

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, October 9, 2001 at 7:30 a.m. in Room 700, Law and Justice Center, 104 West Front Street, Room 701 Bloomington, Illinois.

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

Members Absent: None

Staff Members Present: Mr. John Zeunik, County Administrator;
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 7:40 a.m. Chairman Bass presented the minutes of the September 4, 2001 meeting for approval.

Motion by Owens/Johnson to approve the minutes of the September 4, 2001 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.

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

Chairman Bass introduced the Fiscal Year 2002 Recommended Budget for the Committee's review. Mr. Mitchell directed the Committee's attention to the green bar reports which delineate the proposed revenues and expenditures for the various line items under the auspices of the Highway Department. He noted that recommended changes that depart from some of the items previously printed in the 2002 Recommended Budget are updated on the green bar report. Therefore, this report presents the most current figures available.

Mr. Mitchell stated that in Fund 120, there are two sources of revenue showing a change over the amounts requested by the Department Head. One item is the General Property Tax, in the amount of \$1,786,744.00, which is figured at the maximum levy rate of \$0.075 per \$100 of equalized assessed valuation. The other revenue source experiencing a change is the Personal Property Replacement Tax in the amount of \$4,377.00. The total projected amount of revenue from taxes is \$1,791,121.00.

Mr. Mitchell remarked that the other revenue sources within Fund 120 have not experienced significant changes from the amounts recommended. He stated that Interest is down somewhat because of the lower interest rates currently being offered. The total revenue projection for Fund 120 is \$2,443,121.00.

Fund 120 expenditures begin with projected full-time salaries totaling \$801,000.00. Seasonal employment salaries are currently projected to be \$36,000.00, an increase of \$13,000.00 over the previous year, which was budgeted at \$23,000.00. Mr. Mitchell explained that, as a result of the higher traffic flow on several County roads, such as Towanda Barnes Road, Ireland Grove Road, Six Points Road, Bloomington Heights, and Old Route 150, winter maintenance must be upgraded to address the volume of traffic on those roads. He stated that 24-hour service is desired during the snow season. The best way to address that need is to hire two (2) temporary full-time employees for the three-month winter season. This is a change in the usual practice of the Highway Department.

Mr. Hoselton asked whether this temporary personnel addition is acceptable to the union membership. He also asked whether the County would be obligated to pay the temporary employees at the union scale rate. Mr. Mitchell responded that he had informed the union of the proposal, and there has been no comment from them to date. Union negotiations are just beginning and any comments they may have could be yet to come.

Mr. Mitchell explained that his intent in adding the two (2) positions is that they would be strictly temporary. He further explained that it is necessary to offer a competitive wage in order to attract acceptable applicants. His hourly wage projection is approximately \$12.00 per hour.

Chairman Bass asked if Mr. Mitchell, as head of the department, has the autonomy to set the wage for the new temporary positions. Mr. Mitchell responded that it is necessary for the Committee to approve any wage rate that he proposes. He explained that the County has in place a part-time wage scale. Two new positions, proposed at the \$12.00 per hour rate, would fall outside the normal parameters of that scale. He noted that the rate is less than the full-time hourly rate.

Mr. Hoselton asked what is the full-time rate per hour. Mr. Mitchell responded that currently the lowest full-time position is \$12.80 per hour. Mr. Lindberg added that the upper end of the scale allows for a maximum of between \$17.00 and \$21.00 per hour.

Mr. Owens noted that the Fiscal Year 2001 Adopted Budget showed an amount of \$23,000.00 budgeted for Occasional/Seasonal positions. However, the Current Year Expense for that line item is presently at \$9,891.00 expended. He asked whether the unused portion of the amount budgeted would carry over into the Fiscal Year 2002. Mr. Mitchell responded that it would not carry over.

Mr. Selzer asked whether a deviation from the County's part-time wage scale should be utilized across the board for all departments, since it was potentially being granted to one department. Additionally, he asked whether it should also be usual for the County to employ part-time, non-union employees to do seasonal work in all departments. Mr. Mitchell stated that there is a precedent in such hiring in that during the summer the Highway Department hires approximately eight people to mow, and assist with seal coating repairs on the roads. It has not been a source of concern with the union.

Mr. Hoselton commented that the union may object to the addition of non-union temporary personnel, when this practice deprives union employees of seasonal overtime. Mr. Mitchell responded that the Department has a commitment to the union to not eliminate any overtime.

Mr. Hoselton asked whether the temporary personnel would be activated only during times of extreme weather conditions. Mr. Mitchell responded that the temporary personnel would be hired to work on a daily basis for the three-month employment period. They would be utilized to do other work when they were not plowing snow or salting the roads.

Mr. Hoselton asked whether the Highway Department explored the option of keeping the same workforce and only activating them for overtime hours when the weather conditions demand such action, versus employing two additional full-time employees for three months. Mr. Mitchell stated that the cost of such action would vary from year to year.

There may be times when employees would be asked to work between 24-30 consecutive

Minutes of the Transportation Committee Meeting

October 9, 2001

Page Four

hours, and thus compromise safety. He noted that 16 consecutive hours is about the maximum number of working hours an employee should work at any one time.

Mr. Selzer asked what would happen in the event that the upcoming winter is a snowless season, which would not require the utilization of additional personnel. Yet, the money has been budgeted. He asked whether there are other options available.

Mr. Mitchell responded that the State of Illinois has had difficulty securing on-call personnel for winter service. The cost that is requested is a nominal one, but it would allow the objective of 24-hour service to work. The alternative might be the addition of two permanent full-time employees. Mr. Selzer then remarked that perhaps adequate feedback on the program should be sought in March or April 2002 to determine how well the program worked and whether or not it should be continued.

Chairman Bass asked how much money is currently allocated to fund the two temporary positions. Mr. Mitchell responded that \$13,000.00 is presently allocated.

Mr. Mitchell continued to delineate the items in Fund 120 under Expenditures. He stated that total salaries totaled \$900,000.00. The Employee Medical Benefits total \$82,800.00. He explained that some of the other major changes are in gasoline, fuel and oil, which increased \$17,000.00. He noted that the price of fuel and oil fluctuates so greatly that it is difficult to predict and budget.

Mr. Emmett asked whether the County enjoys any guarantees in its fuel prices.

Mr. Mitchell responded that there are no guarantees on fuel prices. Bids are taken as the fuel is needed.

Mr. Selzer asked if it is known how long liquid fuel can be safely stored so that the County could take advantage of prices when they are low and store the unused portions. Mr. Mitchell responded that he did not know how long liquid fuel, such as gasoline, could be stored. He noted that diesel fuel evaporates more slowly than gasoline, but he had no projection of "shelf life" for fuel. He remarked that the environmental issues involving the installation of an above-ground storage tank makes it unattractive. The environmental issues surrounding the installation of an underground storage tank would be prohibitive.

Mr. Mitchell stated that the total of the Supplies lines in the 600 range is currently recommended to be \$360,000.00. Of that total amount, fuel accounts for a \$17,000.00 increase and operational supplies account for a \$14,000.00 increase.

Mr. Mitchell explained that under the 700 line items, the largest changes are found in equipment maintenance and design. He noted that in the Highway Department's Five-Year Plan, a new chloride building would require some design work. The new garage, to be designed next year for use in the future, is estimated to cost \$40,000.00. The overall increase of \$85,000.00 is primarily due to increases in design and equipment maintenance.

Mr. Selzer stated that the line item 0795-0003, Telephone Expense, should be examined more closely for a possible reduction. He remarked that cell phone usage could be watched more closely to determine whether costs could be better contained. Mr. Mitchell responded that rates were examined last year and packages were altered drastically to obtain better service at more advantageous prices.

Mr. Zeunik commented that Ms. Jackie Dozier, County Auditor, has begun to examine the need for a countywide contract from a single vendor for cell phone usage.

Mr. Mitchell presented the 800 line items by stating that Capital Improvements should be budgeted at \$150,000.00. There is a need to construct a chloride building to shield the trucks from the wind while having the chemical applied for distribution. Currently, a portion of the salt building is being utilized for this purpose, but it is not the best situation.

Mr. Mitchell remarked that the new Highway Department facility is planned for in the 800 line item range. A storage area for materials, a drive through facility and fencing for the perimeter of the property is included in this range. He noted that the Fiscal Year 2002 Recommended Budget book showed a total amount of \$110,000.00 for Capital Improvement. Mr. Mitchell noted that line item 0810-0001, which covers Roads, Bridges and Culverts needs to be amended. The Recommended Budget indicates this line item at \$114,621.00. The corrected amount is \$44,621.00, causing this line item to experience a \$70,000.00 decrease.

Mr. Owens asked why so much has been asked for historically in this fund. Mr. Mitchell noted that the amount requested in the fund fluctuates from year to year. Frequently, spending is postponed if there is insufficient cash in the fund. Therefore, the amount budgeted for in this line is generous.

Mr. Mitchell explained that several other items in the 800 range line items are experiencing static growth or a decrease in funding for the upcoming year. Those items are: purchase of Right-Of-Way; purchase of furnishings and computer equipment;

purchase of software; and radio equipment. He noted that the line item for purchase of machinery and equipment is requested to return to its original amount of \$427,000.00.

Minutes of the Transportation Committee Meeting

October 9, 2001

Page Six

Equipment to be replaced is: 1991 International single axle with a tandem truck with a wing at \$91,000.00; 1992 Ford single axle with a tandem truck at \$88,000.00; 1992 International tandem at \$88,000.00. Equipment to be traded: a 1992 Caterpillar backhoe for \$48,000.00; trade a 1998 John Deere grader for \$40,000.00. Items to be purchased include: a ½ ton pick up truck with utility bed for the sign foreman for \$25,000.00; ½ ton pick up truck for the engineering department at \$19,000.00; a 3-inch trash pump for \$1,200.00; a concrete saw for \$2,300.00. There is also a need to replace three radios, a generator, transmission jack, and diagnostic software.

Mr. Mitchell stated that the total expenditure is \$2,443,121.00, which balances with the revenue.

The Bridge Matching Fund was next presented. Mr. Mitchell explained that the Bridge Matching Fund can levy at \$0.05 per \$100.00 of Equalized Assessed Valuation, which provides total property tax revenue in the amount of \$1,191,163.00. The total revenue for the Fund is \$1,258,163.00.

The Salaries and Fringe Benefit expenses presented in the Bridge Matching Fund total \$124,000.00. The 700 range line items total \$132,000.00. He noted that the total of this range is reduced from the previous year's total. Construction is listed at \$1,001,463.00. The total expenditures for the Bridge Matching Fund are listed at \$1,258,163.00. Mr. Mitchell stated that this amount balances with the revenue side.

Mr. Hoselton noted that there is \$9,000.00 earmarked for overtime pay. He asked whether that was set aside for the rank and file employees. Mr. Mitchell responded that this amount is primarily for the engineering staff. He noted that during the summer season, contractors would often work well into the evening or on Saturdays. The County's employees working along side the contractor's crews are often placed in a position wherein they must put in overtime in order to meet the obligations of the job. Mr. Mitchell stated that these funds are put aside for this need. Mr. Mitchell pointed out that this amount was strictly for the employees who are paid out of the Bridge Fund.

Mr. Mitchell presented the County Matching Fund. He stated that the statutory maximum levy for McLean County is \$0.0375 per \$100 of Equalized Assessed Valuation. This fund can only be used to match funds on construction projects, which utilize either federal funds or motor fuel tax funds.

Mr. Mitchell remarked that under revenue, property taxes accounted for \$893,372.00.

Total revenue is listed at \$902,372.00. Expenses are listed in two lines of this fund: Administrative Surcharge at \$7,700.00; and construction at \$894,672. The total expenses for this fund are \$902,372.00. He stated that this fund is balanced.

Minutes of the Transportation Committee Meeting

October 9, 2001

Page Seven

Even though funds are reported as balanced, Mr. Hoselton asked if there is ever an attempt to save money for the taxpayers. Mr. Mitchell responded that he cannot indicate any specific line item where funds are deposited and set aside as savings to the taxpayer. Mr. Hoselton asked whether there was an escrow-like account available to the Department. Mr. Mitchell stated that all of the revenue goes into interest-bearing accounts in the Treasurer's Office, which in turn generate income. That money is removed as needed, but it earns interest while it is on deposit.

Mr. Hoselton asked whether the interest income for the Highway Department's funds is retained by the department. Mr. Zeunik responded that that the interest income in the Highway Special Revenue Funds is retained for use within these funds. He explained that the Highway Department's special revenue funds are somewhat unique in that a contract may be let in a particular month, for a construction project that would not be completed in one fiscal year. Therefore, when examining a fund balance within the Highway Department's special revenue funds, one must acknowledge that a portion of the total fund balance may be restricted, in the sense that it is already earmarked for a specific project.

Mr. Selzer asked, in the event that any of the fund balances show a surplus over a period of a few years, and a portion of that surplus cannot be determined to be earmarked for specific projects, how much of that revenue can be retained indefinitely. Mr. Mitchell responded that such a scenario would be unlikely, but rather the converse is more often the case. That is, there are rarely enough funds to address all of the projects that are proposed.

Mr. Emmett commented that, in fact, there are many more projects to be addressed than the Highway Department has the funds to address. Mr. Mitchell agreed that once the revenue amount is received, a prioritized decision must be made as to which projects will receive funding. Mr. Mitchell remarked that funds are earmarked via the use of resolutions and the presentation of the Highway Department's Five-Year Plan. The Plan may be modified as the Committee decides. Other projects are presented to the Committee for consideration on a project-by-project basis.

Mr. Zeunik explained that Illinois law permits specific projects to be identified within the fund balance. Unrestricted funds that are not associated with any particular project may be addressed by utilizing a formula cited in an Illinois Supreme Court case, which identifies how much money may be retained in an unrestricted fund balance. The

purpose of the Supreme Court's formula is to aid in determining whether or not a taxing body may be overtaxing.

Minutes of the Transportation Committee Meeting
October 9, 2001
Page Eight

Mr. Zeunik stated that there have been two (2) large tax objection cases filed against McLean County. In both cases, it was found that the County's fund balances were not excessive. He further stated that there is no County Board restriction on the fund balance in the Special Revenue Funds. The only fund where the Board has established a restriction is in the General Fund. That restriction is that the fund balance shall not be less than 10% of the County's total operating balance. Additionally, if the fund balance in the General Fund exceeds 10%, the Board's policy states how the excess is to be utilized.

Chairman Bass asked whether the Special Revenue Fund operations are analogous to an escrow account. Mr. Zeunik responded that the concept of escrow would be analogous to the restricted fund balance. That is because escrow funds are usually set aside for a specific purpose. Mr. Zeunik explained that in governmental accounting, funds are usually termed as either restricted or unrestricted. Restricted means that funds are set aside for a specific purpose.

Mr. Selzer asked whether there is one specific reference that shows what all of the County's various fund balances are. Mr. Zeunik responded that all of the fund balances are compiled in the Comprehensive Annual Financial Report that the County's Outside Auditor prepares. This publication was distributed to the Board members in July 2001. He noted that this report lists significant in that it is an audited fund balance, as opposed to obtaining a fund balance through the County's financial system, which is not audited.

Mr. Mitchell stated that the amounts previously cited comprise Fund 122 and it is a balanced fund.

Mr. Mitchell remarked that Fund 123 is the Motor Fuel Tax Fund. The revenue in this fund comes via a specific formula within Illinois law. He noted that \$2,900,000.00 in revenue is anticipated. Combined with the other sources of revenue in the fund, mainly interest income, an unappropriated fund balance, and unclassified revenue, the total anticipated revenue is \$3,555,000.00.

Mr. Mitchell presented the expenses for Fund 123. He noted that the overtime line item was increased as a reaction to last year's overage in this category.

The 700 range line items, which includes major road maintenance and engineering and design aggregates to a total of \$1,560,000.00. He stated that this amount is less than the Fiscal Year 2001 Adopted Budget.

The 800 range line items, which is construction expenses and purchase of Right-Of-Way totals \$1,353,000.00. This amount is also less than the previous year as a result of the lower unclassified funds amount. Mr. Mitchell remarked that legislative add on money, Minutes of the Transportation Committee Meeting
October 9, 2001
Page Nine

obtained through the assistance of Senator Maitland, was added to the budget in this area. The total expenses for Fund 123 are listed at \$3,555,000.00 and it is a balanced fund.

In order to illustrate an earlier point regarding unrestricted funds within specific line items, Mr. Zeunik remarked that in the revenue portion of the Motor Fuel Tax Fund's line item 0400-0000, Unappropriated Fund Balance, it shows that there is at least \$200,000.00 in the Motor Fuel Tax Fund that is unrestricted.

Mr. Hoselton asked what is unclassified revenue, in reference to Fund 123's line item of 0410-0035, Unclassified Revenue. Mr. Zeunik responded that, at least in this instance, unclassified revenue is one-time money that was received from the State of Illinois. Mr. Mitchell added that these one-time funds were received as a legislative add-on for Towanda-Barnes Road through the efforts of Senator Maitland.

Mr. Mitchell recommended the approval of the Fiscal Year 2002 Recommended Budget for the Highway Department.

Motion by Selzer/Emmett to tentatively approve and recommend the Fiscal Year 2002 Recommended Budget for the Highway Department, as amended.

Mr. Selzer stated that the Committee should begin to monitor overtime expenditures versus the hiring of seasonal employees. There will always have to be seasonal accommodations, but overtime hours for employees should be carefully monitored. Mr. Mitchell commented that the bulk of overtime expenditures are for snow removal. In the event that overtime would be reduced or eliminated in this area, the necessary change might need to be additions to the Highway Department's maintenance staff. At present, the need is addressed by using current employees, and assigning them longer hours. Mr. Mitchell remarked that the remainder of the overtime is usually expended in the engineering department, which must accommodate contractor's work schedules.

Mr. Hoselton asked whether the union contract contains a shift clause regarding work in excess of eight hours. Mr. Lindberg explained that the County as the employer is governed by Federal and State laws. Shift differential is not available to County employees who work a shift other than the first shift. However, there is a normal work hour and call back pay.

Mr. Hoselton stated that he would prefer to utilize County employees whenever possible as they are trained and cognizant of the County's performance expectations.

Mr. Mitchell stated that he agreed, but that the extra personnel to run a second shift are not available. Therefore, the overtime contingency is submitted for consideration.

Minutes of the Transportation Committee Meeting

October 9, 2001

Page Ten

Chairman Bass asked if the Committee members had any additional questions. Hearing none, Chairman Bass called for the question on the previous motion.

Motion carried.

Mr. Mitchell introduced the Pipeline Road documents by first locating the road for the Committee members. He stated that Pipeline Road is located at the north end of Veteran's Parkway and proceeds north to Lake Bloomington. The interchange at Interstate 55 is limited in that it only provides access two ways. The State will provide full access at that interchange.

Mr. Mitchell explained that the State initially planned to bring the interchange down at a point on Pipeline Road and taper it back to 2 lanes at a point 300-400 feet north of the existing northbound road intersection. He commented that he and a representative from the Town of Normal examined the plan and found it to be insufficient for the proposed use, based upon the potential for growth and development in the area. He and the Town of Normal representative felt that a more appropriate plan would be to build the road at four lanes through the intersection. In this way, should Pipeline Road later be expanded to four lanes, the intersection will be able to accommodate this.

Mr. Mitchell remarked that, even though the State was amenable to the change in plans to accommodate future growth, it also required the local agency to absorb the additional cost of the change in plan. In 1998, the County approved an Intergovernmental Agreement with the Town of Normal to split the cost of the proposed improvements, whenever the design plans were finalized. He noted that the initial cost was estimated to be \$775,000.00. However, the local share has now been determined to be \$2.1 million, which includes signals at the Northtown Road intersection.

Mr. Mitchell stated that in order to accomplish the project, the Resolution must be approved and funds appropriated. Also, a Supplemental Intergovernmental Agreement with the Town of Normal must be executed so that the current funding issues and signal maintenance are memorialized. He explained that the set of documents before the Committee for approval include: the Agreement with the Illinois Department of Transportation ("IDOT") to build the road; the MFT appropriating resolution which appropriating \$2,100,000.00, of which \$1,050,000.00 will be repaid to the County from the Town of Normal; and the Supplemental Intergovernmental Agreement which calls for

the repayment of a portion of the funds and specifying responsibility for signal maintenance.

Mr. Selzer asked when construction is expected to commence. Mr. Mitchell responded that construction is expected to commence in the year 2002. Mr. Selzer then asked

Minutes of the Transportation Committee Meeting
October 9, 2001
Page Eleven

whether the highway exit from I-55 onto Veteran's Parkway will change from a left exit to a right exit. Mr. Mitchell responded that the westbound exit will become a right exit onto a ramp and to a traffic signal.

Chairman Bass remarked that the bid for this project must be let by 2004. Mr. Mitchell confirmed that date. He noted that the County's repayment of the expenditure would be permitted over a period of 16 months, via monthly payments. Payments are to commence 17 months after the award of the contract, which will cause the payments to begin in 2003.

Mr. Hoselton stated that the County should clarify its position with regard to the jurisdiction of the overpass. Mr. Mitchell responded that the jurisdiction split between the State and the County is clearly delineated in the documents.

Motion by Selzer/Owens to recommend approval of the Pipeline Road documents for Section 01-00073-06-FP: IDOT Agreement for Construction of Pipeline Road – I-55 Interchange; MFT Appropriating Resolution; and the Supplemental Intergovernmental Agreement with the Town of Normal for construction of Pipeline Road, as submitted.
Motion carried.

Mr. Mitchell presented the Federal Aid Agreement for Towanda Barnes Road, Section 98-00113-03-FP. He noted that he also distributed an Addendum #2 and a new Supplemental Resolution, which differs from the packet's Resolution. He explained that what is significant in these changes is that the County is reducing the MFT amount down to \$1,000,000 and including \$775,000.00 of County Bridge Matching Fund dollars in the project.

The Bridge Funds can be used for any culverts or other drainage facilities. Therefore, enough money will be included to cover the curb and gutter and the storm sewer, as well as the crossroad culverts. Included in the package of documents is an 80,000 lbs. Weight Limit Resolution as well.

Motion by Selzer/Emmett to recommend approval of the Towanda-Barnes Road Section 98-00113-03-FP: the Local Agency Agreement for

Federal Participation; the Supplemental MFT Appropriating Resolution;
And the 80,000 lbs. Weight Limit Resolution, as submitted. Motion carried.

Mr. Mitchell presented a Joint Purchasing Act Participation Resolution so that the County Highway Engineer will receive the major items it purchases under the Joint Purchasing Minutes of the Transportation Committee Meeting
October 9, 2001
Page Twelve

Act with the State of Illinois. Salt, paint and beads are the items purchased through this plan on an annual basis. In the past, dump trucks and pick up trucks have previously been purchased via this plan as well.

Motion by Hoselton/Selzer to recommend approval of the Joint Purchasing Act Participation Resolution. Motion carried.

Mr. Mitchell distributed a Supplemental Resolution for Section 97-00165-00-FP under the agenda category of Other. He noted that his resolution addresses the south portion of the Towanda Barnes Road from Route 150 to Ireland Grove Road. Originally the County passed a \$1,000,000.00 resolution for that project, and knew that a supplemental resolution would be necessary once the funding was clarified.

Mr. Mitchell explained that the County now needs to pass a resolution for \$600,000.00 in MFT funds and \$600,000.00 of County Bridge Funds. He stated that this project covers a box culvert near the subdivisions as well as a storm sewer and other culverts on the project.

Mr. Owens asked what the \$600,00.00 in the Resolution specifically addresses. Mr. Mitchell responded that it is for the drainage on Section 165. He noted that there are two funds that are drawn upon: \$600,000.00 from Motor Fuel Tax funds and \$600,000.00 Bridge Matching funds. The total proposed expenditure for the project is \$1,200,000.00.

Motion by Owens/Selzer to recommend approval of the Supplemental Resolution for Improvement by the County of Section 97-00165-00-FP.
Motion carried.

Mr. Mitchell announced that there would be a need for a Stand-Up meeting prior to the regular October meeting of the County Board to consider approval of the bids from a letting on October 10, 2001. The bids are for the County's salt supply for the year, for use on the roads during heavy snowfall.

Mr. Mitchell presented a sample of a tee shirt with patriotic logo that the employees of the Highway Department are ordering. He offered to make it available for order by members of the Committee and Administrator's Office as well.

Chairman Bass asked for an update on the Towanda Barnes Road project. Mr. Mitchell explained that construction has begun on the south section #165 from Route 150 to Ireland Grove Road. The contractor is Freesen, Inc. The bulk of the dirt work is now complete except in the subdivision area. Lime has been applied. The box culvert is due for construction on October 10th.

Minutes of the Transportation Committee Meeting
October 9, 2001
Page Thirteen

The dirt work has been completed on Section 168 of the road, which is located in front of the Highway Department's offices. Paving asphalt began last week. The binder is applied at the south end of the section. It is still anticipated that the two miles in front of the Highway Department facility will be open for 5-lane traffic by the end of 2001.

Mr. Hoselton asked about the status of the property acquisition from the Deneen Trust for a new Highway Department facility. Mr. Mitchell stated that a meeting with the City of Bloomington attorney and the attorney for the County has occurred. The next step is to set a meeting with representatives of the Deneen Trust.

Mr. Mitchell announced that the Highway Department's Five-Year Plan would be presented to the Committee in November. There are several changes that need to be addressed prior to the presentation.

Motion by Selzer/Hoselton to adjourn the meeting. Motion carried.

There being nothing further to come before the Committee at this time, the meeting was adjourned at 9:13 a.m.

Respectfully submitted,

Martha B. Ross
Recording Secretary