

**Minutes of Meeting  
SATS TECHNICAL COMMITTEE  
September 3, 2015**

**ATTENDANCE**

## Technical Committee Voting Members

<input checked="" type="checkbox"/>	Tim Zahrn, Chair	Sangamon County
<input checked="" type="checkbox"/>	Patrick McCarthy, Vice Chair	Village of Chatham
<input checked="" type="checkbox"/>	Nathan Bottom	City of Springfield
<input checked="" type="checkbox"/>	Shoun Reese	Springfield Mass Transit District
<input checked="" type="checkbox"/>	Norm Sims	Springfield-Sangamon County Regional Planning Commission
<input checked="" type="checkbox"/>	Jeff Myers*	Illinois Dept. of Transportation (IDOT): Region 4, District 6

\* Represented by Wes Clark

## Technical Committee Advisors – Non-Voting Members

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input checked="" type="checkbox"/>	JD Stevenson*	Federal Highway Administration: Illinois Division Office
<input checked="" type="checkbox"/>	Sue Graham	IDOT: District 6: Local Roads & Streets
<input checked="" type="checkbox"/>	Mike Stead	Illinois Commerce Commission
<input checked="" type="checkbox"/>	Mark Hanna**	Springfield Airport Authority
<input checked="" type="checkbox"/>	Francesco Bedini-Jacobini	IDOT: Division of Public & Intermodal Transportation

\* Represented by Jon Paul Kohler      \*\*Represented by Roger Blickensderfer

**Others**

Stan Hansen – Crawford, Murphy, and Tilly  
 Bill Davison – Knight E/A  
 Dale Lael – Village of Jerome  
 Bill Donels – Springfield Bicycle Advisory Council  
 Robert Plunk – Resident, Clear Lake Township  
 Linda Wheeland – Regional Planning Commission  
 Jeff Fulgenzi – Regional Planning Commission  
 Joe Zeibert – Regional Planning Commission  
 Jason Sass – Regional Planning Commission  
 Neha Soni – Regional Planning Commission  
 Brian Sheehan – Regional Planning Commission

**I. CALL TO ORDER**

Chair Tim Zahrn called the meeting of the SATS Technical Committee to order at 8:30 AM.

**II. APPROVAL OF MEETING MINUTES –SATS Technical Committee Meeting**

Chairman Zahrn asked if there were any additions or corrections to the minutes of the August 6, 2015 Technical Committee meeting.

**Nathan Bottom made a motion to approve the minutes as submitted. Wes Clark seconded the motion. The vote to approve was unanimous.**

### III. 2040 Long Range Transportation Plan (LRTP)

#### A. **Six Month Progress Report**

Linda Wheeland presented the LRTP Six Month Progress Report. It was sent out as part of the committee's agenda packet, and includes a list of all committed projects in the LRTP with their status as well as the status of planning strategies presented in the Plan.

Mr. Clark added that the Report should be modified to show the status of the I-55 bridge project over South Grand Avenue is ready for a January 15, 2016 letting.

Mr. Bedini-Jacobini asked Mr. Clark the cost of repaving I-72 between Riverton and Dawson, IL. Mr. Clark did not have an exact figure available at the time, but recalls that the cost of the project was approximately \$8-9 million dollars.

#### B. **Priority Bicycle Routes Performance Targets**

Linda Wheeland presented a draft Priority Bicycle Routes map. She stated that as part of the Long Range Transportation Plan, there was a performance target to complete 50% of key bicycle corridors (defined by SATS), that connect citizens without vehicles to Economic Activity Centers, by 2020. The baseline measure to identify these corridors needed to be established by 2015. The map she presented included key bicycle corridors that were identified by the Citizens' Advisory Committee and Planning Commission staff. The map identified possible key corridors that have either been built or are committed to be built as well as potential future key bicycle corridors. The purpose of the Performance Target and map is to identify corridors that would connect census blocks of people with lower vehicle ownership with jobs.

Mr. Zahrn asked what percentage of the key corridors identified on the draft map had been completed as of 2015. Ms. Wheeland stated that planning staff have not calculated that percentage; from the map data it appears to be close to the 50% goal.

Ms. Wheeland noted that the Committee would need to approve a final Bicycle Corridors Map.

**Norm Sims made a motion to approve the Priority Bicycle Routes Map as presented. Shoun Reese seconded the motion.**

Chairman Zahrn commented that Sangamon County did not have any major concerns with the corridor choices, noting that most of the corridors are along city streets, outside the County's jurisdiction.

Nathan Bottom added that the City of Springfield does have some concerns with the corridor choices, mostly due to Average Daily Traffic volumes and the geographic footprint of the identified corridors. He would like to discuss these concerns with the city's traffic engineer before approving or rejecting the corridor suggestions. He asked that the matter be tabled until the October, 2015 meeting.

**Mr. Sims withdrew his motion, so that the matter could be discussed further and taken up by the Committee at the October, 2015 meeting.**

Ms. Wheeland told the Committee that Mr. Sims attended the Regional Leadership Council meeting in July, 2015 to propose the idea of a communities committee that would represent small communities within the SATS planning area who are not directly involved with the SATS Technical or Policy Committees. The communities of Leland Grove, Jerome, Riverton, Southern View, and Spaulding have appointed a representative and an alternate to the Committee. Ms. Wheeland hopes to schedule a Committee meeting in conjunction with the next Regional Leadership Council meeting. As of September 3, staff had not heard from the communities of Sherman or Rochester. The smaller community representatives will be added to the SATS committee members email list.

As part of the Long Range Transportation Plan, a strategy was developed to form a Multi-Use Trails group, uniting stakeholders from multiple jurisdictions with stakes in the trail system. Staff had contacted these entities and Springfield, Chatham, Sangamon County, the Springfield Park District, and IDOT have appointed representatives to serve on the committee. As of yet, SATS has not heard from the community of Rochester, which owns the eastern portion of the Lost Bridge Trail.

Mr. Sims pointed out to Chairman Zahn that the discussion regarding the communities committee addressed the items identified as tabled under Section IX, Part A of the agenda. He proposed this item be permanently removed from the agenda. Chairman Zahn suggested this be addressed when the item is reached on the agenda.

#### **IV. 2015-2018 Transportation Improvement Program**

##### **A. ST-U Projects Update**

###### **I. Stanford Avenue (TIP # 02-2010-09)**

###### **i. 11th to Fox Bridge**

Nathan Bottom stated that the City of Springfield was working on design and will shortly move into the land acquisition process.

###### **ii. Fox Bridge to Taylor**

Bottom announced the letting has been moved back to November, 2015. The City is waiting for an agreement from the railroad.

###### **II. Bradfordton Road (TIP # 03-2009-01)**

Tim Zahn stated the County is ready to resubmit the Project Development Report for approval so they can start to acquire Right-of-Way.

###### **III. Woodside Road (TIP # 03-2009-05)**

Zahn stated that the County has a preliminary Intersection Design Study for the intersection of Woodside Road and Chatham Road and the project is progressing. The County is still looking for a Fall, 2016 letting.

###### **IV. Archer Elevator Road/Iles Avenue (TIP # 02-2013-03)**

Nathan Bottom announced that the city is working on design, but needs to update the plans and specifications.

**B. Modification 16 – Downtown Streetscape to AC**

Linda Wheeland introduced Modification 16.

**Administrative Modification 16 to the  
FY 2015 – 2018 Transportation Improvement Program  
August 14, 2015**

**Downtown Springfield Streetscape**

Status of this project has changed from “Current” to “Advanced Construction” and the FY 2015 Annual Element of the FY 2015-2018 Transportation Improvement Program has been modified to add AC to the federal funding source as shown below.

