

Minutes of the Transportation Committee

The Transportation Committee of the McLean County Board met on Wednesday, July 5, 2017 at 8:00 a.m. in Room 400, Government Center, 115 East Washington Street, Bloomington, Illinois.

Members Present: Chairman Caisley, Members Metsker, Martin, Cavallini, and Buchanan

Members Absent: Member Johnson and Robustelli

Other Members Present: Chairman McIntyre

Staff Members Present: Mr. Bill Wasson, County Administrator, Mr. Don Knapp, First Assistant State’s Attorney Civil, Mr. Eric Schmitt, Administrative Services Assistant, Ms. Diana Hospelhorn, Recording Secretary

Department Heads Present: Mr. Jerry Stokes, County Engineer, Mr. Luke Hohulin, Assistant County Engineer

Others Present:

Chairman Caisley presented the minutes from the June 6, 2017 Transportation Committee Meeting.

Motion by Martin/Cavallini to recommend approval of the June 6 2017 Transportation Committee Meeting Minutes.
Motion carried.

Chairman Caisley presented the bills for June 30, 2017, which have been reviewed and recommended, for transmittal to the Transportation Committee by the County Auditor. The prepaid total is \$1,443,375.91.

MCLEAN COUNTY BOARD COMMITTEE REPORT


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AS OF 6/23/2017

EXPENDITURE SUMMARY BY FUND

Transportation Committee

FUND	FUND TITLE	PENDING TOTAL	PREPAID TOTAL	FUND TOTAL
0120	HIGHWAY		\$230,417.33	\$230,417.33
0121	BRIDGE MATCHING FUND		\$157,582.67	\$157,582.67
0122	MCLEAN COUNTY MATCHING		\$151,133.92	\$151,133.92
0123	MOTOR FUEL TAX		\$43,242.22	\$43,242.22
0501	TOWNSHIP MOTOR FUEL TAX		\$860,999.77	\$860,999.77
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			\$1,443,375.91	\$1,443,375.91


COMMITTEE CHAIRMAN

Motion by Cavallini/Martin to recommend payment of the June 30, 2017 bills as submitted by the County Auditor.
Motion carried.

Chairman Caisley continued with the Approval of General Utility Permits a) McLeod USA Communications, Inc., b) Sprint Communications Company, L.P.

Mr. Stokes stated that these General Utility Permits for McLeod and Sprint are 10-year permit renewals from 2007. The permits allow for the continued operation of these public utilities on the County right-of-way. He advised that these are two separate entities.

Motion by Martin/Buchanan to recommend approval of General Utility Permits a) McLeod USA Communications, Inc.,
Motion carried.

Motion by Martin/Metsker to recommend approval of General Utility Permits b) Sprint Communications Company, L.P.
Motion carried.

Chairman Caisley presented the Joint Bridge Petition for Danvers Road District.

Mr. Stokes advised that the Danvers Road District contacted the Department regarding the installation of a culvert liner in a relatively deep culvert located on 2000 North Road. The culvert does qualify for a joint culvert. The existing, proposed and estimated cost for the culvert is as follows:

#1	Existing:	30" Corrugated Metal Pipe
	Proposed:	30" Insertion Culvert Liner
	Cost:	\$30,000

Danvers Road District is taxing above 0.02% of the Road District's EAV.

Mr. Stokes stated that inserting a culvert liner would avoid having to dig up the road to replace the culvert. He reported that the project will be put out for bid and the contractor will have the option between the following alternatives:

1. Smaller Pipe Culvert liner with a smooth interior pulled through the existing culvert.
2. Cured In Place Pipe Liner: Resin impregnated tube cured in place with steam.
3. Cured In Place Pipe Liner – UV: Resin impregnated tube cured in place with Ultra-Violet light.

Mr. Stokes advised that this inserted culvert process has successfully been used by Old Town Township for the past 5-6 years. The Cured-in-Place Pipe Liner is relatively new.

Mr. Luke Hohulin, Assistant County Engineer reported that the method of cured in place is similar to a sock impregnated with resin being inserted into the existing culvert and cured by activating the resin with steam or Ultra Violet light. This allows the proper hydraulics for water flow. He advised that the State also uses this process and has approved and established standards for the Cured-in-Place Pipe Liner method.

Mr. Martin asked for a time frame of the project. Mr. Stokes reported that the project will be bid in July, approved in August and would possibly be done in September. The process will require minimal road closure time.

Ms. Metsker asked if there is a warranty on the product. Mr. Hohulin responded that the service life of the product is 75-100 years.

Ms. Metsker questioned that with the County not having any experience with this method, who would be responsible for inspection of the culvert? Mr. Hohulin responded that the County will follow the State standards for construction. The company has a checklist to be completed before they leave the site. They do televise the existing pipe before and afterwards to assure there are no cracks or deviancies in the cured pipe. This insures the cured pipe's interior is smooth and flawless. The wall thickness may vary depending on the process used: the hydraulics of the culvert will remain the same.

Mr. Stokes reiterated that this is a more cost effective method than digging up the road and reduces road closures.

Mr. Cavallini requested that photos be taken of the process. Mr. Hohulin responded that pictures of the Cured-In-Place-Pipe-Liner method would be taken and presented to the Committee.

Motion by Martin/Metsker to recommend approval of the Joint
Bridge Petition for Danvers Road District.
Motion carried.

Chairman Caisley continued with the Gridley Road – Section 15-00161-04-RS

- a. Request approval of Local Agency Agreement for Federal Participation.
- b. Request approval of Matching Tax Resolution.
- c. Request approval of Motor Fuel Tax Resolution.
- d. Request approval of 80,000 lb. Weight Limit Resolution.

Mr. Stokes stated that the project would resurface the Gridley Road from PJ Keller Highway to US Route 24. Funding for the project includes:

- \$1,576,000 – Surface Transportation Funds (STR)
- \$630,400 – Truck Access Route Funds (TARP)

He advised that the project will upgrade the road to a Class III Truck Route and will widen three intersections to accommodate the turning movements of the trucks.

The Matching Tax Resolution, \$350,000 is for construction of the project. The MFT Resolution, \$69,000 would be used for construction of the project and construction engineering performed by the Highway Department Staff. He stated that all Class III Truck Routes are 80,000 lb. roads. The 80,000 lb. Weight Limit Resolution is required to receive TARP funding.

Motion by Metsker/Buchanan to recommend approval of the Gridley Road – Section 15-00161-04-RS:

- a. Request approval of Local Agency Agreement for Federal Participation.

Motion carried.

Motion by Metsker/Cavallini to recommend approval of the Gridley Road – Section 15-00161-04-RS:

- b. Request approval of Matching Tax Resolution.

Motion carried.

Motion by Martin/Metsker to recommend approval of the Gridley Road – Section 15-00161-04-RS:

- c. Request approval of Motor Fuel Tax Resolution.

Motion carried.

Motion by Metsker/Cavallini to recommend approval of the Gridley Road – Section 15-00161-04-RS:

- d. Request approval of 80,000 lb. Weight Limit Resolution.

Motion carried.

Chairman Caisley continued with the items for information – Trent Bridge.

Mr. Stokes reported that the pier caps and abutment caps have been completed on the Trent Bridge located near Downs. They are ready to place steel beams.

Mr. Stokes stated that the surface has been removed and the leveling binder has been placed on the Towanda Barnes Road project. Towanda Barnes will be closed from GE Road to Route 9 on July 12th to complete the echelon paving on the driving and passing lanes of both the north and southbound lanes.

Mr. Stokes advised that all the pile have been driven on the Roselands II Bridge. Forming and pouring one abutment and pier caps are currently being done. The bridge will be out of service until the beginning of September. The project should be completed by harvest.

Chairman Caisley stated that he received contact from a Saybrook resident who is concerned with the Bellflower/Mansfield Road. The citizen understood that the County received \$612,000 allotted for the improvement of the road. The money had been diverted to other projects. The resident stated that the road had rapid elevation changes. He also stated that there is a high traffic count with people commuting to Champaign.

Chairman Caisley stated that he made a trip to the Bellflower/Mansfield Road and in his opinion; there were no significant changes in elevation. The road had fresh chips and appeared to be in fine condition. He advised that the road does connect to a hot mix road that runs form the County line to Mansfield. A large dairy farm is located on the road in Bellflower.

Chairman Caisley advised that the Highway Department had done a recent traffic count on this road. Mr. Stokes responded that the traffic count was done, however it was the same day as an accident on Interstate 74 causing traffic to be diverted to the Bellflower/Mansfield Road. The traffic count will be redone. He noted that when the dairy farm came to Bellflower, there were discussions to improve the Bellflower/Mansfield Road. The cost to upgrade the road was estimated at \$600,000. The County looked into funding from the EDP to offset the cost. After discussions, the dairy farm decided to upgrade a Township Road one mile west. This would give the dairy farm 80,000 lb. access to Route 136. The upgrade to the Bellflower/Mansfield Road was never done because of the upgrade to the Township Road.

Ms. Metsker asked for clarification on how to proceed with these types of questions brought to County Board members. She advised that she received a request from the Village of Carlock concerning their sign being hidden by tree limbs. The problem was given to Mr. Stokes and the matter was taken care of.

Mr. Wasson, County Administrator, advised that when concerns are received, it is our recommendation that the most effective way to deal with those concerns is to provide these concerns to their office. Staff will evaluate and compose a response. The Board member can always follow up with the constituent.

Ms. Metsker summarized that the Department will run a new traffic count and respond to the individual with the complaint on the Bellflower/Mansfield Road. Mr. Stokes affirmed.

Mr. Wasson reported that no positions have been filled at the Highway Department during this period.

The Transportation Committee will meet next on August 1, 2017.

Chairman Caisley asked if there was any other business to come before the Committee, hearing none, he advised that the Committee will recess to prepare for the field trip, 8:40 a.m.

The Transportation Committee reconvened at 8:49 a.m.

The field trip began with Mr. Ben Kahle driving the Committee to the Towanda Barnes Road resurfacing project.

Mr. Stokes pointed out that two inches were milled from the surface, oil placed over the joints and then paved. The oil will help keep water from the joints.

The Committee traveled the Pipeline Road – CH 31 north. The millings removed from Towanda Barnes were screened and are being used for shoulder work. We observed the process using the new shoulder machine.

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The trip continued to Chenoa to tour the new location of SHOW BUS. Ms. Laura Dick gave the Committee a tour of the new facility. The space is perfect for SHOW BUS. They are making use of what they have still waiting on State funding for remodeling.

The Committee continued south on CH 19 to the Roseland II Bridge seeing the construction in process.

We continued on the Cooksville Road – CH 17 to Martin Township. To view one of the last timber pile bridges in McLean County. The bridge was built in 1959 and will be replaced this fall. It was interesting to see the construction of a bridge done with wood lasting almost 60 years.

We traveled on the Gillum Road to the Trent Bridge project. The Staff compared the steel beam technology to the timber pile construction.

The Committee returned to the Government Center.

Motion by Martin/Cavallini to adjourn the July 5, 2017
Transportation Committee Meeting
Motion carried.

Chairman Caisley adjourned the meeting at 1:50 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Diana Hospelhorn". The signature is written in a cursive, flowing style.

Diana Hospelhorn
Recording Secretary