

## TRANSPORTATION COMMITTEE MEETING

August 21, 2019

5:30 P.M.

### MEMBERS PRESENT

Patty Cox, Chair  
Tim Dudley, Vice Chair  
Kevin Greenfield  
Phil Hogan  
Kevin Bird  
Pat Dawson (arrived @ 5:35p.m.)

### COUNTY PERSONNEL PRESENT

Bruce Bird, County Engineer  
Stu Jacobs, Highway Dept  
  
Jeannie Durham, County Board Office

### MEMBERS ABSENT

Rachel Joy

The meeting was called to order by Chair Cox at the Farm Progress City location

### MINUTES

Mr. Greenfield made a motion to approve the 7/24/19 meeting minutes, seconded by Mr. Hogan and the motion carried 5-0.

### CLAIMS

Mr. K. Bird made a motion to accept the report of the claims as presented, seconded by Mr. Greenfield and the motion carried 5-0.

Public Comments – None

### Old Business -

Mr. Rich Leihser with Evergreen FS introduced himself saying he has been in the business for about 39 years. He said he had visited the Highway Department facility and met with Mr. Bird, Mr. Jacobs, and Mr. Rigg about the oils used in the shop to see if they could increase efficiency, reduce costs, and possibly improve product quality. After touring the facility, the oil bay is a little tight for space so FS proposed to put in a couple of bulk oil tanks to replace drums. They can then get the drums out of the way, put the bulk tanks in the fabrication bay, put some lines over to the oil bay, put some reels in, dispensers, etc. so all they have to do is pull the reels out and fill up vehicles as needed for oil changes. That opens up space for more tools and eliminates drums, drum deposits, mess, and the safety risk associated with rolling drums around. The truck will then come in and fill the tanks that were installed. There is no cost for the tanks. The products that will be put in there will be Engine Guard Full Synthetic that are all approved by the engine manufacturers. They are also dexos approved by GM which is a big deal. Cost is being reduced by about \$7 a gallon just by doing that.

In the oil room there are two tanks. Mr. Leihser compared what is presently being used to what they are proposing and said that stability tests that he had done showed that theirs had come out ahead of some major oils and proves that their product is as good or better than the current product being used. He stressed the importance of comparing the same grade and quality of oils. He said all of their products meet the specifications and are used by the companies there at Farm Progress such as John Deere, Case, etc. He said they are the fuel sponsor for the Farm Progress Show both here and in Iowa.

(Ms. Dawson arrived at the meeting. )

Mr. Leihser continued explaining his products and their quality as explained in the quote information submitted to Mr. Bird and the highway department.

Mr. Leihser addressed the committee member's concerns about buying local and explained that Evergreen FS has 4 plants in Macon County. There is one south of Maroa on 51, one in Niantic, one in Macon, and one between Argenta & Oreana on 48. The four plants in Macon County surround Decatur and they service the entire area.

Mr. Leihser commented that he feels that he is being followed around because he went out to the shop, made a proposal with better prices and better quality products and then all of a sudden, just because he has walked through the door, the competitor's prices go down all of a sudden. He expressed concern about that. He said that just because he showed up, even if the County does not switch to FS, the prices went way down. He said he would like to be a part of doing business with the County instead of just being instrumental in getting the County better prices.

Mr. B. Bird commented that Mr. Leihser is right. MDI came back in and cut \$7 per gallon out. It was \$17.78 and they cut it down to \$11.90. So, now it is \$11.90 vs \$10.82, but if you look at MDI, they're saying that their \$10.82 is actually against \$9.15. Mr. Hogan asked what the reason was for buying from Morgan for the past 20 years. It's because they've got good product, good service . . . Mr. B. Bird said they have always been the supplier they've had. About 7 or 8 years ago, FS came in and we switched for a year and then Morgan came back and we switched back. He said when you look at what meets the requirements for the motors, what they can provide, etc. Both can provide the material we need. Fuel is 2 cents over market rate for both of them. Whatever the price is, it will be the same for both of them. We're only talking about the oil. Chairman Greenfield asked how the fuel is ordered. Mr. B. Bird said tankers are ordered, one tanker at a time from their depot straight to our tank. He said it is whatever the committee wants to do. The prices are very close now. There has never been a contract, so whatever the committee agrees on is what we will do. No vote is necessary. The year we bought from FS, everything worked fine. Committee members discussed the situation asking how a company could do that, and even then, they are still higher. Mr. Hogan said he has no problems with Morgan. Ms. Dawson said she has a problem with Morgan that has now gone down. It appears as though they were overcharging us all this time. Mr. K. Bird said that on the oil, Evergreen is cheaper on everything across the board. Morgan has come down \$7 a gallon and they should have been doing this the whole time they've had it until waiting until someone called their bluff. We're always hollering about money crunch. Here is a chance to prove that we are serious about cutting it. He said he feels we should go with the cheapest which is FS. He agreed that continuing to buy the fuel from Morgan is fine. Chair Cox agreed with Mr. Bird. Morgan has been good over the years, but when first asked, they weren't willing to give these prices and they are still more expensive. Mr. Hogan asked why it had come up at all. Mr. B. Bird said FS had approached with a proposal. Mr. Hogan asked if the Highway department had had problems with Morgan service wise. Mr. Bird said no problems. Mr. Hogan said he'd like to stay with them. Mr. Dudley said he had been ready to stay with Morgan until they dropped their price by \$7. They should have done that before. He said he is a little irritated that it took another bid to drop their price \$7 a gallon. When we ask for best price, that's what we want from the beginning. He said right now, he is leaning toward Evergreen FS. Chair Cox agreed saying that if FS hadn't come in with a quote, Morgan would still be charging us the higher price. Mr.

Bruce Bird reminded the members of the committee that the oil isn't just for the Highway department, but is for all the departments. The Sheriff's squad cars is changed at a rate of 2 a day. There is a lot of oil that runs through the Sheriff's Office. Chairman Greenfield asked which oil we buy, the better, best or good. Mr. B. Bird said they have the Delvac (BEST) and the Dexos OW20 & 5W30. Chairman Greenfield said he makes a motion to give Evergreen the Oil and Morgan the Fuel. Mr. Dudley seconded. Chair Cox said they wouldn't vote on it. The majority of the committee members agreed. Mr. B. Bird said they could vote if they want but there isn't a resolution. Mr. Greenfield said he's like to see it come up for consideration every year. Committee members agreed. Mr. B. Bird said he would put it on his calendar and do it around July 1<sup>st</sup> of each year.

**New Business:**

***Budget Presentation:***

Mr. Bird said the budget is a little different this year than it has been for the last several years for a couple of reasons, with the biggest being the Motor Fuel Tax.

030-000 Highway

Revenue lines:

\$172,000 – refund payroll from MFT – more to be explained when the MFT budget is presented IDOT or actually the state for every State Grant Fund has mandated a different way the accounting is to be done. IDOT and the State Auditing Agency with the Governor's Office has determined all this MFT money that statutorily is supposed to come to us is actually a grant, even though Statutes say that they have to give it to us. We have to do another level of reporting. There was an audit by that group almost 4 years ago and results have still not been received, but while they were auditing, they pointed out that you can use MFT money to pay for salaries for people who work on MFT eligible items. There is a list to go through. Working on the Sheriff's vehicles is not one of those items, but working on our vehicle or on the road, the girls working in the office, engineers – all of those people are covered. Just from the county's standpoint to keep our accounting simpler and easier, changes are being made so that the four guys that work in the shop are going to be 100% County Highway and everybody else, except the County Engineer, is going to be 100% MFT. The County Engineer contract is 50/50 MFT and a mix of federal funds. So, from an auditing standpoint, it will make the highway girls' jobs easier; it will make the Auditor's girls jobs easier; it's just easier to split it up that way. That is the reason that the line is boosted \$172,00 – because of that switch and because there is a bigger refund coming from MFT to cover payroll.

Expense Lines:

Salary lines – Last year two people retired. Raises were included for everybody. The bottom line, even with raises included, the total amount is still \$3,300 less than last year. Ms. Dawson asked what the raises were. Mr. Bird said some were contractual. There's 4 full-timers that are non-union and whatever percentage the union works out to be is the percentage put in for them. In this instance, it was about 2.8%. Even with that it is still \$3,300 less than last year. With the new way of paying, it all comes out of MFT and there are no county funds used to cover it.

Health Insurance, SS, IMRF lines – These are what they are. Health Insurance did not change. SS went down. IMRF went up

Right of Way –went down \$225,000 because we don't need to buy a \$300,000 house to tear down.

Construction Projects – had been higher for a project that came up. It has been cut by \$200,000 to match up to what is going to be done next year.

Machinery / Equipment – went down \$50,000 to match what actually will be needed. It was at \$400,000 according to the replacement schedule.

Chair Cox asked about the line 8090 - uniform and safety equipment – and the \$10,000 increase and asked why there wasn't anything budgeted last year. Mr. Bird explained that last year it had been zeroed out. Switching to the new supplier cut the cost in half and that was taken out of miscellaneous. The line was put back in this year, but he said it doesn't necessarily mean he will spend \$10,000. Historically, that is a lot less than what was spent even 3 years ago. Ms. Dawson asked what is included in the miscellaneous. Mr. Bird said that uniform and equipment stuff from last year was paid out of that, but he put it back in so it would be itemized and specific. Ms. Dawson asked what is in miscellaneous then. Chairman Greenfield commented that uniform expenses come to more than \$10,000. Mr. Bird said that miscellaneous covers anything that comes up that doesn't fit one of the other categories. It is a catch all. Ms. Dawson asked for an idea of what that might be. She said for \$110,000, she'd like to have a general idea of what it is being spent on. Mr. Bird said it can cover a lot of things like if there's a bad winter and a lot of people's mailboxes are taken out, they are replaced from that money. He said if they take the mailboxes out, the guys go back and put them back up. Ms. Dawson said that's a lot of mailboxes for \$110,000. She said that as a treasurer, if she put a miscellaneous line in for that much money, she would have to do some explaining as to what it is for. Mr. Bird said it could be anything that pops up. He said he could provide a list of typical items. Ms. Dawson said she would like to see the list. Mr. Hogan said that is a pretty broad word. Mr. Dudley asked if it could cover uniforms again this year because if it will, he'd like to zero the \$10,000 for uniforms back out. Chairman Greenfield said they are paying for uniforms at about \$2,200 to \$2,400 a month. Mr. Bird said it isn't that much anymore. It used to be. Mr. Jacobs said it is about \$210 a week or around \$800 a month. Mr. Greenfield asked when that had started. Mr. Bird said about a year and a half ago. Chair Cox said that \$8,000 has already spent this year. Mr. Greenfield asked where the other shirts and things that are purchased are taken from. Mr. Bird said yes, it would be out of the miscellaneous line, but in a year, T Shirts come to maybe \$500. Ms. Dawson asked if the \$10,000 would cover the uniforms since \$8,000 has already been spent this year so far. Mr. Bird said that if you budget \$10,000 for uniforms and it goes over that, you can pick it up out of miscellaneous, but if you budget a lot for that, that's all you can spend it on. Where, with miscellaneous, being a broad item, you can spend it on several things. Mr. Dudley said that if you use that argument, you've only spent \$5,295 this year on the next line, but you have \$110,000 budgeted for next year. It looks like there is plenty of room there. He said that is why he's like to scratch the \$10,000 and just use the miscellaneous line to pay for the uniforms like last year. Mr. Bird agreed, saying that the expenses vary from year to year and he put something like \$100,000 in because historically, there may have been a year where it got up that high, but it doesn't mean we spend that much if we don't need it. There are a lot of the lines that, at the end of the year, don't come close to being all spent. Chair Cox asked if the committee wanted the \$10,000 in the uniform line scratched and use it out of miscellaneous. Ms. Dawson said she did not see a need to put it in there. Mr. Bird agreed. Mr. Dudley said it doesn't sound like a lot, but it all adds up when you're \$500,000 short in the budget. \$30,000 here and \$10,000 there adds up when you add up all the cuts from all the departments. Everyone agreed.

## Matching Fund

The big difference in the revenue side is a \$500,000 in the State of Illinois line because of trying to position stuff for the two bridges and looking at what will actually be received from them and match that a little better.

There are only 2 expense lines:

Payment of Other Share & Warrants County Share –increased by \$600,000. If we get all the money lined up for Reas Bridge, the State Grant money would have to flow through this line to cover that. That is just intended to reflect that that money . . . Mr. Greenfield asked how much extra we would get in Motor Fuel. Mr. Bird said he would talk about that when presenting the next budget. This is the matching and so this is our matching fund. Whenever we get grant money in from the state, it is put in the matching because it is easier to track that way.

## Motor Fuel Tax Fund

The biggest thing on the revenue side is the MFT Allotment – State of Illinois. There is a huge increase there of \$1,950,000. That is the best guess because IDOT still has not put their program out. Normally, it is done by June 1 so they can start following their spending program July 1. Mr. Bird said that they have been told that the MFT amount we can get that will be coming in regularly is about 68% of what we normally get. That is reflected in that figure. There is also a bonded amount that is either going to get paid out for 3 years or 6 years and they told us that we can expect this certain amount, but we don't know for certain because they have not finalized their program. It was based on the 6 year program which is a lower amount per year vs the 3 year payout because it is the same amount that will be spread out over either 3 or 6 years. Whenever it is finalized, there will be a better idea of whether it is there. It could change drastically again next year, but this is the best guess at this point. Roughly around an extra \$2 million a year at least for 6 years is what we are looking at additional. He said they would be taking all of that and putting it out on the roads.

Chairman Greenfield said that a couple of years, the levy had been increased to the max on the matching and on the bridge. He asked Mr. Bird if he keeps track of that extra revenue that has been generated. That is something they are really keeping an eye on. We need to keep that extra separate. Mr. Bird agreed saying that he had spoken with the Auditor about it. The amount is there. It is an extra amount that goes into our balance. The intent of that – Yes, it is a large amount of money, but for the size of the projects being talked about, it's not really a large amount of money. The benefit of being able to bump that up is that if you ever had to float bonds, that is where you get the revenue from. It is almost like, here is the money. It is available to bond for future expenses because . . . Chairman Greenfield said his point is if we are keeping track of how much that is. Mr. Bird said he knows what is in there, but it is not a separate line, but that can be done if he'd like. You can either apply that money to projects now and then if you need to bond in the future, you can use that to bond in the future. Ms. Dawson said that a separate would enable, at a glance, to be seen what is there. Mr. Greenfield said he had gone to a meeting and that was their big thing – what have you done, what precautions have you taken to increase your revenue. Mr. Bird replied that we have maxed out our levies and we are ready to go. Mr. Greenfield agreed and said that what they wanted is proof. They were really adamant about it. Mr. Bird said that if you are going to stash money away like that, you have to show it being spent on a specific project sometime within a 5 year plan. You can't just say, we're stashing this money away for a future project for a rainy day because what you are doing is opening yourself up for a taxpayer to – it only takes 3 taxpayers to say you need to lower the levy. Mr. Greenfield said the idea of stashing it was for the Beltway. Mr. Bird agreed. He said

he could show that he has Beltway sections that are shown on the plans, but if somebody is following it that closely and you're stashing it away and don't use it in 5 years, even though you might still be waiting on the federal dollars to show up, if you don't use it within 5 years, they can come back and force you to lower the levy. You can do it either way. The money is here. If you want to use it on current projects, you can. But, if you get the federal funds and earmark this specifically to set aside to cover bonds for this project and the amount we set aside can be anywhere from 8 to 10 million dollars depending on the bond. Mr. Greenfield asked that since we increased that levy, how much extra do we have? Mr. Bird said that each one of the lines works out to about \$220,000 extra per line out of the two lines, so it would be \$440,000. Those two lines are the County Matching Fund and the County Bridge Fund. Mr. Greenfield commented that that goes up a little bit every month. The increase from the old levy to the new levy every year, we are increasing that fund so on a yearly basis what is it? Mr. Bird said it was \$220,000 for each one so it would be \$440,000 each year. So after two years, you'd have \$880,00, after 3 years you'd have \$1,320,000. It would add up real fast, but if you're not getting anything to match it, you'd have a big chunk of money sitting there that wouldn't be doing anything. Mr. Dudley said that if you did get a match, you'd have a lot of money to match. Mr. Bird agreed you'd have that, but you're going to have \$8 to \$10 million. If someone said we can get \$8 to \$10 million, all we have to do is take that and set it aside and boom, we can get \$8 to \$10 million right now. Or you can say we've got \$880,000 in the bank. Whatever you want to do. Mr. Greenfield said ok, just so either you or the Auditor is keeping track and we're not spending it on something else. The whole idea of increasing the levy was so when the Beltway came along, we could prove that we have that extra revenue. Mr. Dudley said he would like to see that in a separate fund. That is the easiest way to keep track of it and keep it from getting mixed in with everything else. Mr. Bird said you can keep track of it separately or you can put a separate line in. The only thing you'd see in the budget is the \$220,000 a year from each line. What is sitting in the bank is not going to show up in the budget. Chairman Greenfield agreed. Chair Cox asked Mr. Bird if it would hurt in any way. Mr. Bird replied that one way to look at it would be If there was federal funds available, then you could do that bridge, but if you didn't have it to match, you'd have to wait until you got it from another source. We are going to have some other sources, but it's a question as to if you want to use that while you are waiting for actual federal dollars to show up and say, we've got future money that we can put towards that. We can do both if you want. Mr. Greenfield asked if we weren't getting an extra \$2 million anyway. Mr. Bird said that is going to go toward catching up on a lot of maintenance and resurfacing work that has been set aside for 10 plus years. Mr. Dudley said that if the levy was to have money for the bypass, it should be in a separate line. Mr. Bird said he would talk with the Auditor. It can't be put on the expense side. It would have to be on the revenue side in the annual budget, but whatever shows in the balance would have to have a separate line. Mr. Greenfield said that half of the two million would have to go on the Dalton City blacktop.

#### Special Bridge Fund

Revenues – remain about the same

Expenditures –

County Share of Bridges & Township Share of Bridges – Each amount went up based upon upcoming projects.

#### State Township Bridge Fund

This is pass through money. Two township bridges have been identified for next year to use township bridge money on. We get the money from the state when we let the project. It covers

80% of the costs of the project. One is in Pleasant View Township and one in Maroa Township on Bearsdale Road. It has a 5 ton weight limit on it

#### Progress City Fund

Money is always put in there just in case. The money comes from Richland. He said they did nothing to the roads after the last show and the roads seem to be holding up, but they would be out there the next day to look at them prior to next week's show. He said he thought they had them in a pretty good state so they wouldn't have to do much, but it would be up to Richland and what they want. Whatever they give in funds for whatever they want, we will do it.

A list of projects for next year was included with the budget information.

It's nice to apply for federal funds to get those bridges replaced, but they are really falling apart so he said he thought they'd try to use some more easily attainable state funds and a mix of some local / federal funds that can be tapped into because we HAVE to get those done. As long as we can get a \$4 million grant from the major bridge funds from the state, which Mr. Bird said he thought would be fairly easy to attain since we've already got one set of \$4 million from them 2 years ago, we can do it.

Mr. Greenfield asked who the Assistant County Engineer is. Mr. Bird said it is Joe Moretti. Mr. Greenfield questioned the \$4,850 raise. Mr. Dudley said that is 5 ¼ % Ms. Dawson asked how many employees there are. Mr. Bird said 26 full timers and in summer about 6 to 7 part timers with about 3 to 4 in the winter. He said he keeps track of the salaries on a separate spreadsheet. He said he would check it. Ms. Dawson pointed out that he had said non union employees got the same 3% as union contractual employees. Mr. Dudley asked for a spreadsheet showing what they make, what they are going to make and the percentage of the raise on each of the 4 non-union raises. Ms. Dawson asked if there are plans to fill the vacant position. Mr. Bird said there is one vacant engineering tech position, but there is a retiree that comes back and works summers on a part time / no benefits basis. It is in the budget. It will be filled with full time if he decides not to come back. If he continues, it will be filled with a part-timer. Ms. Dawson asked, if you're making it with a part time, why do you want a full time. Mr. Bird said there are other things in the winter such as bridge inspections, etc. The budget is for a full time wage. Ms. Dawson asked about the retiree's wages. Mr. Bird said approximately \$22 an hour. All the engineering techs are in the same line. Mr. Dudley said he understood that Mr. Bird was giving raises based on the fact that you have an open position that was not going to be filled. The reason for giving the raises to the four non-union people is that you have an open spot you are not filling. Mr. Bird said no, he is giving raises that match the union percentage. The open position has someone working in it part time. The full time salary has been carried in the budget the entire time. Chair Cox asked what the percentage of the raises per contract was. Mr. Bird said 2.8%. Ms. Cox said the non-union people should also get 2.8% as well. Ms. Dawson said that at-will employees do not necessarily get raises. Mr. Bird will take another look and put them at 2.8%. Chairman Greenfield said that he thought they had talked about going with a flat rate rather than a percentage to avoid widening the gap.

Mr. K. Bird made a motion to approve forwarding the budget proposal on to the Finance Committee Budget Hearing, seconded by Mr. Hogan and the motion carried 6-0.

### **County Engineer's Report:**

Mr. B. Bird reported that the last utility contractor to move in on the bridge on 85<sup>th</sup> Street is going to move in on September 3. The bridge contractor has said they are moving in September 15. The plan is to get as much dirt work done around the bridge and actually getting the bridge construction this year and not worry about the tying in and the neighborhoods just yet, but will worry about doing that next year. There's going to be a significant amount of work done out there. All the utility items there had been issues with have been taken care of. It is just a matter of getting those done and out of the way so it can move forward.

The bridge on CH18 by Cisco will start up at about the same time. It is the same contractor.

Contracts have been signed last week on the small bridge on Shellabarger Road. That should start up in about a month and a half. They've got to get the precast sections in.

The Lost Bridge Road project looks real nice. It is nowhere near done. There are a lot of people that are complaining that it is rough and want us to go out and fix it. There is still 3 ½ inches of asphalt and a bunch of guardrail work. When it is done, it will be a really nice looking road.

Mr. Bird said he had to go out Saturday morning and rescue a lady from the flooding bike path by her house thanks to the contractor. When they get done paving the J turn, they will come up the path. It is the same crew on both.

Wyckles is done.

The Connector Road is done.

The road leading into Niantic being done in conjunction with the Village of Niantic is done. Once it is done, we take jurisdiction of the road up to the RR tracks because that is a reconstruction of a County Highway extension. That is a 7" total reconstruction, the same as is being done on Lost Bridge Road.

Chairman Greenfield asked about the 85<sup>th</sup> Street project and issues with Ameren & PanHandle and whether any of the money could be recouped. Mr. B. Bird said he did not know. It will be about \$1.2 million. One of the guys at Ameren had called today and spoken with Mr. Bird about not moving something and saving about \$90,000. He said he appreciated it. The consultant started in 2014 with it and Ameren had 2 people retire and drop the ball. PanHandle gave all the information but never once mentioned it was going to be at our expense. Given the information they were given up front, Mr. Bird said they were free and clear and did not have to worry about it. Is there a way to go back on the utilities for not giving us that information up front? Who knows? Mr. Greenfield wondered if the State had a special fund or somewhere we could go to try to recoup some of the funds. Mr. Bird said he was not aware of one, but he would ask IDOT. Mr. Dudley asked if the pipeline wasn't supposed to be a million dollars, but Mr. Bird was going to negotiate that down. Mr. Bird said \$959,000 and they got it down to \$555,000. Mr. Dudley asked how it came to be \$1.2 million. Mr. Bird said that was for Pan Handle. Ameren has a transmission line that has to be relocated, in fact they are out there doing it right now, that is \$737,000. Mr. Bird said they knew they were there, but Ameren never told them that it had to be moved and never told them it would be our expense. Mr. Greenfield said that when it comes time for Reas Bridge, he wanted to be sure we don't run into this again. Mr. Bird said he had just had a meeting the day before and every single thing was gone over. Everything

is in the minutes, structure numbers were specifically called out, everything they showed us is all on them. Tall poles that go across the lake on the embankment have to be moved by them and they agreed that it is at their expense.

There is another project that is the Village of Forsyth's where they are fixing a drainage problem and they have to put a pipe underneath our CH20. There is a gasline that is in the bottom of the county highway ditch, clearly on the road right of way. The Right of Way is not described, but it does not have to be after it has been used as public thoroughfare for 15 years. They've got a private easement on the adjacent landowner which is correct, because theoretically, the land owner owns to the center of the road. Their St. Louis attorneys keep telling the Village that they have a private easement and they have to pay to move the line even though it is on public right of way. Mr. Bird said he is telling them that that goes against a Supreme Court ruling. If they want to win that argument, they will have to go to the Illinois State Supreme Court. Their attorneys continue to say that they are not moving the line unless \$330,000 is paid. Even though it is on the county road right of way and looking back at the law that says they have to do it, it goes back to 1861, but they've got attorneys that say, no, we don't have to do that. Ameren has become an extremely difficult company to deal with because of things like that.

Discussion about the J turn at Macon and how awful it is. It is the only one in the State and it is bad.

**Miscellaneous Business:**

**Closed Session:** None needed

**Adjourn:**

Mr. Dudley made a motion to adjourn, seconded by Mr. K. Bird, motion carried 6-0, meeting was adjourned @ 6:40 p.m.

Minutes submitted by: Jeannie Durham, Macon County Board Office