



MACON COUNTY HIGHWAY DEPARTMENT

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MINUTES

August 27, 2014

The Macon County Transportation Committee meeting was held on Wednesday, August 27, 2014 at 5:30 p.m. located at the Macon County Office Building, 141 S. Main St., Decatur, IL.

Transportation Committee Members Present:

Kevin Meachum

Gary Minich

Susanna Zimmerman

Kevin Bird

Matt Brown

Jerry Potts

Transportation Committee Members Absent:

Keith Ashby

Highway Department Support Staff Present:

Bruce Bird, County Engineer

Joe Moretti, Assistant County Engineer

Mark Funk, Road Supervisor

Kathy Gerhold, Office Manager

Others Present:

Jay Dunn, County Board Chairman

Call to Order:

The meeting was called to order by Chairman Kevin Meachum at 5:30 p.m.

Roll Call:

Kevin Meachum

Matt Brown

Gary Minich

Kevin Bird

Approval of the Minutes:

Gary Minich made a motion to approve the minutes from July 23, 2014, seconded by Matt Brown. Motion Carried 4-0

Approval of the Bills:

Gary Minich made a motion to accept the bills as presented, seconded by Kevin Bird. Motion Carried 4-0

**Please note that Susanna Zimmerman & Jerry Potts are now present*

No Public Comments

No Old Business

New Business:

Resolution appropriating Matching Funds for Section 14-00233-01-BT, the Baltimore Avenue MTZ Pathway Project:

Bruce informed the Committee that we received an ITEP Grant to fund the construction of the pathway we've been studying. This is going to go from Harryland north up to Lost Bridge Road. It's the section where we built the two bridges with the path, so this will actually connect those up. Based on the amount of the match from ITEP our match is \$96,000. I think the construction expenses will come in less than that, but I had to go ahead and appropriate it now. We are hoping to do this project next year. Motion made by Kevin Meachum, seconded by Jerry Potts.

Motion Carried 6-0

Resolution appropriating Matching Funds for Section 14-00267-00-BI, the CH 24 Reas Bridge Road Bridge Repair Project:

Bruce explained that the two bridges are in very bad shape. They are also on the alignment of the Beltway and eventually they will be replaced. This engineering is to go in and actually do some evaluation to rehab the bridges, basically buy us another ten years of time before we can actually go out and get the funds to actually do the total replacement. If by some chance we would get the funding for replacement during the time and before we actually get in there and do any rehab on the bridges we would obviously go ahead and do the engineering on that. But if we don't do something like this we're going to either have a severe weight limit restriction on one of those two bridges or possibly a closure, so we need to get it taken care of. Jay Dunn asked if this was just for them to look at the bridges. Bruce explained yes and to put together a set of plans.

Motion made by Kevin Meachum, seconded by Kevin Bird.

Motion Carried 6-0

Ordinance establishing Permit Fees for Oversize and Overweight Truck Permits:

Bruce explained the proposed Truck Fee Ordinance. There are basically two types of permits, a Fifteen Day Permit and an Annual Permit, which can be Standard and Non-Standard configuration. A Fifteen Day Permit for a Single Vehicle, Standard Configuration of eight axles or less and 25,000 lbs. per axle or less. Bruce explained this is still more than an 80,000 lb. truck but what we are talking about is something that is slightly over. It would handle most of the max loaded shipping containers on a flat car. But for the mega loads, the ones that are bringing in a super heavy load we would still have to go in and evaluate them, which is what is considered a Non-Standard Permit. A Fifteen Day Permit - Standard is \$50, Non-Standard is \$100. The Annual Permit - Single Vehicle is \$250 and a Fleet is \$1,000. We actually have two Fleets. They come in and get Annual Permits from us. I couldn't really find a comparable fee for an Annual Permit, so I just modified it. The closest I came to finding anything was Sangamon County which does Quarterly Permits, but if you total up what their Quarterly Permits were for a Fleet it was probably close to \$2,500. Really for what you want to do in establishing a Permit Fee you can't really charge a Permit Fee to cover the cost of the damage, you can really only cover the cost of actually performing and putting together the Permit and doing any quick evaluations. On any of these if there is a bridge evaluation, let's say a super heavy load it will be up to the applicant to cover the cost of any kind of structural evaluation or anything like that, but that's a pretty rare thing to have happen. That's only a situation where there's one way and only one way in and I don't see that being an issue with most of the locations that we have. Compared to other Counties for example Kane County the Fifteen Day, Standard and Non-Standard Permit was \$85 and \$135, Sangamon County was actually a little bit lower than that, \$30 and \$250 Quarterly. Compared to other Counties that actually do charge Permits I tried to kind of center us between them. Kevin Meachum asked if we charge this fee will the

funds collected go back to Highway Fund or does it go to General Fund. Bruce replied that it goes into Highway Fund, on the bottom line of the Ordinance it reads; Be It Further Ordained, that this program be administered by the County Engineer and that fees collected be deposited in the County Highway Fund. Jerry Potts asked if Bruce had any idea what the total estimated revenue would be. Bruce explained that we have two Fleets that I know of, so that would be \$2,000 there. It's really hard to estimate, initially there might be \$5,000 - \$6,000 and that may be with some of the folks falling through the cracks. It may vary, a lot is going to depend on whose producing what and when their shipping it out too. Jay Dunn asked if farmers would use this taking corn out of the fields. Bruce replied only if they are over 80,000 lbs. Jay also asked if someone does this and they don't get a permit what's the penalty. Bruce explained that was up to the Vehicle Code, the Vehicle Code identifies if they need to have a Permit by whatever identity. Jay stated that it looks like we are expecting everyone to be honest and up front about it, but if someone is abusing it how would you ever know. Kevin Meachum explained how the City handles it. He said that if they want to take the gamble and not get a permit and are caught the City double or triples the fee. Bruce explained that it would be a moving violation, so it would have to be the Sheriff's Department or the State Police that would handle it, and it would be whatever the fines or fees are in the Vehicle Code. Kevin Meachum stated that they still would have to get this Permit after they get ticketed. Jay said what I'm getting at is if people know it, but choose to ignore it four or five times overweight, whose going to stop it. Kevin Meachum stated that this could be a different discussion for a different time, but this is a step in the right direction I feel we need to move forward with it. Bruce stated that the ones that are going to be honest and upfront and get the Permit realize that the Permit fees are cheaper than a Weight Limit Permit violation. Kevin stated that industry wide around here if one company is being honest about getting the Fleet Permit and they find out another company is not they are going to rat them out to you I would think. Bruce mentioned if you want to vote on this you can, but Mike Baggett reminded me that this actually has to go through SRO. Motion made by Gary Minich to send this Ordinance to SRO with a recommendation, seconded by Jerry Potts.

Motion Carried 6-0

Resolution to establish an Intersection Maintenance Policy.

Bruce explained that this affects the County, Townships, and any other Local Government where their roads meet up with a state highway. The State has a policy that says you have to maintain your approach all the way out to the end of the pavement. Let's say you have to replace the pipe underneath it that's gone bad, you have to get a Permit from them to work on their right-of-way, but you have to pay for it. If you take a look at the State Statues they are very clear, which this goes back to our Policy for putting in entrances for people, the initial instillation cost shall be borne by the applicant but after that the ongoing maintenance and repair it shall be the responsibility of the road authority. Bruce explained that we don't own that right-of-way, the State does. The County Engineer's put together a Committee and met with IDOT, the people out of the Central Office that work in Operations and we told them that there's an issue that their Policy doesn't really jive with what the State Law says. That there's a liability issue there and they took a look at it and had their Chief Councils Office look at it and they said they were just going to stand by their Policy. From our standpoint I see this more of a way to protect our liability. We really don't have any business maintaining anything that is out on their right-of-way. Because if something would happen while we are doing that, say something gets damage or whatever than we are liable for doing something that the State's Statue clearly states should be their responsibility and not ours. We are the first County that's actually tried to pass this Resolution. Bruce stated that he would really appreciate it if the Committee would pass this. I think that from a liability standpoint it's going to serve us very well in the long run.

Motion made by Jerry Potts, seconded by Susanna Zimmerman.

Kevin Meachum stated that Bruce has put in a lot of thought into this and I'm 100% behind him on this Resolution. I think that we're going to make a statement to IDOT and hopefully our State Legislators that they need to quit trying to shove their cost onto Local Governments by making Policies that contradict State Law.

Motion Carried 6-0

Resolution approving an Intergovernmental Agreement with the Village of Forsyth covering Bridge Inspection Services.

This agreement is identical to the Village of Mt. Zion's agreement that you passed last month.

Motion made by Kevin Meachum, seconded by Kevin Bird.

Motion Carried 6-0

County Engineer's Report:

Bruce Bird explained to the Committee that all the projects are getting started; the timing is not really when we would have desired, but a lot of the stuff got pushed back because of IDOT's scheduling of the project lettings.

CH 30 (Elwin Rd):

Chip Seal work was done in preparation for the Microsurfacing and Cape Seal. All the chip seal is done, it's kind of dusty and we've had a couple people call in and ask about it. Most of them have been very understanding. Once we tell them that it's basically going to look like Baltimore and Lost Bridge they are usually pretty happy about that and understand that it's just a temporary thing.

CH 49 (Wyckles Rd):

Contractor started paving, but due to rain, paving was stopped and won't resume until after Labor Day.

CH 21 (Kenney Blacktop):

Bridge will be closed and reconstruction will begin after Labor Day.

CH 29 (Boody Rd):

We had pre-construction meeting and the project should begin the first of October. Which that time is based upon when their bridge beams will be delivered.

Guardrail Replacement/Repair Project is completed.

Spacemark Project:

Construction will begin after Labor Day.

Cold In Place Recycling Project (CH 38 from Maroa east over to CH 25):

Project will start after Labor Day

Dunn Company is going to have an Open House to introduce this process and try to get people interested in it because it's a fairly new process.

Mark Funk informed the Committee what the Maintenance Crews have been doing:

Done Oiling

Currently working on mowing

Doing Hot Mix Patching in areas that we've put culverts or had to make repairs to the road

Still have Culvert Replacements and Field Entrances to do

No Miscellaneous Business:

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No Closed Session

Adjourn:

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

Meeting adjourned at 5:55 p.m.

The next Transportation Meeting will be Wednesday, September 24, 2014 at 5:30 p.m.

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