

## **Minutes of the Transportation Committee**

The Transportation Committee of the McLean County Board met on Tuesday, March 1, 2011 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

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

Members Absent: None

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, Mr. Jerry Payonk, Clark Dietz

Chairman Hoselton called the meeting to order at 8:02 a.m. Chairman Hoselton asked the Committee to review the bills for February 28, 2011. The prepaid and fund total for February 28, 2011 is \$459,490.45.

Motion by Soeldner/Cavallini to recommend payment of the February 28, 2011 bills as submitted by the County Auditor.  
Motion carried.

Mr. Cavallini asked for a report on the salt supply. Mr. Schmitt reported that the County has an estimate 2,500 ton of salt in storage.

Chairman Hoselton introduced Mr. Jerry Payonk, Clark Dietz project manager for the East Side Highway Project (ESH).

Mr. Payonk distributed documents that will be released to stakeholders and the public. He pointed out the new logo and advised that it was developed by two students from Normal Community West High School.

Mr. Payonk advised that the Eastside Highway Environmental Assessment (EA) was presented to the Federal Highway Administration for concurrence on Purpose and Need. He noted that this presentation also gives a brief update on the East Side Highway Project.

Mr. Payonk pointed out the location of the project study area noting that the Purpose and Need was developed during the 2009 Corridor Study and updated with current data from the Environmental Assessment. He presented realistic population growth from 1970-2035. The 2011 national forecast for all states and counties was used as an input to Woods and Poole Economic Vary. They estimate population growth year by year and make adjustments every year. Mr. Payonk stated that in comparison to the McLean County Regional Planning Comprehensive Plan, the Woods and Poole projection of population growth is consistently higher for McLean County, showing very positive growth. Mr. Payonk continued with comparison in Employment and Economic growth. He advised that Bloomington – Normal is one of 18 communities in the Northeast region forecasted to have above average population and employment growth compared to the entire country.

Mr. Payonk reported that in 2010 an Origin/Destination Survey was conducted at various intersections asking:

- Where you were traveling from.
- Where you were traveling to.
- The number of passengers in your car.
- Time of Day.

He stated that these results helped to refine the Travel Demand Model which analyzes the volume to capacity on a roadway. A 1.0 volume to capacity ratio means that the roadway has all the vehicles it can handle. Above 1.0 creates delays, congestion, safety issues and accidents. Mr. Payonk reported that 21,000 cards were distributed. Typically a study of this sort sees an estimated 10% return. He advised that McLean County saw a 30% return.

Mr. Payonk continued with the Purpose and Need Problem Statement:

“Provide transportation infrastructure on the east side of Bloomington-Normal, defined by the project study area map that will accommodate managed growth and address future mobility and safety needs.”

He noted that the Purpose and Need Statement, reviewed by the Federal Highway Administration, US Environmental Agency, the Department of Natural Resources, Corp of Engineers, the Department of Agriculture and Fish and Wild Life, requires 100% concurrence by these agencies. Mr. Payonk stated that, from this, the project purpose to improve local and regional mobility and access that accommodates the population and employment growth forecasted and planned for on the east side of Bloomington-Normal was developed. He advised that the needs of the East Side Highway Environmental Assessment are:

- Accommodate Managed Growth - Provide a transportation system, consistent with the east side of Bloomington-Normal to accommodate projected travel growth, resulting from projected population and employment increases in the Bloomington-Normal area through the year 2035.
- Provide Improved Mobility and Access – Improve local and regional mobility. Provide north-south and east-west mobility between residential areas and job centers, thereby reducing congestion and improving safety. Address local and regional access. Provide better local access between the east side of Bloomington-Normal and the urban core. Improve the linkage to the regional transportation system, including access to Interstate 55 and Interstate 74. And the Central Illinois Regional Airport.

Mr. Payonk stated Public information meetings were held to review the Purpose and Need and to receive public comments. He presented a summary of Public Comments:

1. Projection – the need for more information on the projections
2. Agricultural impacts
3. Cost and better use of money
4. Location of the corridor
5. Improving existing roads a better idea

He stated that, with concurrence on the Purpose and Need Statement, the next step is to further define alternatives. Through the next year the alternatives will be narrowed down to a few select alternatives presented to the Federal Highway Administration in February, 2012. The next step is to draft the Environmental Assessment. Mr. Payonk presented the following schedule:

- 2011 – Purpose and Need
- 2012 – Alternative Development and Analyst
- 2013 – Preferred Alternative followed by a Public Hearing – Finish the EA
- 2014 – Finding of no significant impact

At this time this phase of the Study is complete. A specific location of the East Side Highway will be identified so that the purchase of right of way can begin.

Mr. Payonk referred to the Frequently Asked Questions and Fact Sheet noting that the public has lot of misinformation concerning the East Side Highway Study. He reviewed some of the list of perceptions of the East Side Highway and then the actual facts:

Perception: The Location and alignment of the ESH has already been determined.

Fact: The location and alignment will be determined as an outcome of the ongoing Environmental Assessment process. The Corridor Study's preferred alternatives will be looked at in much greater detail during the EA.

Perception: Nobody wants a proposed ESH.

Fact: In addition to support from the Counties and Municipalities, the project team has heard support for the ESH from residents and local businesses including the Central Illinois Regional Airport, the McLean County Chamber of Commerce, and the Economic Development Council who view the ESH as an opportunity for future economic development.

Perception: The ESH will be a by-pass of Bloomington-Normal.

Fact: The purpose of the proposed ESH is to serve both local and regional travel, increase mobility, and enhance transportation options on the east side with an emphasis on serving forecasted/expected growth in the Bloomington-Normal area. It is not intended to be a by-pass of the communities.

Mr. Payonk advised that the papers repeatedly stated the ESH costs \$13 Million. The original Capital Bill allocated \$13 Million, the fee for the consultant is \$10,359,255.38.

Mr. Eric Schmitt, County Engineer added that, through this process, it has been asked why the ESH is such a long process. He pointed out that the development of the Need for Process did slow down the process; it's a change from how the Interstate system was built. In the past the interstate system was simply connecting one point to another point. The impact on the local environment and local communities were not considered. New federal laws now have regulations for the process, extending the time line to four years. Mr. Schmitt advised that another question heard often is why the ESH study is the responsibility of the County instead of the State. The State no longer looks to build

roads. The responsibility of the study to forecast future needs belongs to the local communities

Mr. Payonk stated that the ESH project is very forward looking rather than crises driven. Mr. Schmitt added that if we do not plan now future development could block the best alignment.

Chairman Hoselton asked if the Committee had any questions or comments. He noted that the provided information will keep the Committee updated with information ahead of the process.

Mr. Payonk noted that the materials distributed will be sent to all on the mailing list and be available at the libraries.

Mr. Soeldner asked Mr. Payonk if the people living in the area of possible alignment are well represented. Mr. Payonk responded that at the first meeting a large map was displayed. Representatives' homes and working places were highlighted to assure all areas and groups of people were well represented. He added that they have a diverse group of people and areas represented.

Mr. McKibbin commented on the logo. He said that the three words "Access, Mobility and Safety" really capture the project.

Mr. Cavallini stated that he feels the creativity of the students should be acknowledged. Mr. Payonk agreed.

Mr. Black asked when the forecasted business growth map will be updated. Mr. Payonk responded that business growth will be updated as the alternatives are updated.

Chairman Hoselton asked the type of construction the corridor will be. Will it be interstate criteria or by-pass? Mr. Payonk advised that the type of construction will be determined in the following year to determine if it will be a:

- Partial access control facility, much like Route 51 south.
- Full access control facility, freeway or interstate facility.

He reported that the two main questions are the type of facility it will be and why does it take so long to study.

Chairman Hoselton asked for further questions or comments. Hearing none he thanked Mr. Payonk for his presentation.

Chairman Hoselton stated that the first Item for Action is the Resolution and Bid Tab for County and Township Letting held on February 23, 2011.

Mr. Schmitt pointed out that, other than the Blue Mound Road District Bridge Project, all of the current and upcoming projects are included in the Five Year Plan. He stated that the quantities vary significantly; however, we only pay for the quantity we use.

Mr. Eric Schmitt recommended the approval of the following bids:

2011 MFT Maintenance Sections:

McLean County                      Sec 11-00000-00-GM                      Crack Sealer

The successful bidder on the above section was:

Landscaping & Construction Solutions    \$4.64 per Ton                      \$41,760.00  
919 S Farmingdale Rd, New Berlin, IL 62670

Funk's Grove Road                      Sec 11-17000-00-GM                      GR 3

The successful bidders on the above section were:

Carrie Scharf Materials    \$8.50 per Ton                      \$8,500.00  
7 Carrie Dr, Bloomington, IL 61705                      Heyworth  
Rowe Construction                      \$9.25 per Ton                      \$9,250.00  
A Division of United Contractors Midwest Inc.  
1523 N. Cottage Ave, Bloomington, IL 61701                      Carmichael  
Stark Materials                      \$9.25 per Ton                      \$9,250.00  
1805 W. Washington St, Bloomington, IL 61701                      Becker

Hudson Road                      Sec 11-19000-00-GM                      GR 14

The successful bidder on the above section was:

Towanda Company, LLC    \$12.63 per Ton                      \$3,157.00  
201 W Jackson St, PO Box 230, Towanda, IL 61776-0230

2011 TBS Construction Section:

Anchor Road                      Sec 01-02123-00-BR                      Kerber Bridge

The successful bidder on the above section was:

Stark Materials                      \$1,233,126.90  
1805 W. Washington St, Bloomington, IL 61701                      Becker

2011 Non- MFT Maintenance Sections:

McLean County                      Sec 2011 Non-MFT GR 10

The successful bidder on the above section was:

McLean County Asphalt Co.                      \$28,230.00

Motion by Soeldner/Black to recommend approval of the Resolution and Bid Tab for County and Township Letting held on February 23, 2011.  
Motion carried.

Chairman Hoselton advised that the next item to be presented for action is the Blue Mound Road (Road District) – Sec 10-07133-00-BR- Schuldts Bridge, Local Agency Agreement for Federal Participation.

Mr. Schmitt stated that this Federal project is for the timber pile bridge in Blue Mound Road District. He reported that the costs are as follows:

- |                             |                 |
|-----------------------------|-----------------|
| • Federal – 80%             | \$312,000       |
| • County – 10%              | \$39,000        |
| • Township – 10%            | <u>\$39,000</u> |
| • Total cost of the Project | \$390,000       |

Mr. Schmitt advised that because this is a Federal project it will go to a State Letting. The State will pay all bills and bill the County at the end of the project.

Mr. McKibbin asked if there have been or will be any problems with the State paying the bills. Mr. Schmitt stated that it is a State contract but the money is Federal dollars. He does not foresee any problems.

Motion by Black/McKibbin to recommend approval of Blue Mound Road (Road District) – Sec 10-07133-00-BR- Schuldts Bridge, Local Agency Agreement for Federal Participation.  
Motion carried.

Chairman Hoselton stated that the next item for action is the Pipeline Road (CH 31) – Sec 08-00073-10-WR, Local Agency Agreement for Federal Participation and the Pipeline Road (CH 31) – Sec 08-00073-10-WR Supplemental Matching Tax Resolution.

Mr. Schmitt reported that this is a County/Federal project for widening and resurfacing with the construction of hot-mix asphalt base course widening, leveling binder, area reflective crack control treatment, hot mix asphalt binder and surface courses, aggregate shoulders, and other miscellaneous related items. The cost of \$40,000.00 will be funded from the County's Matching Tax Fund. The original Resolution for Matching Tax was presented in November, 2010. The project was divided into two projects in the County's Five Year Plan. Additional funding became available and by

Doing a 2 mile project instead of a one mile project and a ½ mile project reduces the costs considerably.

Motion by Cavallini/Soeldner to recommend  
Approval of the Local Agency Agreement for  
Federal Participation and the Supplemental  
Matching Tax Resolution for the Pipeline Road  
(CH) Section 08-00073-10-WR  
Motion carried.

Chairman Hoselton continued with the Hudson Underpass (CH 12), Sec 11-00065-01-RS.

Mr. Schmitt pointed out that this is a short improvement project. There has been no maintenance on the underpass since the construction of the Interstate 39 23 years ago. He presented two Resolutions:

1. Motor Fuel Tax Resolution - \$65,000
2. Matching Tax Resolution - \$165,000

He reported that water is coming down the ramps causing the south side of the payment to rise. Before the project is started a larger drain will be installed to help to eliminate the problem.

Motion by Soeldner/Cavallini to recommend  
Approval of the Hudson Underpass (CH 12),  
Sec 11-00065-01-RS, Motor Fuel Tax Resolution  
and the Matching Tax Resolution.  
Motion carried.

Chairman Hoselton continued with the Congerville Road (CH) Sec 11-00065-01-RS and West Street in the Village of Danvers.

Mr. Schmitt stated that the Congerville Road has not been serviced in 20 years. There is an Intergovernmental Agreement stating that the County would add 2 inches of Hot Mix to West Street from Main Street to North Street. This will provide a continuous 80,000 pound road for the length of West Street in the Village of Danvers. The costs are:

- Motor Fuel Tax Resolution \$45,000
- Matching Tax Resolution \$235,000
- Highway Fund Resolution \$100,000

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Motion by Black/McKibbin to recommend approval of the Motor Fuel Tax Resolution, the Matching Tax Resolution and the Highway Fund Resolution for the Congerville Road (CH) Sec 11-00065-01-RS and West Street, Village of Danvers.  
Motion carried

Chairman Hoselton presented the Emergency Appropriation Ordinance, Fund 0122-2010.

Mr. Schmitt stated that the Towanda Overpass started in 2009 and carried over into 2010. The bill will be paid in 2011. The Ordinance is carrying the 2009 funds forward to 2011.

This is an end of the year journal entry.

Motion by Soeldner/Cavallini to recommend approval of the Emergency Appropriation Ordinance – fund 0122 – 2010.  
Motion carried

Chairman Hoselton stated that the next Transportation Committee Meeting will be Tuesday, April 5, 2011.

Chairman Hoselton asked if there was any other business to come before the Committee. Hearing none, he adjourned the meeting at 9:10 a.m.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary