

**CITY OF BLOOMINGTON**  
**CITY COUNCIL WORK SESSION**  
**109 E. OLIVE ST.**  
**MONDAY, OCTOBER 11, 2010, 5:30 P.M.**

AGENDA

- |           |   |
|-----------|---|
| 5:30 p.m. | City Property Tax Levy – Presentation & Discussion<br>Library Property Tax Levy – Presentation & Discussion |
| 6:30 p.m. | Evaluation of Rental Inspection Program – Presentation of Report & Discussion                               |
| 7:15 p.m. | Adjourn   |



## **ADDENDUM**

### **BLOOMINGTON CITY COUNCIL AGENDA**

**OCTOBER 11, 2010**

#### **CORRECTION TO CONSENT AGENDA**

- 6B. Bills and Payroll. (Recommend that the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.) *City Council Memorandum with Attachment 2.*

#### **COUNCIL MEMORANDUM AND BACK UP DOCUMENTS FOR REGULAR AGENDA**

- 8B. East/West Transportation Master Plan: Market St./Locust St. (IL Rt. 9/Rt. 150) & Union Pacific Rail Road Bridge Replacement – Presentation and Discussion.

FOR COUNCIL: October 11, 2010

SUBJECT: Bills and Payroll

**RECOMMENDATION:** That the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

**FINANCIAL IMPACT:** Total disbursements to be approved \$4,508,052.77 (Payroll total \$1,523,304.88 and Accounts Payable total \$2,984,747.89).

Respectfully submitted for Council consideration.

Prepared by:

Recommended by:

Timothy Ervin  
Director of Finance

David A. Hales  
City Manager

(ON FILE IN CLERK'S OFFICE)

**Attachment:** Attachment 1. Summary Sheet Bills and Payroll Report

Motion: That the bills and payroll be allowed and orders drawn on the Treasurer for the various amounts as funds are available.

Motion: \_\_\_\_\_ Seconded by: \_\_\_\_\_

	Aye	Nay	Other		Aye	Nay	Other
Alderman Stearns				Alderman McDade			
Alderman Huette				Alderman Anderson			
Alderman Hanson				Alderman Schmidt			
Alderman Sage				Alderman Fruin			
Alderman Purcell							
				Mayor Stockton			

# City of Bloomington Finance Report

Fiscal Year : 2011

## Payroll

<u>Date</u>	<u>Amount \$\$\$\$\$</u>
10/02/2010	\$216,100.43
10/09/2010	\$1,307,204.45
10/10/2010	
<b>Total</b>	<b><u><u>\$1,523,304.88</u></u></b>

## Accounts Payable

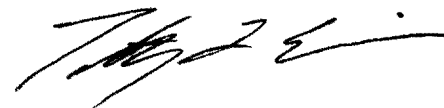
<u>Date</u>	<u>Amount \$\$\$\$\$</u>
From 09/28/2010 To 10/11/2010 Accounts Payable	\$1,596,189.49
From 09/28/2010 To 10/11/2010 Wire Transfer	\$867,624.11
From 09/28/2010 To 10/11/2010 P-Card Transfer	\$520,934.29
<b>Total</b>	<b><u><u>\$2,984,747.89</u></u></b>

**Total Disbursements To Be Approved**

**\$4,508,052.77**

**Council Of      October 11, 2010**

Respectfully,



**Timothy L. Ervin**

**Finance Director**

FOR COUNCIL: October 11, 2010

SUBJECT: Market – Locust East-West Corridor Study

**RECOMMENDATION:** That Council advise staff regarding what next step alternative to pursue.

**BACKGROUND:** Staff has prepared the “Market Street Rail Overpass – Issues and Opportunities” for Council’s review.

**COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:** Not applicable at this time.

**FINANCIAL IMPACT:** Not applicable at this time.

Respectfully submitted for Council consideration.

Prepared by:

Recommended by:

Jim Karch  
Director of Public Works

David A. Hales  
City Manager

**Attachment:** Attachment 1. Market Street Rail Overpass – Issues and Opportunities

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Motion: That Council advise staff regarding what next step alternative to pursue.

Motion: \_\_\_\_\_ Seconded by: \_\_\_\_\_

	Aye	Nay	Other		Aye	Nay	Other
Alderman Stearns				Alderman McDade			
Alderman Huette				Alderman Anderson			
Alderman Hanson				Alderman Schmidt			
Alderman Sage				Alderman Fruin			
Alderman Purcell							
				Mayor Stockton			

# Market Street Rail Overpass

## Issues and Opportunities

### **Executive Summary:**

The Market St. bridge, which was built in the 1880s hasn't been significantly changed since. Market St. is a two-lane City street under the bridge, and the City is considering widening it because of traffic considerations. Market St. is a local road that is not owned by the state.

### ***Agencies Involved:***

City of Bloomington  
Illinois Department of Transportation (IDOT)  
IDOT ~ Bureau of Local Roads  
IDOT ~ Division of Public and Intermodal Transportation  
IDOT ~ Bureau of Railroads  
Congresswoman Debbie Halvorson  
Representative Dan Brady  
Union Pacific Railroad  
Illinois Commerce Commission

### **History:**

In 1962 a study was published titled "Major Street and Highway Plan for Bloomington - Normal Urban Area" by Harland Bartholomew and Associates. The plan identified needs for north-south and east-west arterials through the urban area. Many of the arterials in place in the community today are an outcome from the recommendations contained in the study. This includes the one-way couples used for US Business 51 (Main/Center), IL 9 (Empire/Locust) and the Oakland/MacArthur routes. Some of these paths were changed slightly from the original study, but still serve the intended purpose. One of the reports recommendations for the IL 9/ US 150 routes through Bloomington included a crossover connection from Market to Locust to provide a more direct path for vehicles traveling these routes.

### **East – West Transportation Plan:**

Bloomington has long dealt with the challenge of improving east – west connectivity throughout the community. This portion of the community is bisected by two state routes (U.S. 150 and Route 9) which share the same roadway for a portion of the community. The path of the state route follows Locust Street west of the downtown, turns south on Hinshaw Avenue, and then again turns west on Market Street. The inconsistent nature of the roadway creates several fundamental issues. These issues include;

- Undefined western gateway to the downtown, motorists will approach the downtown using a variety of routes (Washington S., Market St., Locust St.).
- Funnels commercial truck traffic throughout residential neighborhoods.
- Damaged property as a result of inadequate accommodations for large vehicles.

The state routes are major arterial streets which staff believes are unable to perform to their capacity as an east – west corridor do to several fundamental challenges. These challenges include the bottleneck created by the rail overpass and path of the roadway through residential streets. From a long term perspective the City needs to determine if, in their present configuration, Market and Locust Streets will be able to meet east – west transportation needs.

### **Issues:**

- Timeliness ~ The high speed rail initiative provides both the momentum for the project but an unforeseen expense for the City. Initial phases of the enhancements are expected in the calendar year 2011. The City will need to act quickly to evaluate, consider, and make a decision regarding the needs of the community and benefits associated with this project.
- Funding ~ The City had not budgeted or anticipated this expenditure. The timeliness of the project does not allow the City to pursue federal or state discretionary allocations. Opportunities for funding may exist via the ICC (Illinois Commerce Commission) or partnership with Union Pacific. Regardless of the funding source, any improvements beyond Union Pacific's high-speed rail enhancements would entail a cost liability to the City.
- Complexity ~ As outlined above, this project involves the coordination of multiple public entities. The roads involved, while local, may affect state routes. The City is exploring all options and maintaining consistent contact with all stakeholders.

### **Opportunities:**

- Address public safety concern
- Enhance East-West transportation enhancements
- Improve connectivity
- Promote economic development in key areas

### **What do we know?**

- Union Pacific Timeline
- Planned enhancements by Union Pacific (updated structure replaced in kind)
- Cost of widening to accommodate four (4) lanes of traffic (\$14,500,000)

### **What don't we know?**

- Union Pacific budget for bridge enhancement

### **Next Steps**

- Does the City Council have a preference of expansion of the railroad bridge or a realignment of the state routes?
- Engage a transportation engineer to prepare a cost/benefit analysis of the options?
- Do nothing. Allow the state route to remain at the current alignment and allow the Union Pacific to upgrade the railroad bridge with the current configuration.

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10/7/2010

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**Opportunities:**

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**What do we know?**

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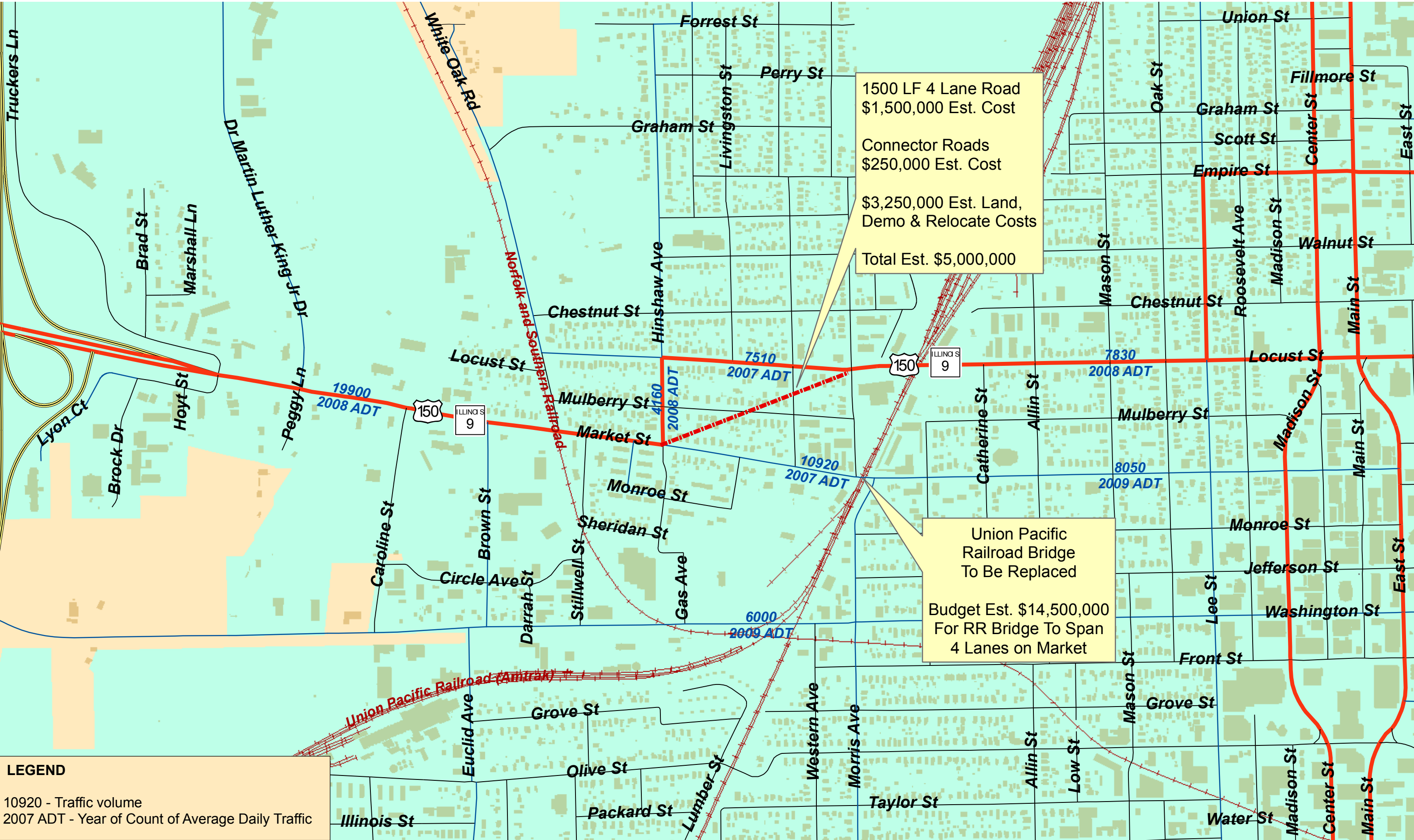
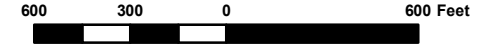
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- Cost of widening to accommodate four (4) lanes of traffic

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# MARKET ST - LOCUST ST AREA MAP



1500 LF 4 Lane Road  
\$1,500,000 Est. Cost

Connector Roads  
\$250,000 Est. Cost

\$3,250,000 Est. Land,  
Demo & Relocate Costs

Total Est. \$5,000,000

Union Pacific  
Railroad Bridge  
To Be Replaced

Budget Est. \$14,500,000  
For RR Bridge To Span  
4 Lanes on Market

**LEGEND**

10920 - Traffic volume  
2007 ADT - Year of Count of Average Daily Traffic