

## **Minutes of the Transportation Committee**

The Transportation Committee of the McLean County Board met on Tuesday, July 7, 2009 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

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

Members Absent: Cavallini

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. Jennifer Sicks, Transportation / Land Use Planner, Regional Planning

Chairman Hoselton called the meeting to order at 8:00 a.m.

Chairman Hoselton presented a letter received by the Committee on June 23, 2009 from Ms. Candace Koehler, 4902 Rosehill Drive, Shawnee, KS 66216. In the letter Ms. Koehler expressed how refreshing it was to deal with Mr. Eric Schmitt, County Engineer, during her recent experience with a piece of complex property . She pointed out that he is a consummate professional.

Motion by Caisley / McIntyre to recommend that the letter from Ms. Candace Koehler be incorporated into the July, 7, 2009 Transportation Committee Minutes.  
Motion carried.

A copy of Ms. Koehler's letter is page 2 of the July 7, 2009 Transportation Committee Minutes.

Chairman Hoselton stated that the first item for the Committee's consideration is approval of the minutes from the June 2, 2009 meeting.

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Motion by Caisley / Soeldner to recommend approval of the minutes from the June 2, 2009 meeting of the Transportation Committee.  
Motion carried.

Chairman Hoselton asked the Committee to review the bills for June 30, 2009. The prepaid total for June 30, 2009 is \$721,224.40.

Mr. Caisley asked where right-of way is being purchased that resulted in a title search. Mr. Jerry Stokes, Assistant Engineer, responded that the right-of-way is for the project in Lexington Township and projects on the Towanda Barnes Road and the Dawson Lake Road. Mr. Schmitt, County Engineer noted that the County will be reimbursed for the cost of the title searches.

Motion by Wollrab / Caisley to recommend payment of the June 30, 2009 bills, as submitted by the County Auditor.  
Motion carried.

Chairman Hoselton stated that the first item to be presented for action is the Engineering Agreement for various jobs with Lewis, Yockey & Brown.

Mr. Schmitt informed the Committee that the Engineering Agreement is for land surveying and platting services to be provided on a project by project basis as authorized by the Department. He pointed out that this is a standard agreement done every year. He recommended approval of the Engineering Agreement with Lewis, Yockey & Brown.

Motion by Soeldner / Wollrab to recommend  
approval of the Engineering Agreement  
for various jobs with Lewis, Yockey & Brown.  
Motion Carried.

Chairman Hoselton noted that the next item for action is the Engineering Agreement for the Historic Route 66 Bike Trail with Hanson Professional Services.

Mr. Schmitt stated that this is a preliminary agreement for developing construction plans for the Historic Route 66 Bike Trail from Fox Creek, in south Bloomington, to Shirley. The Bike Trail project was initiated in 1999 with an Intergovernmental Agreement between the County of McLean, the City of Bloomington, the Town of Normal, the Village of McLean, the Village of Towanda, the City of Lexington and the City of Chenoa. He noted that on behalf of the intergovernmental entities, the County applied for Enhancement Funding in April, 2008 and the Illinois Department of Transportation (IDOT) recently contacted the Department in the process of reviewing Enhancement projects to be funded by the American recovery and Reinvestment Act of 2009 (ARRA). He noted that IDOT has informed the Department that, by shortening the Bike Trail from Fox Creek Road to Shirley, we have a very good chance of receiving the funding. We have completed Phase I Engineering and do not need to acquire any right-of-way. Mr. Schmitt pointed out that the original Bike Trail submitted in April, 2008 extended from Fox Creek Road to Funks Grove. IDOT is looking for a shorter project that will go to a March 2010 letting.

Mr. Schmitt pointed out that, while the City of Bloomington did not budget for this project in the current fiscal year, the Town of Normal and the County had sufficient funds set aside in their budgets for this project. He stated that the County can use the funds towards this Engineering Agreement as a match on the construction project. The cost of the Engineering Agreement will be part of the County's flexible match towards the project. The other entities will pay a larger share on the construction project. Mr. Schmitt noted that an Enhancement Project, such as the Bike Trail, is an 80% - 20% match, 20% being the local match. The Intergovernmental Agreement requires 96% of the funding from the City of Bloomington, the Town of Normal and the County. The other 4% will be funded by the smaller municipalities.

Mr. McIntyre expressed his concern that Bloomington may not be financially able to honor the Intergovernmental Agreement. He asked if they will be required to include this project in their future budget. Mr. Lindberg noted that the Intergovernmental Agreement is a binding, legal agreement. This engineering cost is half of the total local match. He stated that, because the Town of Normal and the County are going to shoulder the burden of the Engineering Agreement cost, when the remaining part of the local match comes due the City of Bloomington will have the opportunity, in their Fiscal Year 2011 year's budget to provide their required local match.

Mr. Lindberg pointed out that the City of Bloomington is aware of their responsibility under the Intergovernmental Agreement. He stated that because of the short notice from IDOT, if the local funds for the engineering portion of the project were not met, \$1,200,000 - \$1,500,000 of grant funds would have been put in jeopardy. It was decided to take this step based on the fact we had the Intergovernmental Agreement in place.

Ms. Wollrab asked how much the City of Bloomington will have to budget for. Mr. Lindberg responded that the City of Bloomington will need to budget for 46% of the \$360,000 local match.

Mr. Schmitt recommended approval of the Engineering Agreement with Hanson Professional Services.

Motion by Soeldner / Wollrab to recommend approval of the Engineering Agreement for the Historic Route 66 Bike Trail with Hanson Professional Services.  
Motion carried.

Chairman Hoselton stated that the next item for action is the Gridley Road District (RD) – Township Bridge Program (TBP) Petition – Sec 09-18131-00-BR – Schlipf II Bridge, - 2950 North Road.

Mr. Schmitt advised that the Department has made a survey and determined that the present structure is inadequate. He stated that the cost of the project is \$400,000.00. The Township Bridge Program's funding is:

- 80% Township Bridge Program
- 10% County
- 10% Township

Mr. Schmitt noted that the County's share of the cost of the drainage structure is \$40,000.00. He advised the Committee that this is Gridley Township's last timber pile

bridge. It is the County's goal to replace all timber pile bridges. Mr. Schmitt recommended approval of the Gridley Road District, Township Bridge Program Petition.

Motion by McIntyre / Caisley to recommend approval of the Gridley Road District (RD) – Township Bridge Program (TBP) Petition – Sec 09-18131-00-BR – Schlipf II Bridge – 2950 North Road.  
Motion carried.

Mr. Schmitt continued with the Lexington Road District (RD) – Bridge Repair Petition – 2009 Lexington RD Joint Bridge Repair – Reynolds Bridge - 2250 North Road. He stated that the bridge was replaced in 2007. This petition is to repair the guardrail damaged in a vehicle accident. The Township is pursuing the insured vehicle for reimbursement for the repairs.

Motion by McIntyre / Caisley to recommend approval of the Lexington Road District (RD) – Bridge Repair Petition – 2009 Lexington RD Joint Bridge Repair – Reynolds Bridge - 2250 North Road.  
Motion carried.

Chairman Hoselton informed the Committee that the last item for action is the Yates Road District (RD) – Joint Culvert Petition – 2009 Yates Road Joint Culvert – 3570 East Road.

Mr. Schmitt stated that a 30 inch culvert will replace the existing culvert. He noted that the cost does go above the .02% of the assessed evaluation of the Township. The cost of the project is \$5,200.00, with the County's share of the cost being \$2,600.00.

Mr. Caisley asked if the cost would be split with Livingston County. Mr. Schmitt responded that the law states if the opening is over 25 square feet, that the cost be split between the adjoining counties instead of the County / Township split. He stated that this size is not that large.

Mr. Schmitt recommended approval of the Yates Road District (RD) – Joint Culvert Petition – 2009.

Motion by Caisley / Wollrab to recommend approval of the Yates Road District (RD) – Joint Culvert Petition – 2009 Yates Road Joint Culvert – 3570 East Road.  
Motion carried.

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.

Mr. Schmitt reported that the Saybrook / Arrowsmith Road Bridge is a Federal project. He stated that the existing timber pile structure has been removed and the construction is just beginning.

Mr. McIntyre asked how many timber pile bridges were left in the County. Mr. Schmitt answered that, at the end of 2009, there will be 12 timber pile bridges left within the County.

Mr. Schmitt continued with the Gridley Road Bridge – Sec 07-00161-01-BR. He stated that the existing structure has been removed, the pile have been driven, the riprap placed and the pier caps and abutments poured. The bridge deck was poured on July 3, 2009. The project should be completed in the next few weeks.

Mr. Caisley asked the cost of pouring a bridge deck as opposed to using pre-stressed concrete. Mr. Schmitt responded that the cost is higher up front; however the life span on a cast in placed is better than the pre-cast, pre-stressed. They are finding that the pre-cast, pre-stressed beams are deteriorating significantly on the inside.

Mr. Schmitt stated that the Department has received six Motor Fuel Tax Allotment in 2009. He noted that the budget estimate was \$203,415.75 per month. He stated that the average received for January 2009 through May 2009 is \$200,456.07 per month. The shortfall to date is \$2,959.68 per month for a total of \$17,758.08, 1.45% below the fiscal year 2009 budget estimate. The allotment for June, 2009 came in at \$231,000, up from \$169,000 in May. Mr. Schmitt advised that the Motor fuel Tax allotments are starting to increase as expected in the summer months. He will keep the Committee informed on a monthly basis of the Motor Fuel Tax Revenue received.

Mr. Caisley asked if the decreased Motor Fuel Revenue will affect any scheduled projects in the 5 Year Plan. Mr. Schmitt answered that the affect on the 5 Year Plan is dependant on the Capitol Bill passing. He noted that, because of the ARRA stimulus money, we did not lose any projects. Mr. Schmitt stated that if the Capitol Bill is passed the County would receive an additional estimated \$400,000 a year for five years.

Mr. Schmitt continued with the Towanda Overpass Project – Sec 05-00161-04-RS. He reported that the project letting was held on June 12, 2009. The low bid of \$2,168,849.35 was submitted by Stark Excavating, Inc., 6.26% under the estimate of \$2,313,710.25. The work will begin in July, 2009 and is expected to be completed by late November, 2009. Mr. Schmitt noted that the project funding is:

- \$1,000,000.00 of ARRA (Stimulus) funds
- \$296,000.00 IDOT funds
- the remainder of the project, McLean County funds

Mr. Schmitt stated that as soon as a preconstruction meeting is scheduled, work will begin on the project.

Mr. Schmitt informed the Committee that the Department has received the settlement of \$6,475.00 from Nationwide Insurance for the loss of our 1995 M&B pull-type street broom as a result of the February 9, 2009 accident on the Towanda Overpass. He noted that the anticipated replacement cost of the pull-type broom is \$24,000.00, a shortfall of approximately \$17,525.00. Mr. Schmitt explained that the Department's 2009 adopted budget had called for the replacement of one pull-type broom at the cost of \$30,000.00. Due to the economic downturn, it was determined not to replace the broom. He stated that the Department has reviewed the operational needs and they feel that the replacement of the destroyed broom is necessary. Mr. Schmitt advised that they have not been able to locate a suitable used broom. An end of July, 2009 letting is planned. This would bring the results through the August County Board cycle for approval.

Mr. Schmitt referred to the Transportation Improvement Program for Fiscal Years 2010 - 2014 distributed to the Committee members. He stated that Bloomington-Normal Urbanized Area Transportation Improvement Plan for Fiscal Years 2010-2014 was approved at the June 19, 2009 McLean County Transportation Study Policy Committee meeting. All of the road construction and transit projects occurring in the Bloomington-Normal Metropolitan Planning Area for Fiscal Years 2010-2014 are included in the plan. Mr. Schmitt noted that the Transportation Improvement Program will go through an adoption process and then sent to the State for approval.

Chairman Hoselton asked for an explanation of the geographic area involving the County. Ms. Jennifer Sicks, Transportation / Land Use Planner, Regional Planning responded that the Urbanized Area is defined by the census bureau. That in turn is used to define the Metropolitan Planning Area, the key geography for the function of the Regional Planning Commission and Transportation Coordination Agency for federally funded projects. She explained that, with the yearly census changes, the Urbanized Metropolitan Area and the Metropolitan Planning Area will change also.

Ms. Sicks stated that, within the Metropolitan Planning area, any project eligible for federal funds goes through the process of review, by a technical committee that includes representations from the City of Bloomington, the Town of Normal, the County, IDOT, the transit system and airport and then approval by the Policy Committee. She noted that this is an annual process done in the spring. To be included in this process the project must have guaranteed funding.

Ms. Sicks advised that the Transportation Improvement Program will be amended the end of July to show the state projects. She noted that the idea of the Program is to show in one place as much information as possible about the scope of funding on Transportation projects and where the funding is coming from. Ms. Sicks noted a really large percentage of our investment in these projects is from local funds. It is important for the general public to see that this is a substantial investment on the part of the local governments to make sure that our infrastructure is kept up and is improved and expanded where it needs to be improved and expanded.

Ms. Sicks pointed out that the East Side Highway is not included because it is now a County project. We are between the completion of the last study and the next step, which is a decision the County will make. There is currently funding allocated in the Capital Bill for a continuation of the East Side Highway study.

Mr. Schmitt stated that the County is the lead agency on the East Side Highway project.

Mr. Soeldner asked where the City of Bloomington and the Town of Normal are in respect to holding their Public Hearings. Mr. Lindberg responded that the Town of Normal and the City of Bloomington's focus is currently on other projects. This next phase will cost up to 10 times the cost of the recently completed Context Sensitive Solutions phase. He stated that it is important we work to build regional support while waiting for the Capital Bill to be signed.

Mr. Caisley stated that it would certainly be a big benefit to the people in his district to have Raab Road connected. When the State constructed the connection in the northeast part of Normal, between Veterans Parkway and Interstate 55, Raab Road was cut off. He stated that it is very difficult to access the new high school on the east edge of Normal from the western part of the school's attendance area.

Ms. Sicks responded that Raab Road has been previously looked at. The estimate received from IDOT to create this connection was \$35,000,000 - \$40,000,000. The reason for the high cost is that it would require the building of two substantial structures, one to accommodate Veterans Parkway and the other to deal with the railroad tracks.

Chairman Hoselton thanked Ms. Sicks for all the work the Regional Planning Commission has done.

Chairman Hoselton asked if there were any further comments or questions. Hearing none, he adjourned the meeting at 8:58 a.m.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary



