

## **Minutes of the Transportation Committee**

The Transportation Committee of the McLean County Board met on Tuesday, February 5, 2013 at 8:00 a.m. at Government Center 115 East Washington Street, Room 404, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Buchanan, Harris and Pyne

Members Absent: Members Black and Cavallini

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

Chairman Hoselton called the meeting to order at 8:27 a.m.

Chairman Hoselton stated that the first item for action is approval of the minutes from the December 31, 2012 Transportation Committee Meeting.

Motion by Pyne/Harris to recommend approval of the minutes from the December 31, 2012 meeting of the Transportation Committee.  
Motion carried.

Chairman Hoselton asked the Committee to review the bills for January 31, 2013. The prepaid total is \$701,132.57.

Mr. Eric Schmitt, County Engineer, referred to the copy of the bills he distributed to the Committee.

Motion by Buchanan/Harris to recommend payment of the January 31, 2013 bills as submitted by the County Auditor.  
Motion carried.

Chairman Hoselton informed the Committee that Mr. Jennifer Sicks, Regional Planning will be addressing the Committee at the March 5, 2013 meeting. Mr. Schmitt added that she will be talking on the background of the Transportation Policy Committee and also the background on the Transit System. Chairman Hoselton is a Member of the Transportation Policy Committee along with, Mr. Chris Koos, Town of Normal Mayor, Mr. Steve Stockton, City of Bloomington Mayor, a representative from Illinois Department of Transportation, (IDOT) and Mr. Eric Schmitt, County Engineer.

Chairman Hoselton stated that the first item to be presented for action is the Resolution and Bid Tab for January 29, 2013 County Equipment Purchase Letting.

Mr. Schmitt noted that equipment bids are done in January. The bids were done differently this year. Two Tandem trucks are purchased every two years in the ten year rotation. Typically the stainless steel beds are transferred from one truck to another and the hydraulic package is bid along with the hydraulic snow wings - plow. The bids are now being done separately. The Backhoe listed on the McLean County Highway Department 2013 Equipment Budget was purchased in late 2012 for delivery in 2013 to lower the FY 2013 Equipment Budget.

Mr. Eric Schmitt recommended the approval of the following bids:

Minutes of the Transportation Committee  
February 5, 2013  
Page Three

- 2 – 2014 International 7400SFA for \$135,060.00 and trade in of one (1) 2002 International 2554 and one (1) 2005 Peterbilt 330  
from: Prairie-Archway International Trucks
- 1 – 2013 Ford Escape SE for \$18,183.00 and trade in of one (1) 2004 Ford Explorer from  
Dennison Ford  
1508 Morrissey Dr  
Bloomington, IL 61701
- 1 – 2013 GMC Sierra 1500 ½ Ton Extended Cab Pickup for \$13,968.00 and a trade in of one (1) 2005 Chevrolet C1500 Extended Cab Pickup from  
Barker Motor Company  
2030 Ireland Grove Rd  
Bloomington, IL 61704

Chairman Hoselton asked if the three bids presented are the only bids received. Mr. Schmitt responded that the Department is required to advertise in the local newspaper. Typically no responses are received. The County will then contact and hand deliver the bid proposals. In recent years there has not been much interest in bidding this equipment.

Motion by Pyne/Buchanan to recommend approval of the Resolution and Bid Tab for January 29, 2013 County Equipment Purchase Letting.  
Motion carried.

Chairman Hoselton presented the next item for action, Schlipf III Bridge – Kappa Road, CH6 – Sec 12-00100-01-BR – Bridge Fund Resolution.

Mr. Schmitt stated that the Engineering is nearly complete and the Department is in the process of purchasing the right-of-way. The existing bridge will be replaced with a concrete box culvert; a double barrel box with a floor causing less erosion. He noted that when a road closure is done, a notification is sent to the:

- Sheriff's Department
- Fire Department
- Schools
- All emergency services
- Local Radio
- Local Newspaper
- Department's website
- Department's telephone answering service

Nicor has a facility north of the bridge and staff notified Nicor about project. All utilities in the area have been notified. Mr. Schmitt presented a pictorial of the Schlipf III Bridge pointing out the older design bridge built in 1933, the exposed rebar and the significant deterioration of the concrete. The bridge will be widened with an abutment of sand and porous gravel backfill. The total cost of the project is \$410,000.00. The completion time for the project is 6-8 weeks.

Mr. Buchanan asked if box culvert will change the weight limit. Mr. Schmitt responded that the Schlipf III Bridge is not currently posted. When completed the new design of the bridge will safely support an 80,000 lb truck.

Mr. Buchanan asked if when the bridge is completed the appearance will be different. Mr. Schmitt advised that the appearance will be different. The box culvert will have a wider top with grass on the shoulders outside the road bed.

Mr. Buchanan asked if the engineering was bid. Mr. Schmitt responded that the Schlipf III Bridge was engineered by a structural engineer as required by State statute. He noted that professional services cannot be bid in the State of Illinois. Request for Proposals (RFP) are used for these services. The State regulations require an RFP for any project over \$150,000 in engineering cost. For smaller structures the County has working relationships with local companies.

Motion by Harris/Buchanan to recommend  
approval of the Schlipf III Bridge – Kappa  
Road, CH6 – Sec 12-00100-01-BR –  
Bridge Fund Resolution.  
Motion carried

Chairman Hoselton continued with the Moore Bridge – Arrowsmith Road – CH15 – Sec 12-00060-00-BR – Bridge Fund Resolution.

Mr. Schmitt stated that the Moore Bridge, south of Arrowsmith on CH 15 will be replaced with a three-span continuous reinforced concrete slab bridge. The cost of the project including engineering, purchase of right-of-way, and construction is \$680,000.00. He presented a pictorial of the Moore Bridge pointing out the 22 foot wide structure and significant cracking in the bottom of the deck. He noted that the load bearing capacity has been decreased by the additional fill. The bridge was built in 1932.

Mr. Buchanan asked if there is a process to maintain information regarding the condition of the County bridges. Mr. Schmitt reported that the Department is required to do a National Bridge Inspection (NBIS) on a 2-4 year rotation. He added that the Townships in the County have 275 bridges that the Department inspects along with 89 County Bridges for a total of 374 bridges inspected by the Highway Department. The County

currently uses the IDOT data base; however the Department is working on an in house supplemental system. Mr. Schmitt stated that Hampton does the inspection of the County's 7-8 timber pile bridges. One timber pile bridge in Dry Grove Township is on a 3 month inspection rotation. The bridge will be replaced in 2013. The Federal Highway Administration continues to tighten bridge Inspection standards. By state statute, the authority for bridge closures ultimately belongs to the State of Illinois.

Mr. Schmitt reviewed the programs used for funding the construction of Township Bridges.

- The Highway Bridge Program – Secondary Transportation Bridge Program is federally funded – 80% with 10% County and 10% Township.
- The Township Bridge Program is State funded– 80% with 10% County and 10% Township.
- The Joint Bridge Program - if the price of the project is over .02% of the Township's Equalized Assessed Valuation (EAV) 50% County and 50% Township.

Ms. Harris asked if there have been any questions concerning the historical preservation of the County or Township Bridges. Mr. Schmitt responded that there are historical structures in the State of Illinois. If a structure is historical, the replacement bridge is constructed and a like design is located and designated as the historical structure. The County has not experienced the historical structure situation.

Ms. Pyne commented that the County has a proactive inspection system that keeps the County on top of bridge safety.

Mr. Buchanan asked if the County levies for bridge maintenance. Mr. Schmitt noted that the purpose of the County Bridge Fund is bridge construction, joint culverts and County Road culvert replacement.

Motion by Harris/Pyne to recommend  
Approval of the Moore Bridge – Arrowsmith  
Road – CH15 – Sec 12-00060-00-BR – Bridge  
Fund Resolution.  
Motion carried.

Chairman Hoselton advised that the next item for action is the Killian Bridge – Hudson – Stuckey Road – CH 12, Sec 12-00135-12-BR – Bridge Fund Resolution.

