



**CHAMPAIGN COUNTY BOARD
COMMITTEE AGENDA**

OLYMPIAN-LINCOLN SPECIAL COMMITTEE

~~Highway Department Building, Meeting Room~~

~~1605 East Main Street Urbana~~

~~Wednesday, November 10, 2010 – 11:30 a.m.~~

Meeting location has changed. Meeting will be held in the
Lyle Shields Meeting Room at the Brookens Administrative Center

CHAIR: C. Pius Weibel

MEMBERS: Lorraine Cowart, Greg Knott, Ralph Langenheim, Alan Nudo

<u>ITEM</u>	<u>PAGE NO.</u>
I. <u>Call to Order</u>	
II. <u>Roll Call</u>	
III. <u>Approval of Minutes</u>	
A. October 19, 2010	*1-8
B. October 28, 2010	*9-15
IV. <u>Approval of Agenda/Addenda</u>	
V. <u>Public Participation</u>	
VI. <u>Communications</u>	
VII. <u>Review of Past Lincoln Avenue Studies</u>	
VIII. <u>Other Business</u>	
IX. <u>Approval of Closed Session Minutes</u>	
A. October 28, 2010	
X. <u>Adjournment</u>	

1 CHAMPAIGN COUNTY BOARD
2 COMMITTEE MINUTES
3

4
5 **OLYMPIAN-LINCOLN SPECIAL COMMITTEE**

6 **Tuesday, October 19, 2010**

7 **Brookens Administrative Center, Lyle Shields Meeting Room**

8 **1776 E. Washington St., Urbana**
9

10 11:30 a.m.

11
12 **MEMBERS PRESENT:** Lorraine Cowart, Greg Knott, Ralph Langenheim, Alan Nudo
13 C. Pius Weibel (Chair)
14

15 **MEMBERS ABSENT:** None

16
17 **OTHERS PRESENT:** Jeff Blue (County Engineer), Kat Bork (Administrative Assistant), Deb
18 Busey (County Administrator), Alan Kurtz (County Board Member),
19 Brendan McGinty (County Board Member)
20

21 **CALL TO ORDER**

22
23 Weibel called the meeting to order at 11:35 a.m.
24

25 **ROLL CALL**

26
27 Bork called the roll. Knott, Langenheim, and Weibel were present at the time of roll call,
28 establishing the presence of a quorum.
29

30 **APPROVAL OF AGENDA/ADDENDUM**

31
32 **MOTION** by Knott to approve the agenda; seconded by Langenheim. **Motion carried with**
33 **unanimous support.**
34

35 **PUBLIC PARTICIPATION**

36
37 Knott suggested opening public participation to allow interaction between the committee
38 members and appropriate persons when engaging in discussion, specifically Laura Huth of Do Good
39 Consulting. Weibel said the committee would cover that and again asked if there was any public
40 participation. Laura Huth said her public participation depended on the decision about interaction.
41 Weibel explained the committee could not discuss anything during public participation. He announced
42 public participation was closed.
43

44 Cowart entered the meeting at 11:36 a.m.
45

46 **COMMUNICATIONS**

47
48 There were no communications.

49 **REVIEW OF PAST STUDIES**

50
51 Weibel announced there had been a request from Huth to participate in certain committee
52 discussions as an “at the table type person”. The County Board Rules and Robert’s Rules allow
53 Weibel as Chair to grant Huth permission to interact with the committee during its discussions, but
54 Weibel wanted to delegate this to the body to let the body ultimately make the decision. If the
55 committee approves, Huth would be allowed to speak after the committee members had spoken. Huth
56 said she also wanted to be available for questions if anyone has them. Weibel agreed.

57
58 **MOTION** by Knott to allow Huth to participate at the table. Motion failed due to the lack of a
59 second.

60
61 Nudo entered the meeting at 11:38 a.m.

62
63 Huth asked for the motion to be recalled or to have her public input now. Knott asked Nudo to
64 second his motion. Weibel explained to Huth that she should not be verbally participating in the
65 meeting at this time, per the rules.

66
67 Busey asked for a point of clarification because she thought both she and Blue were appointed
68 to the committee, but they are not listed as members. Weibel confirmed Busey and Blue were not
69 appointed as members. They are participating as County staff.

70
71 McGinty asked about the motion allowing Huth to speak. Nudo noted they have said they
72 wanted those directly affected involved in the discussion and is not that what they are trying to do here.
73 Weibel agreed and suggested looking at it on a per item basis so he could use his authority as Chair.
74 The committee agreed that was fair. Weibel reminded them the body could appeal his decision.

75
76 Langenheim wanted to go on record as opposing the inclusion of a lobbyist on same footing as
77 a member of the committee in the deliberations of the committee. Lobbyists should be confined to
78 public participation and to respond to direct questions by members of the committee with appropriate
79 suspension of the rules. Nudo thought that was what Weibel was doing.

80
81 Blue explained all the past studies are available on the Olympian Drive website. A review of
82 all the past studies is a broad topic and he asked for more specification regarding what the committee
83 wished to review. It was Weibel’s impression that the committee would review the Lincoln Avenue
84 aspects of the project. Blue asked if the committee was still discussing the alignment of Olympian
85 Drive or were they are focusing on the alignment of Lincoln Avenue and the intersection of Olympian
86 and Lincoln. Weibel thought the committee was focused on the later part. Knott asked Blue a
87 hypothetical question about the white lines on a map showing the future Lincoln Avenue. Blue
88 explained that was the preferred alternative that came out of the design study for Lincoln Avenue.
89 Knott asked if it was known as the sweeping S. Blue answered no. Knott wondered if the proposed
90 road could be moved to a more northerly course. Blue distributed a sketch copied out of the Olympian
91 Drive study report. In looking at the design, the high vertical curve is where Olympian Drive needs to
92 cross the railroad tracks. The route over the railroad tracks is approximately forty feet in the air. The
93 road needs to be sufficiently east to avoid the big fill section coming out of the vertical curve for the
94 bridge over the railroad tracks. Knott asked if that was the minimum. Blue stated the point where the

95 right-of-way comes back together is where the fills come back together to get out of the vertical curve.
96 Weibel inquired if Option E was rejected because it was too difficult to make the curve. Blue said that
97 was exactly the reason. Blue showed the multiple different alignments that were considered on a wall
98 screen. A portion of Lincoln Avenue Option A has been built. The other alternatives looked at in the
99 location design study were coming off of Lincoln Avenue south of where Lincoln Avenue is currently
100 built. The only viable alternative option out of the ones that were originally studied is the alternative
101 which is show as Option A. Blue explained they do not want trucks coming down a slope or meeting a
102 roadway coming up a slope or to build an intersection on a vertical curve. It does not make sense to
103 have intersections too close together because north Lincoln Avenue already exists going north off the
104 proposed Olympian Drive. Nudo asked if they were talking about a three-way intersection. Blue said
105 it would be a three-way intersection now. He is also looking at the long-term impacts of intersections
106 on future extensions. Access guidelines say interactions should not be closer to each other than a
107 quarter of a mile. Langenheim said that could be avoided with access roads, but that would take more
108 space.

109
110 Kurtz said no study had been done on part of Lincoln Avenue and referred to a document
111 provided by Huth. Blue explained the option was considered in the original review. They are trying to
112 get Olympian Drive north of the major railroad crossing, where the railroad crossing is one-third of the
113 width at another location. A wider railroad crossing means a longer bridge will have to be built and
114 the place suggested by Kurtz would involve putting a bridge on a curve. Hanson Engineers had
115 advised that there was no curve that would fit a 45 mph road design that could sweep through and
116 come around to meet Olympian Drive at that location. Weibel remarked that would mean a more
117 expensive bridge that would restrict traffic flow compared to other parts of the system. Blue said the
118 proposed bridge had an estimated cost of \$15 million and making it two to three times longer would
119 substantially increase the cost.

120
121 **MOTION** by Nudo to suspend the rules to ask Huth, who is representing some of the
122 landowners, to comment. Motion was seconded by Knott. **Motion carried.**

123
124 Huth said she wanted to point out that a map was in front of the committee that was created to
125 show where the different parcels of property that her clients own are located. The yellow areas show
126 farmland and the red squares shows where actual families are living. The sweeping S design would
127 really impact seven different families and about fifteen different individuals. She wanted the
128 committee to remember the lives and businesses that will be impacted with the design during their
129 discussions. Her clients wanted this project to keep in mind the human impacts and allow more
130 discussion of those lives and the alternatives that are possible with a more northern connection. Her
131 handout proposed a road that would not go near her clients' homes and would only bisect one parcels
132 of farmland. She thought this was an important consideration to keep in mind. All her clients are
133 unwilling sellers and acquiring the land would include legal costs. She said the legal costs need to be
134 taken into account in the overall project costs as well as the project timeline.

135
136 Nudo asked if Blue could respond to Huth's comments. Blue said he would need more time to
137 perform an engineering analysis of the design proposed by Huth because he just received it at this
138 meeting. Weibel stated Huth's design appears to interact with the proposed Olympian Drive west of
139 where Option E was located. It could create a greater problem with intersecting the rise approaching
140 the bridge. Huth said it was not an engineering spec drawing. Blue said Option E was eliminated

141 fairly early on during the design study because it would basically come off a bridge, down a hill, and
142 having an intersection on a vertical curve. This would mean cars and trucks would be braking into the
143 intersection and coming up to the intersection from the other direction. Trying to build an intersection
144 in a fill section becomes costly and has obvious impacts the traffic trying to move through the
145 intersection. Kurtz asked if Blue was saying Huth's proposed alternative route was too close to the
146 bridge section and asked about moving it further east rather than it being a sweeping curve. Kurtz
147 asked if the road could move between sweeping S and L2 to come off the bridge and not cut through as
148 many parcels of land. Blue explained the intersections would be less than 1,000 feet apart. He was
149 concerned about having close intersections on 45 mph road. It would create troublesome driving
150 conditions.

151
152 Nudo asked how both aspects could be accommodated. Since people are objecting to selling
153 their land, he wanted to know how to get the Squire parcel involved and get what Blue wants to get
154 accomplished. Blue said he was to working off the design. He explained when the other alternatives
155 were considered, the alternative closer to the railroad tracks fell out because of the slope coming into
156 it. If one looks back at the early design study in 1999, not a lot has changed in the area. The parcels
157 owners are similar. A bridge would have to be built if the road crosses a stream. ICC Railroad would
158 not allow a road that 10,000 vehicles travel on a day to be built without a bridge. Once the traffic level
159 reaches a certain point, a road cannot build through a railroad, it must go over. Aside from going west
160 of the Squire house there is no way to get through there and have less impact on the people that
161 currently live there.

162
163 **MOTION** by Nudo to suspend the rules to ask Huth a question; seconded by Knott. Weibel
164 said he would use the Chair's privilege to allow Huth to speak.

165
166 Huth said the square parcel of property was listed for sale and has since been removed from the
167 market. Huth did not believe it sold and thought Ms. Squire was still living there. Huth said it was her
168 understanding that Ms. Squire was willing and interested in selling that parcel. Nudo suggested going
169 right through it. Blue said the design was trying to avoid going through the middle of a property and a
170 home. Weibel said it would also depend on the nature of the intersection. Langenheim said if the
171 intersection was moved then it would be a situation that closely resembled the University
172 Avenue/Highcross Road/the interstate east of Urbana.

173
174 Huth said she was not done speaking and pointed out that Ms. Squire, whose homestead she
175 was talking about, was opposed to the project twelve years ago when the Lincoln Avenue study was
176 done. Ms. Squire has now switched her position on the project and her farm is now available, so there
177 is a difference between the thinking from twelve years ago to today.

178
179 Weibel asked Blue about looking at Alignments #1, #2, and #3. Blue brought up maps from
180 the study on the wall screen. Alignment #2 and Alignment #3 started much farther south on Lincoln
181 Avenue. A bridge has already been built over the Saline. Weibel noted Alignment #2 is primarily
182 within the Squire property when compared to Huth's map. This might not be a problem if that owner
183 agrees to move, but it is unknown what an owner might do. The alignment is further away from other
184 landowners and has no problem of a rise over the railroad bridge.

185

186 Knott asked a hypothetical question of how the committee would move forward if they came
187 up with a new alignment. He wanted to know what the process would be with the various funding
188 sources and if it was even doable. Blue said they would have to go back through the design study
189 approval process through IDOT and FHWA. The committee cannot just come up with another
190 alignment and build the road. They have to go through the process to reach a recommended alignment.
191 Knott wanted to know if the committee could asked the politicians to redirect some money towards an
192 alignment study. Blue explained \$15 million is mark that has been discussed to build Olympian Drive.
193 Adding in all the money from the ICC, the Illinois Jobs Now, and the \$2.5 million from CUUATS is
194 enough to build Olympian Drive. If they start taking money away from the Olympian Drive to Lincoln
195 Avenue project, then the money must be replaced from somewhere else. Knott questioned if there was
196 a process for the County Board to direct a study proposing different alignments, including engineering
197 and everything else that is needed. He wanted to understand what approval process would be involved.
198

199 Nudo did not think the County Board would pass a project that touches some properties. Nudo
200 asked how they would go about a project that could go through one parcel that is individually owned,
201 accomplish what the project is trying to achieve, and attach Lincoln where it should be attached within
202 the current political reality. Nudo said Huth has pointed out a different alignment that is a feasible. He
203 did not think this will pass the County Board unless they take advantage of what they can.
204

205 Blue said the proposed alignment had been approved through FHWA and IDOT. Getting this
206 approval takes about a year or more to obtain. Weibel asked if they could go back and look at one of
207 the other alignments. Blue explained none of the other alignments met the need. None of the other
208 alignments come off where the existing Lincoln Avenue has been built that intersects Olympian Drive.
209 Weibel asked if they can look at Alignment #1 again. Blue said Alignment #1 still intersects Lincolns
210 Avenue. Whatever is done to vary what is produced in the documents will reopen the process. Nudo
211 asked why there were objections to reopening the process. Weibel said it would add some time.
212 Langenheim said it would add a year to process.
213

214 Weibel asked Blue to comment on the effect of asking for another alignment in addition to the
215 current approved alignment. Blue said the effect was time and money. Knott asked if the existing
216 dollars could be used to study a new alignment instead of being spent elsewhere. Weibel knows the
217 IDOT money Urbana received will do peer reviews of certain aspects of the planning. He asked Blue
218 if it was possible some of Urbana's money could be used to research another alignment. Blue said the
219 email he saw indicated the peer reviews had been done by FHWA and IDOT and the money would not
220 be allowed to be used to do outside peer reviews because IDOT and FHWA have the expertise to do
221 the peer review. Weibel asked if the money could be used to look at a modification of the design.
222 Blue could not answer the question because Urbana would be the body to decide. Nudo said the
223 County Board could ask Blue to approach Urbana about requesting that use of the money. Weibel
224 wanted to be sure the County Board asked for things that are doable. Knott asked if the committee
225 could ask Blue to ask his peers if it could be done. Weibel thought that could be done if the committee
226 could provide Blue with a concise, understandable statement.
227

228 Weibel recognized Huth. Huth said she understood this was a difficult decision, but they were
229 talking about time and money impacting whatever decision will be made. Whether it is using time and
230 money to study new routes or time using time and money to stay with the sweeping S design, time and

231 money would be spent. She said staying with the sweeping S design could add enough more time and
232 money onto the project because there will legal issues.
233

234 Blue said whatever he or anyone believed to be appropriate in engineering, a design has to goes
235 through FHWA and there may be something that prohibits another design, but he could not say.
236

237 Kurtz thought Alignment #1 had already been set up in planning to go through the single
238 property. Blue said no and showed him where Alignment #1 would approximately be on the map.
239 Kurtz indicated moving the alignment a little bit west would have it just go through one piece of
240 property while still getting to the same point to have one intersection. Blue said another homestead
241 would be impacted if the alignment was moved farther to the west. Huth said that property owner has
242 not shown up to any of the meetings. Blue explained the location design study did not want to displace
243 a person from a home. That location should not be considered until an agreement is in place that states
244 the home displacement will not adversely affect the project. Weibel said the house could become
245 pretty expensive if a road is designed to go through it. Blue said, regardless of the house's market
246 value, the County would have to hire a review appraiser to assess a value of displacement. This
247 includes the value of the home, what it costs to move the people and get them into a home of similar
248 size. There are other things involved beyond the price of the house.
249

250 Kurtz stated trying the sweeping S design will end up in litigation with three or four pieces of
251 property that will cost time and money anyway. Changing the design will avoid going to court with
252 owners who do not want to sell. This could be avoided by changing the design to go through a single
253 property. Blue explained there was a hierarchy when a design is reviewed by the appropriate bodies.
254 Home displacement is the first thing they do not want to be done. Kurtz said it would be okay if that
255 person wanted to sell. Blue did not disagree.
256

257 Weibel asked why only some of the homes were outlined in yellow on Huth's document. Huth
258 did not show anyone who was not one of her clients. There are more homes on the map than what she
259 is highlighted as represented. The ownership of the Squire property was discussed. Kurtz wanted to
260 move east through the Squire property instead of using several different pieces of property. Huth said
261 if the road was moved it would be in the front yard of another individual. Huth offered to answer an
262 earlier question from Langenheim regarding what properties would be impacted under the sweeping S
263 design. She believed seven of her clients may be involved in litigation if the sweeping S design is
264 used.
265

266 Knott asked what specifics would be sufficient from the committee to enable Blue to go talk to
267 IDOT, the cities, and landowners. Weibel suggested the committee give Blue a hypothetical path and
268 have Blue find out what it would take to make it happen. Blue advised waiting to study the suggested
269 alternative road unless it can be confirmed that the impacted property owner is willing to sell. FHWA
270 will say displacing someone is a higher impact than cutting through farmland and would not allow the
271 County to investigate it. Knott asked if the committee could request that Blue engage that parcel
272 owner or owners. He wanted to find somewhere to start. Blue said the options were to go west or
273 keep the alignment they currently have. There is no other way to avoid houses. Weibel suggested
274 finding out if the County Board could have the intersection moved. Nudo said there were no
275 objections to attaching Lincoln Avenue where it belongs, but he wanted to keep it on one property.
276 Huth said there are three Squire Descendants on the deed to the L2 property and she represents one of

277 those owners. All three descendants have to unanimously agree to sell the property. Blue asked Huth
278 if the property could be acquired without going through litigation if the road stayed totally within the
279 yellow boundary on her map. Huth did not think she would be here with this image for the committee
280 if she did not have pretty clear direction from her clients that this is what they want discussed. Huth
281 stated her clients will want to see the final engineering drawings and have the process remain open for
282 dialogue and for them to be treated with the respect and compassion they deserve in this process. As
283 long as that is adhered to, she felt pretty good that it is something that can be accomplished in a far
284 easier manner than current sweeping S. Nudo said this was the reason they needed to have someone at
285 the table to answer these types of questions instead of hypothetical issues because Huth has the
286 background in facts, which is much appreciated. Kurtz noted it eliminates the future possibility of
287 litigation through a whole bunch of people and the committee can get accomplished what it needs to
288 get accomplished. Huth added that the further west the road is, the happier her clients will be. Blue
289 said the road should avoid crossing the water course multiple times. Nudo advised Huth to take the
290 middle and look for a compromise. Huth said they were not at any sort of decision point.

291
292 Weibel summarized the direction to Blue from the committee as: To see the possibility of
293 having offsetting intersections on Lincoln Avenue from present design west until it hits the rise for the
294 bridge, between the touchdown and the current alignment.

295
296 Weibel said a variation of Alignment #1 is closest to what is being discussed. He pointed out
297 Alignment #1 is more expensive than the other two alignment because it has another bridge crossing.
298 Kurtz asked how much more expensive an extra bridge would be. Blue estimated the current cost of a
299 bridge at \$1 million. Nudo asked who solicits an inquiry about land acquisition on the County's behalf
300 in this case. Blue said it was him. He arranged the purchase of all the property on Monticello Road.
301 Blue asked if the committee wanted him to inquire with to Ms. Squire about the property. The
302 committee directed him to do so.

303
304 Weibel inquired if Cowart wanted to say anything because she has not spoken during the
305 meeting. Cowart said declined to comment.

306
307 Huth invited the committee to visit the area. She would happily give the committee tours of the
308 area to show them where the properties are. Weibel remarked the individual committee members can
309 visit the area on their own time.

310
311 **TRAFFIC COUNTS & MODELING FOR FUTURE**

312
313 Weibel opened the floor to any questions about the information provided as an attachment by
314 Blue last week. This information was also presented at a County Board meeting by Rita Black. Nudo
315 not that impressed with the increase in traffic counts in 2035 or that those equate to the traffic currently
316 on Windsor Road and Duncan Road. Blue said once the traffic counts gets to about 10,000 then it
317 triggers a four-lane type of facility. These numbers project twenty-five years into the future and
318 indicate there is a good possibility a four-lane facility will be justified. The committee spoke about
319 traffic counts. Nudo was concerned with the timing issue regarding when and if the road goes to US-
320 45. He supported having an annual review by all three governmental bodies after Lincoln Avenue is
321 finished is the appropriate way to ascertain what the trigger will be. Weibel asked if a traffic count
322 costs money. Blue said it would not necessarily if it is done by CUUATS, but he could not say for

323 certain. Traffic counts are currently done every five years. Nudo would also like to see an analysis of
324 job creation on Lincoln Avenue and connecting over to I-57 and those corridors. He was more open to
325 connecting to US-45 when he sees the trigger is being pulled by developers. Weibel thought that could
326 be tracked. Nudo said RPC staff could perform the assessment. He noted this goes back to Huth's
327 clients and the need for leeway on both sides. He did not know if Huth's clients were more concerned
328 with the Lincoln attachments touching their properties or the road eventually going to US-45, but there
329 needs to be some consideration for them to understand what the County Board is trying to achieve in
330 the long haul. Progress cannot be delayed that long if it looks like the road needs to go to US-45.
331 Huth said her clients want to know exactly what this project will do.
332

333 **OTHER BUSINESS**

334
335 Weibel announced Blue will return with answers to the committee's two questions at the next
336 meeting place. These items will be listed on the agenda. Nudo had submitted a list to Weibel that he
337 may have to modify, but he wanted it as a discussion item. Weibel suggested Nudo modify his list first
338 and Nudo agreed. Knott asked if the committee will report back to the County Board about what was
339 discussed at the November meeting. Weibel said the committee could come up with a list, but he felt
340 the meeting minutes will suffice. The next committee meeting will be held of October 28th at the same
341 location.
342

343 **ADJOURNMENT**

344
345 Weibel adjourned the meeting at 12:35 a.m.
346

347 Respectfully submitted,

348
349 Kat Bork
350 Administrative Assistant

351
352 *Secy's note: The minutes reflect the order of the agenda and may not necessarily reflect the order of business conducted at the meeting.*

1 CHAMPAIGN COUNTY BOARD
2 COMMITTEE MINUTES
3

4
5 **OLYMPIAN-LINCOLN SPECIAL COMMITTEE**

6 **Tuesday, October 28, 2010**

7 **Brookens Administrative Center, Lyle Shields Meeting Room**

8 **1776 E. Washington St., Urbana**

9
10 11:30 a.m.

11
12 **MEMBERS PRESENT:** Lorraine Cowart, Greg Knott, Ralph Langenheim, Alan Nudo
13 C. Pius Weibel (Chair)

14
15 **MEMBERS ABSENT:** None

16
17 **OTHERS PRESENT:** Jeff Blue (County Engineer), Kat Bork (Administrative Assistant), Deb
18 Busey (County Administrator), Alan Kurtz (County Board Member),
19 Mike Munson (Urbana Mayor Chief of Staff)

20
21 **CALL TO ORDER**

22
23 Weibel called the meeting to order at 11:31 a.m.

24
25 **ROLL CALL**

26
27 Bork called the roll. Cowart, Knott, Langenheim, Nudo, and Weibel were present at the time
28 of roll call, establishing the presence of a quorum.

29
30 **APPROVAL OF MINUTES**

31
32 **MOTION** by Knott to approve the October 5, 2010 minutes; seconded by Nudo. **Motion**
33 **carried with unanimous support.**

34
35 **APPROVAL OF AGENDA/ADDENDUM**

36
37 **MOTION** by Knott to approve the agenda; seconded by Cowart. Weibel announced Blue had
38 requested to switch the order of agenda items 7 and 8. There was no objection from the committee.
39 **Motion carried with unanimous support.**

40
41 **PUBLIC PARTICIPATION**

42
43 Laura Huth of Do Good Consulting said she would forego comments now if she would be
44 allowed to speak later in the meeting as was done at the last meeting. Weibel said it was her decision,
45 he could not say what would happen later in the meeting. Huth asked the committee that she be
46 allowed to participate in its discussions. Langenheim objected to her request. Weibel said public
47 participation was not the time for discussion.
48

49 **COMMUNICATIONS**

50
51 There were no communications.

52
53 **REPORT FROM COUNTY ENGINEER ON PROPERTY AVAILABILITY**

54
55 Weibel said Blue had indicated he would like to go into closed session on this item.

56
57 **MOTION** by Nudo to enter into closed session for the purpose of the lease or purchase of real
58 property for the use of the public body and for the purpose of discussing whether particular parcels
59 should be acquired. He further moved the following individuals remain present: the County Engineer,
60 the County Administrator, the Recording Secretary, and County Board members. The motion was
61 seconded by Cowart. **Motion carried with a roll call of 5 to 0.** Cowart, Knott, Langenheim, Nudo,
62 and Weibel voted in favor of the motion. Weibel asked anyone not named in the motion to exit the
63 room. The committee entered into closed session at 11:34 a.m. and resumed open session at 11:45
64 a.m. The general public was informed they could re-enter the room.

65
66 Weibel announced that Blue had informed the committee that Ms. Squire's house was not for
67 sale. Nudo suggested keeping the Lincoln Avenue attachment strictly on the Squire property to avoid
68 unconvincing other families. It appears to him a hybrid route could be built between the Squire
69 property and another property. Blue pointed out there was another home the road would go through if
70 moved. Weibel explained Nudo was suggesting moving the alignment to the north and west to keep it
71 on the Squire property. Weibel noted the road would then cross the tributary twice and require another
72 bridge.

73
74 Blue spoke about the right-of-way and how it relates to the document Laura Huth presented to
75 the committee at the last meeting. He provided a list of the impact of Lincoln Avenue on property
76 owners. He went through the farmland property and clients' homes that were represented on Huth's
77 document. The estimated study right-of-way was prepared by Hanson Engineering. Using Huth's
78 system of numbering the properties, Blue explained the Lincoln Avenue would have no impact at all
79 on L1-Ziegler Farm. Two of three owners of L2-Squire Farm are in favor of the construction project.
80 Blue has a document he received from the City of Urbana that show the preliminary plat from Berns
81 Clancy for the possible subdivision. The plat shows the alignment of the proposed Lincoln Avenue
82 alignment on the L3 property-Cope Kalantzis. There was clear knowledge that Lincoln Avenue may
83 someday cut across that property. He had a diagram given to the Cope family from the City of Urbana
84 and it does show the proposed right-of-way acquisition through the northwest corner of the property.
85 Nudo asked about the owners' new home. Blue explained it was off the picture, farther to the south.
86 The Cope family was informed of the proposed Lincoln Avenue right-of-way prior to their acquisition
87 of that property and building a home there. The new road follows the existing alignment on L4-
88 Grierson Farm and the right-of-way lines were held on the east side of old Lincoln Avenue, so there
89 will be no land impact on the Grierson Farm. The L5-Jarrell-Cooperband-Prairie Fruit Farms will have
90 no impact because it is north of the proposed Olympian Drive. There will be no impact to the H1-Bill
91 & Virginia Ziegler, H2-Mark & Cindy Ziegler, H3-Gene & Mary Ziegler, H4-Wes Jarrell & Leslie
92 Cooperband, H5-Steve & Kathy Dyson, H6-Howard & Margaret Erlandson & Steve Garrison, H7-
93 Dave & Gayle McKay, H8-Bill Cope & Mary Kalantzis, and H9 Harold & Janet Scharlau
94 homeowners. The new road cuts across the northwest corner of the H10-Joe Behrends & Mary Rose

95 Atkinson property. It was Blue's understanding that Joe Behrends and Mary Rose Atkinson were
96 informed how the alignment of Lincoln Avenue would take off the northwest piece of their acreage
97 prior to the building of their house. Beyond those owners who are represented by Do Good
98 Consulting, there are people represented on the right-of-way map who are not represented in the
99 impacts of Olympian Drive study. MACC of Illinois Inc. is a willing seller to this project. Blue has
100 talked to Bill Gray about the owners shown on the map who are not represented by Do Good
101 Consulting and whether the City had any conversations with those owners. Mr. Gray spoke with
102 William Gayer who had purchased his land recently with the hope to hunt deer there. He purchased
103 the property not knowing of the Lincoln Avenue alignment, but it was Mr. Gray's opinion that Mr.
104 Gayer would be amenable to a sell and swap for land elsewhere that he could hunt deer on. Larry
105 Corum was not opposed to Project A or X, which is Lincoln Avenue and Olympian Drive. Mr. Gray
106 had not been able to have a conversation with Carol Dison, but only 1/10 of an acre of her property is
107 impacted. These are the people who are land impacted by the proposed Lincoln Avenue alignment.
108 Some owners are opposed to the project and there are a number of owners who are not opposed to the
109 project or had information about it prior to purchasing property or building homes there. He was
110 reporting on this because the committee wanted to look at the property availability along Lincoln
111 Avenue.

112
113 Kurtz was not happy affecting all of those properties. They were talking about possible
114 litigation from different people and he would prefer an independent impact study and a needs-based
115 study if they were moving forward with Lincoln Avenue. Kurtz wanted to find a way to swoop around
116 the second option and not impact the house and still come closer west. This would move the road east
117 of all the properties to go through one person's property. Blue explained one of the biggest impacts
118 considered by FHWA and IDOT for a road project is whether it impacts someone's home, specifically
119 the structure of the home. Blue pointed out where the houses were on the map. Kurtz suggested
120 cutting between the two houses. Blue said two other houses would be impacted in lieu of impacting
121 the two homes that were impacted before. Kurtz said at least the alternative were not impacting a whole
122 bunch more homes and it was just impacting two different homes. Nudo noted less of Cope's property
123 would be used. Kurtz said that is a stumbling block. Nudo said they kept coming back to the approved
124 alignment and the votes are not there on the County Board to get this done. He did not know why they
125 would not consider moving the road. Blue was told by Hanson Engineering that one of the reasons the
126 road was taken farther to the west was because there is a lot of floodplain. To move the road farther to
127 the west would create an environmental impact on a floodplain, which would not be well liked by
128 people at FHWA or IDOT.

129
130 **MOTION** by Nudo to suspend the rules to allow Laura Huth to speak as her hand was raised;
131 seconded by Knott. **Motion carried with only Langenheim voting against the motion.**

132
133 Huth said Ms. Squire lives at the front of the three-acre property so there is a lot leeway with
134 acquiring property, but not impacting her home directly. She wanted the committee to keep that in
135 mind.

136
137 Weibel said Nudo's suggestion to move the alignment north between the Squire property and
138 Carol Dison's property. The problem would be where to connect Lincoln Avenue to Olympian Drive.
139 This relates to the other item on the agenda and Weibel suggested they move on to it.

140

141 **REPORT FROM COUNTY ENGINEER ON POSSIBILITY OF OFFSET ON LINCOLN**
142 **AVENUE**
143

144 Weibel asked Blue to talk about impacts about having an offset on the Lincoln Avenue
145 intersection. Blue explained that when roadways are built, they do not want to have intersections that
146 are very close together because of the traffic impact. If the alignment were to have only one
147 intersection with Lincoln Avenue, then they would have to build another piece of Lincoln Avenue
148 going farther north to hook back in with the existing Lincoln Avenue on the north side. This would
149 involve the purchase of more land and the construction of more roadway. One of the factors in
150 determining the alignment was the reuse of a portion of the existing Lincoln Avenue and not needing
151 to have a total alignment of Lincoln Avenue or possibly having two intersections close together should
152 the roadway continue farther east someday.
153

154 Knott asked how the north-south country roads, like Willow Road, would be impacted if the
155 road goes to US-45 eventually. Blue estimated there would be an intersection with Olympian Drive.
156 The idea of building Lincoln Avenue as an arterial road is to take that traffic up to Olympian Drive
157 from the south. Lincoln Avenue is shown in the Urbana Comprehensive Plan as a minor arterial road.
158 It cannot be a minor arterial road in its current state with all the zigs and zags it has. Part of project's
159 purpose was to make sure Lincoln Avenue met minor aerial status.
160

161 Huth asked why a certain section of the road would even exist if Lincoln Avenue comes up in a
162 compromised plan, when the old Lincoln would still exist to service those homeowners. Blue
163 expressed that they need to be realistic about what will exist in the future. Huth talked about the
164 current reality of needing to plan for something right now that takes into account the real need for
165 economic development in that area and that some landowners are fighting this project. She said now is
166 the time to start thinking creatively if they wanted something to be developed in this area rather than
167 establishing roadblocks. Huth said this is a feat the community is able to accomplish because it has
168 one of the greatest engineering schools in the world. She wondered why they were saying they could
169 not figure not a way of making two stoplights closer together than the recommendation from the
170 Department of Transportation. Blue explained that the different alignment brings Lincoln Avenue up
171 into a fill section coming off the bridge. That type of alignment was studied in the original design
172 study and not a lot has changed within that area. That alignment was taken out of the running based on
173 the fact that when a car is coming off the bridge it would come down a slope. Roadways meeting on
174 an embankment are a very difficult thing to engineer. Huth interrupted to ask if it was very difficult or
175 impossible. Weibel told Huth she was interrupting Blue. Huth claimed she had the floor when Blue
176 interrupted. Weibel informed Huth she was not chairing the meeting. He did not mind a back and
177 forth discussions as long as there were no interruptions. He let Blue continue with his statement. Blue
178 said that alignment would mean semi-trucks traveling the road would come down off a bridge and
179 having to brake for a stoplight. It is not good for the user or for an engineer to design a road where
180 semi-trucks would have to sit on a slope and wait for other semi-trucks coming up on a slope. This
181 slope would have to be filled out to build an intersection large enough to accommodate the traffic. The
182 intersection would be five to ten feet up in the air versus at grade coming into a roadway. This would
183 require more land be used. Blue said it would be more impact on landowners and long-term impacts of
184 the users of the intersection.
185

186 Huth said the committee was formed to develop some sort of compromise agreement in order

187 to push this project forward in a means that everyone can agree on as much as they can. All she has
188 heard so far today are reasons why the sweeping S is the only thing that should be considered. She did
189 not find this to be a compromise position. At the last meeting, ideas were flowing about different ways
190 of bringing this road up that would not impact so many homeowners. Huth wanted that possibility
191 still on the table. Huth state she was frankly not happy with the idea that there was eighteen reasons
192 why nothing other than the sweeping S can possibility be considered. She thought there was a lot of
193 ingenuity in the community and there are a lot of things that can be done with engineering. She said it
194 was time they think a little bit outside the box for this project. Huth wanted the committee to continue
195 to explore the options that pull the sweeping S closer towards the railroad tracks to minimize the
196 impacts on landowners, whether they are willing to sell or not.
197

198 Weibel asked if the intersection up on the grade that was discussed would be much more
199 expensive. Blue answered yes.
200

201 Knott said he was not an engineer and did not know how much more the committee could
202 realistically suggest. He suggested throwing it back to Blue to come up with options.
203

204 Langenheim remarked that he was not an engineer of Blue's caliber or the caliber of engineer
205 that Huth planned to bring in, but he had worked as an engineer and done surveying work. He said
206 there is no way to connect Lincoln Avenue with Olympian Drive without impinging on someone's
207 property. That being accepted, the engineering aspects are incontrovertible. They want to keep the
208 roadway away from the big fill area, do not want to have an intersection ten feet off the ground, and do
209 not want two intersections that close together. These are good, solid engineering practices. The notion
210 that Olympian Drive will not reach US- 45 is speculative in Langenheim's opinion when looking at the
211 urban community's growth. Planned projects are in the margin of land that is already well-developed.
212 Langenheim thought this is the best possible compromise that can be reached and apparently there is
213 no severe conflict with landowners on the line of it. If this does not have the votes to pass this at the
214 County Board then the existing Board is not the one that will make the decision. There will be a new
215 Board soon. It may be some of the political maneuvering in regards to this project will disappear after
216 the election.
217

218 Knott said that was why the committee directed Blue at the last meeting to talk to the
219 landowner. There is not much space if they are trying to avoid all those houses and it makes a huge
220 difference on the options that can be laid out.
221

222 Weibel asked Blue about moving the northern end of the sweeping S to north to the west so it
223 would meet with the future Olympian Drive west of Lincoln Avenue. The other possibility was
224 describing by Huth of having that arm of Lincoln Avenue just go to Olympian Drive and not connect
225 with Lincoln Avenue where it now is. Weibel wanted to know if this was something IDOT would
226 agree to. Blue explained that if the County Board was not going to use one of recommended
227 alignments that came out of the design study, then it would start from base one. Weibel asked what
228 that means. Blue answered it means we would go back through everything that they went through in
229 the two-year process from 2007 to 2009. It would mean basically starting over. The other alignments
230 that have been discussed were general recommended as one of the alternatives back when the study
231 was done and were not chosen for a multitude of different reasons. To reopen this up would require
232 looking at all the socio-economic impacts, environmental impacts, and traffic impacts. They would be

233 going back through the whole process again of whether or not any suggested alignment will work.
234 Weibel asked if there was any guarantee what that result would be. Blue said FHWA or IDOT could
235 very well say other alignment is not a preferred versus the alignment that was chosen before. Weibel
236 asked if only IDOT gives the final approval on the alignment. Blue stated FHWA, the Federal
237 Highway Administration, must approve the alignment. This is why when the question was asked about
238 doing an independent assessment, FHWA said they had the proper expertise within FHWA and IDOT
239 to review these types of documents. They would not approve an independent assessment and do not
240 want to spend the money to pay for an independent assessment.

241
242 Kurtz asked what the cost different would be to move the road to the east. Blue estimated the
243 cost would be \$1 million as a very gross estimate. Kurtz recalled the original study had ten different
244 options, one of which ran off Lincoln Avenue and then swept over. If that was true, he asked why they
245 could not use that alignment. Weibel thought one of the arguments against that alignment was that it
246 did not use any of the existing Lincoln Avenue. Blue did not recall an alignment coming north of the
247 Squire property. Huth handed a document to Blue, who reviewed it. Nudo and Kurtz said this route
248 would save road and avoid several properties. Blue suggested bringing in Bill Gray or Hanson
249 Engineers, the original engineers, to explain why these options were not selected if the committee
250 wanted to talk in detail about a multitude of different alignments. Blue was not employed at the
251 County when these alignments were developed and the original engineers could provide more detailed
252 explanations than he could. Weibel concurred with the idea to bring over Jim Maul from Hanson
253 Engineers, who did the original engineering.

254
255 Nudo wanted to fork the road going to I-57 and Lincoln Avenue. Blue estimated the fork
256 would cost \$2 million.

257
258 Weibel asked if the committee was interested in hearing from Hanson Engineers to discuss the
259 options. The committee agreed to place this on the agenda for the next meeting. Huth asked if it
260 would be more appropriate to ask an independent engineer to come in because she considered Hanson
261 Engineers as having a conflict of interest in this project. Weibel said the committee was asking the
262 original engineer to explain the decisions he made. Huth wanted an additional engineer to be brought
263 in. Weibel said they would have to pay another engineer and he does not know where that money
264 would come from. Huth stated the \$5 million Illinois Jobs money could be used. Blue said that money
265 cannot be spent on that expenditure. Huth apologized for trying to throw out good ideas that might
266 actually help us find solutions. Weibel told Huth that she did not need to apologize for good ideas, but
267 if they cannot spend money on that source then it could not be done. Cowart suggested Huth bring in
268 an engineer since she seems to have an engineer in mind. Weibel agreed that Huth could bring in an
269 engineer. Huth said now they were talking about finding solutions and thanked Weibel. She asked
270 when the next meeting would be held. Weibel said it had not been set. Busey noted it would probably
271 be dependent on the availability of the engineer. Cowart asked about bringing someone else in from
272 the cities. Blue thought it would be appropriate to ask Bill Gray to the next meeting because he was
273 here at the time of this decision-making process. Weibel agreed, but said he would mostly like to hear
274 from the Hanson Engineers who actually did the study.

275
276 Huth requested they find out when the next meeting was scheduled as soon as possible. Busey
277 confirmed they would comply with the Illinois Open Meetings Act. Weibel concurred the meeting
278 date would be posted after Blue contacted Hanson Engineers.

279 Huth said one of her clients would like to address the committee.

280
281 **MOTION** by Nudo to suspend the rules; seconded by Knott. **Motion carried with only**
282 **Langenheim voting against the motion.**

283
284 Janet Scharlau stated that property L2-Squire Farms now has eight owners. Helen Squire
285 passed away and the land passed to her five children, along with Scharlau, her brother, and her aunt.
286 She did not know the positions of the owners about selling. All the owners have to agree in order to
287 sell the land.

288
289 **REVIEW OF PAST LINCOLN STUDIES**

290
291 There was no other discussion.

292
293 **OTHER BUSINESS**

294
295 Weibel announced the next meeting would be set when the availability of Hanson Engineers
296 could be determined. They would aim for the second week in November for a meeting date in the
297 same location. Blue would try to arrange something for November 10th. Weibel said the "Review of
298 Past Lincoln Studies" would be on the next agenda.

299
300 **ADJOURNMENT**

301
302 Weibel adjourned the meeting at 12:27 a.m.

303
304 Respectfully submitted,

305
306 Kat Bork
307 Administrative Assistant