Project/Jurisdiction/Class		Description		Action/Comments	Funding Source		Total Cost
A11	Downtown Streetscape	<b>Termini:</b>	Downtown TIF District	Sidewalk, curb ramp, curb and gutter removal replacement & streetscaping			
	City of Springfield	<b>Contract#</b>			Springfield	400,000	
	Minor Arterial	<b>TIP#</b>	02-2013-09		ITEP (AC)	1,000,000	
							<b>\$1,400,000</b>

And the Advance Construction Projects table in the FY 2015-2018 Transportation Improvement Program has been modified to indicate the change to this project as shown below.

AD MOD #	TIP Year	Project/Jurisdiction/Class	Location	Action/Comments	Map #	Funding Source		Total Cost	Date On AC List	Date Off AC List	
AM 16 (FY 2015-2018 TIP)	2015	Downtown Streetscape	<b>Termini:</b> Downtown TIF District	Sidewalk, curb ramp, curb & gutter removal & replacement, streetscaping	N/A				8/14/2015		
		Springfield	<b>Contract#</b>				Springfield				400,000
		Minor Arterial	<b>TIP#</b>			02-2013-09	ITEP (AC)				1,000,000
											<b>\$1,400,000</b>

## V. **2016-2019 Transportation Improvement Program**

### A. **Informational Session on Draft Document**

Ms. Wheeland introduced the 2016-2019 Draft Transportation Improvement Program document to the committee. She noted that there were three changes to the document since the first draft was made available to the Committee and the Public. Two projects have been moved from 2016 to 2017 in the TIP. The first project is Old Jacksonville Rd., from the Existing Bradfordton Rd. intersection to the new, planned Bradfordton Rd. intersection. The other project is the Iron Bridge Rd. overpass, over the Union-Pacific Railroad. A third project, the Downtown Streetscape project documented earlier in the meeting has been moved to Advanced Construction Status.

The meeting was opened to public comment regarding the TIP document. Mr. Plunk, a resident of Clear Lake Township, had questions for the Committee. The first question was regarding page 10, the Surface Transportation Program-Urban (ST-U) allocation and balance table. He was unsure what the table was meant to show. He wanted to know why projects from FY08 and FY09 still showed allocations and balances. Ms. Wheeland told Mr. Plunk that the chart shows how much ST-U money has come to the Springfield MPO through the years. The money allocated is based on the population of the MPO area. The money used to be allocated by IDOT to projects. Currently, the money goes through SATS and projects are selected through an application and ranking process. Money is carried over from year to year. The table tracks the amount of money that is available at a given time. Mr. Sims noted that some of the older projects, while not in a construction phase, have not been closed yet by IDOT. Mr. Plunk asked whether the amounts shown on the chart were allocations, or whether the amounts were balances that would be available for future projects. Ms. Wheeland acknowledged that the amounts were funds available for those specific projects. Mr. Clark added that if a project ran at a surplus, the extra funds would be put back into the funding pot and used for another project. Mr. Sims used the MacArthur extension as an example of a project that produced excess funds which were used to fund other, future projects.

Mr. Plunk noted that when he looks at the table, there is no funding available from FY10-FY15. Ms. Wheeland told Mr. Plunk that the projects that were obligated previous to FY10 used funds from future years.

Mr. Plunk inquired about the Funding Breakdown Table on page 11 of the TIP. He asked if the "Railroad" line was private funding from railroad companies, and not public funds. The Committee confirmed this. Mr. Plunk went on to ask if any Federal Railway Administration funds were listed in the Funding Breakdown Table. The Committee confirmed that there were no FRA funds in the table. Mr. Sims told Mr. Plunk that only rail projects that intersect with roads were included in the TIP.

