

KEWENAW COUNTY ROAD COMMISSION

Minutes

June 11, 2008

The regular monthly meeting of the Board of County Road Commissioners was held at their offices in Mohawk, Michigan on June 11, 2008.

Present: Commissioners Tuoriniemi, Bjorn and McEvers

Guests: Randy Eckloff

The meeting was called to order at 3:00 P.M.

The minutes of the May 15, 2008 regular meeting were read and approved as read on a motion by Commissioner McEvers and support from Commissioner Bjorn.

Vouchers #28169, #28170 and Master Vendor Voucher #7-2008 in the total amount of \$169,217.12 were audited by the Commissioners and the Master Vendor Voucher was signed. Commissioner McEvers moved to pay the bills. Commissioner Bjorn supported the motion. The motion carried.

The financial statement was read, discussed and approved on a motion by Commissioner McEvers and support from Commissioner Bjorn.

The Board reviewed and discussed the Engineering Reimbursement form provided by MDOT. Commissioner Bjorn moved to authorize the Chairman to sign and submit the form. Commissioner McEvers supported the motion. The motion carried.

The Engineer presented the Board with pavement marking options, including grinding in the centerline marking on Gratiot Lake and Lac La Belle hills, which receive more sand due to the steepness than other areas, but are also painted each year. The ground in lines last at least four to five times as long as normal surface painting, yet only cost three times as much. Commissioner McEvers moved to hire PK Contracting to complete the centerline painting and to implement the ground in markings for Lac La Belle and Gratiot Lake hills. Commissioner Bjorn supported the motion. The motion carried.

The Board reviewed Donna Jaaskelainen's letter in response to the Board's request for an interpretation of the ability of the Road Commission to sell sand from our pits, most notably the Gay Sands. The letter stated that the Road Commission can not engage in commercial activities. The Board directed the Engineer to contact the party interested in purchasing stamp sand and inform them of this opinion, and that they may seek an additional opinion of their own if they are interested in pursuing this further.

The Engineer presented the Board with an option of using the New Allouez pit for ice control sand this winter as opposed to the Gay stamp sands. The material will be similar to what MDOT and the local cities use, including Houghton and Hancock. The reduction in cost would be significant due to a much shorter haul length (3 miles vs. 24 miles) and time (3 days vs. 12 days). With current fuel prices and declining revenues, the short haul appears to be the most feasible option for coming winters. The Board directed the Engineer to get screening bid prices from area contractors to process 8,000 cubic yards, approximately enough for two winters.

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The Engineer informed the Board that the annual dust control program was underway and nearly completed.

The Engineer informed the Board of the letter Jim Iwanicki, Marquette County Road Commission, sent to MDOT in regard to the summer budget reduction and a possible breach of contract on MDOT's part. The Board would like to receive more information at next week's UPRBA summer meeting and determine if we should follow with a letter of our own.

The Engineer presented the Board with some future equipment options to improve efficiency and promote overall

cost savings to routine maintenance in these times of declining revenues and reduced manpower. These included the following: 1) a dura-patcher, a pot hole patching machine which uses heated material and aggregate that lasts much longer than cold patching material; 2) a hydraulic truck broom, mounted to the front of KCRC #258, which could be used for intersection sweeping, and edge and shoulder cleaning much more quickly around the county; and 3) a boom mower, which has been discussed in the past. The Board would consider these as funding becomes available.

The Engineer presented the Board with three possible projects that could be considered this summer. These include an asset management preventative maintenance chip seal on the Sedar Bay Road and Mountain Lodge Drive, and crush, shape and double seals on the worst sections of the Eagle Harbor Road. The approximate cost of these repairs is \$130,000.00. The Board discussed the projects and the current funding situation. Commissioner McEvers moved to proceed with the repairs and/or maintenance with the following priority: 1) Eagle Harbor Road; 2) Keweenaw Mountain Lodge Drive; and 3) Sedar Bay Road depending on available funding and making the necessary budget amendments as they are completed. Commissioner Bjorn supported the motion. The motion carried.

Other items of routine business were discussed.

The meeting adjourned at 4:05 P.M.

JOEL TUORINIEMI, CHAIRMAN

GREGG M. PATRICK, ENGINEER