

HANCOCK COUNTY HIGHWAY, ROAD AND BRIDGE COMMITTEE MEETING
January 30, 2020

The Hancock County Highway, Road and Bridge Committee meeting was called to order by Mr. Bolton on Thursday, January 30, 2020 at 8:30 A.M. Committee members present were Steve Bolton, Wayne Bollin, Mark Menn, Patsy Davis, Tom Scheetz and Pat Cramer. Also present was County Engineer Elgin Berry. Absent was Harry Douglas.

Claims and expenditures for the month of January were presented to the committee for approval. A motion was made by Mr. Cramer and seconded by Mr. Bollin to pay all bills as presented. All committee members present voted 'Aye'.

The County Engineer presented the following report:

- 1) Recommended approval of an Inter-Governmental Agreement with the Village of Pontoosuc to replace the 4th Street Bridge across Spilling Creek that serves as the only access to the Rio Vista neighborhood. The bridge was recently posted at 15 Tons and the width was reduced from sixteen feet to twelve feet due to the deteriorated condition of the north deck beams. There are no feasible repairs for the damaged beams and rehabilitation is not an option due to the narrow width. Mr. Cramer made a motion to recommend final action by the full County Board to approve the agreement, pending approval of the States Attorney and after execution by the Village. Ms. Davis seconded the motion. All committee members present voted 'Aye'.
- 2) Recommended selling Truck Number T-28, a 2005 International Tandem-Axle Dump Truck, along with a salt spreader and snow plow at the General Consignment auction at Sullivan Auctioneers, LLC in Hamilton, IL on March 26 – 27, 2020. This truck is also equipped with a wing plow, which will be attached and sold at the same time. Mr. Bollin made a motion to recommend final action by the full County Board to approve the sale of T-28 and the attachments at the public auction. Mr. Scheetz seconded the motion. All committee members present voted 'Aye'.
- 3) The county and township Motor Fuel Tax (MFT) lettings for Bituminous Materials will be held on Thursday, March 19, 2020 at 11:00 am in the Highway Department conference room.
- 4) An IDOT Construction Field Engineer, Andy Schoonover, responded to the county's request for compensation for damages that are likely to occur due to increased traffic on the Connable Road when IDOT replaces the Sheridan Creek Bridge on IL Route 96. Mr. Schoonover stated that IDOT does not anticipate or calculate damages when the official detour is posted on state routes. Therefore, the county will not receive any compensation for the additional traffic that will inevitably use the county road as the unofficial detour.
- 5) The personnel at the IDOT Maintenance yard in Carthage showed county personnel how they apply the liquid salt and Calcium Chloride on their roads.

- a) Calcium Chloride is used when temperatures get down to about 12° F and lower.
 - b) Straight liquid salt is only applied on bridges. The tank and pump are mounted on a trailer that's pulled with a single-axle dump truck. It's applied on Monday, Wednesday and Friday whenever the overnight lows are below 32° F. It prevents frost from getting on the bridges, but when it snows, it causes the snow to stick to it sooner.
 - c) Their regular plow trucks are equipped with pre-wetting equipment to help activate the salt so it will start the melting process sooner. A stainless steel tube is mounted inside the spreader boxes and salt is mixed by the auger before it gets to the spinner. Most trucks have a 120 gallon brine tank mounted right behind the cab and in front of the dump bed. The newest trucks have 100% electronic controls for the brine application, spreader auger and spinner. The application rate is about 7 – 12 gallons per lane-mile and the tank holds enough liquid to treat about two loads of salt. Their single-axle trucks only carry about 8 tons when loaded, while the county's tandem trucks carry about 15 tons.
 - d) The liquid Calcium Chloride is purchased commercially, but the liquid salt is mixed on site in a stainless steel hopper, using just water and the granular salt that they spread on the road. They have a hygrometer and they make the mixture approximately 23% salts (by weight). The polypropylene tanks are each about 2,000 gallons.
 - e) They mentioned that they "only" have to replace two or three bearings per year in their entire fleet of stainless steel salt spreaders. By contrast, the county almost never replaces bearings in its salt spreaders. The brine pumps on each truck also have to be cleaned very regularly and replaced every few years.
 - f) When they started using the pre-wetting equipment, they had brackets to hang tanks on their tailgates right above the spreaders and they had nozzles to spray the brine onto the spinners.
- 6) Adams County was also contacted, but they do not use liquid salt or any sort of pre-wetting equipment.

After some discussion, the County Engineer was directed to find out if the county can purchase liquid salt from IDOT, in order to save making a large investment in the equipment to make it. If it can't be purchased from IDOT, is it commercially available? Where can the Calcium Chloride be obtained? What are the issues with storing and mixing the products, especially any unused product that has to be stored over the summer?

- 7) A letter was received from BNSF on January 17th with new information about the Fort Madison Toll Bridge. The letter stated, in part, "BNSF has determined not to make any toll collection changes at the current time, but may pursue changes at some time in the future."

No Old Business items were discussed at the meeting.

The following New Business items were discussed:

1. Mr. Bollin presented an article concerning a federal class-action lawsuit over the exhaust gas recirculation setups in the 11-liter and 13-liter MaxxForce engines that International (Navistar) installed and sold with some of its 2011, 2012, 2013 and 2014 model trucks. Mr. Berry noted that the county purchased one International dump truck in April, 2012, which might qualify for one of the lawsuit settlement options.
2. Mr. Scheetz discussed the possibility of installing tile drains under or alongside some county culvert pipes that cross county roads, in order to keep the constant flow of tile water out of the culverts and possibly extend their lives. Mr. Berry stated that it might be hard to get the tile outlets to daylight on the public right-of-way, if they're installed deeper than the culvert pipes. Mr. Bollin questioned whether the county would be required to repair damage in the tile line if it would ever break or get plugged.

As no further business was brought before the Committee at this time, a motion was made by Ms. Davis and seconded by Mr. Menn to recess until Thursday, February 27, 2020 at 8:30 A.M. All committee members present voted 'Aye'. The meeting adjourned at 9:45 A.M.