

WILL COUNTY BOARD
PUBLIC WORKS AND TRANSPORTATION
COMMITTEE MEETING MINUTES

January 5, 2010

Will County Office Building
County Board Room
302 North Chicago Street
Joliet, IL 60432
8:30 a.m.

CALL TO ORDER

Mr. Bilotta called the meeting to order at 8:38 a.m.

ROLL CALL

Present were Members: Babich, Goodson, Weigel, Winfrey and Bilotta.

Absent were Members: Singer and Wisniewski.

Also Present: Moustis.

Present from State's Attorney's Office: M. Manning.

PLEDGE OF ALLEGIANCE

Mr. Mitchell led the Pledge of Allegiance.

APPROVAL OF MINUTES

A motion was made by Ms. Winfrey, second by Mr. Weigel, to approve the minutes from the December 1, 2009 meeting. On a roll call vote, Babich, Goodson, Weigel, Winfrey and Bilotta voting yes. MOTION CARRIES.

A motion was made by Ms. Goodson, second by Mr. Weigel, to approve the executive session minutes from the December 1, 2009 meeting. All in favor. MOTION CARRIES.

OLD BUSINESS

NEW BUSINESS

Mr. Bilotta commented there are many more consultants coming to the meeting; he thinks it is great that they are taking an interest in what is going on throughout the county. Thank you for coming.

Discussion Re: Illiana Expressway Overview

Ms. Lyne stated in June, Indiana released a feasibility study to look at the Illiana Expressway from I-65 to I-57 in Illinois; that study has been circulated widely. The push now is

to extend it from I-57 west to I-55; there are several communities throughout Will County as well as the county and IDOT that are interested in looking at this extension. Right now instead of doing a feasibility study we are looking at doing the entire Phase I on the whole section from I-65 to I-55, which is a 50 mile stretch. The cost estimate is about \$57 million for Phase I. Congresswoman Halvorson is trying to take the lead on the project from a federal perspective – trying to bring as much funding as she can. It is unrealistic that she will be able to bring the entire amount; we are trying to get state funds to help supplement. There is also public-private partnership under discussion at this time. There have been meetings with the Governor on this topic; there seems to be much support at the state level. There is talk about some type of agreement between the two states to allow for some type of authority be put together to look into how the entire project can be engineered and built or at least a bi-state committee on how we keep moving the process forward. There are more meetings coming up in the near future; we hope to learn more about the status of the agreement between Illinois and Indiana.

Mr. Babich asked how many miles are in Illinois.

Ms. Lyne answered the biggest part of the project – about 40 miles within Illinois.

Ms. Goodson questioned if another congressional district is involved or is this entirely in Congresswoman Halvorson's district.

Ms. Lyne replied it is entirely her district in Illinois.

Ms. Goodson asked if the Indiana congressman is as involved as Congresswoman Halvorson in trying to secure funding.

Ms. Lyne answered she does not have the answer. We hope that will come out with further discussions between the two states. Indiana has an interest in seeing the project going over to I-55, which would create a long road that can be a major truck reliever for both states. No one knows at this point how much investment anyone will make financially to see the extension occur further from I-57 west to I-55.

Mr. Bilotta commented there was a north, middle and south route. Ultimately since federal funding will be used due to the scope of the project, will there be a NEPA (National Environmental Policy Act) process to choose that route or will it be narrowed down to one of those routes before it is submitted to the federal level?

Ms. Lyne replied since the scope of the project is huge, there will definitely be a NEPA process involved. Unless it was entirely privately engineered and done, there would have to be a NEPA process; that will be the process that chooses that alignment. There will be a major environmental process that looks at this whole thing; that process is what will decide exactly where that alignment is located. The environmental process will be part of the Phase I engineering.

Mr. Bilotta asked if after Phase I is completed then it goes into the NEPA process.

Ms. Lyne answered it really occurs first; you have to identify from an environmental perspective which location is best – then they actually engineer.

Mr. Bilotta stated hopefully the county will be at the table the whole time; it cuts right through our county. We have three east-west corridors that could help this become a reality or become a deterrent. This is a long-term project will take a lot of planning and a lot of money.

Ms. Lyne indicated this should be a project of national significance because of the traffic that travels east to west. We have been very actively involved in all of the discussions and as we get more information we will bring it back to the committee.

Mr. Bilotta commented the county can make decisions on our own without the help of CMAP.

Ms. Lyne indicated CMAP has been very supportive of this project; in order to get any type of federal funding it will have to go into the 2040 plan.

Mr. Ryan stated keep in mind there will be a significant push early in this General Assembly to legalize public-private partnerships in Illinois, which has been a stumbling block; before this becomes a reality we should endorse legislation that would set up those partnerships.

Discussion Re: Highway Projects for 2010 Federal Agenda

Ms. Lyne stated there are four highway projects we have that will be going to the legislative committee and then the executive committee for inclusion in the Federal Agenda for this year. These are the same project that were submitted last year with the exception of Bell Road, which has taken the place of 95th Street that has been moving forward with other funds. The four projects are Bell Road; 80th Avenue; Laraway Road and Weber Road at I-55.

Mr. Bilotta indicated several of the board members go to Washington to lobby and we bring our agenda with us; the road projects are always in there. These are very large projects that we submit and our reps tell us bring us something you can build. We have the same situation we were in last year.

Mr. Babich offered to request the list of projects be added to the agenda for the NACo Transportation Committee.

Mr. Bilotta indicated whatever information they need we will provide to them.

Mr. Moustis arrived at this juncture.

Village of Crete Re: Exchange Street and WCGL Application

Mr. Gould stated we are in the process of designing the relocation of the curve on Exchange Street between Crete Road and Cottage Grove; we are now in Phase II and will start purchasing right of way. He has had discussions with the Village of Crete of extending that

project to the east to include the entrances to Walt's Supermarket, putting in turn lanes. Since our project is federally funded we cannot change the term of that project. They asked if we would be receptive to them asking the South Suburban Mayors and Managers and applying for STP funds to get additional funding to extend the project from Cottage Grove to the supermarket and then we can include that as part of the project. He does not have a problem with that. We definitely need to do some type of widening in the future all the way to I-394, which will be just east of the entrances. If we can get the village to partner with us and get STP funding through the South Suburban Mayors and Managers, that is that much less money we will have to utilize for this work. There has not been any talk about any cost estimates.

Mr. Bilotta indicated conceptually the committee is agreeable; we can let the Village of Crete know we are interested but we are not committing until we have dollar amounts.

Mr. Gould indicated at this point in time he believes they have applied for this project but he does not know if it has been accepted; this would be an intergovernmental agreement for the participation in this project for our match.

Mr. Bilotta suggested Mr. Gould have discussions with the village and bring information back to the committee.

Mr. Weigel commented he feels we should go forward.

Mr. Gould stated any funding from South Suburban Mayors and Managers will be a benefit for us because we will have to do some type of widening in the future.

Presentation by American Concrete Pavement Association – Illinois Chapter

Mr. Wheeler, Promotion Director for the Illinois Chapter of the American Concrete Pavement Association gave a presentation regarding the use of concrete on highway projects throughout the county. He provided examples taken from the Build Will program including Weber Road, Veterans Parkway, 143rd Street, DeSelm Road, Bell Road, Goodenow Road, Arsenal Road, 135th Street and Exchange Street as well as a number of intersections. We believe if the county would consider the use of concrete in many locations it would make the Will County tax dollars go further.

Mr. Bilotta commented initially the up front capital cost are slightly greater than bituminous but there is obviously a long-term benefit; is there a general time, how many years when that additional cost is paid for due to the less burden on the maintenance?

Mr. Wheeler answered he does not have the exact figures; in many occasions we are competitive in the first cost.

Mr. Weigel asked if every bid goes out as bituminous versus concrete.

Mr. Gould replied normally do not do an alternate; it is an option we can entertain. We usually bid one or the other.

Mr. Bilotta asked if the same contractors do concrete and asphalt.

Mr. Gould answered concrete contractors are much more limited than asphalt

Mr. Wheeler indicated most of our members have done both.

Mr. Moustis stated the idea of concrete comes up fairly often, whenever the price of concrete and asphalt get real close in price. On 191st Street, which was done about 10 years ago and we did an overlay this year. This road would be fairly typical of roads in Will County; it is all types of traffic – car traffic, light and heavy trucks. Do we need to do a further analysis on those routes that we think will have to handle these 80,000 and 90,000 pound trucks on a regular basis? Should we consider looking at concrete for those? We do know that concrete is not maintenance free; especially in Illinois where you get freezing and thawing.

Mr. Gould commented maintenance of concrete is more labor intensive when you do more than patching. Once it is curing you cannot let traffic on that patch; we will have to have an alternate route. With asphalt we can temporarily close that portion and open it up almost immediately. He does not have any argument with the length of concrete versus asphalt; there is a much larger maintenance cost in the future. Our crews are not geared to patch concrete as opposed to asphalt; we do not have the manpower or expertise to patch concrete.

Mr. Moustis questioned on intersections does it make sense in those areas to consider concrete.

Mr. Gould replied absolutely; we have looked at that pavement analysis and if it would be a better alternative we will go that way. The reconstruction of the intersection of 191st Street and 80th Avenue was built in concrete.

Mr. Bilotta stated we should look at this on a case by case basis. If we are going to do an overlay on a road we know within 10 years it is in our ultimate plan to reconstruct, it does not make sense to spend the initial capital. If we are doing an overlay on a road we know we will not expand in the next 20 years based on our 2030 plan or 2040 plan, we should investigate it further; it will not work in all cases.

RESOLUTIONS TO BE RECOMMENDED TO COUNTY BOARD

Mr. Bilotta stated the first six resolutions are for speed zone changes in New Lenox Township at the township's request; this was not requested by the county.

1. Ordinance Authorizing Approval of the Establishment of Altered Speed Zone – Zone 373 Hempstead Place (New Lenox Township). From Washington Street to Lancaster Lane. Length 0.11 Miles. Proposed Speed – 25 MPH, County Board District #2

Motion by Mr. Weigel, second by Ms. Goodson. All in favor. MOTION CARRIES.

2. Ordinance Authorizing Approval of the Establishment of Altered Speed Zone – Zone 374 Lancaster Lane (New Lenox Township). From Washington Street to Gougar Road. Length 0.47 Miles. Proposed Speed – 25 MPH, Country Board District #2

Motion by Mr. Weigel, second by Mr. Babich. All in favor. MOTION CARRIES.
3. Ordinance Authorizing Approval of the Establishment of Altered Speed Zone – Zone 375 Prairie Street (New Lenox Township). From Joliet Highway to Illinois Highway. Length 0.50 Miles. Proposed Speed – 25 MPH, County Board District #2

Motion by Mr. Babich, second by Ms. Winfrey. All in favor. MOTION CARRIES.
4. Ordinance Authorizing Approval of the Establishment of Altered Speed Zone – Zone 376 Williams Street (New Lenox Township). From Joliet Highway to U.S. Route 30. Length 0.49 Miles. Proposed Speed – 25 MPH, County Board District #2

Motion by Mr. Weigel, second by Ms. Goodson. All in favor. MOTION CARRIES.
5. Ordinance Authorizing Approval of the Establishment of Altered Speed Zone – Zone 377 Roberts Road (New Lenox Township). From Joliet Highway to U.S. Route 30. Length 0.49 Miles. Proposed Speed – 25 MPH, County Board District #2

Motion by Ms. Winfrey, second by Mr. Weigel. All in favor. MOTION CARRIES.
6. Ordinance Authorizing Approval of the Establishment of Altered Speed Zone – Zone 378 Cooper Street (New Lenox Township). From Joliet Highway to U.S. Route 30. Length 0.49 Miles. Proposed Speed – 25 MPH, County Board District #2

Motion by Ms. Goodson, second by Ms. Winfrey. All in favor. MOTION CARRIES.
7. Resolution for Additional Design Services by County under the IL Highway Code with Christopher B. Burke Engineering, Ltd for improvement on CH 35 (135th Street) from New Avenue to Illinois Route 171, Section 99-00068-06-EG, County Board Districts 3 & 7, Using County's allotment of MFT funds (\$74,618.25)

Mr. Gould stated initially this engineering was 50% MFT and 50% matching funded project. Since the levy has dropped in the 2010 budget he does not have enough money in the matching fund to pay for this. This resolution is to pay the matching cost of approximately \$74,000 out of MFT funds.

Motion by Mr. Weigel, second by Ms. Winfrey. All in favor. MOTION CARRIES.
8. Resolution Authorizing Approval of an IDOT – County Joint Agreement for improvements to upgrade various traffic signs throughout the County, Section 08-00000-00-SG, all County Board Districts

Mr. Gould stated this program will be paid 90% by the federal government and 10% by the state. This is to upgrade the county, township and municipal signing on roadways to come into compliance with the reflectivity requirement. We will pay for this initially and then get 100% refunded. We have about six municipalities and about half of the road districts that will participate in this.

Mr. Bilotta commented once the signs are delivered it is up to the county and townships to install them.

Mr. Gould indicated there will be periodic compliance checks throughout the state.
Motion by Ms. Goodson, second by Ms. Winfrey. All in favor. MOTION CARRIES.
9. Resolution Authorizing Approval of the Expenditure of County Motor Fuel Tax funds for improvements to upgrade various traffic signs throughout the County, Section 08-00000-00-SG, all County Board Districts, Using the County's allotment of MFT funds (\$211,264.00)

Motion by Ms. Winfrey, second by Mr. Weigel. All in favor. MOTION CARRIES.
10. Resolution Authorizing Approval of Professional Services Agreement for Design Engineering Services (Phase II) for bridge and roadway plus appurtenant work on CH 25 (Wilmington-Peotone Road) and CH 7 (Old Chicago Road) structures over Jordan Creek, Section 10-00116-09-EG, County Board District #6, Using the County's allotment of RTA funds (\$798,525.00)

- Motion by Mr. Weigel, second by Ms. Winfrey. All in favor. MOTION CARRIES.
11. Resolution Authorizing Approval of Professional Services Agreement for Design Engineering Services (Phase II) for bridge and roadway plus appurtenant work on CH 88 (Weber Road) over Canadian National Railroad, Section 10-00170-36-EG, County Board Districts #8 and 9, Using the County's allotment of RTA funds (\$268,204.34)

Motion by Ms. Goodson, second by Ms. Winfrey. All in favor. MOTION CARRIES.

Other Business

COUNTY ENGINEER DISCUSSION

STATE'S ATTORNEY DISCUSSION

MONTHLY WORK REPORTS – Attached

AUDIENCE COMMENTS

REPORTS BY COMMITTEE MEMBERS

Mr. Weigel showed a metal reflector from Briggs Street north of Cass Street. They can be hazardous; if they are hit a certain way they could fly into a vehicle's windshield. Do we consider using plastic in our specifications?

Mr. Gould answered plastic does not hold up.

Mr. Bilotta indicated the metal hold up pretty well. Occasionally you hear of a case where they have hit a vehicle; the safety they provide with seeing the lane outweighs the risk.

Mr. Gould commented those reflectors really do help, especially at night.

Mr. Weigel questioned the life expectancy of plastic versus metal; a report on television recommended plastic.

Mr. Gould replied he does not know; he is not familiar with plastic. There are areas that use plastic but not in areas with snow removal.

Mr. Weigel commented it is something to consider.

ANNOUNCEMENTS BY THE CHAIRMAN

Mr. Bilotta stated he will be meeting with the State's Attorney's Office for an update on all projects regarding the right of way issues. We are getting ready to do the bonds but we are not ready with right of way; we will get a schedule put together on where we are.

EXECUTIVE SESSION

Mr. Bilotta stated an executive session was necessary to discuss right of way acquisition.

A motion was made by Ms. Winfrey, second by Mr. Weigel, to go into executive session at 9:44 a.m. to discuss right of way acquisition. On a roll call vote, Babich, Goodson, Weigel, Winfrey and Bilotta voting yes.

MOTION CARRIES.

Mr. Bilotta announced they were now in executive session.

A motion was made by Mr. Babich, second by Ms. Winfrey, to come out of executive session at 10:00 a.m. On a roll call vote, Babich, Goodson, Weigel, Winfrey and Bilotta voting yes. MOTION CARRIES.

ADJOURNMENT

A motion was made by Mr. Babich, second by Mr. Weigel, to adjourn the meeting at 10:00 a.m. All in favor. MOTION CARRIES.