

**HANCOCK COUNTY HIGHWAY, ROAD AND BRIDGE COMMITTEE MEETING**  
**June 29, 2021**

The Hancock County Highway, Road and Bridge Committee meeting was called to order by Ms. Davis on Tuesday, June 29, 2021 at 8:30 A.M. Committee members present were Patsy Davis, Wayne Bollin, Harry Douglas, Gary Stansbery and Randy Bergmeier. Absent were Pat Cramer and Mark Menn. Also present were County Board Chairman Delbert Kreps and County Engineer Elgin Berry.

Review and Approval of Claims and Expenditures

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

County Engineer's Report

The County Engineer reported that the County is still awaiting payment in the amount of \$338,921.73 from IDOT for Day Labor work performed in 2020. An email was received on 6/2/2021 that stated it would be paid in June, before the end of the state fiscal year, but so far the payment has not arrived.

The County Engineer reported that five of eight committee members and eight of fifteen board members responded to his test email of the minutes last month. Since just barely half of the intended recipients are receiving the digital correspondence, paper copies of the minutes and any other action items will continue to be sent until the computer issues are resolved.

The County Engineer Reported that the 2012 Kubota tractor sold for \$16,500 and the 2010 F-150 sold for \$2,700 at Sullivan's consignment auction in Hamilton on June 21 – 22, 2021.

The County Engineer recommended declaring Truck T-23, a 1996 International Tandem-Axle Dump Truck as surplus equipment and selling it at public auction. He also recommended seeking bids now for a new tandem-axle dump truck, for delivery during the 2022 fiscal year.

Mr. Douglas made a motion to recommend final action by the full county board to declare Truck T23 to be surplus equipment and sell it at a public auction. Mr. Bollin seconded the motion and all committee members present voted 'Aye'.

The County Engineer presented copies of the preliminary FY 2022 budget that was submitted to Bellwether, LLC and the Finance committee for review in July.

Old Business

Ms. Davis presented some pictures that were taken of the Connable Road. Some were taken before the shoulder rock was placed and some were taken after it was placed this spring. She also showed pictures of a Missouri State Highway that W.L. Miller Company from Hamilton, IL recently widened and paved. It's approximately 25 miles long and the cost was about \$3 Million. She said that the pavement there was 24 feet wide at the white stripes and still had room for rumble strips on the asphalt shoulders. Mr. Berry pointed out that some of the pictures appeared to show a sharp drop-off from the edge of the gravel shoulder to the top of the ditch foreslope.

Mr. Bollin suggested that a similar type of improvement could be made on the Connable Road. He proposed coring out the existing shoulders approximately 24 inches wide and several inches deep, then placing hot mix asphalt shoulders along the existing pavement.

Mr. Berry stated that Mr. Bollin's proposal would not be eligible for federal funding because it does not meet the minimum design guidelines for roadway reconstruction. He pointed out that vehicle rollovers could still occur because the shoulder edges would still have sharp drop-offs into the ditches after the improvement is completed. Mr. Berry also stated that a federally-funded reconstruction project would have to address problems with stopping sight distances that he believes may exist at one or two hilltop locations near the south end of the road.

Mr. Berry stated that federal funds could be used to improve the ride quality of the pavement surface, without widening it or raising it, if the work is classified as pavement preservation and not reconstruction. An example of this type of work would be milling off two inches of the existing surface, placing a Petromat product and re-laying two inches of new hot-mix asphalt. The Petromat product would stabilize the pavement edges and prevent the existing cracks from reflecting through the new asphalt surface.

Mr. Bollin stated that he didn't believe the county would ever have sufficient federal funding for an adequate reconstruction project, but something still needs to be done because the road is too narrow for the amount of traffic that's on it.

Mr. Douglas asked if the road could be widened by a lesser amount, so it would somehow be affordable for the county to complete without federal assistance. Mr. Berry initially said that it might be possible to dig a ten-inch wide trench along both sides of the existing pavement, similar to the trenches that are used for placing tile drains along roads, then backfill the trench with asphalt. Later in the conversation, Mr. Berry withdrew his recommendation for the ten-inch widening because he said he did not want to recommend any type of sub-standard reconstruction project to the county board.

Mr. Stansbery stated that the county might also be liable for doing nothing to address the current problem of the narrow pavement, narrow shoulders and steep ditch slopes. Mr. Berry said that the roadway was originally constructed in accordance with the design standards that were used in the 1930's and that it was his understanding that the county would not be liable for changes in the design standards that have occurred since that time. However, any future work would have to be done in accordance with current design standards to prevent the county from being liable for accidents.

#### New Business

Mr. Bollin made a motion to recommend final action by the full county board to use ARPA funds either directly or indirectly to improve the Connable Road, pending eligibility. The motion was seconded by Mr. Douglas and all committee members present voted 'Aye'.

#### Adjournment

As no further business was brought before the Committee at this time, a motion was made by Mr. Bergmeier and seconded by Mr. Stansbery to recess until Thursday, July 29, 2021 at 8:30 A.M. All committee members present voted 'Aye'. ~~The meeting adjourned at 10:05 A.M.~~

7-20-21

Respectfully Submitted,  
Patsy Davis