

## Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, May 2, 2017 at 8:02 a.m. in Room 400, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Caisley, Members Metsker, Martin, Buchanan, Cavallini, Martin and Robustelli

Members Absent: None

Other Members Present: None

Staff Members Present: Mr. Bill Wasson, County Administrator, Ms. Hannah Eisner, Assistant County Administrator, Mr. Don Knapp, First Assistant State's Attorney Civil, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Jerry Stokes, County Engineer, Mr. Luke Hohulin, Assistant County Engineer

Others Present:

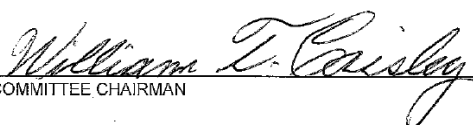
Chairman Caisley presented the minutes from the April 4, 2017 Transportation Committee Meeting.

Motion by Robustelli/Buchanan to recommend approval of the minutes of the April 4, 2017 Transportation Committee Meeting.

Motion carried.

Chairman Caisley presented the bills for April 30, 2017, which have been reviewed and recommended, for transmittal to the Transportation Committee by the County Auditor. The prepaid total is \$464,374.98.

FUND	FUND TITLE	PENDING TOTAL	PREPAID TOTAL	FUND TOTAL
0006	SHOW BUS		\$471,340.95	\$471,340.95
0120	HIGHWAY		\$52,999.50	\$52,999.50
0121	BRIDGE MATCHING FUND		\$21,056.76	\$21,056.76
0123	MOTOR FUEL TAX		\$115,233.50	\$115,233.50
0501	TOWNSHIP MOTOR FUEL TAX		\$42,117.56	\$42,117.56
			\$702,748.27	\$702,748.27

  
COMMITTEE CHAIRMAN

Motion by Robustelli/Cavallini to recommend payment of the April 30, 2017 bills as submitted by the County Auditor.

Motion carried.

Chairman Caisley continued with the Resolution & Bid Tab for the April 25, 2017 Non MFT Construction Letting.

Mr. Stokes stated that Stark Excavating was the low bidder on the Roselands II Bridge project coming in 8% below the estimate. The project will replace the bridge with a cast-in-place continuous reinforced concrete slab bridge. Construction would begin this summer and be completed by September 8, 2017. He recommended the following:

2017 Non-MFT Construction Section:

McLean County      Sec 15-00031-03-BR      Roselands II BR      Lexington East Rd

The successful bidder on the above was

Stark Excavating Inc.

1805 W Washington St, Bloomington IL 61701

\$678,008.49

Motion by Robustelli/Martin to recommend approval of the Resolution & Bid Tab for the April 25, 2017 Non MFT Construction Letting

Motion carried.

Chairman Caisley presented the Lexington Road – Section 17-00171-01-RS MFT Supplemental Resolution.

Mr. Stokes advised that the curb and gutter along the blocks in Lexington from Route 66 to the railroad tracks have filled in over the last two or three resurfacing projects. An inspection determined that the curb and gutter needs to be replaced to provide for proper drainage preventing the deterioration of the roadway. He stated that the curb and gutter adds \$85,000 to the overall cost of the project. The total estimated cost of the project is \$715,000. Mr. Stokes presented a pictorial of the problems with the curb and gutter.

Motion by Cavallini/Johnson to recommend approval of the Lexington Road – Section 17-00171-01-RS MFT Supplemental Resolution.

Motion carried.

Chairman Caisley continued with the Ordinance for Imposing Fees for Disturbances to County Highways.

Mr. Stokes stated that this Ordinance allows the Highway Department to charge fees for granting Utility Permits or Access Permits in the County right-of-way. The fees will

cover the review and the processing of the permit. He advised that the Utility or Work Permits would be classified as:

- Major/Minor maintenance
- New Construction
- Modification to an existing facility.

The Access Permits would be based on what type of use will occur on the corresponding land.

Chairman Caisley asked if the fees would cover the Department's costs. Mr. Stokes responded that the fees would cover their time to check the location and process the permit.

Mr., Caisley asked if the cost to the County is \$35,000 for an Access Permit on Towanda Barnes Road. Mr. Stokes responded that Towanda Barnes is a very different situation. Towanda Barnes is a major arterial for the County Highway Department. The traffic count and type of development that would occur along this corridor accounts for the proposed fee.

Mr. Robustelli referred to the Major Access Permit fee structure. He wonders if it would make more sense for us to evaluate this on a project-to-project basis. This would give us the opportunity to negotiate the costs associated with each project. An Ordinance setting the Major Access Permit Fees would limit our ability in the future to allow negotiating capacity with larger projects. Mr. Stokes responded that this is only the permit fee to connect to the Towanda Barnes Road. It does not cover any construction costs.

Mr. Robustelli asked if in five years from now, a same scale project applied for a Major Access Fee Permit, what the cost would be. Mr. Stokes responded that the cost would be \$4,500. Mr. Robustelli reiterated the idea of limiting ourselves to the \$4,500 given that we know the time and energy required with these larger projects. He advised that Minor Access Permits are fine; however, when it comes to Major Access Permits, he feels the County would be better protected in the future by having the fee for Major Access Permits negotiable.

Mr. Stokes stated that currently there are no fee structures for a utility permit or an access permit location. We have charged for developers along Towanda Barnes \$35,000 to connect onto Towanda Barnes. The ordinance makes it consistent.

Mr. Robustelli asked if it is possible to add "the McLean County Highway Department shall charge a minimum standard application fee of \$4,500 or unless otherwise determined that the scope of the project exceeds the \$4,500 fee based on time and use of staff." This would leave open the possibility for room to negotiate with the applicant.

Ms. Hannah Eisner, Assistant County Administrator advised that we have different situations here. We have the permit fee, which would allow someone to remove pavement to get under the road like the Enbridge Project. The Access Fee has also

been referred to as a tap-on fee. Often it is charged to offset the construction and maintenance cost of a particular road. Therefore, the access fee in this case it would not be the same as collected from Enbridge. She advised that maybe what we need to add is to make clear that we reserve the right to alter these under special projects.

Mr. Wasson added that because of the large volume of traffic on Towanda Barnes Road, the County is required to put in right turn lanes for any access that occurs on the roadway. There are additional costs that are occurred and must be maintained for those processes. This is the reason for the additional fee, which we do recognize, and respect the idea that any of these fees may at some point not cover the total cost.

Ms. Eisner stated that the Access Fee is charged to the owner of the adjacent property where as the Permit Fee or Road Use Agreements, is payable by the users of the road for any damage done to the road.

Ms. Metsker asked if it would benefit the County to have a fee based on the volume of traffic on a particular road. She asked why we are only charging \$100 for agricultural field tile permit that affects Towanda Barnes. Mr. Stokes responded that it would depend on what they are doing with the tile. To bore a tile under Towanda Barnes would require a plan and inspection to determine if it was new construction. Traffic does not affect utility permits. The applicant is required to supply all traffic control.

Mr. Don Knapp, First Assistant State's Attorney stated that this language is similar to a number of other Counties. In conversations with the Highway Department, it seemed there was a significant amount of work they engage in every time an applicant wants to bore under a County Road. The Ordinance was standardized with what other Counties had done. He stated that it seems to be the desire of the Committee for more flexibility in case a need arises that does not fit within these categories. The changes are not that involved and can be made. The revised Ordinance can be presented at a Stand up or brought to the Committee in June, 2017.

Mr. Caisley stated that his concerns are at the other end of the spectrum. Suppose a farmer wants to replace a culver that is not functioning properly. Is it right to charge him \$35,000. This seems excessive. Mr. Stokes responded that this would fall more under a maintenance situation. The \$35,000 fee is for a Major Access Permit for the development to access the Towanda Barnes Road. This culvert would fall under Agricultural Permit

It was the consensus of the Committee to table the Ordinance until the June 2017 Committee Meeting. This will give the State's Attorney time to adjust the wording and enhance the Ordinance by reserving the right to alter fees for special projects with negotiated fees. Tabling the Ordinance until the June 2017 Transportation Committee will not affect the budget process.

Motion by Robustelli//Martin to recommend approval of the Ordinance for Imposing Fees for Disturbances to County Highways.

Motion by Metsker/Robustelli to table the Ordinance until the June 6, 2017 Transportation Committee Meeting.  
Motion carried.

Chairman Caisley continued with the items for information – Towanda Barnes/Ireland Grove Intersection.

Mr. Stokes presented data concerning the Towanda Barnes/Ireland Grove intersection. He reported that the total number of accidents from 2011 – 2017 is 33:

- 20 Rear end crashes
- 11 Angle or turning crashes
- 2 Fixed object crashes
- Property damage total at least \$50,000.

He noted that there was one fatality in 2014. The majority of accidents on the Towanda Barnes occur during the a.m. peak travel time. The majority of the accidents on Ireland Grove road occur during the p.m. peak travel time.

Mr. Stokes presented the traffic volume increase from 2004 to 2017:

	<u>2004</u>	<u>2017</u>	<u>Increase</u>
<u>Towanda Barnes Road</u>			
North of Ireland Grove	10,968	15,773	47.4%
South of Ireland Grove	9,531	NA	
<u>Ireland Grove Road</u>			
East of Towanda Barnes	1,855	4,912	164.8%
West of Towanda Barnes	7,000	11,862	69.5%

Mr. Stokes presented the intersection peak turning movements between 7:15 a.m. – 8:15am and 4:15 p.m. – 5:15 p.m. showing the increased traffic during these peak times.

Mr. Stokes stated that the added costs to delay the project from 2017 to 2018 would be an estimated 2%. He advised in conversations with the City of Bloomington, it was agreed that the project not be constructed in 2017. The City and the County will continue to evaluate options for the project.

Mr. Stokes presented a five-minute video of the Towanda Barnes/Ireland Grove intersection from 7:45 a.m. – 8:00 am. The video showed the congestion at the intersection during this peak time. The wait time to turn right from south bound on Towanda Barnes onto Ireland Grove Road was over four minutes.

Mr. Cavallini asked how the accident report on this intersection compare to other intersections. Mr. Stokes responded that it depends on the road. He will look into further details and report to the Committee.

Mr. Robustelli agreed that this would be helpful. He stated that any intervention taken if we are doing it for the reason of safety, it is a reasonable expectation that what we are doing is actually going to be seen in a decreased number of accidents at this intersection. Mr. Robustelli advised that it would be helpful to take a look at induced demand. If we make it easier by adding lanes, how many more people will start flowing through the intersection? What would it look like in a few years? If the commute time now is four minutes, what would we really be reducing in terms of time. He would like more information on this.

Mr. Robustelli stated that during the time from 4:15 p.m. – 5:15, the traffic counts peak. He would like to see also the traffic counts for 10:00 a.m. – 11:00 a.m. and maybe 2:00 p.m. – 3:00 p.m. This will give a sense of how the intersection is used throughout the day as opposed to the isolated peak hours as well as give us the sense of the total amount of traffic, adding possible credibility to making this a higher priority project. He advised that he appreciates the additional information. He would never question the expertise of the Department. Mr. Robustelli only struggles with the prioritization of the project. Now that the Mayor has stated that we should spike this project in the future and it is not a priority of the City, Mr. Robustelli would like to see something from him saying that this is a priority for the City and would not be vetoed. He advised that as a member of the Transportation Committee, the City of Bloomington has to reaffirm publicly that this is something they really want before he is comfortable prioritizing the project. The County has very limited dollars.

Mr. Martin found the statistics to be very helpful. He asked if they can be sent to the Committee. Mr. Stokes will see that the Committee receives them.

Chairman Caisley suggested inviting the City of Bloomington to the June 2017 Committee meeting to openly discuss the matter.

Ms. Metsker reiterated that the objective of having the City of Bloomington come to the Committee meeting would be for them to provide us their insight and either support of lack of support for this project.

Mr. Wasson, County Administrator suggested that based upon the conversations with staff, the City of Bloomington is also reevaluating and reviewing this project. Both the City and the County need time to further explore the various options available and address the issues pointed out today. He suggested that staff be given the opportunity to do this. At that time, if appropriate to have a conversation with members of the Council, this would give them a chance to voice their feelings on possible options arrived at by both staffs.

Ms. Metsker reiterated that the Committee will wait for staff to provide us with insight. She believes we should not drive the City. She agrees with this approach.

Mr. Buchanan agreed.

Mr. Robustelli appreciates the update. He acknowledged that due to the uncertainty of the MFT funding, the staff will continue to have conversations with the City of Bloomington staff. When they reach a consensus, the Department will report back to the Committee at which time a decision will be had on meeting with representatives of the City of Bloomington.

The Department will report to the Committee with additional information and data over the next several months.

Mr. Stokes presented the Storm Water Education Program 2017 1st Quarter Report pointing out that the Ecology Action Center has completed the following tasks as part of the Storm Water Education and Public Participation program:

- Education Programs on Clean Water at various schools;
- Yard Smart Program at Master Gardener's Home Lawn and Garden Day with information on rain barrels and storm water runoff;
- Facilitation of McLean County Greenways Committee, participant in Watershed Plan Implementation Committee and promotion of Storm Water information.

Mr. Wasson advised that there were no new positions filled at the Highway Department in the last 30 days.

The Transportation Committee will meet next on June 6, 2017 in room 400. It was decided to cancel the July 4, 2017 Committee and hold a Special Committee meeting on July 5, 2017.

Chairman Caisley asked if there was any other business to come before the Committee, hearing none he adjourned the Transportation Committee meeting at 9:07 a.m.

Respectfully submitted,



Diana Hospelhorn  
Recording Secretary