

## Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, February 5, 2008 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

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

Members Absent: None

Other Members Present: None

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

Department Heads Present: Mr. Jack Mitchell, County Engineer

Others Present: Mr. Eric Schmitt, Assistant County Engineer, Mr. Mark Leake, County Highway Foreman, Mr. Leif Epperson, County Highway Fleet Manager, Mr. Andy Jacobs and the Jacobs family, Stanford Farmers, Ms. Linda Olson, McLean County Farm Bureau, Mr. Vance Emmert, Hudson Township Highway Commissioner, Mr. Michael O'Grady, Hudson Township Supervisor

Chairman Hoselton called the meeting to order at 8:05 a.m. He stated that the first item for action is approval of the minutes from the January 8, 2008 meeting.

Motion by Caisley / Clark to recommend approval of the minutes from the January 8, 2008 meeting.  
Motion carried.

Chairman Hoselton asked the Committee to review the final bills for December 31, 2007, prepaid total \$317,016.16 and for January 31, 2008, prepaid total \$610,000.59.

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

Motion by Cavallini / Clark to recommend payment of the final December 31, 2007 bills and the January 31, 2008 bills as submitted by the County Auditor. Motion carried.

Chairman Hoselton invited Mr. Andy Jacobs, Stanford, Illinois as a Member of the Public to address the Committee.

Mr. Jacobs thanked the Committee and introduced his family and Ms. Linda Olson, McLean County Farm Bureau. He stated that this is a follow up from the Governmental Affairs meeting attended by Jack Mitchell, County Engineer and Eric Schmitt, Assistant County Engineer. The meeting brought up discussion concerning Spring Postings. He explained that the concern of area farmers is that the County's Spring Postings are too strict. He realizes that the postings are there to preserve the road, however, the roads have improved since the posting was created in the 1950's. He stated that he is asking the Board to consider changing the Spring Postings to possibly reflect a per axel rating. He referred to the Spring Posting Limits of adjacent counties. McLean County is the largest county and is lagging behind on weight limits compared to surrounding counties.

Mr. Mitchell asked exactly what Mr. Jacobs is trying to move on the County roads. Mr. Jacobs answered that they are moving grain commodities from the bin site. He stated that specialty markets dictate when the product is able to be moved. Unfortunately this is, at times, during the posting time. He feels that the 10 ton posting on most of the roads is light considering the good condition of the roads. Neighboring counties post 50,000

pounds all year. With a permit, you are allowed to run 73,000 to 80,000 pounds all year. He stated that the County's Spring Posting limits do not make any sense.

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Mr. Mitchell stated that propane fuel trucks are allowed to deliver fuel, strictly to heat homes, during Spring Postings. This has been done since 2004, as a result of complaints from the propane businesses. He advised that by going to a per axel basis, this would allow empty loads but it would actually lower what could be brought in on a two axel to 7 ton. He stated that it is not going to help get loads out, it is only going to help with empty weights, and empty weight permits are issued. He reiterated that Spring Postings preserve the roads and are needed.

Chairman Hoselton asked if costs can be determined as to the damage to the roads during the time frame Mr. Jacobs is concerned about. He informed the Committee that all new roads are being upgraded to 80,000 pounds. He asked if it was possible to designate access to a specific road. Mr. Mitchell answered that, in the past, this has been done only to allow access into the towns. He stated that the County is currently rebuilding roads to 80,000 pounds. However, the cost to upgrade the road is between \$600,000 to \$1,000,000 a mile. State funding is limited. The County has been fortunate with 4 projects in the past 4 years.

Mr. Jacobs stated that the Township road used to move grain has the same amount of truck traffic and is in better shape than the 2 mile County road he is asking to travel on until he reaches County Road 59 in Stanford. He stated that he currently has a 73-80 permit for the Township road good until February 17, 2008. Currently the County is not even issuing permits. The Township is willing to work with the farmers; however we are landlocked by the County roads. The County road does receive a lot of fuel truck and bus traffic, all weighing 10,000 pounds per axel. These vehicles are making multiple passes, which is what breaks down and causes damage to the road. He explained that they move 140-150 semi loads into the grain facility and the same amount leave. Only 30-40 of these loads travel during frost time; the rest travel when the ground is structurally sound. He asked the County Board members to allow the farmers, with a specific path traveled, to be allowed to post bond or possibly place a dollar figure on a designated number of trips. Mr. Jacobs concluded by asking the Committee, what can you do to help me and other farmers like myself?

Mr. Mitchell responded that one heavy load at the wrong time can cause damage to a road. He stated that the problem is, if hauling was allowed only at certain times of the day, based on the forecast, not everyone would stop hauling when they should.

Mr. Caisley asked if it would be possible to market the grain for delivery during the time when the Spring Postings were not a factor. Mr. Jacobs responded that it is sometimes done that way, however, during January and February, the price is usually better.

Chairman Hoselton stated that he does understand the situation Mr. Jacobs is in. The elected township officials are there every day and are able to determine the condition of the township roads. McLean County is larger than the state of Rhode Island and the

Highway Department is responsible for a lot of roads, making it more difficult to patrol than for other smaller counties.

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Mr. Jacobs stated that Tazewell County has found it is easier to enforce weight limits by placing a limit of 50,000 pounds year round for 2 axel, 3 axel, 4 axel or 5 axel trucks. A permit is available to bring a 5 axel truck up to 73,000 – 80,000 pounds on Tazewell County roads. He stated that Tazewell County's policy is working.

Mr. Cavallini suggested that Mr. Mitchell talk to Tazewell County. Mr. Mitchell explained that he has talked to Tazewell County and the difference is, McLean County has 360 miles of roads and Tazewell County has significantly less. With a good assessed evaluation base, Tazewell County has more funding to work with on fewer miles of county roads. He stated that, in the spring, it is the County's policy to hire 2 Deputies to patrol the County roads. The agreement with the Sheriff's Department is that all permits issued will be in writing. He stated that the Spring Postings have been an issue for years. It hasn't changed and the County is continually working on it. It will just take time.

Mr. Dean explained that, in 2005, this issue was carefully looked at. He stated that we all have the same goal; we want to protect the roads. There is a period of time between January and March that they need to be protected. He stated that what the Highway Department has in place is effective.

Mr. Jacobs stated that he will continue to try to gain access to County Roads to be able to move their commodities.

Mr. Dean stated that we all have the same goal and the Spring Postings is something we all have to deal with. He stated that at the View Point meeting, Mr. Jacobs made some very good points and new ideas surfaced. It was a very positive meeting.

Mr. Mitchell stated that one thing that surfaced at the View Point meeting is the use of the County Highway web page to inform the public when permits are being issued, based on the forecast. The department is currently working to make this information available.

Chairman Hoselton asked if the Township Commissioners issue permits when the County does not. Mr. Jacobs stated that his Township does. He currently has a permit from the Township and the County will not currently issue one. Mr. Dean stated that his Township Road Commissioner will only issue permits for the roads if the County is doing the same.

Mr. Cavallini stated that this is not going to be resolved today. The issues and questions definitely need to be addressed.

Chairman Hoselton thanked Mr. Jacobs for the informative presentation and invited Mr. Jacobs' supporters to address the Committee.

Ms. Jacobs stated that, speaking on behalf of the farmers, they are no longer just a farmer, they are a business. Specialty crops have become the wave of the future. At times, a farming business may have only three days a month to move a commodity. Being landlocked and not able to move your commodities is a position no business within the city has to deal with. Neither should the farming businesses. The farming community is at the mercy of the roads.

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Chairman Hoselton asked for further comments.

Ms. Olson, McLean County Farm Bureau, agreed that the View Point meeting was positive and thanked Mr. Mitchell and Mr. Schmitt for attending.

Mr. Jeff Jacobs asked if McLean County realizes what they are doing to the roads with 50,000 pound salt trucks, trying to open the roads, on a road posted at 8 ton. Mr. Mitchell responded that most of the time, when plowing snow, the roads are frozen. When it is not or the roads are soft, the trucks are loaded lighter and travel at a slower speed. The County knows that the snow plows are overweight; however, the alternative is not having the roads open. He stated that the roads have to be open.

Mr. Jacobs asked if the County had considered using a smaller 2 axel truck instead of the 50,000 pound tandem truck. Mr. Mitchell answered that the County has made the conversion from the single axel to the tandems. It woks better 95% of the time. There is always that 5% of the time that we are overweight.

Mr. Andy Jacobs concluded by asking the Board if they would consider following Tazewell County with a year round posting or an increase in the cost of the permit. This would save the County an estimated \$9,000 - \$10,000 a year in costs to change the posting signs. Mr. Mitchell responded that the County used to have just one sign with the dates for the Spring Posting. The reason we changed to a separate Spring Posting sign was the County Ordinance states the roads will be posted on January 15<sup>th</sup>.

Chairman Hoselton asked for further discussion. Hearing none, he thanked the Jacobs family for their well presented concerns. Mr. Jacobs thanked the Committee for listening.

Chairman Hoselton invited Mr. Vance Emmert, Hudson Township Highway Commissioner, to address the Committee.

Mr. Emmert stated the Township is requesting that the County consider taking North Broadway Street from County Road 2200 North, to County Road 2500 North, about three miles, into the County Road District. Mr. Emmert explained that in the last 3 years the traffic has increased in the village to 1,900 cars a day and to 1,350 cars a day on the northern end in the rural area. He stated that this is due to the summer lake traffic, the new fire station servicing nearly 5,000 people, and the expanded elevator which receives nearly three-fourths of a million bushel of grain.

Chairman Hoselton asked if the County accepts the transfer, is it the intent of the Township for the County to upgrade immediately. Mr. Emmert responded that the sooner

the work is done the better it will be. The Township has not done the upgrades due to the lack of funds.

Chairman Hoselton stated that the condition of the road does not appear to be bad.

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Mr. Mitchell explained the difference with this road as compared to the average Township road is I-39 goes through one-half mile west of Broadway. There is no way to get around the lake for 2 miles. The road does carry significant traffic.

Mr. Caisley stated the transfer would be an extension of County Highway 37 (Linden Street); however one-half mile of the proposed road is in the Village of Hudson. He asked if the Village is in agreement with the transfer. Mr. Emmert answered that he has talked to the Mayor and several of the board members and they are all in agreement.

Mr. O'Grady, Hudson Township Supervisor, informed the Committee that Hudson Mayor Shaun Hermes had planned on attending the meeting, however, was unable to make it.

Chairman Hoselton stated that Mr. Hinshaw from Hudson informed him that the road, one mile north of the lake road, for safety reasons is in need of a guard rail. He asked if the Township would consider putting up the guardrail.

Mr. O'Grady, Hudson Township Supervisor asked if Chairman Hoselton had seen the overpass and did he feel it was dangerous. Chairman Hoselton responded that he has and it is dangerous.

Mr. Emmert stated that when snow is plowed, it sometimes restricts the overpass to one lane, but would consider putting up the guardrail if recommended by the County.

Mr. Dean stated that before Hudson Township installs the guardrail, we should be sure that it is the right thing to do.

Mr. Caisley asked what the cost would be to upgrade the 3 mile strip from the Hudson Road to the Lake Spur to County standards.

Mr. Mitchell responded that the County would need additional right of way, except in town. The roads shoulders would need to be widened, the ditches recut, and the two curves would need to be redone and brought up to standard. He stated that the County has not completed a study on the road, but would estimate \$2,500,000 to rebuild the road. He stated that the Committee should take a trip and see the road.

Motion by Caisley / Clark for the Committee to  
take a trip to see the road and check out the  
need for the guardrail.  
Motion carried.

Mr. Caisley suggested that Mr. Emmert along with someone from Hudson accompany the Committee.

Mr. Mitchell agreed and scheduled the trip following the March meeting.

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Chairman Hoselton informed the Committee the next item to be presented for action is a Resolution and Letting Results from the January 29, 2008 County Equipment Purchase Letting. Chairman Hoselton asked Mr. Jack Mitchell, County Highway Engineer, to address the Committee.

Mr. Mitchell introduced Mr. Mark Leake, County Highway Foreman, and Mr. Leif Epperson, County Highway Fleet Manager, to answer any question concerning the purchases. He reviewed the bids and recommended that they be awarded as follows:

- 1 - 2008 International 7400 SFA Tandem Cab and Chassis with Injector Coverage for \$76,635.00. Prairie-Archway International  
808 W Bradley Ave  
Champaign, IL 61820
- 1 - 2008 Henderson Mark E 304SS Stainless Steel Dump Body and Hoist for \$25,956.00. Koenig Body & Equipment  
2428 Farmington Rd  
Peoria, IL 61604
- 1 – 2008 Kenworth T800 Semi Tractor with addition of Stainless Tank Straps and Tilt Grill for \$68,153.00. Central Illinois Trucks, Inc  
200 W Northtown Rd  
Normal, IL 61761
- 2 – 2008 Case IH Farmall 95C 4-Wheel Drive Utility Tractors with Larger Optional Tires for \$71,627 less Trade-In of \$14,950 for the 895 Tractor and Trade-In of \$14,800 for the 4240 Tractor for a total of \$41,877. Birkley's Farm Store, Inc  
102 W Walnut St, PO Box 319  
Hudson, IL 61748-0319
- 1 – 2008 Marathon Kera 260HD Rubberized Crack Sealer Kettle for \$60,500 less Trade-In of \$7,000 for 2005 Marathon Kera 145H for a total of \$53,000. Wissmiller & Evans Road Equip.  
102 S Jeffrey St, PO Box 87  
Cooksville, Il 61730
- 1 – 2008 Ford R-250 ¾ Ton Pickup Truck for \$22,817.89.

Geiser Ford  
217 Husserman  
Roanoke, IL 61561

2 – 2008 Ford F-150 ½ Ton Extended Cab Short-bed Pickup Trucks  
\$35,489.90

Geiser Ford  
217 Husserman  
Roanoke, IL 61561

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Chairman Hoselton asked the number of miles that are put on a vehicle before it is traded. Mr. Mitchell answered that the average mileage is 100,000 miles. Mr. Mitchell informed the Committee that the County Highway tries to trade vehicles every 2 years to keep the expenses uniform, causing the millage to fluctuate.

Motion by Clark / Cavallini to recommend approval of the Resolution and Letting Results from the January 29, 2008 County Equipment Purchase Letting.  
Motion carried.

Chairman Hoselton informed the Committee the next item to be presented for action is a Resolution and Letting Results from January 30, 2008 letting.

Mr. Mitchell reviewed the bids and recommends that materials and contracts are awarded as follows:

McLean County                      Sec 08-00000-00-GM                      GR4

The successful bidders on the above section were:

Carri Scharf Materials (Heyworth) 7 Carri Dr. Bloomington, IL 61704	\$70,000.00
Rowe Construction Co (Carmichael) 1523 N Cottage Ave, PO Box 609, Bloomington, IL 61702-0609	\$80,000.00
Valley View Industries (Fairbury) 8785 E 2500 North Rd, Cornell, IL 61319	\$55,200.00
Prairie Materials (Yard 88- Eppards Point Twp) 15887 E 1200 North Rd, Pontiac, IL 61764	\$56,000.00

McLean County                      Sec 08-00000-99-GM                      GR4A

The successful bidders on the above section were:

Carri Scharf Materials (RT 9, Blm) 7 Carri Dr. Bloomington, IL 61704	\$6,000.00
Rowe Construction Co (Downs & Northtown Rd) 1523 N Cottage Ave, PO Box 609, Bloomington, IL 61702-0609	\$4,500.00

McLean County                      Sec 08-00000-00-GM                      Crack Sealer

The successful bidder on the above section was:

Sherwin Industries, Inc	\$35,230.00
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a Penalty for a Violation Thereof.  
Motion carried.

Chairman Hoselton stated that the next item for action is the Engineering Agreement with Clark Dietz for the Emergency Generator.

Mr. Mitchell expressed the need for the Emergency Generator. The costs and the Engineering are in the budget. The Generator will be a stand-by for the entire facility including the new garage. The cost of the Engineering Services Agreement is \$9,300.00, (\$5,700 for Design Services, \$3,600 for Bidding and Construction Phase Services).

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Chairman Hoselton explained that the new Garage will have the heating system in the floor, making the generator necessary. He asked if they would be using natural gas. Mr. Mitchell answered that a diesel fuel emergency generator was recommended as being more efficient, but both options will be looked at.

Mr. Schmitt, Assistant Engineer, stated that according to the engineers, natural gas is not as efficient with the larger size generators.

Chairman Hoselton asked that they check into natural gas.

Mr. Dean asked if the Highway Department could talk to Jack Moody, Facilities Management. The County has other emergency generators at other facilities. He would like to save the money and have the project engineered in house.

Mr. Mitchell responded that the Highway Department does not have an Electrical Engineer.

Mr. Dean asked if Mr. Moody would have resources other than Clark Dietz. Mr. Mitchell answered that a bid was received from another engineering firm, however, the cost was higher than Clark - Dietz. He stated that this is a reasonable price and the money is in the budget.

Chairman Hoselton stated that the Committee needs more information concerning natural gas as compared to diesel.

Motion by Cavallini / Clark to recommend approval of  
the Engineering Agreement with Clark Dietz for the  
Emergency Generator.

Motion carried, with opposition by Members Dean and Caisley

Chairman Hoselton stated that the next item to be presented is the Structural Engineering Analysis.

Mr. Mitchell presented the Analysis comparing hiring Structural Engineers versus adding staff to the Highway Department to design their own bridges. He pointed out that the cost to add a Structural Engineering Staff would be:

<u>Payroll:</u>	
Licensed Structural Engineer	\$ 85,000
Entry Level Engineer	\$ 48,000
Experienced Bridge – CAD Technician	<u>\$ 42,000</u>
Subtotal Salaries	\$175,000
<u>Payroll Burden:</u>	<u>\$ 37,502</u>
<u>Personnel Totals</u>	\$212,502

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<u>Annual Costs:</u>	\$ 41,709
<u>Total Annual Costs</u>	<b>\$254,211</b>

Mr. Mitchell stated that at an average of four bridges per year, the cost per bridge to add a Structural Engineering Staff would be \$65,000 per bridge. The current average cost to design a bridge utilizing a Consulting Engineer is \$21,500. The question now is can these individuals be used for other bridge work or be used to design road projects as well. The answer is, partially yes, but not completely. Mr. Mitchell concluded by stating that, taking everything into consideration it is not cost effective to hire additional Structural Engineers.

Mr. Mitchell advised the Committee that the Highway Department has proposed adding a Foreman and two Truck Drivers / Laborers to the Maintenance Staff for several years and would like the Committee to please consider this during the budget process.

Mr. Clark thanked Mr. Mitchell and the Highway Staff for such a comprehensive report.

Mr. Mitchell asked the Committee to take time and read the report over and give it some thought. The Committee can talk about it at a later date in more detail.

Mr. Caisley recommended that the Committee consider an Intergovernmental Agreement with the City of Bloomington and the Town of Normal to share the cost of adding a Structural Engineer.

Motion by Caisley / Clark to table the Structural Engineering Analysis to be discussed at the March Meeting.  
Motion carried.

Chairman Hoselton stated that the last item to be presented for action is the Preliminary Engineering Services Agreement with Hampton, Lenzini, and Renwick, Inc. to design two bridges.

Mr. Mitchell informed the Committee that the bridge locations are:

Bellflower - SE ¼ Sec.14, T22N, R6E 3<sup>rd</sup> P.M., 3 miles northeast of Bellflower.  
The bridge is a timber bridge, not in good shape. It is rated for legal loads only.

Anchor – SW ¼ Sec. 1, T24N, R6E, 3<sup>rd</sup> P.M., 3.5 miles south of Cropsey.  
The bridge is a 60 foot Span bridge. It is a safety problem.

Due to the size and the uniqueness of the Anchor Bridge, the cost will be around \$685,000. Seven alternatives were looked at before it was decided to replace the bridge. Mr. Mitchell stated that the funding for the engineering as well as the construction will be 80% Township Bridge Program Funds (State money), 10% County Funds and 10% Township Funds.

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Mr. Baggett asked if it would be possible to see pictures. Mr. Mitchell stated that he would like to proceed with the Engineering Agreement. Aerial photographs can be presented to the Committee at a later date.

Motion by Caisley / Dean to recommend approval of  
the Preliminary Engineering Services Agreement  
with Hampton Lenzini, and Renwick, Inc.  
Motion carried.

Chairman Hoselton informed the Committee the first item to be presented for information is the Project Summary for Henning and Spady Bridges – Weston Rd – CH 13, Combined Sections 05-00131-02-BR & 05-00131-11-BR.

Mr. Mitchell stated that two box culverts are being built on the Weston Road. The floors on both structures are complete and they are working on forming up the walls. The project is 23% completed.

Chairman Hoselton informed the Committee the next item to be presented for information is the East Side Highway Study.

Mr. Mitchell noted that the East Side Highway Project Study Group met on January 11, 2008. Clark Dietz presented the preliminary travel demand alternatives. The Citizens Advisory Group met on January 15, 2008. They reviewed all four Preliminary Corridors. The consensus was to continue to study the four corridors and various combinations. The four corridors will be presented to the Stakeholders for review on February 12, 2008 at 6:30 p.m. at a Public Information Meeting at Normal Community High School.

Chairman Hoselton stated that the last item to be presented for information is the Horizon Wind Farm Update – Phase 1 and Phase 2.

Mr. Eric Schmitt, Assistant County Engineer, informed the Committee that Phase 2 is completely erected and mechanically completed. Six turbines have not been

commissioned. Approximately 105 are producing electricity. Phase 2 turbines will be completed by February 15, 2008, with the road work being completed by the end of June.

Chairman Hoselton asked if there was any other business to come before the Committee. Hearing none; he adjourned the meeting at 10:20 a.m.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary