

Minutes of Meeting
SATS TECHNICAL COMMITTEE
September 4, 2014

ATTENDANCE

Technical Committee Voting Members

<input checked="" type="checkbox"/>	Nathan Bottom, Chair	City of Springfield
<input checked="" type="checkbox"/>	Tim Zahrn, Vice Chair*	Sangamon County
<input checked="" type="checkbox"/>	Mike Williamsen	Village of Chatham
<input checked="" type="checkbox"/>	Frank Squires**	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 Brian Davis

** Represented by Shoun Reese

*** Represented by Wes Clark

Technical Committee Advisors – Non-Voting Members

<input checked="" type="checkbox"/>	Thomas Caldwell	IDOT: Urban Program Planning
<input 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 Roger Blickensderfer

Others

Jim Moll – Hanson Professional Services

Bill Davison – Knight E/A

Stan Hansen – Crawford, Murphy, and Tilly

Kristin Timmons – Crawford, Murphy, and Tilly

Joe Hill – Village of Rochester

Tim Sumner – Crawford, Murphy, and Tilly (Representing the Village of Rochester)

Dale Lael – Village of Jerome

Ed Dougherty – IDOT District 6 Community Liaison

Mike Lopez – Village of Jerome

Rob Winchester – Village of Jerome

Tim Landis – State Journal-Register

Dale Schultz – Regional Planning Commission

Linda Wheeland – Regional Planning Commission

Brian Sheehan – Regional Planning Commission

Neha Soni – Regional Planning Commission

I. CALL TO ORDER

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

II. APPROVAL OF MINUTES –SATS Technical Committee Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the Aug 7, 2014 Technical Committee meeting. Mike Williamsen made a motion to approve the minutes as submitted. Brian Davis seconded the motion. The vote to approve was unanimous.

III. APPROVAL OF MINUTES –SATS Technical Committee Special Meeting

Chairman Bottom asked if there were any additions or corrections to the minutes of the Aug 20, 2014 Technical Committee Special Meeting. Brian Davis made a motion to approve the minutes as submitted. Norm Sims seconded the motion. The vote to approve was unanimous.

IV. ST-U Project Presentations

Six applications had been submitted for the 2014 round of ST-U funds. Each applicant was asked to give a presentation on their project to the Technical Committee.

Village of Jerome – Iles Avenue

Mike Lopez, Village of Jerome president, opened with his presentation on the full length of Iles Avenue in the Village of Jerome, between MacArthur Boulevard and Chatham Road. He described Iles as a narrow, unimproved arterial without sidewalks with the design of a rural road that nevertheless carries a lot of cross-town traffic. Lopez then handed out to committee members a map summarizing the Five-Year Road plan for the Village of Jerome, and showing the proposed improvements.

Among the most pressing concerns for this section of Iles, besides its overutilization relative to its design, is the safety of children walking and biking to Franklin Middle School. The Springfield chapter of Parents for Public Schools has put their support behind this project. ST-U funding is proposed to be used in all phases of the project, with a 40% match from the village.

No additional right-of-way is required and the village would sign the segment of Iles from the Franklin Middle School pathway to Park Street as a bike route in conformance with the SATS Bicycle and Pedestrian Plan.

Lopez concluded by stating that he would forward any questions that someone may have on project design to the Village's consulting engineers. There were no questions.

City of Springfield - Archer Elevator Road

Nathan Bottom introduced the City of Springfield's proposal for Archer Elevator Road including a small section of Iles Avenue from the west edge of the Rotary Park and YMCA properties to Meadowbrook Road.

- A 3-lane segment of Archer Elevator Road between Greenbriar and Wabash
- A 5-lane segment on Iles Avenue from just west of Rotary Park to Meadowbrook Road
- A roundabout located at the intersection of Iles and Archer Elevator.

All project components will feature sidewalks and bike lanes. A total of 3 parcels will need to be acquired in order to obtain the land necessary to build the roundabout.

Proposed project phases are as follows:

- Full segment of Iles Avenue included in the project, plus Archer Elevator from the north fringe of the Concordia Village property to the south fringe of the YMCA property
- Archer Elevator Road from Wabash to the YMCA
- Archer Elevator Road from Concordia Village to Greenbriar

Bottom stated that this would provide better connectivity to the Sangamon Valley Trail via Greenbriar Drive. Also, there would be a restriping of Iles Avenue east of Meadowbrook Road in order to align the bike lanes with the reconstructed segment to the west. A public meeting will be held regarding this project on September 24th at the Knights of Columbus Club building on Meadowbrook Road, from 4pm to 6pm.

Village of Rochester – Cardinal Hill Road

Joe Hill, Village of Rochester Trustee, Noted that the Cardinal Hill Road sidewalk project is between IL Route 29 and the Rochester Intermediate School. The proposal calls for a sidewalk on the east side of Cardinal Hill Road.

According to Hill, this segment was originally designed with proposed sidewalks, but they were never built, even though they would provide access to the school, with its 650 students in 4th, 5th, and 6th grade, including 15-20 that regularly walk there. Because trucks have been prohibited from using Main Street through the center of Rochester, they have been routed down IL 29 toward Cardinal Hill Road, then up Cardinal Hill toward Buckhart, immediately in front of the school. This has them following along where many of the school children walk and thus presents a significant danger. Hill noted that the land north of IL 29 and east of Cardinal Hill Road is the prime development location in the village. Interest has been expressed in a gas station, convenience store, and one developer is looking to construct an apartment complex on this land behind the commercial properties. The Village has promised sewer and water to any developer who builds on this property; however developers have also indicated a strong desire for a sidewalk as a critical component of their willingness to develop the property.

Hill mentioned that the Village of Rochester had applied three times to obtain the funding to install sidewalks along Main Street east of Oak Street through the Transportation Enhancement Program, but none of the applications were successful.

The amount of sidewalk to be built totals 2,800 feet, at a uniform width of 5 feet for the entire length. Because this section of Cardinal Hill is a county highway, Hill stated that he has spoken with both the County Engineer as well as members of the County Board Road and Bridge Committee. This section was originally designed to have a sidewalk that ultimately was not built; despite this, the County Engineer and board members on the Road and Bridge Committee do not have any objections to a sidewalk being built at this location.

Ultimately, the construction of this sidewalk would help safely connect pedestrians from the middle school to the commercial area along State Street between Route 29 and Main Street.

The cost for the installation for this sidewalk would be approximately \$300,000, with the Village's share totaling approximately \$60,000, a significant amount as it is more than 10 percent of the Village's total tax intake from motor fuel taxes and real estate taxes. The reason that this sidewalk is being built along Cardinal Hill rather than East Main Street is the expectation that the Main/Buckhart and Cardinal Hill intersection will likely be signalized in the near future, and any sidewalk built along Main under the present conditions would have to likely be torn out to redesign the intersection to accommodate its signalization. Thus, the Village would prefer to not spend money on what ultimately would be a short term fix. The target date for construction is in 2015. Letters of support were obtained from the Rochester CU School District 3A, the Rochester Public Library District, the Rochester Business Club, and the four Sangamon County board members representing Rochester Township. Hill offered to answer any additional questions meeting attendees had.

Norm Sims asked if the Village of Rochester had previously applied for Safe Routes to School (SRTS) funding as a means to finance this project. Hill responded that although there was some discussion with the school district regarding this possibility, the decision was made to not go through with an application because the school district was not supportive of an SRTS application. One of the concerns by the school district's superintendent is the possibility of losing funding for busing students along "hazardous routes" to the various schools in the district if sidewalks are installed. Hill explained that when a school district invests in SRTS projects there is a possibility of losing some state funding for providing school bus service within the district boundaries. Tim Sumner, also from CMT, added that a parcel immediately south of the school is expected to be

developed as another middle school in the next 5-10 years.

Village of Chatham – Gordon Drive

Mike Williamsen stated that the proposal for this project was to widen a $\frac{3}{4}$ mile segment of Gordon Drive from Walnut Street south to just south of Hurstbourne Lane. The project would replace a 20 foot rural cross-section road with a 3 lane urban cross-section road, and would include a sidewalk on the west side of the road and a bike path on the east side. The road directly or indirectly serves a total of 9 subdivisions, and the road is expected to see an increase in Average Annual Daily Traffic from 3,000 to 4,500 within 20 years. The purpose of this project is to adequately serve future traffic while maintaining safety for all users. From a regional perspective, this project will ultimately be connected to the MacArthur Boulevard extension via Iron Bridge Road, and alleviate traffic congestion along Route 4 while promoting increased economic development on this new major corridor connecting Springfield and Chatham.

Williamsen explained that the vast majority of the right-of-way needed for this project has already been acquired. One-third of an acre of right-of-way is needed, with four property owners affected.

Williamsen explained that the component of the project involving the acquisition of needed right-of-way will be financed entirely with Village funds. However, the project report, which has already been submitted and approved by IDOT, will need to be resubmitted due to the scope of the project having been extended 800 feet further south, among other things. So ST-U funding would be used for Planning/Engineering II (PE II), Construction Engineering, and Construction .

City of Springfield - Stanford Avenue

Nathan Bottom explained initially that this project was broken down into two phases, first the segment between 11th and Fox Bridge, and second the segment between 6th and 11th. Both segments will feature one lane in each direction and will be urban sections with curb and gutter. There will be no parking on the north side of the street.

Between 11th and Fox Bridge there will be a bike path on the north side and sidewalks on the south side. Between 6th and 11th, there will be bike lanes and sidewalks on both sides of the street. Intersections will be improved along these sections of Stanford in order to improve safety within the corridor.

Bottom explained that the ST-U funds would not be used at all for land acquisition, but solely for construction of the roadway. He added that the Stanford corridor will bring added economic development benefits by improving the links between Rochester and the west side of Springfield, as well as opening up approximately 300 acres of land between Fox Bridge Road and Taylor Avenue for infill development. Bottom then asked if there were any questions. Additionally he noted the bikeways connection that would be created between all multi-use trails in the area.

Norm Sims asked if there was agreement with the Springfield Park District over the needed acquisitions between 11th and Fox Bridge through Bunn Park. Bottom explained that the city has worked out agreements on a number of property easements, and that he expects the city to reach an intergovernmental agreement with the park district very soon.

Sangamon County - Woodside Road

Brian Davis explained that this was a project designed to widen Woodside Road between Route 4 and the Cherry Hills Baptist Church. Davis explained that this was a project identified by CMT in the South Growth Study that was completed in 2005. Among projects identified in this study that are partially or fully complete include the extension of MacArthur Boulevard and the connection

between Woodside Road and Toronto Road. Grade separation on both Woodside Road and Iron Bridge Road is under design. West Wabash Avenue is under the process of being widened, and South 6th Street is currently under study by the state.

Davis explained that a letting in FY 2017 was expected, and that ST-U funding was expected to only be used for construction of the newly widened road. Davis stated that he anticipates that the cost of construction would be \$5.58 million, and that the county was asking for \$4 million in ST-U funds.

This project is part of the overall plan for the area including extension of MacArthur Boulevard, high-speed rail improvements, and grade separations at the intersection of Woodside Road, Iron Bridge Road, and the Union Pacific rail line. This would also lead to a grade separation of the Interurban Trail from Woodside Road as well.

Davis added that the addition of lanes would reduce congestion in the area and help provide a more reliable connection between IL-4 and Interstate 55. Addressing the timeliness and readiness components of the project, Davis stated that the project is currently in the design stage. Land acquisition is expected to begin in FY 2016.

Per the economic development benefits of this project, Davis explained that this project was identified in the City of Springfield Master Plan as an important corridor to be upgraded to help with economic growth in this area. Additionally, this route is identified as an emergency route on the SATS Emergency Routes Map, and Davis stated that the road widening and grade separation of the rail crossing would facilitate movement of emergency vehicles without interference from passing trains.

Regarding any potential issues with land acquisition, Davis mentioned that there are approximately 9 parcels that are the property of 6 landowners, among them CWLP. Davis feels that the County has developed good working relationships with all landowners in the area, and does not imagine that there will be any problems with the land acquisition process.

Mike Stead asked if the scope of the project extended east as far as Iron Bridge Road, and Davis clarified that the geographic scope of this project only included areas west of the grade separation. Stead asked about the section between the underpass and Toronto Road, and Davis explained that said widening is part of the underpass's design.

Nathan Bottom asked about the overlay work that had recently been completed on this stretch of roadway, and Davis clarified that said pavement would remain in use even after the widening project.

General ST-U Project Discussion

Norm Sims asked if the situation with the ST-U funding would be similar to the stimulus funding allotted by SATS in that the grantee would have to commit to paying any additional costs over and above the original grant amount for the project. Mike Williamsen responded yes, it was the decision of SATS that once a jurisdiction received a grant amount, that amount could not be increased.

Nathan Bottom asked Linda Wheeland when she wanted each committee member to submit their scores for each project, and Wheeland stated that she wanted this completed by September 18. She then stated that she would send out the average score for each project the following day, on September 19. Nathan Bottom then asked Wheeland if the Technical Committee would be making project recommendations to the Policy Committee at the October meeting, and Wheeland stated that was correct. Mike Williamsen asked if links were available online to all six applications submitted for ST-U funding, and Wheeland stated that they were not.

Norm Sims brought up the fact that two of the applications included projects broken into phases for consideration and was wondering how these should be scored.

Mike Williamsen suggested that for projects with multiple phases like those of the Archer Elevator Road project, separate scores be provided for each phase. Nathan Bottom agreed that this was a good idea, and requested that Wheeland provide multiple line items for each phase of the Archer Elevator and Stanford Avenue projects on the scoring spreadsheet to be sent out to voting committee members, so each phase could be seen as an individual project for the purposes of ST-U funding.

V. 2035 LONG RANGE TRANSPORTATION PLAN (LRTP)

A. Amendment – Committed Projects List

Linda Wheeland introduced the following amendment to the 2035 LRTP.

**RESOLUTION TO RECOMMEND APPROVAL OF
AN AMENDMENT TO THE
2035 LONG RANGE TRANSPORTATION PLAN**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the SATS Long Range Transportation Plan takes a long-term (25-year) look at transportation needs in the Springfield Metropolitan Planning Area; envisions an efficient, interconnected, multi-modal travel network; and identifies projects to make that vision a reality; and

WHEREAS, the Long Range Transportation Plan is updated every five years and was most recently updated on March 11, 2010 as the SATS 2035 Long Range Transportation Plan which was amended on August 11, 2011; January 12, 2012; September 13, 2012; April 4, 2013; May 9, 2013, September 12, 2013; and January 16, 2014; and

WHEREAS, all projects with identified funding sources and anticipated to be completed during the period July 2010 – June 2015 are listed as Committed Projects in the 2035 Long Range Transportation Plan; and

WHEREAS, funding has recently been obtained for the projects shown below that were not originally included in the “Committed Projects” list and these will be added or moved to “Committed Projects” in the SATS 2035 LRTP; and

PROJECTS ADDED TO "COMMITTED PROJECTS"					
MAP #	PROJECT DESCRIPTION	TYPE OF IMPROVEMENT	JURISDICTION	COST	BIKE/PED ACCOMODATIONS
66	Ash Street	Underpass at rail corridor between 6th and 10th Streets	Springfield	\$20,000,000	
67	I-55	Resurfacing, Bridge Repair, Shoulder Repair from north of Lake Springfield Bridge to 0.3 mile north of Southwind Road	State	\$4,600,000	
68	I-72	Resurfacing, Bridge Repair from 0.5 mile W of the New Berlin Interchange to W of Chatham Road	State	\$20,000,000	
69	I-72	Resurfacing from 0.5 mile E of Overpass Road to 0.3 mile E of CH 16 E of Dawson	State	\$11,000,000	
70	I-55	Thin concrete overlay, Bridge joint repair over IL 29	State	\$1,500,000	
71	Koke Mill Road	Flashing yellow left turn lanes, back plate and reflective tape from Hedley Road to Old Jacksonville Road	Springfield	\$125,000	
PROJECTS MOVED FROM " PLANNED PROJECTS" TO "COMMITTED PROJECTS"					
72	Iron Bridge Road	Overpass at Union Pacific Railroad	County	\$10,918,955	
73	Woodside Road	Underpass at Union Pacific Railroad	County	\$20,340,710	

Mike Williamsen made a motion to recommend approval of the Amendment to the 2035 LRTP to the Policy Committee. Norm Sims seconded the motion. The vote to recommend approval was unanimous.

B. 2035 LRTP Progress Report

Wheeland explained the 4 ½ year LRTP Progress Report had been sent out to committee members and is updated every six months. All committed projects in the 2035 LRTP are complete or underway, with some small exceptions where unforeseen problems came up.

Wheeland explained that progress had been made on implementing most of the objectives as well. The final progress report for the 2035 LRTP will be completed in March 2015, which Wheeland believes will be quite complete.

C. 2040 LRTP Update

i. Discussion

Linda Wheeland announced that, as part of the 2040 Update to the LRTP, that September would function as "Road and Rail" Month. Committee members had requested that staff put together strategies for those networks. These strategies had been sent out just the previous day, which didn't give committee members much time to review the documents before the meeting.

Nathan Bottom stated that if SATS committee members have at least two weeks to review the document, that would be sufficient and recommended September 18th as the deadline by which committee members should have any suggestions or comments sent to Linda.

Wheeland also mentioned that staff will be sending out the MPA's Envisioned Road Network, using Committed Projects listed in the 2015-2018 TIP. In addition, Wheeland asked that SATS members send their lists of additional projects that are expected to be funded and undertaken within the next 5-15 years. These will be called the Illustrative Planned Projects. This map will be sent out in time for the October meeting. All other projects outside the scope and timeframe of these two maps will be considered Future Projects.

Per the results of a meeting with Mike Stead and Nathan Bottom, Wheeland said that staff

would also be developing a map of Envisioned Rail Crossing Improvements. Maps of these improvements will show both those related to High-Speed Rail, as well as improvements related to other rail lines in the MPA. These will be broken down via the same means as the Road Network Map, showing Committed, Planned, and Future projects.

Nathan Bottom asked about the status of projects that were already under construction, such as the Iron Bridge/Woodside grade separation, and Wheeland stated that these would be included as Committed.

Finally, as part of this updating process, Wheeland mentioned that maps of the current bicycle and pedestrian networks would be sent out to committee members before the October Technical Committee meeting.

VI. FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

A. ST-U Projects Update

i. Stanford Avenue

Nathan Bottom reported that the City of Springfield has completed 60 percent of the project's plan review. Bottom stated that IDOT and Canadian National Railway (CN) are wrapping up their own plan reviews, and he expects to hear comments from both these groups within the coming weeks. Currently, Bottom stated that the City is working to figure out some design issues, and he expects that land acquisition will begin within the coming months.

ii. Bradfordton Road

Tim Zahn reported that he had received a comment from FHWA regarding the noise wall under evaluation at the Salem Estates subdivision north of the project site, with feedback currently being received from the Salem Estates Homeowners Association, as well as directly impacted property owners. This feedback will be included within a resubmitted preliminary design review (PDR), which Zahn expects will take about 3 months. Zahn stated that land acquisition is expected to begin by the end of this year.

B. Amendment 15 – I-72 West of Chatham Road

Wes Clark introduced Amendment #15:

RESOLUTION TO RECOMMEND APPROVAL OF THE FIFTEENTH AMENDMENT TO THE FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, maintenance of existing transportation infrastructure is a high priority and IDOT District 6 has identified I-72 west of Chatham Road to west of the New Berlin interchange as in need of resurfacing and miscellaneous bridge repairs ; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2015 Annual

Element of the FY/2014-2017 TIP be amended by adding the project shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A15 I-72 State Interstate	Termini: 0.5 mile West of New Berlin Interchange to West of Old Chatham Road	Resurfacing, Miscellaneous Bridge Repairs	NHPP (State)	18,000,000
	Project# 72B54		State	2,000,000
	TIP# 04-2015-01			\$20,000,000

Mike Williamsen made a motion to recommend approval of Amendment #15 to the Policy Committee. Norm Sims seconded the motion. The vote to recommend approval was unanimous.

C. Amendment 16 – I-55 Lake Springfield Bridge to Southwind Drive

Wes Clark introduced Amendment #16:

**RESOLUTION TO RECOMMEND APPROVAL OF
THE SIXTEENTH AMENDMENT TO THE
FY/2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, the Springfield Area Transportation Study (SATS), in cooperation with the Illinois Department of Transportation, has a comprehensive, cooperative, and continuing (3C) planning process for transportation planning in compliance with Federal regulations for the urbanized area; and

WHEREAS, the Springfield Area Transportation Study approved the Transportation Improvement Program (TIP) for FY/2014-2017 on October 17, 2013; and

WHEREAS, maintenance of existing transportation infrastructure is a high priority and IDOT District 6 has identified I-55 north of Lake Springfield to north of Southwind Road as in need of resurfacing, bridge repairs, and shoulder repairs ; and

WHEREAS, the Illinois Department of Transportation District 6 requests that the FY-2015 Annual Element of the FY/2014-2017 TIP be amended by adding the project shown below; and

Project Description and Funding:

Project/Jurisdiction/Class	Description	Action/Comments	Funding Source	Total Cost
A16 I-55 State Interstate	Termini: North of Lake Springfield Bridge to 0.3 Mile North of Southwind Road	Resurfacing, Bridge Repairs, Shoulder Repairs	NHPP (State)	4,141,000
	Project# 72G47		State	459,000
	TIP# 04-2015-02			\$4,600,000

Brian Davis made a motion to recommend approval of Amendment #16 to the Policy Committee. Norm Sims seconded the motion. The vote to recommend approval was unanimous.

D. Modification 13 – Wabash Avenue from Koke Mill to Moffat Street

Wheeland explained Administrative Modification #13.

**Administrative Modification 13 to the
FY 2014 – 2017 Transportation Improvement Program
August 15, 2014**

Wabash Avenue: Koke Mill to Moffat Street

Status of this project has changed from “Advanced Construction” to “Current” and FY 2014 Annual Element of the FY 2014-2017 Transportation Improvement Program has been modified to make this change as shown below.

Project/Jurisdiction/ Class	Location	Action/Comments	Map #	Funding Source	Total Cost
4 Wabash Ave. State Principal Arterial / Minor Arterial	Termini: Moffet St. in Curran to Koke Mill Rd. in Springfield	Construction Expand from 2 lanes to 5 lanes, sidewalks, bike lanes/wide shoulders	32	NHPP-State	15,453,000
	Contract# 72890			State	3,720,000
	TIP# 04-2011-07			City of Springfield	327,000
					\$19,500,000

VII. TECHNICAL ADVISOR UPDATES

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

No report was given.

B. Federal Highway Administration: IL Division Office

No report was given.

C. IDOT District 6: Local Roads and Streets

Norm Sims asked Sue Graham if the financial summary for the MacArthur Blvd extension was complete. Graham stated that the breakdown by funding source and total project cost was not complete.

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)

Francesco Bedini-Jacobini reported that on September 30, a meeting for the proposed Springfield Flyover which will separate the Union Pacific and Norfolk Southern Corridors just north of Interstate 72 will occur.

VIII. AGENCY UPDATES

A. Springfield-Sangamon County Regional Planning Commission

Sims thanked City of Springfield staff, as well as Jim Moll of Hanson Professional Services for a great opening event for the Carpenter Street underpass. Nathan Bottom added that there was a great turnout and reaffirmed Sims' gratitude.

B. Springfield Mass Transit District (SMTD)

Shoun Reese announced that as part of SMTD meeting Goal 2, Objective 2, as found in the 2035 LRTP Progress Report, a Computer-Aided Dispatch (CAD) system has been installed for Access Springfield, and that SMTD is in the final stages of working with their consultant on the CAD/AVL (Automatic Vehicle Location), and is looking to go out for procurement on the project sometime in 2015.

For Goal 4, Objective 1, Reese announced that SMTD has completed site selection for the multimodal transfer center and that they are currently working on land acquisition.

Finally, Reese indicated that SMTD is planning to meet Goal 5, Objective 3 (making 75% of area bus stops accessible) via the following three means:

- Installation of solar powered bus shelters at some locations
- Surveying of IDOT roads/rights-of-way for accessible stop locations; a contractor has been selected for this project
- Surveying of City of Springfield roads/rights-of-way for accessible stop locations; licensing agreements have been received by SMTD for some of these roads; Reese stated that staff is appreciative of this.

Finally, regarding the new CNG station, Reese announced that it would be lifted later that day, keeping project progress on schedule.

C. City of Springfield

Nathan Bottom reported the following project updates:

- The groundbreaking for the Carpenter Street Underpass (TIP # 02-2014-09) took place on August 21st.
- Design work on the Ash Street underpass (TIP # 02-2018-05) is now underway.
- 45 of 50 miles have been completed on the pavement overlay (TIP # 02-2015-08)
- Sidewalk work (TIP # 02-2015-09) is halfway complete.
- Work on the 3rd Street closure agreement is underway, and the project document will be submitted in a couple weeks. Six crossings are expected to be closed.

D. Sangamon County

Zahrn announced a successful letting of the overlay projects on Bradfordton Road, Iron Bridge Road, and Woodside Road. The overlays on Bradfordton and Woodside are already complete. Milling had been completed on Iron Bridge Road the previous day and, weather permitting, work could start on the Iron Bridge overlay as soon as later that day.

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

Wes Clark reported the following project updates:

- Wabash 5 lane improvement from Koke Mill to Moffat (TIP # 04-2011-07): Work on retaining walls continues at I-72 interchange.
- I-72 from I-55 to the Riverton exit (TIP # 04-2014-01): Bridges remain in Stage 2 construction. Paving operations are currently underway.
- Work on Business 55 (TIP # 04-2014-04) in Sherman is now complete
- Stevenson Drive interchange ramp extensions (04-2014-07): Work begins the night of Sunday, September 14, 2014.
- Dirksen Parkway 5-Lane widening from Clear Lake to Ridgely (TIP # 04-2012-09): No work is completed, due to a major delay in relocating utilities.

Projects which are state funded only include the following:

- A microsilica overlay on the Madison Street bridge over Jefferson Street will begin soon
- Bridge patching job on I-55 is underway. This covers bridges over the Sangamon River (southbound only), which are still underway, and the IC railroad and Sangamon Avenue bridges, which are now complete.
- The Old Chatham Road bridge over Interstate 72 will be closing at 3:00 am on Monday, September 8, and will reopen on the following morning to repair a beam break.

We also noted that IDOT would be holding a multi-year program open house on October 22nd at Lincoln Public Library from 4:00 – 6:00 PM.

F. Village of Chatham

Mike Williamsen reported the following project update:

Curb and gutter work on the TIF-funded Walnut Street project is now complete, with surfacing work expected to be completed by the end of the month, and sidewalk work expected to be complete in October.

IX. PUBLIC COMMENTS

There were no public comments.

X. UNFINISHED BUSINESS

A. 2015-2018 Transportation Improvement Program (TIP)

Linda Wheeland announced that the initial draft of the TIP had been sent out to the committee and stated that she hoped that all had received the document. She noted that two changes had been made to the document:

Page 14:

Sangamon-Menard Area Regional Transit (SMART) rural operations for FY 2015 were added showing 5311 funding and local funding through SMART. Once the service is in operation the full four years will be included in future TIPs. The urbanized portion of the SMART service is included in the SMTD budget.

Page 24:

The breakdown of funding for SMART service provided in the rural portion of the service area was added

Wheeland stated that the Draft FY 2015-2018 TIP document would be made available for public review for 30 days. A legal notice would run in the SJR for 3 days, a press release would be sent out, the draft TIP would be posted on the SATS website, and paper copies would be available at several locations throughout the area.

Wheeland added that the 30-day public review period would go beyond the October 2nd Technical Committee meeting so any comments received by that date will be reviewed by the Technical Committee; however, any comments received after that date would be addressed at the October 9th Policy Committee meeting.

Mike Williamsen asked when the anticipated approval date of the TIP is. Wheeland responded that it was in October.

Wheeland added that Francesco Bedini-Jacobini was working to obtain information on the rail projects expected to be undertaken over the next four years. These will be added to the TIP via amendment once received.

B. Small Community MPO Representation (Tabled)

Chairman Bottom indicated that no SATS member had requested the Small Community MPO Representation discussion be brought off the table.

XI. NEW BUSINESS

A. Next Meeting Date – Thursday, October 2, 2014 at 8:30 AM

XII. ADJOURNMENT

There being no further business, Chairman Bottom called to adjourn. Norm Sims made a motion to adjourn. Mike Williamsen seconded the motion. The vote to adjourn was unanimous.

There being no further business, the regular meeting was adjourned at 9:44 AM.

Respectfully Submitted,

Brian Sheehan
Recording Secretary