

**MINUTES OF THE BAYFIELD COUNTY HIGHWAY COMMITTEE
WEDNESDAY APRIL 12, 2006 – 4:00 PM
MEETING WAS HELD AT THE BAYFIELD COUNTY HIGHWAY DEPARTMENT**

Meeting was called to order at 4:04 PM by David Good, Committee Vice-Chairperson. Present: John Blahnik; David Good; William Kacvinsky; Dale Brevak, Highway Commissioner; Keith Larson, Patrol Superintendent; Susan Butterfield, Confidential Secretary/Office Supervisor; Tom & Elaine Gemuenden, Kenneth Jardine. Absent: Neil Paulson.

Motion made by Blahnik, seconded by Kacvinsky to approve the agenda. Motion carried.

Motion made by Blahnik, seconded by Kacvinsky to approve the minutes from March 8, 2006. Corrections: page 2 paragraph 5 – should be CTH A not STH A also on page 2 paragraph 7 – should be to the 2006 budget not from the 2006 budget. Motion carried.

Motion was made by Kacvinsky, seconded by Blahnik to approve the vouchers as presented. Questions: Cost for fuel this past month? Would like to monitor the diesel fuel costs each month. Motion carried.

4:10 Beeksma arrived at this time and chaired the rest of the meeting.

Dave Pantzlaff, P.E. from Ayers Associates was introduced by Brevak. Mr. Pantzlaff presented alternates for the CTH D Anderson Island Bridge replacement. Update on the engineers standpoint, some costs, eliminate some of the options and set a public informational meeting. Trying to meet a March 2007 bid letting.

The roadway is 12' lanes and 6' shoulders. A 36' wide area a C2 standard, 610 cars per day as the records show, peak summertime count.

Four options (alternatives): options A & B are on existing alignment. A) Close road – detour traffic. Project would take approximately 2 ½ to 3 months. B) Staged construction, build half at a time. Maintain traffic and build would take approximately 4 to 4 ½ months. C) Shifting alignment to the east out to the lake, makes the curve tighter and gets traffic away from the property owner, will impact the wetlands. Corps of Engineers and DNR does not favor this option. D) Shift the roadway to the west into the lake. Traffic would continue straight for awhile then curve. Super elevating banking is curved so driving would be better.

The bridge options would be single span vs. double span. Single span is a 48' long bridge, no beams just a slab 27" thick, 30' wide bridge, 24' opening. Two span bridge is 76' long 2 – 37' spans, with 2 – 24' openings. One of the nice things about the two span bridge is you have a "centerline". All boat traffic would stay to the right of the divider. Two span does cost quite a bit more.

The depth from bridge to water will be 5'. Right now the water depth is 2.4' but we will make 4' to accommodate the bigger boats. Trying to get 6', but the DNR prefers 5', trying to cut down on fill used. Depth fluctuation of water depth is about one foot. Good question for the DNR. Can check the water lines on the rocks.

The DNR & Corps of Engineers is not in favor of the off-set alignments (options C&D) largely because both plans would impact new habitat. So we are back to 650' long project (options A&B).

Closed road -Single span bridge approximate cost (County share) \$90,000.00 total costs \$415,000.00.
Two span bridge approximate cost (County share) \$120,000.00 total costs \$490,000.00.

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Staged Construction - Single span bridge approximate cost (County share) \$127,000.00 total cost \$500,000.00.

Two span bridge approximate cost (County share) \$230,000.00 total costs \$603,000.00.

Funding includes Section 154 – 75% Federal 25% Local (County) \$210,000.00 max., Federal Earmarked money 80% Federal 20% Local (County) \$276,000.00 max.

The County budget has not been set as yet; looking at \$415,000.00-\$600,000.00, this was originally talked about as a cost for this project. We could go without a detour and use the money for the project. The route around the construction area is not really that far and local residents will know how to get around. Put up signs at each end of CTH D to warn of the closed road.

Question came up about a floating bridge as an option to closing road. Staged construction would require STOP signs probably with flashing warning lights or traffic lights.

Possible start dates would depend on bid letting. Earliest start date would be May 1st depending on the type of winter we have. Pushing for a March bid letting, April award and May 1-15 start date.

Summer activities in the area start in May with the fishing opener; August is the 50 mile bike race. The earlier the project start-date the better for summer activities.

Should think about a traffic count right away and monitor April thru June. Negotiate with the DNR for the 6' clearance vs. the 5' clearance and a two span bridge as the DNR seems to be in favor of the two span bridge. Could possibly drain to the north and cut the grade way down and use less fill. This would also be favorable to the DNR. Also get the average lake level from the DNR. Two span bridge would be a better choice for safety. DNR may ask about aesthetics treatment. Brevak's recommendation would be no, seems it would be harder for inspections and additional costs.

Highway Committee recommendation would be option A or B. Brevak to check on the detour route and possible cost.

Set up a public informational meeting in May after the Committee Meeting at the Town of Namakagon Town Hall. Next meeting is May 10th, hold the Committee meeting at 4:00 and the informational meeting at 7:00 PM. Mr. Gemuenden will find out availability of Town Hall on May 10th at the next Town Board meeting and get back to Brevak. Brevak will send a letter to Town Chairperson requesting the hall for that day. Thank you Dave for your presentation.

The CTH J project, south leg CTH I to STH 13, cost estimates (preliminary) is estimated at \$886,184.00. This cost is 100% County. Asphalt/oil is going way up, this figure could change.

Review Cedar Corp. contract extension for bridge inspections. Since 1998 Cedar Corp. has charged \$79.00, raising to \$97.00. The price for diving would go from \$300.00 to \$450.00.

A motion by Kacvinsky, seconded by Good to accept/extend the proposal from Cedar Corp. for price quoted for bridge inspections. Motion carried.

Review the bids for three (3) 2006 4x4 ¾ ton pickup trucks.

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Truck bids were reviewed: Don Johnson – Hayward \$78,455.49
Von Holzen – Ashland \$59,618.79
Zaharia’s Ford – Ashland \$62,997.00

Motion by Kacvinsky, seconded by Good to accept the bids from Von Holzen in the amount of \$59,618.79 for three (3) 2006 4x4 ¾ ton pickup trucks. Motion carried.

NEW BUSINESS

WisDOT has requested a resolution from this Committee regarding the detour on CTH N and CTH A for the STH 27 project. This project has gone up approximately \$800,000.00 because of the increase in oil. Motion by Good, seconded by Blahnik to approve the resolution for the 2007 detour on CTH A and CTH N for the States STH 27 project. Motion carried.

Discussion regarding the resolution received from Washburn County regarding transportation user fees is used for transportation/highway needs. Other Counties throughout the State are endorsing this resolution.

Motion by Blahnik, seconded by Kacvinsky to send this resolution to the full County Board for adoption with recommendation to adopt by the Highway Committee. Motion carried. Will forward this resolution to Dawn Bellile for May County Board agenda.

Commissioner’s/Committeemen’s Annual meeting in Hayward will be May 18th. No agenda at this time. Brevak and Beeksma to attend.

Brevak has update on fire damage at the highway garage. Thought to be an arc in the wiring of truck #98. Mechanical Engineer will be here to investigate. History of fires in Sterling (Freightliner) not same causes. May not ever know what really started fire but insurance company will try to find cause. This truck was parked outside approximately 15 minutes before being parked in the garage. Had plenty of time to cool off.

Handouts from C&S Design to help explain what is or has taken place to date. Insurance adjuster called in C&S, all Investigators and Jeff Foster (for truck #18).

Brevak included in handout: a sequence of events from the day of fire thru today, costs from all contractors, a report from C&S Design, and a list of trucks damaged or lost. Two single axle trucks have been totaled and at the direction of the insurance adjuster both trucks are on order with Maney International. Insurance adjuster reviewed the bid accepted earlier this year by the Committee for single axle trucks, and agreed it would be best to go ahead and add two more trucks to that order. Earlier in this meeting one 2006 4x4 ¾ ton pickup was accepted by Von Holzen to replace truck #87. Foster will repair and cleanup truck #18.

Insurance company will pay to bring the building up to code; County has a full replacement policy. Mr. Schieler stated “We will make you whole, but will not give you more than you had”. C&S Design will review State codes and make sure we comply, one issue is the makeup air system in the office, shop and garage areas, the units will be installed because the heating system was damaged. C&S has not submitted a contract at this time, but Brevak was informed by Steve Schieler, Ins. Adjuster, that the hourly rate would be \$95.00.

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Brevak asking for authority to execute the proposals, from the contractors, already reviewed and approved by the insurance adjuster, to continue with the building repairs. All the work will be contracted here at the highway department, all invoices will be received here and sent to the adjuster for approval before payments are made. We will pay all invoices, insurance company will refund County. All final approvals on work performed will be through this department.

A motion by Good, seconded by Blahnik to approve expenditures listed on C&S Design letter dated April 12, 2006 totaling \$381,893.63 and the time and material for C&S Design at \$95.00 per hour. Motion carried.

Committee Input

1. Beeksma reports the W.E.R.C. will appeal the decision by Judge Anderson regarding the position of Confidential Secretary/Office Supervisor, union vs. non-union position.

A motion by Blahnik, seconded by Kacvinsky to go into Executive Session pursuant to WI Statutes 19.85 (1)(c) for the purpose of discussing personnel issues. Good-yes, Blahnik-yes, Kacvinsky-yes, Beeksma-yes. 6:14 PM.

Short break.

7:10 PM Motion by Good, seconded by Blahnik to go out of Executive Session. Good-yes, Blahnik-yes, Kacvinsky-yes, Beeksma-yes. Kacvinsky to bring Abeles-Allison up to date on discussions. Beeksma to speak to Abeles-Allison about setting up a special meeting regarding personnel issue discussed in executive session.

Next meeting will be held at the Nemaagon Town Hall, May 10, 2006 at 4:00 PM followed by an informational meeting regarding CTH D Anderson Island Bridge Project.

A motion made by Blahnik, seconded by Good to adjourn at 7:15 PM. Motion carried.

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Susan Butterfield, Recorder
Confidential Secretary/Office Supervisor