

HANCOCK COUNTY HIGHWAY, ROAD AND BRIDGE COMMITTEE MEETING
February 27, 2020.

The Hancock County Highway, Road and Bridge Committee meeting was called to order by Mr. Bolton on Thursday, February 27, 2020 at 8:30 A.M. Committee members present were Steve Bolton, Wayne Bollin, Mark Menn, Harry Douglas, Tom Scheetz and Pat Cramer. Also present were County Board Chairman Delbert Kreps and County Engineer Elgin Berry. Absent was Patsy Davis.

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

The County Engineer presented the following report:

- 1) **Funding Update:** In December, it was reported that the IL State Matching Assistance program had been eliminated entirely and the County Consolidated program had been cut by 75%. Since then, an IDOT Circular Letter was issued on January 24, 2020 that restored the State Matching Assistance program and showed the Hancock County portion of that program as \$204,813.06. The County Consolidated program has not been restored to its previous funding level.
- 2) The bed installation by Knapheide on the new Mack dump truck should be completed next week. The estimated delivery date will be March 9th.
- 3) IDOT cannot and will not produce salt brine for the county. Knapheide provided a quote for brine-making equipment with automated controls, a dry hopper and three tanks from one of their suppliers in the amount of \$24,400, but that price could change somewhat, depending on the final configuration. That price does not include the installation of tanks, pumps, spray bars, controls and other associated equipment on the six spreader units.
- 4) Enhanced road salt is available from Cargill at a cost markup of approximately \$15 - \$20 per ton over the regular road salt. This material is regular road salt (Sodium Chloride) that has been pre-wet with about 4% Magnesium Chloride, plus a bluish-green colorant and a proprietary chemical to prevent the crystals from bouncing off the road. It can continue melting ice and snow pack at pavement temperatures near 0°F (regular salt loses its effectiveness at about 15°F). For customers that use straight salt, Cargill recommends a 20% reduction in the application rate.
- 5) If the county wants to consider using enhanced salt, the old salt bin could be cleaned out and a floor could be poured in it to provide covered storage for about 50 - 75 tons. If Cargill wins the state bid for Hancock County, then the enhanced product could be substituted for a portion of the bid requisition. If North American wins the bid, Cargill could still furnish some material as a stand-alone quote, up to the \$30,000 limit that the county can purchase without taking bids.

- 6) In lieu of using the tailgate spreaders on the six tandem dump trucks, the county could consider purchasing a 4.5 Cubic Yard V-box spreader that would mount in the back of one of the tonners. That would allow a more targeted application of the enhanced salt. Knapheide has furnished a quote in the amount of \$8,750 for a V-box spreader. This is similar to the system that Montebello Township uses.
- 7) Recommend updating the Highway Department Employee Policy Manual.

No Old Business items were discussed at the meeting.

One New Business item was presented to the committee for consideration. Mr. Bolton said that a request to consider the use of ATV's on certain county roads was referred to the Highway, Road and Bridge committee for consideration.

Mr. Douglas stated that the Village of Plymouth had passed an ordinance to allow ATV's on the village streets, but he did not believe it was being enforced very well. He has observed very young children operating motorized vehicles on city streets and some very loud vehicles are being operated late at night. Mr. Douglas said that he would not be in favor of allowing ATV's on county highways.

Mr. Berry stated that the county could only authorize non-farm ATV usage on county highways that are under county jurisdiction. Townships and municipalities have distinct jurisdictional authority over their own roads and streets. A separate state statute already allows farmers and farm workers to use ATV's on local roads and streets while they are engaged in farming operations. The county can only authorize non-farm ATV usage on designated roads that are posted for speeds of 35 MPH or less and the designated roads must be marked with signs that indicate they are designated for ATV's.

Mr. Berry also stated that ATV's must be equipped with brakes, headlights, tail lights, brake lights, turn signals, mirrors, reflectors, Slow Moving Vehicle (SMV) emblems and must have insurance when they are operated on public roads.

Mr. Berry pointed out that many ATV manufacturers specifically state that their vehicles are sold for off-road use only. If the county designates a road for ATV usage, it could lead riders to believe it is safe to operate their ATV's on the county road and cause them to ignore the manufacturers' recommendations. The county might even be liable for damages if someone is injured or killed in such a situation.

The committee did not take any action to advance a recommendation for ATV usage on county highways to the full county board.

As no further business was brought before the Committee at this time, a motion was made by Mr. Bollin and seconded by Mr. Scheetz to recess until Monday, March 30, 2020 at 8:30 A.M. All committee members present voted 'Aye'. The meeting adjourned at 9:20 A.M.

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