

**CHAMPAIGN COUNTY**  
**Highway & Transportation Committee Minutes**

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*Friday, April 5, 2013 – 9:00 am*  
*Highway Building Conference Room*  
*1605 E. Main St. St., Urbana, IL*

**MEMBERS PRESENT:** Christopher Alix, Lloyd Carter, Lorraine Cowart, John Jay, Jim McGuire, Max Mitchell

**MEMBERS ABSENT:** Diane Michaels, Michael Richards

**OTHERS PRESENT:** Jeff Blue (County Engineer), John Cooper (Asst. County Engineer), Linda Lane (Administrative Assistant)

**CALL TO ORDER**

Chair Cowart called the meeting to order at 9:02 am.

**ROLL CALL**

Secretary called roll and the following members were present: Carter, Cowart, Jay, McGuire, and Mitchell. The chair declared a quorum and proceeded with the meeting. Michaels listened via phone. Alix arrived after roll call.

**APPROVAL OF AGENDA**

Chair Cowart asked for approval of agenda for meeting. **MOTION** by Carter to approve agenda; **seconded** by McGuire. Cowart opened the floor for discussion. **MOTION APPROVED UNANIMOUSLY.**

**PUBLIC PARTICIPATION**

None

**APPROVAL OF MINUTES**

Chair Cowart asked for approval of minutes from the March 8, 2013 meeting. **MOTION** by Jay; **seconded** by Carter. **MOTION APPROVED UNANIMOUSLY.**

**COUNTY & TOWNSHIP MOTOR FUEL TAX CLAIMS – MARCH 2013**

**MOTION** by Mitchell to receive and place on file the County & Township Motor Fuel Tax claims for March 2013; **seconded** by Carter. **MOTION APPROVED UNANIMOUSLY.**

**RESOLUTION – AWARD OF SEALCOAT OIL BIDS**

Blue explained the Resolution and bid tabulation for the 2013 bituminous materials. He stated that only one bid was received from Illiana Construction, a local firm. He said that the

bids were up by a nickel per gallon which they expected. He stated that their bid came in under engineer's estimates. He said the bid shows the different oils used by the townships for seal coat and cold mix patch. Blue said that the County has 70,000 gallons in this bid. Blue noted that 90% is for townships who have all accepted the bid. **Motion** by Mitchell to approve; **seconded** by McGuire. Cowart asked if the unit price had changed. Blue said it is about a nickel per gallon more, but the price does include application. **MOTION APPROVED UNANIMOUSLY.**

### **I-74/I-57 INTERCHANGE FOLLOW UP**

Blue said he talked to the State safety engineer in Springfield and said that call got a conversation going between Springfield and District 5. District 5 responded they did concrete patching and added signs, but didn't feel there was much more that could be done other than rebuild the interchange, which would cost \$50-60 million. He noted that there was a District 5 Safety Committee meeting at IDOT where it was decided that signs will be installed that flash the driver's speed. Blue stated that between 2007 and 2012 there have been 11 trucks overturned, 8 of which were going 74E to 57S. He said they will put up the speed indicator signs and they are looking at a special surface coarse that creates more friction, but they are unsure if that will help because the trucks really aren't sliding, it's more of a load shift issue. Blue stated that at least they got some reaction. Alix felt the novelty of the speed indicator sign will help. Blue stated that there has only been one truck turnover on the cloverleaf. He said there have been some minor accidents due to congestion when one is trying to get off the ramp and the other is trying to get on. He noted that they think there is one corner where they might not have enough right of way and would have to encroach on a parking lot, but other than that there is plenty of room if and when they get the money to re-do the interchange. Alix noted that if the signs can be put in for \$20-30,000 that it's less than the property damage from one accident. Alix thanked Blue for addressing the concern. Blue said he will email the IDOT report about the crashes to committee members.

### **PAVEMENT MANAGEMENT SYSTEM UPDATE**

Blue stated they have a contract with Applied Research Associates to review road condition. He said that every other year they drive and film the road conditions, keeping a rolling 5-year program. He noted that this was a non-driving year but that they still updated the data. He directed everyone to page 3 which shows pavement conditions. He said they try to keep 70 PCI and are currently at 69 PCI. He moved to page 4 which is a colored map showing PCI values with red being the worst. Blue explained that CR22 is to be reconstructed this summer, CR1 is projected for 2014 and that CR23 is planned for 2015. He noted that they are working on the red and orange roads as soon as they are able and are doing more seal coating and crack sealing. Michaels asked about CR55. Blue stated that seal coating doesn't really help it because of the concrete slab underneath.

Moving to page 7 Blue said this shows the 5-year plan. He noted that the project order may change. He stated that page 8 has the projected costs, which include not only rehabbing but also seal coat and crack sealing. He said table 3 shows those expenditures: \$1.9 million this year; next year is a huge year but a majority comes from federal money, highway safety improvement money a TARC money which is all for CR1 project. McGuire asked about CR25. Blue said that is Staley road and is currently yellow. He said there are some surface issues but no deep problems. He stated that the County maintains to Curtis Road and the City of Champaign maintains from Curtis Road to US150. He noted it isn't in any of the treatments in

the near future. He also noted that the detail work tends to ebb and flow and roads become worse or better and they find out what the money situation is.

Blue said page 10 shows the projected PCI values for the next 10 years and they are staying right at the 70 mark. He noted that if they can keep the transportation funding at least at the current level they should be able to maintain the 70 PCI. He said it doesn't give better drainage, shoulders, intersections, or safety; it just keeps top of roadway in better condition. McGuire asked if the dropping PCI thru 2016 is due to budget. Blue said maintenance doesn't bring PCI up, but a rebuild does. He said that Dewey-Elliot is due to be constructed in 2015 which is why the PCI starts to come up in 2016.

Blue noted that this company is also doing sign assessments, getting pictures, GPS locations, and putting information into a database for 10,000 plus signs. Mitchell asked if any new technology or materials have improved the signs. Blue said the technology for sheeting makes them a lot more retro-reflective. He said the new prismatic coating reflects very well but scratches cause them to lose their reflectivity quickly and they aren't as durable. Mitchell asked if signs were assigned an age limit. Blue said sign life expectancy is usually 10-12 years. He noted that south facing signs may not last as long as a north facing sign. He commented that they replace about 1,000 signs every year if they stay on a 10 year life cycle, not including damaged and stolen signs.

### **CONSENT AGENDA**

Item VII is to be placed on the consent agenda.

### **CLOSED SESSION MINUTES APPROVAL – March 8, 2013**

**Motion** by Mitchell to approve the closed session minutes of March 8, 2013; **seconded** by Carter. **MOTION APPROVED UNANIMOUSLY.**

### **OTHER BUSINESS – TRANSPORTATION FUNDING**

Blue moved to the issue of transportation funding and said Mitchell had asked him to put this on the agenda for discussion of funding for District 5. Blue said he also wanted to talk about funding for local roads. He provided a table put together by the City of Champaign showing funding levels by districts. He noted that there are 7 counties in District 5 (Champaign, Vermillion, McLean, Douglas, Edgar, Piatt, and DeWitt) and that all tables, whether sorted by dollars/mile, dollars/bridge or dollars/capita, show that District 5 is significantly underfunded compared to other districts. Blue stated that the people in Paris can't provide any answers as to why. Mitchell said that District 4 has only about 300 more miles of road but otherwise is very similar yet they received nearly 3 times more funding. Mitchell said the press called him excited about the fact that Champaign County was getting \$10,000,000 for repair work on I57. He noted that the press starts with the end story and try to fit information in their box. He said that when he got the information nobody seems to have a good picture when looking at the matrix. He suggested building a consortium of District 5 to make State aware they aren't getting what is being distributed thru rest of state. Blue noted that this is all IDOT money, no local funds. He stated that when re-districting took place 5 years ago that funding tanked. Mitchell suggested taking to Mike Frerichs. Blue said Frerichs will be here Monday to meet with all the counties' engineers regarding local roads funding and he had planned on mentioning this to him on the side. Alix said that the number of river bridges might make a difference in. He also said that the News-Gazette ran an article about this within the last year that this district received significantly less funding but felt they didn't get the point across enough. Blue commented that revenues are

going up that fund this but the County is receiving less. He also noted that 22% comes off the top and goes to something other than roads. Alix asked if it was just highway funding, no airports, rail or anything else. Blue said that was correct. McGuire asked how they would go about building a consortium. Mitchell said approach the other counties in District 5. Blue stated that the engineers from these counties meet every other month, but the consortium needs to have board members that take actions. He asked if it might be a way to build a transportation committee of District 5 of county board members. Mitchell suggested that Kurtz should send a letter to the other counties' board chairs to make them aware. Cowart asked how many counties were in the other districts. Blue said he wasn't sure but per capita Champaign County is receiving half of what the next region receives. McGuire and Mitchell suggested Blue take the information to Kurtz and they will follow up with Kurtz. Alix asked if this was an IDOT decision. Blue said he wasn't sure if it was legislative or IDOT. Mitchell stated that Champaign County alone doesn't have a voice and they need the other counties. Blue commented that contractors in this area have had conversations with legislators and that they may have more background information. Blue thought there may be a way try to build a relationship from the private side as well as the government side. Alix asked if the numbers were trustworthy. It was mentioned that the numbers came from the City of Champaign and Blue said he thought they were.

### **OTHER BUSINESS**

Blue said they will be hiring a maintenance worker to replace an employee who is leaving. He noted that they have lost 2 maintenance employees over the past 4 years that haven't been replaced, but said that this position needs to be filled. Cowart asked if applications were kept or destroyed. Blue said he wasn't sure since it was all online now.

Blue mentioned to Michaels that the Warner tank is coming to a head and they might want to talk about in the near future. Michaels said Blue could call her after the meeting to discuss. Alix asked what that was. Blue said that it is a 750,000 gallon tank on a township road that is going thru the ZBA but was never approved, but they are starting to put fertilizer in it. He said the township is upset because there will be hundreds of trucks going to it. Michaels said that it's supposedly for personal use, but there is a contract with a group in Paxton.

### **ADJOURNMENT**

Meeting declared adjourned at 9:57 am.

Respectfully submitted,

Linda Lane  
Administrative Assistant