

**TRANSPORTATION COMMISSION MEETING MINUTES
MAY 28, 2015 – 9:30 A.M.
BECKER-HANSEN BUILDING – 700 EAST BROADWAY
PIERRE, SD**

COMMISSIONERS PRESENT: Bob Benson, Chairman
Donald Roby, Vice Chairman
Ralph Marquardt, Member
Larry Thompson, Member
Kathy Zander, Member (via conference call)
Ron Rosenboom, Member
Kyle White, Member

COMMISSIONERS ABSENT: Tim Dougherty, Member
Rod Foberg, Member

DOT STAFF PRESENT: Darin Bergquist, Kevin Tveidt, William Nevin, Greg Fuller, Joel Jundt, Kellie Beck, Sam Weisgram, Ryan Johnson, Christina Bennett, Scott Rabern, Joel Gengler, Paula Huizenga, Stacy Bartlett, Kristi Sandal, Mark Leiferman, Mike Behm, Jason Humphrey, Laurie Schultz, Doug Kinniburgh, Brace Prouty, Cody Lorenz, Kelly VanDeWiele, and Patricia Saukel

OTHERS PRESENT: Toby Crow – AGC; Bob Mercer – press; Virginia Tsu – FHWA; Rick Vallery – representing Congresswoman Noem; Rep. Mary Duvall; Dick Howard – SDATAT; Rod Bowar and Gene Mertans – City of Kennebec

The meeting was called to order at 9:32 a.m. by Chairman Bob Benson.

Darin Bergquist, Secretary of the Department of Transportation began the meeting by introducing the Commission's newest Commissioner, Kyle White. White greeted everyone and shared his background with his fellow Commissioners thanking them for their warm welcome. Chairman Benson welcomed the incoming Commissioner as well and told him that he believes that this is the best political appointment in South Dakota stating that this Commission serves the people of South Dakota 100% and that White will enjoy his tenure here.

Bergquist presented the next informational item of recognizing William Nevin as this Commission meeting being his last serving the people of South Dakota due to his upcoming retirement. Nevin served over 17 years providing legal guidance to the

Transportation Commission during his 20 plus years working for the Department, and more than 28 years in State government.

Chairman Benson presented Nevin with a plaque and gift certificate from the Commission in appreciation of his dedicated service.

Benson then complimented the Secretary, his staff and the Commission members reiterating that this is the best political appointment in his opinion, in the State. Benson went on to inform the Commission that he has not been reappointed and felt it appropriate that he leave the meeting stating that he would not want to be the deciding vote on anything that may occur at today's meeting. Benson then turned the meeting over to Donald Roby and left the room after a standing ovation with everyone thanking him for his service.

Bergquist continued with his Secretary's Report by explaining to the Commission that historically the Chairman of the Commission was rotated by longevity of service. Bergquist mentioned that at the next meeting, the Commission will address who will be the Vice-Chairman for the Commission and also the term of leadership. He mentioned that since the Governor's appointments expire in April, the Commission might want to consider changing the term of Chairman/Vice Chairman leadership (currently July to July) to coincide with the Governor's dates.

The next item Bergquist presented to the Commission was not on the agenda, but wanted to ask the Commission for guidance. Bergquist said that for more than twenty years the Commission has been getting the same percentage of federal dollars where every county and Class I city over 5,000 gets a share of those funds. The Department of Transportation determines eligible Class I cities by the data collected during the Decennial Census. The City of Harrisburg came up just shy of 5,000 in the 2010 Decennial Census and is considering a Special Census. The cost to the city for the Special Census would be around \$150,000.00. Before the city incurs that cost, they would like to have some indication from the Commission where they would stand. If the population total would return showing that they were a Class I city (over 5,000), would the commission be willing the next time it sets allocation to federal funds, give them a "larger slice of the pie" (i.e., dollars going to other communities would be transferred to Harrisburg). From the Department's perspective, the total amount does not change, the pie just gets sliced a differently. The city could gain (rough estimate) an extra \$100,000.00 if the Special Census shows their projection (the city's) as correct. The city is looking for some feedback from the Commission before they commit.

Brief discussion occurred among Commissioners about Special Census and Class I classification, federal funds, and precedent setting. It was decided by Chairman Roby to discuss/address the Harrisburg consideration at the end of the Commission meeting.

Bergquist then updated the Commission on the federal funding. Bergquist said MAP 21, the existing federal highway program that we have been operating under, was set to expire on May 31. The House and Senate passed a two month extension which included no new money. The projection is that the fund will remain solvent during the two month period. This does give the federal government the ability to continue to collect the federal gas tax. Congress continues to talk about plans to raise the six year program. Bergquist is not optimistic that we will see a long term program passed within the next two months. We will probably be looking at another short term extension. Bergquist said the experts say this really needs to get done by the end of the calendar year because we will be entering the presidential campaign season at the beginning of next year.

A MOTION WAS MADE to approve the minutes from the April 23, 2015 regular meeting by Marquardt and seconded by Rosenboom. All voted aye and the motion carried.

A MOTION WAS MADE to approve the minutes from the May 14, 2015 conference call meeting by Rosenboom and seconded by Marquardt. All voted aye and the motion carried.

William Nevin of the Office of Legal Counsel offered to the Commission the public hearing of several speed zone rules. Nevin presented the rules separately in case the Commission wanted to act on each rule individually. He began to propose the Lyman County amendment of 70:01:02:45. This proposal was to change the existing speed limit on State Trunk Highway 273 from 55 MPH to 35 MPH and extend an additional 2/10ths of a mile to 45 MPH through Kennebec. This is requested by the City of Kennebec and the Sheriff of Lyman County. The Department of Transportation concurs with this request.

Rod Bauer on the City Council of Kennebec testified that he supports this rule change because of safety issues. He stated that there is a lot of turning traffic causing it to be a danger zone, a lot of campers pulling in and out of the KOA, wheat growers have trucks turning on both sides of the highway and the railroad will be resurrected and there will be trains crossing there causing additional hazards.

Gene Mertons, Chairman of the Board in Kennebec testified that there are a lot of children crossing the highway and that there was a recent accident where the car involved was broadsided and both cars were doing 50 MPH. He said there was construction going on since January.

Nevin said there have not been any letters opposing the decrease.

A MOTION WAS MADE by Marquardt to approve 70:01:02:45 (8) and seconded by Thompson. All voted aye and motion carried.

Nevin then took up administrative rule 70:01:02:00 – Interstate Highways speed zone rule in which three changes to the rule are proposed, two of which relate to the temporary rules during the Rally. Nevin respectfully suggested the Commission consider the non-Rally related Interstate Highways speed zone rule change first as staff are going to provide information concerning that proposal. The change to subsection 1 would lower the interstate speed on I-90 from 80 MPH to 75 MPH from the Wyoming border to milepost 55.02 (Deadwood Avenue in Rapid City). There were numerous comments received from various people concerning this proposal.

Nevin introduced Christina Bennett, Operations Traffic Engineer to explain a number of factors supporting this proposal. Bennett stated that all routes on the interstate highways were examined by the Department to ensure that they were looking at the 80 MPH impact and whether reductions were needed. This is the only recommendation that the Division of Operations has at this time for reduction. Factors included prevailing speed (primary factor), physical features of the road, traffic volume, and crash history.

After brief discussion among the Commissioners, A MOTION WAS MADE to approve by Rosenboom and seconded by Marquardt. All voted aye and motion carried.

Nevin presented next the temporary speed zone rules to be in place for the Rally. Following subsection 5 of 70:01:02:00, this temporary rule is for establishing dates for lowering the speed limit to 65 MPH on I-90 west of Sturgis to east of Sturgis during the Rally. The beginning date is July 24 to August 15. Even though this is a temporary speed limit, approval of such would be a permanent rule.

After brief discussion among the Commissioners, A MOTION WAS MADE to approve by Thompson and seconded by White. All voted aye and motion carried.

Nevin introduced the third proposed change to the Interstate Highways speed zone rule of a new temporary rule that would apply to this year's 75th Rally only – 70:01:02:00.1 would lower the maximum speed limit from 80 MPH to 65 MPH from July 24 to August 10 for this year only between milepost 28.9 and milepost 55.02. August 10 is the last day of this year's Rally. The rule would then be repealed effective August 11, 2015.

After brief discussion among the Commissioners, A MOTION WAS MADE to approve by Rosenboom and seconded by Marquardt. All voted aye and motion carried.

Nevin introduced another Rally-related speed zone rule change, 70:01:02:49 – Meade County. Subsection 3 would be amended to move up the beginning date from August 1 to July 24 a temporary maximum speed limit of 35 MPH on SD Highway 34 beginning at Blanche Street near the east end of Sturgis and then east for 3.8 miles to just past the turnoff to the Buffalo Chip campground. Subsection 15 would be similarly amended to move up the beginning date from August 1 to July 24 for a temporary maximum speed limit of 45 MPH on SD Highway 79, beginning at its junction with SD Highway 34, then north for 1.5 miles. The reason for moving up the beginning date is because the traffic levels warrant a slower speed for the week before as well as the week of the official Rally. There was one written comment received from the public concerning these changes.

After brief discussion among the Commissioners, A MOTION WAS MADE to approve by White and seconded by Marquardt. All voted aye and motion carried.

RESOLUTION #2015-05.01 was adopted.

Nevin then requested the Commission to set a public hearing date to amend 70:01:02:56 for Sanborn County speed zone rule.

A MOTION WAS MADE to set the public hearing at the next Commission meeting of June 25, 2015 at 9:30 a.m. in the Becker Hansen Building, Pierre, SD by Rosenboom and seconded by Marquardt. All voted aye and motion carried.

RESOLUTION #2015-05.02 was adopted.

Greg Fuller, Director of Operations presented the first of two items. The following Construction Change Orders to the Transportation Commission:

Construction change orders approved in April contain an increase of approximately \$8,700.

Over the past 12 months, the overall contract increase is 1.72%.

The following projects have a Construction Change Order (CCO) amounting to a contract change in excess of \$50,000.

ABERDEEN REGION

- I. Project: P 0010(90)225, McPherson County, PCN 037L
Location: SD 10 from Eureka to Leola
Contractor: Duininck, Inc.

Type of Work: Cold Milling Asphalt Concrete, Asphalt Concrete Resurfacing, Precast Concrete Box Culvert, & Curb Ramp Upgrades

Original Contract Amount: \$ 7,920,060.85
Change on CCO No. 2: \$ 199,670.48
Net Change to Date: \$ 212,073.00

Explanation of Change on CCO No. 2: This increase was the result of a change to the target asphalt binder content on the project and incentive payments made for ride quality and asphalt concrete mix quality. The Department approved mix design target asphalt binder content was higher than estimated in the plans. The incentive payments for ride and mix quality were made in accordance with the contract.

- II. Project: P 0045(49)224, McPherson County, PCN 02QU
Location: SD 45 from SD 10 to the North Dakota State Line
Contractor: Duininck, Inc.
Type of Work: Cold Milling Asphalt Concrete & Asphalt Concrete Resurfacing

Original Contract Amount: \$ 2,043,874.10
Change on CCO No. 1F: \$ (108,016.52)
Net Change to Date: \$ (108,016.52)

Explanation of Change on CCO No. 1F: This decrease was the result of a disincentive adjustment made for ride quality, the elimination of the flush seal, and minor adjustments to contract quantities. The ride quality disincentive was made in accordance with the contract. The flush seal was eliminated as the result of the tight surface condition observed upon completion of the surfacing. The minor adjustments to the contract quantities were made to match the quantities used during construction.

- III. Project: NH-PS 0012(145)387, Grant County, PCN 01TM
Location: US 12 in Milbank
Contractor: BX Civil & Construction
Type of Work: Structures, Grading, PCC Pavement, Curb & Gutter, Storm Sewer, Lighting and Signals

Original Contract Amount: \$ 6,452,665.96
Change on CCO No. 6: \$ 184,009.93
Net Change to Date: \$ 444,077.84

Explanation of Change on CCO No. 6: This increase was the result of additional asphalt concrete composite, extra work, and normal variations to contract quantities. The additional asphalt concrete composite was use to maintain the detour route and to construct temporary asphalt tie-ins throughout the project. The extra work was the result of additional work and delays caused by structure

removal on railroad ROW not identified in the plans. The minor adjustments to the contract quantities were made to match the quantities used during construction.

- IV.** Project: P 4300(08), Codington County, PCN 03CF
Location: 3rd Ave NW in Watertown
Contractor: Midland Contracting, Inc.
Type of Work: Grading, Asphalt Concrete Surfacing, Curb & Gutter, Storm Sewer, and Sidewalk

Original Contract Amount: \$ 2,327,189.46
Change on CCO No. 4: \$ (54,611.53)
Net Change to Date: \$ (10,791.50)

Explanation of Change on CCO No. 4: This decrease was the result of minor adjustments to contract quantities for salvaged base course and salvage and stockpile asphalt mix and granular base material. The minor adjustments to the contract quantities were made to match the quantities used during construction.

MITCHELL REGION

- V.** Project: IM 905(96)258, Brule County, PCN 01QR
Location: I-90 from Oacoma through the Missouri River Structure
Contractor: Upper Plains Contracting, Inc.
Type of Work: Cold Milling Asphalt Concrete, Nonreinforced PCCP Resurfacing, and Structure Rehabilitation

Original Contract Amount: \$ 11,620,749.71
Change on CCO No. 8: \$ (273,413.70)
Net Change to Date: \$ 91,307.42

Explanation of Change on CCO No. 8: This decrease was the result an adjustment to the contract quantities of concrete pavement and concrete removal. The concrete pavement adjustment was made to match the quantity used during construction. The concrete removal items were reduced and in some cases determined to be not needed during construction.

- VI.** Project: PH 2292(96)5, Minnehaha County, PCN 04U2
Location: I-229 in Sioux Falls South of 18th Street
Contractor: RAM Construction Services of Michigan
Type of Work: High Friction Surface Treatment

Original Contract Amount: \$ 395,828.35
Change on CCO No. 1F: \$ 145,721.33
Net Change to Date: \$ 145,721.33

Explanation of Change on CCO No. 1F: This increase was the result additional work ordered by the Engineer to grind the existing surface prior to placing the high friction surface treatment and for incentive payments made for timely completion of the work in accordance with the contract.

- VII.** Project: IM-NH-P 0021(152, Aurora County, PCN 045V
Location: Various Routes in the Mitchell Area
Contractor: Bituminous Paving, Inc.
Type of Work: Asphalt Surface Treatment (Chip Seal)

Original Contract Amount: \$ 2,396,677.40
Change on CCO No. 2F: \$ (264,745.37)
Net Change to Date: \$ (284,017.07)

Explanation of Change on CCO No. 2F: This decrease was the result of adjustments to contract quantities for asphalt for fog seal, asphalt for surface treatment, and cover aggregate. The adjustments to the contract quantities were made to match the quantities used during construction.

- VIII.** Project: IM 0294(63)123, Brookings County, PCN 02Q1
Location: I-29 SBL from exit 121 to exit 140
Contractor: PCiRoads, LLC
Type of Work: Remove and Replace PCC Surfacing, Epoxy Chip Seal, Approach Slabs, & Approach Slab Joint Modification

Original Contract Amount: \$ 14,477,824.25
Change on CCO No. 4F: \$ 175,582.23
Net Change to Date: \$ 450,516.13

Explanation of Change on CCO No. 4F: This increase was the result an adjustment to the contract quantity of gravel cushion and an incentive for ride quality. Less salvageable material was available on the project during construction than estimated in the plans resulting in the need for additional virgin gravel cushion material. The incentive payment for ride quality was made in accordance with the contract.

PIERRE REGION

- IX.** Project: P 0273(06)61, Lyman County, PCN 038X
Location: SD 273 from I-90 to SD 1806
Contractor: Border States Paving Inc.
Type of Work: Cold Milling Asphalt Concrete, Asphalt Concrete Resurfacing, & Bump/Heave Repair

Original Contract Amount: \$ 4,048,204.59
Change on CCO No. 8F: \$ (72,048.99)

Net Change to Date: \$ 150,361.59

Explanation of Change on CCO No. 8F: This decrease was the result of a fuel cost adjustment made in accordance with the contract.

RAPID CITY REGION

- X. Project: N-EM 2016(17)64, Pennington County, PCN 6875
Location: From US 16 to SD 79 in Rapid City
Contractor: Upper Plains, Inc.
Type of Work: Grading, PCC Pavement and Traffic Signals

Original Contract Amount: \$ 13,189,050.42
Change on CCO No. 20F: \$ (97,441.79)
Net Change to Date: \$ (155,436.64)

Explanation of Change on CCO No. 20F: This decrease was the result of a correction made to the contract quantity of unclassified excavation. A portion of the material was inadvertently paid for twice. This adjustment corrected the error.

- XI. Project: P 0034(143)44, Meade County, PCN 02AB
Location: Structures on SD 34 near Sturgis
Contractor: Foothills Contracting, Inc.
Type of Work: Structures, Grading and Asphalt Surfacing

Original Contract Amount: \$ 6,851,076.87
Change on CCO No. 3: \$ 107,379.84
Net Change to Date: \$ (14,573.87)

Explanation of Change on CCO No. 3: This increase was the result of extra work ordered by the Engineer to reconstruct the traffic diversion washed out by a rain event on 5/29/2014.

Stacy Bartlett, Access Management Engineer from the Division of Operations presented the Department's planning efforts for the upcoming 75th Sturgis Rally. Bartlett began with stating the biggest challenge during the Rally is over-capacity roadways. In her PowerPoint presentation, Bartlett went over the plans for alternative routes including exit strategies, roadway safety practices anticipated by lowering the speed limit to 65 MPH, incorporation of speed trailers in various high crash locations, changes in SD Highway 34 roadway lighting, roadway sweeping plans, additional signing and parking access controls. There will be a DOT Operations Center located in the Sturgis DOT shop. There will also be operations support located in Camp Rapid.

Joel Jundt, Division Director of Planning and Engineering, introduced to the Commission three items for consideration. Jundt introduced Joel Gengler of Right of Way to present the first item.

Joel Gengler introduced Cody Lorenz, the new ROW Engineer and the Commission members welcomed him to the DOT. Gengler presented the following items for Commission consideration of approval:

1. **Abandonment** – Hanson County

This resolution will abandon the temporary easements on Project P 0025(69)61, PCN 02QL.

A MOTION WAS MADE by Marquardt to approve the abandonment and seconded by Thompson. All voted aye and motion carried.

RESOLUTION #2015-05.03 was adopted.

2. **Condemnation** – IM 1902(61)0 – PCN 1162 – I 190 - Pennington County Exit 1 in Rapid City (Silver Street), & from the Junction of US16/SD44 (Omaha Street) North 1.1 Miles.

Parcel 21 – Jay Ivor Swanson

A MOTION WAS MADE by White to approve the condemnation and seconded by Marquardt. All voted aye and motion carried.

RESOLUTION #2015-05.04 was adopted.

Sam Weisgram of Project Development presented the second item from the Division of Planning and Engineering as the bid letting results from the following May lettings. Weisgram elected to present the regional lettings last:

May 20, 2015 letting

Shared Use Path

1 04QH P TAPR(01)

Charles Mix County

NO COMMISSION ACTION AT THIS TIME

Lake Andes

Concrete Pavement Repair

- 2 05A5, 05A6 P 0231(15)79, NH 0044(196)44 Pennington County
REJECTED BY THE SDDOT COMMISSION
SD231 - (W Chicago/W Omaha) from Sturgis Road to Mt View Road and SD44 -
(Omaha St) from Mt View Rd to the start of the divided lanes near 12th St. in
Rapid City

Corridor Signing

- 3 04GW PH 0010(101) Brookings, Codington, Deuel, Grant, Hamlin, Roberts County
Dakota Traffic Services, LLC \$167,437.70
Aberdeen Region

Durable Pavement Marking

- 4 051A PH 8052(68) Pennington County
Traffic Services Company LLC \$20,800.00
Country Road from 143rd Ave to West Gate Road in Rapid City

County Pavement Marking

- 5 02SS P 000S(00)022 Regionwide County
Traffic Solutions Inc \$165,952.54
Regionwide in the Pierre Region

County Pavement Marking

- 6 02ST P 000S(00)021 Regionwide County
Dakota Barricade, LLC \$333,254.55
Regionwide in the Rapid City Region

A MOTION WAS MADE by Rosenboom to approve bid #'s 3, 4, 5 & 6 and seconded by Thompson. All voted aye and motion carried.

Due to ongoing coordinating issues, no recommendation from the Department of Transportation was received at this time for bid #1, thereby deferring to the June 11, 2015 conference call meeting.

Due to other options to address on this high bid, the Department of Transportation recommended to reject bid #2 until a later date.

A MOTION WAS MADE by Marquardt to reject bid #2 and seconded by Rosenboom. All voted aye and motion carried.

**May 14, 2015
Mitchell Region Office**

Safe Routes to School

1	P SRTS(37)	Minnehaha County
	Action Electric	\$27,229.10
	City of Dell Rapids	

A MOTION WAS MADE by Thompson to approve bid #1 and seconded by Marquardt.
All voted aye and motion carried.

**May 26, 2015
Mitchell Region Office**

Shared Use Path

1	EM 8040(16)	Lake County
	Dakota Road Builders	\$189,427.10
	Along the S side of 10 th St. SW at Madison	

A MOTION WAS MADE by Marquardt to approve bid #1 and seconded by Rosenboom.
All voted aye and motion carried.

Joel Jundt then presented STIP revisions as the third item from the Division of Planning and Engineering:

FOR COMMISSION APPROVAL

15-048 This revision will add an awarded 2013 Safe Routes to School project in the St. Mary's area in Sioux Falls back into the STIP for 2015. Only a portion of the funds were used in 2013 and the remainder of the funds are now requested to be used.

FY 2015 Plus \$34,000

15-050 This revision will add a 2015 traffic signal corridor analysis project along SD44 (Omaha Street) from 12th Street to Cambell Street in Rapid City into the STIP.

FY 2015 Plus \$102,000

15-051 This revision will split the 2015 reconstruction project on SD50 (East 4th Street in Yankton) into two projects. The western portion of this segment from the

US81 junction east to Burleigh Street will remain in 2015. The eastern portion will be added to the Tentative 2016-2019 STIP and deferred to 2016. The bids for this project were higher than estimated and this revision is expected to result in more favorable pricing.

FY 2015 Minus \$3,283,000

A MOTION WAS MADE by Rosenboom to approve 15.048, 15-050 and 15-051 and seconded by White. All voted aye and motion carried.

INFORMATIONAL REVISIONS FOR THE COMMISSION

15-049 This revision added a 2015 project for the installation of five new environmental sensor stations and the replacement of aging sensors at some existing stations statewide.

FY 2015 Plus \$470,000

15-053 This revision added railroad crossing signal systems upgrade to the 2015 crossing surface improvement project on 21st Street in Yankton.

FY 2015 Plus \$300,000

15-SC-030 This revision increased the cost estimate of a 2015 Roadway Safety Improvement Project for the installation of rumble stripes and pavement markings on various BIA routes in Oglala Lakota County due to the use of high grade polymer paint.

FY 2015 Plus \$255,000

No action was needed by the Commission.

Jundt informed the Commission that he had one informational item to present regarding an update on the drafting of administrative rules for both the County Highway Improvement Plan and the Bridge Improvement Grants. Jundt explained the County Highway & Bridge Improvement Plan. The inventory of roads, bridges and map are supplied by the Department of Transportation. The prioritized list of needs, statement of financial resources and the five year project list is provided by the counties. This plan must be in place in order to receive the bridge funds from the Bridge Improvement Plan (BIG) Program. In order to be eligible for the BIG program, county applicants must have a wheel tax and an accepted County Highway and Bridge Improvement Plan in place.

Laurie Schultz, Administration Program Manager, presented an explanation of the funding opportunities for local governments by PointPoint. She explained the major funding sources for the local available from both the federal and state sides. After the Governor's State of the State address, there has been a large shift from the federal side over to the state side, which was reflected through the presentation.

Schultz also explained the Surface Transportation Program and the shift of using federal funds to state funds. Schultz also presented before and after photos of areas where the Community Access, Agri-Business Grants, and Industrial Park Grants were used. She concluded with the breakdown summary of funds (federal and state) for local governments.

Chairman Roby returned the Commission to the subject of Harrisburg and their proposed Special Census.

After discussion among the Commissioners, it was decided that the Commission would be receptive to consideration of Harrisburg for possible inclusion as a STP Fund recipient if a Special Census establishes them as a Class I city.

Chairman Roby thanked Laurie Schultz and Stacy Bartlett for their presentations and welcomed Cody Lorenz to the Department of Transportation. Roby thanked Chairman Bob Benson for his service to the Department of Transportation and the people of South Dakota and said he will miss his handshake and big smile. Roby acknowledged to Bill Nevin the confidence he has had over the years in his legal guidance and thanked Bill for his service.

With no other business to come before the Commission, A MOTION WAS MADE by Marquardt to adjourn the meeting and seconded by Thompson. The meeting was adjourned at 12:14 p.m.

Submitted by:

Patricia A. Saukel
Recording Secretary

Approved by:

Darin P. Bergquist
Secretary of Transportation