

**MINUTES OF THE BAYFIELD COUNTY HIGHWAY COMMITTEE
FRIDAY JANUARY 13, 2006 – 9:00 AM
MEETING WAS HELD AT THE BAYFIELD COUNTY HIGHWAY DEPARTMENT**

Meeting was called to order at 9:00 AM by Jim Beeksma, Committee Chairman. Present: Jim Beeksma, Chairman; John Blahnik; William Kacvinsky; David Good; Mark Abeles-Allison, County Administrator; Dale Brevak, Highway Commissioner; Keith Larson, Patrol Superintendent; Susan Butterfield, Confidential Secretary/Office Supervisor; Paul Johanik, Road Foreman. Absent: Neil Paulson. Visitor: Jeff Benton, Red Cliff Tribe's Roads Program.

Motion made by Kacvinsky seconded by Good to approve the agenda. Motion carried.

Motion made by Blahnik, seconded by Kacvinsky to accept the minutes, held at the Town of Nemaagon Town Hall regarding CTH D, on November 9, 2005. Motion carried. Motion by Kacvinsky, seconded by Blahnik to accept the Highway Committee minutes of December 14, 2005. Motion carried.

Motion was made by Good, seconded by Blahnik to approve the vouchers as presented. Questions: B&D Pump - the fuel pumps in Washburn are quite old, having mechanical problems, they need replacing.

Port Wing garage – this is the final payment, Brevak will update in his Commissioner's Report.

Johnston Fargo Culvert – ordered culverts for state highways.

McKenzie – replacing plows, cost comes out of operations.

Xcel Energy – 2 month bill Xcel was having software problems, we were not billed for November.

City of Washburn – storm water back payment for six months.

No other questions, motion carried.

Abeles-Allison began the discussion regarding the single/tri-axle trucks. What are the optimal truck sizes, optimal routes? Larson prepared a map indicating garage locations and plowing routes. Mark passed out a handout from Andre Langevin, Professor at Elsevier in Montreal Canada, regarding research on various problems in snow removal. Also contacted Washburn County who used a consulting company, Virchow, Krause & Co. whom Mark contacted, to do a study of the needs of their county. Cost, depending on the type of information one is looking for, could range between \$50,000-\$75,000. The amount of research we need would be much less therefore the cost would be considerably less. These are two examples of third party assistance. Discussion followed regarding the options. Suggested we, the County, should be able to come to a conclusion without going to an outside party. Good states a cost study should help to determine what size truck would be more cost effective for this County. Start with what we have, single axle, and work a tri-axle or tandem into the equation. Brevak passed out a report he prepared with his recommendation as to the needs of the highway department. Good states by purchasing the larger trucks, we could reduce the number of trucks and perhaps the different sizes of trucks. Brevak states tandem and tri-axle trucks would not be used for many summer projects, would have to have pickups or single axle trucks. Single axle can be used for all projects at a higher rate than pickups. Kacvinsky suggested replacing some of the single axle for tri-axle trucks. This way all trucks would be utilized in both summer and winter operations. Tri-axle would probably be replaced every 7-10 years but should be able to use dual purpose. The cost of the truck would be much higher, but usage may also be higher. Larson states Douglas County budgets \$170,000 per tri-axle truck vs. Bayfield County budgeting \$90,000 per single axle also replaced every 7-10 years. Good states we need a long range plan for the future. Could save capital investment by purchasing the larger trucks, also with fewer trucks we would need less storage space.

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Larson recommended we buy one tri-axle and two single axle trucks this year to compare and have a starting point to compare the efficiency between the two size trucks. Larson stressed we need 3 new trucks regardless of the size. We have to retire three single axle trucks this year. Johanik states the larger trucks will not work on all the CTH's. Will work better on state highways. We could sell or trade one tri-axle and two single axle trucks to help with the added cost of the larger truck. Larson states we could use the tri-axle on USH 2 between Iron River and Brule.

Beeksmas states our salt sheds are strategically located for trucks and routes, this should not have to be a consideration for the purchase of larger trucks at this time. Although, with larger trucks one could go further. In the future, if the larger trucks do prove to be a better investment, there would be a possibility of eliminating garages.

It is important to get the trucks ordered as soon as possible as they are built when ordered. We are now looking at November delivery. Also, you will have to order 2007 trucks, they are no longer building 2006 trucks. The 2007 trucks ordered now will not have the new emissions. To cover the extra cost not budgeted Larson suggests forgoing the purchase of the grader this year to help with the extra expense of the larger truck. Has anyone talked to someone from other counties to find out what their opinions or experiences are? What is their replacement cycle? Ashland County replaces every 10 years, they run tandems. Sawyer County has single axle and replaces every 5 years and Douglas County replaces every 7 years.

A motion by Good and seconded by Blahnik, to proceed with completing specifications and advertise for bids for two single axle and one tri-axle or tandem trucks and sell or trade three single axle and one tri-axle trucks. Forward the specs to the committee for review. Motion carried.

New Business

Specifications for a new pickup truck for Patrol Superintendent. Specs were reviewed and discussed by the Committee. Specs are pretty standard to a truck on the lot, bigger battery, same specs as time before. Motion was made by Kacvinsky seconded by Good to put the Patrol Superintendent's pickup truck out on bids. Motion carried.

Commissioner's Report - Attached

1. Port Wing Building – finished. Lien waivers received, two minor extras – sewer line and blacktop removed from building area.
2. Wiring of the Washburn shop should be done in a couple days.
3. Met with Ayers, WisDOT, and Corp of Engineers at DOT offices in Superior on Jan 10. Started putting the work items together that will be covered under the different programs and a ratio of what percentage will be charged to each one of the programs based on the general work to be done as opposed to the individual physical work being done on the project. Corp's of Engineers is non-committal on what they want to cover. County has some land at site, north end of Anderson Island. Brevak agreed to leave this area available for disposal of the excavated material. The contractor would have the choice to dispose of it there or perhaps elsewhere. Good would like someone to look at the area and decide if we

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want to put material there, and what do the neighbors feel about this? Brevak would like to crush the gravel in the pit, then sell the property after cleanup and restoration. The waste is also gravel so it would be worth putting it into the pit to produce gravel. Talk to landowners, zoning and town board to let them know the possible plan.

Back to the project, spoke to Anna Davey, WisDOT, we may be able to get another \$10,000 left over from the Delta Basswood Lake job. The Town set aside approximately \$10,000 more than they needed.

4. Ms Davey advised on the flood damage claim we turned in: claims have been processed and payment should be coming in about two months. We should receive approximately \$30,000.00 - \$50,000.00.

5. The blinker STOP sign at the intersection of USH 2 and STH 13. Public has already started commenting on this. The additional rumble strip should go in next week.

6. In an addition to our state Routine Maintenance Agreements for 2006 a SHERM project is currently being estimated for STH 118, probably in the area of \$350,000.00, a cost effective finding is required.

7. CTH J – Cedar Corp, Mike Stoffel, recently received DNR signoff for wetlands (took 9 months). Now environmental assessment can proceed as well as the design study report, all which needs to be forwarded to Andy Stensland by February 1, 2006 to meet a bid date of July. Right of way acquisition will require minimum 60 days before bid date. Abeles-Allison reported he was in contact with DOT in Madison regarding the STP funding. \$4 million dollars was available for this funding. Bayfield County was rated at #84 out of 94. But because CTH J is a minor collector, the project was shifted to a different type of funding. Now the state has found out there is no minor collector funding, usually 10% is set aside, but now they are being told they can no longer use money for minor collectors. The point is our project was ranked at #84 which is within the scoring area but wasn't considered because of the confusion of the separate money. Maybe we should push this issue, although, the money is already gone to the other approved projects.

Office staff has been working to get the closing done for the end of the year.

Shop staff has been keeping up with winter maintenance repairs and is beginning work on summer equipment servicing.

CTH C request we put into Dave Obey's office – spoke with Jeff Burhans from Obey's office in Superior. He said he had good and bad news. The money Dave Obey was able to get this year wasn't enough to do CTH C. The funding will go to Delta, an estimated 2.5 million dollars. In 2007 Obey will try to get the funding for CTH C, not sure how much he will be able to get. Brevak's proposal to him was we could do this project in three parts.

Committee Input

710-71 account – have to do something to stop the accruals. This years budget does not include the purchase of equipment so that will take away some of the accrual. The funds in the 710 will be used for equipment and some of the projects. In February we should look at the 5 year plan for projects. We could possibly do some of the work yet this year. Include on the February agenda.

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Grandview garage – Larson, in the past had recommended selling this garage, but would have to add on the Mason garage to house the equipment now at Grandview. Could possibly repair the old building at Mason but would have to have an engineer or contractor look at the building to see if it is possible to repair. The other option would be to add on to the steel building at Mason. There is a truck, grader and pickup in Grandview. What is the advantage to closing the Grandview garage? The area doesn't call for this type of facility if put up for sale. Expenses for a year are approximately \$3,000.00.

10:48 Kacvinsky makes a motion to go into executive session pursuant to WI Statutes 19.85 (1)(c) for the purpose of discussing personnel issues regarding the current litigation in which the body is involved. Seconded by Good. Roll call: Kacvinsky – yes; Good – yes; Beeksma – yes.

Before executive session, Mr. Benton is here from Red Cliff. The tribe is trying to get additional roads into their inventory and some of the items on the applications include CTH's and Town roads mileage. Towns and County can get a percentage of funds from the Federal Lands Highway Program. This does not compete with the funding already available. Tribes are competing with one another for this money and one of the criteria is the number of roads on the inventory. The tribes use this money for special projects they have on the reservations. The BIA would be able to help fund County projects such as CTH C by the tribe applying for the additional funding. The roads to qualify would be in the ceded territory or roads that have access to ceded territory. Red Cliff already has 72 miles of USH 13 on inventory. Should have the County Corporate Council take a look at this and bring to the County Board to look at.

Into Executive Session at 10:54.

Motion by Kacvinsky, second by Good to go out of Executive Session at 11:07. Kacvinsky – yes; Good – yes; Beeksma – yes. No action was taken.

Motion by Kacvinsky, seconded by Good to adjourn at 11:08. Motion carried.

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Submitted by:

Susan Butterfield, Recorder
Confidential Secretary/Office Supervisor