



CITY OF
BLOOMINGTON
SPECIAL SESSION
MEETING
DECEMBER 19, 2016

AGENDA



**SPECIAL MEETING SESSION AGENDA
OF THE CITY COUNCIL
CITY HALL COUNCIL CHAMBERS
109 E. OLIVE STREET, BLOOMINGTON, IL 61701
MONDAY, DECEMBER 19, 2016, 5:00 P.M.**

Light dinner will be provided at 4:30 PM

1. Call to Order
2. Roll Call of Attendance
3. Public Comment
4. Consideration of approving the minutes of the Special City Council Meetings for December 12, 2016. *(Recommend that the reading of the minutes be dispensed and approved as printed.) (5 minutes)*
5. Closed Special Meeting *(5 minutes)*
 - A. Claims Settlement – per Section 2(c) (12) of 5 ILCS 120
 - B. Claims Settlement – per Section 2(c) (12) of 5 ILCS 120
 - C. Claims Settlement – per Section 2(c) (12) of 5 ILCS 120
6. Adjourn Closed Session and Return to Open Session
7. Consideration of an Ordinance Reducing Speed Limits on Hershey Road, Fort Jesse to Rainbow Drive. *(Recommend that the That the Ordinance Amending Ordinance 2015-15, and City Code Chapter 29, Section 156.5, which provides Altered Speed Limits on certain City streets, be approved to reduce the speed limit to 30 mph on Hershey Road from Ft. J Jesse to Empire (Rt. 9), and authorize the Mayor and City Clerk to execute the necessary documents. (Presentation by David Hales, City Manager and City Staff 10 minutes, and Council discussion 20 minutes.)*
8. Consideration of a proposal to widen Linden Street from Locust to Empire, from 26 feet to 30 feet, producing two 12-foot traffic lanes plus an 8-foot parking lane on the west side of the street. *(Recommend that Council approves the proposal to widen Linden Street from Locust to Empire, from 26 feet to 30 feet to accommodate two traffic lanes and one parking lane. (Presentation by David Hales, City Manager and City Staff 20 minutes, Council discussion 10 minutes.)*

9. Presentation and Discussion on the Mahomet Aquifer Advocates. (*Presentation by Steve Rasmussen, Assistant City Manager 5 minutes, Council discussion 5 minutes*)
10. Adjourn (*approximately 6:20 PM*)



**SPECIAL SESSION MEETING
AGENDA ITEM NO. 4**

FOR COUNCIL: December 19, 2016

SUBJECT: Consideration of approval the minutes of the Special City Council Meetings for December 12, 2016.

RECOMMENDATION/MOTION: That the reading of the minutes be dispensed and approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The Special City Council Meeting Minutes have been reviewed and certified as correct and complete by the City Clerk.

In accordance with the Open Meetings Act, Council Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Council approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: Cherry L. Lawson, C.M.C., City Clerk

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales".

David A. Hales, City Manager

Attachments:

- December 12, 2016 Special Session Meeting Minutes

Motion: That the reading of the minutes be dispensed and approved as printed.

SPECIAL SESSION CITY COUNCIL MEETING

City Hall Conference Room
109 E. Olive Street, Bloomington, IL 61701
Monday, December 12, 2016; 5:00 PM

1. Call to Order

The Council convened in Special Session in the Council Chambers, City Hall Building at 5:00 p.m., Monday, December 12, 2016. The meeting was called to order by Mayor Renner.

2. Roll Call

Mayor Renner directed City Clerk, Cherry Lawson to call the roll and the following members of Council answered present:

Aldermen Joni Painter, Amelia Buragas, Mboka Mwilambwe Scott Black (5:27 PM), Kevin Lower, Jim Fruin, Karen Schmidt (absent), and Mayor Tari Renner.

Absent: Alderman Karen Schmidt

Staff present: David Hales, City Manager; Greg Murdock, Corporation Counsel; Steve Rasmussen, Assistant City Manager; Cherry Lawson, City Clerk; Brendan Heffner, Chief of Police; Brian Mohr, Fire Chief, Nicole Albertson, Human Resource Director; Angie Brown, Assistant Director of Human Resource; and Betty McCain, ASC.

3. Public Comment

There were no comments offered.

4. Consideration of approving the minutes of the Special City Council Meetings for November 21, 2016. (*Recommend that the reading of the minutes be dispensed and approved as printed.*)

Mayor Renner requested a motion to approve the minutes as presented.

Motion by Alderman Painter seconded by Alderman Lower to approve minutes of the Special City Council Meetings for November 21, 2016.

Ayes: Aldermen, Painter, Mwilambwe, Lower, Buragas, Sage and Fruin.

Nays: None

Absent: Aldermen Karen Schmidt, Scott Black

Motion carried.

5. Motion to Enter into Closed Session

Mayor Renner requested a motion to enter into Closed Session.

Motion by Alderman Painter, seconded by Alderman Schmidt to recess to Executive Session per Section 2(c) (12) of 5 ILCS 120/2, Section 2(c) (5) of 5 ILCS 120, Section 2(c) (2) of 5 ILCS 120, and Section 2(c) (1) of 5 ILCS 120.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen, Painter, Buragas, Mwilambwe, Lower, Sage, and Fruin

Nays: None.

Absent: Aldermen Scott Black, Karen Schmidt

Motion carried.

6. Motion to Adjourn Closed Session.

Mayor Renner requested a motion to Adjourn Closed Session

Motion made by Alderman Hauman, seconded by Alderman Lower to return to Special Session.

Motion carried (viva voce).

7. Return to Special Session and Adjourn.

Mayor Renner requested a motion to Adjourn

Motion made by Alderman Black, seconded by Alderman Hauman, to return to adjourn the meeting at 6:47 p.m.

Ayes: Aldermen Mwilambwe, Painter, Fruin, Buragas, Black, and Lower

Nays: None.

Absent: Alderman Schmidt

Motion carried.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk



**SPECIAL SESSION MEETING
ITEM NO. 7**

FOR COUNCIL: December 19, 2016

SUBJECT: Consideration of an Ordinance Reducing Speed Limits on Hershey Road, Fort Jesse to Rainbow Drive.

RECOMMENDATION/MOTION: That the Ordinance Amending Ordinance 2015-15, and City Code Chapter 29, Section 156.5, which provides Altered Speed Limits on certain City streets, be approved to reduce the speed limit to 30 mph on Hershey Road from Ft. Jesse to Empire (Rt. 9), and authorize the Mayor and City Clerk to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 4. Strong Neighborhoods.

STRATEGIC PLAN SIGNIFICANCE: Objective 4a. Residents feeling safe in their homes and neighborhoods. Objective 4e. Strong partnership with residents and neighborhood associations.

BACKGROUND: Historically, it is the City's practice to establish speed limits based on a speed study's 85th percentile, or the speed that 85% of vehicles do not exceed. The use of the 85th percentile to establish speed limits is a well-known, often recommended, method employed by agencies such as the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA) and other municipalities nationwide. However, the 85th percentile method is a recommendation, not a mandate, and other factors can impact speed limits. Additionally, State law actually sets "general" speed restrictions that control in the absence of "altered" speed limits enacted at the local level. Hershey Road's general limit would be 30 mph.

In summer 2016, the residents of Spring Ridge subdivision petitioned the City for a speed limit reduction from 40mph to 30mph on Hershey Rd. between G.E. Rd. and College Ave. Shortly thereafter, Alderman Painter completed an Agenda Request Form requesting a speed limit reduction from 40mph to 30mph on Hershey between Ft. Jesse Rd. and Rt. 9. This request form was supported by Aldermen Milawambe, Fruin and Sage.

Contrary to the City's practice, the Town of Normal has a practice of maintaining speed limits lower than the 85th percentile even on large volume streets. This is evident on Hershey Road where in Normal the speed limit is posted 30mph North of Fort Jesse Road. As motorists drive South into Bloomington the speed limit is posted 40mph before decreasing to 30mph around Rainbow Drive. This inconsistent practice can lead to confusion for the motorist, increased issuance of speeding tickets in one city and public consternation over the lack of uniformity in speed standards between the two cities. It does appear that Normal has more broadly posted many of their collector and arterial streets consistent with the State's standard of 30mph in urban areas.

Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes. An increase in average

speed of approximately 1mph typically results in a 3% higher risk of a crash involving injury, with a 4-5% increase for crashes that result in fatalities. The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example pedestrians have been shown to have a 90% chance of survival when struck by a car traveling at 30 km/h (approximately 18 mph) or below, but less than 50% chance of surviving an impact at 45 km/h (approximately 28 mph). Bottom line, decreases in travelling speed would lead to a reduction in road crashes (See attached document entitled "Facts, Road Safety and Speed").

Based on the above public safety principles, the mostly residential nature of Hershey Road, the City's recent adoption of Complete Streets and because the City would simply be removing its previous "alteration" of the State's general speed limit, the City Manager is recommending that the speed limit on Hershey Road from Fort Jesse to G.E. Road be reduced from 40mph to 30mph, and the speed limit on Hershey Road from G.E. Road to Rainbow Drive be reduced from 35mph to 30mph.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Spring Ridge Homeowners Association.

FINANCIAL IMPACT: Should the Ordinance be approved, the only change would be replacing any speed limit signs in place on that section of the roadway. This will all be completed in house by Public Works.

Respectfully submitted for Council consideration.

Prepared by: Melissa Hon, Assistant to the City Manager

Reviewed by: David Hales, City Manager

Financial & budgetary review by: Chris Tomerlin, Budget Analyst

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



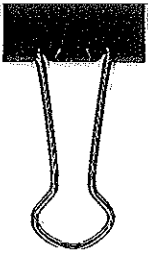
David A. Hales, City Manager

Attachments:

- 1) Alderman Painter's Agenda Request Form
- 2) Spring Ridge Petition
- 3) The City's Established 85th Percentile Practice
- 4) IDOT Policy on Establishing and Posting Speed Limits on the State Highway System (pg. 2, Altered Speed Limits)
- 5) Copy of U.S. Department of Transportation FHWA Letter Dated May 16, 2002
- 6) 2016 Farnsworth Group Hershey Road Speed Studies and Sight Distance Review

- 7) Public Works Memo (Hershey Rd. from College Ave. to Rainbow Dr.)
- 8) Complete Streets Ordinance
- 9) Road safety speed facts from the World Health Organization
- 10) Ordinance Amending City Code Chapter 29, Section 156.5, Altered Speed Limits, by Removing Certain Portions of Hershey Road

Motion: That the Ordinance Amending Ordinance 2015-15, and City Code Chapter 29, Section 156.5, which provides Altered Speed Limits on certain City streets, be approved to reduce the speed limit to 30 mph on Hershey Road from Ft. Jesse to Empire (Rt. 9), and authorize the Mayor and City Clerk to execute the necessary documents.



CITY OF BLOOMINGTON
COUNCIL MEMBER REQUEST FOR CONSIDERATION

I. TO BE COMPLETED BY ALDERMAN

1. Name of alderman making the proposal: Joni Painter

2. Topic summary (attach additional information and documentation to this form:

Reduce speed limit on Hershey Rd. from Ft. Jesse Rd. to Rt. 9 to 30 mph.

3. Alderman's priority level: LOW MEDIUM HIGH

II. TO BE COMPLETED BY STAFF

1. Aldermen supporting consideration of this topic (3 additional minimum):

Mkoka Hilawambe, Jim Fruin, Dave Sage

2. City Manager review (staff & financial resources required to implement; impact on City priorities, etc.):

3. Recommendation for further action on _____ at the following meeting type:

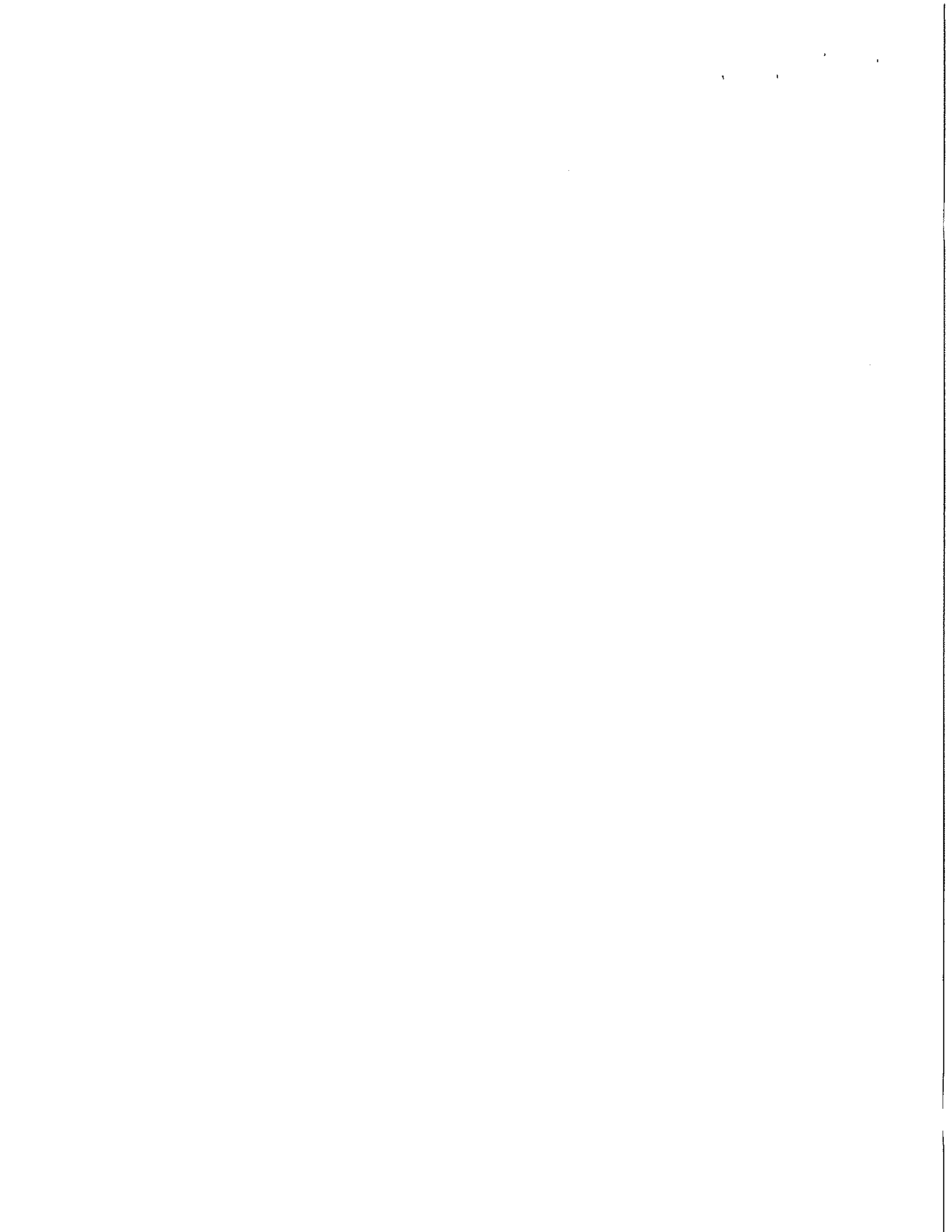
- | | |
|--|--|
| <input type="checkbox"/> Committee of the Whole | <input type="checkbox"/> Work Session |
| <input type="checkbox"/> Council Consent Agenda | <input type="checkbox"/> City Board or Commission |
| <input checked="" type="checkbox"/> Council Regular Agenda | <input type="checkbox"/> City Staff Review & Comment |

Proposed agenda items shall be submitted to the City Manager's Office using the Agenda Item Request Form at least 15 days in advance of the next regularly scheduled Council session if quick action is desired. Due to the substantial number of requested items and City projects, it may not be possible for requested items to appear on the next agenda.

Spring Ridge Home Owners Association

166 residents have signed a petition respectfully asking that Mayor Terry Renner and the Bloomington City Council lower the speed limit on Hershey Road, between GE Road and College Avenue, to 30 miles per hour. We are not only requesting that for the safety of our residents in the 149 homes at Spring Ridge, but also for the safety of our many families, our many guests and vendors servicing this community.

**Rita K. Mikel
President of SRHOA
43 Laurel Wood Drive
rkm64@comcast.net**



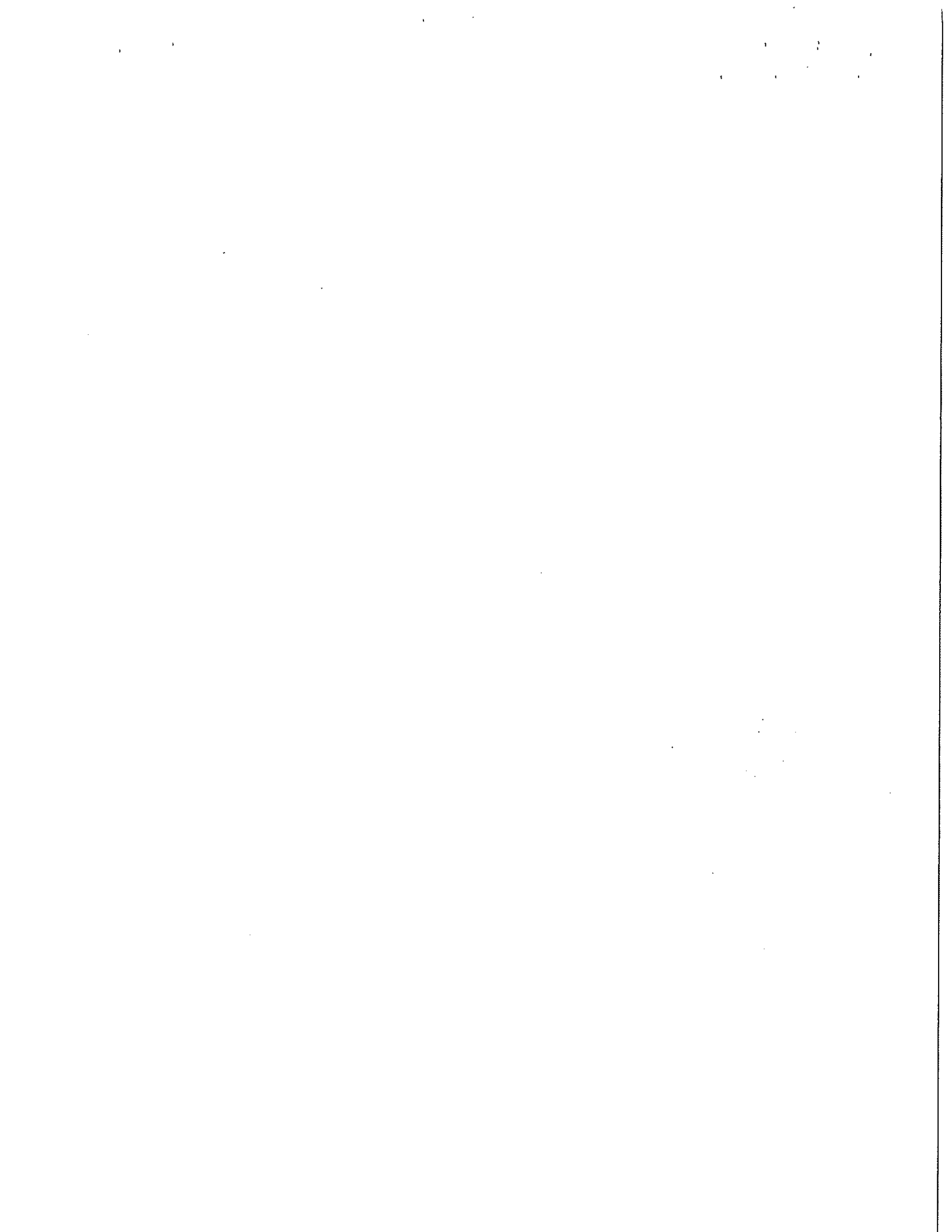
**PETITION AND NOTICE TO THE MAYOR AND CITY COUNCIL
OF THE CITY OF BLOOMINGTON, ILLINOIS
SIGNED AND SUBMITTED IN JUNE/JULY 2016**

We residents of Spring Ridge, on behalf of ourselves and our many neighbors who are encountering unnecessary danger whenever we leave or enter Spring Ridge from the East, prayerfully petition Mayor Tari Renner and the members of the Bloomington City Council to order the speed limit on Hershey Avenue between College Avenue and General Electric Road to be lowered from the present 40 miles per hour to 30 miles per hour.

A speed limit of 30 miles per hour has historically been the standard for safety within the city and happens to be the speed limit on Hershey Avenue through the residential neighborhood south of General Electric Road. We submit that Hershey Avenue between College Avenue and General Electric Road also passes through the middle of a residential neighborhood with Spring Ridge on the West and Summerfield to the East. The curving nature of Hershey Avenue in the area at issue restricts visibility for those entering or exiting Hershey Avenue at Summerfield, Jumer Drive and especially the Arbor Court entrance to Spring Ridge, where one often "takes their lives into their own hands".

There is at least one police report of a serious accident resulting from excessive speed on Hershey Avenue near Spring Ridge, resulting in a one-car rollover that ended up on the Constitution Trail. It was pure luck that a group of walkers and bicyclers near the scene were not killed or injured. We are aware that a sizeable percentage of traffic on the Bloomington streets continues to exceed the posted speed limit and that fact aggravates the continuing danger to the public if the city of Bloomington fails to lower the speed limit on Hershey Avenue between College Avenue and General Electric Road to 30 miles per hours. Please note that the substance of this notice may remove the City of Bloomington from the protections of the Local Government Tort Immunity Act.

Name	Address
Jim O'Donnell	27 Arbor Court, BLM 61704
Carol M O'Donnell	29 Arbor Court BLM 61704
Bill Carter	29 ARBOR CT. BLM 61704
Dick Starter	29 arbor Ct. BLM 61704
Henry Schulz	28 arbor Ct. Bloom. 61704
Ray Watkins	142 Arbor Ct. 61704
Marvin Mardis	37 Arbor Court 61704
Sarah Gourland	35 arbor Ct 61704
Dann Stoward	39 Arbor Ct. 61704
James P. Peterson	33 Arbor Ct 61704
Genevieve A Kristie	21 Arbor Court. 61704
Gary L Fish	15 ARBOR CT 61704
Judy A. Fish	15 Arbor Ct 61704



Name

Address

Dorothy Hoop 17 Arbor Ct.

Julie A. Hoop 17 Arbor Ct.

Ira Gannon 30 Arbor Ct.

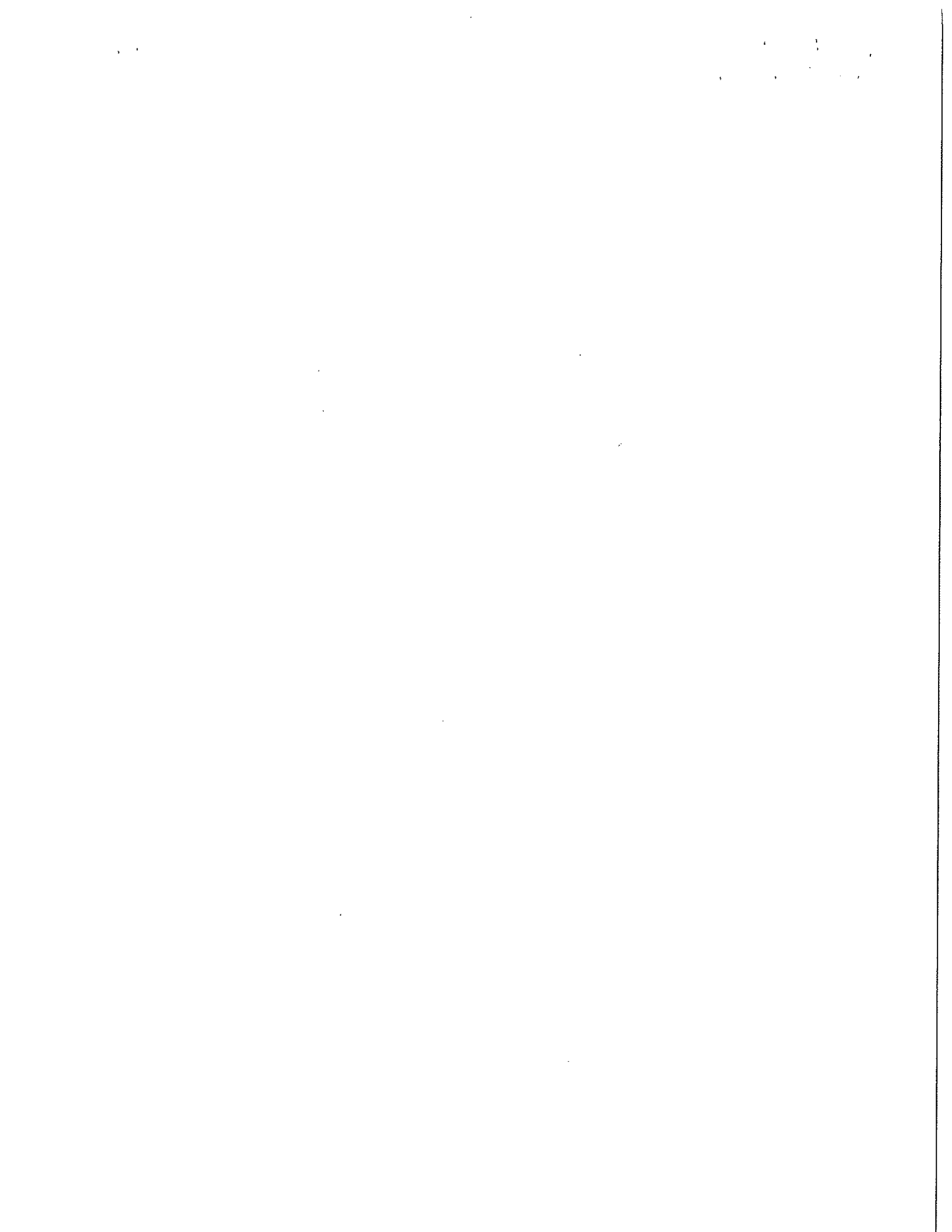
Marjorie A. Smith 41 Arbor Ct.

David K. Callwork 15895 Old Colonial Rd Bethesda MD 20814

Marnie Wessert 31 Arbor Ct.

Marilyn Wessert 31 Arbor Ct.

Walter G. 44 Arbor Ct.



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Name

Address

Keedy Stolper	25 March Ave, Bloomington, IL
Kim L. Hoffell	13 Laurel Wood, Bloomington, IL
Betty J. Born	15 Laurel Wood Dr, Bloomington, IL
Hank Born	15 Laurel Wood Dr, Bloomington, IL
Gay Sparks	9 Laurel Wood Dr, Bloomington, IL
Mary Withrow	7 Laurel Wood Drive Bloomington, IL
Dore Withrow	7 Laurel Wood Drive BLOOMINGTON, IL
Valuen Booth	8 Laurel Wood Drive Bloomington, IL
Sherrilee Spear	5 Laurelwood Dr. Bloomington, IL
Myrna Meyer	6 Laurel wood Dr Bloomington, IL
John St	4 Laurel Wood Dr Bloomington, IL
Mennis Keady	3 Laurel Wood Pr. Bloomington IL
Deirdre Apps	2 Laurel Wood Dr Bloomington, IL

Name

Address

Deborah Adams 2 Laurel Wood Bloomington IL
Susan Boney 3 Laurel Wood Bloomington, IL
David Saffron 227 Spring Ridge Dr. Bloomington, IL
Nancy M. Bellman 231 Spring Ridge Dr. Bloomington IL
Cari Cardan 229 Spring Ridge Blm IL 61704
Brendan Cardan 229 Spring Ridge Blm. IL 61704
Barbara Saffron 227 Spring Ridge Blm. IL 61704
Julie M Williams 11 Laurel Wood Dr. Blm IL 61704
Michael Hatfield 13 Laurel Wood Bloomington IL
Joan Donnerbach 73 Monarch Dr Bloomington, IL 61704
E. Keith Mikel 43 Laurel Wood Dr Bloomington IL 61704
Lita L. Mikel 43 Laurel Wood Bloomington, IL 61704

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Name

Address

Haley S Traub	27 Monarch Dr.
Barbara J. Traub	27 Monarch Dr.
Dwight Farber	42 Monarch Dr.
Brenda Farber	42 Monarch Dr.
Mary Tucker	1 Laurel Wood
Jerry Tucker	1 Laurel Wood
Adriana D. Gray	210 Springridge Dr.
Vonda Heath	308 Spring Ridge Dr
Donna Kittle	33 Monarch Dr. - 61704
Martha Mitchell	27 Laurel Wood Dr
Edie Gene	312 Spring Ridge Dr
Douba Lemmy	44 Monarch Dr

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Name	Address
George E. Tuttle Jr.	10 Monarch Dr. Bloomington, IL
Joann K. Tuttle	10 Monarch Dr. Bloomington, IL
Beverly Nagle	3 Monarch Dr. Bloomington, IL
Pat [Signature]	1 Monarch Dr. Bloomington, IL
Judy Strand	1 Monarch Dr. Bloomington, IL
Anna M. Adams	4 Monarch Dr. Bl. IL
John R. Burns	8 Monarch Dr., Bloomington, IL
Linda Burns	8 Monarch Dr. Bloomington, IL
John Wagoner III	17 Monarch Dr. Bloomington, IL
Val Lensen	21 Monarch Dr. Bloomington IL
Dee Ann Dutton	24 Monarch Dr. Blm, IL 61704
Margaret Hunt	26 Monarch Dr. Blm. 61704
Gordon Hoff	11 Monarch Dr. Blm. 61704

Name

Address

Susan J. Hoff	11 Monarch Dr. Blm, Ill.
Cheryl Becker	6 Monarch Dr. Bloom, Ill.

61704
61704

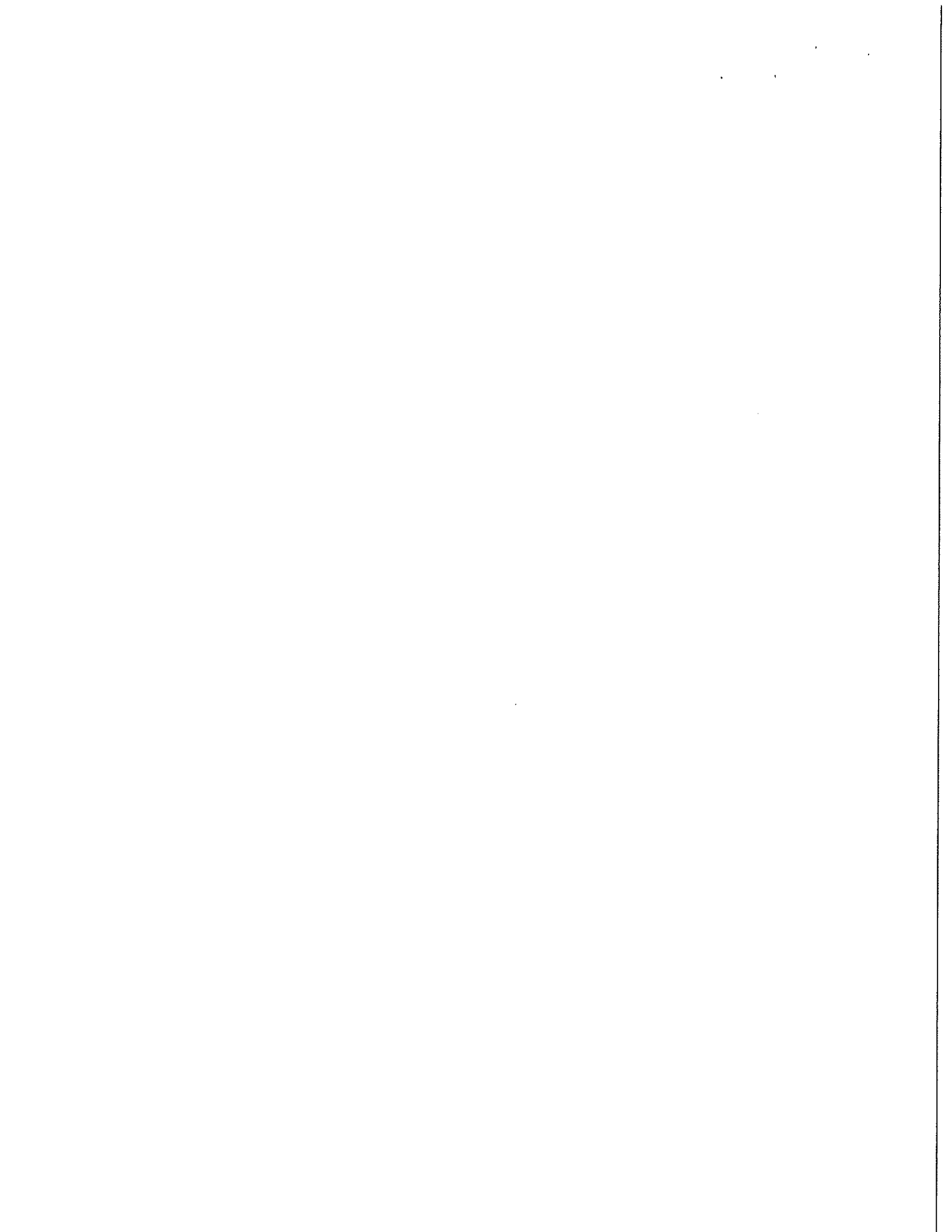
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Name	Address
Paul Wince	718 Spring Ridge Dr.
Paul Crow	120 Spring Ridge Dr.
[Signature]	125 Spring Ridge Dr.
[Signature]	202 Spring Ridge Dr.
J. Gendaloy	217 Spring Ridge Dr.
Donna Scott	214 Spring Ridge Dr.
Jed Wat	514 SPRING RIDGE DR.
Mary Volland	48 Monarch Dr. Blm.
Alice Wu L. Cheng	116 Spring Ridge Dr.
Susan Bandy	31 Monarch Drive
Belena Rhodes	318 Spring Ridge Dr.



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Name

Address

Nancy Cater	23 Spring Ridge Circle
Nancy A. Cater	23 SPRING RIDGE CIRCLE
Madonna Kambay	1 SPRING RIDGE CIR
Vilbi Junt	501 Spring Ridge Dr.
Opie Jones	503 Spring Ridge DR.
Cathy Adams	503 Spring Ridge DR
Margaret Wolf	8 Spring Ridge Cr.
Ann Fritz	13 Spring Ridge Dr.
Guy Fritz	13 SPRING RIDGE CIRCLE
Linda Neal	15 Spring Ridge Circle
Alice Seitter	19 Spring Ridge Circle
Judy Knobloch	25 Spring Ridge Circle

Name

Address

Joyce Redman	9 Spring Circle
Vernon Neal	15 Spring Ridge
Doris Beese	5 Spring Ridge Circle
W. H. Fin	11 Spring Ridge Circle
Letha Bair	11 Spring Ridge Circle
Wayne Brown	17 Spring Ridge Circle
Dana Brown	17 Spring Ridge Circle

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There is at least one police report of a serious accident resulting from excessive speed on Hershey Avenue near Spring Ridge, resulting in a one-car rollover that ended up on the Constitution Trail. It was pure luck that a group of walkers and bicyclers near the scene were not killed or injured. We are aware that a sizeable percentage of traffic on the Bloomington streets continues to exceed the posted speed limit and that fact aggravates the continuing danger to the public if the city of Bloomington fails to lower the speed limit on Hershey Avenue between College Avenue and General Electric Road to 30 miles per hours. Please note that the substance of this notice may remove the City of Bloomington from the protections of the Local Government Tort Immunity Act.

Name	Address
Lauren Mayszyk	216 Spring Ridge Drive Blm.
Thomas Fitzgerald	216 Spring Ridge Drive th
Wesley B. Smith	218 Spring Ridge Drive Bl
Steve White	224 Spring Ridge Dr.
William Fleming	226 Spring Ridge Dr. Blm IL 61704
Norma Nelson	302 Spring Ridge Dr. Blm 61704
Ronald B Bedford	304 Spring Ridge Dr. Bl
Janet M Bedford	304 Spring Ridge Dr. Blm IL 61704
[Signature]	218 Spring Ridge Dr. Blm, IL
Jayne Schleder	222 Spring Ridge Dr. Blm IL 61704
[Signature]	316 Spring Ridge Drive Blm IL 61704
Josef Seeman	320 Spring Ridge Dr Blm 61704
Jan Seeman	320 Spring Ridge Dr Blm 61704

Name

Address

Roger A. Norem

310 Spring Ridge Dr. B 61704

Anita C. Norem

310 Spring Ridge Dr. B 61704

**PETITION AND NOTICE TO THE MAYOR AND CITY COUNCIL
OF THE CITY OF BLOOMINGTON, ILLINOIS
SIGNED AND SUBMITTED IN JUNE/JULY 2016**

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Name	Address
Christ F. Schwelle	46 Laurel Wood
Diane G. Schwelle	46 Laurel Wood Dr.
J. Dan Jorg	40 Laurel Wood
Michael J. Jorg	31 Laurel Wood Dr.
Grant L. Hoffman, Jr.	29 Laurel Wood Dr.
Janis C. Hoffmann	29 Laurel Wood Dr.
Ina M. Hoffmann	25 Laurel Wood Dr.
Mary G. Nelson	23 Laurel Wood Dr.
Walter J. Nelson	23 Laurel Wood Dr.
Linda Spears	19 Laurel Wood
Korene Lawrence	36 Laurel Wood
Lolay Richmond	37 Laurel Wood
Ron Richmond	37 Laurel Wood

Name

Address

Janice Orsica	42 Laurel Wood Dr.
Ed Lesman	22 Laurel Wood Dr.
Carol G. Lesman	22 Laurel Wood Dr.
William D. Lesman	24 Laurel Wood Dr.
Janice Orsica	39 Laurel Wood Drive
Sherree Sato-Ha	"
Victor J. Gudeman	21 "
Caren M. Gudeman	21 " " "
Pattie Heener	20 Laurel Wood
Wanna Hill	35 Laurel Wood

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OF THE CITY OF BLOOMINGTON, ILLINOIS
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Name	Address
Lari J. Zernstrom	43 Arbor Ct. Bloomington, IL
Bill Gordon	401 Spring Ridge Dr. Bloomington, IL
Marilyn F. Starkey	403 Spring Ridge Dr. Bloomington, IL
Kath A. Brewer	405 Spring Ridge Dr. Bloomington, IL
James T. Brewer	405 Spring Ridge Dr. Bloomington, IL
Janet A. Laats	4 Arbor Ct. Bloomington, IL
J. Laats	" " " "
James Martin	2 ARBOR CT Bloomington, IL
James Hansen	7 Arbor Ct " " IL
Kevan (J) Miller	20 Arbor Ct Bloomington, IL
Cent. Miller	20 Arbor Ct Bloomington, IL
Brenda Hurst	11 Arbor Ct.
Ruthann Kern	24 Arbor Ct.
David C. C.	" " "

Name

Address

Virginia J. Pace	26 Arbor Ct, Bloomington, IL 61704
Stephen P. Madsen	43 Arbor Ct. Bloomington, IL 61704
Sunder G Sasser	13 Arbor Ct Bloomington IL 61704
Charles T. Bohmer	9 Arbor Ct. Bloomington IL 61704
Judy Smiley	1 Arbor Ct. Bloomington, IL 61704
Glenn C. Hunt	11 Arbor Ct Bloomington IL 61704
Rita Gordon	401 Spring Ridge Dr Bloomington IL 61704
Jack Pace	26 Arbor Ct Bloomington IL 61704
Lana Bohmer	9 Arbor Ct. Bloomington IL 61704

Speeding

Complaints of speeding problems may be reported to the City by using the request/complaints procedure or reported by phone to the Police Department at 820-8888. All speeding complaints received in writing will be discussed by staff at the next regularly recurring meeting.

Questions concerning Speed Limits should be submitted through the request/complaints procedure. The Engineering Division of the Public Works Department will only investigate altering a speed limit if it is determined that some type of unusual condition exists for the section of street in question. Conditions that typically exist in residential areas (e.g. large number of children, vehicles parking on-street etc.) do not constitute unusual conditions.

There are several "standard" or statutory speed limits established by law such as 30 MPH in urban areas, 55 MPH in rural areas and 70 MPH on rural Interstates. Any other speed limit posting is considered an altered speed zone. The National Manual on Uniform Traffic Control Devices (MUTCD) defines an altered Speed Zone as a speed limit, other than a statutory speed limit, that is based upon an engineering study. The City utilizes the Illinois Department of Transportation (IDOT) Policy on Establishing Speed Limits to establish altered speed limits. The speed study takes into account the actual speed being driven by individual vehicles. Using the data collected; the 85th percentile and the 10 MPH pace speed upper limit are calculated. The resulting prevailing speed can be adjusted by taking into account on street parking, high numbers of crashes, pedestrians, and the number of conflicting driveways and side streets.

Requests for speed studies can be made using the request/complaint form. The City will consider a request to study a particular road segment no more than once per year and only if the conditions which affect the study have changed since the prior speed study.

Traffic Requests/Complaints

TRAFFIC REQUEST/COMPLAINT PROCEDURE

All emergency requests/complaints (Traffic Signal Failure, Fallen Stop signs) need to be called in to the numbers below.

Weekdays

7:30 a.m. to 4:30 p.m. Public Works Department - 434-2225

4:30 p.m. to 7:30 a.m. Police Department - 820-8888

Weekends and Holidays

Police Department - 820-8888

All non-emergency Requests/Complaints must be submitted in writing with all necessary information provided. This may then be submitted to the City of Bloomington Public Works Department - Engineering Division in the following ways:

- Fill out the form online, then Print it off and mail to:

City of Bloomington - Traffic Engineer

115 E. Washington St.

PO BOX 3157

Bloomington, IL 61702-3157

- Fill out the form online, then Print it off and bring to:

Public Works Department - Engineering Division

115 E. Washington St.

PO BOX 3157

Bloomington, IL 61702-3157

- Fill out the form online, then fax it to:

Traffic Engineer

434-2201

The form below is made available in Adobe Acrobat Portable Document Format (PDF) so it can be printed and used in the same manner as any traditional paper form, or can be completed on screen before being printed. In order to complete this form, you must have Adobe Acrobat Reader version 4.0 or above.

Request/Complaint Form



CITY OF BLOOMINGTON

www.cityblm.org

Public Works Department / Engineering Division

Non-Emergency Request/Complaint Form Traffic Engineering

Information to Contact You:

Date:

First Name:		Last Name:	
Address1:			
Address2:			
City:		State: Illinois	ZIP:
E-Mail Address:			
Phone #'s:	Day	→	
	Night	→	
	Cellular	→	
Fax #:			
Additional Contact Information:			

Location of Request / Complaint: *(Must be within the corporate limits of City of Bloomington, Illinois)*

Please pick one of the three ways below to identify the location of your request / complaint.

By Address:	<i>In Front of or Behind:</i>
By Intersection:	<i>at</i>
By Street Segment:	<i>On between and</i>

Description of Request / Complaint: *(Be as specific as possible)*

ALL EMERGENCY REQUESTS/COMPLAINTS NEED TO BE CALLED IN IMMEDIATELY TO:

M-F 7:30AM - 4:30PM Public Works (309) 434-2225, M-F 5PM - 7AM and Weekends Police Department (309) 434-2301

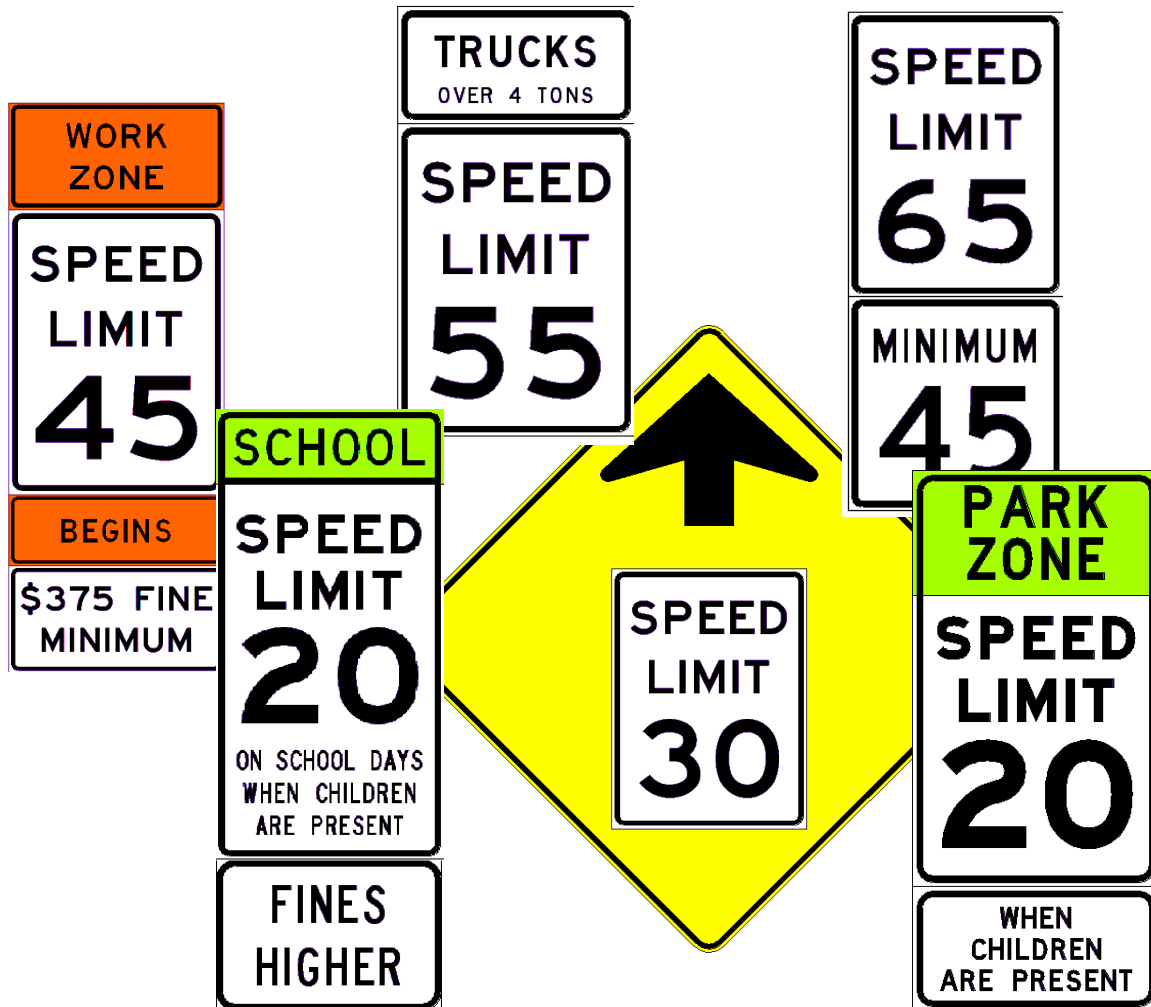
Please send this to: 115 E Washington St, PO Box 3157, Bloomington, IL 61702 OR fax to: (309) 434-2201 OR email to: engineer@cityblm.org



NOTE: ALL REQUIRED INFORMATION IS IN RED AND MUST BE FILLED IN ORDER TO PROCESS THIS FORM.

This form can be saved by Adobe Reader.





Policy on Establishing and Posting Speed Limits on the State Highway System

March 2011



Illinois Department of Transportation

**POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON THE
STATE HIGHWAY SYSTEM
ILLINOIS DEPARTMENT OF TRANSPORTATION – BUREAU OF OPERATIONS**

APPLICATION OF POLICY TO CITIES, COUNTIES AND OTHER LOCAL AGENCIES

The Illinois Vehicle Code does not require local agencies to obtain department approval for speed zones on roads under their respective jurisdictions. While the procedures contained in this policy may be used for altering speed limits on any public highway, use of such procedures by local agencies is not required by statute. If a local agency wishes to ask a district for review of a speed zone, the district may, of course, do so. However, when responding back to the agency, a statement should be included indicating that the comments are not to be considered as either approval or disapproval. Local Agencies should refer to Section 11-604 of the Illinois Vehicle Code for additional information and specific regulations regarding the alteration of speed limits on local roads.

GENERAL SPEED LIMITS

Speed limits on highways under the jurisdiction of the department shall be established on the basis of the latest revisions/editions to Article VI of the Illinois Vehicle Code (IVC), the Illinois Manual on Uniform Traffic Control Devices (IMUTCD), the Standard Specifications for Road and Bridge Construction, the Highway Standards and this policy. Night speed limits shall not be used.

A. Statutory Speed Limits

Section 11-601 of the IVC spells out the statutory speed limits in effect in Illinois. These limits may be enforced without any signing.

Outside Urban Districts

Freeways/Expressways

This category is defined as highways designated by the department which have at least 4 lanes of traffic where the traffic moving in opposite directions is separated by a strip of ground which is not surfaced or suitable for vehicle traffic. For the purposes of this policy, this includes all full freeways (Interstate and interstate-type freeways).

Passenger cars, buses, and trucks with gross weights of 4 tons or less	65 mph
Vehicles towing trailers, housecars, and campers	65 mph
Trucks with gross weights of over 4 tons	
(Interstate Routes)	65 mph
(All Non-Interstate Routes)	55 mph
(Within Cook, Dupage, Kane, Lake, McHenry, and Will Counties)	55 mph

This also allows the department to apply these limits to designated sections of rural expressways with full control of access and at-grade intersections rather than interchanges. In general, this should only be done where engineering judgment indicates such limits may be safely accommodated. Short sections should be avoided.

Conventional Highways

All vehicle types 55 mph

Inside Urban Districts (All vehicle types)

All streets and highways 30 mph

Alleys 15 mph

“Urban District” is defined in Section 1-214 of the IVC as “The territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.” *Note that whether the street or highway in question is inside or outside of the corporate limits of a community is not included in this definition and therefore, is not applicable to the determination of where such statutory speed applies. This means that the statutory speed on an unposted street within the corporate limits of a community but outside an urban district would be 55 miles per hour.*

B. Altered Speed Limits

State statutes allow the department to alter certain of the statutory speeds either up or down (statutory speeds of 55 and 65 miles per hour may only be altered downward). State statutes and the Illinois Manual on Uniform Traffic Control Devices require that such altered speed limits be based on “... an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.”

The following investigation and selection criteria shall be used to determine altered speed limits on streets and highways under the jurisdiction of the department. While it is not mandatory that local agencies use this format and criteria, it is recommended. Regardless of the form the engineering and traffic investigation takes, it should be based on valid traffic engineering principals, an analysis of the speed distribution of free-flowing vehicles, and be well documented.

Perceived speed enforcement tolerances shall not be taken into account in the setting of speed limits.

Prevailing Speed

The determination of the prevailing speed of free-flowing traffic is the basic step in establishing an altered speed limit either lower or higher than the statutory limit (statutory speeds of 55 and 65 miles per hour may only be altered downward). This is based on the nationally accepted premise that a majority of the drivers will drive at a speed which they judge to be safe and proper. The prevailing speed is the computed average of the following three sets of data, measured during free-flowing traffic conditions:

1. **EIGHTY-FIFTH PERCENTILE SPEED:** The 85th percentile speed is defined as the speed at or below which 85 percent of the vehicles are traveling. This speed is determined on the basis of spot speed studies, normally made with a concealed radar or laser speed meter.

Spot speed studies should be made as close as practical to the center of the zone which is being studied. If the zone is in excess of one mile in length in rural areas or 1/2 mile in urban areas, studies should be made at two or more locations. Care must be exercised to be sure that the data are collected in such manner and at such times that they are a true indication of normal conditions. Such conditions normally prevail under good weather conditions, on dry pavement, during daylight hours, outside of rush periods, and on any day except weekends or holidays. Observations should not be made immediately following a crash, when traffic is influence by construction or maintenance operations, or during a period of greater than normal enforcement. Every effort should be made to conceal the fact that speeds are being recorded.

Speeds should be observed for at least 100 passenger cars/vans and pickup trucks in each lane in each direction. Speeds of vehicles over four tons in size should not be used in determining altered speed zones. On lower-volume roads where it would be difficult to sample 100 vehicles in each direction, the study may be terminated after three hours. When traffic is travelling in platoons, the speed of the lead vehicle(s) should be used. Following vehicles tend to base their speeds on the lead vehicle. Use of following vehicles will tend to bias the recorded speeds downward. Care should also be taken to avoid recording the speeds of a disproportionate number of high speed vehicles to avoid an upward speed bias.

2. **UPPER LIMIT OF THE 10 MILES PER HOUR PACE:** The 10 mph pace is defined as the 10 mph range containing the most vehicles. This is determined on the basis of the spot speed studies discussed above.

3. **AVERAGE TEST RUN SPEED:** Average test run speeds are determined on the basis of five vehicle runs in each direction over the length of the proposed zone. It is not necessary to use an unmarked vehicle, however the use of any vehicle which might be mistaken for a law enforcement vehicle should be avoided. Observations should be made under the same general conditions noted above for spot speed studies. The prime consideration in use of test runs is to approximate the median speed. To accomplish this, the driver should try to "float" in the traffic stream. On multi-lane roads, the driver should pass as many vehicles as pass the test car. Use of test run speed is optional on lower-volume roads and should not be included when determining the prevailing speed for very short zones or for any specific type of vehicle other than passenger cars/vans.

The prevailing speed, to the nearest 5 miles per hour, may be used directly as the Altered Speed Limit, subject to any further adjustment resulting from reviewing the Anticipated Violation Rate as set forth below. However, in certain cases, a lower altered speed limit may be justified on the basis of supplementary investigations.

Optional Supplementary Investigations

The selected Altered Speed Limit may differ from the established prevailing speed (not the proposed posted speed) by up to 9 miles per hour when justified by further investigation. Such investigations shall be limited to studying any or all of the following four conditions:

1. HIGH-CRASH LOCATIONS: If the zone being studied contains a portion of a high-crash segment or contains a high-crash intersection as shown on the most recent 5% report as distributed by the Bureau of Safety Engineering, the prevailing speed may be reduced by 10%.

2. ACCESS CONTROL: The effect of driveways and other entrances is determined by using an "access conflict number." For this purpose, field entrances or driveways to single-family dwellings shall have a conflict number of 1. Minor commercial entrances and driveways serving multi-family residential units and minor street intersections shall have a conflict number of 5. Major commercial entrances, driveways serving large multi-family developments and major street intersections shall have a conflict number of 10. If the total access conflict number within a proposed zone exceeds those shown in the following table, the prevailing speed may be reduced by the percentages indicated.

<u>Access Conflicts Per Mile</u>	<u>Percent Reduction in Speed</u>
40 or less	0
41 - 60	5
61 or more	10

3. PEDESTRIAN ACTIVITY: Where no sidewalks are provided or where sidewalks are located immediately behind the curb and the total pedestrian traffic exceeds ten per hour for any three hours within any eight-hour period, the prevailing speed may be reduced by 5 percent. Pedestrians crossing the route at intersections or established crossing points may be included if the point of crossing is not controlled by a STOP or YIELD sign on the route in question, or does not have traffic signals.

4. PARKING: The prevailing speed may be reduced by 5 percent where parking is permitted adjacent to the traffic lanes.

5. MISCELLANEOUS: Other factors may be included in the investigation based on engineering judgment. Normally, isolated curves and turns, areas of restricted sight distances, no-passing zones, etc., should not to be considered as the basis for alteration of speed limits.

Selection of Altered Speed Limit

To determine the proposed altered speed limit, either use the calculated prevailing speed, or apply the percentage corrections resulting from any or all of the above optional factors to the prevailing speed, and select the closest 5 mile per hour increment. In no case, however, should the proposed altered limit differ either upward or downward from the prevailing speed by more than 9 miles per hour or by more than 20 percent, whichever is less. Next, compare the proposed altered speed limit to the speeds collected in the spot speed study and determine the anticipated violation rate. If the anticipated violation rate exceeds 50 percent, the proposed altered speed limit should be revised in 5 mile per hour increments until the anticipated violation rate is equal or less than 50 percent. If this results in a proposed altered speed limit which exceeds a 30 mph statutory speed for the highway in question, either the statutory speed or the proposed altered speed may be used to set the speed limits. If the speed selected results in a violation rate greater than 50 percent, the appropriate police agency(ies) should be notified that extra enforcement efforts may be necessary.

Differences in posted speeds between adjacent altered speed zones should not be more than 10 miles per hour.

C. Posting of General Speed Limits

Speed Reduction Signs

A Speed Reduction sign (W3-5) shall be erected in advance of any speed zone that is 10 miles per hour or more under the passenger car limit in a preceding statutory or altered limit of 45 miles per hour or more and should be erected at other locations where engineering judgment indicates the need. It shall be placed approximately 500 to 600 feet in advance of the lower speed zone and shall always be followed by a basic speed limit sign erected at the beginning of the zone.

On divided and one-way facilities having two or more lanes in one direction, the Speed Reduction signs, where used, and the first basic speed limit sign for the altered speed zone, shall be installed on both sides of the roadway except in situations where insufficient room exists in a median. Red 18-inch metal retroreflectorized "flags" shall be installed on the Speed Reduction signs preceding any transition from a 60 or 65 miles per hour zone to a lower speed zone.

When speed zones on rural highways extend only through signalized intersections, speed limit signs for the altered zones shall be installed at least 1,000 feet prior to the intersections on both sides of the roadway except in situations where insufficient room exists in a median. Normally, such altered zones should be terminated approximately 500 feet beyond the intersection.

Speed Limit Signs

Speed limit signs shall be posted at points of entry to the state even where the preceding speed limit in the adjacent state is the same. The signs should be placed as close to the state line as possible. On conventional rural highways, speed limit signs should also be posted after major highway intersections, and at such other locations as necessary to ensure that there is at least one sign every 10 miles. On Interstate highways and other full freeways, speed limit signs should be placed following the entrance ramps from all except very closely spaced interchanges, and at such other locations as necessary to ensure that there is at least one sign every 10 miles.

The prohibition on the use of electronic speed detection devices within 500 feet beyond certain speed limit signs in the direction of travel (Section 11-602 of the IVC) shall not be taken into account in the placement of speed limit signs.

The following spacings for speed limit signs are recommended in altered speed zones and for 30 mph zones in urban areas. All speed zones, either altered or statutory, shall be posted on state highways.

<u>Posted Speed</u>	<u>Recommended Sign Spacing</u>
30 mph or less	660 ft to 1,320 ft (2 to 4 blocks)
35 or 40 mph	990 ft to 1,980 ft (3 to 6 blocks)
45 mph	1,320 ft to 2,640 ft (4 to 8 blocks)
55 or 60	2 to 10 miles

Some speed limit signs for freeways/expressways where the speed limit differs between trucks over 4 tons and all other vehicles shall include an additional „Trucks Over 4 Tons“ R2-I109 plaque. This plaque shall be installed above the first 55 mph speed limit sign entering the dual speed zone and the first speed limit sign exiting the dual speed zone. Red 18-inch metal retroreflectorized flags shall also be installed on the first 55 mph speed limit sign entering a dual speed zone.

Minimum Speed Limit Signs

A MINIMUM 45 mph speed plaque (R2-I101) shall be placed below each basic 60 or 65 mph speed limit sign (R2-1) for fully access-controlled freeways only. It may be omitted where closely spaced interchanges or volume/capacity restraints make compliance with a 45 mph minimum speed limit impractical. A minimum speed shall not be used with 55 mph or lower speed limits.

SCHOOL SPEED LIMITS

School speed limits on highways under the jurisdiction of the department shall be established on the basis of Article VI of the Illinois Vehicle Code (IVC), Part 7 of the Illinois Manual on Uniform Traffic Control Devices (IMUTCD) and this policy.

Section 11-605 of the IVC allows establishment of 20 miles-per-hour speed limits on streets and highways passing schools or upon any street or highway where children pass going to and from school. Such established limit is to be in effect “On a school day when school children are present and so close thereto that a potential hazard exists because of the close proximity of the motorized traffic...” It further defines school days as beginning at 7 a.m. and ending at 4 p.m. Such a zone may be established for public, private and religious nursery, primary or secondary schools.

An engineering and traffic investigation shall be conducted to determine whether or not a school speed zone is warranted. The investigation shall consider such factors as the existing traffic control, whether school crosswalks are present or not, the type, character and volume of vehicular traffic, and the ages and numbers of schoolchildren likely to be present. It shall also consider where the children would be located in relation to the traffic.

Speed zones should be limited to those locations where school buildings or grounds devoted primarily to normal school day activities are adjacent to the highway or where groups of children cross the highway on their way to and from a school. Areas devoted primarily to athletic or other extracurricular activities should not be zoned.

The limits of school speed zones should be determined based upon where children are likely to be present and not based upon the limits of the school property. There are situations, primarily in rural areas, where the school-owned property line is some distance from the actual portion of the property occupied by the school and there are no children walking or present along that portion of the property. Establishing a 20 mile-per-hour school speed limit based solely on the location of the property line would be inappropriate. Conversely, it might be appropriate to impose a 20 mile-per-hour school speed limit some distance ahead of the property line where children walk close to the highway on their way to and from school and such path is part of a planned school walk route.

Speed zones should not be established for crossings where schoolchildren are protected by devices such as stop signs or traffic signals. An exception may be made when the speed zone serves to protect children walking on or immediately adjacent to the roadway in the school area.

Speed zones should not be established when the school or school grounds are completely isolated from the highway by means of a fence or other barrier, and no access to the highway is provided. They should also not be established for crossing where an underpass or overpass is provided or for school entrances used for buses or private vehicles carrying children to and from school.

The beginning of a school speed zone should be marked with a school speed limit 20 mph sign (S4-I100 or S4-I101) with a FINES HIGHER sign (R2-6P) mounted underneath. The end of a school speed zone should be marked with the appropriate standard speed limit sign (R2-1) and an END SCHOOL ZONE sign (S5-2) mounted underneath.

If requested by a local agency, CELL PHONE USE PROHIBITED signs (R2-I110) may be placed below Reduced School Speed Limit Ahead signs (S4-5) on state highways provided the local agency has a policy of placing such signs in conjunction with any school speed zones on roads under their jurisdiction. Where Reduced School Speed Limit Ahead signs are not used, the CELL PHONE USE PROHIBITED sign may be installed separately or below the school sign. (S1-1).

WORK ZONE SPEED LIMITS

A. Altered Speed Limits

- No Speed Limit Reduction or Work Zone Speed Limit– All roadway types

The existing speed limit shall not be lowered and a work zone speed limit shall not be established when there is no lane reduction or apparent hazard.

- Existing 65 or 60 mph - Multilane:
Speed Limit Reduction to 55 mph

55 mph Work Zone Speed Limit signs (see Art. 701.14(b) of the Standard Specifications for Road and Bridge Construction) shall be used to reduce posted speed limits from 65 or 60 mph to 55 mph in construction work zones with lane closures or crossovers as shown on the Highway Standards or as noted in the traffic control plans. For this requirement to be added to an ongoing contract, it must be approved by the District Operations Engineer. Work Zone Speed Limit signs may also be used to reduce the existing speed limit to 55 mph if engineering judgment indicates the reduced speeds are necessary (See Section C). Approval of the District Operations Engineer is required.

- Existing 65 or 60 mph - Multilane:
Speed Limit Reduction to 45 mph When Workers are Present

45 mph Work Zone Speed Limit signs (see Art. 701.14(b) of the Standard Specifications for Road and Bridge Construction) within the lane closure shall be used when workers are present in the closed lane adjacent to traffic and are not protected by temporary concrete barrier. This sign may be used in conjunction with other Work Zone Speed signs to drop the 55 mph Work Zone Speed Limit to 45 mph. If conditions that warrant these signs develop during construction, the signs may be added to the contract upon approval of the District Operations Engineer (See Section C). These signs shall be utilized as indicated in the Highway Standards and as noted by the designer in the traffic control plans. The signs shall be covered, turned or removed when workers are no longer present.

- Existing 45 - 55 mph – Multilane:
Work Zone Speed Limit 45 established

Work Zone Speed Limit signs for existing multilane 45 to 55 mph speed limits shall be as shown on the Highway Standards and as noted in the traffic control plans. The signing changes an existing 45 mph speed limit to a 45 mph work zone speed limit. A reduction in the speed limit beyond 10 mph is not recommended and design changes should be considered that will allow traffic to safely move at 45 mph.

- Existing speed limit below 45 mph for multilane and all 2-Lane roadways

The existing speed limit should not be lowered and a work zone speed limit should not be established.

If a justification from Section C is met and cannot be corrected in a reasonable length of time, a 10 mph reduction may be considered. This reduction shall be based on engineering judgment and shall be approved by the District Operations Engineer.

B. Increased Fines in Work Zones

The applicable highway construction or maintenance speed limit fines are specified in Section 11-605.1 of the IVC.

The work zone must be posted according to the requirements for Work Zone Speed Limit signs. For the increased fines to be enforceable, the Minimum Fine Sign and the WORK ZONE Sign must be present as shown in the applicable Highway Standards.

C. Justifications for Work Zone Speed Limit Reductions

The following may be additional reasons for reducing an existing speed limit in a work zone or for establishing a work zone speed limit in excess of 10 mph below the existing speed limit. This reduction should be based on engineering judgment, documented, and approved by the District Operations Engineer.

- Narrow pavement lane width
- High traffic volumes
- Drop-offs
- Temporary road alignment where a design for higher speed operation is not feasible due to space requirements or other factors
- Inadequate sight distance

D. Posting of Work Zone Speed Limit Signs

Work Zone Speed Limit Signs shall be posted according to Article 701.14(b) of the Standard Specifications for Road and Bridge Construction, the applicable Highway Standards, and as shown on the design plans.

MISCELLANEOUS SPEED POLICIES

A. Blanket Speed Limit Signs

Posting of signs indicating general municipal speed limits, such as "SPEED LIMIT 25 ON VILLAGE STREETS," shall not be used on state highways. Section 11-604 of the IVC requires that speed limit signs be placed "...at the proper place or along the proper part or zone of the highway or street." The Office of Chief Counsel has determined that this requires each individual altered speed zone be signed.

B. Radar Warning Signs

SPEED RADAR TIMED, or other similar signs, shall not be used on state highways. An Illinois Attorney General's Opinion (1966-196) stated that such signs were not necessary for enforcement.

C. Aerial Speed Check Markings

Where requested by the Illinois State Police, aerial speed check markings on state highways may be placed in accordance with the guidelines contained in Section 7-401.21 of the Bureau of Operations Traffic Policies and Procedures Manual.

D. Design, Posted, and Operating Speeds

To prevent potential safety issues, the design speed selected to determine the design features of a roadway should equal or exceed the anticipated posted speed after construction as determined by the requirements of this policy. The designer should coordinate the design speed selection with the District Bureau of Operations anticipated posted speed limit selection. If the proposed design speed will be less than the anticipated posted speed, the designer must choose one of the following approaches:

- Seek a design exception
- Increase the design speed to equal the anticipated posted speed
- Post the project with a legal speed limit equal to the design speed
(The legal speed limit shall be determined in accordance with:
Section 625 ILCS 5/11-602 of the Illinois Vehicle Code
Section 23 CFR 655 of the US Code of Federal Regulations
The requirements of this policy)

The designer should avoid artificially selecting a design speed low enough to eliminate any design exceptions. For example, if IDOT criteria yield a design speed of 60 mph and one or more geometric features are adequate only for 55 mph, the design speed should be 60 mph and not 55 mph. The designer will then be required to seek design exceptions for 55 mph geometric features.

Curbed Sections

Sections with continuous barrier curbs at or near the edge of pavement should be avoided in areas where operating speeds can be expected to be greater than 45 mph. However, where a speed study justifies a speed limit of 50 mph or greater, the posted limit may be reduced to 45 mph upon the written approval of the District Operations Engineer. If the curbed section is short, such as with channelizing in conjunction with a freeway interchange, the operating speed should be used.

E. Two-Way Left Turn Lanes

Two-way left turn lanes should be avoided in areas where operating speeds can be expected to be greater than 45 mph. However, where a speed study justifies a speed limit of 50 mph or greater, the posted limit may be reduced to 45 mph upon the written approval of the District Operations Engineer.

F. Park Zone Speed Limits

Park Zone speed limits on roads under the jurisdiction of local agencies may be established on the basis of Section 11-605.3 of the IVC and part 2 of the Illinois Manual on Uniform Traffic Control Devices (IMUTCD).

Section 11-605.3 of the IVC allows local agencies to establish Park Zones and Park Zone Speed Limits by ordinance or resolution on streets and highways under their jurisdictions which abut parks. It does not allow the posting of a 20 mph Park Zone Speed Limit along streets or roads under the jurisdiction of the Illinois Department of Transportation.

A reduction in the speed limit along an abutting street under the jurisdiction of the department could be established in accordance with Section 11-602 of the IVC where warranted by a speed study. However, such a reduction in the speed limit would be signed as a normal speed limit and not as a “park zone speed.”

If requested by local agencies, districts may post Illinois Standard W15-I100 PARK ZONE signs on abutting streets and highways under the jurisdiction of the department if the local agency has established and signed a park zone. These signs may be installed regardless of whether a “park zone speed limit” has been established or not.

SPOT SPEED STUDY

DIST: _____ CITY/LOCATION: _____ ROUTE: _____ DATE: _____ DAY: _____

CHECK NO.	RECORDER	HOURS FM: _____ M TO: _____ M	WEATHER	SURFACE WET DAMP DRY	FT. MI. E W N S OF E W N S SIDE	TRAFFIC CHECKED: EB WB NB SB	85TH PERCNTLE	UPPER LIMIT 10 MPH PACE	POSTED LIMIT MPH	VIOLATION RATE
-----------	----------	-------------------------------------	---------	-------------------------------	---------------------------------------	------------------------------------	---------------	----------------------------	---------------------	-------------------

MPH	NUMBER OF VEHICLES									
	5	10	15	20	25	30	35	40	45	
20										
21										
22										
23										
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ABOVE 85 MPH, LIST INDIVIDUALLY: _____

**ESTABLISHMENT OF SPEED ZONE
DISTRICT _____**

ROUTE: _____ FROM: _____

TO: _____ LENGTH: _____

CITY: _____ COUNTY: _____

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85 TH %	UPPER LIMIT 10 MPH PACE

V ACCESS CONFLICTS

RESIDENTIAL DRIVES: _____ X 1 = _____
SMALL BUSINESS DRIVES: _____ X 5 = _____
LARGE BUSINESS DRIVES: _____ X10 = _____
ACCESS CONFLICT NO. TOTAL: _____
STUDY LENGTH: _____ = _____ (MILES) CONFLICTS / MILE

II TEST RUNS

RUN NO.	AVG. SPEED	DIRECTION
1		
2		
3		
4		
5		

VI MISC. FACTORS

PEDESTRIAN VOLUME: _____
HIGH-CRASH LOCATION: _____ YES _____ NO
PARKING PERMITTED: _____ YES _____ NO

III PREVAILING SPEED

85 TH % AVG. : _____ MPH
UPPER LIMIT OF 10 MPH PACE: _____ MPH
TEST RUN AVE. : _____ MPH
PREVAILING SPEED: _____ MPH

VII PREVAILING SPEED ADJUSTMENT

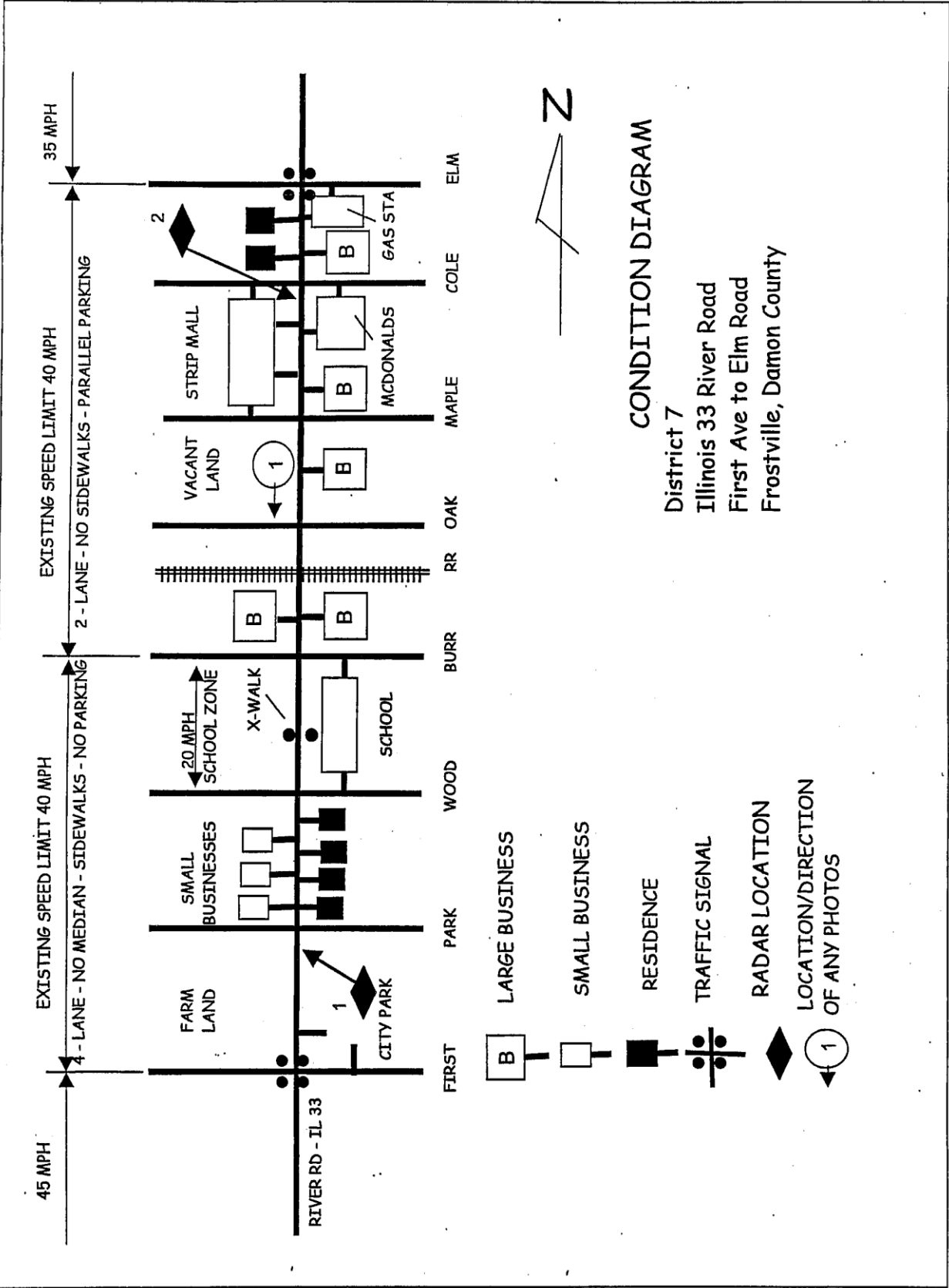
DRIVEWAY ADJUSTMENT: _____ %
PEDESTRIAN ADJUSTMENT: _____ %
CRASH ADJUSTMENT: _____ %
TOTAL (MAX 20%): _____ %
_____ MPH X _____ % = _____ (Prevailing Speed) (adjust.) (Max. 9 MPH)
ADJUSTED PREVAILING SPEED: _____

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED: _____ MPH
VIOLATION RATE: _____ %
ADJACENT ZONE N or W: _____ MPH
LENGTH: _____ MILES
ADJACENT ZONE S or E: _____ MPH
LENGTH: _____ MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT: _____ MPH
ANTICIPATED VIOLATION RATE: _____ %
RECOMMENDED BY: _____
DATE: _____
APPROVED BY: _____
DATE: _____



May 16, 2002

U.S. Department
of Transportation

Federal Highway
Administration

Refer to: HOTO-1

Mr. Jeffrey E. Boly
2879 Southwest Champlain Drive
Portland, OR 97201-1833

Dear Mr. Boly:

Thank you for your e-mail of March 22 concerning our February 11 response to Mr. Chad Dornsife. For recordkeeping purposes, we have entitled this as a Request for Interpretation 2-494(I)-"Setting Speed Limits."

Information regarding speed limit signs may be found in the Millennium Edition of the Manual on Uniform Traffic Control Devices (MUTCD) in Section 2B.11 Speed Limit Sign (R2-1) which is also available on the Federal Highway Administration (FHWA) web site: <http://mutcd.fhwa.dot.gov>.

In general, the maximum speed limits applicable to rural and urban roads are established:

1. statutorily-based on the maximum speed limit set by State and local government laws and ordinances, or
2. as altered speed zones-based on engineering speed studies. With the elimination of the national speed limit (55 mph), local laws and ordinances now govern the establishment of both statutory and altered speed zones. Often, these laws restrict the maximum speed limit that can be established in a particular road, notwithstanding what an engineering study may reveal.

In your e-mail, you quoted a portion of the Section 2B.11, but not the entire section or other pertinent provisions of the MUTCD. The 2nd paragraph of the first Guidance statement of Section 2B.11 states "When a speed limit is to be posted, it should be the 85th-percentile speed of free-flowing traffic, rounded up to the nearest 10 km/h (5 mph) increment. This statement is not a "standard;" rather it is guidance and is so identified in the MUTCD. In the Introduction of the MUTCD, "should" is guidance, which is defined as "a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate." The FHWA encourages speed studies as the basis for speed limits for altered speed zones, but the MUTCD does not require a speed study to establish a speed limit. While we respect your opinion to disagree with our interpretation, we confirm our previous position as further explained below.

You assert that only after the engineering study has been made can other factors be considered; this is not the case. Other factors, several of which are listed under "Options" in Section 2B. 11, may also be considered within the engineering study establishing a speed limit. The other factors such as road characteristics, pace speed, roadside development and environment, parking practices and pedestrian

activity, and crash experience may be used and are typically included in established traffic engineering practices to determine a speed limit. These engineering practices as they apply to establishing altered speed limits are typically identified in the legislation by States establishing speed limits.

There is a tremendous diversity in the conditions that exist on the Nation's roads and in the applicable local laws and ordinances. The FHWA must provide each jurisdiction the latitude to establish speed limits appropriate to roads under their control using their policies consistent with the MUTCD. Therefore, FHWA has determined it is permissible that a highway agency may assign a speed limit based on the maximum speed limit mandated by local law or ordinance.

Additional relevant information for the establishment of speed limits and the use of the 85th-percentile speed may be found in:

1. December 2000 Restoring Credibility to Speed Setting: Engineering, Enforcement, & Education Issues, a joint report by the National Highway Traffic Safety Administration and FHWA of the January 2000 Speed Management Workshops.
2. Transportation Research Board, Special Report 254, Managing Speed: Review of Current Practice for Setting and Enforcing Speed Limits, 1998. The Engineering Study Method is discussed in detail in this report: one of the findings in this report was the 85th percentile speed as the most widely used factor for determining the level at which to set the limit.
3. Traffic Engineering Handbook, 5th Edition, Institute of Transportation Engineers, 1999, "Speed Zoning Procedures."
4. Nebraska Department of Road Research Project Number SPR-PL-1(36) P519, Relationship Between Design, Operating, and Posted Speeds Under High-Posted Speed Conditions. Department of Civil Engineering, University of Nebraska- Lincoln, June 2000.

We strongly disagree with your assertion that few, if any, jurisdictions actually make speed studies. That has not been our experience in working with State and local highway agencies. States and most local jurisdictions perform numerous speed studies.

If you have further questions, you may contact Mr. Fred Ranck of the FHWA MUTCD team at 708-283-3545 or Mr. Raymond W. Cuprill of the FHWA Office of Chief Counsel at 202-366-1377.

Sincerely yours,
Shelley J. Row, P.E.
Director, Office of Transportation
Operations

FHWA: HOTO-1 :EHuckaby:69064:5-3-02

Revised: FHuckaby:5-6-02

cc: HOTO-1 HOST-1 HOTO-1(EHuckaby)

Mr. Chad Dornsife. The Highway Safety Group, Nevada Chapter,
National Motorists Association, cjad@hwysafety.com, NCUTCD
Mr. Raymond Cuprill, FHWA HCC Mr. Fred Ranck. FHWA MRC
Mr. Roger Wentz, ATSSA Mr. Jim Baron, ATSSA All Resource Centers
HDA-OR(2)

DF 2-494(1)

M:\MUTCD\ISIGNS\REGULATORY\JeffreyE.Bolysettingspcedlimits

October 25, 2016

Mr. Kevin Kothe, PE
City Engineer
City of Bloomington – Public Works Department
P.O. Box 3157
Bloomington, IL 61702-3157

Attention: Mr. Luke Thoele, PE

Subject: Hershey Road Speed Studies and Sight Distance Review

Dear Mr. Thoele:

As requested, Farnsworth Group has completed speed studies based upon IDOT Guidelines presented in the document *Policy on Establishing and Posting Speed Limits on the State Highway System* at three locations along Hersey Road between Rainbow Avenue and College Avenue. In addition, the existing intersection sight distance at the entrance to the Village of Spring Ridge subdivision on the west side of Hershey Road between GE Road and Jumer Drive was analyzed based on the IDOT *Bureau of Local Roads and Streets Manual* criteria for intersection sight distance. Below, please find a summary of the results of these studies and analysis.

Speed Studies

Speed measurements were taken at the following three locations on October 13 and 14, 2016 (See Location Map in Exhibit 1):

- 1) Southern segment: approximately 500' north of Rainbow Avenue (650' south of GE Road)
- 2) Middle segment: approximately 450' south of the entrance to the Village of Spring Ridge subdivision (1,000' north of GE Road)
- 3) Northern segment: approximately 400' north of Jumer Drive (650' south of College Avenue)

The above locations were chosen to minimize the effects of the traffic signals at the GE Road and College Avenue intersections on the free flowing traffic speeds. During the measurements, the weather was sunny with temperatures ranging between 45 and 60 degrees. The pavement was completely dry. A radar gun in a concealed location was used to measure the traffic speed. Per IDOT guidelines, the speeds of at least 100 vehicles per lane were obtained. While there is a traffic signal at GE Road to split the study area into distinct southern and middle segments, there is no traffic control device on Hershey Road at Jumer Dive preventing the middle and northern segments from functioning as a single segment. Therefore, a fourth evaluation was completed for the entire segment between GE Road and College Avenue. Please see Exhibit 2

for data tables and calculations for these four segment analyses. Below is a summary of the results:

Segment	Current Posted Speed	Posted Speed to North/South	85 th Percentile Speed	Upper Limit 10 MPH Pace	Adjusted Prevailing Speed
1. Rainbow to GE (Southern)	30/35 mph*	30 mph to south	39 mph	41 mph	36 mph
2. GE to Jumer (Middle)	40 mph	--	44 mph	44 mph	44 mph
3. Jumer to College (Northern)	40 mph	40 mph to north	42 mph	42 mph	38 mph
4. GE to College (Middle and Northern)	40 mph	40 mph to north	43 mph	43 mph	41 mph

* Posted at 35 mph for the north half of the segment and 30 mph for the south half of the segment (change is located immediately south of the entrance to La Petite Academy and north of the entrance to County Companies)

The southern section has an Adjusted Prevailing Speed of 36 mph. This is consistent with the 35 mph posted speed of the northern half of this segment. However, a posted speed of 35 mph would result in an Anticipated Violation Rate of 56%, which is slightly above the 50% maximum threshold and would suggest an alteration upward to 40 mph. A 40 mph Posted Speed would result in an acceptable Anticipated Violation Rate of 9%. It should be noted that the current Posted Speed south of this segment (and even for a portion of the segment itself) is only 30 mph. This segment currently functions as a transition segment between the 40 mph Posted Speed to the north and the 30 mph Posted Speed to the south. According to State guidelines, Posted Speeds are allowed to be transitioned in 10 mph increments, allowing this segment to be posted at 40 mph adjacent to the Posted 30 mph section to the south. Given the “transitional” nature of this segment, and since the Anticipated Violation Rate is only slightly above the 50% maximum threshold, it could be feasible to post this segment at 35 mph. Since there is not currently a traffic device stopping traffic along Hershey Road at Rainbow Avenue, it is possible that the Prevailing Speeds south of Rainbow Court are noticeably in excess of the Posted 30 mph speed. It may be beneficial to further evaluate speeds on Hershey Road to the south and look at this segment as part of a larger section.

The middle segment has an Adjusted Prevailing Speed of 44 mph. This would typically correspond to posting this segment at 45 mph. However, there are several reasons based on engineering judgment to keep this section posted at 40 mph. First, Hershey Road to the north has a prevailing speed consistent with a posted speed of 40 mph and to the south has a prevailing speed consistent with a posted speed of 35 mph. Increasing the posted speed for this relatively short intermittent section could raise the likelihood for higher travel speeds inconsistent with the segments to the north and south since it would be higher than either of these other segments. In addition, since Hershey Road is a north-south corridor through Bloomington-Normal, having varying speed limits posted throughout the corridor could lead to confusion regarding the legal speed limit as drivers travel through the corridor. Finally, this segment of Hershey Road consists of four lanes with no median and two back to back curves in

opposite directions creating a winding alignment throughout the segment that is more suited for lower rather than higher speeds. Posting the speed limit at 40 mph would result in an Anticipated Violation Rate of 43%, which is below the threshold of 50% that would suggest an alteration upward.

The northern segment has an Adjusted Prevailing Speed of 38 mph. This is consistent with the speed to the north and south of this segment and suggests a Posted Speed of 40 mph based on the data gathered.

When the middle and northern segments are analyzed as a single segment stretching between GE Road and College Avenue, the Adjusted Prevailing Speed is 41 mph. This is consistent with the speed to the north of this segment and suggests a Posted Speed of 40 mph based on the data gathered.

In summary, based on the speed data gathered, Hershey Road between Jumer Drive and College Avenue should have a Posted Speed of 40 mph. Similarly, when taking engineering judgment into account as well as analyzing it together with the section to the north, Hershey Road between GE Road and Jumer Drive, Avenue should have a Posted Speed of 40 mph. Based solely on Adjusted Prevailing Speed modified for an acceptable Anticipated Violation Rate, Hershey Road between GE Road and Rainbow Avenue should have a Posted Speed of 40 mph; however, this may be reduced to 35 mph if desired. It is suggested that additional data gathering may be beneficial to the south of Rainbow Avenue and this segment re-evaluated in the context of a larger study area.

Sight Distance Evaluation

Intersection Sight Distance (ISD) was reviewed at the entrance to the Village of Spring Ridge subdivision on the west side of Hershey Road between GE Road and Jumer Drive on October 17, 2016 (See Location Map in Exhibit 1). Criteria from the Illinois Department of Transportation *Bureau of Local Roads and Streets Manual (BLRS)*, Chapter 28 was initially used in evaluating the Intersection Sight Distance. However, due to Hershey Road having four total lanes, the BLRS Manual indicated the *Bureau of Design and Environment Manual (BDE)* should be used and this is the Manual is referenced below. Sight distances were reviewed by visual line of sight checks in the field documented via photograph.

The posted speed at this location is currently 40 mph. To account for vehicles traveling over or under the posted speed limit, Intersection Sight Distance was evaluated for speeds ranging from 20 to 55 mph. The primarily focus was on Passenger Cars (PC) as the design vehicle per Figure 36-6.C (see Exhibit 3) since the number of trucks per day at the entrance is likely well below 40 per day. However, for reference, sight distance for Single-Unit Trucks (SU) and Multiple-Unit Truck (MU) was also calculated. The height of eye and height of object were both taken to be 3.5 feet. The eye height was not adjusted for SU or MU vehicles since the lower 3.5-foot height is more conservative. The Eye Location was located 14.4 feet from the Hershey Road edge of traveled way. Gap times from Figure 36-6.D were used to calculate the distance along Hershey Road as shown in Exhibit 3. Note that the Gap times were increased as indicated in Note 1 since Hershey Road is a multilane road without a median. Since the entrance approach is flatter than 3%, the gap times in Figure 36-6.D were not further modified.

The required ISD for the PC design vehicle ranged from 221 feet (20 mph) to 551 feet (50 mph) looking to the left (north) and from 235 feet (20 mph) to 588 feet (50 mph) looking to the right (south). Required ISD ranged from 338 feet (20 mph) to 845 feet (50 mph) looking to the left

(north) and from 359 feet (20 mph) to 897 feet (50 mph) looking to the right (south) for the MU vehicle.

See Exhibit 4 for photos taken showing the intersection line of sight for the various speeds. As all of the distances corresponding to the lower speeds are also met for the higher speeds, photos are only presented starting with the PC @ 40 mph distances. In each photo, the person in the yellow vest (highlighted with a bright blue circle) is standing at the specified distance. The 3.5-foot object height is approximately at the stomach of the person. Due to the relatively flat terrain through the area of study along Hershey Road, ISD was never limited vertically; it was always restricted due to horizontal obstructions such as trees.

Intersection Sight Distance to the left (north) is critical for vehicles making a right turn onto Hershey Road. As illustrated in Photos 1 through 4, there is adequate ISD for PC (551 feet) and MU (845 feet) vehicles for speeds under 50 mph, which should cover the 99% of the traffic on Hershey Road per the above speed study. In addition, the maximum ISD was observed in the field to be 856 feet as seen in Photo 5. This equates to the ISD required for a PC with speeds on Hershey Road of approximately 75 mph and an MU with speeds of approximately 50 mph on Hershey Road. It should be noted that due to the curvature of Hershey Road, there may be periods during which northbound traffic will block the view of southbound traffic for several seconds, effectively reducing the ISD to around 450 feet, which is still adequate for 40 mph speeds. This can be best illustrated in Photo 1. However, this temporary reduction in ISD will be very brief as the northbound traffic clears the area and at worse, should only cause a small additional number of seconds of delay for vehicles attempting to turn onto Hershey Road.

Intersection Sight Distance to the right (south) is critical for vehicles making a left turn onto Hershey Road. As illustrated in Photos 6 through 8 there is adequate ISD for PC (588 feet) vehicles for speeds under 50 mph, which should cover the 99% of the traffic on Hershey Road per the above speed study. In addition, the maximum ISD was observed in the field to be 870 feet as seen in Photo 10. This equates to the ISD required for a PC with speeds on Hershey Road of approximately 74 mph and an MU with speeds of approximately 48 mph on Hershey Road. In this direction, the ISD for an MU vehicle does not quite reach the 50 mph speeds for Hershey Road due to the presence of a large utility box located along the west edge of Hershey Road. There is a small gap between the utility box and the start of the tree line as seen in Photos 11 and 12 large enough to allow an advance vehicle to be seen. This gap allows an ISD of 897, which is sufficient for an MU vehicle when traffic speeds on Hershey Road are 50 mph. While relying on this gap is not ideal, given that the number of MU vehicles expected to be exiting from the residential development is expected to be very low, and that speeds of 48 mph (for which there is adequate ISD) are likely to cover 98% of the traffic on Hershey (per the above speed study), this should be acceptable.

Please feel free to contact me should you have any questions or comments.

Sincerely,

FARNSWORTH GROUP, INC.



Philip S. Allyn, PE, PTOE

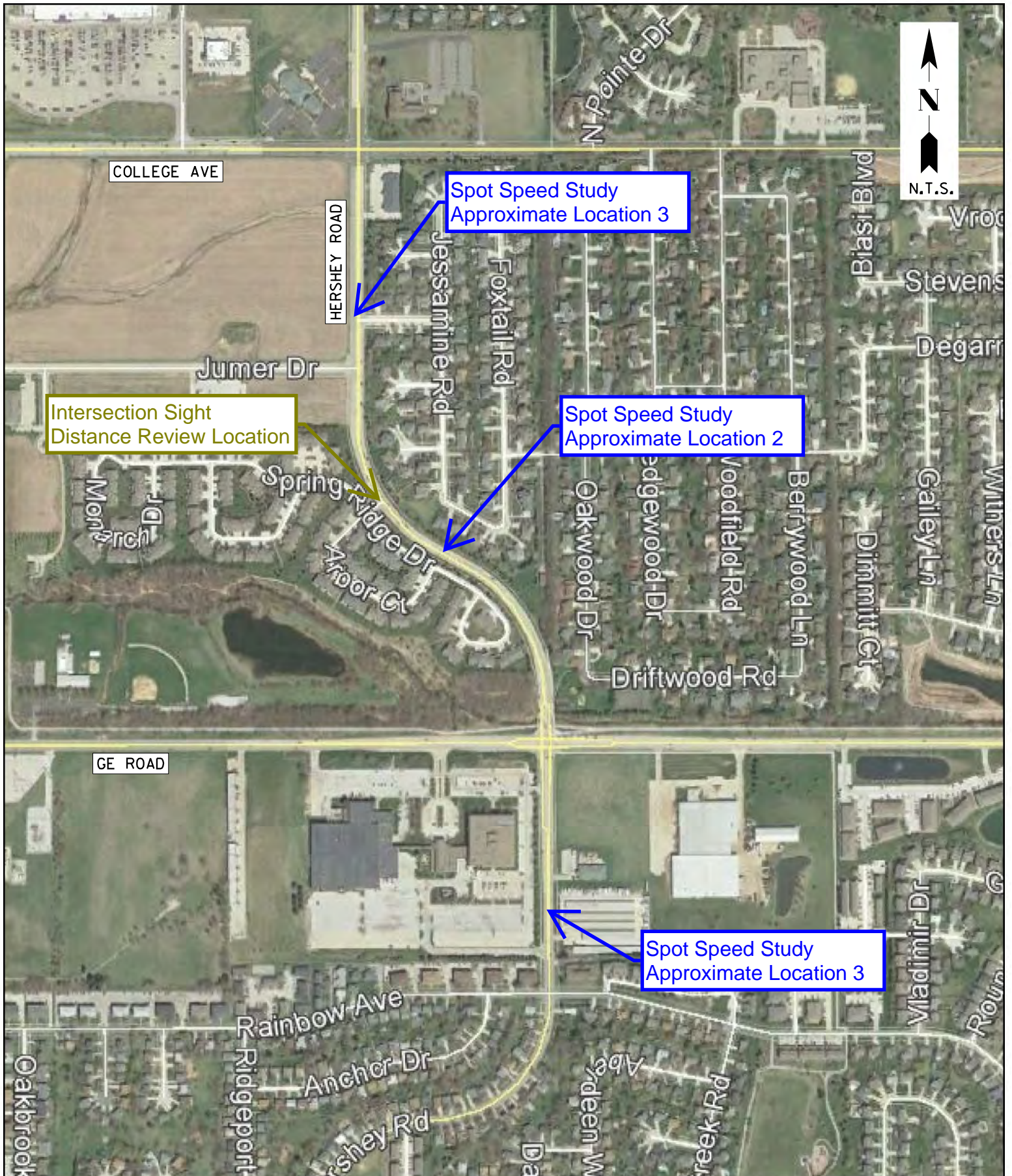


EXHIBIT 2a

ESTABLISHMENT OF SPEED ZONE DISTRICT FIVE

ROUTE: Hershey Road **FROM:** Rainbow Avenue

TO: GE Road **LENGTH:** 0.218 miles

CITY: Bloomington **COUNTY:** McLean

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85 TH %	UPPER LIMIT 10 MPH PACE
1	39 mph	41 mph

V ACCESS CONFLICTS

RESIDENTIAL DRIVES:	<u>0</u>	X 1 =	<u>0</u>
SMALL BUSINESS DRIVES:	<u>3</u>	X 5 =	<u>15</u>
LARGE BUSINESS DRIVES:	<u>2</u>	X10 =	<u>20</u>
ACCESS CONFLICT NO. TOTAL:	<u>35</u>		
STUDY LENGTH: <u>0.218</u> (MILES)	=	<u>161</u>	CONFLICTS / MILE

II TEST RUNS

RUN NO.	AVG. SPEED	DIRECTION
1	N.A.	(Short Segment)
2		
3		
4		
5		

VI MISC. FACTORS

PEDESTRIAN VOLUME:	Negligible observed during data gathering		
HIGH-CRASH LOCATION:	<u> </u> YES	<u>X</u> NO	
PARKING PERMITTED:	<u> </u> YES	<u>X</u> NO	

III PREVAILING SPEED

85 TH % AVG. :	<u>39</u>	MPH
UPPER LIMIT OF 10 MPH PACE:	<u>41</u>	MPH
TEST RUN AVE. :	<u>N.A.</u>	MPH
PREVAILING SPEED:	<u>40</u>	MPH

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT:	<u>10</u>	%
PEDESTRIAN ADJUSTMENT:	<u>0</u>	%
CRASH ADJUSTMENT:	<u>0</u>	%
TOTAL (MAX 20%):	<u>10</u>	%
<u>40</u> MPH X <u>10</u> % = <u>4</u> mph		
(Prevailing Speed) (adjust.)	(Max. 9 MPH)	
ADJUSTED PREVAILING SPEED:	<u>36</u> mph	

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED:	<u>35/30*</u>	MPH
VIOLATION RATE:	96% (30) 56% (35) %	
ADJACENT ZONE N or W:	<u>40</u>	MPH
LENGTH:	<u>1.120</u>	MILES
ADJACENT ZONE S or E:	<u>30</u>	MPH
LENGTH:	<u>0.893</u>	MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT:	<u>35 / 40 **</u>	MPH
ANTICIPATED VIOLATION RATE:	<u>56 / 9</u> %	
** See report for discussion		
RECOMMENDED BY:	_____	
DATE:	_____	
APPROVED BY:	_____	
DATE:	_____	

* Posted at 35 mph for the north half of the segment and 30 mph for the south half of the segment (change is located immediately south of the entrance to La Petite Academy and north of the entrance to County Companies)

Exhibit 2a: Hershey Spot Speed Study Data and Calculations

Rainbow to GE

Posted Speed Limit (MPH):					35/30
Speed (MPH)	Number of Vehicles				
	NB Right	NB Left	SB Right	SB Left	Total
25	0	0	0	0	0
26	0	0	0	0	0
27	0	1	1	0	2
28	2	0	1	0	3
29	3	1	2	0	6
30	4	1	5	0	10
31	3	6	8	2	19
32	4	4	5	2	15
33	8	11	8	5	32
34	11	13	16	9	49
35	19	18	25	14	76
36	14	12	13	20	59
37	13	9	10	17	49
38	15	11	13	19	58
39	6	12	12	8	38
40	3	10	5	8	26
41	3	5	6	7	21
42	0	1	3	3	7
43	1	0	0	2	3
44	0	4	0	0	4
45	1	1	0	0	2
46	1	0	0	0	1
47	1	1	0	2	4
48	1	0	0	0	1
49	0	0	0	0	0
50	0	0	0	0	0
51	0	0	0	0	0
52	0	0	0	0	0
53	0	0	0	0	0
54	0	1	0	0	1
55	0	0	0	0	0
56	0	0	0	0	0
57	0	0	0	0	0
58	0	0	0	0	0
59	0	0	0	0	0
Total Cars	113	122	133	118	486
85th Percentile Speed (MPH)					39
<i>Upper Limit 10 MPH Pace</i>					<i>41</i>

EXHIBIT 2b

ESTABLISHMENT OF SPEED ZONE DISTRICT FIVE

ROUTE: Hershey Road **FROM:** GE Road

TO: Jumer Drive **LENGTH:** 0.402 miles

CITY: Bloomington **COUNTY:** McLean

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85 TH %	UPPER LIMIT 10 MPH PACE
1	44 mph	44 mph

V ACCESS CONFLICTS

RESIDENTIAL DRIVES:	<u>0</u>	X 1 =	<u>0</u>
SMALL BUSINESS DRIVES:	<u>0</u>	X 5 =	<u>0</u>
LARGE BUSINESS DRIVES:	<u>1</u>	X10 =	<u>10</u>
ACCESS CONFLICT NO. TOTAL:	<u>10</u>		
STUDY LENGTH: (MILES)	<u>0.402</u>	=	<u>25</u>
			CONFLICTS / MILE

II TEST RUNS

RUN NO.	AVG. SPEED	DIRECTION
1	N.A.	(Short Segment)
2		
3		
4		
5		

VI MISC. FACTORS

PEDESTRIAN VOLUME:	Negligable observed during data gathering		
HIGH-CRASH LOCATION:	<u> </u> YES	<u>X</u> NO	
PARKING PERMITTED:	<u> </u> YES	<u>X</u> NO	

III PREVAILING SPEED

85 TH % AVG. :	<u>44</u>	MPH
UPPER LIMIT OF 10 MPH PACE:	<u>44</u>	MPH
TEST RUN AVE. :	<u>N.A.</u>	MPH
PREVAILING SPEED:	<u>44</u>	MPH

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT:	<u>0</u>	%
PEDESTRIAN ADJUSTMENT:	<u>0</u>	%
CRASH ADJUSTMENT:	<u>0</u>	%
TOTAL (MAX 20%):	<u>0</u>	%
<u>44</u> MPH X <u>0</u> % =	<u>0</u> mph	
(Prevailing Speed) (adjust.)	(Max. 9 MPH)	
ADJUSTED PREVAILING SPEED:	<u>44</u> mph	

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED:	<u>40</u>	MPH
VIOLATION RATE:	<u>43</u>	%
ADJACENT ZONE N or W:	<u>40</u>	MPH
LENGTH:	<u>0.717</u>	MILES
ADJACENT ZONE S or E:	<u>35</u>	MPH
LENGTH:	<u>0.129</u>	MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT:	<u>40 / 45</u> **	MPH
ANTICIPATED VIOLATION RATE:	<u>43 / 7</u>	%
	** See report for discussion	
RECOMMENDED BY:	_____	
DATE:	_____	
APPROVED BY:	_____	
DATE:	_____	

Exhibit 2b: Hershey Spot Speed Study Data and Calculations

GE to Jumer

Posted Speed Limit (MPH):					40
Speed (MPH)	Number of Vehicles				
	NB Right	NB Left	SB Right	SB Left	Total
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	1	0	0	0	1
29	0	0	0	0	0
30	0	0	1	0	1
31	0	1	1	0	2
32	1	1	1	1	4
33	3	2	1	1	7
34	1	4	2	2	9
35	6	10	3	7	26
36	6	7	3	5	21
37	11	6	12	6	35
38	10	15	13	13	51
39	15	14	10	12	51
40	15	20	14	14	63
41	12	14	15	19	60
42	9	11	10	8	38
43	8	5	6	10	29
44	7	6	9	10	32
45	3	2	3	7	15
46	4	3	2	1	10
47	5	2	1	3	11
48	0	0	0	3	3
49	1	0	1	1	3
50	1	0	1	0	2
51	0	0	0	0	0
52	0	0	0	0	0
53	0	2	0	0	2
54	0	0	0	0	0
55	0	0	0	0	0
56	0	0	0	0	0
57	0	0	0	0	0
58	0	0	0	0	0
59	0	0	0	1	1
Total Cars	119	125	109	124	477
85th Percentile Speed (MPH)					44
<i>Upper Limit 10 MPH Pace</i>					<i>44</i>

EXHIBIT 2c

ESTABLISHMENT OF SPEED ZONE DISTRICT FIVE

ROUTE: Hershey Road **FROM:** Jumer Drive

TO: College Avenue **LENGTH:** 0.195 miles

CITY: Bloomington **COUNTY:** McLean

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85 TH %	UPPER LIMIT 10 MPH PACE
1	42 mph	42 mph

V ACCESS CONFLICTS

RESIDENTIAL DRIVES:	<u>0</u>	X 1 =	<u>0</u>
SMALL BUSINESS DRIVES:	<u>1</u>	X 5 =	<u>5</u>
LARGE BUSINESS DRIVES:	<u>1</u>	X 10 =	<u>10</u>
ACCESS CONFLICT NO. TOTAL:	<u>15</u>		
STUDY LENGTH: (MILES)	<u>0.195</u>	=	<u>77</u>
			CONFLICTS / MILE

II TEST RUNS

RUN NO.	AVG. SPEED	DIRECTION
1	N.A.	(Short Segment)
2		
3		
4		
5		

VI MISC. FACTORS

PEDESTRIAN VOLUME:	Negligible observed during data gathering		
HIGH-CRASH LOCATION:	<u> </u> YES	<u>X</u> NO	
PARKING PERMITTED:	<u> </u> YES	<u>X</u> NO	

III PREVAILING SPEED

85 TH % AVG. :	<u>42</u>	MPH
UPPER LIMIT OF 10 MPH PACE:	<u>42</u>	MPH
TEST RUN AVE. :	<u>N.A.</u>	MPH
PREVAILING SPEED:	<u>42</u>	MPH

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT:	<u>10</u>	%
PEDESTRIAN ADJUSTMENT:	<u>0</u>	%
CRASH ADJUSTMENT:	<u>0</u>	%
TOTAL (MAX 20%):	<u>10</u>	%
<u>42</u> MPH X <u>10</u> % =	<u>4</u> mph	
(Prevailing Speed) (adjust.)	(Max. 9 MPH)	
ADJUSTED PREVAILING SPEED:	<u>38</u> mph	

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED:	<u>40</u>	MPH
VIOLATION RATE:	<u>26</u>	%
ADJACENT ZONE N or W:	<u>40</u>	MPH
LENGTH:	<u>1.120</u>	MILES
ADJACENT ZONE S or E:	<u>40</u>	MPH
LENGTH:	<u>0.402</u>	MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT:	<u>40</u>	MPH
ANTICIPATED VIOLATION RATE:	<u>26</u>	%
RECOMMENDED BY:	_____	
DATE:	_____	
APPROVED BY:	_____	
DATE:	_____	

Exhibit 2c: Hershey Spot Speed Study Data and Calculations

Jumer to College

Posted Speed Limit (MPH):					40
Speed (MPH)	Number of Vehicles				Total
	NB Right	NB Left	SB Right	SB Left	
25	0	0	0	0	0
26	0	0	0	0	0
27	0	0	0	0	0
28	1	0	0	0	1
29	0	0	0	0	0
30	2	0	1	2	5
31	3	0	3	2	8
32	4	1	3	4	12
33	3	1	6	4	14
34	2	4	5	3	14
35	8	4	8	7	27
36	12	5	5	4	26
37	10	16	10	7	43
38	15	15	14	11	55
39	13	12	16	9	50
40	12	16	17	15	60
41	12	8	6	15	41
42	3	7	7	9	26
43	1	4	4	4	13
44	1	7	3	3	14
45	0	1	0	1	2
46	3	1	0	1	5
47	1	4	0	0	5
48	0	1	0	0	1
49	0	0	0	1	1
50	0	0	0	0	0
51	0	1	0	0	1
52	0	0	0	0	0
53	0	0	0	0	0
54	0	0	0	0	0
55	0	0	0	0	0
56	0	0	0	0	0
57	0	0	0	0	0
58	0	0	0	0	0
59	0	0	0	0	0
Total Cars	106	108	108	102	424
85th Percentile Speed (MPH)					42
<i>Upper Limit 10 MPH Pace</i>					42

EXHIBIT 2d

ESTABLISHMENT OF SPEED ZONE DISTRICT FIVE

ROUTE: Hershey Road **FROM:** Jumer Drive

TO: College Avenue **LENGTH:** 0.597 miles

CITY: Bloomington **COUNTY:** McLean

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85 TH %	UPPER LIMIT 10 MPH PACE
1 (middle)	44 mph	44 mph
2 (north)	42 mph	42 mph

V ACCESS CONFLICTS

RESIDENTIAL DRIVES:	<u>0</u>	X 1 =	<u>0</u>
SMALL BUSINESS DRIVES:	<u>1</u>	X 5 =	<u>5</u>
LARGE BUSINESS DRIVES:	<u>2</u>	X10 =	<u>20</u>
ACCESS CONFLICT NO. TOTAL:	<u>25</u>		
STUDY LENGTH: (MILES)	<u>0.597</u>	=	<u>42</u>
			CONFLICTS / MILE

II TEST RUNS

RUN NO.	AVG. SPEED	DIRECTION
1	N.A.	(Short Segment)
2		
3		
4		
5		

VI MISC. FACTORS

PEDESTRIAN VOLUME:	<u> </u> Negligible observed during data gathering	
HIGH-CRASH LOCATION:	<u> </u> YES	<u> X </u> NO
PARKING PERMITTED:	<u> </u> YES	<u> X </u> NO

III PREVAILING SPEED

85 TH % AVG. :	<u>43</u>	MPH
UPPER LIMIT OF 10 MPH PACE:	<u>43</u>	MPH
TEST RUN AVE. :	<u>N.A.</u>	MPH
PREVAILING SPEED:	<u>43</u>	MPH

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT:	<u>5</u>	%
PEDESTRIAN ADJUSTMENT:	<u>0</u>	%
CRASH ADJUSTMENT:	<u>0</u>	%
TOTAL (MAX 20%):	<u>5</u>	%
<u>43</u> MPH X <u>5</u> % =	<u>2</u> mph	
(Prevailing Speed) (adjust.)		(Max. 9 MPH)
ADJUSTED PREVAILING SPEED:	<u>41</u> mph	

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED:	<u>40</u>	MPH
VIOLATION RATE:	<u>35</u>	%
ADJACENT ZONE N or W:	<u>40</u>	MPH
LENGTH:	<u>1.120</u>	MILES
ADJACENT ZONE S or E:	<u>35</u>	MPH
LENGTH:	<u>0.129</u>	MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT:	<u>40</u>	MPH
ANTICIPATED VIOLATION RATE:	<u>35</u>	%
RECOMMENDED BY:	_____	
DATE:	_____	
APPROVED BY:	_____	
DATE:	_____	

Exhibit 3 Intersection Sight Distance Values

Design Vehicle	Design Speed	Gap Acceptance Time (seconds)		Sight Distance (feet)	
		Looking Right	Looking Left	Looking Right	Looking Left
PC	20	8	7.5	235	221
SU	20	10.2	9.5	300	279
MU	20	12.2	11.5	359	338
PC	25	8	7.5	294	276
SU	25	10.2	9.5	375	349
MU	25	12.2	11.5	448	423
PC	30	8	7.5	353	331
SU	30	10.2	9.5	450	419
MU	30	12.2	11.5	538	507
PC	35	8	7.5	412	386
SU	35	10.2	9.5	525	489
MU	35	12.2	11.5	628	592
PC	40	8	7.5	470	441
SU	40	10.2	9.5	600	559
MU	40	12.2	11.5	717	676
PC	45	8	7.5	529	496
SU	45	10.2	9.5	675	628
MU	45	12.2	11.5	807	761
PC	50	8	7.5	588	551
SU	50	10.2	9.5	750	698
MU	50	12.2	11.5	897	845

EXHIBIT 3

20-Year ADT of Tractor/ Semitrailers on Exit Ramp or Crossroad	Approaching Vehicle on Mainline⁽²⁾	Stopped Design Vehicle on Crossroad⁽¹⁾
ADT ≤ 40	Passenger Car h ₂ = 3.5 ft (h ₂ = 1080 mm)	Passenger Car h ₂ = 3.5 ft (h ₁ = 1080 mm)
40 < ADT ≤ 100	Passenger Car h ₂ = 3.5 ft (h ₂ = 1080 mm)	Single Unit (SU) or Bus h ₁ = 6 ft (h ₁ = 1.8 m)
ADT > 100	Passenger Car h ₂ = 3.5 ft (h ₂ = 1080 mm)	Tractor/Semitrailers (MU) h ₁ = 8 ft (h ₁ = 2.5 m)

Notes:

1. *h₁ - Assumed height of eye for stopped motorist.*
2. *h₂ - Assumes 9 in (225 mm) of top of approaching vehicle can readily be seen by stopped motorist.*
3. *Where a mainline crest vertical curve lies close to an intersection of a crossroad or ramp, it may be necessary to increase the length of the vertical curve (designed for either existing or proposed stopping sight distance) or to reduce the grades in order to obtain the proper ISD in the vertical plane.*

**DESIGN VEHICLES USED TO DETERMINE AVAILABLE ISD
ALONG A CROSSROAD**

Figure 36-6.C

EXHIBIT 3

Design Vehicle	Gap Acceptance Time (t_c) (sec)
Passenger Car	7.5
Single-Unit Truck	9.5
Tractor/Semitrailer	11.5

Note: Times are for turns onto a two-lane highway without a median and may require adjustments to the base time gaps.

Adjustments:

- Multilane Highways. The following will apply:
 - For left turns onto two-way multilane highways without a median, add 0.5 seconds for passenger cars or 0.7 seconds for trucks for each additional lane from the left, in excess of one, to be crossed by the turning vehicle. See discussion in Section 36-6.03(a) for additional guidance.
 - For right turns, no adjustment is necessary.
- Minor Road Approach Grades. If the approach grade on the minor road exceeds +3%, the following will apply:
 - For right turns, multiply 0.1 seconds times the actual percent grade on the minor road approach and add this number to the base time gap.
 - For left turns, multiple 0.2 seconds times the actual percent grade on the minor approach and add this number to the base time gap.
- Major Road Approach Grade. Major road grade does not affect calculations.

**GAP ACCEPTANCE TIMES
(Left and Right Turns From Minor Road)**

Figure 36-6.D

Exhibit 4: Sight Distance Photos



Photo 1: Looking Left to 441 feet (PC @ 40 mph)

Exhibit 4: Sight Distance Photos



Photo 2: Looking Left to 496 feet (PC @ 45 mph)

Exhibit 4: Sight Distance Photos



Photo 3: Looking Left to 551 feet (PC @ 50 mph)

Exhibit 4: Sight Distance Photos



Photo 4: Looking Left to 845 feet (MU @ 50 mph)

Exhibit 4: Sight Distance Photos



**Photo 5: Looking Left to 856 feet
(MAX visible distance = PC @ ~75 mph, MU @ ~50 mph)**

Exhibit 4: Sight Distance Photos



Photo 6: Looking Right to 470 feet (PC @ 40 mph)

Exhibit 4: Sight Distance Photos



Photo 7: Looking Right to 529 feet (PC @ 45 mph)

Exhibit 4: Sight Distance Photos



Photo 8: Looking Right to 588 feet (PC @ 50 mph)

Exhibit 4: Sight Distance Photos



**Photo 9: Looking Right to 870 feet
(MAX distance of continuous sight = PC @ ~74 mph, MU @ ~48 mph)**

Exhibit 4: Sight Distance Photos



**Photo 10: Looking Right to 897 feet (MU @ 50 mph)
Visible Gap Between Utility Cabinet and Trees**

Exhibit 4: Sight Distance Photos



**Photo 11: Looking Right to 897 feet (MU @ 50 mph)
Visible Gap Between Utility Cabinet and Trees Illustrated by Vehicle**



Mayor and City Council:

Based on a citizen inquiry, the city commissioned speed studies and a sight distance review for Hershey Rd. from College Ave. to Rainbow Dr.

In October 2016, Farnsworth Group completed the studies with a recommendation to increase the speed limit in one segment of the corridor. However, staff recommends leaving the speed limits unchanged on Hershey Rd. from College Ave. to Rainbow Dr. This professional consultant review matches previous City staff reviews performed.

Speed Studies: The speed studies examined four segments of the Hershey Rd. corridor to determine the suggested speed limit for those segments based on the prevailing (average) speed of vehicles traveling through them. The study showed that only one segment should see a change in speed limit. Based on the studies, the southern segment, from Rainbow Ave to GE Rd, may need to change from 30/35 mph to 35 mph or 40 mph throughout the segment. However, the study suggests extending the southern segment further south to evaluate the prevailing (average) speed in that area.

Sight Distance Review: The sight distance review examined the distance that a car can be seen by another driver when turning onto Hershey Rd. from a side street. The review indicates that, when looking left onto Hershey Rd. from Arbor Ct., a vehicle can be seen far enough away that it could be traveling 75 mph and still be seen in time to turn. Similarly, when looking right onto Hershey Rd. from Arbor Ct., a vehicle can be seen far enough away that it could be traveling 74 mph and still be seen in time to turn.

Respectfully,
Jim Karch, P.E. CFM
Director of Public Works

CITY OF BLOOMINGTON

2016-87

**AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING
ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE,
MAKING COMPLETE STREET PRACTICES A ROUTINE
CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN
OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS,
BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR
ABILITY.**

**Adopted by the City Council
Of the City of Bloomington
on August 22, 2016**

Published in pamphlet form by authority of the City Council of the
City of Bloomington, McLean County, Illinois, on August 23, 2016.

STATE OF ILLINOIS)
) ss.
COUNTY OF MCLEAN)


CERTIFICATE

I, Cherry L. Lawson, certify that I am the duly appointed and qualified municipal clerk of the City of Bloomington, County of McLean, Illinois.

I further certify that on the Corporate Authorities of the above municipality passed and approved Ordinance No. 2016-87, An Ordinance Of The City Of Bloomington Adding Article XII To Chapter 38 Of The Bloomington City Code, Making Complete Street Practices A Routine Consideration For Transportation Projects As An Opportunity To Improve Public Streets For Pedestrians, Bicyclists, And Transit Users Regardless Of Age Or Ability, which provided by its terms that it should be published in pamphlet form.

The pamphlet form of this Ordinance, including the Ordinance and cover sheet thereof, was prepared, and a copy of the Ordinance was posted in the municipal building, commencing on August 22, 2016, and continuing for at least ten days thereafter. Copies of the Ordinance were also available for public inspection upon request in the office of the municipal clerk.

Dated at Bloomington, Illinois, on 08/23/2016.



Cherry L. Lawson, C.M.C.
City Clerk

ORDINANCE NO. 2016 - 87

AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure designed for safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation users and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk, and the occurrence and severity of pedestrian and bicyclist injuries could be decreased by implementing Complete Streets practices; and

WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois; and

WHEREAS, the State of Illinois has amended the Illinois Highway Code to adopt Complete Streets practices and the Illinois Department of Transportation encourages local communities to create Complete Street policies that are suited to local conditions; and

WHEREAS, the City of Bloomington has placed a priority on implementing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, through adoption of the Bicycle Master Plan, Sidewalk Master Plan, and the 2015 Bloomington Comprehensive Plan, which calls for adoption of a Complete Streets policy; and

WHEREAS, the adoption of Complete Streets practices is also an economic development tool identified in Chapter 6 of the 2015 Bloomington Comprehensive Plan which improves access to local resources, including the City's Downtown Business District, reinforces connections between business districts and adjacent neighborhoods and enhances the quality of life for local residents; and

WHEREAS, the City of Bloomington has implemented Complete Streets practices in the past including Americans with Disability Accessible (ADA) sidewalks on all new and resurfaced City streets, an extensive multi-use trail system and most recently on street bike lanes; and

WHEREAS, the City of Bloomington continually works to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic

congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW THEREFORE, the City of Bloomington City Council does ordain as follows:

Chapter 38 is amended to include new Article XII that reads as follows:

CHAPTER 38: STREETS, SIDEWALKS, AND OTHER PUBLIC WAYS

ARTICLE XII: COMPLETE STREETS

Section 180. Complete Streets

180.1 Definition: Vehicular, public transportation, bicycle, and pedestrian modes are integral to the transportation system, and the City of Bloomington views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and to increase quality of life within the City of Bloomington.

180.2 Implementation. To best balance the needs of all users and provide increased flexibility in design the City will use design guidelines in accordance with the most up to date, relevant standards and best practices available on all new or existing transportation routes.

Design standard references may include but are not limited to;

- a. The Manual of Practice for the Design of Public Improvements in the City of Bloomington, Illinois
- b. Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets (BLR) Manual
- c. Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) Manual
- d. The Manual on Uniform Traffic Control Devices
- e. The Illinois Supplement to the Manual on Uniform Traffic Control Devices
- f. "Guide for the Planning, Design and Operation of Pedestrian Facilities," American Association of State Highway and Transportation Officials.
- g. "Urban Bikeway Design Guide," National Association of City Transportation Officials.
- h. "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials.
- i. "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice," Institute of Transportation Engineers.

- j. "Guide for the Development of Bicycle Facilities," American Association of State Highway and Transportation Officials.
- k. "Public Rights-of-Way Accessibility Guidelines," United States Access Board.
- l. "Complete Streets: Best Policy and Implementation Practices," American Planning Association.
- m. Pedestrian Safety Guide and Countermeasures Selection System (FHWA-PEDSAFE)
- n. Complete Streets Complete Networks: A Manual for the Design of Active Transportation (Active Transportation Alliance)
- o. Other relevant federal, state, or local guidance, as appropriate.

180.3 The City of Bloomington will provide assistance to and coordinate with local, regional, state, and federal agencies in developing and implementing complementary Complete Streets policies and to ensure that all roadways and intersections within or directly adjacent to the City of Bloomington meet the local community standards adopted in accordance with this ordinance.

Section 181. Applicability

- 181.1 All public transportation projects under the City of Bloomington's jurisdiction will be designed to improve safety, access, and mobility for users of all ages and abilities, including pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, transporters of commercial goods, persons with disabilities, older adults, and children. Review for consistency with and the potential incorporation of elements to advance the Complete Streets goals will be evaluated and, if warranted, applied to new construction as well as reconstruction of roadway improvement projects and into all phases of roadway projects including, but not limited to, scoping, programming, planning, design, construction, maintenance, and operations.
- 181.2 Exemption. The implementation of Complete Streets practices may not be required if the City of Bloomington determines that one or more of the following conditions exists: 1) the project occurs on a roadway where specified users are prohibited by law; 2) the project involves ordinary maintenance activities such as cleaning, sealing, spot repairs, patching, and surface treatments; 3) the cost of accommodations for a particular mode is excessively disproportionate to the need for accommodation and potential benefit of accommodation; and/or 4) there is clear and quantifiable evidence of a lack of need or lack of increased safety benefits. The City of Bloomington may consult local, regional, state, and federal plans and leaders, as appropriate, in assessing exemptions. Exemptions to the Complete Streets policy must be documented in writing, submitted to the Director of Public Works and approved by the City Manager. In the event that consensus cannot be reached between the City Manager and the Director of Public Works, the City Council may make the final determination for an exemption.

Section 182. Accountability.

182.1 In order to evaluate the City of Bloomington's progress toward implementation of a comprehensive Complete Streets policy, the City will prepare an annual report detailing its progress in this regard, which shall contain the following information:

- Total miles of on-street bicycle routes and lanes;
- Total miles of off-street paths and trails;
- Linear feet of pedestrian accommodation;
- Number of ADA compliant curb ramps;
- Annual crash data and comparisons to benchmarks;
- Exemptions to the Complete Street Policy granted and reason for exemption;
- Other relevant data.

Section 183. Severability.

183.1 If any section, subsection, paragraph, sentence, or clause of this ordinance or its application to any person or circumstance is held to be invalid by any court of competent jurisdiction or administrative agency, the invalidity of that provision or application shall not affect, impair, or invalidate any remaining section, subsection, paragraph, sentence, or clause of this ordinance or its application.

Section 184. Private Development

184.1 Review for Complete Streets consistency will be added to the existing private development review process. This includes application of the Complete Streets elements of each development at the City staff and administrative level. The Complete Streets project checklist shall be used to assist with and document the Complete Streets review. Complete Street improvements shall be required at the cost of the developer. Exemptions must be documented in writing and approved by the City Manager.

Section 185. Effective Date

182.1 This ordinance shall take effect September 1, 2016.

YEAS: 7
NEAS: 2 (Aldermen Kevin Lower and David Sage)
Absent: 0

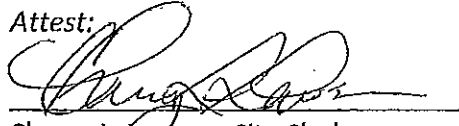
Passed this 22nd day of August, 2016

APPROVED:

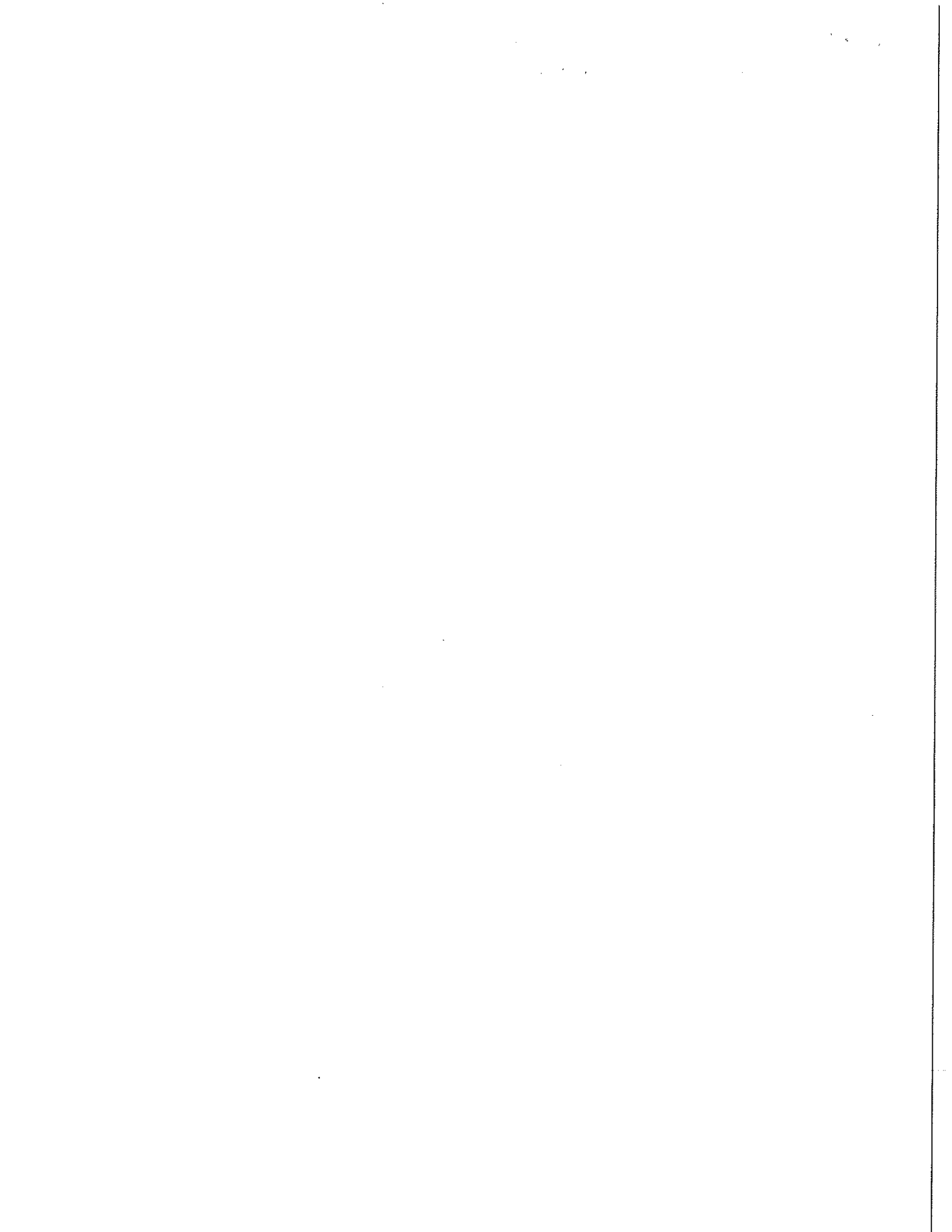


Tari Renner, Mayor

Attest:



Cherry L. Lawson, City Clerk



facts

Road safety - Speed

Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes.

Excess speed is defined as exceeding the speed limit. Inappropriate speed is defined as driving at a speed unsuitable for the prevailing road and traffic conditions. Excess and inappropriate speed are responsible for a high proportion of the mortality and morbidity that result from road crashes. In high-income countries, speed contributes to about 30% of deaths on the road, while in some low-income and middle-income countries, speed is estimated to be the main contributory factor in about half of all road crashes.

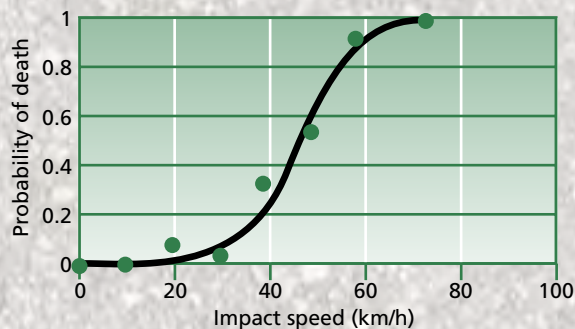
Controlling vehicle speed can prevent crashes happening and can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims.

HOW DOES SPEED AFFECT TRAFFIC COLLISIONS AND INJURY?

- The higher the speed of a vehicle, the shorter the time a driver has to stop and avoid a crash. A car travelling at 50 km/h will typically require 13 metres in which to stop, while a car travelling at 40 km/h will stop in less than 8.5 metres.
- An increase in average speed of 1 km/h typically results in a 3% higher risk of a crash involving injury, with a 4–5% increase for crashes that result in fatalities.
- Speed also contributes to the severity of the impact when a collision does occur. For car occupants in a crash with an impact speed of 80 km/h, the likelihood of death is 20 times what it would have been at an impact speed of 30 km/h.

- The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists. For example, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30 km/h or below, but less than 50% chance of surviving an impact at 45 km/h. Pedestrians have almost no chance of surviving an impact at 80 km/hr.

Pedestrian fatality risk as a function of the impact speed of a car



Source: Pasanen E, 1991.

WHAT FACTORS AFFECT SPEED?

Drivers' speed choice is influenced by a number of factors that can be considered as:

- driver-related factors (age, gender, alcohol level, number of people in the vehicle);
- those relating to the road and the vehicle (road layout, surface quality, vehicle power, maximum speed);
- traffic- and environment-related (traffic density and composition, prevailing speed, weather conditions).



WHAT CAN BE DONE TO MANAGE THE ADVERSE EFFECTS OF SPEED?

A number of interventions have been identified to be effective in the management and control of vehicle speed:

- Setting and enforcing speed limits are two of the most effective measures in reducing road traffic injuries.
- Studies suggest that a 1 km/h decrease in travelling speed would lead to a 2–3% reduction in road crashes.
- Experience in many countries has shown that the introduction of speed limits will only have a short lived effect on reducing speeds unless accompanied by sustained, visible enforcement of these limits.
- Speed cameras are a highly cost-effective means of reducing road crashes.
- In some countries, speed limits are posted that vary according to weather, traffic conditions, and time of day. This ensures that speed limits are responsive to local conditions and traffic circumstances, and are therefore more likely to be kept.
- Speed levels can also be affected by developing a safer infrastructure. This can involve modifying the road environment to reduce traffic flow and vehicle speed, thereby providing protection from crashes and reducing injury rates. Such measures include segregating high- and low-speed road users, or discouraging vehicles from entering certain areas.
- Traffic-calming measures have been widely used to reduce crash frequency in many high-income countries. These include the installation of physical speed-reducing measures, such as roundabouts, vertical changes in the road (for example speed humps), horizontal changes in the road (such as road narrowings or rumble strips). Proven traffic-calming

measures can be particularly useful where enforcement of speed control laws may be ineffective.

- The transition from high-speed to low-speed roads can create areas of high risk for crashes – for example, where vehicles exit motorways. Design features can be used to mark transition zones on busy roads approaching towns and villages that can influence drivers' speed. Slower-speed zones and roundabouts are examples of features that are useful in reducing the speed of vehicles.
- Appropriate speed can be imposed on traffic through design features that limit the speed of the vehicle itself. Legislation can be used to encourage the use of such features. This is already being done in many countries with heavy goods vehicles and coaches, and is estimated to contribute to a 2% reduction in the number of injury crashes. Corresponding action is needed for cars and other light vehicles.



WHO recommends that member countries set and enforce speed limits appropriate to the function of specific roads.

ORDINANCE NO. 2016 - ____

AN ORDINANCE AMENDING CITY CODE CHAPTER 29, SECTION 156.5, ALTERED SPEED LIMITS, BY REMOVING CERTAIN PORTIONS OF HERSHEY ROAD.

WHEREAS, the City of Bloomington, McLean County, Illinois (hereinafter referred to as “City”) is an Illinois home-rule municipality; and

WHEREAS, State law, specifically 625 ILCS 5/11-601, provides for “general” speed restrictions, specifying the maximum speed limit for an urban district for all vehicles as 30 miles per hour; and

WHEREAS, in the absence of an “altered” speed limit enacted by local government pursuant to 625 ILCS 5/11-604, the State’s general limit applies; and

WHEREAS, City citizens have petitioned to reduce the speed limit for certain portions of Hershey Road, and City aldermen have requested the consideration of same; and

WHEREAS, the adoption of the Complete Streets policy has placed a priority on implementing strategies that recognize the importance of the transportation needs and safety of pedestrians, bicyclists, vehicles, and public transportation riders; and

WHEREAS, the City acknowledges that this change would create greater consistency for citizens traveling on Hershey Road between the Town of Normal and the City.

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of the City of Bloomington, McLean County, Illinois, as follows:

SECTION 1. City Code “Chapter 29 : Section 156.5 : Altered Speed Limits” is amended by removing the following lines / items:

Hershey, Ft. Jesse to G.E. Road - 40 m.p.h.

Hershey, G.E. Road to 500’ north of Rainbow - 35 m.p.h.

SECTION 2. After its passage, the amended provisions of Chapter 29, outlined herein, shall be effective and commence 10 days after this Ordinance is printed in book or pamphlet form and published by the authority of the corporate authorities and when appropriate signs giving notice of the limit are erected at the proper place or along the proper part or zone of the highway or street or road.

SECTION 3. The City Clerk is hereby authorized to publish this Ordinance in pamphlet form as provided by law.

SECTION 4. This Ordinance is passed and approved pursuant to the home-rule authority granted in Article VII, Section 6 of the 1970 Illinois Constitution.

PASSED this ___ day of December, 2016.

APPROVED this ___ day of December, 2016.

APPROVED:

Tari Renner
Mayor

ATTEST:

Cherry Lawson
City Clerk



**SPECIAL SESSION MEETING
ITEM NO. 8**

FOR COUNCIL: December 19, 2016

SUBJECT: Consideration of a proposal to widen Linden Street, from Locust to Empire, from 26 feet to 30 feet, producing two 12-foot traffic lanes plus an 8-foot parking lane on the west side of the street.

RECOMMENDATION/MOTION: That the project proceed as proposed.

STRATEGIC PLAN LINK: 2. Upgrade City Infrastructure and Facilities

STRATEGIC PLAN SIGNIFICANCE: 2a. Better quality roads and sidewalks.

BACKGROUND: The Public Works Department planned to improve Linden Street this summer. As proposed, the project entailed widening the street from 26 feet to 30 feet, allowing for one lane of traffic lane for each direction and the retention of a parking lane on the west side of the street. The project also involved complete curb and gutter replacement. There also are various other repairs that are standard for a street reconstruction, such as sewer repairs, storm inlet improvements, movement of utility poles, and repair/replacement of portions of sidewalk. The street was to be widened by 2 feet on each side to reduce impact to adjoining properties.

As a collector street, Linden Street is designed to carry traffic to and from local streets to arterial streets. New collector streets built in Bloomington typically are 36 feet wide to accommodate three lanes of traffic. Because the widening was to occur in an already built area, Public Works planned for a 30-foot roadway to minimize neighborhood impact.

Having completed sewer repairs and lining, and having arranged for Ameren to move power poles, Public Works prepared for street work. However, the City became aware of a degree of neighborhood opposition. The project was delayed so that the project could be re-examined and so that a public meeting could be held. The Department followed up by polling property owners whose properties abut the street.

Public reactions to the project: The City mailed 210 invitations to the public meeting, using the 500-foot buffer model utilized for Planning Commission and Zoning Board of Appeals meetings. The meeting, September 20 in Council chambers, was attended by 11 members of the public, plus City employees and two Council members.

Only one person in attendance spoke in favor of the project as planned. All others either spoke against it outright or expressed no opinion. Those in the room, on the whole, opposed the plan to widen Linden Street. They focused on concern that a wider street means more cars and hurts the character of the neighborhood. However, people at the meeting suggested that, rather than widening, the City could keep the width as is and remove the parking lane on the west side.

City Manager Hales informed those attending that he would bring the matter to the City Council for a decision.

Subsequently, the Public Works Department sent a mail-in survey to property owners whose property abuts Linden. The results were as followed:

<input type="checkbox"/> Widen the street from 26 feet to 30 feet.	Favored by respondents from 9 addresses.
<input type="checkbox"/> Do not widen the street, and remove all on-street parking.	Favored by respondents from 4 addresses.
Did not return the survey.	4 addresses.

Reason to decide now: Public Works rates the condition of all streets. The surface of Linden Street in the project area is rated as a 2 (“very poor”), and the street is in dire need of full curb and gutter replacement. Curb and gutter installation nearly doubles the cost of a resurfacing project, and new curb and gutter can last 50 years or more. Therefore, if the street is to be widened, it should be done now, as the City will live with this decision for decades to come. The decision also is needed because Linden Street, Locust to Empire, is in dire condition and needs to be fixed in some manner.

Staff recommendation: From both an engineering perspective and a less technical community-mindedness perspective, Linden Street should be widened. It is too narrow under modern standards for a residential street, let alone a collector street like Linden, which is shared by businesses, rentals, and owner-occupied homes. To be most equitable to property owners, it should be widened by 2 feet on each side. Neighborhood input is valuable in considering street projects, although it must be balanced with the entire community’s best interest, especially when discussing arterial and collector streets, which are built for and expected to be used by the wider community. Also, there is not a major outpouring of opposition; there is mixed opinion. In this case, the re-examination of all aspects of the project leads staff to conclude that the project should proceed as initially planned.

The compromise proposed at the public meeting – no widening and removal of on-street parking – was a worthy idea with the best intentions. However, in the days following the meeting, Public Works Administration became aware of a situation in which the parking ban would have a harmful effect. Doug Rinkenberger has operated a bakery-supplies business, Decorators Grocery, at 1010 Linden for 41 years. The business runs out of a converted house, and it has no on-site parking besides a driveway. Mr. Rinkenberger told a Public Works employee that a parking ban on Linden would be “very detrimental” to Decorators Grocery and perhaps “ruinous.”

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: During the planning and preparation process, property owners along the project area were apprised of plans through two letters. They also discussed the project informally with Public Works staff on site. Public Works convened a public meeting in September and, through mail, invited all property owners within a 500-foot “buffer” area. Feedback forms were collected at the meeting. In response to

opposition, Public Works removed the project from this summer's projects, reevaluated its merits, and rescheduled resurfacing for summer 2017.

FINANCIAL IMPACT: If approved, the funding for this project would come from the FY 2018 Proposed Resurfacing Budget.

Respectfully submitted for Council consideration.

Prepared by: Stephen Arney, Public Works Administration

Reviewed by: Jim Karch, PE, CFM, Director of Public Works

Financial & budgetary review by: Chris Tomerlin, Budget Analyst

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Notes from the September 20 public meeting
- Survey letter
- Design Standards from the Manual of Practice for the Design of Public Improvements
- Complete Streets Ordinance

Motion: That the project proceed as proposed.



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax: 309-434-2201

September 22, 2016

Public Works conducted a public meeting concerning proposed Linden Street improvements, from Locust to Empire streets. Invitations were mailed within a 500-foot “buffer,” as used by the Planning Commission and Zoning Board of Appeals, provided by the City Planner so that owners of nearby properties would receive invitations. Two-hundred ten invitations were sent, and 11 people attended, not counting City employees and two alderpersons, at Council Chambers from 4 to 5:30 p.m. on September 20.

Background: The City has been preparing to widen the street from 26 feet to 30 feet, which is the current minimum width for a City street. Also planned is installation of new curb and gutter, improved turn radius at Locust, better storm drainage, and sidewalk repair. Utility poles have been relocated and the combined sewer under the street has been repaired and lined. The September 20 meeting was scheduled after people came forward with concerns and objections to the widening. The City had previously sent two letters to property owners abutting the project area, and had met with them individually. The objectors had been, to date, almost exclusively people who live near Linden, not adjacent to it.

Whatever the outcome of this reconsideration of aspects of the project, street improvement are now scheduled for the 2017 construction year because potential for bad weather makes it unwise to reconstruct a street in the fall.

Presentation: Public Works Director Jim Karch made opening statements. He explained that the timing of the proposed full reconstruction and widening was prompted by the need to replace curb and gutter. Curb and gutter can last 50 years. If the road isn’t widened now, it won’t be for decades, he said. Widening of Linden Street farther north is under consideration, but the current project area was selected because of the poor road, curb and gutter condition. Mr. Karch noted the street is rated as a 2 out of 10 on the PASER scale, meaning very poor condition. He said Linden Street is a collector street. A collector street ordinarily would be 36 feet. The plan is to bring Linden from 26 feet to 30 feet, which is the standard for residential streets. There never was a proposal for a 36-foot Linden Street, even though it is a collector, because of potential impact to properties.

City Manager’s promise: City Manager David Hales told those gathered that he ultimately would bring the decision on the street widening to the City Council for a decision.

Feedback: One person with property abutting Linden Street supported the project as planned. Two others opposed it. These three people were the only ones at the meeting who have property abutting Linden. The advocate for widening was the only person in attendance who clearly

avored the wider street. All others at the meeting either opposed widening or took no decisive position on the issue of widening.

Residents spoke of the loss of character or change of character that, in their opinion, this project and other projects bring. They also have concerns about safety. They fear a wider street will encourage speeding. One noted the abundance of high school and junior high school students who walk in the neighborhoods en route to school. Also of concern is cost, and the loss of frontage space that would occur if the City paves more of its right of way.

Remove parking? The City's plan was to retain parking on one side of the street after the widening – with 2 11-foot lanes and an 8-foot parking lane. One attendee proposed foregoing the widening and gaining extra space by banning parking on the three-block section of Linden. Others agreed with this proposal.

Going forward: Public Works intends to poll residences and businesses along the street to determine level of support for parking/no parking and level of support for widening. Public Works believes that the two viable options are:

- Widen to 30 feet as originally planned.
- Leave the width at 26 feet but remove on-street parking.

Public Works believes it would a disservice to spend heavily on the project and to leave behind the status quo of 26 feet of width *and* on-street parking. This would be a substandard outcome. Also, Public Works intend to widen the intersection of Locust and Linden to allow a proper turning radius. Trucks often drive into the grassy parkway when turning onto Linden from Locust.

Poll results will be provided to the City Council, and the Council members themselves can judge whether the opinions of property owners along the street should be given additional weight in a decision.

Notes by Steve Arney, Engineering Technician



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax: 309-434-2201

September 27, 2016

Dear Property owner:

The City of Bloomington is preparing to resurface Linden Street, from Locust to Empire and replace curb and gutter along the stretch. Currently, there are two options proposed: Widen the 26-foot street to the current minimum standard of 30 feet, or do not widen the street but remove on-street parking.

Public Works wants to know how affected property owners feel. Please mark one of the boxes below and return it in the self-addressed envelope by October 10. The tally will be shared with the City Council.

I prefer the following option for Linden Street:

- Widen the street from 26 feet to 30 feet.

- Do not widen the street, and remove all on-street parking.

Please sign and date

Owner: _____ Date _____

Current configuration



Option 1: Widening



Option 2: No widening,
no on-street parking



A Manual of Practice for the Design of Public Improvements
in the City of Bloomington

CHAPTER 4 - Design and Construction Standards for Streets

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4.05	Specifications and Special Provisions	4-5
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4.01 INTRODUCTION

All lots in any subdivision, regardless of size, shall front on, and have access to, a street. When necessary, streets shall be included as part of the subdivision and shall be designed and constructed in accordance with this chapter.

4.02 GENERAL REQUIREMENTS

All subdivisions shall be designed so the proposed street system accomplishes the following:

- A. Conforms with the Comprehensive Plan of the City of Bloomington.
- B. Extends arterial and collector streets through the proposed subdivision.
- C. Locates and aligns local streets so that use by through traffic is discouraged.
- D. Avoids centerline offsets of less than 75 meters (250 feet) from other streets or roadways for local streets. For offsets from collector and arterial streets, a detailed engineering study may be required.
- E. Where the angle of deflection in horizontal center lines exceeds five degrees, a curve shall be inserted with a radius of not less than the following dimensions, depending on the classification of the street involved:
 - 1. Local streets where the deflection angle is 60 degrees or more - 20 meters (65 feet)
 - 2. All other - Per "Design and Environment Manual".
- F. So that not more than two streets intersect at any point and so that the angle of intersection of center lines is not less than 80 degrees nor more than 100 degrees.
- G. In R-1 and R-2 zoning districts so that cul-de-sacs do not exceed 365 meters (1200 feet) in length or have more than 15 lots fronting thereon, whichever imposes the more demanding standard and in R-3 and two-family zoning districts so that cul-de-sacs do not exceed 120 meters (400 feet) or have more than 8 lots fronting thereon, whichever imposes the more demanding standard.
- H. Encourage safe and efficient traffic flow and provide sufficient vehicular storage space for stopping and turning movements so as not to conflict with traffic at intersecting streets or driveway entrances.
- I. In residentially zoned areas, access to arterial or collector streets should be provided every 365 meters (1200 feet) to 550 meters (1800 feet) measured along the arterial or collector street.
- J. The minimum curb radius where two streets intersect shall be 7.6 meters (25 feet) to face of curb. For arterial, collector, and local commercial streets, curb radii shall be sufficient to accommodate the appropriate design vehicle in accordance with Illinois Department of Transportation "Design and Environment Manual".
- K. Cul-de-sac streets shall not be constructed "back to back." (Back yards on one cul-de-sac may not be adjacent to back yards of another cul-de-sac).
- L. Lots zoned R-1C or R-2 shall have a minimum 18 meter (60 feet) lot width measured at the building set back line if located on the bulb of a cul-de-sac street.

- M. Driveways shall not encompass more than 50% of the curb on the bulb of a cul-de-sac street.

4.03 RIGHT-OF-WAY DEDICATION

- A. All streets and roadways proposed within the confines of a subdivision shall be located in dedicated public or on private right-of-way as required by this section. All streets are considered public unless specifically stated that they are private on the preliminary plan and final plat.

B. Interior Streets

1. Public Streets. Subdivisions shall be designed so all interior streets are located within dedicated public rights-of-way of the following minimum widths, depending on the street classification, the volume of traffic and the zoning of the abutting property (where side streets abut two or more zoning districts, right-of-way dedication shall be provided so as to meet the requirement of the more demanding zoning district):

Type of Street	R-1 and R-2 Zoning Districts	R-3 Zoning Districts	B, C, M and W Zoning Districts
Arterial			
Over 1200 DHV	29 m (96 ft)	29 m (96 ft)	29 m (96 ft)
Under 1200 DHV	26 m (86 ft)	26 m (86 ft)	27 m (90 ft)
Collector	24 m (80 ft)	24 m (80 ft)	27 m (90 ft)
Local	18 m (60 ft)	18 m (60 ft)	18 m (70 ft)
Cul-De-Sac (dia)	30 m (100 ft)	30 m (100 ft)	34 m (120 ft)
4 Lane w/median	30 m (100 ft)	30 m (100 ft)	30 m (100 ft)
Frontage Roads	18 m (60 ft)	18 m (60 ft)	18 m (60 ft)

Expressway)
)
)
 Interstate) In accordance with the Comprehensive Plan of the City of Bloomington or the standards and requirements of the Federal, State, County or Township authorities having jurisdiction, whichever has the greater right-of-way width requirement.

2. Private Streets. Subdivisions shall be designed so all interior streets are located within dedicated right-of-way of the following minimum width:
- a. Street without sidewalk: One meter (3 ft.) back of curb to one meter (3 ft.) back of curb
 - b. Street with one adjacent sidewalk: Back at sidewalk to one meter (3 ft.) back of curb.
 - c. Street with two adjacent sidewalks: Back of sidewalk to back of sidewalk.

- C. Exterior Streets--Subdivisions shall be designed so that the subdivider provides not less than one-half the right-of-way dedication required for a comparable interior street.

- D. Supplemental Dedication--where the street design requirements of this ordinance require the provision of turning lanes, turning radii, center median, traffic control devices or other installation which cannot be installed within the right-of-way otherwise required by this Code without the elimination or conflict between such features and other public improvements, the subdivider shall dedicate such additional right-of-way as is necessary to accommodate all such improvements.

4.04 DESIGN STANDARDS

A. Street Width

Pavement width shall be based on street classification, the expected traffic volume and the zoning district (the more demanding standard shall apply) in accordance with the following minimums:

<u>Street</u>	<u>Pavement Width (face to face of curb)</u>	<u>Median Width</u>
Arterial		
Over 855 DHV	15.4 m (51 ft)	1.2 m (4 ft.)
495-855 DHV	14.1 m (47 ft)	0
Under 495 DHV	11.0 m (36 ft)	0
Collector		
Over 495 DHV	14.1 m (47 ft)	0
Under 495 DHV	11.0 m (36 ft)	0
Local		
	9.0 m (30 ft.)	0
Frontage Roads		
	9.0 m (30 ft)	0
Boulevards		
	2 @ 6.6 m (2 @ 22 ft)	3 m (10 ft)
One Way		
	7.2 m (24 ft)	0
Private Street		
R-1, R-2 Zoning	9.0 m (30 ft.)	
R-1, R-2 Zoning	7.2 m (24 ft.) (if no parking allowed)	
All other zoning	9.0 m (30 ft.)	

B. Pavement Structure

Structural strength shall be based on street classification, the expected traffic volume and designed in accordance with current:

1. Illinois Department of Transportation "Design and Environment Manual"
2. Illinois Department of Transportation "Highway Standards".
3. Illinois Department of Transportation "Standard Specifications for Road and Bridge Construction".

Local streets shall be constructed with a minimum of 250 mm (10 inches) of compacted crushed aggregate and 75 mm (3 inches) of bituminous concrete surface, or 150 mm (6 inches) of Portland Cement Concrete, installed in accordance with "Standard Specifications For Road And Bridge Construction" in accordance with the following design and construction standards and specifications:

- C. Cul-de-Sac Terminus
Cul-de-sac terminus shall have a minimum diameter measured face-of-curb to face-of-curb of 24 m (80 feet) in areas zoned residential and 30 m (100 feet) in all other areas.
- D. Vertical Gradients
Differing connecting street gradients shall be connected with vertical curves. The "Design and Environment Manual" shall govern all vertical curve computations, except when the algebraic difference of the gradient is less than one (1) percent a 15 m (50 foot) vertical curve length shall be utilized. Desirable street gradients shall be not less than a minimum of 0.50% (five tenths of one percent). In no case shall the street gradient be less than 0.40%, or more than 8.0%.
- E. Curb and Gutter
All streets which are to be publicly maintained shall have curb and gutter.
1. Curb and gutter shall be Type B 15.45 (B-6.18) in accordance with "Highway Standards" and installed in accordance with the "Standard Specifications of Road and Bridge Construction".
 2. All curb and gutter shall be designed so as to facilitate persons using wheelchairs to travel freely and without assistance by providing at each crosswalk a ramp with non-slip surface so that the sidewalk and street blend to a common level. Such ramp shall be designed and constructed in accordance with the "Highway Standards".
- F. Trench Backfill
Any excavation in a proposed street shall be back filled with trench backfill.

4.05 SPECIFICATIONS & SPECIAL PROVISIONS

All streets and curb and gutter shall be constructed in accordance with all applicable sections of the "Standard Specifications for Road and Bridge Construction" for the Illinois Department of Transportation, the current edition as then modified, supplemented and amended by this Manual or the Director of Engineering and Water. These modifications, amendments and amplifications have been provided in this Chapter of the Manual.

Street Special Provisions

Curb marking of Water and Sewer Services: At the time the curb and gutter is poured, the contractor shall permanently mark the top of the curb with an "S" for sewer and "W" for water to mark location of said services.

Adjustment of Frame of Grate: Final grade for all manhole castings will be determined after the curb and gutter has been poured and the sub grade and/or base has been constructed. Final adjustment of the frame and grate shall be made in the following manner: After the curb and gutter has been poured and the base constructed the final elevation will be determined by the Director of Engineering & Water. The frame and grate will be adjusted to this elevation in accordance with the "Standard Specifications For Road And Bridge Construction". Any material disturbed while adjusting the frame and grate will be disposed of and all fill made with lean concrete. A maximum of 200 mm (8 inches) of adjusting rings shall be allowed.

Coarse Aggregate: Shall comply with "Standard Specifications For Road And Bridge Construction".

Combination Concrete Curb and Gutter: Concrete curb and gutter shall be sawed or scored at intervals coinciding with the joint intervals of the adjoining pavement. The minimum joint depth for the gutter shall be 50 mm (2 inches), and 25 mm (1 inch) for the curb. The curb and gutter may be jointed instead of sawed provided the stated joint depths are obtained. If the curb and gutter is adjacent to bituminous pavement it shall be jointed at 4.5 m (15 foot) intervals.

The sawing of the curb and gutter shall commence within four (4) hours of the start of the pour unless otherwise directed by the Director of Engineering And Water. Sawing shall continue until all joints are completed.

Asphaltic type expansion joints 25 mm (1 inch) thick shall be placed at all P.C.'s, P.T.'s and R.P.C.'s and at maximum 150 meter (500') intervals.

Test Rolling of Sub grade and Base Course: The contractor will provide at his own expense a loaded truck and test roll the compacted earth sub grade in the presence of the Director of Engineering and Water or his designee before any sub-base, base, or surface is placed. The truck shall be loaded as follows: 12,000 kg (27,000 lbs) on two axles and 20,000 kg (45,000 lb.) on three axles, plus or minus ten per cent.

The truck shall make one pass over the entire length of each traffic lane to be constructed. Areas which show rutting, cracking or rolling will not be accepted. The contractor will recompact and/or reconstruct the sections that fail and test role again for acceptance.

When bituminous surface courses or concrete pavement are to be placed over an aggregate base, the base shall be test rolled prior to placement of the surface course or pavement.

Portland Cement Concrete Pavement: The distance between sawed transverse joints shall not be greater than 30 times the thickness of the pavement apart or a maximum of 6 meters (20 ft.) and shall conform with the details in the plans. All equipment and labor required to perform the necessary jointing operation shall be available to begin sawing no later than four (4) hours after the paving operation begins, unless excess raveling occurs. The contractor shall provide the necessary equipment and labor needed to complete the sawing at the same rate per longitudinal foot as the paving operation.

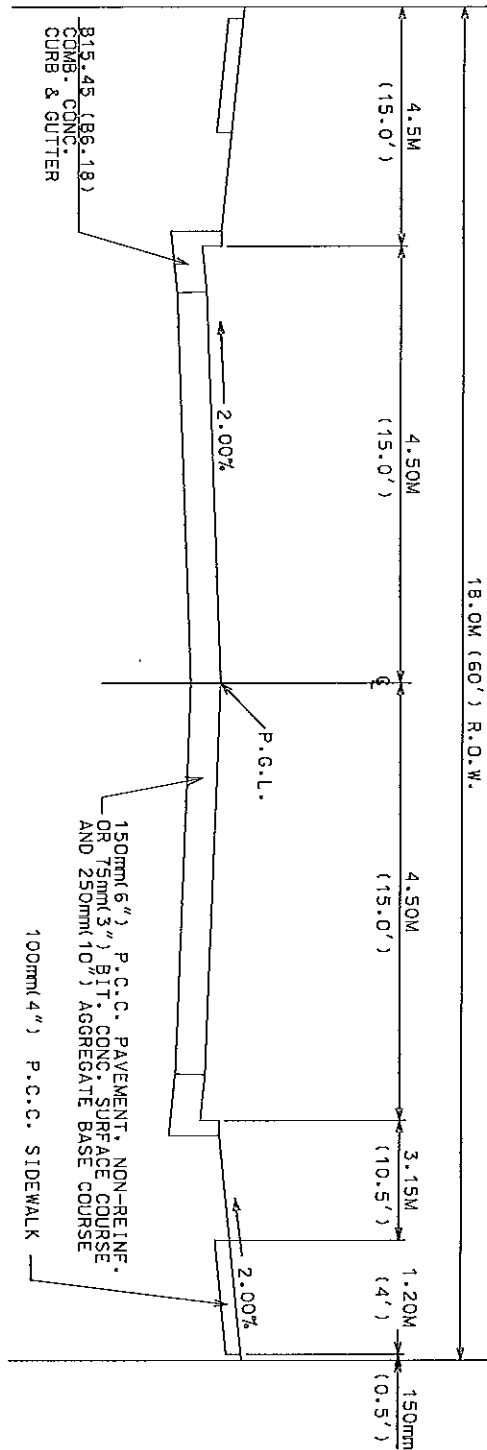
The contractor shall stop the paving operation at 4:30 P.M. unless approved otherwise by the Director of Engineering & Water. Sawing shall continue at the same rate as stated above until the sawing is complete or the pavement has stopped curing.

Trucks and mixer trucks will be allowed to operate on the sub grade; however, should the sub grade show any signs of distress, all operations will cease until these items are corrected to the satisfaction of the Director of Engineering & Water. Curb and gutter formed monolithically with the pavement will be permitted provided the slip form paving equipment used is approved by the Director of Engineering.

Final finish shall be Type B (artificial turf drag) as described in "Standard Specifications For Road And Bridge Construction".

Portland Cement Concrete Driveway Pavement: Pavement shall be a minimum of 150 mm (6 inches) in depth. Sawed transverse and longitudinal joints shall conform to the following table:

<u>Driveway Width at Widest Point</u>	<u>No. of Longitudinal Saw Cuts</u>
0 M - 4 M (0 -12 ft)	0
4 M - 8 M (12 ft - 24 ft)	1
8 M - 12 M (24 ft - 36 ft)	2



TYPICAL PAVEMENT SECTION - MINOR STREET

SHEET
1 OF 1

DESIGN BY: DOUG GROVESTEN REVISION:
TYPICAL PAVEMENT SECTION - MINOR STREET
STANDARD DETAIL 4.06A

APPROVED BY:
DATE:



CITY OF BLOOMINGTON
ENGINEERING DEPARTMENT

Standard Drawing
 A
 B
 C
 D
 E
 F
 G

Title
 Typical Pavement Section - Minor Street
 Standard Joint Details
 Barrier Curb & Gutter Detail
 Typical Intersection Joint Detail
 Typical Cul-de-sac Joint Detail
 Driveway Entrance Detail
 Typical Monolithic PCC Pavement Section - Minor Street

4.06 STANDARD DETAILS

The sawed joints shall be spaced evenly throughout the driveway. The joints shall be 3 mm (1/8 inch) wide with a minimum depth of one-fourth the depth of the pavement and sealed with the same material and in the same manner as Portland Cement Concrete Pavement.

20 mm (3/4 inch) thick expansion joints shall be placed between driveway pavement and sidewalks and between driveway pavement and curb and gutter.

Maximum Driveway Length	No. of Transverse Saw Cuts
0 M - 4 M (0 - 12 ft)	0
4 M - 8 M (12 ft - 24 ft)	1
8 M - 12 M (24 ft - 36 ft)	2

1. When a joint falls within 5 ft. of or contacts basins, manholes, or other structures, shorten one or more panels either side of opening to permit joint to fall on round structures and at or between corners of rectangular structures.

2. All transverse joints must extend through curbs and must be continuous across pavement. Asphaltic expansion joints, 25mm(1inch) thick shall be placed at all P.C.'s, P.T.'s, and R.P.C.'s and at maximum 150M(500') intervals.

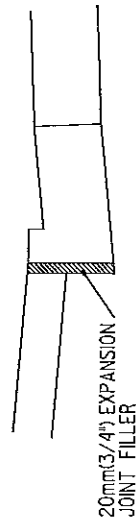
3. The distance between sawed transverse joints shall not be greater than 30 times the thickness of the pavement apart or a maximum of 6M(20').

4. Sawed joints shall be sealed with hot poured material meeting the requirements of tentative specification for concrete joint sealer hot poured elastic type ASTM designation D3405 or sealed with a cold applied ready-mixed concrete joint sealing compound meeting the requirements of Article 1050.01.

5. Transverse construction joint must be at a contraction or expansion joint.

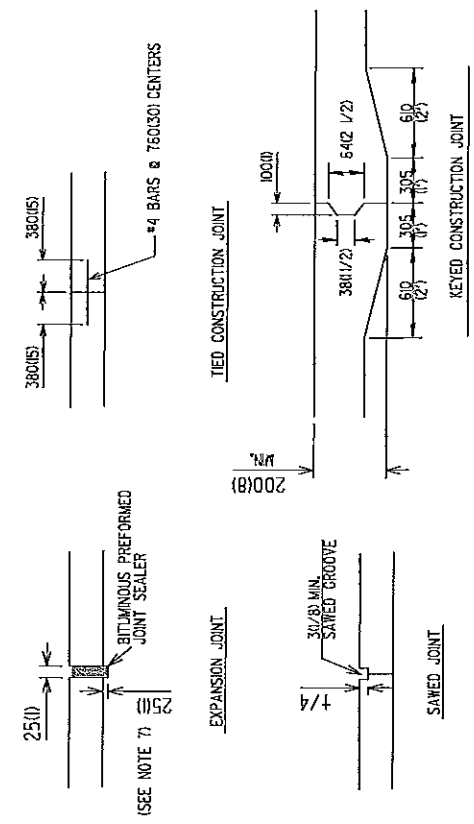
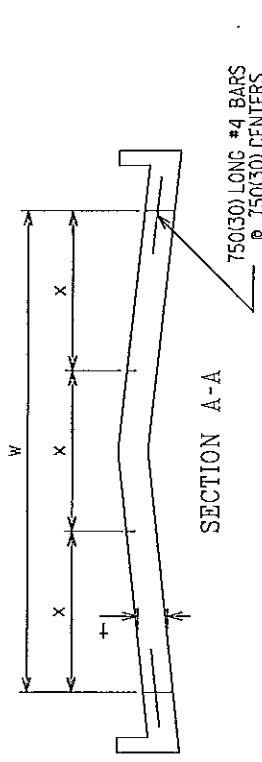
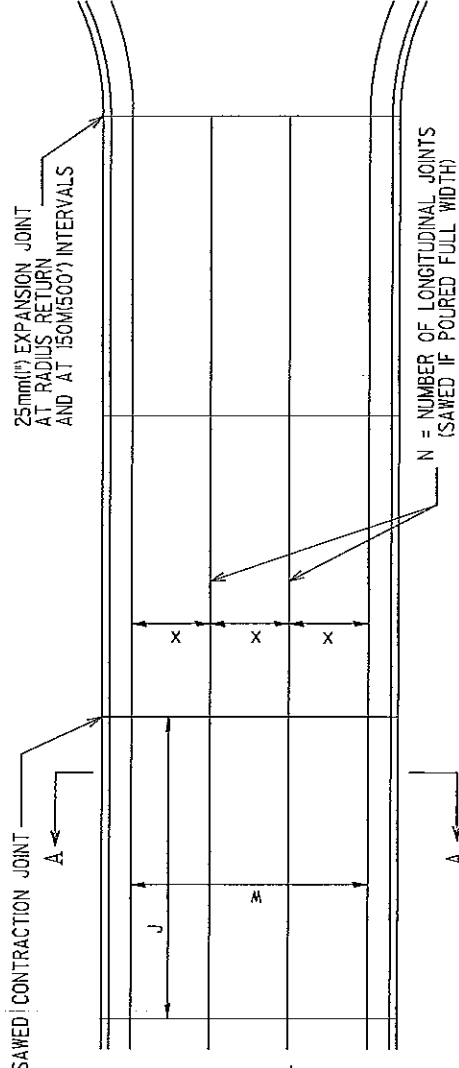
6. All saw joints, longitudinal transverse shall be nonreinforced.

7. For rigid bases (CAM), the expansion joint material need not extend 25mm (1inch) below the pavement.



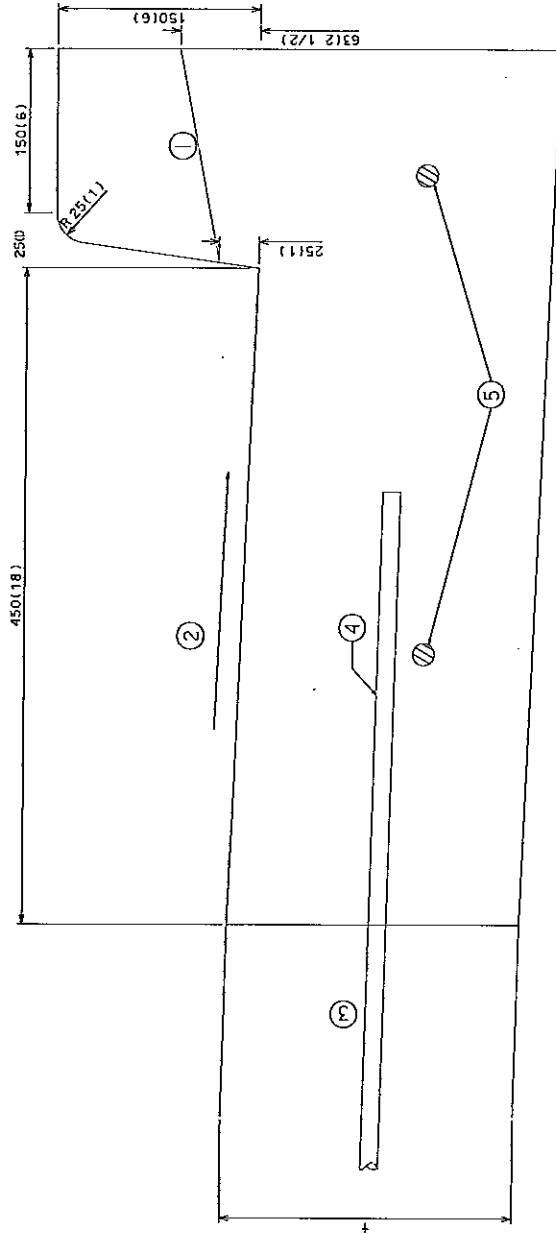
CURB AT DRIVEWAY OR CROSSWALK

W	N	X	W	N	X	W	N	X
6.7M (22')	1	3.4M (11')	10.1M (33')	2	3.4M (11')	14.0M (46')	3	3.5M (11.5')
7.0M (23')	1	3.5M (11.5')	10.7M (35')	2	3.6M (11.75')	14.6M (48')	3	3.7M (12')
7.3M (24')	1	3.7M (12')	12.5M (41')	3	3.1M (10.175')			
8.2M (27')	2	2.7M (9')	13.4M (44')	3	3.4M (11')			



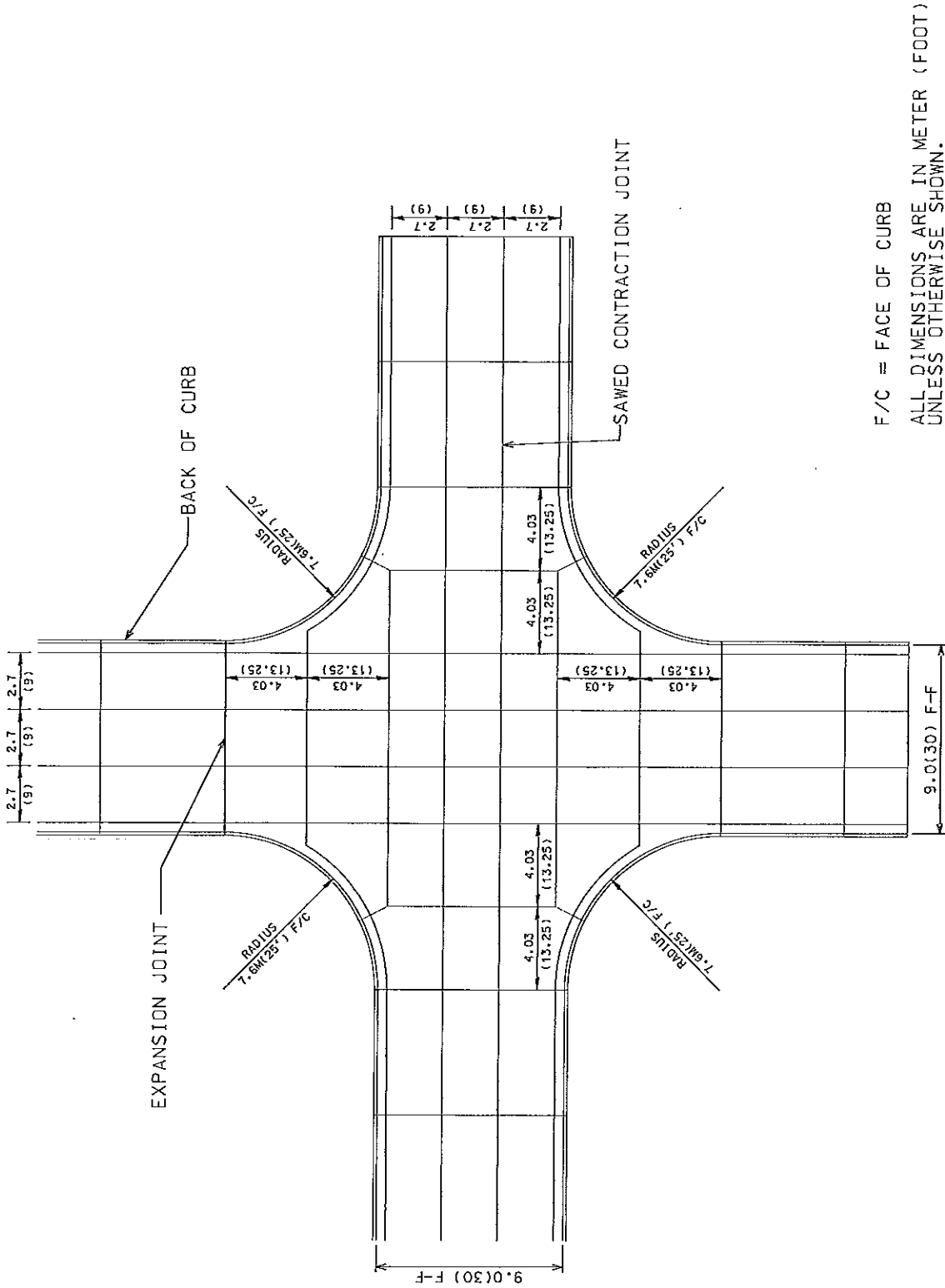


COMBINATION CONCRETE CURB AND GUTTER
TYPE B 15.45 (B 6.18)

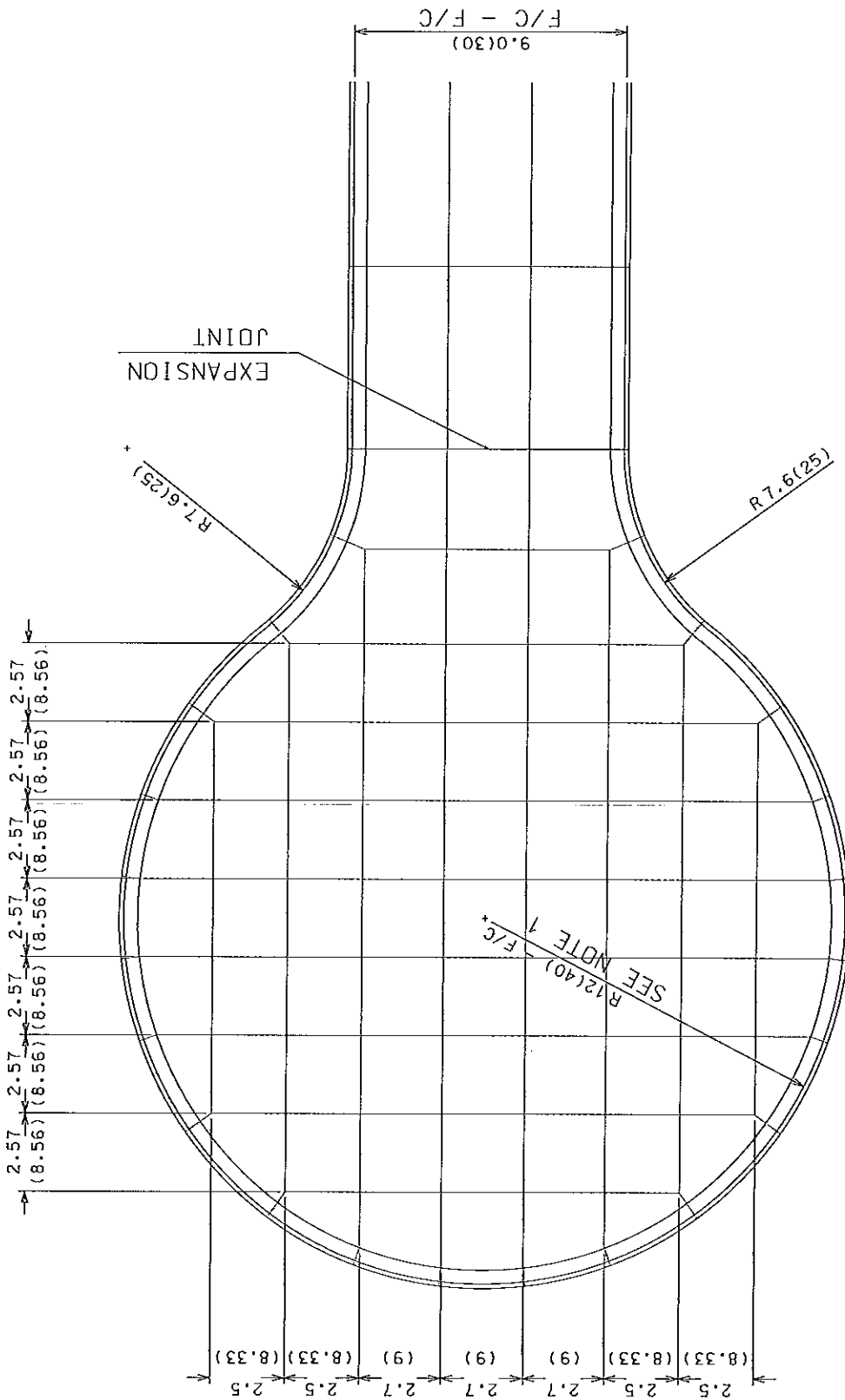


GENERAL NOTES

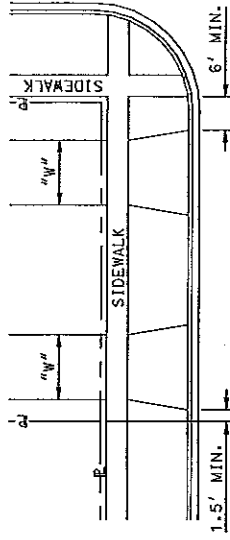
- ① DEPRESS AT DRIVEWAYS.
 - ② SLOPE 62mm/M (3/4 IN/FT) EXCEPT AT INTERSECTIONS
 - ③ X = 200(8) OR DEPTH OF PAVEMENT WHEN ADJACENT TO P.C.C. PAVEMENT, WHICHEVER IS GREATER.
X = 200(8) WHEN ADJACENT TO P.C.C., AGGREGATE, BITUMINOUS OR BRICK BASE COURSE.
 - ④ 760mm(30') LONG #4 REBARS AT 760(30) SPACING (USED ONLY WHEN ADJACENT TO P.C.C. PAVEMENT OR P.C.C. BASE)
 - ⑤ #4 REBARS CONTINUOUS THROUGHOUT (USED ONLY WHEN ADJACENT TO BITUMINOUS, BRICK OR AGGREGATE BASE)
- + = THICKNESS OF PAVEMENT.
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.



F/C = FACE OF CURB
ALL DIMENSIONS ARE IN METER (FOOT)
UNLESS OTHERWISE SHOWN.



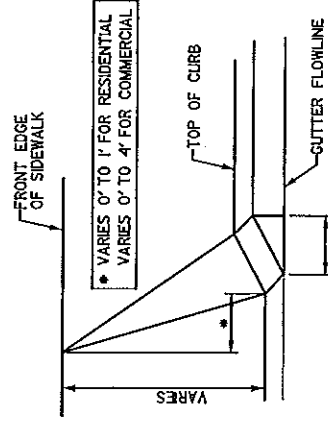
1. Cul-de-sac terminus shall have a minimum diameter measured face-of curb to face-of-curb of 24 meters (80 feet) in areas zoned residential and 30 meters (100 feet) in all other areas.
2. All dimensions on this sheet are in meters (feet) unless otherwise noted.
3. Sawed joint dimensions shown are for a typical 30M(100') dia. cul-de-sac.



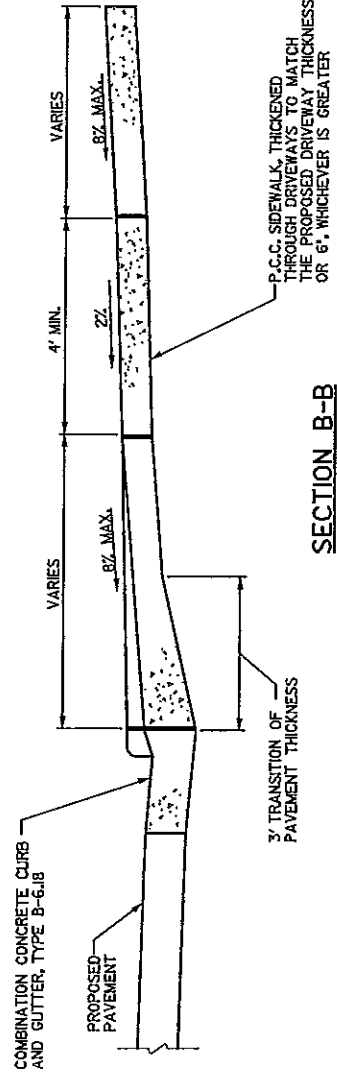
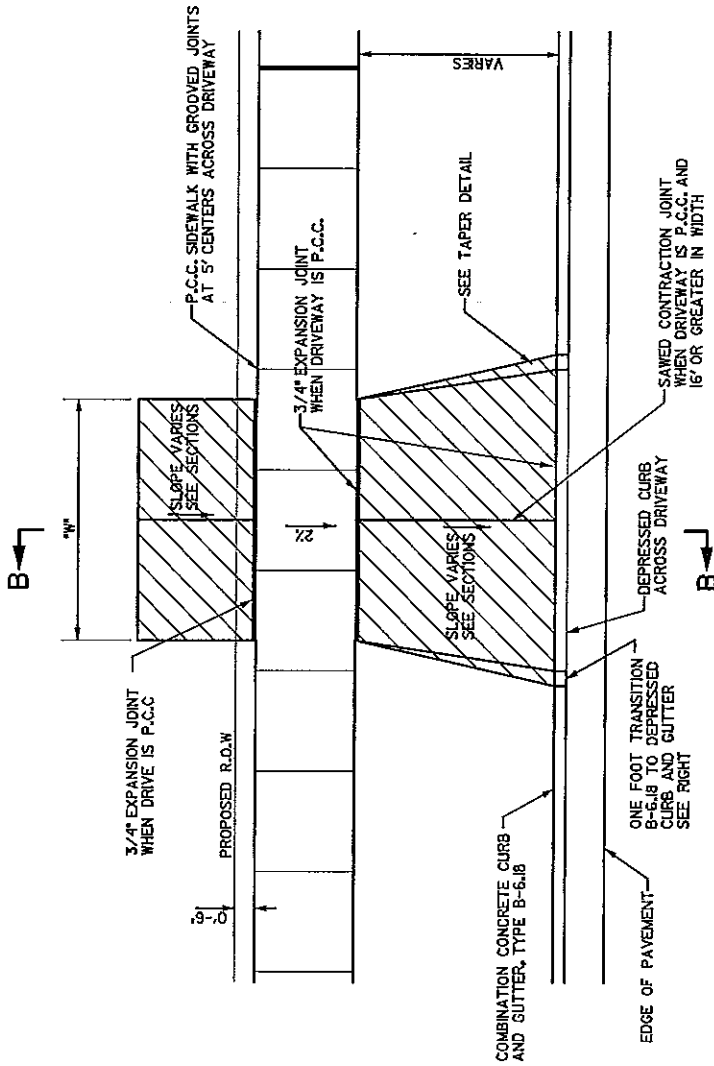
- RESIDENTIAL**
"w" = 15 ft Max. for Single Driveway
"w" = 20 ft Max. for Double Driveway
- MULTI-FAMILY, COMMERCIAL AND INDUSTRIAL**
"w" = 40 ft Max. for Single Driveway
"w" = 35 ft Max. for Double Driveway
w/Min. 6 ft Median between laydowns

NOTES:

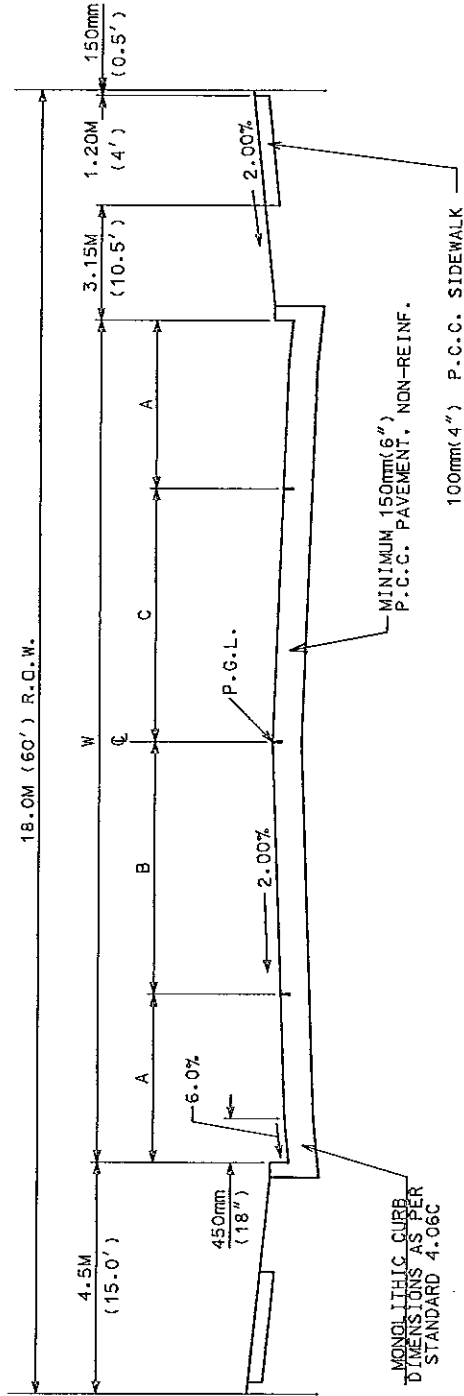
- In Residential Areas, one driveway will be allowed if total street frontage along the lot is less than 100 ft and two driveways will be allowed if total street frontage along the lot is more than 100 ft.
- A permit is required to establish a curb opening for a driveway. The permit shall be obtained from the Engineering & Water Department prior to beginning construction.
- New or rebuilt driveways must have a paved surface across the parkway.



TAPER DETAIL



SECTION B-B



W	N	A	B	C
7.3 M (24')	2	1.8 M (6')	3.7 M (12')	0
7.9 M (26')	2	2.1 M (7')	3.7 M (12')	0
9.1 M (30')	3	1.8 M (6')	2.75 M (9')	2.75 M (9')
11.0 M (36')	3	1.8 M (6')	3.7 M (12')	3.7 M (12')

TYPICAL MONOLITHIC P.C.C. PAVEMENT SECTION

CITY OF BLOOMINGTON

2016-87

**AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING
ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE,
MAKING COMPLETE STREET PRACTICES A ROUTINE
CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN
OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS,
BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR
ABILITY.**

**Adopted by the City Council
Of the City of Bloomington
on August 22, 2016**

Published in pamphlet form by authority of the City Council of the
City of Bloomington, McLean County, Illinois, on August 23, 2016.

STATE OF ILLINOIS)
) ss.
COUNTY OF MCLEAN)


CERTIFICATE

I, Cherry L. Lawson, certify that I am the duly appointed and qualified municipal clerk of the City of Bloomington, County of McLean, Illinois.

I further certify that on the Corporate Authorities of the above municipality passed and approved Ordinance No. 2016-87, An Ordinance Of The City Of Bloomington Adding Article XII To Chapter 38 Of The Bloomington City Code, Making Complete Street Practices A Routine Consideration For Transportation Projects As An Opportunity To Improve Public Streets For Pedestrians, Bicyclists, And Transit Users Regardless Of Age Or Ability, which provided by its terms that it should be published in pamphlet form.

The pamphlet form of this Ordinance, including the Ordinance and cover sheet thereof, was prepared, and a copy of the Ordinance was posted in the municipal building, commencing on August 22, 2016, and continuing for at least ten days thereafter. Copies of the Ordinance were also available for public inspection upon request in the office of the municipal clerk.

Dated at Bloomington, Illinois, on 08/23/2016.



Cherry L. Lawson, C.M.C.
City Clerk

ORDINANCE NO. 2016 - 87

AN ORDINANCE OF THE CITY OF BLOOMINGTON ADDING ARTICLE XII TO CHAPTER 38 OF THE BLOOMINGTON CITY CODE, MAKING COMPLETE STREET PRACTICES A ROUTINE CONSIDERATION FOR TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY.

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure designed for safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, public transportation users and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk, and the occurrence and severity of pedestrian and bicyclist injuries could be decreased by implementing Complete Streets practices; and

WHEREAS, hundreds of jurisdictions in the United States have adopted Complete Streets policies, including the State of Illinois; and

WHEREAS, the State of Illinois has amended the Illinois Highway Code to adopt Complete Streets practices and the Illinois Department of Transportation encourages local communities to create Complete Street policies that are suited to local conditions; and

WHEREAS, the City of Bloomington has placed a priority on implementing policies that recognize the importance of addressing the transportation needs of pedestrians, bicyclists, and public transportation riders, through adoption of the Bicycle Master Plan, Sidewalk Master Plan, and the 2015 Bloomington Comprehensive Plan, which calls for adoption of a Complete Streets policy; and

WHEREAS, the adoption of Complete Streets practices is also an economic development tool identified in Chapter 6 of the 2015 Bloomington Comprehensive Plan which improves access to local resources, including the City's Downtown Business District, reinforces connections between business districts and adjacent neighborhoods and enhances the quality of life for local residents; and

WHEREAS, the City of Bloomington has implemented Complete Streets practices in the past including Americans with Disability Accessible (ADA) sidewalks on all new and resurfaced City streets, an extensive multi-use trail system and most recently on street bike lanes; and

WHEREAS, the City of Bloomington continually works to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic

congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW THEREFORE, the City of Bloomington City Council does ordain as follows:

Chapter 38 is amended to include new Article XII that reads as follows:

CHAPTER 38: STREETS, SIDEWALKS, AND OTHER PUBLIC WAYS

ARTICLE XII: COMPLETE STREETS

Section 180. Complete Streets

180.1 Definition: Vehicular, public transportation, bicycle, and pedestrian modes are integral to the transportation system, and the City of Bloomington views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers and to increase quality of life within the City of Bloomington.

180.2 Implementation. To best balance the needs of all users and provide increased flexibility in design the City will use design guidelines in accordance with the most up to date, relevant standards and best practices available on all new or existing transportation routes.

Design standard references may include but are not limited to;

- a. The Manual of Practice for the Design of Public Improvements in the City of Bloomington, Illinois
- b. Illinois Department of Transportation (IDOT) Bureau of Local Roads and Streets (BLR) Manual
- c. Illinois Department of Transportation (IDOT) Bureau of Design and Environment (BDE) Manual
- d. The Manual on Uniform Traffic Control Devices
- e. The Illinois Supplement to the Manual on Uniform Traffic Control Devices
- f. "Guide for the Planning, Design and Operation of Pedestrian Facilities," American Association of State Highway and Transportation Officials.
- g. "Urban Bikeway Design Guide," National Association of City Transportation Officials.
- h. "A Policy on Geometric Design of Highways and Streets," American Association of State Highway and Transportation Officials.
- i. "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice," Institute of Transportation Engineers.

- j. "Guide for the Development of Bicycle Facilities," American Association of State Highway and Transportation Officials.
- k. "Public Rights-of-Way Accessibility Guidelines," United States Access Board.
- l. "Complete Streets: Best Policy and Implementation Practices," American Planning Association.
- m. Pedestrian Safety Guide and Countermeasures Selection System (FHWA-PEDSAFE)
- n. Complete Streets Complete Networks: A Manual for the Design of Active Transportation (Active Transportation Alliance)
- o. Other relevant federal, state, or local guidance, as appropriate.

180.3 The City of Bloomington will provide assistance to and coordinate with local, regional, state, and federal agencies in developing and implementing complementary Complete Streets policies and to ensure that all roadways and intersections within or directly adjacent to the City of Bloomington meet the local community standards adopted in accordance with this ordinance.

Section 181. Applicability

- 181.1 All public transportation projects under the City of Bloomington's jurisdiction will be designed to improve safety, access, and mobility for users of all ages and abilities, including pedestrians, bicyclists, public transportation vehicles and their passengers, motorists, transporters of commercial goods, persons with disabilities, older adults, and children. Review for consistency with and the potential incorporation of elements to advance the Complete Streets goals will be evaluated and, if warranted, applied to new construction as well as reconstruction of roadway improvement projects and into all phases of roadway projects including, but not limited to, scoping, programming, planning, design, construction, maintenance, and operations.
- 181.2 Exemption. The implementation of Complete Streets practices may not be required if the City of Bloomington determines that one or more of the following conditions exists: 1) the project occurs on a roadway where specified users are prohibited by law; 2) the project involves ordinary maintenance activities such as cleaning, sealing, spot repairs, patching, and surface treatments; 3) the cost of accommodations for a particular mode is excessively disproportionate to the need for accommodation and potential benefit of accommodation; and/or 4) there is clear and quantifiable evidence of a lack of need or lack of increased safety benefits. The City of Bloomington may consult local, regional, state, and federal plans and leaders, as appropriate, in assessing exemptions. Exemptions to the Complete Streets policy must be documented in writing, submitted to the Director of Public Works and approved by the City Manager. In the event that consensus cannot be reached between the City Manager and the Director of Public Works, the City Council may make the final determination for an exemption.

Section 182. Accountability.

182.1 In order to evaluate the City of Bloomington's progress toward implementation of a comprehensive Complete Streets policy, the City will prepare an annual report detailing its progress in this regard, which shall contain the following information:

- Total miles of on-street bicycle routes and lanes;
- Total miles of off-street paths and trails;
- Linear feet of pedestrian accommodation;
- Number of ADA compliant curb ramps;
- Annual crash data and comparisons to benchmarks;
- Exemptions to the Complete Street Policy granted and reason for exemption;
- Other relevant data.

Section 183. Severability.

183.1 If any section, subsection, paragraph, sentence, or clause of this ordinance or its application to any person or circumstance is held to be invalid by any court of competent jurisdiction or administrative agency, the invalidity of that provision or application shall not affect, impair, or invalidate any remaining section, subsection, paragraph, sentence, or clause of this ordinance or its application.

Section 184. Private Development

184.1 Review for Complete Streets consistency will be added to the existing private development review process. This includes application of the Complete Streets elements of each development at the City staff and administrative level. The Complete Streets project checklist shall be used to assist with and document the Complete Streets review. Complete Street improvements shall be required at the cost of the developer. Exemptions must be documented in writing and approved by the City Manager.

Section 185. Effective Date

182.1 This ordinance shall take effect September 1, 2016.

YEAS: 7
NEAS: 2 (Aldermen Kevin Lower and David Sage)
Absent: 0


Passed this 22nd day of August, 2016

APPROVED:

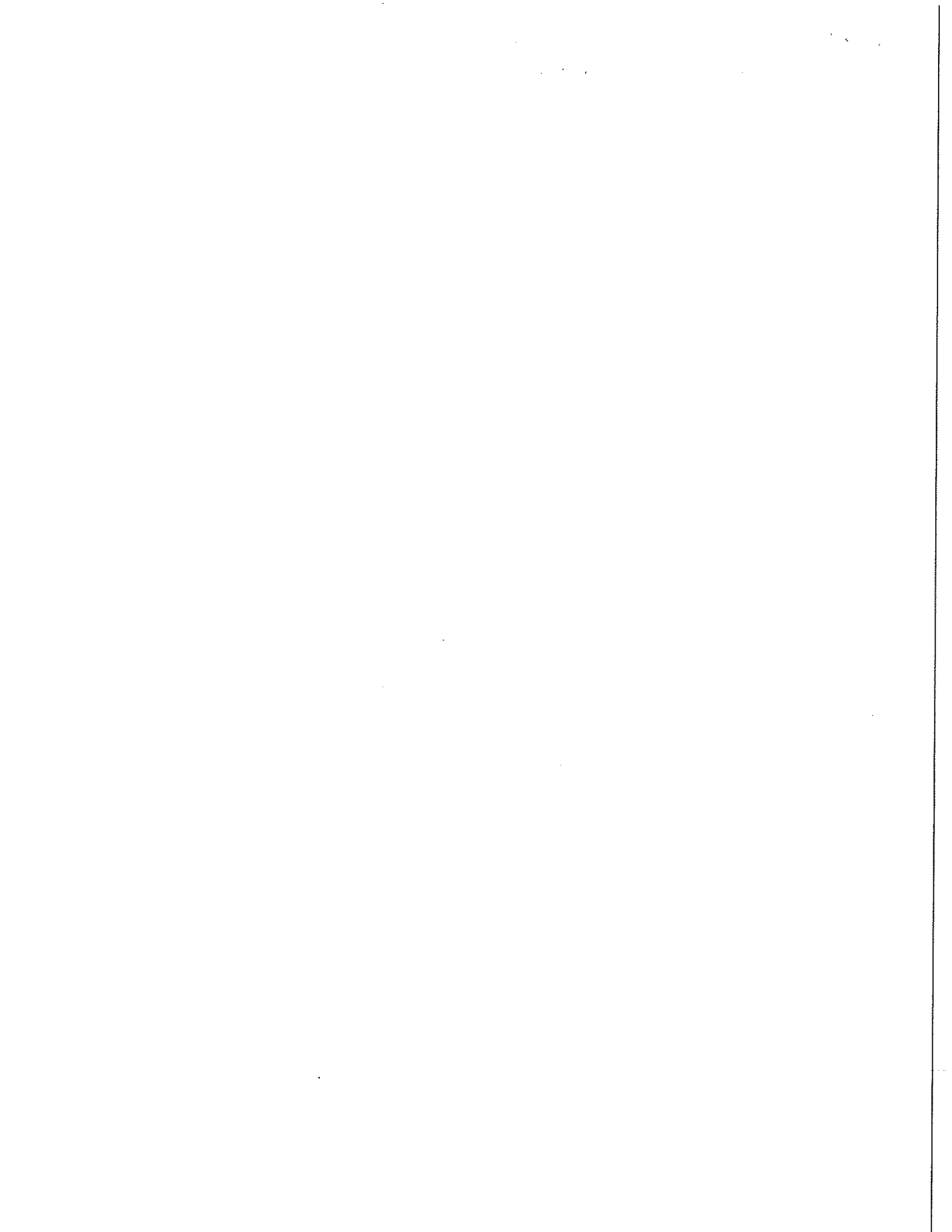


Tari Renner, Mayor

Attest:



Cherry L. Lawson, City Clerk





MEMO

To: Mayor Renner and Members of the City Council

From: Steve Rasmussen

Date: Dec 13, 2016

Subject: Mahomet Aquifer Advocates

The purpose of this memorandum is to inform the Governing Body about the City's presumed participation in the Mahomet Aquifer Advocate group and the cost associated with this.

There are several "Mahomet Aquifer" entities that all work for some aspect of the Aquifer. There is, for example, the Mahomet Aquifer Coalition. This is a group of water departments, essentially, that work to determine how best to use the Aquifer in the future. It is a technical oriented group in nature with no political connections. These are not to be confused with the "Mahomet Aquifer Advocates," which is a group of cities, essentially mayors and managers. This group advocates protection of the Aquifer from potential pollution from wells, landfills and other contaminants, such as the Clinton Landfill. It has a distinct political aspect as it advocates action by legislative bodies.

The Bloomington Water Department participates in the "Coalition," at no charge. The City is also being asked to participate in the "Advocates." We have attended several meetings to this effect, and as the largest city in the "Advocate" group, are important to its success. The other participants are Champaign, Normal, Decatur, and Urbana. The other smaller cities in the area are asked to participate as adjunct, non-paying members.

The proposed budget is \$35,000 per year divided equally among the four largest cities. Hence, Bloomington's share is \$8,750 per year. This budget provides the "Advocates" with funding to pursue Legal Counsel, Lobbyist Services, and other Technical Advisory Services as necessary. The Town of Normal has volunteered to provide administrative support at no charge.

At the most recent meeting, chaired by the Mayor of Urbana, the group decided against any formal IGA, preferring to remain instead as an informal group of like-minded municipalities. Since this group advocates protecting the long-term safe drinking water of the area, I recommend that the City continue to participate for the dollar amount indicated. This does not require Council action but we want to have the Council fully informed about what we are spending public money on.

MAHOMET AQUIFER ADVOCACY ALLIANCE
MEETING AGENDA

December 9, 2016

12:00 P.M. - 2:00 P.M.

Urbana City Building

400 S Vine St, Urbana, IL

Lunch to be provided by City of Urbana

1. Introductions
2. Organizational Considerations
 - a. At-Large Member Update
 - b. Executive Committee Chairperson
 - c. Recruiting New Coalition Members and Partners
 - d. City of Decatur
3. Budget & Work Plan
 - a. Work Plan Priorities Update
 - b. Adopt FY 17 Budget
 - c. Alternative Funding Sources
4. Update on Current Legislative Activity
 - a. Pending or Previous Legislation
 - b. Meet with Chapin Rose
 - c. Legislative Breakfast
5. Future Meeting Schedule
 - a. Annual Meeting
6. Adjournment

Agenda Item #2: *Organizational Considerations*

2-A: At Large Member Update:

At the September 30, 2016 meeting, the Executive Committee determined several details regarding the selection criteria and role of an At-Large member. Items of discussion included length of appointment, voting privileges, consecutive appointments, and financial expectations. The following details regarding the At-Large Executive Committee member were determined:

- Serve a two (2) year term
- Be permitted to vote
- Recurring appointments are acceptable (*turnover will be encouraged*)
- Application process

In discussing the application process, the Executive Committee determined a letter expressing the applicant's commitment to advance Alliance goals would demonstrate interest and the selected applicant's policy-making board or council would be asked to provide a letter of support.

Members of the previous legal consortium were sent an update letter introducing them to the Mahomet Aquifer Advocacy Alliance and soliciting interest in the At-Large Executive Committee position (***Attachment A***). Recipients were asked to respond with a letter of interest no later than December 6, 2017.

Letters of interest received prior to the deadline will be distributed at the December 9, 2017 meeting for consideration.

2-B: Executive Committee Chair:

The Executive Committee previously discussed the role and rotation of Chairperson responsibilities, however a Chairperson has not yet been selected. The Chairperson responsibilities include presiding over meetings, guiding staff in the preparation of meeting agendas, approving routine expenditures of the Alliance, serving as the official Alliance spokesperson, and other duties deemed appropriate by the Executive Committee. The selected Chairperson will serve a two (2) year term.

2-C: Recruiting New Coalition Members and Partners:

The Executive Committee has prioritized expanding the Mahomet Aquifer Advocacy Alliance to include additional stakeholders and partners dependent upon the Mahomet Aquifer as a primary or alternate source of water. The following users have been suggested as potential members:

- City of Lincoln
- City of Morton
- City of Rantoul
- City of Washington
- City of Pekin
- City of East Peoria
- Area Counties
- Water Authorities

A letter of introduction (**Attachment B**) to the Mahomet Aquifer Advocacy Alliance has been drafted for distribution after the December 9 meeting. The letter outlines member expectations including the adoption of a turnkey resolution of support (**Attachment C**).

2-D: City of Decatur Involvement

On October 28, 2016 Executive Committee members received an e-mail regarding several items including estimated financial contributions to be invoiced January, 2017. In response, the City of Decatur communicated that while they remain supportive of the Alliance they would be unable to meet the financial expectations and thus could not justify continued participation as a member of the Executive Committee.

In lieu of financial support, the City of Decatur has offered to support the continued involvement and expertise of their Water Director if it would be of benefit to the Alliance.

Agenda Item #3: *Budget and Work Plan*

3-A: Work Plan Priorities

Legislative Advocacy

Lobbyist

The Executive Committee should consider key items to be included in a legislative platform and determine if an existing member's lobbyist would be able to provide the desired services.

Public Education

Logo

Logo samples have been developed for the Executive Committee's feedback. This logo will be used as an identifying mark on any publications and Alliance website.

Logo samples will be provided for review at the December 9, 2016 meeting.

Website

In accordance with the Alliance's public education goals the following web domain was proactively acquired: <http://www.maaa-il.org/>

The Town of Normal acquired the above web domain for a period of five (5) years for a total cost of \$115. The associated costs do not include development, buildout, or hosting fees for the website.

Landfill Monitoring

In follow-up to the September 30 meeting the Prairie Research Institute was contacted for input on developing an RFQ for professional services to assist in monitoring and interpreting the results of the IEPA's groundwater testing results and reports submitted to the IEPA by Clinton Landfill.

Based on an initial conversation, the Prairie Research Institute may be able to provide the Alliance with regular interpretation of the ground water testing results. The Prairie Research Institute would not be able to provide interpretation of manifest report information documented in the IEPA's quarterly landfill inspection reports.

3-B: Adopt FY 2017 Budget

Proposed 2017 Budget

Legislative Advocacy	\$15,000
• Legal Counsel (<i>supporting drafting of legislation</i>)	\$5,000
• Lobbyist Services	\$8,000
• Other Services (<i>technical advisory services</i>)	\$2,000
Landfill Monitoring	\$12,000
• Ambient Well Testing Results	\$4,000
• Clinton Landfill IEPA Manifests	\$8,000
Public Education	\$5,500
• Website Development & Maintenance	\$3,000
• Printed Materials (pamphlet, flyer, etc)	\$2,000
• Meeting Attendance & Sponsorships	\$500
Contingency	\$2,500

2017 Annual Executive Committee Contribution(s): \$8,750

Contributions to be invoiced after January 1, 2017

3-C: Alternative Funding Sources

In addition to Executive Committee member contributions, there is a need to identify alternative funding sources. It has been suggested the Executive Committee consider alternative funding sources, including private utility companies dependent upon the Mahomet Aquifer.

Agenda Item #4: Update on Current Legislative Activities

4-A: Pending or Previous Legislation

SB2180: A bill requiring the IEPA to monitor wells located above sole source aquifers at least 6 times a year.

The IEPA agreed to conduct ground water sampling at three landfills located atop the Mahomet Aquifer; McLean County Landfill #2, Indian Creek Landfill (Tazewell County), and Clinton Landfill. The samples are to be collected no fewer than four (4) times per year through 2018, with results posted online. These tests are in addition to the quarterly sampling and analysis conducted on fifty-four detection monitoring wells located at the Clinton Landfill.

Update: The IEPA collected its first sample in July, 2016. Results have been posted online. An initial review by Town of Normal staff determined the water quality is relatively comparable to the water pumped from the Mahomet Aquifer by the Town.

The IEPA will continue to collect and test samples from monitoring wells at the three landfills on a rotating quarterly basis. A testing schedule based on information provided by the IEPA is outlined below. Further monitoring of these results is recommended.

Quarter	Site
2016 Q2	All
2016 Q3	Clinton Landfill #3
2016 Q4	ADS/McLean County
2017 Q1	Indian Creek
2017 Q2	Clinton Landfill #3
2017 Q3	ADS/McLean County
2017 Q4	Indian Creek
2018 Q1	Clinton Landfill #3
2018 Q2	ADS/McLean County
2018 Q3	Indian Creek
2018 Q4	Clinton Landfill #3
2019 Q1	ADS/McLean County

SB2181: A bill requiring the IEPA to create and publish a statewide directory of active and inactive landfills on their website.

Update: The IEPA currently has an interactive map of landfills available on its website. It was noted that several historic landfills previously identified by the Prairie Research Institute are not portrayed on the IEPA map. The interactive map includes thirty-three (33) abandon landfills identified as public health hazards in 1999, these landfills have since been remediated.

The historic landfills identified by the Prairie Research Institute present a challenge as their exact locations are not verified and contents are unknown.

SB2182: A bill requiring landfill operators above a sole source aquifer to publish quarterly manifest reports, permit applications, well test results and other data.

Update: Per the IEPA landfills are no longer required to send manifests to IEPA, landfills must maintain and make those records available to Field Operations staff upon request. A review of the manifest reports is a routine component of quarterly inspections, however the manifests themselves are not readily available for public consumption. Landfill operators are required to maintain manifest reports throughout the operational life and post closure period of a permitted landfill.

4-B: Meeting with Chapin Rose

Executive Committee members previously discussed a meeting with State Senator Chapin Rose. The Executive Committee should determine key topics of discussion for a meeting with Senator Rose.

4-C: Legislative Breakfast

It was previously suggested the Advocacy Alliance coordinate a post-election legislative breakfast. The Executive Committee should determine a date, location, and key agenda items to be discussed as part of a legislative breakfast.

Agenda Item #5: *Future Meeting Schedule*

5-A: Annual Meeting

Discuss potential date and details of a broader coalition summit in the first quarter of 2017.

ATTACHMENT A

Dear XXXX:

On July 20, 2016, several members of the Mahomet Aquifer Coalition convened in Normal, Illinois to discuss the Coalition's future. The discussion focused on the Coalition's governance structure, work priorities, and identity moving forward. The feedback and input provided by Coalition members has been invaluable in helping the Executive Committee set a course for our efforts to protect and preserve the Mahomet Aquifer.

The Executive Committee has developed a work plan based on input provided this past July that reflects three primary priorities; Legislative Advocacy, Public Education, and Landfill Monitoring. The Coalition maintains its commitment to "issue-advocacy" and preserving the Mahomet Aquifer as a reliable and safe source of fresh water for our region.

While I anticipate there will be much more to share in the coming months, I wanted to make you aware of two updates regarding the Executive Committee's work and Coalition's identity.

First, moving forward the Coalition will now be known as the Mahomet Aquifer Advocacy Alliance (MAAA). This new identity is being adopted as a measure to reduce any confusion and ensure the Alliance's activities remain as transparent as possible. By adopting this new identity the Alliance hopes to build strong working relationships with other organizations who share a similar interest in the future of the Mahomet Aquifer.

In lieu of financial contributions, the Executive Committee requests Alliance members to help support the Alliance's important work in the following manner:

- Adopt a "turn key" resolution of support (*template to be provided*)
- Link your website to a soon-to-be-developed Alliance website
- Participate in issue advocacy and efforts to engage area legislators
- Attend Annual Alliance meeting and events when called upon
- Provide regular feedback and input to the Executive Committee

ATTACHMENT A

Secondly, you should also be aware that the Mahomet Aquifer Advocacy Alliance is seeking an at-large member to serve on the Executive Committee. The at-large member position involves a two-year commitment to assist in the decision making and activities of the Alliance. No financial contribution will be expected of the at-large member however, the Executive Committee is requesting a commitment of time to attend all meetings and actively work to pursue the Alliance's objectives. Anyone interested in serving in this role should submit a letter of interest outlining your availability and commitment to serve in this role.

All information should be submitted electronically to Ben McCready (bmccready@normal.org) no later than December 6, 2016. If you have any questions regarding this update or the at-large Executive Committee position please feel free to call me at 309-454-9504 and I will be happy to respond to your questions.

Welcome to the Mahomet Aquifer Advocacy Alliance!

Ben McCready
Assistant to the City Manager
Town of Normal
11 Uptown Circle
Normal, IL 61761

ATTACHMENT B

Dear XXXX:

On July 20, 2016, several members of the Mahomet Aquifer Coalition convened in Normal, Illinois to discuss the Coalition's future and set a course for our efforts to protect and preserve the Mahomet Aquifer. Based on input provided this past July, the Coalition developed a work plan that reflects three primary priorities; Legislative Advocacy, Public Education, and Landfill Monitoring. The Coalition has also prioritized engaging new partners in this important work.

While I anticipate there will be much more to share in the coming months, I wanted to make you aware of an important update regarding the Coalition.

Moving forward the Coalition will now be known as the Mahomet Aquifer Advocacy Alliance (MAAA). This new identity is being adopted as a measure to reduce any confusion and ensure the Alliance's activities remain as transparent as possible. The transition to this new identity presents a opportunity to take an active role in our effort to ensure the Mahomet Aquifer remains uncompromised.

In lieu of financial contributions, the Alliance's Executive Committee requests members help support the Alliance's important work in the following manner:

- Adopt a "turn key" resolution of support (*template to be provided*)
- Link your website to a soon-to-be-developed Alliance website
- Participate in issue advocacy and efforts to engage area legislators
- Attend Annual Alliance meeting and events when called upon
- Provide regular feedback and input to the Executive Committee

If you are interested in joining this effort to protect and preserve the Mahomet Aquifer or have questions regarding the information in this letter, please contact Ben McCready at (309) 454 – 9504 or email at bmccready@normal.org.

Ben McCready

Assistant to the City Manager

Town of Normal

11 Uptown Circle

Normal, IL 61761

ATTACHMENT C

A RESOLUTION SUPPORTING THE MAHOMET AQUIFER ADVOCACY ALLIANCE

WHEREAS, the Mahomet Aquifer is the principal source of drinking water for over 100 communities in east central Illinois and for thousands of rural, domestic and farm wells; and

WHEREAS, it is estimated that 57,000,000 gallons of water are withdrawn every day from the aquifer for potable uses serving an estimated 500,000 people; and

WHEREAS, the Mahomet Aquifer supplies approximately 300,000,000 gallons of water per day for crop irrigation purposes during normal weather summer months; and

WHEREAS, the United States EPA has designated the Mahomet Aquifer as a sole source water supply helping to protect the aquifer from future contamination; and

WHEREAS, the Mahomet Aquifer is vulnerable to contamination by human activity; and

WHEREAS, continued monitoring is necessary to ensure water drawn from the Mahomet Aquifer remains uncompromised; and

WHEREAS, the Mahomet Aquifer Advocacy Alliance promotes greater public awareness of the importance of this invaluable natural resource; and

WHEREAS, it is in the best interests of the health, safety and welfare of the citizens of **XXXXXX** to express support for positive action that preserves the future viability of the Mahomet Aquifer.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND THE BOARD OF TRUSTEES FOR THE **XXXX** OF **XXXXXX**, ILLINOIS:

SECTION ONE: That the President and Board of Trustees for the **XXXX** of **XXXXXX** hereby support the efforts of the Mahomet Aquifer Advocacy Alliance to promote greater public awareness of the Mahomet Aquifer's importance, promote ongoing monitoring and research pertaining to this vital natural resource, and advocate for the preservation of the Mahomet Aquifer as a safe and reliable primary source of drinking water.

Adopted this _____ day of _____, 2017.

APPROVED:

President of the Board of Trustees of the **XXXX** of
XXXXXX, Illinois

ATTEST:

Town Clerk (Seal)

AS APPROVED BY
MEMBERSHIP ON
APRIL 25, 2000
Adopted by Board
May 8, 2000

BYLAWS
OF
MAHOMET AQUIFER CONSORTIUM

ARTICLE I.
Offices

Section 1. Registered Office. The registered office of Mahomet Aquifer Consortium, an Illinois not-for-profit corporation (hereinafter, the "Corporation") shall be 1406 Cardinal Court, Urbana, Illinois 61801. The Board of Directors of the Corporation may, from time to time, change the location of the registered office. On or before the day that such change is to become effective, a certificate of such change and of the location and post office address of the new registered office shall be filed with the Secretary of State of Illinois.

Section 2. Principal Office. The principal place of business and principal office of the Corporation is located at 1406 Cardinal Court, Urbana, Illinois 61801. The mailing address of the Corporation is P.O. Box 17402, Urbana, Illinois 61803-7402. *(Amended September 16, 2003)*
(Amended August 19, 2016)

Section 3. Other Offices. The Corporation may establish and maintain such other offices, within or without the State of Illinois, as are from time to time authorized by the Board of Directors.

ARTICLE II.
Exempt Purposes; Prohibited Activities

Section 1. Purposes. The Corporation is organized exclusively for charitable, scientific and educational purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code of 1986, as amended (the "Code"). The principal purposes of the Corporation are to further study the Mahomet Aquifer system, the river basins and surface waters located in the fifteen (15) county¹ regional water supply planning area and to develop and recommend options for the planning and management of these valuable public resources. The Corporation shall never be operated for the primary purpose of carrying on a trade or business for profit. *(Amended November 29, 2010)*

Section 2. Private Inurement. No part of the earnings of the Corporation shall inure to the benefit of its Directors or officers, directly or indirectly, nor shall the Corporation afford pecuniary gain, incidentally or otherwise, to its officers or Directors, excepting solely such reasonable compensation as may be allowed for services rendered to the Corporation or as a reasonable allowance for authorized expenditures incurred on behalf of the Corporation.

¹ Counties include: Cass, Champaign, DeWitt, Ford, Iroquois, Logan, Macon, Mason, McLean, Menard, Piatt, Sangamon, Tazewell, Vermilion and Woodford.

Section 3. Lobbying. No substantial part of the activities of the Corporation shall consist of the carrying on of propaganda or otherwise attempting to influence legislation, and the Corporation shall not participate in, or intervene in (including the publication or distribution of statements) any political campaign on behalf of any candidate for public office.

ARTICLE III.
Activities of Corporation

Section 1. Scientific Studies. The Corporation shall support studies and research projects to learn more about the qualities and characteristics of the Mahomet Aquifer system, the river basins and surface waters located in the fifteen (15) county¹ regional water supply planning area and provide a scientific base for future decision-making. *(Amended November 29, 2010)*

Section 2. Public Resources; Public Education. The Corporation shall serve as a resource in matters concerning planning and usage of the Mahomet Aquifer, the river basins and surface waters located in the fifteen (15) county¹ regional water supply planning area and shall provide technical support and assistance and advice to public and private bodies involved in the stewardship and provision of water resources. The Corporation shall also undertake to educate the general public about these valuable resources. *(Amended November 29, 2010)*

ARTICLE IV.
Members

Section 1. Classes of Members; Indicia of Membership. The Corporation shall have one class of members. The Board of Directors of the Corporation may, from time to time, establish additional classes of membership, with or without voting rights and with such qualifications as the Board of Directors shall determine. Membership shall be evidenced by enrollment on the official books and records of the Corporation, and no certificates or other documentary evidence of membership shall be issued.

Section 2. Qualification for Membership. Prospective members must submit an application for membership to the Corporation. Membership in the Corporation shall be open to any person or entity who or which has an interest in the activities of the Corporation and whose interest or participation will not be disruptive to the furtherance of the activities of the Corporation. There shall be no numerical limit on the number of members. Members need not be residents of the State of Illinois, and membership shall not be conditioned upon age, sex, race, color, creed, or national origin.

Section 3. Member Dues. The Board of Directors, in its discretion, may require the payment of annual dues in a reasonable amount as a condition of membership, but only to the extent reasonably required to fund the ongoing activities of the Corporation.

Section 4. Member Responsibilities. The Board of Directors, in its discretion, may impose reasonable conditions of membership and require the payment of annual dues in a reasonable amount as a condition of membership. The Board of Directors may also establish criteria for continuation of membership in the organization, including, but not necessarily limited to:

1. Attendance at meetings of members
2. Participation in and support of projects and events sponsored by the Corporation
3. Service on committees as requested by the Board of Directors or officers of the Corporation

Section 5. Voting Rights. Each member shall be entitled to one (1) vote on each matter submitted to or subject to a vote of the members.

Section 6. Termination of Membership. A member may be expelled from the Corporation with or without cause upon the vote of not less than sixty-six and two-thirds percent (66-2/3%) of the Board of Directors. Any member may resign by filing a written resignation with the Secretary of the Corporation.

Section 7. No Transfer. Membership in the Corporation is not transferable or assignable in any manner by any member to another person or entity.

Section 8. Annual Meetings. The annual meeting of members for the election of Directors and for the transaction of such other business as may properly be brought before the meeting shall be held annually at such time and place as shall be determined by the Directors of the Corporation and pursuant to written notice thereof to all members.

Section 9. Special Meetings. Special meetings of members may be called either by the Chairman or members having not less than one-third (1/3) of the votes entitled to be cast at such meeting.

Section 10. Place of Meeting. All meetings of members shall be held at such place within or without the State of Illinois as the Board of Directors may provide by written notice. In the absence of any such provision, the meeting shall be held at the principal office of the Corporation.

Section 11. Notice of Meetings. Written or printed notice stating the place, day and hour of any meeting and, in case of a special meeting, the purpose or purposes for which the meeting is called, shall be delivered to each member not less than five (5) nor more than forty (40) days before the date of such meeting, either personally or by mail, by or at the direction of the Chairman, Secretary, or any officers or persons calling the meeting, to each member entitled to vote at such meeting. In case of a special meeting or when required by statute or by these Bylaws, the purpose for which the meeting is called shall be stated in the notice.

Section 12. Action Without a Meeting. Any action required by law to be taken at a meeting of members, or any other action which may be taken at a meeting of members, may be taken without a meeting if a consent in writing, setting forth the action so taken, shall be signed by all members entitled to vote in respect of the subject matter thereof. Such consent shall have the same force and effect as a unanimous vote and may be stated as such in any document filed with the Secretary of State under the General Not for Profit Corporation Act of Illinois.

Section 13. Entity Definition. A member entity is defined as a firm, organization, or group.

Section 14. Organization. At each meeting of members, the Chairman or, in the absence of the Chairman or Vice Chairman, any other Officer shall act as Chairman of the meeting. The Secretary or Assistant Secretary, in the Secretary's or Assistant Secretary's absence, such person as the Chairman of the meeting shall appoint, shall act as Secretary of the meeting. (*Amended November 29, 2010*)

Section 15. Waiver of Notice. Notice of any meeting of the members may be waived by any member either before, at, or after such meeting orally, in a writing signed by such member, or by attendance at the meeting. A member, by his attendance at any meeting of the members, shall be deemed to have waived notice of such meeting, except where the member objects at the beginning of the meeting to the transaction of business because the meeting is not lawfully called or convened and does not participate thereafter in the meeting.

Section 16. Quorum. The lessor of ten (10) members or ten percent (10%) of the membership shall constitute a quorum for the transaction of business at such meeting. In the absence of a quorum, the majority of the members present adjourn a meeting from time to time until a quorum is present. If a quorum is present when a duly called or held meeting is convened, the members present may continue to transact business until adjournment, even though the withdrawal of a number of members originally present leaves less than a proportion or number otherwise required for a quorum.

ARTICLE V. **Board of Directors**

Section 1. General Powers. The business and affairs of the Corporation shall be managed solely by its Board of Directors, which may exercise all such powers of the Corporation and do all such lawful acts and things as allowed by statute or by the Articles of Incorporation or by these Bylaws.

Section 2. Number, Qualification and Term of Office. The number of Directors shall be not less than five (5), nor more than nine (9), as shall be established by resolution of the Board of Directors. In the absence of any such change, the number of Directors shall be the number last fixed by the Board of Directors or the Articles of Incorporation. Directors need not be residents of the State of Illinois. Each Director shall hold office until such Director's successor shall have been elected and shall qualify, or until the earlier death, resignation, removal, or disqualification of such Director.

Section 3. Designation of Special Directors. The Board shall include not less than five (5) Directors (hereafter “Special Directors”) designated pursuant to this Section. Special Directors shall be designated annually as follows:

1. One (1) Special Director shall be designated by the Illinois Water Authority Association for so long as such entity is a member of the Corporation
2. One (1) Special Director shall be designated by Illinois-American Water Company for so long as such entity is a member of the Corporation
3. One (1) Special Director shall be designated by the City of Bloomington for so long as such entity is a member of the Corporation
4. One (1) Special Director shall be designated by the Illinois Farm Bureau for so long as such entity is a member of the Corporation
5. One (1) Special Director shall be designated by the Mackinaw Valley Water Authority for so long as such entity is a member of the Corporation

The Corporation shall provide to each party entitled to designate Special Directors hereunder prior written notice of any intended mailing of notice to members for a meeting at which Directors are to be elected, and any party entitled to designate Special Directors pursuant hereto shall notify the Corporation in writing, at or prior to such meeting, of the person(s) designated by it or them as its or their nominee for election as a Special Director. Special Directors shall be selected by written directive executed by the Chief Executive Officer, Executive Director, or governing board of each entity entitled to designate a Special Director, or pursuant to a delegation of such authority.

If any party entitled to designate a Special Director hereunder fails to give notice to the Corporation as provided above, it shall be deemed that the designee of such party then serving as Director shall be its designee for reappointment.

It is understood that Special Directors shall serve only by virtue of their status as a designated representative of the member entity by whom they are designated. Accordingly, upon the withdrawal or expulsion of any entity entitled to designate a Special Director hereunder, such entity shall deliver the resignations of the Special Director(s) who represented such entity’s interest.

None of the parties entitled to designate Special Directors, and none of the Special Directors appointed hereunder, shall vote to remove any Special Director designated pursuant hereto, except as set forth in this paragraph. Each of the parties hereto shall vote:

1. To remove from the Board of Directors any Special Director designated by any party pursuant hereto at the request of such party

2. To fill any vacancy in the membership of the Board of Directors with a designee of the party whose designee's resignation or removal from the Board caused such vacancy

Special Directors may be removed:

1. With the written consent of the entity entitled to designate such Director
2. By the vote of a majority of the Board of Directors at a duly noticed meeting thereof, on account of such Director's:
 - A. Willful and continued failure substantially to perform such Director's duties as a Director
 - B. Willful conduct which is injurious to the Corporation or its members
 - C. Conviction for, or guilty plea to, a felony or a crime involving moral turpitude
 - D. Abuse of illegal drugs or other controlled substances or habitual intoxication

If, as a result of death, disability, retirement, resignation, removal or otherwise, there shall exist or occur any vacancy on the Board: the persons entitled to designate or nominate the Special Director whose death, disability, retirement, resignation, or removal resulted in such vacancy, may designate another individual (the "Nominee") to fill such vacancy and serve as a Director of the Corporation; and each member, Director, and Special Director then entitled to vote for the election of the Nominee as a Director of the Corporation agrees that it will vote or execute a written consent, as the case may be, in order to ensure that the Nominee be elected to the Board.

Section 4. Election of Directors. Elections of Directors shall be held at each annual meeting of the members. Except for the Special Directors appointed pursuant to the Section titled "Designation of Special Directors," each Director shall be elected by vote of a majority of the members present at such meeting at which there is a quorum. Each member shall be entitled to cast one vote for each Director position being voted upon.

Section 5. Board Meetings. Meetings of the Board of Directors may be held from time to time at such time and place within or without the State of Illinois as may be designated in the notice of such meeting.

Section 6. Calling Meetings; Notice. Meetings of the Board of Directors may be called by the Chairman, any Director, or any Special Director by giving at least forty-eight (48) hours notice of the date, time, and place thereof to each other Director and Special Director by mail, telephone, facsimile, telegram, or in person. If mailed, such notice shall be deemed given three (3) days after the deposit thereof in the United States Mail, with postage thereon prepaid. The date of postmark on any such mailing shall be conclusive as to the date of mailing. Notice given by any other means shall be effective on the actual date of receipt of such notice by the recipient.

Section 7. Waiver of Notice. Notice of any meeting of the Board of Directors may be waived by any Director or Special Director either before, at, or after such meeting orally, in a writing signed by such Director or Special Director, or by attendance at the meeting. A Director or Special Director, by his attendance at any meeting of the Board of Directors, shall be deemed to have waived notice of such meeting, except where the Director or Special Director objects at the beginning of the meeting to the transaction of business because the meeting is not lawfully called or convened and does not participate thereafter in the meeting.

Section 8. Quorum. A majority of the Directors and Special Directors holding office immediately prior to a meeting of the Board of Directors shall constitute a quorum for the transaction of business at such meeting. In the absence of a quorum, the majority of the Directors and Special Directors present adjourn a meeting from time to time until a quorum is present. If a quorum is present when a duly called or held meeting is convened, the Directors and Special Directors present may continue to transact business until adjournment, even though the withdrawal of a number of Directors and Special Directors originally present leaves less than a proportion or number otherwise required for a quorum.

Section 9. Absent Directors. A Director or Special Director may give advance written consent or opposition to a proposal to be acted on at a meeting of the Board of Directors. If such Director or Special Director is not present at the meeting, consent or opposition to a proposal does not constitute presence for purposes of determining the existence of a quorum, but consent or opposition shall be counted as a vote in favor of or against the proposal and shall be entered in the minutes or other record of action at the meeting, if the proposal acted on at the meeting is substantially the same or has substantially the same effect as the proposal to which the Director and Special Director has consented or objected.

Section 10. Conference Communications. Any or all Directors and Special Directors may participate in and be present at any meeting of the Board of Directors, or of any duly constituted committee thereof, by any means of communication through which the Directors and Special Directors may simultaneously hear each other during such meeting. For the purposes of establishing a quorum and taking any action at the meeting, such Directors and Special Directors participating pursuant to this Section shall be deemed present in person at the meeting, and the place of the meeting shall be the place of origination of the conference communication.

Section 11. Presumption of Assent. A Director or Special Director of the Corporation who is present at a meeting of the Board of Directors at which action on any corporate matter is taken shall be conclusively presumed to have assented to the action taken unless his or her dissent shall be entered in the minutes of the meeting or unless he or she shall file his or her written dissent to such action with the person acting as the secretary of the meeting before the adjournment thereof or shall forward such dissent by registered or certified mail to the Secretary of the Corporation immediately after the adjournment of the meeting. Such right to dissent shall not apply to a Director or Special Director who voted in favor of such action.

Section 12. Vacancies; Newly Created Directorships. Vacancies in the Board of Directors of this Corporation resulting from the death, resignation, removal, or disqualification of a Director or Special Director may be filled for the unexpired term by the affirmative vote of a majority of

the remaining Directors and Special Directors of the Board, although less than a quorum; newly created directorships resulting from an increase in the authorized number of Directors or Special Directors by action of the Board of Directors may be filled by a majority of the Directors and Special Directors serving at the time of such increase; and each Director or Special Director elected or appointed pursuant to this Section shall be a Director or Special Director until such Director's or Special Director's successor is elected or appointed by the Board of Directors at their next regular or special meeting.

Section 13. Removal. Any or all of the Directors may be removed from office at any time, with or without cause, by the affirmative vote of the Board of Directors. Special Directors may only be removed from office subject to the provisions of Article V, Section 3, par. 5.

Section 14. Committees. A resolution approved by the affirmative vote of a majority of the Board of Directors may establish committees having the authority of the Board in the management of the business of the Corporation to the extent provided in the resolution. A committee shall consist of one or more persons, who need not be Directors or Special Directors, appointed by affirmative vote of a majority of the Directors and Special Directors present. Committees are subject to the direction and control of the Board of Directors. Vacancies in the membership of committees shall be filled by the Board of Directors.

A majority of the members of the committee present at a meeting is a quorum for the transaction of business, unless a larger or smaller proportion or number is provided in a resolution approved by the affirmative vote of a majority of the Directors and Special Directors present.

Section 15. Steering Committee. The Board of Directors may, by unanimous affirmative action of the entire Board, designate two or more of their number to constitute a Steering Committee. The Steering Committee shall act only during intervals between meetings of the Board of Directors and shall at all times be subject to the control and direction of the Board of Directors. During such intervals and subject to such control and direction, the Steering Committee shall have and may exercise all of the authority and powers of the Board of Directors in the management of the affairs of the Corporation, subject to such limitations as the Board of Directors may impose from time to time. Unless specifically authorized by the Board of Directors, by resolution adopted by a majority of the Board of Directors, the Steering Committee shall not have the power and authority to elect Directors or officers, to amend the Articles of Incorporation, to adopt a plan of merger or consolidation, to authorize the sale or other disposition of all, or substantially all, of the property and assets of the Corporation, to authorize a voluntary dissolution of the Corporation or a revocation thereof, or to amend these Bylaws.

Section 16. Selection Committee. The Board of Directors may appoint a Selection Committee consisting of not less than three (3) and not more than five (5) persons to review applications and nominate applicants for scholarship awards. Members of the Selection Committee may be members of the Board of Directors.

Section 17. Unanimous Written Action. An action required or permitted to be taken at a meeting of the Board of Directors (or any committee thereof) may be taken by written action signed by all of the Directors. Such written action is effective when signed by all of the

Directors and Special Directors, unless a different effective time is provided in the written action. Any such consent shall have the same effect as a unanimous vote of the Directors and Special Directors.

Section 18. Resignations. Any Director or Special Director of the Corporation may resign at any time by giving written notice to the Secretary of the Corporation. Such resignation shall take effect at the date of the receipt of such notice, or at any later time specified therein, and, unless otherwise specified therein, the acceptance of such resignation shall not be necessary to make it effective.

Section 19. Compensation of Directors. By resolution of the Board of Directors, each Director and Special Director may be paid his expenses, if any, of attendance at each meeting of the Board of Directors, and may be paid a stated amount as Director or Special Director or a fixed sum for attendance at each meeting of the Board of Directors, or both. No such payment shall preclude a Director or Special Director from serving the Corporation in any other capacity and receiving compensation therefor. Members of special or standing committees may be allowed, pursuant to resolution by the Board of Directors, like compensation for attending committee meetings.

Section 20. Contract for Services The Board of Directors may contract with a person or entity to provide support services for the Consortium. *(Added September 16, 2003)*

ARTICLE VI. **Officers**

Section 1. Number. The officers of the Corporation shall be chosen by the Board of Directors and shall include a Chairman, a Vice Chairman, a Treasurer and a Secretary. The Board of Directors may also choose one or more Assistant Secretaries and Assistant Treasurers. The offices of Secretary and Treasurer may be held by the same person. If a document must be signed by persons holding different offices or functions and a person holds or exercises more than one of these offices or functions, that person may sign the document in more than one capacity, but only if the document indicates each capacity in which the person signs. *(Amended November 29, 2010)*

Section 2. Election, Term of Office, and Qualifications. The Board of Directors shall elect or appoint, by resolution approved by the affirmative vote of a majority of the Directors and Special Directors present, from within or without their number, the Chairman, Secretary, and Treasurer and such other officers as may be deemed advisable, each of whom shall have the powers, rights, duties, responsibilities, and terms in office provided for in these Bylaws or a resolution of the Board of Directors not inconsistent therewith. The Chairman and all other officers who may be Directors shall continue to hold office until the election and qualification of their successors, notwithstanding an earlier termination of their directorship. Election of any person as an officer shall not create or result in any contract or employment rights in favor of such person.

Section 3. Removal and Vacancies. Any officer may be removed from his office by the Board of Directors at any time, with or without cause. Such removal, however, shall be without prejudice to the contract rights of the person so removed. If there be a vacancy among the officers of the Corporation by reason of death, resignation, removal, disqualification, or otherwise, such vacancy shall be filled for the unexpired term by the Board of Directors.

Section 4. Chairman. The Board of Directors shall select a Chairman from the five (5) Special Directors. The Chairman shall preside at all meetings of the Board of Directors and shall have such other duties as may be prescribed, from time to time, by the Board of Directors. The Chairman shall be the chief executive officer of the Corporation and shall have general active management of the business of the Corporation. The Chairman shall see that all orders and resolutions of the Board of Directors are carried into effect. The Chairman shall execute and deliver, in the name of the Corporation, any deeds, mortgages, bonds, contracts or other instruments pertaining to the business of the Corporation. Such authority may be shared concurrently with such other persons or officers:

1. Duly authorized by these Bylaws
2. If required by law to be exercised by such other person
3. As delegated by the Board of Directors of the Corporation

The Chairman shall further have the power and authority to vote all securities which the Corporation is entitled to vote, subject to vesting of such authority in the Board of Directors or such other party determined by the Board of Directors.

Section 5. Vice Chairman. The Board of Directors shall select a Vice Chairman. The Vice Chairman shall assume the duties of the Chairman in his or her absence. *(Added November 29, 2010)*

Section 6. Secretary. The Secretary shall be secretary of and shall attend all meetings of the Board of Directors and shall record all proceedings of such meetings in the minute book of the Corporation. The Secretary shall maintain records of and, whenever necessary, certify all proceedings of the Board of Directors and shall perform all duties usually incident to the office of the Secretary. The Secretary shall give proper notice of meetings of Directors. The Secretary shall perform such other duties as may be prescribed from time to time by the Board of Directors or by the Chairman. Notwithstanding the foregoing, the Secretary shall:

1. Record the minutes of the Board of Directors' meetings in one or more books provided for that purpose
2. See that these Bylaws are as required by law
3. Be custodian of the corporate records and of the seal of the Corporation
4. Keep a register of the post office address of each Director which shall be furnished to the Secretary by such Director

5. Sign with the Chairman, or any other officer thereunto authorized by the Board of Directors, any contracts, deeds, mortgages, bonds, or other instruments which the Board of Directors has authorized to be executed, according to the requirements of the form of the instrument, except when a different mode of execution is expressly prescribed by the Board of Directors or these Bylaws
6. Have general charge of the books and records of the Corporation
7. Have authority to certify the Bylaws, resolutions of the Board of Directors and committees thereof, and other documents of the Corporation as true and correct copies thereof
8. Perform all duties incident to the office of Secretary and such other duties as from time to time may be assigned to him/her by the Chairman or by the Board of Directors

Section 7. Assistant Secretary. The Assistant Secretary, if any, or if there be more than one (1), the Assistant Secretaries, in the order determined by the Board of Directors, shall, in the absence or disability of the Secretary, perform the duties and exercise the powers of the Secretary and shall perform such other duties and have such other powers as the Board of Directors may from time to time prescribe.

Section 8, Treasurer. The Treasurer shall be the chief financial officer of the Corporation and shall keep accurate financial records for the Corporation. The Treasurer shall deposit all moneys, drafts and checks in the name of, and to the credit of, the Corporation in such banks and depositories as the Board of Directors shall designate from time to time. The Treasurer shall have power to endorse for deposit all notes, checks and drafts received by the Corporation and make proper vouchers therefor. The Treasurer shall disburse the funds of the Corporation, as ordered by the Board of Directors, making proper vouchers therefor. The Treasurer shall render to the Chairman and the Directors and Special Directors, whenever requested, an account of all his transactions as Treasurer and of the financial condition of the Corporation, and shall perform such other duties as may be prescribed from time to time by the Board of Directors or by the Chairman.

Section 9. Assistant Treasurer. The Assistant Treasurer, or if there shall be more than one (1), the Assistant Treasurers, in the order determined by the Board of Directors, shall, in the absence or disability of the Treasurer, perform the duties and exercise the powers of the Treasurer and shall perform such other duties and have such powers as the Board of Directors may from time to time prescribe.

Section 10. Compensation. The officers of the Corporation may receive such compensation for their services as may be determined, from time to time, by resolution of the Board of Directors. Any such compensation shall be strictly limited to reasonable compensation for services rendered. Absent compelling or unusual circumstances, neither the Chairman, members of the Board of Directors, or any officer shall receive compensation for services rendered solely in their capacity as such.

ARTICLE VII.
Technical Advisors

The Board shall have available not less than five (5) advisors (hereafter “Technical Advisors”) designated pursuant to this Section. Technical Advisors shall be designated annually as follows:

1. One (1) Technical Advisor shall be designated by the Illinois State Water Survey for so long as such entity is a member of the Corporation
2. One (1) Technical Advisor shall be designated by the Illinois State Geological Survey for so long as such entity is a member of the Corporation
3. One (1) Technical Advisor shall be designated by the Office of Water Resources of the Illinois Department of Natural Resources for so long as such entity is a member of the Corporation
4. One (1) Technical Advisor shall be designated by the United States Geological Survey for so long as such entity is a member of the Corporation
5. One (1) Technical Advisor shall be designated by the Illinois State Natural History Survey for as long as such entity is a member of the Corporation

Technical Advisors shall attend all Board meetings and may be assigned to committees; however, they will have no voting powers on the Board or at committee meetings. (If they are representing an entity that is a member, at a member meeting they will be entitled to vote as such at the member meeting.) *(Amended November 29, 2010)*

ARTICLE VIII.
Exculpation; Indemnification of Officers and Directors

The Directors, Special Directors, officers, and employees of the Corporation shall have no personal liability whatsoever for obligations of the Corporation.

The Corporation shall indemnify the officers, Directors, and Special Directors of the Corporation from and against any loss, cost, expense, liability, or action arising by reason of the fact that he or she acted in such capacity, to the fullest extent permitted by Illinois law as now enacted or hereafter amended, or any successor or supplementary law or statute. The indemnification provided for herein shall be liberally construed in favor of finding indemnification for such officers and directors.

ARTICLE IX.
Books and Records

The Board of Directors shall cause to be kept at its principal executive office, originals or copies of the Corporation's books and records of account, minutes, and agreements, as the same may be modified or amended from time to time.

ARTICLE X.
Loans, Guarantees, Suretyship

The Corporation may lend money to, guarantee an obligation of, become a surety for, or otherwise financially assist a person if the transaction, or a class of transactions to which the transaction belongs, is approved by the affirmative vote of a majority of the Directors and Special Directors.

Any loan, guarantee, surety contract or other financial assistance may be with or without interest, and may be unsecured or may be secured in any manner. Nothing in this Section shall be deemed to deny, limit, or restrict the powers of guaranty or warranty of the Corporation at common law or under a statute of the State of Illinois.

ARTICLE XI.
General Provisions

Section 1. Checks. All checks or demands for money and notes of the Corporation shall be signed by such officer or officers or such other person or persons as the Board of Directors may from time to time designate.

Section 2. Fiscal Year. The fiscal year of the Corporation shall be the calendar year, except as fixed or changed by resolution of the Board of Directors.

ARTICLE XII.
Amendments

These Bylaws may be amended or altered by a vote of the majority of the whole Board of Directors at any meeting provided that notice of such proposed amendment shall have been given in the notice given to the Directors of such meeting.

THE UNDERSIGNED hereby certifies that these Bylaws were adopted by the Board of Directors of the Corporation as of the 8th of May, 2000.

/s/ **Dorland W. Smith**
Secretary

**AMENDED BY
MEMBERSHIP ON
SEPTEMBER 16, 2003
Adopted by Board
October 14, 2003**

THE UNDERSIGNED hereby certifies that these Bylaws amendments were adopted by the Board of Directors of the Corporation as of the 14th of October, 2003.

**/s/ Dorland W. Smith
Secretary**

**AMENDED BY
Board of Directors
November 29, 2010**

THE UNDERSIGNED hereby certifies that these Bylaws amendments were adopted by the Board of Directors of the Corporation as of the 29th of November, 2010

**/s/ Dorland W. Smith
Secretary**

**AMENDED BY
Board of Directors
August 19, 2016**

THE UNDERSIGNED hereby certifies that these Bylaws amendments were adopted by the Board of Directors of the Corporation as of the 19th of August, 2016

**/s/ Dorland W. Smith
Secretary**