked if the Department had projects where Portland cement is mixed with the material, sprinkled on top and then covered with asphalt. Mr. Schmitt responded that some roads do have the Portland cement. This process is called Foamed Asphalt and is another version of full-depth recycling. An asphalt road is a flexible base. The problem with this process is when the cement is added it becomes more of a ridged base. The flexible pavement is a better suited design for the base soil in McLean County.

Mr. McKibbin asked if we are looking at a cost savings with this process. Mr. Schmitt responded that to reconstruct the Cooksville Road, would be an estimated \$1,000,000 a mile. The budget for the recycling and resurfacing is an estimated total of \$1,000,000.

Recycling and Resurfacing is the best long term process without the full investment of complete reconstruction.

Motion by Soeldner/Black to recommend approval of the Cooksville Road Recycling and Resurfacing – Section 11-00039-04-RS: Laboratory Services Agreement – Pavement Maintenance Systems, LLC.
Motion carried.

Chairman Hoselton stated that the last item for action is the Jurisdictional Transfer – Washington Street, County Highway 36.

Mr. Schmitt reviewed with the Committee an amendment that the attorneys for the Village of Downs have requested to the intergovernmental Agreement, Addendum #4 referencing sidewalks.

Mr. Schmitt added that there are several new compliances with the American Disabilities Association (ADA) and other agencies when replacing and installing sidewalks.

Mr. Soeldner asked what the additional costs would be. Mr. Schmitt advised that the design and construction of the sidewalks installed at this location were included in the estimated cost. The language was just not included in the Intergovernmental Agreement.

Mr. Schmitt referred to the “Existing Cross Section” and the “Proposed Cross Sections” distributed at the meeting. There is currently 50 feet of right-of-way. A rural type of cross-section without curb and gutter, at the minimum requirements, would require 70 feet of right-of way. The proposed cross section with the sidewalk and curb and gutter will be constructed with the existing 50 feet of right-of-way.

Mr. Schmitt noted that most of the sidewalk will be on the north side of the street.

Mr. Caisley asked if Ms. Hannah Eisner, First Assistant State’s Attorney, was consulted on having a board of local improvements doing some of the work with special assessments. Mr. Schmitt responded that “the County may create a special service area within a municipality with the consent of the municipality”. Downs would have to agree, a public hearing held giving the property owners an opportunity to object and notices mailed to the land owners. “Additionally, the area will not be created if at least 51% of the electors residing in the area and 51% of the owners of records of property within the area submit a petition objecting to the creation of the area within 60 days of the public hearing.” There is a need and the only option is to build curb and gutter, improving the road.

Mr. Wasson added that the County can only ask the property owners to pay the benefit cost. Because of the fact that curb and gutter is the only way to do the project correctly, it would be difficult to differentiate the benefit from the required process. Timing was also an issue to keep the project on the Spring 2012 calendar.

Motion by Black/Caisley to recommend approval of the Jurisdictional Transfer – Washington Street, County Highway 36 Amending page 25, Intergovernmental Agreement, Addendum #4 as amended. Motion carried.

Chairman Hoselton informed the Committee that the next items to be presented to the Committee are items of information. He presented the Projects Summaries.

Mr. Schmitt advised that the Shirley Road (CH 34) – Section 11-00093-05-RS. Construction was completed in November 17, 2011. Final paperwork and final payment is completed. The project ran over 5% - \$13,000 due to rebuilding the curbs.

Mr. Schmitt continued with the Lexington/LeRoy Road (CH21) – Brucker Bridge – Sec 10-00041-02-BR reporting that the project is complete. The project ran \$2,500 over the estimated bid.

Chairman Hoselton asked if there was any further business to be brought before the Committee. Hearing none, he adjourned the meeting at

Respectfully submitted,

Diana Hospelhorn
Recording Secretary