



CHAMPAIGN COUNTY BOARD HIGHWAY COMMITTEE AGENDA

County of Champaign, Urbana, Illinois
Friday, August 10, 2018 – 9:00 a.m.
Highway Building Conference Room
1605 E Main St., Urbana

Committee Members:

Lorraine Cowart – Chair
Max Mitchell – Vice-Chair
Brad Clemmons
John Clifford

Jim McGuire
Chris Stohr
Steve Summers
C. Pius Weibel

- | | | |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| I. | Call to Order | |
| II. | Roll Call | |
| III. | Approval of Agenda/Addenda | |
| IV. | Approval of Minutes – May 11, 2018 | 1-3 |
| V. | Public Participation | |
| VI. | Communications | |
| VII. | County & Township Motor Fuel Tax Claims – May, June, & July 2018 | 4-6 |
| VIII. | Stop Sign Request at 900N and 1200E | 7-30 |
| IX. | Bid Tab Results for Stop Sign Placement at Uncontrolled Intersections, #18-00447-00-SP | 31 |
| X. | Resolution Awarding Contract, Newcomb Township #17-16043-00-BR | 32-33 |
| XI. | Resolution for Emergency Procurement, Kerr Township, Appropriating County Bridge Fund for Section #18-00054-00-BR and #18-0054-01-BR | 34-35 |
| XII. | Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund for Compromise Township Section #18-06056-00-BR | 36-38 |
| XIII. | Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund for Compromise Township Section #18-06058-00-BR | 39-41 |
| XIV. | Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund for Compromise Township Section #18-06059-00-BR | 42-43 |
| XV. | Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund for Pesotum Township Section #18-18055-00-BR | 44-46 |
| XVI. | Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund, Urbana Township Section #18-30057-00-BR | 47-49 |
| XVII. | Resolution Appropriating \$12,444.68 from County Bridge Funds for Culvert Replacement Located on County Highway #19, #18-00049-00-BR | 50-51 |
| XVIII. | Resolution Appropriating \$325,000.00 from County Highway Funds for a Railroad Crossing Upgrade on County Road 1900E, Section #15-21440-00-SP | 52-53 |

Champaign County strives to provide an environment welcoming to all persons regardless of disabilities, race, gender, or religion. Please call 217-384-3776 to request special accommodations at least two business days in advance.



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- XIX. Resolution Appropriating \$200,000.00 from Motor Fuel Tax Funds for Countywide Guardrail Replacement on County Highways, Section #16-00444-00-SP 54-55
- XX. Preliminary Budget Review (to be distributed at meeting)
- XXI. Topics for a White House Office of Intergovernmental Affairs meeting
- XXII. Other Business
- XXIII. Chair's Report
- XXIV. Designation of Items to be Placed on the Consent Agenda
- XXV. Adjournment

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

7 **MINUTES – SUBJECT TO REVIEW AND APPROVAL**

8 DATE: Friday, May 11, 2018
9 TIME: 9:00 a.m.
10 PLACE: Highway Building Conference Room
11 1605 East Main, Urbana, IL

12 **Committee Members**

13 **Present:** Lorraine Cowart (Chair), John Clifford, Jim McGuire, Max Mitchell, Chris Stohr, C. Pius Weibel
14 **Absent:** Brad Clemmons, Steve Summers
15 **County Staff:** Jeff Blue (County Engineer), Michelle Carter (Recording Secretary)
16 **Others Present:** Patti Petrie (County Board Member), Darlene Kloeppel

17 **MINUTES**

18 **I. Call to Order**

19 Committee Chair Cowart called the meeting to order at 9:00 a.m.

20 **II. Roll Call**

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

22 **III. Approval of Agenda/Addendum**

23 **MOTION** by Mr. McGuire to approve the agenda; seconded by Mr. Clifford. Upon vote, the **MOTION**
24 **CARRIED unanimously.**

25 **IV. Approval of Minutes-April 6, 2018**

26 **MOTION** by Mr. Weibel to approve the minutes of the April 6, 2018 meeting; seconded by Mr. McGuire.
27 Upon vote, the **MOTION CARRIED unanimously.**

28 **V. Public Participation**

29 None

30 **VI. Communications**

31 None

32 **VII. County & Township Motor Fuel Tax Claims – April 2018**

33 **MOTION** by Mr. Weibel to receive and place on file the County and Township Motor Fuel Tax Claims for
34 April 2018; seconded by Mr. Stohr. Upon vote, the **MOTION CARRIED unanimously.**

35 **VIII. May 1, 2018 Bid Tab Results-CH 11 #17-00041-00-BR and #17-00042-00-BR**

36 Mr. Blue discussed the bid tab results from the May 1st letting for CH 11 section #17-00041-00-BR & #17-
37 00042-00-BR. He informed the committee the letting was for two bridges bid under one contract. Big O
38 Services submitted the low bid at \$1,153,115.50. Mr. Weibel asked about past experience with Big O
39 Services. Mr. Blue said he is confident that Big O Services will do a good job. The completion date is set
40 for October 15, 2018.

41 **IX. Resolution Awarding Contract for CH 25 (Staley Rd) #18-0048-00-RS**

42 Mr. Blue discussed the bid tab results for the resurfacing on CH 25 (Staley Rd). The low bid was Cross
43 Construction at \$849,506.00, very close to the engineer estimate. Mr. Blue stated the funds for this
44 project are from the Ameren reimbursement for damages to County Highways received in 2017.

45 **MOTION** by Mr. McGuire to approve the resolution; seconded by Mr. Weibel. Upon vote, the **MOTION**
46 **CARRIED unanimously.**

47 **X. Resolution Awarding Contract for CH 19 #18-00049-00-BR**

48 Mr. Blue reviewed the bid tab results for the culvert replacements on County Road 19. The low bid was
49 Feutz Contractors at \$65,828.00. The County received seven bids for this project.

50 **MOTION** by Mr. Weibel to approve the resolution; seconded by Mr. McGuire. Upon vote, the **MOTION**
51 **CARRIED unanimously.**

52 **XI. Resolution for Contract Award Authority for Stop Sign Placement at Uncontrolled Intersections, #18-
53 00447-00-SP**

54 Mr. Blue requested Award Authority for project #18-00447-00-SP, Stop Sign Placement at Uncontrolled
55 Intersections. He stated this would be a federal job however; the County will have a local letting. Funds
56 for this project were appropriated in April 2018.

57 **MOTION** by Mr. Stohr to approve the resolution; seconded by Mr. Weibel. Upon vote, the **MOTION**
58 **CARRIED unanimously.**

59 **XII. Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund
60 Pursuant to 605 ILCS 5/5-501, Somer Township #18-25052-00-BR**

61 Mr. Blue discussed the need for two culvert replacements in Somer Township. He stated the current
62 culverts were too narrow. The County and the Township split the cost of the culvert replacement. The
63 estimated cost is \$48,000.00.

64 **MOTION** by Mr. Weibel to approve the resolution; seconded by Mr. Stohr. Upon vote, the **MOTION**
65 **CARRIED unanimously.**

66 **XIII. Petition Requesting and Resolution Approving Appropriation of Funds from the County Bridge Fund
67 Pursuant to 605 ILCS 5/5-501, Raymond Township #18-21053-00-BR**

68 Mr. Blue explained there are also two culverts in Raymond Township that need replaced because they
69 are too narrow. The estimated cost is \$16,500.00

70 **MOTION** by Mr. Mitchell to approve the resolution; seconded by Mr. McGuire. Upon vote, the **MOTION**
71 **CARRIED unanimously.**

72 **XIV. Review of the Champaign County Pavement Management System 2018-2022 Maintenance and
73 Rehabilitation Plan**

74 Mr. Blue presented the Champaign County Pavement Management System 2018-22 Maintenance and
75 Rehabilitation Plan prepared by Applied Research Associates, Inc. The report presents the proposed
76 2018-2022 maintenance and rehabilitation plan developed jointly between ARA and the County. It also
77 presents a 10-year network condition forecast taking into account projected needs and anticipated
78 funding. The Pavement Management System is updated annually to reflect work performed each year
79 and to generate an updated capital improvements program for the next 5 years. Field assessment is
80 performed biannually. The County Highway Department performed maintenance and rehabilitation on
81 CH 23, CH 9, CH 20, and CH 22 in 2017. ARA performed the biannual survey of pavement condition in
82 November 2017. The Pavement Condition Index (PCI) of each road is a rating system for evaluating the
83 pavement's functional and structural condition based on visual distress. Overall, 85 percent of
84 Champaign County's roads are in good to very good condition.

85 Mr. Blue discussed the Pavement Performance Model and said the typical rehabilitated pavement in
86 Champaign County lasts 17 years before requiring its next rehabilitation. Overall, the Cold-Inplace
87 Recycling projects are performing better than the prediction curve for their given age. Mr. Blue
88 discussed the estimated unit costs for typical work activities such as chip seals, AC milling, and placing
89 AC overlays. Mr. Blue reviewed the Five-year plan presented by ARA. The projects selected have the
90 highest benefit-to-cost ratio. The committee discussed the roadwork and estimated expenses for the
91 suggested projects.

92 Mr. Blue said the report provided the information needed to submit to Ameren for the reimbursement
93 for damage done to County roadways.

94 Mr. Blue explained a new product he observed at a recent conference. The product is a spray on
95 sealant for concrete and as the product penetrates through the concrete, the salt comes to surface. Mr.
96 Blue said he is interested in using the product on the County's bridge decks to preserve the concrete
97 surface.

98 **XV. Other Business**

99 Mr. Mitchell asked about the driving habits on Olympian and Lincoln. He also asked about extending
100 Olympian Drive over to US 45. Mr. Blue said this would cost millions of dollars and have to be
101 accomplished at the state or federal level.

102 Mr. Blue informed the committee that Stark Excavating was the low bidder at the recent State letting for
103 the bridge replacement on CH 16. The bid amount was \$1,096,632.70.

104 Mr. Blue discussed a proposed MFT Bill. The MFT Bill proposes any government agency who receives
105 more than one million in Motor Fuel Tax dollars must implement a Business Enterprise Program to set
106 goals for minority, veteran, and female business owners.

107 **XVI. Chair's Report**

108 None

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

110 Ms. Cowart stated that items IX, X, XI, XII, and XIII are to be placed on the consent agenda.

111 **XVIII. Adjournment**

112 There being no further business, Ms. Cowart adjourned the meeting at 10:14 am.

113 ***Please note the minutes reflect the order of the agenda and may not necessarily reflect the order of business conducted at the meeting.*

CHAMPAIGN COUNTY HIGHWAY DEPARTMENT

JEFF BLUE
COUNTY ENGINEER

1605 E. MAIN STREET

(217) 384-3800
FAX (217) 328-5148

URBANA, ILLINOIS 61802

August 10, 2018

COUNTY MOTOR FUEL TAX CLAIMS FOR MAY

Req No.	Payee	Description	Amount
19	Jeff Blue	reimburse travel to NACE conference	1,201.38
20	Lyle Signs	Hensley Rd and Market St signs	116.66
21	Open Road Asphalt	3.38 tons Cold Mix	405.60
22	City of Urbana	Construction Engineering fees 11-00334-01-PV	2,163.36
23	City of Urbana	Construction Pay request #25 11-00334-01-PV	136.40
24	Jeff Blue	Registration for NACO conference	490.00
25	Lyle Signs	Market St sign	65.77
26	Emulsicoat	237.05 gl HFE-90	391.14
27	Lehigh Hanson	164.78 Tons CA6/10	2,217.25
28	Champaign County Treasurer	Equipment Rental fees	84,642.55
			<hr/> \$ 91,830.11 <hr/>

TOWNSHIP MOTOR FUEL TAX CLAIMS MAY

Req No.	Payee	Description	Amount
10	Tuscola Stone	Brown Twp 705.20tons CA15 F&D	14,231.01
11	Tuscola Stone	Colfax Twp 829.06tons CA15 F&D	14,840.19
12	Tuscola Stone	Hensley Twp 406.27tons CA15 F&D	7,763.85
13	Tuscola Stone	St. Joseph Twp 747.99 CA15 F&D	14,481.20
14	Tuscola Stone	Urbana Twp 330.98tons CA15 F&D	6,248.92
			<hr/> \$57,565.17 <hr/>

