

IOWA COUNTY TRANSPORTATION COMMITTEE

July 1, 2010

The Transportation Committee met in the Iowa County Highway Department Conference Room in the City of Dodgeville on Thursday, July 1, 2010 at 6:00 p.m. and was called to order by Committee Chair John Meyers.

Roll call was taken:

Committee members present: Sups. Ron Benish, Bob Bunker, Dan Curran, John Meyers, Curt Peterson, Robert Pilling, Ryan Walmer, and Robert Zinck.

Committee members excused/absent: Sup. Dave Bauer.

Also present: Highway Commissioner Craig E. Hardy, Business Manager Jeri Grabbert, and County Administrator Curt Kephart.

Sup. Ron Benish moved that the meeting had been duly advertised. Motion was second by Sup. Bob Zinck. Motion passed unanimously.

Sup. Ron Benish moved for approval of the July 1, 2010 agenda and the May 27, 2010 minutes. Motion was seconded by Sup. Ryan Walmer. Motion passed unanimously.

Reports from committee members and an opportunity for members of the audience to address the committee.

Sup. Bob Zinck asked about additional county tours. Craig Hardy said he could get something set up for the week of July 12. He would also like to include Jeri Grabbert and Curt Kephart.

Ron Benish asked about the bridge on CTH C – when it was started and the anticipated completion date. Craig Hardy said it was started on June 21 and is scheduled to be done on August 31.

Bob Bunker asked if CTH G was going to be posted for weight limits again this year. Craig Hardy said it was not as the issues from last year have been resolved.

Bob Zinck asked if there would be spraying for garlic mustard. Craig Hardy explained that the department does not spray for invasives, typically. The mowing policy dictates the first pass has been done at the width of one pass along roadway shoulders. The second pass will be a one width pass again with additional mowing at driveway and intersection vision corners only. The third pass will consist of mowing one width of the equipment on all routes and one half of the county will be mowed fence to fence. This is all in accordance with the mowing policy that is currently in place.

Old Business

- A. Blotz Driveway Permit Application. Michael Blotz was present for discussion of a request for a driveway. Craig Hardy explained that when a driveway permit application does not meet compliance with the Highway Access Ordinance it must be presented to

the Transportation Committee for review and approval of a variance. This application does not meet the 300 foot minimum centerline to centerline distance as required between driveways. Craig Hardy indicated that this driveway would be about 50 to 60 feet, center to center, from Josh Zinkle's existing driveway. Sup. Dan Curran asked who would be responsible for the installation expenses and Craig Hardy said it would be the responsibility of the landowner. Craig Hardy also noted there will be a minimum of 6 feet required between the culvert apron end walls of the respective driveways which would establish the actual center to center spacing. Craig provided some background on other variances that have been granted throughout the county. Sup. Ron Benish commented this variance may be the only solution to the landowner driveway conflict at this location because this issue has been in front of this committee for quite a length of time already. Sup. Bob Zinck asked if the extension the county placed on Josh Zinkle's driveway would be removed. Craig Hardy explained permission would have to be received from Josh Zinkle as it is his driveway per the previously issued permit.

A motion was made by Sup. Ron Benish to approve the variance request for the center to center distance variation as described. The motion was seconded by Bob Zinck. Motion carried unanimously.

- B. Blotz/Zinkle Driveway Agreement Correspondence. To date the agreement for a shared driveway has not been signed by either party. However, per the action above in Item A, this issue was removed from the agenda.
- C. Quarry Water Sample Results. The committee packet included the report from Engel and Associates showing the analysis of the water samples taken at the quarry. Also in the packet was a letter sent to Michael Blotz from Craig Hardy summarizing the report from Engel & Associates. Mr. Blotz indicated that he had not received this letter in the mail. Mr. Blotz was provided a copy of the letter and the report at this time. The report indicates that the waters and sediment at the quarry holding pond are not contaminated. The report also shows that the quarry pond is within the established tolerances for DNR, EPA, and WPDES established standards relating to water quality and the list of regulated contaminants.
- D. 18/151 Design Study Update. Craig explained that this item is on every agenda because it is an ongoing project. SEH and WDOT are working on a revised drawing to illustrate the proposed route of the new CTH ID utilizing a variety of proposed frontage roads along 151/18. This illustration should be available for review at the next meeting.
- E. Road Oil Bids – CTH B Award. Craig Hardy explained the item was brought back to committee this month for an award of the bids. Since the CTH B project is a CHIP-D reimbursement project, an official award is required by the committee. The Road Oil Bid Tally Sheet was presented. Sup. Bob Zinck asked if the suppliers add water to the oil. Craig indicated the oil is required to meet the specifications for a PG oil as advertised. In addition, the suppliers are required to submit a bill of lading with every material delivery verifying the product shipped.

A motion was made by Sup. Bob Bunker and seconded by Sup. Bob Pilling to award the CTH B PG road oil bid to Henry G. Meigs, LLC, 1220 Superior Street, Portage, WI 53901. Motion passed unanimously.

New Business:

- A. May 2010 Revenue and Expenditure Report. Jeri Grabbert reviewed the May Revenue and Expenditure Report. One notation to the report related to line item #20 Retained Fees Revenue. This corresponds to the Capital Expenditure shown on the April Revenue and Expenditure Report. Jeri also made note of a few other areas on the report. On line #9, Public Charges for Service, the revenue amount of \$3,520 is for the LRIP Administrative Fees. This is a once-a-year revenue and is final for 2010. Also line #17, State Equipment Storage Reimbursement is a once-a-year revenue and is also final for 2010 at \$62,779. On line #36, the percentage of budgeted revenue received to date is 42.79%, compared to an average of 42% for 5 months. Line #88 shows capital expenditures of \$4,775. This is for training on the AutoCAD and GPS systems. This cost will also be reimbursed by the Retained Fees Fund. Total percentage of expenditures is at 33% compared to an average of 42% for 5 months, however the summer construction projects will be appearing on the reports over the next couple of months and will even out this comparison. And last, the report shows slightly over \$25,000 of revenues over expenditures as of May 31, 2010. Sup. Ron Benish asked which revenue account included the LFA revenue. Sup. Bob Bunker asked what miscellaneous revenue of \$3,590 on line #27 is from. Jeri will have this information available to share at the next meeting.
- B. 2009 Financial Report. Craig Hardy explained that changes will be made by management for reporting in future years. Sup. Dan Curran referred to pages 38 and 11, and asked about Truck #104. Page 38 shows a book value of \$17,553 and page 11 shows operations of machinery and equipment at \$29,655. He wondered at what point we stop repairing and look into replacing equipment and what it would cost to replace #104. Craig Hardy felt it would cost around \$145,000 to \$180,000 to replace this truck. He also pointed out that, in looking at page 11, it shows that although Truck #104 had about \$29,000 in costs, it also had about \$28,000 in revenue generated from its use. Craig continued with a discussion on capitalization practices compared to recording of expenditures, with changes being made in 2010 for properly booking the costs. Craig noted the Department has 36 trucks in the fleet, which means that 3 should be replaced each year on a 12-year depreciation schedule. Sup. John Meyers stated the Department is at a crisis level and the Department/Committee/County needs to develop a plan for equipment acquisition and maintenance. Craig Hardy stated the department has other equipment as well to be budgeted. For example, the current operations with seal-coating halted due to the chip spreader malfunction. The breakdown is related to either the computer module, transmission, or both. As a result the repair of the equipment may not be advantageous compared with the service life remaining. In addition, with the machine being 10 years old, newer equipment will provide greater productivity and efficiency. Craig commented on a machinery demonstration to occur later in the year in conjunction with the CTH B construction project consisting of a CAT grader, which is a

prime example of machinery enhancements and changes due to all CAT graders being operated by joystick not the traditional steering wheel. Proponents of the new systems speak of increased efficiency and quality as a result. Sup. Curt Peterson suggested we look into purchasing a chip spreader with another county. Craig noted that Lafayette County has a good/newer one that we may be able to rent from them. We do currently share and rent equipment with the surrounding counties, primarily Grant, Lafayette, and Sauk. Ron Benish stated we should establish contingency funding for equipment replacement. Sup. Bob Zinck agreed.

- C. County Road Tour. Craig Hardy described the routes, roadways, bridges, and culverts reviewed during the two road tours completed to-date. Sup. Bob Pilling complimented Craig on the tour. Sup. Dan Curran asked for a capital plan for the Long Range Planning Committee. Craig will provide him with the 5-Year Capital Plan that was submitted at budget time last year.

- D. State/Federal STP Project Applications. Every odd year the application cycle begins for STP (Surface Transportation Programs) funding. Three programs are available: 1) urban highways, which does not include Iowa County; 2) rural highways; and 3) bridges. Only major collector roads qualify for STP and 49% of Iowa County roads fall in this category. Iowa County bridges also qualify for funding. Craig Hardy distributed 2 reports showing the bridges and roads he has identified for these programs. First he reviewed the bridge report. Bridges are shown with a priority ranking. The first 6 bridges have a sufficiency rating of less than 50. The remaining have sufficiency ratings between 50 and 60. The spreadsheet shows design costs for a bridge would occur in one year and then the construction costs would occur in the next year. The far right column shows the County funds that need to be budgeted in each year. Iowa County is #6 in the state for the entitlements for this program, with \$6.3 million in entitlements. Therefore, Iowa County has higher priority over project selection than all but 6 other counties in the state. The goal should be to apply to replace bridges when the rating is less than 50 and take advantage of the 80/20 or 80/10/10 cost share. The current cycle is the 2011 – 2014 cycle applications due on July 31. The state has indicated the 2015- 2016 cycle will be unveiled in January of 2011. The Town of Dodgeville and the Town of Brigham are interested in applying for the 80/10/10 programs for Blotz Road and Clay Hill Road, respectively. Sup. Dan Curran asked how these projects get paid for. Craig said the DOT administers contracts, pays the bills, and bills the County for its percentage. The applications are required for the projects to be selected, programmed, and scheduled. Sup. Ron Benish asked if these projects could be worked into the budget or would additional revenues be needed. Craig indicated in absence of additional funding, the funds would be allocated from the Department construction and/or maintenance budget, as the bridges are a higher liability/priority issue.

The second handout showed rural roads that qualify for the 80/20 or 80/10/10 cost sharing STP and the LRIP CHIP/CHIP-D funding. CHIP/CHIP-D funds come from the state in the maximum amount of \$136,250 during a 2-year cycle program. The PASER rating column indicates the quality of the roads on a 1-10 scale. A rating of less than or equal to 4 means the road needs replacement; 5, 6, and 7 means it needs sealcoating or

wedging; and 10 is a new road. Craig pointed out a comparison he prepared for CTH Q, which qualifies for either program. Under the STP funding, the road could be reconstructed for a total cost of about \$4 million. Under the LRIP funding the road would only have Full Depth Reclamation (FDR) construction for a total cost of about \$940,000. Under either program, the county cost would be near the same, around \$803,000 for either construction type or respective program. Therefore the county would want to apply for STP funding on CTH Q to construct a better quality road at approximately the same cost. This would also “free-up” CHIP or CHIP-D funding for the lower volume routes of local or minor collector status. The LRIP program is the only funding program available for the lower travelled routes. These comparisons should be performed on all qualifying projects to determine the cost-benefit relationship to the county, the taxpayer, and the usage of the route.

Craig stated the Iowa County Highway Department (ICHD) has done few STP projects in the last 18 years. Two examples of these projects would be CTH ID in Barneveld and CTH P from STH 80 to Muscoda. The County is #7 in the state for STP entitlements amounting to \$1.5 million, which means Iowa County has a higher opportunity for project selection than other counties in the state. Sup. Curt Peterson suggested that the state officials be pushed to place the indexing back onto the gas tax and stop taking funds from the Transportation Fund. The gas tax would generate revenue from all the users; including out-of-state users, and increase the revenue. Craig stated the TDA and WCHA have been discussing the addition of toll-ways to the interstate system for additional revenue. Sup. Dan Curran noted that currently 35% of the Transportation Fund is used toward state debt. Sup. Bob Zinck asked about the resolution to stop the use of transportation funds and if it was going to referendum. Craig Hardy explained that the WCHA passed this option on to each county to have Board action or a referendum. Craig discussed the referendum with the County Clerk and the issue has been referred to the Administrative Services Committee, due to the potential for increased cost to the voting process.

Highway Commissioner Report: Craig Hardy reviewed the following items with the Committee:

- A. WCHA Summer Conference Summary (Meyers, Curran). Sup. John Meyers felt the conference was well worth the trip. He discussed the session on retroreflectivity requirements for compliance. The committee discussed the deadlines for these requirements. John also summarized the session on weight limits and crossing state lines, mostly relating to farm machinery and logging trucks. Sup. Dan Curran discussed the Roadeo, which is sponsored by Aegis Corporation/Wisconsin County Mutual. ICHD employee Gary Pustina participated in this safety program. Craig Hardy also mentioned that Aegis held mini-classes (classroom type) at ICHD for plowing/training. These are offered free of charge as part of the safety incentives from the liability insurance company.
- B. EECBG Grant Update. The contracts are in and signed. Craig Hardy is working with Jake Tarrell, Maintenance Supervisor at Bloomfield, in getting the specs together for the

boiler. That should be out for bids by July 15. Next will be the Bloomfield insulation project, which should be out for bids around August 1. Highway windows project – entrances, parts room windows, and shop windows – should be out for bids around August 15. Because the highway building is over 50 years old, the project must be reviewed and approved by the State Historic Preservation Office (SHPO).

- C. WCHA 100-Year Anniversary Book Project. WCHA has asked each County Highway Commissioner to prepare a 3-page summary about their county and provide pictures to include in the anniversary book. The summary and pictures are in the packet for review.
- D. Full Air Compliance Evaluation Summary – Hotmix Asphalt Plant Permit. Based on the inspection and report from the Department of Natural Resources the asphalt plant is in compliance with all Wisconsin air regulations. A stack monitoring test will be performed with the August-September asphalt production.
- E. FHWA Pavement Marking Standards. Craig Hardy discussed the new standards as published by the FHWA for retroreflectivity in pavement markings. The currently in process changes proposed by FHWA will require certain reflectivity testing and maintenance of pavement markings dependent on the road classification. Craig stated the mandate could be good by increasing the potential workload of the county paint crew not only for the state but also other counties. However, the proposal will also require a certain level of standard for the county routes as well, which currently are not mandated to a standard. In addition, the proposal does not carry with it any funding to accomplish or comply with the standards.

Additional Items:

A Road Crew Lead Person was hired and scheduled to start work on June 16. The individual called and changed his decision to not accept this job after all. The position will be re-advertised on July 12. The position will be re-posted on the website and re-advertised in the papers. Applications will be taken until the position is filled.

Due to the holiday on September 5, the Transportation Committee meeting needs to be scheduled for a different date. A motion was made by Sup. Ron Benish and seconded by Sup. Dan Curran to schedule this meeting for Thursday September 2, 2010. Motion passed unanimously.

The Schedule of Standing Committee Meetings shows the next Transportation Committee meeting to be on August 9. A motion was made by Sup. Bob Zinck and seconded by Sup. Bob Bunker to hold the next regular Transportation Committee meeting on Monday, August 2, 2010 at 6:00 P.M. The motion carried unanimously.

Motion to adjourn the meeting was made by Sup. Bob Pilling and seconded by Sup. Dan Curran. The motion carried unanimously.

The meeting adjourned at 8:10 p.m.

Minutes Respectfully Submitted by Jeri Grabbert.