

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, August 7, 2012 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

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

Members Absent: Cavallini

Other Members Present: None

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

Department Heads Present: Mr. Eric Schmitt, County Engineer

Others Present: Mr. Jerry Stokes, Assistant County Engineer

Chairman Hoselton called the meeting to order at 8:02 a.m. He stated that the first Item for Action is approval of the minutes from the July 3, 2012 Transportation Committee Meeting.

Motion by Caisley/Black to recommend approval of the minutes from the July 3, 2012 meeting of the Transportation Committee.
Motion carried.

Chairman Hoselton asked the Committee to review the bills for July 31, 2012. The prepaid total is \$1,711,903.14.

Mr. Caisley asked if the Department was having vehicle maintenance problems. Mr. Eric Schmitt, County Engineer, responded that, due to the heat, there have been some significant problems with a couple of trucks. It has been a very busy year for the County mechanic.

Mr. Black asked about the mandatory fees paid to Illinois Environmental Protection Agency. Mr. Schmitt stated that the fees are for the Department's annual MS-4 Permit.

Motion by Soeldner/Black to recommend payment of the July 31, 2012 bills as submitted by the County Auditor.
Motion carried.

Chairman Hoselton stated that the first Item for Action is the Resolution and Bid Tab for the July 31, 2012 Township TBP Letting.

Mr. Schmitt pointed out the location of the Gilmore Bridge, north of 136 on 900E Road. This timber pile bridge is currently posted. All three bids received were over the estimate, Stark being the lowest at 5.9% over the estimate.

Chairman Hoselton noted that all bids were above the estimate. Mr. McKibbin asked if the lower bids are a trend we may be seeing in the future. Mr. Schmitt responded that we are approaching the end of the season and the one bidder that has helped to keep the numbers lower this year did not pull plans on the project.

Chairman Hoselton asked if the County sends notification of upcoming projects. Mr. Schmitt stated that the County posts projects in the State Bulletin, the newspaper and that those who would normally pull plans on the project are contacted. Chairman Hoselton suggested that the Department send post cards of upcoming projects. He noted that it may be advantageous to the County by increasing the number of bids received.

Mr. Schmitt recommended awarding the following materials and contracts:

2012 TBP Construction Section:

Funks Grove RD	Section 11-17140-00-BR	Gilmore Bridge
The successful bidder on the above section was:		
Stark Excavating Inc. 1805 W. Washington St, Bloomington, IL 61701		\$344,378.00

Motion by Soeldner/Caisley to recommend approval of the Resolution and Bid Tab for the July 31, 2012 Township TBP Letting.
Motion carried.

Chairman Hoselton stated that the next item for action is the Gridley Road District Joint Culvert Petition, 2012 Gridley RD Non-MFT Joint Culvert – 2800 North Road.

Mr. Schmitt stated that the project is located at the intersection of 2800 North and 1600 East Road. The County Engineer has made a survey of the water shed and has determined the site of the new drainage structure. The existing two 36 inch arch pipes and two 15 inch pipes will be replaced with two 36 inch pipes and one 24 inch pipe. The length of the bridge has been extended. The estimated cost of the drainage structure will be \$11,500. The County's share of the cost will be \$5,750.

Motion by Caisley/McKibbin to recommend approval of the Gridley Road District Joint Culvert Petition, 2012 Gridley RD Non-MFT Joint Culvert – 2800 North Road.
Motion carried.

Chairman Hoselton presented the Dale Road District Joint Bridge Repair, 2012 Dale RD Non-MFT Bridge Repair – 750 East Road.

Mr. Schmitt reported that the structure is located on 750 East Road, ½ mile north of Stringtown Road. The estimated cost of the drainage structure will be \$155,000. The County's share of the cost will be \$77,500. Mr. Schmitt noted that there is a lot of traffic on this road.

Motion by Black/Soeldner to recommend approval of the Dale Road District Joint Culvert Petition, 2012 Dale RD Non-MFT Bridge Repair – 2800 North Road.
Motion carried.

Chairman Hoselton continued with the Mount Hope Road District Joint Culvert Petition, 2012 Mount Hope RD Non-MFT Joint Culvert – 190 North Road.

Mr. Schmitt reported that the Mount Hope drainage structure is located along Interstate 55 on the frontage road. The existing 48 inch pipe will be replaced with a 54 inch pipe coordinating with the Illinois Department of Transportation (IDOT) to remove the interstate fence and IDOT will replace the fence at a later date. The estimated cost of the drainage structure will be \$25,000. The County's share of the cost will be \$12,500.

Mr. Caisley asked if the State built this drainage structure of inadequate size. Mr. Schmitt responded stated that the formula procedure to size culverts has

Motion by Caisley/McKibbin to recommend
approval of the Mount Hope Road District Joint
Culvert Petition, 2012 Mount Hope RD Non-MFT
Joint Culvert – 190 North Rd.
Motion carried.

Chairman Hoselton advised that the next items to be presented to the Committee are Items of Information.

Mr. Schmitt presented a pictorial of the current project summaries. The Carver Road (CH 31) Hickory Creek II Bridge – Sec 04-00073-07-BR shoulders have been widened, the pile have been driven and the structure has been removed. The bridge deck was poured Thursday, August 2, 2012. He presented a video of the pouring of the bridge deck, pointing out the extensive amount of rebar used. The rebar spacing requirements are met when designing the bridge. Epoxy rebar is used on all County bridges because of the use of salt. The concrete is tested for air before the pump and after the pump to see if the air changes after going though the pump. Mr. Schmitt advised that 340 tons of concrete and 90,000 pounds of rebar were used in the construction of the bridge.

Chairman Hoselton asked if the retaining wall is completely separate from the bridge structure. Mr. Schmitt responded that the retaining wall is tied into the bridge with the rebar; however there is a construction joint. He pointed out how the approach pad will be connected to the bridge. The bridge has been widened to 40 feet to accommodate pedestrian and bicycle traffic as well as vehicle traffic.

Mr. Schmitt continued with the Lexington-LeRoy Road (CH21) sec 11-00041-03-RS. The construction of this project is complete. Final paperwork needs to be completed.

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Mr. Schmitt presented the Cooksville Road, (CH 17) – Sec 11-00039-04-RS. The existing road has been recycled using the CIR Process. The HMA widening was done Thursday, August 2, 2012. Trimming on the profile to surface will be completed this week and the level binder will be applied next week. He showed a series of slides explaining the steps of the Cold in Place recycling process. The machine tills the old pavement, adds the oil to the material. The recycled material then goes into a paver and is put back down and then the resurfaced material is compacted. The machine tills about 5 ¼ inches deep and is compacted back to approximately 6 inches deep.

Mr. Schmitt advised that the CIR process is becoming much more popular on roads construction.

Mr. Soeldner asked if this has been done long enough to determine a life span for the road. Mr. Schmitt responded that the process is relatively new. The County did a similar process, FDR on the Colfax/Weston Road in 2007 and there is still very little cracking.

Mr. Soeldner asked if the process is done without a final sealant on the road. Mr. Schmitt responded that because it is open graded, a seal coat needs to be applied. This is one of the positives of the CIR process over the FDR process. With the CIR process, once the road is rolled it's sealed. When the road is complete the widening machine fills in an 18 inch trench 6 inches deep on the shoulder.

Chairman Hoselton asked how much road is completed in a day. Mr. Schmitt advised that approximately 2 miles a day can be completed.

Chairman Hoselton encouraged the Committee to attend the cookout at Cooksville.

Chairman Hoselton asked if there was anything further to come before the Committee. Hearing none, he adjourned the meeting at 8:38 a.m.

The Transportation Committee will meet next on Tuesday, September 4, 2012.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary