



MACON COUNTY HIGHWAY DEPARTMENT

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MINUTES

February 22, 2012

The Macon County Transportation Committee meeting was held on Wednesday, February 22, 2012 at 5:30 p.m. located at the Macon County Office Building, 141 S. Main St., Decatur, IL.

TRANSPORTATION COMMITTEE MEMBERS PRESENT

David Williams

Mark Wicklund

Jay Dunn

Gary Minich

Patty Cox

Susanna Zimmerman

Bryan Smith

Don Westerman

TRANSPORTATION COMMITTEE MEMBERS ABSENT

Kevin Meachum

HIGHWAY DEPARTMENT SUPPORT STAFF PRESENT

Bruce Bird, County Engineer

Amanda Askew, Office Assistant

Mark Funk, Road Supervisor

OTHERS PRESENT

Anthony Cherry, Alpha & Omega Transit Network, Inc.

Kyle Lane, Alpha & Omega Transit Network, Inc.

Charles Doty, Alpha & Omega Transit Network, Inc.

Lori Brown

Teri Moore

Laura Dick, Show Bus

Andrea Shaffer, DMCOG

Matt Foster, BGM Engineering

Paul Rosenberger

Paul McChaney, Decatur Public Transit

Emily Dobson

Eileen Sierra, HSTP Regional Coordinator

Theresa Churchill, Herald & Review

SW?????, Walker Limousine Service

Terrill Grisby, Walker Limousine Service

CALL TO ORDER

This meeting was called to order by Chair Bryan Smith at 5:30 p.m.

ROLL CALL

Mark Wicklund

Susanna Zimmerman

Bryan Smith

Gary Minich

Jay Dunn

Don Westerman

APPROVAL OF THE MINUTES

Mark Wicklund made a motion to approve the minutes from January 25, 2012, seconded by Gary Minich. Motion Carried 6-0

David Williams is now present.

APPROVAL OF THE BILLS

David Williams made a motion to approve the bills as presented, seconded by Gary Minich. Motion Carried 7-0

NO PUBLIC COMMENTS

NO OLD BUSINESS

NEW BUSINESS

Resolution H-1796-3-12 authorizing the Macon County Engineer to negotiate an agreement with Show Bus for providing a Public Transportation System under section 5311 of the Federal Transit Act of 1991:

Bruce stated I sent you two separate emails today. Both were submitted to me from Eileen Sierra with the Champaign County Regional Plan Commission. One is a flow chart about how the County is the grantee and how the system or systems would be arranged. There is a difference between Urban Funds and Rural Funds, 5311 are Rural Funds and 5310 are the Urban Funds that is why there are two resolutions on this topic. You cannot mix the two monies; you cannot even use money that purchased a bus of one fund to pick up a passenger that gets paid for out of the other fund. The second sheet is for 5311 these are the compliance areas that the Feds expect with some of the summaries, to give everybody an idea what is expected of us from a bookkeeping standpoint. From the last meeting with the Transit group, we had asked for voluntary proposals for both the rural transit area (5311) and the gray area (5307). Between the two of them we received one voluntary proposal from Show Bus in Mclean County. It was recommended by the Transit Group that we bring before the board a proposal for me to put together an agreement with Show Bus to provide the Rural Transit; this is based upon their voluntary proposal. Then, go out for proposals on the urban area (5307) or gray area because we did not receive a voluntary proposal for that agreement. Both of these resolutions are just giving me permission to put together an agreement with Show Bus and a request for proposals to go out for the gray areas. Anything that is final as far as providing a transit system in either one of those areas will have to have an Intergovernmental Agreement to be brought before the Committee and the full Board. We also would have to set up an Oversight Committee that would sit over and determine the type of service that everybody wants out of the Rural Transit. With the request for proposals we would have to bring those back and discuss and determine at that time which proposal we would go forward with and there would be another agreement with that. Mark Wicklund asked about the committee to oversee the operations outside of Show Bus and whoever the County grantee is, is that correct. Bruce replied yes, the committee would be between the County and the provider. The committee's intent is to set the type of service we are looking for and to evaluate that service. If we get a high demand the committee will try to increase some part of the service or tweak it as they go along. That is the intent of the Oversight Committee. Mark Wicklund asked who you would recommend set up the Oversight Committee would that be Chairman Smith or Chairman Dunn or how would you like to go about that. Bruce stated there are several examples from within the Show Bus area, also some of the other services around here that I intend to look at and bring a choice before the Board Chairman. That could be changed depending on

how this group feels. Mark Wicklund stated my preference would be either Chair Smith or Chair Dunn to set that committee. Bruce stated I could take it to both of them. Bryan Smith asked if anyone from the audience would like to address this one, no one moved up.

Motion made by David Williams, seconded by Jay Dunn. Motion Carried 7-0.

Resolution H-1797-3-12 authorizing the Macon County Engineer to craft and advertise a request for proposal for providing a Public Transportation System under section 5307 of the Federal Transit Act of 1991, for the Urban areas currently not served in Macon County:

Bruce stated Emily Dobson did receive a letter dated February 13, 2012 from Walker Limousine Shuttle Service that expressed an interest. Unfortunately it was after we closed our request for voluntary proposals. As far as moving forward with RFP we will make sure that they get a copy of that. We will advertise that for anybody that would want to put a proposal together for it. As far as putting together a RFP there are examples from other operators of doing exactly that. I plan on taking the best parts a pieces of all of them and putting them together. I will have them reviewed by Bryan Smith and Mr. Dunn as well as the Auditor. Gary Minich stated that mixing Rural Funds and Urban Funds cannot be done but what are the urban areas that we are talking about that are not being served. Bruce replied the Feds define an urban area around 50,000 in population and they will define a boundary. The Federal Transit Agency has a different boundary. The service area we are talking about is the urban area which is larger than the City limits of the City of Decatur. The Urban area transit provider is Decatur Public Transit and for the most part with a few exceptions they only serve areas within the City of Decatur. Between the rural area and the service area that the Public Transit doesn't serve there is an area that is not served. Those are the areas that we are talking about. Gary Minich stated I cannot really picture that. Bruce replied you are talking all of Mt. Zion, most of Harristown, and the Forsyth area are the biggest areas. Gary Minich asked so they are not included in the rural part of it, that goes out into the inner lands. Bruce stated yes. Mark Wicklund stated part of that area also covers Oreana. There is a method in there where they cover a rural area and they have a drive by that is on their route to or from a location that they will pick them up, on that circumstance. Bryan Smith asked if anyone from audience would like to address this resolution. No one spoke up. Mark Wicklund stated I approve with this, send it out for RFPs with the understanding that this tentatively will not go into effect until later down the road after the rural part is up and running. This is so we have some sort of numbers to go by and how much need there is. There has to be some stipulations put into the RFP, if I am not mistaken. Bruce agreed. Mark Wicklund stated I would like to see what the outcome is from the rural part before we actually sign off on an urban area or the grey area that they are calling it. I would like to see some sort of study on that which would fall underneath the advisory committee. Bruce stated I can put that in there; either that or we can put out an RFP and have a closing date that is later. I can do it either way what is the committee's pleasure. Jay Dunn stated I would like to have more explanation from Mark as to the timeline of waiting. If we go into the grey area I do not think there is going to be a cost occurred by the county. Bruce replied no, we have the Intergovernmental Agreement with the City of Decatur, the funds for the grey area flow through The City of Decatur. Jay stated I am just wandering if there might be as much need in the grey area as the rural area or even more. Mark Wicklund asked what the timeline on getting the rural area is. What, three or four months. Bruce replied that depends on which type of Intergovernmental Agreement you want. There are two that Show Bus has. One with five counties and then there is one with one county off by itself. The one with the five counties would be quickest and easiest one to get passed, but you still have to get it all passed through the County Boards. Mark Wicklund asked so you are looking at a good three months down the road. Bruce replied I would say a minimum of three months. Mark Wicklund stated I have no problem with sending the RFP out, we can set a date probably five months. Bruce stated I can put together an RFP and we can review the

proposals that we get back and then based upon what we get out of those proposals the committee at that time can say we are going to wait six months to get more feedback from the 5311 areas. It would give you the option to do whatever you wanted to do at that time. Mark Wicklund stated I am fine with that. Motion made by David Williams, seconded by Gary Minich. Motion carried 7-0.

Patty Cox is now present at 5:47pm.

Resolution H-1798-3-12 appropriating funds for the South East Beltway study agreement for additional noise analysis:

Bruce stated last November the Feds changed the way that they require their noise analysis for any kind of a location study. 80% of the cost is still being covered by Federal funds. David Williams asked we are several years if not decades away from this, correct. Bruce replied there will be pieces that will be starting within the next five years. If you are looking at the entire alignment being completed, yes it will probably be several decades, unless funding changes. David Williams asked but this has to be done before we can construct any of it. Bruce replied yes. Jay Dunn asked we are going to spend two million dollars plus. Bruce replied the additional noise amount is \$40,190.00. Jay asked just our share. Bruce replied that is the total amount. Our share is 20% of that about \$8,000. Motion made by Jay Dunn, seconded by Patty Cox. Motion carried 8-0.

Resolution H- to appropriate funds for a reconstruction project on CH 20 in Forsyth for engineering and design costs:

Bruce stated this is the ongoing engineering and design studies of CH 20 were it passes through Forsyth. As part of the design work there were several additional things that had to be presented IDOT. As part of them looking at it they required several additional things on top of the design that were not anticipated when we negotiated the initial contract. We had to take a look at a proper location of a crosswalk at CH 20 and US 51. We had to have a second public involvement meeting and there was also an environmental report that they wanted done. We incurred extra expenses that were outside the scope of the original project. This is intended to cover the cost of that additional work. It was also presented to the Village of Forsyth this is a project that is split 50/50 with us and the Village. The Village has already passed a resolution to cover their half of the expense. The total actual cost to the County will be \$14,309.74. Don Westerman stated I am appalled that this is going ahead full forces. Reality is not setting in to what this project amounts to. We have heard first of a six or eight million dollars, the last I heard from Mr. Bird was eleven million, there are additional monies being spent now and we all know about cost overrun. This money is not ours it is the Federal Government, State Government, Local Government, and Village but those people are us. I cannot imagine why common sense does not take hold here. We could spend that money someplace where we need it like CH 18 or some other County road that is not as perfect as County Highway 20 is now. CH 20 has a good top on it and nice wide shoulders. Common sense would say, why are we tearing this up. We may be tearing that road up to alleviate the drainage on three or four houses, I am sorry for those people that have a flood every ten years. That was the Villages responsibility or the Zoning or the developer or contractor or the realtor, but it is not reasonable to spend ten or fifteen million dollars for that project. To ruin a beautiful farm that has been there forever. To be taking 40-80 acres, we feed four people per acre. We are talking about someone down the line is going to be not able to eat if we take that amount of land out of production. It won't be us and it will not be our kids, but it will be somebody at the bottom of the pole in Africa or someplace that will not eat because of taking prime land out of production for no good reason. So I ask you tonight to use some common sense. I was hoping that the engineering would come back for a lesser project or not to ruin all that prime farm land. I see that is going full steam ahead so I

have no alternative but to speak out on behalf of the people of my district. Who have rejected the opportunity to profit on that farm for years by selling it to a filling station or a subdivision. They have kept that in the family and it is going to ruin a wonderful farm and their legacy is going to be shot. I know it is going to go onto the County Board I know that this is not the ten to fifteen million dollars tonight we are talking about, but it is another nail in the coffin. Somewhere along the line we have to take a stand. I ask for your support tonight for that reason. Mark Wicklund stated I agree with Mr. Westerman on taking the farmland out of Macon County is unacceptable to correct the issue for just a couple home owners. When it was an engineer or whoever's fault it was. If you traveled CH 18 I can honestly say the money would be better spent there. Byran Smith stated I do not know how many of the other committee members have taken Mr. Westerman up on his offers to give you a tour, I did a month or so ago and I appreciated that very much. He did fill me in on a lot of things that I was totally unaware of. I would urge you to do that. Jay Dunn asked what the ramification is if we do not approve this resolution. This is just one small part of it, I would like to know where we are in this process of moving this project ahead and can it even be stopped. Bruce replied I think you could probably debate who is actually at fault for the drainage problem up there, because they were not there before. How you approach that problem, you could blast through a subdivision with a drainage project. In order to get that water through there you are going to affect more than those three or four houses that have perpetual wet basements. I would mention that one house in particular; yeah they have a wet basement it is like three or four feet of wet basement problem. It is not a couple of inches. Part of the engineering study was to take a look at solutions to that problem and the cheapest solution. It is a unique drainage situation because there is a large amount of sheet drainage from the North that all comes up against County Highway 20. Don is very familiar with that because he farms in that area. The drainage area for this basin drains all the way up and covers the South half of the Village of Maroa. There is a lot of water that gets down there. Part of the problem was you could not physically put in a single pipe big enough to carry all the water. The next step down is you have to provide a spot for the water to sit and eventually drain through the size of pipe that is feasible to put in there. That is the choice that we made. The impact of the farm ground that Don is talking about is these detention basins that you are going to put out there. **They will not be in farm ground but they won't be in houses either.** You are going to have a drainage system that is established along CH 20 that will be a backbone for any anything that happens in the future, whether it is farming or development. Part of the process of putting in the storm sewer was going to involve tearing up the road to put it in. You can either put it back in parts and pieces or put it back in as a new pavement. Going forward we have to come up with an Intergovernmental Agreement with the Village of Forsyth on how to split those costs for that project. It has always been my intent that any of the drainage expenses that would be involved with solving the drainage problem and getting the water out of those homes, without having to go through that neighborhood. The only cost the County would have is the cost of reconstructing the roadway. If you break the project up into those parts and pieces it gives you the ability to rebuild those roadways whenever they need it. Don is right we just resurfaced that road a couple of years ago. We should get more life out of that roadway until we reconstruct it. David Williams stated you mentioned that there were various engineering solutions that were looked at. Before we had this problem there was a drainage swale on the south side of CH 20 where the majority of these houses now sit. As far as the various solutions that were looked at was the solution ever discussed about buying the owners out? Bruce stated we did not seriously consider it because of the cost. Just looking at the neighborhood and counting up the houses. You are talking about buying the houses, tearing them down, doing the earthwork to move everything to reestablish the swale through there. It would be a high initial cost and a rather high social cost. David Williams asked how many houses are we talking about. Bruce stated there are four or five that are directly impacted. The indirect impacts would be the ones that would be hard to sell on people. The

ones that their houses do not get flooded but you have to tell them we have to tear down your house to solve this problem. David Williams asked how many houses indirectly. Bruce stated I do not know off the top of my head. David Williams stated four to five that are directly affected, divide that into 11 million dollars. I know the housing market up there is some of the best in Macon County, I do not think it is anywhere near that amount. Don Westerman stated I have suggested quite a few things to the engineers; we can make ditches big enough to hold that. Even by not holding that water in big retention basins we could put a ditch alongside CH 20 to carry the water from those retention ponds to the creek to the west without going through the subdivisions. Another idea is to go into the field to the north and put in a tile system that would pick up most of the surface water and tile it down. It would lower the water table even during dry times. Instead of trying to hold the water all at one time then let it go out. We could lower the water table on that whole area. It would alleviate the run-off for a long time when you talk about a 6-8 inch rain, it would not totally fix it, I agree. I do not think we are considering anything except what they originally planned. I am upset about that. I have had no contact. I have been to the public meetings; I have talked to some of the engineer's one on one. I know they think I am a dumb farmer, but they have not even contacted me for any other ideas. I do not think they have talked to any farm drainage experts. I do believe there are other solutions I am going to fight this as long as I can because this is just not right.

Motion made by Jay Dunn to table this until next month and have Bruce bring back some information on how much we have spent on this project so far, seconded by Patty Cox. Motion carried 8-0.

Resolution H-1799-3-12 to appropriate funds to cover engineering expenses on section 05-00200-00-PV, the reconstruction of County Highway 30 West of Elwin.

Bruce stated this is to cover the structural engineer reviewing the shop drawings for the box culverts we are putting in out there. This was outside of the scope of the original engineering. This is to cover those costs.

Motion made by Jay Dunn, seconded by Mark Wicklund. Motion carried 8-0.

COUNTY ENGINEER'S REPORT

Bruce stated as I keep saying month after month this has been a very unique, interesting, and productive winter. As far as plow able snow we have had two instances all winter long involving about an inch of snow. We have a big shed full of salt. We are saving the money not having to buy the salt and it will help us put that money towards potholes and cracks.

Our guys have been working on filing potholes and cracks. Also drainage projects and we are really knocking out a lot of things.

Our construction projects are still ongoing. On the north bridge on Baltimore we will be setting all the beams Monday and Tuesday of next week. Again this is almost unheard of that they have done all that work throughout the winter time. The next phase on that bridge is doing the embankment work, if it is wet and cold they cannot work it. The bridge south of there is progressing as well.

On County Highway 30 we are waiting to start earthwork on that one.

Coming up we have the Country Club Road project. I am working on doing the right-of-way; I have about 1/3 of the parcels down already. As soon as we can get those all signed off on we will be letting that project to.

We are going to be really busy both in engineering and construction and also from the maintenance side this coming summer.

On part of our regular inspections we also do bridge inspections for the Township and Villages. There are two bridges within the Village of Long Creek one of them is on Firehouse Rd. next to the winery. The last time we did an inspection out there we did not have any issues with it two years ago. Any time

with have questions and we think there need to be a weight limit put on it we contact the IDOT local roads bridge unit. They come out and look at it and make a recommendation and we have to do what the letter says. They took a look at it on Friday, February 10, 2012 and about 30 minutes they called me and said you need to close that bridge immediately. The beams on the bridge are in pretty good shape, it has a timber substructure and parts of the timber substructure are in bad shape. An engineer from WHKS came over last Tuesday to look at the bridge. We asked them to put together a package for doing the design work for a repair. We think what we are going to be doing, based on what we find is plucking the beams off, driving steel pilling, and putting in a couple of steel abutment headers and caps, then putting the beams back on. By doing it as a repair job like this I think we can probably get another 10-20 years out of the existing beams for less cost than total replacement of the structure. We can possibly get something done out there this summer depending on how long it takes to get the agreements back from IDOT. The advantage to using this firm is they do a lot of in house consulting work with the Local Bridge Unit over there. We did not get it on the agenda for this month's meeting, but it is going to be on the agenda for the finance committee. We got a proposal to do all the engineering for \$14,964.00 we also have a copy of the letter Cheryl Smith the President of the Village of Long Creek requesting aid on that bridge. We will be splitting the cost of that with the Village 50/50.

NO MISCELLANEOUS BUSINESS

NO CLOSED SESSION

ADJOURN

Mark Wicklund made a motion to adjourn, seconded by Jay Dunn. Motion Carried 8-0.
Meeting adjourned at 6:12 p.m.

The next Transportation Meeting held at the Macon County Office Building will be Wednesday, March 28, 2012 at 5:30 p.m.

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