



MACON COUNTY HIGHWAY DEPARTMENT

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MINUTES

May 22, 2013

The Macon County Transportation Committee meeting was held on Wednesday, May 22, 2013 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

Kevin Meachum

Kevin Bird

Jerry Potts

Suzanna Zimmerman

Transportation Committee Members Absent:

Keith Ashby

Highway Department Support Staff Present:

Bruce Bird, County Engineer

Kathy Gerhold, Office Manager

Others Present:

Mike Baggett, Asst. States Attorney

Jay Dunn, County Board Chairman

Rick Harris, 5660 W. Washington St. Rd., Maroa, IL

Call to Order:

The meeting was called to order by Chair David Williams at 5:30 p.m.

Roll Call:

David Williams

Gary Minich

Suzanna Zimmerman

Kevin Bird

Kevin Meachum

Approval of the Minutes:

Gary Minich made a motion to approve the minutes from April 24, 2013, seconded by Kevin Meachum. Motion Carried 5-0

-Jerry Potts is now present-

Approval of the Bills:

Kevin Meachum made a motion to accept the bills as presented, seconded by Kevin Meachum. Motion Carried 6-0

Public Comments

Kenneth Rick Harris, 5660 W. Washington St. Rd., Maroa, IL

Mr. Harris stated that he went down and saw the Washington St. Project that we have going on and they said they hoped to have it open this evening. When I was talking with someone they said they were going to do the bridge on Washington that is an 8 ton bridge. I want to say it was six or seven years ago in DeWitt County they replaced a bridge they made it to where the farmers had basically oversized culverts put in the ditches. It was closed from sunset to daylight and that worked very well because at that time I farmed up by Clinton and there's probably twenty five to thirty five farmers that go up and

down that road. Where I live on Washington, you go a mile west of my house and go south on Duroc you go three miles and there's a bridge out. I go two and a half miles west of my house and there's a bridge out. This spring if you went to the Kenney Blacktop and went north a mile and back west a mile the bridge was out. If I can make it down the Blacktop to Wise Road there's a bridge out. I farm in Section 3, which is just south of Wise Road and there are others, other than myself. When the County did the Blacktop Project a couple of years ago we used the road basically just west of the school section and also Duroc. One way we went south and the other way everybody came north because when equipment is 22 ft. wide it takes the whole road. On the Kenney Blacktop there are places that you can swing off and get out of the way where you can miss each other. In the last six days I think that they said that 67% of the corn crop in the whole United States was planted. When it's this time of year and the fall is going to be the same way because it's going to be the end of September or the first of October when Harvest starts. My thing is with all these projects that are going to have to happen and with the wind farm that's going to bring a lot of money to this County, because it's basically seven miles by nine miles in this County and I know we have a tremendous amount of bridges in Austin Township, but we have big dread ditches. For the Farm Community we don't mind anywhere or anyway we have to, but it's getting to be quite a challenge. If we could just have what I call run around, or these great big culverts put in, only for agriculture, to where when you get done with the project you can take the tin whistle out of the road put it back on the semi take it down to the next project, put it back in there. With three bridges right down that same road I think if you could make it to where spring and fall we would be safe, where we could just use it to get our farm stuff across those areas it would be better thought of. Kevin Meachum asked Bruce Bird if he had a map that has all these weight limits on all these bridges up in Austin Township. Bruce replied yes. Kevin stated logistically what he is saying is it's going to be a big inconvenience in that area for them to get around. David Williams stated it's been a big inconvenience. Kevin stated he was trying to be fair. I know in my past experience they have taken two railroad cars, tanker cars, cut the ends out of them and doubled them up and put temporary bypasses around for thru traffic only, not for everyday traffic. Is that something that you might be able to look at, and do a cost analysis on? Bruce replied that he could take a look at it, I can do cost analysis on it, I can check with DeWitt County, it's an obstruction in the channel, you have to get permission from DNR, the COOR of Engineers, it's a big ordeal and it takes time. There's going to be an additional cost, and that depends on if they would or would not allow us to do it. Kevin stated he didn't know how big this creek was, is it going to require two double tankers. Bruce stated again that depends on what they want to see. The bridges are sized for the type of rain storm you're going to have, how big the drainage area is up stream, how much slope it has on it, that's the whole engineering. Could you put in something that's less than what's going to be required for that bridge, well yeah you probably could, but it depends on what kind of traffic is going to go across it. David Williams stated I think that Rick is asking for agricultural traffic only. Bruce explained that it's the same thing. If you place an obstruction in water of the United States you have to get permission from the COOR of Engineers and DNR to do it. Rick Harris asked if two of those are private drainage district ditches. I think that the only one that is a creek is Lake Fork. Bruce explained that it doesn't matter they are all classified as waters of the United States. The Federal EPA is even trying to get roadside ditches qualified as waters of the United States. Kevin asked if it's going to cost the tax papers of Macon County too much we may have to unfortunately say this, progress has some pain. He asked Bruce to look into it and that's the best we can do. David Williams also asked Bruce to take a look at it and bring back a cost analysis of what we would be talking about as far as for bidding. Bruce agreed and also informed Rick that the particular bridge you're concerned about out on Kenney Road, IDOT hasn't awarded the contract on it yet. When they award the contract it usually takes about a month for the Contractor to get started. I would think that we're going to miss most of if not all of planting season. At least as far as when Harvest rolls around

the working days we have on there, we should be done by Harvest. Bridges that are on main routes I always try to get them let from a schedule standpoint that isn't going to impact Harvest. Rick stated CH 54 has been closed for over a year. Bruce agreed, but we have to get the money available so we can actually do that. Bruce stated he can't build a bridge if he doesn't have the money to build it. David Williams stated let's take a look at his request and we can have some facts and figures at our next Transportation Committee on June 26th. Jay Dunn asked for Dave and Bruce to talk about this a little more. Maybe there is some savings we can come up with on a whistle that we can put in one spot and move it to another. That is just an idea, what I would like for you to do is also talk to Linda Little and the Legislative Committee. If we have got a problem with some of the stuff with these agencies, this is not something that is just affecting Macon County; it is affecting a lot of Counties. It sounds like we have got several agencies involved, it will take some coordination but if we can get you, Bruce and Linda working with it with the Legislators we can come up with something. Rick stated I would appreciate that very much and thank you for your time. Bruce stated I will do my best to get everything collected by then. Rick stated thank you very much, we all appreciate the roads and the Kenney Blacktop being redone, it was a menace. Jerry Potts asked Bruce what is the reason that you cannot just put culverts in instead of bridges, is it weight limits. Bruce replied if you are going to replace a structure you have to meet either 100 or 200 year flood storm, based on the traffic. Those elevations are calculated so you have to have an opening that is big enough to handle the proposed storm that is going to come down there. In this particular location it is a very large drainage ditch you have to put a bridge in there for the opening. If you put a culvert in there, on a drainage ditch you have a pretty narrow defined channel when it comes in there. It does not have a flood plain associated with it. You have to match that opening with what comes in there. If you have a larger bridge that has a flood plain over it, you can probably get away with putting in a culvert because you have more room. You have to get a particular sized opening that is the very first thing that the designers work on. They get that opening to get the elevation up and after that it sets the elevations for the approaches, the elevation of the bridge and then they can work on the details of the bridge itself. The big thing is they have to do a full blown drainage study of everything upstream. Jay Dunn added Dave you might also, if you come up with some kind of plan or ideas get back with this gentleman. I am sure he belongs to some agricultural agencies or membership groups. He probably has not seen our PowerPoint that Bruce put on a while back but we are losing a lot of funding from the State for this type of work. Maybe we can talk to the legislators and help them understand that if they don't do something about this funding for transportation we are going to have a problem.

No Old Business

New Business:

H-1849-6-13

Resolution appropriating funds for engineering expenses on the Phase I engineering for the CH 41 Wyckles Road White topping Project South.

Motion made by Kevin Bird, seconded by Suzanna Zimmerman. Bruce stated this is for the remaining expenses on Phase I that URS has already completed for us. Kevin Bird asked what the balance on that project was. Bruce replied last time I looked it was about \$7,800 but they thought that there may be some additional expenses that came in from some requests that IDOT wanted to be changed. Ball park it would be about \$2,000 so that is why it is \$10,000 to cover that. Motion Carried 6-0.

H-1850-6-13

Resolution appropriating funds for engineering expenses on the Phase II engineering for the CH 41 Wyckles Road White topping Project South.

Motion made by Suzanna Zimmerman, seconded by Kevin Bird. Bruce explained just like the last one this is Phase II. Phase I the preliminary design was approved by IDOT and the Feds so Phase II involves putting together final construction plans. Most importantly, for us at this time, it is for us to get the right-of-way documents that we need. The next resolution is covering the negotiation for the purchase of that right-of-way. There are 29 parcels we have left to get out there and time is of the essence. It is set to be in the FY 14 program for IDOT, the clock starts ticking July 1st and it ends June 30th. We have to have the right-of-way certified by the end of March next year. That is a pretty quick time period for 29 parcels. Again to get the thing constructed, for me timing is the biggest portion of this. Kevin Meachum asked have they already started survey work on Phase II. Bruce replied the survey work is basically done what we are talking about is finishing up all the work in the office. The biggest reason you have to hold off and do Phase II is if the State or the Feds require you to do something that required wider ditches you do not know what the right-of-way is going to be until you get the Phase I study done and approved. The basic engineering, the final engineering, getting the plans together and ready and set to go, that is what this work involves. Kevin Meachum asked so yes or no have they started on Phase II? Bruce replied no. Kevin Meachum asked why is it that if this resolution would fail why would it delay you and why would there be addition expenses if we went with another firm. Bruce explained there may or may not be additional expenses the biggest thing is the delay. You are talking at the earliest getting the other firm and a proposal in would be a month from now. If they get that they do have to transfer the data and the information over. They may or may not have the same surveying data. The final package that goes into IDOT is required to be in a micro station format. There is a difference in different surveying equipment out there. They can transfer items over but depending on what they have, if they are compatible or not compatible, that can take a little more time. Kevin Meachum stated if we are only talking a delay of a month minimum. Bruce stated we have already delayed it one month. So you are talking a minimum two month delay and maybe longer. Kevin Meachum stated when it comes to professional services and this Board is presented with numerous problems from other Agencies it ought to be a wakeup call for the people we are getting ready to hire to do work. Professional service needs to be accurate and most efficient. With my knowledge of some of the problems that have occurred with another Government Agency I feel like there services are sub-standard to what we would require. I fell that we ought to look very strongly at another firm to do these six miles of road. Kevin Bird asked if we have had any other problems with them and what they have done for us up to this point. Bruce replied, no. Kevin Meachum stated if they do design this and this would pass tonight I would like to know if they make any mistakes whatsoever on this six mile stretch of road. Bruce replied sure no problem. Kevin Meacham stated any.... I do not care if it is a \$3,000 mistake or a \$100,000 dollar mistake. Bruce stated I will make a note of that.

Roll Call Vote: David Williams I, Kevin Bird I, Gary Minich I, Jerry Potts No, Kevin Meachum No, Suzanna Zimmerman I. Motion Carried 4-2.

H-1851-6-13

Resolution appropriating funds for Right of Way acquisition expenses for the CH 41 Wyckles Road White topping Project South.

Motion made by Kevin Meachum, seconded by Jerry Potts. Bruce stated these are the folks that come in and do the negotiations and produce all the federally required documentation for purchasing right-of-way. They did the section on the north end when we purchased six parcels up there. They did a really nice job. Motion Carried 6-0

H-1852-6-13

Resolution appropriating funds for Underwater Bridge Inspection Expenses for Various Bridges.

Motion made by Jerry Potts, seconded by Gary Minich. Bruce explained that we have always had to do underwater inspections but this is the first time the Feds are requiring that the diver himself be a Certified Bridge Inspector. From the official list that came from the Feds we had to go six or seven deep into the list before we found somebody that was certified. The rest were either out of business or they did not have somebody who had been certified. Motion Carried 6-0.

H-1853-6-13

Resolution appropriating funds for 2013 Annual Drainage Project.

Motion made by Kevin Meachum, seconded by Jerry Potts. Bruce stated I opened the bids yesterday on this and the following project. This involves several locations that we are putting liners in existing culverts that are deep fills. Motion Carried 6-0.

H-1854-6-13

Resolution appropriating funds for the Ocean Trail Road Bridge Replacement Project.

Motion made by Kevin Bird, seconded by Suzanna Zimmerman. Bruce stated this is a bridge in Long Creek Township on Ocean Trail Road. A.J. Walker out of Mattoon was about \$70,000 under the Engineers Estimate. We have been getting very low prices on bridges this year because there is no work out there. Motion Carried 6-0.

H-1855-6-13

Resolution requesting the reclassification of portions of U.S. Route 51 through Macon County.

Motion made by Kevin Meachum, seconded by Suzanna Zimmerman. Bruce stated this is a request by IDOT it was ran through DUATS they wanted to have a resolution from a governing body that would cover these areas. It is the two areas of 51 in the County that are out in the country. Basically from the north side of Forsyth up to the county line and from Elwin Rd. down to the county line. The rest of 51 north and south has the same classification. Even the classification through Forsyth and the interstate portion around town has the same classification, except these two portions are in a classification that is a step lower and they want that classified up so that the whole stretch of 51 in the State has the same classification. David Williams asked what that means as far as changes. Bruce stated it just means they put it in a different category in there data bank. Motion Carried 6-0.

County Engineer's Report:

- Bruce stated we have started back up on all of our main construction projects. They were placing pavement out there on Country Club today. They are progressing nicely with that project. It looks like they are on schedule to get the roadway portion done by the end of July. We caused a little bit of consternation because we finally closed off access off of 36 to everything south of there.
- The bridge on Washington Street Rd. in Austin Township should be open tomorrow. The Road Commissioner putting the railing on is saving the Contractor a little money.
- The bridge on CH 21 probably won't start until the middle of June at the earliest.
- Our maintenance crews started mowing last week they have been making good progress even with the rain.

No Miscellaneous Business:

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No Closed Session

Adjourn:

Jerry Potts made a motion to adjourn, seconded by Suzanna Zimmerman. Motion Carried 6-0

Meeting adjourned at 6:08 p.m.

The next Transportation Meeting held at the Macon County Office Building will be Wednesday, June 26, 2013 at 5:30 p.m.

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