

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, March 6 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 Cavallini

Members Absent: Black

Other Members Present: None

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

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

Others Present: Ms. Rita Bane, Deputy County Auditor

Chairman Hoselton called the meeting to order at 8:00 a.m. He stated that the first item for action is approval of the minutes from the February 7, 2012 Transportation Committee Meeting.

Motion by Caisley/Soeldner to recommend approval
of the minutes from the February 7, 2012 meeting
of the Transportation Committee.

Chairman Hoselton asked the Committee to review the bills for February 29, 2012. The prepaid total is \$245,961.85.

Mr. Caisley asked the type of schooling Mr. Jerry Stokes, Assistant County Engineer, is attending. Mr. Schmitt, County Engineer responded that Mr. Stokes is taking a Bridge Inspection Class in Springfield, IL.

Mr. Soeldner inquired where right-of-way is being acquired. Mr. Schmitt noted that the Department is working on the plats for right-a-way on County Highway 12. Construction will be in 2013.

Motion by Soeldner/Cavallini to recommend payment of the February 29, 2012 bills as submitted by the County Auditor.
Motion carried.

Chairman Hoselton stated that the first Item for Action is the Resolution and Bid Tab for February 28, 2012 Township Motor Fuel Tax (MFT) and County Non-Non MFT Letting.

Mr. Schmitt presented the letting held on February 28, 2012. He noted that the bridge on County Highway 23, Meadows Road, came in under estimate. The Department's estimate was evaluated and adjustments made for bidding other bridge projects. The bids were some of the best prices the Department has seen since 2005. This is a reflection of the current market.

Mr. Soeldner referred to the McLean County Highway Department Bid Sheet. He noted that the bids on the Downs Road are much higher than the estimate. Mr. Schmitt recommended that the bid for the Downs Road be rejected and the project be rebid. One of the main suppliers did not pull a set of plans and all the bids were over the estimated cost.

Mr. Cavallini asked when it would be rebid. Mr. Schmitt stated that the Downs Road project will be advertised and rebid at the end of March, 2012.

Mr. Eric Schmitt recommended approval of the following material and construction contracts:

2012 MFT Maintenance Sections:

Gridley RD Sec 12-18000-00-GM GR14

The successful bidder on the above section was:

Towanda Company, LLC \$16.25 per Ton \$3,250.00
201 W. Jackson St, PO Box 230, Towanda, IL 61776-0230

Martin RD Sec 12-2200-00-GM GR 13

The successful bidder on the above section was:

Towanda Company, LLC \$13.58 per Ton \$10,864.00
201 W. Jackson St, PO Box 230, Towanda, IL 61776-0230

2012 Non-MFT Construction Sections:

McLean County Sec 11-00005-BR Roselands Br (CH 23)

The successful bidder on the above section was:

Stark Excavating, Inc
1805 West Washington St, Bloomington, IL 61701 \$444,126.50

Motion by Soeldner/McKibbin to recommend
Approval of the Resolution and Bid Tab for
February 28, 2012 Township Motor Fuel
Tax (MFT) and County Non-Non MFT Letting.
Motion carried.

Motion by Caisley/Cavallini to recommend
approval of rejecting the bid for the Downs
Road and rebidding the Downs Road Project
in March, 2012.
Motion carried.

Chairman Hoselton presented the Lexington Road District Joint Culvert Petitions:

1. 2012 Lexington Joint Culvert #1 – 2125 North Road
2. 2012 Lexington Joint Culvert #2 – 2125 North Road

Mr. Schmitt reported that 2012 Lexington Joint Culvert #1 is located on 2125 North Road, 2,950 west of the Lexington LeRoy Road. The County Engineer has made a survey of the water shed and determined that the present drainage structure is inadequate. The existing 30 inch culvert will be replaced with a 48 inch culvert. The estimated cost of the new drainage structure is \$12,500. The cost of the new structure

exceeds 0.02% of the Equalized Assessed Valuation (EAV) of the Township. The County's share of the cost is \$6,250.

Mr. Caisley asked if the culvert would be a concrete or box culvert. Mr. Schmitt stated that the culvert is a pipe.

Mr. Schmitt advised that 2012 Lexington Joint Culvert #2 is located on 2125 North Road Road, 900 West of Lexington-LeRoy Road. The County Engineer has made a survey of the water shed and determined that the present drainage structure is inadequate. The existing 72 inch culvert will be replaced with a new 72 inch culvert. The estimated cost of the new drainage structure is \$19,500. The cost of the new structure exceeds 0.02% of the Equalized Assessed Valuation (EAV) of the Township. The County's share of the cost is \$9,750.

Mr. Schmitt noted a 72 inch pipe is the largest pipe used in culverts. This drainage structure is different situation. Most places where a waterway crosses the road there is little headroom over the culvert pipe, resulting in smaller twin pipes. In this case there is more headroom, allowing for a larger single pipe installation.

Mr. Schmitt pointed out the two bridges are only 2,050 feet apart.

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

Chairman Hoselton presented the Dry Grove Road District Joint Culvert Petition – 2012 Dry Grove Joint Culvert #1 – 900 East Road.

Mr. Schmitt reported that the Dry Grove Road District Joint Culvert is located on County Road 900E, between the Danvers/Uton Road and Old Peoria Road. The County Engineer has made a survey of the watershed and determined that the present drainage structure is inadequate. The existing 36 inch culvert will be replaced with a new 36 inch culvert. The estimated cost of the new drainage structure is \$19,500. The County's share of the cost is \$9,750.

This project is more complicated than normal. The pipe sets deep in the ground with high banks requiring additional piping which creates an increase in cost.

Chairman Hoselton continued with the Hickory Creek Bridge at Lake Bloomington, County Highway 31, Sec-04-00073-07-BR, Bridge Fund Resolution.

Mr. Schmitt pointed out the location of the Hickory Creek Bridge. The bridge design has been in the County Highway Plans since 2004. The project has continuously been pushed back to complete the County timber pile bridge projects. The project will widen the structure to a 40 foot top for safer pedestrian traffic. The Hickory Creek Bridge will be replaced with a three-span continuous reinforced concrete slab bridge. The shoulder will be widened to 8 feet shoulders.

Mr. Schmitt stated that the Department is working with the City of Bloomington to obtain an easement for the widening.

Chairman Hoselton asked if the bridge would be elevated. Mr. Schmitt responded that the top of the bridge will not be elevated; however the clear height under the bridge will be raised one foot in height.

Mr. Caisley asked if it is possible to receive money from the City of Bloomington. The City of Bloomington is responsible for the water way, requiring a bridge. Mr. Schmitt advised that it would not be possible to receive money from the City of Bloomington. The County is responsible for maintenance on the structures at Lake Bloomington.

Mr. Soeldner noted the inconvenience this is going to create for the property owners in the area. Mr. Schmitt responded that the Department has scheduled the project to be start in early June and be completed by late August to avoid the Lake Run, Memorial Day weekend and the local school schedule. Signs will be posted and a detour will be marked around the east side of Lake Bloomington.

Motion by Cavallini/McKibbin to recommend
the Hickory Creek Bridge at Lake Bloomington,
County Highway 31 Sec 04-00073-07-BR, Bridge
Fund Resolution.
Motion carried.

Chairman Hoselton presented the Cooksville Road – CH 17 Recycling and Resurfacing – Sec 11-00039-04-RS:

- Motor Fuel Tax Resolution
- Matching Tax Resolution
- Highway Fund Resolution

Mr. Schmitt advised that the asphalt pavement of the Cooksville Road has not been replaced in 27 years. The average design life is 20 years. Pavement preservation has extended the life of the Cooksville Road for 7 years.

Mr. Schmitt noted that the County has done two full depth recycling projects, one on the Holder Road and the other on the Colfax/Weston Road. During the process the road is tilled a varying depths of six to eight inches, the material is pulverized. The material is tilled again adding an oil product that helps to stabilize the material. The recycled material is then laid back on the road and grated. At times the grating causes inconsistency and mill trimming is required to level the road. The Cooksville Road project will be done using the Cold In-place Recycling (CIR) process. The difference being CIR tills the material and the machine then mixes the material and lays it back onto the pavement all in one process. This improves the ride quality of the road. This will be the first CIR project for the County.

Mr. Cavallini asked if there have been good results using the CIR process. Mr. Schmitt responded that Tazewell County has done projects and had good results in the last two years. The process is cost effective and environmentally safe. Mr. Schmitt added that in the future you will see more recycling of the material you have.

Mr. Soeldner asked if there was other work to be done on the Cooksville Road. Mr. Schmitt stated that it is standard practice is to replace any needed culverts before the road is resurfaced.

Mr. Schmitt recommended approval of appropriating the sums from the following funds:

- Motor Fuel Fund \$450,000
- Matching Fund \$1,095,000
- Highway Fund \$5,000

Motion by Caisley/Cavallini to recommend approval of the Cooksville Road – CH 17 Recycling and Resurfacing – Sec 11-00039-04-RS: Motor Fuel Tax Resolution, Matching Tax Resolution and Highway Fund Resolution.
 Motion carried.

Chairman Hoselton informed the Committee that the next items to be presented are Items of Information.

Mr. Schmitt noted that the winter of 2011-2012 has been mild and the Highway Department's salt usage has been reduced from typical winters. In March, 2011 the Department requested that the State of Illinois include 6,850 tons of salt in their statewide 2011-2012 salt solicitation. Under the contract provisions we are required to purchase 80% of that amount or 5,480 tons. To date, we have ordered and received 2,376 tons of salt. The remaining 3,104 tons of salt will need to be purchased before June 30, 2012.

Mr. Schmitt advised that the Department has three bays of the salt shed full and one bay is now empty. Each bay holds 750 tons of salt. Salt to fill the now empty bay will be ordered in March, 2012. For the first time in 17 years the supplier is requiring that the Department purchase our 80% required by the contract. With the recent snow some of the salt supply has been depleted. The shed currently has room for approximately 1,100 – 1,300 more ton of salt in the shed. That leaves the County with finding storage for 1,800 – 2,000 more ton of salt.

Mr. Schmitt noted that with additional costs, it may be an option to store the salt at the vendor facility. There is the possibility of storing off site; however, trucking is added expense. The County's site on Route 9 is another storage option. Tarps will need to be purchased to cover the salt from the elements. Mr. Schmitt stated that the Department is looking in the future to possibly purchase a fabric topped storage shed. Other options for the storage of the remaining tons of salt are being investigated.

Mr. Schmitt added that he has been notified from the State that the salt order for the winter of 2012-2013 needs to be placed by the end of March, 2012. By purchasing through the State, the County receives a much better price.

Mr. Cavallini asked if the life of salt is long term. Mr. Schmitt reported that here is always some loss if the salt is not stored under a roof.

Mr. Caisley asked if it was possible to resell the salt to some other local government with vacant storage facilities. Mr. Schmitt stated that he would check with the City of Bloomington. Their storage situation is different than the County, however most everyone is experiencing the same problem.

Mr. Schmitt presented an explanation of Federal Funding Allocations that McLean County receives under the existing Federal Transportation Program. Currently both the Senate and the House of Representatives are working on versions of a future Federal Transportation Bill. The County participates in three programs:

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- Surface Transportation Rural - STR
- Surface Transportation Urban -STU
- Highway Bridge Program - HBP

Mr. Schmitt noted that the STR allotments varied from 2007 – 2013 depending on the Federal Bill. The HBP allotments have been decreasing. The HBP funds are allocated to the County based on the square footage of deficient local agency bridges in the County. The primary deficient bridges in McLean County are the timber pile structures.

Mr. Schmitt pointed out that the new Senate Bill will consolidate some of the programs into one program. This is not the best situation for the State of Illinois. The Illinois Association of County Engineers has talked to the Secretary of Transportation and the Department of Transportation. The Departments say they will continue the funding. Mr. Schmitt wanted the Committee to be aware that the current versions of some programs may change.

Mr. Wasson, County Administrator stated that because both the Senate version and the House of Representatives previous version of the Surface Transportation Bills combine HBP funding with other funding programs, in the future we would not have the specific allocation for non federal highway system bridges. The County would be faced with the repair of those bridges through other means. It may be the same funding, if the state continues to allocate in a similar manner.

Mr. Schmitt noted that the Department is spending HBP funding as soon as it is available. The County has projects ready if funds not used by other Counties, becomes available.

Mr. Caisley asked how bridges are determined to be deficient. Mr. Schmitt responded that through the Bridge Inspection Program, which the Federal government continues to modify, ratings are given to each bridge. For a bridge to be deficient and qualify for replacement, one rating has to be below four. A rating dropped to a four will be inspected by IDOT inspectors. At a rating of three, the bridge will be posted. A rating of one will close the bridge. A bridge has to be rated deficient to apply for replacement. It then can possibly takes up to five years to receive the funding.

Mr. Schmitt presented a tentative March and April Letting Schedule for the Highway Department:

March 27, 2012

County and Township Oil and Chip Project – Local

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- March 28, 2012 Funk's Farm Road Overlay Project – Local
County Crack Sealer Material – Local
Bid Snow Plow Wings for the Tandem
- April 25, 2012 Hickory Creek Bridge Project at Lake Bloomington – Local
Cooksville Road Recycling/Resurfacing Project – Local
- April 27, 2012 Lexington/LeRoy Road Resurfacing Project – State

Chairman Hoselton asked how the Department was doing with the FY 2012 Budget. Mr. Schmitt advised that the Department is doing well staying within the FY 2012 Budget. The mild winter has helped with the overtime budget.

Chairman Hoselton stated that it is important, to conserve fuel on travel during these times of increased fuel costs. Mr. Schmitt noted that the Department is continually looking at ways to conserve fuel.

Mr. Schmitt stated that once the projects get started, he will plan the next field trip.

Mr. Soeldner reported that he has been approached by the Bellflower Lions Club asking if the County is involved with an Adopt the Highway Program. Mr. Schmitt responded that the County does have an Adopt the Highway Program. An application needs to be completed and sent to the County Highway Department. The program has been in place for a long time. It is a very successful program. It was suggested that an article be done informing the public of the opportunity to adopt a section of the County Highways.

Mr. Caisley asked if there was a rooster listing those already participating in the program. Mr. Cavallini agreed it would be a good idea to see who these organization are.

Mr. Schmitt will check into the Adopt a Highway Program and report back 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 9:00a.m.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary

