

County of Rock  
Public Works Department



3715 Newville Road  
Janesville Wisconsin 53545  
Telephone: 608/757-5450  
Fax: 608/757-5470  
www.co.rock.wi.us

Highways  
Parks  
Airport

## AGENDA

Public Works Committee Meeting  
Thursday, May 14, 2015 – 8:00 a.m.  
Southern Wisconsin Regional Airport Terminal Building  
1716 West Airport Road – Voyager Room - Janesville

**NOTE  
MEETING  
LOCATION!**

1. Call to Order
2. Approval of Agenda
3. Approval of Minutes of April 8, 2015 and April 14, 2015
4. Citizen Participation, Communications, and Announcements
5. **PARKS ITEMS**

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  - a. Approve Resolution Authorizing Award of Contract for Sweet-Allyn Park Toilet Project
6. **HIGHWAY ITEMS**

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  - a. Discussion and Possible Action on Speed Limits in Afton Area
  - b. Discussion and Possible Recommendations on Resolution Opposing the State Budget Proposal for Transportation Alternatives Program Grant Funds and “Complete Streets” Legislation
  - c. Approve Resolution Authorizing Contract for Public Works Highway Operations Study
  - d. Approve Purchase of Equipment
    - One Ten-Ton Deck-Over Trailer
    - One Dual GPS Controlled Motor Grader System
    - Two Quad-Axle Dump Bodies, Plows, Wings and Spreaders
    - Two Tandem Dump Bodies, Two Spreaders, Plows, Wings and Under Body Blades
    - Three Four-Wheel Drive Cabbed Tractors
    - Three Six-Foot Ditch Bank Mowers
    - One Two-Wheel Drive Cabbed Tractor
    - One Self-Propelled Pavement Cutter
  - e. Approve Policy on Permitting Pressurized Liquid Pipeline Crossings of County Trunk Highways
  - f. Cancel Vouchers #388 - #535 & Approve Bills, Encumbrances/Pre-Approved Encumbrance Amendments and Transfers
7. **COMMISSIONER’S REPORT**
8. Next Meeting Date
9. Adjournment

RESOLUTION NO. \_\_\_\_\_

AGENDA NO. \_\_\_\_\_

# RESOLUTION

## ROCK COUNTY BOARD OF SUPERVISORS

Lori Williams, Parks Director  
INITIATED BY

Public Works Committee  
SUBMITTED BY



Lori Williams, Parks Director  
DRAFTED BY

May 4, 2015  
DATE DRAFTED

### AUTHORIZING AWARD OF CONTRACT FOR SWEET-ALLYN PARK TOILET PROJECT

- 1 **WHEREAS**, the Rock County Board of Supervisors approved the purchase of one double
- 2 vault toilet building in the 2014 County Budget to be constructed at Sweet Allyn Park; and,
- 3
- 4 **WHEREAS**, Rock County Purchasing requested bids for this toilet building; and,
- 5
- 6 **WHEREAS**, Purchasing and Parks staff reviewed all bids received and are recommending
- 7 the lowest bid from Huffcut Concrete of Chippewa Falls, Wisconsin.
- 8
- 9 **NOW, THEREFORE, BE IT RESOLVED**, that the Rock County Board of Supervisors
- 10 duly assembled on this \_\_\_\_\_ day of \_\_\_\_\_, 2015, does hereby authorize that
- 11 a contract be awarded to Huffcut Concrete of Chippewa Falls, Wisconsin in the amount of
- 12 \$38,230 for the construction of this toilet building.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

\_\_\_\_\_  
Betty Jo Bussie, Chair

\_\_\_\_\_  
Brent Fox, Vice-Chair

\_\_\_\_\_  
Eva M. Arnold

\_\_\_\_\_  
Brenton Driscoll

\_\_\_\_\_  
Rick Richard

ENDORSED BY  
PARKS ADVISORY COMMITTEE

\_\_\_\_\_  
Floyd Finney

\_\_\_\_\_  
Dean Paynter

\_\_\_\_\_  
Thomas Presny

AUTHORIZING AWARD OF CONTRACT FOR SWEET-ALLYN PARK TOILET PROJECT  
Page 2

FISCAL NOTE:

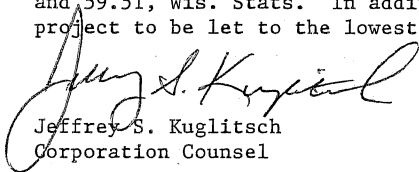
Sufficient funds are available in the Park's Capital Improvement account, A/C 41-4592-4800-67200, for the cost of this project. This account is being funded by a combination of Sales Tax revenue and ATC fees.



Sherry Oja  
Finance Director

LEGAL NOTE:

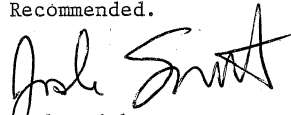
The County Board is authorized to take this action pursuant to secs. 59.01 and 59.51, Wis. Stats. In addition, sec. 59.52(29), Wis. Stats. requires the project to be let to the lowest responsible bidder.



Jeffrey S. Kuglitsch  
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.



Josh Smith  
County Administrator

**EXECUTIVE SUMMARY**  
**AUTHORIZING AWARD OF CONTRACT FOR**  
**SWEET-ALLYN PARK TOILET PROJECT**

This resolution provides final authorization to award the contract for construction of one double vault toilet building at Sweet-Allyn County Park in the amount of \$38,230. This resolution awards the contract to low bidder, Huffcut Concrete of Chippewa Falls, Wisconsin.

Project will be funded through the Parks Capital Improvement Account (Account 41-4592-4800-67200). This project was planned and budgeted at \$50,000, thus resulting in a favorable balance to cover the demolition of current structure and site preparation costs for the new toilet building.



BID SUMMARY FORM

PROJECT NAME: SWEET ALLYN PARK VAULT TOILET BUILDING  
PROJECT NUMBER: #2015-34  
BID DUE DATE: APRIL 28, 2015 - 1:30 PM  
DEPARTMENT: PUBLIC WORKS - PARKS DEPARTMENT

	HUFFCUT CONCRETE CHIPPEWA FALLS WI	GILBANK CONSTRUCTION CLINTON WI	BUILDERS LAND INC ARLINGTON HEIGHTS IL	ROCK CHURCH CONSTRUCTION LIVINGSTON WI
VAULT TOILET	28,550.00	23,400.00	24,885.00	22,920.00
INSTALLATION	9,680.00	17,000.00	21,327.00	28,280.00
TOTAL PROJECT COST	\$ 38,230.00	\$ 40,400.00	\$ 46,212.00	\$ 51,200.00
START DATE	NOT LISTED	8/17/15	8/18/15	8/20/15
COMPLETION DATE	7/31/15	8/21/15	9/18/15	9/1/15
MODEL BID	AS SPECIFIED	CXT TIOGA	CXT TIOGA	CXT TIOGA

Invitation to bid was advertised in the Beloit Daily news and on the internet. Three additional vendors were solicited that did not respond.

PREPARED BY: JODI MILLIS, PURCHASING MANAGER

DEPARTMENT HEAD RECOMMENDATION: Buffett Concrete #38,230.00 Benjamin J. Coffman 4-29-15  
SIGNATURE DATE

GOVERNING COMMITTEE APPROVAL: \_\_\_\_\_

CHAIR \_\_\_\_\_ VOTE \_\_\_\_\_ DATE \_\_\_\_\_

RESOLUTION NO. \_\_\_\_\_

AGENDA NO. \_\_\_\_\_

**RESOLUTION  
ROCK COUNTY BOARD OF SUPERVISORS**

Transportation Coordinating  
Committee  
INITIATED BY



Terry Nolan/Joyce Lubben  
DRAFTED BY

Transportation Coordinating  
Committee  
SUBMITTED BY

March 25, 2015  
DATE DRAFTED

**Opposing the State Budget Proposal for Transportation Alternatives Program  
Grant Funds and "Complete Streets" Legislation**

- 1 **WHEREAS**, the Transportation Alternative Program Grant funds non-motorized transportation
- 2 infrastructure, including trails. Many Rock County communities have benefited from trail grants,
- 3 including Milton's Glacial River Trail, Janesville's Ice Age Trail and Peace Trail and Beloit's
- 4 Powerhouse Trail. Rock County's urban trails provide a safe off-road transportation option to connect
- 5 residents to employment, education and community services; and,
- 6
- 7 **WHEREAS**, the proposed 2015-2017 state biennial budget proposed to cut two million dollars
- 8 (\$2,000,000) from the Transportation Alternatives Program, amounting in a 14% reduction of the
- 9 program; and,
- 10
- 11 **WHEREAS**, a "Complete Streets" law was passed by the Wisconsin State Legislature in 2009 directing
- 12 the Wisconsin Department of Transportation to "ensure that bikeways and pedestrian ways are established
- 13 in all new highway construction and reconstruction projects funded in whole or in part from state or
- 14 federal funds," which provides for safe accommodations for all users; and,
- 15
- 16 **WHEREAS**, the proposed 2015-2017 state biennial budget proposes to repeal the "Complete Streets"
- 17 law.
- 18
- 19 **NOW, THEREFORE, BE IT RESOLVED** that the Rock County Board of Supervisors duly assembled
- 20 this \_\_\_\_\_ day of \_\_\_\_\_, 2015 does hereby authorize that this resolution be sent to the
- 21 Wisconsin State Legislature requesting that 1) the two million dollar (\$2,000,000) budget cut to the
- 22 Transportation Alternatives Program and 2) the "Complete Streets" legislation be restored.

Respectfully submitted,

COUNTY BOARD STAFF COMMITTEE

\_\_\_\_\_  
J. Russell Podzilni, Chair

\_\_\_\_\_  
Mary Mawhinney

\_\_\_\_\_  
Sandra Kraft, Vice Chair

\_\_\_\_\_  
Louis Peer

\_\_\_\_\_  
Eva Arnold

\_\_\_\_\_  
Alan Sweeney

\_\_\_\_\_  
Henry Brill

\_\_\_\_\_  
Terry Thomas

\_\_\_\_\_  
Betty Jo Bussie

FISCAL NOTE:

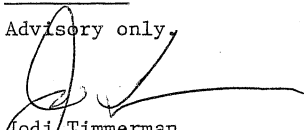
This resolution has no direct fiscal impact on Rock County operations in and by itself.



Sherry Oja  
Finance Director

LEGAL NOTE:

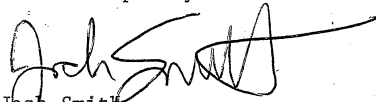
Advisory only.



Jodi Timmerman  
Deputy Corporation Counsel

ADMINISTRATIVE NOTE:

Matter of policy.



Josh Smith  
County Administrator

## **Executive Summary**

The Rock County Transportation Coordination Committee (RCTCC), a sub-committee of the Rock County Board of Supervisors, submitted this resolution providing recommendations to the Wisconsin State Legislature regarding two transportation related items in the Governor's proposed 2015-2016 biennial budget. The Governor's proposed 2015-2016 biennial budget contains several transportation related fiscal and policy items that will negatively impact transportation disadvantaged populations in Rock County. Each of the recommendations in the resolution is tied to the goals stated in the in the Rock County Public Transit – Human Services Coordinated Transportation Plan (Coordinated Plan), adopted in 2013.

### **Repeal of Wisconsin's Complete Streets Law (Trans 75):**

The law requires bicyclists and pedestrians to be taken into account whenever a road is built or reconstructed with state or federal funds. The law provides for commonsense exceptions, such as if a road does not have sufficient right-of-way to add bike lanes, or if there is an absence of need due to low traffic volumes. This law applies to both local governments using state or federal funds as well as Wisconsin Department of Transportation projects.

Rock County communities have benefited from the inclusion of bicycle and pedestrian accommodations in street and highway projects. For example, the I-39/90 reconstruction will improve connectivity and accessibility for non-motorized users along the heavily traveled Milton Avenue/Humes Road corridor by providing trail or sidewalk along the streets and under the highway. The RCTCC recommends the Complete Streets legislation be restored.

### **\$2 Million Reduction to Transportation Alternatives Program:**

The Transportation Alternatives Program funds a range of activities and projects, including trails, sidewalks, planning, education and encouragement. The federal portion of the program is \$14 million per biennium and the Governor's proposed budget cuts the \$2 million state contribution, which amounts to a 14% cut. Although the Wisconsin Department of Transportation estimates 9% of trips are made by bicycling or walking, less than 1% of the transportation budget is dedicated to supporting bicycling and walking as forms of transportation. The RCTCC recommends the Legislature restore the \$2 million reduction.



# JANESVILLE AREA METROPOLITAN PLANNING ORGANIZATION MEMORANDUM

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Date: May 4, 2015

To:

From: Terry Nolan, MPO Coordinator

Re: Rock County resolution supplemental information

This memo serves to address questions and issues raised at the County Staff Committee meeting held on April 14, 2015. During the meeting, County Staff Committee reviewed proposed resolution "Opposing the State Budget Proposal for Transportation Alternatives Program Grant Funds and "Complete Streets" Legislation. Questions were raised regarding fiscal impact of the legislation on Rock County.

To clarify, the current legislation applies only to road projects that are funded with state or federal funding *and* only to projects that are reconstruction or new construction. Most locally sponsored road projects do not meet both criteria. However, a reconstruction or new construction project presents a once-in-several-decades opportunity to upgrade a facility. For example, the reconstruction of CTH G will have 10ft. shoulders for the majority of the project, and 8-10ft. of the shoulder will be paved. This is the standard shoulder width for this classification of roadway.

The benefits of on-road bike accommodations extend beyond improved bicycling conditions. The following is a partial list of benefits to bicyclists, pedestrians, and motorists:

1. Increased travel area is provided for bicyclists, pedestrians and motorists. Safety is improved for bicyclists being passed by overtaking motorists and for motorists who will not have to travel out of the travel lane in order to pass bicyclists.
2. Highway capacity is improved collectively for both bicyclists and motorists through provision of separate travel space and increased clearances.
3. Space is provided for motor vehicles to stop partially or completely out of the travel lane to prepare to park or because of mechanical difficulty, a flat tire, or other emergency.
4. Space is provided to escape potential crashes or reduce their severity and for motorists who have left the travel lane to return to the lane.
5. Emergency vehicle access through congested areas is substantially improved, as motorists are able to pull into the bike lane, wider curb lane, or shoulder to allow emergency vehicles to pass.

6. Bike lanes, wide curb lanes, and paved shoulders improve the ability for all users to drive the roadway. Signed and marked bike lanes communicate to bicyclists and motorists their position in the road.
7. Increased safety is provided for vehicles turning right from a side street onto the main street that has bike lanes. There is increased maneuverability for vehicles to avoid hitting the curb or hitting vehicles in an adjacent lane.
8. Increased space is provided for roadway work such as, maintenance of utilities.
9. Increased space is provided to discharge storm water from the travel lanes, increasing safety for users and capacity of the roadway. There is also space for temporary snow storage.
10. Pavement life is increased due to structural support given to the pavement edge, reducing the raveling effect caused by heavy trucks and other motor vehicles traveling on the edge of pavement or traveling immediately adjacent to the gutter pan.
11. Space is provided for bus stops, particularly if the lanes or shoulders are widened at the stops.
12. Increased safety is provided for motorists to avoid fixed objects such as, telephone and signal poles due to provision of additional clear zone area.
13. Improved space is provided for motorists to pass on the right of left-turning vehicles.
14. Environmental benefits (air quality, reduction in petroleum use, etc) are more likely to be realized due to improved bicycling conditions.
15. Safety is improved for pedestrians due to the buffer space provided by bike lanes or wide curb lanes between sidewalks and traffic. Pedestrian safety is also improved because bicyclists are more likely to ride in bike lanes rather than on sidewalks.

Sources: Wisconsin Bicycle Facility Design Handbook, WisDOT 2004; Wisconsin Bicycle Transportation Plan 2020, WisDOT 1998; Guide for the Development of Bicycle Facilities, AASHTO 1999. Advantages of Bike Lanes by Matthew Zoll, Tucson-Pima County Bicycle Advisory Committee.

In my professional opinion, the greatest benefits of the WI Complete Streets Law come from State Highway and Interstate Highway projects that must consider non-motorized users. For example, the Glacial River Trail provides a continuous regional non-motorized connection between Fort Atkinson and Janesville. This project was funded as part of the HWY 26 Bypass.

## Public Works Director Summary

The Department of Public Works supports reasonable spending on alternative modes of transportation. Accommodation of bicycles and pedestrians has merit and enhances the quality of life.

The Department is responsible for a highway system as well as a bicycle/pedestrian trail system. There appears to be a shift in focus and use of the trails from simply recreational use to recreational and travel routing.

The Department struggles financially to construct and maintain the County's system of 215 miles of mostly rural County Trunk Highways (CTH's). These federal and state mandates to accommodate bicycles and pedestrians put financial stress on already tight budgets for road construction. In many cases, bicycle lanes and separate pedestrian paths or sidewalks are required. In urban areas where travel speeds are generally lower, these facilities can be combined, thus reducing cost impacts. Placing these separate facilities often dictates added project width and the purchase of additional road right-of-way.

The Department has determined that adding paved bicycle lanes to a rural CTH paving project can add 25% to the cost of the project. Adding separate pedestrian paths or sidewalks can add another 5 to 15% to that project cost, especially if additional right-of-way is needed. At current costs for pulverizing and paving a CTH, these increased costs could be from \$75,000 to \$105,000 per mile, or \$625,000 to \$875,000 per year for a typical budget year of \$2.5 million for road construction.

Staff is not aware of the Department of Public Works funding any Transportation Alternative type projects on CTH's in the last 10 years. This project seems to be focused on urban areas. Likewise, most major road or bridge projects sponsored by DPW utilize federal funding sources and their mandates are not affected.

The major remaining project type with state funding that Rock County uses is the County Highway Improvement Program (CHIP). Occasionally, bicycle/pedestrian accommodations have been mandated on those projects, yielding the overall increases stated above. The State participates in these amenities, thereby reducing the local match to 50% of the total additions for the CHIP projects.

RESOLUTION NO. \_\_\_\_\_

AGENDA NO. \_\_\_\_\_

RESOLUTION  
ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee  
INITIATED BY



Nick Osborne  
DRAFTED BY

Public Works Committee  
SUBMITTED BY

May 5, 2015  
DATE DRAFTED

**AUTHORIZING CONTRACT FOR PUBLIC WORKS HIGHWAY  
OPERATIONS STUDY**

- 1 **WHEREAS**, \$75,000 in funds were included in the 2015 budget for an operations study of the Public
- 2 Works Department- Highway Division; and,
- 3
- 4 **WHEREAS**, this study would review the amount and type of equipment in the fleet, provide suggestions on
- 5 improving and focusing operations, and recommend how to better manage projects; and,
- 6
- 7 **WHEREAS**, Rock County issued a Request for Qualifications on January 27, 2015 and four consultant
- 8 companies responded; and,
- 9
- 10 **WHEREAS**, a review committee composed of one member of the Public Works Committee, two members
- 11 of Public Works Department, and an Assistant to the County Administrator rated the proposals. The review
- 12 committee and the Public Works Committee heard presentations on February 24, 2015 from all four
- 13 consulting companies; and,
- 14
- 15 **WHEREAS**, the review committee selected Matrix Consulting Group of Mountain View, California, to
- 16 provide consulting services.
- 17
- 18 **NOW, THEREFORE, BE IT RESOLVED** that the Rock County Board of Supervisors duly assembled
- 19 this \_\_\_\_\_ day of \_\_\_\_\_, 2015 does hereby authorize a contract with Matrix Consulting Group in
- 20 an amount not to exceed \$59,900.

Respectfully submitted,

**PUBLIC WORKS COMMITTEE**

\_\_\_\_\_  
Betty Jo Bussie, Chair

\_\_\_\_\_  
Brent Fox, Vice Chair

\_\_\_\_\_  
Eva Arnold

\_\_\_\_\_  
Brenton Driscoll

\_\_\_\_\_  
Rick Richard

**FISCAL NOTE:**

Sufficient funds are available in the Highway Consulting Services Account, A/C 41-4300-4110-62104 for the cost of this project. This account is being funded by available Highway Fund Balance.

Sherry Oja  
Finance Director

**ADMINISTRATIVE NOTE:**

Recommended.

Josh Smith  
County Administrator

**LEGAL NOTE:**

The County Board is authorized to take this action pursuant to secs. 59.01 and 59.51, Wis. Stats. Professional services are not subject to bidding requirements of § 59.52(29), Stats.

Jeffrey S. Kuglitsch  
Corporation Counsel

**POLICY ON PERMITTING PRIVATE PRESSURIZED LIQUID PIPELINE CROSSINGS OF COUNTY TRUNK HIGHWAYS**

<b>Effective:</b>	<b>xx.xx</b> <b>Approved by the Public Works Comm:</b> <b>xx.xx</b>
<b>Supersedes: None</b>	

**By: Director of Public Works**

**Page 1 of 1**

**A. GENERAL BACKGROUND STATEMENTS**

Rock County shall consider permitting placement of pressurized liquid pipeline crossings of its County Trunk Highways (CTH's). Said pipelines reduce the amount of traffic that would otherwise use the CTH's to haul or distribute such commodities as water, sewage sludge or manure liquids. This could be in the best interest of the County to permit as a way to preserve the CTH's.

It is understood that these pipelines are privately owned and operated and are not a Public Utility as defined by law. Therefore, some of the rules of the Wisconsin Public Service Commission (PSC) or federal law may not apply. They also do not have an absolute right to be placed in or across CTH's.

Absent any PSC rules, the purpose of this policy is to set for terms of permitting by the County of any such pipelines and to clarify the land rights afforded to said pipeline permittee.

**B. POLICY STATEMENT**

The County may issue permits for private utility crossings of pressurized pipelines, when the County determines that issuing said permit is of benefit to the County. If a permit application is denied by Department Staff, the applicant may appeal to the Public Works Committee. The determination to deny or approve the application shall be final. No pipeline shall be installed without a permit.

The County shall require a LICENSE AGREEMENT between the pipeline owner and the County that assures that the pipeline owner does not acquire any real estate rights by ownership and placement of said pipelines in CTH's. Said LICENSE AGREEMENT shall contain terms and conditions of liability coverage, installation, maintenance and operation of said pipelines. The Public Works Department shall develop and from time-to-time update criteria and conditions for installation of said pipelines.

The LICENSE AGREEMENT shall be recorded with the Rock County Register of Deeds until such time as it ends. Filing fees of said LICENSE AGREEMENT shall be the responsibility of the pipeline owner. If a pipeline is not used for a period of three years, it shall be considered as abandoned and the LICENSE AGREEMENT shall be terminated. Another document shall be prepared by the Department and filed with the Register of Deeds stating that the previous LICENSE AGREEMENT is canceled.

An application and administration fee for review of the permit application may be established by the Public Works Committee. ~~This policy draft has been superseded.~~