

SUPERVISORS MEETING

June 6, 2012  
O'Fallon Township  
801 E. State St.  
O'Fallon, IL 62269

CALL TO ORDER at 7:00 P.M.

ROLL CALL

Supervisor Gary Ahle, Town Clerk David M. Witter, Trustees: Jeff Bevirt, Kenneth Joseph and Gary Hursey; Deputy Town Clerk/Recorder Debbie Allsup and General Assistance Administrator/Recorder Sheri Heil.

A motion was made by Supervisor Gary Ahle to excuse Trustee Glenn Loyet and seconded by Trustee Gary Hursey. Motion Carried.

Others present: Amy Maurer and Geri Boyer from Kaskaskia Engineering Group, Douglas Scott, Gary Fohne and Susan Parkinson.

APPROVAL OF SUPERVISORS MINUTES

A motion was made by Trustee Gary Hursey to approve the minutes of the previous Supervisor's Meeting as presented and seconded by Trustee Kenneth Joseph. Motion Carried.

SENIOR REPORT

No report.

YOUTH REPORT

Trustee Jeff reported the Youth Committee sponsored Fishing Derby held on Saturday June 2<sup>nd</sup> had a very good turn out. Approximately 60 kids attended and about 150 fish caught. Four Youth Committee members were there to help, along with the Sportsman Club members. Bevirt suggested that a Thank You letter be sent to the Club for use of their facility and the members help in making the derby a success.

The next function will be the Swim Party on June 24<sup>th</sup> from 6:00 P.M. – 8:00 P.M. at the O'Fallon Memorial Swimming Pool.

## PLANNING REPORT

No report.

## AFTER PROM REPORT

Trustee Jeff Bevirt said he spoke with OTHS Principal Rich Bickel about doing a presentation to at the Open House in August. Bevirt hopes this will get parents more involved at the next After Prom.

Trustee Gary Hursey reported that he has been in contact with IT Executive Dwight Espenschied at OTHS to work on the check-out procedure with the scanners.

## TRUSTEES REPORT

No report.

## TOWN CLERK REPORT

Clerk David Witter reported there were 198 visitors and 220 visits to the Township website. Visits were from United States, Philippines and Mexico.

## SUPERVISORS REPORT

Supervisor Gary Ahle asked the Trustees if they would mind jumping to New Business to let the guest speakers give their presentation. All agreed.

## NEW BUSINESS

Geri Boyer and Amy Maurer of Kaskaskia Engineering Group wanted to address the board to present their studies regarding the Rieder Road / Interstate 64 Interchange project. Geri Boyer, Managing Partner started off by saying their engineering company is 6 years old and still fairly new. She previously worked for IDOT and has a lot of experience with roadway designs. Amy Maurer is the Senior Project Engineer and handles all the traffic analysis. She previously worked as a County Engineer in Washington County.

Boyer stated the Interchange project was precipitated by the County in order to service the needs of Scott Air Force Base (SAFB). SAFB fuels every military plane right now. They have 2 - 210,000 capacity fuel tanks and these tanks have to be kept filled to meet their needs. Right now, the fuel trucks that come in to SAFB take I-64 to Route 4, come around to I61 and in the back gate (Mascoutah Gate). This route from I-64 is an 8 mile trip which involves going through a housing development. With the new interchange, this will take the trucks 0.8 miles straight from the interstate into SAFB.

The secondary reason the County and State is interested in the interchange is the overall growth of SAFB. Other units are looking at SAFB and are interested in access. Right now, the entrance at Seibert Road gets backed up, especially if the Base is on "alert". Homeland Security is concerned about this also. The new gate would be built at the Cardinal Creek location.

The other thing to look at is Illinois 158 Interchange. The interchange and curves are deficient. There have been a number of accidents there and most of the intersections all along 158. This new interchange will provide better access to SAFB and also clean up some safety issues at 158. The new interchange will also bring possible future economic development to the area.

At one public meeting the engineers presented several different options for the interchange. Option I: building Rieder Road Bridge to the east of the existing bridge. Going this way, you run into some wetlands (Silver Creek) and, the state and environmentalists don't care for that. Option II: building the new bridge over the existing bridge. This alignment would take a lot of earth work and cost more. Option III: building the existing interchange to the west. This is the preferred alignment by the County, State and residents in the area. This option will pass to the rear of two existing properties and not displace any residents. .

Boyer said that right now, her firm is designing from Shiloh-Valley Township Road, Rieder Road all the way down to just south of Wherry Road. They will then design the interchange. Boyer reported that I-64 will then go to 6-lanes from where it ended by the weigh station and continue on till past the interchange and then taper back down to 4-lanes. Boyer said right now the funding for all this is not yet secured, it is being worked on. The project may be done in 2 phases. First, build the interchange and the stubs, and then come back later in another phase and build the widening on I-64.

Boyer explained the processes to build an interchange. An Access Justification Document has to be created. Kaskaskia Engineering has written the document and it has been approved by The Federal Highway Administration (FHWA). So, the access approval for this interchange has already been granted by FHWA with one condition. This condition as always is all the environmental needs get taken care of. Right now, the archaeologists are already digging up what they want to get out and the alignment has been staked. Boyer said the environmental document will be done in September.

They are now working on phase I – Preliminary Design which is their project development report. The interchange has been totally designed with all the geometrics already reviewed by IDOT. Aside from some little tweaks, they will then go into phase II design which is the plans and then set to go into construction sometime in 2015 which is in IDOT's program. Boyer said she spoke with the new regional engineer, Omar and he told Boyer that the governor's office has called and informed him some money will be breaking loose.

The Rieder Road Interchange will cost \$19.7 million to build. The bridge will be 6-lanes with shoulders and concrete median (99 ft. wide), due to all the traffic anticipated going to SAFB. The widening of interstate 64 is \$12.6 million. The section of road from Wherry Road to SAFB (½ to ¾ of a mile) is \$3.5 million engineering included. Because of SAFB guidelines, this small stretch will be a major road with 4-lanes, 6-8 foot wide shoulders and ditches. Wherry Road (IL 158 to Airport) is \$28.2 million. The new back gate at Cardinal Creek will cost \$15.0 million (funded by SAFB).

With regards to the northern section of Rieder Road, from 2015 – 2017, Boyer said even with the interchange, the traffic is not going to increase that much. Looking at 2015, their traffic studies show the road is operating at 17% of its capacity in the busiest hour, so there is

plenty of capacity left. The maximum that could push through during peak hours is 3,200 vehicles per hour in both directions. Trustee Gary Hursey asked about the section where the railroad overpass is. Boyer said figuring that strip being a 1-lane section; she would reduce the capacity by 5% - 10%. Even 20 years from now the 2-lanes are sufficient to sustain the estimated number of vehicles on the road. Town Clerk David Witter asked to please confirm the statement made, that the way Rieder Road is right now (not replacing the railroad bridge), it will handle the traffic until the year 2035. Boyer said it would probably need more maintenance and upkeep, but the physical characteristics of it will support that much traffic. Boyer stated that from an IDOT perspective, the road is going to be a County or a City road. As soon as any development starts in the area, the City is going to want it. Talking about taking a road, Boyer said Rieder Road is a rural collector that is going to go to a minor arterial road. With that, Boyer said Townships just do not have those types of roads. This will be a road that should be serviced and maintained by City or County. Boyer stated that O'Fallon will want to take this road and the County already said they are probably going to take it. Boyer indicated that at least 75% of the traffic coming off Interstate 64 will be traveling south to SAFB and only 25% or less will be traveling north. Trustee Jeff Bevirt stated that at the hearing it was said that Highway 50 will be a 2-lane highway for a long time to come due to environmental issues with Silver Creek, which Boyer confirmed. A brief discussion followed.

Supervisor Ahle commented that the numbers the ladies threw out were very interesting. Boyer said any of the numbers used have been checked and approved by IDOT because the figures are going to the Governor's office and they need to be accurate. They also had a construction estimator go through all the numbers as well. A contingency factor of course has been added. If anything, the numbers are somewhat inflated. Clerk Witter asked what the engineering fees will be for this project. Boyer estimated, for just the Rieder Road Interchange, the cost to be almost \$20 million and the engineering is approximately 7% of that cost. Supervisor Ahle asked Boyer if she has ever seen engineering costs on a project to be at 25%. Boyer asked what the project is and Ahle said it is just a road improvement. Boyer stated that she believes that percentage to be high. Boyer then explained that if you pay to write a project report which is phase I engineering, and then pay to do the sub-plans which is phase II engineering and then you would pay for phase III engineering which is to have someone on the job overseeing the project. On a \$15 million dollar project, 25% would still be a little high. For each of these phases, the engineering is usually only 6% - 8% of the total cost. A brief discussion followed.

Boyer stated the project is the number one priority for this region. The purpose of the interchange is to feed the new main gate at SAFB. Boyer said one of the main reasons they were able to get this project approved is mainly because of Homeland Security and about the Nation's security. This will mean potential growth for SAFB and contribute to the continued success of the Base.

Attendee Doug Scott said his main concern is that an extreme amount of money is being proposed to spend on Rieder Road North and that has been pretty much addressed. Scott wanted to ask about the Railroad overpass and how is a Township going to come up with \$4 million to replace the bridge. Scott feels as a tax payer, a Township should not be spending \$4 million to fix or replace anything. If it ever comes that the bridge needs to be replaced, Scott asked what resources or funding they could expect to get. Boyer said, St. Clair County. From a transportation standpoint, Boyer said she would never expect a Township to pay for a project like that. If that bridge is a problem and this interchange has

just been built, the County will take care of it. Boyer said the County already thinks they're going to have to do it. They're not going to broadcast that information though. Boyer also stated with the FHWA funding this project, do you think they're going to let that bridge sit there? It is not a problem that the Township needs to even worry about right now. Maybe 10 years down the road, but by then, the City or County will have taken the road. Boyer said that at one of the public meetings, the County expects they are going to have to take over the road. When a road becomes a minor arterial and jumps to another classification, then the County has to get involved. IDOT has Surface Transportation Funding that is available to the Cities and Counties and that is what should pay for this. Surface Transportation Funding is meant to upgrade a road facility for a new development. Boyer said Townships do not have all the funds access that Counties or Cities do. There is much more funding capability if a County or City has this roadway. Boyer said a Township is not tasked with a project of that size. A Township maintains roads, farm to market roads. Trustee Hursey asked if this is written down anywhere. Amy Maurer said she believes there are some references in the new Highway Capacity Manual that details what the purpose of a road is. It gives you a general idea of; this is a local road, this is an arterial road, etc. Trustee Jeff Bevirt said at the meeting he attended, his understanding is the railroad is not concerned with the overpass. As far as the railroad is concerned the bridge is just fine and they won't fund any construction. Boyer said she doesn't see the Township getting any money from the railroad. As far as they're concerned; there are no accidents involving a train and if it's not broke don't fix it. Boyer said a project like that is going to take some major funding. Let the State or County take care of it. In the past when Boyer dealt with the Interstate Commerce Commission (ICC), the only time she got funding was because of a safety issues at railroad grade crossings. Even then, she would only get maybe 20% - 30% of the funding. Just because there's a problem with the road underneath the bridge, that is not the railroad's problem. A brief discussion followed.

Note: Boyer and Maurer exited at this time

Trustee Gary Hursey asked the board and supervisor if they needed to hold a closed meeting or openly discuss all the information they have just been presented with. Deputy Town Clerk/Recorder Debbie Allsup stated there are special rules and guidelines for those types of meetings. Town Clerk David Witter stated that discussing this topic does not qualify for a closed (executive session) meeting. Hursey suggested if they meet with the Highway Commissioner, the Township Attorney should also be present and have it on the agenda. Ahle said both would be present at the next meeting. All were in agreement that the issue needs to be addressed.

### SUPERVISORS REPORT

Supervisor Gary Ahle requested the board consider the office employee raises retroactive to April 1, 2012. Ahle said the administrators had not gotten a raise for 2 years and would like to give them each a 50 cent raise. A brief discussion followed.

Supervisor Gary Ahle made a motion to authorize the 50 cent raise for the office administrators retroactive to April 1, 2012 as presented and seconded by Trustee Gary Hursey. Roll Call: Bevirt – aye; Ahle – aye; Joseph – aye; Hursey – aye. Motion carried.

Ahle wanted to inform the board that coming up in November, elected officials raises come into affect. Ahle stated that speaking from the Supervisor position; he wanted to freeze it as is. Trustees Gary Hursey and Kenneth Joseph both were in agreement with Ahle.

Ahle informed the board that field work for the Annual Audit has begun and is being performed by Allison, Knapp & Siekmann, Ltd.

Ahle stated the final multipliers for 2011 per the St. Clair County Board of Review were out. Board members each were given a copy to review. Trustee Gary Hursey asked if the numbers went up or down.

### UNFINISHED BUSINESS

Supervisor Ahle said he received a correspondence from the O'Fallon Veteran's Monument stating the names of the Veterans added with the Township donation. Board members each were given a copy to review.

### APPROVAL OF SUPERVISORS BILLS

Town Fund	\$	19,726.77
General Assistance Fund	\$	1,510.31

Trustee Kenneth Joseph made a motion to authorize the payment of the Supervisor's bills be paid accordingly and seconded by Trustee Jeff Bevirt. Roll Call: Bevirt – aye; Ahle – aye; Joseph – aye; Hursey – aye. Motion carried.

### PUBLIC INPUT

Douglas Scott started off by thanking the board for having Kaskaskia Engineering Group come and speak about the upcoming Rieder Road interchange. He said it has been a big thing with him for a long time and he appreciates the board for doing this.

Scott said he has brought this up before and he does not know what the board can do about it, but there needs be a sidewalk put in on Seven Hills Road from Amelia Carriel Junior High School going north. Children have to walk directly on the roadside for a small stretch without sidewalks. This stretch belongs to the Township. Scott said a child is either going to get hurt or killed in that area if something isn't done. Trustee Gary Hursey stated that for the last 12 years he has asked for sidewalks to be installed. That particular section is a very low spot with a deep hole and would require a great deal of engineering cost to get it raised. Hursey said that when brought up to Highway Commissioner Peach in the past his response is "I don't do sidewalks". Hursey continued that citizens have complained about this too, and the board cannot get it passed Peach or force him to do it. Scott suggested a negotiation at budget time and withhold items that Peach would want included in the budget in order to

get him to put a sidewalk in. A brief discussion followed. Supervisor Ahle said one property owner is a problem. Ahle stated that himself, Peach and the City were out there several years ago and the property owner was very difficult. Hursey said there are also a lot of voters who would love to see that sidewalk built. Ahle that what he believes it says in the statutes for a Township to build a sidewalk, it has to be in correlation with the road. It should have been done when Seven Hills Road was redone. Hursey said even though, he believes nobody in the Township would object to putting the sidewalk in now. Scott said there have been some accidents in the area too around school time. Ahle said a few years back he spoke with the prior superintendant of Dist#90 and she said there was no need for a sidewalk there. Hursey said he believes that the Township has the authority and money to put the sidewalk in and believes we should do it- A brief discussion followed. Scott finished up by saying how would any of us feel if a child is injured or killed out there? He hopes that the board will be able to do something about this. Trustee Kenneth Joseph then interjected that he feels a sidewalk is also needed from State Street to the new roundabout being constructed. It was concluded that the area is within the city limits. More discussion followed.

#### ADJOURNMENT

A motion was made by Trustee Jeff Bevirt to adjourn the meeting of the Supervisor and seconded by Trustee Kenneth Joseph. Motion Carried.

The meeting adjourned at 8:18 P.M.

Respectfully submitted by:

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David M. Witter  
Town Clerk