

TRANSPORTATION COMMITTEE MEETING

Wednesday, October 26, 2016

5:30 P.M.

MEMBERS PRESENT

Patty Cox
Kevin Greenfield
Kevin Meachum
Kevin Bird
Phil Hogan
Pat Dawson (arrived @ 5:32)
John Jackson

COUNTY PERSONNEL PRESENT

Bruce Bird, County Engineer

Stuart Jacobs

Jeannie Durham, County Board Office

MEMBERS ABSENT

The meeting was called to order by Chair Patty Cox at the Macon County Office Building.

MINUTES

Mr. Hogan made a motion to approve the September 28, 2016 meeting minutes, seconded by Mr. Jackson, motion carried 6-0.

CLAIMS

Mr. Bird made a motion to accept the report of the claims as presented, seconded by Mr. Hogan, and the motion carried 6-0.

Public Comments - None

Old Business - None

(Ms. Dawson entered the meeting)

New Business:

Macon County Board Resolution Approving an Amended Funding Agreement on the CH30 & CH41 Reconstruction Project

Mr. Bruce Bird explained that this allows tapping into the remaining funds that came out of the last capital bill. That will finalize the project and will zero out all the monies received from the capital bill for that project.

Discussion: Our part is done. Everybody is waiting on what the State has to do. We have no control over that. The total amount was \$889,548. Chair Cox asked if the state has a target date on completion of their part of the project. Mr. Bruce Bird said that they say they are going to have the portion done on Rt 48 so it will be open, but it is up to the railroad whether or not the new crossing is put in. So, they may or may not have the leg on Wyckles open yet. They will at least have the portion on the east side opened up and done.

Mr. Meachum made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Hogan and the motion carried 7-0.

Macon County Board Resolution Approving Engineering Design Work for the Replacement of a Bridge on Bearsdale Road in Maroa Township

Mr. Bruce Bird explained that this is a Township Bridge project and we will split the engineering with Maroa. This is the bridge that got hit by the grain cart.

Mr. Kevin Bird made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Jackson and the motion carried 7-0.

Macon County Board Resolution Approving Engineering Design Work for the Replacement of a Bridge on School Road in Austin Township

Mr. Bruce Bird explained that this is the same story, splitting the engineering design work this time with Austin Township. Both of these bridges are currently weight limited. When it comes time to construct it, we will be paying 10%, the township pays 10% and the state pays 80%.

Mr. Kevin Bird made a motion to approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Meachum

Mr. Greenfield asked that now that Schmidt is out of the bridge building business, who does the small bridges? Is there anybody half way local? Mr. Bird explained that the one that did Baker Road and is really prompt about it is County Contractors out of Quincy. They do a lot of work for surrounding counties. They are very, very good and they are very quick. Their prices are decent. There is a company, Sangamo, out of Springfield that we can use. There is a company in Mattoon that will do it. They did the last bridge that was done in Long Creek Township. There are some around, just nobody local. There are a couple in Bloomington that have bid on stuff, but haven't gotten any of the small things.

The motion carried 7-0.

Macon County Board Resolution Approving the Purchase of a Sign Truck

Mr. Bruce Bird explained that the details were left blank on the resolution because of the options the bids presented. Bids were received last Friday.

Mr. Bird distributed a sheet showing a summary of the bids. There are basically two choices that have to be made: there is a chassis and then the bed that goes on top of it.

Decatur Mack turned in 2 bids: one for two different beds. There are advantages and disadvantages to both.

The chassis bids came from 3 suppliers: one from Peterbilt, one from Rush Truck Centers in Springfield, and Decatur Mack. There are 2 bed suppliers; Versalift which is manufactured by a supplier in Springfield and Altec.

Mr. Bird was asked which one he was leaning toward and he replied that in looking at the chassis, the Peterbilt met all specs but one, which is the steel cab. Theirs is aluminum. So, they exceeded that one. Decatur Mack's chassis meets all specifications. The International from Rush Truck Center bid for the chassis did not meet 8 of the 20 specs. He said they've always tried to go with local suppliers when possible. As far as the chassis goes, he said they'd like to try Mack since they are here and local.

For the beds, there are two different manufacturers. Versalift is similar to the one that is on the current truck. The bed on the current truck started about 4 to 5 years ago with a lot of problems with rust. The toolbox is rusted out and has old signs on the bottom and sides to keep the items in there. Both are decent pieces of equipment, but the Altec probably has a little higher tech with better safety controls. The Altec is also powder coated and undercoated on the bed. You pay a little more, but will have something that will last longer. One of the differences, the Versalift does not have a control module on the back of the bed. That is a situation where if somebody gets stuck up in the bucket, it is something you can pop down and someone on the ground can get them down. The Altec has that, but they also have another option that can get somebody down. If you take away that keyboard thing on the back, and on their bid, they have that if you take away the keyboard thing on the back, you're comparing the Versalift and the Altec and they are basically similar, it's a \$7,000 difference. The difference of the beds then comes down to about \$1,500.

Ms. Dawson asked if it is worth \$14,000. Mr. Bird said that in looking at the specs, you will have something that has a powder coated paint that will protect it from rust and it is going to be undercoated. It has a double armor to keep it from rusting out from the bottom. Someone pointed out that they put that e-coat paint on it too. Mr. Bird agreed saying there would be 3 layers on it then.

Mr. Meachum said that, based on the additional undercoating or the 3 layers, the life expectancy beyond what the Versalift life expectancy versus the Altec, could be 7 to 8 more years, the fact that you don't have to do any maintenance to the bed . . . Mr. Bird said this is an expensive piece of equipment. The current one is 16 years old and has been falling apart for a couple of years. He said they'd like to get a little more life out of the new one, especially if they are going to be spending . . . When you look at the difference on the bids, the question is do you want to spend a little more right now and have something that will give a lot more life at the end of the item. Ms. Dawson asked what the life expectancy would be. Mr. Bird said the current one is 16 years. Ms. Dawson asked if he thought the new one would be better or worse. Mr. Meachum said better. Mr. Bird agreed, saying with the type of usage they get, it's not that the equipment is wearing out, it's the rust. It is failing because of protection. Mr. Jackson said he thought the motor and everything was going bad. Mr. Bird agreed, saying it is that too. Mr. Jacobs commented that they've spent \$45,000 on the truck in the last 5 years on repairs. Mr. Greenfield said that if you don't keep the salt and chloride washed out from under it, it doesn't matter if it is powder coated or what, it is going to rust. Mr. Bird said the truck does get out, but it is not a plow truck so it will not have the same issues, but they are still having problems with the current one's bed rusting out on the bottom. Mr. Jacobs said taking the extra controls out, it is about \$6,500 difference. He said he would think that the powder coating, better controls, they've been in business since 1970, they do all of Ameren's work, they've got a service guy in Clinton, they are in town at Ameren once a week . . . Mr. Greenfield asked why they would have to have them worked on so much at Ameren. Mr. Jacobs said that's just what he was told. The lift capacity is a little more on the Altec than on the Versalift. It has better controls and can be controlled better. Mr. Bird said another thing to look at is that the Altec trade allowance is only \$10,000 and the Versalift is \$12,500 because the Altec does not have the similar components like the Versalift does. He said they are looking at the trade allowance on all of them, but they are really looking at selling it outright themselves, thinking they can get \$20,000 or so out of it. There will be a greater cost savings there too. Chair Cox asked what the trade allowance they were giving. Mr. Bird explained that Versalift is giving \$12,500 and Altec is giving \$10,000, so there's another \$2,500 difference. Mr. Jackson said he just couldn't imagine spending the most money for it after going out and getting 4 or 5 bids and then buying the most expensive one. He said he thought the Mack's #2 bid would be a great truck especially if it was washed and kept clean so it wouldn't rust. Mr. Meachum said the Altec bed is a lot better bed for the money. If you start looking at the longevity, and say you get just 5 additional years use out of it versus the other one. If you start taking that money and divvying it out over a spread of 5 years, it makes it worthwhile. Mr. Jackson asked how much money

was spent over the past 5 years on the last one. Mr. Jacobs said the figure was a total for truck, motor, etc... and it was \$6,500. Mr. Meachum said it is a Versalift bed that is on the truck right now. Mr. Bird said it is the same, under a different name. Mr. Jacobs explained that Versalift bought a machine, tore it down, and copied it. The old company is no longer in business. Ms. Dawson asked if there were no other bids with the Altec bed. Mr. Bird said Mac is the only one that turned in an Altec bed. Ms. Dawson said that they have nothing to compare with the price of a Rush or Peterbilt truck with that type of bed. Mr. Bird said they did not turn in bids with that. Mr. Meachum said that the Rush Truck Center sells International. International trucks have a notorious problem for maintenance. Chair Cox agreed. Mr. Meachum went on to say that International has major issues all over with their trucks. He said, in his eyes, International is a waste of money. He suggested they definitely take that off the table. Chair Cox agreed saying they've had problems at her township too. Mr. Kevin Bird said that it may be that the other dealers may not have a way to deal with them to get a bid and that may be why they did not submit one. Mr. Meachum said that if everyone is leaning the other way, would it be possible to have it undercoated. Mr. Bruce Bird said it would not be powder coated. Mr. Jacobs said you would spend more than \$6,000 to have it done. Mr. Bird said there are people in town that can do it. Mr. Jacobs said it would have to be sent here prior to being mounted on the truck because you can't do it mounted on the truck. Mr. Meachum said that the Altec is local too and that's another reason to go with it. If we don't promote local, no one else is. Mr. Jackson agreed. Mr. Bruce Bird explained that the salesman at Mac has worked really hard with municipalities and counties and have, in the last few years, sold a lot statewide. Everybody at the counties that Bruce has talked with really likes them, their service and their support, and they are right here in town. Chair Cox said she was favor of the \$233,988 Mack Bid #1. Mr. Meachum said that is what he felt because he thought that for longevity, it would be best. Ms. Cox said the bid is \$233,988. Mr. Bird said that includes the trade allowance. If you take the trade allowance away and look at the \$243,988, take \$7,000 off of that and it gives an idea. If we can get \$20,000 out of the old one, that brings it down to about \$216,000 total. Mr. Meachum said he agrees just for the mere fact that the bed is the better bed, it has a lot more coating, you get a few more years out of it without maintenance, it's a better value. Chair Cox agreed and said that in being involved with the Township, every time they buy something a little cheaper, they pay for it in the long run on these big trucks. Mr. Jackson asked if they were confident they could get \$20,000 out of the old one. Mr. Bruce Bird confirmed, saying that they've looked at statewide bids and that is what they've been going for and compared to some of those, ours is in pretty good shape. He said they might even get more than that.

Mr. Kevin Bird made a motion to go with the Decatur Mack #1 bid and approve forwarding the resolution on to the Finance Committee for consideration with the recommendation for approval, seconded by Mr. Meachum and the motion carried 7-0.

County Engineer's Report:

Mr. Bruce Bird reported on projects.

The bridge on Baker Road for replacement was opened up yesterday. The chip seal work will not be done this year because it is too cool to do that. It will probably be done with our own crews next year. The weight limit is off and it is ready to go.

The repair job being done with Pleasant View Township on the south end of the county is not too far from that bridge. Once the beams are off, the repairs are being done on the abutments. It is a timber tier cap and it was in horrible shape. After talking with the Road Commissioner, as soon as the beams are off, that will be replaced. They had to order a new beam. That is coming in tomorrow and it is coming from the same timber and pressure treating company that we needed to get the timber for the 2nd phase of the repair job up there on Reas Bridge Road and that timber is supposed to be in by Monday. So, hopefully, by the end of next week, that other repair job down there will be done and they will move up and get the one done on Reas Bridge Road and that one will be taken care of too.

The repair job of replacing the outside beams on the bridge on School Road north of Argenta took a hit because the pre-cast company who was making the beams in Tremont burned about 3 weeks ago. They had to ship the rebar and they made a deal with County Materials and now it is in line behind all of their stuff. So, it is not going to happen until next year. Illinois Concrete or Ilini Concrete in Tremont lost everything, records, computers, back ups, everything. because the whole place burned down.

The guys have been putting a big culvert in on Lincoln Memorial Parkway, more ditchwork, and mowing.

Mr. Bird said they have been having regular meetings with the Wind Farm and after tomorrow, they are done doing all the rock paving for the year. They are in process of putting in foundations. At last week's meeting, they said they had 21 of the 139 foundations in and they've been doing 2 a day six days a week. They want to get all of them in this fall. There is 500 yards in each one. They are pouring 1,000 yards a day into two foundations. The amount of rock going into the temporary laydown yard is mindboggling. They are fun to watch because they are really organized. They just take care of things and move right on. It is a good contractor, good developer. Mr. Bird said that in his opinion, that has been a really good thing for Macon County.

Mr. Bird reported that they had a vendor come by and do a presentation on a patch box. It is a box that is mounted on the back of a truck and it keeps a small amount of patch warm by using the exhaust off the truck. It has no moving parts, but when you are trying to patch in the wintertime, it has no heat in it. He said he thought the city had a machine that keeps the stuff hot, but it's a pretty expensive piece of machinery (about \$20,000). This is an add-on that uses the exhaust off the truck to keep the patch warm (about 100 degrees). He explained that with the type of patch they do, they don't have a lot of concrete roads where they are putting in a lot of patch material. He said they have a little here and a little there, so the smaller capacity on this would probably work really well with what they do. They are the only ones that make it, so it is not something that can be bid out. The cost is \$6,500 for the add-on that would make it a lot easier to patch in the wintertime. It would be a nice thing to have and compared to the alternatives, it is really inexpensive. Mr. Greenfield asked if they had ever seen one work. Mr. Jacobs said they have them in Iowa where they are made. There is one sitting in the shop if anyone wants to go by and look at it. They had a demonstration, but it wasn't hooked up.

Miscellaneous Business: None

Closed Session: None

Adjourn:

Mr. Meachum made a motion to adjourn, seconded by Mr. Jackson, the motion carried 7-0 & meeting was adjourned @ 6 p.m.

Minutes submitted by: Jeannie Durham, Macon County Board Office