Mr. Plunk asked about SMART (Sangamon-Menard Area Regional Transit) in the transit funding table on page 12. He noted the funding available for FY16, with no funding available for future years. Ms. Wheeland told Mr. Plunk that the FTA-5311 funds the rural portion of SMART. Mr. Plunk acknowledged this, but further noted that there is no funding for beyond FY16. Ms. Wheeland said that this funding is not listed because SMART has not begun operations yet. Some of the funding from previous years allocated to SMART has gone to administrative expenses, with some of the funding used for capital expenditures, such as buses and infrastructure. Mr. Plunk asked what the status of SMART was. Ms. Wheeland told Mr. Plunk that funding for SMART was in limbo due to a change in the funding formula for state operating assistance. The funding marks used by the State of Illinois recently were based on operating expenditures in previous fiscal years. Due to the fact that SMART was not fully operational, the funding calculation used by the State allocated too little money to SMART. Mr. Plunk asked if this was due to a lack of understanding by the State. Mr. Sims stated that it was an appropriate question for the State. Ms. Wheeland said that the funding source is DPIT, represented by Francesco Bedini-Jacobini. Mr. Bedini-Jacobini does not deal directly with transit, so he was unable to answer the question.

Mr. Plunk, looking at the 2016 SMART projects list on page 22, noted that the bottom line of the table said FY2015 operations total. He asked if this was due to Fiscal Year overlap or an accounting technique. Ms. Wheeland said that it was an error in the TIP document and that it would be corrected. Mr. Sims noted a similar discrepancy on the next page, and Ms. Wheeland acknowledged it, saying it would be corrected in the final TIP.

Mr. Plunk noted that the Federal allocation for SMART operations was a small fraction of the total operational budget. He asked the Committee if the State allocation came from only one State agency. Ms. Wheeland confirmed that the funds came from one source, IDOT Division of Public and Intermodal Transportation (DPIT), as downstate operating assistance. Mr. Plunk enquired what the "other" line for SMART funding was composed of. Ms. Wheeland said that the "other" sources of funding were contracts SMART anticipated entering into with private agencies (such as senior living facilities) to provide regular transportation services and advertising. Mr. Plunk asked that if some senior service agencies are located within Springfield city limits, should they have transit services without a contract. Ms. Wheeland answered that many places, such as Concordia Village, are within Springfield, but outside the SMTD taxing boundary, so transit services would be handled either by the senior service or by SMART. SMART will eventually serve people in the urbanized area outside the SMTD boundary. The funding, as outlined, is for rural services. No Urban funds are in the SMART allocation chart. The Urban funds are in the SMTD budget. Mr. Plunk asked SMTD if the urban funds for SMART are broken out of the SMTD budget in the TIP. Ms. Reese stated that they were not broken out into an individual line in the TIP, but internal accounting by SMTD does break the funds out into a separate line. Mr. Plunk noted that the way operating budgets are shown in the TIP is lacking in the amount of information given to the public. He's concerned that a prior guarantee that no local or county government funds would be used for SMART operations would be abrogated. The lack of detail did not give a complete picture. Mr. Sims and Ms. Wheeland assured Mr. Plunk that there was no local funding in the SMART allocation and that the funds were broken out by source. Mr. Clark asked if SMART was in operation yet, and Ms. Wheeland answered that SMART was not currently in operation. It was noted by Mr. Kohler that if SMART was operational, it would be required to conduct internal auditing of its expenditures. Ms. Wheeland and Mr. Sims said that SMART is auditable now.

Mr. Plunk noted that the TIP lists six projects that are classified as Advanced Construction (AC). He noticed two of the projects are Sangamon County projects. He said he understands the strategies of using Advanced Construction funding. In the past it has been because of a shortfall of allocation authority, rather than a shortfall of actual allocations. He noted that one of the shortcomings of the AC process is that projects use locally sourced funds until federal funds are available. The Committee told Mr. Plunk that the AC process uses funding from the State to finance the project. Chairman Zahrn said that all Federal projects in Sangamon County go through the State and the State pays the upfront costs, billing the County for its portion at a later time. Mr. Plunk noted that he is concerned that the County and other local governments using the Advanced Construction procedure for projects and circumventing the State's role use local funds for advanced costs. Mr. Sims noted that Advanced Construction is a tool that can take funds from funded projects that are lower priority and use them to fund higher priority projects that have not yet been funded. Mr. Zahrn asked Mr. Plunk if he was concerned about using Federal funds for local road projects. Mr. Plunk said that his concern is not Federal funds, but State funds.

Mr. Plunk pointed out that the overlay project on Interstate 72 between Riverton and Dawson, IL on the Advanced Construction list has been let, awarded, and executed. Mr. Plunk asked how thick the concrete overlay was on that project. Mr. Clark answered that the overlay was six inches thick. One direction of traffic has an inch asphalt binder.

Ms. Wheeland noted that one person had submitted comments on the draft TIP via email. The first area of concern was Old Jacksonville Road at New Salem Church Road. The intersection needs to be straightened, as there have been numerous accidents at the intersection over the years. Mr. Sims asked if that intersection was a safety “hotspot” in a previous study, but the Committee could not answer the question. Mr. Zahrn said the County would look into the matter. The second concern is to make Old Jacksonville Road four lanes out to Lenhart Road. Ms. Wheeland noted that this widening project was in the Long Range Transportation Plan, but funding was not available at the current time, and it is not included in the TIP.

Ms. Wheeland asked that the three changes to the draft TIP, mentioned earlier, be approved by the Committee. The modified TIP will be forwarded to the Policy Committee prior to its September 10, 2015 meeting. The public comment period of the TIP process ends September 8.

**Nathan Bottom made a motion to recommend approval of the modifications to the draft TIP. Mr. Sims seconded the motion. The vote to approve was unanimous.**

## **VI. TECHNICAL ADVISOR UPDATES**

### **A. Illinois Dept. of Transportation (IDOT): Central Bureau of Urban Program Planning**

Mr. Caldwell noted that the Fall Planning Conference is scheduled for October 14-16. It was uncertain whether the event would take place due to budgetary concerns and lack of State funding.

Ms. Wheeland noted that Ms. Neha Soni and she would be presenting at the Conference.

### **B. Federal Highway Administration: IL Division Office**

Mr. Kohler noted that the FHWA had issued a couple letters to IDOT related to MPOs. One of these letters was in response to Mr. Sims’ concerns regarding the relationship between IDOT and local MPOs with regard to federal funding (Mr. Sims had forwarded the letter to the Technical and Policy Committee Chairs and Vice-Chairs).

Mr. Kohler said that IDOT had signed the intergovernmental agreement with the SSCRPC on August 28, 2015. The agreement is effective July 1, 2015. Mr. Sims noted tht nine of the agreements were executed between July 1 and July 28. The SATS agreement was among the last signed by IDOT.

FHWA also issued a letter to the IDOT Secretary expressing its concerns with IDOT reimbursing MPOs in a timely fashion. Federal law requires IDOT to reimburse MPOs within fifteen (15) days of receiving an invoice. Without a State budget, IDOT is not reimbursing MPOs at this time. As SATS bills IDOT quarterly, there has not yet been a problem with reimbursement. It was noted by Mr. Kohler that IDOT has not paid eight MPOs, including Chicago, as of the time of the meeting. FHWA will continue to work with IDOT to find a solution.

Mr. Sims asked Mr. Kohler and Mr. Caldwell why CMAP, the Chicago Metropolitan Agency for Planning, has two agreements with IDOT; one is a state funded agreement and one is an operational annual agreement. Mr. Caldwell was unsure why there were two agreements. Mr. Kohler thought that maybe there was an agreement to reimburse the PL, and the other was to provide operational funding through the planning fund. Mr. Sims pointed out that operational funding was available to all the MPOs. It was speculated there was a separate agreement so CMAP could use comprehensive regional planning funds from the state as local match, allowing local governments to avoid allocating funds for local match. Mr. Caldwell said that many MPOs had used this arrangement. Mr. Sims asked if CMAP receives an advantage over other MPOs due to its having two separate agreements. Mr. Caldwell said that he would investigate the matter.

Mr. Kohler reiterated that FHWA is in daily conversation with IDOT regarding Federal transportation funding. They are working on next steps and noted that FHWA has broad legal authority to bring all parties into compliance with Federal Law.

Mr. Sims thanked Mr. Kohler and FHWA for responding to the concerns he sent in his letter to FHWA. The Policy Committee had asked Mr. Sims to draft the letter at their August, 2015 meeting. Mr. Sims noted that although the Policy Committee had asked him to copy the Sangamon County Congressional Delegation, he had opted to work solely with FHWA first. Mr. Kohler confirmed that if a letter is sent to the Congressional Delegation, it is usually sent back to FHWA for further action. Mr. Sims noted that IDOT signed its agreement with SATS on the same day the FHWA director responded to his letter.

Mr. Sims said that the agreement resolved the issue regarding authority to approve the Transportation Improvement Program document under the self-certification criteria. The agreement between the SSCRPC and IDOT will have to be modified up \$27,000 because it was based on only eight months of FTA funding. The work plan will also have to be modified down \$7,000 due to the decrease in 12-month FTA funding from last year. Ms. Wheeland added that the agreements between the SSCRPC and SATS members will not need to be adjusted.

#### **C. IDOT District 6: Local Roads and Streets (LRS)**

Sue Graham said that IDOT continues to work around budget limitations and work will commence when the budget is finalized.

The overpass at Williamsville for High Speed Rail is moving forward, with design finishing and land acquisition starting shortly. There is no timetable for completion at this time.

#### **D. Illinois Commerce Commission (ICC)**

No report was given.

#### **E. Springfield Airport Authority**

No report was given.

## **F. IDOT: Division of Public and Intermodal Transportation (DPIT)**

Mr. Bedini-Jacobini reported that there were no new projects to report. The Third Street rail project is still under discussion, and will move forward when there is agreement between the City and IDOT. He noted that it will have to be soon, as time is becoming more important.

The rail flyover between Sixth Street and Interstate 72 is moving forward with alternatives being developed and a meeting will be scheduled to assess and discuss those alternatives.

## **VII. AGENCY UPDATES**

### **A. Springfield-Sangamon County Regional Planning Commission (SSCRPC)**

Norm Sims said that his comments were covered by Mr. Kohler's update.

Joe Ziebert, Springfield-Sangamon County Regional Planning Commission, demonstrated a web application that allows citizens to identify and track committed road projects in a user-defined radius from a certain location. This was developed in response to the Springfield City Council's inquiry as to where to find maps that people could use to locate transportation projects. Mr. Sims said that rather than use outdated methods of referring people to certain pages of the LRTP, SSCRPC utilized this approach. Mr. Sims stated the Commission's goal was to provide more "retail" planning services to individuals and organizations than a "wholesale" approach which reports to political or other planning organizations. This allows people and organizations access to more information so they can make better development and economic decisions. He told the Committee that SSCRPC has a collection of user-interactive maps in the "eMap Room" webpage at the Planning Commission's website: [www.sscrpc.com](http://www.sscrpc.com).

### **B. Springfield Mass Transit District (SMTD)**

Shoun Reese announced that the SMTD Board of Trustees has approved a plan to expand its ADA Paratransit boundaries from 0.75 miles outside regular bus routes to 1.5 miles outside regular bus routes. This will expand Paratransit services to the West Side of Springfield, specifically Concordia Village and the Kerasotes YMCA. The expansion does not affect normal, mainline routes.

SMTD's Information Technology Department is working with GRTS technology to allow better bus tracking and route mapping. Ms. Reese stated this was another part of SMTD's plan to improve Springfield's transit system to better serve its residents.

### **C. City of Springfield**

Nathan Bottom announced updates to the following projects:

#### **Carpenter Street Underpass (TIP # 02-2014-09):**

Mr. Bottom announced that Norfolk-Southern trains were using their re-aligned track on the new bridge. Work will begin on the Union-Pacific portion of the bridge. Excavation work has begun on the Carpenter Street underpass portion of the project.

#### **Fayette Avenue Bridge (TIP # 02-2011-08):**

Nathan Bottom announced that the Fayette Avenue Bridge was open and available for through traffic.

Mr. Bottom said that the City is working at 11<sup>th</sup> Street and Toronto Road as part of the overlay program.

## D. Sangamon County

Tim Zahrn announced that the East Lake Shore Drive project that was scheduled to start August, 2015 is slightly delayed due to contract delays. In addition, the process the County will use to build the road requires a special curing process, which necessitates the project be moved back to May, 2016 so the curing process occurs under optimal temperatures.

Mr. Zahrn announced that the County finished a shoulder project on Old Route 66 from East Lake Shore Drive to County Highway 40. The work entailed adding asphalt shoulders to the original pavement and extending culverts for better drainage.

## E. Illinois Department of Transportation: Region 4, District 6

Wes Clark reported on the following projects:

### **Dirksen: Clear Lake Avenue to Ridge (TIP # 04-2012-09):**

Curb and gutter have been completed from Elm to Ridge; looking to widen and pave by late fall. Storm sewer work continues from Elm to the South toward Clear Lake Avenue.

### **Wabash: Koke Mill to Curran (TIP # 04-2011-07):**

Storm sewer work continues. The Ash Grove connection is under construction to Bunker Hill Road. Earth work for draining to accommodate the 5-lane configuration is under way. Pre-grade work has started on Hollis Drive.

### **I-72: Chatham Road to New Berlin (TIP # 04-2015-01):**

Night paving work on the shoulders and surface continues from Chatham Road to the Wabash exit. Bridge work at Chatham Road is complete. Paving is complete from Wabash Avenue to New Berlin.

### **IL-54 from Bissell Rd. to Camp Butler Rd. (TIP #04-2015-08)**

Patching is complete. Milling and paving operations will begin after September 7, 2015.

### **Sam's Place/Dirksen Pkwy Signal Replacement (TIP # 04-2015-04):**

The project is currently on hold, waiting for mast arms and other equipment to arrive.

### **Wabash Ave at Robbins Rd and Wabash Ave at W. White Oaks Dr. (TIP #04-2015-06):**

The project is currently on hold, waiting for equipment to arrive.

### **I-72, East of Overpass Rd to East of Dawson (TIP # 04-2015-03):**

Work is nearing completion and eastbound and westbound lanes will be open September 3, 2015.

### **SB I-55 at the Sherman Interchange (TIP # 04-2012-08):**

Bridge preparations are underway for the Stage 2 deck pour. IDOT will patch the surrounding ramps prior to paving.

### **Business Interstate 55 – 5<sup>th</sup>, 6<sup>th</sup>, and 9<sup>th</sup> Streets (state funded only):**

Patching begins after September 7, 2015.

### **Stevenson Dr. at Dirksen Pkwy (state funded only):**

Patching work is complete.

### **IL-29/ J. David Jones Pkwy to North Grand Ave. (state funded only):**

Pre-contracting work for a lighting project begins the week of September 7, 2015.

**Ridge Ave. from Daniel St. to Dirksen Pkwy (state funded only):**

Patching and resurfacing work will begin after September 7, 2015.

Mr. Sims mentioned to Mr. Clark that he does not feel that the intersection of Stevenson Dr. and Dirksen Parkway is safe. He said that he has recently seen an accident at the intersection. Mr. Clark said that the safety engineers at IDOT were aware of the potential for problems at the intersection but is not sure if action would be taken.

Mr. Clark announced that IDOT, as an extension of their multi-year outreach program, set up a tent at the Illinois State Fair from Monday, August 17 to Friday, August 21. He said that IDOT only got a couple dozen comments during the outreach, and most of those comments were from outside the District. As a result, IDOT will look to have another outreach meeting in October, 2015.

Mr. Clark was asked if Sangamon Avenue at the railroad bridge was scheduled to be closed due to re-decking the bridge as part of the High-Speed Rail Project. Mr. Bedini-Jacobini said that the closure was scheduled for October, 2015, due to some delays. It was mentioned that there is signage on Sangamon Avenue stating the road will be closed September 8, 2015. Mr. Bedini-Jacobini said that he would look into that.

**F. Village of Chatham**

Patrick McCarthy announced that long-time Village Administrator, Del McCord would retire, effective September 4. The Village has appointed Mr. McCarthy Interim Village Administrator until a permanent replacement is found.

**VIII. PUBLIC COMMENTS**

There were no public comments.

**IX. UNFINISHED BUSINESS****A. Small Community MPO Representation (Tabled)**

Mr. Sims mentioned that the Small Community MPO Representation had been previously discussed in the meeting and that the Board should remove the item from the Unfinished Business section of the agenda. If further discussion is necessary, it can be put back on the agenda.

**Norm Sims motioned that the Small Community MPO Representation be removed from the agenda. Patrick McCarthy seconded the motion. The vote to approve was unanimous.**

**B. Functional Classification Changes**

Ms. Wheeland mentioned that the Functional Classification Changes discussed at the last meeting were submitted to IDOT for further review. IDOT reviewed the suggestions and rejected many of them. IDOT's response was:

**Greenbriar from Meadowbrooke to its end:** This portion of road has not been built yet. IDOT looks at functionality in the next five years, at which point the road is unlikely to be built. Despite two preliminary subdivision plans, there is not much movement on the project. As of now, the road will not be classified as a major collector unless there is project progress.

**Ash Street, Laurel Street, and Cherry Road:** Due to the presence of speed bumps in the Leland Grove sections of these streets, they cannot continue to be classified as collectors since they function as local roads.

**Old Salem Road and Bradford Road:** Until there is more development in the area and average daily traffic counts increase, they will continue to be classified as local roads.

**Shepherd Road:** Agree to reclassify to major collector from minor collector, rather than to local road.

**Park Street (Jerome):** Agree to reclassify as minor collector.

**Third Street (Riverton):** Agree to reclassify as minor collector.

## X. **NEW BUSINESS**

### A. STU Projects Prioritization Application Update

Linda Wheeland reminded the committee that it was mentioned in the FHWA planning review that SATS include performance targets as part of the application process for ST-U funding. The road projects presented for funding should be compatible with the goals of the Long-Range Transportation Plan. SSCRPC staff has gone through the application and made changes that incorporate the LRTP performance targets to facilitate discussion. Ms. Wheeland asked the committee whether they would like to discuss this issue at the current meeting or form a sub-committee to explore the issue, as had been done previously. The Technical Committee thought that a sub-committee should be formed to look at the issue. Mr. Zahrn asked that the subcommittee meet and bring its results back to the larger Technical Committee.

Ms. Wheeland asked for volunteers, noting that subcommittees are usually composed of the SATS Technical Committee voting members and some non-voting member volunteers. After there were no non-voting member volunteers, the subcommittee was formed, consisting of the voting members of the Technical Committee. Ms. Wheeland would send meeting date and time suggestions to the members.

### B. Next Meeting Date – Thursday, October 1, 2015 at 8:30 AM

## XI. **ADJOURNMENT**

There being no further business, Chairman Zahrn called to adjourn. Shoun Reese made a motion to adjourn. Norm Sims seconded the motion. The vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:36 AM.

Respectfully Submitted,

Jason Sass  
Recording Secretary