

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Tuesday, September 3, 2013 at 8:00 a.m. at the Government Center, 115 East Washington Street, Room 404, Bloomington, Illinois.

Members Present: Chairman Hoselton, Members Cavallini, Harris, Robustelli and Buchanan

Members Absent: Member Pyne,

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 8:02 a.m.

Chairman Hoselton stated that the first item for action is approval of the minutes from the August 6, 2013 Transportation Committee Meeting.

Motion by Cavallini/Buchanan to recommend approval of the August 6, 2013 minutes of the Transportation Committee.
Motion carried.

Chairman Hoselton asked the Committee to review the bills for July 31, 2013. The prepaid total is \$2,557,788.12

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

Mr. Cavallini asked if the payment to Clark Dietz is the final payment. Mr. Schmitt responded that this is a continuation of the East Side Highway.

Motion by Robustelli/Harris to recommend
Payment of the August 31, 2013 bills as
Submitted by the County Auditor.
Motion carried.

Chairman Hoselton stated that the first item for action is the McLean County Line Joint Drainage Structure – 2013 Lawndale Road District, Indian Grove Road District Non-MFT Joint Bridge – 2600 North Road.

Mr. Schmitt referred to the revised Resolution distributed to the Committee noting that the County did a joint culvert on the County line with Livingston County in Yates Township earlier this year. The 2011 EAVS were used. The 2012 EAV is now available. The Resolution was revised to reflect the new EAV. McLean County's percentage decreased .1%, reducing the cost of the County's share of the project. Mr. Schmitt reported that the drainage structure is located on the McLean County/Livingston County line. By statute, if the project is over 25 square feet, McLean County and Livingston County are wholly responsible for the construction of the drainage structure. The Township is not responsible for any of the costs. The estimated cost for the project is \$275,000.00. The County's share of the cost is \$232,430.00. McLean County will contract for the construction and bill Livingston County for their share of the costs.

Mr. Schmitt reviewed the qualifications required for a Township to petition the County for a Joint Culvert project.

Motion by Cavallini/Harris to recommend approval of the McLean County Line Joint Drainage Structure – 2013 Lawndale Road District, Indian Grove Road District Non-MFT Joint Bridge – 2600 North Road.
Motion carried.

Chairman Hoselton presented the Engineering Services Agreement – Hampton, Lenzini & Renwick, Inc. (HLR) for Lawndale Road District – Indian Grove Road District Joint Bridge – Heins Bridge – Sec 13-2021-00-BR.

Mr. Schmitt stated that the Preliminary Engineering Service Agreement is for the design of the double box culvert. The Agreement has an upper limit of compensation of \$26,000.00. HL&R will charge the County hourly until they reach the limit of \$26,000.00.

Motion by Cavallini/Robustelli to recommend approval of the Engineering Services Agreement – Hampton, Lenzini & Renwick, Inc. (HLR) for Lawndale Road District – Indian Grove Road District Joint Bridge – Heins Bridge – Sec 13-2021-00-BR.
Motion carried

Chairman Hoselton continued with the Old Town Road District Joint Culvert Supplemental Petition – 2013 Old Town Road District Non-MFT Joint culvert #1 – 2000 East Road.

Mr. Schmitt pointed out the location of the drainage structure. The total cost of the aluminum box culvert project is \$160,000.00. The Joint Culvert is part of a larger road project that is being done by Lawndale Township. In addition to the funds appropriated at the November 2012 County Board Meeting, a Supplemental Resolution for an additional \$27,500.00 is needed to complete the County's share of the costs.

Motion by Harris/Buchanan to recommend approval of the Old Town Road District Joint Culvert Supplemental Petition – 2013 Old Town Road District Non-MFT Joint culvert #1 – 2000 East Road.
Motion carried.

Chairman Hoselton presented the County Highway 27 Resurfacing – South Downs Road – Sec 13-00178-01-RS – Highway Fund Resolution.

Mr. Schmitt reported that a Road Use Agreement was done with the developer of a small subdivision. The project will upgrade 500 feet of CH 27 to allow for year around access for two businesses. The developer will pay for 50% of the project. The total cost of the project is \$50, 000.00.

Mr. Robustelli asked if this is a private road. Mr. Schmitt responded that it is a County Road adjacent to the development.

Mr. Buchanan asked if the County has ever been involved in a Special Assessment process. Mr. Schmitt responded that this is a negotiated standard agreement. In the past the County would apply for Truck Access Route Program (TARP) funding and the business requiring year round access would pay ¼ of the cost of the upgrade. This is the second agreement done for a private individualized business the County has asked for half of the cost of the upgrade to an 80,000 pound access road.

Motion by Buchanan/Harris to recommend approval of the County Highway 27 Resurfacing – South Downs Road Sec 13-00178-01-RS – Highway Fund Resolution.
Motion carried.

Chairman Hoselton stated the last item for action is the County Highway 23 Ditch Regarding – Meadows Road – Sec 12-00005-03-DR – Utilities Relocation Agreement with Nicor Gas.

Mr. Schmitt advised that the project on the Meadows Road requires a relocation agreement with Nicor Gas. A high pressure line runs along the Meadows Road which is not on our right-of-way. If it was on the County's right-of-way, Nicor would be required to move the line at no cost to the County. Because it is outside of the County right-of-way, the County is 100% responsible for the costs. The cost of the project is \$220,000.00. The Department looked at the possibility of re-engineering the road project with curb and gutter. The cost is close to the same, however curb and gutter in

this area creates an issue for snow removal. Moving the high pressure line is a better option.

Ms. Harris questioned the use of PCB pipe on the project. Mr. Wasson responded that he believed they are testing for PCB.

Motion by Cavallini/Buchanan to recommend approval of the County Highway 23 Ditch Regarding – Meadows Road – Sec 12-00005-03-DR – Utilities Relocation Agreement with Nicor Gas.
Motion carried.

Chairman Hoselton stated that the next items to be presented to the Committee are Items of Information. He presented the Project Summaries.

Mr. Schmitt reported that the Killian Bridge project located on County Highway 12 is complete. The final paperwork needs to be completed. He presented pictures of the finished project pointing out the elevation in the curve of the road. The elevation helps vehicles negotiate the curve. The limestone on the shoulders reduces maintenance. He noted that limestone based or river run gravel can be used. Mr. Wasson added that the County uses both according to the location of the project. If the project is in the northern half of the County it is generally more economical to use limestone. If the project is in the southern half of the County it is more economical to use gravel washed rock from the gravel pits in southern McLean County.

Mr. Buchanan asked if limestone and gravel are equal in effectiveness. Mr. Schmitt advised that there are benefit to both limestone and gravel:

- Limestone is porous and helps to soak up oil in chipped roads which stops the bleeding.
- River run gravel is much harder and less porous. River gravel removal is done below water. The moisture in the gravel is better for compacting.

Mr. Buchanan asked if the Engineering firm is the one to identify the type and grade of material required or is this done internally. Mr. Schmitt responded that IDOT has standard specification and material lists approved to be used in road work.

Mr. Buchanan asked how the County handles millings from asphalt roads. Mr. Schmitt stated that the County currently requires all millings to go to the County's stock pile site. The Department screens the millings and they are used for shoulder material.

Mr. Schmitt continued with pictures of the completed Killian Bridge, pointing out that a box culvert has a solid center with a floor while a bridge has pile on a pier. He noted that steel plate beam bridge guard rail over the abutment allows for minimal deflection. Post spaced standard terminal guardrail has a 4 foot deflection.

Mr. Cavallini asked if there is a standard height for guardrail. Mr. Schmitt noted that the standard height has changed to reflect more SUVs and pick-up trucks. Mr. Jerry Stokes, Assistant County Engineer added that on County Roads the standard height is 29 inches. On State Roads the standard height is 33 inches.

Mr. Schmitt pointed out the name plate on the bridge which shows the name of the bridge which is named for the upstream land owner, the year built, the structure number and design load used to design the bridge.

Mr. Schmitt continued with the Washington Street in Downs Reconstruction from Seminary Street to U.S. Route 150. The section from the Tri-Valley School entrance to west Woodlawn Street is complete. There were conflicts with the Utilities that slowed down the project. The project was originally broken up into two phases. To complete the section in front of the school in time for the students return the project was split up into three sections:

- Woodlawn to Cleveland
- East of the school's entrance out to Route 150
- Come back to Cleveland and Woodlawn to Seminary Street

The contractor has finished the storm sewer work between the Tri-Valley School entrance and US 150. They will start the concrete work after Labor Day.

Ms. Harris asked if a bicycle path had been considered. Mr. Schmitt advised that with 5 foot sidewalks on both sides, we are using every inch of the right-of-way that we have.

Mr. Schmitt showed pictures of the finished drop off lane in front of the school. Once construction on the project is completed, Downs will take over jurisdiction of the road. Mr. Wasson added that the improvements were part of the negotiations for the project and jurisdictional transfer. Mr. Schmitt noted that at one time the road did serve as a County Highway, but has currently become more of a municipal street.

Mr. Schmitt continued with the Stormwater Education Program second quarter report. He stated that the Ecology Action Center has completed the following tasks as part of the Stormwater Education and Public Participation Program:

Minutes of the Transportation Committee
September 3, 2013
Page Seven

- Educational Programs
- Informational Events and Presentations
- Yard Smart Program
- Stenciling
- Watershed Plan Implementation Committee
- Stormwater Runoff Awareness

Mr. Schmitt referred to the 2013 Culvert Summaries presented to the Committee at the Meeting, pointing out the completed projects highlighted in red.

Mr. Wasson informed the Committee that there will be Joint Council Meeting on September 30th between the City of Bloomington, Town of Normal and McLean County. The Agenda is being finalized, however there will be an informational presentation on the East Side Highway. All presentations on September 30, 2013 will be informational as is the tradition of the Joint Council Meeting.

The next Transportation Committee Meeting will be Tuesday, September 3, 2013.

Chairman Hoselton asked if there was anything further to come before the Committee. Hearing none, he adjourned the Transportation Committee Meeting at 8:58 a.m.

Respectfully submitted,

Diana Hospelhorn
Recording Secretary