

# MACON COUNTY HIGHWAY DEPARTMENT

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## MINUTES March 23, 2022

The Macon County Highway Department Transportation meeting was held on Wednesday, March 23, 2022 at 5:30 pm at the Macon County Highway Department Building, 2405 N. Woodford St., Decatur, IL 62526.

### Members Present:

Ryan Kreke (Chair)	Pat Dawson	Phil Hogan
Marcy Rood	Karl Coleman	

### Members Absent:

Jim Gresham	Jake Horve
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### Support Staff Present:

Bruce Bird, County Engineer	Amanda Askew, Office Assistant
Stuart Jacobs, Road Supervisor	

### Others Present:

Kevin Greenfield, County Board Chairman

The meeting was called to order by Chair Ryan Kreke at the Macon County Highway Department.

### Approval of the Minutes:

The minutes from the November 17, 2021 meeting were presented for approval. Phil Hogan made a motion to accept the minutes, Karl Coleman seconded.  
Motion passed with a unanimous vote 5-0

### Approval of the Bills:

Motion was made by Phil Hogan to approve the bills, seconded by Karl Coleman.  
Motion passed with a unanimous vote 5-0

### No Citizen Remarks – Public Comment:

### No Old Business:

### New Business:

*Macon County Board Resolution approving additional construction expenses for the 2021 CH 32 Resurfacing Project.*

Bruce stated this was the portion that we did from Macon out to CH 49 for last year. It was a little bit higher. The final expenses came in \$21,000 higher than what the original appropriated amount was. We are asking for this to cover that expense. Pat Dawson Asked what is CH 32. Bruce replied it is Andrews Street that runs east between Macon and Dalton City.  
Phil Hogan made a motion to approve, seconded by Marcy Rood.  
Motion passed with a unanimous vote for acceptance. 5-0

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*Macon County Board Resolution approving construction expenses for the 2022 CH 32 Resurfacing Project.*

Bruce stated this is where we left off at the intersection of CH 49. It is a 10-mile stretch of road. We did 5 miles on the west end last year and we are doing 5 miles on the east end this year. When we get done this year the whole thing will be done from Macon all the way to Dalton City. The big advantage of how we did the resurfacing is when we get done, we will be able to take the winter weight limit off. Ryan Kreke asked how much more is these 5 miles this year than last? Bruce replied we increased the prices by 20% just to be safe. The biggest part is asphalt. We had our bid already and it came in at \$110.00 a ton. Last year was around \$102 a ton. I think we will be fine.

Phil Hogan made a motion to approve, seconded by Karl Coleman.

Motion passed with a unanimous vote for acceptance. 5-0

*Macon County Board Resolution approving construction expenses for the 2022 County Cape Seal Project.*

Bruce explained this is the project that we partner with the City and several Townships and small municipalities. This is the process that we put down a layer of chip seal and come in and put on a micro surfacing on top of it. It looks like it is a paved section of roadway. It is actually about ½ inch thick. You put it on top of an asphalt surface and extend the life of that asphalt pavement for a fraction of the cost. Our portion of the work is \$310,000 this City is the lead this year. I think between all entities it is about a 1.8 million project that we are going to do. It enables us to get a cheaper price per square yard.

Marcy Rood made a motion to approve, seconded by Phil Hogan.

Motion passed with a unanimous vote for acceptance. 5-0

*Macon County Board Resolution approving construction expenses for the 2022 Camp Warren Road Resurfacing Project.*

Bruce explained this is actually a township road. If you remember we had an agreement with Mt. Zion Township because they were the one township that exceeded the limit that they had to use their bonded MFT money on a construction project. They could not use it on chip seal like all the other townships. So we swapped with them. Their money for ours. Their share is on that CH 32 resurfacing project that we just approved. We will be using their MFT money on that project. This is the last of the money that we are doing for them. It is a resurfacing project on Camp Warren Road. The low bid was from Dunn Company at \$221,894.12. I am asking to appropriate \$225,000 to cover everything just in case. Pat Dawson asked we used their money on 2021 or 2022. Bruce replied we are using their money on the resurfacing project for this year, 2022.

Karl Coleman made a motion to approve, seconded by Marcy Rood.

Motion passed with a unanimous vote for acceptance 5-0

*Macon County Board Resolution approving construction expenses for the 2022 CH 21 Reconstruction Project.*

Bruce explained this is going to be on CH 21 starting north of Harristown. If you have been up there, there is a section where you have to jog about a ¼ mile to the west and then jog back up again. From that section just north of Harristown all the way up to IL 121 west of Warrensburg. The middle section with the jog in it is only 18' wide. It is the last stretch of old unimproved County Highway that only has 9' lanes. We are using the cold-in-place recycling process on this section. We are using that and

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widening the road at the same time and then resurfacing it. When we get done with it from Old 36 in Harristown all the way up to 121 it is going to be consistent cross section through there. The section south through Harristown we resurfaced a couple of years ago. This is another one, when we get done with it, we will be able to take the winter weight limit off the roadway. The majority of money we are using is Federal Funds. The \$500,000 is our 20% match. We have this set to go this year.

Phil Hogan made a motion to approve, seconded by Karl Coleman.

Motion passed with a unanimous vote for acceptance 5-0

*Macon County Board Resolution approving additional design expenses for the Reas Bridge Road Reconstruction Project.*

Bruce explained this is basically a compilation of several items that came up. The biggest portion of it was to put together our snake application for DNR. It also includes some on-site construction, like whenever they order up their structural steel it has be reviewed and approved by a licensed structural engineer. Including the existing design expenses and the anticipated on-site questions and plan set reviews whenever we get to construction. Pat Dawson stated I have some people who have question regarding the Reas Bridge project. How far in are you going to in on either side of the bridge. Let me clarify by saying why I am asking. I do not know if you previously had a discussion about the eagles in the trees. Bruce replied that tree is beyond the right of way that we have purchased. They will have a front row seat to construction. Pat Dawson replied so the eagles will not be touched. Bruce replied yes, and even it was in there they have to work around them while they are nesting. So, if they had to take the tree down, they can take the tree but they have to wait until they are done nesting. That is what I have been told. This is based upon what people have done in the past. I did go out there and measure, it is not within the right-of-way that we purchased. So that tree will be not be touched.

Karl Coleman made a motion to approve, seconded by Phil Hogan.

Motion passed with a vote for acceptance 4-1. (Pat Dawson Voted Present)

*Macon County Board Resolution approving funds to purchases Right of Way Parcels 001 & 001 TE for the CH 24 Reas Bridge Road Reconstruction Project.*

Bruce explained this was the house that was on the very far east end of the project on the north side that was in foreclosure. We could not have access to it. We completed the design as if we were not going to have this parcel. It was going to be relatively easy to change if we had gotten it. The title of the property recently got cleared and I was able to track down somebody who could sign as the owner. Now we are complete with all of the right-of-way out there.

Karl Coleman made a motion to approve, seconded by Marcy Rood.

Motion passed with a unanimous vote for acceptance 5-0

*Macon County Board Resolution approving the 2022 Culvert Bid.*

Bruce explained the next three resolution are all our annual bids. There is an amount on each one of these. We use the amount to award the bid, but it establishes unit prices for different sizes of pipe culvert, signs, and sign blanks. The total amounts on there are hardly ever spent. The first of those is our 2022 Culverts, Metal Culverts was our low and only bidder. They have been our supplier for years. Pat Dawson asked how do we do the bidding. Bruce replied we advertise in the paper and send out bids to people. There are certain suppliers we know that are on the list. Pat asked just the newspaper. Bruce replied yes. Pat Dawson asked how do you know if there is a new supplier. Bruce answered sometimes

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they call. There are ones around that we know are interested will bid on it. Pat replied, I understand that but how does a person get on your list. Bruce replied a lot times they just call. Sometimes we end up with, for example, the MFT oil letting we had a bid from Flint Hills resources which an enormous oil supplier. Their closest supply place is in the Quad Cities and LaSalle. They picked ours up off of the advertisement. They intended to bid on it, but FedEx did not get their bid here on time. Pat Dawson stated I just want to make sure we are doing our due diligence and allowing everybody the opportunity. Bruce agreed.

Phil Hogan made a motion to approve, seconded by Karl Coleman.  
Motion passed with a unanimous vote for acceptance 5-0

*Macon County Board Resolution approving the 2022 Signs Bid.*

Bruce stated these are the signs like stop, yield, etc. I should mention when we establish these prices, we use this, but the townships and small municipalities they use it as well.

Phil Hogan made a motion to approve, seconded by Marcy Rood.  
Motion passed with a unanimous vote for acceptance 5-0

*Macon County Board Resolution approving the 2022 Sign Blank Bid.*

Bruce stated this is the sign blanks we use our own sign machine to make signs.

Marcy Rood made a motion to approve, seconded by Phil Hogan.  
Motion passed with a unanimous vote for acceptance 5-0

**County Engineers Report:**

Bruce stated we have one project that held over from last year a box culvert on School Rd. in Austin Township. The contractor started that at the beginning of the month and they have the box set and backfilled. Even with the weather we have had they have been able to get out there and get the work done. They will probably be able to get it opened up before planting starts.

We had the Camp Warren Road resurfacing letting, we have one advertised which is the CH 32 resurfacing project. We have several other smaller projects. On the State letting we have a bridge on Ch 38 north of Argenta. The final plans will be on the June letting. There is another project in Austin Township on a bridge that is currently closed. We will be replacing that with a box culvert. That will be a local let.

We did have our Reas Bridge Road Project on the State letting March 11<sup>th</sup>. Those of you that didn't know the low bid came in at 8 million dollars higher than the estimate. Which is about 40% higher. We are taking a look at some options on what we can do. We did manage to get a 3.5-million-dollar earmark. That helps us get a little bit closer to that, but we will have to find some other sources. There will be a second-round earmarks and I am working on an application for that right now. There was a NOFO that came out today, which included the INFRA Grant, but it also included a grant for rural projects. We probably fit in the rural project category for that one. That is another possibility right there. There are things we can look at. Plus, when you have a letting when the price of a barrel of oil is \$155 a barrel. If we wait until the fall and try to let it the prices would probably be different. Ryan Kreke asked if we go to letting this fall then we are still going to start until after the first of the year. Bruce replied yes, the advantage to starting in the fall with the tree removal starting October 1-March 31 is the window for tree removal. We have also been told that there is a leave time of 13 months on structural steel. There is going to be a lot of clearing that will be done before they even bring in a crew

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to start pouring concrete for abutments and piers. If they have 13 months before the steel comes in that preliminary work will take a lot less time. Ryan stated 13 months for steel and we let it this fall we are two years away the work happening. How long before that bridge needs shut down. Can it last that long. Bruce replied we inspect it on a regular basis. There are certain things we are looking at. There is a part with deck that can be repaired with a steel plate. That is something our guys can do. One of the piers has a bad section. That would require somebody with a barge and form work. If we needed that type of repair done while the contractor is on site, it would be easy because they have everything to do it. There are still certain things we can do if we have to. Ryan asked but we are not there yet. Bruce answered no. We look and see if there are certain parts of the super structure that is crushing or falling. We will take elevation shots of the deck in certain spots; they have all been very stable for the last two years. That is a good sign. Ryan Kreke asked if we did have to make those repairs are those like a \$50,000 fix or is it half a million dollars. Bruce replied I would be shocked if it would be over \$50,000. Ryan replied I wouldn't want to throw half a million dollars at something and then tear it down.

Stuart Jacobs stated we had a busy winter. We have been sweeping some bridges and patching holes. We will start sealing cracks next week if the weather allows. We have a lot of culverts to put in on the CH 21 project. We have a lot to do if the weather straightens up. Marcy Rood asked if there was a lot of overtime. Stuart stated yes around 70 hours since December 1. That is about average. Bruce stated if they are over 100 hours that is a high year.

Bruce stated on our equipment schedule for replacement for this year we had set up a truck replacement. Because of all the different delays they would not be able to get a truck to us, if we ordered it now until the next fiscal year. Stuart and I are going to program the funds for the truck from the 2023 budget when it comes up. We are looking at replacing our old steel drum roller that does not have the basic rollover protection safety feature on it. We have been looking at some used rollers from a couple different suppliers. There is CAT roller and a used HAMM roller. The HAMM is actually the cheaper. Stuart replied the HAMM is almost \$67,000 and the CAT is a little heavier it \$74,000. Bruce stated they are both used we cannot bid them out. We will bring back a selection for that. We have two backhoes right now we are looking at replacing the oldest backhoe with a small trac excavator. It can do a lot of the same things that the backhoe would do. The replacement would be a lot cheaper. Those are the two pieces of equipment that we are looking at replacing this year. Pat Dawson asked are you going to be able to get the last piece you are talking about? Is it available? Bruce replied yes. Stuart stated if we order it soon, we may get it in September.

Marcy Rood stated I have been working with Anne Schneider on EV readiness grants for the City and County. She has been working with Scott the City Manager. It is a planning grant. We are looking at zoning, permitting, and community outreach. She has done these before but I just helped her fill in some blanks. Pat Dawson asked do we have charging station in Decatur. Marcy replied no, that is part of the problem. Bruce replied there are two or three. The Hampton by the east Walmart. Ryan stated they have to put them when they build new hotels now. Marcy stated they are not public. Pat Dawson said I meant public charging stations. Bruce stated there are no Tesla chargers here. Marcy Rood stated I think Loves is interested, hopefully that comes through at some point. It is really to get the community ready for the money that is going to come from the State. 149 million dollars. Pat Dawson asked is it a costly venture. Marcy replied it depends which kind, but these will be about a half a million dollars

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each. Ryan Kreke asked how long do they last. Marcy stated there will be some maintenance, but that does not seem to be an issue. Pat Dawson asked what do these do that are different than the ones at home. Marcy replied they are much faster charging. Ryan stated so the half million-dollar ones are the ones that charge in an hour or whatever. Marcy replied yes, less than that, 20 - 30 minutes, depending on the battery size of the vehicle. Ryan Kreke stated will they have to have someone certified, that seems like that will be putting a lot of juice there.

**Miscellaneous Business:** None

Karl Coleman made a motion to adjourn the meeting at 6:01 pm, seconded by Phil Hogan.  
Motion passed with a unanimous vote for acceptance. 5-0