

## **Minutes of the Transportation Committee**

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

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

Members Absent: Members 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, Ms. Jennifer Sicks, Regional Planning

Chairman Hoselton called the meeting to order at 8:13 a.m.

Chairman Hoselton stated that the first item for action is approval of the minutes from the February 5, 2013 Transportation Committee Meeting.

Motion by Black/Harris to recommend approval of the minutes from the February 5, 2013 meeting of the Transportation Committee.  
Motion carried.

Chairman Hoselton asked the Committee to review the bills for February 28, 2013. The prepaid total is \$407,860.51.

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

Mr. Black asked where the right-of-way purchase was located. Mr. Schmitt responded that the right-of-way is located on Arrowsmith Road and was purchased for a bridge project.

Motion by Pyne/Buchanan to recommend payment of the February 28, 2013 bills as submitted by the County Auditor.  
Motion carried.

Chairman Hoselton stated that the first item to be presented for action is the Resolution and Bid Tab for February 28, 2013 County Equipment Purchase Letting.

Mr. Schmitt stated that the hydraulics and wings will be installed on the Tandems trucks. The dump bed transfers will pay to transfer the stainless steel dump beds to the new trucks, allowing for a 20 year cycle on the stainless steel beds. He noted that overall the Department is \$15,160 under budget on the purchase of equipment.

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

- 2 – 2013 Central Hydraulic Systems and Hydraulic Truck Mounted Wings for \$47,000.00 from Wissmiller & Evans Road Equipment, Inc.  
102 Jeffrey St  
Cooksville, IL 61730
  
- 2 – Dump Body and Hoist Transfers for \$16,632.00 from Linco-Precision, LLC  
900 W Main Street  
El Paso, IL 61738

Motion by Black/Harris to recommend approval of the Resolution and Bid Tab for February 28, 2013 County Equipment Purchase Letting.  
Motion carried.

Chairman Hoselton presented the next item for action, Engineering Services Agreement with Hampton, Lenzini & Renwick, Inc. (HLR) for County Highway 36 (CH 36) – Holder Bridge, Sec 12-00090-03-BR.

Mr. Schmitt advised that this agreement will replace the single span existing structure. He presented a picture pointing out the location of the bridge. The 1959 structure is located on a curve and is constructed of concrete pile with timber wings. The timber abutments are deteriorating. The project will be funded by the County Bridge Fund.

Motion by Harris/Buchanan to recommend approval of the Engineering Services Agreement with Hampton, Lenzini & Renwick, Inc. (HLR) for County Highway 36 (CH 36) – Holder Bridge, Sec 12-00090-03-BR.  
Motion carried.

Chairman Hoselton presented the Engineering Services Agreement with Farnsworth Group, Inc. for the Towanda-Barnes Road/Ireland Trove Road Intersection Design Study (IDS).

Mr. Schmitt presented an aerial photo of the intersection of Towanda Barnes and Ireland Grove Road. The agreement is for the intersection design study only. He advised that the early morning traffic is backed up going from Ireland Grove Road to State Farm. The right lane is not a dedicated right turn lane. This section of the road will be resurfaced in the future. The IDS will determine if a right turn lane is justified at that time.

Mr. Black stated that Ireland Grove Road belongs to the City of Bloomington and Towanda/Barnes Road belongs to the County. He asked if the Department anticipated any challenge to the study. Mr. Schmitt responded that once the IDS is done, if the right turn lane is justified the County will talk with the City of Bloomington. The study may also show that a turn lane is justified on Ireland Grove Road.

Mr. Schmitt advised that the cost for the study is a maximum of \$12,800.00. If the study does not call for any additional lanes other than the south bound right turn lane, the cost will be much less.

Ms Pyne stated that by looking at the entire intersection, additional lanes could be recommended at any point. Mr. Schmitt responded that the study will look at the overall intersection.

Motion by Black/Pyne to recommend approval of the Engineering Services Agreement with Farnsworth Group, Inc. for the Towanda-Barnes Road/Ireland Grove Road Intersection Design Study (IDS).  
Motion carried

Chairman Hoselton continued with the West Road District (RD) Joint Culvert Petitions:

1. 2013 West RD Non-MFT Joint Culvert #1 – 400 North Road
2. 2012 West RD Non-MFT Joint Culvert #2 – 3500 East Road
3. 2013 West RD Non-MFT Joint Culvert #3 – 3500 East Road

Mr. Schmitt noted that the Department has several joint culvert petitions for construction this spring and summer. He educated the Committee on the process of a Township joint culvert. Mr. Schmitt stated that all of the current projects do qualify for the joint culvert petition. Statute states that to be eligible to petition for a County/Township 50/50 joint culvert:

- The Township must be taxing at the maximum rate of their Road and Bridge Fund for the last two years.
- The cost of the project must be more than .02% of the Township EAV.

Chairman Hoselton asked if the County's 50% share of the project includes County employee labor costs. Mr. Schmitt reported that at the end of the project all materials and labor hours are totaled. The total cost for the project is divided 50/50 between the County and the Township.

Motion by Pyne/Black to recommend approval of the (D) West Road District Non-MFT Joint Culvert Petitions: Joint Culvert #1, Joint Culvert #2, Joint Culvert #3. (E) Yates Road District Non-MFT Joint Culvert Petitions: Joint Culvert #1, Joint Culvert #2, Joint Culvert #3, and Joint Culvert #4. (F) Blue Mound Road District Non-MFT Joint Culvert Petition #1.  
Motion carried.

Mr. Schmitt continued with the Washington Street, Downs Reconstruction (CH36) Sec 11-00050-00-FP:

1. Motor Fuel Tax (MFT) Supplemental Resolution - \$225,000.00
2. Matching Tax Fund Supplemental Resolution - \$1,525,000.00
3. Highway Fund Resolution - \$80,000

He stated that the project plans have been reviewed and the Resolutions are for construction of the project.

Ms. Pyne asked if, after the completion of the Washington Street project, the street will then become the responsibility of the Village of Downs. Mr. Schmitt responded that Washington Street will be turned over to the Village of Downs at the end of Construction.

Motion by Black/Pyne to recommend approval of Washington Street, Downs Reconstruction (CH36) Sec 11-00050-00-FP: Motor Fuel Tax (MFT) Supplemental Resolution, Matching Tax Fund Supplemental Resolution, Highway Fund Resolution.  
Motion carried.

Chairman Hoselton stated that the next items to be presented to the Committee are items of information.

Mr. Schmitt gave a presentation on Box Culverts including plans and pictures. Typically the box culvert is a 1 or 2 cell with wing walls on all four corners. 15-18 inches of rip rap protects from erosion. The railing attaches to the outside of the headwall allowing for the maximum clear space across the culvert.

Mr. Buchanan asks what differentiates the need for a bridge from a box culvert. Mr. Schmitt responded that typically the hydraulic area; the amount of area needed to provide for proper water flow and drainage is the difference between a bridge and a box culvert. He pointed out that most box culverts and bridges have a field tile connected for additional drainage. It is the County's responsibility to maintain the field tile within the right-of-way.

Mr. Buchanan asked if the engineering design of a box culvert is contracted. Mr. Schmitt advised that, in the past the County was able to design a single cell box culvert structure. The State has changed the design standards and is currently updating the manual. The state is now debating if the County will be able to continue to design single cell box culverts. Project designs are currently being reviewed and approved by a structural engineer. Anything larger than a single cell box culvert is required to be designed by a structural engineer.

Chairman Hoselton added that design by a structural engineer protects the County from possible liability.

Mr. Buchanan asked the number of box culverts as opposed to bridge structures the County has. Mr. Schmitt estimated that the County has 50-75 box culverts or 15% of all drainage structures are box culverts. To qualify as a drainage structure the span length must be over 20 feet, requiring an inspection through the National Bridge Inspection. If you include all single cell box culverts, the total would be closer to the same number as County bridges.

Mr. Schmitt informed the Committee that Ms. Jennifer Sicks, Regional Planning, will be addressing the Committee at the April, 2013 meeting. She will be presenting information on the Regional Planning Commission, Connect Transit and Show Bus.

Chairman Hoselton stated that the Committee would like to tour the new Connect Transit facility. The Committee decided to include the Connect Transit facility in the annual project field trip.

Mr. Schmitt reported that Mr. Jerry Stokes, Assistant County Engineer will be attending the Executive Leadership Development Series. The program is through Illinois Department of Transportation and the Illinois Association of County Engineers. The program is only offered every 6-7 years. Mr. Schmitt highly recommended the program.

Mr. Schmitt continued with Planning for Future Federal Projects which include Surface Transportation and Bridge Program (STB), (STR) (STU).

Surface Transportation and Bridge Program is the County Federal Bridge program. To be eligible for STB federal funding the structure must have a sufficiency rating. At this time there are only 5 structures eligible for the funding. County Highway 40 – Rock Road qualifies and will be done in 2013.

Surface Transportation Rural Program is dedicated primarily to County projects only. County Highway 24 – Section V resurface project will be constructed in 2016.

With the Surface Transportation Urban Program, the County works with the City of Bloomington and the Town of Normal to program projects. The County will do an STU project on the Towanda-Barnes Road in 2015.

Chairman Hoselton asked, with the urgency on Towanda -Barnes Road, why is the project not being done sooner. Mr. Schmitt responded that the Department is waiting for funding to be available. The project cost is \$5.5 million. The design work was done in 2007 in preparation for future funding.

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Ms. Harris questioned the wording of the non discriminatory section of the Engineering Service Agreements. Mr. Black pointed out that the non discriminatory section is addressed under item G – the Human Rights Commission section of the Agreement.

Chairman Hoselton stated that the next Transportation Committee Meeting will be Tuesday, April 2, 2013.

Chairman Hoselton asked if there was anything further to come before the Committee. Hearing no objection Chairman Hoselton adjourned the meeting at 9:12 a.m.

Respectfully submitted,

Diana Hospelhorn  
Recording Secretary