

## **Minutes of the Transportation Committee**

The Transportation Committee of the McLean County Board met on Tuesday, July 3, 2012 at 8:00 a.m. at McLean County Highway Department, 102 S. Towanda Barnes Rd, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Black, Caisley, Soeldner, McKibbin and Cavallini

Members Absent: None

Other Members Present: None

Staff Members Present: Mr. Bill Wasson, County Administrator, Ms. Hannah Eisner, Assistant County Administrator, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Eric Schmitt, County Engineer

Others Present: Mr. Jerry Stokes, Assistant County Engineer, Ms. Jennifer Sicks, Regional Planning

Chairman Hoselton called the meeting to order at 8:00 a.m. He stated that the first Item for Action is approval of the minutes from the June 5, 2012 Transportation Committee Meeting.

Motion by Caisley/Cavallini to recommend approval of the minutes from the June 5, 2012 meeting of the Transportation Committee.  
Motion carried.

Chairman Hoselton asked the Committee to review the bills for May 31, 2012. The prepaid total is \$2,321,509.45.

Mr. Soeldner asked if Cotters Industry was a new vendor. Mr. Schmitt, County Engineer, responded that Cotters supplies the glass beads for striping. The Company is located out of State. Due to a shortage of raw materials in the paint industries, the state bid was late. The cost of white paint increased 20% a gallon.

Mr. Cavallini asked the amount of paint used by the Department. Mr. Schmitt noted that between the yellow and white paint, an estimated 200,000 gallon is used.

Mr. Caisley asked the location of purchased right-of-way. Mr. Schmitt stated that the purchase of right-of-way is for a section of Towanda Barnes located between Ft. Jesse and Raab Road. Because this is a Federal project, and the cost is over \$10,000 for the

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right-of-way, an appraisal and review appraisal was required. If the cost is under \$10,000, State statute allows County Engineers to do a waiver of appraisals.

Motion by Soeldner/Black to recommend  
payment of the June 30, 2012 bills as  
submitted by the County Auditor.  
Motion carried.

Chairman Hoselton stated that the first Item for Action is the Engineering Services Agreement – Hampton, Lenzini, & Renwick, Inc (HLR) for the Dry Grove Road District (RD) – Lilienthal Bridge – Sec 12-15129-00-B.

Mr. Schmitt stated that the Engineering Agreement is for the design of the Lilienthal Bridge in Dry Grove Township south of the Danvers/Uton Road. This is a posted timber pile bridge. The Township needs to move monies to be eligible for funding. The letting is anticipated for June, 2013 so the bridge can be replaced before harvest of next year.

Mr. McKibbin asked if the Department anticipated any problems with the Township's funding. Mr. Schmitt advised that the Township stopped taxing in the Bridge Fund. Funds from the Wind Farm will be permanently transferred into the Bridge Fund. This funding will cover the Townships cost to replace the Lilienthal Bridge.

Motion by Caisley/McKibbin to recommend approval of the Engineering Services Agreement – Hampton, Lenzi, Renwick, Inc (HLR) for the Dry Grove Road District (RD) – Lilienthal Bridge – Sec 12-15129-00-B.  
Motion carried.

Chairman Hoselton stated that the next item of action is the Washington Street (CH 36) in Downs – Sec 11-00050-00FP.

1. Engineering Services Agreement – Hanson Professional Services, Inc.
2. Motor Fuel Tax (MFT) Resolution
3. Matching Tax Resolution

Mr. Schmitt stated that the engineering agreement is for reconstruction of Washington Street in Downs. The Department went through a process of selecting a consultant. Hanson Professional Services, Inc. was the highest ranking for the project. The MFT Resolution is the standard MFT agreement.

Mr. McKibbin asked if the County has worked with Hanson Professional Services, Inc. before. Mr. Schmitt responded that Hanson Professional Services, Inc. has been the County's consultant on all phases of the Route 66 Bike Trail.

Mr. Caisley stated that he has reservations on the agreement. It may be that this is the best choice of engineering but it is a poor choice economically. The County will be paying Hanson Professional Services, Inc. an hour travel time every time someone comes from Peoria to the project and another hour back in addition to the mileage. The project is a good project and Mr. Caisley is in favor of turning the road over to Village of Downs once the project is completed. It does not seem to be a good idea spending money that is not economically necessary. Mr. Caisley noted that the Farnsworth Group, another applicant, is the Village of Downs Engineer and the officials have expressed their preference to have the Farnsworth Group do the engineering project.

The Farnsworth Group is much closer to the site of the project making the mileage and labor less expensive. This is a very competitive economic environment. 13 engineering firms submitted proposals to design this project. There are not big subdivision projects in the County even affecting Civil Engineers. To give this \$226,000 project to Hanson Professional Services, Inc. in Peoria is not a good use of the County's money. Furthermore the road is going to be given to the Village of Downs when completed. Farnsworth Group has done all of the engineering for both the school, located on Washington Street, and the parking and bus lanes. They know the area because they designed it. Mr. Caisley is opposed to the agreement.

Mr. Soeldner informed the Committee in the vein of full disclosure he will be voting present. He has a brother-in-law working for Farnsworth Group. Mr. Soeldner added that he was contacted by Mr. James, Village of Downs. Mr. James stated that the Village has worked well with Farnsworth Group in the past. Mr. Soeldner advised that he is relying on the expertise of the County Engineer. If all things were equal I would recommend going local. It appears that during the interview process the Hanson Professionals, Inc made a better presentation.

Mr. Cavallini asked if Mr. Schmitt would explain the interview process the lead him to choose Hanson Professionals, Inc. Mr. Schmitt responded that a Request for Proposal (RFP) was sent to 13 local central Illinois IDOT qualified engineering firms. Written proposals were submitted. Mr. Schmitt, Mr. Jerry Stokes, Assistant County Engineer and the resident County project engineer on the project went over the proposals and narrowed it down to 3 engineering firms. The final 3 engineering firms were interviewed. During the interviews, Hanson Professional Services came through as the highest ranked candidate. Their presentation showed that Hanson Professional Services, Inc. had done their homework on the project. They had researched the area and talked to parents of students enrolled in the school to get their input as to the parking problems encountered when dropping off and picking up their children or attending events at the school. Hanson Professional Services, Inc. observed the jobsite at high traffic times. Their level of public input was impressive. Their approach was to talk to the local people. They brought engineering to the people affected by the project up front. Hanson Professional Services had the idea to send letters homeowners informing them they were coming to the jobsites at specific times and would be going door to door with the County Engineer and Assistant County Engineer talking to the people to find out the exact problems in the area. They are also planning two meetings with the School, the Church, the Village of Downs and the Park to address their issues.

Mr. Schmitt stated that the RFP stated that the County needed to hear just what you would do with the project by staying within the right-of-way. Hanson stood above and beyond the other two engineering firms. Mr. Schmitt noted that when making the

Decision, the fact that Farnsworth Group has done work and knows the area was taken into consideration.

Mr. Schmitt stated that the County is going to substantially upgrade and give this road to the Village of Downs and we want to involve them throughout the project. The County wants to build a road that meets and serves their purposes, however keeping in balance the needs.

Chairman Hoselton added that the County has maintained this road for years. He stated that we are building the road and giving it away. It is our responsibility to build the best road we can, however at the same time the Committee has a responsibility to the people we represent. Travel time will be charged by any engineering firm. He is very confident in Mr. Schmitt's selection. Hanson Professional Services, Inc. is a division of the same operation that has done the design work for many of our bridges.

Mr. McKibbin asked Mr. Schmitt to address the economic concerns expressed by Mr. Caisley. Mr. Schmitt stated that during the meetings and going door to door there is some additional costs due to traveling. Careful scheduling will be done to hold meeting and go door to door during the same time to reduce travel time. Surveying man hours were reduced. The main difference is 12 hours for three different days. A local firm would have half the hours or 6 hours for three different days. The estimated cost difference is \$1,000 - \$2,000.

Mr. McKibbin advised that valid points have been raised. It is good to look at the economic aspect. He added that he cannot fault the process that formed the final decision. Mr. Schmitt did a thorough job. He is voting on his faith in the process.

Mr. Black stated that looking at the agreements and contracts that are presented to the Committee, cost is important especially in this economic climate. He added that it is important to also look at value. The approach Hanson Professionals Inc. is taking is incredibly high. Mr. Black supports the decision to go with Hanson Professionals Inc.

Motion by Black/Cavallini to recommend  
approval of the Engineering Services  
Agreement – Hanson Professional Services, Inc.  
for Washington Street (CH 36) in Downs –  
Sec 11-00050-00FP  
Motion carried with Mr. Soeldner voting present  
and Mr. Caisley voting no.

Mr. Schmitt continued with the Motor Fuel Tax Resolution and the Matching Tax Resolution to appropriate the funds for the project.

- MFT funds                   \$125,000
- Matching funds           \$105,000

Motion by Black/Soeldner to recommend approval of the Motor Fuel Tax Resolution and the Matching Tax Resolution.  
Motion carried.

Chairman Hoselton presented the Meadows Road (CH 23) – Sec 11-00005-02-WR:

1. DECO – Illinois Jobs Now! Grant Agreement
2. Motor Fuel Tax Resolution
3. Matching Tax Resolution
4. Highway Fund Resolution

Mr. Schmitt reported that the Grant Agreement is with the Department of Commerce and Economic Opportunity (DCEO). The \$500,000 funding received from Illinois Jobs Now Capital Bill is for infrastructure related improvements. The funding is for the upgrade of County Highway (CH) 23 from CH 8 on the north end of Lexington up to the Turkey Creek Bridge. The Grant Agreement funds the Township Road going to the ISU Farm composting site. Food composting is done on the ISU Farm. Food waste are collected from various sites in McLean County and through a process is turned into compost. Funding for the 1.2 million dollar project is through:

- DECO                               \$500,000
- TARP                               \$320,000 to upgrade to 80,000 lb. road

Mr. Wasson, County Administrator noted that for those not on the Land Use Committee, the land fill capacity is an ongoing issue. With the possible closure of the land fill in the future, the community would face significant increases in cost for waste disposal. Anything that can be done to reduce bulk waste going to the land fill benefits the community.

Motion by Caisley/Cavallini to recommend approval of the Meadows Road (CH 23) – Sec 11-00005-02-WR - DECO – Illinois Jobs Now! Grant Agreement.  
Motion carried.

Mr. Schmitt presented the:

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|------------------------------|-----------|
| 1. Motor Fuel Tax Resolution | \$240,000 |
| 2. Matching Tax Resolution   | \$200,000 |
| 3. Highway Fund Resolution   | \$40,000  |

He noted that the resolutions will appropriate the construction funding.

Motion by Soeldner /Black to recommend approval of the Motor Fuel Tax Resolution, Matching Tax Resolution and the Highway Fund Resolution.  
Motion carried.

Chairman Hoselton continued with the Resolution for the Anticipation of Township Bridge Funds.

Mr. Schmitt stated that an Anticipation of Township Bridge Funds was first done in 2010. Several counties throughout the state are using this resolution. \$320,000 will be available to the Department in August. The Resolution allows the County to build an additional timber pile bridge this year; bringing the County's total number of timber pile bridges down to 7. One has been repaired. The only problem with the Township Bridge program is it is still at the \$15,000,000 that it started at in the 1970's

Motion by Cavallini/McKibbin to recommend approval of the Resolution for the Anticipation of Township Bridge Funds.  
Motion Carried.

Chairman Hoselton presented the Audit Report #58 to be filed with the County Board – 01/01/2011 – 12/31/2011, Motor Fuel Tax, McLean County.

Mr. Schmitt noted that the audit report is received annually from the Illinois Department of Transportation. An audit is done by District 5 Local Roads on:

- County Motor Fuel Tax
- Township Bridge Fund
- Township Motor Fuel Tax

Mr. Schmitt presented the Summary Audits as follows:

Audit Report #58 is to determine the status of Motor Fuel Tax Funds, McLean County. The net balance as of December 31, 2011 was \$3,176,721.05.

Motion by Caisley/Soeldner to recommend approval of the Audit Report #58 to be filed with the County Board – 01/01/2011 – 12/31/2011, Motor Fuel Tax, McLean County.  
Motion carried.

Mr. Schmitt presented Audit Report #59 to be filed with the County Board – 01/01-2011 – 12/31/201, Township Bridge – County Road Districts and Motor Fuel Tax – County Road Districts.

Audit Report #59 which is to determine the status of Township Bridge Funds for Township Road Districts as of December 31, 2011. The Township Bridge Funds have a 4 year period to use the allotments or the funds are lost. He noted that none of the Township Bridge Funds are budgeted through the County. The Township Bridge Program is budgeted to cover the County's 10% match. The net balance as of December 31, 2011 was \$202,424.87.

The Audit Report #59 for the Motor Fuel Tax for County Road Districts had a net balance as of December 31, 2011 of \$2,543,255.54

Motion by Cavallini/Black to recommend approval of the Audit Report #59 to be filed with the County Board – 01/01-2011 – 12/31/201, Township Bridge – County Road Districts and Motor Fuel Tax – County Road Districts.  
Motion carried.

Chairman Hoselton continued with the Lake Run Club – Dog Days 5K Run, Lake Bloomington.

Mr. Schmitt stated that this is an annual run. There is a temporary change in the route because of the bridge closure at Lake Bloomington.

Chairman Hoselton stated that there are some concerns with the location of the start and finish of the race is located. The roads are not closed to vehicle traffic during the race. 200 participants are expected to enter the race.

Mr. Schmitt added that they will start just north of Green Gables, run over the spillway bridge and down to the park.

Mr. Soeldner noted that there will be runners going both direction and the road will be open to traffic.

Mr. Bill Wasson, County Administrator, noted that this is a temporary change for one year while the bridge project is being completed.

Chairman Hoselton stated that the bridge project is moving right along. Mr. Wasson added that there are a limited number of projects. We are seeing projects completed at a much quicker pace than we have historically.

Motion by Caisley/Black to recommend approval of the Lake Run Club – Dog Days 5K Run, Lake Bloomington.  
Motion carried.

Chairman Hoselton presented the Lexington Road District Joint Culvert Petition, 2012 Lexington Road District Non-MFT Joint Culvert #3 – PJ Keller Highway.

Mr. Schmitt stated that the project is located on the west side of Lexington. The County Engineer has made a survey of the water shed and has determined the site of the new drainage structure. The concrete box culvert will be replaced with three 42 inch pipes. The estimated cost of the drainage structure will be \$13,000. The County's share of the cost will be \$6,500.

Motion by Cavallini/Soeldner to recommend approval of the Lexington Road District Joint Culvert Petition, 2012 Lexington Road District Non-MFT Joint Culvert #3 – PJ Keller Highway.  
Motion carried.

Chairman Hoselton continued with Items of Information – Project Summaries.

Mr. Schmitt presented a visual of the Project Reports. He reported that construction of the Roselands Bridge on the Meadows Road has been completed ahead of the deadline. An additional \$3,000 - \$4,000 was spent on extra rip rap. He pointed out drainage tiles that were installed to relieve pressure and help with the approach pads. This is something new that is being done State wide. The bridge has been widened from 24 feet to 32 feet face to face of the rails.

Mr. Schmitt continued with the Funks Farm Road resurfacing project. The Constriction is complete. Final paperwork needs to be completed. Raised reflecting markers were installed 40 feet apart between every other pavement marker. The County started

installation of the raised reflectors on all resurfacing projects in 2006-2007. Mr. Schmitt visually presented the process of the installation of the raised reflector markers. He added that upgraded or replaced rails are recycled for fixing damaged locations.

Mr. Schmitt reported on the Hickory Creek II Bridge at Lake Bloomington. The shoulders have been widened, some pile have been driven and the structure is being removed. A floating silk curtain was placed in the water to help with erosion and to keep the silk on the project site.

Mr. Schmitt continued with the Lexington/LeRoy Road Resurfacing project. The curb has been poured at the County Highway 8 intersection. They are currently placing the base course at the intersection and placing the 3/4 level binder. The thin layer of level binder creates a smooth surface for the fabric crack control.

Mr. Schmitt presented a visual of some of the County's oil and chip projects. Oil and chip is more economic. To reseal one mile will cost an estimated \$13,000 compared to the cost of \$250,000 to pave the road. Most of the Township and County Roads are oil and chip.

Mr. Cavallini stated there has been an issue with the roads in Lexington subdivisions bleeding. He asked if the rock the County uses is double washed. Mr. Schmitt responded that the County does not typically use double washed rock. The cost is an additional \$2.00 - \$2.50 a ton. Different products are being tried to see if they improve the oil and chip process. County roads are tested to see that they meet specifications.

Mr. Schmitt added the summer help is doing most of the County's crack filling as part of Pavement Preservation Program.

Mr. Schmitt visually showed the replacement of culverts prior to the resurfacing project.

Mr. Cavallini asked if the extreme heat has affected the workers. Mr. Schmitt responded that Gator Aid is supplied to the workers and the crews are starting at 6:30 to avoid the extreme heat.

Mr. Schmitt updated the Committee on the Route 66 Bike Trail. The High Speed Rail is planning to add two more sets of tracts between north Normal and Towanda; one between Route 66 and the existing track and one on the southeast side. The additional tracks will give them two main tracks providing freight and passenger track at the same time. The southeast track will be a site for trains to pull off the main track. The need for a 3 foot raised section of Route 66 may delay the project. The High Speed Rail Division is a different branch of Illinois Department of Transportation and was not aware of the County's project. Coordination is being done with the High Speed Rail project.

The Transportation Committee will visit the job sites immediately following the meeting.

The Transportation Committee will meet next on Tuesday, August 7, 2012 in Room 404 of the Government Center Building.

Chairman Hoselton asked if there was any further business to be brought before the Committee. Hearing none, the Committee members present boarded a bus for the tour. The tour began at 9:30 a.m. Mr. Eric Schmitt, County Engineer, informed the Committees that we would be touring the following locations in the unincorporated area of the County:

- Bike Trail – Fox Creek to Shirley
- County Highway 12 – Funks Farm Road
- Shirley Road
- County Highway 31 – Carver's Road – Hickory Creek II Bridge
- Gridley Township Bridge
- Meadows Road – Roselands Bridge
- Lexington Road
- Lexington/LeRoy Road CH 21

As the Committees traveled along the Fox Creek/Shirley Road Mr. Schmitt, County Engineer pointed out that there is a 5 foot separation between the 10 foot Bike Trail and the road. He noted that it is required for there to be a visual separation between the road and the Bike Trail. In the future, the County is considering a harder surface for the trail. Mr. Schmitt pointed out how the trail crosses to the old alignment much like it will in Towanda.

Traveling the Funk's Farm Road Mr. Schmitt noted the raised reflectors in the road. There have been no problems with the snow plows. He stated that the drivers feel a slight lift in the plow which helps them to know they are in the center of the road.

Mr. Schmitt informed the Committee that every second stripe has a razor reflector imbedded into the yellow stripe. He pointed out that each stripe is 10 feet long with a 30 foot gap between stripes.

Mr. Schmitt commented that the Shirley Road was done last year. He pointed out that the road was updated to an 80,000 lb road and raised 1 foot on the curves. County Highway 30, the Colonial Motel Road does have a blind spot, but because there have been no accidents; there is no funding to correct the blind spot.

The County Highway 31 – Carver's Road – Hickory Creek II Bridge when completed will be the County's widest bridge. The bridge was widened to accommodate pedestrian and bicycle traffic as well as vehicle traffic. The Committee was able to observe the

bridge construction. The pile was being driven and the Committee was able to view the floating silk curtain placed in the water to help with erosion and to keep the silk on the project site. It was very informative to see the process of how the pile are driven and reinforced with concrete to support the bridge deck.

Mr. Schmitt pointed out that the Gridley Township Bridge is the County's longest bridge in the County. It spans 340 feet long. The approach is gravel. After one year the County will come back and oil and chip the approach at the expense of the Township. He informed the Committee that all bridges are named for the upstream land owner.

Mr. Schmitt advised that the Meadows Road Roselands Bridge was replaced this year. The narrow bridge was widened from to 32 feet face to face then to 40 feet on the approach. He referred to the linseed oil on the deck of the bridge. The application of linseed oil is something new the County is starting to apply on all of the bridges. The oil helps to protect the concrete from the winter salt.

The tour continued on the Lexington Road. The road will be widened to 24 feet. The project has just been approved and will be done in the fall.

The Committee traveled to the Lexington/LeRoy Road resurfacing project. Mr. Schmitt noted the application of fabric. The fabric is used for crack control. The fabric is applied over the oil. Sand is then applied because the heat causes the oil to become slippery.

Mr. Schmitt informed the Committee there are 360 miles of County Roads in McLean County and there are 89 Bridges.

After completing the tour of the County roads and bridges, the Committee members were treated to lunch by Ms. Ruth Cavallini.

While traveling to the County Highway Department we were able to observe the County stockpile site. The salt storage bins will be built at the stockpile site.

The tour ended at the County Highway Department at 1:15 p.m. With no further business to come before the Transportation Committee, the Committee concluded the tour and adjourned.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary