

Minutes of the Transportation Committee

The meeting of the Transportation Committee was held on January 6, 2004 at 8:00 a.m., at Room 700 of the Law and Justice Center, 104 West Front Street, Bloomington, Illinois.

Members Present: Chairman Bass, Members Hoselton, Owens, Cavallini, Dean and Rodgers

Members Absent: None

Staff Members Present: Mr. John Zeunik, County Administrator;
Mr. Terry Lindberg, Assistant County Administrator;
Mrs. Carmen Zielinski, Administrator' Office;
Mr. John Mitchell, County Engineer;

Others Present: Ms. Christine Brauer, Regional Planning Commission

Chairman Bass called the meeting to order at 8:02 a.m. Chairman Bass presented the Minutes of the December 2, 2003 meeting for approval.

Motion by Hoselton/Owens to approve the minutes of December 2, 2003 meeting of the Transportation Committee. Motion carried.

Chairman Bass presented the bills for approval.

Mr. Owens referred to the road construction expenditures listed on the reports. Mr. Owens asked if there is a way to break down this listing by specific percentage of payment per project. Mr. Mitchell answered that the report presented to the Transportation Committee for review is prepared by the Auditor's Office. The Auditor's Office format is different from the information presented to them by the Highway Department.

Motion by Owens/Cavallini to approve the bills for December 2003, as submitted by the County Auditor for approval. Motion carried.

Mr. Mitchell presented the results of a letting from December 30, 2003. Mr. Mitchell explained that the letting was for McLean County and seventeen (17) Road Districts 2004 MFT Maintenance Sections.

Mr. Mitchell went into some detail of the bidders that responded to the Letting for Road Districts 2004 MFT Maintenance Sections. Mr. Mitchell explained that for some of the groups regarding the silicone aggregate and the road gravel, all bids submitted are automatically accepted subject to availability and mileage. The mileage is estimated using a \$0.15 per ton-mile charge. The Highway

Department uses a map that details the location of facilities that supply the material. Mr. Mitchell explained that the bid range listed on the bid sheets does not include the \$0.15 per ton-mile charge.

Mr. Hoselton noted that a "delivery on truck" category has been listed on bids. Mr. Hoselton asked if this delivery on truck includes the \$0.15 per ton-mile charge. Mr. Mitchell answered that this quote does not include the \$0.15 per ton-mile charge. The delivery on truck means that the Highway Department drives the department trucks to the quarry or gravel pit to pick up the material. This is done when the material is not being stockpiled at the Highway Department.

Mr. Mitchell pointed out that K & R Gravel has submitted bids. However, since K & R Gravel has not met the requirements of their hauling agreement as approved by the County Board, their bid is being held with the contingency of them obtaining the required bond and permits necessary to conduct business. Mr. Mitchell informed the Committee that K & R Gravel were notified about a month ago. In the letter to K & R Gravel, Mr. Mitchell made mention of the approval of their bids subject to completion of the required permit and bond. Mr. Mitchell informed the Committee that Mr. Brian Hug, Assistant State's Attorney, talked to K & R Gravel's attorney and the attorney stated that his client would be filing the required paperwork within a week or two.

Mr. Hoselton wanted further clarification of the \$0.15 per ton-mile charge. Mr. Mitchell explained that for every ton of material, the Highway Department calculated a cost of \$0.15 per mile to haul the material. This charge is considered when material needs to be purchased and the distance to where the material is used.

Mr. Hoselton noted that the bid was based on the purchase of 1,000 ton of material. Mr. Hoselton wondered if the County is committed to purchasing 1,000 tons. Mr. Mitchell replied that the bid specifications specify under the special provisions category, that the Highway Department may accept any or all of the material listed in the bid specifications. So, due to circumstances, like weather, there may be times where more or less material is purchased.

Mr. Mitchell went into further details of the Township projects listed on the bid sheet. Mr. Hoselton referenced the Bellflower bid on page 8, where he pointed out a note from the Road Commissioner. Mr. Mitchell stated that the Towanda Company and the Limestone Transit tied in the amount of their bids. The Road Commissioner agreed to award the bid based on the flip of a coin, which Towanda Company won.

Mr. Dean referenced the Empire Road bid on page 10. It appears that both Prairie Materials and K & R Gravel have different products. Why are they both bidding for the same project with different materials. Mr. Mitchell explained that the Road Commissioner did not care which material was supplied for this project.

At this time, Mr. Mitchell asked that the Committee accept the results of all bids listed from the December 30, 2003 letting.

Motion by O'Connor/Cavallini to approve all bids
as presented, from the December 30, 2003 letting.

Mr. Owens wondered if Stark Company bid on this project. Mr. Mitchell stated that Stark Company did bid this time and their prices had increased from the previous year.

Motion carried.

Chairman Bass asked Mr. Mitchell to talk about the Bridge Petition Inspection – Engineer's Agreement. Mr. Mitchell noted that the \$17,500.00 appropriated at the November 2003 meeting of the County Board will be used as the County's share of the cost of the structures. The Lexington Road District certified that they have their share of the funding from levied Road and Bridge Funds. The Lexington Road District determined that the sites of the new drainage structures are acceptable. The estimated cost for the new structures totals \$35,000.00.

Mr. Cavillini noted that the Resolution had a typographical error regarding the spelling of the dollar amount and the typed dollar amount for the project. Mr. Mitchell agreed that this was a typographical error. Mr. Terry Lindberg, Assistant County Administrator, offered to call the Highway Department to verify the figures presented on the resolution.

Mr. Owens stated that the road needs to be widened as part of this project. Mr. Mitchell concurred, and stated that the work on the bridge is being done first. Mr. Mitchell noted that some additional right-of-way must be acquired before the road can be widened. Further negotiations continue with some of the landowners involved with this project. Mr. Mitchell is awaiting communication between them and the Township Road Commissioner.

Chairman Bass suggested that the Committee continue with the rest of the agenda while Mr. Lindberg verifies the dollar amount on the resolution.

Chairman Bass referred to the Timber Bridge Inspection Engineer's Agreement with Rice, Berry and Associates (Engineers of the project) listed on the agenda.
Minutes of the Transportation Committee Meeting
January 6, 2004
Page Four

Mr. Mitchell gave a brief history of the makings of a Timber Bridge before continuing with the request.

Mr. Mitchell stated that the Engineer agrees to inspect the timber pile supported structures as designated by the County on the Township or County Highway Road System in accordance with the requirements of the State of Illinois Department of Transportation (IDOT). They agree to field inspect and update a complete Bridge Inspection Report from BM-BIR-1 for approximately 22 structures. They will review, revise, complete and submit, as necessary, the IDOT-ISIS Inventory Turnaround Reports forms to IDOT. The Engineers will calculate safe load ratings for structures that show a marked change in condition since the last rating assigned, as required. McLean County agrees to pay Rice, Berry and Associates, as compensation for all services rendered in accordance with the agreement, a sum of money amounting to \$405.00 per each structure inspected for a total of \$8,910.00. The payment due to the Engineer for services rendered will be made after the services have been performed.

Mr. Lindberg returned to the Transportation Committee meeting and informed the members that the typographical errors regarding the spelling of the numerical dollar amount and the written dollar amount for the project in the resolution should spell the amounts of \$35,000.00 and of \$17,500.00. Mr. Mitchell informed the Committee that the corrections will be made and a new resolution will be signed by the appropriate party and submitted for the County Board's consideration.

Motion by Hoselton/* to recommend approval
of a Bridge Petition for the Lexington Road
District, Section 2003 Lexington Joint Culvert
Project, with the amended figures.

Roll call taken:

Cavallini voted Yes
Hoselton voted Yes
Dean voted Yes
O'Connor voted Yes
Owens voted No

Motion carried by a vote of 4 – 1.

Chairman Bass referred back to the Timber Bridge Inspection Engineer's Agreement. Mr. Owens addressed the inspection of these bridges and asked

why the County Highway Department does not do the structural inspections thus saving the County money regarding this agreement. Mr. Mitchell noted that the Minutes of the Transportation Committee Meeting

January 6, 2004

Page Five

Highway Department does not have on staff a structural inspector at this time. Mr. Mitchell noted that the Highway Department inspects the County bridges every two years, but is not qualified to certify this type of inspection. Rice, Berry is certified and has the expertise necessary to carry out this inspection according to codes.

Mr. Cavallini asked how long it takes an engineer to perform an inspection per bridge. Mr. Mitchell answered that the time factor depends on the shape of the bridge. If the bridge is sound and in good condition, the inspection would not take long. If the bridge is found to be deteriorating, numerous coring samples are required, paperwork is generated and calculations of the safe load for the bridge is determined. According to the calculations, a sign is posted stating the new load capacity of the bridge.

Mr. Dean asked if there is a regulation that requires that the Highway Department hire a third party to perform these inspections. Mr. Mitchell answered that there is no regulation that specifically requires the use of a third party. The County Highway Department does not have a structural engineer on staff that can perform the load bearing calculations.

Motion by Hoselton/Cavallini to recommend approval of an Engineering Agreement with Rice, Berry and Associates, to complete the Timber Bridge inspection of 22 structures.

Mr. Owens noted that the County Highway Department may not have a certified structural engineer on staff but Farnsworth Engineering does. Mr. Owens believes that the County has used Farnsworth Engineering before on projects like this one. Mr. Mitchell explained that over the last few years, the Highway Department has been utilizing Rice, Berry and Associates for structural designs of projects and Farnsworth for several of the larger road projects, like Towanda-Barnes.

Motion carried.

Chairman Bass made reference to the letter submitted to Cornerstone Christian Academy. Mr. Mitchell informed the members that Cornerstone Christian Academy requested speed control for their facility on Ireland Grove Road. Mr. Mitchell showed the location of the Academy on the wall map.

Mr. Mitchell explained that a speed study was conducted on December 16th. This study revealed that the 85th percentile speed eastbound was 66 miles per hour and westbound was 67 miles per hour. The average speed eastbound was 57

Minutes of the Transportation Committee Meeting
January 6, 2004
Page Six

miles per hour and 58 miles per hour westbound. The speed study will not allow a lower speed limit in this area. However, Mr. Mitchell has requested that the McLean County Sheriff's Department conduct radar-speed enforcement by the school. Another suggestion was the placement of the Sheriff's Speed Trailer at the site.

Mr. Mitchell reviewed the Illinois Manual on Uniform Traffic Control Devices, Part 7, Traffic Controls for School Areas, Section 7B, School Speed Limit 20 m.p.h. states "The speed zone should be limited to those locations where elementary through high school buildings or grounds devoted primarily to normal school day activities are adjacent to the highway or where groups of children cross the highway in route to and from school not adjacent to the highway." Mr. Mitchell noted that at Cornerstone, the area adjacent to the road is a grassy area that appears to be used as a separation area between the road and the parking lot. The grassy area is 147 feet wide and the parking lot is 240 feet wide, with the school building being 433 feet from the road. It appears that the playground areas is to the rear of the school building. Mr. Mitchell noted that since this is a rural area, three (3) miles east of Towanda-Barnes Road, there is no pedestrian usage and no sidewalks along the road. This would indicate that the School Speed 20 is not applicable here. Mr. Mitchell believes that if a School Speed Limit 20 m.p.h. were erected in front of the school, it would create a worse hazard than currently exists with the driveway entrance. The speed limit would begin at the school property line which is very close to the crest of the hill, at the east side of the property. Because of the hill and traffic decelerating over the hill, the likelihood of rear end collisions would increase. Mr. Mitchell recognizes that there are 200 to 300 vehicles bringing and picking up students at the school every morning and afternoon, on a road that already has over 1,000 vehicles traveling in a day. So, the Highway Department wants to provide a warning to prevent accidents from occurring due to the traffic turning into and out of the school entrance by erecting the S1-1, Advance School Warning Sign with an Entrance 1,000 Feet Plate to be placed east of the entrance. Underneath both of these signs, there will be a 45 m.p.h. yellow advisory speed plate. This work was scheduled for December 24, 2003. Mr. Mitchell stated that after this signage has been in place during school attendance, another speed study will be performed to see if the speed limit can be lowered.

Mr. Dean asked if the road was adequate for the volume of traffic expected. Mr. Mitchell answered that the road is not adequate for the volume of traffic, but in the County's long range 20-year plan, Ireland Grove Road is listed for

upgrades. Mr. Mitchell believes that a subdivision is being planned about a mile off Towanda-Barnes Road. If the City of Bloomington builds a pumping station near the railroad tracks, service can reach out as far as Holder. If the pump station is built near Chaney Grove Road, service can reach as far as Ellsworth. If any of these proposed projects come to fruition, the issue of upgrading Ireland Grove Road will be revisited.

Mr. Dean asked how far has the City of Bloomington annexed to the east. Mr. Mitchell replied that the City of Bloomington is annexed a mile west of Towanda-Barnes, at Stride Drive. Mr. Mitchell stated that he is not aware of how the City of Bloomington is annexed across the airport. The City recently annexed property east of the Towanda-Barnes road, at Ft. Jesse Road for a new subdivision.

Mr. Hoselton expressed his agreement with the presented resolution to this issue. The signage should provide proper notification of the traffic situation.

Chairman Bass made reference to the Road Work Status listed on the agenda. Mr. Mitchell stated that for the Randolph County Highway 36 Project, Stark has been pouring concrete. Stark needs to strip forms and backfill, which should not take longer than two weeks, depending on weather. The new portion of the road is open.

Chairman Bass referred to the Budget Reports presented in the agenda. Chairman Bass asked if there were any questions regarding the budget reports. Mr. Dean asked if all of the expenses for 2003 were accounted for in this report. Mr. Mitchell answered that there will be some bills from December 2003 that will be reflected in the January 2004 budget report.

Chairman Bass asked if any Committee member had any other comments or discussions to present.

Mr. Owens referred to the interstate highway interchange and bridges that had been previously discussed by the Committee. Mr. Owens wanted to know the Committees' thought of approaching the new administration in Springfield regarding the reconsideration of this project. Mr. Owens suggested that an official letter, signed by the Chairman of the Transportation Committee be sent to members of the administration, like the new Secretary of Transportation, in Springfield to bring this project back on the forefront.

Mr. Hoselton asked for an estimate of the cost for this project. Mr. Mitchell estimated around \$3.5 million for the entire project.

Mr. Hoselton expressed his concern for the condition of the present Lexington access ramp. Mr. Hoselton would like to know if the County Highway Department could fill in the large pot holes on the access ramp to make the road safer until the State Government decides to aid on the resurfacing of the road. Mr. Mitchell

replied that the County Highway Department does patch that area of road on a regular basis, but, maybe, it should be inspected more frequently.

Minutes of the Transportation Committee Meeting
January 6, 2004
Page Eight

Mr. Cavillini wondered why the State Government backed off from the maintenance of this access road. Mr. Mitchell explained that according to the Interpretation of the agreement by the State Government, their responsibility ends there. Mr. Mitchell noted that the County had an issue on this interpretation, but was advised by legal counsel not to pursue the matter.

Mr. Owens wondered if there are other counties who have been treated in the same matter. Mr. Mitchell is aware of a few counties who were treated differently, but when the State was approached regarding the inconsistent manner of supporting some county roads and not others, the engineer for the State admitted to making a mistake by maintaining certain roads and not others, and were not going to make that mistake any longer.

Chairman Bass asked if the members agreed with the recommendation to send a letter regarding the interstate highway interchange and bridge to the Secretary of Transportation in hopes of bringing this project back for consideration. Members of the Transportation Committee concurred.

There being nothing further to come before the Committee at this time, the meeting was adjourned by Chairman Bass at 9:18 a.m.

Respectfully submitted,

Mrs. Carmen I. Zielinski
Recording Secretary

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