

## **Minutes of the Transportation Committee**

The Transportation Committee of the McLean County Board met on Tuesday, July 11, 2006 at 8:00 a.m. in Room 400 of the Government Center, 115 E. Washington Street, Bloomington, Illinois.

Members Present: Chairman Bass, Members Hoselton, Dean, O'Connor, Cavallini, Hoselton, and Baggett

Members Absent: None

Other Members Present: County Board Chairman Sweeney

Staff Members Present: Mr. John Zeunik, County Administrator, Mr. Terry Lindberg, Assistant County Administrator; Ms. Christine Northcutt, Recording Secretary, County Administrator's Office

Department Heads Present: Mr. Jack Mitchell, County Engineer, Mr. Eric Schmitt, Assistant County Engineer; Mr. Paul Russell, Director, Regional Planning

Others Present: Ms. Connie Johnson, Accounting Specialist II, Auditor's Office; Ms. Jennifer Sicks, Transportation Planner, Regional Planning; Ms. Christine Brauer, Regional Planning Commission; Mr. Mike Hall, Director of Public Works, Town of Normal; Mr. Doug Grovestein, Director of Engineering, City of Bloomington; Mr. John Donovan, Transportation Planning Specialist, Federal Highway Administration; Ms. Linda Huff, Environmental Assessment, Huff and Huff; Mr. Martin Joyce, Vice President, HDR Engineering, Inc.; Mr. Charles Johnson, CEO, Clark Dietz, Inc.; Mr. Jerald Payonk, Vice President, Clark Dietz Inc.; Mr. Paul Kruger

Chairman Bass called the meeting to order at 8:00 a.m. He stated that he would entertain a motion to approve the minutes of the June 6, 2006 meeting.

Motion by Hoselton/Cavallini to recommend approval of the minutes of the June 6, 2006 Transportation Committee Meeting. Motion carried.

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Chairman Bass stated that the next item is the approval of the bills from June, 2006.

Motion by Hoselton/Cavallini to recommend approval of the bills for June, 2006 as submitted by the County Auditor. Motion carried.

\*\*Ms. O'Connor entered the meeting at 8:02 a.m.

Chairman Bass informed the Committee that the first item for action is an Engineering Agreement with Clark Dietz, Inc. for the East Side Highway Corridor Study.

Chairman Bass introduced Mr. Chuck Johnson, CEO, Clark Dietz, Inc., to the Committee and invited him to begin his presentation. Mr. Johnson thanked Chairman Bass and the Committee. Mr. Johnson gave a brief history of Clark Dietz Inc. Clark Dietz is located in Champaign, Illinois and employs 150 people in six offices in Illinois, Indiana and Wisconsin.

Mr. Johnson introduced the members of his team. The members are Mr. Marty Joyce, Vice President, HDR Engineering, Inc., Chicago, IL., Ms. Linda Huff, Environmental Assessment, Huff and Huff, LaGrange, IL., and Mr. Jerry Payonk, Vice President, Clark Dietz Engineering.

Mr. Johnson informed the Committee that the members of this team are familiar with the Bloomington-Normal area. He noted that the team has no conflicts of interest. Clark Dietz Engineering, Inc. does not work for any local developers and has no interest in development. The team is here to help the community to solve a transportation corridor problem. Mr. Johnson informed the Committee that Mr. Payonk is going to introduce the Committee to a new development concept called *Context Sensitive Solutions (CSS)*. Mr. Johnson advised the

Committee that four members of this team assisted the Illinois Department of Transportation (IDOT) in putting this program together. Mr. Johnson also stated that the team will assist the local governments with funding strategies. HDR Engineering has their own lobbyist in Washington D.C. who will be a part of helping to locate this funding. Mr. Johnson stated that he will turn the presentation over to Mr. Payonk who will explain *Context Sensitive Solutions* and other aspects of this study.

\*\*Mr. Dean entered at 8:20 a.m.

Mr. Payonk explained that CSS is essentially a new means of communicating with and involving the public in a project like this corridor study. Mr. Payonk stated that the team is aware that for the previous study, there was some concern that the public was not involved in the decision making process. The State of Illinois, along with two other states, have adopted CSS. CSS is not business as usual with regards to public involvement in a development project. Generally, with these types of projects, there may be two or three public meetings and after those meetings, the engineer presents his final design hoping it will be liked by the public. Using CSS, the public will be involved in the decision making process from virtually day one. Although the design memo identifying how the policy should be followed is only about four or five months old, there are four members of this team who were a part of the team that developed this policy. Those members are currently involved in developing the Illinois Department of Transportation's CSS internal training program.

Mr. Payonk informed the Committee that there are four basic steps to CSS. They are as follows:

- Identify the stakeholders,
- Develop project purpose,
- Analyze alternatives and choose preferred alternatives,
- Approval of final alternative alignment.

Mr. Payonk stated that the stakeholders would include landowners, neighborhood groups, business groups, environmental groups, the Central Illinois Regional Airport, etc. Once the project purpose is developed, the goal is to develop consensus among the stakeholders. If consensus is not attained, the team will take a step back and further define the context. Hopefully, the context will then be definitive. Once the consensus is reached, the team begins analyzing alternatives and choosing preferred alternatives. Mr. Payonk stated that meetings are conducted with the project study group and some smaller groups of stakeholders. Then, eventually a proposal is presented to all of the stakeholders. The stakeholders present their comments on the proposal. If there

are significant deviations, the team goes back to the drawing board to tweak the design. Then at a later time, the team presents the modified design. Once consensus is reached, alternative elimination meetings are held. The team goes back to the project purpose and checks the feasibility of each alternative as it relates to the project purpose. This is the final step of approval of the final alternative. In the end, the team will have identified a final 300 - 500 foot wide corridor.

Mr. Payonk stated that there will be an updated website that will keep the public informed of the project's different stages. There will also be a FTP site for transfer of data between the stakeholders and the study group. There will be a media implementation bureau and a speaker's bureau. Mr. Payonk advised the Committee that this is a brief overview of the public involvement component of this process. He introduced Mr. Marty Joyce, Vice President, HDR Engineering, Inc., who will walk the Committee through the corridor report.

Mr. Joyce stated that he will present funding options and will summarize what will be delivered at the end of the project. For the East Side Highway Corridor Study, the team strives for a mobility and access focused solution. One of the goals for this project is to have a roadway that is transparent to developers. For example, on the west side of Bloomington, there is only one interchange on I-55 and that has become a barrier to development. The team is also seeking to develop something that is environmentally sensitive and which meets all governmental rules and regulations.

Mr. Joyce informed the Committee that in society today, things have changed in terms of how projects are funded. There is currently a Committee that has been formed as part of the federal Transportation funding legislation that is examining how projects will be funded in the future. McLean County is in the same boat as every other city in the Country that is looking for federal funding for their own specific project. Therefore, we need to present this project as one that will resonate in Washington D.C. and describe why our project is better than other projects being proposed in other cities.

The team will prepare and present a corridor study as well as a financial investigation plan. Depending on the outcome of the study, the team will then proceed into a National Environmental Policy Act (NEPA) document. The NEPA document could be an environmental impact statement, an environmental assessment or it could be a categorical exclusion. After the study is complete, the team will estimate a cost of this project. They will also list the benefits of this project to both the private and public sector. This process will help to determine the value of this project which will help the local governments present its value to the public. The more the public understands the project, the easier it is to gain consensus.

Mr. Joyce stated that the team wants to “begin with the end in mind”. This basically means that the corridor study process will be planned so that it will not have to be altered in the future.

The corridor study process will consist of data collection and a facility type determination. A lot of data has already been collected. The team will utilize as much of the previous study’s data as possible to maximize the value that has already been invested in the corridor. Another important part of the corridor study is the purpose and needs statement. The purpose and needs statement defines the measurable items, such as capacity and delay, which determine the success of the facility. The logical termini must be determined. There has been some discussion regarding whether this project should extend all the way to U.S. Route 51 to the south. That question will be answered in this study as well.

That moves us into the alternatives analysis. There are three screening stages for alternatives analysis. They are as follows:

- Alternative Modes of Transportation,
- Alternative Configurations,
- Alternative Locations/Alignments.

Mr. Joyce reminded the Committee that this entire process will be done using Context Sensitive Solutions. The public will be involved all through the process.

The outcome that the team is looking for is consensus, accurate costing and benefits, compelling funding justification, a rigorous purpose and needs statement, and a GIS based environmental database. With that Mr. Joyce turned the presentation back over to Mr. Johnson.

Mr. Johnson reiterated that the Clark Dietz team has an excellent understanding of the McLean County area, their strong leadership, the use of Context Sensitive Solution and the development of funding strategies.

Chairman Bass asked if there were any questions from the Committee.

Mr. Baggett stated that the evidence that he has seen thus far does not prove to him that an East Side Highway is needed. He asked if that option will be explored. Mr. Joyce responded that as a part of any NEPA document, a “no-build” alternative is fully developed and brought all the way through the study.

Mr. Hoselton asked if the data from the previous study will be used. Mr. Johnson responded that the team will utilize the data from previous study, but stressed that the team will start with a completely blank slate. Mr. Joyce added that there

will always be some skepticism among the public, so the team will focus on communicating to the public so that they are aware that previous studies have been done and will be taken into consideration, but this study will start with a blank piece of paper.

County Board Chairman Mike Sweeney informed the members of the team that this Committee is made up of some individuals who do not support an East Side Highway. Mr. Sweeney asked when did it become an option that the corridor may extend south to U.S. Route 51. Mr. Sweeney stated that he was under the impression that the area studied was three miles east of Towanda-Barnes Road and from Interstate 74 on the south to Interstate 55 on the north. Mr. Payonk responded that when this area is studied, the study will have to be approved by the Federal Highway Administration. The Federal Highway Administration will ask the team to look at the logical termini of the facility based on the purpose and needs statement. There is a possibility that based on the purpose and needs statement, the true logical termini to the south is U.S. Route 51. If all termini are not explored, the Federal Highway Administration will not approve the project.

Mr. Cavallini asked how does the team bring about "consensus" when there are so many different stakeholders with many different perspectives. Ms. Lind Huff, Huff and Huff, responded that consensus doesn't necessarily mean that everyone agrees. It means that everyone agrees that their point of view has been heard and considered in coming to the final resolution. Getting everyone to agree on everything would be nearly impossible. Consensus simply means that the group feels that the process has been fair, all suggestions and opinions have been considered, and that the project is headed in the right direction. Mr. Payonk added that people will be expected to act in accordance to a set of behavioral guidelines. Everyone will be given a voice, but eventually, if a person is not in agreement with the majority of the group, they will no longer be a part of the stakeholder's group.

Mr. Johnson asked if there were any questions from members of the audience. Mr. Paul Kruger stated that his biggest concern is that the current firm will use the previous data that was handed down from previous studies. He added that he does not know any members of the public who support this development. Mr. Kruger stated that this proposed roadway is just not necessary.

Ms. Christine Brauer, Member, Regional Planning Commission stated that she was involved with Context Sensitive Solutions in the 1990's before it was widely known. She encouraged Mr. Kruger to work with the group and give the program a chance. She commented that it is a remarkable program. It is like nothing that has been used in development before.

Mr. Hoselton asked if the City of Bloomington, the Town of Normal, the Village of Downs and the Village of Towanda are going to be kept in the loop on the progress of the study. Mr. Johnson responded that in addition to the meetings with stakeholders, there will be monthly progress meetings with the members of the Steering Committee.

Mr. Lindberg asked what the project timelines were. Mr. Payonk replied that the team has put together a 15 month schedule beginning in October, 2006. Completion of the project is expected by December 31, 2007.

Chairman Bass asked if there were any other comments or questions. Hearing none he called for a motion.

Motion by O'Connor/Hoselton to recommend approval of an Engineering Agreement with Clark Dietz, Inc. for the East Side Highway Corridor Study. Chairman Bass called for a roll call vote.

Member O'Connor	"Yes"
Member Cavallini	"Yes"
Member Baggett	"Yes"
Member Hoselton	"Yes"
Member Dean	"Present"
Chairman Bass	"Yes"

Motion carried.

Chairman Bass thanked the members of the team for their informative presentation.

Chairman Bass stated that the first item is a Federal Participation Amendment #1 for the East Side Highway Study. Mr. Mitchell informed the Committee that this is an amendment to an agreement that was passed last month. Last month \$200,000.00 in federal dollars were appropriated for this project for Fiscal Year 2006. This Agreement will appropriate the balance of federal funds committed to this project for FY 2007.

Motion by Hoselton/O'Connor to recommend approval of a Federal Participation Amendment #1 for the East Side Highway Study. Motion carried.

Mr. Mitchell stated that the next item is the Letting Results from a July 5<sup>th</sup> Letting for County and Township Projects.

Mr. Mitchell stated that this letting was for four bridge projects. The first project is for the Peacock Bridge on Holder Road. Stark Excavating was the low bidder at \$549,436.00, which is 3.39% over the Engineer's estimate. The next project is for the Fairfield Culvert on Holder Road. Entler Excavating was the low bidder on that project at \$213,853.00, which is 1.49% under the estimate. The next project is the Kath Bridge on the Danvers-Carlock Road. Entler Excavating was the low bidder on this project at \$278,872.00, which is 8.62% below the Engineer's estimate. The last project is a Township Bridge Program Project. Work will be on the Milby Bridge on Downs Road. Stark Excavating was the low bidder at \$248,880.50, which is 3.72% over the Engineer's estimate. Mr. Mitchell stated that because this is a Township project, the total cost is split between the State, the County and the Township with 80% paid by the State, 10% by the Township and 10% by the County. Mr. Mitchell stated that he recommends award of all of these bids.

Motion by Cavallini/Dean to recommend approval  
of the Resolution and Letting Results from a  
July 5, 2006 letting for County and Township Projects.  
Motion carried.

Mr. Mitchell stated that the next item is an Intergovernmental Agreement between the Village of Danvers and McLean County for an upgrade of three blocks of West Street (from Main Street to North Street) to an 80,000 Pound Truck Route. Mr. Mitchell informed the Committee that the Village of Danvers approved this item at their Village Board Meeting last month, as requested by the County, and forwarded the agreement to the County.

Motion by O'Connor/Cavallini to recommend approval  
of an Intergovernmental Agreement between the Village  
of Danvers and McLean County for an upgrade of three  
blocks of West Street to Class III 80,000 lb. Truck Route.  
Motion carried.

The next item is a Bridge Repair Petition for the Church Street Bridge in the Village of Carlock. Mr. Mitchell stated that this is the only bridge in Carlock. The structure has concrete piling under the abutments, but there is timber piling on the wing wall and timber planking all around the bridge. On the northeast corner and the southwest corner, the timber planking is rotting out causing loss of material. Mr. Mitchell stated that this is a \$10,000.00 project of which the County is responsible for half.

Motion by Hoselton/O'Connor to recommend approval  
a Bridge Repair Petition for the Church Street Bridge in  
the Village of Carlock. Motion carried.

The next item on the agenda is a Jurisdictional Transfer of Dawson Road (County Highway 28). Mr. Mitchell informed the Committee that County Highway 28 goes out Ireland Grove Road to the Holder-Bentown Road, drops south for a mile, goes through Holder, and then half a mile south of Holder goes east for 4½ miles. The proposal that the Committee agreed to earlier this year as it was proposed by the Dawson Township Road Commissioner, was that the County would swap roads with Dawson Township. The County will assume jurisdiction of CH 28 straight through rather than taking the drop south for a mile just before Holder. Mr. Mitchell stated that there are actually three different documents related to this item. The first two documents are to do the actual swap of east-west roads effective after IDOT approves the Jurisdictional Transfer. The last document is for the north-south half mile ending the County Highway at a logical termini after it goes through Holder. Mr. Mitchell informed the Committee that he will separate this item into three different items and include all accompanying transfer documents and resolutions in the County Board packet.

Motion by O'Connor/Cavallini to recommend approval of a Jurisdictional Transfer of Dawson Road (County Highway 28). Motion carried.

Mr. Mitchell stated that the next item is a Resolution for Improvement for the Lexington, Shirley and Towanda interchanges. Mr. Mitchell stated that after speaking with IDOT, he realized that these projects should all be appropriated separately. Next month, instead of appropriating \$2.2 million for the work on all three interchanges, there will be three separate resolutions for each project. There will be a Resolution for \$1,000,000.00 for the work on the Lexington interchange. There will be a Resolution for \$1,000,000.00 for the work on the Towanda interchange. Lastly, there will be a Resolution for \$200,000.00 for the improvements to the Shirley interchange. Mr. Mitchell stated that with the Committee's concurrence, we can approve this Resolution this month, and next month he will present three other Resolutions with the projects and appropriations broken down.

Motion by O'Connor/Cavallini to recommend approval of a Resolution for Improvement to the Interchanges on County Highway 8, 29, and 34. Motion carried.

Mr. Mitchell stated that the next two items can be taken together. They are Resolutions to upgrade LeRoy-Lexington Road and Ellsworth Road to 80,000 lb. Truck Routes. Mr. Mitchell stated that because the work has already been completed on LeRoy-Lexington Road and Ellsworth Road to bring these roads up to 80,000 lbs. Truck Routes, both roads can be posted and designated. Mr. Mitchell stated that this work was completed due to the construction of the Horizon wind farm.

Motion by Hoselton/Baggett to recommend approval of a Resolution to designate a portion of LeRoy-Lexington Road and a portion of the Ellsworth Road as 80,000 lb. Truck Routes. Motion carried.

Chairman Bass stated that the next item on the agenda requires an Executive Session. He asked Mr. Mitchell if he would give a brief overview of the project summary and items for information before the Committee entered into Executive Session.

- Mr. Mitchell stated that the work on the Ellsworth Wind Farm Box Culverts is complete.
- The paving work on the Arrowsmith Road is done. The radiuses still have to be put in at Route 9.
- The binder is down on White Oak Road. Resurfacing will begin this morning.
- The old bridge on White Oak Road has been removed and work continues to replace it.
- The Peacock Bridge is the first project that Entler Excavating has been working on for the County. They have been doing a good job. The floor and two of the walls have been poured.
- The Letcher Street culvert in Chenoa is nearly complete. They are awaiting Stark Excavating to put the head walls on.

Mr. Mitchell advised the Committee that Mayor Schwartz had requested a 4-way stop at the intersection of Seminary and Washington. The Highway Department studied the warrants for this request. The intersection does not meet the warrants for a 4-way stop. Mayor Schwartz also requested informational signage to route I-74 on County Highway 29 and County Highway 36. Mr. Mitchell stated that he has forwarded this request to IDOT, but he has not yet received a response from them.

Chairman Bass stated that he would entertain a motion to enter into Executive Session to discuss personnel matters.

Motion by Cavallini/O'Connor to enter into "Executive Session" to discuss personnel matters at 9:10 a.m.  
Motion carried.

Motion by Hoselton/Baggett to come out of "Executive Session" and return to "Open Session" at 9:20 a.m.  
Motion carried.

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Chairman Bass if a Committee Member would like to make a motion.

Motion by Hoselton/Cavallini to recommend approval  
of the Resolution Reappointing Mr. Jack Mitchell as  
County Engineer for a term of six years. Motion carried.

Chairman Bass asked if there were any other questions or comments. Hearing  
none, he adjourned the meeting at 9:25 a.m.

Respectfully submitted,

Christine Northcutt  
Recording Secretary

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