



MACON COUNTY HIGHWAY DEPARTMENT

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MINUTES

January 25, 2012

The Macon County Transportation Committee meeting was held on Wednesday, January 25, 2012 at 5:30 p.m. located at the Macon County Office Building, 141 S. Main St., Decatur, IL.

TRANSPORTATION COMMITTEE MEMBERS PRESENT

David Williams

Gary Minich

Bryan Smith

Mark Wicklund

Patty Cox

Kevin Meachum

Susanna Zimmerman

TRANSPORTATION COMMITTEE MEMBERS ABSENT

Don Westerman

Jay Dunn

HIGHWAY DEPARTMENT SUPPORT STAFF PRESENT

Bruce Bird, County Engineer

Amanda Askew, Office Assistant

Mark Funk, Road Supervisor

CALL TO ORDER

This meeting was called to order by Chair Bryan Smith at 5:30 p.m.

ROLL CALL

David Williams

Patty Cox

Mark Wicklund

Kevin Meachum

Susanna Zimmerman

Bryan Smith

Gary Minich

APPROVAL OF THE MINUTES

Kevin Meachum made a motion to approve the minutes from December 21, 2011, seconded by David Williams. Motion Carried 7-0

APPROVAL OF THE BILLS

David Williams made a motion to approve the bills as presented, seconded by Kevin Meachum. Motion Carried 7-0

NO PUBLIC COMMENTS

NO OLD BUSINESS

NEW BUSINESS

Resolution H-1794-2-12 approving the bid for culverts:

Bruce stated this is the general bid that we open up. We get a price per foot for every size culvert. It sets a price for the culverts for us as well as the Townships and small Villages for the remainder of the year. We estimate the amount of each size needed. Kevin Meachum asked what the cost comparison was from last years bid compared to this year's bid. Mark Funk explained last year a 12" culvert was \$5.78 this year it is \$6.08, so prices have gone up. Kevin Meachum stated it is just nice to know what percent has gone up. David Williams asked if this included culverts that we do for driveways and such, or is this for the roads. Bruce replied both. Motion made by David Williams, seconded by Mark Wicklund. Motion Carried 7-0.

Resolution H-1795-2-12 approving the bid for signs:

Bruce stated we had four bidders this year and Tapco was the only one that bid every item that was on the list. Kevin Meachum asked if they had a local office in this Region. Bruce replied no. Mark stated none of the local business bid, but it was sent out to them. Bruce stated this is the same as culverts we buy what we need. This sets a unit price per sign, it is an extensive list. Most of it depends on how well people drive or don't drive in the next year. Kevin Meachum asked if the Townships have the opportunity for the County to make their signs for them at this price. Bruce explained that the manufacturer can make the basic signs cheaper than we can because they make them on such a large scale. We bid out those prices, but unique signs we will make. We do all the street name signs, even on the Township roads. The E-911 Board covers the cost of those but we do the maintenance. The advantage to that is they bought a nice sign machine for us. David Williams asked roughly what if any reimbursement can we expect back from the E-911 Board? Bruce stated on the street signs they reimburse us 100% of the cost. David Williams asked so it is just a guessing game as to how many are destroyed or stolen. How much historically have we been reimbursed from E-911? Mark Funk explained that they are billed directly for what we get the materials for. E-911 uses diamond grade reflectivity the best there is. Motion made by Mark Wicklund, seconded by Patty Cox. Motion carried 7-0.

Resolution approving the bid for sign blanks:

Bruce stated after our bid we did last year we discovered that there is only one supplier for the sign blanks. We had multiple bidders but they all had a mark up on them. It is pointless to put out a bid when there is only one supplier for it so we did not bid those out. Mark Wicklund asked if we had a general idea of cost right off hand. Bruce replied it will vary on the size of the sign. We use these sign blanks for special events or road closures on certain dates. A 36" x 36" stop sign made up is about \$36.00. Bruce stated every time someone destroys a stop sign it is \$36.00 to replace that sign, \$30.00 for the post, and \$18.00 for the base post and that does not include the labor to put it back up. It is about \$150.00 to \$200.00 every time. Mark Funk stated the Sheriff's Department lets us know if there has been an accident and they give us a copy of the report so we can bill the individual for the cost of repairs. Gary Minich asked how much we get back in reimbursements on incidents like this and where is your fund to pay for this when you need to do it? Mark Funk replied that it comes out of my Highway Maintenance Fund. I keep track of that and have never been over budget. It really depends on the year. It is hard to determine. Bruce stated kids with paintball guns are the worst. The diamond grade sheeting that Mark is talking about has a thickness to it with little plastic angles in there. If you hit it with a paintball you can wash the paint off but it will crush those reflective cells underneath. At the start of this year we have to meet minimum reflectivity requirements by the Feds. So some kid can go out there and shoot a stop sign but it has to be replaced even if you can clean the paint off. David Williams asked

if you could take the reflective material off and still use the blank. Bruce replied you can, but it is a hard thing to do. You can buy a machine that will blast the stuff off so you can reuse it, but the machine is very expensive and the by-product it uses has to be disposed as a hazardous material so it is not worth it. It is worth it more now especially with the price of aluminum to just scrap the sign out and take it to Sol-Tic for scrap value. Gary Minich stated I understand what you are saying; so far the total cost for these kinds of incidental things has not surpassed your contingency fund. Kevin Meachum stated it is very minor, less than \$10,000. Bruce informed them it will vary from year to year depending on a particular band of destructive drivers or kids. There are certain signs out there with certain names that we can guarantee they will get stolen all the time.

COUNTY ENGINEER'S REPORT

Bruce informed the Committee that the contractors have been working up until this past week on the bridges on Baltimore and County Highway 30. The bridge on Baltimore that Otto Baum is doing, they were putting earth embankment in the first week of January. I do not ever remember when they have been able to do that. Since then the weather last week has shut them down for the rest of the winter.

We got our final plan check for the project on Country Club road taken care of. Now it is a matter of going out and getting right-of-way. I have met with the Park District and School District, the two biggest land owners on that project. This project will go from Route 36 south to Lost Bridge Road past the Zoo and Children's Museum and Muffley School. As long as we get the right-of-way we will be doing this project this year. Everybody that I have talked to is looking forward to it.

A year ago, Dave, you brought up how certain contractors handle their prosecution of the work on our projects. This all stemmed from the project on County Highway 20, the Twin Bridges. I talked with the contractor, mainly Schmidt; they really did not make any changes this year that I noticed. The next step I would recommend, just on County Highway projects, mainly because those bridges affect more people and are a higher profile than most of the Township projects, is actually going to a completion date as opposed to a working day contract. This means that there is a date in the future they have to get it done by. They can work as much or as little as they want to get it done by that date. David Williams stated that is the direction I was talking about. Bruce explained typically a completion date project you will pay a 3% - 5% premium for putting that in there. Other Counties that have had Schmidt for a contractor are having the same issues that we are. David Williams asked what type of potential for income does that generate with a completion date; generally there is a dollar amount per day or a percentage. Bruce replied it is spelled out in the spec book and is based upon the size of the contract. Kevin Meachum stated Bruce normally when you do a completion date project you have to allow enough days in there for weather and that will usually add about 5% - 10% more working days than you would if you went by calendar days. Bruce replied yes, you do have to factor that in and there is a formula within the IDOT design manual to help you do so. The next bridge project that we are going to have on the County system is the bridge north of Argenta. I was thinking of doing that as a completion date. We can see price wise what we are going to get. The overall work level State wide for all the contractors is shrinking. We will get bids from contractors that are not around here. State wide the next two or three years, unless something changes, we are going to be one of the hot spots at the County level for road projects, south of Chicago of course. On the State side, as far as, asphalt and other large projects in Springfield there is nothing this year.

NO MISCELLANEOUS BUSINESS

Transportation Committee Minutes
January 25, 2012

NO CLOSED SESSION

ADJOURN

David Williams made a motion to adjourn, seconded by Patty Cox. Motion Carried 7-0.
Meeting adjourned at 5:50 p.m.

*The next Transportation Meeting held at the Macon County Office Building will be
Wednesday, February 22, 2012 at 5:30 p.m.*

Minutes submitted by:
Kathy Gerhold & Amanda Askew
Macon County Highway Department