

NOTICE OF AN ELECTRONIC MEETING

The following meeting will have a videoconferencing/teleconferencing option. The public may attend in person at the location noted on the agenda. The public is encouraged to attend via electronic means.

	Public Works Committee Monday May 1, 2023 – 6:00 pm Conference Call 1.312.626.6799 Zoom Meeting ID: 898 1503 7878 Passcode: 296440 Health & Human Services Center – Community Room 303 W. Chapel Street Dodgeville, Wisconsin	Iowa County Wisconsin
For information regarding access for the disabled please call 935-0399.		
<i>Any subject on this agenda may become an action item.</i>		
1	Call to order.	
2	Roll Call. (Committee & Audience)	
3	Consent Agenda: One motion to adopt all of the consent agenda items: A. Approve the meeting Agenda for May 1, 2023. B. Approve the Minutes of March 6, 2023 meeting.	
4	Set Next meeting date and time: Monday June 5, Thursday June 8, or Monday June 12, 2023?	
5	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.	
6	EOY 2022 Department Finance Reports A. Land Conservation B. Planning and Zoning C. Airport D. Highway	
7	Discuss the April 19 th CTH Y/YZ and USH 18/151 Intersection Proposed Improvements.	
8	Highway Commissioner’s Report A. 100% Federal Funding for Construction of Bridges – CTH G, Frame Road, and Lakeview Road. B. CTH Project updates – k Hollandale, K Barneveld, T, and bridges on G and E. C. 2023 Summer Preventative Maintenance Program Project Listing. D. Public Information Meetings for STH Projects USH 14 and STH 133 Lone Rock. E. Wisconsin County Highway Association Summer Road School sessions. F. 2023-24 State Fiscal Budget – Transportation Funding Statement.	
9	Adjournment.	
Posting verified by the County Clerk’s Office: Megan Currie Date: 04/26/2023 Initials: MC		

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Public Works Committee UNAPPROVED MINUTES
Monday March 6, 2023 – 5:00 pm
Health & Human Services Center – Community Room
303 W. Chapel Street
Dodgeville, Wisconsin

**Iowa
County
Wisconsin**

For information regarding access for the disabled please call 935-0399.

Any subject on this agenda may become an action item.

1	Call to order. The Public Works Meeting was called to order at 5:00pm by Supervisor Gollon. Roll Call: Supervisors Butteris, Galle, Gollon, Kreul Excused: Supervisor Leix Others Present: Commissioner Hardy, Administrator Bierke, Sup. Meyers, Sup. Masters, and Operations Manager Wenger, Business Manager Fitzsimons Present Via Zoom: Land Conservation Abbott
2	Consider Consent Agenda, Minutes, and next meeting date / time. Sup. Galle moved to approve, seconded by Sup. Darrell; the agenda for this meeting, the minutes from the February 6, 2023 Public Works meeting. Next meeting will be Thursday, March 30, 2023 at 6:00pm. Motion to approve unanimously.
3	No report from the audience.
4	Sup. Kreul moved to approve the resolution Designating April 17 – April 21, 2023 as Work Zone Safety Awareness Week. Seconded by Sup. Galle. Motion to approve unanimously.
5	2022 EOY Revenue / Expense to Budget Recap and Review of 2022 Capital Projects Work in Progress.
6	2023 Capital Program Project Outlay. A. Equipment and Machinery. B. Buildings and Grounds. C. Bridges and Culverts. D. County Trunk Highways.
7	Capital Plan Recommendation to Long Range Planning Committee Review.
8	Highway Commissioner's Report A. CTH T Project and Right of Way Plat Update. B. Generator Upgrade Project. C. Fuel Farm Update Project. D. Quarry Automated Scale Upgrade.

	E. CollectiveData Fleet Management System Software. F. Employment Update – Equipment Operator, Auxiliary Patrol. G. Equipment Update. H. Accounting System Transition and Highway Accounting.
9	Adjournment. Motion by Sup. Darrell and seconded by Sup. Galle to adjourn at 6:30pm. Motion carried.
Minutes prepared and submitted by Tammy Fitzsimons, Business Manager	

AGENDA ITEM COVER SHEET

Title: 12/31/2022 Financial Reports for the Public Works Committee

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

DESCRIPTION OF AGENDA ITEM (Please provide detailed information, including deadline):

12/31/2022 Preliminary financial report with a comparison of budget to actual year-do-date for the departments that report to the Public Works Committee

RECOMMENDATIONS (IF ANY):

For informational purposes only

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Preliminary 12/31/2022 Financial Statements

FISCAL IMPACT:

Financial update of the 2022 budgetary balances as of 12/31/2022 - preliminary

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

STAFF PRESENTATION?:

☐ Yes

☒ No

How much time is needed? _____

COMPLETED BY: Jamie Gould

DEPT: Finance Department

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE:

AGENDA ITEM #

COMMITTEE ACTION:

5

[illegible]

	A	B	C	D	E	F	G	H	I
1	Departments that Report to the Iowa County Public Works Committee								
2	For the period ending 12/31/2022 prepared 3/27/2023								
3									
4	Expenditure - Compare Budget to Actual								
5	100 GENERAL FUND	2022 ADOPTED ANNUAL BUDGET	Budget Adjustments / Transfers	Carryovers From Prior Year	2022 REVISED BUDGET	Total Department YTD Expenditures	REMAINING BALANCE	% of Year	Actual % YTD
6	75 PLANNING & DEVELOPMENT DEPT	501,706		202,268	\$ 703,974	\$ 452,297	\$ 251,677	100%	64%
7	84 LAND CONSERVATION DEPARTMENT	547,725		68,879	\$ 616,604	\$ 438,333	\$ 178,271	100%	71%
8									
9	TOTAL: GENERAL FUND	\$ 1,049,431	\$ -	\$ 271,147	\$ 1,320,578	\$ 890,630	\$ 429,948	100%	67%
10	262 IOWA COUNTY AIRPORT								
11	07 IOWA COUNTY AIRPORT	294,662			\$ 294,662	\$ 310,444	\$ (15,782)	100%	105%
12	263 RAILROAD								
13	08 WISCONSIN RIVER RAIL TRANSIT	\$ 30,000			\$ 30,000	\$ 30,000	\$ -	100%	100%
14	400 CAPITAL PROJECTS FUND								
15	32 CAPITAL PROJECTS-Land Conservation	15,000	\$ 5,000		\$ 20,000	\$ 15,000	\$ 5,000	100%	75%
16	32 CAPITAL PROJECTS-AIRPORT	2,440,000			\$ 2,440,000	\$ 20,069	\$ 2,419,931	100%	1%
17	710 HIGHWAY DEPARTMENT								
18	70 HIGHWAY DEPT-includes 50/50 bridge aid & Debt Payments	13,255,073	\$ (678,592)		\$ 12,576,481	\$ 11,662,756	\$ 913,725	100%	93%
19									
20	TOTAL OF ALL FUNDS	\$ 17,084,166	\$ (673,592)	\$ 271,147	\$ 16,681,721	\$ 12,928,899	\$ 3,752,822	100%	78%
21									
22									
23									

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Iowa County Highway Department

1215 N Bequette Street
Dodgeville WI 53533-0078
Phone: 608.935.3381

Fax 608.935.0372
Email: highway@iowacounty.org

CRAIG HARDY
HIGHWAY COMMISSIONER
WWW.IOWACOUNTY.ORG

On April 19, 2023 a Public Information Meeting was held for the proposed reconstruction / improvement of safety at the CTH Y/YZ and USH 18/151 intersection east of Dodgeville.

Meeting hosted by WisDOT.
Project ID# 1204-00-06/76

Background - Between 2002 – 2014; WisDOT hosted a number of Public Informational Planning meetings in Iowa / Dane counties while performing a Limited Access Study evaluating the conversion of the USH 18/151 corridor between MM47 interchange at USH 18 in Dodgeville and the USH 12/18 Beltline in Madison. The conversion study process is to develop alternative improvement concepts a highway could go through to convert from at grade intersection control to interchange control intersections; with an outcome of creating a list of preferred alternatives.

WisDOT began the process at the time based on an FHWA guidelines trigger for conversion of a divided highway / freeway to a limited access expressway is in the range of 20,000 – 25,000 ADT (Average daily Traffic) vehicle counts. Of note, the portion of USH 18/151 in Iowa County near this intersection is around 15,000 to 16,000 ADT. By contrast, the traffic volume as you get closer to Madison (IE the intersection with CTH PD in Fitchburg) is around 22,000 ADT. Hence in 2014, the Limited Access Study was completed by WisDOT and accepted by FHWA with the issuance of a FONSI – Finding of No Significant Impact – with regards to the various environmental concerns and issues with a project of this size. The study concluded with various recommendations for improvements. In the decade since the study completion, interchange development has occurred at 2 of the 8 corridors identified in the study being at MM52 – CTH BB near Ridgeway as well as CTH PD in Verona / Fitchburg near the beltline. With regards to the other six locations recommended for limited access, the next steps for a project of this complexity / size, typically would then be mapping of right of way to reserve the preferred alternative highway footprint for future highway improvements; then gradually funding of each project on a 4-6 year cycle based on funding availability, traffic volumes, accident history, and other factors. However; the project was not enumerated by WisDOT so there has been no further progress in the planning or funding for the other major projects.

Intersection Safety Improvement Proposed - Due to consistent and growing accident history for this particular location, WisDOT is proposing to make some improvements for safety at the intersection through use of HSIP – Highway Safety Improvement Program funding. HSIP is a federally funded 80-20 program; where typically lower cost faster to complete improvements are made with a primary objective of reducing severity and frequency of accidents. This intersection has resulted in three – 3 fatalities between 2008 – today. In addition, there have been multiple other accidents at the location including a 19 vehicle pile-up in circa 2013/14 involving some 11 semi-trailer units. HSIP project improvements typically include curve straightening, high friction surface treatments, guardrail enhancements, signage, and similar projects. With the passage of the BIL funding, additional funding is available to make improvements at this intersection; but not to the level of funding an interchange improvement. The various proposed improvements which follow are in the range of \$1.5 to \$2.0M

versus the \$0 do nothing approach. The costs for an interchange improvement at this location would be in the range of \$18M - \$24M.

The meeting held by WisDOT is to determine / solicit what the public in the vicinity of the project would like to see for improvements. Through this process; the designers have evaluated some 6 options for consideration or feedback which are summarized in the attached diagrams.

Alternative 1 = No build or Do Nothing. At a cost of \$0, WisDOT would drop the proposed project and do nothing. This is not preferred or recommended by WisDOT but is an option. With no changes to anything; presumably the accidents / incidents would continue to occur indefinitely with varying degrees of severity.

Of note, for the other 5 alternates presented by WisDOT, all of them would include an enhancement or change to the intersection geometry from the existing 60-degree to a proposed 80+-degree approach angle; which would enhance visibility in both directions by aligning drivers perpendicular to the crossing highway for better visibility. That revision in and of itself reflects a significant share of the proposed project costs regardless of which option is chosen. See Diagram for roadway alignments. Also of note, most studies indicate the inclusion or enhancement of street lighting can improve safety and reduce accidents significantly. All of these options may include some component related to additional lighting as well.

Alternate 2 – Realign intersection, Maintain Crossover Traffic, and ADD Median Left Turn Lanes. The intersection would be shifted to a new alignment for a 80-degree versus 60-degree crossing. The median of USH 18/151 would be improved to include a left turn lane in both directions. All other movements would still be allowed – right turns, crossovers, side road left turns, and mainline left turns would be provided for all roadways, similar to today's usage.

Alternate 3 – Realign intersection, Eliminate Crossover, and Add Right in / Right Out / Left in only. The median CTH Y/YZ crossover would be closed off and Right / Left turn lanes would be installed to channel USH 18/151 traffic into a right turn only or left turn only movements, no cross traffic. This alternate may lead to increased median u-turns at other locations along USH 18/151 as drivers search for ways to continue onto CTH Y or YZ from CTH YZ or Y.

Alternate 4 – Realign intersection, Close Median, and Add Right turn lanes. The median crossover would be closed off and only Right hand turn movements would be allowed at all sides of the intersection. No median crossover or u-turn traffic movements would be allowed. This also has the potential to increase median u-turn movements at alternate at-grade crossing locations as drivers search for other methods to make the movements or turns they desire to make.

Alternate 5 – Realign intersection, Add Right turn lanes, and Add Restricted Left Turn Lane median crossing u-turns. The median crossover is closed off at the CTH Y/YZ intersection eliminating crossover traffic movements and left hand turns at the intersection – eliminates all intersection crossover movements. Traffic makes a right turn onto USH 151, enters the left lane and turns into the median, making a u-turn to continue down USH 18/151 or turn right to continue on CTH Y / YZ. No left hand turns are allowed directly at the intersection. This design enhances safety by reducing the potential for side impact accidents although front-rear accidents may occur more frequently they are less severe.

Alternate 6 – Realign intersection, Add Right turn lanes, Left turn lane median u-turns, and Add Median Left turn lanes. The design is similar to alternate 5, although it allows left hand turning movements off of USH 18/151 directly at CTH Y / YZ. If turning left onto USH 18/151 from the CTH,

you need to negotiate a median u-turn movement to turn left. Although very similar to alternate 5, the option allows more direct off access from USH 18/151 to the CTH.

Overpass option - There is one other option to the various alternates for proposal of intersection improvements at this location being other than an interchange, and that would be to create an overpass. WisDOT has not studied this alternate, as they did not feel the communities would want to lose the USH 18/151 intersection access at the location. The proposal would completely eliminate the at grade intersection by placing a bridge on CTH Y / YZ to go over or under USH 18/151 at the location. My only caution with the overpass option is once installed, it may be harder to get a conversion to an interchange as the more time goes by the less likely of a conversion without local funding. The decision to upgrade the intersection to an interchange is primarily borne by cost / funding and ADT – traffic volumes. Typically, WisDOT looks at areas with ADT's of 2,000+ on the side road to make an interchange improvement. The current volumes of CTH Y / YZ are around 950, and without some type of economic growth or other travel factor are unlikely to change much over the next decade.

From my perspective, the preference is for an interchange over any other option here as it would enhance safety, lend itself for economic development, and enhance community connectivity. I recognize the significant costs associated with it versus what other priorities which the state may have. Hence, it will most likely be years before the County sees another interchange constructed on the USH 18/151 corridor; unless we are able to request enumeration of an interchange project at CTH Y / YZ. To do that we would request enumeration into the Majors program through the offices of State Senator Howard Marklein and State Representative Todd Novak as USH 18 / 151 is a part of the backbone corridor. Otherwise, without some type of land development or economic development, it will most likely be many years until the County sees an interchange improvement at the location. I have similar concerns about the growing number of accidents with an at-grade crossing intersection of CTH K near Barneveld, also along USH 18/151.

At the end of the day, I feel the main objective first and foremost should be for safety. I support the safety improvement of the intersection which includes a re-alignment of the approaches of CTH Y / YZ. And of all the options; feel numbers 3, 5, and 6 would meet the objective to reduce the number and severity of the accidents at the location. Of these, alternate 5 is most likely the best alternate to greatly reduce if not eliminate the opportunity for side impact accidents as it practically eliminates the USH 18/151 mainline crossover movement. Due to the intersection complexity created by the type of improvement and the lack of other similar improvements throughout the corridor Dubuque to Madison, options 3 and 6 are probably safer to navigate for drivers who are unfamiliar to the location.

I encourage you to review the handouts attached, then provide feedback direct to the WisDOT Project Manager – Derek Potter regarding preference. WisDOT will consider direct feedback selecting a preferred alternative due to the nature of the improvement type.

Public Comment received until May 19, 2023.

Forward comments to:

Derek Potter
WisDOT – SW Region
2101 Wright Street
Madison Wis. 53704
Email: derek.potter@dot.wi.gov

Respectfully Submitted;
Craig E Hardy; PE/PLS
Iowa County Highway Commissioner

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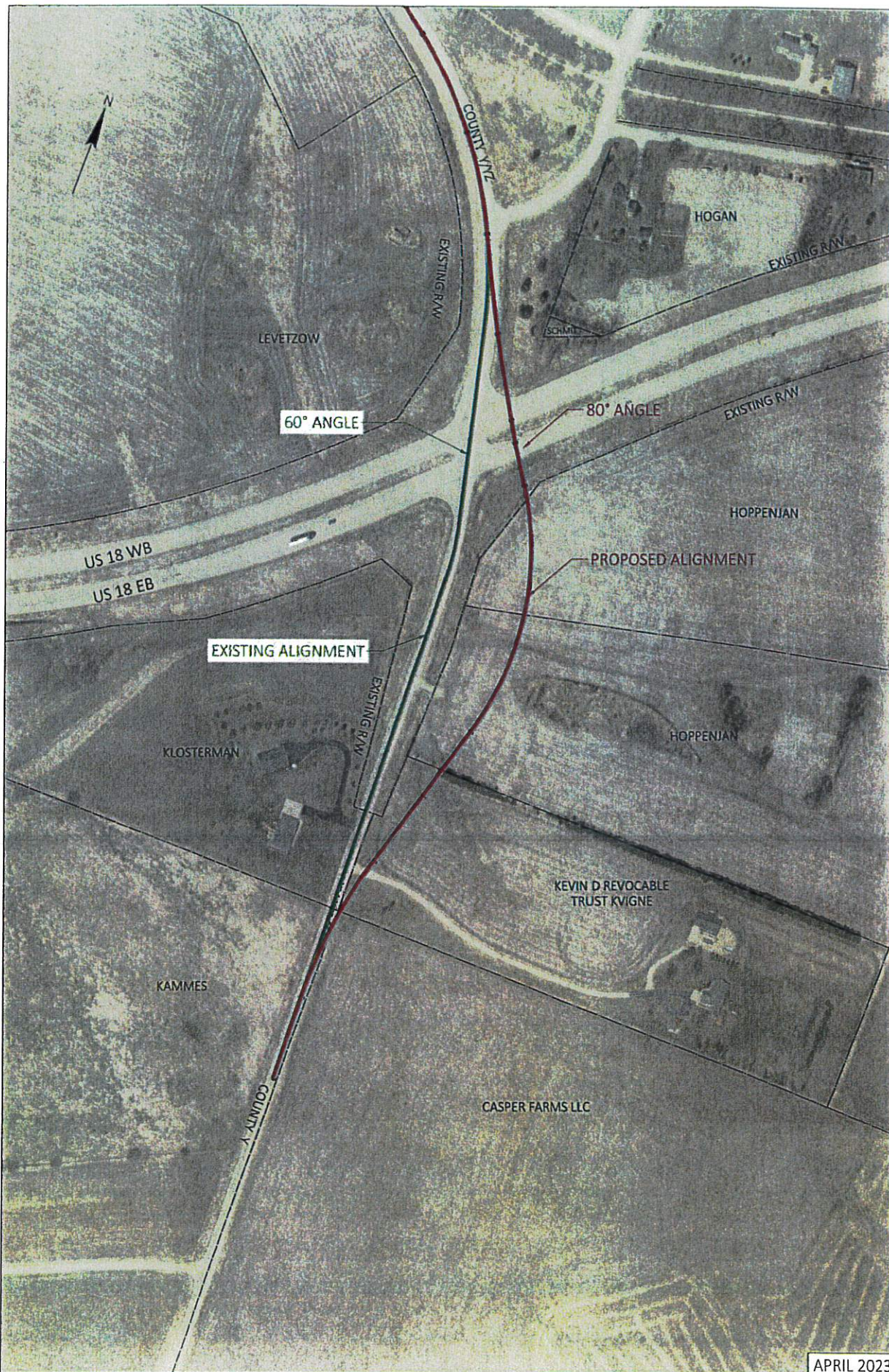
ALT.	TRAFFIC CONTROL	PROS	CONS	OTHER CONSIDERATIONS
1	NO BUILD MINOR LEG STOP CONTROL	- Costs nothing - No impacts - Maintains access to all movements at the intersection	- Does not address the known safety issues - Will not improve intersection skew, vehicle speeds, and mis-judging of gaps	
2	MINOR LEG STOP CONTROL WITH OFFSET TURN LANES	- Maintains access to all movements at the intersection - Reduces crash potential, by eliminating poor intersection angle - No added delay to sideroad movements	- Highest crash potential alternative (except no build) - No reduction in intersection conflict points - Driver discomfort from minor street approaches trying to enter USH 18/151 - Real estate impacts	- Street light may be needed - Oversized Ag equipment may have width restrictions if using turn lanes
3	RIGHT-IN/RIGHT-OUT/ LEFT-IN	- Reduces crash potential, specifically right-angle crashes - Reduces intersection conflict points by 71%. (12 vs 42) - Simplifies driver decision-making task	- Increased delay for all intersection left-turn and sideroad thru movements - Increases delay & travel time for sideroad traffic that are required to find alternate routes to USH 18/151 - May increase risk of illegal U-turns - Real estate impacts	- Street light may be needed - Oversized Ag equipment may have width restrictions if using turn lanes
4	RIGHT-IN/RIGHT-OUT	- Lowest-cost alternative - Safest alternative, eliminating all angle crashes - Reduces intersection conflict points by 86%. (6 vs 42) - Offset alignments could be used to reduce R/W impacts and cost - Simplifies driver decision-making tasks	- Increased delay for all intersection left-turn and sideroad thru movements - Limits access, by eliminating sideroad left turn and thru movements - Increased delays and travel time for restricted movements that are required to find alternate routes - May increase risk of illegal U-turns - Real estate impacts	
5	RESTRICTED CROSSING U-TURN (RCUT) - NO LEFT TURNS	- Maintains access to all movements at the intersection - Reduces crash potential, specifically right-angle crashes - Reduces intersection conflict points by 57%. (18 vs 42) - Offset alignments could be used to reduce R/W impacts and cost - Simplifies driver decision-making task	- Second-highest cost alternative - Increased delay for all intersection left-turn and sideroad thru movements - Real estate impacts	Requires street lighting
6	RESTRICTED CROSSING U-TURN (RCUT)	- Maintains access to all movements at the intersection - Reduces crash potential, specifically right-angle crashes - Reduces intersection conflict points by 43%. (24 vs 42) - Simplifies driver decision-making tasks	- Highest-cost alternative - Increased delay for sideroad left-turn and thru movements - Real estate impacts	- Requires street lighting - Oversize Ag equipment may have width restrictions if using turn lanes

APRIL 2023



PROJECT ID 1204-00-06/76
DODGEVILLE - MOUNT HOREB
(CTH YZ INTERSECTION)
USH 18/151, IOWA COUNTY

DESIGN ALTERNATIVES
SUMMARY



PROJECT ID 1204-00-06/76
 DODGEVILLE - MOUNT HOREB
 (CTH YZ INTERSECTION)
 USH 18/151, IOWA COUNTY

ALIGNMENT LAYOUT
 EXISTING 60° VS PROPOSED 80°

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APRIL 2023

PROS

- Costs nothing
- No impacts
- Maintains access to all movements at the intersection

CONS

- Does not address the known safety issues
- Will not improve intersection skew, vehicle speeds, and mis-judging gaps



PROJECT ID 1204-00-06
DODGEVILLE - MOUNT HOREB
(CTH YZ INTERSECTION)
USH 18, IOWA COUNTY

ALTERNATIVE 1: NO BUILD MINOR
LEG STOP CONTROL



APRIL 2023

PROS	CONS	OTHER CONSIDERATIONS
• Maintains access to all movements at the intersection • Reduces crash potential, by eliminating poor intersection angle • No added delay to sideroad movements	• Highest crash potential alternative (except no build) • No reduction in intersection conflict points • Driver discomfort from minor street approaches trying to enter USH 18/151 • Real estate impacts	• Street lights may be needed • Oversized Ag equipment may have width restrictions if using turn lanes



PROJECT ID 1204-00-06/76
DODGEVILLE - MOUNT HOREB
(CTH YZ INTERSECTION)
USH 18/151, IOWA COUNTY

ALTERNATIVE 2: MINOR LEG STOP
CONTROL WITH OFFSET TURN LANES

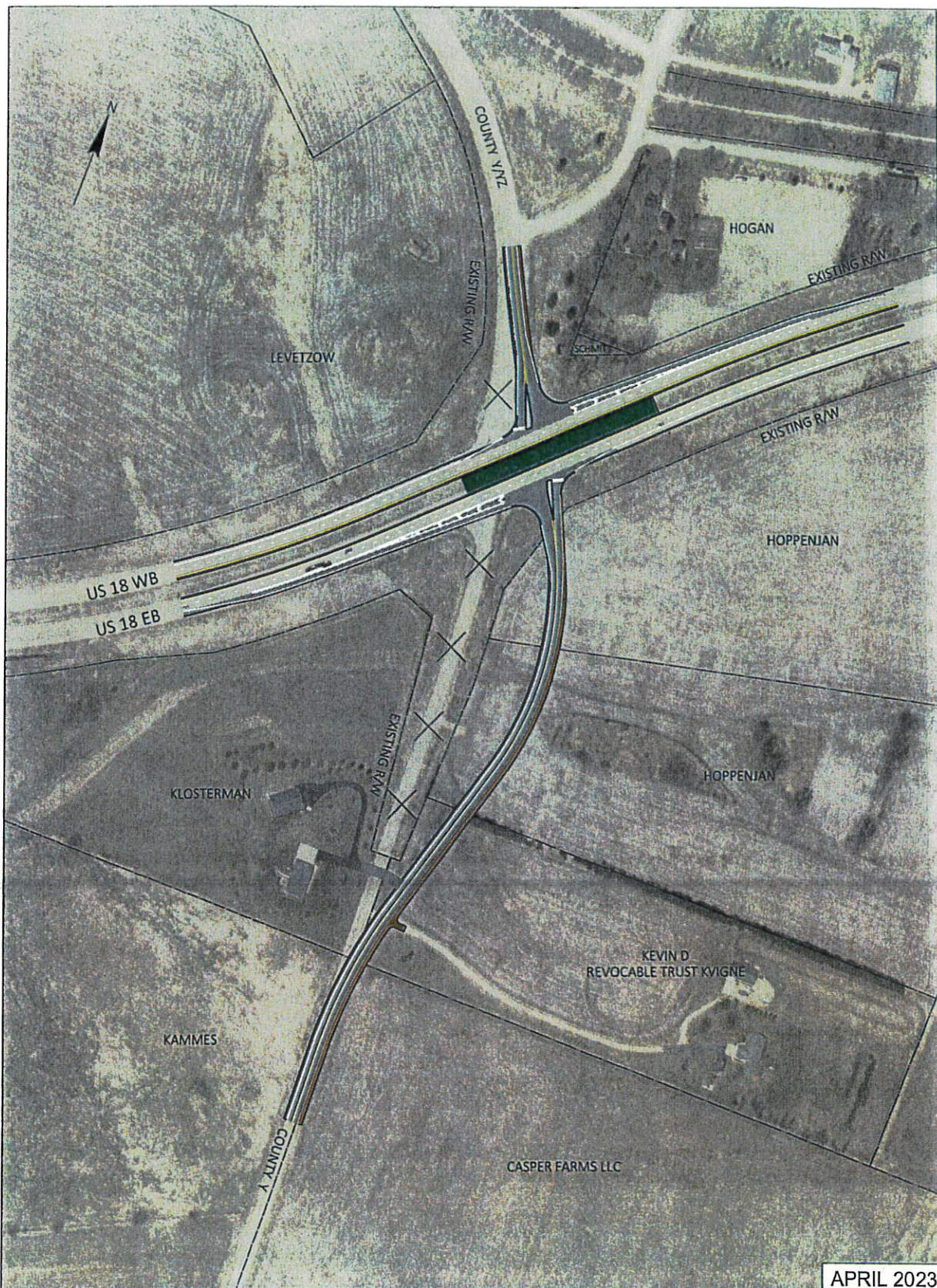
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APRIL 2023

PROS	CONS	OTHER CONSIDERATIONS
• Reduces crash potential, specifically right-angle crashes • Reduces intersection conflict points by 71%. (12 vs 42) • Simplifies driver decision-making task	• Increased delay for all intersection left-turn and sideroad thru movements • Increases delay & travel time for sideroad traffic that are required to find alternate routes to USH 18/151 • May increase risk of illegal U-turns • Real estate impacts	• Street lights may be needed • Oversized Ag equipment may have width restrictions in median turn lanes

	PROJECT ID 1204-00-06/76 DODGEVILLE - MOUNT HOREB (CTH YZ INTERSECTION) USH 18/151, IOWA COUNTY	ALTERNATIVE 3: RIGHT-IN/RIGHT-OUT/LEFT-IN
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APRIL 2023

PROS

- Lowest-cost alternative
- Safest alternative, eliminating all right-angle crashes
- Reduces intersection conflict points by 86%. (6 vs 42)
- Offset alignments could be used to reduce R/W impacts and cost
- Simplifies driver decision-making task

CONS

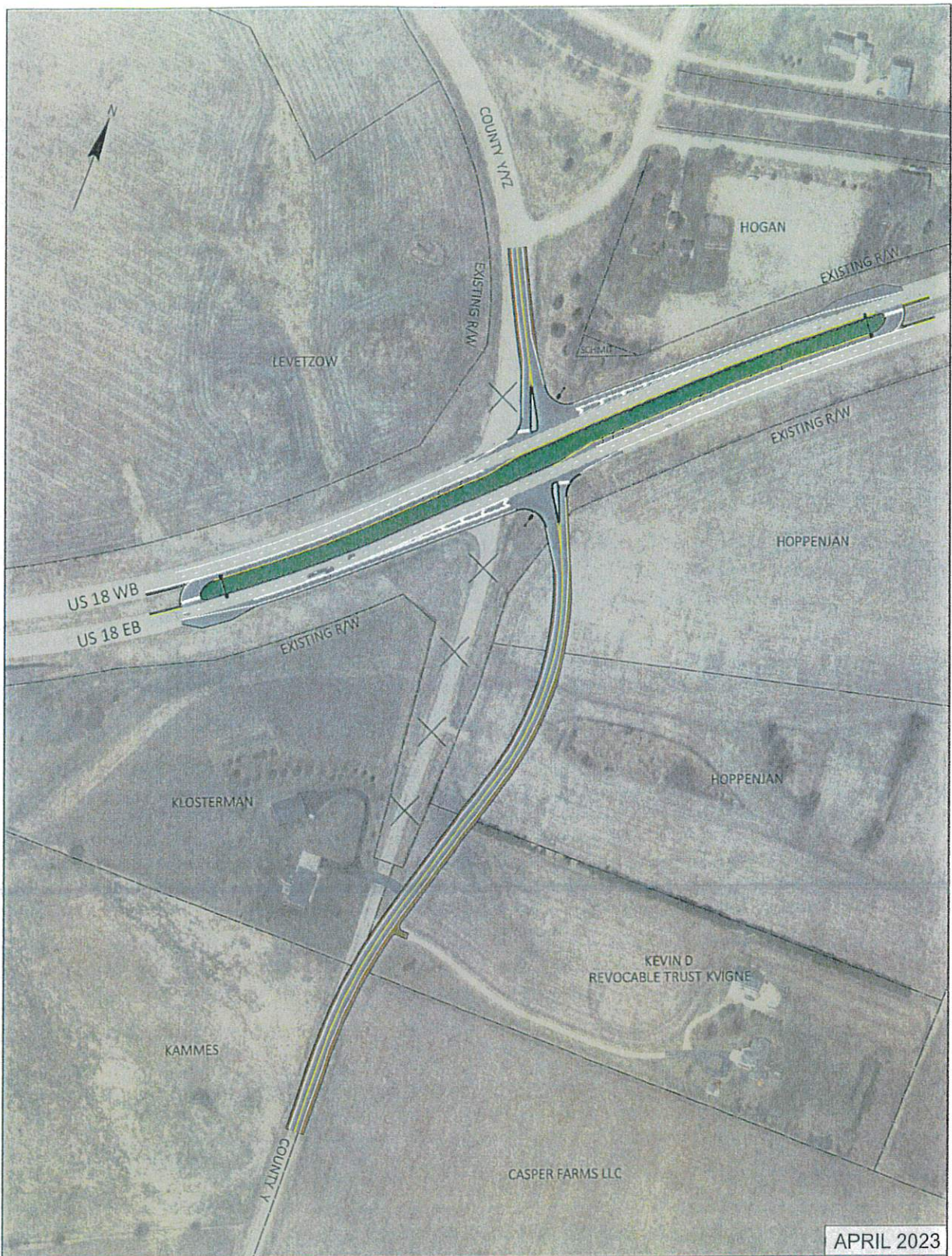
- Increased delay for all intersection left-turn and sideroad thru movements
- Limited access, by eliminating sideroad left-turn and thru movements
- Increased delays and travel time for restricted movements that are required to find alternate routes
- May increase risk of illegal U-turns
- Real estate impacts



PROJECT ID 1204-00-06/76
DODGEVILLE - MOUNT HOREB
(CTH YZ INTERSECTION)
USH 18/151, IOWA COUNTY

ALTERNATIVE 4:
RIGHT-IN/RIGHT-OUT

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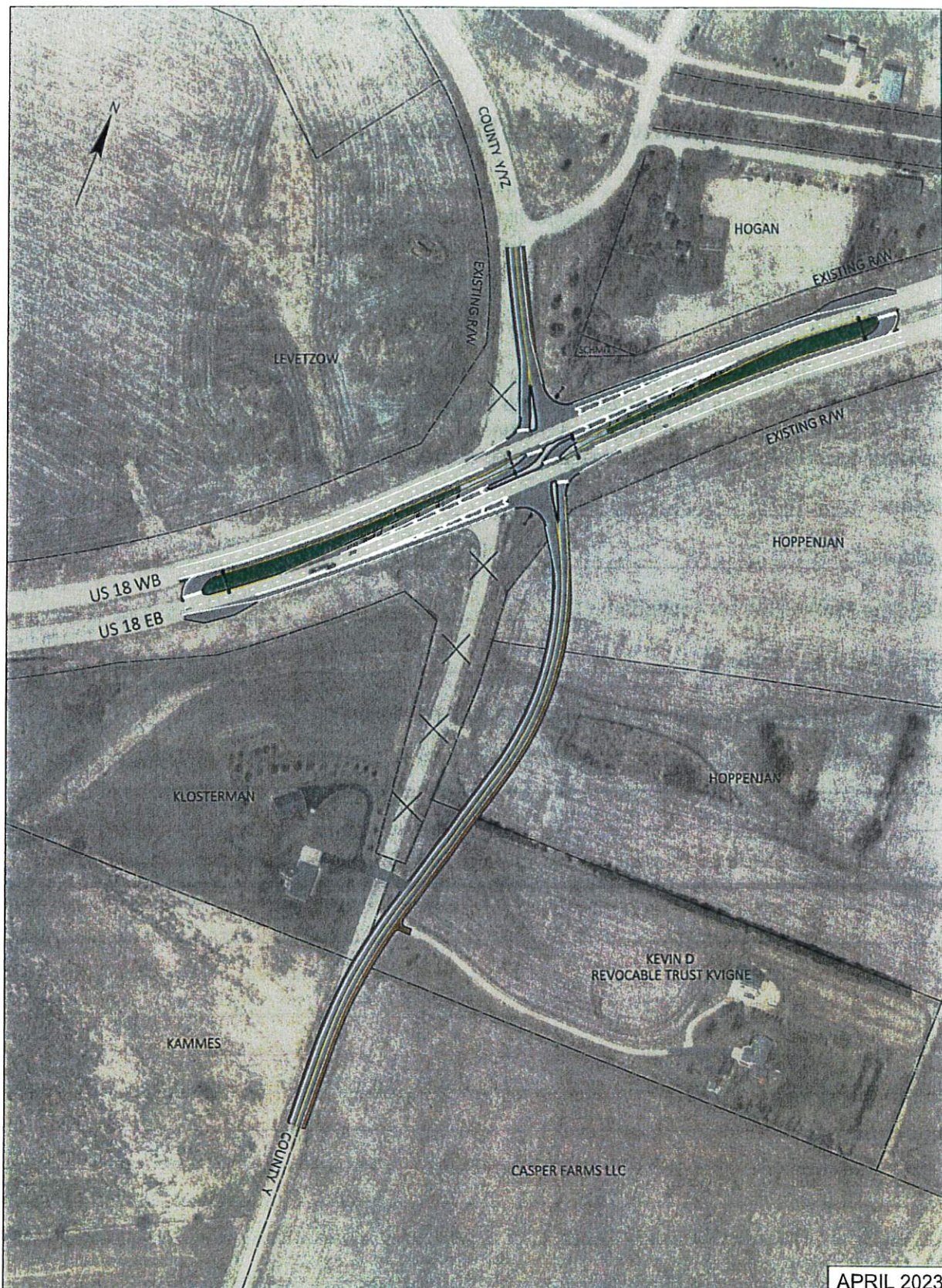
APRIL 2023

PROS	CONS	OTHER CONSIDERATIONS
• Maintains access to all movements at the intersection • Reduces crash potential, specifically right-angle crashes • Reduces intersection conflict points by 57%. (18 vs 42) • Offset alignments could be used to reduce R/W impacts and cost • Simplifies driver decision-making task	• Second-highest cost alternative • Increased delay for all intersection left-turn and sideroad thru movements • Real estate impacts	• Requires street lighting



PROJECT ID 1204-00-06/76
DODGEVILLE - MOUNT HOREB
(CTH YZ INTERSECTION)
USH 18/151, IOWA COUNTY

ALTERNATIVE 5: RESTRICTED
CROSSING U-TURN (RCUT) WITH NO
LEFT TURNS



APRIL 2023

PROS	CONS	OTHER CONSIDERATIONS
• Maintains access to all movements at the intersection • Reduces crash potential, specifically right-angle crashes • Reduces intersection conflict points by 43%. (24 vs 42) • Simplifies driver decision-making task	• Highest-cost alternative • Increased delay for sideroad left-turn and thru movements • Real estate impacts	• Requires street lighting • Oversized Ag equipment may have width restrictions in median turn lanes



PROJECT ID 1204-00-06/76
DODGEVILLE - MOUNT HOREB
(CTH YZ INTERSECTION)
USH 18/151, IOWA COUNTY

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ALTERNATIVE 6: RESTRICTED
CROSSING U-TURN (RCUT)

The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

	A	B	C	D	E	F	G	H	I
1									
2	53315 Preventative Maintenance Budget - 2023 / & Other Maintenance Backlog								
3									
4					Running Totals				
5	Activity	Budget	Estimated	Excess/(Shortfall)	To-Date Completed	To-Date Shortfall			
6	Sealcoat	\$ 475,000.00	\$ 482,455.27	\$ (7,455.27)		\$ 482,455.27			
7	Wedge	\$ 924,219.00	\$ 1,036,841.61	\$ (112,622.61)		\$ 1,036,841.61			
8	Crackfill	\$ 117,931.00	\$ 125,890.00	\$ (7,959.00)		\$ 125,890.00			
9	Culverts	\$ 610,000.00	\$ 1,228,845.00	\$ (618,845.00)					
10		\$ 2,127,150.00	\$ 2,874,031.88	\$ (746,881.88)	\$ -	If Wedge Ton	-6788.1		
11	Budget \$	\$ 1,517,150.00	53313			If Culverts	\$ (747,077.88)		
12		\$ 350,000.00	53311						
13		\$ 406,886.00	HN-42 FB						
14		\$ 2,274,036.00							
15	Wedging - Act 434								
16	CTH	From - To	Mileage	Asphalt	\$/Ton	Estimate			
17	N	CTH I - CTH NN	5.09	1013	\$ 112.33	\$ 113,794.21			
18	N	CTH NN - STH 133	2.4	0	\$ 112.33	\$ -			
19	Q	STH 18 - STH 80	11.31	1140	\$ 112.33	\$ 128,060.61	Culvert Repairs		
20	T	CTH H - CTH Z	6.65	5701	\$ 112.33	\$ 640,415.38		PY \$/Ton	\$ 110.03
21	NN	STH 130- Factory	1.6	1223	\$ 112.33	\$ 137,384.32		Oil Rate	92.8%
22	NN	Factory - CTH N	2.6	0	\$ 112.33	\$ -		30 %Lbr / Eq Rat	110%
23	G	Lafayette - CTH E	4	153	\$ 112.33	\$ 17,187.08	9		
24					\$ 112.33	\$ -			
25					\$ 112.33	\$ -		CY \$/Ton	\$ 112.33
26					\$ 112.33	\$ -		2022 \$/T	\$ 110.03
27			33.65	9230		\$ 1,036,841.61		2021 \$/T	
28									
29	Other Priorities							Vs 2In Overlay	
30		Solar Farm B/G							
31	W	Lafayette - STH 39	4.84		\$ 112.33	\$ -		0%	
32	XX	CTH E-18	4.66	1103	\$ 112.33	\$ 123,904.26		30%	
33	G	CTH X - CTH E	3.43		\$ 112.33	\$ -		0%	
34	G	Roaster - CTH X	2.03		\$ 112.33	\$ -		0%	
35	Q	STH 80 - Grant	3.44		\$ 112.33	\$ -	Ditching	0%	
36	Q	STH 18 - STH 80	11.31	10026	\$ 112.33	\$ 1,126,259.37		113%	
37	Y	CTH YZ - CTH H	7.08	5701	\$ 112.33	\$ 640,415.38		103%	
38	DD	CTH W - CTH K	7.4		\$ 112.33	\$ -			Road Oil
39	P	CTH PP-STH 80	2.2		\$ 112.33	\$ -		2020 Ton	\$ 424.00
40	PP	CTH I-STH 80	3.76		\$ 112.33	\$ -		2021 Ton	\$ 668.00
41	II	CTH Q - CTH I	4.51		\$ 112.33	\$ -		2022 Ton	\$ 620.00
42			54.66	16830		\$ 1,890,579.01		Oil Rate	92.8%
43	Sealcoating - Act 432								
44	CTH	From - To	Mileage	SY	\$/SY	Estimate \$		Oil \$ Change	
45	N	CTH I - CTH NN	5.09	56,273.1	\$ 1.68	\$ 94,787.41		PY \$/SY	\$ 1.56
46	N	CTH NN - STH 133	2.4	33,792.0	\$ 1.68	\$ 56,919.88		PY Oil \$/Gal	2.4
47	G	Lafayette - E	4	56,320.0	\$ 1.68	\$ 94,866.47		CY Oil \$/Gal	2.36
48	T	CTH H - CTH Z	6.65	85,829.3	\$ 1.68	\$ 144,572.54		Oil Adjstmnt	98.3%
49	NN	STH 130- Factory	1.6	20,650.7	\$ 1.68	\$ 34,784.37		30% Lbr/Eq Adj	10.0%
50	NN	Factory - CTH N	2.6	33,557.3	\$ 1.68	\$ 56,524.60		CY \$/SY	\$ 1.68
51			0	-	\$ 1.68	\$ -			
52	0	0	0	-	\$ 1.68	\$ -		2022 Rate	\$ 1.56
53	0	0	0	-	\$ 1.68	\$ -		2021 Rate	\$ 1.16
54	0	0	0	-	\$ 1.68	\$ -		2020 rate	\$ 1.26
55			22.34	286,422.40		\$ 482,455.27		\$ 121,563.05	
56									
57	Other Priorities							Classification	Width
58	W	Lafayette-STH 39	4.84	62468.3	\$ 1.68	\$ 105,222.72		Major	26
59	XX	CTH E - STH 18	4.66	65612.8	\$ 1.68	\$ 110,519.43			
60	G	CTH X - CTH E	3.43	486968.5	\$ 1.68	\$ 820,258.95		Minor	24
61	G	Roaster - CTH X	2.03	288205.9	\$ 1.68	\$ 485,459.38		Local	22
62	Q	STH 80 - Grant	3.44	48435.2	\$ 1.68	\$ 81,585.16			
63	Q	STH 18 - STH 80	11.31	159244.8	\$ 1.68	\$ 268,234.93			
64	Y	CTH YZ - CTH H	7.08	99686.4	\$ 1.68	\$ 167,913.64			
65	DD	CTH W - CTH K	7.4	104192.0	\$ 1.68	\$ 175,502.96			
66	P	CTH PP-STH 80	2.2	28394.7	\$ 1.68	\$ 47,828.51			
67	PP	CTH I-STH 80	3.76	48529.1	\$ 1.68	\$ 81,743.27			
68	II	CTH Q - CTH I	4.51	58209.1	\$ 1.68	\$ 98,048.45			
69			54.66	1449947		\$ 2,442,317.40			

(2)

	A	B	C	D	E	F	G	H	I
70	Crackfill - 430/431								
71	CTH	From - To	Pymnt Year	Age	Mileage	Estimate \$ / Mile Estimate			
72	N	CTH I - CTH NN	1971	52	5.09	\$ 8,500.00	\$ 43,265.00	Costs Based on Age of Road	
73	N	CTH NN - STH 133	2021	2	2.4	\$ 500.00	\$ 1,200.00	0<X<10 Yrs	\$ 500
74				2023	0	\$ -	\$ -	11<X<20	\$ 2,500
75	T	CTH H - CTH Z	1982	41	6.65	\$ 8,500.00	\$ 56,525.00	21<X<35	\$ 4,500
76	NN	STH 130- Factory	1985	38	1.6	\$ 8,500.00	\$ 13,600.00	> 35 Yrs	\$ 8,500
77	NN	Factory - CTH N	2021	2	2.6	\$ 500.00	\$ 1,300.00		
78	G	Lafayette - CTH E	2008	15	4	\$ 2,500.00	\$ 10,000.00		
79	0	0		2023	0	\$ -	\$ -		
80	0	0		2023	0	\$ -	\$ -		
81	0	0		2023	0	\$ -	\$ -		
82					22.34	\$ 2,900.00	\$ 125,890.00		
83		Program Yr	2023						
84	Other Priorities								
85	W	Lafayette-STH 39	1972	51	4.84	\$ 8,500	\$ 41,140.00	Beyond Life	
86	XX	CTH E - STH 18	2009	14	4.66	\$ 2,500	\$ 11,650.00		
87	G	CTH X - CTH E	2011	12	3.43	\$ 2,500	\$ 8,575.00		
88	G	Roaster - CTH X	1978	45	2	\$ 8,500	\$ 17,000.00		
89	Q	STH 80 - Grant	1981	42	3.44	\$ 8,500	\$ 29,240.00		
90	Q	STH 18 - STH 80	1993	30	11.31	\$ 4,500	\$ 50,895.00		
91	Y	CTH YZ - CTH H	1985	38	7.08	\$ 8,500	\$ 60,180.00		
92	DD	CTH W - CTH K	1987	36	7.4	\$ 4,500	\$ 33,300.00		
93	P	CTH PP-STH 80	1994	29	2.2	\$ 4,500	\$ 9,900.00		
94	PP	CTH I-STH 80	1997	26	3.76	\$ 4,500	\$ 16,920.00		
95	II	CTH Q - CTH I	1980	43	4.51	\$ 8,500	\$ 38,335.00		
96					54.63		\$ 317,135.00		
97	Culverts - 453								
98	CTH	From - To	# Pipe Locations	\$ / Pipe	Estimate				
99	G	Lafayette - E	4	\$ 8,500	\$ 34,000				
100	H	HN-42	1	\$ 385,000	\$ 385,000				
101	N	CTH NN - STH 133	7	\$ 8,500	\$ 59,500				
102	NN	STH 130- Factory	1	\$ 8,500	\$ 8,500				
103	Q	STH 18 - STH 80	38	\$ 12,500	\$ 575,000			>72 In Pipes	
104	T	CTH H - CTH Z	3	\$ 166,845	\$ 166,845				
105				\$ 8,500	\$ -		\$ 59,520	L-TN-18	2023
106				\$ 8,500	\$ -		\$ 190,783	L-HS-02	2024?
107				\$ 8,500	\$ -		\$ 152,950	L-HH-11	2024?
108				\$ 8,500	\$ -		\$ 53,150	L-TN-43	2023
109				\$ 8,500	\$ -		\$ 54,175	L-TN-47	2023
110			54		\$ 1,228,845		\$ 270,000	Misc CTH Q	2024
111							\$ 325,479	L-HN-42	2023
112							\$ 128,790	L-HN-27	2024?
113	Other Priorities	# Pipe Locations	\$ / Pipe	Estimate					
114	W	Lafayette-STH 39	15	\$ 8,500	\$ 127,500		\$ 1,234,847		
115	XX	CTH E - STH 18	4	\$ 8,500	\$ 34,000				
116	G	CTH X - CTH E	5	\$ 8,500	\$ 42,500				
117	G	Roaster - CTH X		\$ 8,500	\$ -				
118	Q	STH 80 - Grant	3	\$ 8,500	\$ 25,500		\$ 915,274	2023	
119	Q	STH 18 - STH 80	TBD	\$ 8,500	#VALUE!	38 Total	\$ 319,573	2024	
120	Y	CTH YZ - CTH H	9	\$ 8,500	\$ 76,500				
121	DD	CTH W - CTH K	3	\$ 8,500	\$ 25,500				
122	P	CTH PP-STH 80	8	\$ 8,500	\$ 68,000				
123	PP	CTH I-STH 80	6	\$ 8,500	\$ 51,000				
124	II	CTH Q - CTH I	2	\$ 8,500	\$ 17,000				
125			55		\$ 467,500.00				

Craig Hardy

From: Punzel, Hannah - DOT <hannah.punzel@dot.wi.gov>
Sent: Wednesday, April 26, 2023 11:14 AM
Subject: WisDOT: Public meeting for US 14 in Dane and Iowa counties



News Release

Wisconsin Department of Transportation

For release: April 26, 2023

For more information, contact:

Hannah Punzel, Region Communications Manager

(608) 246-7907, hannah.punzel@dot.wi.gov

Public meeting for US 14 in Dane and Iowa counties

The Wisconsin Department of Transportation (WisDOT) is conducting a public involvement meeting to discuss the US 14 resurfacing project from Oak Street in Arena to Walter Road in Mazomanie, Dane and Iowa counties.

The meeting is scheduled for Tuesday, May 9, 2023, from 5:00 to 7:00 p.m., at Arena Village Hall, 345 West Street, Arena. The objective of this meeting is to familiarize the public with the purpose and need for the project and to obtain input on the proposed improvements.

In addition to resurfacing the US 14 pavement, upgrading guardrail, and new pavement markings, the project will extend a box culvert just west of Arena and replace a wingwall on a box culvert west of Mazomanie. Construction is scheduled for 2030 but advanceable to 2025 if funding is available.

Adjacent property owners are encouraged to attend the meeting. If unable to attend or for more information contact WisDOT Project Manager Steve Porter at (608) 243-3366, steve.porter@dot.wi.gov. Written comments can be mailed to Steve Porter at 2101 Wright Street, Madison, WI 53704.

Citizens who are deaf or hard of hearing and require an interpreter may request one by contacting Steve Porter at least three working days prior to the meeting.

A handwritten signature in blue ink, appearing to be "23", enclosed within a blue circular outline.

Craig Hardy

From: Punzel, Hannah - DOT <hannah.punzel@dot.wi.gov>
Sent: Tuesday, April 25, 2023 3:13 PM
Subject: WisDOT: Public meeting for WIS 130 bridge replacement project in Lone Rock



News Release

Wisconsin Department of Transportation

For release: April 25, 2023

For more information, contact:

Hannah Punzel, Region Communications Manager
(608) 246-7907, hannah.punzel@dot.wi.gov

Public meeting for WIS 130 bridge replacement project in Lone Rock

Meeting to focus on road and channel closures

The Wisconsin Department of Transportation (WisDOT) is conducting a public involvement meeting to discuss road and channel closures for the WIS 130 bridge replacement in Lone Rock, Iowa, Richland, and Sauk counties.

The meeting is scheduled for Tuesday, May 9, 2023, from 4:30 p.m. to 6:00 p.m., at Lone Rock Community Hall, 214 N. Broadway Street, Lone Rock, WI. The objective of this meeting is to familiarize the public with the road and channel closures.

Adjacent property owners are encouraged to attend the meeting. If unable to attend or for more information contact WisDOT Project Manager Greg Brecka at (608) 245-2671, gregory.brecka@dot.wi.gov.

Citizens who are deaf or hard of hearing and require an interpreter may request one by contacting Greg Brecka at least three working days prior to the meeting.

-end-

2023

SUMMER ROAD SCHOOL

(Highway Conference)

**WISCONSIN COUNTY
HIGHWAY ASSOCIATION**

JUNE 5 - 7, 2023

CHULA VISTA RESORT

WISCONSIN DELLS, WI

HOSTED BY:

WCHA CONFERENCE COORDINATING COMMITTEE



(Highway Conference)

CHULA VISTA RESORT

JUNE 5 - 7, 2023

**WISCONSIN COUNTY HIGHWAY
ASSOCIATION**

2023 ASSOCIATION OFFICERS

Roland Hawk, Wood CountyPresident
Jon Johnson, Eau Claire CountyPast President
Rob Krejci, St. Croix County.....Secretary
Roger Te Stroete, Sheboygan County.....Past Chair
Marv Thompson, Barron County.....Vice Chair
Tim Kessler, Washburn CountyChair
Jim Griesbach, Marathon CountyTreasurer
Patrick Vander Sanden, WCHAExecutive Director
Gary L. Kennedy, WCHAProfessional Development Director

HOST WCHA CONFERENCE COORDINATING COMMITTEE

Jim Griesbach, Marathon County, Chair
Travis Schultz, Juneau County
Todd Every, Kewaunee County
John Hanz, Lincoln County
Jon Johnson, Eau Claire County
Brian Field, Dodge County
Mark Servi, Barron County
Eduardo Santiago Milwaukee County
Brian Kelley, Chippewa County
Gary Kennedy, WCHA Professional Development Director
Mike Stoffel, Ayres Associates
Scott Whitsett, Jewell Associates

Board of Directors

Southeast District

Commissioner: Allison Bussler, Waukesha County

Committee Member: Vacant

Southwest District

Commissioner: Kyle Kozelka, Crawford County

Committee Member: Tom Cornford, Crawford County

South Central District

Commissioner: Craig Hardy, Iowa County

Committee Member: Darren Schroeder, Columbia County

Central District

Commissioner: Nathan Check, Portage County

Committee Member: Jake Hahn, Wood County

WCHA Treasurer: James Griesbach, Marathon County

WCHA President: Roland Hawk, Wood County

West Central District

Commissioner: Brian Duell, Clark County

Committee Member: Larry Hoekstra

WCHA Secretary: Rob Krejci, St. Croix County

WCHA Past President: Jon Johnson, Eau Claire County

Northeast District

Commissioner: Greg Schnell, Sheboygan County

Committee Member: Roger Te Stroete, Sheboygan County

North Central District

Commissioner: Troy Schalinske, Vilas County

Committee Member: Ted Cushing, Oneida County

Northwest District

Commissioner: Emil "Moe" Norby, Polk County

Committee Member: Steve Warndahl, Polk County

WCHA Vice Chair: Marv Thompson, Barron County

WCHA Chairman: Tim Kessler, Washburn County

8:00 am – 4:00 pm	Registration – Grand Ballroom Lobby
9:00 am – 3:00 pm	Exhibit Areas Setup-Conference Center
8:00 am – 9:00 am Grand Ballroom	WCHA New Commissioners and Committee Chairs (Open Session, Bring Your Questions) Moderated by the WCHA Executive Committee
9:00 am – 10:00 am Sierra Room	WCHA Board of Directors - Chair, Tim Kessler & President, Roland Hawk

WCHA Committee Meetings

10:00 am – 11:00 am

Aztec Room	Bridge Committee – Pat Gavinski, Chair-need larger room
Laguna Room	Technical Advisory Committee – Scott Schmidt, Chair
Sierra Room	Work Zone Safety Committee – Craig Hardy, Chair
Upper Dells Room	ACME Committee, Kevin Lang, Chair

11:00 am – 12:00 pm

Laguna Room	Safety/Training Committee – Duane Jorgenson, Chair
Sierra Room	Utility Committee – Chad Johnson, Chair
Aztec Room	Level of Service Committee – Brian Field, Chair
Upper Dells Room	Machinery Management Committee-Bill Kern, Chair
12:00 pm – 1:00 pm Grand Ballroom	Joint WCHA Legislative & WCA Transportation Steering Committees Roland Hawk, WCHA President
12:30 pm – 1:00 pm Executive Board Room	CHAPP's Committee, Gary Kennedy, Chair

Lunch on your own

WCHA General Session

- 1:00 pm – 2:00 pm**
Grand Ball Room
- *General Education Session***
Bridges in Wisconsin – Ratings, Design & Funding (1.0 PDH)
Moderator: Tim Kessler, WCHA Chair
- 1:00 pm – 2:00 pm**
Upper Dells Ball Room
- *Technical Session***
Trenchless Solutions (1.0 PDH)
The most technologically advanced trenchless solutions
Joe Baratka and Mark Aur, Subsurface, Inc.
Moderator: Roland Hawk, WCHA President
- 2:00 pm – 3:00 pm**
Grand Ball Room
- *General Education Session***
Pesticide Spraying on County & State Highways (1.0 PDH)
The Benefits-Eradication of Invasive Vegetation, Improve Site Vision and Improve Access & Safety
Lee Shambeau, 4 Control, Inc.
Moderator: Marv Thompson, WCHA Vice Chair
- 2:00 pm – 3:00 pm**
Upper Dells Ball Room
- *Technical Session***
New Technology (software, hardware & service) for County Equipment (1.0 PDH)
Fabick Cat and Trimble
Adam A. Patrow, SITECH Mid-America
Moderator: Jon Johnson, WCHA Past President
- 3:00 pm – 4:00 pm**
Grand Ball Room
- *General Education Session***
Real Estate & Right-A-Way on County Road Projects (1.0 PDH)
Round Table
Scott Whitsett, Jewel Associates
Moderator: Tim Kessler, WCHA Chair
- 3:00 pm – 4:00 pm**
Upper Dells Ball Room
- *Technical Session***
Accidents in Work Zones and County Maintenance Projects (1.0 PDH)
The Troubling and Growing Statistics (Community Maps)
Craig Hardy, Chair of WCHA Work Zone Safety Committee
Moderator: WCHA Secretary: Rob Krejci, St. Croix County
- 3:00 pm – 4:00 pm**
Conference Rooms A - I
- WCHA Associate Members & Corporate Sponsors
Scott Whitsett, Jewell Associates, Mike Stoffel, Ayres Associates
and Gary Kennedy, WCHA
- 4:00 pm – 6:00 pm**
- Group Welcome – Conference Center Rooms A thru I**
Sponsor:
- 6:00 pm – 12:00 pm**
- Hospitality Rooms

Dinner is on your own

Tuesday, June 6, 2023

7:00 am – 11:00 am	Registration – Grand Ballroom Lobby
6:45 am – 8:00 am	Breakfast Buffet: Served in Conference Center Rooms A thru I Sponsors:
6:45 am – 8:00 am	Exhibit Areas Open Conference Center Room
8:00 am – 8:10 am Grand Ball Room	Opening Session and Welcome Gary Kennedy, WCHA Professional Development Director • Host/WCHA Conference Coordinating Committee INVOCATION - Jon Johnson, Eau Claire County Highway Commissioner
COLOR GUARD - PLEDGE OF ALLEGIANCE & STAR-SPANGLED BANNER Presentation of Colors: Wisconsin Dells Legion	
Singing by	
8:10 am – 8:20 am	Welcome to WCHA Summer Road School 2023 • WCHA President, Roland Hawk, Wood County • WCHA Chair, Tim Kessler, Washburn County • Introduction of New Commissioners
8:20 am – 8:30 am	Introduction of Executive Committee Officers & Board of Directors Moderator: WCHA President, Roland Hawk, Wood County Moderator: WCHA Chair, Tim Kessler, Washburn County
8:30 am – 9:00 am Grand Ball Room	Keynote Speaker - (0.5 PDH) Craig Thompson, Wisconsin Secretary of Transportation Moderator: Patrick Vander Sanden, WCHA Executive Director
9:00 am – 10:00 am Grand Ballroom	*Ethics Educational Session* Open Meeting Laws (1.0 PDH) Attorney Jacob J. Curtis, Attolles Law Firm Moderator: Roland Hawk, WCHA President
10:00 am - 10:15 am	Refreshment Break in Conference Center Sponsor(s):
10:15 am – 11:00 am Grand Ballroom	*Highway Committee Member Orientation* The State Budget Review (0.75 PDH) What's in it for County Transportation Funding Dan Bahr, WCA Moderator, Tim Kessler, WCHA Chair

Tuesday, June 6, 2023 Continued

10:00 am – 12:00 pm	Exhibit Areas Open
10:00 am – 10:30 am	Vendor Luncheon for Golfers Lunch served in tent by golf course Sponsored by:
10:30 am – 11:00 am	County Luncheon for Golfers Lunch served in tent by golf course Sponsored by:
11:00 am – 12:00 pm	Non-Golfer Luncheon–Sponsored by: Lunch served in Conference Center Rooms A thru I
11:00 am – 5:00 pm	Golf Outing at Chula Vista Resort
11:45 am – 2:00 pm	Wine and Micro Brew Tours (loading by registration lobby) Sponsored by:
2:00 pm – 5:00 pm	Cedar Corporation Special Tent Reception (by golf course) Music By: The Drovers Live Auction at 5:30 pm Dave Bell Auctions, LLC
5:00 pm – 5:30 pm	Golf Awards (in the tent by golf club house)
6:30 pm – 12:00 pm	Hospitality Rooms

DINNER IS ON YOUR OWN

Wednesday, June 7, 2023

- | | |
|--|--|
| 6:30 am – 8:15 am | Breakfast: Served in Conference Center Rooms A thru I
Sponsored by: |
| 7:00 am – 10:00 am | Registration – Grand Ballroom Lobby |
| 6:30 am – 8:30 am | Exhibit Areas Open
Conference Center Room |
| 8:30 am – 9:30 am
Grand Ballroom | Association Business Meeting—Chair Kessler & President Hawk
Roll Call of Counties Present
Report of Committee's
President's Report of the Board
Election of New WCHA Vice Chair |
| 9:30 am - 10:00 am | Refreshment Break in Inside Exhibit Area
Sponsored by: |
| 10:00 am | Exhibit Areas Closed |
| 10:00 am – 11:00 am
Grand Ballroom | <p style="text-align: center;">*General Educational Session*</p> Innovative Technology for Highway Departments (1.0 PDH)

Moderator, WCHA President, Roland Hawk, Wood County |
| 11:00 am – 12:00 pm
Grand Ballroom | <p style="text-align: center;">*General Educational Session*</p> Leadership Opportunities (1.0 PDH)
WCA President (Wood County)
Moderator, WCHA President – Roland Hawk, Wood County |
| 12:00 pm – 1:00 pm | Special Honors Luncheon – In conference room A thru I (by inside vendors)
Luncheon Sponsor(s): |



Iowa County Highway Department

1215 N Bequette Street
Dodgeville WI 53533-0078
Phone: 608.935.3381

Fax 608.935.0372
Email: highway@iowacounty.org

CRAIG HARDY
HIGHWAY COMMISSIONER
WWW.IOWACOUNTY.ORG

2024-2025 State Fiscal Budget Hearing – Wisconsin Dells 04-12-2023

Issue: Transportation Funding.

I would like to commend the legislature for recent enhancements in transportation funding.

Increases to General transportation Aids (GTA) in recent budgets has helped to slow declining revenues.

When originally created GTA was established as a 32% matching program, more recently that match amount has dropped to 18% share of cost statewide.

Reviewing the GTA share of cost formula, 8 of the highest spending counties in the state receive 1/3rd of the funds; then next highest spending 18 counties in the state receive another 1/3rd of the funds; leaving the remaining 44 counties in the state to split the last 1/3rd.

Due to its' cost based foundation; depending on what amount any given county is spending; even if program increases are given a county could see a decline in GTA funds given to it (See attached table of GTA funding summary).

Due to the above issues; GTA only amounts to 12% of Iowa County's overall highway department revenues.

Increases to funding are necessary, but also some methodology based on the amount of infra-structure maintained not solely cost to support rural communities with more infra-structure.

I commend the legislature for development of the LRIP-Supplemental program and funding.

LRIP is the most economical, easiest to implement, and quickest to turnaround funding mechanism local governmental entities have to put the funds to the pavement and make meaningful infra-structure improvements.

It makes a difference, but we still have a long way to go.

The \$1.0M in LRIP-supplemental received by Iowa County will cover about 18% of the overall 6.2 mile improvement it is designated for.

There is substantial need in LRIP.

There is need for a small bridge funding mechanism as well.

Locally, rural counties and communities struggle to come up with matching grant funds necessary for larger improvement projects.

Legislatively these grant programs call for a 50-50 or 80-20 (state-local) funding match.

In reality the matching amounts are 25-75% or 60-40% (state-local) for these programs.

Requires a larger share of cost for the locals to utilize them due to:

- Increased requirements for locally 100% funded pre-designed shovel ready construction
- Grant funding competitiveness for systems other than road and bridge.

- Increased administrative reporting and compliance burdens.

- Changing environmental impacts and mitigation costs.

- Unfunded local, state, and federal program mandates imposing increasing fiscal impacts.

At the local level, we struggle with:

Increased design engineering costs:

Increased agency coordination and construction mitigation costs due to the large amount of infra-structure in right-of-way. Project design conflicts with

telephone, gas, broadband, fiber optic, internet, television, electrical, water, sanitary sewer, manure, other both public and private infra-structure.

Each of these create their own unique nuances with

mitigation, relocation, analysis, engineering, removal and replacement, coordination, scheduling,

Compensability payments for utility relocations: Some cases, proactive Utility companies (ATC) install expensive distribution infra-structure lines just outside of highway right of way using highway right of way for a portion of their utility easement, and then acquire the other half portion on adjacent property. When future highway improvement projects are completed; the utility infra-structure becomes a compensable relocation expense by the Highway project; which inflates highway construction costs.

Increased local cost share for projects - funding competitiveness and program implementation is driving more and more towards shovel ready design to implement funding availability to projects sooner – faster turnaround.

Driven by the fact that it takes increasingly longer to complete highway designs due to coordination and permitting with other agencies

zoning, environmental, SHPO, historic, utilities, oversight, etc. to mention a few.

This all leads to earlier 100% locally funded design for projects, which were previously funded 80%. Resulting in increased local cost share amounts.

Increased environmental coordination for ever-changing environmental impacts based on rule changes, new legislation, or interpretations of existing regulations. We deal with

invasive, endangered, threatened, special concern or interest species;

all of which bring their own myriad of regulatory requirements and timeline restrictions or limitation on construction project completion. This increases costs for completion, places undue timelines on the construction industry to complete certain projects due to the timelines provided.

We see **increased costs due to changes in regulatory reporting requirements**. Historically we have designed storm water on the basis of a 25-year storm event intensity rate. We recognized some localized flooding could/would occur but it was accepted as being balanced with what the costs for designing infra-structure with a 100-year life. With changing atmospheric data, compliance review and environmental permitting is driving the analysis to raise the design parameters, which leads to increases in infra-structure sizing, impacts, and cost for replacements; which were never originally intended to resolve.

