



Public Works Committee
Monday August 6, 2017 – 6:00 pm
Highway Department Conference Room
1215 N. Bequette 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.
2	Roll Call.
3	Approve the agenda for this Monday August 6, 2018 meeting.
4	Approve the minutes of the Monday July 9, 2018 meeting.
5	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.
6	Draft Resolution for Designating Internet Sales Tax Collection funds for a Local Road Improvement Program.
7	Wisconsin County Highway Association / Wisconsin Department of Transportation Memorandum of Understanding with regards to the Replace-In-Kind Bridge Program Policy - CTH II Bridge costs.
8	CTH F Right of Way Plat and Relocation Order for the new intersection with STH 78 near Blanchardville.
9	CTH BB/HHH Interchange at Ridgeway and Jurisdictional Transfers map review
10	STH 191 Construction Detour route CTH Z – CTH YZ – STH 23
11	Machinery Management Committee Agenda and reimbursement policy changes being discussed: A. Salt Brine Reimbursement Policy B. Winter Availability Rates Policy – 1000WT C. Salt Storage Reimbursement Policy D. 2% Error Factor for Standard Equipment Rates
12	Highway Commissioner's Report: A. 2017 Financial Report – 2017 Trial Balance and Highway Fund Balance Sheet B. 2018 2 nd Quarter Financial Report C. STH 14 Cold Storage Building Project awards D. Gas main utility expansion project along CTH F – Blanchardville to Hollandale E. ATV-UTV Route maps by Southwest Wisconsin Regional Planning F. Highway Department Historical Records clean-up project
13	Set date and time for next meeting and Adjournment.

Posting verified by the County Clerk's Office: Date: Initials:



UNAPPROVED MINUTES
Public Works Committee
Monday, July 09, 2018
Health & Human Services Center – Community Room
303 W Chapel Street
Dodgeville, Wisconsin

**Iowa
County
Wisconsin**

1	The meeting was called to order by Dave Gollon at 6:00 pm.
2	- Roll Call. Members present: Gollon, Butteris, Storti, Masters. - Leix arrived at 6:02 pm; Meyers excused at 7:30 pm. - Others Present: Sup. Meyers, Commissioner Hardy, Administrator Bierke, Sup. Deal, Operations Manager Sudmeier, Jessica Munson
3 & 4	Sup. Storti moved to approve the agenda for the July 9th meeting, as well as the minutes of the May 31, 2018 meeting. Sup. Butteris seconded the motion. Motion carried unanimously.
5	Sup. Masters questioned the status of repairs on CTH K. Commissioner Hardy stated a memo addressing the issue was sent out, the measures identified in the memo are being carried out, and sealcoating will be done on the road in August.
6	Tri –county Airport – Steve Deal A. Sup. Deal gave an update on the condition of the Lone Rock Airport. The buildings and grounds are deteriorating and need maintenance work. The airport is in need of a long term capital plan to address/manage the buildings and grounds. Sup. Deal would like one of the three counties involved to step up to help create the capital plan as well as to apply for grants available to help with funding. B. Sup. Deal is asking for financial backing to address the aforementioned buildings and grounds expenses with a stipulation to update the long term capital plan and budget. Deal questioned if Iowa County would make a contribution. Lengthy discussion followed, debating the merits of retaining interest in the airport versus ceasing all involvement. Discussion of property tax/sales benefits to Sauk County as well as project history. C. Committee reviewed and discussed actions of prior committees from February of 2018 and October of 2017. Commissioner Hardy detailed improvements made to the Tri-county airport to date, Iowa County's financial share of those updates, and payback value and assurance funds. There was also discussion of hangar agreements and the associated liability. Motion by Masters to research the financial implications of ceasing all involvement in the Tri-county Airport, and for Corporation Counsel and Highway Commissioner discuss the implications of Iowa County involvement or no involvement with Richland and Sauk counties. Motion seconded by Storti. Passed by unanimous consent.
7	Wisconsin River Rail Transit Commission 2019 Budget Request - Mark Storti Sup. Storti brought forth a request from the Wisconsin River Rail Transit Commission (WRRTC) to increase the funding provided to them by Iowa County from \$28,000 to \$30,000 annually. The \$2,000 increase would be earmarked for capital projects, in particular down payment of the WisDOT loan for

	the removal of the Sauk County bridge. Discussion ensued regarding the removal of the Sauk County Bridge. Chairman Gollon advised the Sauk County Bridge was removed and the request for increased funding should have been made prior to beginning the project. Commissioner Hardy detailed Iowa County's involvement with WRRTC, stating Iowa County's last contract with WRRTC was signed in the 1980's. In the contract, there are five charter county members listed. Iowa County does not have a full listing of current county members, assets held through the WRRTC, or a capital plan. Sup. Storti feels strongly that Iowa County should provide additional funding based on the economic impact of the rail running through Iowa County. There are 28 miles of railroad in Iowa County. The rail also keeps heavy trucks off the roads, which leads to less road damage throughout the county. Motion by Masters to request list of county assets, an infra-structure capital plan from the railroad, user agreements, and future capital plan from WRRTC prior to voting on increasing funding. Seconded by Butteris. Motion carried unanimously.
8	Commissioner Hardy brought to the board's attention that the WCA is asking counties, towns, and villages to reaffirm the resolution for the Just-Fix-It campaign. No committee action to be taken as resolution was approved by Iowa County previously. Committee requested the Commissioner resend the prior resolution to the WCA for their records. And, to send a copy of the resolution to Rep Novak, Sen Marklein, and Sen Tranel's offices.
9	Commissioner's report. Discussion of the following topics: A. Commissioner Hardy reviewed the County Utility Accommodation Policy and the permitting process on county highways. The policy sets the standard that an application is needed to utilize the right of way. If the application is denied, appeals can be made to the DOT or Public Service Commission. Utility companies have a right to utilize public rights of way thru statutory provisions. The Accommodation Policy provides the county some ability to address certain concerns with projects. B. Change Management and the Surface Transportation Program – Bridge (STP-Bridge); CTH G Bridge Replacement. Commissioner Hardy explained STP is a state and federal program (80/20 Federal/State). Due to the Replace in Kind STP-bridge program policy change, the county will be losing the state funding for the work to the bridge approach on CTH G. Currently working through the state to accommodate the 20% cost share on this bridge (\$100,000). By not including bridge approaches in the project, the county share will jump to approximately 47%. C. Commissioner Hardy discussed the WCHA (Wisconsin County Highway Association) legislative papers and the requested action the WCHA would like to take to improve work zone safety. The proposed changes would require drivers' education to include 30 minutes on work zone related hazards, implement speed zone enforcement, and allow flagger's the right to report vehicle violations to law enforcement for ticketing. D. The UW-Transportation Information Center is looking for 10 volunteers to create a local road safety plan. Iowa County has volunteered for this opportunity. The 2017 federal program MAP-21 adoption set some guideline requirements related to safety for the use of federal funding. E. Wisconsin Department of Transportation quarterly Surface Transportation Improvement Program Iowa County project listing was provided for the board to read through. F. Salt contract for 2018-219 was awarded. Salt will cost \$69.28 per ton.

	G. WK Construction was awarded the Pulverization contract for CTH E. Iverson was awarded the contract for the asphalt. Trucking asphalt from Platteville could add cost to the project.
10	The next meeting to be held on Monday, August 6th at 6:00 P.M.
11	Motion to adjourn by Butteris, second by Storti. Meeting adjourned at 7:37 P.M.
Minutes by Jessica Munson.	

DRAFT

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**DRAFT - Local Transportation Improvement Funding Resolution for Use
of Previously Uncollected Internet Sales Tax Revenues**

WHEREAS, previously internet sales made by a company out of the state were not required to report, collect, or provide sales tax to the State of Wisconsin or local governments; and

WHEREAS, the Supreme Court ruled in the South Dakota versus Wayfair decision the physical presence standard is not required for the collection of certain internet sales taxes; and

WHEREAS, it is estimated the collection of internet sales tax on purchases made in Wisconsin will net approximately 120 million in previously uncollected funds; and

WHEREAS, local government in Wisconsin is responsible for about 90% of the road miles in the state; and

WHEREAS, Wisconsin's diverse economy is dependent upon access to the last mile, which includes county and town roads as well as city and village street systems across the state; and

WHEREAS, according to "Filling Potholes: A New Look at Funding Local Transportation in Wisconsin," commissioned by the Local Government Institute of Wisconsin (LGI) the condition of Wisconsin's highways is now in the bottom third of the country; and

WHEREAS, state funding for local roads in Wisconsin has failed to keep up with costs over the past several decades which has adversely affected local transportation finances. According to "Filling Potholes," municipal transportation spending has declined from \$275 per capita in 2000 to \$227 in 2012; and

WHEREAS, in Iowa County 18% of the rural (County and Township) system bridges are load posted and it is estimated another 25% of all roadway culverts are in a state of eminent failure being in a need of replacement; and

WHEREAS, Iowa County performs pavement replacement at a ratio of one mile once every 120 years and has a current backlog of 52.2 miles of highway in need of improvements which exceeds \$38 million estimated in 2016 dollars; and

WHEREAS, levy limits do not allow local government to make up for the deterioration of state funding; and

WHEREAS, Iowa County has adopted other methods to generate funding to assist with projects such as a local vehicle registration fee tax which collects at the rate of \$20 per vehicle and provides \$400,000/year; the amount collected funds less than 50 percent of the current improvement program which is less than half of what the annual system needs are; and

WHEREAS, Wisconsin's over-reliance on borrowing eats away at the state's segregated funding sources — the state gas tax and vehicle registration fees — which increasingly pay debt service rather than fund transportation needs; and

WHEREAS, safety is a primary concern and responsibility of local governments across Wisconsin. Unfortunately, according to TRIP, a national non-profit transportation research group, Wisconsin had 347 non-interstate, rural road fatalities in 2013; and

WHEREAS, from a competitive standpoint Wisconsin motorists overall pay significantly less than any of our neighbors when you combine the annual cost of the state gas tax and vehicle registration fees; and

WHEREAS, the Transportation Finance and Policy Commission, appointed by the Governor and Legislature clearly found that if Wisconsin does not adjust its user fees, the condition of both our state and local roads will deteriorate significantly over the next decade.

NOW, THEREFORE, BE IT RESOLVED by the Iowa County Board of Supervisors to urge the Governor and Legislature to provide alternative funding mechanisms **for improving the condition of our rural road network and agree upon a sustainable solution which includes the use of previously uncollected internet sales taxes to be utilized to create and provide for a local road improvement fund** which designates dollars to local government for pavement replacement / construction improvement projects on their systems to provide a source for sustainable funding for rural roads. Furthermore, the County Board of Supervisors directs the Clerk to send a copy of this resolution to the Wisconsin County Highways Association, the Governor of the State, and the legislators for the districts within Iowa County.

Respectfully Submitted by the Iowa County Public Works Committee.

Adopted by the Iowa County Board of Supervisors at its' regular meeting held on the _____ day of _____; 2018.

Memorandum of Understanding

between

Wisconsin Department of Transportation and Wisconsin County Highway Association

The Wisconsin Department of Transportation ("WisDOT") and the Wisconsin County Highway Association ("WCHA") enter into this Memorandum of Understanding for the purpose of documenting their general agreement on certain matters of mutual interest.

RECITALS

WHEREAS Wis. Stat. § 84.18 requires WisDOT to administer a Local Bridge Program which provides funds to Local Public Agencies ("LPA") for the reconstruction or rehabilitation of local bridges, and WisDOT has revised its oversight model and developed criteria for evaluation of these projects with goal in mind of maximizing the number of local bridges that can be reconstructed and rehabilitated using current funding levels while maintaining a program that recognizes the safety and operational needs of the LPA serviced by the bridges;

WHEREAS WisDOT in an effort to reduce redundancy of costly oversight for the design and construction of these projects will grant additional oversight responsibilities to LPAs while maintaining WisDOT's critical duties of ensuring safety and efficiency, responsible management of state funds, and its statutory responsibility to execute all construction contracts and supervise all matters pertaining to construction of these projects;

WHEREAS in recognition of WisDOT's efforts to minimize oversight costs and provide LPAs with greater flexibility in design, construction, and budget decisions, WCHA acknowledges and, as the representative of the county highway association members, agrees that its members will assume additional oversight responsibilities for county sponsored projects and that its members will sponsor projects that are consistent with WisDOT's project evaluation criteria; and

NOW, THEREFORE the parties agree as follows:

- 1. Statement of Policy.** This MOU is intended to define roles and responsibilities of the parties to oversee and deliver approved local bridge projects in the 2017-2022 program cycle. To maximize the number of bridges that can be improved through the Local Bridge Improvement Assistance Program, funding eligibility is limited to the minimum project scope necessary for a safe and effective facility as defined by WisDOT's replacement-in-kind policy ("RIK"). Local government project sponsors may elect to construct alternative designs, but approved Local Bridge Program funding would be limited to a maximum of 80 percent of the cost of the minimum eligible scope of the project. The policy permits adjustments for necessary changes due to safety, current applicable minimum federal and state standards, traffic volume, and other factors as determined by WisDOT.

2. Policy Guidelines. WisDOT and WCHA agree that local bridge projects will be evaluated and selected following the RIK policy. The RIK policy framework is as follows:

a. Horizontal Alignment

- Project design remains on existing alignment.
- If the LPA submits a proposal to change the horizontal alignment, the cost difference will be a local cost share unless WisDOT determines that it is necessary for safety or other factors.
- During preliminary design, if a scope change is needed, the LPA submits a change management request if additional funding is needed.

b. Vertical Alignment

- Start project scope with 50-foot approach lengths in each direction.
- If the combined approach lengths are 300 feet or longer or 15 percent or more of the structure costs, submit a Bridge Length Justification Report to the Bureau of Project Development (BPD) for approval and a change management request if additional funding is needed.
- If the LPA submits a proposal to change the vertical alignment the cost difference will be a local cost share unless WisDOT determines that it is necessary for safety or other factors.
- If WisDOT determines that an increase in vertical profile is warranted, match to existing bridge design speed as closely as possible.
- During preliminary design, if the vertical profile requires changes that vary from the original scope, the LPA submits a change management request for additional funding.

c. Cross Section

- Replace-in-kind to the existing configuration unless engineering or safety analysis proves that changes to the cross section are necessary as determined by WisDOT
- Cross section width must match existing bridge width, applicable Wis. Adm. Trans code, or WisDOT Facilities Development Manual design minimum¹.
- If the existing structure is wider than the minimum required, the structure may be replaced at the current width or to a width between minimum and existing.
- Designing to below minimum standards requires an approved Exception to Standards Report.
- During preliminary design, if the cross section needs to be changed, submit change management request if additional funding is needed.

3. WCHA Member Oversight Responsibilities

¹ The LPA may choose the widest of the three cross section options.

- a. **Oversight History.** The program was historically managed by management consultants on behalf of the department. This layer of oversight will be fully eliminated by the end of 2018.
- b. **Division of Oversight Responsibilities.**
 - Required WisDOT Minimum Responsibilities. These responsibilities are those that WisDOT must maintain by law.
 1. Program funding and scheduling
 2. Final review and approval for the environmental documentation
 3. Final review and approval of PS&E
 4. Let and administration of construction contracts
 5. Maintain construction supervision and control as required by Wisconsin law
 - Responsibilities Eligible to Be Delegated to LPAs.
 1. LPAs will assume and comply with the Local Program Document Approval Designation Interim Process as updated. The document is available at the following URL:
(<http://wisconsindot.gov/Documents/doing-bus/local-gov/lpm/interim-doc-approval-designation.pdf>).
 2. With WisDOT support and within the approved State Municipal Agreement ("SMA"), LPAs may assume responsibility to monitor and manage their local project schedule and budget.

4. Project Approval and Execution.

- a. The parties acknowledge and agree that individual projects will still be implemented pursuant to a SMA.
- b. Projects must comply with appropriate WisDOT standards and prerequisites to allow for a state let.
- c. Designs are subject to review and approval by WisDOT Bureau of Structures.

5. Continued Efforts. All of the above MOU provisions reflect Wisconsin law. As efforts continue to identify efficiencies and refine roles and responsibilities, the responsibilities WisDOT can delegate to the LPAs may change.

6. Best Efforts to Support This Agreement. The parties will make their best efforts to support the terms of this agreement publicly, with their members and with the state legislature. WisDOT is an agency of the state. Nothing in this memorandum shall be construed to create an obligation on the part of WisDOT to do anything inconsistent with the state budget or with any provision of state law or the Wisconsin Administrative Code.

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WisDOT Local Bridge Program Change Management and Replacement In Kind Policies Budget Stability

Replacement In Kind

To maximize the number of bridges that can be improved through the Local Bridge Program, funding eligibility is limited to the minimum project scope necessary for a safe and effective facility. The starting point for determination of the eligible scope will be a replacement-in-kind of the existing facility. This may be adjusted for current standards, safety, or other factors as approved by WisDOT. Local government project sponsors may elect to construct alternative designs, but approved Local Bridge Program *funding* is limited to a maximum of 80 percent of the cost of the minimum eligible scope of the project.

Policy Protocol/Overriding Principles

When determining what is eligible for local bridge program funding, generally ask these questions:

- Does the Department require it? If yes, it is eligible for Local Bridge Program funds.
- What if the existing bridge exceeds minimum standards? Replacement of the existing facility is eligible for Local Bridge Program funds.
- What if the bridge replacement application exceeds existing scope or minimum standards? WisDOT will review the justification for need and eligibility. Local municipalities retain control to design outside of existing scope or minimum standards and may elect to do so with an increase local cost participation.
- What if project estimates change at preliminary design? Change Management is WisDOT policy for requesting additional funds on an approved project.

Change Management

Department policy states that no additional funds as requested through the Change Management process will be approved for projects where increased costs are due to changes outside the scope of the project compared to the original application or the most recent State Municipal Agreement (SMA) (whichever is most current). This policy does not reduce approved funding on any existing projects, but it does allow WisDOT to deny additional cost increases related to items or characteristics of the project that exceed what is necessary for a safe and effective facility as defined by current infrastructure standards.

The occurrences of late stage scope changes must be reduced to minimize the financial impacts of scope changes on the program. Change Management Cost Increase and/or Schedule Change Requests are developed in coordination with the project sponsor and submitted to WisDOT Central Office by Local Program Region staff. Critical project planning and development opportunities to identify and update project estimates and to request additional funds, if needed, include:

Application – Estimate to establish project funds request

- Local Public Agency (LPA) describes the project scope and provides a project estimate

SMA – State Municipal Agreement (SMA) development

- Scope is clearly defined; cost estimate, cost share, and funding limits are verified

Preliminary Impact Review Phase – Data gathering & alternatives

- Environmental Document – **Potential Point of Increase
- Preliminary Design
 - Identify utilities, real estate and railroad impacts
 - Preliminary design of preferred alternative reviewed by WisDOT LPM & LPA

Design Study Phase – Project Scope verified and documented. Project footprint and impacts finalized. **Potential Point of Increase

- Design Study Report (DSR) submitted to WisDOT for comment & approval

Plans, Specifications and Estimate (PS&E) Phase – Construction plan production **Potential Point of Increase

- Development of biddable plans and specification
- Update estimate and Road Builder quantities

Letting – **Potential Point of Increase

- Funding needed due to unit cost changes or other costs that exceed the PS&E estimates.
- The project scope eligible for funding should be well defined at PS&E. Requests for funding based on changes to the scope of the project must be made at or before PS&E.

The further a project is in the plan development process, the costlier it is to make changes. Requests for increases to project funding beyond the above highlighted touchpoints are considered exceptions to the process.

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**Local Bridge Improvement Assistance Program
Replace in Kind Funding Policy**

- **Horizontal Alignment**

- Project design remains on existing alignment.
- If horizontal realignment of bridge is intended, the realignment cost difference is a local cost share. *
- During preliminary design, if a scope change is needed, submit Change Management request.

- **Vertical Alignment**

- Start project scope with 50-foot approach lengths in each direction. *
- If an increase in vertical profile is needed, match to existing bridge design speed as closely as possible.
- During preliminary design, if the vertical profile requires changes that vary from the original scope, submit change management.
- If the combined approach lengths are 300ft or longer or 15% or more of the structure costs, submit a Bridge Length Justification Report to Bureau of Project Development (BPD) for approval and Change Management request if additional funding is needed. **

- **Cross Section**

- Cross section width should match existing facility width, applicable TRANS code, or FDM design minimum, whichever is larger. *
- If the existing structure is wider than the minimum required, the structure may be replaced at the current width or to a width between minimum and existing.
- Designing to below minimum standards requires an approved Exception to Standards Report.
- During preliminary design, if the cross section needs to be changed, submit Change Management request.

*Please note that Replace in Kind is a starting point for project scoping and estimating. At the program cycle application stage, if an exception to the project funding policy is required for engineering reasons, a request to approve the exception should be requested so that the funding is included in the original estimate. If the project design changes based on engineering principles (i.e., hydraulics, crash data, etc.) a Change Management Request for additional funding can be submitted to BTLRRH.

**Approval of the Bridge Length Justification Report (BLJR) approves the engineering changes to the approaches, but does not approve additional project funding. Change Management is required to secure additional funding to the project. The Local Bridge Improvement Assistance Program (s84.18(2)(e)) limits eligible funding to the structure and minimum approaches, which are here defined as the shortest lengths necessary to make the bridge serviceable. As a result, an approved BLJR could increase the local cost share.

If the sponsor chooses to build a project outside of Replace in Kind standards, they do so with an increased local cost share.

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Local Bridge Program Oversight Model

Purple = changes made based on WCHA comments and additional WisDOT review

GENERAL ASSUMPTIONS

- All project costs are 80% state funds, 20% local funds up to approved state funding level
- Delegation of tasks to Local to maximum extent
- FDM is the basis for the engineering processes used to design and construct the project
- **Bridge Manual and all Trans rules still apply**
- Use existing guidance to manage any LFA's

GENERAL MANAGEMENT

- Scoping and applications process managed between DTSD-Planning and DTIM
- Change management for schedule, budget and scope changes between DTIM, DTSD and LPA.
 - o **Additional discussion needed by all parties to understand how and when change management is used. If additional use of change management during construction is expected agreement needed on communication chain and timelines.**
- Program managed by WisDOT
- Active monitoring and management of existing project schedule and budget by LPA
 - o **design costs identified in SMA**
 - o **design costs identified by consultant contract**
 - o **construction cost identified in SMA**
 - o **construction cost identified by contractor low bid**
 - o **construction delivery cost identified by consultant contract**
- **LPA/Designer keeps project file / records**
- **WisDOT archives records post project phase**

DESIGN PROCESS

Consultant Contract – use existing 3-party contract. **Unless prohibited by local ordinance LPA may use cost proposal from the consultant as part of the selection criteria**

WisDOT

- **If requested, WisDOT will provide feedback on LPA's proposed solicitation and selection process. Including providing link containing LPA's RFP web page to the consultant distribution list.**
- **Acknowledges the local selection. Use existing WisDOT standard processes from contract negotiation through contract execution.**
- WisDOT signatory on contract, lead on contract changes and Errors and Admissions (E&O)
- **As with others, WisDOT will provide Masterworks documentation, training and support.**

LPA

- LPA solicits RFPs and selects consultants
- Transition to use of Masterworks by LPA to scope and estimate cost of contract
- Manage consultant day to day direction

Environmental Document

- WEPA with NEPA elements to comply with other federal agency requirements to get permits or other required federal approvals.
- assume the use of the existing WisDOT/DNR Cooperative Agreement and WisDOT general construction permit

WisDOT

- Detailed review and approval of Environmental Document per FPM 20-35-1.2
- Extensive involvement in review of Corp of Engineering (COE) permits if needed

- Minimal involvement in agency coordination including Department of Natural Resource (DNR)
- WisDOT aids in resolving complex issues

LPA/Designer

LPA will certify to all Environmental approvals

- LPA/Designer leads all agency coordination - arch and history, DNR,
- **LPA/Designer ensures that tribal coordination reflects current guidance preserving the existing government to government relations Coordination should reflect:**
 - o Executive Order #39
 - o DOA Consultation Policy
 - o Federal or tribal law when applicable
 - o WisDOT Partnership Agreement
 - o Section 106 when federal action dictates

Design Reviews

WisDOT Region

- General monitoring of project progress. Available as a resource if issues escalate
- Minimal Design Study Report (DSR) review for conformance of project to original scope and check of cost estimate, and concurrence of engineering decisions. **Approval of DSR by WisDOT**
- WisDOT reviews and approves of design exceptions
- WisDOT official keeper of project files at end of design process for archiving

WisDOT Bureau

- Bureau of Structures (BOS) review of all preliminary designs/plans to included hydrologic & hydraulic analysis per commitment to DNR for water crossings and to confirm proper type, size and location
- BOS more in-depth risk based reviews of final designs/plans based on project complexity and design firm – assume 40 hours in depth review of 33% of plans
- BPD approves bridge approach length justifications; approves design exceptions
- Other Bureau's only involved if issues escalate

LPA/Designer

- **LPA leads and manages the designer and project design reviews**
- **LPA leads and manages public involvement.** Assures that project is compliance with FDM Chapter 6.
- **LPA leads and approves engineering documents** such as pavement, soils, haz mat, traffic, storm water, TMP
- **LPA recommends approval of DSR.** When applicable simplified DSR format outlined in FDM 11-4 can be used.
- LPA/Designer responsible for tracking and reporting Road Builder quantities
- LPA/Designer responsible for quality of plan, specifications and estimate
- LPA keeper of project records during design process. **Key documents provided to WisDOT at time of completion/approval. Copies of Files transferred to WisDOT once complete**

Real Estate, Utility and Railroad

WisDOT

- Risk based review of Real Estate (RE) and Utility certifications from LPA based on size and type of acquisitions/issues. **Enough review to concur with LPA certifications.**
- **Responsible for railroad coordination**

LPA/Designer

- LPA to coordinate and acquire as necessary; LPA completes RE certification for Plans, Specials, Estimate (PSE)

- LPA/Designer responsible for all utility coordination and permits
- Responsible for Utility Status Report checklist

PSE Review

WisDOT Region

- Draft PSE plan reviewed 60 days prior to ensure use of standard specs. Assume 10-hour budget from PM to review and resolve issues. No routine reviews by technical experts
- Bridge plans sent to BOS 60 days prior to PSE (same as current process)
- WisDOT review of materials specification – this review in response to historic issues involving outdated spec's being included in projects.
- Final PSE package reviewed primarily PM; reviews by technical experts as needed.
- Addendums created by designer, processed by WisDOT

WisDOT BPD

- PSE processing, state let and award by standard processes

LPA

- LPA responsible for quality of PSE and resolution of issues

CONSTRUCTION

Consultant contract – use existing 2 -party contract. Selection process would have two options:

- Unless prohibited by local ordinance LPA may use cost proposal from the consultant as part of the selection criteria.
- If QBS used LPA input into selections coordinated through state construction fair in September each year.

WisDOT

- Use existing WisDOT standard processes for consultant procurement: solicitation, selection, negotiation and contract execution.
- If requested, WisDOT will email link containing LPA's RFP web page to the consultant distribution list.
- As with other users, WisDOT will provide Masterworks documentation, training and support.
- WisDOT signatory on contract, lead on contract changes and Error & Omissions (E&O)

LPA

- When the LPA solicits RFP's, LPA will be final approval of Recommended Construction Consultant
- When the LPA participates in WisDOT's QBS process, WisDOT will select a consultant from LPA's list of top 5 choices.
- Use of Masterworks by Local/Consultant to scope and document contract.
- Manage the project; primary lead on project, provides consultant day to day direction

Pre-Construction Contract Administration

WisDOT

- Issues start notice
- Review of Environmental Control Implementation Plan (ECIP) to DNR for approval

LPA/Project Leader (Consultant)

- prepares start notice to contractor for action by WisDOT
- uses WisDOT Automated Construction Management software for contract administration
 - o WisDOT will continue to hold yearly training on software for consultants and locals that need
- coordinates review and resolves issues associated with the ECIP

- Discussion needed to further clarify level of issues that can be resolved without WisDOT
- coordinates and leads the preconstruction meeting

Construction Inspection and Contract Administration

WisDOT

- Independent Assurance Program (IAP)
- **Cost Reduction Incentive (CRI) approved by WisDOT with input from LPA**
- WisDOT perform monthly reviews of site conditions, progress of construction and status of payments (use checklist for statewide consistency)

LPA/Project Leader (Consultant)

- Day to day management of project, inspection of work, payment of quantities
- Enforce the Quality Management Plan (QMP) specifications
- Utility coordination before and during construction
- Routine property owner contacts
- **All Contract Changes and Change orders to be received concurrence approval by the LPA**
 - Assume that a process will be created for achieving approvals on time schedules that meet construction schedule.
- **Contractor Claims review and input by LPA**
- **Create and issue Final acceptance review/Letter (with approval from WisDOT)**

Finals

WisDOT

- **Final review of records by WisDOT in Conjunction with LPA**
- **Archive of records by WisDOT in cooperation with LPA**

LPA/Project Leader

- Expectation is all contracts are finalized within 6 months. Consultant and/or local to resolve issues
- **Expectation that all Invoices from WisDOT will be itemized and detailed as to the costs**
- **Expectation that when LPA closes the project there will be no further invoices form WisDOT**
 - Further discussion needed on changes to WisDOT invoicing and auditing that are needed to meet these goals.

RECONDITIONING ALTERNATE
PROJECT ID: 5034-00-02
BLANCHARDVILLE - DANE COUNTY LINE
(STH 78 to STH 39)
CTH F
IOWA COUNTY

OVERALL PROJECT COST (STH 78 - STH 39)

STATION - STATION	DESCRIPTION	COST	FUNDING	
10+12 - 265+29	URBAN + RURAL SECTION	\$5,121,000	FEDERAL	\$3,186,000
	SUBTOTAL	\$5,121,000	LOCAL	\$1,105,000
	15% E&C	\$770,000	CHIP D (STATE)	\$800,000
	TOTAL	\$5,891,000	COUNTY VEHICLE REGISTRATION	\$800,000
			TOTAL	\$5,891,000

NOTE: LOCAL MEANS IOWA COUNTY

PROJECT 1 - RURAL STP FUNDING
(STATION 10+12 - STATION 179+00)

STATION - STATION	DESCRIPTION	COST	FUNDING	
10+12 - 179+00	URBAN + RURAL SECTION	\$3,462,000	80% FEDERAL	\$3,186,000
	SUBTOTAL	\$3,462,000	20% LOCAL	\$796,000
	15% E&C	\$520,000	TOTAL	\$3,982,000
	TOTAL	\$3,982,000		

NOTE: LOCAL MEANS IOWA COUNTY

PROJECT 2 - CHIP D + COUNTY VEHICLE REGISTRATION + LOCAL FUNDING
(STATION 179+00 - STATION 226+00)

STATION - STATION	DESCRIPTION	COST	FUNDING	
179+00 - 226+00	RURAL SECTION	\$849,000	CHIP D (STATE)	\$400,000
	SUBTOTAL	\$849,000	COUNTY VEHICLE REGISTRATION	\$400,000
	15% E&C	\$128,000	LOCAL	\$177,000
	TOTAL	\$977,000	TOTAL	\$977,000

NOTE: LOCAL MEANS IOWA COUNTY

PROJECT 3 - CHIP D + COUNTY VEHICLE REGISTRATION + LOCAL FUNDING
(STATION 226+00 - STATION 265+29)

STATION - STATION	DESCRIPTION	COST	FUNDING	
226+00 - 265+29	RURAL SECTION	\$810,000	CHIP D (STATE)	\$400,000
	SUBTOTAL	\$810,000	COUNTY VEHICLE REGISTRATION	\$400,000
	15% E&C	\$122,000	LOCAL	\$132,000
	TOTAL	\$932,000	TOTAL	\$932,000

NOTE: LOCAL MEANS IOWA COUNTY

(21)

RECONSTRUCTION ALTERNATE

PROJECT ID: 5034-00-02

BLANCHARDVILLE - DANE COUNTY LINE

(STH 78 to STH 39)

CTH F

IOWA COUNTY

OVERALL PROJECT COST (STH 78 - STH 39)

STATION - STATION	DESCRIPTION	COST	FUNDING
10+12 - 265+29	URBAN + RURAL SECTION	\$5,626,000	FEDERAL \$3,490,000
	SUBTOTAL	\$5,626,000	LOCAL \$1,380,000
	15% E&C	\$844,000	CHIP D (STATE) \$800,000
	TOTAL	\$6,470,000	COUNTY VEHICLE REGISTRATION \$800,000
			TOTAL \$6,470,000

NOTE: LOCAL MEANS IOWA COUNTY

PROJECT 1 - RURAL STP FUNDING (STATION 10+12 - STATION 179+00)

STATION - STATION	DESCRIPTION	COST	FUNDING
10+12 - 179+00	URBAN + RURAL SECTION	\$3,793,000	80% FEDERAL \$3,490,000
	SUBTOTAL	\$3,793,000	20% LOCAL \$872,000
	15% E&C	\$569,000	TOTAL \$4,362,000
	TOTAL	\$4,362,000	

NOTE: LOCAL MEANS IOWA COUNTY

PROJECT 2 - CHIP D + COUNTY VEHICLE REGISTRATION + LOCAL FUNDING (STATION 179+00 - STATION 226+00)

STATION - STATION	DESCRIPTION	COST	FUNDING
179+00 - 226+00	RURAL SECTION	\$959,000	CHIP D (STATE) \$400,000
	SUBTOTAL	\$959,000	COUNTY VEHICLE REGISTRATION \$400,000
	15% E&C	\$144,000	LOCAL \$303,000
	TOTAL	\$1,103,000	TOTAL \$1,103,000

NOTE: LOCAL MEANS IOWA COUNTY

PROJECT 3 - CHIP D + COUNTY VEHICLE REGISTRATION + LOCAL FUNDING (STATION 226+00 - STATION 265+29)

STATION - STATION	DESCRIPTION	COST	FUNDING
226+00 - 265+29	RURAL SECTION	\$874,000	CHIP D (STATE) \$400,000
	SUBTOTAL	\$874,000	COUNTY VEHICLE REGISTRATION \$400,000
	15% E&C	\$131,000	LOCAL \$205,000
	TOTAL	\$1,005,000	TOTAL \$1,005,000

NOTE: LOCAL MEANS IOWA COUNTY

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Table 4.2. Summary of soil conditions in the borings.

Boring	Elevation	Asphalt / Sandy Base	Sand / Clay Fill	Residual Silty Sand / Clay	Weathered Bedrock
1	829.6	16.0''*	-	1.3' - 10'	-
2	906.6	5.0''*	-	5'' - 6.5'	6.5' - 7'**
3	895.0	5.5'' / 4.0''	-	9.5'' - 2.5'	2.5' - 6.5'**
4	843.2	10.0''	-	10'' - 20'	-
5	898.5	3.5'' / 4.5''	8'' - 4'	4' - 10'	-
6	972.0	4.0'' / 6.0''	-	10'' - 7.5'	7.5'**
7	1014.8	-	0' - 3.5'	3.5' - 7.5'	7.5'**
8	1022.0	4.0''*	-	0' - 7.5'	7.5'**
9	1026.3	4.0'' / 6.0''	10'' - 3.5'	-	3.5' - 5.5'**
10	1014.1	4.0'' / 7.0''	11'' - 3.5'	3.5' - 8'	8'**
11	1034.6	3.0'' / 5.0''	8'' - 3.5'	3.5' - 10'	-
12	1053.1	4.0'' / 9.0''	-	1.1' - 7'	7'**
13	1034.7	4.0'' / 7.0''	-	1.1' - 10'	-
14	1044.5	4.0'' / 7.0''	-	1.1' - 8.5'	8.5' - 8.7'
15	1057.5	3.0'' / 4.0''	7'' - 2'	2' - 5'	5' - 7'**
16	1069.3	3.5'' / 7.0''	-	10.5'' - 3.5'	3.5' - 6.5'**
17	1065.2	5.5'' / 4.5''	-	10'' - 7.5'	7.5' - 8.8'
18	1094.8	8.0'' / 2.0''	10'' - 6'	6' - 10'	-
19	1096.0	5.5'' / 7.0''	1.1' - 3.5'	3.5' - 20'	-
20	1086.8	6.0'' / 7.0''	1.1' - 3.5'	3.5' - 20'	-
21	1049.7	1.0'' / 11.0''	-	1' - 8'	8' - 8.8'
*Topsoil depth - no asphalt/base at this location.					
**Auger refusal at this depth on less weathered dolomite bedrock.					

At the surface, borings in existing paved areas encountered 1.0 to 8.0 inches of asphaltic concrete over 4.0 to 11.0 inches of sand with some silt and some gravel (old sandy base course). Borings elsewhere encountered 4 to 16 inches of topsoil at the surface, except at Boring 7 where no topsoil or pavement


[WisPave Home](#) | [File](#) | [Design](#) | [LCCA](#) | [Reports](#) | [Exit](#)

Pavement Design Details

Project ID: 5034-00-02 Design Name: Pavement Design Design Date: 12/01/2017
 Highway: STH 78 - STH 39 Project Termini: Blanchardville - Dane County County: Iowa
 Designer: Stephanie Potter

HMA ALT#1 Layer Thickness Design

Title:

Layers	Existing Pavement	Uppermost Base Agg.	Other	Material Type	Unit Type	Layer Coefficient	Thickness in.	Structural Number
1	☐	☐	☐	3 LT 58-28 S	-----	0.44	4.25	1.87
2	☐	☐	☐	Base Aggregate Dense 1 1/4-inch	-----	0.1	10.0	1.0
3	☐	☐	☐	Salvaged Asphaltic Pavement Base	-----	0.1	3.0	0.3

Note: You can add only 10 layers (including 'Other' layers)

No. of Layers: 3 No. of Other Layers: 0 Total SN: 3.17
 Required SN: 3.15

[Back](#) [Add Layer](#) [Delete Layer](#) [Next Alternative](#) LCCA

Note 1. If the structural design includes a granular subbase, then the layer can only contribute a maximum of 10% of the required SN (see FDM 14-10-5.8), regardless of the material's strength coefficient or the thickness of the layer.

Direct questions to the [WisDOT Computer Help Desk](#) 1-800-362-3050

Section 3.0 Road Names

All proposed public and private road names, whether new or proposed as a change in name, shall be subject to approval by the Iowa County Planning and Zoning Commission for compatibility with the county's computer aided dispatch system and geographic information system (GIS). Duplicate and like-sounding names shall be prohibited.

No Town shall accept any new public road or rename an existing public road without first having the proposed name accepted by the Iowa County Planning and Zoning Commission.

No county trunk highway shall be named or renamed without first having the proposed name accepted by the Iowa County Planning and Zoning Commission.

Road name signs shall meet the standards established by county board resolution. Said signs shall be installed and maintained by the affected highway jurisdiction.

Section 4.0 Official Map

There shall be created the Iowa County Road Name and Address Map listed as Appendix A of this Ordinance. This map shows the official road names and addresses as accepted under the provisions of this ordinance.

Any address number or road name not shown on this map and its associated database shall not be considered official and may be considered violations to the provisions of this ordinance.

Section 5.0 Violations

It shall be the duty of the Office of Planning and Development to enforce the provisions of the Ordinance, investigate complaints, and give notice of violations. Said Office shall have the power to issue a written order to correct any violation of this Ordinance that shall specify the following:

- a) The nature of the violation and the steps needed to abate and/or correct it.
- b) The penalty or penalties the violator will be subject to if the alleged violation is not abated and/or corrected within a specified time period.

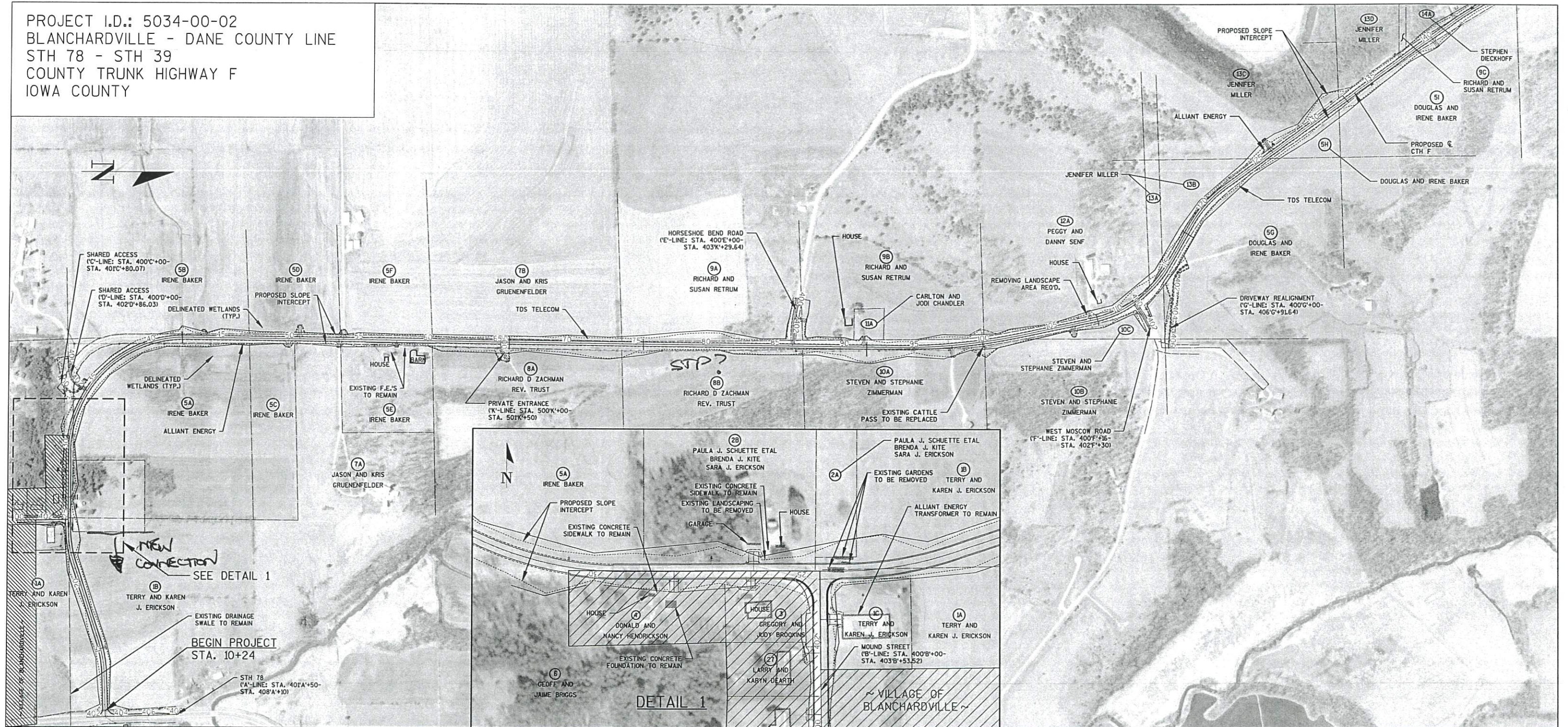
If the owner does not comply with a written order from the Office of Planning & Development, the owner shall be subject to one or more of the following penalties:

- a) Full cost of all damages including sign replacement.
- b) Receipt of a citation for each violation with a forfeiture of no less than \$250 per violation, plus costs of prosecution

Blank

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PROJECT I.D.: 5034-00-02
BLANCHARDVILLE - DANE COUNTY LINE
STH 78 - STH 39
COUNTY TRUNK HIGHWAY F
IOWA COUNTY



PROJECT I.D.: 5034-00-02
 BLANCHARDVILLE - DANE COUNTY LINE
 STH 78 - STH 39
 COUNTY TRUNK HIGHWAY F
 IOWA COUNTY

END PROJECT
 STA. 265+16.93

STH 39
 (J-LINE: STA. 400+50-
 STA. 407+50)

EXISTING UNDERGROUND
 ROOT CELLAR TO REMAIN

EXISTING CONCRETE SLAB
 TO BE REMOVED

FRONTIER
 COMMUNICATIONS

CHARLES AND
 TRACEY HARTLEY

HOUSE

EXISTING WELL
 TO REMAIN

(24)
 JAMES
 THOMPSON

(25)
 BERTHA
 WILLBORN

LIMITS OF EXISTING
 B.A.D. PARKING LOT

(21B)
 JAMES AND
 MALA MCGHEE

(21C)
 JAMES AND
 MALA MCGHEE

LIMITS OF EXISTING
 ASPHALT
 PARKING LOT

BLANCHARDVILLE
 HIGH ROLLERS

BUILDING
 (COUNTRY SIDE LANES)

VOLLEYBALL
 COURT

ALLIANT ENERGY

(21A)
 JAMES AND
 MALA MCGHEE

(22)
 MYRON BURKELAND

EAST PECATONICA ROAD
 (T-LINE: STA. 400+00-
 STA. 408+98.12)

(19H)
 SIGG LIVING TRUST

FIELD ENTRANCE
 (M-LINE: STA. 500+00-
 STA. 502+52.82)

PROPOSED SLOPE
 INTERCEPT

(20A)
 RUNDEN PROPERTIES, LLC.

PRIVATE ENTRANCE
 (L-LINE: STA. 500+00-
 STA. 502+73.19)

(19G)
 SIGG LIVING TRUST

EXISTING CATTLE
 PASS TO BE REPLACED

(19D)
 SIGG LIVING TRUST

(19B)
 SIGG LIVING TRUST

PROPOSED SLOPE
 INTERCEPT

(17B)
 PAUL CLEARY

(17A)
 PAUL CLEARY

HOUSE

(19A)
 SIGG LIVING TRUST

(9E)
 RICHARD AND
 SUSAN RETRUM

MCKENNA ROAD
 (H-LINE: STA. 400+00-
 STA. 404+26.12)

(16A)
 ROBERT AND MARY TSCHANZ

(9D)
 RICHARD AND
 SUSAN RETRUM

ALLIANT ENERGY

EXISTING RETAINING
 WALLS TO BE REMOVED

STEPHEN
 DIECKHOFF

(14A)
 DOUGLAS AND
 IRENE BAKER

(15A)
 DAVID SWENSON ETAL
 DIANNA PADLEY
 JAMES SWENSON
 JOHN SWENSON
 JASON PAUL SWENSON

(16B)
 ROBERT AND
 MARY TSCHANZ

(18A)
 MICHAEL AND
 JOAN KOLPIEN

(18B)
 MICHAEL AND
 JOAN KOLPIEN

(19C)
 SIGG LIVING TRUST

(19E)
 SIGG LIVING TRUST

(19F)
 SIGG LIVING TRUST

(20A)
 RUNDEN PROPERTIES, LLC.

CHIP 2022

CHIP 2023

CHIPD

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	PROPERTY LINE	PL
ACCESS RIGHTS	AR	RECORDED AS	(100')
ACRES	AC.	REFERENCE LINE	R/L
AND OTHERS	ET.AL.	RELEASE OF RIGHTS	ROR
BARN	B.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	SHED	S.
CONVEYANCE OF RIGHTS	CR	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
EASEMENT	EASE.	VOLUME	V.
GARAGE	G.		
HIGHWAY EASEMENT	H.E.		
HOUSE	H.		
HOUSE TRAILER	H.T.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL SYMBOLS

FOUND SURVEY MONUMENT (WITH POINT NUMBER)	1040	PROPOSED R/W LINE	---
R/W MONUMENT	● (SET)	EXISTING H.E. LINE	---
R/W STANDARD	▲ (SET)	PROPERTY LINE	---
SIGN	ISIGN	LOT & TIE LINES	---
SECTION CORNER MONUMENT	⊕	SLOPE INTERCEPTS	---
SECTION CORNER SYMBOL	⊕	CORPORATE LIMITS	---
FEE (HATCH VARIES)	---	NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	---
TEMPORARY LIMITED EASEMENT	---	NO ACCESS (BY ACQUISITION)	---
PERMANENT LIMITED EASEMENT	---	NO ACCESS (BY STATUTORY AUTHORITY)	---
R/W BOUNDARY POINT	RWB20	SECTION LINE	---
PARCEL NUMBER	8	QUARTER LINE	---
UTILITY PARCEL NUMBER	92	SIXTEENTH LINE	---
SIGN NUMBER (OFF PREMISE)	21-1	EXISTING CENTERLINE	---
BUILDING	---	PROPOSED REFERENCE LINE	---
		PARALLEL OFFSET	---
		ENCROACHMENT	---
		HIGHWAY EASEMENT	---

CONVENTIONAL UTILITY SYMBOLS

WATER	W	SANITARY SEWER	SAN
GAS	G	STORM SEWER	SS
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH	NON COMPENSABLE	⊕
ELECTRIC	E	POWER POLE	⊕
CABLE TELEVISION	TV	TELEPHONE POLE	⊕
FIBER OPTIC	FO	TELEPHONE PEDESTAL	⊕
		ELECTRIC TOWER	⊕

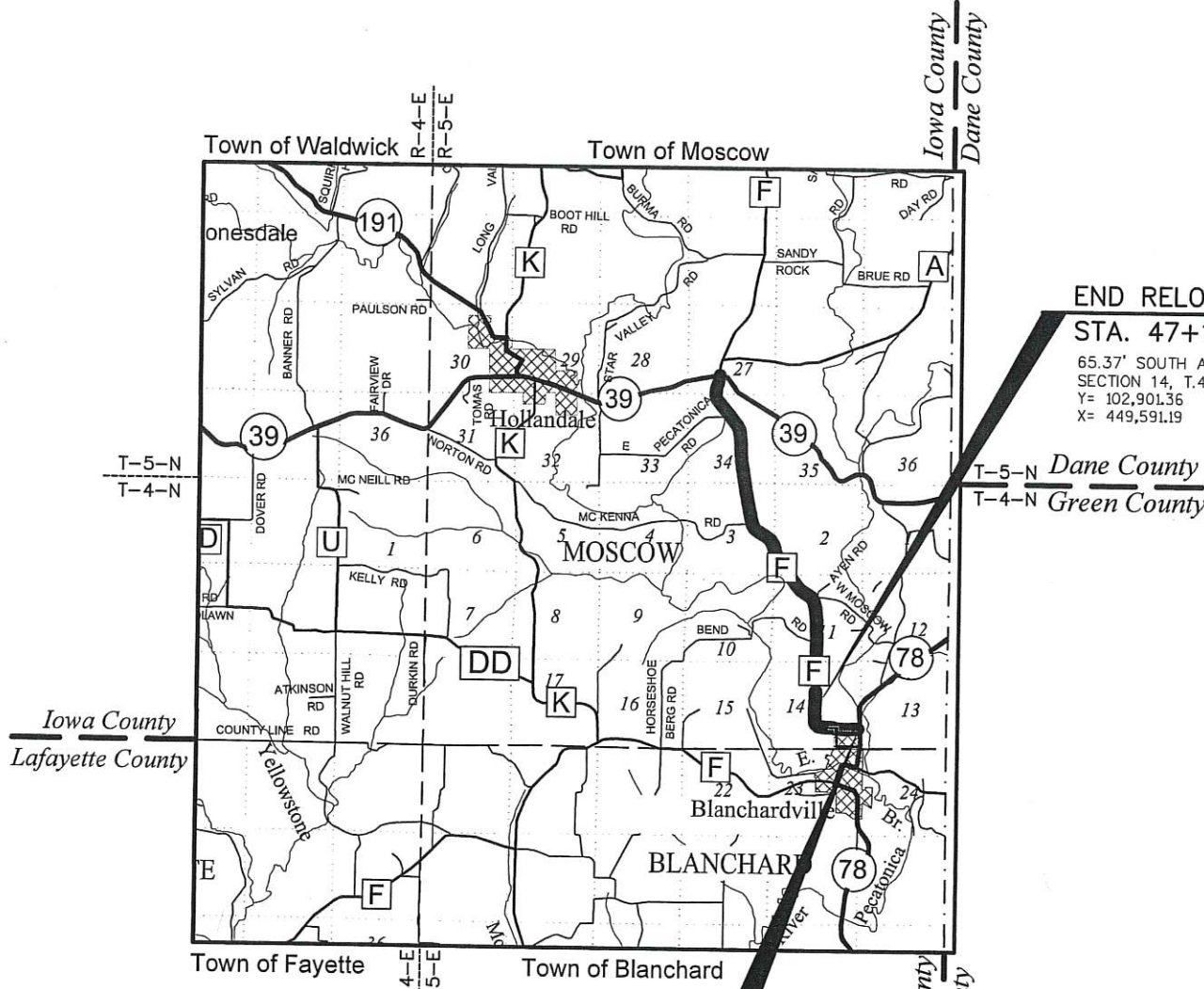
NOTES

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, IOWA COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD."

R/W PROJECT NUMBER	5034-00-02	SHEET NUMBER	TOTAL SHEETS
FEDERAL PROJECT NUMBER		4.01	4
PLAT OF RIGHT-OF-WAY REQUIRED FOR BLANCHARDVILLE — DANE COUNTY LINE (STH 78 TO STH 39)			
CTH F		IOWA COUNTY	
CONSTRUCTION PROJECT NUMBER			



END RELOCATION ORDER

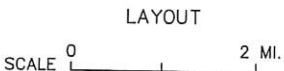
STA. 47+15.08

65.37' SOUTH AND 2624.84' WEST OF THE EAST QUARTER OF SECTION 14, T.4N., R.5E., TOWN OF MOSCOW, IOWA COUNTY, WI
Y = 102,901.36
X = 449,591.19

BEGIN RELOCATION ORDER

STA. 10+24

1093.35' SOUTH AND 69.82' EAST OF THE EAST QUARTER OF SECTION 14, T.4N., R.5E., TOWN OF MOSCOW, IOWA COUNTY, WI
Y = 101,873.38
X = 452,385.85



TOTAL NET LENGTH OF CENTERLINE = 0.699 MI.

JEWELL
associates engineers, inc.

Engineers - Architects - Surveyors

560 SUNRISE DRIVE
SPRING GREEN, WI 53588
PHONE : 608.588.7484
FAX : 608.588.9322

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR IOWA COUNTY, WISCONSIN AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

REVISION DATE

APPROVED FOR IOWA COUNTY

DATE: (NAME/TITLE)

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	NEW H.E. REQUIRED	T.L.E. ACRES
1	TERRY D. ERICKSON & KAREN J. ERICKSON, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	H.E., T.L.E.	4.66	0.17
2	PAULA J. SCHUETTE, BRENDA J. KITE, AND SARA J. ERICKSON, TO EACH A ONE-THIRD INTEREST AS TENANTS IN COMMON	H.E.	0.08	---
201	ALLIANT ENERGY	RELEASE OF RIGHTS		

NOTE: AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM THE TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO IOWA COUNTY.

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
100 TO 101	S43°05'46"W	83.06'
101 TO 102	S89°59'18"W	307.61'
102 TO 103	S71°10'17"W	786.15'
103 TO 104	N73°43'12"W	103.34'
104 TO 105	S81°42'16"W	89.95'
105 TO 106	S69°22'23"W	35.36'
106 TO 107	S00°25'07"E	289.06'
107 TO 108	N89°16'52"E	1.89'
108 TO 109	N00°58'31"W	42.04'
109 TO 110	N89°18'03"E	16.00'
110 TO 111	N00°56'53"W	1.28'
112 TO 113	N22°24'58"E	66.48'
113 TO 114	N83°45'11"E	319.38'
114 TO 115	N71°44'33"E	690.25'
115 TO 116	N83°42'45"E	135.20'
116 TO 117	S01°59'14"E	279.00'
117 TO 118	S89°59'04"E	210.13'
118 TO 4714	N09°38'01"W	53.47'
4714 TO 148	N02°36'30"W	382.20'
148 TO 100	N01°38'39"W	13.13'

TLE LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
113 TO 200	S22°24'58"W	33.86'
200 TO 201	S42°13'49"E	33.39'
201 TO 202	S65°10'22"W	12.24'
202 TO 203	S00°43'08"E	35.00'
203 TO 204	S53°44'36"W	8.60'
204 TO 110	S02°15'06"W	38.02'
114 TO 235	S83°45'11"W	178.78'
235 TO 234	S01°24'07"E	82.51'
234 TO 233	S79°51'42"W	25.50'
233 TO 232	N01°58'47"W	9.43'
232 TO 231	S88°45'14"W	49.04'
231 TO 230	N04°11'04"W	63.82'
230 TO 113	S89°41'44"W	62.67'

COORDINATE TABLE - R/W POINTS				
PT.#	STATION	OFFSET	Y	X
100	10+61.18	118.96 RT.	101990.98	452344.56
101	11+20.00	60.32 RT.	101930.33	452287.81
102	14+20.00	62.00 RT.	101914.18	451980.63
103	22+00.00	42.00 RT.	101660.45	451236.55
104	23+00.00	89.00 RT.	101689.42	451137.35
105	24+00.00	82.00 RT.	101676.44	451048.33
106	24+33.31	69.71 RT.	101663.98	451015.24
107	400'B+00.00	22.32 RT.	101374.93	451017.35
108	400'B+00.00	24.22 RT.	101374.96	451019.25
109	400'B+42.04	24.03 RT.	101416.99	451018.53
110	400'B+42.03	40.03 RT.	101417.19	451034.53
111	400'B+43.31	40.03 RT.	101418.46	451034.51
112	401'B+20.00	25.23 RT.	101494.96	451018.75
113	24+05.00	38.00 LT.	101556.42	451044.10
114	21+00.00	61.00 LT.	101591.17	451361.58
115	14+00.00	49.00 LT.	101807.42	452017.09
116	12+60.00	43.00 LT.	101822.22	452151.48
117	12+60.00	322.00 LT.	101543.39	452161.15
118	10+50.00	329.34 LT.	101543.33	452371.28
148	10+61.26	105.83 RT.	101977.85	452344.94

COORDINATE TABLE - FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
4714	10+57.12	276.35 LT.	101596.05	452362.33	FOUND 3/4" Ø IRON ROD

E1/4 CORNER SEC. 14
FOUND 1 1/4" IRON REBAR
Y = 102,966.73'
X = 452,316.03'

TOWN OF MOSCOW

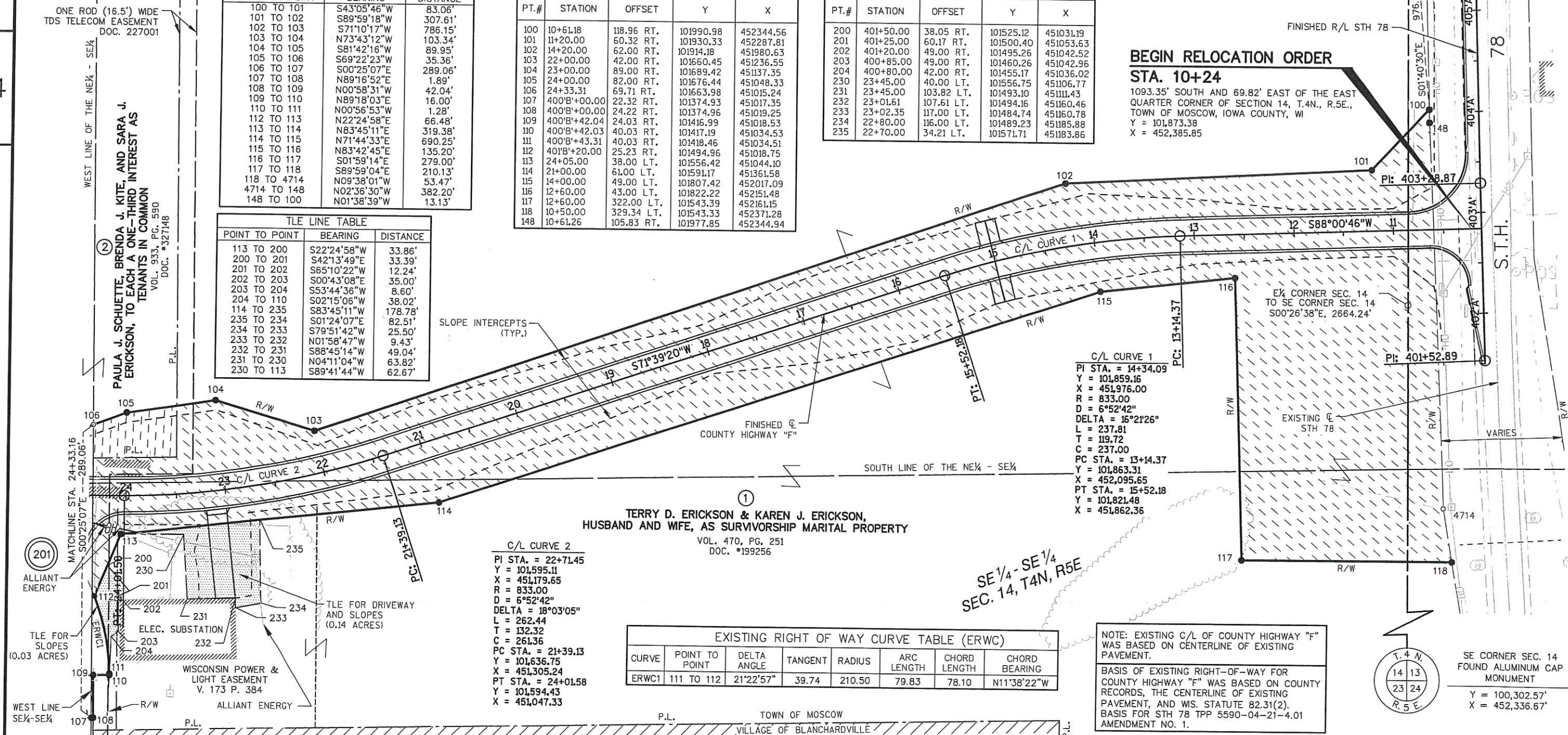
NE 1/4 - SE 1/4
SEC. 14, T4N, R5E

BEGIN RELOCATION ORDER STA. 10+24

1093.35' SOUTH AND 69.82' EAST OF THE EAST QUARTER CORNER OF SECTION 14, T.4N., R.5E., TOWN OF MOSCOW, IOWA COUNTY, WI
Y = 101,873.38
X = 452,385.85

4

4



C/L CURVE 2
PI STA. = 22+71.45
Y = 101,595.11
X = 451,179.65
R = 833.00
D = 6°52'42"
DELTA = 18°03'05"
L = 262.44
T = 132.32
C = 261.36
PC STA. = 21+39.13
Y = 101,636.75
X = 451,305.24
PT STA. = 24+01.58
Y = 101,594.43
X = 451,047.33

EXISTING RIGHT OF WAY CURVE TABLE (ERWC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
ERWC1	111 TO 112	21°22'57"	39.74	210.50	79.83	78.10	N11°38'22"W

NOTE: EXISTING C/L OF COUNTY HIGHWAY "F" WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.
BASIS OF EXISTING RIGHT-OF-WAY FOR COUNTY HIGHWAY "F" WAS BASED ON COUNTY RECORDS, THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2), BASIS FOR STH 78 TYP 5590-04-21-4.01 AMENDMENT NO. 1.

REVISION DATE	DATE	SCALE, FEET 0 50 100	HWY: CTH F	STATE R/W PROJECT NUMBER: 5034-00-02	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: IOWA	CONSTRUCTION PROJECT NUMBER:	PS&E SHEET E

TLE LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
119 TO 207	S89°16'52"W	23.22'
207 TO 208	N00°43'08"W	45.00'
208 TO 209	N49°28'32"E	15.62'
209 TO 210	N01°53'23"W	45.01'
211 TO 212	S49°04'03"W	19.77'
212 TO 213	N85°12'48"W	45.18'
213 TO 214	N80°12'44"W	45.71'
214 TO 215	S76°34'23"W	92.42'
215 TO 216	S89°42'25"W	30.00'
216 TO 217	N24°46'08"W	12.09'
217 TO 218	N87°14'24"W	75.10'
218 TO 219	N83°51'14"W	77.63'
219 TO 220	S89°27'53"W	26.22'
220 TO 221	S73°19'04"W	118.68'
221 TO 124	N65°22'18"W	83.67'
222 TO 223	N89°26'59"W	143.15'
223 TO 224	S43°16'29"W	82.41'
224 TO 226	N47°48'08"W	55.00'
226 TO 227	S74°25'22"W	182.91'
227 TO 222	N07°26'38"W	157.57'
222 TO 126	N74°50'49"E	175.29'

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	H.E. ACRES REQUIRED	T.L.E. ACRES
2	PAULA J. SCHUETTE, BRENDA J. KITE, AND SARA J. ERICKSON, TO EACH A ONE-THIRD INTEREST AS TENANTS IN COMMON	H.E., T.L.E.	0.23	0.07
3	LARRY D. DEARTH & KARYN E. DEARTH, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	T.L.E.	---	0.02
4	GREGORY A. BROOKINS AND JUDY K. BROOKINS, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	T.L.E.	---	0.04
5	DONALD A. HENDRICKSON & NANCY L. HENDRICKSON, HUSBAND AND WIFE	T.L.E.	---	0.09
6	GEOFF BRIGGS & JAMIE BRIGGS, HUSBAND AND WIFE	T.L.E.	---	0.42
7	IRENE BAKER	H.E., T.L.E.	1.81	0.21
201	ALLIANT ENERGY	RELEASE OF RIGHTS		

C/L CURVE 3
 PI STA. = 37+72.32
 Y = 101,587.42
 X = 449,676.61
 R = 833.00
 D = 6°52'42"
 DELTA = 90°55'43"
 L = 1321.98
 T = 846.61
 C = 187.55
 PC STA. = 29+25.70
 Y = 101,591.75
 X = 450,523.21
 PT STA. = 42+47.68
 Y = 102,433.98
 X = 449,686.00

NOTE: EXISTING C/L OF COUNTY HIGHWAY "F" WAS BASED ON CENTERLINE OF EXISTING PAVEMENT.
 BASIS OF EXISTING RIGHT-OF-WAY FOR COUNTY HIGHWAY "F" WAS BASED ON COUNTY RECORDS, CSM #613 AND THE CENTERLINE OF EXISTING PAVEMENT, AND WIS. STATUTE 82.31(2).
 BASIS FOR MOUND STREET WAS BASED ON COUNTY RECORDS, C/L OF EXISTING PAVEMENT AND WIS. STATUTE 82.31(2).

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
106 TO 107	S00°25'07"E	289.05'
107 TO 119	S89°16'09"W	48.11'
119 TO 121	N00°58'29"W	43.05'
122 TO 123	S89°27'53"W	430.94'
123 TO 124	N89°26'59"W	136.00'
124 TO 126	N63°53'15"W	298.23'
126 TO 127	N39°30'23"W	268.69'
127 TO 128	N33°06'27"W	105.41'
128 TO 129	N59°50'36"E	114.59'
129 TO 130	S33°47'57"E	184.43'
130 TO 131	S51°12'46"W	280.32'
131 TO 132	S75°03'54"E	282.44'
132 TO 133	N85°51'56"E	296.56'
133 TO 134	S69°23'43"E	58.87'
134 TO 135	S00°17'35"E	14.89'
135 TO 136	N89°27'53"E	18.33'
137 TO 138	N61°24'21"E	56.79'
138 TO 106	N69°22'23"E	71.12'

E1/4 CORNER SEC. 14
 FOUND 1 1/2" IRON REBAR
 Y = 102,966.73'
 X = 452,316.03'

IRENE BAKER
 DOC. #324588

TOWN OF MOSCOW
 NW 1/4 - SE 1/4
 SEC. 14, T4N, R5E

PAULA J. SCHUETTE, BRENDA J. KITE, AND SARA J. ERICKSON,
 TO EACH A ONE-THIRD INTEREST AS TENANTS IN COMMON
 VOL. 933, PG. 590
 DOC. #327148

COORDINATE TABLE - R/W POINTS				
PT.#	STATION	OFFSET	Y	X
106	24+33.31	69.71 RT.	101663.98	451015.24
107	400'B+00.00	22.32 RT.	101374.93	451017.35
119	400'B+00.00	25.78 LT.	101374.33	450969.25
121	400'B+43.05	25.98 LT.	101417.37	450968.52
122	26+26.40	33.81 LT.	101559.47	450822.69
123	30+50.98	45.55 LT.	101555.45	450391.76
124	31+75.00	73.95 LT.	101556.75	450256.00
125	400'D+00.00	57.67 LT.	101642.19	449819.01
126	34+50.00	75.00 LT.	101688.01	449888.20
127	37+00.00	46.00 LT.	101895.32	449817.27
128	38+00.00	45.10 LT.	101883.61	449759.70
129	38+00.00	69.49 RT.	102041.18	449858.78
130	36+00.00	59.00 RT.	101887.92	449861.37
131	33+00.00	44.00 RT.	101712.32	450179.87
132	30+00.00	45.00 RT.	101639.52	450452.78
133	27+00.00	68.00 RT.	101660.91	450748.56
134	26+45.00	47.00 RT.	101640.19	450803.67
135	26+45.00	32.11 RT.	101625.30	450803.75
136	26+26.68	32.19 RT.	101625.47	450822.07
137	25+50.00	18.08 RT.	101611.75	450898.82
138	25+00.00	45.00 RT.	101638.93	450948.68

COORDINATE TABLE - TLE POINTS				
PT.#	STATION	OFFSET	Y	X
205	25+95.00	56.00 RT.	101649.44	450853.62
206	25+90.00	36.00 RT.	101629.47	450858.73
207	400'B+00.00	49.00 LT.	101374.04	450946.03
208	400'B+45.00	49.00 LT.	101419.03	450945.47
209	400'B+55.00	37.00 LT.	101429.183	450957.34
210	401'B+00.00	37.92 LT.	101474.17	450955.86
211	25+95.00	37.13 LT.	101556.32	450854.10
212	26+10.00	50.00 LT.	101543.37	450839.17
213	26+55.00	46.00 LT.	101547.14	450794.15
214	27+00.00	38.00 LT.	101554.91	450749.11
215	27+90.00	59.00 LT.	101533.45	450659.21
216	28+20.00	59.00 LT.	101533.29	450629.22
217	28+25.00	48.00 LT.	101544.27	450624.16
218	29+00.00	44.00 LT.	101547.88	450549.14
219	29+74.99	36.82 LT.	101556.20	450471.95
220	30+00.00	38.87 LT.	101555.95	450445.73
221	31+00.00	89.00 LT.	101521.88	450332.05
222	31+75.00	73.95 LT.	101556.75	450256.00
223	32+95.00	124.05 LT.	101558.13	450112.85
224	400'C+00.00	50.00 RT.	101498.13	450056.36
226	400'C+00.00	5.00 LT.	101535.07	450015.61
227	400'D+00.00	100.00 RT.	101485.95	449839.43

TOWN OF MOSCOW
 SW 1/4 - SE 1/4
 SEC. 14, T4N, R5E

TEMPORARY LIMITED EASEMENT CURVE TABLE (TLEC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
TLEC1	210 TO 211	53°48'43"	73.33	144.50	135.71	130.78	N51°05'11"W

COORDINATE TABLE - FOUND SURVEY MONUMENTS					
PT.#	STATION	OFFSET	Y	X	DESCRIPTION
4464	26+82.80	34.07 LT.	101558.92	450766.28	FOUND 3/4" IRON REBAR

EXISTING RIGHT OF WAY CURVE TABLE (ERWC)							
CURVE	POINT TO POINT	DELTA ANGLE	TANGENT	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
ERWC2	121 TO 122	89°35'14"	143.46	144.50	225.94	203.62	N45°44'30"W
ERWC3	136 TO 137	21°20'38"	39.67	210.50	78.42	77.96	S79°51'48"E

SEE SHEET 4.04 FOR ENCROACHMENT TABLE

EAST LINE SW 1/4 - SE 1/4

SE CORNER SEC. 14
 FOUND ALUMINUM CAP MONUMENT
 Y = 100,302.57'
 X = 452,336.67'

REVISION DATE

DATE

GRID FACTOR N/A

SCALE, FEET

0 50 100

HWY: CTH F

COUNTY: IOWA

STATE R/W PROJECT NUMBER: 5034-00-02

CONSTRUCTION PROJECT NUMBER:

PLAT SHEET 4.03

PS&E SHEET

E

COORDINATE TABLE - TLE POINTS				
PT.#	STATION	OFFSET	Y	X
228	42+20.00	88.00 LT.	102404.36	449598.18
229	42+80.00	58.32 LT.	102466.95	449628.04

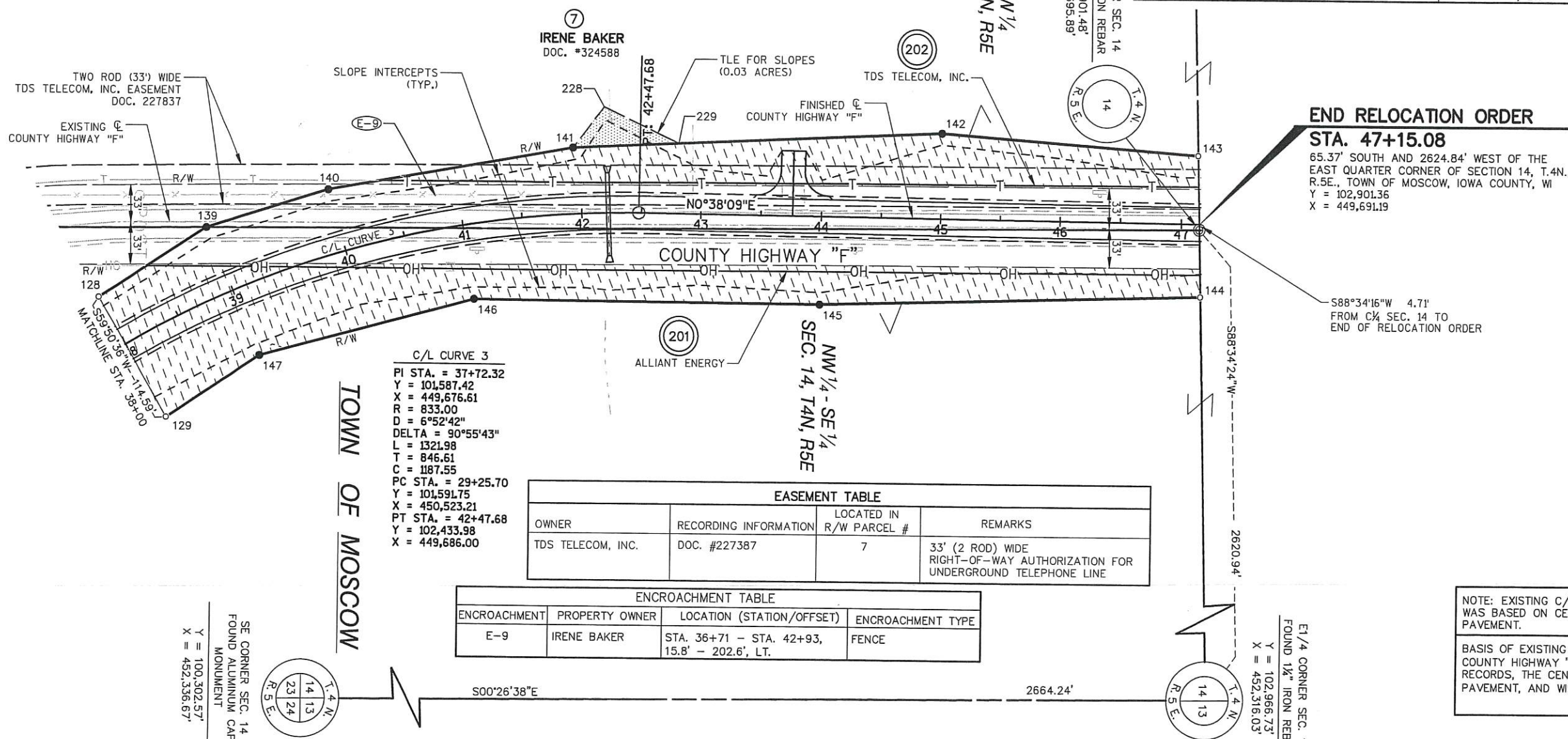
COORDINATE TABLE - R/W POINTS				
PT.#	STATION	OFFSET	Y	X
128	38+00.00	45.100 LT.	101983.61	449759.70
129	38+00.00	69.49 RT.	102041.18	449858.78
139	39+00.00	57.00 LT.	102073.01	449701.40
140	40+00.00	53.00 LT.	102174.58	449669.00
141	41+95.00	55.00 LT.	102378.46	449632.16
142	45+00.00	71.00 LT.	102687.08	449617.81
143	47+13.01	56.80 LT.	102899.92	449634.37
144	47+17.23	60.31 RT.	102902.84	449751.52
145	44+00.00	73.00 RT.	102585.49	449760.69
146	41+00.00	62.00 RT.	102297.20	449758.57
147	39+00.00	58.00 RT.	102118.46	449807.04

RIGHT OF WAY LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
128 TO 139	N33°06'27"W	106.73'
139 TO 140	N17°41'35"W	106.61'
140 TO 141	N10°14'36"W	207.18'
141 TO 142	N02°39'45"W	308.95'
142 TO 143	N04°27'00"E	213.48'
143 TO 144	N88°33'35"E	117.19'
144 TO 145	S01°39'17"E	317.51'
145 TO 146	S00°25'13"W	288.30'
146 TO 147	S15°10'17"E	185.19'
147 TO 129	S33°47'57"E	93.00'
129 TO 128	S59°50'36"W	114.59'

ENCROACHMENT TABLE			
ENCROACHMENT	PROPERTY OWNER	LOCATION (STATION/OFFSET)	ENCROACHMENT TYPE
E-1	PAULA SCHUETTE, BRENDA KITE, AND SARA ERICKSON	STA. 25+73 - STA. 25+87, 22.6' - 28.3', RT.	LANDSCAPE TIMBERS
E-2	GREGORY BROOKINS AND JUDY BROOKINS	STA. 26+08 - STA. 26+09, 29.9' - 34.2', LT.	RETAINING WALL
E-3	PAULA SCHUETTE, BRENDA KITE, AND SARA ERICKSON	STA. 26+37 - STA. 28+48, 21.7' - 22.0', RT.	FENCE
E-4	IRENE BAKER	STA. 28+48 - STA. 28+77, 22.0' - 33.0', RT.	FENCE
E-5	PAULA SCHUETTE, BRENDA KITE, AND SARA ERICKSON	STA. 28+39 - STA. 28+41, 22.6' - 33.0', RT.	FENCE
E-6	GEOFF BRIGGS AND JAMIE BRIGGS	STA. 32+97 - STA. 33+22, 122.4' - 138.8', LT.	RETAINING WALL
E-7	GEOFF BRIGGS AND JAMIE BRIGGS	STA. 33+69 - STA. 33+72, 150.3' - 155.1', LT.	RETAINING WALL
E-8	GEOFF BRIGGS AND JAMIE BRIGGS	STA. 35+00 - STA. 36+50, 206.0' - 210.6', LT.	FENCE
E-9	GEOFF BRIGGS AND JAMIE BRIGGS	STA. 36+71 - STA. 42+93, 15.8' - 202.6', LT.	FENCE
E-10	LARRY DEARTH AND KARYN DEARTH	STA. 400'B'+32, 31.7' - 32.0', LT.	RETAINING WALL

SCHEDULE OF LANDS & INTERESTS REQUIRED				
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	H.E. ACRES REQUIRED	T.L.E. ACRES
7	IRENE BAKER	H.E., T.L.E.	1.38	0.03
201	ALLIANT ENERGY	RELEASE OF RIGHTS		
202	TDS TELECOM, INC.	RELEASE OF RIGHTS		

TLE LINE TABLE		
POINT TO POINT	BEARING	DISTANCE
141 TO 228	N52°41'03"W	42.73'
228 TO 229	N25°30'33"E	69.35'
229 TO 142	N02°39'45"W	220.37'



REVISION DATE	DATE	SCALE, FEET	HWY: CTH F	STATE R/W PROJECT NUMBER: 5034-00-02	PLAT SHEET 4.04
	GRID FACTOR N/A	0 50 100	COUNTY: IOWA	CONSTRUCTION PROJECT NUMBER:	PS&E SHEET E

Ridgeway modifications with the USH 18/151 Interchange at CTH B

1. Shortening of Ternes Court (Village of Ridgeway)
2. Lengthening of Lorraine Court (Village of Ridgeway)
3. JT of CTH HHH to Village of Ridgeway (new street name needed) (JT between County and Village)
4. Renaming a portion of Prairie Road to Town Hall Road (Town and Village of Ridgeway)
5. Lengthening of Ridgevue Road to southbound ramps (Town of Ridgeway)
6. Shortening of Reed Road (Town of Ridgeway)
7. Minor adjustment to Achliman road
8. Shortening of Prairie Road to Roundabout (Town of Ridgeway)
9. Lengthening of Moon Road (Town of Ridgeway)
10. Lengthening of CTH BB to Interchange southbound ramps (Iowa County)
11. Lengthening of CTH HHH to Roundabout (Iowa County)

Town of Ridgeway will abandon Cemetery Road and a portion of Prairie Road

12. Cemetery Road
13. Prairie Road

Blank

40

WCHA Briefing: Charging for brine

July 2018

Current state	- Under state statute (Wis.Stats. 84.07(2)), counties are required to bill WisDOT for actual costs for providing highway maintenance services – and the materials that help provide those services. WisDOT provides guidance and oversight to support the counties in meeting this requirement. - Existing policy has allowed brine to be reimbursed either under direct billing or under cost pooling. Done correctly, either method should result in the same reimbursement. - WisDOT surveyed counties to learn more about how counties calculated and billed for brine during the CY 2016/2017 winter. Findings revealed that most counties use direct billing. However, those counties using cost pooling were using it inconsistently and many were using it incorrectly, resulting in double billing. - Several county commissioners requested WisDOT clarify its charging policy for brine by issuing a new policy.
Proposed future state	- WisDOT proposes a new policy: All brine shall be charged using the direct cost method. - Labor, equipment and materials will be directly charged per the RMA. Utilities – water and electric – can be pro-rated if separate meters are attached to brine makers. - WisDOT will create a separate equipment rate for high-capacity brine-makers.
Impact and benefits for counties	- There is no financial impact to counties that are already billing correctly, regardless of whether they were using cost pooling or direct billing. - Provides statewide consistency and transparency – which significantly reduces audit risk. Under cost pooling, an audit could find that a county overcharged the state and must now pay back those overages. - Ensures county and state compliance with state statute – which also significantly reduces audit risk. Again, under cost pooling, an audit could find that a county overcharged the state and must now pay back those overages. - Lower tracking costs for counties and state. - Allows WisDOT to track winter costs consistent with other states (labor, materials, equipment) to support identification of winter best management practices, which can be used on both state and county roads.
Proposed Timeline/Process	Timeline will be consistent with Highway Maintenance Manual (HMM) policy for new policy and will include these steps: - Consult with WCHA executive board - Consult with WCHA machinery management - Consult with WisDOT region subject experts - Incorporate feedback - Create a rate for high-capacity brine-makers - Publish new policy for use during CY 2018/2019 winter
WisDOT contacts	James Hughes, WisDOT Highway Maintenance Engineer Doug Meek, WisDOT Maintenance Accountant

WCHA Briefing: Salt Shed Maintenance Reimbursement

July 2018

Current state	General maintenance payments for all state and county sheds are based off salt purchased for state vs county system. This could be taken as an incentive to spread more salt on the state system while environmentalist/water resource experts measure unacceptable chloride levels in rivers, lakes and ground waters along the state highway system. This policy gives the appearance there is an incentive to place more salt than what is necessary. Counties with extra storage capacity can use the policy to create an unfair advantage. There is currently no language for capital improvement reimbursement (a maintenance cost above 25% of original building) for current state salt financed sheds.
Proposed future state	Base the salt shed maintenance reimbursement strictly on lane miles (state vs county). Add a provision that would allow major improvements to existing state financed sheds.
Impact on counties	State-wide (using only 2016 data) shows that maintenance reimbursement for general maintenance would be about a \$200,000 decline. These monies can be used in other RMA activities including covering capital improvements to sheds.
Benefits for counties	There is no perceived financial incentive for a county to place more salt on the state system than what is needed. The new language will also allow for a way capital improvement payments can be made for extending shed life. These would be done on a case-by-case agreement between the county and the region office. Currently, counties do NOT obtain financial credit from the state for capital improvement maintenance.
Why we are doing this	This ensures the State is not providing any incentive for counties to place more salt to maintain highways during the winter than necessary. This change in policy also adds language for capital improvements to existing state financed sheds.
Relevant context	This is a topic that was brought up to WCHA at a previous WCHA/WisDOT quarterly meeting. We are following the process to coordinate these types of changes with our county partners.
Proposed Timeline/Process for change	Prior to 2018/2019 winter
WisDOT Subject expert(s)	James Hughes/ Rose Phetteplace/ Doug Meeks/ Chris Ohm

WCHA Briefing: Winter Availability

July 2018

Current state	Winter Availability Rates Policy (HMM 02-25-35) BHM provides a lump sum payment for a portion of the fixed costs (insurance and depreciation) for those larger trucks (Class 117, Class 118, Class 1118 and Class 1128) dedicated to winter maintenance operations on the state trunk system from November 15th to April 15th and thus unavailable for other use.
Proposed future state	BHM is proposing the elimination of the Winter Availability Rates policy.
Impact on counties	The counties will still get the money but the money will be recovered by performing RMA work. In 2017-2018, there were 51 counties that received reimbursement for the winter availability rates, totaling \$1.2 million in reimbursement.
Benefits for counties	The distribution of funds will be accurately and uniformly distributed.
Why we are doing this	Inconsistent and inaccurate charging of the winter availability rates can have a detrimental impact on all of the counties. An audit of the counties showed discrepancies in the charging of the winter availability rates and inconsistencies in the application of the policy. • Inaccurate and inconsistent application of the policy ○ Counties are not dedicating the trucks to the state system and/or performing non-winter maintenance activities. ▪ Trucks receiving the winter availability rates are being utilized on both the state and county system during the winter season. ▪ Trucks are being utilized for non-winter maintenance operations, like woody vegetation, litter pick-up, crack sealing, maintaining roadside draining, surveillance, traffic control, spot repair, and gravel shoulders. ○ Winter Availability Rates requested for trucks that do not qualify for reimbursement. ▪ Number of trucks exceeded the number of state winter patrol sections. ▪ Brine Trucks ▪ Back-up Trucks • Inaccurate charging for the winter availability rate ○ The winter availability rates are to be charged to the equipment revenues using #10000WT; however, the costs are not being consistently charged to 10000WT or the equipment revenues as per the policy requirements.

	- Winter availability charges were showing up under material costs instead of equipment. - When counties improperly charge winter availability it can impact the equipment rates. - When winter availability isn't properly charged, WisDOT cannot track the costs. This is an eighteen-year old policy that needs to be updated to reflected how the counties utilize their equipment today. The current policy is also in conflict with our blended route initiative. We want the counties to use the trucks on both systems when there can be efficiencies.
Relevant context	s. 84.07(2)(a) The winter availability lump sum payments are not considered reimbursement of an actual cost as per the requirement of s. 84.07(2)(a).
Proposed Timeline/Process for change	WisDOT went to WCHA and MMC and paused the implementation of the policy clarification for the 2017-2018 winter season. Eliminate the policy prior to the 2018-2019 winter season.
Subject expert	Chris Ohm and Kara McFerren

No - TRUCKS ON CLASS I ROUTES OR WERE AGREED TO BY WISDOT PRIOR TO SEASON.

EQUIPMENT DOES NOT RECOVER ACTUAL COSTS BY FORMULA AS ONLY UTILIZED ON STATE ROUTE

WCHA Briefing: Removal of the 2% Error Factor from the Equipment Rate Formula

July 2018

Current state	HMM 02-30-05 Equipment Rate Formula HMM 02-25-45 Equipment Rates A 2% error factor is added to the standard equipment rates to provide for estimating errors. The error factor was originally 5% and changed to 4% in August 2000 for the 2001 rate calculation, 3% in October 2001 for the 2002 rate calculation and 2% in August 2002 for the 2003 rate calculation. There was an annual reduction of the error factor of 1% in the equipment rate formula from 2001 to 2003. The 2% error factor has remained constant since 2003.
Proposed future state	We are proposing the elimination of the 2% error factor from the equipment rate calculation.
Impact on counties	The projected revenue through equipment rates for the counties would decrease by \$2.8 million annually leaving \$2.8 million annually for other RMA activities.
Benefits for counties	The rate calculation will be closer to actual costs and will reduce the risk of equipment rates being challenged by FEMA, and future audits. The inflated rates could hurt the counties because the rates may not be as competitive when quoting work for the locals. Roughly 70% of the annual statewide equipment revenues on average are from the counties own budget and from performing local work.
Why we are doing this	With advances in technology and data entry, we see no evidence that there are 2% errors occurring. The goal of the equipment rates is to break even on equipment revenues, however, the counties have had significant excessive revenues over the years, in part because of the 2% error factor being embedded in the rates. The removal of the error factor ensures the machinery rates are based on actual costs and the rates are not being inflated for unrealized errors. \$28 million dollars was added into the equipment costs over the last ten years for errors, but we didn't see \$28 million dollars in errors. WisDOT hired an outside consultant years ago to look at the whole rate setting process. The consultants only finding with the equipment formula related to the use of the 5% error factor and its conflict with state statutes that limit recovery to actual costs.
Relevant context	Schedule K, Schedule B and Schedule A

	s. 84.07(2)(a) 2% error factor is an inflation of the equipment rates and not considered reimbursement of an actual cost as per the requirement of s. 84.07(2)(a).
Proposed Timeline/Process for change	This topic was brought before the Machinery Management Committee at the November 29, 2017 meeting and followed by continued discussion on the topic at the 2018 meetings. Committee member were advised this topic was being presented to WCHA Executive Committee. The proposed elimination of the error factor would be applied to the calculation of the 2019 standard equipment rates.
Subject expert	Cassey Lynch/Kara McFerren

Iowa County Highway Commission							
Trial Balance (After Closing)							
December 31, 2017							
Acct. #	Name	Debit	Credit				
11100	Treasurer's Working Cash						
11800	Petty Cash	1,845,024.76					
11900	Freight Fund	25.00					
13100	Receivables for Goods & Services	-					
13110	Other Accounts Receivable	37,166.03					
13630	Unbilled Transportation Cost Pool Revenue(Fringe Benefit)	515,001.63					
13631	Unbilled Transportation Cost Pool Revenue(Small Field Tools)	-					
13800	Other Receivables	-					
14100	Due from FEMA	75.00					
14200	Due from State of Wisconsin	-					
14300	Due from Wisconsin Emergency Management	701,008.49					
14400	Due from Cities, Villages & Towns	-					
14600	Due from School Districts	82,358.75					
15100	Due from General Fund-Other Departments	-					
16111	Materials		37.32				
16112	Shop Supplies	287,716.63					
16113	Gasoline & Diesel Fuel	176,528.08					
16114	Oil & Grease	48,363.15					
16150	Gravel Products	7,517.84					
16160	Bituminous Products	141,056.98					
16220	Deferred Expense	104,068.18					
16250	Assets Held for Resale	2,842.51					
18200	Land						
18300	Buildings & Attached Fixtures	32,917.85					
18390	Accumulated Provision for Depreciation-Buildings	2,561,097.75					
18400	Improvements Other than Buildings		1,887,193.16				
18490	Accumulated Provision for Depreciation-Impr. Other than Bldg	162,985.32					
18500	New Machinery & Equipment		124,425.94				
18590	Accumulated Provision for Depreciation-Machinery & Equipment	10,414,277.05					
18600	Gravel Pits & Quarries		6,519,039.44				
18690	Accumulated Depletion-Quarry	236,561.14					
18700	Construction Work in Progress		49,178.06				
18800	Other Fixed Assets	-					
18890	Accumulated Provision for Depreciation-Other	62,830.71					
21100	Vouchers Payable		31,687.34				
21200	Vouchers Payable						
21511	FICA Taxes Payable		177,803.36				
21512	Federal W/H Taxes		4,733.02				
21513	State W/H Taxes Payable		6,751.53				
21514	Medicare Taxes		3,695.79				
21521	Due WI Retirement		1,106.89				
21530	Dental Insurance		14,440.18				
21531	Health Insurance		822.67				
21532	Life Insurance						
21534	Retiree Health Ins.						
21535	Long & Short Term						
21536	WI Deferred Comp		1,137.53				
21537	Vision Insurance Payable		340.00				
21550	Union Dues		140.26				
21580	Garnishments						
21590	Section 125 Fee Payable						
21600	Retirement Benefit		7.50				
21605	Medicare Match		17,193.45				
21610	FICA Match		1,772.22				
21615	Health Insurance		7,578.01				
21620	Life Insurance						
21625	Dental Insurance						
21700	Accrued Wages Payable		1,305.29				
21820	Unused Sick Leave Credits (Short Term)		237.93				</

Iowa County Highway Commission						
Trial Balance (After Closing)						
December 31, 2017						
Acct. #	Name	Debit	Credit			
41110	Tax Levy		3,340,864.00			
41120	Bridge Aids		91,488.24			
41170	Vehicle Registration		417,054.00			
43511	Focus on Energy Grant		-			
43512	EECBG State Grant					
43531	Transportation Revenue-State		808,658.69			
43532	FEMA Grants					
43533	State PBM Payment		208,237.46			
43537	Other Transportation		452,710.26			
43538	PECFA Grants					
43600	Retained Fees					
43700	Grants from Local					
43737	CHIP Revenue					
44000	Open cut Permit					
44100	Driveway Permits		3,700.00			
44200	Utility Permits		1,050.00			
44300	Wide & Oversize Permits		1,050.00			
44400	Closed Roads Permit					
44500	Permit work in R/W		200.00			
44600	Special Events					
45220	Crude Oil Refund					
46310	Transportation Revenue-County Maintenance		3,869.51			
47230	Transportation Revenue-State WI DOT		2,835,905.37			
47330	Transportation-Intergovernmental & Others(Serv. Perf.)		566,107.32			
47450	Local Departments-Health					
48000	Miscellaneous Revenue					
48200	Tower Rent					
48203	Tods					
48204	Salt/Sanding Material Storage Rental		1,920.00			
48213	Quarry and Lease		7,585.00			
48300	Miscellaneous Revenue/Property Sales		-			
48310	Gain/Loss Fixed Asset		152.00			
48330	Sales of Materials & Supply		-			
48340	Sale of Salvage and Waste Products		-			
48400	Miscellaneous Revenue/Insurance		10,863.36			
48520	Donations					
49210	Transfer In-General					
49240	Transfer In-Capital Project Reserve Fund		815,980.00			
53100	Admin Salaries		-			
53110	Administration	436,078.35				
53120	Engineering					
53182	Local Bridge Aids	91,488.24				
53190	Supervision	53,174.33				
53191	Supervision	61,129.78				
53192	Radio Expense	9,381.82				
53193	General Public Liability	14,445.75				
53210	Employee Taxes & Benefits	-				
53220	Field Small Tools	-				
53230	Shop Operation Expense	-				
53232	Fuel Handling	-				
53240	Machinery Operation Expense	1,065,630.36				
53250	Gravel Pits & Quarries	25,177.46				
53260	Bituminous Operations	78,363.92				
53270	Buildings & Grounds Operations					
53280	Equipment & Materials Acquisition	2,507.88				
53290		(15,100.08)				
53311	C.T.H.S.-Routine Maintenance	1,061,933.39				
53312	C.T.H.S.-Winter Maintenance	641,673.10				
53313	C.T.H.S.-Construction (Road)	1,612,949.57				
53314	C.T.H.S.-Maintenance (Bridge)	39,708.46				
53315	C.T.H.S.-Preventative Maint	793,187.73				
53316	C.T.H.S.-Construction (Bridge)	53,656.78				
53318	C.T.H.S.- State PBM	172,112.92				
53321	S.T.H.S.-Routine Maintenance	2,156,845.94				
53322	S.T.H.S.-Winter Maintenance	421,732.79				
53328	S.T.H.S.-Construction	163,247.50				
53330	Other Local Governments	350,151.64				
53340	Local Departments	20,583.64				
53350	Federal Government	5,520.03				
53360	Non Govt Customers	166,637.18				
58200	Notes Payable - Equip Interest	1,226.66				
59999	Compensated Abs. Exp					
		9,483,445.14	9,567,395.21			R&E match balance sheet
		83,950.07				Matches R&E report
		\$ 9,567,395.21	\$ 9,567,395.21			

BALANCE SHEET

3

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AGENDA ITEM COVER SHEET

Title: 6-30-18 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):

6-30-18 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 6/30/18 Financial Statements

FISCAL IMPACT:

None, status of the 2018 budgetary balances as of 6/30/18 - preliminary

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

STAFF PRESENTATION?:

☐ Yes

☒ No

How much time is needed? _____

COMPLETED BY: Roxie Hamilton

DEPT: Finance Department

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE:

AGENDA ITEM #

COMMITTEE ACTION:

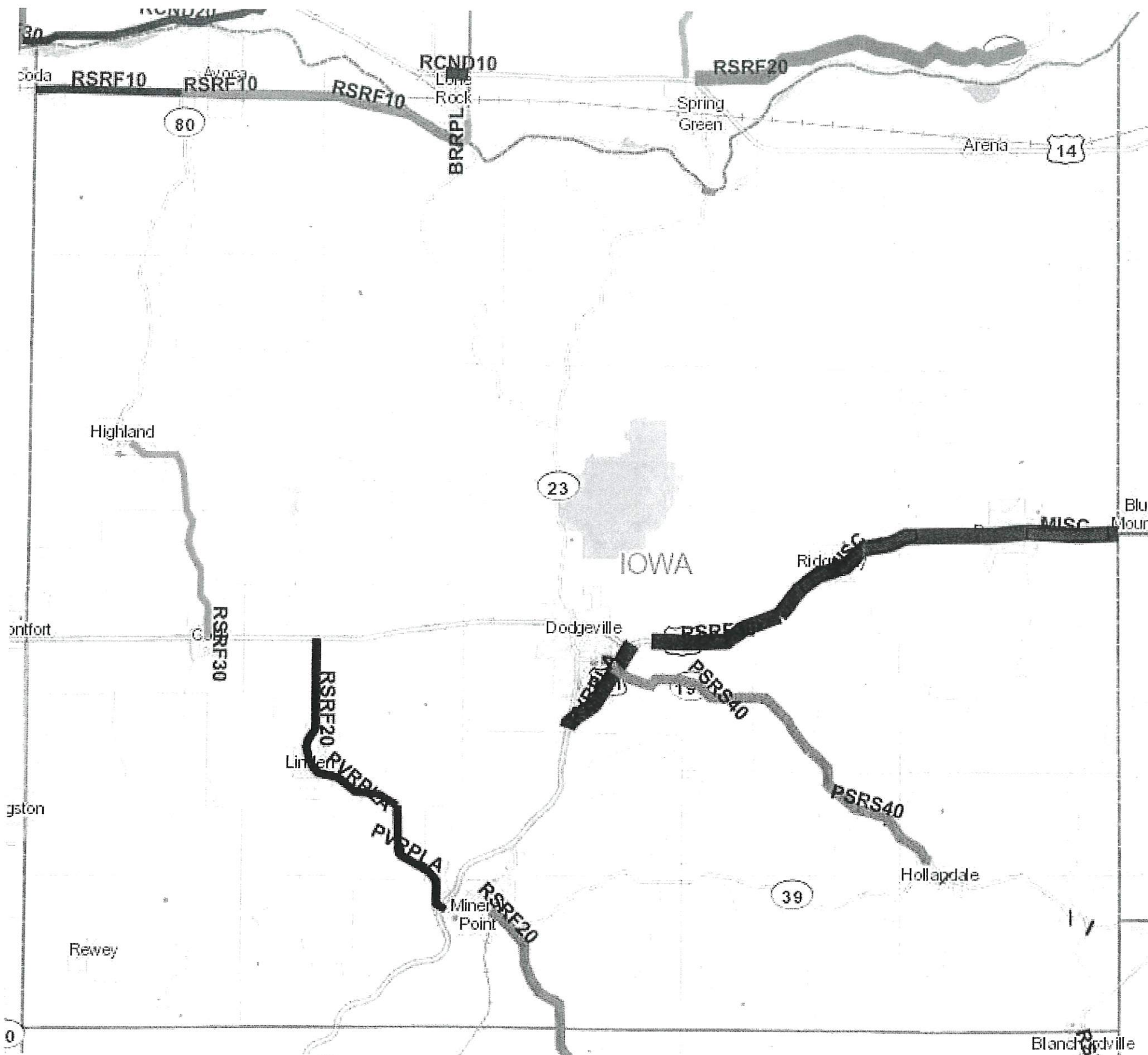
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	A	B	C	D	E	F	G	H	I
1	Iowa County Public Works Committee - Financial Statement - Includes only those Departments that report to the Committee								
2	For the Period Ending June 30, 2018								
3	<u>Department</u>	<u>2018 Tax Levy</u> <u>Amount -</u> <u>Adopted &</u> <u>Fund Balance</u> <u>Applied</u>	<u>Budget</u> <u>Adjustments</u> <u>/ Transfers</u>	<u>Carryovers</u> <u>From Prior</u> <u>Year</u>	<u>2018 Tax Levy</u> <u>+ Budget</u> <u>Adjustments /</u> <u>Transfers /</u> <u>Carryovers</u>	<u>Revenues -</u> <u>other than Tax</u> <u>Levy</u>	<u>Expenditures</u>	<u>Excess</u> <u>(Deficiency) of</u> <u>Revenues over</u> <u>Expenditures</u>	<u>Notes</u>
4	<u>General Fund</u>								
5	GIS - Land Records	81,718		301,858	383,576	131,092	196,159	318,509	
6	Planning & Development	13,260			13,260	82,423	95,539	144	
7	Land Conservation	169,373			169,373	4,846	140,842	33,377	
8									
9	Total General Fund	264,351	-	301,858	566,209	218,361	432,540	352,030	
10									
11	<u>Special Revenue & Capital</u> <u>Funds</u>								
12	Tri County Airport	16,422			16,422	-	14,569	1,853	
13	Iowa County Airport - operating	77,036			77,036	52,548	78,014	51,570	
14	Wisconsin River Rail Transit - Expenditures	28,000			28,000	-	28,000	-	
15	Capital Projects Fund - Land Conservation Only	32,000			32,000	-	-	32,000	
16	Capital Projects Fund - Planning & Development Only	10,000			10,000	-	-	10,000	
17	Capital Projects Fund - Airport only	47,000			47,000	-	1,724	45,276	
18	Special Rev & Capital Funds	210,458	-	-	210,458	52,548	122,307	140,699	
19									
20	<u>Enterprise Funds</u>								
21	Highway Dept-includes 50/50 bridge aids & Hwy Debt Pmts	3,777,103			3,777,103	1,513,013	3,584,380	1,705,736	
22	Enterprise Funds Total	3,777,103	-	-	3,777,103	1,513,013	3,584,380	1,705,736	
23									
24	Total of All Funds	4,251,912	-	301,858	4,553,770	1,783,922	4,139,227	2,198,465	

	A	B	C	D	E	F	G	H	I
1	Departments that Report to the Iowa County Public Works Committee						compiled 8/1/18		
2	For the period ending 6/30/18 as of 7/26/18								
3	Revenue - Compare Budget to Actual	2018 Adopted Annual Budget including Tax Levy & Fund Balances Applied	Budget Adjustments / Transfers	Carryovers From Prior Year	2018 REVISED BUDGET	Total Department YTD REVENUES	REMAINING BALANCE	PCT OF YEAR	PCT YTD
4	100 GENERAL FUND								
5	31 GIS/LAND RECORDS	156,750			156,750	131,092	25,658	46%	84%
6	75 PLANNING & DEVELOPMENT DEPT	186,500			186,500	82,423	104,077	46%	44%
7	84 LAND CONSERVATION DEPARTMENT	267,174			267,174	4,846	262,328	46%	2%
8									
9	TOTAL: GENERAL FUND	610,424	-	-	610,424	218,361	392,063	46%	36%
10	260 TRI COUNTY AIRPORT								
11	06 TRI-COUNTY AIRPORT	16,422			16,422	16,422	-	100%	100%
12	262 IOWA COUNTY AIRPORT								
13	07 IOWA COUNTY AIRPORT	171,306			171,306	129,584	41,722	46%	76%
14	263 RAILROAD								
15	08 WI RIVER RAIL TRANSIT COMM	28,000			28,000	28,000	-	100%	100%
16	400 CAPITAL PROJECTS FUND								
17	32 CAPITAL PROJECTS - Land Conservation	32,000			32,000	32,000	-	100%	100%
18	32 CAPITAL PROJECTS - Planning & Developmnt	10,000			10,000	10,000	-	100%	100%
19	32 CAPITAL PROJECTS - Airport only	47,000			47,000	47,000	-	100%	100%
20	710 HIGHWAY DEPARTMENT								
21	70 HIGHWAY DEPT- includes 50/50 bridge aid	8,797,901			8,797,901	5,290,116	3,507,785	46%	60%
22									
23	TOTAL OF ALL FUNDS	9,713,053	-	-	9,713,053	5,771,483	3,941,570	46%	59%
24									
25	Expenditure - Compare Budget to Actual	2018 ADOPTED ANNUAL BUDGET	Budget Adjustments / Transfers	Carryovers From Prior Year	2018 REVISED BUDGET	Total Department YTD Expenditures	REMAINING BALANCE	% of Year	Actual % YTD
26	100 GENERAL FUND								
27	31 GIS - LAND RECORDS	\$ 238,468		301,858	\$ 540,326	\$ 196,159	\$ 344,167	46%	36%
28	75 PLANNING & DEVELOPMENT DEPT	\$ 199,760			\$ 199,760	\$ 95,539	\$ 104,221	46%	48%
29	84 LAND CONSERVATION DEPARTMENT	\$ 436,547			\$ 436,547	\$ 140,842	\$ 295,705	46%	32%
30									
31	TOTAL: GENERAL FUND	\$ 874,775	\$ -	\$ 301,858	\$ 1,176,633	\$ 432,540	\$ 744,093	46%	37%
32	260 TRI COUNTY AIRPORT								
33	06 TRI-COUNTY AIRPORT	\$ 16,422			\$ 16,422	\$ 14,569	\$ 1,853	46%	89%
34	262 IOWA COUNTY AIRPORT								
35	07 IOWA COUNTY AIRPORT	\$ 171,306			\$ 171,306	\$ 78,014	\$ 93,292	46%	46%
36	263 RAILROAD								
37	08 WISCONSIN RIVER RAIL TRANSIT	\$ 28,000			\$ 28,000	\$ 28,000	\$ -	46%	100%
38	400 CAPITAL PROJECTS FUND								
39	32 CAPITAL PROJECTS-Land Conservation	32,000			\$ 32,000		\$ 32,000	46%	0%
40	32 CAPITAL PROJECTS - Planning & Developmnt	10,000			\$ 10,000		\$ 10,000	46%	0%
41	32 CAPITAL PROJECTS-AIRPORT	47,000			\$ 47,000	\$ 1,724	\$ 45,276	46%	4%
42	710 HIGHWAY DEPARTMENT								
43	70 HIGHWAY DEPT- includes 50/50 bridge aid	\$ 8,797,901			\$ 8,797,901	\$ 3,584,380	\$ 5,213,521	46%	41%
44									
45	TOTAL OF ALL FUNDS	\$ 9,977,404	\$ -	\$ 301,858	\$ 10,279,262	\$ 4,139,227	\$ 6,140,035	46%	40%
46	Notes:								
47	YTD = Year-to-date								
48									

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(57)

(85)

PSE	APSE	LET	SUB_PGM	CNCP_CD	PROJECT	COUNTY	ROUTEID	ROUTENO	TITLE	LIMIT	LENGTH
05/01/2019	--/--/----	5/8/2018	303	RECST	5953-04-71	IOWA	STH	191	C DODGEVILLE E DIVISION STREET	IOWA STREET TO DIAMOND OAKS DRIVE	0.71
02/01/2024	08/01/2021	5/8/2018	303	RECST	5953-04-72	IOWA	STH	191	C DODGEVILLE E DIVISION STREET	IOWA STREET TO DIAMOND OAKS DRIVE	0.71
08/01/2019	08/01/2018	8/14/2018	303	PVRPLA	1204-04-77	IOWA	USH	151	PLATTEVILLE - MADISON	STH 23 TO USH 18//B-25-16 THRU -24	3.844
08/01/2024	--/--/----	1/8/2019	303	MISC	5953-02-82	IOWA	STH	191	DODGEVILLE - HOLLANDALE	DIAMOND OAKS DRIVE TO STH 39	0.06
08/01/2019	--/--/----	1/8/2019	303	MISC	5970-02-83	IOWA	STH	039	HOLLANDALE - NEW GLARUS	CTH K TO STH 78	0.04
08/01/2017	--/--/----	4/9/2019	303	RSRF30	1204-05-72	IOWA	USH	018	DODGEVILLE - MOUNT HOREB	USH 151 TO E COUNTY LINE	13.69
08/01/2018	--/--/----	1/14/2020	303	BRRPL	5255-01-82	IOWA	LOC	STR	MINERAL POINT - SPRING GREEN	TALIESIN TRAIL STRUCTURE B-25-XXXX	0
05/01/2018	--/--/----	2/9/2021	303	MISC	1204-05-76	IOWA	USH	018	DODGEVILLE - MOUNT HOREB	CTH BB TO CTH JG	9.216
02/01/2020	02/01/2019	12/14/2021	303	PSRS40	5953-02-73	IOWA	STH	191	DODGEVILLE - HOLLANDALE	DIAMOND OAKS DRIVE TO CTH K	11.83
05/01/2018	--/--/----	3/8/2022	303	RSRF10	5940-02-60	IOWA	STH	133	MUSCODA - LONE ROCK	STH 80 TO STH 130	8.14
11/01/2017	--/--/----	11/8/2022	303	RSRF20	5952-03-72	IOWA	STH	039	EDMUND - MINERAL POINT	USH 18 TO CTH X	3.51
08/01/2017	--/--/----	11/8/2022	303	PVRPLA	5952-03-73	IOWA	STH	039	EDMUND - MINERAL POINT	CTH X TO FAIR STREET	6.31
05/01/2021	08/01/2020	3/14/2023	303	RSRF10	5939-01-60	IOWA	STH	080	AVOCA - RICHLAND CENTER	STH 133 TO WEST COUNTY LINE	4.03
05/01/2018	--/--/----	11/14/2023	303	RSRF30	5939-00-70	IOWA	STH	080	COBB - AVOCA	USH 18 TO KENNEDY STREET	6.67

