

TRANSPORTATION COMMISSION CONFERENCE CALL MEETING MINUTES  
DECEMBER 19, 2014 – 9:00 A.M.  
BECKER-HANSEN BUILDING – 700 EAST BROADWAY  
PIERRE, SD

PRESENT: Kathy Zander, Member

PRESENT VIA PHONE: Bob Benson, Chairman  
Don Roby, Vice-Chairman  
Tim Dougherty, Member  
Rod Fouberg, Member  
Ralph Marquardt, Member  
Ron Rosenboom, Member  
Ed Seljeskog, Member  
Larry Thompson, Member

DOT STAFF PRESENT: Darin Bergquist, Greg Fuller, Joel Jundt, Mike Behm, Joel Gengler, Sam Weisgram, Kristi Sandal, Paula Huizenga, Kelly VanDeWiele, and Patricia Saukel

OTHERS PRESENT: Becky Hedman – AGC and Bob Mercer – press

Chairman Benson called the meeting to order at 9:03 a.m. Roll call was taken and a quorum was determined.

Chairman Benson began the meeting by addressing a phone call that he and the other Commissioners had received from a gentleman by the name of John Merriman of Lemmon. Mr. Merriman is concerned about an upcoming project by the Department of Transportation involving Hwy 73 and 12 near Shadehill, SD.

Mike Behm of Project Development updated the Commissioners on Mr. Merriman's concerns. Mr. Merriman is concerned about the timing of the improvements planned along the corridor of Hwy73 and US12. Behm explained that the DOT has a project planned in 2016 for shoulder widening along the stretch. After the construction is completed, there will be trucks and equipment utilizing that roadway which will cause some damage to the roadway. DOT plans to return to finish the surfacing a couple of years later. Bergquist said that someone from the Department of Transportation will contact Mr. Merriman directly in lieu of any Commissioner follow-up.

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Secretary Bergquist briefed the newer Commissioners on the history of the SWAP program. Bergquist explained that years ago there was a component of the Federal Highway System which was referred to as the Secondary Road Program. A portion of the federal funding DOT received was set aside to go to local entities to assist with the

federal aid roads on their system. In the early 1990's, the mandate under the federal program went away. Even though DOT was no longer required to comply, the Transportation Commission continued the program at the same proportionate share. Every year for the last 20+ years, once DOT knew how much our federal funding is going to be, the Commission has awarded or sub-allocated a pro-rata portion of those federal funds to all the counties and class-1 cities in the state. Those funds are available to those local government entities to only be used on the routes that are considered as federal aid eligible on their system. The Department provided state funds for the required 20% match of those federal funds, (i.e., Hughes County got \$80 in federal funding; the state paid an additional \$20 match using the state funds).

DOT then introduced the 90/10 SWAP program. On a project-by-project basis with the local government entities, DOT gave them \$90 of state funds to do a particular project (in exchange for the \$80 in federal and \$20 state match). This option was in place for quite a number of years. While the local governments liked the program, it was costly to the state. While DOT was paying the \$90 in state funds, we would also need to use their federal money and pay the 20% match again.

In 2007 when the state highway fund was running into some of the cash flow struggles, a number of programs, including the Highway Patrol and Economic Development grant program were suspended. The 90/10 SWAP program was also suspended. It was thought to be a temporary suspension until the state was again in a financial position to reinstate some form of the SWAP program.

In 2011, the Commission approved reinstatement of a modified version of the program. Participants now have the option of exchanging on a one-for-one basis the federal funds that are suballocated to them for state funds. If they do swap their federal funds for state funds, they do not also receive the state match of the federal funds. In exchange, they are not required to do swaps on a project by project basis, instead being able to use the state funds for any of their road needs.

At the time the Commission approved putting the modified version in place, it was understood to be on a year-by-year basis depending on the availability of sufficient state funding to support the program. Each year DOT reports back to the Commission confirming whether there are sufficient state funds to continue the program for another year.