We see **increased administrative burdens and paperwork for permitting processes**. We operate and own our own quarries to help with managing material needs and disposal of waste materials on projects. We permit those quarries through reclamation plans and stormwater designs for certain event life such as 25 or 50-year pond designs. Recently, the WDNR modified their reporting requirements for storm water event reporting to occur after every 0.5 inch rainfall event. The systems are designed to handle 25 or 50 year events, which are roughly a 3.5 to 4+ inch rainfalls. But now we are required to provide additional administrative compliance burdens for inspecting, tracking, and reporting for events which occur on a frequent basis that are a fraction of the event the system is designed for.

We deal with a pressurized labor market; fueled by a lack of available workers and competition for recruitment as well as retention. County highway departments are unique, most employees are trained internally by the Department to perform the tasks they complete, seldom do we hire someone with the skill set and background to go right to work in our duties.

We provide some 30+ mandated new employee and annual training programs we must comply with ranging from Federal work rules to safety compliance including bloodborne pathogens, confined space, hearing conservation, chainsaw operation, competent excavations, forklift, equipment operation, workzone traffic, flagging traffic, MSHA, OSHA, and others.

Tax levy caps to net new construction limit or restrict our ability to provide wage increases which match inflation. Tax levy caps limited to net new construction do not allow us to meet health care cost increases; thereby passing a larger share of the cost onto the employees; or consider increased deductible share plans.

We struggle with completion of daily routine work tasks. Iowa County Highway Department has not been fully staffed since August of 2021, and continues with ongoing recruitments. Typically for winter snow emergency events we are doubling up routes, thereby increasing snow removal cycle timeframes due to staffing shortages.

We deal with inflationary measures, recently sparked by the Covid-19 pandemic. Between 2008 and 2014 we witnesses a 127% labor increase and 155% material increases. More recently inflation has spiked again, our snow plow truck replacement costs have skyrocketed some 127% in two years climbing from a cost of \$225,000 / unit in 2021 to costing \$285,000 in 2023 – a \$60,000 increase for one unit. The County operates some 38 units all together.

We deal with shortages and unavailability of some products, goods, materials, etc. In some areas of the marketplace, the historic government buy discounts have gone away entirely due to constrained market availability.

We deal with the imposition of long term program related regulatory revisions as unfunded governmental mandates. The FHWA developed MUTCD (Manual of Uniform Traffic Control Devices) has been the standard the US since 1935, relative to workzone and traffic signage and marking. The MUTCD has been mandated for sue in Wisconsin by all governmental entities since circa 1970. The MUTCD sets minimal design criterion for objects within right of way, traffic control and directional signage, school zones, pavement markings, and other similarly traffic guidance devices. The MUTCD is in the process of mandating 6-inch wide pavement markings to be more compatible with autonomous vehicles. Initially, this requirement does not affect roads with a daily traffic volume of 6,000 / day (most roads in Iowa County). But, over time once adopted the actual volume criteria will gradually be ratcheted down; ultimately resulting in an imposition across all infra-structure.

We deal with changing and emerging technology which modifies our system approaches and competes for existing funding. MUTCD changes are being driven by changing technology with smart / autonomous vehicles. Currently none of the Iowa County township roads have any pavement markings on them , yet a lone of a certain size or reflectivity. In addition, the pavement width of 6-inch lines compared to the Wisconsin state statutory minimum town road width of 18 feet, makes implementation of the standard on Wisconsin town roads noncompliant – the roads would be too narrow.

In closing I appreciate legislature's recent increases for transportation funding. There is a lot of competing need for funding within our improvement projects ranging from inflationary counter-

measures, increased regulations, increased administrative oversight burdens, environmental impacts, right of way acquisition costs, utility coordination, relocation and mitigation, and etc., new and emerging technology, and so on. **Continued increases in investment are drastically needed at the rural local level.**

Iowa County GTA revenues as a share of all Highway Revenues.

Source	Percent of Total Revenue
Tax Levy	30.6%
State RMA	21.3%
General Transportation Aids	12.2%
State DMA/TMA/LFA	6.6%
Local Governments - County	7.0%
Other Governmental and Non-governmental	1.4%
LRIP Reimbursements	1.7%
Local (50-50) Bridge Aids	1.0%
Flood Damage Aids	0.9%
Other Governmental entities	0.4%
Transfers from Other Funds	0.9%
Other State Grants (EECBG)	0.2%
Miscellaneous Revenue Sources	0.1%
Licenses, Permits, & Fees	0.1%
LRIP Administration Fees	0.0%
School Districts	0.0%
Total All Sources	100.0%

Ranking of 2015-2020 6-Year Average Costs for GTA Reimbursements

County	2015-20 6-Yr Average Cost	Cumulative (All)	
Dane	\$ 37,450,673.90	\$ 37,450,673.90	
Milwaukee	\$ 28,260,204.03	\$ 65,710,877.93	
Waukesha	\$ 25,205,497.27	\$ 90,916,375.20	
Brown	\$ 25,097,135.67	\$ 116,013,510.87	
Kenosha	\$ 21,777,888.97	\$ 137,791,399.84	Top 1/3rd Funding
Outagamie	\$ 17,963,586.50	\$ 155,754,986.34	
Sheboygan	\$ 16,234,079.60	\$ 171,989,065.94	
Eau Claire	\$ 15,856,027.60	\$ 187,845,093.54	
Marathon	\$ 15,825,998.03	\$ 203,671,091.57	
Fond du Lac	\$ 15,275,333.60	\$ 218,946,425.17	
Dodge	\$ 15,232,707.90	\$ 234,179,133.07	
Rock	\$ 14,608,711.90	\$ 248,787,844.97	
Racine	\$ 13,714,367.33	\$ 262,502,212.30	
Wood	\$ 12,629,631.93	\$ 275,131,844.23	
Washington	\$ 12,554,242.30	\$ 287,686,086.53	
Walworth	\$ 12,033,696.80	\$ 299,719,783.33	
Waupaca	\$ 11,993,344.17	\$ 311,713,127.50	
St Croix	\$ 11,915,186.60	\$ 323,628,314.10	Middle 1/3rd in Funding
Portage	\$ 11,613,037.80	\$ 335,241,351.90	
Jefferson	\$ 11,396,497.67	\$ 346,637,849.57	
Winnebago	\$ 10,621,663.73	\$ 357,259,513.30	
Polk	\$ 10,494,096.27	\$ 367,753,609.57	
Chippewa	\$ 9,811,819.53	\$ 377,565,429.10	
Columbia	\$ 9,129,083.60	\$ 386,694,512.70	
LaCrosse	\$ 8,831,075.87	\$ 395,525,588.57	
Manitowoc	\$ 8,695,040.90	\$ 404,220,629.47	
Dunn	\$ 8,489,662.40	\$ 412,710,291.87	
Ozaukee	\$ 8,391,430.00	\$ 421,101,721.87	
Sauk	\$ 8,032,161.63	\$ 429,133,883.50	
Grant	\$ 7,691,105.13	\$ 436,824,988.63	
Shawano	\$ 7,651,078.40	\$ 444,476,067.03	
Pierce	\$ 7,535,702.53	\$ 452,011,769.56	
Adams	\$ 7,516,058.07	\$ 459,527,827.63	
Marinette	\$ 7,355,044.77	\$ 466,882,872.40	Bottom 1/3rd of Funding
Washburn	\$ 6,982,456.87	\$ 473,865,329.27	
Barron	\$ 6,946,975.10	\$ 480,812,304.37	
Douglas	\$ 6,888,174.23	\$ 487,700,478.60	
Calumet	\$ 6,826,418.60	\$ 494,526,897.20	
Door	\$ 6,346,631.80	\$ 500,873,529.00	
Lincoln	\$ 6,278,177.03	\$ 507,151,706.03	
Iowa	\$ 6,173,838.17	\$ 513,325,544.20	

Oneida	\$	5,831,902.13	\$ 519,157,446.33
Trempealeau	\$	5,814,471.03	\$ 524,971,917.36
Green	\$	5,735,663.03	\$ 530,707,580.39
Clark	\$	5,715,829.77	\$ 536,423,410.16
Oconto	\$	5,606,426.33	\$ 542,029,836.49
Vilas	\$	5,413,388.20	\$ 547,443,224.69
Monroe	\$	5,332,791.53	\$ 552,776,016.22
Bayfield	\$	5,065,886.67	\$ 557,841,902.89
Waushara	\$	4,793,674.33	\$ 562,635,577.22
Green Lake	\$	4,751,193.37	\$ 567,386,770.59
Vernon	\$	4,500,640.77	\$ 571,887,411.36
Juneau	\$	4,466,140.83	\$ 576,353,552.19
Rusk	\$	4,465,558.23	\$ 580,819,110.42
Jackson	\$	4,460,964.57	\$ 585,280,074.99
Sawyer	\$	4,293,514.87	\$ 589,573,589.86
Taylor	\$	4,157,951.73	\$ 593,731,541.59
Crawford	\$	3,962,502.80	\$ 597,694,044.39
Buffalo	\$	3,832,161.30	\$ 601,526,205.69
Kewaunee	\$	3,820,932.10	\$ 605,347,137.79
Langlade	\$	3,748,542.40	\$ 609,095,680.19
Burnett	\$	3,634,409.73	\$ 612,730,089.92
Marquette	\$	3,519,330.37	\$ 616,249,420.29
Price	\$	3,411,846.37	\$ 619,661,266.66
Richland	\$	2,917,046.23	\$ 622,578,312.89
Lafayette	\$	2,838,525.43	\$ 625,416,838.32
Ashland	\$	2,483,307.17	\$ 627,900,145.49
Pepin	\$	1,947,207.97	\$ 629,847,353.46
Florence	\$	1,732,183.00	\$ 631,579,536.46
Iron	\$	1,539,190.43	\$ 633,118,726.89
Forest	\$	1,501,766.93	\$ 634,620,493.82
Menominee	\$	1,303,220.20	\$ 635,923,714.02
Total	\$	635,923,714.02	
	\$	211,974,571.34	1/3rd
	\$	423,949,142.68	2/3rds