

IOWA COUNTY TRANSPORTATION COMMITTEE

August 3, 2009

The Transportation Committee met in the Highway Department Conference Room in the City of Dodgeville on Monday, August 3, 2009 at 6:00 p.m. and was called to order by Sup. Larry Steffes.

Roll call was taken:

Committee members present: Sups. Larry Steffes, Bob Bunker, Ron Benish, Ron Berg, Dave Bauer, Brad Wells, and John Meyers.

Committee members excused/absent: Sups. Gerald Dorscheid and Mark Masters.

Also present: Highway Commissioner Craig E. Hardy and Highway Office Administrator Jeri Grabbert.

Sup. Ron Benish moved that the meeting had been duly advertised. Seconded by Sup. Bob Bunker. Motion passed unanimously.

Sup. Dave Bauer moved for approval of the August 3, 2009 agenda and the July 6, 2009 minutes. Motion was seconded by Sup. Ron Berg. Motion passed unanimously.

Reports from committee members and an opportunity for members of the audience to address the committee. Sup. Ron Benish commented that Hwy. 80 in Highland was currently under construction and closed to traffic. It is re-routed with detours.

Old Business

- A. Federal Stimulus Update (CTH C Bridge OPM Meeting) - Craig Hardy reviewed highlights of the Operational Planning Meeting on the CTH C Sneed Creek Crossing project in the Town of Wyoming. He noted the following items: (1) the bridge will be designed with taller railings to accommodate bikes, (2) traffic control will include closing the road and having a detour route, (3) the road overtopping frequency will increase from 40 years to 70 years with the structural changes, and (4) a schedule has been set for the project design. Included in the schedule is the Public Informational Meeting (PIM) to be held in late September 2009 and that the Planning, Specs, and Estimates (PS & E) will be complete by December 1, 2009, which meets the requirements of eligibility for the federal stimulus program. Sup. Dave Bauer asked about the cost to the county for detour signs under the traffic control plan. Craig Hardy provided a very rough estimate of \$130 per location (15 – 20 signs) plus county labor. Sup. Brad Wells asked if contacting the Corps of Engineers to assess the waterways and consider diverting them could be done to reduce the number of bridges in Iowa County. Craig Hardy explained that bridges that span 20 feet or more are eligible to be in the Local Bridge Program and it would be necessary to look at each instance of its own merit. There would be many different factors to consider. Currently there are 142 bridges in Iowa County, 51 bridges are county maintained and the remaining are in other local government jurisdictions. The Local Bridge Program provides for an 80/20 cost share for county bridges (80% state cost/20% county cost)

- and an 80/10/10 cost share for the remaining bridges (80% state/10% county/10% township).
- B. Countywide Summer Construction Schedule Update – Craig Hardy reviewed status of projects on the schedule. He also noted that he would be assigning another operator to use the excavator on the CTH HH – Emergency Bank and Slope Repairs for safety purposes.
 - C. County Highway Department Summer Construction Costs – Craig Hardy distributed a report showing costs for crackfilling, gravel shoulders, bituminous surface, grade work, wedging, and other miscellaneous projects. This report is for the period January 1 through July 31, 2009. Similar reports will be provided for other activities as well, such as mowing and winter maintenance costs.

New Business:

- A. June 2009 Monthly Revenue and Expenditure Reports – Jeri Grabbert reviewed the 2009 Financial Report noting that revenues were just under 50% as of June 30 and expenditures were at 37% as of June 30. However, the July report will have much more summer construction costs incurred reflecting the seasonal use of funds. Sup. Ron Berg asked about the General Transportation Aids revenue showing only 25% of the funds received as of June 30. Jeri explained that the payment process was changed by the state from quarterly payments to 3 installments of 25% in January, 50% in July, and 25% in October effective with the 2009 payments. Therefore only the first payment is reflected on the June report. Ron Berg also asked about the fuel handling expenditures and an explanation was provided in the indirect costing shown in the report and how it affects the expenditures. Jeri also noted that the fuel pump system was struck by lightning during a storm on July 27 and needed emergency repairs, which will be submitted for insurance recovery.
- B. 151 Study Discussion of Alternatives – Craig Hardy reviewed highlights of the minutes of the WisDOT Coordination Meeting held on July 9, 2009 on the US 18/151 Freeway Conversion Study. Craig Hardy provided an overview of the preferred alternatives by the various towns, villages, school district, and Iowa County for the Sections 1, 2, and 3. The remaining sections are located in Dane County. The next step is to hold a meeting to go over the Preferred Alternatives with the agencies, where all impacts will be presented. Public Information Meetings will be held to present the Preferred Alternative.
- C. Prevailing Wage Ramifications & Public Works Improvement Contract Definition – Craig Hardy explained the prevailing wage requirements of the Department of Workforce Development (DWD), the reduced limits on project costs as a result of the new state budget, and its impact on Iowa County. Craig distributed spreadsheets for each of three paint crew projects that will be done for Grant County. The spreadsheets show the prevailing wage rate set by DWD and compares it to the Iowa County wage rate for each specific employee by position. The employee must be paid the higher of the two rates. Sup. Brad Wells wondered how Grant County and Lafayette County felt about paying the prevailing wage rate to Iowa County. Craig noted that both counties want to continue with Iowa County Highway Department because of the high quality of work performed. Committee members noted the administrative impact from these new requirements and

commended Craig for his understanding, abilities, easy-to-follow explanation of prevailing wage rates.

- D. Wis. Stats. 83.018 Road Supplies Sales – Craig Hardy read this statute on a county highway department’s authority to sell road building and maintenance supplies and noted the further reference to an opinion by the Office of the Attorney General (OAG 2-01). Craig reviewed OAG 2-01 and pointed out the third question that was addressed: “Is it permissible for a county highway department to sell sand/salt to private vendors?” The opinion states that “sales to private parties are not authorized by Wis. Stat. 83.018 ...” however, “the county board may direct the clerk to lease, sell, or convey any county property ...” under Wis. Stat. 59.52(6)(c) or the county board “may, by ordinance, authorize the county highway department to make such sales.”. It is unknown if the county has a prior Ordinance to this affect or not. Sup. Ron Berg asked if this would also pertain to the sale of culverts and others supplies. Craig felt that it could, however if a culvert were to be placed in a right-of-way then the county should be involved in such a project. Sup. Dave Bauer felt that having an ordinance or directing the clerk to make the sale to private vendors may not satisfy the public purpose doctrine. Craig indicated that for the 08-09 winter season, about 740 tons of salt and about 320 tons of sanding material was sold to private vendors.

A motion to table this matter to the next meeting, continue to research, and obtain an opinion from Corporate Counsel was made by Sup. Ron Benish and seconded by Sup. Dave Bauer. Motion passed unanimously.

- E. TRANs 206 – Local Roads Improvement Program re-write by WisDOT and WCHA “Talking Points” and 2010-2011 program roll-out suspension – Craig Hardy explained the intent of the DOT to re-write TRANs 206 and the impact it would have on the Local Roads Improvement Program (LRIP). Two meetings were held by the Wisconsin County Highway Association (WCHA) with a total of 58 County Highway Commissioners attending one or the other. The Talking Points identify areas that the WCHA would like addressed and would like a cooperative approach to the administration of the LRIP. The WCHA is taking written comments through November 30, 2009. Craig also noted that LRIP is only providing about one-fourth of the funding for a project when it should be one-half funding. Craig will prepare a written statement and introduce it at the next Transportation Committee meeting for review, comments, or changes.

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

- A. CTH G Update, Fahrner and Iverson – Craig noted that Fahrner’s first heat-patch crew did a poor job on this project and the second crew did a better job, however the road still has a wavy surface, with the worst problems in four locations on the south end. Fahrner has reviewed the road and is discussing alternatives of what could be done to fix it. An agreement was made between Craig Hardy and Iverson, that Iverson would reimburse the county one-half, or \$8,217.50, of the Fahrner invoice on this project. Those funds have been received from Iverson. Craig feels there are 4 locations that need to be fixed, and then sealcoating should also help make it better.
- B. Objects in Right-of-Way Notifications – Craig Hardy presented two form letters that he created after discussion with Corporate Counsel that notify a property owner or occupant

of an encroachment on Iowa County right-of-way. The first notice provides the property owner or occupant the voluntary opportunity to correct the encroachment. The second notice explains the rights of Iowa County Highway Department to take action on correcting an encroachment. Sup. Dave Bauer suggested that Wis. Stat. 86.04 be referenced in the voluntary notice as it is in the second notice.

A motion was made by Sup. Ron Berg to adopt both documents, with the addition of the Wis. Stat. 86.04 reference in the voluntary form. The motion was seconded by Sup. John Meyers. Motion passed unanimously.

- C. Wis. Stats. 82.08, 50-50 County Bridge Aid Program for 2010 Budget – Craig Hardy referenced the statute that governs the 50-50 bridge aid program and provided an updated packet for townships to complete. The packet includes a cover letter, the application form, the procedures, a cost form, WDOT average costs, statutes, and petition for emergency repair.

A motion was made by Sup. Ron Berg and seconded by Sup. Brad Wells to approve the packet. Motion passed unanimously.

Highway Commissioner Report – additional items

- Craig Hardy informed the committee that there is an opportunity to purchase a forklift and that it would suit the needs of the Highway Department. There is \$6,900 in 2009 budget for a new forklift. The old forklift may be able to be sold if the Highway Department wins the bid on this one.
- WCHA discussions with DOT have estimated the State Routine Maintenance Agreements could decrease 10% to 32% for 2010. Iowa County could experience a decrease of about 20% - 22%. More should be known after August 13.
- Section 23 County Patrolman Rick James retired effective July 30, 2009. Craig Hardy notified union president John Gardner that this county section patrolman position will be posted by the end of Friday August 7. Craig also asked that John Gardner notify the union employees that are on vacation of this posting. Once all moves have been made from internal postings, the final open position will remain vacant.
- Mowing reductions have been noticed. Iowa County has 4 tractors and attachments that were purchased through a lease/purchase agreement. The DOT has implied that counties with lease payments will recover these costs from the state.
- 2010 budget is underway. It will be added to the agenda for the next regular meeting.

The next regular Transportation Committee meeting is set for Monday, August 31, 2009 at 6:00 p.m.

Motion to adjourn the meeting was made by Sup. John Meyers, seconded by Sup. Brad Wells. The motion carried unanimously.

The meeting adjourned at 8:25 p.m.

Minutes by Jeri Grabbert