

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, October 3, 2017 at 8:00 a.m. in Room 400, Government Center, 115 East Washington Street, Bloomington, Illinois.

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

Members Absent:

Other Members Present:

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

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

Others Present:

Chairman Caisley called the meeting to order at 8:02 a.m. He stated that the first item for action is approval of the minutes from the August 15, 2017 Stand Up Transportation Committee Meeting and the September 5, 2017 Transportation Committee Meeting.

Motion by Cavallini/Martin to recommend approval of the minutes from the August 15, 2017 Stand Up and September 5, 2017 Transportation Committee Meeting.
Motion carried with Member Barnett abstaining.

Chairman Caisley asked the Committee to review the bills for September 30, 2017. The prepaid total is \$1,403,510.70.

MCLEAN COUNTY BOARD COMMITTEE REPORT

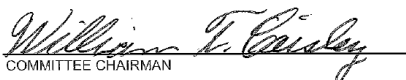
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AS OF 9/30/2017

EXPENDITURE SUMMARY BY FUND

Transportation Committee

FUND	FUND TITLE	PENDING TOTAL	PREPAID TOTAL	FUND TOTAL
0120	HIGHWAY		\$314,569.18	\$314,569.18
0121	BRIDGE MATCHING FUND		\$688,324.21	\$688,324.21
0123	MOTOR FUEL TAX		\$400,188.85	\$400,188.85
0501	TOWNSHIP MOTOR FUEL TAX		\$428.46	\$428.46
			\$1,403,510.70	\$1,403,510.70


COMMITTEE CHAIRMAN

Motion by Robustelli/Martin to recommend payment of the September 30, 2017 bills as submitted by the County
Motion carried.

Chairman Caisley presented items for information – Towanda Barnes Road / Ireland Grove Road Intersection Presentation.

Mr. Stokes gave a presentation on the Towanda Barnes / Ireland Grove Road Intersection. He thanked Administration and Mr. Luke Hohulin for their assistance in preparing this presentation. Mr. Stokes gave an overall history of the growth north of Route 9 from 2001 – 2014 pointing out the subdivision development of 3,400 new residences. He advised that with this traffic, combined with the additional commuter traffic, we began to see congestion and accidents turning right from Towanda Barnes to Ireland Grove Road. An Interim IDS approved by IDOT used 10-year projections and called for a free flow southbound right turn lane with the addition of double left turn lanes for the p.m. traffic going eastbound on Ireland Grove Road. The design project was done in 2014. Signal timings were adjusted and the double left turn lanes were marked but this did not address the southbound Towanda Barnes traffic.

Mr. Stokes went over traffic volume increases from 2004-2017:

Towanda Barnes

- North side of intersection 35.95%
- South side of intersection 0.12%

Ireland Grove Road

- West side of intersection 72.47%
- East side of intersection 165.88%

Mr. Stokes continued with the Accident Data from 2012-2017 noting that the majority of accidents on Towanda Barnes are during the a.m. peak hours and the p.m. peak hours on Ireland Grove Road. There were 36 accidents between 2012-2017 including one fatality. He compared these totals with other major intersections pointing out that the total is three times that of the intersections at Raab Road, Fort Jesse Road and GE Road.

Mr. Stokes stated that Cornerstone Christian Academy, Benjamin Elementary and Evans Junior High School have all contributed to the increase in traffic. He stated that in 2013 Unit 5 Schools did redistricting and in 2016 changed scheduling.

Ms. Metsker asked if the County has any input in regards to the redistricting of Unit 5 schools. She believes that as a stakeholder, traffic patterns should be discussed before redistricting is done. We need to be a part of these conversations. Mr. Stokes responded that there were no conversations with Unit 5 when the redistricting was done. Moving forward the Department will reach out to be included.

Mr. Barnett agreed. The County should be a part of the redistricting conversations. He referenced the problems the Town of Normal experienced when Normal Community High School was built. He suggested that the County Board members also reach out to the members of the School Board.

Mr. Wasson added that the infrastructure costs the Town of Normal incurred were substantial, however the \$7,000,000 road improvement costs that the County incurred to upgrade Towanda Barnes from Fort Jesse to Raab Road was also significant. Neither the Town of Normal nor the County were involved in those conversations. Schools do not currently require any type of special use process to site in those locations.

Ms. Metsker reiterated that she believes that the County should reach out and make the school districts aware of the costs incurred by the County.

Mr. Wasson stated the County does participate and have conversations with school districts when they are given the opportunity. We do not have the authority to bring them to the table each and every time. The system can be improved.

Mr. Robustelli noted that these schools are ultimately being built under the Town of Normal or the City of Bloomington Zoning rules and regulations. He suggested that if their zoning allows for a school in that location, it would at best be a courtesy by the municipality to check with the County for an impact analysis of the County highway system.

Mr. Stokes stated that in 2016 Unit 5 changed their school starting times. This created additional traffic volumes to design hourly volume on the east bound and west bound lanes. The Ireland Grove east leg traffic design hourly volume more than doubled from 2014 – 2017. He advised that the IDOT Design Manual states that “The use of right-turn lanes at intersections can significantly improve operations at any signalized intersections where the right-turning volume is greater than 150 vph...” The intersections peak hour turning movements increased significantly higher than 150 vph when the school starting time changed. With the increased traffic volumes, IDOT was contacted and revisions were needed on the intersection design study. IDOT advised that with these traffic counts, we would have to do a full intersection design study using MFT funding. He stated that the new IDS still required dual left turns and the free flow right but now called for additional right turn lanes on the east bound and west bound Ireland Grove Roads. This required a complete redesign of the intersection.

Mr. Stokes advised that another safety issue is the northbound Towanda Barnes left turning traffic is cutting through the public access road by the Pony Ball Fields. This creates a safety issue when they cross three lanes of traffic at peak times of the day to get on to westbound Ireland Grove Road. He presented a pictorial of the situation.

Ms. Metsker stated that with the possible danger, have we had discussions with the City of Bloomington to block the road to eliminate the situation. Mr. Wasson responded that

this is a commercial subdivision, platted with design and approval of the City of Bloomington. A closure may cause ramifications relative to the owners of the property. Mr. Stokes added that the road is used by the Pony Fields. He advised that the proposed design does include a concrete barrier island on Ireland Grove Road. This will prohibit traffic from turning left onto Ireland Grove Road from the eastern most entrance.

Mr. Schmitt advised that conversations have taken place with the City of Bloomington staff. This intersection is not on their top ten list of intersections, which considers the number of accidents per number of cars using the intersection. This is not a high percentage because of the volume of traffic. He stated that when traffic control signals are placed at an intersection in an urban area, this automatically increases the number of rear-end collisions. These 22 accidents of the 36 accidents are low severity. The remaining 14 are higher severity. We currently have had one fatality. What we have here vs what the City has is here the speed limits are 45 mph with traffic moving at 55 mph -60 mph, increasing the severity. Most City intersections are 30 mph on all four legs.

Mr. Robustelli stated that in the last five years, 75,000,000 people have crossed through this intersection with 36 reported accidents with the majority being rear-end crashes. Mr. Robustelli asked if it is reasonable to have an expectation that we will see 1-3% increased traffic and that these numbers are just what we can expect from high volume intersections. Mr. Schmitt responded that these high volumes of traffic are higher than at Towanda Barnes Fort Jesse Road, GE Road and Raab Road. What makes this more of a problem is the Daily High Volume - DHV. Traffic spread throughout the day creates less conflict. When Unit 5 changed their starting times, the percentage of traffic drastically changed, putting all the traffic going to State Farm, Cornerstone, and Unit 5 Schools there at the same time. This is similar to the problem experienced at Towanda Barnes and Raab Road.

Mr. Hohulin added that when traffic counts were done he looked at the 85th percentile, the speed 85% of traffic is traveling. He noted that the 85th percentile speed on the southbound leg was 57 mph. The maximum speed was 67 mph. The 85th percentile speed on the northbound leg was 55 mph with the maximum being 69 mph. These speeds increase the severity of potential accidents. Getting traffic through the intersections safer and more efficiently is the purpose of the project.

Ideas to help reduce speed were discussed.

Mr. Stokes went through potential alternatives:

- Modify school start times – Cornerstone and Unit 5 were contacted. They are both in support of this project; however changing start times is unrealistic.
- Shorten turn lane storage/lengths.
- Change southbound thru/right lane to right turn lane only.
- Build southbound right turn lane using local funds.

Mr. Stokes stated that it is his recommendation that improvements are needed to the intersection of Towanda Barnes Road and Ireland Grove Road. He summarized these improvements:

- A free-flow right turn lane for the southbound traffic on Towanda Barnes.
- Additional right turn lanes on Ireland Grove Road for the approaches to Towanda Barnes Road.
- Other geometric, drainage and signal improvements.

Mr. Stokes presented two potential intersection improvement costs:

1. Build full intersection improvement – IDOT approved design - \$1.6Million MFT funds – 50/50 split with the City of Bloomington.
2. Mill and repave only Towanda Barnes using \$250,000 local funds. This does not address any safety issues or traffic congestion - 6% increase to another project using MFT funds.

He advised that it is the recommendation the McLean County Highway Department to proceed with Option 1 and improve the intersection of Towanda Barnes Road and Ireland Grove Road according to the Intersection Design Study (IDS) approved by IDOT on April 18, 2017 showing the analysis and configuration of the needed improvements. The IDS shows that the current intersection is over capacity and improvements are necessary to accommodate the existing traffic.

Mr. Stokes stated that Towanda Barnes continues to be a major thoroughfare for commuters from rural McLean County, the City of Bloomington and Town of Normal traveling to major employers and schools located in the area. These improvements are needed to reduce the number and severity of future accidents. This intersection has the highest number of accidents on the County Highway system. The proposed improvements will also relieve the congestion and delays that frequently occur at this intersection

Ms. Metsker asked where the City of Bloomington stands on this project. Mr. Stokes responded that City staff would recommend approval of the project to their Council after action is taken at the County. The County is the lead agency on the project.

Mr. Robustelli stated that after our earlier discussion, the Mayor of Bloomington said there was a communication breakdown. We need some indication that this is still supported. This piece of the puzzle is very important in the decision making process.

Mr. Robustelli referred to Option 2. There are two safety issues that regardless of the outcome that can be addressed:

1. People are driving too fast on Towanda Barnes. Engage the Sheriff and Bloomington Police.
2. Place a no left turn sign on Towanda Barnes to eliminate the pass through problem.

He believes that these safety issues can be addressed now, whether we move forward with the project or not.

Mr. Stokes stated that the Department needs to move forward for approval of the funding to purchase right-of-way and relocate utilities if needed.

Ms. Metsker still questions the City of Bloomington's willingness to move forward on the project.

Mr. Cavallini questioned who should lead in the approval process. He suggested that we have a joint meeting with the City of Bloomington.

Mr. Barnett stated that attending the open house it was clear the City of Bloomington staff is enthusiastically in favor of the project. He also questions the City of Bloomington's elected official's willingness to move forward with this project. He noted that Bloomington's Comprehensive Plan shows a push within the City to focus on regeneration of the core rather than focus on the outer ring of the community. Mr. Barnett would like to postpone Committee action until the City of Bloomington takes action.

Mr. Wasson clarified that, although we are not taking action on the project today, the project is included in the Capital Budget.

Chairman Caisley is in favor of the County moving forward with the project for the safety of the community. We are unable to fund the project without the support from the City of Bloomington.

Mr. Johnson questioned where the project would be if the County passes it and the City of Bloomington does not. Mr. Stokes responded that the project would not move forward without approval from both entities.

Mr. Johnson stated that our approval is showing our commitment to public safety. It is not forcing the City of Bloomington's support.

Ms. Metsker disagreed. She believes that the City of Bloomington would feel the County is forcing the project. Before we make a decision, we have to know where the elected officials stand on the project.

Mr. Johnson asked when the last meeting with the City of Bloomington staff was and what the outcome was. Mr. Stokes responded that they met with the City of Bloomington a week and a half ago to discuss the timing on getting the funding approved. The City will present the proposal to the Council once the County has approval.

Mr. Wasson stated that Administration has had conversations with the Interim Mayor, the City of Bloomington Manager and the Deputy City Manager on this subject. We

recognize that our partner in this project may have different priorities at this time than we do. He advised that the feedback received from City staff and some council members is that they are not sure if they would be able to support the project. No one expressed that the County would be blamed or that there was any negative connotation to the County for doing the work they have done with respect to the intersection.

Mr. Wasson advised that we do need to recognize that as partners in this project, that we may have different priorities at any given time. This does not preclude us from continuing forward with the project or continue communications with the City of Bloomington staff or elected officials.

Ms. Metsker stated that no action is necessary today other than approval of the FY 2018 Recommended Budget.

Mr. Robustelli suggested that Chairman Caisley have a conversation with the Mayor and report back to the Committee.

Mr. Martin stated that he believes we should take a stand and go forward with the project. The signage and enforcement would be advantageous to be done now.

Mr. Stokes stated that the next step would be to present in November Resolutions appropriating funds for MFT and Matching expenditures. At the following Council meeting the City of Bloomington would do the same.

Chairman McIntyre suggested that due to the safety issue, asking for Public support from Unit 5 and State Farm. He stated that the issue is not only speed; it is also time of day and urgency. If the project is not done, the safety problem is still there. We need a solution.

Mr. Robustelli asked if we could get a letter of support from the City of Bloomington Mayor's office. He suggested everything be presented at the November Committee meeting.

Mr. Donald Knapp, First Assistant State's Attorney, Civil stated that it seems to be the will of the Committee to approve the Capital Budget as presented. In November one of two things will be done:

1. Find there is no support from the City of Bloomington and amend the budget to include \$250,000 for option #2.
2. Present the necessary Resolutions to the Committee in November.

Chairman Caisley continued with the Project Summaries.

Mr. Stokes stated that the Trent Bridge on CH 29 was opened to the public on September 27, 2017. All major work is completed. Final paper work is being done.

Mr. Stokes presented the final construction cost of the Towanda Barnes Road resurfacing project reporting the project came in \$100,000 under the original bid.

Mr. Stokes advised that the Roselands Bridge located on CH 8 is open. The Department is finishing the final paperwork. The bridge opened on September 5th.

Mr. Stokes reported that the major construction is complete on the Lexington Resurfacing project.

Chairman Caisley continued with the only item for action, the FY 2018 Budget and 5 Year Plan Review.

Mr. Stokes reported that the Highway Department operates primarily from four different tax funds. Three of these are property tax based:

1. 0120 Highway Fund - Primary operating fund used for the day to day operations of the Department.
2. 0121 Bridge Fund - Used for the construction and maintenance of County and Township bridges and culverts.
3. 0122 Matching Tax Fund - Used to match Motor Fuel Tax, Federal and State funds and can only be used for engineering, construction and right-of-way acquisition on construction projects.

The fourth fund, 0123 MFT Fund is derived from the State Motor Fuel Tax. MFT Funds are used for construction and maintenance of our County Highway System. This fund has more regulation regarding its use than the other three funds.

Mr. Stokes presented the FY 2018 Recommended Budget. He stated that the first fund to be addressed is the Highway Fund - 0120. The Highway Fund is the Highway Department's General Operating Fund used for some construction, some salaries, equipment purchases, and daily operations. He added that 75% of the revenue for this fund comes from General Property Tax. The remaining revenue is received from:

- Commodities sold to Townships and Municipalities
- Engineering services provided for Townships
- Equipment Rental reimbursement from Motor Fuel Tax
- Permits and Road Use Agreement fees
- Fund Balance

He presented highlights of the FY 2018 Recommended Budget.

REVENUE:

401.0001 General Property Taxes: This line item account went up \$34,000 in the FY 2018 Recommended Budget from \$2,865,636 FY 2017 to \$2,899,958 FY 2018.

EXPENDITURES:

Personnel: 500 Line Items:

Four employees qualify for the Volunteer Retirement Program. Mr. Wasson noted that Administration currently has no signed contracts.

Materials and Supplies

6008.0001 Gasoline/Oil/Diesel Fuel: has decreased 12% from \$300,000 FY 2017 to \$265,000 FY 2018. The decrease reflects lower fuel prices.

621.0001 Non Major Equipment: increased \$5,000, which was moved from Office Equipment.

Contractual Services: have increased due to increases in Capital Improvements, the increase in computer drafting program and includes the tractor lease and durapatch rental.

Capital Assets

Mr. Stokes stated that there are no Capital Improvement projects. Improvements will be more maintenance to County Highways.

Mr. Stokes referred to the handout reflecting the under \$10,000 items to be replaced or added in FY 2018:

	Price Each	Net Budget Cost
➤ 3 New Snow Plows	\$7,500	\$21,000
➤ 3 New Salt Spreaders	\$3,000	\$9,000
➤ Traffic Counters -4	\$1,500	\$6,000
Sub Total		\$38,000

Mr. Stokes continued with the over \$10,000 items:

	Price	Trade in	Net Trade in
Tandem Dump Truck			
Cab and Chassis	\$103,000	\$30,000	\$73,000
New dump body, hoist and hydrlics	\$56,000		\$56,000
Hydraulic Wing Plow	\$13,000		\$13,000
Net Budget	\$172,000		\$142,000
Tandem Dump Truck	\$103,000	\$27,000	\$76,000
New dump body, hoist and hydrlics	\$56,000		\$56,000
Hydraulic Wing Plow	\$13,000		\$13,000
Net Budget	\$172,000		\$145,000

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Tandem Dump Truck	\$103,000	\$25,000	\$78,000
New dump body, hoist and hydrlics	\$56,000		\$56,000
Hydraulic Wing Plow	\$13,000		\$13,000
Net Budget	\$172,000		\$147,000
Truck 102	\$27,000	\$4,000	\$23,000
Net Budget			\$23,000
Backhoe w/ hammer	\$145,000	\$65,000	\$80,000
\$45,000 guaranteed buy back			
Net Budget			\$80,000
Backhoe Trailer	\$27,500	\$5,000	\$22,500
Net Budget			\$22,500
Truck 151	\$28,000	\$3,000	\$25,000
Sub Total			\$584,500

Mr. Stokes continued with the Bridge Fund 0121, which is used to fund:

- County Bridges,
- County Culverts,
- 10% of Township Bridges
- 50% of Township Joint Culvert Projects.

He advised that 59% of the revenue for the Bridge Fund comes from property tax.

REVENUE:

General Property Tax increased \$39,000 from \$1,533,175 in FY 2017 to \$1,571,777 in FY 2018. The tax rate is \$0.0472 for the FY 2018 Recommended Budget.

Construction/Maintenance: This line item was budgeted at \$490,000 in the FY 2017 Adopted Budget and is budgeted at \$700,000 in the FY 2018 Recommended Budget. This line item increase represents the increase in reimbursement for joint projects that we will receive from joint culverts and bridges with the townships. The Department is doing a County line project with Tazewell County in 2018. The cost split is 60% McLean County and 40% Tazewell County.

EXPENDITURES:

Contractual Services – Engineering Services for design projects for 2019 construction.

Capital Assets - Construction Roads/Bridges/Culverts – is additional work planned for 2018.

Mr. Stokes continued with the County Matching Tax Fund 0122. He stated that the Matching Tax Fund is used to fund the County's matching portion of Federal, State and Motor Fuel Tax projects. Revenue for this fund comes from the General Property Tax. Mr. Stokes stated that the statute requires that Matching Tax fund can only be used for:

- Construction Expenses
- Engineering Expenses
- Purchase of Right-of-way.

REVENUE:

401.0001 General Property Taxes: This revenue increased \$17,000 from \$1,432,818 in FY 2017 Adopted Budget to \$1,450,000 in FY 2018 Recommended Budget with a tax rate of \$0.0375 per \$100.00 EA the maximum rate.

EXPENDITURES:

Line Item 0810.0001 Construction of County Roads/Bridges and Culverts for FY 2018 is \$1,768,698.

Mr. Stokes stated that 98% of Matching Fund expenses go to construction of roads

Mr. Stokes continued with Motor Fuel Tax Fund 0123. He stated that the Motor Fuel Tax fund is used to fund the Maintenance, Engineering, and Construction of the County Highway System.

Fund: Motor Fuel Tax 0123

Motor Fuel Tax Fund is used on County Highways for

- Maintenance
- Engineering
- Construction

REVENUE:

Revenue comes from our monthly allotments and the County Consolidated Program set up with IDOT. The amount budgeted for our FY 2017 monthly allotments was \$190,000 per month. We are currently averaging \$194,000. FY 2018 Recommended Budget is \$192,000. Per month.

Mr. Stokes advised that the County received \$381,388 from the Consolidated Program in 2017. In FY 2018 this will be cut in half due to the State Budget. The State is taking \$300,000,000 from IDOT to pay series D bonds from Illinois Jobs Now Bill and a portion of the transit activities in the Chicago area. The County will receive approximately \$190,000.

Mr. Robustelli asked how this would affect County Highways in 2018. Mr. Stokes responded that we would need to lower our projected projects. The County does have a balance in the MFT Fund.

EXPENDITURES:

Line item 716.0001 Maintenance Roads/Drainage Structures: This line item decreased from \$1,309,665 in FY 2017 to \$1,282,935 in FY 2018.

Line Item 810.0001, Construction of Roads/Bridges and Culverts: increased from \$1,378,258 in FY 2017 to \$1,950,000 In FY 2018.due to the construction work planned for 2018.

Mr. Stokes noted that 76% of MFT Funds expenses go to maintenance and construction of County Highways.

Chairman Caisley thanked Mr. Stokes for a clear and concise presentation of the FY 2018 Recommended Budget.

Mr. Stokes continued with the 2018 Five Year Plan. He referred to the map distributed showing the projects planned in the next five years and the list of Unfunded Projects. He stated that this year the Department implemented another rating system called the PASER Rating. This system provides guidelines for road cracking. PASER gives the Department more guidelines.

Mr. Wasson added that this is an advancement for the Department to utilize tools such as the PASER system. The Highway Department continues to be progressive.

Mr. Wasson noted that due to the information received from the State, the following amendment needs to be made to Fund 0123 Motor Fuel Tax:

Revenue:

0404.0020 County Motor Fuel Tax: decrease revenue by \$180,000 from \$2,663,428 to \$2,483,428.

0400.000 Unappropriated Fund Balance: increase by \$180,000 from \$714,850 to \$894,850.

Ms. Metsker asked how long can we sustain taking funds from the Unappropriated Fund Balance. Mr. Wasson responded that unlike some fund balances, we build fund balance for capital projects in this fund. We will continue to expand our list of Unfunded Projects. We continue to support efforts to increase Motor Fuel Tax allotments.

Mr. Robustelli noted that his vote in support of this FY 2018 Recommended Budget is not necessarily a vote in support of every project on the list. He is still collecting more information as to the Towanda Barnes/ Ireland Grove Road project.

Motion by Metsker/Cavallini to recommend approval of the FY 2018 Budget as Amended and 2018 5 Year Plan Review.
Motion carried.

Chairman stated that the next meeting of the Transportation Committee will be held on Tuesday, November 7, 2017, Room 400.

Chairman asked if there was any other business to come before the Committee. Hearing none, he adjourned the Transportation Committee meeting at 10:13 a.m.

Respectfully submitted,

A handwritten signature in cursive script that reads "Diana Hospelhorn".

Diana Hospelhorn
Recording Secretary