

TRANSPORTATION COMMISSION OF WYOMING

The Transportation Commission of Wyoming met in the Commission Room of the Transportation Headquarters building in Cheyenne on February 19, 2015. The meeting was convened at 8:30 a.m. by Chairman McCormack. The following members were present constituting a quorum:

Bruce McCormack, Chairman, Cody
Ted Ertman, Commissioner, Newcastle
Milt Coulter, Commissioner, Gillette
K. John Dooley, Commissioner, Laramie
Bob Ruwart, Commissioner, Wheatland
Todd Seeton, Commissioner, Jackson
John Cox, Director
Sandra J. Scott, Commission Secretary

Also present at and participating in the meeting were: Delbert McOmie, Chief Engineer; Gregg Fredrick, Assistant Chief Engineer of Engineering and Planning; Ken Shultz, Assistant Chief Engineer of Operations; Tom Loftin, Support Services Administrator; Colonel John Butler, Highway Patrol Administrator; Dennis Byrne, Aeronautics Administrator; Mike Kahler, Senior Assistant Attorney General; Rodney Freier, Budget Officer; Doug McGee, Public Affairs Manager; and Joe Dailey, Division Administrator, Federal Highway Administration.

Others present: Mike Larson, Lusk resident; Bob McLaurin, Jackson Town Manager; Keith Compton, District Engineer; and Jim Coffin, Chief Engineering Geologist.

Vice Chairman Clair Anderson, of Riverton, was absent.

1. Pledge of Allegiance: Chairman McCormack led the attendees in the Pledge of Allegiance.
2. Approval of Minutes: It was recommended by Secretary Scott, moved by Commissioner Ertman, seconded by Commissioner Coulter, and carried to approve the minutes from the January 15, 2015, breakfast meeting and regular business meeting.
3. Correspondence: Secretary Scott presented a letter from the Sheridan County Public Works Director Rod Liesinger, thanking the Transportation Commission for its support of the Holloway Avenue project in the city of Sheridan. At its January 15, 2015, business meeting, the Commission voted to approve Commission Road Improvement Program (CRIP) funding for the project.
4. Old Business - Bitter Creek Rest Area Janitorial Contract: Mr. Shultz presented the results of Bid No. 15-135 for janitorial maintenance at the Bitter Creek Rest Area. The rest area janitorial contract was recently terminated because the contractor failed to perform in accordance with the contract conditions. A new contract was sought through the Procurement Services Program, and bids were opened on February 4, 2015. At its January 15, 2015, meeting, the Commission voted to approve hiring a new janitorial services contractor before the next Commission business

meeting, with final concurrence to be granted by Director Cox and Chairman McCormack in order to hire a new janitorial contractor as soon as possible.

Granite Management, Inc., of Jackson, Wyoming, a business owned by Commissioner Todd Seeton, was the low bidder for the work. At the January Commission meeting, Commissioner Seeton did not abstain when the Commission voted to award the contract with only Director Cox's and Chairman McCormack's concurrence. Commissioner Seeton did not want any appearance of impropriety whatsoever, so he withdrew his company's bid from consideration for the contract. Commissioner Seeton also respectfully recused himself from any further discussion about awarding Bid No. 15-135.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Commissioner Ruwart, and carried to approve purchase for bid number 15-135 to furnish janitorial maintenance at the Bitter Creek Rest Area for a 12-month period, and that the contract should be awarded to the second low bidder, Katrina Myers, of Rock Springs, Wyoming.

Commissioner Ertman reminded the Commission that, in accordance with WYDOT operating policy, vendors that withdraw their bid after it is opened may be required to forfeit their bid bond and they are removed from the WYDOT bidders' list for 12 months. Director Cox noted that Granite Management would be well within its legal rights to have left its bid on the table for consideration, he felt that Commissioner Seeton made a commendable decision by withdrawing his company's bid, and that this requirement should be waved in this case.

Commissioner Dooley amended his motion to include that, if a bid bond was required for Bid No. 15-135, that Granite Management not be required to forfeit its bond and that the company not be prohibited from bidding on WYDOT contracts for the next 12 months. Commissioner Ruwart concurred with the amended motion. Commissioner Seeton abstained from voting. The motion was approved.

The bid was awarded to Katrina Myers, of Rock Springs, Wyoming, for the sum of \$83,760.00.

5. Director Cox presented the Director's report.

Commissioners' Retirement: Director Cox offered his heartfelt thank you to Commissioners Ertman and Coulter for their exemplary service to the Commission, and stated that they will be greatly missed in the "WYDOT family."

Customer Satisfaction Survey Results: The 2014 WYDOT Customer Satisfaction Survey results will be presented to the Commission later today. Director Cox advised that he has seen only the executive summary of the survey results, and that he was pleased with the outcome.

Annual American Association of State Highway and Transportation Officials (AASHTO) Washington Briefing: Director Cox will attend the annual AASHTO D.C. Briefing meeting in Washington, D.C., February 25-27, 2015. There is little hope of a new reauthorization bill to be passed by the May 31, 2015, deadline, which is when the current funding extension expires. The Highway Trust Fund will also reach unprecedented low levels over the summer, which may

force the federal government to impose restrictions on what funds can be used by the states. WYDOT will postpone two lettings this year because of funding uncertainty.

6. Mr. Freier presented the Budget report.

Monthly Budget Report: The beginning cash balance on the Daily Activity Summary is \$69.1 million in the H01 account. The balance includes \$6.7 million from the annual mineral royalties distribution.

Snow Control Budget: The Department has expended \$12.7 million for snow control so far this year. The five-year average for the snow control budget is \$14.7 million.

7. Mr. McOmie presented the Chief Engineer's report.

Jackson Landslide Update: On February 13, 2015, Messrs. McOmie and Fredrick, and WYDOT geologists made an on-site visit to see the Budge Drive landslide in Jackson. Copies of photographs taken during the site visit were provided and explained to the Commission.

Mr. McOmie learned recently that in 1967-68, WYDOT expanded the two-lane to a five-lane roadway in Jackson, and the Budge Pit was used as a source for borrow material for the project. The district reviewed the as-constructed plans, which showed that 52,000 cubic yards of material was removed from the pit for the project. Some private quarry operations and commercial development was also ongoing from 1963 through early 2000s, which totaled about 15,000 cubic yards of material that was removed from the site. Some aerial photographs from 1955, 1967, 1977, and 2011 were also provided to the Commission to show the gradual affects that removing materials and the related development has had on the area.

The Town of Jackson is investigating the installation of buttress walls and some other work to stabilize the slide. The walls will change the dynamic of the slide by supporting the earth at the top of the slide so that the material at the bottom can then be removed or reworked.

The WYDOT Geology Program and Jackson's geological consultant agree that there is very little risk of the slide moving onto the state's right-of-way. The greater concern is that, if a wet spring occurs, moisture will force the slide to rotate, which may bring material onto the roadway, which is maintained by WYDOT. Mr. McOmie believes that WYDOT work forces could manage the debris fallout, but slide movement could impact underground utilities in the right-of-way. If the water line is damaged, the roadway will likely be severely damaged.

Mr. McLaurin stated that the total estimated cost for the repairs is about \$20 to \$25 million, and the funding source is uncertain. The Town of Jackson understands that the slide is a local problem, but they're asking for some state assistance. Mr. McLaurin advised that any assistance the state can provide will be greatly appreciated.

Several agreements are needed before the town can proceed with repairs. The work may begin in about four or five months, but the entire project will take at least two years to complete.

Jim Coffin, WYDOT's Chief Engineering Geologist, explained the process of the proposed repairs and the likelihood of slide movement toward the state-owned right-of-way.

Mr. McOmie believes that WYDOT's participation in the overall repair should focus on only the state-owned property that is impacted by the slide, and asked the Commission for direction on how to proceed with the situation. Commissioners Seeton, Dooley, Coulter, and Ruwart wanted the Department to continue to work with the Town of Jackson to study what WYDOT can do, if anything, to assist with the situation. Commissioner Ertman agreed with studying the situation, but he did not agree with cost sharing for the repairs.

Proposed Purchase of Ton Pit in Hot Springs County: The owners of The Ton Pit have approached WYDOT about purchasing the pit, which is located on Jones Road, between Meeteetse and Thermopolis. WYDOT has investigated projected royalties from the pit and future projects in the area. Mr. McOmie advised that the pit may also be impacted by archaeological artifacts, so the Department has declined the offer to purchase.

WYO 59 Mining Equipment Move: The Department was contacted by Cloud Peak Energy Company in April 2014 about its desire to move a very large drag line from its north mine to its south mine via WYO 59 south of Gillette. Cloud Peak has changed its route for moving the equipment, and plans to use more private roads and cross a short section of WYO 450. Changing the route will be more cost effective for the energy company.

8. Mr. Fredrick presented the Engineering and Planning report, beginning with the bid tabulations from the letting held February 12, 2015, in Cheyenne.

**COMMISSION DISTRICT 1
Bob Ruwart - Commissioner**

Federal project STP-DR21765, involving machine-placed rip-rap and miscellaneous work at reference marker (RM) 12.19 on WYO 156, at the North Platte River Bridge, just south of Lingle, in Goshen County. Completion date: May 31, 2015

Engineer's Estimate	\$59,931.25	
Caylor & Genz Earthmovers, Inc., Torrington, WY	\$48,043.00	-19.8%
Oftedal Construction, Inc., Casper, WY	\$57,554.00	
Pine Bluffs Gravel & Excavating, Inc., Pine Bluffs, WY	\$60,694.00	
Dietzler Construction Corporation, Torrington, WY	\$71,500.00	
Paul Reed Construction & Supply, Inc., Gering, NE	\$71,885.30	

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Ertman, and carried that **Caylor & Genz Earthmovers, Inc., Torrington, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICTS 1 and 2
Bob Ruwart - Commissioner
K. John Dooley - Commissioner

State project CMP-PM-SL15-B151025, involving chip sealing, microsurfacing, and miscellaneous work at various locations in Transportation District 1, including Albany and Laramie counties. Completion date: September 30, 2015

Engineer's Estimate	\$2,048,880.00	
Knife River, Casper, WY	\$2,071,113.50	+1.1%
Intermountain Slurry Seal, Inc., Watsonville, CA	\$2,086,500.00	
Plus 5% for Comparison	\$2,190,825.00	
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$2,164,428.00	
Oldcastle SW Group, Inc. and subsidiaries, Grand Junction, CO	\$2,191,710.00	
Plus 5% for Comparison	\$2,301,295.50	

It was recommended by Mr. Fredrick, moved by Commissioner Ruwart, seconded by Commissioner Dooley, and carried that **Knife River, Casper, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

COMMISSION DISTRICT 2
K. John Dooley - Commissioner

State project CMP-PM-SL15-B151013, involving grading, placing crushed base, concrete slab replacement, bridge rehabilitation, and miscellaneous work at various locations in Transportation District 1, including Carbon County. Completion date: August 31, 2016

Engineer's Estimate	\$1,343,872.00	
Simon Contractors and its subsidiaries, Cheyenne, WY	\$1,775,617.50	+32.1%
Dietzler Construction Corporation, Torrington, WY	\$1,998,205.04	
Plus 5% for Comparison	\$2,098,115.29	
Reiman Corp. and Subsidiary, Cheyenne, WY	\$2,083,669.00	

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Seeton, and carried that **Simon Contractors and its subsidiaries, Cheyenne, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

Federal project NHPPI-GM-I802202, involving milling plant mix, placing crushed base and bituminous pavement surfacing, bridge railing modification, cable median barrier, and miscellaneous work on 2.90 miles of I-80, beginning at RM 89.60, between Green River and Rock Springs, in Sweetwater County. Completion date: June 30, 2015

Engineer's Estimate	\$746,250.25	
Lewis & Lewis Inc., Rock Springs, WY	\$781,884.50	+4.8%

It was recommended by Mr. Fredrick, moved by Commissioner Dooley, seconded by Commissioner Ruwart, and carried that **Lewis & Lewis Inc., Rock Springs, Wyoming**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICT 4
Milt Coulter - Commissioner

Federal project NHPPI-0255104, involving grading, draining, milling plant mix and concrete, placing crushed base and bituminous pavement surfacing, concrete slab replacement, crack and seat concrete, structure rehabilitation, guardrail, signing, and miscellaneous work on 6.72 miles of I-25, beginning at RM 293.81, between Kaycee and Buffalo, in Johnson County. Completion date: October 31, 2016

Engineer's Estimate	\$16,447,613.70	
Riverside Contracting, Inc., Missoula, MT	\$16,319,884.70	-0.8%
Century Companies, Inc. and Affiliates, Lewistown, MT	\$16,949,318.80	
H-K Contractors, Inc., Idaho Falls, ID	\$17,232,777.77	
Simon Contractors and its Subsidiaries, Cheyenne, WY	\$18,446,336.72	
Border States Paving, Inc., Fargo, ND	\$18,505,816.10	

It was recommended by Mr. Fredrick, moved by Commissioner Coulter, seconded by Commissioner Ertman, and carried that **Riverside Contracting, Inc., Missoula, Montana**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICTS 4 and 6
Milt Coulter - Commissioner
Ted Ertman - Commissioner

Federal projects NHPP-PM-B154028 and SCP-TC-B154029 combined, involving chip sealing and miscellaneous work at various locations in Transportation District 4, including Campbell, Crook, Johnson, Sheridan, and Weston counties. Completion date: August 31, 2015

Engineer's Estimate	\$3,118,030.00	
Bituminous Paving, Inc., Ortonville, MN	\$3,434,165.00	+10.1%
Knife River, Casper, WY	\$3,533,888.40	
Riverside Contracting, Inc., Missoula, MT	\$3,792,765.00	
Intermountain Slurry Seal, Inc., Watsonville, CA	\$3,795,290.00	
Hills Materials Company, Rapid City, SD	\$3,897,332.00	
Irregular Proposal		

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Coulter, and carried that **Bituminous Paving, Inc., Ortonville, Minnesota**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder. The Federal Highway Administration concurred with this decision.

COMMISSION DISTRICT 7
Clair Anderson - Vice Chairman

Federal project STP-BRU-4127008, involving grading, draining, milling plant mix, placing crushed base, bituminous pavement surfacing, sidewalk, curb and gutter, removal and replacement of a structure, and miscellaneous work on 0.12 mile of Bryan Stock Trail Road, at the North Platte River bridge, in Natrona County. Completion date: June 30, 2016

Engineer's Estimate	\$2,915,913.25
Reiman Corp. and Subsidiary, Cheyenne, WY	\$4,063,807.00 +39.4%

Mr. Fredrick noted that the Department has carefully reviewed the bid on the above project, and he feels that the bid items were slightly overestimated for the prescribed work types and it is likely that more competitive prices may be realized if the project is advertised later in the year. Further, the Department will recommend some adjustments to its State Transportation Improvement Program (STIP) because of the looming Highway Trust Fund shortage and the related reimbursements on federal projects.

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Ruwart, and carried to reject the bid and let the project again in the future. The Federal Highway Administration concurred with this decision.

State project SCP-TC-N202064, involving grading, draining, milling plant mix, removal of concrete, placing crushed base and bituminous pavement surfacing, chip seal, structure rehabilitation, guardrail, fencing, and miscellaneous work on 4.66 miles of US 287, beginning at RM 59.61, between Muddy Gap and Lander, in Fremont County. Completion date: June 30, 2016

Engineer's Estimate	\$4,942,346.20	
LeGrand Johnson Construction Co., Logan, UT	\$4,917,914.18	-0.5%
Plus 5% for Comparison	\$5,163,809.89	
H-K Contractors, Inc., Idaho Falls, ID	\$5,117,777.77	
Plus 5% for Comparison	\$5,373,666.66	
DePatco, Inc., St. Anthony, ID	\$5,530,309.10	
Plus 5% for Comparison	\$5,806,824.56	
Oftedal Construction, Inc., Casper, WY	\$5,560,474.20	

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Dooley, and carried that **LeGrand Johnson Construction Co., Logan, Utah**, having prequalified in accordance with rules and regulations adopted by the Transportation Commission of Wyoming, be awarded the contract as low bidder.

9. It was recommended by Mr. Fredrick, moved by Commissioner Coulter, seconded by Commissioner Ertman, and carried to approve the following project authorizations:

COMMISSION DISTRICT 1

Rural Major Collector

STP 13.03 6792001; Laramie County; WYO 213, Burns North, Chivington Draw; RM 13.03; culvert; FY 2015; request federal preliminary engineering funds of \$10,000; request federal construction engineering and construction funds of \$135,000

Rural Minor Collector

STP-CR 0.00 CN02104; Laramie County; County Road 162; patch and overlay; FY 2015; total estimated project cost \$3,600,000; request federal funds of \$1,800,000; Laramie County match is \$1,800,000; estimated construction cost is \$3,600,000

Urban Various

ARSCT 0.00 B159A02; Laramie County; Cheyenne Streets, various locations; epoxy striping; FY 2015; request preliminary engineering funds of \$8,023; request construction engineering and construction funds of \$88,248; to be reimbursed by the City of Cheyenne

COMMISSION DISTRICT 2

Rural Local

CMAQ 0.00 CM15012; Sweetwater County; various county roads; dust suppression; FY 2015; request federal construction funds of \$312,500

COMMISSION DISTRICT 3

Rural Local

CMAQ 0.00 CM15011; Sublette County; various county roads; dust suppression; FY 2015; request federal construction funds of \$312,500

CMAQ 0.00 CM15013; Teton County; various county roads; dust suppression; FY 2015; request federal construction funds of \$62,500

CMAQ 0.00 CM15014; Uinta County; various county roads; dust suppression; FY 2015; request federal construction funds of \$62,500

COMMISSION DISTRICT 4

Urban Major Collector

STP-CR 0.00 CN03042; Sheridan County; Sheridan Streets, Holloway Avenue; design and reconstruction; FY 2015; total estimated project cost is \$652,122; request federal funds of \$554,304; Sheridan County match is \$97,818; preliminary engineering is \$109,778, construction engineering is \$88,694, and construction is \$453,650

Urban Local

CMAQ 0.00 CM15010; Sheridan County; Sheridan Streets, various locations; dust suppression; FY 2015; request federal construction funds of \$50,000

COMMISSION DISTRICT 6

Rural Local

CMAQ 0.00 CM15015; Weston County; various county roads; dust suppression; FY 2015; request federal construction funds of \$200,000

Various

SSP-TO 0.00 B154110; Crook County; Highway District 4, various locations; portable traffic signal systems; FY 2015; request state construction funds of \$30,000

COMMISSION DISTRICT M (Miscellaneous)

Rural Principal Arterial

SCP 0.00 B169023; Converse, Campbell, and Natrona counties; WYO 59 and US 20/26, various locations; passing lanes; FY 2015; request state preliminary engineering funds of \$2,000,000

10. Sale of Property Located at Bradley Avenue/15th Street in the City of Cheyenne: Mr. Fredrick described the location of the proposed property to be relinquished, and a brief overview of past property disposals in this area. He noted that this property does have a marketable value and the Department has been working with the City of Cheyenne to sell the property at 15th and Bradley, to the adjacent landowner.

It was recommended by Mr. Fredrick, moved by Commissioner Seeton, seconded by Commissioner Dooley, and carried to allow the Department to sell the property described below.

A portion of that certain right-of-way easement recorded in the Laramie County Clerk's Office under Book No. 1159, Page 1494, originally described as being a portion of Block 440 as vacated under Cheyenne City Ordinance No. 413, further described as follows:

Beginning at the angle point on the westerly boundary line of Lot 1, Block 1, Executive Park Plaza Addition, to the City of Cheyenne (REC. #486496), also being the point of intersection with the northerly right-of-way line of the alley in said Block 440 and common with the southeasterly corner of that tract of land described in said right-of-way easement recorded in the Laramie County Clerk's Office under Book No. 1159, Page 1494;

thence N30°11'37"E, a distance of 4.11 feet on and along said westerly boundary line of Lot 1, Block 1, Executive Park Plaza Addition, to a point;

thence N47°33'06"W, a distance of 24.18 feet to a point of curvature;

thence on a non-tangent curve to the right having a central angle of 36°23'45", a radius of 142.87 feet, a length of 90.75 feet, and a Long Chord bearing S81°22'48"W, a distance of 89.24 feet, to a point of tangency;

thence N80°25'20"W, a distance of 26.08 feet to a point of curvature;

thence on a curve to the left having a central angle of 118°44'07", a radius of 14.66 feet, a length of 30.37 feet, and a Long Chord bearing S40°12'37"W, a distance of 25.22 feet, to a point on the southerly boundary of that tract of land described in said right-of-way easement recorded in the Laramie County Clerk's Office under Book No. 1159, Page 1494, also common with the

northerly boundary of that tract of land described in Quitclaim Deed recorded in the Laramie County Clerk's Office under Book No. 2370, Page 572;

thence on and along the common boundaries as described in said Book No. 1159, Page 1494, and Book No. 2370, Page 572, the following three courses;

thence N63°39'55"E, a distance of 13.76 feet to a point on the westerly boundary of said Block 440, situate S26°20'05"E, a distance of 74.83 feet from the northwesterly corner of said Block 440;

thence S78°42'13"E, a distance of 94.13 feet to a point on the northerly right of way of the vacated alley in Block 440 under Cheyenne City Ordinance No. 413;

thence N63°19'50"E, a distance of 46.30 feet on and along said northerly right of way of the vacated alley in Block 440 under Cheyenne City Ordinance No. 413, to the point of beginning;

Said parcel containing 2,873 square feet or 0.07 acre more or less.

SEE RECORD OF SURVEY recorded in the Laramie County Clerk's Office under Reception No. 641169, Book No. 2397, Page No. 10 for survey of Parcel "A."

11. Relinquishment of the Property at Bradley Avenue/15th Street in Cheyenne: It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Seeton, and carried to approve the following resolution for relinquishment:

RESOLUTION FOR RELINQUISHMENT

WHEREAS, under the provisions and authority of W.S. 24-3-126, the Transportation Commission of Wyoming may abandon or relinquish any portion of a state highway upon reconstruction or relocation of an existing state highway; and

WHEREAS, a portion of Wyoming Department of Transportation's right-of-way for 15th/Bradley City Parcel, West Lincolnway, Laramie County, Wyoming, established under Wyoming State Highway Federal Aid Project No. I-180-1(2)0 is no longer needed for state highway or public use purposes. Said portion being described as follows:

A portion of that certain right of way easement recorded in the Laramie County Clerk's Office under Book No. 1159, Page 1494, originally described as being a portion of Block 440, Original City of Cheyenne, Laramie County, Wyoming, together with a portion of the original Bradley Avenue and 15th Street adjacent to said Block 440 as vacated under Cheyenne City Ordinance No. 413, further described as follows:

Beginning at the northwesterly corner of said Block 440;
thence N26°20'05"W, a distance of 27.48 feet on and along the projection of the westerly line of said Block 440 into said vacated 15th Street, to a point;
thence S78°20'05"E, a distance of 124.22 feet to a point;
thence N30°24'43"E, a distance of 74.50 feet to a point on the southerly right of way of East Lincolnway/U.S. Highway No. 30;

thence S69°16'21"E, a distance of 82.77 feet on and along said southerly right of way of East Lincolnway/U.S. Highway No. 30, to a point being the northwesterly corner of Executive Park Plaza Subdivision, to the City of Cheyenne;

thence S30°11'37"W, a distance of 110.67 feet on and along the westerly boundary line of Lot 1, Block 1, of said Executive Park Plaza Addition, to a point;

thence N47°33'06"W, a distance of 24.18 feet to a point of curvature;

thence on a non-tangent curve to the right having a central angle of 36°23'45", a radius of 142.87 feet, a length of 90.75 feet, and a Long Chord bearing S81°22'48"W, a distance of 89.24 feet, to a point of tangency;

thence N80°25'20"W, a distance of 26.08 feet to a point of curvature;

thence on a curve to the left having a central angle of 118°44'07", a radius of 14.66 feet, a length of 30.37 feet, and a Long Chord bearing S40°12'37"W, a distance of 25.22 feet, to a point on the southerly boundary of that tract of land described in said right of way easement recorded in the Laramie County Clerk's Office under Book No. 1159, Page 1494, also common with the northerly boundary of that tract of land described in Quitclaim Deed recorded in the Laramie County Clerk's Office under Book No. 2370, Page 572;

thence S63°39'55"W, a distance of 6.24 feet to a point;

thence N26°20'05"W, a distance of 74.83 feet to the northwesterly corner of said vacated Bradley Avenue;

thence N63°39'55"E, a distance of 20.00 feet to the point of beginning.

Said parcel containing 17,073 square feet or 0.39 acres more or less.

SEE RECORD OF SURVEY recorded in the Laramie County Clerk's Office under Reception No. 641169, Book No. 2397, Page No. 10 for survey of Parcel "B."

NOW, THEREFORE BE IT RESOLVED, the Transportation Commission of Wyoming hereby relinquishes the above described land to the City of Cheyenne as provided for under provisions and authority of W.S. 24-3-126.

12. Relinquishment of 17 Mile Road in Fremont County: Mr. Fredrick presented the following resolution to relinquish all WYDOT's legal interest in the 17 Mile Road to the U.S. Bureau of Indian Affairs.

It was recommended by Mr. Fredrick, moved by Commissioner Ertman, seconded by Commissioner Ruwart, and carried to approve the following resolution for relinquishment:

RESOLUTION FOR RELINQUISHMENT

WHEREAS, under the provisions and authority of W.S. 24-3-126, the Transportation Commission of Wyoming may abandon or relinquish any portion of a state highway upon reconstruction or relocation of an existing state highway; and

WHEREAS, a portion of Wyoming Department of Transportation's right-of-way for 17 Mile Road, East & West Section, Fremont County, Wyoming, established under Wyoming State Highway Federal Aid Project Nos. 0711003, CN10093, CN10097, CN10098, and CN10A01 is

no longer needed for state highway or public use purposes. Said portion being described as follows:

West Section:

A road right of way easement over and across portions of the SE¹/₄SW¹/₄ and S¹/₂SE¹/₄, Section 4, the NE¹/₄NW¹/₄, and N¹/₂NE¹/₄, Section 9, the S¹/₂S¹/₂, Section 3, the N¹/₂N¹/₂, Section 10, the S¹/₂S¹/₂, Section 2, N¹/₂N¹/₂, Section 11, S¹/₂S¹/₂, Section 1, and N¹/₂N¹/₂, Section 12, T1S, R1E, W.R.M., and the S¹/₂S¹/₂, Section 6, the N¹/₂N¹/₂, Section 7, the S¹/₂S¹/₂, Section 5, N¹/₂N¹/₂ and E¹/₂E¹/₂, Section 8, the W¹/₂W¹/₂ and SE¹/₄SW¹/₄ and S¹/₂SE¹/₄, Section 9, the N¹/₂N¹/₂, Section 16, the S¹/₂S¹/₂, Section 10, the N¹/₂N¹/₂, Section 15, the S¹/₂S¹/₂, Section 11, the N¹/₂N¹/₂, Section 14, the S¹/₂SW¹/₄, Section 12, and the N¹/₂NW¹/₄, Section 13, T1S, R2E, W.R.M., Wind River Indian Reservation, Fremont County, Wyoming.

Said road right of way easement as the same is shown on the map attached marked "Exhibit A" hereto is limited to and more particularly described as follows:

A road right of way easement being 40.00 meters (131.23 feet) in width (unless otherwise noted on the attached map) and 15.600425 Kilometers (9.69 miles) in length beginning at Station 0+000 meters (0+00 feet) and ending at Station 15+600.425 meters (51,182.39 feet), said right of way easement also being located 20.000 meters (65.62 feet) (unless otherwise noted on the attached map) in the width on each side of the following described road right of way survey line;

Commencing at the one-quarter corner common to Section 4 and 9, T1S, R1E, monumented with a 2½ inch diameter aluminum cap, from which the common one-quarter corner of Section 9 and 10, monumented with a 2½ inch diameter G.L.O. brass cap, bears S46°04'03"E, 1135.962 meters (3,726.90 feet);

thence from the ¼ corner common to Section 4 and 9, S88°22'35"W, 8.598 meters (28.21 feet) to Station 0+00 and THE POINT OF BEGINNING of this road right of way survey line;

thence along said survey line the following courses; thence N88°42'23"E, 806.268 meters (2,645.23 feet) to Station 0+806.268 and a point of curvature;

thence along a curve to the right or concave southerly and arc length of 205.921 meters (675.59 feet) to Station 1+012.189 and a point of tangency, said curve having a central angle of 2°21'35", a radius of 5000.000 meters (16,404.17 feet) and chord which bears N89°53'11"E, 205.907 meters (675.55 feet);

thence S88°56'02"E, 571.202 meters (1,874.02 feet) to Station 1+583.391 and a point of curvature;

thence along a curve to the left or concave northerly an arc length of 110.745 meters (363.34 feet) to Station 1+694.136 and a point of tangency, said curve having a central angle of 1°16'09", a radius of 5000.000 meters (16,404.17 feet) and a chord which bears N89°34'06"E, a distance of 110.743 meters (363.33 feet);

thence N89°47'50"E, a distance of 796.700 meters (2,613.84 feet) to Station 2+490.836 and a point of curvature;

thence along a curve to the left of concave northerly an arc length of 80.684 meters (264.71 feet) to Station 2+571.520 and a point of tangency, said curve having a central angle of 0°39'38", a radius of 7000.000 meters (22,965.83 feet) and a chord which bears N89°28'01"E, a distance of 80.684 meters (264.71 feet);

thence N89°08'12"E, a distance of 436.639 meters (1,432.54 feet) to Station 3+008.159 and a point of curvature;

thence along a curve to the right of concave southerly an arc length of 101.359 meters (332.54 feet) to station 3+109.518 and a point of tangency, said curve having a central angle of $0^{\circ}49'47''$, a radius of 7000.000 meters (22,965.83 feet) and a chord which bears $N89^{\circ}33'05''E$, a distance of 101.358 meters (332.54 feet);

thence $N89^{\circ}57'59''E$, a distance of 2382.788 meters (7817.53 feet) to Station 5+492.305 and a point of curvature;

thence along a curve to the left or concave northerly an arc length of 178.742 meters (586.42 feet) to Station 5+671.047 and a point of tangency, said curve having a central angle of $2^{\circ}02'54''$, a radius of 5000.000 meters (16,404.17 feet) and a chord which bears $N88^{\circ}56'32''E$, a distance of 178.733 meters (586.39 feet);

thence $N87^{\circ}55'05''E$, a distance of 1404.221 meters (4607.02 feet) to Station 7+075.268 and a point of curvature;

thence along a curve to the right or concave southerly an arc length of 170.819 meters (560.43 feet) to Station 7+246.087 and a point of tangency, said curve having a central angle of $1^{\circ}57'27''$, a radius of 5000.000 meters (16,404.17 feet) and a chord which bears $N88^{\circ}53'49''E$, a distance of 170.816 meters (560.42 feet);

thence $N89^{\circ}52'32''E$, a distance of 1007.955 meters (3,306.93 feet) to Station 8+254.042 and a point of spiral curvature; thence along a curve to the right or concave southerly a total arc length of 840.785 meters (2,758.48 feet) to Station 9+094.827 and a point of spiral tangency, said curve being a $6^{\circ}18'09''$ spiraled curve from beginning of spiral to point of curvature of circular curve and $6^{\circ}18'09''$ spiraled curve from point of tangency of circular curve to end of spiraled curve, said spiraled curve, said spiraled curves having lengths of 110.000 meters (360.89 feet) each, the circular curve portion having a central angle of $71^{\circ}08'12''$, a radius of 500.000 meters (1,640.42 feet), said curve concaves southwesterly having a total central angle of $83^{\circ}44'30''$ and overall chord bearing $S48^{\circ}15'13''E$, a distance of 750.679 meters (2,462.85 feet);

thence $S6^{\circ}22'58''E$, a distance of 605.612 meters (1,986.91 feet) to Station 9+700.438 and a point of spiral curvature;

thence along a curve to the left or concave northeasterly a total arc length of 841.486 meters (2,760.78 feet) to Station 10+541.924 and a point of spiral tangency, said curve being a $6^{\circ}18'09''$ spiraled curve from beginning of spiral to point of curvature of circular curve and $6^{\circ}18'19''$ spiraled curve from point of tangency of circular curve to end of spiraled curve, said spiraled curves having lengths of 110.000 meters (360.89 feet) each, the circular curve portion having a central angle of $71^{\circ}13'02''$, a radius of 500.000 meters (1,640.42 feet); said curve concaves northeasterly having a total central angle of $83^{\circ}49'20''$ and overall chord bearing of $S48^{\circ}17'38''E$, a distance of 751.151 meters (2464.40 feet);

thence $N89^{\circ}47'42''E$, a distance of 948.330 (3111.31 feet) to Station 11+490.254 and a point of curvature;

thence along a curve to the right or concave southerly an arc length of 198.111 meters (649.97 feet) to Station 11+688.365 and a point of tangency, said curve having a central angle of $3^{\circ}14'35''$, a radius of 3500.000 meters (11,482.92 feet) and a chord which bears $S88^{\circ}33'00''E$, a distance of 198.085 meters (649.88 feet);

thence $S86^{\circ}57'42''E$, a distance of 668.640 meters (2,193.70 feet) to Station 12+357.006 and a point of curvature;

thence along a curve to the left or concave northerly an arc length of 98.109 meters (321.88 feet) to Station 12+455.115 and a point of tangency, said curve having a central angle of

1°24'19", a radius of 4000.000 meters (13,123.33 feet) and a chord which bears S87°39'52"E, a distance of 98.107 meters (321.87 feet);

thence S88°22'02"E, a distance of 536.820 meters (1,761.22 feet) to Station 12+991.935; thence S87°54'01"E, a distance of 615.371 meters (2018.93 feet) to Station 13+607.306 and a point of curvature;

thence along a curve to the left or concave northerly an arc length of 218.093 meters (715.53 feet) to Station 13+825.399 and a point of tangency, said curve having a central angle of 2°29'57", a radius of 5000.000 meters (16,404.17 feet) and a chord which bears S89°08'59"E, a distance of 218.076 meters (715.47 feet);

thence N89°36'02"E, a distance of 1098.126 meters (3,602.77 feet) to Station 14+923.526;

thence N89°07'03"E, a distance of 676.899 meters (2,220.79 feet) to Station 15+600.425 said station is the S¼ corner of Section 12 which is the point of termination of this road right of easement description.

East Section:

A road right of way over and across a portion of land in the S½S½, Section 12, and N½N½, Section 13, T1S, R2E, W.R.M., and the S½S½ Section 7, 8, 9, 10, 11, 12, and N½N½, Sections 13, 14, 15, 16, 17, 18, T.1.S., R.3.E., W.R.M., and S½S½, Sections 7, 8, and N½N½, Sections 17, 18, T.1.S., R.4.E., W.R.M., Fremont County, Wyoming, said right of way varies in width from 30.480 meters (100.00 feet), to 75.000 meters (246.06 feet) , as noted on the accompanying map marked "Exhibit B," with the right of way centerline more particularly described as follows:

Commencing at the center S¹/₁₆ corner of Section 12, T1S, R2E, W.R.M., Fremont County, Wyoming, being a 63.5 mm (2½ inch) brass cap found; thence S0°16'22.3"E, a distance of 402.121 meters (1,319.29 feet) along the centerline of said Section 12 to the S¼ corner of Section 12, being Station 16+100.000, and THE POINT OF BEGINNING of this right of way centerline description;

Thence from said POINT OF BEGINNING, N89°24'29.5"E, along the south line of said Section 12, and also being the 17 Mile Road centerline, 808.023 meters (2650.99 feet), to the calculated position of the southeast corner of said Section 12;

thence N89°44'38.8"E, along the south line of Section 7, T1S, R3E, W.R.M., also being the 17 Mile Road centerline, 1615.025 meters (5,298.63 feet), to the calculated position of the southeast corner of said Section 7;

thence N89°04'03.7"E, along the south line of Section 8, T1S, R3E, W.R.M., also being the said 17 Mile Road centerline, 1607.259 meters (5,273.15 feet), to the calculated position of the southeast corner of said Section 8;

thence N89°36'25.0"E, along the south line of Section 9, T1S, R3E, W.R.M., also being the 17 Mile Road centerline, 802.016 meters (2,631.28 feet), to the S¼ corner of said Section 9, being a 51 mm (2 inch) aluminum cap found;

thence N89°34'40.8"E, along the south line of said Section 9, also being the 17 Mile Road centerline, 803.249 meters (2,635.33 feet), to the southeast corner of said Section 9, being a 51 mm (2 inch) aluminum cap found;

thence N89°10'56.5"E, along the south line of Section 10, T1S, R3E, W.R.M., also being the 17 Mile Road centerline, 802.672 meters (2,633.43 feet), to the S¼ corner of said Section 10, being a 51 mm (2 inch) aluminum cap found;

thence S89°11'07.2"E, along the south line of said Section 10, also being the 17 Mile Road centerline, 794.682 meters (2,607.22 feet), to the calculated position of the southeast corner of said Section 10;

thence N89°18'59.7"E, along the south line of Section 11, T1S, R3E, W.R.M., also being the 17 Mile Road survey centerline, 809.203 meters (2654.86 feet), to the S¹/₄ corner of said Section 11, being a 38 mm (1½ inch) aluminum cap found;

thence N89°00'04.3"E, along the south line of said Section 11, also being the 17 Mile Road centerline, 808.695 meters (2653.19 feet), to the southeast corner of said Section 11, being a 38 mm (1½ inch) aluminum cap found;

thence S89°36'19.8"E, along the south line of Section 12, T1S, R3E, W.R.M., also being the 17 Mile Road survey centerline, 403.462 meters (1,323.69 feet), to the W¹/₁₆ corner on the south line of said Section 12, being a 51 mm (2 inch) aluminum cap found;

thence S89°48'01.8"E, along the South line of said Section 12, also being the 17 Mile Road survey centerline, 812.149 meters (2664.53 feet), to the calculated position of the E¹/₁₆ corner on the south line of said Section 12;

thence N88°50'52.1"E, along the south line of Section 12, also being the 17 Mile Road survey centerline, 403.264 meters (1,323.04 feet), to the calculated position of the southeast corner of said Section 12;

thence N89°50'48.8"E, along the south line of Section 7, T1S, R4E, W.R.M., also being the 17 Mile Road survey centerline, 401.159 meters (1316.14 feet), to the W¹/₁₆ corner on the south line of said Section 7, being a 38 mm (1½ inch) aluminum cap found;

thence N89°46'15.6"E, along the south line of said Section 7, also being the 17 Mile Road survey centerline, 1208.907 meters (3,966.22 feet), to the southeast corner of said Section 7, being a 51 mm (2 inch) aluminum cap found;

thence N89°36'41.0"E, along the south line of Section 8, T1S, R4E, W.R.M., also being the 17 Mile Road survey centerline, 402.518 meters (1320.59 feet), to the W¹/₁₆ corner on the south line of said Section 8, being a rebar found;

thence N89°54'37.6"E, along the south line of said Section 8, also being the 17 Mile Road survey centerline, 6.944 meters (22.78 feet), to survey centerline Station 28+589.227, and the point of termination of this right of way centerline description, with a survey tie from the said point of termination being N27°14'56.0"W, a distance of 906.709 meters (2974.76 feet), to the W¹/₄ corner of Section 8, being a 63.5 mm (2½ inch) brass cap found said right of way description subject to all easements, right of way, and restrictions of record.

Basis of bearing relative to grid north according to the west central zone of the Wyoming State Plane Coordinate System.

The above described right of way contains 17.45 miles, more or less.

NOW, THEREFORE BE IT RESOLVED, the Transportation Commission of Wyoming hereby relinquishes the above described land to the Bureau of Indian Affairs as provided for under provisions and authority of W.S. 24-3-126.

13. Funding and the State Transportation Improvement Program (STIP): Mr. Fredrick advised that the Department is adjusting its STIP and some future WYDOT bid lettings because of the uncertainty of the Highway Trust Fund. He noted that the federal funding will expire May 31, 2015, and there is a possibility that the Federal Highway Administration will again implement a

cash management strategy that will limit state reimbursements. Even with the letting adjustments, WYDOT may have to rely on its statutory \$100 million state borrowing authority to satisfy contractor payments. Mr. Fredrick identified 5 large projects and 13 smaller projects totaling roughly \$28.5 million that are being delayed to offset the uncertainty in federal funding.

Mr. Fredrick also noted that the 2015 Wyoming State Legislature introduced legislation that would have increased WYDOT's borrowing authority, but it failed.

14. Colonel Butler presented the Highway Patrol report.

The Fatal Crash Summary through January 31, 2015, includes 9¹ fatal crashes involving 10¹ deaths. The fatalities include 8 rollover crashes and 2 multi-car crashes. Of the 9 crashes that occurred so far this year, 2² involved commercial vehicles.

There have been four³ crashes to date deemed alcohol related, resulting in four³ deaths. All of those were attributed to not using occupant restraints.

Of the 10 deaths that have occurred to date this year, 7 can be attributed to the non-use of occupant restraints. All 7 of them involved rollover crashes. Six of the victims were Wyoming residents, and one was a non-resident. Two of those who perished were under 21 years of age, and both of those fatalities were attributed to the failure to use proper occupant restraints.

Of the nine fatal crashes that have occurred to date this year, five (50 percent) of them occurred on primary/secondary highways, two (20 percent) occurred on interstate highways, and three (30 percent) occurred on city/county roads.

One multi-fatality, multiple-vehicle crash has occurred on Wyoming highways so far this year. That crash involved one commercial vehicle. It was determined that alcohol was not a factor in that crash.

Inclement weather and/or poor road conditions contributed to three⁴ crashes involving four⁴ deaths in 2015.

Speed was a contributing factor in four out of nine crashes reported so far this year, which resulted in four deaths.

Patrol-Investigated Crash Summary: The Patrol-Investigated Crash Summary depicts 425⁴ crashes statewide, of which 331⁴ involved non-commercial vehicles, and 94⁴ involved commercial vehicles.

¹Numbers reported at the time of reporting; final numbers may change.

²Number not included in total deaths (sub-crash data).

³Not all chemical test results were available at the time of reporting.

⁴Does not contain all crashes worked; some December reports are still pending.

Colonel Butler noted that 80 percent of the fatalities so far this year are the result of rollover crashes, and 70 percent of them were not using proper occupant restraints.

Lieutenant Colonel Patricia Chavez, of the Wyoming Army Guard, and Messrs. Max Carre, Employer Support of the Guard and Reserve (ESGR) Coordinator, and Vince Garcia and Kevin Cox of the WYDOT GIS/ITS Program, entered the meeting.

15. ESGR Award: Mr. Max Carre and Lieutenant Colonel Patricia Chavez presented ESGR awards to Messrs. Kevin Cox and Vince Garcia of the GIS/ITS Program. Mr. Cox was nominated by his employee, Chris Olmstead, and Vince Garcia was nominated by Kevin Cox, for their support during recent deployments.

16. Mr. Byrne presented the Aeronautics report, including the January 2015 Flight Operations Passenger Summary Report and the December 2014 Wyoming Aircraft Accident Report.

17. Mr. Shultz presented the Operations report.

It was recommended by Mr. Shultz, moved by Commissioner Coulter, seconded by Commissioner Seeton, and carried to approve the proposed consent list.

It was recommended by Mr. Shultz, moved by Commissioner Ertman, seconded by Commissioner Ruwart, and carried to approve the following bids:

- Bid number 15-104 to furnish 42,496 each bridge rail/guardrail and components, for delivery at various statewide locations. The bid was awarded to S&L Industrial, of Cowley, Wyoming, for the sum of \$344,877.00.
- Bid number 15-115 to furnish fuel system upgrades at the Rawlins and Saratoga fuel sites. The bid was awarded to C Bar K Petroleum Services, LLC II, of Sheridan, Wyoming, for the sum of \$58,510.00.
- Bid number 15-116 to furnish five each, new, current model, self-propelled sweepers, for delivery in Casper, Laramie, Rock Springs, Sundance, and Thermopolis. The bid was awarded to Komatsu Equipment Company, of Casper, Wyoming, for the sum of \$204,580.00.
- Bid number 15-118 to furnish three each, new, current model engine-driven, towed, road sweepers, for delivery in Afton, Basin, and Cody. The bid was awarded to Northern Truck Equipment Corporation, of Sioux Falls, South Dakota, for the sum of \$79,335.00.
- Bid number 15-120 to furnish floor mat rental, including laundry service, for use statewide. The bid was awarded to AlSCO, Inc., of Salt Lake City, Utah, for the sum of \$42,203.20; Servall Uniform & Linen Suds & Duds, Inc., of Rapid City, South Dakota, for the sum of \$35,674.08; and High Country Linen Service, of Jackson, Wyoming, for the sum of \$5,480.80; for a total sum of \$83,358.08.
- Bid number 15-122 to furnish annual broadleaf control and sterilization in Sweetwater County, District 3. The bid was awarded to Field Services & Weed Control, LLC, of Cody, Wyoming, for the sum of \$67,536.00.

- Bid number 15-128 to furnish 12,000 tons of ½-inch aggregate gravel, Type A maintenance gravel, for delivery at the Guernsey hot plant site. The bid was awarded to Lost Creek Cattle Co., LLC, of Lingle, Wyoming, for the sum of \$254,280.00.
- Bid number 15-130 to furnish 2,495 tons of Type C, ¾-inch chip seal aggregate, for delivery in Casper. The bid was awarded to Hout Fencing of Wyoming, Inc., of Worland, Wyoming, for the sum of \$90,780.50.
- Bid number 15-131 to furnish 1,400 tons of Type C, ¾-inch chip seal aggregate, for delivery in Chugwater. The bid was awarded to Lost Creek Cattle Co., LLC, of Lingle, Wyoming, for the sum of \$50,610.00.
- Bid number 15-132 to furnish 4,050 tons of Type C, ¾-inch chip seal aggregate, for delivery in Douglas. The bid was awarded to Daniels Incorporated, of Lingle, Wyoming, for the sum of \$108,139.75.

Mr. Shultz noted that Bid No. 15-063 is to furnish department of motor vehicle vision screening machines. Funding for these vision screening devices comes from the legislature, and the Department hoped to purchase 80 screening machines. It was recommended by Mr. Shultz, moved by Commissioner Ertman, seconded by Commissioner Coulter, and carried to approve purchase for bid number 15-063 to furnish 56 each, new department of motor vehicle vision screening machines. The bid was awarded to Mast Concepts, of Reno, Nevada, for the sum of \$102,400.00.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Commissioner Ruwart, and carried to approve purchase for bid number 15-108 to furnish a 30' x 40' salt/sand storage building, for installation at Exit 34 on I-25, Nimmo Road. Commissioners Ertman and Coulter voted no. The bid was awarded to Norb Olind Construction, Inc., of Wheatland, Wyoming, for the sum of \$183,000.00.

It was recommended by Mr. Shultz, moved by Commissioner Ertman, seconded by Commissioner Seeton, and carried to approve purchase for bid number 15-117 to furnish four each, new, current model, all-wheel-drive, wheel tractors with front-end loader attachments, for delivery in Basin, Casper, Rawlins, and Sundance. The bid was awarded to Rose Brothers, Inc., of Lingle, Wyoming, for the sum of \$230,996.00.

It was recommended by Mr. Shultz, moved by Commissioner Dooley, seconded by Commissioner Seeton, and carried to approve purchase for bid number 15-133 to furnish 2,100 tons of Type C, ¾-inch chip seal aggregate, for delivery in Torrington. The bid was awarded to Daniels, Incorporated, of Lingle, Wyoming, for the sum of \$85,516.20.

It was recommended by Mr. Shultz, moved by Commissioner Seeton, seconded by Commissioner Ruwart, and carried to approve purchase for bid number 15-134 to furnish 3,420 tons of Type C, ¾-inch chip seal aggregate, for delivery in Wheatland. The bid was awarded to Alexander Construction Co., of Wheatland, Wyoming, for the sum of \$135,400.00.

18. It was moved by Commissioner Ertman, seconded by Commissioner Coulter, and carried to adjourn the meeting. Chairman McCormack adjourned the meeting at 11:57 a.m., on Thursday, February 19, 2015.