

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, March 12, 2002 at 7:30 a.m. in Room 700, Law and Justice Center, 104 West Front Street, Bloomington, Illinois.

Members Present: Chairman Bass, Members Emmett, Owens, Johnson

Members Absent: Members Hoselton, Selzer

Staff Members Present: Mr. Terry Lindberg, Assistant County Administrator;
Ms. Martha B. Ross, County Administrator's Assistant,
County Administrator's Office

Department Heads/
Elected Officials Present: Mr. Jack Mitchell, County Engineer, County Highway
Department

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

Chairman Bass called the meeting to order at 7:43 a.m. Chairman Bass presented the minutes of the February 5, 2002 meeting for approval.

Motion by Owens/Johnson to approve and place on file the minutes of the February 5, 2002 meeting of the Transportation Committee. Motion carried.

Chairman Bass presented the bills as prepared and recommended for transmittal to the Transportation Committee by the Auditor's Office. He commented that the charge for Red Wing brand shoes are different amounts for what appears to be the same items. He further commented that there are several charges for employee clothing, the purchase of which is not favored by the Committee. Mr. Mitchell explained that the purchase of clothing and shoes worn on the job is a provision of the Collective Bargaining Agreement that has been in place for quite some time.

Mr. Owens noted that the charge for overtime is less than anticipated. Mr. Mitchell explained that next month's charges are anticipated to be somewhat higher. Mr. Owens then asked whether the snow plows experienced significant breakdowns during the 2001-2002 winter season. Mr. Mitchell responded that the plows were not used much this year due to the fact that snowfall was not heavy. However, one plow was damaged and is being repaired.

Motion by Emmett/Johnson to approve the Bills as presented and recommended by the Auditor's Office. Motion carried.

Chairman Bass presented the Construction Engineering Services Agreement with Farnsworth & Wylie for Section 98-00113-03-FP of the Towanda-Barnes Road. Mr. Mitchell explained that this is the last section that the Highway Department is working on. It is the section from Illinois Route 9 to Fort Jesse Road. This section had been placed on the State bid list and the local firm of Rowe Construction was determined to be the low bidder, with the Illinois Department of Transportation confirming the bid award.

Mr. Mitchell stated that this project involves staking the project and inspecting the construction. Farnsworth & Wylie has performed the same work on the other two sections of the Towanda-Barnes project. Mr. Mitchell stated that his department can usually perform this work. However, this particular project is too large. The department cannot provide the necessary manpower for the staking and inspection, and still meet its other project obligations. The only discrepancy noted between the agreement for Section 113 and the other two sections is that costs have increased since work on the first two sections was performed.

Mr. Owens asked how much over the construction estimate was the Farnsworth & Wylie bid. Mr. Mitchell responded that the last revised estimate before the letting was \$4.1 million and the bid submitted by Farnsworth was \$4,358,214. It was approximately 7% over the estimated cost for the project.

Motion by Owens/Johnson to recommend approval of the Construction Engineering Services Agreement with Farnsworth & Wylie for staking and construction inspection on Section 98-00113-03-FP of the Towanda-Barnes Road project. Motion carried.

Chairman Bass presented bid results from the February 28, 2002 County and Township roadwork letting. Mr. Mitchell stated that this letting involved the receipt of bids for oil and chip projects. He presented both the bid tabulation showing the low bidders for each project and the Resolution which memorializes the proposed bid awards. He noted that the Beniach Construction Company, Hindsboro, Illinois was the successful bidder on the majority of the oil projects.

Mr. Owens asked what is the amount that can be awarded in the case of an over estimate bid. Mr. Mitchell responded that up to 5% can be awarded without further justification. However, overages between 5-10% must be justified by the entity making the award. He noted that these are Motor Fuel Tax regulations.

Motion by Emmett/Johnson to recommend approval of bids and a Resolution For Award of County and Road District Motor Fuel Tax Projects. Motion carried.

Chairman Bass presented the bid results from a February 28, 2002 equipment letting. The following equipment was subject to the letting: road grader; backhoe; truck cab and chassis; and dump body and hoist. Mr. Mitchell explained that the 1998 John Deere motor road grader was to be traded on the purchase of a 2002 motor grader. Martin Equipment of Goodfield, Illinois was the low bidder with a bid of \$33,994. He noted that the other bidder, Altorfer, Inc., East Peoria, Illinois, submitted a bid that was significantly higher at \$85,948. Altorfer, Inc. is a Caterpillar equipment dealer and its bid was for that brand of equipment. As a John Deere dealer, Martin Equipment's bid was based upon the price of John Deere equipment, with credit for the trade-in of John Deere equipment. Resale of the trade in would be easier for Martin, and this may be the rationale for the large discrepancy in bid amounts.

Mr. Owens noted that the model numbers of the proposed equipment are not the same. Mr. Mitchell noted that every company maintains its own model numbers, but each piece of equipment meets the specifications. Chairman Bass noted that the Bid Tabulation sheet indicates that each piece of equipment meets the necessary specifications.

Chairman Bass asked whether the Five Year Guarantee Buyback provision is locked in. Mr. Mitchell stated that it is.

Motion by Owens/Johnson to recommend approval of the bid by Martin Equipment for one John Deere model 7770CH motor grader with the trade in of a 1998 John Deere motor grader. Motion carried.

Mr. Mitchell presented the bid tabulation for the purchase of a 2002 backhoe loader for \$25,000. He noted that there is a trade in of a 1997 Caterpillar 426 C backhoe. He stated that Dunmire is the firm with the lowest bid on the trade in, but there are some significant specifications that they do not meet. A feature of the backhoe offered by Dunmire is that the "quick attach" feature is not compatible with existing Highway Department equipment. Therefore, that bid is listed on the tabulation sheet as not meeting specifications, despite the fact that the bid amount is competitive. The bid submitted by Altorfer, Inc. is recommended by the Highway Department.

Motion by Emmett/Owens to recommend approval of the bid received from Altorfer, Inc. for one 2002 backhoe loader model 430D with the trade in of a 1997 Caterpillar 426C backhoe. Motion carried.

Mr. Mitchell presented the bid tabulation for the purchase of a 2002 tandem cab and chassis. He noted that there were three bidders, only one of which complied with specifications. The low bidder in price, Dave Gill Ford, did not comply with the specification for anti-lock brakes. Additionally, the warranty on the frame is less than specified, and coolant temperature was short of the specified temperature. Auto cancel turn signals are not available on the Sterling offered by Dave Gill Ford, but are offered on the International equipment. For the \$3,000 difference in bid, the firm of J. Merle Jones is more conveniently located, which is advantageous when purchasing replacement parts.

The firm of J. Merle Jones is recommended.

Chairman Bass asked who develops the specifications that must be considered by the bidders. Mr. Mitchell responded that one of his staff members prepares the bid specifications, which Mr. Mitchell then reviews.

Motion by Owens/Emmett to recommend approval of the bid received from J. Merle Jones for a 2002 tandem cab and chassis. Motion carried.

Mr. Mitchell presented the bids regarding two 2002 13' 6" dump bodies and hoists, and one 2002 13' 6" dump body and hoist. He noted that there were two bidders: Monroe Equipment, Joliet, Illinois; and, Koenig Body and Equipment, Peoria, Illinois. He explained that stainless steel truck beds are preferred because this material minimizes damage from salt and calcium chloride.

Monroe's bid offered the Crysteel brand dump body, which has been problematic in the past. Additionally, Monroe did not meet the specifications for the under body beams, nor the upright cylinder. Their offering was for an inverted cylinder. Therefore, in view of the specifications that were not met by Monroe, the recommended bid is for the Henderson brand dump bodies from Koenig Body and Equipment.

Motion by Johnson/Emmett to recommend approval of the bid received from Koenig Body and Equipment for two 13' 6" dump bodies and hoists, and one 2002 13 foot dump body and hoist.
Motion carried.

Mr. Mitchell presented an update on the Towanda-Barnes Section(s) 96-00168-00-FP and 97-00165-0-FP. He explained that both of these projects are waiting for good weather conditions in order to begin work following the dormant winter season. The project summary included in the packet illustrates Section 113 of the Towanda-Barnes Road, and shows no changes since January 30, 2002.

Chairman Bass asked when the project is expected to be finished. Mr. Mitchell remarked that the two sections of the project that are under contract and have begun work, are anticipated to be finished by mid-summer of 2002. The south portion of the road will take longer, since there is more work to do. That section may be finished by late summer or early autumn of 2002.

Mr. Mitchell noted that there is a preconstruction conference for Section 113, which is the north section of the road, scheduled for later in the week. It is Rowe Construction's intent to finish the main line by autumn of 2002. Whether the dirt work and seeding and other minor items can be finished at that time is unknown. The prime objectives for this portion of the project are to finish the curb and gutter work, as well as laying the asphalt layer.

Mr. Mitchell stated that right-of-way negotiations are drawing to a close on both the Lexington-LeRoy Road project and the Arrowsmith Road project. The Lexington-LeRoy Road project has one parcel remaining, which is the subject of legal negotiations. Additionally, there is one parcel whose documents still await signatures.

The Arrowsmith Road project now has a negotiated agreement with a landowner who was previously the subject of the condemnation process. This project may move forward once all documents are executed.

Mr. Mitchell noted that work will commence on whichever project is available first.

He further noted, however, that a different paving material is proposed to be used for these road projects. Alternatives to the more expensive hot mix paving material were sought as a result of significant price changes. The alternative material, known as cold mix, or stone matrix mix, is being considered for low traffic volume roads, and may also be appropriate for both the Lexington-LeRoy Road and the Arrowsmith Road.

Mr. Mitchell remarked that several area counties are already using the cold mix material and find it satisfactory under low traffic volume conditions. Even though the Lexington-Leroy is a somewhat higher volume road and Arrowsmith Road is currently paved with hot mix material, the cold mix material may still be appropriate for this use. A 20% cost savings is anticipated with the use of the alternative material.

One drawback noted in the utilization of the new material is a site for material stockpile. Mr. Mitchell explained that a site for stockpile of material would either need to be rented or purchased. Some specialized equipment may also need to be rented. He estimated that a location of approximately five acres would be sufficient for a stockpile site.

Chairman Bass asked whether the new cold mix material has been used extensively. Mr. Mitchell stated that he is aware that Vermilion County has been using it for some time. Other counties who utilize the material are: Sangamon, Piatt, and DeWitt.

Mr. Mitchell commented that there are both pros and cons to the utilization of the cold mix material. However, it is anticipated that the pros will outweigh the cons. He noted that costs will be closely monitored in order to determine whether the utilization of the new material is indeed cost effective. Rowe Construction Company has been consulted to determine whether or not they are willing to work with new material and they are amenable to using it.

Mr. Owens asked whether cost figures from the other counties are available. Mr. Mitchell responded that other counties have provided their cost numbers, and the 20% estimated savings was derived from receiving those numbers.

Chairman Bass asked about the status of the road project that will lead into Interstate 55. Mr. Mitchell explained that a southern extension of Mitsubishi Motorway was under study several years ago. He further explained that there has been no discussion regarding the County's proposed portion of this road extension.

Ms. Chris Brauer stated that the study was completed in 1996. At that time, right of way was recommended to be protected. As development grows in the area, there may be more discussion on this project. Ms. Brauer commented that the rather piecemeal-like

road structure in this general area is quickly becoming inadequate for future proposed developments. She noted that she would provide a copy of the 1996 study to Member Owens, in response to his request.

Chairman Bass stated that the County has considered retaining the services of someone to negotiate right of way acquisitions on behalf of the County. He asked what is the status of that position. Mr. Mitchell responded that Highway Department employees are currently working on right of way acquisitions. Chairman Bass then asked whether the firm of Park Stottemeyer could be retained for this purpose. Mr. Mitchell noted that they only perform appraisals.

Mr. Mitchell announced that a public meeting regarding the East Side Bypass issue is scheduled for April 2, 2002 at the Central Illinois Regional Airport. The time is set for 4:00 p.m. to 7:00 p.m. The preferred alignment will be discussed. The Highway Department will send out notice of the meeting to Transportation Committee members.

Ms. Johnson noted that the Resolution for Highway Department Purchase of Equipment contains two items placed for bids that was not previously addressed. She stated that they are the proposed purchase of one 2002 one-half ton Dodge Ram 1500 Quad Cab, and one 2002 three-quarter ton Dodge Ram 2500 with service body. Mr. Mitchell recommended that bids be awarded to Bob Ridings Dodge, Pana, Illinois for the one-half ton truck and to Landmark Dodge, Florissant, Missouri for the three-quarter ton truck with service body.

Motion by Owens/Johnson to recommend approval of bids by Bob Ridings Dodge for the purchase of a 2002 one-half ton Dodge Ram 1500 Quad Cab truck, and Landmark Dodge for the purchase of one 2002 three-quarter ton Dodge Ram 2500 truck with service body. Motion carried.

There being nothing further to come before the Committee at this time, the meeting was adjourned by Chairman Bass at 8:36 a.m.

Respectfully submitted,

Martha B. Ross
Recording Secretary