



**Champaign County Board
Highway & Transportation Committee
County of Champaign, Urbana, Illinois**

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MINUTES – Approved 3/7/14

DATE: Friday, February 7, 2014
TIME: 9:00 a.m.
PLACE: Highway Building Conference Room
1605 East Main, Urbana, IL

Committee Members

Present	Absent
Lorraine Cowart (Chair)	
	Lloyd Carter (Vice Chair)
Christopher Alix	
John Jay	
	Jim McGuire
Diane Michaels	
Max Mitchell	
	Michael Richards

County Staff: Jeff Blue (County Engineer), Deb Busey (County Administrator), Tracy Wingler (Highway Maintenance Supervisor), Beth Brunk (Recording Secretary)

Others Present: Al Kurtz, Gary Maxwell & Patsi Petrie (Champaign Co Board), Chris Doenitz (Commissioner Mahomet Township), Susan Chavarria (Regional Planning Commission-RPC), Tom Kacich (News Gazette)

MINUTES

I. Call to Order

Committee Chair Cowart called the meeting to order at 9:06 a.m.

II. Roll Call

A verbal roll call was taken and a quorum was declared present.

III. Approval of Minutes

A. Highway & Transportation Committee Meeting – December 6, 2013
Mr. Jay noted the following corrections: page 1, line 39 – Maxwell should be **Mitchell**; page 3, line 20 – delete sentence, “One ton of rock is approximately 50 semi-truck loads”.

MOTION by Mr. Mitchell to approve the December 6, 2013 Highway & Transportation meeting minutes as amended; seconded by Mr. Alix. Upon vote, the **MOTION CARRIED** unanimously.

IV. Approval of Agenda/Addendum

Mr. Blue asked if item X. *Wilbur Avenue Jurisdictional Transfer to City of Champaign & Somer Township* could be discussed after *County & Township Motor Fuel Tax Claims*. The Committee agreed with this request.

1 **MOTION** by Mr. Alix to approve the agenda as amended; seconded by Mr. Jay. Upon vote, the **MOTION**
2 **CARRIED** unanimously.
3

4 **V. Public Participation**

5 None
6

7 **VI. County and Township Motor Fuel Tax Claims – December 2013 & January 2014**
8

9 **MOTION** by Mr. Jay to receive and place on file the County and Township Motor Fuel Tax Claims for
10 December 2013 and January 2014; seconded by Mr. Alix. Upon vote, **the MOTION CARRIED**
11 **unanimously.**
12

13 **VII. Wilbur Avenue Jurisdictional Transfer to City of Champaign & Somer Township**

14 On page 21, Mr. Blue clarified that the .14 mile section of Wilbur Avenue in the yellow area is in
15 Champaign's city limits. The remainder of the road (.4 mile) going west to the Canadian National (CN)
16 railroad tracks is in Somer Township.
17

18 IDOT has agreed to pay for the improvements to a segment of Wilbur Avenue from Market Street to
19 Fifth Street in the amount of \$634,200 if Somer Township and the City of Champaign are willing to take
20 over jurisdiction of the road. IDOT should have the money to transfer in 2015. Mr. Blue stated that if
21 the parties agree, there will be an Intergovernmental Agreement between the City of Champaign, Somer
22 Township and the County. The County would function as the local liaison for the road project and would
23 complete the plan development and construction engineering on behalf of Champaign and Somer
24 Township – services that should cost approximately \$40,000 in staff time. The IDOT payment would be
25 proportionally divided into the Motor Fuel Tax funds for Somer Township and the City of Champaign.
26

27 Mr. Blue stated that the condition of Wilbur Avenue is horrible. He has asked the City of Champaign to
28 do a real cost estimate to upgrade the road to a 20-25 year-life. If that estimate is significantly higher
29 than the \$634,200 IDOT payment, there will additional negotiations with IDOT. If the entities cannot
30 come to an agreement, IDOT will keep the jurisdiction. Included in the \$634,200 IDOT payment is
31 \$47,000 to be used for 25 years of road maintenance. Mr. Alix was reluctant to let IDOT off the hook for
32 just \$47,000 for maintenance. Mr. Blue commented that IDOT has prioritized major roads and has
33 limited resources for its unmarked routes.
34

35 The subdivision which currently has 59 houses and 20 businesses is becoming more industrial. Heavy
36 truck traffic is increasing which exacerbates the deterioration of Wilbur Avenue. Mr. Blue hoped this
37 project could get favorable bids from some of the construction companies and the Sport Redi-Mix
38 Concrete Plant that are located in the subdivision.
39

40 Mr. Kurtz had a concern that the Wilbur Road improvements would be undermined by the flooding
41 conditions that exist in that subdivision. The southeast quadrant of the subdivision drains to a broken
42 culvert filled with debris and stagnant water that is southeast of Wilbur Avenue on CN railroad property.
43 The other portion of the subdivision drains northeast – to the Beaver Lake Drainage District tiles about
44 one mile away. Mr. Jay wondered if there could be a special assessment from the Beaver Lake Drainage
45 District.
46

47 Through the County Planning Contract, Ms. Chavarria, Planning Manager from Champaign County
48 Regional Planning Commission, has been working on identifying issues and solutions for the
49 unincorporated Wilbur Heights subdivision. To address the storm water flooding in the area, Ms.
50 Chavarria has solicited a proposal for a preliminary engineering report to assess the drainage problems
51 in the subdivision. This \$20,000 contract with Bern, Clancy & Associates will be presented at the March
52 ELUC Committee for approval. If construction funding can be obtained through grants and outside
53 entities, Ms. Chavarria hoped that drainage and road improvements could be done concurrently.
54

55 Mr. Maxwell wondered if the City of Champaign would want the jurisdiction of this road for future

1 expansion plans. Ms. Chavarria stated that Champaign has not expressed interest as Wilbur Heights
2 Subdivision is not considered a desirable land use setting for their comprehensive plan. Mr. Alix asked if
3 Somer Township has the resources to maintain this road in perpetuity. Mr. Blue thought they had the
4 resources to seal coat it in the future. Ms. Michaels was concerned about taking staff time to do this
5 road improvement instead of concentrating on County projects. Mr. Jay was pleased that Somer
6 Township was willing to step up to help the folks in that area, and felt that the County should help if the
7 cost was not prohibitive.
8

9 **VIII. Petition – East Bend Road District Box Culvert #14-10004-00-BR**

10 Mr. Blue reported that Scott Rodgers from East Bend Road District requested \$24,000 from the County
11 Bridge Fund to replace a box culvert.
12

13 **MOTION** by Mr. Jay to recommend approval to appropriate money from the County Bridge Fund to
14 replace a box culvert in East Bend Road District; seconded by Mr. Mitchell. Upon vote, the **MOTION**
15 **CARRIED** unanimously.
16

17 **IX. Resolution appropriating \$2,350,000 from County Motor Fuel Tax Funds for County Highways**
18 **11 & 20**

19 Mr. Blue explained that this resolution appropriates money for two road improvement projects slated
20 for summer 2014. The first is Thomasboro Road – County Highway 11 – that starts at the Dewey-Fisher
21 Road to the west and extends to the railroad tracks in Thomasboro. The second improvement project is
22 for Hensley Road – County Highway 20 – that starts at the Dewey-Fisher Road to the west and extends
23 to Market Street to the east. Mr. Blue noted a change in the resolution to remove “design” from “. . .for
24 the construction and ~~design~~ engineering of this improvement . . .”
25

26 **MOTION** by Mr. Mitchell to recommend approval of the resolution to appropriate \$2,350,000 from the
27 County Motor Fuel Tax Funds for road improvements to County Highways 11 and 20 as amended;
28 seconded by Ms. Michaels. Upon vote, the **MOTION CARRIED** unanimously.
29

30 **X. Resolution adding Main Street in the Village of Gifford to the County Highway System –**
31 **County Highway 32**

32 In 2011, a mill and resurface project was going through Gifford along County Road 32. Since the project
33 was federally funded, those guidelines would have mandated that Gifford reduce its angled downtown
34 parking to parallel curbside parking. To prevent this from happening, the Village of Gifford opted to take
35 over that roadway for a period of time so it was not on the County Highway system. In the
36 Intergovernmental Agreement between the County and Gifford, the entities agreed that once that
37 project was concluded the County would take that roadway back. This resolution will accept the Village
38 of Gifford’s ordinance deleting the roadway from their system and adding it to the County’s highway
39 system. IDOT has preliminarily approved of this transfer.
40

41 **MOTION** by Mr. Jay to recommend approval of the resolution to add Main Street in the Village of Gifford
42 to the County Highway System; seconded by Ms. Michaels.
43

44 Gifford has opted to use motor fuel tax funds when future road work is planned. In this way, there may
45 more flexibility for a variance through IDOT to allow angled parking within Gifford. Mr. Blue anticipated
46 that this work may be planned sometime in the next couple of summers after Gifford has had a chance
47 to rebuild.
48

49 Upon vote, the **MOTION CARRIED** unanimously.
50

51 **XI. Lake of the Woods, Tin Cup and Prairieview Roads Jurisdictional Transfer**

52 Mr. Blue commented that in the past, the state gave money to counties to build roads accessing parks.
53 Lake of the Woods, Tin Cup and Prairieview Roads are county roads that border the Lake of the Woods
54 Park – east of Mahomet. The County has a service agreement with Mahomet Township that will expire
55 on April 30, 2014. In this agreement, Mahomet Township is responsible for winter ice and snow control

1 on those county roads. In payment for this service, the County provided 200 tons of salt to the township
2 for their use. Recent changes in this area include a new bike trail maintained by the Village of Mahomet,
3 new bridge construction over I-74 and the Village moved their maintenance department to Lake of the
4 Woods Road. With these developments coupled with the Township agreement expiring, Mr. Blue
5 thought it would be a good time to discuss if these roads should still be on the County Highway system.
6

7 The residents on these roads are concerned about transferring ownership to the Village of Mahomet.
8 They are happy with the maintenance provided by the township. Pavement analysis by Applied
9 Research Associates indicated that the roads are in good shape. These roads cannot be transferred to
10 Mahomet Township because they meander into the Village limits at some points. There was no official
11 word from the Village of Mahomet as to whether or not they wanted to have jurisdiction of these roads.
12

13 Mr. Chris Doenitz, Commissioner of Mahomet Township, has offered to maintain these county roads in
14 the summer and winter. Mr. Blue would prefer to have the summer maintenance performed by his staff
15 to keep apprised of the conditions of the roads. Mr. Doenitz explained that his staff is able to do the
16 winter maintenance on those roads for less than \$15,000/year – it is a good deal for everyone. Another
17 resolution will be brought to the Highway Committee once Mr. Blue and Mr. Doenitz have a chance to
18 negotiate the terms of the new Mahomet Township service agreement.
19

20 **XII. Illinois Commerce Commission (ICC) – Olympian Drive Project**

21 On 1/8/14, the Administrative Law Judge sent out a proposed order outlining the 2-year process, cost,
22 and the Grade Crossing Protection Fund (GCPF) eligibility within the project. IDOT filed their response
23 indicating agreement with the cost estimate and the GCPF allocation. Approval from ICC for the Judge’s
24 proposed order may come later this month. If approved, the interveners may continue to appeal but the
25 project construction can move forward. Construction could begin as early as summer 2014.
26

27 Mr. Blue cited a Cost Division Table in the judge’s order on page 42. Money from GCPF, Illinois Jobs Now
28 and Federal Surface Transportation Urban funds will be released to IDOT who will do the letting and act
29 as paying agent to the selected contractors. According to estimates, the allocation from those three
30 sources should be enough to fund this project. Also in the table included a \$177,198 local cost to
31 Champaign County. Mr. Blue indicated that the figure was included to allow reimbursement to Highway
32 staff who will oversee that the commitments made to County landowners in the construction area were
33 honored. Mr. Blue stated that the reimbursement would be guaranteed if the project cost falls within
34 the estimate. Mr. Blue thought there would be favorable bids with the competition among contractors.
35

36 Ms. Michaels inquired if there was going to an agreement documenting the reimbursement
37 arrangement. Mr. Blue indicated that there is a joint agreement between IDOT and the City of Urbana
38 which will outline how the project money will be spent. The County will have a separate
39 intergovernmental agreement with the City of Urbana which will state the estimate of County
40 construction engineering services and the process for reimbursement. Mr. Maxwell clarified that all the
41 commitments to landowners have been recorded as right-of-way transfer documents. Mr. Alix
42 commented that Mr. Blue and his staff need to continue to be involved in this process in an oversight
43 role. The landowners are in the middle of a City of Urbana project but are not residents of the City of
44 Urbana. The County needs to ensure that their interests are protected as the project moves forward.
45

46 **XIII. Motor Fuel Tax Budget Discussion**

47 Mr. Blue noted that after 2016 with the completion of the current project commitments like Lincoln
48 Avenue, Dewey-Fisher Road, Dewey-Elliot Road, the County’s Motor Fuel Tax (MFT) fund will largely be
49 depleted. The expenditures include both construction projects and maintenance of County roadways.
50 After 2014, the MFT allocation drops \$350,000 due to the end of the 5-year commitment from the last
51 bonding bill. Mr. Blue stated that possible future sources of income include the Federal Aid Match Fund
52 allocation, a change to the MFT system and a new federal Transportation Bill.
53

54 **XIV. Philo Road Project - \$387,743 Reimbursement to the City of Urbana**

55 In 2012, Urbana and the County agreed that Philo Road needed to be reconstructed from Windsor Road

1 south to the edge of Urbana’s city limits. In Resolution #8107, the County approved a \$550,000
2 contribution from its MFT fund for this project. This resolution was repealed due to an opinion from the
3 State’s Attorney’s Office that MFT money could not be used on a local roadway that was not in the
4 County’s jurisdiction which was not a federal aid project. In October 2013, IDOT released a procedure
5 memorandum which stated otherwise. According to the City of Urbana/County Fringe Road agreement
6 in 1996, the County made a commitment to share 50/50 cost share for the Philo Road improvement.
7 The Philo Road construction has been completed, and Urbana is asking for \$387,743 reimbursement for
8 the project.
9

10 A new resolution will need to be approved by the County Board, and a new intergovernmental
11 agreement will document the timing of the payment. Mr. Blue will bring these documents to the March
12 Highway Committee meeting. Mr. Alix commented that the County agreed to the fringe agreement, and
13 the cost came in less than the original \$550,000 estimate. He supported this payment to the City of
14 Urbana.
15

16 **XV. Snow & Ice Control Costs – 12/1/13 – 1/21/14**

17 Mr. Blue noted that the Highway staff has been out over 30 times this winter for snow and ice control
18 including weekends and holidays. The \$50,000 overtime budget for fiscal year 2014 has already been
19 exhausted. Very little salt is left over. Mr. Blue reported that the Highway Department has an additional
20 200 tons of salt from the state contract but current weather conditions has impeded the transportation
21 of salt on river barges. With such a short supply, only intersections and minor salting will be done.
22

23 Possible alternatives in the future include having the townships store their own salt supply or using a
24 50/50 blend of sand and salt. The problem with the blend is that the sand and salt must be mixed in
25 warm weather, and stored somewhere other than the salt dome. Another alternative is to build a
26 reserve structure to store the salt. Kendall County spent approximately \$400,000 for their reserve
27 building.
28

29 **XVI. Other Business**

30 Mr. Blue reported that the IDOT Open House for the I-57/I-74 Interchange is on February 19th in the
31 County Highway Conference Room from 3-6 p.m.
32

33 **XVII. Designation of Items to be Placed on the Consent Agenda**

34 VII, VIII and IX
35

36 **XVIII. Adjournment**

37 **MOTION** by Ms. Michael to adjourn; seconded by Mr. Jay. Upon vote, the **MOTION CARRIED**
38 unanimously. There being no further business, Ms. Cowart adjourned the meeting at 11:06 a.m.
39