

## Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, March 2, 2010 at 8:00 a.m. in Room 404, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Caisley, Cavallini, Soeldner, McIntyre and Wollrab

Members Absent: None

Other Members Present: None

Staff Members Present: Mr. Terry Lindberg, County Administrator, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Eric Schmitt, County Engineer

Others Present: Mr. Jerry Stokes, Assistant County Engineer, Ms. Connie Johnson, Deputy County Auditor, Ms. Susan Schafer, Candidate for County Board

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 February 2, 2010 meeting.

Motion by Caisley / McIntyre to recommend approval of the minutes from the February 2, 2010 meeting of the Transportation Committee.  
Motion carried.

Chairman Hoselton asked the Committee to review the bills for February 28, 2010. The prepaid and total for February 28, 2010 is \$394,961.66.

Mr. Eric Schmitt, County Engineer, reported that the County's salt supply is in good shape. Last year the County contracted for 8,500 tons of salt through group purchasing from the State. He indicated that the County is required to purchase 80% of the contracted amount (6,300). The County salt shed is full at this time.

Mr. Soeldner referred to the payment to BroMenn Healthcare and asked if the cost was for drug testing. Mr. Schmitt replied that as part of the CDL Program, the County is required to do random drug testing. BroMenn Healthcare provides this service.

Motion by Wollrab / Cavallini to recommend payment of the February 28, 2010 bills and as submitted by the County Auditor.  
Motion carried

Chairman Hoselton stated that the first item for action is the Resolution and Letting from the February 22, 2010 County and Township 2010 Motor Fuel Tax (MFT) Maintenance Sections and County 2010 Non-MFT Maintenance Sections.

Mr. Schmitt referred to the bids noting that the difference between the MFT Maintenance Sections and the Non-MFT Maintenance Sections is the fund used. MFT Sections are taken from the MFT funds allocated monthly. The Non-MFT Sections are taken from the Bridge and Highway fund.

Mr. Schmitt explained that Group 19, fill sand is an, accept all bid, based on availability and location. Bid prices are taken and the haul distance of .15 cents per ton mile is added.

Mr. Schmitt recommended approval of the following bids:

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2009 MFT Maintenance Sections:

McLean County                      Sec 10-00000-00-GM                      Crack Sealer  
The successful bidder on the above section was:  
Midwest Construction Products,                      \$0.41 per Pound                      \$36,900.00  
3451 Lumber Ln, Springfield IL 62707

Martin Rd                      Sec 10-22000-00-GM                      GR 15  
The successful bidder on the above section was:  
Towanda Company, LLC                      \$11.48 per Ton                      \$4,592.00  
203 W. Jackson St., P.O. Box 230, Towanda, IL 61776

2010 Non-MFT Maintenance Sections:

McLean County                      Sec 2010 Non-MFT                      GR 10  
The successful bidder on the above section was:  
McLean County Asphalt Co., Inc                      \$36,020.00  
1100 W. Market St., Bloomington, IL 61701

McLean County                      Sec 2010 Non-MFT                      GR 19  
The successful bidders on the above section were:  
Carri Scharf Materials                      \$5.50 per Ton                      \$5,500.00  
7 Carri Dr, Bloomington, IL 61705                      (US Rte 136 Heyworth)  
Rowe Construction Co,                      \$6.75 per Ton                      \$6,750.00  
A Div of United Contractors Midwest, Inc, 1523 N Cottage Ave,  
PO Box 609, Bloomington, IL 61702-0609                      (Heyworth)  
Prairie Materials                      \$7.00 per Ton                      \$7,000.00  
15887 E 1200 North Rd, Pontiac, IL 61764                      (Eppards Point)

Motion by Caisley / Soeldner to recommend approval of the Resolution and Letting from the February 22, 2010 County and Township 2010 Motor Fuel Tax (MFT) Maintenance Sections and County 2010 Non-MFT Maintenance Sections. Motion carried.

Chairman Hoselton stated that the next item to be presented for action is the Engineering Services Agreement with HLR (Hampton, Lenzini & Inc.), Section 10-00041-02-BR, Brucker Bridge.

Minutes of the Transportation Committee  
March 2, 2010  
Page Four

Mr. Schmitt noted that this is a standard agreement for the bridge located on the Lexington/LeRoy Road. He pointed out that this is the County's last timber pile structure.

Mr. Schmitt advised the Committee that the Department has received from the Illinois Department of Transportation (IDOT), their review of the County's postings for the timber pile structures. IDOT is not asking that this structure be posted; however, they do want the County to do a more frequent inspection of the bridge. He stated that the project will be done next summer.

Motion by McIntyre / Cavallini to recommend approval of the Engineering Services Agreement with HLR (Hampton, Lenzini & Inc.), Section 10-00041-02-BR, Brucker Bridge.  
Motion carried.