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August 10, 2018

COUNTY MOTOR FUEL TAX CLAIMS FOR JUNE

Req No.	Payee	Description	Amount
29	Lehigh Hanson	24.60 tons CA6/10 FOB	221.40
30	Open Road Asphalt	1.98 tons Cold Mix	237.60
31	Mobotrex	Light and misc. housing parts	2,092.00
32	Emulsicoat	271.61 HFE-90 FOB	448.16
33	Lehigh Hanson	135.23 tons CA6/10	1,217.07
			<hr/> \$ 4,216.23 <hr/>

	Payee	Description	Amount
<u>TOWNSHIP MOTOR FUEL TAX CLAIMS FOR JUNE</u>			
Req No.			
15	Pro Agr. Inc	Kerr Twp 498.26 tons CM16	12,456.50
16	Pro Agr. Inc	Kerr Twp 313.41 tons CM16	1,293.50
17	Emulsicoat Inc	Rantoul Twp 523.87 gl HFE-90	812.00
18	Illiana Const.	Pesotum Twp 554gl MC-800	2,216.00
19	Illiana Const.	Sadorus Twp 985gl MC-800	3,940.00
20	Pro Agr. Inc	Somer Twp 698.98 tons CM16	14,381.36
21	Pro Agr. Inc	Somer Twp 97.36 tons CM16	2,500.36
22	Tuscola Stone	Brown Twp 793.33 tons CA15	16,009.45
23	Tuscola Stone	Colfax Twp 371.74 tons CA15	6,654.18
24	Emulsicoat Inc	East Bend Twp 224.53gl HFE-90 FOB	348.02
25	Tuscola Stone	Hensley Twp 393.79 CA15	7,525.35
26	Emulsicoat Inc	Rantoul Twp 1,145.63 gl HFE-90 FOB	1,722.03
27	Tuscola Stone	St Joseph Twp 745.66 Tons CA15	14,377.99
28	Tuscola Stone	Urbana Twp 663.12 Tons CA15	12,519.78
29	Summers Trucking	Somer Twp 338.10 tons CA6/10	4,848.35
30	Tuscola Stone	Sadorus Twp 189.35 tons CA15	2,698.26
31	Pro Agr. Inc	Somer Twp 123.73 tons CM16	3,093.28
32	Illiana Const.	Pesotum Twp 39617.62 gl HFE-90	78,893.09
33	Illiana Const.	Sadorus Twp 40377.47 gl HFE-90	80,351.17
34	Emulsicoat Inc	East Bend Twp 146.39gl HFE-90 FOB	226.90
			<hr/> \$266,867.57 <hr/>

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URBANA, ILLINOIS 61802

August 10, 2018

COUNTY MOTOR FUEL TAX CLAIMS FOR JULY

Req No.	Payee	Description	Amount
34	Lehigh Hanson	106.93 tons CA6-10 FOB	2,058.05
35	Decker Supply	Various Sign Posts	8,362.50
36	Champaign County Treasurer	Engineering fees for County Engineers	10,771.92
37	Applied Research Associates	2018 Pavement Study fees	70,000.00
38	Jeff Blue	Meal reimbursement June 20-22	276.00
39	Champaign County RPC	CUUATS July 1,2018-June 30, 2019	31,948.22
40	Lehigh Hanson	47.75 tons CA6/10	429.75
41	Jeff Blue	Travel reimbursement July 13-16	764.98
			<hr/> \$ 124,611.42 <hr/>

TOWNSHIP MOTOR FUEL TAX CLAIMS FOR JULY

Req No.	Payee	Description	Amount
35	Illinana Construction	Brown Twp 16668.71gl HFE-90	33,170.74
36	Illinana Construction	Mahomet Twp 4764.95gl CM300	14,104.25
37	Illinana Construction	Ogden Twp 15805.65gl HFE-90	31,453.25
38	Emulsicoat Inc	Rantoul Twp 236.11gl HFE-90 FOB	365.97
39	J & W Trucking	Colfax Twp replace culvert	8,500.00
40	Illinana Construction	Tolono Twp 19764.12gl HFE-90	42,060.60
41	Illinana Construction	Urbana Twp 21945.37gl HFE-90	43,671.30
42	Illinana Construction	Hensley Township 6215.85gl HFE-90	14,408.50
43	Emulsicoat Inc	East Bend Township 1668.36gl HFE-90 FOB	2,586.01
44	Illinana Construction	Mahomet Twp 25198.30gl CM300	74,586.97
45	Illinana Construction	Ogden Twp 12382.52gl HFE-90	24,641.21
46	Emulsicoat Inc	Rantoul Twp 229.03gl HFE-90 FOB	355.00
47	Tuscola Stone	Raymond Twp 835.39tons CA-15	15,245.94
48	Illinana Construction	Scott Twp 36500.99gl HFE-90	80,231.20
49	Illinana Construction	Stanton Twp 29028.34gl HFE-90	57,766.40
			<hr/> \$443,147.34 <hr/>

County Road 900 N and County Road 1200 E Intersection Study

Prepared by:
Champaign Urbana Urbanized Area Transportation Study (CUUATS)
Urbana, Illinois
June 2018



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1 Introduction

1.1 Background

Champaign Urbana Urbanized Area Transportation Study (CUUATS) staff received a request from Champaign County to perform a traffic signal and all-way stop sign warrant analysis at the intersection of County Road 900N and County Road 1200E.

1.2 Study Site

The intersection of County Road 1200E and County Road 900N is located north of Tolono and east of US 45. Figure 1 shows the aerial view of the study intersection in 2016. This is a two-way stop control (TWSC) intersection with stop signs at County Road 1200E. The intersection is surrounded by agricultural land except for a farmhouse at the southwest corner.

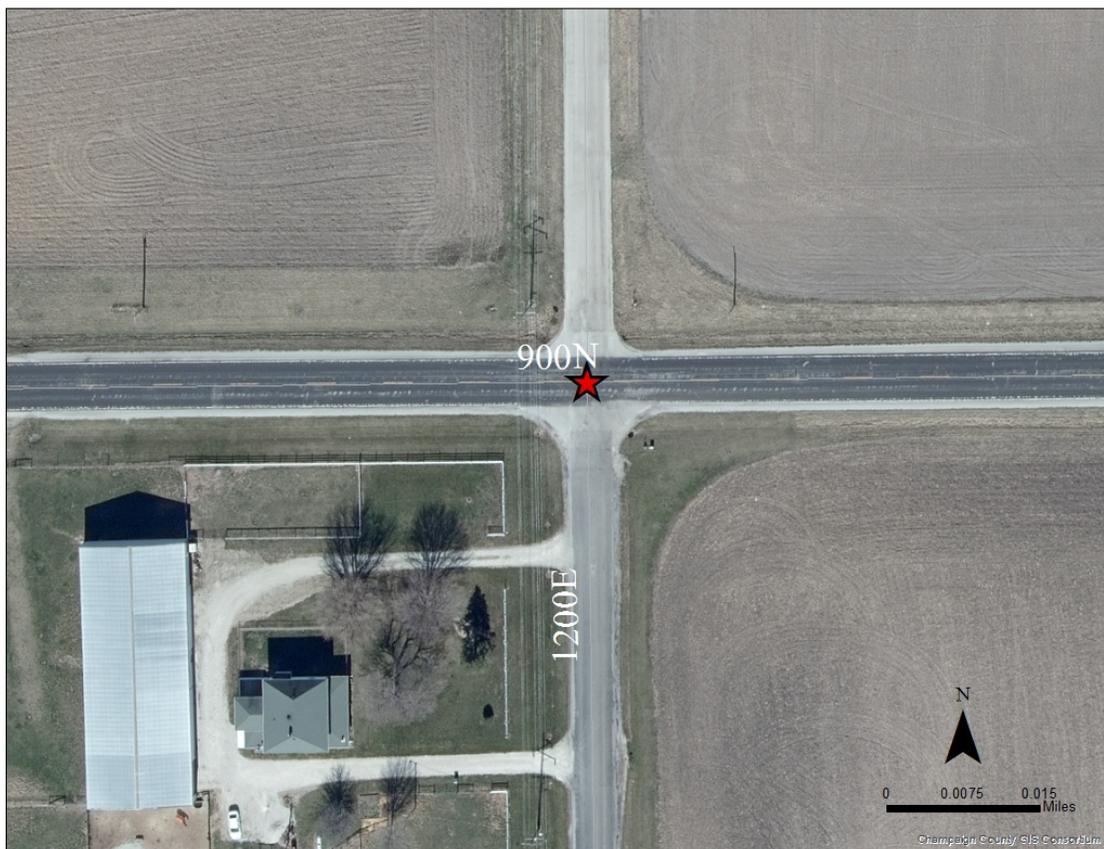


Figure 1: Intersection of County Road 900N and 1200E

1.3 Study Objectives

The objectives of this study are to:

- Conduct all-way stop control warrant analysis
- Conduct traffic signal warrant analysis
- Conduct other traffic operational analysis including gaps in the traffic flow along County Road 900N, speed and crash data analysis

2 Existing Condition Analysis

Existing condition analysis at the intersection of County Road 1200E and County Road 900N includes evaluation of intersection geometry, traffic operational analysis, crash analysis, and gaps in vehicle flow on County Road 900N. The data required to do the existing condition analysis are:

- Physical condition of the intersection including intersection geometry, markings and signs
- 12-hour (7 am to 7 pm) vehicular movement data for a typical weekday, as well as any pedestrian or bicyclist movement data
- Gaps in traffic flow on the major road (County Road 900N) on a typical weekday
- Traffic crashes from 2012 to 2016

2.1 Physical Condition of the Intersection

The intersection of County Road 1200E and County Road 900N is a TWSC intersection with stop signs placed on the northbound and southbound approaches. Figure 2 shows the schematic diagram of the intersection. As can be seen in Figure 2, each approach has a shared through/right/left turn lane with no marked crosswalks.

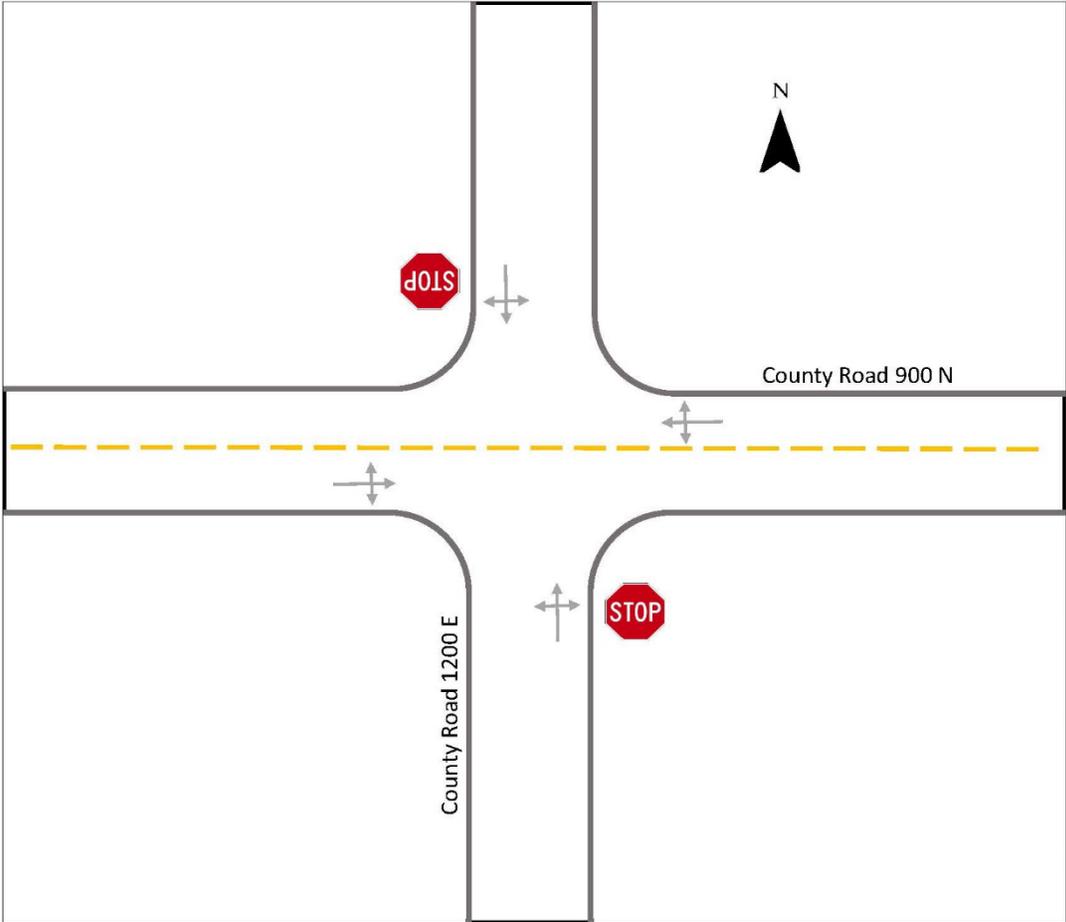


Figure 2: Schematic Diagram of the intersection of County Road 1200E and County Road 900N

2.2 Traffic Operational Condition

Traffic data was collected over 12 hours on a typical weekday, April 11th, 2018. The data was collected from 7 am to 7 pm.

2.2.1 Hourly Traffic Variation

Figure 3 presents the hourly traffic variation at the intersection of County Road 1200E and County Road 900N for a typical weekday.

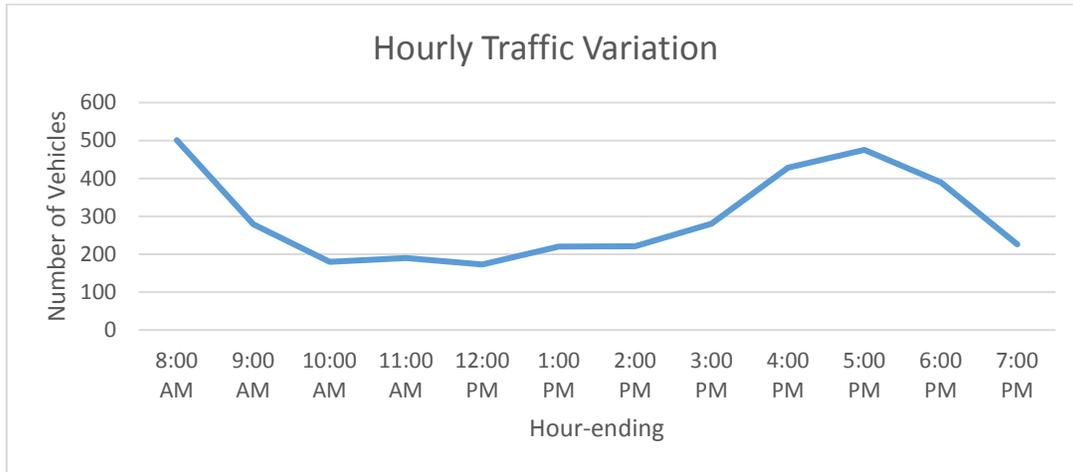


Figure 3: Hourly Traffic Variation at the intersection of County Road 1200E and County Road 900N

The morning peak hour is from 7 am to 8 am, noon peak hour is from 12:30 pm to 1:30 pm, and evening peak hour is from 4:30 pm to 5:30 pm. Table 1 presents the peak hour turning movements at the study intersection for a typical weekday.

Table 1: Peak Hour Turning Movements (Weekday)

Approach	Movement	AM Peak Hour (7:00AM to 8:00 AM)		Noon Peak Hour (12:30PM to 1:30PM)		Evening Peak Hour (4:30PM to 5:30PM)	
		Volume	App. Total	Volume	App. Total	Volume	App. Total
Southbound	Right	3	17	2	17	8	90
	Thru	10		12		70	
	Left	4		3		12	
Westbound	Right	7	231	3	80	2	153
	Thru	149		62		84	
	Left	75		15		67	
Northbound	Right	58	144	10	34	34	60
	Thru	73		19		20	
	Left	13		5		6	
Eastbound	Right	18	109	4	94	23	204
	Thru	85		89		179	
	Left	6		1		2	
Total		501		225		507	

2.2.2 Traffic Operational Analysis

Level-of-Service (LOS) is a qualitative measure describing the operational state from LOS “A” (best) to “F” (worst) for each of the approaches or the overall intersection. The LOS for a TWSC intersection is determined by the control delay at the minor approaches as well as major streets’ left turn traffic.

Control delay is a component of delay that results from the type of traffic control at the intersection/approach measure by comparison with the uncontrolled condition. It is the difference between the travel time that would have occurred in the absence of the intersection control, and the travel time that results because of the presence of the intersection control¹.

Table 2 shows the LOS criteria for the TWSC intersections as per the Highway Capacity Manual 2010.

Table 2: LOS Criteria for TWSC Intersections²

LOS	TWSC Average Control Delay
A	<10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Table 3 shows the LOS for the peak hours at the intersection of County Road 1200E and County Road 900m minor (north-south) approaches. The LOS at the intersection during peak hours are either “B” or “C”. Thus, the delays are within the acceptable range during the peak hours.

Table 3: LOS at the intersection of County Road 1200E and County Road 900N

Approach	AM Peak		Noon Peak		PM Peak	
	Approach Delay (s/veh)	LOS	Approach Delay (s/veh)	LOS	Approach Delay (s/veh)	LOS
Northbound	16.3	C	10.8	B	12.6	B
Southbound	14.9	B	10.7	B	16.6	C

2.3 Pedestrian and Bicyclist Activities

In the crosswalk, there were zero bicyclists and two pedestrians. The two pedestrians were crossing the intersection of County Road 1200E and County Road 900 between 12 pm to 2 pm. Thus, the volume of pedestrians and bicyclists using the crosswalk is low.

In the roadway, the on-street bicyclist volumes at the intersection are presented in Figure 4. Most of these bicyclists were going along the north-south approaches of the intersection.

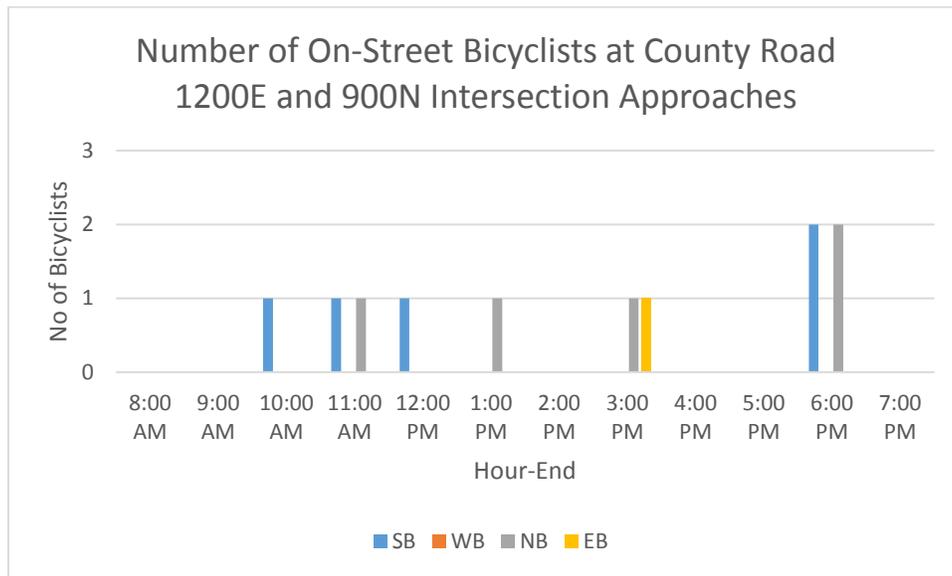


Figure 4: Number of On-Street Bicyclists at the Intersection of County Road 1200E and County Road 900N Approaches

2.4 Speed Analysis

The speed limit along County Road 900N and County Road 1200E is 55 mph. In the warrant analysis, the threshold for the approach speed (posted or 85th percentile speed) of the major street is 40 mph, so no further speed analysis was done for the study intersection.

2.5 Intersection Sight Distance

The intersection of County Road 1200E and County Road 900 is a TWSC intersection with stop signs posted on the minor approaches (north-south). The vehicles on the minor approaches should have a clear view of the conflicting traffic on the major approaches for them to enter the intersection safely. Sight distances for the stopped vehicles on the minor approaches were checked to see whether the drivers on the minor approaches have a sufficient view of the intersecting County Road 900N traffic to decide when to enter the intersection or to cross it.

Sight triangles are areas along the intersection approach legs and across their included corners². These areas should be clear of obstructions that might block a driver's view of potentially conflicting vehicles. For a controlled intersection like a TWSC intersection, departure sight triangles are considered to provide sufficient sight distance for a stopped driver on a minor road approach to depart from the intersection and enter or cross the major road.

The length of the leg of the departure sight triangle along the major road is also the recommended intersection sight distance for the study intersection. This distance depends on the gaps in major-road traffic accepted by drivers on the minor road while turning onto the major road. An acceptable time gap for a stopped driver on a minor-road approach should provide sufficient time for the minor road vehicle to accelerate from the stop and complete a left turn maneuver without excessively interfering with major road traffic operations. Table 4 presents the time gaps (in seconds) for minor road approach traffic to safely cross the major road from the American Association of State Highway and Transportation Officials (AASHTO) book "A Policy on Geometric Design of Highways and Streets," 6th Edition, 2011².

Table 4: Time Gap (in seconds) Values

Vehicle Type	Maneuver	Time Gap at Design Speed of Major Road (sec.)
Passenger Car	Left turn from Stop	7.5
	Right turn from Stop	6.5

Based on the time gap values specified in Table 4, intersection sight distances along the major road approaches were calculated based on the design speed of 55 mph. Table 5 shows the intersection sight distances required for left turn and right turn movements from minor approaches from AASHTO's A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011².

Table 5: Intersection Sight Distance

Movement	Intersection Sight Distance (ft)
Left turn from minor approach	610
Right turn from minor approach	530

A field observation was done to identify areas of obstruction in the sight triangle of the driver's view on the minor road approaches of the intersection of County Road 1200E and County Road 900. This will ensure if the driver's view is clear of obstructions to view the potentially conflicting vehicles.

Field observation at the intersection found no major obstructions within the departure sight triangle. Figure 5 shows the driver's view to the west on the northbound approach. In this figure, the driver is approximately 10 feet behind the stop sign, and the driver's view is obstructed by a fence; but if the driver is right beside the stop sign, then the view is clear.



Figure 5: Driver's View to the West on the Northbound Approach

Figure 6 presents the driver's view to the west on the southbound approach. In this figure, the driver is a couple of feet behind the stop sign, and the driver's view is obstructed by a power pole.



Figure 6: Driver's View to the West on the Southbound Approach

2.6 Gap Analysis

A gap study was performed between 4:30 pm and 5:30 pm on a typical weekday to determine the number of adequate gaps in the traffic stream on County Road 900N to allow drivers from the minor-road approaches (County Road 1200E) to enter or cross the major road. In this context, a gap is defined as the time that elapses from when the rear of a vehicle passes a point on a roadway until the front of the next arriving vehicle passes the same point. The specific time periods were selected to take into account the peak periods at the study intersection.

The acceptable time gaps for the minor-road vehicles to enter the major road were shown in Table 4. An acceptable time gap for a stopped driver on a minor-road approach should provide sufficient time for the minor road vehicle to accelerate from a stop and complete a left turn maneuver without excessively interfering with major road traffic operations.

Table 6 shows the number of acceptable time gaps during peak periods on County Road 900N for minor-road vehicles on County Road 1200E. Gap calculation was based on combined traffic flow on both eastbound and westbound directions during the time periods selected. Any gap of less than 8 seconds was not recorded.

Table 6: Time Gap (in seconds) Values

Time Period	Traffic Direction	Gaps Greater than 8 seconds
4:30 pm to 5:30 pm	Combined (both eastbound and westbound)	141

Based on the data in Table 6, there is a sufficient number of gaps available for the minor road vehicles to enter or cross the major road.

2.7 Traffic Crashes

Traffic crashes from 2012 to 2016 were obtained from the Illinois Department of Transportation (IDOT) Division of Traffic Safety. Crashes within 150 feet of the study intersection were selected to analyze the trends in terms of various factors.

2.7.1 Crash Trends

There were 10 crashes in five years from 2012 to 2016. Figure 7 presents the number of crashes at the study intersection by year.

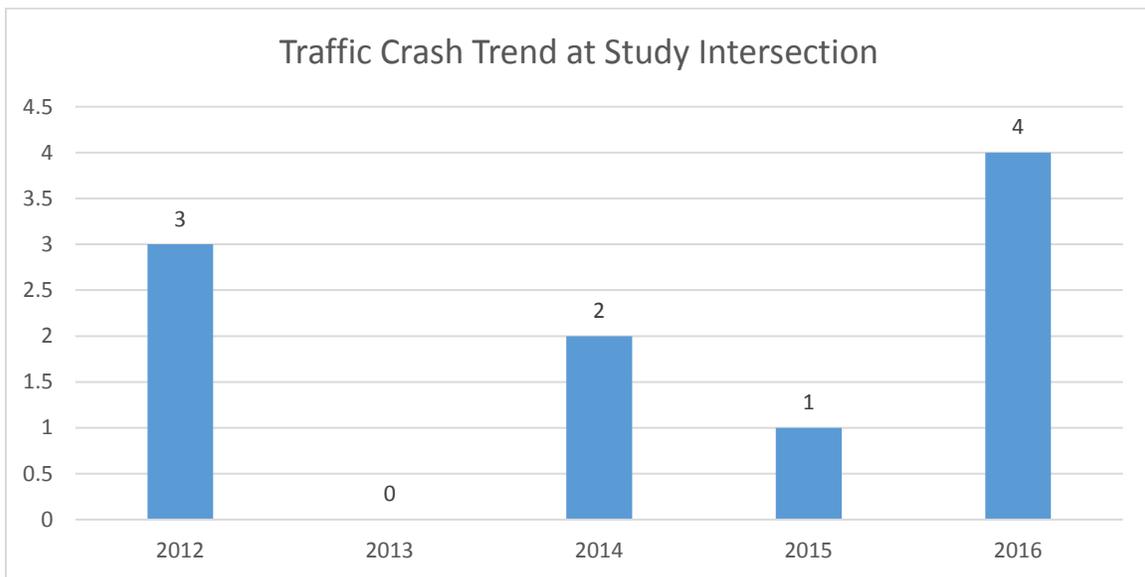


Figure 7: Number of Crashes by Year at the Intersection of County Road 1200E and County Road 900N

The average crash frequency is two. The number of crashes declined from three in 2012 to zero in 2013, and then increased to four crashes in 2016.

2.7.2 Collision Type

The predominant collision types at the intersection of County Road 1200E and County Road 900N are angle, rear-end, and turning. The highest percentage are angle crashes at 50 percent, followed by turning and rear-end crashes at 30 percent and 20 percent, respectively.

Table 7: Crash by Collision Type

Collision Type					
Angle		Rear End		Turning	
Number	%	Number	%	Number	%
5	50%	2	20%	3	30%

2.7.3 Crash Severity

The crashes are generally classified as fatal, injury and property damage type of crashes. The IDOT Division of Traffic Safety categorizes injury levels as: A-Injury, B-Injury and C-Injury. Appendix A provides a brief description of each of the injury type of crashes. Table 8 shows the number of crashes by severity type.

Table 8: Number of Crashes by Severity Type

Year	Fatal	Injury			Property Damage	Total
		A-Injury	B-Injury	C-Injury		
2012	0	0	1	0	2	3
2013	0	0	0	0	0	0
2014	0	0	0	0	2	2
2015	1	0	0	0	0	1
2016	0	0	2	0	2	4
Total	1	0	3	0	6	10

There was one fatal crash, where a vehicle on County Road 1200E disregarded the stop sign and collided with a vehicle on County 900N. There were three B-injury crashes, and six property damage type crashes.

2.7.4 Collision Diagram

Collision diagrams are used to display and identify crash patterns. The diagrams provide information such as type of crashes, time of the day, weather, and pavement conditions that are helpful for identifying probable causes of crashes. It also helps to identify problems in traffic operation and control at intersections. Figure 8 shows the collision diagram for the intersection of County Road 1200E and County Road 900N.

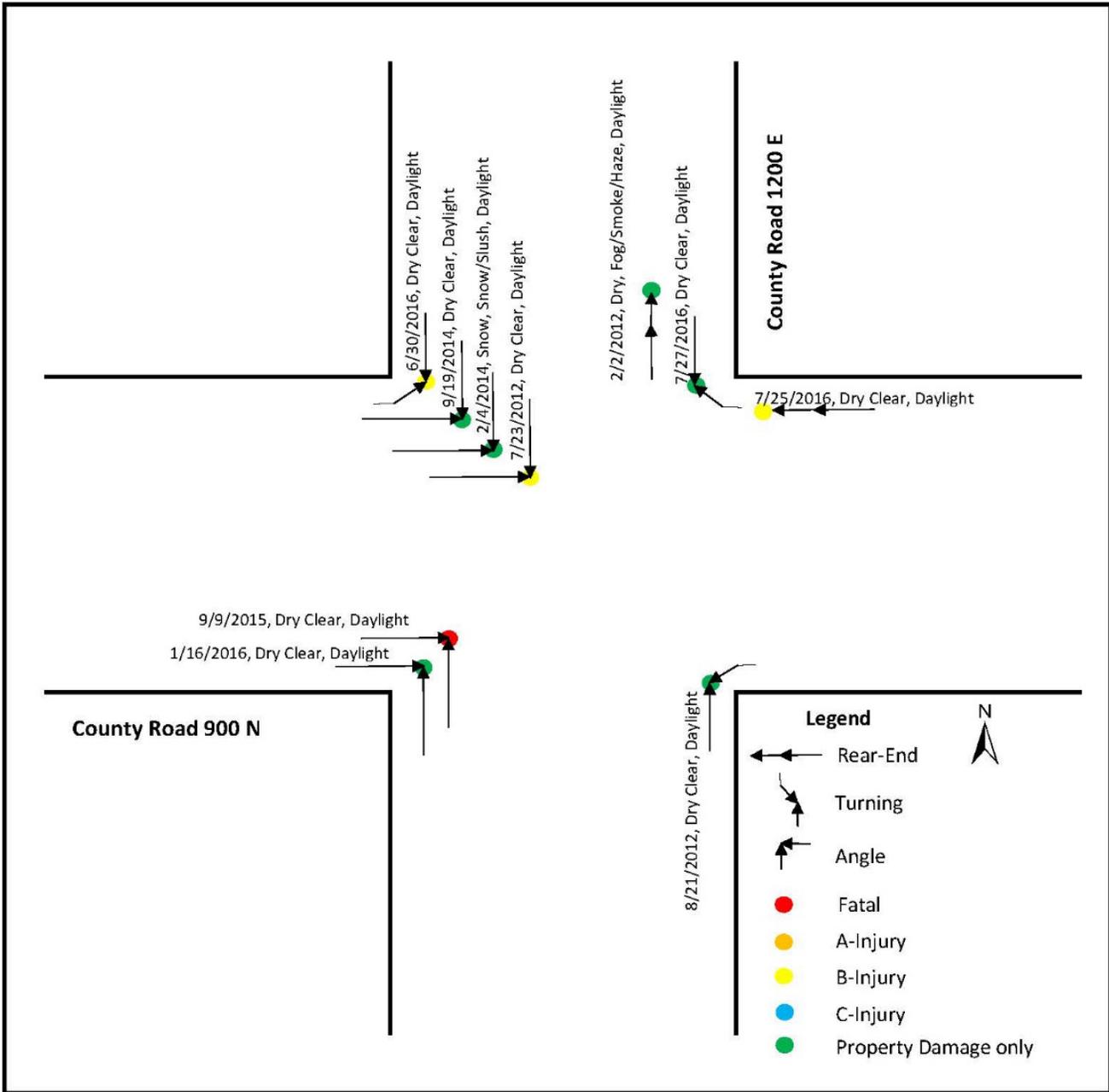


Figure 8: Collision Diagram of Crashes at intersection of County Road 1200E and County Road 900N

3 Traffic Control Warrant Study

A warrant for any traffic control device (sign, signal or pavement marking) is the minimum criteria that must be met before such a device can be installed. A traffic control signal should not be installed unless one or more of the eight traffic signal warrants are met. Also, meeting a warrant does not mean a traffic control device must be installed. Engineering judgment should be used to determine whether the installation of a traffic signal would improve the overall safety and/or operation of the intersection.

As shown in Table 3, the intersection of County Road 1200E and County Road 900N experienced no congestion during typical weekday peak periods. However, the intersection experienced 10 crashes between 2012 and 2016. For this reason, an investigation was conducted to analyze the need for a traffic control signal at the intersection of County Road 1200E and County Road 900N.

The traffic signal warrant study was performed using the nine traffic signal warrants specified in the Manual on Uniform Traffic Control Devices (2009 Edition)⁵. In this analysis, County Road 900N was considered as a major street and County Road 1200E was considered as a minor street. The posted speed limit on County Road 900N is 55mph. 12-hour traffic data was collected on a typical weekday to do this analysis.

3.1 Traffic Signal Warrants

The traffic signal warrants include:

1. Warrant 1, Eight-Hour Vehicular Volume
2. Warrant 2, Four-Hour Vehicular Volume
3. Warrant 3, Peak Hour
4. Warrant 4, Pedestrian Volume
5. Warrant 5, School Crossing
6. Warrant 6, Coordinate Signal System
7. Warrant 7, Crash Experience
8. Warrant 8, Roadway Network
9. Warrant 9, Intersection Near a Grade Crossing

3.2 Traffic Signal Warrant Analysis

Staff used the Highway Capacity Software (HCS7) for the traffic signal warrant analysis. The HCS7 software was developed by the McTrans Center, University of Florida, with financial assistance from the Federal Highway Administration.

Appendix B contains the detailed calculation for checking the applicability of the traffic signal warrants. The signal warrant analysis showed none of the warrants were met for the intersection of County Road 1200E and County Road 900N.

3.3 Multi-Way Stop Control Warrant Analysis

Multi-way (All-way) stop control can be beneficial as a safety measure at intersections if certain traffic conditions prevail. Generally, multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal. Table 9 shows traffic volumes on major and minor road approaches at the intersection of County Road 1200E and County Road 900N during the morning, noon, and evening peak hours.

Table 9: Traffic Volume on Major and Minor Road Approaches during Peak Hours

Peak Hour	Minor Approach			Major Approach			% Difference
	SB	NB	Total	WB	EB	Total	
AM Peak Hour (7:00AM to 8:00 AM)	17	144	161	231	109	340	111%
Noon Peak Hour (12:30PM to 1:30PM)	17	34	51	80	94	174	241%
Evening Peak Hour (4:30PM to 5:30PM)	90	60	150	153	204	357	138%

The difference between the major and minor approaches' peak hour volumes is 111 percent, 241 percent, and 138 percent for morning, noon, and evening peak hours, respectively.

Table 10 presents the MUTCD criteria for considering a multi-way stop sign installation at an intersection. None of the criteria were met for installation of an All-Way stop control.

Table 10: MUTCD 2009 Criteria for Multi-Way Stop Control Installation

MUTCD Multi-Way Stop Installation Guidance	Comment	Warrant Met?
<i>A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.</i>	<i>Based on the hourly turning movement counts at this intersection, traffic signal warrants were not met.</i>	No
<i>B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.</i>	<i>From 2012 to 2016, there were less than five crashes. In five years, there were 10 crashes, or an average of two crashes per year.</i>	No
Minimum Volumes Criteria		
<i>C.1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and</i>	<i>The major street approach approaches averages 215 vehicle per hour (total of both approaches) and minor street approaches averages to 90 vehicles per hour for the 8 hours of an average day.</i>	No
<i>C.2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but</i>		No
<i>C.3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.</i>	<i>With 70 percent of the values provided in items C.1 and C.2, the minimum volumes criteria is not met</i>	No
<i>D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.</i>	<i>Criteria B, C.1, and C.2 are all not satisfied to 80 percent of the minimum values</i>	No

4 Study Findings

The following are the findings based on detailed evaluation of the intersection of County Road 1200E and County Road 900N.

- Minor approaches of the intersection did not experience any significant delay due to congestion.
- The volume of pedestrians and bicyclists at the intersection is low. There were two bicyclists but no pedestrians observed during 8 hours on a typical weekday.
- There is a sufficient gap of more than 8 seconds between the traffic along County Road 900N (major approach) for traffic on County Road 1200E (minor approach) to enter or cross the intersection.
- Objects like a fence and power poles were found to block the driver's view for northbound and southbound traffic, respectively.
- The posted speed limit on both roads is 55 mph, thus no speed analysis was done in this study.
- There were 10 crashes at the intersection in five years from 2012 to 2016. Approximately 50 percent were angle crashes.
- None of the MUTCD 2009 traffic signal warrants were met for the intersection of County Road 1200E and County Road 900N.
- None of the MUTCD 2009 multi-way stop sign application guidelines were satisfied for the intersection of County Road 1200E and County Road 900N.

5 Recommendations

5.1 Intersection Control

As mentioned earlier in Sections 3.1 and 3.2, none of the traffic signal warrants nor were the multi-way stop control application guidelines from the MUTCD 2009 met. Thus, they are not recommended for the intersection of County Road 1200E and County Road 900N.

5.2 Safety Countermeasures

There were 10 crashes within five years at the study intersection. Fifty percent were angle crashes, followed by turning and rear-end crashes at 30 percent and 20 percent, respectively. From the collision diagram, six out of ten crashes were between the eastbound traffic with northbound and southbound traffic. The following countermeasures should be considered to address the safety issues:

- MUTCD W4-4P “CROSS TRAFFIC DOES NOT STOP” warning signs should be installed in combination with the stop signs at the minor approaches.
- Oversized stop signs should be installed at the northbound and southbound approaches.
- Inattentive or distracted drivers often make poor decisions regarding the availability of safety gaps between vehicles on the major road. The Champaign County Sheriff’s Office should continue ongoing education and enforcement steps to address distracted driving issues.

6 Reference

1. Transportation Research Board – Highway Capacity Manual Application Guidebook, Transportation Research Board, TRB, Washington, DC, 2000.
2. A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011, American Association of State Highway and Transportation Officials, AASHTO, Washington, DC.
3. KABCO Classification Scale and Definitions.
Link:https://safety.fhwa.dot.gov/hsip/spm/conversion_tbl/pdfs/kabco_ctable_by_state.pdf
4. Illinois Route Crash Data 2011-2014
Link:<http://www.idot.illinois.gov/Assets/uploads/IDOT-Projects/District-1/IL-7-Orland-Park/Crash%20and%20Traffic%20Data.pdf>
5. Federal Highway Administration – Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition, Chapter 4, Federal Highway Administration, FHWA, McLean, VA, 2009.

7 Appendix A

Injury Severity^{4,5}

K – Fatal: A Fatal crash is a traffic crash involving a motor vehicle in which at least one person dies within 30 days of the crash.

A-Injury: Also called “A Incapacitating Injury,” is any injury, other than fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes, but is not limited to: Severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.

B-Injury: Also called “B Non-incapacitating Injury,” is any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes, but is not limited to: lumps on the head, abrasions, bruises, and minor lacerations.

C-Injury: Also called as “C reported or not evident Injury,” is any injury reported or claimed which is not listed above. Includes, but is not limited to: momentary unconsciousness, claims or injuries not evident, limping, complaints of pain, nausea, and hysteria.

O – Property Damage Only: Damage to property that reduces its monetary value (prior to 2009, crashes involving a minimum of \$500 in damage were reported; the threshold was raised to \$1,500 in 2009).

8 Appendix B

Warrants Summary													
Information													
Analyst		Harshala Sardar			Intersection		CR 1200E and CR 900N						
Agency/Co		CUUATS			Jurisdiction		Champaign, IL						
Date Performed		06/04/2018			Units		U.S. Customary						
Project ID					Time Period Analyzed		7 AM to 7 PM						
East/West Street		CR 900N			North/South Street		CR 1220E						
File Name		CR1200E CR900N Warrant Study			Major Street		East-West						
Project Description													
General								Roadway Network					
Major Street Speed (mph)		55		<input checked="" type="checkbox"/> Population < 10,000		Two Major Routes		<input type="checkbox"/>					
Nearest Signal (ft)		0		<input type="checkbox"/> Coordinated Signal System		Weekend Count		<input type="checkbox"/>					
Crashes (per year)		2		<input type="checkbox"/> Adequate Trials of Alternatives		5-yr Growth Factor		0					
Geometry and Traffic		EB			WB			NB			SB		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N		0	1	0	0	1	0	0	1	0	0	1	0
Lane usage		LTR			LTR			LTR			LTR		
Vehicle Volume Averages (vph)		2	88	9	30	78	3	7	22	22	4	23	4
Peds (ped/h) / Gaps (gaps/h)		--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--
Delay (s/veh) / (veh-hr)		--	0 / 0	--	--	0 / 0	--	--	11.4 / 0.2	--	--	11.9 / 0.1	--
Warrant 1: Eight-Hour Vehicular Volume													
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--													
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--													
1 (56%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)													
Warrant 2: Four-Hour Vehicular Volume													
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)													
Warrant 3: Peak Hour													
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--													
3 B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)													
Warrant 4: Pedestrian Volume													
4 A. Four Hour Volumes --or--													
4 B. One-Hour Volumes													
Warrant 5: School Crossing													
5. Student Volumes --and--													
5. Gaps Same Period													
Warrant 6: Coordinated Signal System													
6. Degree of Platooning (Predominant direction or both directions)													
Warrant 7: Crash Experience													
7 A. Adequate trials of alternatives, observance and enforcement failed --and--													
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--													
7 C. (56%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied													
Warrant 8: Roadway Network													
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--													
8 B. Weekend Volume (Five hours total)													
Warrant 9: Grade Crossing													
9 A. Grade Crossing within 140 ft --and--													
9 B. Peak-Hour Vehicular Volumes													

RESOLUTION NO.

RESOLUTION AWARDING OF CONTRACT FOR
THE CONSTRUCTION OF A BOX CULVERT
LOCATED ON 500E
NEWCOMB TOWNSHIP
SECTION #17-16043-00-BR

WHEREAS, The following low bid was received at a Public Letting held on August 2, 2018, in Urbana, Illinois, for the construction of a box culvert in Newcomb Township on 500E, Section #17-16043-00-BR:

Stark Excavating Inc. - \$175,896.00

WHEREAS, The County Engineer recommends to the County Board that the low bid be awarded; and

WHEREAS, The County Board of Champaign County concurs in the action recommended by the County Engineer.

NOW, THEREFORE, BE IT RESOLVED, That the County Board of Champaign County does hereby award the above listed bid to Stark Excavating Inc.

PRESENTED, ADOPTED, APPROVED AND RECORDED this 23rd day of August 2018.

C. Pius Weibel, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk and
ex-Officio Clerk of the County Board

Prepared by: Jeff Blue
County Engineer



Illinois Department of Transportation

County: Champaign
 Local Agency: Newcomb Township
 Section: 17-16043-00-BR
 Estimate: \$147,220.00

Date: 8/2/2018
 Time: 10:00 AM
 Appropriation:

Name of Bidder: Duce Construction
 Address of Bidder: 417 Wilbur Ave
 Champaign, IL 61822

Med/L Concrete & Excavation
 1801 E University Ave Suite B
 Urbana, IL 61802

Newell Construction
 PO Box 1097
 Danville, IL 61834

Ohio Baum
 866 N Main St
 Morton, IL 61550

Slark Excavation
 1805 W Washington St
 Bloomington, IL 61701

Item No.	Unit	Quantity	Approved Engineer's Estimate		Proposed Guarantees/Terms:		Name of Bidder/Address of Bidder		Med/L Concrete & Excavation		Newell Construction		Ohio Baum		Slark Excavation	
			Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total	Unit Price	Total
1	Tree Removal (0 to 15 units diameter)	18.00	30.00	540.00	55.00	990.00	132.00	2,376.00	50.00	900.00	74.50	1,341.00	40.00	720.00		
2	Tree Removal (over 15 units diameter)	72.00	40.00	2,800.00	55.00	3,960.00	99.00	7,128.00	50.00	3,600.00	66.07	4,757.04	50.00	3,600.00		
3	Earth Excavation	265.00	20.00	5,300.00	35.00	9,275.00	61.00	16,165.00	28.00	7,420.00	65.31	17,307.15	25.00	6,675.00		
4	Channel Excavation	180.00	20.00	2,000.00	35.00	3,500.00	68.50	13,820.00	22.00	2,200.00	48.42	4,642.00	21.00	2,100.00		
5	Porous Granular Embankment	188.00	40.00	4,240.00	81.00	9,546.00	102.00	11,342.00	60.00	6,360.00	69.04	7,318.24	54.00	5,724.00		
6	Grouted Riprap	530.00	70.00	37,100.00	98.00	50,860.00	95.00	50,560.00	72.00	38,160.00	66.82	46,014.60	79.00	41,870.00		
7	Aggregate Surface Course, Type B	44.00	30.00	1,200.00	46.00	2,024.00	44.00	2,024.00	40.00	1,760.00	64.00	2,819.84	56.00	2,464.00		
8	Concrete Removal	6.00	1,000.00	6,000.00	208.00	1,248.00	810.00	15,828.00	1,875.00	11,250.00	781.91	4,571.48	2,600.00	15,600.00		
9	Structure Excavation	165.00	25.00	4,250.00	35.00	5,850.00	95.00	15,625.00	22.00	3,066.00	28.82	4,941.78	20.00	3,380.00		
10	Removal & Disposal of Unavailable Material for Structure	75.00	30.00	2,250.00	41.00	3,075.00	67.00	5,025.00	42.00	3,150.00	24.21	1,815.75	20.00	1,500.00		
11	Concrete Box Culverts	CU YD	1,000.00	42,400.00	1,400.00	59,360.00	1,600.00	71,664.00	1,475.00	69,540.00	1,228.12	51,087.48	1,435.00	60,644.00		
12	Reinforcement Bars	Each	1.75	12,670.00	1.75	9,050.00	1.75	12,670.00	2.10	15,204.00	1.88	13,611.20	1.60	11,584.00		
13	Nails/Pillets	Each	400.00	400.00	600.00	600.00	650.00	650.00	400.00	400.00	530.61	530.61	550.00	550.00		
14	Pipe Drains, Aluminum Alloy 8"	Each	25.00	1,250.00	41.00	2,050.00	118.00	5,900.00	22.00	1,100.00	71.86	3,583.00	47.00	2,350.00		
15	Pipe Drains, Aluminum Alloy 10"	Each	30.00	1,500.00	63.00	2,650.00	130.00	6,500.00	30.00	1,500.00	83.10	4,159.50	51.00	2,650.00		
16	Pipe Drains, Aluminum Alloy 16"	Each	36.00	1,800.00	63.00	3,150.00	160.00	8,000.00	64.00	2,700.00	117.12	6,858.50	61.00	3,050.00		
17	Pipe E Bows 8"	Each	500.00	500.00	374.00	374.00	730.00	730.00	100.00	100.00	1,877.80	1,877.80	235.00	235.00		
18	Pipe E Bows 10"	Each	500.00	500.00	412.00	412.00	850.00	850.00	100.00	100.00	1,857.08	1,857.08	260.00	260.00		
19	Pipe E Bows 16"	Each	500.00	500.00	715.00	715.00	1,000.00	1,000.00	70.00	70.00	2,150.95	2,150.95	400.00	400.00		
20	Terminal Markers-Post Mounted	Each	100.00	400.00	288.00	846.00	480.00	1,920.00	175.00	700.00	283.15	1,132.60	180.00	640.00		
21	Membrane Waterproofing for Buried Structures	SQ YD	58.00	2,900.00	146.00	7,250.00	22,500.00	112,500.00	49.00	2,320.00	58.78	3,292.08	45.00	2,025.00		
22	Seedbed Class 2 (Special)	Acres	10,000.00	1,000.00	16,000.00	1,600.00	22,500.00	112,500.00	44.00	1,980.00	28,314.80	2,831.48	12,000.00	1,200.00		
23	Rockfill	Ton	35.00	35.00	47.00	2,632.00	65.00	4,225.00	44.00	1,780.00	53.39	2,980.84	43.00	1,809.00		
24	Remove Existing Riprap	SQ YD	50.00	8,500.00	27.00	4,671.00	24.00	4,152.00	39.50	6,633.50	21.29	3,683.17	8.00	2,408.00		
25	Concrete Removal (Special)	SQ YD	50.00	4,000.00	20.00	1,600.00	21.00	1,680.00	32.00	2,560.00	12.80	1,024.00	17.50	1,400.00		
26	Surface Removal (Special)	SQ YD	10.00	600.00	27.00	2,392.00	22.00	2,112.00	15.00	1,440.00	10.87	1,024.32	6.00	768.00		
			Total Bid:	\$ 147,220.00	\$ 190,486.00	\$ 190,486.00	\$ 248,734.00	\$ 181,677.50	\$ 181,677.50	\$ 181,677.50	\$ 197,270.58	\$ 197,270.58	\$ 175,896.00	\$ 175,896.00		

RESOLUTION NO. _____

**RESOLUTION FOR EMERGENCY PROCUREMENT
APPROPRIATING \$27,000.00 FROM THE COUNTY BRIDGE FUND
FOR SECTION 18-00054-00-BR AND \$35,000.00 FROM THE COUNTY
BRIDGE FUND FOR SECTION 18-00054-01-BR**

WHEREAS, a structure, located on 3600N in Kerr Township has deteriorated to the point where it is closed to all traffic; and

WHEREAS, as recommended by the County Engineer, the structure should be replaced immediately; and

WHEREAS, it is in the best interest of Champaign County and Kerr Township to replace the structure immediately and open the road to traffic; and

WHEREAS, 605 ILCS 5/5-502 states that structures located on county line township roads shall be constructed and repaired by the county and such costs shall be borne by the county.

NOW, THEREFORE, BE IT RESOLVED, by the Champaign County Board that the County Engineer, Jeff Blue, is given the authority to receive and accept quotes for the materials and labor to replace the structure located in Section 6 on 3600N in Kerr Township; and

BE IT FURTHER RESOLVED, that there is hereby appropriated from the County Bridge Fund the sum of Twenty Seven Thousand Dollars (\$27,000.00) for Section 18-00054-00-BR to purchase the materials and Thirty Five Thousand Dollars (\$35,000.00) for Section 18-00054-01-BR for the labor needed to replace this structure.

PRESENTED, ADOPTED, APPROVED, and RECORDED this 23rd day of August, 2018.

C. Pius Weibel, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk and
Ex-Officio Clerk of the County Board

Prepared by: Jeff Blue
County Engineer

PETITION

Petitioner, Marvin Johnson, hereby requests an appropriation of funds from the Champaign County Bridge Fund pursuant to 605 ILCS 5/5-501. In support of this petition, Petitioner states the following:

1. Petitioner is the duly elected Highway Commissioner for the Compromise Road District, Champaign County, Illinois; and

2. There is a bridge located between Sections 15 & 16, which is in poor condition and is inadequate to serve the needs of the traveling public; and

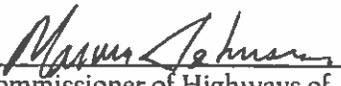
3. To ensure the adequacy of said structure for the traveling public, it is necessary that said structure be repaired; and

4. The cost of repairing the aforesaid structure is estimated to be \$20,000.00, which will be more than .02% of the value of all the taxable property in the Compromise Road District, as equalized or assessed by the Department of Revenue; and

5. The tax rate for road purposes in the Compromise Road District was in each year for the last two (2) years not less than the maximum allowable rate provided for in Section 6-501 of the Illinois Highway Code (605 ILCS 5/6-501); and

6. The Compromise Road District is prepared to pay one-half of the cost of the repair of said structure.

Respectfully submitted,



Commissioner of Highways of
Compromise Road District,
Champaign County, Illinois

RESOLUTION NO.

PETITION REQUESTING AND RESOLUTION APPROVING
APPROPRIATION OF FUNDS FROM THE COUNTY BRIDGE FUND
PURSUANT TO 605 ILCS 5/5-501

WHEREAS, the County Board finds that based on the representations in the attached Petition, it required pursuant to 605 ILCS 5/5-501 to provide the requested aid.

NOW, THEREFORE, BE IT RESOLVED by the County Board of Champaign County as follows:

1. The County Board hereby appropriates from the County Bridge Fund a sufficient sum to meet one-half the cost of repairing the structure.
2. The County Board hereby directs the County Engineer to cause plans and specifications to be prepared for said improvements.
3. The County Board hereby orders that said improvement be made under the general supervision of the County Engineer, by receiving quotes for the improvements.
4. The County Board hereby directs the County Engineer to certify to the County Board when the work has been satisfactorily completed to meet his or her approval. Such certificate shall include an itemized account of the cost of all items of work incurred in the completion of said improvements, and shall show the division of cost between the County and the Compromise Road District.
5. The County Board further directs the County Engineer to file said certificate with the clerk of the Compromise Road District.
6. This Resolution shall become effective upon its adoption.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August 2018.

C. Pius Weibel, Chair
County Board
Champaign County, Illinois

ATTEST: _____
Gordy Hulten, County Clerk
and ex-officio Clerk of the
Champaign County Board

Sec 18-06056-00-BR, Compromise Bridge Repair



LOCATION MAP

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PETITION

Petitioner, Marvin Johnson, hereby requests an appropriation of funds from the Champaign County Bridge Fund pursuant to 605 ILCS 5/5-501. In support of this petition, Petitioner states the following:

1. Petitioner is the duly elected Highway Commissioner for the Compromise Road District, Champaign County, Illinois; and
2. There is a culvert located between Section 2 & 3, which is in poor condition and is inadequate to serve the needs of the traveling public; and
3. To ensure the adequacy of said structure for the traveling public, it is necessary that said structure be replaced; and
4. The cost of replacing the aforesaid structure is estimated to be \$40,000.00, which will be more than .02% of the value of all the taxable property in the Compromise Road District, as equalized or assessed by the Department of Revenue; and
5. The tax rate for road purposes in the Compromise Road District was in each year for the last two (2) years not less than the maximum allowable rate provided for in Section 6-501 of the Illinois Highway Code (605 ILCS 5/6-501); and
6. The Compromise Road District is prepared to pay one-half of the cost of the replacement of said structure.

Respectfully submitted,



Commissioner of Highways of
Compromise Road District,
Champaign County, Illinois

RESOLUTION NO.

PETITION REQUESTING AND RESOLUTION APPROVING
APPROPRIATION OF FUNDS FROM THE COUNTY BRIDGE FUND
PURSUANT TO 605 ILCS 5/5-501

WHEREAS, the County Board finds that based on the representations in the attached Petition, it required pursuant to 605 ILCS 5/5-501 to provide the requested aid.

NOW, THEREFORE, BE IT RESOLVED by the County Board of Champaign County as follows:

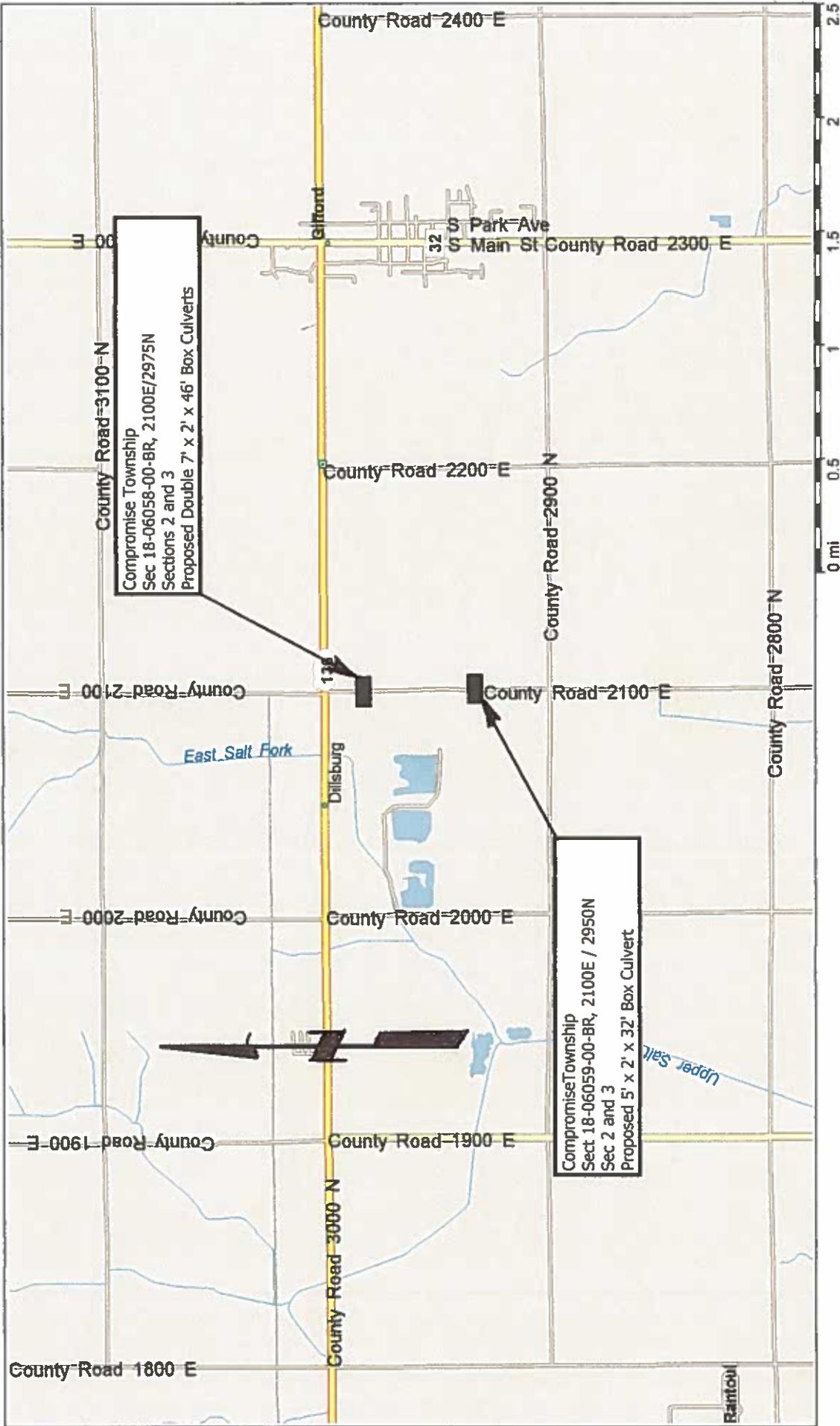
1. The County Board hereby appropriates from the County Bridge Fund a sufficient sum to meet one-half the cost of replacing the structure.
2. The County Board hereby directs the County Engineer to cause plans and specifications to be prepared for said improvements.
3. The County Board hereby orders that said improvement be made under the general supervision of the County Engineer, by receiving quotes for the improvements.
4. The County Board hereby directs the County Engineer to certify to the County Board when the work has been satisfactorily completed to meet his or her approval. Such certificate shall include an itemized account of the cost of all items of work incurred in the completion of said improvements, and shall show the division of cost between the County and the Compromise Road District.
5. The County Board further directs the County Engineer to file said certificate with the clerk of the Compromise Road District.
6. This Resolution shall become effective upon its adoption.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August 2018.

C. Pius Weibel, Chair
County Board
Champaign County, Illinois

ATTEST: _____
Gordy Hulten, County Clerk
and ex-officio Clerk of the
Champaign County Board

Compromise Twsp, Sec 18-06058-00-BR and Sec 18-06059-00-BR



LOCATION MAP

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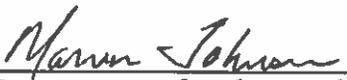
08/03/12
 J COOPER

PETITION

Petitioner, Marvin Johnson, hereby requests an appropriation of funds from the Champaign County Bridge Fund pursuant to 605 ILCS 5/5-501. In support of this petition, Petitioner states the following:

1. Petitioner is the duly elected Highway Commissioner for the Compromise Road District, Champaign County, Illinois; and
2. There is a culvert located between Sections 2 & 3, which is in poor condition and is inadequate to serve the needs of the traveling public; and
3. To ensure the adequacy of said structure for the traveling public, it is necessary that said structure be replaced; and
4. The cost of replacing the aforesaid structure is estimated to be \$10,000.00, which will be more than .02% of the value of all the taxable property in the Compromise Road District, as equalized or assessed by the Department of Revenue; and
5. The tax rate for road purposes in the Compromise Road District was in each year for the last two (2) years not less than the maximum allowable rate provided for in Section 6-501 of the Illinois Highway Code (605 ILCS 5/6-501); and
6. The Compromise Road District is prepared to pay one-half of the cost of the replacement of said structure.

Respectfully submitted,



Commissioner of Highways of
Compromise Road District,
Champaign County, Illinois

RESOLUTION NO.

PETITION REQUESTING AND RESOLUTION APPROVING
APPROPRIATION OF FUNDS FROM THE COUNTY BRIDGE FUND
PURSUANT TO 605 ILCS 5/5-501

WHEREAS, the County Board finds that based on the representations in the attached Petition, it required pursuant to 605 ILCS 5/5-501 to provide the requested aid.

NOW, THEREFORE, BE IT RESOLVED by the County Board of Champaign County as follows:

1. The County Board hereby appropriates from the County Bridge Fund a sufficient sum to meet one-half the cost of replacing the structure.
2. The County Board hereby directs the County Engineer to cause plans and specifications to be prepared for said improvements.
3. The County Board hereby orders that said improvement be made under the general supervision of the County Engineer, by receiving quotes for the improvements.
4. The County Board hereby directs the County Engineer to certify to the County Board when the work has been satisfactorily completed to meet his or her approval. Such certificate shall include an itemized account of the cost of all items of work incurred in the completion of said improvements, and shall show the division of cost between the County and the Compromise Road District.
5. The County Board further directs the County Engineer to file said certificate with the clerk of the Compromise Road District.
6. This Resolution shall become effective upon its adoption.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August 2018.

C. Pius Weibel, Chair
County Board
Champaign County, Illinois

ATTEST: _____
Gordy Hulten, County Clerk
and ex-officio Clerk of the
Champaign County Board

PETITION

Petitioner, Steve Miller, hereby requests an appropriation of funds from the Champaign County Bridge Fund pursuant to 605 ILCS 5/5-501. In support of this petition, Petitioner states the following:

1. Petitioner is the duly elected Highway Commissioner for the Pesotum Road District, Champaign County, Illinois; and
2. There is a bridge located between Sections 8 & 9, which is in poor condition and is inadequate to serve the needs of the traveling public; and
3. To ensure the adequacy of said structure for the traveling public, it is necessary that said structure be repaired; and
4. The cost of repairing the aforesaid structure is estimated to be \$20,000.00, which will be more than .02% of the value of all the taxable property in the Pesotum Road District, as equalized or assessed by the Department of Revenue; and
5. The tax rate for road purposes in the Pesotum Road District was in each year for the last two (2) years not less than the maximum allowable rate provided for in Section 6-501 of the Illinois Highway Code (605 ILCS 5/6-501); and
6. The Pesotum Road District is prepared to pay one-half of the cost of the repair of said structure.

Respectfully submitted,



Commissioner of Highways of
Pesotum Road District,
Champaign County, Illinois

RESOLUTION NO.

PETITION REQUESTING AND RESOLUTION APPROVING
APPROPRIATION OF FUNDS FROM THE COUNTY BRIDGE FUND
PURSUANT TO 605 ILCS 5/5-501

WHEREAS, the County Board finds that based on the representations in the attached Petition, it required pursuant to 605 ILCS 5/5-501 to provide the requested aid.

NOW, THEREFORE, BE IT RESOLVED by the County Board of Champaign County as follows:

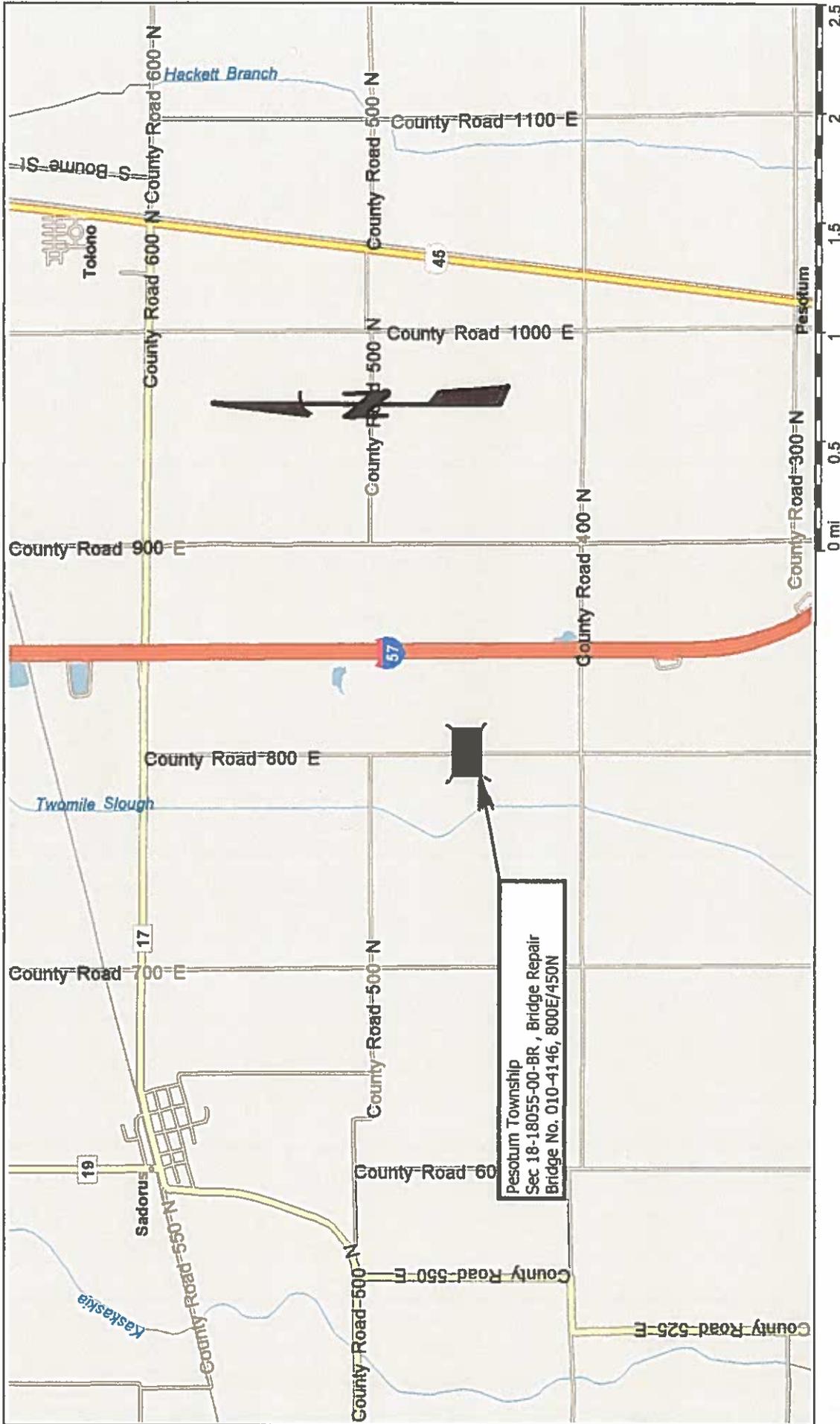
1. The County Board hereby appropriates from the County Bridge Fund a sufficient sum to meet one-half the cost of repairing the structure.
2. The County Board hereby directs the County Engineer to cause plans and specifications to be prepared for said improvements.
3. The County Board hereby orders that said improvement be made under the general supervision of the County Engineer, by receiving quotes for the improvements.
4. The County Board hereby directs the County Engineer to certify to the County Board when the work has been satisfactorily completed to meet his or her approval. Such certificate shall include an itemized account of the cost of all items of work incurred in the completion of said improvements, and shall show the division of cost between the County and the Pesotum Road District.
5. The County Board further directs the County Engineer to file said certificate with the clerk of the Pesotum Road District.
6. This Resolution shall become effective upon its adoption.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August 2018.

C. Pius Weibel, Chair
County Board
Champaign County, Illinois

ATTEST: _____
Gordy Hulten, County Clerk
and ex-officio Clerk of the
Champaign County Board

Sec 18-18055-00-BR, Pesotum Bridge Repair



LOCATION MAP

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PETITION REQUESTING AND RESOLUTION APPROVING APPROPRIATION
OF FUNDS FROM THE COUNTY BRIDGE FUND
PURSUANT TO 605 ILCS 5/5-501

PETITION

Petitioner, Jim Prather, hereby requests an appropriation of funds from the Champaign County Bridge Fund pursuant to 605 ILCS 5/5-501. In support of this petition, Petitioner states the following:

1. Petitioner is the duly elected Highway Commissioner for the Urbana Road District, Champaign County, Illinois; and
2. There is a Bridge located on High Cross Road between Sections 2 and 3 in Urbana Township, over the Saline Branch Drainage Ditch, which is in need of repair; and
3. To ensure the adequacy of said structure for the traveling public, it is necessary that said bridge deck be replaced; and
4. The cost of repair for the aforesaid structure is estimated to be \$400,000 which will be more than .02% of the value of all the taxable property in the Urbana Road District, as equalized or assessed by the Department of Revenue; and
5. The tax rate for road purposes in the Urbana Road District was in each year for the last two (2) years not less than the maximum allowable rate provided for in Section 6-501 of the Illinois Highway Code (605 ILCS 5/6-501); and
6. The Urbana Road District is prepared to pay 10% of the construction cost and 50% of the engineering costs associated with the deck replacement of said structure.

Respectfully submitted,

Jim Prather
Commissioner of Highways of
Urbana Road District,
Champaign County, Illinois

RESOLUTION NO.

WHEREAS, the County Board finds that based on the representations in the foregoing Petition, it is required pursuant to 605 ILCS 5/5-501 to provide the requested aid.

NOW, THEREFORE, BE IT RESOLVED by the County Board of Champaign County as follows:

1. The County Board hereby appropriates from the County Bridge Fund a sufficient sum to meet 50% of the cost of engineering and 10% of the cost of construction to replace the aforesaid the structure.
2. The County Board hereby directs the County Engineer to cause plans and specifications to be prepared for said improvement.
3. The County Board hereby orders that said improvement be made under the general supervision of the County Engineer, by the letting of a contract for the improvements.
4. The County Board hereby directs the County Engineer to certify to the County Board when the work has been satisfactorily completed to meet his approval. Such certificate shall include an itemized account of the cost of all items of work incurred in the completion of said improvement and shall show the division of cost between the County and the Urbana Road District.
5. The County Board further directs the County Engineer to file said certificate with the clerk of the Urbana Road District.
6. This Resolution shall become effective upon its adoption.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August 2018.

C. Pius Weibel, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk
and ex-officio Clerk of the
Champaign County Board

Sec 18-30057-00-BR, Urbana Bridge Repair



LOCATION MAP

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RESOLUTION NO.

RESOLUTION APPROPRIATING \$12,444.68 FROM
COUNTY BRIDGE FUNDS
FOR CULVERT REPLACEMENT LOCATED
ON COUNTY HIGHWAY #19
SECTION #18-00049-00-BR

WHEREAS, There were two culverts on County Highway 19 (Sadorus Road) in poor condition; and

WHEREAS, To insure the safety of the traveling public, the culverts were replaced by contract; and

WHEREAS, The cost of replacing the aforesaid culverts was Seventy Two Thousand Four Hundred Forty Four Dollars and Sixty-Eight cents (\$72,444.68); and

WHEREAS, Resolution number 2018-64, approved on March 27, 2018 appropriated Sixty Thousand Dollars (\$60,000.00) for this improvement

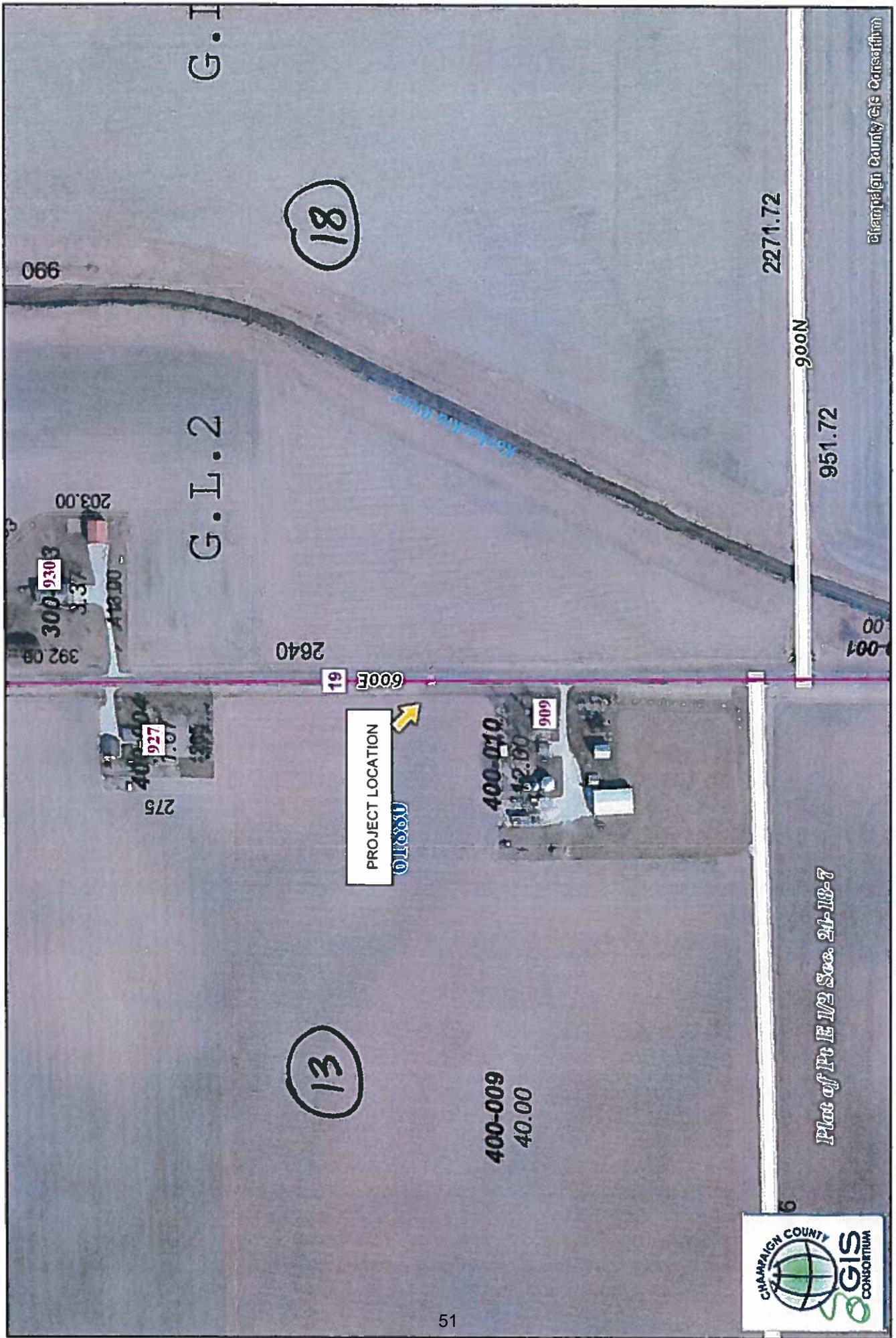
NOW, THEREFORE, BE IT RESOLVED, That there is hereby appropriated an additional sum of Twelve Thousand Four Hundred Forty-Four Dollars and Sixty-Eight cents (\$12,444.68) from County Bridge Funds for this improvement.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August A.D., 2018.

C. Pius Weibel, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk and
Ex-Officio Clerk of the County Board

SEC. 18-00049-00-BR



Champaign County GIS Consortium

This map was prepared with geographic information system data. The accuracy or availability of geographic information systems data may vary.

LOCATION MAP

This map was prepared with geographic information system data. The accuracy or availability of geographic information systems data may vary.

220 Feet

RESOLUTION NO. _____

RESOLUTION APPROPRIATING \$325,000.00
FROM COUNTY HIGHWAY FUNDS
AND GRANTING CONTRACT AWARD AUTHORITY
FOR A RAILROAD CROSSING UPGRADE
ON COUNTY ROAD 1900E
SECTION #15-21440-00-SP

WHEREAS, A Local Agency Railway-Highway Grade Crossing Improvements Agreement has been executed with the Illinois Department of Transportation; and

WHEREAS, Champaign County will receive bids, oversee construction and invoice IDOT for the Local Agency Costs associated with the railroad crossing upgrade; and

WHEREAS, IDOT will reimburse Champaign County for 100% of the preliminary engineering, right of way and construction costs associated with the railroad crossing upgrade.

NOW, THEREFORE, BE IT RESOLVED, That there is hereby appropriated the sum of Three Hundred Twenty-Five Thousand Dollars (\$325,000.00) from the County's Highway Funds for the costs of the improvement; and

BE IT FURTHER RESOLVED, That the Champaign County Board agrees to allow Jeff Blue, P.E., Champaign County Engineer, to accept the low bid for construction on behalf of Champaign County if the low bid is within 10% of the engineer's estimate.

BE IT FURTHER RESOLVED, That the County Engineer will report the results of the bid to the next regularly scheduled Highway Committee meeting after the bid opening.

PRESENTED, ADOPTED, APPROVED and RECORDED this 23rd day of August A.D., 2018.

C. Pius Weibel, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk and
Ex-Officio Clerk of the County Board

Prepared by: Jeff Blue
County Engineer

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED
RAILROAD HIGHWAY PROTECTION FUND

SCALES
 PLAN 1" = 100'
 PROFILE 1" = 10'
 CROSS SECTIONS - HORZ. 1" = 10'
 CROSS SECTIONS - VERT. 1" = 10'

SECTION 15-21440-00-SP
RAYMOND ROAD DISTRICT
CHAMPAIGN COUNTY

T.R. 236 & T.R. 287
C-95-329-15

R. 10 C. J.W. P.L.

INDEX OF SHEETS

1. COVER SHEET
2. SUMMARY OF QUANTITIES & TYPICAL CROSS SECTION
3. PLAN AND PROFILE (T.R. 236)
4. PLAN AND PROFILE (T.R. 287)
- 5-8. STATION CROSS SECTIONS

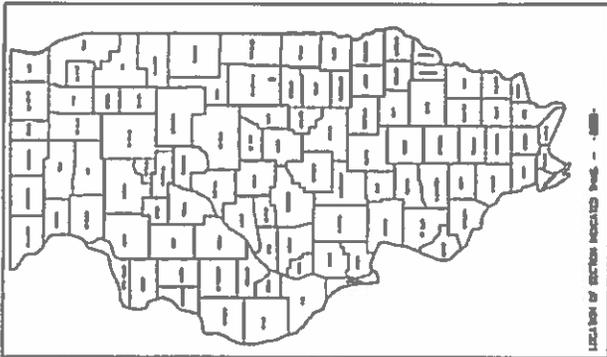
- See Proposed Details for STANDARDS:
- 5-1201-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
 - 701001-05 TRAFFIC CONTROL DEVICES
 - 8-121-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

UTILITIES

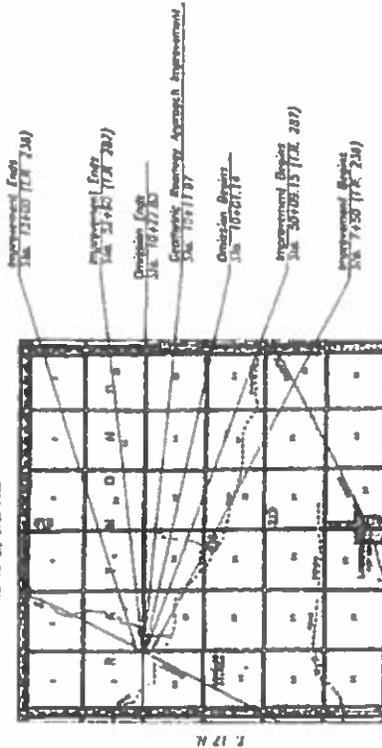
- EASTERN ILLINOIS ELECTRIC COOPERATIVE
130 WEST OTTAWA STREET
MARTIN, IL 62457
- FRONTIER COMMUNICATIONS
1200 SOUTH CENTRAL AVENUE
PARIS, IL 61844

DESIGN FUNCTIONAL CLASSIFICATION:
LOCAL ROAD 6-250 A/D
DESIGN TRAFFIC: 75
DESIGN SPEED: NONE

DATE	BY	REVISION
7/21/83	U-17718	CHAMPAIGN
7/21/83	U-17718	CHAMPAIGN
7/21/83	U-17718	CHAMPAIGN



LOCATION OF SECTION INDICATED THIS - - -



LAYOUT

APPROXIMATE SCALE = 1" = 100'
 NET LENGTH OF T.R. 236 = 540.00 FEET = 0.104 MILES
 NET LENGTH OF T.R. 287 = 214.25 FEET = 0.041 MILES
 NET LENGTH OF SECTION = 822.83 FEET = 0.152 MILES



Mark Bloxard
 LICENSED PROFESSIONAL ENGINEER
 EXP. 11-30-17



CALL FREE - COST ONLY LOCATIONS
 INFORMATION FOR ENGINEERS (TOLL FREE)
 TELEPHONE NUMBER 1-800-807-0123

DATE OF MEETING: 6/14/83
 DEPARTMENT OF TRANSPORTATION
 CHAMPAIGN COUNTY
 PROJECT NO. 15-21440-00-SP
 SHEET NO. 15-21440-00-SP-15

RESOLUTION NO. _____

RESOLUTION APPROPRIATING \$200,000.00 FROM
MOTOR FUEL TAX FUNDS
FOR COUNTYWIDE GUARDRAIL REPLACEMENT
ON COUNTY HIGHWAYS
SECTION #16-00444-00-SP

WHEREAS, Champaign County has various sections of guardrail along the county highways that are in need of replacement; and

WHEREAS, To insure the safety of the traveling public, it is necessary that said guardrails be replaced; and

WHEREAS, In order to construct the guardrails Champaign County has been awarded Highway Safety Improvement Program Funds from the Federal Highway Administration through the Illinois Department of Transportation; and

WHEREAS, Funding from the Motor Fuel Tax Fund needs to be appropriated in order to match the Highway Safety Improvement Program Funds; and

WHEREAS, Resolution 9858 was approved by the county board on February 23, 2018 appropriating Two Hundred Thousand Dollars (\$200,000.00) from the Motor Fuel Tax Fund for these improvements; and

WHEREAS, Funds have been expended for the engineering related to this project; and

WHEREAS, Additional funds now need to be appropriated for the construction of this improvement; and

WHEREAS, The Highway and Transportation Committee recommends that funds be appropriated from the Motor Fuel Tax Fund for these improvements; and

WHEREAS, The County Board of Champaign County concurs in the action recommended by the Committee.

NOW, THEREFORE, BE IT RESOLVED, That there is hereby appropriated the sum of Two Hundred Thousand Dollars (\$200,000.00) from Motor Fuel Tax Funds for the construction of these improvements.

PRESENTED, ADOPTED, APPROVED, and RECORDED this 23rd day of August, 2018.

C. Pius Weibel, Chair
County Board of the County of
Champaign, Illinois

ATTEST: _____
Gordy Hulten, County Clerk and
Ex-Officio Clerk of the County Board

Prepared by: Jeff Blue
County Engineer

I, Gordy Hulten, County Clerk in and for said County, in the State aforesaid and keeper of the records and files thereof, as provided by statute do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the County Board of Champaign County at its County Board Meeting held at Urbana, Illinois, on August 23, 2018.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of said County at my office in Urbana in said County this _____ day of _____ A.D. 2018.

Clerk

SEAL

APPROVED

Date

Department of Transportation

District Engineer