

**Illinois State Toll Highway Authority
Minutes of the
Engineering-Planning Committee Meeting**

June 24, 2010

The Illinois State Toll Highway Authority held an Engineering-Planning Committee Meeting on Thursday, June 24, 2010 at approximately 8:05 a.m. at the Central Administration Building in Downers Grove, Illinois. Chair Wolff advised that since a quorum of members was not present as the Committee began, she and Director Pradel would be joining the Engineering-Planning Committee for today. Directors on the Committee in attendance were as follows:

Director Tom Canham
Director George Pradel
Committee Chairman Jim Roof
Director Maria Saldaña
Director Carl Towns
Chair Paula Wolff

Committee Chairman Roof called the meeting to order.

Director Pradel moved to approve the Minutes of the Engineering-Planning Committee meeting held on May 27, 2010; seconded by Director Saldaña. The motion was approved unanimously.

Mr. John Benda, General Manager of Maintenance and Traffic, gave a presentation to the Board on the winter material usage and environmental responsibility. Mr. Benda advised that the Tollway strives to provide a bare pavement level of service, such that the existence of winter weather does not impact the free flow of customers, goods and services on the Tollway, which is the highest level of service. This level of service is achieved by an anti-

icing approach, which entails the timely application of control materials such as calcium chloride and abrasives and removal efforts such that ice does not form on the pavement surface.

The Tollway contracts with a professional meteorological service to get the maximum knowledge regarding storms. The Tollway speaks with the service daily to receive mid-morning alerts when a possible storm is approaching and a formal warning and a two-hour alert before the storm reaches our system. In addition, the Tollway uses the Dispatch Center and the TIMS (Traffic Incident Management System), which doubles as a Snow Operations Center during storms, to monitor the weather and traffic. The Tollway also utilizes 16 weather stations throughout the Tollway and sensors in the pavement and bridges to monitor the effect of the storm on the pavement.

The Tollway uses decentralized decision making, providing each maintenance section manager with information regarding approaching storms, permitting the manager to decide what is best for his/her section. The central coordination of the Snow Operations Center supports the field decisions, and helps to achieve consistency. The online storm reporting allows for oversight of resource management. Accurate and effective resource management is possible due to snow routes based on time to cover and the high level of mechanical removal the Tollway provides.

The Tollway uses computerized material spreader controls and air-pavement sensors on the equipments. The snow fleet is AVL (Automatic Vehicle Locator) equipped for route evaluation, and material application is tailored to the conditions.

Chair Wolff inquired if other products are being tested in lieu of salt. Mr. Benda advised that a lot of products are being tested and the Tollway has been monitoring the latest products regarding their effectiveness, availability and price. Discussion was then held regarding the possibility of recycling the abrasives that are used. Mr. Benda advised that the Tollway has checked into possible recycling possibilities, but due to the fact that the abrasives are mixed

with contaminants from the roadway they are considered contaminated. The Tollway will continue to evaluate product alternatives.

Angela LaPorte then gave a presentation regarding wetland mitigation. Ms. LaPorte advised that wetlands are commonly found in the Tollway ditches and infields. The wetlands must meet three criteria; hydrology, vegetation, and soils. Federal and state law requires mitigation of roadway impacts on wetlands at various ratios depending on the quality of the wetlands. On large roadway projects the Tollway must have large mitigation sites. On small roadway projects the Tollway may purchase mitigation bank credits. The mitigation ratio of 1.5-5.5:1 triggers the amount of mitigation and is determined by the quality of the wetlands that will be impacted. However, banked credits are not always available for purchase in impacted watersheds.

The Tollway partnered with The Nature Conservancy and the Northeastern Illinois University to do mitigation in advance at the Indian Boundaries Prairies and received 10 acres of mitigation credits. In addition, at the Spring Creek-Hadley Valley, the Tollway partnered with the Forest Preserve District of Will County. The Tollway received 40 acres of mitigation credit because of the cooperation with the Forest Preserve. In North Chicago the Tollway is working with IDOT to develop 30 acres of mitigation credits. However, at this time this area does not have a designated land management steward. The Tollway has protected 341 acres of land with mitigation sites and has spent almost \$5 million for regional site construction, maintenance and monitoring.

Paul Kovacs, Chief Engineer, then gave an update on the Professional Services Bulletin 10-1 for General Engineering Consultant and Traffic Engineer, which was issued on June 15, 2010. These services are required by the Tollway's Trust Indenture. Both of these contracts are set to expire at the end of the year. Each contract has two parts, first is Trust Indenture services and second is the technical services. The Consulting Engineers Trust Indenture services include providing a consulting Engineer's Annual Report, inspections, certificates on project costs before the sale of bonds, construction engineering reports, insurance review, renewal and replacement deposits; and

they are involved in the major improvement programs including lifecycle costs. Trust Indenture services for the Traffic Engineers include an annual Toll Revenue Report, annual Revenue Certificates, a traffic data report for the complete system, reports for bond sales, and best practices for technical support.

The technical services the Consulting Engineer provides include technical support, expert testimony, Tollway standards, specifications and manuals and plan review. Technical services provided by the Traffic Engineer are maintaining the traffic model, planning and traffic studies, traffic operations reviews and plaza analysis, lane closure guide, toll technology support and integrated transportation systems design, such as weigh-in-motion.

Director Roolf questioned if the services could be reduced or eliminated. Rocco Zucchero advised that these services are not redundant, but there are overlapping services that provide a check and balance and are important to the functioning of the system. Director Canham questioned if specific duties are spelled out in the Trust Indenture for the Consulting Engineer and the Traffic Engineer. Mr. Kovacs advised that he will check into what is required. Executive Director Kristi Lafleur advised that Engineering should come back with a report on whether there are areas where these contracts may have overlap and could be refined.

Mr. Kovacs advised that the existing contracts professional services bulletin were issued in August 2005, with a 3 year term with two one-year options to renew. The total Consulting Engineer Consultant funding is \$38.7 million over three years, and the funding for the Traffic Engineer was \$14.1 million. The new contract also is a 3 year term, with two one-year options to renew. The Tollway anticipate the Consulting Engineers contract will be for \$42.5 million and that there will be an \$18.0 million contract for the Traffic Engineer. Ms. Lafleur advised that the Consulting Engineering Consultant and the Traffic Engineer selected would be unable to work on any other Tollway projects.

Committee Chairman Roolf then called on Chief Engineer Paul Kovacs to present the Engineering agenda items.

Mr. Kovacs requested approval of the following:

Award of Contract RR-09-5589 to Plote Construction, Inc., for Intermittent Pavement Repairs on Jane Addams Memorial Tollway (I-90) Milepost 0.0 (I-190 Merge) to Milepost 62.0 (Newburg Road) in the amount of \$9,061,293.60.

Director Saldaña moved to approve said Award of Contract for the Consent Agenda; seconded by Director Towns. Committee Chairman Roolf recused himself from voting on this item. The motion was approved.

Mr. Kovacs then requested approval of the following:

Proposal from EJM Engineering, Inc. on Contract RR-09-5583 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 17.6 (95th Street) to Milepost 26.9 (BNRR) in the amount of \$3,950,000.

Proposal from Crawford, Murphy & Tilly, Inc. on Contract RR-09-5584 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 26.9 (BNRR) to Milepost 30.0 (Cermak Road Plaza – Plaza 35); and Reagan Memorial Tollway (I-88) at Milepost 138.7 (Cermak Road) in the amount of \$1,768,239.10.

Proposal from PB Americas, Inc. on Contract RR-09-5585 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 30.0 (Cermak Road Plaza 35) to Milepost 36.5 (Wolf Road) for \$3,600,000.

Proposal from Hanson Professional Services, Inc. on Contract RR-09-5586 for Roadway and Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 36.5 (Wolf Road) to Milepost 40.2 (Balmoral Avenue) for \$829,346.54.

After discussion regarding the percentage of DBE participation and the selection process, Director Saldaña moved to approve said Proposals for the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Proposal from Collins Engineers, Inc. for Supplemental Construction Management on Contract RR-09-5582 for Bridge Repairs on Jane Addams Memorial Tollway (I-90) Milepost 23.1 (Fox River), increasing the upper limit of the contract by \$40,000, from \$299,695.76 to \$339,695.76.

Director Saldaña moved to approve said Proposal for the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs then requested approval of the following:

Partial Release of Retainage on Contract I-07-5222 for F.H. Paschen, S.N. Nielsen & Assoc., LLC for Reconstruction and Widening on Northbound Tri-State Tollway (I-294) Milepost 55.5 (IL Route 22) to Milepost 59.7 (IL Route 60) by \$799,890.16, from \$931,936.16 to \$132,046.

Director Saldaña moved to approve said Partial Release of Retainage for the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs advised that item number 8 will be deferred, and then requested approval of the following:

Full Release of Retainage on Contract RR-09-5603 for Plote Construction, Inc. for Winter Hot Mix Asphalt Production and Intermittent Pavement Repairs Upon Request Systemwide in the amount of \$41,533.93.

Director Saldaña moved to approve said Full Release of Retainage for the Consent Agenda; seconded by Director Towns. Committee Chairman Roofl recused from voting on this item. The motion was approved.

Mr. Kovacs then requested approval of the following:

Full Release of Retainage on Contract I-06-5216 for F.H. Paschen, S.N. Nielsen & Associates, LLC for Widening and Reconstruction on Southbound Tri-State Tollway (I-294) Milepost 41.3 (Devon Avenue) to Milepost 42.8 (Des Plaines River) in the amount of \$143,314.40.

Full Release of Retainage on Contract RR-07-5529 for Lorig Construction Company for Bridge Rehabilitation on Tri-State Tollway (I-294) Milepost 37.1 (Bensenville Railroad Yard Bridge) to Milepost 39.5 (Soo Line Railroad) in the amount of \$150,000.

Director Saldaña moved to approve said Full Releases of Retainage for the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

Mr. Kovacs advised that items 12 and 13 will be deferred, and then requested approval of the following:

Permit TS 10-08 to the City of Des Plaines for permission to install a guardrail and new sidewalk along River Road on Tri-State Tollway (I-294) Milepost

42.0 as part of the Des Plaines River Road Reconstruction. Fee will be \$1,000.

Director Saldaña moved to approve said Permit for the Consent Agenda; seconded by Director Towns. Committee Chairman Roolf recused himself from voting on this item. The motion was approved.

Mr. Kovacs then requested approval of the following:

Conveyance of a Temporary Construction Easement to the Illinois Department of Transportation on Parcel T-9A-16.2 at Tri-State Tollway (I-294) at the Intersection of River Road (Milepost 42.0) and Touhy Avenue (Milepost 42.1) in the City of Des Plaines, Illinois for grading purposes. The easement consists of .681 acres and is for a period of five (5) years or until construction is complete, whichever comes first. The Illinois Department of Transportation will pay the Illinois Tollway \$33,000.

Director Saldaña moved to approve said Conveyance of a Temporary Construction Easement for the Consent Agenda; seconded by Director Towns. The motion was approved unanimously.

There being no further business, Committee Chairman Roolf called for a motion to adjourn. Director Saldaña moved to adjourn; seconded by Director Canham. The motion was approved unanimously.

Meeting adjourned at approximately 9:35 a.m.

Minutes taken by: _____
Dawn Sirianni