

Minutes of the Transportation Committee

The Transportation Committee of the County Board met on July 8, 2003 at 7:30 a.m. at the Law and Justice Center, Room 700, 104 West Front Street, Bloomington, Illinois.

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

Members Absent: None

Staff Members Present: Mr. John Zeunik, County Administrator;
Mrs. Carmen Zielinski, Administrator's Office;
Mr. Jack Mitchell, County Engineer

Others Present: Ms. Christine Brauer, Regional Planning Commission;
Ms. Jennifer Sicks, Transportation Planner, Regional Planning Commission

Chairman Bass called the meeting to order at 7:34 a.m.

Chairman Bass presented the Minutes of the June 3, 2003 meeting for approval.

Motion by Owens/Rodgers to approve the minutes of the June 5, 2003 meeting of the Transportation Committee. Motion carried.

Chairman Bass presented the bills for approval.

Mr. Owens asked which project needs the overtime listed in the bills. Mr. Mitchell replied that overtime has been needed to complete surveying right-of-way matters.

Motion by Cavallini/Hoselton to approve the bills
for June 2003 as transmitted by the County Auditor.
Motion carried.

Chairman Bass referred to a Letting Result from June 26, 2003, for the Purchase of Equipment. Mr. Mitchell explained that this letting was to purchase three (3) 2003 Hydraulic Truck Mounted Wings by Wissmiller & Evans of Cooksville, Illinois. Each Hydraulic Truck Mounted Wing costs \$9,800.00 for a bid total of \$29,400.00. Monroe Truck, Joliet, Illinois, did not meet the height specifications, and the smaller wings would cost \$6,998.00 each. The smaller wings would leave snow on the road requiring a second pass.

Chairman Bass asked why did Monroe bid knowing that they didn't meet the specifications. Mr. Mitchell replied that companies often submit a bid hoping to be accepted even if they can not meet all required specifications.

Mr. Dean stated that he would like to see another bid, especially if the bid can be awarded to someone from McLean County. Mr. Owens stated that he would like to see the bid awarded to someone from the County also, but it seems like this is a unique product manufactured only by Wissmiller. Mr. Mitchell explained that bid specifications had been sent out to a number of companies. However, Wissmiller was the only company that was able to fulfill all of the specifications, because they have tested and developed this type of wings.

Motion by Owens/Cavallini to approve the Letting
Results from June 26, 2003, for the Purchase of
three (3) 2003 Hydraulic Truck Mounted Wings
from Wissmiller & Evans of Cooksville, Illinois.
Motion carried.

Chairman Bass referred to the West Road District – 2003 Joint Culvert Petition. Mr. Mitchell referred to a map to show the location of this project. Mr. Mitchell stated that in accordance with the Illinois Highway Code, a drainage structure would be constructed in West Road District. Two 36-inch pipe culverts will be installed. Mr. Mitchell stated that funds have been appropriated in the amount of \$2,250.00 to be used as the County's share of the cost of the structure. The County Highway Department has determined that the site of the new drainage structure has an estimated total cost of \$4,500.00. This project exceeds 0.02% of the assessed valuation of the Road District.

Mr. Owens asked what type of culvert is presently installed. Mr. Mitchell replied that an 18-inch metal culvert is in place.

Chairman Bass asked what is the time line for the project. Mr. Mitchell replied that the project would be completed this summer. Mr. Owens asked how long the new culvert is expected to last. Mr. Mitchell replied that the new culvert should last 50 years. The metal culvert is reinforced with a black plastic cover that extends the life of the metal culvert.

Motion by Hoselton/Cavallini to recommend
Approval of a Joint Culvert Petition for the
West Road District, Section 2003. Motion carried.

Chairman Bass referred to the Lewis, Yockey & Brown Agreement on various projects and Schedule of Hourly Rates and Expenses. Mr. Mitchell noted that this agreement forms the basis of a contract for Consultants to provide land surveying and platting services to the Highway Department as requested. Services are limited to land surveying services and applications of surveying required for the design or construction of highway improvements in McLean County.

Ms. Rodgers asked how big of an increase the renewal of this contract was over the last contract. Mr. Mitchell replied that this contract has increased between 5% to 10%.

Mr. Hoselton asked if the costs of this contract are comparable to other firms. Mr. Mitchell replied that the price is comparable. Lewis, Yockey & Brown provides land surveying for highway right of ways and easement acquisitions associated with highway maintenance and new construction; right of way records research associated with highway projects; topographical surveying locating existing physical improvements and elevations as the basis for road improvement design, and land section corner preservation and monumentation where road maintenance (resurfacing) or new construction would destroy existing survey monuments.

Mr. Cavallini asked how mileage is calculated. Mr. Mitchell responded that mileage is calculated at \$0.40 per mile in the Lewis, Yockey & Brown Agreement. Mr. Cavallini noted that the mileage rate is \$.04 above the mileage rate that the County uses. Mr. Mitchell noted that over the course of a year, the mileage expense would not be significant.

Mr. Owens would like to see a copy of the past contract for comparison purposes on agreement requests like these. Mr. Mitchell explained that this is a Professional Service agreement and as a rule, professional service contracts are not submitted for bid. If the Committee would like for the Highway Department to do business with both firms, The Farnsworth Group can be approached for an agreement on this project.

Mr. Dean asked if the Towanda-Barnes Road project was awarded under a bidding process. Mr. Mitchell answered that it was not awarded under a bidding process.

Towanda-Barnes Road went through a selection process and The Farnsworth Group was selected. Mr. Dean asked why The Farnsworth Group was selected over Lewis, Yockey & Brown, Inc. The selection of a consultant occurred around mid 1990s. Mr. Mitchell replied that The Farnsworth Group was better suited to handle a large project like Towanda-Barnes Road.

Motion by Rodgers/Dean to recommend approval of
an Agreement for Land Surveying and Platting Services
with Lewis, Yockey and Brown, Inc. Motion carried.

Chairman Bass referred to the Rice, Berry and Associates Project Agreements.

Ms. Rodgers asked what is the difference between Rice, Berry and Associates, Lewis, Yockey and Brown, Inc., and The Farnsworth Group. Mr. Mitchell explained that the Preliminary Engineering Services Agreement for the Old Route 150 Bridge entails the replacement of the Bridge and its corresponding approach work. Rice, Berry and Associates are more qualified to fulfill this federally funded project.

Mr. Hoselton asked if this was a County Bridge. Mr. Mitchell answered that this bridge was located on a County road.

Mr. Owens noted that Rice, Berry and Associates are located out of Springfield. Mr. Owens prefers for contractors to be hired from within McLean County.

Mr. Cavallini wondered if there was an advantage for the taxpayers by using out-of-county companies. Mr. Mitchell feels that there is an advantage with using some out-of-county companies, especially on federal projects where there is extra paperwork, who are proficient on these projects.

Mr. Mitchell stated that the Carlock/Danvers Road Bridge Project entails the replacement of the Kath and the Hodge Bridges. Mr. Mitchell referred to a map for project location. The Highway Department conducted the surveys for this project. The north bridge will receive a new curve moving the bridge a couple of hundred feet up stream. Mr. Mitchell explained that the Carlock/Danvers Road involves the Reconstruction of 5.25 miles of County Highway 53. The projects will be done together for economic reasons. The Highway Department has done some of the preliminary work on the project. One of the bridges needs to be moved slightly.

Mr. Cavallini asked why the percentage fees are lower on this project than on the Old Route 150 Bridge. Mr. Mitchell explained that the fees are lower on this project because the two bridges are being repaired in one contract and the Highway Department was able to do some of the surveying work.

Mr. Hoselton noted that the Carlock Road has not been repaired for many years and the projects needs to be done.

Mr. Dean asked if Rice, Berry and Associates would do the bid work. Mr. Mitchell replied that Rice, Berry and Associates would bid the project locally. The Old Route 150 project will be bid in Springfield because of Federal Funding.

Chairman Bass asked if the purchase of Right of Way is necessary. Mr. Mitchell replied that the property owners are being notified that Right of Way will need to be purchased. Mr. Hoselton noted that not all of Carlock Road is scheduled for repairs. Mr. Mitchell explained that part of the road had already been updated by the State five years ago. Mr. Hoselton asked if the road needs to be widened and Right of Way purchased if the road only carries 500 cars a day. Mr. Mitchell replied that 50 mph speed limit necessitates the upgrade on hills and curves. The road will have 3-inch aggregate base, and 6 inches of aggregate rocks for drainage of the hillsides. This will be topped off with a seal coat. If traffic increases, hot mix may be needed in the future. Mitsubishi presently uses the road to test suspension parts.

Motion by Owens/Rodgers to recommend approval of a request for project agreements between McLean County and Rice, Berry and Associates to repair the Old Route 150 Bridge, the Carlock/Danvers Bridges and the Carlock/Danvers Road. Motion carried.

Chairman Bass referred to an Illinois Department of Transportation (IDOT) Agreement for 80,000-Pound Truck Access Route Program (TARP). Mr. Mitchell stated that this project will provide locally designated truck routes capable of sustaining increased load limits of 80,000 pounds, for 2.02 miles of County Highway 36, Randolph Road from New Route 51 to Kickapoo Bridge. The entire project mainline will be resurfaced with bituminous concrete 22' wide providing a two-way, two-lane highway. The West intersection with New Route 51 and the East and West intersections with Old Route 51 will be widened to accommodate design vehicle turning movement including curb and gutter construction. Mr. Mitchell noted that the local agency's estimate for this project is \$1,000,000.00, which includes three intersections and 4.04 lane miles of roadway improvement that are eligible for funding under TARP. It has been mutually agreed that the State's share of this project cost, under TARP, shall be a lump sum amount of \$166,200.00, not to exceed 50% of the final construction cost, payable upon completion of the project and receipt of a request for payment from the Local Agency. The final draft has not been approved by IDOT. Mr. Mitchell will bring this item back for a stand-up meeting prior to the July County Board meeting.

Mr. Hoselton noted that this project has been presented before to the Committee. Mr. Mitchell explained that the Water Reclamation District needs truck access.

Chairman Bass noted that marked improvements have already been made on the road. Mr. Mitchell stated that there is a problem with the Right of One on one property. The Attorneys are handling it.

Motion by Cavallini/ Dean to recommend approval of an IDOT Agreement for 80,000 Pound TARP on Randolph Road. Motion carried.

Chairman Bass referred to an Emergency Appropriation Ordinance amending the Fiscal Year 2003 Combined Annual Appropriation and Budget Ordinance County Highway Fund 0120, Highway Department 0055. Mr. Mitchell stated that the County Board approved a GIS Grant contract with IDOT that provides funding totaling \$80,000.00 for use during Fiscal Year 2003 through 2005 for a GIS Specialist and related support activities.

Motion by Hoselton/Owens to recommend approval of an Emergency Appropriation Ordinance amending the Fiscal Year 2003 Combined Annual Appropriation and Budget Ordinance County Highway Fund 0120, Highway Department 0055. Motion carried.

Chairman Bass asked who would hire the GIS Specialist. Mr. Mitchell replied that Building and Zoning and the Highway Department would work with the Administrator's Office to hire the GIS Specialist.

Mr. Mitchell stated that the culvert work on the Oakland Avenue Bridge is complete. Chairman Bass asked who was awarded the bid. Mr. Mitchell replied that Stark was awarded the bid.

Rowe will start working on the Lexington-Leroy Road, Section 99-00044-06-WR the week on July 14, 2003. Extra pugmilled material is needed. Two passes are needed to assure that the road is level. Only a ¾ inch base was used the first time. Out of 4 miles only one mile is bad. The seams did not level well on the portion of the hill that was cut for sight distance. The old road was very rough, which could have caused the problem. Mr. Cavallini asked how long the project would take to finish. Mr. Mitchell replied that the deadline is in three weeks. Mr. Hoselton noted that this project should have been contracted out because it is a main highway. Contracting the project out would have been more expedient and less costly. Mr. Owens noted that the project is \$10,000.00 over budget. Mr. Hoselton stated that it is the Highway Department's responsibility to take care of County roads, not to build them. There is not enough manpower to finish the construction of a road in an appropriate time frame. Mr. Mitchell agreed that this project became too big for the Department. However, the Department can handle some projects such as the Carlock/Danvers Road. Mr. Dean stated that he disagreed with

Mr. Hoselton. The more road work the Highway Department can handle, the greater the potential savings to the County's taxpayer.

The Towanda Barnes Road is 99% complete. The punchlist items will be checked this week for completion. The Road is open to 5 lanes and the speed limit has been raised to 45 mph.

The grading work is almost complete on the Arrowsmith Road. The State is making sure that the erosion is controlled. Seeding has to be done and straw bails have to be placed in the ditches pursuant to State Law. The permit fee is \$500.00, which is billed by the EPA.

Ms. Rodgers asked if the speed limit by the new High School would be reduced. Mr. Mitchell replied that the High School is in the Town of Normal. The Town of Normal would need to make that decision. Ms. Rodgers stated that she is concerned with the number of students that will be driving on Towanda Barnes Road. Mr. Owens asked if signals would be installed. Mr. Mitchell replied that there is no warrant for signals to be installed.

Ms. Rodgers asked if a yellow flashing light would be installed. Mr. Mitchell stated that the flashing lights are being resisted because installing them would increase others desires to have them too. Chairman Bass asked if Mr. Mitchell would contact Unit 5 to discuss this issue. Ms. Rodgers stated that it is the County's responsibility to install lights. Mr. Mitchell noted that the flashing lights cost \$5,000.00. Ms. Rodgers said that she is concerned about what will happen this coming August. Mr. Mitchell stated that he would look further into the cost of flashing lights.

Mr. Zeunik asked if the Town of Normal has completed a traffic study. Mr. Mitchell stated that he would talk to the Town of Normal to see what has been done. Mr. Cavallini stated that prevention measures need to be in place. Mr. Owens agreed, stated that since traffic lights were put in on Towanda Barnes Road, at the intersection by the Palace Theater, no major accidents have occurred. Mr. Hoselton suggested that that Unit 5, the Town of Normal, and the Township of Normal be contacted. The cost could be shared. Mr. Cavallini asked if the entities would have already called if they were aware of any problems.

Mr. Hoselton noted that the police could direct traffic if the situation is bad. Ms. Rodgers stated that she would prefer that preventative measures be taken. Mr. Mitchell stated that he would contact the entities. There is a hill north of the intersection that could cause problems because it limits sight. Turn lanes could eliminate the problem, but would be expensive. Chairman Bass asked Mr. Mitchell to update the Committee at a Stand-Up Meeting prior to the County Board Meeting. Mr. Hoselton suggested that in the meanwhile, School Zone signs be placed as soon as possible.

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Mr. Mitchell referred the Committee to the Transportation Committee Agenda Packet. The monthly budget report is included. There being no questions at the time, Chairman Bass moved to the next item on the agenda.

Mr. Mitchell discussed the Percolation and Water Well Drilling Tests on the Route 9 Property. No reports have been received yet. Mr. Hoselton stated that this property was purchased for material storage. Now, it's going to be a new facility for the Highway Department. A study needs to be done to see if the new facility is necessary. Mr. Mitchell replied that the new building is in the Five-Year Capital Budget. Mr. Hoselton stated that he wants to see the Minutes of the Committee Meeting where that was approved. A user needs to be found for the present facility before another one should be built. Money is tight due to the loss of the Motor Fuel Tax funds. Mr. Owens added that the Property Committee echoed Mr. Hoselton's concerns.

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,

Lucretia Wherry
Recording Secretary