

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, March 4, 2008 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Dean, Caisley and Cavallini

Members Absent: Members Baggett and Clark

Other Members Present: None

Staff Members Present: Mr. John Zeunik, County Administrator, Mr. Terry Lindberg, Assistant County Administrator, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Jack Mitchell, County Engineer

Others Present: Mr. Eric Schmitt, Assistant County Engineer, Mr. Chip Craddock, Clark Dietz Engineering, Mr. Dennis Brtva

Chairman Hoselton called the meeting to order at 8:10 a.m. He stated that the first item for action is approval of the minutes from the February 5, 2008 meeting.

Motion by Caisley / Cavallini to recommend approval of the minutes from the February 5, 2008 meeting.
Motion carried.

Chairman Hoselton asked the Committee to review the bills for February 28, 2008. The prepaid total is \$607,313.42.

Chairman Hoselton asked for any comments or questions concerning the Bills.

Motion by Dean / Cavallini to recommend payment of the February 29, 2008 bills as submitted by the County Auditor. Motion carried.

Chairman Hoselton introduced Mr. Chip Craddock, Clark Dietz Engineering.

Mr. Craddock informed the Committee that he is here to answer questions concerning the proposed Emergency Generator for the Highway Department. He stated that, at this time, the County cannot provide critical emergency services without a stand by source of power. The facility has five buildings and one service point. The most cost effective method of a stand by power source would be to provide one emergency generator near the service point. All buildings would be fed from this common service point. He stated that a single generator is more cost effective than multiple smaller units. Mr. Craddock recommended the use of diesel fuel. Many jurisdictions do not recognize natural gas as a true source of stand by power because you are relying on another utility to provide emergency power.

Mr. Cavallini asked how the generator would be housed. Mr. Craddock answered that Clark Dietz proposes a separate generator housing. The generator sits on a base, which is the diesel fuel tank. The size of the tank is determined by the required time the generator is needed to run.

Mr. Dean asked if the generator would automatically turn on when the power is disrupted. Mr. Craddock answered that when the transfer switch loses utility power, at a predetermined time, usually 8 seconds, it starts the generator. Once the generator is

Minutes of the Transportation Committee
March 4, 2008
Page Three

operating at the proper voltage and frequency, it disconnects the electric utility and connects to the generator. When utility power is restored, after a predetermined time, it then transitions back to the utility power. The generator will cool down and then shut off. He recommended that the Department run the generator for a predetermined time every week. This will assure the proper operation of the generator.

Chairman Hoselton expressed his concern for the new facility's floor heating system. He asked if it is possible to run a single building alone or is it feasible to consider a separate generator for each building. Mr. Craddock answered that the current proposal represents a single connection point for the entire facility. This is the simplest way to get power to the facility. Distribution work would be required to segregate the single load. He stated that the cost of a single generator would be approximately \$30,000.00 and the cost of a single smaller unit would be approximately \$20,000.00. He recommends that one generator feed the entire facility and the generator be operated with diesel fuel.

Mr. Dean asked if special consideration needs to be taken for the computers. Mr. Craddock explained that a small uniform power system (UPS) is required for the transition from the utility to the generator and back to the utility power. Mr. Mitchell noted that half of the UPS's needed are already on the computers.

Mr. Dean asked what the process would be once Clark Dietz has completed the design work. Mr. Craddock stated that the method they propose is to submit two sets of bidding documents, which comply with County Code. One set of bidding documents will be for the purchase of the generator, and a separate set of bidding documents for the generator installation. He stated that the most conventional process is to have the same contractor purchase and install the generator.

Chairman Hoselton asked if the Committee had further questions for Mr. Craddock. Hearing none, he thanked Mr. Craddock.

Chairman Hoselton stated that the first item for action to be presented to the Committee is the Resolution and Letting Results from the February 20, 2008 County MFT Maintenance Section, Non-MFT Maintenance and Construction Sections and Township TBP Construction Section.

Mr. Jack Mitchell, County Highway Engineer recommended that the Committee award the following materials and contracts:

2008 MFT Maintenance Section:

McLean County Sec 08-00000-00-GM GR9
The successful bidders on the above section were:

McLean County asphalt Co, Inc. 1100 W. Market St, Bloomington, IL 61701	\$5,300.00
HJ Eppel and Co, Inc (Old Rte 66 and 1200 North Rd, Livingston Co) 1400 Tuesburg Ct, Pontiac, IL 61761	\$5,200.00

Minutes of the Transportation Committee
March 4, 2008
Page Four

River City Supply, Inc (Normal or Downs) 1523 N Cottage Ave, PO Box 609, Bloomington, IL 61702-0609	\$5,700.00
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2008 Non-MFT Maintenance Section:

McLean County	Sec 08-00000-00-GM	GR10	
The successful bidder on the above section was:			
McLean County asphalt Co, Inc.			\$58,190.00
1100 W. Market St, Bloomington, IL 61701			

2008 Non-MFT Construction Section:

McLean County	Sec 05-00130-13-BR - Seegmiller Bridge	
The successful bidder on the above section was:		
Stark Excavating Inc.		\$539,681.06
1805 W. Washington St, Bloomington, IL 61701		

2008 TBP Construction Section:

Lexington Rd	Sec 04-21131-00-BR – Reynolds Bridge	
The successful bidder of the above section was:		
Stark Excavating Inc.		\$302,913.00
1805 W. Washington St, Bloomington, IL 61701		

Mr. Cavallini noted that several of the bids were over the Engineering estimate. Mr. Mitchell stated that the rising cost of oil is responsible for the increase.

Motion by Caisley / Dean to recommend
Approval of the Resolution and Letting
Results from the February 20, 2008
County MFT Maintenance Section,
Non-MFT Maintenance and Construction
Sections and Township TBP Construction Section.
Motion carried.

Chairman Hoselton stated that the next items for action are the Bridge Petitions.

Mr. Mitchell reported that the McNulta Bridge, located at 550 North Road on 4100 East Road, Bellflower Township, Section 08-04139-00-BR, is presently inadequate. The County Engineer has estimated that the cost of the new drainage structure will be \$275,000.00. The County's share of the cost is \$27,500.00.

Motion by Dean / Caisley to recommend
Approval of the Bridge Construction Petition
for Bellflower Township, Section 08-04139-00-BR,
McNulta Bridge.
Motion carried.

Minutes of the Transportation Committee
March 4, 2008
Page Five

Mr. Mitchell continued with the Funk's Grove Joint Bridge Repair Petition. He stated that the County has determined the Chapel of the Trees drainage structure located at 550 North Road on 735 East Road, Funks Grove is in need or repairs. The cost of the repair work is estimated at \$5,400.00. The County's share of the cost is \$2,700.00.

Mr. Mitchell stated that the County has determined that repairs are also necessary to the Johnson Bridge, located at 765 North Road on 775 East Road, Funks Grove. The County's share of the cost for the repairs is \$4,250.00.

Motion by Caisley / Dean to recommend
Approval of the Funks Grove Joint Repair
Petitions for the Chapel of the Trees and Johnson
Bridges.
Motion carried.

Chairman Hoselton stated that the next item for action is the Local Agency Agreement for Federal Participation.

Mr. Mitchell reported that the agreement with the Illinois Department of Transportation is for improvements to the Colfax / Weston Road, CH 8 (FAS 473) to US 24. The distance is 7.36 miles. He stated that the cost is estimated as follows:

- \$1,641,600.00 FHWA
- \$458,400.00 TARP (Truck Access Route Program)

When completed, the road will be opened as an 80,000 pound road, which qualifies the road for the state's TARP funds. There will be no cost to the County unless the project exceeds \$2,100,000.00.

Mr. Dean asked if \$300,000 a mile is a standard cost. Mr. Mitchell stated that costs continue to rise due to the increased cost of oil.

Mr. Caisley stated that this is an extension of a Livingston County road. He asked why we are stopping at Route 24 instead of going to either the Village of Weston or to the County line. Mr. Mitchell stated that the County and Livingston County, in a joint venture, have already upgraded that stretch of road to 80,000 pounds.

Mr. Caisley noted that between Yates Township and Lawndale Township there is a 3/8 of a mile offset. He asked if the funds were available to acquire additional right-of-way and straighten the road. Mr. Mitchell answered that the curves are currently posted for 50 mile an hour. The posting is being changed to 45 mile an hour. He stated that because of the

drainage ditch along the road, it would be a very expensive project. The road has no accident history.

Motion by Dean / Cavallini to recommend approval of the Local Agency Agreement for Federal Participation Section 05-00130-14-RS Colfax / Weston Road.

Motion carried.

Minutes of the Transportation Committee

March 4, 2008

Page Six

Chairman Hoselton stated that the next item for action is the MFT Resolution for improvements to the Colfax / Weston Road, Section 05-00130-14-RS.

Mr. Mitchell explained that the \$100,000.00 is the cost for engineering and construction of the improvements to the Colfax / Weston Road. The funds are coming from the County's allotment of Motor Fuel Tax Funds and/or County Matching Funds.

Motion by Dean / Cavallini to recommend approval of the MFT Resolution, Section 05-00130-14-RS. Colfax / Weston Rd.

Motion carried.

Chairman Hoselton stated that the last item for action is a resolution for improvements to the Danvers / Carlock Road, Section 07-00148-04-FP. Mr. Mitchell noted that the cost of the improvements is \$1,000,000.00. There is no Federal money available for this project. The TARP money was used for the Colfax / Weston Road project. This project will bring the Danvers / Carlock road up to an 80,000 pound road. The funds are coming from the County's allotment of Motor Fuel Tax Funds and/or County Matching Funds.

Motion by Caisley / Cavallini to recommend approval of the MFT Resolution, Section 07-00148-04-FP, Danvers / Carlock Rd.

Motion carried.

Chairman Hoselton informed the Committee that the first item to be presented for information is the Project Summary for the Henning and Spady Bridges on the Weston Road, CH 13. Mr. Mitchell reported that the floor on the north structure is poured and the South structure is completely poured. The project has been slower than expected due to the weather.

Chairman Hoselton stated that the next item for information is the East Side Highway Study.

Mr. Mitchell stated that the East Side Highway Project Study Group met on Friday, February 8, 2008. Mr. Jerry Paynok, Project Manager, Clark Dietz, presented the Study Area Map with the Preliminary Corridor Alignments. He reported that on Tuesday February 12, 2008 an East Side Highway Stakeholders Informational Meeting was held. Mr. Jerry Payonk presented the four alternatives to the Stakeholders. One of the ongoing

questions and concerns is the location of the Enbridge Pipeline in relation to the 2150 Corridor alignment. The next Project Study Group Meeting will be Friday, March 14, 2008 at 10:30 a.m. in Room 404 of the Government Center.

Chairman Hoselton referred to the meeting minutes of the East Side Highway Corridor Study. He questioned the additional costs that have been incurred to date. The meeting minutes stated "consensus would be needed at the County Board level". Mr. Mitchell responded that a meeting is scheduled with the Illinois Department of Transportation this

Minutes of the Transportation Committee
March 4, 2008
Page Seven

week to discuss the possibility of the State sharing in the extra cost, estimated at \$100,000.00. Utilizing the Surface Transportation Urban Funds that this area receives to cover the extra \$100,000.00 is another alternative. Since the Contact Sensitive Solutions process is an additional new step, the costs are higher and the project is taking more time.

Mr. Eric Schmitt, Assistant County Engineer, reported that Phase 2 of the Horizon Wind Farm is complete, other than the road work that will be finished this summer.

Chairman Hoselton stated that the last item for Information is the Structural Engineering Study Update.

Mr. Mitchell addressed the question concerning the possibility of the City of Bloomington and the Town of Normal joining with the County in hiring a structural engineer. Both the City of Bloomington and the Town of Normal have a limited number of bridges. He stated that he had talked to both Mr. Mike Hall and Mr. Doug Grosstien. They expressed no desire for a mutual project to hire a structural engineer for the construction of bridges.

Mr. Mitchell distributed to the Committee a notice that he intends to retire on June 27, 2008. He stated that it has been a good 19 ½ years with McLean County and together they have accomplished a lot. He explained the process the County Board would go through to appoint a County Engineer.

Chairman Hoselton asked if there was any other business to come before the Committee. Hearing none, he adjourned the meeting at 9:11 a.m.

Chairman Hoselton stated before driving to Hudson he wanted to discuss the trip. Mr. John Zeunik, County Administrator, with the assistance of the Highway Department, has compiled a list of Jurisdictional Transfers approved by the County from July of 1985 to the present. History shows several requests have been approved over time.

The most recent request from Danvers to take over the road, North Avenue in Danvers to Route 9 South. The Committee decided not to approve this request. The Committee's concern was that this would set a precedent and other cities and towns would come before the Committee seeking the transfer of municipal roads to the County. An Intergovernmental Agreement was reached with Danvers. The County agreed to upgrade the two blocks in the Village of Danvers to 80,000 pounds at the same time it upgrades the road going west out of Danvers to the Congerville Road.

The Committee will travel North on Linden from Franklin Street to the Lake Spur Road. The Committee will be observing the road. The Village of Hudson and Vance Emmert, Hudson Township Road Commissioner, will then meet the Committee at the Hudson Town Hall for an informational discussion.

Mr. Vance Emmert showed the Committee pictures of the upgrades on the Hudson Township bridge on 2550 North. The Village of Hudson has determined the upgrades to the bridge have made it much safer. Due to the low traffic volume, guardrails are not needed.

Minutes of the Transportation Committee

March 4, 2008

Page Eight

After viewing the road, it was determined only one mile of the road meets the County Standards and the rest will need to be rebuilt. The estimated cost would be \$3,000,000.00 a mile. The need for curb and gutter through the Village of Hudson will increase the cost. Curves in the road will need to be straightened and sections of the road will require elevation changes.

County roads are through roads. The stop sign in town would need to be eliminated. The Village agrees this will not be a problem.

The Committee agrees the project is doable. The section of road is an extension of CH 37 and continues through the Lake Spur road, a continuous route for snow plowing. The estimated time before the project could be done is 5 to 7 years. The Committee discussed the pro and cons of an Intergovernmental Agreement, with the Village of Hudson continuing to maintain the road and the County committing to a date to complete this project.

The project will be presented to the Committee at a future meeting.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary

