

## Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, Feb 7 2012, 2012 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Caisley, Soeldner, McKibbin and Black

Members Absent: Cavallini

Other Members Present: McIntyre

Staff Members Present: Mr. Bill Wasson, County Administrator, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Eric Schmitt, County Engineer;

Others Present: Mr. Jerry Stokes, Assistant County Engineer, Ms. Jennifer Sicks, Regional Planning, Ms. Rita Bane, Deputy County Auditor

Chairman Hoselton called the meeting to order at 8:04 a.m. He stated that the first item for action is approval of the minutes from the January 3, 2012 Transportation Committee Meeting.

Motion by Caisley/Cavallini to recommend approval of the minutes from the January 3, 2012 meeting of the Transportation Committee.

Chairman Hoselton asked the Committee to review the bills for January 31, 2012. The prepaid total is \$671,490.83.

Mr. Soeldner asked for an update on the Old Town Road District situation. Mr. Schmitt, County Engineer, advised that many of the issues have been resolved. The Road District is currently going through discovery and payment will be made when the issue is resolved.

Mr. Scott pointed out that several payments to Martin Equipment had been made and then the County received a \$1,000 refund from Martin Equipment. Mr. Schmitt explained that there is a core on many of the truck parts purchased from Martin Equipment. When the County returns the old part, a deposit is issued by the manufacturer on the old part.

Mr. Caisley asked who is going to attending school. Mr. Schmitt responded that he is taking a course in Fracture Critical Bridge Inspection.

Motion by Soeldner/Black to recommend payment of the December 31, 2011 bills including a Highway Transfer of \$32,000 as submitted by the County Auditor. Motion carried.

Chairman Hoselton stated that the first Item for Action is the Resolution and Bid Tab for January 27, 2012 County Equipment Purchase Letting. He asked Mr. Jerry Stokes, Assistant County Engineer, to address the Committee.

Mr. Stokes noted that two Tandem Dump trucks are replaced every year. Tandem trucks are replaced after 10 years of use by the County. Mr. Stokes compared the actual cost of the equipment with the Highway Department 2012 Equipment Budget, noting that the increased amount of the Tandem trade in brought the trucks in under budget. The \$2000 per truck warranty option increases the warranty from the typical five years to seven years.

Mr. Stokes stated that the dump body and hoists will be transferred from the old trucks to the new Tandems and the new central hydraulic systems installed.

Mr. Stokes continued with the 2012 Caterpillar 430E Backhoe Loader. A buy back based on total amount of hours is included:

- 5 years            3,000 hours            \$57,000
- 5 years            5,000 hours            \$45,000

The current 2007 backhoe has an estimated 2,700 hours. The purchase is an estimated \$17,000 under budget. By bidding and purchasing before the March 1, 2012 Tier IV Emissions change, the County avoided the increase the cost created by the change. We are currently under the Tier III Emissions.

Mr. Stokes advised that there is difference in the total cost and the total budgeted. The reason for the difference is the County has not yet purchased the Hydraulic Wings or the Drill press.

Mr. Stokes recommended the County Highway Department purchase from the lowest responsible bidder the following:

2 – 2013 International 7400SFA for \$131,910.00 which includes the \$2000 per truck warranty option and trade in of two (2) 2003 International 7400's from:

Prairie-Archway International  
2116 N Main St  
Normal, IL 61761

2 – 2012 Dump Body & Hoist Transfer for \$14,564.00 from:

Linco-Precision, LLC  
900 W Main St, PO Box 37  
El Paso, IL 61738-0037

2 – 2012 Central Hydraulic Systems for \$26,429.00 from:

Koenig Body & Equipment, Inc  
2428 Farmington Road  
Peoria, IL 61604

1 – 2012 Caterpillar 430E Backhoe Loader for \$50,165.00 which includes the Tool Carrier option and trade in of one (1) 2007 Caterpillar 430 E Backhoe Loader from:

Altorfer, Inc  
1 Capitol Dr  
East Peoria, IL 61611

Motion by Soeldner/Cavallini to recommend approval  
of the Resolution and Bid Tab for  
January 27, 2012 County Equipment  
Purchase Letting.  
Motion carried.

Chairman Hoselton continued with the West Road District Joint Culverts; 2012 Joint Culvert #1 and 2012 Joint Culvert #2.

Mr. Stokes reported that 2012 West Joint Culvert #1 is located at 3500E Road 440 North. The County Engineer has made a survey of the water shed and determined that the present drainage structure is inadequate. The existing twin 15 inch metal pipe will be replaced with twin 36 inch arches. The estimated cost of the new drainage structure is \$5,200. The County's share of the cost is \$2,600.

Mr. Caisley asked why twin pipes were being installed instead of one larger pipe. Mr. Stokes responded that to install larger pipes would require the road to be raised.

Mr. Schmitt advised that 2012 West Joint Culvert #2 is located at 3500E Road 480 North. The County Engineer has made a survey of the water shed and determined that the present drainage structure is inadequate. The existing 15 inch concrete pipe will be replaced with a 30 inch arched pipe. The estimated cost of the new drainage structure is \$3,200. The County's share of the cost is \$1,600.

Motion by Cavallini/Scott to recommend  
Approval of the West Road District Joint Culverts;  
2012 Joint Culvert #1 and 2012 Joint Culvert #2.  
Motion carried.

Chairman Hoselton stated that the next Action Item is the Bridge Fund Resolution for the Roselands Bridge – Meadows Road, CH23 – Sec 11-00005-01-BR.

Mr. Stokes pointed out the Roseland Bridge, two miles north of Lexington on County Highway 23. The bridge is similar to the Brucker Bridge done in 2011. The cost is \$735,000 with the funds coming from the County Highway Bridge Fund.

Mr. Soeldner asked the estimated length of time for the project. Mr. Stokes responded that the estimated start time of the project is April 15, 2012 with completion on June 6, 2012.

Motion by Caisley/Cavallini to recommend  
the Bridge Fund Resolution for the Roselands  
Bridge – Meadows Road, CH23 – Sec 11-00005-01-BR.  
Motion carried.

Chairman Hoselton presented the Highway Fund Resolution for the Funks Farm Road – CH 14 Resurfacing – Sec 11-00049-06-RS.

Mr. Stokes stated that the project is on the south side of CH 36 north for 3 ½ miles to CH 34 near the Shirley interchange. The road was last paved in 1985. The project will update the road to an 80,000 lb road. The cost of the project is \$725,000 with the funds coming from the County Highway Fund. The project will go to bid the end of March, 2012.

Motion by Caisley/McKibbin to recommend approval of the Highway Fund Resolution for the Funks Farm road – CH 14 Resurfacing – Sec 11-00049-06-RS.  
Motion carried.

Chairman Hoselton continued with the Preliminary Engineering Service Agreement with Farnsworth Group for the 2012 Dale Township Non-Motor Fuel Tax Joint Bridge Repair.

Mr. Stokes referred to the map and pictures showing a problem that arose early this year with Dale Township Structure 057-3906. One of the timber planks in the abutment broke allowing the backfill to spill through the abutment creating a sinkhole in the road. The sinkhole has been refilled and compacted to allow the road to be reopened. This timber plank abutment needs to be replaced with the installation of a sheet pile abutment. The Department has repaired drainage structures this way twice in the last decade;

- Bloomington Township by the Crestwicke Country Club
- Kappa Road near the Coons Ford Bridge

Mr. Stokes advised that Farnsworth designed similar previous bridge projects and is familiar with this type of work. The Department is requesting approval of the engineering agreement so that they can fast tract the project for completion early this spring. The cost of the Engineering Agreement is \$12,100.

Mr. McKibbin asked if this project is considered highly specialized work. Mr. Stokes responded that the project requires a Structural Engineer Stamp.

Mr. Black asked the time frame from when the bridge was constructed before the timber planks in the abutment began to deteriorate and break. Mr. Schmitt stated that the timber frame was built in the 1960's. There are 6-7 timber pile bridges left in McLean County.

Mr. Soeldner asked if the County has the timber pile bridges inspected. Mr. Schmitt responded that the County inspects all of the bridges every 24-48 months. All timber pile bridges are inspected every 6 months.

Chairman Hoselton asked if the Townships take responsibility for any bridge inspections. Mr. Schmitt advised that some of the Townships ride the roads regularly. If problems are spotted the Township will notify the County.

Mr. Soeldner noted that the County not only needs to be aware of issues with the timber pile bridges but the bridges we are building now. Mr. Schmitt reported that the Department will be putting emphasis on the timber board during bridge inspection.

Chairman Hoselton asked if the County hires Hanson Professionals for the structural inspection of the bridges. Mr. Schmitt stated that the County does the inspection on all but seven of the 275 Township bridges and 89 County bridges. Hampton, Lenzini & Renwick is hired to inspect the County's timber pile bridges.

Motion by Cavallini/Black to recommend approval of Preliminary Engineering Service Agreement with Farnsworth Group for the 2012 Dale Township Non-Motor Fuel Tax Joint Bridge Repair  
Motion carried.

Chairman Hoselton continued with the Emergency Appropriation Ordinance for FY 2011, Fund 0122.

Mr. Stokes advised that the County received the bill from the Town of Normal for the Northtown/Ziebarth Road. The funds are coming from the County Highway Matching Tax Funds Unappropriated Fund balance.

Mr. Stokes recommended the following Emergency Appropriation Ordinance:

	<u>AMENDED</u>	<u>ADD</u>	<u>AMENDED</u>
County Highway Department Unappropriated fund Balance 0122-0055-0056-0400-000	\$120,000	\$25,000	\$145,000

	<u>AMENDED</u>	<u>ADD</u>	<u>AMENDED</u>
County Highway Department Const. Roads/Bridges/Culverts 0122-0055-0056-08100-0001	\$1,374,000	\$25,000	\$1,399,000

Mr. Caisley asked if this was an expired appropriation. Mr. Schmitt responded that the Northtown/Ziebarth Road was originally in the FY 2008 budget. The project was let in December 2008 and construction began in 2009 and carried over into 2010. The billing was received in 2011.

Motion by Caisley/Soeldner to recommend approval of the Emergency Appropriation Ordinance for FY 2011, Fund 0122.  
Motion carried.

Chairman Hoselton informed the Committee that the next items to be presented to the Committee are items of information. He presented the Projects Summaries.

Mr. Stokes advised that the Shoenig Bridge and County Highway 12 road Reconstruction, Sec 04-00135-06-BR and 05-00135-07-WR project is completed. The final cost was \$1,485,728.42, 2.46% over the estimated cost. The reason for the overrun was due to the extensive undercut areas that needed to be dug out and #3 rock installed.

Mr. Black suggested that another field trip be taken this summer. The last field trip was very informative.

Mr. Schmitt continued with the Motor Fuel (MFT) Allotments from 2002 - 2011. He presented a history of the MFT allotments pointing out that the State collects the MFT money; administrative fees are deducted and the funds are filtered to the County by a formula. The County's share is based on the total dollars of vehicles registered in the County vs the total dollars of vehicles registered in the State. Townships MFT allotments are based on miles in the jurisdiction and municipalities allotments are based on population. Mr. Schmitt presented a list of MFT Average Monthly Allotments for 2002-2011 with the percent of change over the previous year:

<u>Year</u>	<u>Average Monthly Allotment</u>	<u>% Change from the Previous Year</u>
2002	\$230,887.35	N/A
2003	\$221,595.19	-4.02%
2004	\$224,330.74	+1.23
2005	\$235,111.51	+4.81%
2006	\$219,612.47	-6.59%
2007	\$211,045.08	-3.90%
2008	\$188,902.54	-10.49%
2009	\$184,843.45	-2.15%
2010	\$193,612.51	+4.74%
2011	\$190,540.21	-1.59%

Over the ten year period the County's Average MFT Allotments have decreased \$40,347.14 or 17.47%.

Mr. Schmitt noted that the last time there was a Federal gas tax increase was in 1993. Currently the Federal gas tax is \$0.18.4 per gallon. In Illinois the last gas tax increase was in 1990. Illinois gas tax is \$0.19 per gallon of gas and \$0.21.5 on a gallon of diesel.

The difference between the State tax on gasoline and diesel, \$0.025, all goes directly to the State of Illinois. The MFT is based on the number of gallons sold not on the price per gallon.

Mr. Schmitt noted that over this same time period with the cost of MFT Tax decreasing the cost for our primary maintenance and construction pay items have increase as follows:

<u>Item</u>	<u>2002 Price</u>	<u>2011 Price</u>	<u>Change</u>	<u>Percent of Change</u>
CRS-2 –Oil and chip	\$0.82 –gal	\$2.20-gal	+\$1.38	+168.29%
HMA Surface Overlay	\$40.75-ton	\$78.85-ton	+38.10	+ 93.50%

Part of the reason for the increased price of oil is not only did the price of gas increase, but when the price of fuel got to a certain point, it was profitable for the refineries to refine the oil once more and get another run of fuel. This reduces the byproduct, and therefore increased the cost of asphalt.

Mr. Soeldner asked what kind of effect the electrical vehicles will have on the Motor Fuel Tax. Mr. Schmitt responded that he is on the Revenue Committee from the Illinois Association of County Engineers. The Committee did a significant study in 2011. Increased MFT revenue was the focus. Electric vehicles do not pay Motor Fuel Tax. The Committee focused on vehicles miles traveled and finding a way to tax an electric vehicle to assure they are paying their share of the road costs.

Mr. Black stated that one thing being considered is the installation of GPS in vehicles to track the number of miles driven. The owner would then be billed according to the weight and time traveled on the roads. Mr. Wasson, County Administrator noted that the biggest challenge with VMT (Vehicle Mileage Tax) is that currently the petroleum industry collects the tax for both the federal government and the state government. With VMT and agency may need to be established to collect those revenues. That in its self is a large cost.

Mr. Schmitt continued with the Stormwater Education and Public Participation Program, 2011 Fourth Quarter Report and the 2011 Annual Report. The Ecology Action Center has completed the following tasks as part of the Public Participation and Storm Water Education and Outreach Programs for Bloomington, Normal and McLean County:



- Educational Programs
- Informational Events and Presentations
- Yard Smart Program
- Storm Drain Stenciling Program
- Multimedia Clean Water Message Promotion
- Miscellaneous other efforts

He referred to the 2011 Storm Drain Stenciling map as part of the Stormwater Education and Outreach Program, pointing out the 4<sup>th</sup> Quarter 2011 Storm Drain Stenciling.

Mr. Cavallini asked for an explanation of stenciling. Mr. Schmitt explained that volunteers paint “Do Not Dump Here, Drains into a Stream” at various location in McLean County.

Mr. Schmitt informed the Committee that the Gridley Road District Timber Pile Bridge replacement project was on the January 20, 2012 Illinois Department of Transportation (IDOT) Letting. The low bid of \$280,984.15 was submitted by H.J. Eppel Company. The bid came in 9.46% under our estimate of \$310,332.50. Construction will likely begin in mid-April with completion expected by mid-June. The project is funded

- 80% - HBP – Federal Funding
- 10% - McLean County Funding
- 10% - Gridley Road District Funding

The project is one of two timber-pile Township drainage structures that will be replaced in 2012.

Mr. Schmitt presented the Project History Maps detailing the history of construction projects on hot-mix asphalt County highways for the last 15 construction seasons and the roads that have not been worked on in the time period. This information is useful in seeing where work has been completed and the roads that will need work in the future. The information also helps to explain the County’s Pavement Preservation Program to extend the expected 20 year life of County roads.

1. 2007 through 2011
2. 2002 through 2006
3. 1997 through 2001
4. Hot-Mix Roads that were last worked on before 1997

Mr. Schmitt noted that projects are concentrated in areas. Instead of one large project the area is broken down into fundable projects done at separate times.

Mr. Black compared the north – south roads with the east – west roads. Is the deterioration of the road dependant on the direction of the road or the traffic flow? Mr. Schmitt responded that traffic counts are done every 5 years. Traffic volume is dependant more on destinations than east-west vs north-south.

Mr. Soeldner noted that some of the decision making was based on wind farms. Mr. Schmitt stated that many of the projects were funded by the wind farm through Road Use Agreements. The wind farms are currently on hold.

Mr. Wasson reported that Horizon continues to attempt to negotiate contracts for the sale of power. The contracts are necessary to move forward. Horizon's expectation 6-9 months ago was that 2012-2013 would be the earliest construction would begin, starting on the farm between Lexington and Chenoa. Horizon already has the necessary permits to access the Con-Ed utility corridor for the Lexington/Chenoa farm. Permits for any other wind farms are not being issued until all upgrades to the utility corridor have been completed.

Mr. Schmitt presented a Towanda Barnes Road traffoc video. The design of the Towanda Barnes Road from Fort Jesse Road to Raab Road was started with Hanson Professional services in 2007. The road leading to Normal Community High School at the intersection of Raab Road and Towanda Barnes becomes highly congested beginning at approximately 6:43 am. School starts at 7:15. Mr. Schmitt pointed out how the traffic coming north on Towanda Barnes is slowly increasing. During the next 20 minutes the traffic eventually is backed up 3/4 mile to Fort Jesse Road. Many of the students have already changed their route going north on Airport Road to Northtown Road, back onto Towanda Barnes and right onto Raab.

Mr. Schmitt advised that the project designed will add a turn signal at the intersection of Towanda Barnes and Raab Road. The road will be widened to 4 lanes through this intersection to increase the safety of the cars turning onto Raab Road. The problem is increasing due to more development in the area and more students driving to school.

Mr. Schmitt noted that during this 20 minute time period, this area is one of the most congested places we have on our County Highways. Afternoons do not create the same problem. The traffic is more staggered.

Mr. Soeldner asked if any thought has been given to having a traffic officer on site during this 20 minute time period. The Sheriff's office has observed the problem. Mr. Schmitt noted that the problem with an officer directing traffic is that the speed limit is 55 mph through this area and there is a slight rise in the road obstructing the view. There is not a lot of advanced warning. The Sheriff's Department often places the speed cart at this intersection to get vehicles to slow down.

Mr. Black noted that any improvement to the intersection would be beneficial.

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Mr. Schmitt stated that the video shows a clear picture of the need for an improvement at this intersection.

It was decided that the Highway Department plan the field trip to assure that the field trip would be most beneficial to the Committee.

Chairman Hoselton asked if there was any further business to be brought before the Committee. Hearing none, he adjourned the meeting at

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary