

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 AGENDA https://us02web.zoom.us/j/88689607909?pwd=bXdPelZ2aXRVUEFua2dzalFqVGpVQT09 Meeting ID: 886 8960 7909 Passcode: 816018 Monday December 30, 2024 – 5:00 pm Health & Human Services Building – Community Room 303 W. Chapel Street Dodgeville, Wisconsin 53533	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 December 30, 2024. B. Approve the Minutes of October 28, 2024 meeting. C. Next meeting: Monday February 3, 2025 at 5:00 PM. D. Review Committee Meeting Calendar for 2025.	
4	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.	
5	Review and Discuss Policy #1120 County Highway Transfer Program proposed amendments.	
6	Univercity Alliance Projects Discussion: A. Equipment Sharing – County Board report from 12-17-2024. B. GIS (Asset Management) Exploring Shared Services – Initiative for Spring 2025. C. Asphalt Plant Ownership & Utilization – Initiative for Spring 2025.	
7	Highway Commissioner's Report: A. Solar Farm Local Road Agreement update – Badger Hollow and Wis Electric Co. B. Fall 2024 Auction Listing. C. Fuel Farm and Winter 12-19-2024. D. Machinery Operations Report Review – 2025 Administrative Rate. E. Pecatonica River Rail Transit Commission and Tri-county Cheese Trail update. F. Local Public Official's Meeting for USH 18/151 Improvements. G. Public Information Meeting for CTH P (Muscodia) STH 80 to STH 133.	

	H. 2025 WisDOT Routine Maintenance Agreement. I. Public Service Commission Notice of Public Convenience and Necessity to Construct Badger Hollow Wind Energy Farm – Iowa & Grant Counties.
8	Committee Chair's Report.
9	Adjournment.
Posting verified by the County Clerk's Office: Kris Spurley, County Clk Date: Initials:	

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 UNAPPROVED MINUTES Monday October 28, 2024 – 6:00 pm Health & Human Services Building – Community Room 303 W. Chapel Street Dodgeville, Wisconsin 53533	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. The Public Works Meeting was called to order by Supervisor Gollon at 6:00 pm.	
2	Roll Call. (Committee & Audience) Members Present: Supervisors Gollon, Kreul, Leix Members Excused: Supervisors Galle and Butteris Others Present: Commissioner Hardy, Administrator Bierke Others Present Viz Zoom: Accounting Specialist Blanchard	
3	Consent Agenda: One motion to adopt all of the consent agenda items: A. Approve the meeting Agenda for October 28, 2024. B. Approve the Minutes of September 9, 2024 meeting. C. September 30, 2024 meeting was cancelled. D. Next meeting: Monday December 2, 2024 time to be determined. Motion to approve the Agenda for October 28, 2024, and to approve the minutes from the September 9, 2024 meeting with corrections, and to change the next meeting date to be Monday, December 2, 2024 at 5:00pm moved by Sup. Kreul and seconded by Sup. Leix. Motion to approve unanimous.	
4	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken. No comments from committee members other than appreciation for the line painting on CTH XX.	
5	2024 Town-County 50-50 Bridge Aids Resolution for 2025 Budget. Motion to approve the 2024 50-50 Bridge Aids Resolution for 2025 Budget moved by Sup. Leix and seconded by Sup. Kreul. Motion to approve unanimous.	
6	Highway Commissioner's Report: A. 2025 Highway Budget Request Update. B. Road Use Agreements update. C. General Transportation Aids. D. Project updates (CTH T, T TAP, 511 Smart Grant, and the Hollandale Shop). E. Bridge Program and Small Bridge 6-20Ft Program Update. F. Employment Position Updates.	

	G. Railroad Commission(s) Update. H. Truck Bids
7	Committee Chair's Report.
8	Adjournment. Motion by Sup. Leix and seconded by Sup. Kreul to adjourn at 7:15pm. Motion carried.
Minutes prepared by Jen Blanchard, Accountant Specialist	

AGENDA ITEM COVER SHEET

Title: Policy 1120 Proposed Updates

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

Policy 1120 is programmed to be reviewed every two years. When reviewing this policy, staff would like the Committee and Board to consider increasing the incentive pay for transferring miles of county highway to townships. Changes are reflected in Red.

RECOMMENDATIONS (IF ANY):

Consider the attached draft policy.

ANY ATTACHMENTS? (Only 1 copy is needed)

☐ Yes

☐ No

If yes, please list below:

Draft 2025-2026 County Highway Transfer policy 1120 is attached.

FISCAL IMPACT:

Should a township agree to accept a county highway, the Capital Improvement Fund would compensate them with a one time payment. This proposal increases that payment.

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

STAFF PRESENTATION?:

☐ Yes

☒ No

How much time is needed? _____

COMPLETED BY: Larry Bierke

DEPT: County Administrator

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 12-02-2024

AGENDA ITEM # 5

COMMITTEE ACTION:

GAIR



2025-2026 Highway Transfer Program

Date Originated: 02/21/2023
Date of Modifications: 09/19/2023
Policy Number: 1120

1. PURPOSE:

The purpose of this policy is to establish a program for which Iowa County begins to compensate townships for accepting jurisdictional transfers of specific County highways.

At the time of adoption, Iowa County maintained 366 miles of County Highways. Based on the amount of available funding for improvements, the county takes 120 years to replace all 366 miles. The funding needed to improve this timeline is unrealistic and not sustainable. As a result, Iowa County must make decisions based on traffic use and highway location when scheduling reconstruction activities and investing County tax dollars.

Under state aid formulas, which ever local government maintains responsibility for a highway gets annual assistance from the state in support of that highway. For Counties, the formula is based on a total expenses per mile share-of-cost method through averaging of 6-year rolling costs. As the formula for counties is based on a share of transportation related expenses, Iowa County is currently maxing out its' aid available due to tax levy caps and therefore no longer benefitting from maintaining all 366 miles of highway. At the Township level, the amount of aid is based on a per mile of maintenance payout. Due to the level of County funding, there are specific highways that are never likely to see any improvements completed by Iowa County. These highways will continue to degrade.

Townships where these County highways are located may find it beneficial to accept a jurisdictional transfer and begin collecting additional per mile state aid. Iowa County would like to pursue a policy of allowing jurisdictional transfers for low volume highways to townships and will incentivize said transfers in order to reduce the number of highway miles under County jurisdiction.

2. ORGANIZATIONS AFFECTED:

This policy applies to all County highways listed in this policy and the townships they are located in.

3. POLICY:

Functional classification is a process by which streets and highways are grouped into classes or systems according to the character of service they are intended to provide. In basic terms, a highway can be functionally classified as:

- Arterial are designations for roads serving to provide mobility such that traffic can move for one place or destination to another quickly and safely with little interruption.
- Collector are designations for roads serving to link Arterials and local roads to each other and provide some duties of each class.
- Local are designations for roads primarily serving to provide start / end of route access to homes, businesses, or other similar properties.

Generally, Arterial roads are state or federal high volume highways and interstates, Collector roads are County or Regional Trunk Highways, and Local are Municipal (City, Town, or Village) streets or roads providing access at start or end of travel locations.

A. Therefore, per Functional Classification definitions; County Trunk Highways with a designation of Low Volume or Local Roads are of a Town Road status and would qualify for this program. Of the Iowa County Trunk Highway system 28.2% (103.3 Miles) are identified as Low Volume or Local Roads, and; therefore would be eligible for this program. Of this road listing, Iowa County has identified the following Low Volume or Local Road classification County Highways as having the lowest reconstruction priority and are hereby eligible for this program:

1. CTH B from STH 80 to CTH J – Town of Eden 6.04 Mi..

~~2. CTH CC from CTH C to STH 14 – Town of Arena 0.45 Mi..~~

3. CTH D from CTH S to STH 39 – Towns of Mineral Point and Waldwick.4.02 Mi.

4. CTH DD from STH 39 to CTH D – Town of Mineral Point.3.74 Mi.

5. CTH DD from CTH D to Durkin Road – Town of Waldwick 7.90 Mi.

6. CTH DD from Durkin Road to CTH K – Town of Moscow 1.40 Mi..

7. CTH DDD from CTH W to CTH DD – Town of Waldwick 2.72 Mi..

8. CTH G from CTH E to Roaster Road – Town of Mifflin 6.08 Mi..

9. CTH G from Roaster Road to 1.0 miles north of Roaster Road – Town of Linden and Town of Mifflin 1.0 Mi..

10. CTHG from 1.0 Miles North of Roaster Road to STH 18 – Town of Eden and Village of Cobb 1.90 Mi..

11. CTH HH – from Blue Ridge Road to CTH H – Town of Arena 4.50 Mi..

12. CTH HH from CTH K to Blue Ridge Road – Town of Brigham 3.85 Mi. .

13. CTH HK from CTH H to the Town Line – Town of Brigham 1.68 Mi..

14. CTH HK from CTH K to the Town Line – Town of Moscow 2.69 Mi..

15. CTH IG from CTH G to STH 80 past Iowa-Grant school district – Town of Mifflin.4.04 Mi.

16. CTH M from CTH Q to STH 130 – Town of Dodgeville 5.13 Mi..

17. CTH NN from the Town Line to STH 130 – Town of Clyde 2.96 Mi..

18. CTH NN from CTH N to the Town Line – Town of Pulaski 1.21 Mi..

19. CTH P from CTH I to STH 80 – Town of Highland 4.49 Mi.

20. CTH P from CTH Q to CTH I – Town of Highland 3.13 Mi.

21. CTH PP from CTH I to CTH P – Town of Highland 2.78 Mi.

22. CTH QQ from STH 39 to the Town Line – Town of Linden 1.12 Mi.

23. CTH QQ from STH 39 to the Town Line – Town of Mineral Point 2.02 Mi.

24. CTH T (South) from CTH K to USH 18/151 – Town of Brigham 5.58 Mi.

25. CTH U from CTH DD to STH 39 – Town of Waldwick 2.54 Mi.

26. CTH Y from ~~from~~ CTH YZ to Ridgevue Road – Town of Dodgeville 3.70 Mi.

27. CTH Y from Ridgevue Road to CTH H – Town of Ridgeway 3.37 Mi.

28. CTHY from STH 23/151 to Blotz Road – Town of Mineral Point 3.74 Mi.

29. CTH Y from Blotz Road to STH 191 – Town of Dodgeville 1.80 Mi.

30. CTHY from STH 191 to USH 18/151 – Town of Dodgeville 1.85 Mi.

31. CTH ZZ from STH 23 to the Town Line – Town of Dodgeville 6.30 Mi.

32. CTH ZZ from the Town Line to CTH Y – Town of Ridgeway 0.60 Mi..

33. A net total of 104.33 miles +/- eligible for transfer.

- B. Iowa County is prepared to transfer any of the highways from 3(A) to a township level of government located within Iowa County beginning in 2023.
- C. Iowa County will incentivize the transfer of these highways to townships with the payment of ~~\$30,000~~ \$50,000 per mile. Payable immediately after road transfer.
- D. Townships shall also begin receiving funding annually from the State of Wisconsin General Transportation Aid program for said lane miles once transferred to their jurisdiction.
- E. Townships participating in this program will receive annual payments from state aid and a one-time payment from Iowa County. How they invest these funds are entirely up to them.
- F. The following County Trunk Highways classified as Low Volume or Local Roads, would be proposed to remain as County Trunk Highways due to their countywide significance; and are therefore, not eligible in this program:
 - 1. Various roads within Blackhawk Lake Park from the Park Entrance to the Group Camp, Public Camp, Boat Landing, and Beach as identified in the Memorandum of Understanding between the Cobb-Highland Commission and Iowa County dated in 2021 – +/- 4.0Mi.
 - 2. CTH Z from STH 191 to CTH YZ, Road to / from the County Quarry – Town of Dodgeville 2.19 Mi.
 - 3. A net total of 6.19 miles +/- ineligible.

4. REFERENCES:

Wisconsin State Statute Sections - General Municipality Law § 66.1005 Reversion of Title; State Trunk Highways, Federal Aid § CH 84.0; Wisconsin General Transportation Aid Program § 86.30; and Platting Lands and Recording and Vacating Plats § 236.43 Vacation or Alteration of Areas Dedicated to the Public.

5. PROCEDURES:

- a. Should a township listed under 3(A) decide they would like to pursue a jurisdictional transfer, they shall contact the Iowa County Highway Commissioner. The Highway Commissioner will create the paperwork needed for the Township and County to approve.
- b. The Highway Commissioner will collect the signed document from the Township and present it to the County Board for approval.
- c. Once the jurisdictional transfer is approved by both governmental entities, it shall be filed with the state of Wisconsin and properly recorded along with the revisions of their respective system maintenance mileage for General Transportation Aid payments.
- d. The incentive payment from Iowa County shall be issued within seven days after the Iowa County Board has adopted the jurisdictional transfer.

This "Highway Transfer Program" will be reviewed and updated every two years.

BRAND

AGENDA ITEM COVER SHEET

Title:Univercity Alliance Equipment Sharing Report

☐ Original

☒ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

Univercity Alliance provided a report of their findings on the Equipment Sharing at the County Board meeting on 12-17-2024. This is a follow up discussion of the study report.

RECOMMENDATIONS (IF ANY):

For discussion

ANY ATTACHMENTS? (Only 1 copy is needed)

☐ Yes

☒ No

If yes, please list below:

Please bring the report copy distributed to you by Administration at the Board Meeting

FISCAL IMPACT:

None at this time.

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

PRESENTATION?:

☒ Yes

☐ No

How much time is needed? 5-10 Mins.

COMPLETED BY: CRH

DEPT: HWY

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 12-30-2024

AGENDA ITEM # #6

COMMITTEE ACTION:

Blank

Acceptance, Receipt, and Release Agreement

This Acceptance, Receipt, and Release Agreement (this "Agreement"), is entered into effective as of _____, 2024, by and between Iowa County, Wisconsin (collectively, the "Local Government"), and Badger Hollow Solar Farm LLC (the "Project Owner"). The Local Government and Project Owner are referred to herein as the "Parties," and each a "Party" and hereby agree as follows:

WHEREAS, the Local Operating Contract, dated December 19, 2018, by and between the Local Government (among others) and Project Owner (the "LOC") provides that the Project Owner shall perform certain repairs at its own costs to all roads, road improvements, drainage systems, ditches, slopes, embankments, fills and other related improvements located within the Local Government's right-of-way that were made available to Project Owner in connection with the Project or that were otherwise governed by the LOC (the "Roads").

WHEREAS, the Local Government has agreed to accept a lump sum payment rather than performance of repairs in full satisfaction of all of the Project Owner's obligations under the LOC accruing as of the date of this Agreement and the entirety of all obligations under the LOC relating to the Roads, and the Project Owner desires to make such payment in exchange for the Local Government's acceptance of the Roads and full release of Project Owner's performance of obligations accruing under the LOC as of the date of this Agreement.

NOW THEREFORE, in consideration of the foregoing premises, the mutual covenants made herein, and other good and valuable consideration, the Parties agree as follows:

The Local Government hereby acknowledges receipt of FOUR HUNDRED SIXTY-FOUR THOUSAND SEVEN HUNDRED SIXTY DOLLARS (\$464,760.00) from the Project Owner and hereby accepts such payment in full satisfaction of the Project Owner's obligations that have accrued under the LOC as of the date of this Agreement, and Iowa County does hereby release and forever discharge the Project Owner, its affiliates, and its and their agents, employees, contractors, directors, officers, parents, subsidiaries, successors and assigns (collectively, "Releasees") of and from any and all existing or possible actions, including but not limited to those relating to causes of action, claims, cross-claims, demands, damages, and expenses of any kind whatsoever in law or equity, on account of, or in any way arising from the Roads (collectively, the "Released Obligations"). This Agreement applies only to the Project Owner's obligations that have accrued under the LOC as of the date of this Agreement, and this Agreement does not apply to any potential obligations of the Project Owner that may arise in the future due to ongoing use of the Roads subsequent to the date of this Agreement.

The Parties acknowledge that except with regard to the Released Obligations, the LOC shall remain in effect.

This Agreement contains all the promises, agreements, conditions, inducements, and understanding between the Parties hereto relative to the subject matter hereof, and there are no promises, agreements, conditions, understandings, inducements, warranties or representations, oral or written, express or implied, between them other than as set forth in this Agreement. No subsequent agreement, or any amendment of this Agreement, shall be binding upon a Party hereto unless it is contained in a written document executed by properly authorized representatives of such Party.

Each of the undersigned hereby represents and warrants that he/she has the necessary power and authority to execute this Agreement on behalf of the Party for which he/she has signed this letter agreement and that such action has been duly authorized by all necessary action of such Parties.

[Signature Page Follows]

LOCAL GOVERNMENT

For Iowa County:

Name: _____

Title: _____

Date: _____

PROJECT OWNER

Badger Hollow Solar Farm LLC:

Name: _____

Title: _____

Date: _____

2024 Fall Hwy Auction List Results

Item#	Unit #	Year	Make	Main Description	Mileage	Salvage Value	Auction \$	Difference	Front	Wing	Sander
181	181	2004	Sterling	Triaxle LT9513 Plow Truck w/ Accessories	289,236	\$ 16,860	\$ 7,025	\$ (9,835)	781 881TW		
182	182	2004	Sterling	Triaxle LT9513 Plow Truck w/ Accessories	260,660	\$ 17,117	\$ 9,325	\$ (7,792)	738 882TW		982
183	183	2005	Sterling	Triaxle LT9513 Plow Truck w/ Accessories	287,327	\$ 18,712	\$ 14,600	\$ (4,112)	783 883TW		983
187	187	2009	Peterbilt	367 Triaxle Plow Truck w/ Accessories	267,685	\$ 26,383	\$ 22,250	\$ (4,133)	787 887TW		987
125	125	2002	Peterbilt	330 Tandem Axle Plow Truck and Accessories	187,100	\$ 18,694	\$ 8,725	\$ (9,969)	725 825RH		901
63	63	2011	Ford	F150 Supercrew Cab 4X4 Pickup	164,439	\$ 4,171	\$ 2,350	\$ (1,821)			
141	141	2004	Ford	F450 Crew Cab Pickup	205,138	\$ 5,083	\$ 3,575	\$ (1,508)			
162	162	2001	Ford	F450 Crew Cab Section Dump Body	209,708	\$ 5,555	\$ 4,250	\$ (1,305)			
166	166	2012	Chevrolet	C3500 Crew Cab Section Dump Body Pickup	165,825	\$ 6,025	\$ 6,222	\$ 197			
160	160	2007	Ford	F450 Section Dump Body Pickup	180,088	\$ 4,936	\$ 4,300	\$ (636)			
406	406	1998	Butler	Flat Deck Trailer	EXEMPT	\$ 1,035	\$ 2,700	\$ 1,665			
448T	448T	2003	Loadmaster	Aluminum Flat Deck ramp Utility Trailer	EXEMPT	\$ 238	\$ 830	\$ 592			
1 Office				File Cabinet #1		\$ 124,809	\$ 86,152	\$ (38,657)			
2 Office				File Cabinet #2			\$ 5				
3 Office				File Cabinet #3			\$ 5				
4 Office				File Cabinet #4			No Bid				
5 Office				File Cabinet #5			\$ 5				
6 Office				File Cabinet #6			No Bid				
7 Office				File Cabinet #7			\$ 5				
8 Office				File Cabinet #8			\$ 5				
9 Office				Office Chair			No Bid				
10 Shop				Wooden Office Shelf			No Bid				
11 Office			Haier	Mini Refrigerator			\$ 11				
12 Office			Cervitor	Small Refrigerator			\$ 7				
13 Shop				Metal cart			No Bid				
15 Shop				Steel 4 Shelf Stand			No Bid				
16 Shop				Miscellaneous Repair Manuals			\$ 5				
17 SO				Lot of 6 - 22" Outdoor Poles w/Lights			\$ 750				
18 Parts				6 Plow Lights			\$ 45				
19 Parts				Lot of Lights & Strobes			No Bid				
20 Parts				Light bar w/(3) Radio Antennas & Signal Control Box			\$ 24				
21 Parts				Light bar #1			\$ 47				
22 Parts				Light bar #2			\$ 5				
23 Parts				Light Bar #3			\$ 42				
24 Parts				Light bar #4			\$ 28				
25 Parts				Light bar #5			\$ 11				
26 Parts				Light bar #6			\$ 28				
27 Parts				Light bar #7			\$ 28				

28	Parts				Amber Colored Strobe Lights				\$	30		
29	Parts				Clear Colored Flashing Lights				\$	10		
30	Parts				Amber Strobe Light				\$	28		
31	Parts				8-light Flashing Bar Light				\$	5		
32	Parts				Amber Colored Flashing Bar Light				\$	5		
33	Parts				Clear Flashing Light				\$	6		
34	Salvaged Materials				Lot of Used/Damaged Guardrail				\$	367		
35	Salvaged Materials				Metal Culverts 60Inch				\$	378		
36	Salvaged Materials				8" Corrugated Drainpipe w/Sleeve				\$	23		
37	Salvaged Materials				Single Wall Drain Culvert				\$	150		
38	Salvaged Materials				6" Drain Tile				\$	21		
39	Salvaged Materials				18" Double Wall Plastic Culvert				\$	290		
40	Salvaged Materials				24" Double Wall Plastic Culvert				\$	925		
41	Salvaged Materials				Drainage Connectors				No Bid			
42	SFT			Lakeland Industrial	Box Lot of Painter Aprons				\$	7		
43	Parts				Plow Blades				\$	825		
44	Parts			Freightliner	Rear Cab Window				No Bid			
45	Asphalt Plant				Shaker Deck Screens				\$	25		
46	Parts				Round Steel Tubing				\$	40		
47	Parts			Rockwell Americal	Truck Axle				\$	11		
48	Parts				Obsolete Parts Lot #1				\$	26		
49	Parts				Obsolete Parts Lot #2				\$	6		
50	Parts				Obsolete Parts Lot #3				\$	150		
51	Parts				Obsolete Parts Lot #4				\$	8		
52	Parts				Obsolete Parts Lot #5				\$	18		
53	Parts				Obsolete Parts Lot #6				\$	5		
54	Asphalt Plant				Shaker Deck Screens 58Inch X 60Inch				\$	20		
55	SFT			Zephyr	Type II Sign Holder				\$	55		
56	SFT			Stihl	Pole Saw				\$	135		
57	SFT			Towmaster	Set of Trailer Ramps				\$	330		
58	SFT			Wacker Neuson	Jumping Jack Compactor				\$	55		
59	Parts				Box of Automotive Fuses & Printer				\$	9		
60	Shop			Chester	3500 lb Chain Hoist				\$	24		
Totals									\$	124,809	\$	91,196
											\$	(38,657)
				53240	Equipment / Machinery				\$	86,152		
				53230	Shop				\$	29		
				53110	Office				\$	48		
				53230	Parts				\$	1,437		
				53260	Asphalt Plant				\$	45		
				Gen Fund	Property / SO Lights				\$	750		
				53220	Small Field Tools				\$	582		
				53230	Salvaged Materials				\$	2,154		
									\$	91,196		

2025 Rates - Schedule A -
Percent of Rate Increase/Decrease
Potential Revenue Generation
Based on 2025 Rates Vs. 2024 Rates (Using Average 5 Year Rates)

Type of Equipment	Using 2025 Rates	Using 2024 Rates	Difference	Percentage Change
Air Compressors	\$378,757	\$373,240	\$5,517	1.48 %
Bituminous Equipment	\$7,135,881	\$7,136,665	(\$784)	-0.01%
Booms	\$317,891	\$306,784	\$11,107	3.62 %
Brush Chippers	\$815,975	\$798,436	\$17,539	2.20 %
Brush Cutters	\$284,956	\$291,885	(\$6,929)	-2.37 %
Centerliners	\$1,695,988	\$1,700,377	(\$4,389)	-0.26 %
Compactors	\$2,596,499	\$2,550,587	\$45,912	1.80 %
Concrete Saws	\$175,338	\$172,730	\$2,608	1.51 %
Conveyors	\$285,687	\$263,306	\$22,381	8.50 %
Drills	\$16,589	\$17,243	(\$654)	-3.79 %
Excavators	\$4,673,503	\$4,628,659	\$44,844	0.97 %
Generators	\$140,056	\$132,690	\$7,366	5.55 %
Graders	\$6,954,320	\$6,865,491	\$88,829	1.29 %
Maintainers	\$22,135	\$22,080	\$55	0.25 %
Mowers and Mower Attachments	\$3,872,161	\$3,851,239	\$20,922	0.54 %
Pressure Washers	\$86,676	\$74,508	\$12,168	16.33 %
Scrapers and Scraper Attachments	\$110,813	\$105,149	\$5,664	5.39 %
Shouldering Machines	\$1,051,377	\$1,100,415	(\$49,038)	-4.46 %
Snow Plows, Attachments	\$112,741	\$107,883	\$4,858	4.50 %
Snow Plows, Attachments-COMPOSITE	\$4,497,277	\$4,411,626	\$85,651	1.94 %
Snow Plows, Attachments-STANDARD	\$8,805,877	\$8,531,119	\$274,758	3.22 %
Snow Plows, Motor Grader and Tractor Attachments	\$469,318	\$466,358	\$2,960	0.63 %
Spray Bar Attachments-COMPOSITE	\$207,222	\$203,238	\$3,984	1.92%
Spray Bar Attachments-STANDARD	\$210,778	\$206,813	\$3,965	1.88%
Spreader Attachments-COMPOSITE	\$682,779	\$588,122	\$94,657	13.86%
Spreader Attachments-STANDARD	\$1,476,559	\$1,494,004	(\$17,445)	-1.18%
Spreaders, Self-Propelled Chip	\$214,711	\$194,958	\$19,753	10.13 %
Sweepers and Attachments	\$2,751,666	\$2,723,401	\$28,265	1.04 %
Tractors/skidsteers/loaders/dozers	\$18,360,839	\$17,962,735	\$398,104	2.22 %
Trailers	\$2,452,459	\$2,431,554	\$20,905	0.86 %
Trucks	\$117,476,672	\$115,104,326	\$2,372,346	2.06 %
Vehicles	\$1,780,716	\$1,768,324	\$12,392	0.70%
Water Pumps	\$108,274	\$105,396	\$2,878	2.73 %
Welders	\$14,777	\$13,580	\$1,197	8.81 %
MISCELLANEOUS EQUIPMENT	\$1,920,626	\$1,876,549	\$44,077	2.35 %
Totals	\$192,157,893	\$188,581,470	\$3,576,423	1.86%

Based on 5 year average hours, the potential 2025 revenue increase over the 2024 revenues is projected to be \$3,576,423 more or a weighted average of 1.86%.

Beane

**Schedule I 5 YEAR TOTAL 2019-2023 Machinery Operations
Summarized by County and Region**

Region	County	Expenditures	Revenues	Revenue in Excess of Expenditures	% of Excess Revenues
1-SW	COLUMBIA	\$19,452,302.22	\$21,297,317.69	\$1,845,015.47	9.48%
1-SW	CRAWFORD	\$8,274,917.55	\$8,089,131.51	(\$185,786.04)	-2.25%
1-SW	DANE	\$34,103,047.28	\$30,488,336.43	(\$3,614,710.85)	-10.60%
1-SW	DODGE	\$17,542,997.27	\$17,578,503.69	\$35,506.42	0.20%
1-SW	GRANT	\$10,734,192.91	\$12,242,749.62	\$1,508,556.71	14.05%
1-SW	GREEN	\$9,250,463.71	\$10,273,158.74	\$1,022,695.03	11.06%
1-SW	IOWA	\$8,961,098.15	\$10,501,853.59	\$1,540,755.44	17.19%
1-SW	JEFFERSON	\$13,835,482.03	\$13,941,365.55	\$105,883.52	0.77%
1-SW	JUNEAU	\$8,017,776.35	\$9,624,030.42	\$1,606,254.07	20.03%
1-SW	LA CROSSE	\$14,626,214.63	\$15,603,216.17	\$977,001.54	6.68%
1-SW	LAFAYETTE	\$6,072,075.21	\$7,424,908.19	\$1,352,832.98	22.28%
1-SW	MONROE	\$12,290,256.65	\$12,342,611.99	\$52,355.34	0.43%
1-SW	RICHLAND	\$6,493,645.73	\$6,577,324.22	\$83,678.49	1.29%
1-SW	ROCK	\$17,626,428.99	\$18,612,281.93	\$985,852.94	5.59%
1-SW	SAUK	\$13,297,287.45	\$12,878,809.20	(\$418,478.25)	-3.15%
1-SW	VERNON	\$8,091,393.12	\$8,988,751.38	\$897,358.26	11.09%
1-SW	REGION TOTAL	\$208,669,579.25	\$216,464,350.32	\$7,794,771.07	3.74%
2-SE	KENOSHA	\$14,139,794.60	\$15,567,108.80	\$1,427,314.20	10.09%
2-SE	OZAUKEE	\$10,529,679.80	\$9,569,231.51	(\$960,448.29)	-9.12%
2-SE	RACINE	\$12,840,857.34	\$12,901,304.80	\$60,447.46	0.47%
2-SE	WALWORTH	\$11,750,423.26	\$8,790,853.77	(\$2,959,569.49)	-25.19%
2-SE	WASHINGTON	\$10,311,049.16	\$10,103,248.15	(\$207,801.01)	-2.02%
2-SE	WAUKESHA	\$18,180,561.13	\$22,196,350.13	\$4,015,789.00	22.09%
2-SE	REGION TOTAL	\$77,752,365.29	\$79,128,097.16	\$1,375,731.87	1.77%
3-NE	BROWN	\$24,440,488.02	\$26,904,174.46	\$2,463,686.44	10.08%
3-NE	CALUMET	\$6,515,280.27	\$5,370,308.57	(\$1,144,971.70)	-17.57%
3-NE	DOOR	\$10,860,842.92	\$11,490,203.59	\$629,360.67	5.79%
3-NE	FOND DU LAC	\$15,274,663.48	\$17,934,881.40	\$2,660,217.92	17.42%
3-NE	KEWAUNEE	\$6,540,189.36	\$7,711,960.33	\$1,171,770.97	17.92%
3-NE	MANITOWOC	\$10,531,220.66	\$10,265,116.26	(\$266,104.40)	-2.53%
3-NE	MARINETTE	\$9,716,953.56	\$9,708,645.76	(\$8,307.80)	-0.09%
3-NE	OCONTO	\$12,524,087.60	\$13,453,477.45	\$929,389.85	7.42%
3-NE	OUTAGAMIE	\$20,505,393.39	\$20,439,282.90	(\$66,110.49)	-0.32%
3-NE	SHEBOYGAN	\$21,636,982.56	\$24,645,682.97	\$3,008,700.41	13.91%
3-NE	WINNEBAGO	\$16,015,549.76	\$16,120,929.86	\$105,380.10	0.66%
3-NE	REGION TOTAL	\$154,561,651.58	\$164,044,663.55	\$9,483,011.97	6.14%

**Schedule I 5 YEAR TOTAL 2019-2023 Machinery Operations
Summarized by County and Region**

Region	County	Expenditures	Revenues	Revenue in Excess of Expenditures	% of Excess Revenues
4-NC	ADAMS	\$7,011,873.31	\$7,220,466.83	\$208,593.52	2.97%
4-NC	FLORENCE	\$2,434,870.11	\$2,750,893.83	\$316,023.72	12.98%
4-NC	FOREST	\$4,420,036.77	\$5,190,090.30	\$770,053.53	17.42%
4-NC	GREEN LAKE	\$4,606,489.28	\$5,880,878.60	\$1,274,389.32	27.67%
4-NC	IRON	\$3,870,605.89	\$4,147,982.95	\$277,377.06	7.17%
4-NC	LANGLADE	\$7,567,117.49	\$9,175,257.75	\$1,608,140.26	21.25%
4-NC	LINCOLN	\$9,709,237.60	\$10,423,089.61	\$713,852.01	7.35%
4-NC	MARATHON	\$17,783,105.88	\$19,683,377.19	\$1,900,271.31	10.69%
4-NC	MARQUETTE	\$6,642,089.61	\$7,573,325.53	\$931,235.92	14.02%
4-NC	MENOMINEE	\$2,333,564.22	\$2,583,597.41	\$250,033.19	10.71%
4-NC	ONEIDA	\$7,252,139.24	\$7,447,232.72	\$195,093.48	2.69%
4-NC	PORTAGE	\$14,588,697.23	\$16,279,561.23	\$1,690,864.00	11.59%
4-NC	PRICE	\$5,503,308.92	\$5,974,517.07	\$471,208.15	8.56%
4-NC	SHAWANO	\$14,888,020.15	\$15,662,997.09	\$774,976.94	5.21%
4-NC	VILAS	\$6,886,790.29	\$8,015,249.12	\$1,128,458.83	16.39%
4-NC	WAUPACA	\$19,828,345.10	\$20,235,552.09	\$407,206.99	2.05%
4-NC	WAUSHARA	\$7,524,470.01	\$9,852,725.45	\$2,328,255.44	30.94%
4-NC	WOOD	\$10,099,675.78	\$11,932,783.31	\$1,833,107.53	18.15%
4-NC	REGION TOTAL	\$152,950,436.88	\$170,029,578.08	\$17,079,141.20	11.17%
5-NW	ASHLAND	\$4,300,072.55	\$4,623,861.25	\$323,788.70	7.53%
5-NW	BARRON	\$14,084,289.30	\$13,711,521.43	(\$372,767.87)	-2.65%
5-NW	BAYFIELD	\$7,893,989.40	\$7,070,438.25	(\$823,551.15)	-10.43%
5-NW	BUFFALO	\$7,318,007.57	\$8,745,261.44	\$1,427,253.87	19.50%
5-NW	BURNETT	\$5,028,974.34	\$5,745,096.20	\$716,121.86	14.24%
5-NW	CHIPPEWA	\$16,246,063.10	\$19,443,049.86	\$3,196,986.76	19.68%
5-NW	CLARK	\$7,745,708.52	\$8,559,279.32	\$813,570.80	10.50%
5-NW	DOUGLAS	\$12,235,092.27	\$11,406,610.42	(\$828,481.85)	-6.77%
5-NW	DUNN	\$13,345,305.33	\$14,174,764.15	\$829,458.82	6.22%
5-NW	EAU CLAIRE	\$14,486,332.15	\$14,163,089.40	(\$323,242.75)	-2.23%
5-NW	JACKSON	\$8,051,834.81	\$9,293,518.68	\$1,241,683.87	15.42%
5-NW	PEPIN	\$4,950,961.59	\$5,252,409.65	\$301,448.06	6.09%
5-NW	PIERCE	\$12,861,276.84	\$12,989,148.98	\$127,872.14	0.99%
5-NW	POLK	\$9,576,084.74	\$9,245,242.43	(\$330,842.31)	-3.45%
5-NW	RUSK	\$6,173,801.79	\$6,164,378.34	(\$9,423.45)	-0.15%
5-NW	SAWYER	\$2,139,561.29	\$2,186,043.44	\$46,482.15	2.17%
5-NW	ST. CROIX	\$18,045,200.32	\$21,934,074.04	\$3,888,873.72	21.55%
5-NW	TAYLOR	\$7,050,388.03	\$8,122,189.60	\$1,071,801.57	15.20%
5-NW	TREMPEALEAU	\$12,423,215.50	\$13,312,214.30	\$888,998.80	7.16%
5-NW	WASHBURN	\$10,601,524.56	\$9,886,580.59	(\$714,943.97)	-6.74%
5-NW	REGION TOTAL	\$194,557,684.00	\$206,028,771.77	\$11,471,087.77	5.90%
	STATE TOTAL	\$788,491,717.00	\$835,695,460.88	\$47,203,743.88	5.99%

