



CITY OF
BLOOMINGTON
SPECIAL SESSION
MEETING
NOVEMBER 28, 2016

AGENDA



**SPECIAL MEETING SESSION AGENDA
OF THE CITY COUNCIL
CITY HALL COUNCIL CHAMBERS
109 E. OLIVE STREET, BLOOMINGTON, IL 61701
MONDAY, NOVEMBER 28, 2016, 5:30 P.M.**

Light dinner will be provided at 5:00 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 November 14, 2016. (*Recommend that the reading of the minutes be dispensed and approved as printed.*) (5 minutes)
5. Closed Special Meeting
 - A. Claims Settlement – per Section 2(c) (12) of 5 ILCS 120 (5 minutes)
6. Adjourn Closed Session and Return to Open Session
7. Discussion and direction on Continuing planned road improvements and signal installation on Hershey Rd. between G.E. Rd. and Rt. 9, as per Alderman Painter's formal request. (*Presentation by David Hales, City Manager 10 minutes, Council discussion 20 minutes*)
8. Consideration of:
 - a) Adopting a Resolution approving a change order to the contract with Knight E/A, Inc. for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project, and
 - b) Supplemental Resolution to use Motor Fuel Tax Funds to pay for the contract amendment for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project.

(Recommend (a) that the resolution approving a change order to the contract with Knight E/A, Inc. for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in

the amount of \$20,577.02 be approved and that the Mayor and City Clerk be authorized to execute the necessary documents, and (b) a supplemental Resolution to use Motor Fuel Tax Funds to pay for the contract amendment for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in the amount of \$20,577.02 be approved and that the Mayor and City Clerk be authorized to execute the necessary documents.)

9. Adjourn (*approximately 6:25 PM*)



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

FOR COUNCIL: November 28, 2016

SUBJECT: Consideration of approval the minutes of the Special City Council Meetings for November 14, 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:

- November 14, 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, November 14, 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, November 14, 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 Diana Hauman, David Sage, Joni Painter, Amelia Buragas, Mboka Mwilambwe Scott Black (5:12 PM), Kevin Lower, Jim Fruin and Mayor Tari Renner.

Absent: Alderman Karen Schmidt

Staff present: David Hales, City Manager; Jeffrey Jurgens, Corporation; Steve Rasmussen, Assistant City Manager, Cherry Lawson, City Clerk.

3. Public Comment

There were no comments offered.

4. Consideration of approving the minutes of the Special City Council Meetings for October 24, 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 Mwilambwe seconded by Alderman Hauman to approve minutes of the Special City Council Meetings for October 24, 2016.

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

Nays: None

Absent: Aldermen Schmidt, Black

Motion carried.

5. Motion to Enter into Closed Session

SPECIAL SESSION CITY COUNCIL MEETING
City Hall Conference Room
109 E. Olive Street, Bloomington, IL 61701
Monday, November 14 2016; 5:00 PM
Page | 1

Mayor Renner requested a motion to enter into Closed Session.

Motion by Alderman Painter, seconded by Alderman Mwilambwe to recess to Executive Session per Section 2(c) (11) of 5 ILCS 120/2, and Section 2(c) (21) of 5 ILCS 120/2.

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

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

Nays: None.

Absent: Aldermen Schmidt and Black

Motion carried.

6. Motion to Adjourn Closed Session and Return to Special Session.

Mayor Renner requested a motion to Adjourn Closed Session

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

Motion carried (viva voce).

7. Adjourn.

Mayor Renner requested a motion to Adjourn

Motion made by Alderman Hauman, seconded by Alderman Mwilambwe, to return to Special Session and adjourn the meeting at 5:45 p.m.

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

Nays: None.

Absent: Alderman Schmidt

Motion carried.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk



**City Council Special Session Meeting
Item No. 7**

Monday, November 28, 2016; 5:30 PM

7. Discussion and direction on Continuing planned road improvements and signal installation on Hershey Rd. between G.E. Rd. and Rt. 9, as per Alderman Painter's formal request.
(Presentation by David Hales, City Manager 10 minutes, Council discussion 20 minutes)

**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:

stop the intended road improvements
and stop light installations on Hershey Rd.
between E Rd. and Rt. 9.

3. Alderman's priority level: LOW MEDIUM HIGH

II. TO BE COMPLETED BY STAFF

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

Amelia Buragas
Karen Schmitt
David Sage

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

[Empty box for City Manager review]

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.

Survey Results as of: 10/23/2016

Yes	No	Question
17 (61%)	11 (39%)	Do you believe the current four way stops at Arrowhead and Clearwater are adequate for the 20,000 vehicles that go through those intersection daily?
11 (39%)	17 (61%)	Do you wish to have traffic signals installed at the intersection of Hershey Rd. and Arrowhead?
12 (43%)	16 (57%)	Do you wish to have traffic signals installed at the intersection of Hershey Rd. and Clearwater?
13 (46%)	15 (54%)	Do you wish to have left turn lanes added on all approaches which will widen Hershey to add lanes?



SPECIAL SESSION AGENDA ITEM NO. 8

FOR COUNCIL: November 28, 2016

SUBJECT: Consideration of:

- a) Adopting a Resolution approving a change order to the contract with Knight E/A, Inc. for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project, and
- b) Supplemental Resolution to use Motor Fuel Tax Funds to pay for the contract amendment for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project.

RECOMMENDATION/MOTION: (a) that the resolution approving a change order to the contract with Knight E/A, Inc. for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in the amount of \$20,577.02 be approved and that the Mayor and City Clerk be authorized to execute the necessary documents, and (b) a supplemental Resolution to use Motor Fuel Tax Funds to pay for the contract amendment for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in the amount of \$20,577.02 be approved and that the Mayor and City Clerk be authorized to execute the necessary documents.

STRATEGIC PLAN LINK: Goal 2. Upgrade City Infrastructure and Facilities. Goal 5. Great Place – Livable, Sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 2a - Better quality roads and sidewalks. Objective 5a - Well-planned City with necessary services and infrastructure.

BACKGROUND: Traffic signals have been required for Hershey Road at Arrowhead Drive and Hershey Road at Clearwater Avenue since the late 1990's. The City Council approved a contract with Knight E/A, Inc. on October 28, 2013 for traffic design and engineering services related to the intersection improvements for Hershey Road at Arrowhead Drive and Hershey Road at Clearwater Avenue.

The proposed project includes: left turn lanes and signals on all approaches at both intersections, a center turn lane on Hershey Rd from north of Clearwater Ave to south of Arrowhead Dr, a Constitution Trail extension along east side of Hershey Rd, and the removal of on-street parking on weekends. The city will pay for driveway extensions to make up for the lack of on-street parking for impacted properties who want the extensions. No additional right-of-way will be required to construct this project.

In October 2016, staff held an informational meeting with the Lakewood-Hillcrest Homeowners Association and collaborated on a survey of twenty-eight (28) nearby residents who responded regarding the intersections and corridor. However, the survey did not include residents who regularly use the intersections and don't live near them (nearly 16,000 vehicles).

The project is moving forward for a number of reasons, including safety and convenience. The planned improvements will make it safer and more convenient for elementary school students, park patrons, and trail users to cross Hershey Rd, Arrowhead Dr, and Clearwater Ave at intersections that have high amounts of traffic. In addition, the improvements will better facilitate traffic flow, with fewer stops, less delay, and possibly reducing the number of crashes.

The proposed project schedule includes bidding in Winter 2016-2017 with layout work and other minor work beginning in Spring 2017. Major work (i.e. widening, curbs, gutters) will begin in Summer 2017 after school is out. Street resurfacing will begin in Fall 2017, with final project completion planned for December 1, 2017.

Council initially approved \$122,111.00 in Motor Fuel Tax (MFT) funds for the project (which originally included Keaton Place) in October 2013. As of November 2016, \$117,772.15 in MFT funds have been used for the following items: environmental clearances, traffic analysis/study, intersection design studies (IDS), and design/development of construction plans, specifications and estimates. The change order calls for \$20,577.02 in MFT funds for additional environmental clearances, traffic analysis/study, intersection design studies (IDS), work on resident driveway extensions, and design/development of construction plans, specifications and estimates for a total cost (not including construction) of \$142,688.02.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Illinois Department of Transportation, December 1, 2014 Public Meeting, Hershey Road residence mail / voting information, Various conversations/meetings with residents, Lakewood-Hillcrest Homeowners Association, October 13, 2016 Informational/Community Meeting, October 23, 2016 Online survey of nearby residents.

FINANCIAL IMPACT: The proposed contract amendment for \$20,577.02 is for additional design work that will be absorbed in the FY 2017 Motor Fuel Tax-Engineering Services account (20300300-70050).

There are two construction projects proposed in the FY 2017 Budget for Traffic Signals: Hershey Road @ Arrowhead and Hershey Road @ Clearwater Avenue. These projects are budgeted at \$625,000 each. Final design and construction costs cannot be determined until after coordination with residents has been finalized. If the actual bid construction costs exceed the FY 2017 Budget, a budget amendment may be necessary in the future.

Respectfully submitted for Council consideration.

Prepared by: Michael Hill, Public Works Administration

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

Financial & budgetary review by: Carla A. Murillo, Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Hershey Rd Signals Presentation
- Lakewood-Hillcrest Homeowners Association Public Meeting FAQ's
- Flyer for Lakewood-Hillcrest Homeowners Association meeting
- Lakewood-Hillcrest Homeowners Association Public Meeting Handout
- Hershey Rd. Intersection Improvement Survey Results
- Resolution adopting a Resolution approving a change order to the contract with Knight E/A, Inc.
- Preliminary Engineering Services Agreement for Motor Fuel Tax Funds Supplement #2
- Supplemental Resolution for Improvement by Municipality Under the Illinois Highway Code

Motion: (a) that the resolution approving a change order to the contract with Knight E/A, Inc. for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in the amount of \$20,577.02 be approved and that the Mayor and City Clerk be authorized to execute the necessary documents, and (b) a supplemental Resolution to use Motor Fuel Tax Funds to pay for the contract amendment for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in the amount of \$20,577.02 be approved and that the Mayor and City Clerk be authorized to execute the necessary documents.

Motion: _____ Seconded by: _____

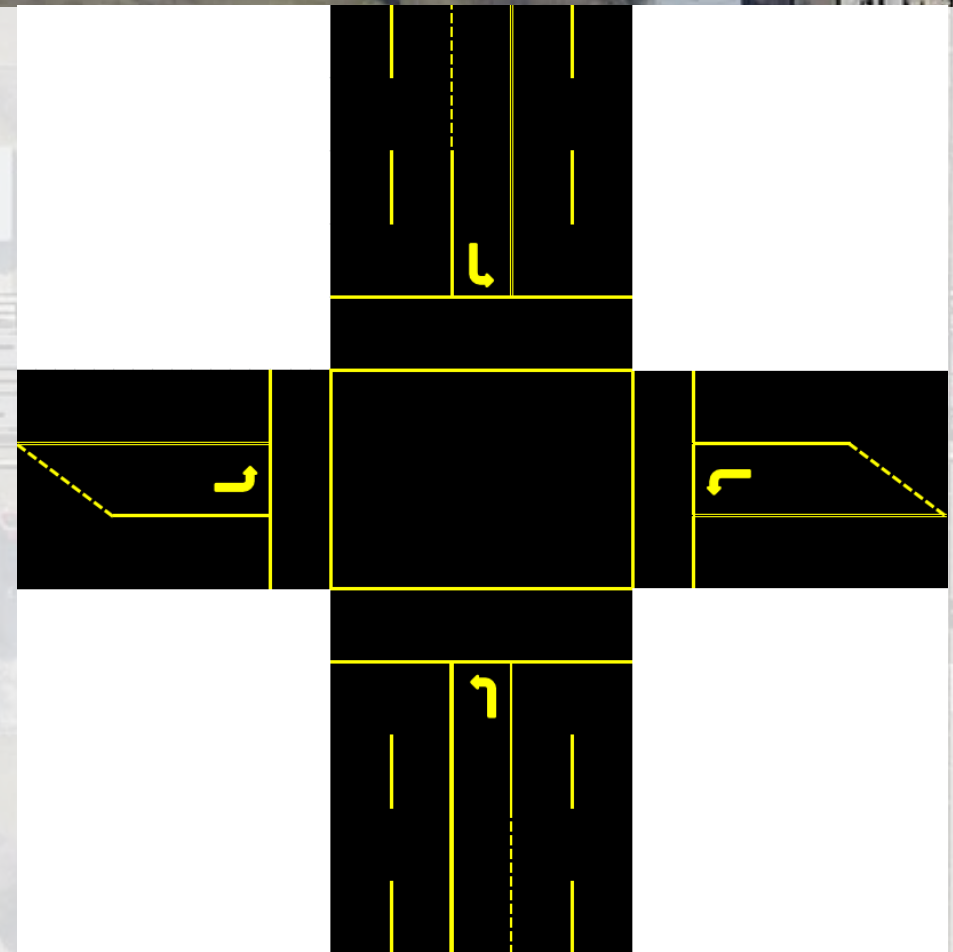
	Aye	Nay	Other		Aye	Nay	Other
Alderman Black				Alderman Mwilambwe			
Alderman Buragas				Alderman Painter			
Alderman Fruin				Alderman Sage			
Alderman Hauman				Alderman Schmidt			
Alderman Lower							
				Mayor Renner			

Hershey Road Signals at Clearwater Avenue and Arrowhead Drive



What are the proposed intersection changes?

- Left turn lanes and signals on all approaches at both intersections
- Center turn lane on Hershey Road from north of Clearwater Avenue to south of Arrowhead Drive
- Constitution Trail extension along east side of Hershey



STUDENT SAFETY



Signals will assist crossing guards at both intersections, reducing wait times and making it safer for students to cross.



STUDENT SAFETY

PEDESTRIAN AND CYCLIST SAFETY



Pedestrians, cyclists, and patrons of Stevenson Park and the Constitution Trail will also be able to more safely navigate the intersections.



STUDENT SAFETY

PEDESTRIAN AND CYCLIST SAFETY

EMERGENCY VEHICLE SAFETY



Signals will make it easier and safer for emergency vehicles to use Hershey Rd.



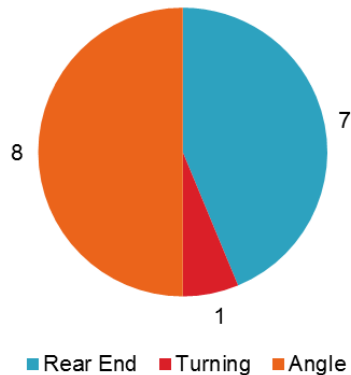
STUDENT SAFETY

PEDESTRIAN AND CYCLIST SAFETY

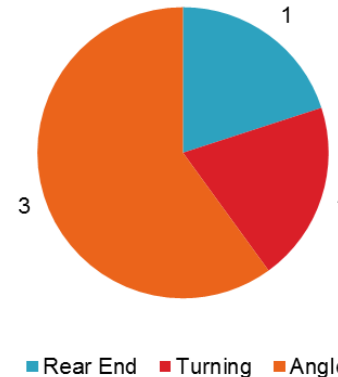
EMERGENCY VEHICLE SAFETY

CRASH PREVENTION

2010-2013 Total Accidents on Hershey Rd at Clearwater Ave



2010-2012 Total Accidents on Hershey Rd at Arrowhead Dr



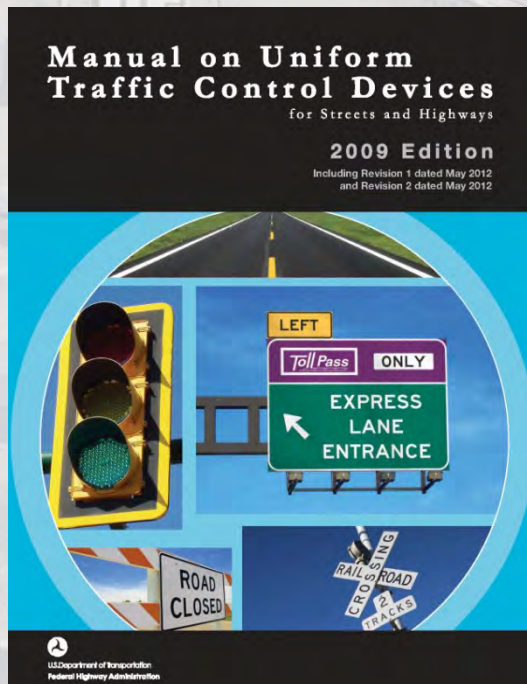
“Recurring Accident” analysis shows signals could reduce the number of collisions



Why are these signals necessary?

- Signals at these intersections have been required, based on national traffic standards, since the late 90s

- And from 2009 MUTCD: "...for a minimum of 1 hour on an average day, the minor-street traffic suffers undue delay..."



2009 Edition

Section 4C-03 Warrant 2, Four-Hour Vehicular Volume

Support:

The Four-Hour Vehicular Volume warrant criteria are intended to be applied when the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that, the each of any 4 hours of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) fall above the applicable curve in Figure 4C-3 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Options:

If the posted or statutory speed limit on the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 50 percent curve in Table 4C-3 may be used in place of the 80 percent volumes.

Section 4C-04 Warrant 3, Peak Hour

Support:

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a maximum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

This signal warrant shall be applied only in unusual cases, such as after temples, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:

1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds 4 vehicle-hours for a two-lane approach, and
2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Options:

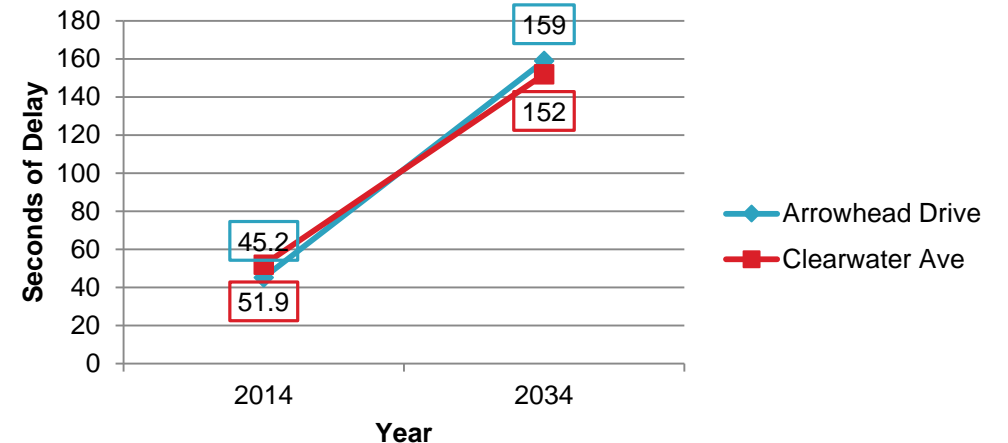
If the posted or statutory speed limit on the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.

When a warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated by the flashing mode during the hours the volume criteria of this warrant are met.

Conclusion:

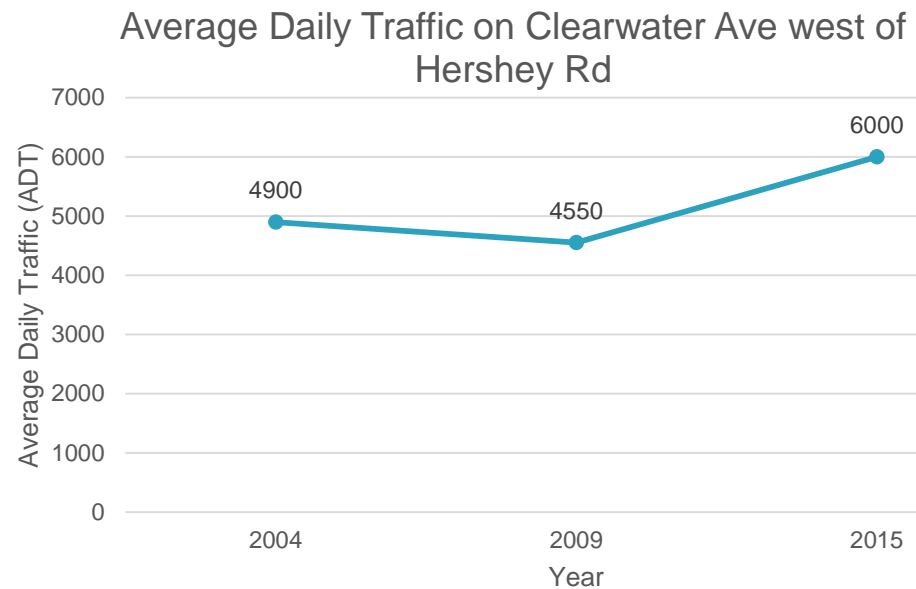
If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.

Estimated 20-year Increase In Delay On Clearwater Ave and Arrowhead Dr



Why are these signals necessary?

- Traffic volume (ADT) increase
 - From 4,900 ADT in 2004 to 6,000 ADT in 2015



How much money is involved?

- October 29, 2013: Council approved **\$112,111.00** MFT funds
- Since Then: **\$117,772.15** MFT funds have been spent
- November 28, 2016: Seeking council approval for **\$20,577.02** MFT funds
- Overall Proposed Cost (Not Including Construction): **\$142,688.02**



What is the timeline?

Looking Back

- **February 1996:** Signals warranted at intersection of Hershey Road and Clearwater Ave
- **October 2013:** City Council approved projects
- **Summer 2014:** Concept approved by IDOT
- **December 2014:** Public meeting at Stevenson School
- **May 2015:** City Council approved driveway/parking improvements
- **January 2015:** Began work on driveway/parking improvements

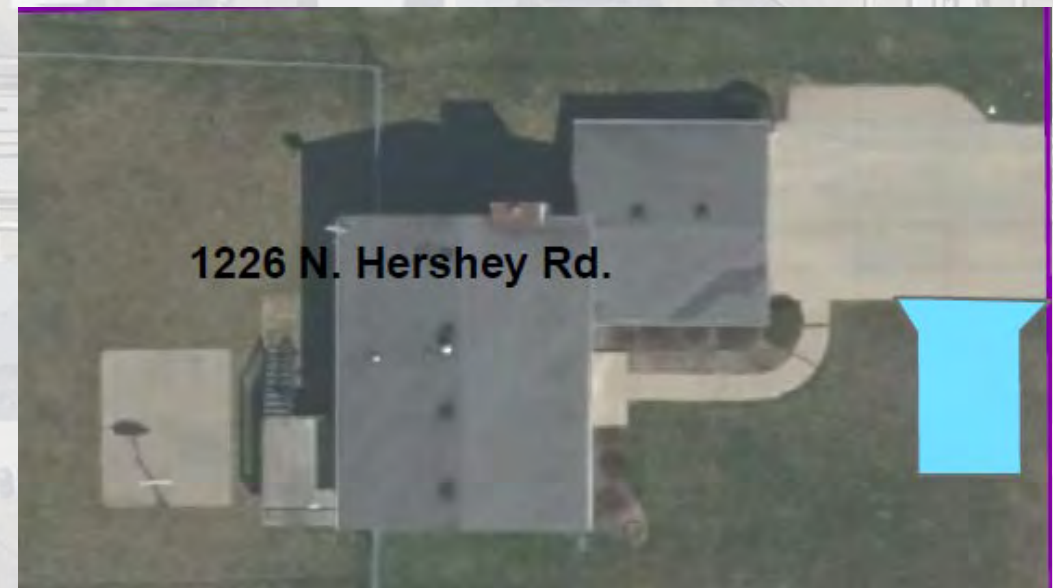
Looking Forward

- **Ongoing:** Design development, IDOT coordination, and driveway/parking improvements
- **Winter 2016-17:** Project bidding
- **Summer 2017:** Begin major work once school is out
- **Fall 2017:** Street resurfacing
- **December 1, 2017:** Project completion



How are we dealing with resident concerns?

- Driveway extensions for residents on Hershey Road
- Bump Out
- “T” Turnaround



How are we dealing with resident concerns?

- Meeting with Lakewood-Hillcrest Homeowners Association

LHHA
Lakewood-Hillcrest Homeowners Association

COMMUNITY MEETING TO DISCUSS HERSHEY EXPANSION PLAN

Meeting Date: Thursday October 13th.
Time: 5PM to 7PM "open house" style meeting.
Location: YWCA
1201 N Hershey Rd, Bloomington, IL 61704

This expansion of Hershey will include:

- Traffic signals at intersections of Hershey/Arrowhead and Hershey/Clearwater
- Left turn lanes on all approaches
- Left turning movement enhancement with flashing yellow arrow
- Add two-way left turn lanes between Arrowhead and Clearwater
- Add larger corner radii for City/School buses
- Update accessible curb ramps

Come talk about the full plan, meet with city officials and provide your feedback and ask your questions! There is no formal presentation agenda during the meeting, so you can come and go as you please. Know how this plan will affect you to be prepared.

Full details are located on our LHHA Web Site: WWW.LAKEWOODHILLCREST.ORG

Our alderman for Ward 5 is interested in our feedback. We will post a link for an online survey in the next few days that will be open before and a few days after the meeting.

KNIGHT
Engineers & Architects
703 901 1441
Bloomington, IL 61702
Phone: 824-448-1101

- Handout at LHHA meeting

CITY OF Bloomington ILLINOIS

Proposed Improvements Include:

- Traffic Signals
- Two-way Left Turn Lane
- Left Turn Lanes
- Audible Pedestrian Signals
- Flashing Yellow Left Turn Arrows
- Increased Corner Radii for City Buses
- New Accessible Ramps at All Crosswalks
- Multi-use Path along Hershey Road

PLAN - ARROWHEAD DRIVE

CITY OF Bloomington ILLINOIS

Proposed Improvements Include:

- Traffic Signals
- Two-way Left Turn Lane
- Left Turn Lanes
- Audible Pedestrian Signals
- Flashing Yellow Left Turn Arrows
- Increased Corner Radii for City Buses
- New Accessible Ramps at All Crosswalks
- Multi-use Path along Hershey Road

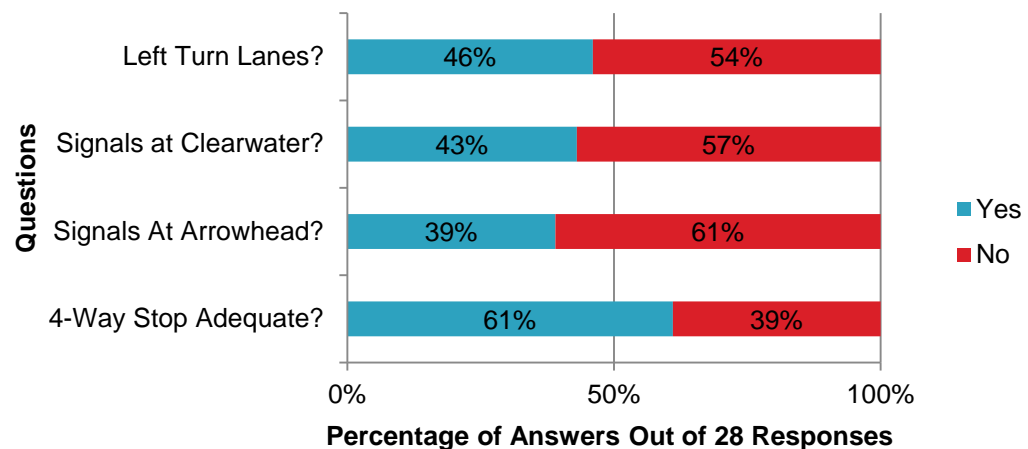
PLAN - CLEARWATER AVENUE

KNIGHT
Engineers & Architects

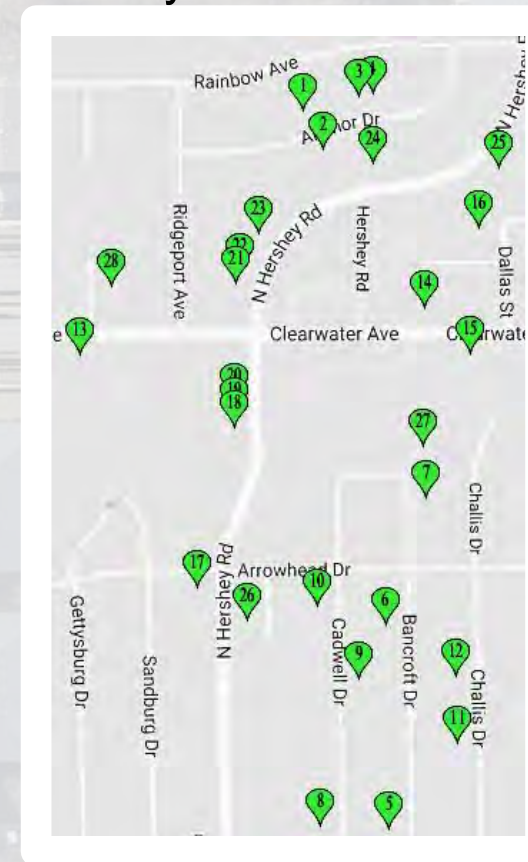
How are we dealing with resident concerns?

- Online survey
 - 28 responses

Survey Responses



Survey Distribution Map





FREQUENTLY ASKED QUESTIONS: HERSHEY ROAD TRAFFIC SIGNALS PROJECT

There is an existing speeding problem on Hershey Road. The police are seldom here to issue tickets. Will the signals on Hershey make the problem worse?

No. The proposed signals at the intersections of Hershey & Arrowhead and Hershey & Clearwater will reduce speeding. The new signals will be coordinated with the existing signals at the intersection of Hershey & Empire (IL Rt 9). The goal is for traffic to flow smoothly through the area at a constant speed of approximately 30 mph. If the signal timing is set for a running speed of 30 mph, traveling faster will cause drivers to outrun the green light at the following intersection. They will be stopped and held by a red light. They will know that speeding has no benefit, and, in fact, comes with the negative consequence of running into another red light. You have experienced this timing coordination on other signalized major streets such as Main Street, which encourages drivers to maintain the speed limit.

In contrast, a succession of closely spaced 4-way stops may encourage delayed and frustrated drivers to speed between stops to try and recover lost time.

How will the traffic signals affect school safety?

We expect improved safety for pedestrians, including Stevenson Elementary School students and Stevenson Park users. Stevenson School will have crossing guards even with signalized intersections at Arrowhead and at Clearwater. The signals will make the crossing guards' job easier in that the guards can work with the signals, using them to their advantage to better control the traffic. The improvements also will help when no crossing guard is on duty. The guards only work for a short time before and after school. For the remainder of the day, on weekends, and when school is out of session, pedestrians are left on their own to navigate across the 4-way-stop intersections at Clearwater and Arrowhead, through streams of vehicles. Traffic signals provide crossing assistance 24/7 to pedestrians of all ages, including children moving to and from the playground. Also, the pedestrian signals will be the new countdown type. After the "Walk" indication has expired, the display counts down the seconds until the cross traffic is given a green light. This is not only benefits to pedestrians but has been shown to reduce rear-end collisions, as drivers take warning from the countdown as well.

I can't get out of my driveway now. Will the signal make it worse?

No. It will make the situation better. Intersections controlled by stop signs hold long queues (lines of waiting cars) at each intersection approach for long periods of time during peak traffic. This often blocks the driveway entrances within this zone, much to the affected homeowner's frustration. Signals clear out the entire line at once, leaving gaps for homeowners to exit their driveways. The proposed

FREQUENTLY ASKED QUESTIONS: HERSHEY ROAD TRAFFIC SIGNALS PROJECT

plans also include a center multi-directional left turn lane. This lane will improve the safety of vehicles stopping mid-block to turn into driveways.

What provisions will be made for resident parking during construction?

The plans at this time show the project will be constructed in 3 major stages so that everyone will not be affected simultaneously.

Stage 1 is reconstructing the east side of Hershey Road. Traffic on Hershey Road will be shifted to the west side of the pavement and limited to one through-lane in each direction with a center turn lane (three lanes total). All the single family residential driveways accessing Hershey off the west side will be open. On street parking will be restricted during this phase.

Stage 2 is reconstructing the west side of Hershey Road. Traffic on Hershey Road will be shifted to the east side of the pavement. At this point, plans show use of one through-lane in each direction with a center turn lane (three lanes total). Residential driveways along the west side will be closed to access during this phase. The current plan shows on-street parking will be restricted during this phase. In response to the neighborhood's concerns, we are taking a strong second look at the parking situation. One possibility is to eliminate the center turn lane and limit through traffic to one lane in each direction. This may free up enough space to allow some temporary on-street parking (where reasonable and safe) during non-construction hours.

Stage 3 is the milling and resurfacing of the pavement surface. Construction operations during Stage 3 will be mobile and short in duration at any given point. Access to driveways will be interrupted during daylight operations, but available when the contractor is not actively in front of homes.

Access to the apartment building parking lots can be maintained during all phases, because each parking lot has multiple entrances.

As the plans are finalized, there may be adjustments to the construction staging.

What amount of the Hershey Road parkway (grass area) will become pavement due to the project?

The plan includes widening the street surface by 5.5 feet on each side to provide a street 58 feet wide from face of curb to face of curb and divided into five lanes. The existing 4-foot sidewalk on the west side of the street will remain. The sidewalk on the east side of Hershey will be replaced with a 10-foot-wide multi-use path in accordance with the City's long-term plan for trails. The parkway, the grass area between the public sidewalk and the back of the curb, currently is 14.5 feet wide on each side of the street. After construction, the parkway (grass area) will be 9 feet wide on the west side of Hershey and 3 feet wide on the east side, which will have the pedestrian-bike trail.

Could the traffic signals be constructed now and the road widening (left turn lanes) be delayed until some later date after we have seen how the signals perform?

The project is being funded with state Motor Fuel Tax (MFT) Funds. This is the tax the State collects at the pump for each gallon of fuel we purchase. A portion of the tax revenue is distributed to local governments. The State has very specific standards and rules as to how projects constructed with MFT funds will be designed and how the MFT funds may be spent. The City was required to perform an Intersection Design Study for Hershey-Arrowhead and Hershey-Clearwater. The Intersection Design Studies and the associated Traffic Studies show that a traffic signal without dedicated left turn lanes will not function at an acceptable level of service. It is not cost effective. As such, the MFT standards and rules would not allow the City to construct signals without left turn lanes.

What is the time frame for the project? When will it begin and how long will it last?

It is the intention of the City's Public Works Department to bid the project sometime during the coming winter (2016-2017). Construction on some non-conflicting items such as storm sewer work could begin as soon as weather permits. However, the project will include restrictions on the contractor requiring that the greatest share of the concrete work (sidewalk, curb & gutter, pavement widening, etc.) be performed when school is not in session. Items such as surfacing the completed pavement with asphalt and energizing the traffic signals may not be completed until fall 2017.

Why two stop lights so close together? Why not just signalize Clearwater?

Both intersections meet the warrants (minimum standards) for installing signals. Signalizing the Hershey & Clearwater intersection and leaving the adjacent intersection of Hershey & Arrowhead as a 4-way stop would not be an efficient improvement, and it would not produce the desired improvement in school and park pedestrian safety. The stop-sign control intersection would hamper the operation of the signal and vice versa. Hershey Road currently carries approximately 16,000 vehicles per day in the project area. Four-way stop intersections on streets this busy are notorious for generating delay and driver frustration. The delay at the stop sign also can be equated to cost of lost time, the cost of gallons of gasoline wasted in idling vehicles, and the tons of pollutants released into the environment.

Why improve Hershey Road. Why not add another lane to Veterans Parkway?

Hershey Road is an arterial street carrying 16,000 vehicles per day. It is owned and maintained by the City of Bloomington. The Bloomington City Council has designated \$1.25 million dollars in the 2016-2017 budget for the improvement of Hershey Road. Veterans Parkway is not a City street, but a State of Illinois Highway carrying in excess of 46,000 vehicles per day. The Illinois Department of Transportation spent \$50 million to widen Veterans Parkway from 4 lanes to 6 lanes. The City cannot order the State to further widen Veterans Parkway, and such a project would be prohibitively expensive (\$100 million-plus) given the State's current financial situation.

Why is the trail planned for the east side of Hershey when the school and the park are on the west side?

The number one concern in trail placement is the safety of the trail users. Driveways crossing the trail are a potential conflict. Driveways serving single-family residences typically have vehicles backing across the trail with limited visibility. Driveways serving parking lots have vehicles exiting nose first. From Empire Street (IL Rt 9) to GE Road, the east side of Hershey Road has 24 driveways, 11 serving parking lots and 13 serving single-family residences. The west side of the same segment of Hershey contains 56 driveways, 3 serving parking lots and 53 serving single-family residences.

A second factor is the location of the connection to the existing trail north of the project. At the intersection of Hershey Road & GE Road the existing trail is located on the east side of the Hershey Road Bridge over Sugar Creek, and crosses GE Road on the east side of the intersection.

What are the plans for the existing trees in the parkway?

The answer depends on the size of the tree. The City Forester (from the Parks Department) has walked the project and has requested we try to salvage the smaller trees. There is a schedule in the plans instructing the contractor which trees to remove (12 trees) and which trees to salvage (16 trees). Salvaged trees will be taken to a safe location and preserved alive. The salvaged trees will be replanted in the project area wherever feasible after the paving is complete.

How will the moving of mailboxes be handled?

The project specifications instruct the contractor to remove any mailbox which interferes with the work, temporarily erect same at a location which will ensure no interruption of normal delivery operations by the US Post Office, and to relocate the mailboxes to their permanent location upon completion of the construction. The contractor is required to replace any mailbox or post damaged by the process. The City has made relocating mailboxes a pay item so as to better control the outcome.

How will the garbage be collected during construction?

Garbage collection for residents will continue during construction. Homeowners will be instructed where to temporarily place their garbage bins when the reconstruction activities are adjacent to their property.

LHHA

Lakewood-Hillcrest Homeowners Association

COMMUNITY MEETING TO DISCUSS HERSHEY EXPANSION PLAN

Meeting Date: Thursday October 13th.
Time: 5PM to 7PM "open house" style meeting
Location: YWCA
1201 N Hershey Rd, Bloomington, IL 61704

This expansion of Hershey will include:

- Traffic signals at intersections of Hershey/Arrowhead and Hershey/Clearwater
- Left turn lanes on all approaches
- Left turning movement enhancement with flashing yellow arrow
- Add two-way left turn lanes between Arrowhead and Clearwater
- Add larger corners radii for City/School busses
- Update accessible curb ramps

Come talk about the full plan, meet with city officials and provide your feedback and ask your questions. There is no formal presentation agenda during the meeting, so you can come and go as you please. Know how this plan will affect you to be prepared.

Full details are located on our LHHA Web Site: WWW.LAKEWOODHILLCREST.ORG

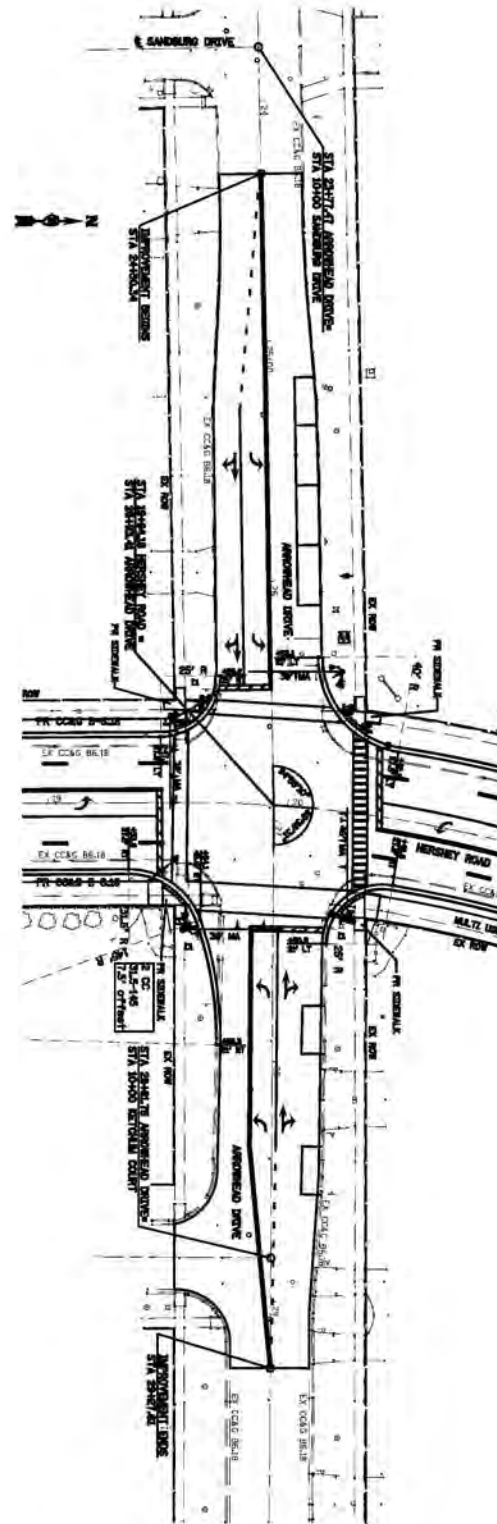
Our alderman for Ward 5 is interested in our feedback. We will post a link for an online survey in the next few days that will be open before and a few days after the meeting.

[LHHA](#)

PO BOX 1441
Bloomington, IL 61702
Phone: 888-448-1101

Proposed Improvements Include:

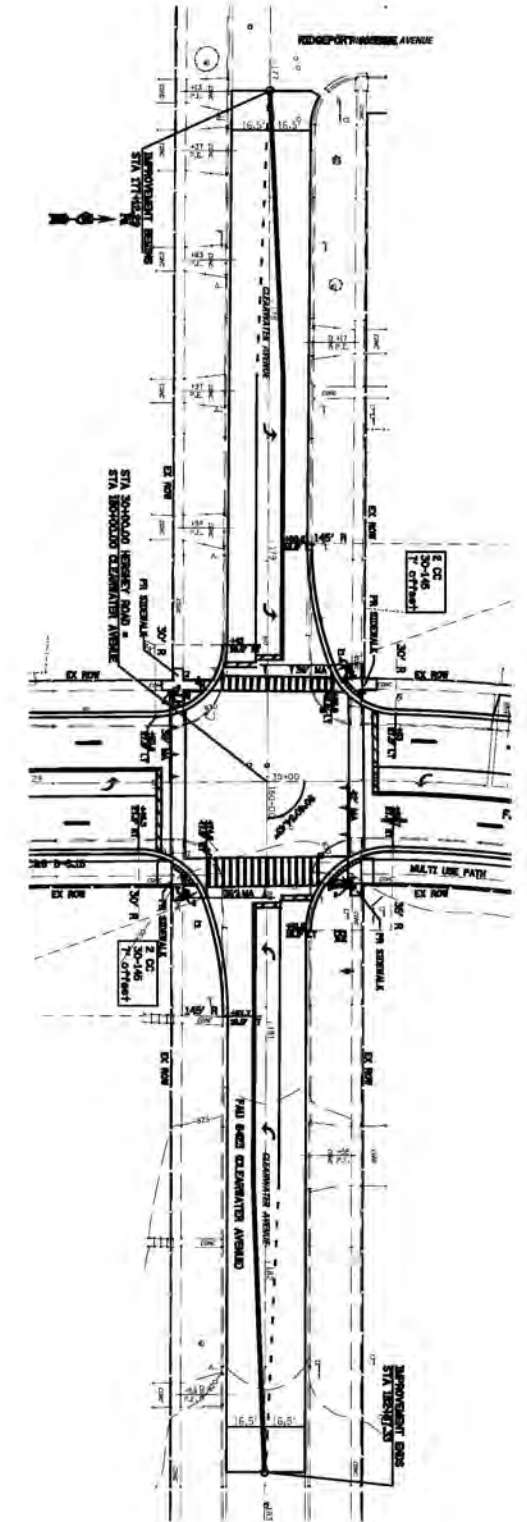
- Traffic Signals
- Two-way Left Turn Lane
- Left Turn Lanes
- Audible Pedestrian Signals
- Flashing Yellow Left Turn Arrows
- Increased Corner Radii for City Busses
- New Accessible Ramps at All Crosswalks
- Multi-use Path along Hershey Road



PLAN - ARROWHEAD DRIVE

Proposed Improvements Include:

- Traffic Signals
- Two-way Left Turn Lane
- Left Turn Lanes
- Audible Pedestrian Signals
- Flashing Yellow Left Turn Arrows
- Increased Corner Radii for City Busses
- New Accessible Ramps at All Crosswalks
- Multi-use Path along Hershey Road



PLAN - CLEARWATER AVENUE

HERSHEY ROAD INTERSECTION IMPROVEMENTS – ARROWHEAD DRIVE TO CLEARWATER AVENUE



Average Annual Daily Traffic (AADT):

Hershey Road =	16,100 vpd (2014)
	23,900 vpd (2034)
Arrowhead Drive =	3100 vpd (2014)
	3260 vpd (2034)
Clearwater Avenue =	4550 vpd (2014)
	4680 vpd (2034)

Functional Classifications:

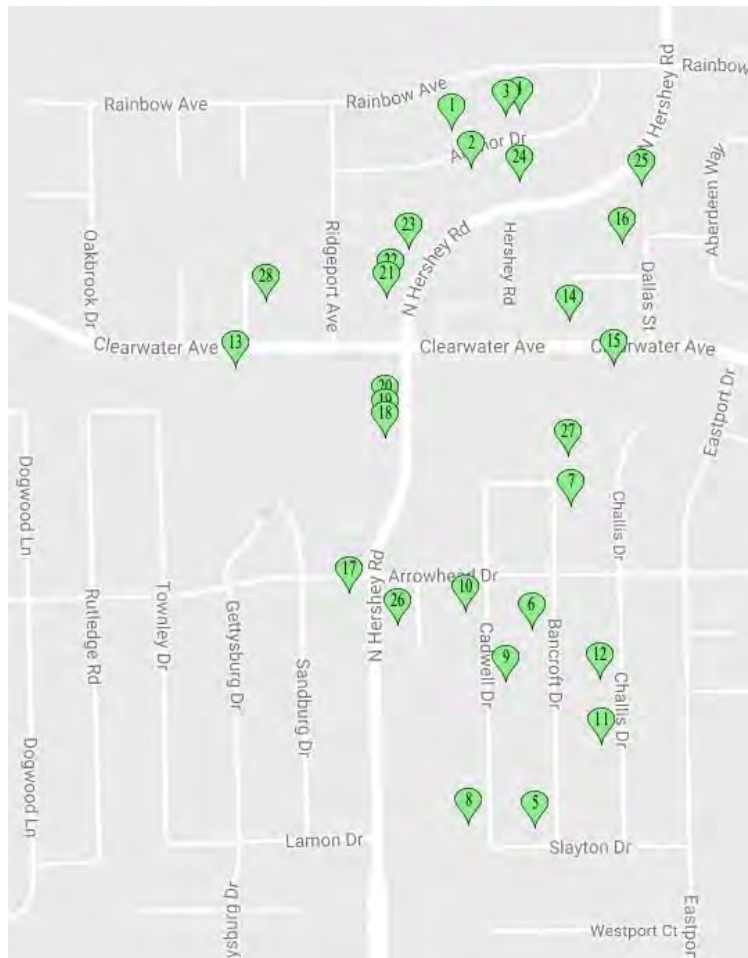
Hershey Road – Minor Arterial
Arrowhead Drive – Local Street
Clearwater Avenue – Major Collector

Hershey Rd. Intersection Improvement Survey

Survey Results as of: 10/23/2016

Yes	No	Question
17 (61%)	11 (39%)	Do you believe the current four way stops at Arrowhead and Clearwater are adequate for the 20,000 vehicles that go through those intersection daily?
11 (39%)	17 (61%)	Do you wish to have traffic signals installed at the intersection of Hershey Rd. and Arrowhead?
12 (43%)	16 (57%)	Do you wish to have traffic signals installed at the intersection of Hershey Rd. and Clearwater?
13 (46%)	15 (54%)	Do you wish to have left turn lanes added on all approaches which will widen Hershey to add lanes?

Survey Distribution Map



Text Responses

20K a day should be fine, not 18K in 4hrs. 2hr in the morning and 2hr in the evening. and the other 2K the rest of the time.

I do not want this done. I don't want the traffic being closer to my house either. This is an extreme residential area that the city already does not monitor speeding wise and its only going to get worse. So unhappy with this idea considering selling my house.

I don't think there should be an addition of a "trail" on the east side of Hershey between Clearwater and Arrowhead. Instead, if it is so important to widen Hershey in this two blocks, why not do all the widening on the east side of Hershey where there are no houses?

I feel the money that has been saved for this project could be utilized somewhere else in the city and reward more benefits the community.

I fell that the current status of the traffic flow is acceptable. I do not feel the need to change it.

I live directly along Hershey and near the corner of Arrowhead. I would like to know how this plan will impact my property value. I am under the impression this will most likely lower the value of our home. Can enforcement of the noise ordinances for motor vehicles be enforced in the area? I am concerned that this will encourage more traffic rather than limiting it. Is there any evidence regarding how such traffic modifications are likely to affect traffic in the future? Will it impact our property and do we get reimbursed or it or for any damage to fences, etc? This is a residential neighborhood. Is there any plan to control construction noise? With budgetary issues and constraints in the state and city, is this truly a prudent use of funds and resources, especially at Hershey and Arrowhead as it is already a school zone and is not a direct traffic to Veterans Parkway or a major shopping area? As far as timeframe goes when is this planned to be started and complete

I think it would be a good idea to have stop lights for the intersection of Arrowhead and Hershey for school day traffic only. I think there should be some type of traffic control devices set up that would be on each corner.

I would like to see traffic signals added first and then determine if there is a need to widen to add left turn lanes. I think that adding those lanes at the outset might actually attract more travelers from Veterans and Airport thereby increasing the amount of traffic on Hershey rather than just better managing the current amount of traffic. Also, even if traffic signals are placed, I think there should still be crossing guards at both intersections before and after school for Stevenson students.

I've lived on and traveled on Hershey Rd and associated intersections for more than 10 years. What this proposed project is supposed to fix has me baffled. If it's safety, anyone who believes a traffic light makes an intersection safer is delusional. If the change is to move traffic more efficiently, traffic flows fine, even including the extra traffic for a period in the AM and again for a short time in the PM. Cars will still have to stop and they will have to wait their turn regardless of the type traffic control. Spend the money elsewhere. This is unnecessary.

Just would like to know timeframe of when work will begin and how long it will last.

Leave it alone. You don't have any money. Save it and resurface the current roadways. Cut spending and keep taxes low. Be conservative and look for cost saving measures. No hotel in downtown either!

Need to add middle left lane on Hershey all the way to Rainbow

Please add another lane onto Veterans. We do not need lights in the area for a few peak traffic times. Our area is not growing. State Farm is leaving. Your future projections are wrong. MMNA is also gone. Our community is shrinking.

There is too much traffic that cuts through Clearwater to get to somewhere else and adding traffic lights will encourage more traffic at higher speeds. Go fix the potholes before starting on this.

While there is so much wrong with this plan, the simple fact that someone actually thought they could safely displace almost 100 vehicles from the 1300 block of North Hershey Road, make them fight for parking in the adjacent neighborhoods, thus putting those vehicles and their occupants in imminent danger, makes me question every aspect of this plan. Please contact me if any clarifications are needed.

Why two stop lights so close together? I understand the need for one at Clearwater after HyVee was built, but adding a second so close seems like it would hurt rather than hinder the situation. I do have kids in school are Stevenson, and obviously, something needs to change at the Areowhead intersection. Just not sure two stoplights so close is the right option.

a 4 way stop sign on the intersection of Hershey and Rainbow would be good as well.

RESOLUTION NO. 2016-____
A RESOLUTION APPROVING A
CHANGE ORDER TO THE CONTRACT WITH KNIGHT E/A, INC.
FOR THE HERSHEY RD., ARROWHEAD DR. AND CLEARWATER
SIGNALIZING PROJECT

WHEREAS, KNIGHT E/A, INC. was awarded a contract by the City to provide engineering services for the design of the Hershey Rd., Arrowhead Dr., and Clearwater Signalizing Project.

WHEREAS, Hershey Rd. at Arrowhead Dr. and Clearwater Ave. have high enough traffic to require signalizing; and

WHEREAS, the design work needed to continue the signalizing project is similar to the work being performed in the City by Knight E/A, Inc. who has agreed to an additional cost of \$20,577.02; and

WHEREAS, the City Council finds it to be in the best interests of the City to approve the change order.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

The resolution approving a change order to the contract with Knight E/A, Inc. for the Hershey Rd., Arrowhead Dr. and Clearwater Ave. Signalizing Project in the amount of \$20,577.02 is approved and the Mayor and City Clerk are authorized to execute the necessary documents

ADOPTED this 28th day of November, 2016.

APPROVED this 29th day of November, 2016.

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

APPROVED AS TO FORM

Jeffrey R. Jurgens, Corporation Counsel

Municipality City of Bloomington	L O C A L A G E N C Y	 Illinois Department of Transportation Preliminary Engineering Services Agreement For Motor Fuel Tax Funds Supplement #2	C O N S U L T A N T	Name Knight E/A, Inc.
Township Bloomington				Address 993 Clocktower Drive, Suite A
County McLean				City Springfield
Section 13-00351-00-TS				State Illinois

THIS AGREEMENT is made and entered into this _____ day of _____, _____ between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Motor Fuel Tax Funds, allotted to the LA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Section Description

Name Intersection and Signal Design

Route Various Length _____ Mi. _____ FT (Structure No. _____)

Termini General Electric Road and Keaton Pl./Auto Row Dr., and Hershey Rd. at Clearwater Ave. and Arrowhead Drive.

Description:

Intersection improvements and traffic signals at general Electric Rd. & Keaton Pl./Auto Row Dr., Hershey Rd. and Clearwater Ave., and Hershey Rd. and Arrowhead Dr. in Bloomington.

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA, in connection with the proposed improvements herein before described, and checked below:
 - a. Make such detailed surveys as are necessary for the preparation of detailed roadway plans
 - b. Make stream and flood plain hydraulic surveys and gather high water data, and flood histories for the preparation of detailed bridge plans.
 - c. Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
 - d. Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
 - e. Prepare Army Corps of Engineers Permit, Department of Natural Resources-Office of Water Resources Permit, Bridge waterway sketch, and/or Channel Change sketch, Utility plan and locations, and Railroad Crossing work agreements.
 - f. Prepare Preliminary Bridge design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.
 - g. Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required, shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
 - h. Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easement and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.

Note: Four copies to be submitted to the Regional Engineer

- i. Assist the LA in the tabulation and interpretation of the contractors' proposals
- j. Prepare the necessary environmental documents in accordance with the procedures adopted by the DEPARTMENT's Bureau of Local Roads & Streets.
- k. Prepare the Project Development Report when required by the DEPARTMENT.
- l. **See Attachment A.**

- (2) That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to the AGREEMENT, will be in accordance with current standard specifications and policies of the DEPARTMENT. It is being understood that all such reports, plats, plans and drafts shall, before being finally accepted, be subject to approval by the LA and the DEPARTMENT.
- (3) To attend conferences at any reasonable time when requested to do so by representatives of the LA or the Department.
- (4) In the event plans or surveys are found to be in error during construction of the SECTION and revisions of the plans or survey corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the Contractor.
- (5) That basic survey notes and sketches, charts, computations and other data prepared or obtained by the Engineer pursuant to this AGREEMENT will be made available, upon request, to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.
- (6) That all plans and other documents furnished by the ENGINEER pursuant to this AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

The LA Agrees,

- 1. To pay the ENGINEER as compensation for all services performed as stipulated in paragraphs 1a, 1g, 1i, 2, 3, 5 and 6 in accordance with one of the following methods indicated by a check mark:
 - a. A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
 - b. A sum of money equal to the percent of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

Awarded Cost	Percentage Fees	
Under \$50,000	_____	(see note)
	_____	%
	_____	%
	_____	%
	_____	%
	_____	%

Note: Not necessarily a percentage. Could use per diem, cost-plus or lump sum.

- c. **See Attachment B.**
- 2. To pay for services stipulated in paragraphs 1b, 1c, 1d, 1e, 1f, 1h, 1j, 1k & 1l of the ENGINEER AGREES at actual cost of performing such work plus _____ percent to cover profit, overhead and readiness to serve - "actual cost" being defined

as material cost plus payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under the paragraph 1b, 1c, 1d, 1e, 1f, 1h, 1j & 1k. If the ENGINEER sublets all or part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge.

"Cost to Engineer" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm, including the Principal Engineer, perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

3. That payments due the ENGINEER for services rendered in accordance with this AGREEMENT will be made as soon as practicable after the services have been performed in accordance with the following schedule:
 - a. Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee due under this AGREEMENT based on the approved estimate of cost.
 - b. Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee due under the AGREEMENT based on the awarded contract cost, less any amounts paid under "a" above.

By Mutual agreement, partial payments, not to exceed 90 percent of the amount earned, may be made from time to time as the work progresses.

4. That, should the improvement be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a, through 1h and prior to the completion of such services, the LA shall reimburse the ENGINEER for his actual costs plus _____ percent incurred up to the time he is notified in writing of such abandonment - "actual cost" being defined as in paragraph 2 of THE LA AGREES.
5. That, should the LA require changes in any of the detailed plans, specifications or estimates except for those required pursuant to paragraph 4 of THE ENGINEER AGREES, after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus _____ percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 2 of THE LA AGREES. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans and specifications.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning their interpretation of the provisions of this Agreement shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER, one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all surveys, permits, agreements, preliminary bridge design & hydraulic report, drawings, specifications, partial and completed estimates and data, if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 4 of THE LA AGREES.
3. That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under this AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.
4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract, and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this contract. For Breach or violation of this warranty the LA shall have the right to annul this contract without liability.

IN WITNESS WHEREOF, the parties have caused the AGREEMENT to be executed in quadruplicate counterparts, each of which shall be considered as an original by their duly authorized officers.

Executed by the LA:

City of Bloomington of the
(Municipality/Township/County)

ATTEST:

State of Illinois, acting by and through its

By _____

City Clerk

(Seal)

By _____
Title Tari Renner, Mayor

Executed by the ENGINEER:

Knight E/A, Inc.

993 Clocktower Drive, Suite A

ATTEST:

Springfield, IL 62704

By _____

By _____

Title Melissa Mulhern, CFO

Title Kevin E. Lentz, President

<p style="text-align: center;">Approved</p> <p style="text-align: center;">_____ Date</p> <p style="text-align: center;">Department of Transportation</p> <p style="text-align: center;">_____ Regional Engineer</p>

SUPPLEMENT #2
ATTACHMENT A: SCOPE OF SERVICES
INTERSECTION IMPROVEMENTS AND TRAFFIC SIGNAL INSTALLATIONS-VARIOUS
MFT SECTION NO. 13-00351-00-TS

Project Understanding

Knight E/A, Inc. shall perform additional professional engineering services as determined and required by the City of Bloomington (Client) to complete construction plans, specifications and estimates for improvements of Hershey Road from Arrowhead Drive to Clearwater Avenue.

Scope of Services

Knight proposes to perform the following services as requested by the Client to complete construction plans, specifications and estimates for proposed improvements on Hershey Road within the limits described above:

1. **Details of Private Driveway Turnarounds** – Perform topographic survey and design and details of proposed private driveway turnarounds at 13 locations determined by the Client and listed as follows:
 - 1222 N. Hershey Road
 - 1226 N. Hershey Road
 - 1228 N. Hershey Road
 - 1308 N. Hershey Road
 - 1316 N. Hershey Road
 - 1318 N. Hershey Road
 - 1402 N. Hershey Road
 - 1404 N. Hershey Road
 - 1406 N. Hershey Road
 - 1410 N. Hershey Road
 - 2406 Arrowhead Drive
 - 2215 Clearwater Avenue
 - 2303 Clearwater Avenue
 - 2305 Clearwater Avenue
 - 2307 Clearwater Avenue
 - 2403 Clearwater Avenue
 - Unidentified Properties to Date (2)
2. **Analyze Current Traffic Volumes** – Recent traffic counts completed by the Client at Hershey Road and Clearwater Avenue will be analyzed and proposed improvements at the intersection modified to reflect current and projected traffic volumes. Auxiliary lane warrants, storage requirements and proposed timing plans will be updated accordingly.
3. **Revise Maintenance of Traffic Plans to Accommodate On-street Parking** – Revisions to the proposed maintenance of traffic plans will be completed to address on-street parking for residents

during construction. The project staging will be affected thus necessitating revisions to the plans and specifications.

The following items are not included in Knight's scope of services:

- Right-of-way (ROW) documents
- Boundary surveys
- Public Meetings
- IEPA NPDES storm water permits

Schedule - Knight will initiate work on this supplement project immediately after the Notice to Proceed.

ATTACHMENT B – FEE ESTIMATE

**PAYROLL ESCALATION TABLE
FIXED RAISES**

FIRM NAME
PRIME/SUPPLEMENT

Knight E/A, Inc.
Supplement

DATE 11/09/16
PTB NO. _____

CONTRACT TERM
START DATE
RAISE DATE

12 MONTHS
12/1/2016
7/1/2017

OVERHEAD RATE
COMPLEXITY FACTOR
% OF RAISE

146.00%
3.00%

ESCALATION PER YEAR

12/1/2016 - 7/1/2017
7
12

= 58.33%
= 1.0125

7/2/2017 - 12/1/2017
5
12

42.92%

The total escalation for this project would be:

1.25%
