



MACOUPIN COUNTY HIGHWAY DEPARTMENT

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Memorandum

October 30, 2009

To: Andrew Manar, County Board Chairman

From: Thomas A. Reinhart, County Engineer *TAIR*

Re: October 26, 2009 meeting on drainage through the Brighton-Bunker Hill Road and Union Pacific Railroad near Brighton.

The meeting on the drainage conditions through the Brighton –Bunker Hill Road and the Union Pacific Railroad tracks at the Brighton curve near the city limits of Brighton was held at 1:00 p.m. October 26, 2009 at the Brighton village hall. Those present included:

Karrie Stahl, resident
Donald Stahl, resident
Todd Bailey, resident
State Senator Deanna Demuzio
State Representative Betsy Hannig
Fran Goodman, Road and Bridge Committee Chairman
Mike Stead, Rail Safety Program Administrator, Illinois Commerce Commission
Gary Thompson, Director of Track Maintenance St. Louis Unit, Union Pacific Railroad
Paul Gegg, MTM Engineering, Union Pacific Railroad
Tom Reinhart, County Engineer

Senator Demuzio guided the discussion. Mr. and Mrs. Stahl and Mr. Bailey explained the flooding they have experienced over the last two years. Mr. Bailey showed a video taken during one of the events. The causes of the recent flood events, including record rainfalls, runoff from recent developments, and tiling were discussed. I briefly reviewed the efforts the Highway Department has made to improve the drainage conditions in the area, including the installation of the additional crossroad pipe in August 2008 and the recently completed ditch work.

Mr. Thompson indicated that the Union Pacific Railroad (UP) would do what it can to help find a solution to the problem. Previously, the UP had proposed jacking a sufficiently sized culvert pipe alongside the existing concrete box. However, in light of the County's plans to reconstruct the Brighton-Bunker Hill Road and other factors, Mr. Thompson proposed installing a culvert directly across from the Brighton-Bunker Hill Road's twin culverts. I also suggested that the a culvert installed under the railroad tracks north of the

Brighton-Bunker Hill Road would alleviate a significant portion of the water flowing through the existing culvert. If the pipe proposed by the UP is installed, the culvert under North City Limits Road on the west side of the tracks would have to be replaced. I offered to coordinate the replacement of the North City Limits Road culvert with Brighton Road District. Mr. Thompson did point out that a hydraulic study would have to be done and he would have to get approval before any work could be done.

Also discussed was the ditch running north along the west side of the tracks and the culvert under the private drive next to the ditch through which all the water drains. Mr. Thompson said the UP will clean the ditch and contact the landowner of the drive to get permission to replace the undersized culvert. I offered to identify the landowner for the UP.

Mr. Stead said that while the Illinois Commerce Commission supports the efforts to correct the drainage conditions, he unfortunately could not see an avenue where the Illinois Commerce Commission could use its Grade Crossing Protection Fund to finance any of the improvements.

The meeting was very productive. I believe all parties left with a better understanding of the drainage situation and the improvements that can be made to mitigate the conditions that are producing the flooding. And although the UP could not provide a definite timeframe for the major work, the UP did commit to doing their part to alleviate the drainage problems at the site.