Schedule H					
2023 Machinery Operations					
Summarized by County and Region					
Region	County	Expenditures	Revenues	Revenue in Excess of Expenditures	% of Excess Revenues
1-SW	COLUMBIA	\$3,937,126.26	\$4,924,310.89	\$987,184.63	25.07%
1-SW	CRAWFORD	\$1,737,066.61	\$1,871,813.37	\$134,746.76	7.76%
1-SW	DANE	\$8,127,965.88	\$6,940,487.68	(\$1,187,478.20)	-14.61%
1-SW	DODGE	\$3,388,727.31	\$3,864,042.96	\$475,315.65	14.03%
1-SW	GRANT	\$2,256,667.27	\$2,721,187.42	\$464,520.15	20.58%
1-SW	GREEN	\$2,094,895.07	\$2,405,752.66	\$310,857.59	14.84%
1-SW	IOWA	\$2,182,316.49	\$2,402,461.71	\$220,145.22	10.09%
1-SW	JEFFERSON	\$2,931,641.97	\$3,163,245.65	\$231,603.68	7.90%
1-SW	JUNEAU	\$2,120,813.79	\$2,130,885.55	\$10,071.76	0.47%
1-SW	LA CROSSE	\$3,130,151.21	\$3,498,189.63	\$368,038.42	11.76%
1-SW	LAFAYETTE	\$1,416,937.15	\$1,558,045.86	\$141,108.71	9.96%
1-SW	MONROE	\$2,895,869.45	\$2,682,250.30	(\$213,619.15)	-7.38%
1-SW	RICHLAND	\$1,378,119.55	\$1,554,973.62	\$176,854.07	12.83%
1-SW	ROCK				
1-SW	SAUK	\$2,986,324.94	\$3,047,278.77	\$60,953.83	2.04%
1-SW	VERNON	\$1,600,620.90	\$1,842,492.82	\$241,871.92	15.11%
1-SW	REGION TOTAL	\$42,185,243.85	\$44,607,418.89	\$2,422,175.04	5.74%
2-SE	KENOSHA	\$2,726,465.90	\$3,348,264.70	\$621,798.80	22.81%
2-SE	OZAUKEE	\$2,157,984.70	\$2,033,630.80	(\$124,353.90)	-5.76%
2-SE	RACINE	\$2,874,570.76	\$2,758,448.69	(\$116,122.07)	-4.04%
2-SE	WALWORTH	\$2,770,253.22	\$1,929,154.41	(\$841,098.81)	-30.36%
2-SE	WASHINGTON	\$2,104,493.51	\$2,284,325.81	\$179,832.30	8.55%
2-SE	WAUKESHA	\$3,331,911.56	\$4,753,630.29	\$1,421,718.73	42.67%
2-SE	REGION TOTAL	\$15,965,679.65	\$17,107,454.70	\$1,141,775.05	7.15%
3-NE	BROWN	\$4,692,485.90	\$6,280,764.77	\$1,588,278.87	33.85%
3-NE	CALUMET	\$1,350,100.40	\$1,294,412.49	(\$55,687.91)	-4.12%
3-NE	DOOR	\$2,190,930.85	\$2,338,482.35	\$147,551.50	6.73%
3-NE	FOND DU LAC	\$3,672,302.76	\$4,212,031.80	\$539,729.04	14.70%
3-NE	KEWAUNEE	\$1,411,185.50	\$1,642,205.38	\$231,019.88	16.37%
3-NE	MANITOWOC	\$2,444,894.80	\$2,228,713.73	(\$216,181.07)	-8.84%
3-NE	MARINETTE	\$2,111,720.63	\$2,302,109.42	\$190,388.79	9.02%
3-NE	OCONTO	\$2,723,452.88	\$3,220,171.79	\$496,718.91	18.24%
3-NE	OUTAGAMIE	\$4,633,097.07	\$4,699,306.62	\$66,209.55	1.43%
3-NE	SHEBOYGAN	\$5,009,107.71	\$5,751,367.78	\$742,260.07	14.82%
3-NE	WINNEBAGO	\$3,541,064.68	\$3,757,826.08	\$216,761.40	6.12%
3-NE	REGION TOTAL	\$33,780,343.18	\$37,727,392.21	\$3,947,049.03	11.68%

Schedule H					
2023 Machinery Operations					
Summarized by County and Region					
Region	County	Expenditures	Revenues	Revenue in Excess of Expenditures	% of Excess Revenues
4-NC	ADAMS	\$1,546,150.56	\$1,721,152.40	\$175,001.84	11.32%
4-NC	FLORENCE	\$548,179.04	\$612,383.72	\$64,204.68	11.71%
4-NC	FOREST	\$930,242.71	\$1,156,025.94	\$225,783.23	24.27%
4-NC	GREEN LAKE	\$889,940.03	\$1,338,226.64	\$448,286.61	50.37%
4-NC	IRON	\$803,471.17	\$940,897.13	\$137,425.96	17.10%
4-NC	LANGLADE	\$1,706,417.58	\$2,064,158.98	\$357,741.40	20.96%
4-NC	LINCOLN	\$2,140,560.42	\$2,469,906.65	\$329,346.23	15.39%
4-NC	MARATHON	\$3,586,369.29	\$4,261,364.88	\$674,995.59	18.82%
4-NC	MARQUETTE	\$1,543,537.98	\$1,748,356.59	\$204,818.61	13.27%
4-NC	MENOMINEE	\$330,374.98	\$508,136.77	\$177,761.79	53.81%
4-NC	ONEIDA	\$1,818,936.15	\$1,832,167.19	\$13,231.04	0.73%
4-NC	PORTAGE	\$3,259,511.02	\$3,518,227.49	\$258,716.47	7.94%
4-NC	PRICE	\$1,290,340.83	\$1,474,689.56	\$184,348.73	14.29%
4-NC	SHAWANO	\$3,185,481.66	\$3,582,688.40	\$397,206.74	12.47%
4-NC	VILAS	\$1,504,794.53	\$1,891,251.84	\$386,457.31	25.68%
4-NC	WAUPACA	\$4,138,719.52	\$4,346,075.21	\$207,355.69	5.01%
4-NC	WAUSHARA	\$1,603,159.21	\$2,142,508.69	\$539,349.48	33.64%
4-NC	WOOD	\$2,203,958.05	\$2,906,310.09	\$702,352.04	31.87%
4-NC	REGION TOTAL	\$33,030,144.73	\$38,514,528.17	\$5,484,383.44	16.60%
5-NW	ASHLAND	\$991,217.24	\$1,219,081.48	\$227,864.24	22.99%
5-NW	BARRON	\$3,064,206.40	\$3,097,704.02	\$33,497.62	1.09%
5-NW	BAYFIELD	\$1,777,251.54	\$1,651,714.23	(\$125,537.31)	-7.06%
5-NW	BUFFALO	\$1,768,653.27	\$1,980,551.38	\$211,898.11	11.98%
5-NW	BURNETT	\$1,055,894.38	\$1,334,397.55	\$278,503.17	26.38%
5-NW	CHIPPEWA	\$3,639,714.07	\$4,510,005.40	\$870,291.33	23.91%
5-NW	CLARK	\$1,772,114.39	\$2,135,094.25	\$362,979.86	20.48%
5-NW	DOUGLAS	\$2,441,742.44	\$2,686,150.71	\$244,408.27	10.01%
5-NW	DUNN	\$3,150,814.84	\$3,348,639.35	\$197,824.51	6.28%
5-NW	EAU CLAIRE	\$3,484,141.32	\$3,025,781.74	(\$458,359.58)	-13.16%
5-NW	JACKSON	\$1,710,664.58	\$2,179,885.12	\$469,220.54	27.43%
5-NW	PEPIN	\$1,133,461.38	\$1,226,034.93	\$92,573.55	8.17%
5-NW	PIERCE	\$2,765,197.05	\$3,142,474.69	\$377,277.64	13.64%
5-NW	POLK	\$2,046,447.70	\$2,121,606.83	\$75,159.13	3.67%
5-NW	RUSK	\$1,400,343.71	\$1,394,144.48	(\$6,199.23)	-0.44%
5-NW	SAWYER	\$1,050,872.05	\$997,538.46	(\$53,333.59)	-5.08%
5-NW	ST. CROIX	\$4,001,422.40	\$5,011,532.14	\$1,010,109.74	25.24%
5-NW	TAYLOR	\$1,455,144.57	\$1,706,844.16	\$251,699.59	17.30%
5-NW	TREMPEALEAU	\$2,540,270.50	\$2,921,034.31	\$380,763.81	14.99%
5-NW	WASHBURN	\$2,258,902.54	\$2,346,409.90	\$87,507.36	3.87%
5-NW	REGION TOTAL	\$42,457,604.32	\$47,039,086.67	\$4,581,482.35	10.79%
	STATE TOTAL	\$167,419,015.73	\$184,995,880.64	\$17,576,864.91	10.50%

Rates - Schedule J2 - Administrative Rate Per County
2025 Administrative Rate

County	Net Administrative Costs	Total Maintenance Costs	Administrative %
ADAMS	\$332,848.73	\$7,363,055.06	4.52 %
ASHLAND	\$132,538.99	\$2,083,820.25	6.36 %
BARRON	\$372,217.73	\$12,659,585.23	2.94 %
BAYFIELD	\$351,260.54	\$6,955,207.92	5.05 %
BROWN	\$891,502.16	\$21,998,499.47	4.05 %
BUFFALO	\$270,147.75	\$7,601,529.16	3.55 %
BURNETT	\$285,875.82	\$6,319,146.86	4.52 %
CALUMET	\$337,873.18	\$6,359,780.50	5.31 %
CHIPPEWA	\$559,208.69	\$21,709,619.18	2.58 %
CLARK	\$352,782.24	\$9,050,584.49	3.90 %
COLUMBIA	\$535,746.94	\$15,848,685.78	3.38 %
CRAWFORD	\$391,138.17	\$6,393,238.88	6.12 %
DANE	\$818,616.00	\$41,288,046.00	1.98 %
DODGE	\$740,426.00	\$10,141,807.97	7.30 %
DOOR	\$363,916.18	\$9,759,455.91	3.73 %
DOUGLAS	\$543,507.00	\$9,979,409.00	5.45 %
DUNN	\$465,845.01	\$13,274,682.78	3.51 %
EAU CLAIRE	\$876,984.02	\$14,154,958.23	6.20 %
FLORENCE	\$143,479.78	\$1,453,193.04	9.87 %
FOND DU LAC	\$768,176.11	\$17,055,286.68	4.50 %
FOREST	\$232,016.13	\$2,905,349.49	7.99 %
GRANT	\$311,214.90	\$10,698,600.99	2.91 %
GREEN	\$520,433.64	\$11,148,274.00	4.67 %
GREEN LAKE	\$233,663.89	\$5,552,208.66	4.21 %
IOWA	\$383,527.56	\$10,257,199.16	3.74 %
IRON	\$194,697.00	\$2,848,682.49	6.83 %
JACKSON	\$362,253.25	\$6,896,856.94	5.25 %
JEFFERSON	\$582,534.75	\$12,897,914.15	4.52 %
JUNEAU	\$570,974.75	\$6,321,641.39	9.03 %
KENOSHA	\$919,370.44	\$23,041,138.00	3.99 %
KEWAUNEE	\$473,695.20	\$5,253,154.57	9.02 %
LA CROSSE	\$785,520.74	\$16,054,141.50	4.89 %
LAFAYETTE	\$377,129.14	\$6,970,208.55	5.41 %
LANGLADE	\$329,581.11	\$5,749,162.48	5.73 %
LINCOLN	\$332,338.85	\$7,681,407.23	4.33 %
MANITOWOC	\$540,845.22	\$10,343,441.08	5.23 %
MARATHON	\$534,832.62	\$22,184,342.00	2.41 %
MARINETTE	\$358,165.44	\$7,513,750.26	4.77 %
MARQUETTE	\$369,022.53	\$5,511,939.43	6.69 %
MENOMINEE	\$201,052.67	\$1,236,130.27	16.26 %
MONROE	\$350,566.56	\$12,582,109.95	2.79 %
OCONTO	\$426,559.45	\$10,785,598.24	3.95 %

Rates - Schedule J2 - Administrative Rate Per County
2025 Administrative Rate

County	Net Administrative Costs	Total Maintenance Costs	Administrative %
ONEIDA	\$383,036.83	\$6,293,028.59	6.09 %
OUTAGAMIE	\$685,280.86	\$25,603,283.83	2.68 %
OZAUKEE	\$387,676.66	\$7,580,146.08	5.11 %
PEPIN	\$111,994.22	\$4,350,351.48	2.57 %
PIERCE	\$420,674.69	\$8,355,861.82	5.03 %
POLK	\$491,521.16	\$12,240,620.18	4.02 %
PORTAGE	\$456,688.10	\$19,127,116.20	2.39 %
PRICE	\$325,233.81	\$7,571,351.41	4.30 %
RACINE	\$603,867.82	\$8,087,493.63	7.47 %
RICHLAND	\$382,594.78	\$5,718,338.30	6.69 %
ROCK	\$1,170,036.40	\$16,401,912.32	7.13 %
RUSK	\$280,873.75	\$4,536,100.74	6.19 %
SAUK	\$650,949.28	\$9,081,809.67	7.17 %
SAWYER	\$171,683.21	\$4,972,660.55	3.45 %
SHAWANO	\$613,280.97	\$11,922,151.83	5.14 %
SHEBOYGAN	\$998,879.15	\$23,037,122.82	4.34 %
ST. CROIX	\$907,325.99	\$20,273,299.69	4.48 %
TAYLOR	\$275,817.04	\$6,558,201.07	4.21 %
TREMPEALEAU	\$469,284.43	\$11,521,526.47	4.07 %
VERNON	\$236,183.50	\$7,852,195.81	3.01 %
VILAS	\$322,800.92	\$3,827,148.51	8.43 %
WALWORTH	\$421,499.22	\$5,950,640.86	7.08 %
WASHBURN	\$455,989.77	\$9,009,864.17	5.06 %
WASHINGTON	\$639,420.84	\$10,874,654.46	5.88 %
WAUKESHA	\$808,237.96	\$13,711,061.28	5.89 %
WAUPACA	\$456,078.34	\$16,021,006.03	2.85 %
WAUSHARA	\$311,413.41	\$7,892,613.96	3.95 %
WINNEBAGO	\$501,996.35	\$15,730,591.80	3.19 %
WOOD	\$411,136.32	\$12,741,466.17	3.23 %
TOTAL	\$33,275,542.66	\$762,726,462.95	4.36 %

Craig Hardy

From: Max Blackbourn <max.blackbourn@lafayettecountywi.org>
Sent: Monday, July 29, 2024 1:33 PM
To: rtorkelson@greencountywi.org; lkranig@greencountywi.org;
wburchard@greencountywi.org; Jeff Berget; Donna Flannery; Mark Pinch; Luke McGuire;
Craig Hardy
Subject: FYI -- Pecatonica State Trail Bridges
Importance: High

Commission members,

Please use this as an FYI to why we will need to start looking at bridge inspections and bridge maintenance much more closely before an easy fix becomes too late. Bridges are VERY expensive to repair, let alone replace. Luckily on the Pecatonica State Trail we don't necessarily have to keep railroad bridges if we don't want to. Although on the cheese trail, my understanding is we do and up to railroad standard, but I haven't approached this topic with PRTC/legal counsel as of yet.

Sincerely,

Max Blackbourn

Conservation Technician | County & Tri-County Trails Coordinator
Land Conservation and Planning & Zoning Dept.
700 Main Street Darlington, WI 53530
office - (608) 776-3836 | desk/cell phone - (608) 776-4893
max.blackbourn@lafayettecountywi.org



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From: Rigelman, Sara E - DNR <sara.rigelman@wisconsin.gov>
Sent: Friday, July 26, 2024 9:56 AM
To: Max Blackbourn <max.blackbourn@lafayettecountywi.org>
Subject: Pecatonica State Trail Bridges

Hi Max,

I reviewed with our bridge engineer the four bridges that you and I looked at and noted during our trail inspection. Below are my notes from my meeting with her. Let's discuss more next week when we meet. Thanks!

Bridge #72 (DNR #33-05)

- Recommended full replacement and to increase length from 42' to 50' long and 10' wide to 12' wide
- Cost est. \$240,000 using \$400/sq ft unit cost based on recent costs for DNR trail bridge replacements

Bridge #59 (DNR #33-18)

- Recommended replacement or repair (would need to make a decision on this one in terms of how much we'd want to spend)

- Repairs would consist of replacing timber abutments with concrete abutments and repaint steel structure. Estimated cost: \$240,000 for abutments (includes cost for approaches) and \$150,000 to re-paint metal structure. She said that the repainting probably isn't absolutely necessary as it looks like the old metal structure is holding up well.
- Estimated replacement cost (for 90' long, 12' wide bridge): \$432,000

Bridge #52 (DNR #33-25)

- Lower priority
- Repairs would include new concrete spalls and filling cracks with epoxy in all abutments

Bridge #61 (DNR #33-16)

- A bridge inspection was done in 2024. I have a copy now and will bring it when we meet next week (file size over 27 MB). I'll try to get them all onto a flash drive for you still.
- Lower priority
- Repairs would include replacing pile caps
- 2 piles are deteriorating, she said that if you have 3 good piles, it's usually structurally sound and is okay. Said more testing should be done on the remaining piles to determine if any/how many may need to be replaced.

Other take-aways:

- Will need to look at construction access. If equipment needs to go over other bridges to get to bridges for doing replacement or repairs, those bridges that are crossed should be repaired if repairs are needed as part of project scope. Are they wide enough for large equipment?

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Sara Rigelman

Pronouns: she/her/hers

Recreation Liaison – Bureau of Parks and Recreation Management

Wisconsin Department of Natural Resources

Fitchburg Service Center

3911 Fish Hatchery Rd.

Fitchburg, WI 53711

Phone: 608-572-5007

Sara.Rigelman@wisconsin.gov



dnr.wi.gov



Structure Inspection

Cheese Country Trail Unnamed Bridge



Colin Olson, P.E.

Bridge Inspector No. 9770

Recommended Maintenance

- Replace deteriorated deck boards.
- Spot clean and paint girders.
- Place gravel at approaches to fill in low areas.
- Clean out edge of deck to allow drainage off bridge.
- Cut brush around bridge to expose signs.
- Switch signs around so that they are consistently sized on each side.

Structure NBI Ratings

Deck – 5

Superstructure – 7

Substructure – Unable to Inspect

NBI Bridge Rating Scale

9 - Excellent condition

8 - Very good condition, with no problems noted

7 - Good condition, with some minor problems

6 - Satisfactory condition, with some minor deterioration in structural elements

5 - Fair condition, with all primary structural elements sound but possibly minor cracking, corrosion, chipping, or scour

4 - Poor condition, with advanced corrosion, deterioration, cracking, or chipping, and significant erosion of concrete bridge piers

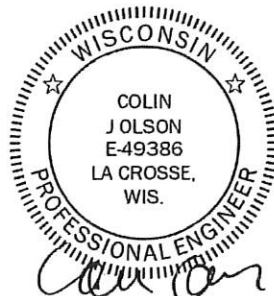
2 - Critical condition, with advanced deterioration of the deck, superstructure, or substructure, and possibly cracks in steel or concrete

1 – “imminent” failure condition – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but with corrective action may be put back in light service.

0 – Failed condition – out of service – beyond corrective action

Structure Inspection

Cheese Country Trail Bridge # 1



Colin Olson, P.E.

Bridge Inspector No. 9770

Timber Pile

Piles not visible but possibly felt at south abutment. Pier and North abutment piles are fully buried.

Slope Protection

No slope protection visible. Upstream waterway is laterally migrating to the south; starting to move behind south abutment.

Roadway Approaches

Settlement in wheel paths on both approaches. Hole from a washout under the abutment in NE wheel path.

Recommended Maintenance

- Place gravel at approaches to fill in low areas.
- Clean out edge of deck to allow drainage off bridge.
- Consider placing riprap along southeast streambank to stop stream migration.
- Repair undermining at south abutment and consider installing riprap.
- Repair pothole in north approach.
- Cut brush around bridge to expose signs.
- Straighten out signs.

Structure NBI Ratings

Deck – 6

Superstructure – 6

Substructure - 7

NBI Bridge Rating Scale

9 - Excellent condition

8 - Very good condition, with no problems noted

7 - Good condition, with some minor problems

6 - Satisfactory condition, with some minor deterioration in structural elements

5 - Fair condition, with all primary structural elements sound but possibly minor cracking, corrosion, chipping, or scour

4 - Poor condition, with advanced corrosion, deterioration, cracking, or chipping, and significant erosion of concrete bridge piers

2 - Critical condition, with advanced deterioration of the deck, superstructure, or substructure, and possibly cracks in steel or concrete

1 – “imminent” failure condition – major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but with corrective action may be put back in light service.

0 – Failed condition – out of service – beyond corrective action

Craig Hardy

From: Brooks, Amy M - DOT <Amy.Brooks@dot.wi.gov>
Sent: Thursday, November 21, 2024 3:14 PM
To: Craig Hardy; Neil Wenger
Cc: Kaiser, Peter T - DOT; Franks, Randy L - DOT; Katzner, Steven - DOT; Vydrazil, Richard - DOT; Brooks, Julie - DOT
Subject: Iowa County 2025 RMA and PBM Projects

To Craig Hardy, Iowa County Highway Commissioner:

WisDOT has established Calendar Year (CY) 2025 Routine Maintenance Agreement (RMA) budgets. Funding levels for the 2025 RMA contracts are remaining steady as compared to Calendar Year (CY) 2024 as identified in the current biennium budget. This was outlined in the memo you received from the Bureau of Highway Maintenance Director on September 20th. Additionally, the Bureau of Highway Maintenance is issuing a one-time Supplemental Discretionary Maintenance Agreement (DMA) for (CY) 2025 as outlined in the memo received on October 29th.

The intent of this note is to seek feedback on developing cost constrained work plans for CY 2025. Please see below for a listing of projects that you could expect to see under the various contracting methods in CY 2025. Performance Based Maintenance (PBM) projects will be selected by the region and submitted as early as practical in CY 2025. Additional funding may become available offering the opportunity for additional discretionary spending to be identified by WisDOT. Consistent with past directives, timely invoice submittal is critical to be able to make timely decisions on availability of additional funds through the calendar year. Your feedback is requested, and a vital part of the process, as the region finalizes 2025 Work Plans to meet priorities and budget expectations.

The region will continue to make a concerted effort prioritizing early life rout & seal needs for the State Highway System within your county; which is consistent with the Highway Maintenance Manual, Chapter 4, Section 5, Subject 1, (HMM 04-05-01). This prioritization may be reflected in our CY 2025 work plan once finalized in the spring.

RMA Budget

2024	\$1,708,500
2025	\$1,708,500

Supplemental DMA

2025	\$ 59,400
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RMA Roadway Work

The 2025 workplan will be finalized after winter operations have concluded in the Spring. Many of these work activities require environmental coordination with internal and external agencies.

PBM/DMA

Potential discretionary (PBM/DMA) projects for 2025 are listed below. 2025 projects will be selected based on available funding and system needs for each county in the Southwest Region. Early Life Rout and Seal's, consistent with HMM 04-05-01, will continue to be a priority. Performance Based Maintenance projects will be submitted through the MPM system as early as practical in CY 2025. Additional funding may become available, which would offer the opportunity for additional discretionary projects.

- Projected Rout and Seal Needs
 - **USH 018 - USH 151 TO E COUNTY LINE**
- Restorative/Late Life Pavement Maintenance Needs

- **STH 80 – Seal Coat (STH-133 to WCL)**
- **STH 133 – Seal Coat (STH-80 to STH-130)**
- **USH 151 – Concrete Patch (Dodgeville to SCL)**
- **STH 39 - Asphalt Patch (CTH-F to ECL)**
- **USH 151 – Asphalt Patch (Exit 37 NB Ramp)**

Structure Work

Continual emphasis will be placed on completing structure work plans. Many of these work activities require environmental coordination with internal and external agencies.

As we have done in the past, a prioritized and detailed work list of routine structure maintenance items will be provided by BOS and WisDOT staff in the spring of the year. These projects will be prioritized based on need and available funding in the work planning process.

The following is a list of bridge work that could be listed in the 2025 RMA contract or separate PBM/DMA funds.

- **Deck Sealing of 11 Bridges**
- **C Structure cleaning or repair**

Conclusion

If there are other projects that should be considered in the final 2025 work plan, please reply back to this note with any feedback you may have.

Final discretionary projects will be selected by the region based on budgetary constraints and timelines noted above to meet system priorities. Environmental Coordination will be considered as we develop 2025 work plans. Region team members will meet individually with each county to finalize a resource and cost constrained work plan early in the Calendar Year. This plan will be a living document to be used throughout the year to meet budget and resource expectations.

Thank you for your time and consideration. We look forward to another year of collaboration and excellent service maintaining WisDOT roadways.

Sincerely,



Amy Brooks, P.E.

Highway Maintenance Supervisor - Madison

SW System Operations Section

Wisconsin Department of Transportation

(608) 246-5396 office

amy.brooks@dot.wi.gov

wisconsindot.gov





Public Service Commission of Wisconsin

Summer Strand, Chairperson
Kristy Nieto, Commissioner
Marcus Hawkins, Commissioner

4822 Madison Yards Way
P.O. Box 7854
Madison, WI 53707-7854

November 21, 2024

Re: Application of Badger Hollow Wind Farm LLC for a Certificate of Public Convenience and Necessity to Construct a Wind Electric Generation Facility Capable of Generating Up to 118 MW, a Collector Substation, and a 345 kV Generator Tie Line in the Towns of Clifton, Eden, Linden, Mifflin, and Wingville in Iowa and Grant Counties, Wisconsin 9827-CE-100

To the Person Addressed,

The Public Service Commission of Wisconsin (Commission) received an application from Badger Hollow Wind Farm LLC (Badger Hollow Wind) for the construction of a new wind electric generation facility and associated facilities in the Towns of Clifton, Eden, Linden, Mifflin, and Wingville in Iowa and Grant Counties, Wisconsin. The proposed project would construct up to 19 wind turbines with a total capacity of 118 MW. Badger Hollow Wind has identified 19 primary turbine sites and 6 alternative turbine sites. The turbines would be located in a project area of approximately 15,704 acres, of which the leased acreage for the project makes up 13,261 acres. Approximately 570 acres of temporary ground disturbance impacts are expected during construction of the project, and approximately 28 acres would host the long-term operational facilities of the proposed project.

The Commission is sending this letter to property owners near the proposed wind facility site or associated facilities, as well as individuals who have asked to be placed on our mailing list or have expressed interest in the project. This letter is also being sent to public officials in the project area. If you are a municipal clerk and receive this letter, please post it in a location where it can be viewed by the public.

Commission and Wisconsin Department of Natural Resources (WDNR) staff are now analyzing the application and conducting a review of the environmental impacts of the proposed project. As part of this effort, the agencies are requesting comments from the public to help the state agencies determine the potential impacts associated with the project and the scope of the environmental assessment (EA). The agencies encourage persons with local information or environmental concerns to provide comments.

Comments on the scope of the EA can be submitted:

1. By letter addressed to the environmental assessment coordinator for the docket (see contacts at the end of this letter); or



00204 000177

2. Through the Commission's website at <https://psc.wi.gov> where you can click "file a comment" on the lower left-hand side of the page, then locate docket 9827-CE-100.

The deadline for submitting environmental review scoping comments is Friday, December 20, 2024.

Please note that comments will be made available to the public via the Commission's Electronic Records Filing System. Personal identifying information is not edited or deleted from submissions.

There will be additional public comment periods throughout the review process, including comments on the preliminary determination of the EA, and comments submitted as part of the public hearing.

Comments for the EA scoping are most effective when they discuss:

- Any potential human and environmental impacts of the proposed wind generation project; or
- Any specific actions or changes to the proposed project that might minimize or mitigate the potential impacts of the project.

Project Description

Badger Hollow Wind is proposing construction of a new wind electric generation facility for 118 MW of alternating current (AC) power. The project would be located within an approximately 15,704-acre area of land in the towns of Clifton, Eden, Linden, Mifflin, and Wingville in Iowa and Grant Counties, Wisconsin. The project area is comprised predominantly of agricultural land. Approximately 28 acres of land would host the long-term operational facilities of the project. Major components of the project include up to 19 wind turbines, approximately 44 miles of underground 34.5 kilovolt (kV) collector circuits, a 34.5 kV to 345 kV collector substation, an approximately 0.26-mile 345 kV gen-tie transmission line to connect to the existing 345 kV Hill Valley Substation, up to two meteorological towers, up to two aircraft detection lighting system towers, access roads, temporary laydown yards, and an operation and maintenance (O&M) building. The project proposal includes a total of 25 turbine locations, with 19 proposed wind turbine locations and six alternative wind turbine locations. The turbine unit consists of a generator housing located atop a tubular steel tower up to 119 meters tall and a three-bladed turbine. The turbine blade tips would reach up to 200 meters above the ground. Total height will depend upon the model of turbine selected. Wind turbine locations can be identified by their identification number, as seen in the attached map.

State and Federal Agency Jurisdiction

The proposed project requires a Certificate of Public Convenience and Necessity (CPCN) from the Commission before construction can begin. Based on the record of analysis of potential environmental and societal impacts, the Commission will decide whether to approve, modify, or

deny the applicant's proposal. DNR will consider the application for wetland and waterway permits, if applicable under Wis. Stat. ch. 30, potential impacts to rare species, and other affected resources under its jurisdiction. Other reviews, approvals, or permits may be necessary from local, state, or federal entities.

Environmental Assessment

This is a Type II action under Wis. Admin. Code § PSC 4.10(2). The Commission will prepare an EA for this project jointly with DNR that will evaluate the location of the project and its potential environmental, community, and private property impacts. There will be a preliminary determination when the EA is complete that will determine whether the preparation of an EIS is necessary. Comments on this preliminary determination will be accepted and considered before a final determination is made. At the time of the preliminary determination, the Commission shall make copies of the EA available to those persons that request it.

Public Hearings and Commission Decision

The Commission intends to hold technical and public hearings (date and times have not yet been determined) on the proposed project. At least 30 days before the hearings, the Commission will issue a Notice of Hearing (Notice) for this proposed project and notify the local news media. The Notice will include the time, date, and location of the hearings, as well as instructions regarding how to provide testimony for the hearing record. If you have any concerns about the project, you should attend the hearing to make the Commission aware of your concerns. People can speak and submit comments about the project at the hearing. The Commission must base its decisions about the project, in part, on the record of the hearing. The Commission will discuss the record for this project at a meeting open to the public where it will make its decision on the project.

Additional opportunities for public participation include the opportunity to comment on the preliminary determination on the need to prepare an EIS for the project, and the public hearing comment period. Notification for the preliminary determination will be sent to the mailing list for this project and you can be added to this mailing list by contacting the Environmental Assessment Coordinator for this project listed below under project contacts.

For more information on becoming involved in the Commission review of construction cases, please visit our [public participation page](#) or contact one of the project contacts listed below.

Information and Contacts

To review project application materials and additional related documents

- Public Service Commission website (<https://psc.wi.gov>) under the docket's "E-Services" tab, docket search number 9827-CE-100.
- Also on the Public Service Commission website, type "Badger Hollow Wind Project" in the search field to navigate to the project-specific webpage.
- An interactive web-map of the project is available via the project-specific webpage.



Contacts

- PSC Docket Coordinator
Ava Wales
(608) 261-8544
ava.wales@wisconsin.gov
P.O. Box 7854, Madison, WI 53707-7854
- PSC Environmental Assessment Coordinator
Olivia Poelmann
(608) 266-5528
olivia.poelmann@wisconsin.gov
P.O. Box 7854, Madison, WI 53707-7854
- DNR Contact
Weston Matthews
(608) 228-9164
weston.matthews@wisconsin.gov
- PSC Media Contact
Meghan Sovey
608-267-3871
meghan.ovey1@wisconsin.gov

Sincerely,

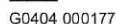
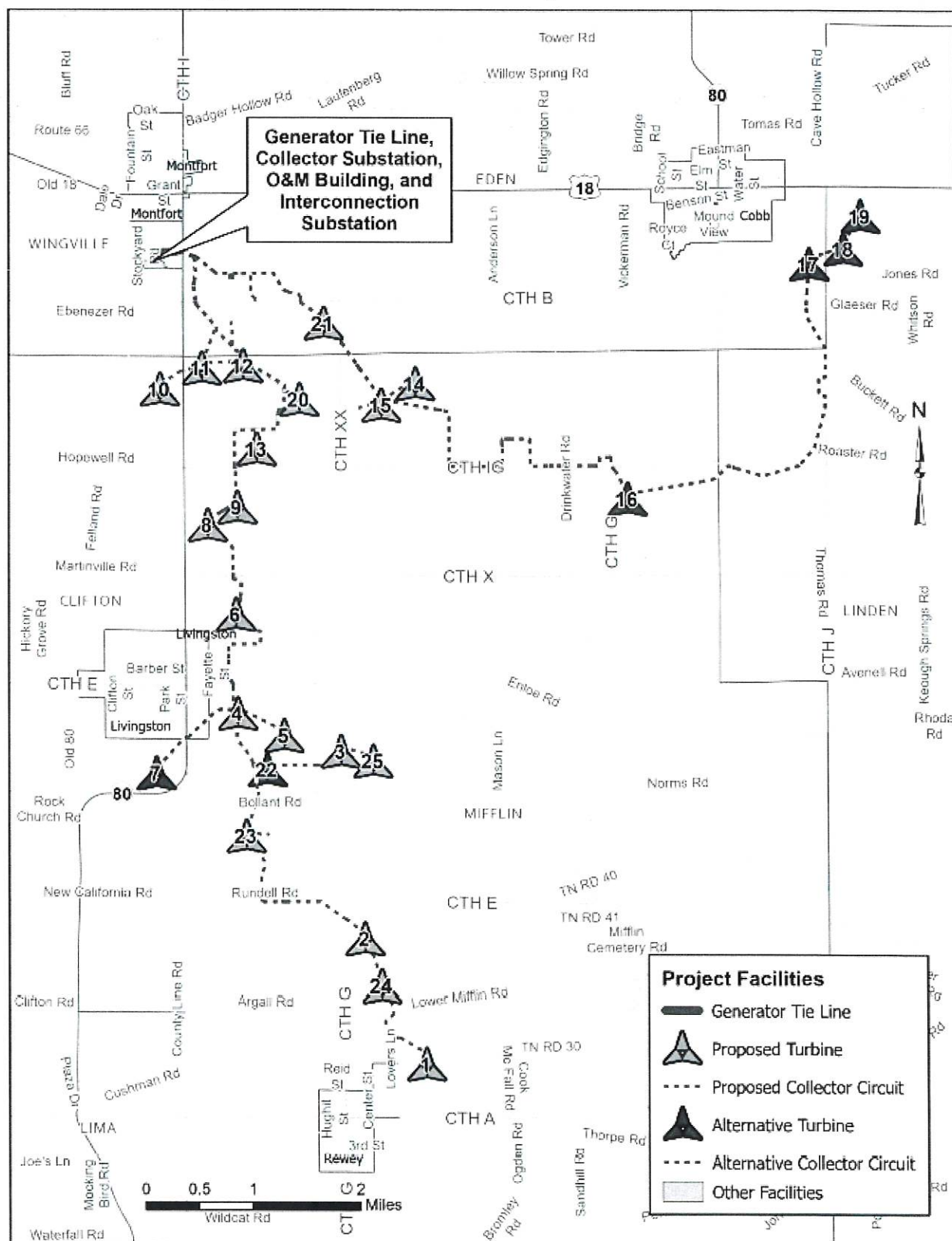
/s/ Olivia Poelmann

Environmental Analyst and Review Specialist – Adv.
Division of Digital Access, Consumer, and Environmental Affairs

OP:bs DL:02038468

Attachment: Project Map

Badger Hollow Wind Project 9827-CE-100



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