

**HANCOCK COUNTY HIGHWAY, ROAD AND BRIDGE COMMITTEE MEETING**  
**December 27, 2019**

The Hancock County Highway, Road and Bridge Committee meeting was called to order by Mr. Bolton on Friday, December 27, 2019 at 8:30 A.M. Committee members present were Steve Bolton, Wayne Bollin, Mark Menn, Harry Douglas, Patsy Davis, and Pat Cramer. Also present was County Engineer Elgin Berry. Absent was Tom Scheetz.

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

The County Engineer presented the following report:

State funding actually decreased since the new Motor Fuel Tax (MFT) rates went into effect on July 1, 2019:

- a) For the September – December timeframe, the average monthly allotments increased from about \$27,871 in 2018 to about \$45,286.91, which is a 62% increase.
- b) At the same time, the Consolidated County allotment was reduced 75% from \$121,935 in 2018 to \$30,550 in 2019. This is a separate payment from the State of Illinois that is received once per year and is required to be deposited into the MFT account.
- c) Furthermore, the State Matching Assistance funds will be completely eliminated next year. This state-funded program has been in place for many years but the legislature did not renew it after the new MFT rates were established. Hancock County's recent allotments were \$144,024 in 2019 and \$140,289 in 2018. That money is held by the state and is used to help offset the 20% local matching requirement for the county's share of federal aid funds.
- d) Thus, as a result of all the 2019 changes in state transportation funding:
  - i) Hancock County residents have been paying INCREASED motor fuel taxes at the pump since July, 1, 2019.
  - ii) In 2019, Hancock County's total state aid DECREASED by \$83,113.15 or 12.7% compared to 2018.
  - iii) Based on current trends, in 2020, Hancock County is projected to have DECREASED revenue from all state sources in the amount of \$79,275.45 or 12.1% compared to 2018.

The 2020 price for road salt is \$79.92 per ton, through the state letting. The 2019 price was \$72.65 per ton. The county has approximately 500 tons of salt at its disposal this year. In the past, this quantity has been mixed with the same amount of sand and applied on hills, curves and intersections of all county roads at the end of each snow storm. Generally, the maintenance crew

plows the roads from about 4 am until it gets dark, then goes home to rest. This schedule can vary, depending on the timing of the storms, but due to the narrow shoulders on most county roads, there is a higher frequency of run-off-the-road incidents when plowing in the dark, especially if the snow is blowing. Hancock County doesn't have a second shift to run the plows overnight. In past years, the goal of winter maintenance was to get the roads "open and passable" within 24 hours after the end of a storm; not necessarily "dry and clear" like the state roads.

Mr. Menn asked about the possibility of obtaining liquid salt application equipment that could be mounted in a ton truck and used to prevent ice build-up on certain, high-volume county roads before and after winter storms. Mr. Berry said that a storage tank and possibly a corrosion-resistant pump to handle the material would also be required. Mr. Berry said that he would look into the costs involved and report back at the next meeting.

There was no old business to discuss.

The following new business was discussed:

Mr. Bollin asked about the cost-sharing arrangement for culvert and bridge repairs on township line roads, specifically about the bridge that was recently completed on the Rock Creek / Sonora Township line. Mr. Berry said that the state statute calls for the costs of any culvert repair, regardless of size, to be split between the townships at a ratio proportionate to their Equalized Assessed Valuation (EAV). When county or state aid is involved, those entities both pay their share first, and then the leftover costs are divided between the townships in proportion to their EAV. Mr. Berry said that, as far as he knew, when state and county aid weren't available, the townships of Hancock County have always paid 100% of the culvert costs on township line roads that were under their maintenance jurisdiction.


Mr. Berry said that the total cost of the new bridge on the Sonora / Rock Creek line will be about \$312,000 and the township share will be about 10% of that cost. Sonora Township has a slightly higher EAV, so their share of the cost will be roughly \$16,000.

Mr. Bollin asked about the proposed bridge repairs on a posted bridge on the 1200E road in Sonora Township. Mr. Berry stated that the two outer piles in the north abutment are completely rotted through and two other piles are partially rotted. Several of the backing-boards are also significantly rotted and will likely begin losing material soon. Any contract work that exceeds \$20,000 would have to be let for bids. County Contractors might be able to repair the two rotten piles for that amount, but Mr. Berry wasn't sure because of the deep water under the bridge. If all the piles and the backing-boards are repaired, the cost will almost certainly exceed \$20,000. Mr. Berry suggested that it might be a good idea for the township to try to dredge the creek downstream from the bridge first, as a separate project, before doing the bridge repair work.

Mr. Bollin reported that a bridge on IL Route 96 south of Nauvoo is scheduled for repair next year. The marked detour will likely be on state highways through Niota, Dallas City, Carthage and Elvaston, but most detour traffic will end up on the Connable Road. Mr. Bollin asked Mr. Berry if he could request compensation from IDOT to assist with the additional wear-and-tear and law enforcement expenses that the county will incur from the detour traffic.

Mr. Berry suggested a list of monthly meeting dates for the Highway, Road and Bridge committee to consider for its 2020 meetings. A motion was made by Mr. Menn and seconded by Ms. Davis to adopt the attached Monthly Meeting Schedule for the regular committee meetings in 2020. All committee members present voted 'Aye'.

As no further business was brought before the Committee at this time, a motion was made by Mr. Bollin and seconded by Ms. Davis to recess until Thursday, January 30, 2020 at 8:30 A.M. All committee members present voted 'Aye'. The meeting adjourned at 10:00 A.M.

A handwritten signature in black ink, appearing to be 'A. B. S.', is located in the lower center of the page.