M. Schmitt advised that the Killian Bridge on the Hudson-Stuckey Road is similar in design to the Schlipf III Bridge on the Kappa Road. The total cost of the box culvert including Engineering, purchase of right-of-way and construction is \$360,000.00. He

presented a pictorial pointing out significant concrete deterioration with exposed rebar. The Killian Bridge was built in 1933.

Motion by Pyne/Buchanan to recommend approval of the Killian Bridge – Hudson –Stuckey Road – CH 12, Sec 12-00135-12-BR – Bridge Fund Resolution.  
 Motion carried.

Chairman Hoselton stated that the next item for action is the Emergency Appropriation Ordinance Fund 0120, FY 2012.

Mr. Schmitt reported the Emergency Appropriation moves money into the full-time employee line item from the County Highway Gas, Oil and Diesel fuel line item the County Highway Contract Services line item. This is necessary because the County did not spend as much as anticipate for snow plowing. MFT funds can be used to pay salaries for snow plowing but not for salaries for other kinds of work. Because the funds were not expended, the monies budgeted from the MFT fund needed to be restricted to that fund.

Mr. Buchanan asked the definition of “Emergency” Appropriation. Mr. Wasson responded that Emergency Appropriation is the statutory language provision.

Mr. Schmitt recommends approval of the following Emergency Appropriation Ordinance:

	<u>ADOPTED</u>	<u>REDUCE</u>	<u>AMENDED</u>
County Highway Department Gasoline/Oil/Diesel Fuel 0120-0055-0056-0608-001	\$340,000	\$54,400	\$286,000
County Highway Department Contract Services 0120-0055-0056-0706-0001	\$40,000	\$12,000	\$28,000
	<u>ADOPTED</u>	ADD	<u>AMENDED</u>
County Highway Department Full time Employees Salary 0120-0055-0056-0503-0001	\$750,263	\$66,000	\$816,263

Ordinance Fund 0120, FY 2012.

Motion by Buchanan/Pyne to recommend approval of the Emergency Appropriation  
Motion carried.

Chairman Hoselton continued with the items to be presented for information, Project Summaries.

Mr. Schmitt advised that the Hickory Creek II Bridge project is complete. The final construction cost came in at 99.91% of the bid cost. He presented a pictorial of the final project noting the 40 foot bridge deck. The widening allows for foot traffic and a possible bike trail.

Ms. Harris noted with so many of the bridge projects requiring the widening of the bridge deck, would it not be cost efficient to ask for a width which would allow for a bike trail. Mr. Schmitt responded that it is standard procedure to widen all County bridges to 32 feet and accommodating a bike trail only when needed.

Mr. Schmitt continued with the Cooksville Road Recycling and Resurfacing project, advising that the project is complete. The construction cost came in at \$1,355,532.32, 91.53% percent of the bid.

Mr. Schmitt presented the upcoming Project Engineering Agreements for 2014 including:

- Dawson Lake Road CH 36 Box Culvert – 12-00090-03-BR
- Dawson Lake Road CH 36 Bridge – 12-00090-03-BR
- Towanda-Barnes Road – Ireland Grove Road IDS

He stated that he will be presenting the Engineering Agreements for these projects in the coming months.

Mr. Schmitt advised that the County was successful and received \$800,000 grant funding from the Illinois Transportation Enhancement Program (ITEP) to construct the next section of the Historic Route 66 bikeway. The project will continue the bike trail from CH 29 in Towanda north 2.55 miles along old Route 66. The Engineering work will be done this spring, with construction in 2014. Total cost of the project is \$1,000,000. The local match for this program is \$200,000, which will be shared by the City of Bloomington, Town of Normal and other participating municipalities pursuant to an Intergovernmental Agreement. The County's share of the project is \$49,800 (24% of the match). The section from north Normal to Towanda has been delayed until 2014 because of the High Speed Rail project. If both projects are bid at the same time, it will lower both projects costs.

Mr. Schmitt reported that the County received \$202,000 2014 Truck Access Route Program (TARP) funding for improving Towanda-Barnes road from north of Raab Road to the intersection of Jefferson Street and Hely Street on the south side of Towanda. This funding requires the bids for the project to be taken after July 1, 2013. The intersection on the south of Towanda will be upgraded and signage will be required. This project will upgrade the road to an 80,000 lb year around truck route. Towanda-Barnes is currently four lanes to Ft. Jesse Road. There are plans to widen Towanda-Barnes to four lanes from Ft. Jesse Road to Raab Road and add a turning lane the intersection in 2015. Then traffic signals will also be installed at the Ft. Jesse and Raab Road intersections.

Mr. Schmitt informed the Committee that the County is currently in discussions with the City of Bloomington Public Works Department on an Intergovernmental Agreement to perform some shoulder maintenance on the City's roads that have a rural cross section. The City of Bloomington does not have a motor grader to pull-in, cut-off or add material to the shoulder of roads that do not have curb and gutter edge. The County has a motor grader. The agreement will call for the work to be performed on a time, materials cost and labor basis. The project will take about two days of equipment and labor of 1 – 3 maintenance staff and include:

- Ireland Grove Road
- Six Points Road
- Oakland Ave
- Blooming Grove Road

These sections of road were County jurisdictions that have since been transferred to the City of Bloomington. Mr. Schmitt added that in connection with the agreement the City of Bloomington will perform street sweeping operations on our roads with an urban cross section. This includes:

- Parts of Towanda-Barnes Road
- County Highway 53 in Danvers
- County Highway 37 in Hudson

The Intergovernmental Agreement will be presented to the Committee in March, 2013.

Mr. Schmitt presented the Committee with several handouts explaining MFT, the source, distribution and uses. He reviewed the MFT history since July, 1929. He referred to the Average Monthly MFT allotment 1999 – 2012. The highest amount received was in 2005. The allotment received in 2012 was the lowest amount received since 1999. More fuel efficient vehicles reduce the amount of gas purchased which reduces the revenue distributed to the local agencies. MFT is \$0.19 per gallon on gasoline and \$0.21½ on diesel fuel. All of this revenue goes to the State of Illinois. There has not been an increase in MFT in Illinois since January 1, 1990, 23 years. Mr. Schmitt reviewed the 2011 Distribution of the Illinois Motor Fuel Tax.



Mr. Schmitt informed the Committee that rumble strips will be installed in five different locations, all where County Highways approach State Routes. This will complete all County Highway approaches to State Routes.

Mr. Schmitt reported that the County was notified that IDOT is soliciting projects for the Highway Safety Improvement Program. Applications are due in April 15, 2013. The Department would like to consider a project on Lexington East Road. There is a slight jog in the road which has created an accident history. The Department would like reach a solution that would improve the safety of this intersection. Engineering work will be done in 2013 for submission to IDOT in 2014.

Chairman Hoselton asked the determining factor to qualify for the Highway Safety Improvement Program. Mr. Schmitt responded that this program is based entirely on known safety problems. He stated that accident maps show accident histories.

Mr. Schmitt advised that an intersection located on Colonial Motel Road has terrible sight distance but is not eligible for the Highway Safety Improvement Program because there is not a fatal or severe injury accident history. He stated that this was probably because the public knows it is a dangerous intersection and they are cautious.

Mr. Wasson added that the most recent safety project at Evergreen Lake was not approved for the program the first time the project was submitted. After a fatality at this location, the County was later funded for the Highway Safety Improvement Program. He noted that in the last six months there have been two vehicles that would have likely entered the lake had the safety project not been completed.

Mr. Schmitt reported that the sign up for IDOT in Motion notifications of projects is [www.dot.state.il.us](http://www.dot.state.il.us) .

Chairman Hoselton stated that the next Transportation Committee Meeting will be Tuesday, March 5, 2013.

Chairman Hoselton asked if there was anything further to come before the Committee. Hearing no objection Chairman Hoselton adjourned the meeting at 9:45 a.m.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary

