

TOWN OF LIBERTY GROVE PUBLIC MEETINGS

Highway Committee

Date: Monday, September 19, 2022

Time: 8:00 AM

Place: Town Hall 11161 Old Stage Road

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 9-12-2022
5. Public input
6. Equipment Purchase
7. 2023 Budget
8. Correspondence
9. Future meetings
10. Adjourn

*** Report items will not be discussed or voted on, all other agenda items may include discussion and possible action. Deviation from listed order may occur***

***Audience members must ask for permission, during public input, to speak on agenda items ***

Anastasia Bell, Clerk/Treasurer

Members of the Town Board or any other Town Committee, who are not members of the body whose meeting agenda is published in this notice, are entitled, as any other citizen of the Town of Liberty Grove, to attend this meeting in an unofficial capacity. It is possible the attendance of one or more non-members may create a quorum of the membership of another body. Such a quorum is unintended, and the non-members are not meeting for the purpose of exercising the powers or duties attendant upon their membership on any Town Committee or Board

Town of Liberty Grove
Minutes of the Highway Committee on September 12, 2022

Agenda:

1. Call to order
2. Declaration of quorum
3. Approve Agenda
4. Approve Minutes: 8-1-2022
5. Public input
6. Report on Current Projects
7. Budget for 2023
8. Public works projects in relation to 5-year plan
9. Correspondence
10. Future meetings
11. Adjourn

Clerk/Treasurer Anastasia Bell called the meeting to order at 8:04am. Committee members Walter Kalms, Jay Olson, and Bill Surbaugh were present. Committee chair Dale Stewart was absent and committee member Janet Johnson was excused.

Kalms moved, Surbaugh second for Jay Olson to be chair of this meeting. Carried 3-0.

Kalms moved, Surbaugh second to approve the agenda as posted. Carried 3-0.

Kalms moved, Surbaugh second to approve the 8-1-22 minutes as presented. Carried 3-0.

Public Input – Jay Olson noted he has attended a ditching and water movement course through the UW-Extension to determine culvert placement.

Current Projects – Olson reported the crew is finishing Cedar Dell for 2023 paving and will start brushing soon.

2023 Budget – Kalms noted the Personnel Committee has set wages, insurance values are yet to come, the patrol truck is in the queue, Old Stage was replaced with Hillside Drive for 2023 paving. Olson confirmed that widening the roads has required more gravel in recent years and the amount needed for Country Lane is not yet known. **Kalms moved, Olson second** to recommend an operating budget of \$599,245.93 and a capital budget of \$930,500.00. Carried 3-0.

5-year Plan – Kalms noted Old Stage Road was moved to 2024 and Hillside Drive moved to 2023. He used \$150,000 per mile for the 2023 estimate. Olson requested the remainder of Humbug be considered for chip sealing in 2023.

Correspondence – None.

The next Highway meetings will be Monday, October 3, 2022, at 8:00am.

Kalms moved, Olson second to adjourn at 8:26am. Carried 3-0

Respectfully submitted,
Anastasia Bell, Clerk/Treasurer

9/15/22

To: TLG Highway Committee
From: Bud
Ref: Replace/Upgrade Excavator

After observing the Town crew work on Cedar Dell, there are issues that should be addressed regarding some Town equipment, namely our excavator. The process being used is the excavator removes material from the ditch and wooded area, deposits it on the road surface for the skid steer to pick up and place it in the dump truck. This is because the excavator does not lift high enough to deposit the material—stumps, dirt, brush etc.—into the truck. The skid steer moves into the pile while the excavator swings into the work area for another bucket full.

Another observation is that the excavator is bouncing around in its attempt to remove material, giving the operator a less than enjoyable ride. The stumps & trees are outdoing the machine in this process.

Two machines moving around to do the work of one more suitable unit presents several issues: (1—the potential exists for one of them to run into the other, even though we have experienced operators in both; (2—two doing the work of one resulting in more time being consumed to get the job done. Comments by the crew were that “We could have done this job in one less week than the time it took now”, and “We are doing this heavy work with a toy”; (3—the skid steer has to get very close to the truck to dump its load—the machine has come very close to tipping over backwards once its load is released. The operator got the ride of his life at those times; (4—the excavator will have to be working in the pit to re-establish the berm around the upper edge—a machine with a longer reach will keep the unit and operator further away from the edge of the 15 to 20-foot drop onto the quarry floor.

The current machine works fine for digging graves and removing brush from the road surface. The challenge comes when the off-road work of stumping and tree removal needs to be done. We actually had a breakdown with the previous unit where the cab portion was essentially torn loose from the crawling mechanism resulting in several thousand dollars of repair. The current machine is exhibiting symptoms which show a possible weakness in the same area of the previous failure.

With the upcoming projects—Europe Bay Road, Country Lane, Robin Lane, the Garrett Bay launch ramp, Mariner Park dock work—plus continually dying ash trees, we will need a machine that can load the trucks thus freeing up a man for other work and reducing the time it takes to complete the job. We have had to hire a larger excavator when culvert replacement was too deep for our machine (Hillside Road culvert is the current example). Now that requests are coming in for wider roads in relation to biking and pedestrians, more work is required with modifying the right of way—trees, stumps, rocks and more.

The replacement being spec'd will fit in the cemeteries for grave digging.

We did not look at the current vendor because of the above-mentioned problems. Caterpillar was not looked at as they would be quite more expensive. The numbers for a John Deere excavator:

Initial Price	\$129,000
Less: Trade of E55	<u>-60,000</u>
Net to Town	69,000
Trailer	<u>18,295</u>
Total	87,295

The money would come from:

Capital outlay-equipment 2023 budget	\$160,000.00
Less: Excavator & trailer	<u>-87,295.00</u>
Balance after purchase	72,705.00

In summary:

Safety issues: Two machines working on top of each other.
Working too close to the edge of the quarry cliff.
Skid steer does all lifting into the truck.
Operator discomfort being tossed around in the cab.

Efficiency issues: Length of time to do the work-2 machines where one should do all the work loading trucks.
Overworking an insufficient machine leading to possible breakdown not covered by warranty.
Eliminating hiring of larger machines when we can now do the work ourselves.

My suggestion is to take a close look at the above when considering the issues of the excavator in relation to safety and efficiency.