Bergquist's informational item for the Commission was that DOT is in the position to offer the program to the counties and Class 1 cities again for 2015. A letter notifying them of the availability of the program for this year will be going out any day. Last year there were 31 counties and three cities that took advantage of the SWAP program and about \$6 million dollars in funds were SWAP'd out.

Bergquist took questions regarding the program from the Commissioners. Bergquist told the Commissioners that his intention was to provide an update every year on the program.

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Joel Jundt, Director of the Division of Planning and Engineering explained and presented the following STIP revisions for consideration:

**FOR COMMISSION APPROVAL**

**15-011** This revision will defer and adjust the location of three 2015 ramp detour construction projects along I29 in Roberts County to 2017.

FY 2015 minus \$855,000  
FY 2017 plus \$1,038,000

**15-013** This revision will advance the following Yankton Region asphalt concrete resurfacing projects in order to address accelerated deterioration on the segments and to maximize use of available 2015 funding:

- Advance the 2016 SD50 eastbound resurfacing project from the Yankton County line east to the end of the divided highway to 2015.
- Advance the 2018 SD46 resurfacing project from SD25 to east of the Bon Homme/Yankton County line to 2015.

FY 2015 plus \$6,597,000  
FY 2016 minus \$4,909,000  
FY 2018 minus \$1,894,000

**15-014** This revision will advance a 2018 US12 asphalt concrete resurfacing project from 9 miles west of McIntosh to McIntosh to 2015 in order to address accelerated deterioration on the segments and to maximize use of available 2015 funding:

FY 2015 plus \$2,605,000  
FY 2018 minus \$2,764,000

**15-015** This revision will advance the following Aberdeen Region asphalt resurfacing projects in order to address accelerated deterioration on the segments and to maximize use of available 2015 funding:

- Advance the 2017 US14 asphalt concrete resurfacing project from east of Wessington to the north US281 junction to 2015.
- Advance the 2017 US281 asphalt concrete resurfacing project from the Jerauld/Beadle County line to the south US14 junction to 2015.

- Advance the 2017 US281 asphalt concrete resurfacing project near the railroad overhead north of Tulare to 2015.
- Advance the 2018 US14 asphalt concrete resurfacing project from Highmore to Miller to 2015.
- Advance the 2018 SD10 asphalt concrete surfacing project from east of the Marshall/Roberts county line to Sisseton to 2015.
- Advance the 2018 SD45 asphalt concrete surfacing project from the south city limit at Miller to the south US14 junction to 2015.

FY 2015 plus \$17,615,000  
 FY 2017 minus \$8,428,000  
 FY 2018 minus \$10,097,000

**15-021** This revision will add a 2015 project to the STIP for an awarded State Transportation Innovation Council grant that will enhance the database of right of way information maintained on the interstate system.

FY 2015 plus \$240,000

#### **INFORMATIONAL REVISIONS FOR THE COMMISSION**

**15-007** This revision modified the 2015 I29/US14B Exit 132 reconstruction project by removing the roundabout construction portion of the project due to the desire to maximize the life of the existing structure.

FY 2015 minus \$1,836,000

**15-SC-005** This revision deleted some 2015 chip seal projects in the Aberdeen area on US12 and SD45 since more major improvements will be required on these segments in the future.

FY 2015 minus \$790,000

**15-SC-006** This revision adjusted the improvement description and cost for a pair of 2015 Transportation Alternative Program sidewalk construction projects in Hermosa and Armour.

FY 2015 plus \$16,000

**15-SC-007** This revision deleted a 2015 pavement preservation project on SD32 from Flandreau to I29 that was completed in 2014.

FY 2015 minus \$44,000

Motion was made by Fouberg to approve STIP revisions **15-011, 15-013, 15-014, 15-015,** and **15-021** and seconded by Zander. All voted aye by roll call and motion carried.

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Joel Gengler of the Right of Way Office presented the following recommended items for Commission approval:

**Request for Transfer – U.S. Fish & Wildlife Service**

Request Transportation Commission approval to transfer the following DOT property to United States of America, acting by and through the Secretary of Interior, U.S. Fish & Wildlife Service (USF&WS), in accordance with the procedures provided by SDCL 31-2-27 and ARSD chapter 10:02:01.

*The East 186.38 feet of the NE1/4 of Section 31, Township 127 North (127N), Range 70 West (70W) of the 5<sup>th</sup> P. M., McPherson County, South Dakota, containing 11.3 acres, more or less.*

The above property contains 11.30 acre of land to trade for land needed for highway purposes owned by U.S. Fish & Wildlife Service. This is an exchange of land needed for the project: PCN 025Z – P 0019(31)73 Lake & Minnehaha Counties – from the junction of SD38 north, to the junction of SD34. The appraised price of right-of-way needed for the project is being applied to the exchange land in McPherson County. The appraised value for the project will purchase 11.30 acres in McPherson County.

Motion was made by Rosenboom to approve and seconded by Thompson. All voted aye by roll call and motion carried.

RESOLUTION #2014-12.01 was adopted.

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Sam Weisgram presented the bid letting results from the December 10, 2014 letting as follows:

**December 10, 2014 letting**

**Grading, Structure (243' Prestressed Girder), PCC Surfacing**

|   |                                    |                |
|---|------------------------------------|----------------|
| 1 | 035A IM 0292(74)62                 | Lincoln County |
|   | T&R Contracting, Inc.              | \$7,794,913.15 |
|   | I29 - Exit 62 (Canton Interchange) |                |

**Cold Milling Asphalt Concrete and Asphalt Concrete Resurfacing**

|   |                        |                |
|---|------------------------|----------------|
| 2 | 036G NH 0085(81)112    | Harding County |
|   | Anderson Western, Inc. | \$4,909,807.63 |

US85 - From the South Jct of SD20, South 12 miles

**Cold Milling Asphalt Concrete and Asphalt Concrete Resurfacing**

3 042Q, 042T P 6443(01), P 6566(01) Brookings County  
Bowes Construction Inc. \$1,137,163.87  
471 Ave. from SD30 1.5 miles West of I29 Exit 140, South 7 miles to US14 at  
Brookings (FA 6443 - Co. Rd. 77) and 217 St. from 471 Ave. (Co. Rd 77) East  
1.5 miles to I29 Exit 127 (FA 6566)

**Cold Milling Asphalt Concrete and Asphalt Concrete Resurfacing**

4 03NR P 0087(13)62 Custer County  
Bituminous Paving, Inc \$2,598,888.15  
SD87 from 3 miles North of the East Jct of US16A to SD89

**Deck Overlay, Joint Modification, Bridge Rail Retrofit, Approach Guardrail,  
Approach Pavement, & Zone Painting**

5 6488, 6490, 045C P 0044(150)171, NH 0083(63)38, P 0044(189)160  
Jackson, Mellette, Tripp County  
J V Bailey Co Inc \$2,381,422.50  
SD44 - 1.6 miles East of US18 over W Branch Thunder Creek; 5.2 miles East of  
SD73 Over Pass Creek; & 4.0 miles East of US18 over Thunder Creek; 3.1 miles  
North of the Mellette Co Line over Horse Creek & 3.1 miles South of SD44E Over  
Horse Head Creek

Motion was made by Fouberg to approve items # 1, 2, 3, and 4 and seconded by Marquardt. All voted aye by roll call and motion carried.

Motion was made by Dougherty to approve item # 5 and seconded by Fouberg. All voted aye by roll call and motion carried.

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Sam Weisgram presented the bid letting result from the December 26, 2014 Mitchell Region letting as follows:

**December 16, 2014 Regional Letting**

**Shared Use Path**

0109 EM 8068(10) Yankton County  
Feimer Construction, Inc \$147,731.95  
Along Marne Creek in Yankton

Motion was made by Marquardt to approve and seconded by Thompson. All voted aye by roll call and motion carried.

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With no other business to come before the Commission, Commissioner Shoener made a motion and the meeting was adjourned at 9:36 a.m.

Submitted by:

Patricia A. Saukel  
Recording Secretary

Approved by:

Darin P. Bergquist  
Secretary of Transportation