Chairman Hoselton informed the Committee that the next item to present to the Committee for action is the Sec 2010 Arrowsmith Joint Culvert #1 Bridge Petition.

Mr. Schmitt stated that this culvert proposal is a triple 48 inch pipe replacing the single 36 inch pipe. The total cost of the project is estimated at \$20,500.00. The County's share of the project is \$10,250.00.

Mr. Caisley questioned replacing the 36 inch pipe with three 48 inch pipes. Mr. Schmitt responded that water overflowing the road is the reason for upsizing to three 48 inch pipes.

Mr. Soeldner advised that this particular culvert affects the Village of Arrowsmith during periods of heavy water. The water backs up into the water system of Arrowsmith causing flooding in Downs. He indicated that both the Village of Arrowsmith and Downs will be glad that this problem is being taken care of.

Motion by Cavallini / Wollrab to recommend approval of Sec 2010 Arrowsmith Joint Culvert #1 Bridge Petition.  
Motion carried.

Mr. Schmitt continued with the Sec 2010 Arrowsmith Joint Culvert #2 Bridge Petition noting that this culvert proposal is to use twin 48 inch pipe replacing the single 48 inch pipe. The total cost of the project is estimated at \$14,000.00. The County's share of the project is \$7,000.00.

Mr. Caisley asked if water was also overflowing this road. Mr. Schmitt answered that it did overflow.

Motion by Cavallini / Wollrab to recommend approval of Sec 2010 Arrowsmith Joint Culvert #2 Bridge Petition.  
Motion carried.

Mr. Schmitt advised that the next item is the Sec 2010 Dry Grove Joint Culvert #1 Bridge Petition. Mr. Schmitt stated that a single 18 inch pipe will be replaced with a 36 inch pipe and a 42 inch pipe along with a drop box. The total cost of the project is estimated at \$16,000.00. The County's share of the project is \$8,000.00.

Motion by Cavallini / Wollrab to recommend approval of Sec 2010 Arrowsmith Joint Culvert #2 Bridge Petition.  
Motion carried.

Mr. Schmitt added that a culvert the estimated life of a culvert is 40-60 years.

Chairman Hoselton stated that the next item for action is the Local Agency Agreement for Federal Participation, Sec 10-00183-01-ES, East Side Highway Phase I Engineering Study.

Mr. Schmitt reported that this is money received from the Illinois Jobs Capital Bill. A total of \$13,627,500.00 was received for the continued East Side Highway Study. \$12,000,000.00 will be used for Engineering and the remaining \$1,627,500.00 will be used for the purchase of right-of-way. He noted that these are budgetary numbers and the Department is still in contract negotiations.

Mr. Schmitt stated that to lock in this Fiscal Year 2010 project, this agreement must be sent to the State by the end of June, 2010. The Engineering Agreement will be presented to the Committee when negotiations have been completed.

Chairman Hoselton asked if this project includes the City of Bloomington and the Town of Normal. The contract stated that if the project exceeds the \$13,627,500.00 the local agency is responsible for the balance. Mr. Schmitt replied that we do have an existing agreement that addresses how the first study was handled. He indicated that he does not anticipate the project even coming close to the \$13,627,500.00.

Mr. Terry Lindberg, County Administrator advised that during the process he was given the opportunity to see the Federal, State, and all local officials come together to coordinate an extremely well run, highly professional process.

Mr. Soeldner asked if this phase of the project will determine the location of the corridor and expected cost of the East Side Highway project. Mr. Schmitt responded that this phase of the project is for the NEPA studies that are federally required. The studies include:

- Environmental impact.
- Cultural impact.
- Biological impact.

Mr. Schmitt added that NEPA also requires the building of the corridor be justified. The purpose and need must be stated with a plan that fulfills the purpose and need statement.

Mr. McIntyre asked if an estimate of cost and a final selection of the corridor will be established during this phase of the project. Mr. Schmitt replied that all of the preliminary findings will be considered as part of this next phase. He stated that at the end of this phase the final corridor will be selected and we will be ready to move forward with right-of-way acquisition.

Mr. Soeldner advised that he has been contacted by residence in his district. The perception is that the project will continue no matter what.

Ms. Wollrab asked what the County feels are the benefits to having the East Side Corridor and what detriments, if any, do you feel there are. Mr. Lindberg responded that the benefit is to look to the future and a relatively modest projection of growth and development and to find an efficient way to move traffic, through all forms of transportation, from the north to the south and still account for some east west linkages. He noted that the downside is the loss of pristine farm land.

Mr. Lindberg advised that in the past, big projects were 100% about engineering. Over the years we have become very environmentally conscious and the big projects were about engineering and environmental concerns. He pointed out that this process has been about engineering, environmental and contact sensitive work. Teams were established to emphasize contact sensitive project development. Mr. Lindberg stated that a lot of minds were probably not changed, but the public was in agreement that they had their voices heard.

Mr. Caisley asked if a corridor had been recorded. Mr. Schmitt replied that the location for the corridor has been identified but the corridor has not been recorded. He stated that at the end of this study we will be at the point where the final alignment can be identified and move for protection of the corridor.

Mr. Schmitt suggested the possibility of building the project in stages. Connections to Towanda Barnes can be built as a starting point. This would help the system better function. In the future, sections could be built as growth determined necessary. The County is the lead agency within the intergovernmental group; the City of Bloomington, Town of Normal and Regional Planning.

Chairman Hoselton was under the impression that the City of Bloomington was the lead agency during the first study. Mr. Lindberg pointed out that the City of Bloomington had the strongest concerns about the impact on development moving east; however the County has always been the lead agency in the East Side Highway Studies.

Mr. Lindberg informed the Committee that the County will not contract in a way that would put the County at risk to commit any local funds to this phase of the study.

Mr. McIntyre stated that it should encourage the flow of traffic north and south but not overlook traffic flow east and west. Mr. Lindberg responded that balance in phases is important.

Motion by Soeldner / Caisley recommended approval of the Local Agency Agreement for Federal Participation, Sec 10-00183-01-ES, East Side Highway Phase I Engineering Study  
Motion carried with Wollrab voting no.

Chairman Hoselton noted that the last item for action is the Update of County Ordinance Imposing Weight Limitations.

Mr. Schmitt stated that previously, all County roads that did not have signs posted were 73,280 lbs. roads. With the passing of the Capital Bill, all public roads in the state of Illinois that did not have postings signs became 80,000 lbs roads.

Mr. Schmitt compared the changes in statutes from before the Capital Bill and after the passing of the Capital Bill. He explained that before the new Capital Bill, the statutes governed the County's 73,280 lbs roads. With the new statute, the County has to amend the Ordinance regulating road weight limits and post weight limit signs on the 73,280 lbs. roads. He advised that the Department's posting period is from January, 15<sup>th</sup> through April 15<sup>th</sup>, 90 days allowed by law. The County's weight limit signs are left up all year. When the roads thaw and become soft, the spring posting signs are posted over the original weight limit sign.

Mr. Schmitt referred to the ordinance noting that all text changes are in bold print.  
Minutes of the Transportation Committee  
March 2, 2010  
Page Eight

Ms. Wollrab asked for an explanation of the County road changes that are in bold print. Mr. Schmitt reported that the Ordinance was last updated in February, 2008. The County has 5 classifications of road ways:

1. 80,000 lbs - all year around
2. 73,280 lbs - all year around
3. 73,280 lbs - posted during summer months with a spring posting
4. Oil and Chip 46,000 lbs - lower posting during summer months with a spring posting
5. Hot mix - posted with a maximum weight of 64,000 lbs

The highlighted road changes are County roads that have been updated since 2008. The County currently has 368 centerline miles of County Highway.

Mr. Schmitt informed the Committee that the Department has been working with the Townships to adjust the 46,000 lbs. weight limits on the oil and chip roads to reflect a more realistic limit. He noted that an empty semi-truck weighs between 30,000 lbs – 34,000 lbs. Mr. Schmitt will be presenting an Ordinance change at the April meeting.

Motion by Cavallini / McIntyre to recommend approval of the Update of County Ordinance Imposing Weight Limitations.  
Motion Carried.

Chairman Hoselton stated that the next items to be presented to the Committee are Informational items. The first is the East Side Highway Corridor Study, final costs.

Mr. Schmitt reviewed the East Side Highway Corridor Study's final costs. He noted that the final project cost was \$1,160,853.05. \$928,000.00 of that funding came from federal sources and the remaining \$232,853.05 was split between McLean County, the City of Bloomington and the Town of Normal (\$77,617.68 each).

Mr. Schmitt advised that the Department has received the State inspection on bridge postings. The County had 2 bridges reviewed in 2007-2008.

- Bellflower – legal load only. There is now no posting required.
- Lawndale Township – single unit, 20 ton. They have recommended closing this structure.

The Lawndale Township Bridge was supposed to be the federal project for 2011. The Bellflower Bridge was supposed to be the federal project in 2010. The



Department has contacted the state and the two bridges will be switched. The Lawndale Township structure will be done this year and the Bellflower Bridge will

Minutes of the Transportation Committee

March 2, 2010

Page Nine

be done in 2011. Due to a timber pile bridge collapsing, the State has made a change in their analysis method. Mr. Schmitt stated that there were four other structures that the State recommended posting on. Mr. Schmitt will update the map and present the updated Bridge map to the Committee next month.

Chairman Hoselton asked if there was any other business to come before the Committee. Hearing none, he adjourned the meeting at 8:55 a.m.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary