



## ROCK COUNTY DEPARTMENT OF PUBLIC WORKS

*Airport - Highways - Parks*

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Public Works Committee – Highway Minutes  
Wednesday, September 26, 2018 – 8:00 a.m.  
Public Works Department- Committee Room  
3715 Newville Road  
Janesville, WI 53545

Call to Order. Chair Bussie called the meeting of the Public Works Committee to order at 8:00 a.m.

Committee Members Present. Supervisors Bussie, Driscoll, Fox, Richard and Zajac.

Committee Members Absent. None.

Staff Members:

Nick Elmer	Assistant Director of Public Works
Amy Friend	Secretary II
Duane Jorgenson	Director of Public Works

Others Present:

Richard Greenlee	Corporation Counsel
Jeff Hillman	Town of Johnstown Supervisor
Scott Johnson	Concerned Citizen
Jeff Shadel	Concerned Citizen
Joan Shadel	Concerned Citizen
Steve Simpson	The Highland Group
James Sockness	Concerned Citizen
Danielle Zimmerman	Representative for State Representative Amy Loudenberg

Approval of Agenda. Supervisors Fox and Richard moved today's agenda. MOTION CARRIED.

Approval of Minutes of August 28, 2018. Supervisors Zajac and Driscoll moved the minutes. MOTION CARRIED.

Citizen Participation, Communications, and Announcements. Chair Bussie stated that any citizens can talk now or be recognized at the time the item they want to discuss is on the Agenda.

NOT OFFICIAL UNTIL APPROVED BY COMMITTEE

Mr. Jorgenson informed the Committee that Governor Walker had increased the Wisconsin General Transportation Aids by 1.8%.

Chair Bussie reported that Governor Walker wants to raise the state funding level for county roads to 30%.

## **HIGHWAY BUSINESS**

Update and Discussion – CTH A Project Real Estate Acquisition. Mr. Jorgenson provided the Committee with a packet of information and reviewed the information (copy attached). He referred to and summarized Wisconsin Statutes 83.025 - County trunk highways and Statute 83.08 - Acquisition of lands and interest therein. He referred to and summarized County Trunk Highway Standards Trans 205.03 – County trunk highway standards. He summarized the roadway width dimensions from the Wisconsin Administrative Code appendix D Table (b) - Collector. He explained the difference between a Highway Easement, Permanent Limited Easement and Warranty Deed. He summarized the difference between Fee and Highway Easement. He stated Rock County is following the State of Wisconsin acquisition process. He stated a clear title is required when accepting state or federal funds to be used for any aspect of a transportation project. He summarized the Right of Landowners Under Wisconsin Eminent Domain Law and referred to the brochure included the packet of information.

Supervisor Fox questioned what seems to be the problem. Mr. Jorgenson stated that the residents in attendance have concerns about the purpose and the need of the real estate acquisition. They have requested more information to understand the process.

Ms. Zimmerman stated she is here for State Representative Amy Loudbeck to advocate for her constituents.

Discussion took place on the process and need on CTH A real estate acquisition. Discussion took place on previous practice for Rock County's Real Estate Acquisition. Discussion took place on the value of the Right of Way and land. Mr. Shadel, Mrs. Shadel and Mr. Johnson spoke against the real estate acquisition process and not being compensated for the taking of their land. Mr. Jorgenson stated it was the best practice for the County to have a clear title.

Update and Discussion – DPW Project Status. Mr. Jorgenson provided the Committee with the updated DPW Project Status Spreadsheet (copy attached). He stated all work on the CTH P project has been completed.

Update and Discussion – CTH M Bridge. Mr. Jorgenson reported several struggles with the construction activities for the bridge in Indianford. He reported the project should be done by mid-October and the bridge should be open.

Update and Discussion –STP Rural Program. Mr. Jorgenson stated he had received prior information that the funding for 2019-2022 Small Urban and Rural Program only had \$16 million in funds available for projects. He recently received notification from June Coleman of WisDOT that the Small Urban and Rural Program now has \$30 million in funds available for projects.

Review of Payments. Review was completed.

Next Meeting Date. The next Highway meeting will be Tuesday, October 23, 2018 at 8:00 a.m. at the Department of Public Works. Mr. Jorgenson stated the proposed 2019 budget will be discussed at this meeting with Mr. Smith.

Adjournment. Supervisors Richard and Zajac moved to adjourn at 9:23 a.m. MOTION CARRIED.

Respectfully Submitted,

Amy J. Friend  
Secretary II

(4), 84.01 (5), 84.06 (3), 84.07 (1) and (2), 84.09 (1), (3) (a) to (c) and (4), 84.10 (1), 86.04 (1) and (2), 86.07 (2) (a), 86.19 (3), 86.34 (1m), 114.33 (5), 349.07 (2), 349.11 (4) and (10) and 349.15 (2). No statutory power, duty or function specified elsewhere for the county highway commissioner may be deemed impliedly repealed for the sole reason that reference to it has been omitted in this paragraph.

(3) **COST ACCOUNTING SYSTEM.** (a) Each county board, except in counties of a population of 750,000 or over, shall provide for and require the county highway committee and county highway department to use the system of cost accounting devised by the department of revenue.

(b) Any variations, adjustments, corrections and revisions in the system shall be made annually so as to be effective on January 1 of each year following the proposed change.

(c) Any changes so proposed in order to become effective shall be mutually agreed upon by the department and a majority of the county highway departments of the state.

(d) The department may insist on the adoption of the uniform system in any county before entering into agreements with such county for the maintenance of state trunk highways.

**History:** 1971 c. 211 s. 124; 1977 c. 29 ss. 915, 1654 (8) (c); 1979 c. 110, 147; 1985 a. 29; 1985 a. 223 ss. 2, 5; 1987 a. 27; 1989 a. 56 s. 258; 1997 a. 27; 2003 a. 214; 2013 a. 20; 2015 a. 231; 2017 a. 207 s. 5.

**NOTE:** 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

This section does not preclude county boards from auditing county highway committee vouchers prior to payment thereof from county funds. However, the board's audit authority is limited to determining whether the expenditure is within the scope of the committee's statutory or delegated authority. 63 Atty. Gen. 136.

**83.016 Traffic patrol officers, appointment, duties, bond.** (1) The county board, or one of its committees to which it may delegate such authority, may appoint traffic officers for the enforcement of laws relating to the highways or their use, or the maintenance of order upon or near the highways. Traffic officers may arrest without warrant any person who, in their presence, violates any law relating to highways or the maintenance of order upon or near highways. Any traffic officer, sheriff, constable or other police officer may make such arrest without warrant on the request of any other traffic officer, sheriff, constable or police officer in whose presence any such offense has been committed. The appointment of any traffic officer may be revoked at any time by the county board or one of its committees to which it may delegate such authority. No traffic officer shall receive or accept from or for any person he or she has arrested, any money or other thing of value, as or in lieu of bail or for the person's appearance before a court, or to cover or be applied to the payment of fines or costs, or as a condition of such person's release.

(2) Traffic officers, before exercising their powers, shall be provided with a badge by the county board or its designee which shall be worn when on duty.

(3) Traffic officers shall furnish bonds in a sum fixed by the county board to indemnify the county for any and all claims arising out of the performance of their duties. The cost of such bonds shall be paid by the county. In lieu of furnishing bonds, such officers may be included in a schedule or blanket bond under s. 19.07 (1) (b).

**History:** 1977 c. 29 s. 1654 (7) (b); 1977 c. 43, 203.

**83.018 Road supplies; committee may sell to municipalities.** The county highway committee is authorized to sell road building and maintenance supplies on open account to any city, village, town or school district within the county; and any such city, village, town or school district is authorized to purchase such supplies.

It is permissible for a county highway department to sell road sand or salt to municipalities, either for their own use or for resale, if, in good faith, county officials believe that the purchaser does not intend to resell the sand or salt for a private purpose. Generally, a county may not sell road maintenance supplies to a private party that intends to resell the supplies on the private market. OAG 2-01.

**83.02 County aid highways.** (1) The system of prospective state highways heretofore selected by the county boards and approved by the highway commission are hereby validated but without prejudice to the exercise of the power to change such systems. Such systems are hereby designated as the county aid highway system.

(2) The department, on the petition of at least 100 freeholders, may, after investigation, make such alterations in the system of county aid highways as it deems necessary to serve the public interest.

(3) The county board may alter such systems as provided in s. 83.025 (1).

**History:** 1977 c. 29 s. 1654 (8) (c); 1977 c. 418 s. 924 (48); 1985 a. 223 ss. 3, 5.

**83.025 County trunk highways.** (1) (a) The systems of county trunk highways heretofore selected by county boards and approved by the department are hereby validated. Changes may be made in the county trunk system by the county board as provided in this section. The county board in making the changes may order the county highway committee to lay out new highways and acquire the interests necessary by the procedures under s. 83.08. A county board may not make additions to a county trunk system from a city or village street or town road without the consent of the department and of the governing body of the city, village or town in which the proposed addition is located. A county board may not make deletions from a county trunk system without the approval of the department, and, except as provided in this paragraph and par. (d), without the approval of the governing body of the city, village or town in which the proposed deletion is located or, in the case of a proposed deletion affecting more than one city, village or town, without the approval of a majority of the governing bodies of such cities, villages or towns.

(b) The county board, or the county highway committee, shall, by conference with the boards or highway committees of adjoining counties, or otherwise, cause their respective county trunk systems to join so as to make continuous lines of travel between the counties. Any highway which is a part of the county trunk system shall, by virtue thereof, be a portion of the system of county aid highways.

(c) Any city or village street or portion thereof selected as a portion of the county trunk system prior to May 1, 1939, shall be a portion of the county trunk system. All streets or highways in any city or village over which is routed a county trunk highway or forming connections through the city or village between portions of the county trunk highway system shall be a part of the county trunk system unless the governing body of the city or village, by resolution, removes the street or highway from the system, but the removal shall apply only to that portion of any street or highway which is situated wholly within the city or village.

(d) In counties having a population of 750,000 or more the county board may remove from the county trunk highway system any part thereof which lies within an incorporated village or city, but the removal shall not be effected until one year after annexation proceeding affecting the area in question has become final.

(e) Whenever a county has completed a functional and jurisdictional classification of highways and the classification plan has been approved by the county board, the local governing bodies and the department, those roads and streets allocated to the county's jurisdiction will be known as county trunk highways. Additions and deletions from the county trunks under this paragraph in the various municipalities may be made as provided in pars. (a) and (d).

(2) The county trunk system shall be marked and maintained by the county. No county shall be responsible for the construction and maintenance of a city or village street on the county trunk highway system to a greater width than are those portions of such system outside the village or city and connecting with such street. When a portion of a county trunk highway extending from one

**83.05 COUNTY HIGHWAYS**

Updated 15-16 Wis. Stats. 6

of 22 feet of the width of the pavement, as well as a portion of the costs of grading, draining, and appertaining structures. The balance of the expense of the improvement shall be borne by the city, and shall be provided in the manner in which expense of street improvement is ordinarily met. Assessments of benefits may be made by the city against abutting property in the manner provided where the improvement is done solely at the expense of the city, but such assessments of benefits shall not exceed the difference between the cost of the improvement and the amount contributed thereto by the county.

(3) The provisions of subs. (1) and (2) shall apply to villages and towns subject to the approval of the county board.

History: 1993 a. 246, 248.

**83.06 Maintenance of county aid highways.** All streets and highways improved with county aid under this chapter shall be maintained by the towns, cities and villages in which they lie but this provision shall not diminish or otherwise affect the duty of the county with respect to any street or highway which is a portion of the county trunk highway system, nor the powers of the county conferred by s. 83.03 (1) and (2) or s. 83.035.

**83.065 County road and bridge fund; tax levy.** The county board shall annually levy a tax of not more than 2 mills on the dollar, in addition to all other taxes, and the proceeds shall be known as the "County Road and Bridge Fund". Expenditures from said fund shall be made only for the purposes of constructing and maintaining highways and bridges under this chapter and for purchasing, operating, renting and repairing machinery, quarries and gravel pits used in such construction and maintenance.

**83.07 Acquisition of lands, quarries, gravel pits; relocation; eminent domain.** (1) The county highway committee or town board may acquire any lands or interest therein needed to carry out the provisions of this chapter. Whenever the county highway committee or town board is unable to acquire the same by purchase at a reasonable price such property may be acquired by condemnation under ch. 32.

(1a) The county highway committee or town board may purchase or accept donations of remnants of tracts or parcels of land remaining at the time or after it has acquired portions of the tracts or parcels by purchase or condemnation where in the judgment of the county highway committee or town board the acquisition of the remnant would assist in rendering just compensation to a landowner, a part of whose lands have been taken for highway purposes, and would serve to minimize the overall cost of the taking by the public.

(2) In case the county highway committee or town board deems it desirable to acquire any lands or the right to take stone, gravel, clay or other material, from private lands for use in the execution of the committee's or board's duty, or to acquire the right of access to any lands, or the right of drainage across any lands, the committee or board may purchase or condemn such lands or right and take title thereto in the name of the county or town, and the cost thereof shall be paid out of the highway improvement funds.

(3) When lands are acquired under this section to relocate or straighten any highway or to provide easier curves at highway intersections, and tracts not more than 2 acres in area remain separated from the main body of land from which they are acquired, the county highway committee or town board may, if it deems the acquisition of such minor tracts advisable or necessary to beautify the highway or to protect public travel, acquire such minor tracts in the name of the county or the town. Tracts in excess of 2 acres of like character may be acquired by agreement.

(4) In case the county highway committee or the town board is unable to acquire needed lands or rights by contract, such com-

mittee or board may acquire the same in the name of the county or town by eminent domain, as provided in ch. 32.

History: 1997 a. 253.

**83.08 Acquisition of lands and interest therein.** (1) (a) The county highway committee may acquire by gift, devise, purchase or condemnation any lands or interests in lands for the improvement, maintenance, relocation or change of any county aid or other highway or street or any bridge on a county aid or other highway or street that the county is empowered to improve or aid in improving or to maintain. The county highway committee may purchase or accept donations of remnants of tracts or parcels of land remaining at the time or after it has acquired portions of those tracts or parcels by purchase or condemnation where in the judgment of the committee the acquisition of the remnant would assist in rendering just compensation to a landowner, a part of whose lands have been taken for highway purposes, and would serve to minimize the overall cost of the taking by the public.

(b) Whenever the county highway committee considers it necessary to acquire any lands or interests in land for any purpose described in par. (a), it shall so order. The order or a separate map or plat shall show the old and new locations and the lands or interests required. The committee shall file a copy of the order and map with the county clerk or, in lieu of filing a copy of the order and map, may file or record a plat in accordance with s. 84.095. The committee shall attempt to obtain easements or title in fee simple by conveyance of the lands or interests required, at a price, including damages, considered reasonable by the committee. The instrument of conveyance shall name the county as grantee and shall be filed with the county clerk and recorded in the office of the register of deeds.

(2) If any of the needed lands or interests therein cannot be purchased expeditiously for a price deemed reasonable by the committee, the committee may acquire the same by condemnation under ch. 32.

(3) The cost of land and rights so acquired, including any damages allowed and other expenses connected therewith, shall be paid out of available improvement or maintenance funds.

(4) Subject to s. 84.09 (3) (c) and to the approval of the department, the county board is authorized and empowered to sell at public sale, or to sell at private sale for fair market value to an owner of adjacent property, property, owned by the county in fee for highway purposes, when the county board shall determine that such property is no longer necessary for the county's use for highway purposes. The funds derived from such sale shall be deposited in the county highway fund and the expense incurred in connection with the sale shall be paid from that fund. However, approval of the department is not required where county funds only have been used.

History: 1977 c. 29 s. 1654 (8) (c); 1985 a. 223 s. 5; 1997 a. 253, 282; 1999 a. 32; 2003 a. 212, 327.

Absent express language to the contrary, courts presume that the grantor of land to be used for roadways intended to convey only an easement. A deed using the term "right of way" should be construed as conveying an easement unless the instrument, considered as a whole, indicates that the parties intended the passage of fee title. *Berger v. Town of New Denmark*, 2012 WI App 26, 339 Wis. 2d 336, 810 N.W.2d 833, 11-1807.

**83.09 Emergency repairs of county trunk highways.** Whenever a flood or other casualty renders any county trunk highway dangerous for travel, the town chairperson may immediately close it and notify the county highway commissioner thereof; and the commissioner shall promptly make repairs necessary to render the highway safe for travel. If sufficient funds are not available in the county maintenance fund, the commissioner may, with the consent of the chairperson of the county board or of the county highway committee, make the necessary repairs, and the cost thereof shall be paid as soon as funds are available.

History: 1983 a. 192 s. 303 (2); 1989 a. 56 s. 258; 2003 a. 214.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

Chapter Trans 205  
 COUNTY TRUNK HIGHWAY STANDARDS

Trans 205.01 Purpose.  
 Trans 205.02 Definitions.  
 Trans 205.03 County trunk highway standards.

Trans 205.035 Use of alternative "3R" standards.  
 Trans 205.04 Exceptions to design standards.  
 Trans 205.05 Project review.

Note: Chapter Hy 34 as it existed on December 31, 1986 was repealed and a new chapter Trans 205 was created effective January 1, 1987.

**Trans 205.01 Purpose.** (1) Pursuant to s. 84.01 (9) (b), Stats., the department of transportation adopts these rules relating to projects for constructing or reconstructing and relating to processes incidental to building, fabricating or bettering a county trunk highway, but not relating to maintenance of a county trunk highway. Maintenance includes all those measures and activities necessary to preserve a highway, as nearly as possible, in the condition of its construction. Maintenance generally involves no change in horizontal alignment, roadway widths or grade.

(2) Any county trunk highway improvement project, on which construction is started after January 1, 1987, shall follow this chapter.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

**Trans 205.02 Definitions.** As used in this chapter:

(1) "Average daily traffic" or "ADT" means the average 24-hour traffic volume during a stated period divided by the number of days in that stated period; unless otherwise specified, the stated period is one year.

(2) "Bridge design load" means the maximum vehicle loading that a bridge is designed to accommodate without exceeding the allowable working capacity of any structural member or group or system of structural members.

(3) "Design speed" means the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

(5) "Functional classification" has the meaning set forth in ch. Trans 76.

Note: Chapter Trans 76 was repealed.

(6) "HS20" has the meaning set forth in the American association of state highway and transportation officials (AASHTO) standard specifications for highway bridges, 13th edition 1983, as amended by interim specifications-bridges 1984 and 1985, published by AASHTO.

Note: The AASHTO standard specifications for highway bridges are available from AASHTO, 444 North Capitol Street, N.W., Washington, D.C. 20001. Copies of the relevant portion of the AASHTO standard are on file at the offices of the department of transportation, secretary of state, and legislative reference bureau.

(6m) "Region director" means a Wisconsin department of transportation, division of transportation system development, region office director.

Note: The department of transportation region offices and addresses are as follows:

Northwest Region	Superior	1701 N. Fourth Street	Superior 54880
	Eau Claire	718 W. Clairemont Avenue	Eau Claire 54701
North Central Region	Rhinolander	510 N. Hanson Lake Road	Rhinolander 54501

	Wisconsin Rapids	1681 Second Avenue S.	Wisconsin Rapids 54495
Northeast Region	Green Bay	944 Vanderperren Way	Green Bay 54304
Southwest Region	Madison	2101 Wright Street	Madison 53704
	LaCrosse	3550 Mormon Coulee Road	LaCrosse 54601
Southeast Region	Waukesha	141 NW Barstow Street	Waukesha 53188

(7) "Regional engineer" means a Wisconsin department of transportation division of highways central office design chief road design engineer.

(8) "Rehabilitation" means replacing a major structural element of an existing highway to extend its service life for a substantial period of years and to enhance safety.

(9) "Restoration" means returning an existing highway to an acceptable condition to extend its service life for a substantial period of years and to enhance safety.

(10) "Resurfacing" means installing new or additional layers of surfacing on existing highway pavement to extend its service life for a substantial period of years and to enhance safety.

(11) "Roadway" means the portion of a highway, including shoulders, for vehicular use.

Note: Under this definition, a divided highway has 2 or more roadways.

(12) "Shoulder" means that portion of a roadway that is contiguous to the traveled way and is used primarily for vehicle stopping in an emergency.

(13) "Traveled way" means the portion of the roadway designed for movement of vehicles, exclusive of the shoulders.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87; renum. (7) to (9) to be (11) to (13), cr. (7) to (10), Register, February, 1992, No. 434, eff. 3-1-92; correction in (4) made under s. 13.92 (4) (b) 6., Stats., and renum. (4) to (6m) under s. 13.92 (4) (b) 1., Stats., Register February 2013 No. 686.

**Trans 205.03 County trunk highway standards.**

(1) The design standards for urban county trunk highway improvement projects shall conform with the applicable department of transportation criteria, and, if applicable, with the federal criteria for the class of highway involved. The minimum design standards for rural county trunk highway improvement projects shall be as set forth below for each of the rural county trunk highway functional classifications. The functional classification for a particular rural county trunk highway segment shall be that shown for the segment on the most current department of transportation rural functional system map prepared under ch. Trans 76 for local transportation aids purposes or, if applicable, on the most current federal aid system map.

Note: Chapter Trans 76 was repealed.

(2) The rural county trunk highway minimum design standards for each of the rural county trunk highway functional classifications are as shown in the following tables:

TABLE (a) - ARTERIALS\*

TRAFFIC VOLUME		ROADWAY WIDTH DIMENSIONS IN FEET				BRIDGES***	
Design Class	Design ADT	Design Speed MPH	Traveled Way	Shoulder	Roadway	Design Load	Clear Roadway Width in Feet
A1	Under 3500	60**	24	6	36	HS20	36
A2	3500-7000	60	24	10	44	HS20	44
A3	Over 7000	65	24(2)	6 Left 7 10 Right	40(2)	HS20	40

\*Minimum design standards for sight distance, horizontal alignment and vertical alignment shall conform with applicable department of transportation criteria.

\*\*For design class A1 the desirable design speed is 60 mph, but a minimum design speed of 55 mph is acceptable.

\*\*\*The full width of bridge approach roadways shall continue across all new bridges, except when a bridge is a major structure on which design dimensions are subject to individual economic studies because of high unit cost.

TABLE (b) - COLLECTOR\*

TRAFFIC VOLUME		ROADWAY WIDTH DIMENSIONS IN FEET**				BRIDGES		
Design Class	Current ADT	Design ADT	Design Speed MPH	Traveled Way	Shoulder	Roadway	Design Load	Clear Roadway Width in Feet
C1	0-400		40	22-24	2-4	26-32	HS20	26-30
C2	400-750	Under 1500	50	22-24	6	34-36	HS20	28-30
C3		1500-3500	55	24	6	36	HS20	32-34***
C4		Over 3500	60	24	8	40	HS20	40***

\*Minimum design standards for sight distance, horizontal alignment, and vertical alignment shall conform to the applicable department of transportation criteria.

\*\*Where a range of widths is shown, the smaller number is the minimum width and the larger number is the maximum width eligible for federal or state project participation.

\*\*\*Bridges in design classes C3 or C4 having a total length over 100 feet may be designed with a clear roadway width of 30 feet.

TABLE (c) - LOCAL\*

TRAFFIC VOLUME		ROADWAY WIDTH DIMENSIONS IN FEET**				BRIDGES		
Design Class	Current ADT	Design ADT	Design Speed MPH	Traveled Way	Shoulder	Roadway	Design Load	Clear Roadway Width in Feet
L1	0-250		40	20-22	2-4	24-30	HS20	24-28
L2	250-400		40	22	2-4	26-30	HS20	26-30
L3	400-750	Under 1500	50	22-24	6	34-36	HS20	28-30
L4		1500-3500	55	24	6	36	HS20	30-34***
L5		Over 3500	60	24	8	40	HS20	40***

\*\*Minimum design standards for sight distance, horizontal alignment and vertical alignment shall conform with applicable department of transportation criteria.

\*\*Where a range of widths is shown, the smaller number is the minimum width and the larger number is the maximum width eligible for federal or state project participation.

\*\*\*Bridges in design class L4 or L5 having a total length over 100 feet may be designed with a clear width of 30 feet.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

#### Trans 205.035 Use of alternative "3R" standards.

(1) The standards in s. Trans 205.03 shall be used for all county trunk highway improvement projects, unless a region director expressly authorizes, in writing, the use of the department's "Design Criteria for Resurfacing, Restoration, and Rehabilitation Projects," also known as "3R" standards, for a resurfacing, restoration, or rehabilitation project on an existing highway located in his or her region.

Note: Examples of improvement projects which may be appropriate for "3R" standards include resurfacing highway pavement; grading and repairing pavement joints; replacing or recycling pavement; widening lanes and shoulders; replacing bridge elements to correct structural deficiencies; bridge deck overlays; and other related improvements such as minor incidental subgrade work and correction of minor drainage problems.

(2) A region director may not authorize or approve the use of the department's "3R" standards for the construction of a new highway or for the complete reconstruction of an existing highway.

(3) A request to use the department's "3R" standards in lieu of the standards in s. Trans 205.03 may be submitted to a region di-

rector only by a county highway commissioner, or by a county highway commissioner's designee.

(4) A region director shall grant or deny a request to use the department's "3R" standards within 90 days after receiving a request.

(5) In determining whether to grant or deny a request to use the department's "3R" standards in lieu of the standards in s. Trans 205.03, a region director shall consider all of the following:

(a) Adequacy of design.

(b) Cost effectiveness.

(c) Safety improvement.

(d) Environmental impact.

(e) Social and economic impact, including dislocation or relocation of property owners.

(6) The rural county trunk highway minimum "3R" standards for roadway dimensions, by functional classification, and usable bridge widths are as shown in the following tables:

## CHAPTER 8.0 - CLOSING PROCEDURES

For the LPA to secure the permanent property interests necessary to certify a clear right of way, the LPA must adhere to the following procedures.

### 8.1 ACQUIRING PROPERTY INTEREST

#### 8.1.1 Conveyance Types

Construction Permit (CP): Used to secure a temporary right to use land for a limited period. Construction permits cannot be used when condemning property. See Section 7.3 Construction Permits.

Highway Easement: A right granted or taken, for the construction, maintenance and operation of a highway. The grantor retains fee ownership in this case. Ordinarily in the case of a public thoroughfare, the abutting landholders are assumed to own the fee to the centerline of the right of way. Highway easements are recommended in situations where it may be necessary to acquire contaminated parcels.

Permanent Limited Easement (PLE): Used to acquire permanent interest in the land for a limited purpose such as maintenance of drainage facilities, etc.

Temporary Limited Easement (TLE): Used to acquire a temporary right or interest for a limited period. Always used when condemnation of temporary interest is necessary. See Section 7.2 Temporary Limited Easements (TLEs).

Warranty Deed: A deed conveying to the grantee title to the property free and clear of all encumbrances, except those specifically set forth in the document.

#### 8.1.2 Conveyances of Permanent Property Interests

When agreement has been reached, the owner(s) must sign whichever of the following types of conveyance documents is applicable: (1) Warranty Deed (lpa1560); (2) Highway Easement (lpa1565); or, (3) Permanent Limited Easement (PLE) (lpa1552). The following must appear on the conveyance document utilized:

- Names of all legal owners of record
- Name of acquiring agency
- Amount of compensation
- Names of all other parties of interest
- Explanation of owner's six-month appeal right.
- Description of parcel being acquired.
- Homestead properties must be signed by both husband and wife.
- Name of person drafting document.
- Tax parcel number.
- Notary block, verifying all signatures.



**Caution! When preparing the conveyance, if applicable, insert the appropriate clause concerning hazardous waste. Contact the MC for details.**





## 2-30.1 Background

Right of way is the land acquired for the highway or devoted to highway-related purposes. It may include land for waysides, rest areas, and other uses directly associated with a highway. To guard against encroachment of the contractor's operations upon the public highway property, marker posts and/or a fence are installed to mark the right of way limits in rural areas.

## 2-30.2 Types of Acquisition

The type of acquisition is shown in the Schedule of Lands and Interests Required in the right of way plat for the project.

### 2-30.2.1 Fee

This is the full and complete acquisition of the land, including all rights and interests that run with the land.

### 2-30.2.2 Highway Easement

This is the acquisition of interest in property for highway purposes. It gives the department the complete use of the land as long as it is for highway purposes. This type of acquisition is fairly rare and usually involves another public or semi public agency.

### 2-30.2.3 Limited Easements

This is the acquisition of selected interests in land that is limited in purpose and may be either permanent or temporary. Full title to the property is not acquired, only a right to use the property for a specific purpose.

### 2-30.2.4 Construction Permits

This conveys the right to enter on a small portion of a property. Construction permits are normally used for the purpose of making a property compatible to the roadway, such as matching lawns to slopes or sidewalk, replacement of driveway surfacing, or as a temporary work area. The limits of the permitted work area will be shown on the permit and on the plan or change order.

### 2-30.2.5 Right of Entry

This is a temporary permit to enter on lands for construction purposes. It is used when the acquisition cannot be obtained prior to the contract letting. In most cases the acquisition will have been completed prior to the start of construction. Right of Entry should not be construed to be the same as a construction permit.

## 2-30.3 Commitments

The engineer will be furnished with completed department form DT1528, Statement to Construction Engineer, covering all commitments made by the department to property owners during the right of way acquisition stage. These commitments may include, for example, preservation of trees, time allowed for removal, or other factors affecting construction operations and progress. Careful attention should be paid to the commitments to ensure that they do not conflict with contractual requirements. If they do, notify the region real estate agent. If no commitments were made, a statement to that end will be on the form.

## 2-30.4 Encroachments

Most of the encroachments on newly acquired right of way were installed prior to acquisition of the land for highway purposes. These will have been listed by the region at the time of acquisition and a formal procedure for notification of the owner will have been followed, resulting in a legal notice for removal. These notices are sent sufficiently early to allow adequate time for removal of encroachments prior to start of construction.

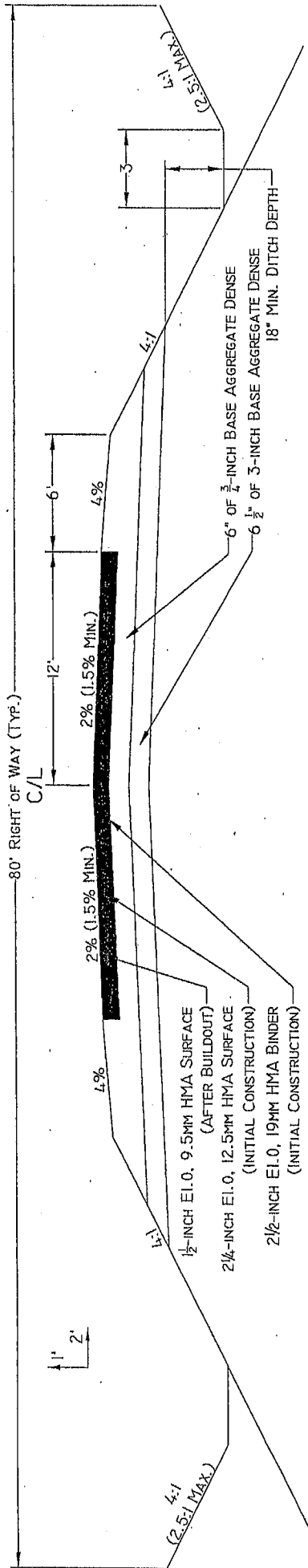
However, new encroachments may have been placed following right of way acquisition, existing encroachments may have been overlooked at time of acquisition, and some removal notices may not have been complied with. It is the responsibility of the engineer to correct these situations in the manner described below.

Shortly after arriving on the project, the engineer will record all encroaching billboards and other advertising signs, buildings or other structures and fences within the right of way limits. The engineer will then contact the region and identify the encroachments. A search will be made by the region real estate staff of their records for evidence that the formal notice procedure has been followed and the allotted time has expired. Subsequently, the region office will contact the engineer and indicate the status of each encroachment that has been recorded.

Following communication from the region office about those encroachments on which the proper notification procedure was followed and the time has expired, the engineer will contact the owner and explain the need for immediate removal. An extension of time may be granted if the owner cannot remove the encroachment



# MINOR COLLECTOR ROAD CROSS SECTION (MINIMUM SPECIFICATIONS)



- A) HOT MIXED ASPHALT PAVEMENT (HMA)  
 INSTALL A 24-FOOT WIDE, 6 1/2-INCH THICK (AFTER COMPACTION) HMA PAVEMENT. CROSS-SLOPE FROM CENTERLINE TO EDGE OF PAVEMENT SHALL NORMALLY BE 0.020 FT./FT. (2.0%) SLOPE. A MINIMUM CROSS-SLOPE OF 0.015 FT./FT. (1.5%) SHALL BE MAINTAINED AT ALL TIMES. HMA MUST BE A CURRENT WISCONSIN DEPARTMENT OF TRANSPORTATION APPROVED MIX DESIGN USING APPROPRIATE PG GRADED AC FOR LOCATION. SUBMIT A COPY OF THE MIX DESIGN AND TEST RESULTS WITH THE PLANS. FOR NEW CONSTRUCTION, NO HMA PAVEMENT MAY BE PLACED UNTIL THE UNDERLYING BASE AND SUBGRADE HAS BEEN IN PLACE FOR AT LEAST ONE WINTER, AND THE FINAL 1/2-INCH LAYER OF HMA SURFACE MAY NOT BE PLACED UNTIL AT LEAST 80% OF THE STRUCTURES WITHIN THE NEW DEVELOPMENT HAVE BEEN COMPLETED, OR FOUR YEARS, WHICHEVER IS LESS. APPLY TACK COAT BETWEEN ALL PAVEMENT LAYERS.
- B) BASE AGGREGATE DENSE  
 INSTALL A 12 1/2 INCH THICK BASE CONSISTING OF 6 1/2 INCHES OF 3-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE, FOLLOWED BY 6 INCHES OF 3/4-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE. SHOULDERS SHALL ALSO BE 3/4-INCH CRUSHED LIMESTONE BASE AGGREGATE DENSE, AND SHALL BE 6 FEET WIDE. ALL BASE MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION. THE CROSS-SLOPE OF THE BASE SHALL CONFORM TO THE PAVEMENT CROSS SLOPE.
- C) SUBBASE  
 WHERE SUITABLE SOIL FOR ROAD CONSTRUCTION AS DESCRIBED BY THE SOIL SURVEY OF ROCK COUNTY, WI IS NOT PRESENT, UNSUITABLE SOILS MUST BE REMOVED AND REPLACED WITH PIT RUN MATERIAL MEETING THE REQUIREMENTS OF THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION. ALL TOPSOIL SHALL BE STRIPPED FROM THE IMMEDIATE CONSTRUCTION AREA PRIOR TO ANY GRADING OPERATIONS.
- D) PROOF ROLLING  
 PROOF ROLLING SHALL BE PERFORMED ON ALL NEW AGGREGATE COURSES, AND SHALL BE WITNESSED BY A REPRESENTATIVE FROM THE ROCK COUNTY DEPARTMENT OF PUBLIC WORKS.
- E) DITCHES  
 DITCHES SHALL BE INSTALLED TO A MINIMUM DEPTH OF 18 INCHES MEASURED FROM THE BOTTOM OUTSIDE EDGE OF THE BASE, AND SHALL BE A MINIMUM OF 3 FEET WIDE (EITHER ROUNDED OR FLAT) ON THE BOTTOM. ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED WITH A MINIMUM OF 4 INCHES OF TOPSOIL AND SHALL BE SEED, FERTILIZED AND MULCHED. A 4-FOOT WIDE STRIP OF JUTE MATTING SHALL BE PLACED IN ALL DITCH BOTTOMS WHERE THE SLOPE EXCEEDS 4%. ALL DITCH FOSLOSLOPES SHALL BE 4:1. DITCH BACKSLOPES SHALL NORMALLY BE 4:1, BUT SHALL NOT EXCEED 2.5:1. BACKSLOPES MAY EXTEND BEYOND THE RIGHT OF WAY IF NECESSARY TO MAINTAIN A MINIMUM 2.5:1 BACKSLOPE.
- F) TURNAROUNDS (CUL-DE-SACS)  
 TURNAROUNDS (CUL-DE-SACS) SHALL HAVE A MINIMUM 120-FOOT DIAMETER PAVEMENT, A 6 FOOT WIDE SHOULDER, AND A 4:1 FOSLSLOPE, IN A 180-FOOT DIAMETER RIGHT OF WAY.
- G) INSPECTION/CERTIFICATION  
 THE DESIGN ENGINEER WILL BE REQUIRED TO SUBMIT A REPORT CONTAINING THE FOLLOWING INFORMATION UPON COMPLETION OF CONSTRUCTION:
  1. CENTERLINE SUBGRADE, OUTSIDE EDGE AND DITCH BOTTOM ELEVATIONS AT 50-FOOT INTERVALS ALONG THE ROAD ALIGNMENT.
  2. CENTERLINE AND OUTSIDE EDGE ELEVATIONS FOR EACH LAYER OF BASE AGGREGATE AND FOR THE 2ND LAYER OF HMA PAVEMENT AT 50-FOOT INTERVALS ALONG THE ROAD ALIGNMENT.
  3. SUMMARY OF THE TOTAL TONNAGE USED IN EACH LAYER OF HMA PAVEMENT.
  4. SUMMARY RESULTS OF NUCLEAR DENSITY TESTS TAKEN FOR EACH LAYER OF HMA PAVEMENT AT APPROXIMATELY 500-FOOT INTERVALS (MINIMUM 3 TESTS PER LAYER) ALONG THE ROAD ALIGNMENT.

## LPA MANUAL for RIGHT OF WAY ACQUISITION

THE WISCONSIN DEPARTMENT OF TRANSPORTATION

- Description of buildings and other improvements including fixtures, considered to be part of the real property for which offer is made.
- List of any improvements such as fixtures not owned by someone other than owner of the real property (i.e., tenant owned improvements).
- Offering price must be allocated between the land, improvements, or other interests lost by owner because of project and any damages to remaining property retained by owner (severance damages).
- Statement regarding tax proration.
- Statement that determination of just compensation:
  1. Is based on appraised fair market value of property.
  2. Disregards any decrease or increase in fair market value caused by the project for which property is being acquired.

### 6.3.4 Clear Title updated 11/15/17

When accepting state or federal funds to be used for ANY aspect of a transportation project (real estate, design, or construction), the LPA commits to following all state and federal requirements. One such requirement is that adequate real property interests are acquired. In 23 CFR 710.305(b) Adequacy of real property interest, the provision states that property acquired for the project must be adequate for construction, operation, and maintenance, as well as for the protection of the facility and the traveling public and clear title is required.

To secure clear title on a parcel acquisition where the taking is only a portion of the subject property, WisDOT's policy is to obtain a partial release of mortgage (or lien release) on all acquisitions, except for temporary limited easements (TLE). The policy applies regardless of the complexity or dollar amount. Obtaining clear title benefits not only the property owner, but also protects the resulting highway facility and the traveling public.

There may be times when securing a partial release of mortgage is not viable because either the mortgage company (or other lien holder) will not cooperate; the fees to obtain a release are cost prohibitive; or, the time to get the partial release of mortgage does not meet the project schedule. When obtaining a partial release, is not practical, a jurisdictional offer (JO) is the acceptable alternative. The negotiating agent must follow the appropriate steps needed to acquire the property via the eminent domain process (refer to Chapter 9 of this manual for instructions).

The sponsor may also wish to obtain subordination agreements from all lien holders.

**WARNING TO MUNICIPALITY:** Securing clear title to lands encumbered by mortgages or liens protects the highway in two ways. First, if a land owner/borrower falls behind on their mortgage payments, the lender may commence a mortgage foreclosure action, which, if the arrearage is not timely cured, may lead to the sale of the property at sheriff's sale. Any portion of the property previously conveyed to the project sponsor (LPA) for highway purposes would be "cut off" during the subsequent sheriff's sale, leaving the sheriff sale purchaser with unencumbered title to the whole property. The consequence to the highway facility, is that the LPA's conveyance gets nullified, by operation of law, as though it never occurred.

Failing to secure mortgage or lien releases (or subordinations) creates the unwelcome circumstance where the lender can enforce its legal right to bring an action for possession, by declaring a breach of the mortgage's "due-on-sale; due

# The Rights of Landowners Under Wisconsin Eminent Domain Law



This pamphlet is published by the Wisconsin Department of Administration in cooperation with the Attorney General pursuant to Wis. Stat. § 32.26(6). It is not to be construed as legal advice. A displacing agency must make this pamphlet available to a displaced person before initiation of negotiations for acquisition of property for a public project.

## Procedures Under Wis. Stat. § 32.05: Highways, Streets, Storm & Sanitary Sewers, Watercourses, Alleys, Airports and Mass Transit

This brochure provides information on how the condemnation process works in Wisconsin, including the rights of property owners impacted by the process. More detailed information is available in Wis. Stat. Ch. 32.

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Department of Administration  
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Last Updated May 2018

## INTRODUCTION

The Wisconsin Constitution, Article. I, section 13 establishes eminent domain authority, which is the power to take private property for a public purpose with payment of just compensation. The Eminent Domain Statute, Wis. Stat. Ch. 32, vests several public and private entities with eminent domain power. Condemnation is the legal process by which the acquiring authority exercises its eminent domain power.

The following are jurisdictional requirements that the acquiring authority must obey in order to condemn property. An acquiring authority must respect these stipulations regardless of whether it intends to exercise its eminent domain power to condemn property.

## RELOCATION ORDER

The Eminent Domain Statute requires specific entities to make a relocation order that provides for the laying out, relocation and improvement of a transportation-related facility prior to initiating negotiations. The order must include a map or plat showing the old and new facility locations, as well as the land and interests required for the project. Within 20 days of its issue, a copy of the order must be filed with the county clerk where the lands are located.

## APPRAISAL

The acquiring authority must obtain at least one appraisal for each property it will acquire prior to initiating negotiations. When obtaining and drafting the appraisal, the appraiser must consult with the property owner. Once completed, the appraiser must provide the property owner with a full narrative appraisal. Also, the acquiring authority must notify the property owner that he may obtain his own appraisal at the (reasonable) expense of the acquiring authority, which must be submitted to the acquiring authority within 60 days of obtaining the acquiring authority's appraisal.

## NEGOTIATIONS

The acquiring authority must negotiate with the property owner for the property purchase and must consider the full narrative appraisal to establish the property's fair market value during negotiations. It must provide a map showing all negotiations. The project impacts and the names of at least 10 neighbors who are receiving offers. If the project affects fewer than 10 owners, the acquiring authority must give the names of all offeres. Property owners may inspect and make copies of any maps the acquiring authority holds. The acquiring authority may consider relocation benefits during negotiations.

In partial acquisitions, fair market value is the greater of either the fair market value of the part acquired or the difference between the entire property value before acquisition and its value after. If only part of the property is acquired and an uneconomic remnant remains, the acquiring authority must also offer to acquire the uneconomic remnant. An uneconomic remnant is the property remaining after a partial taking, if the property remaining is of such size, shape or condition to be of little value or of substantially impaired economic viability.

Compensation for an easement is either the difference between the property value immediately before and immediately after the date of evaluation. The date of evaluation is the date the conveyance is recorded in the register of deeds in the county holding the property.

If the property owner agrees to a negotiated sale, the acquiring authority must record the conveyance with the county register of deeds. After recording, the acquiring authority must provide notice of the conveyance to all owners of record, by certified mail or personal service, as well as of their right to appeal the compensation award within 6 months of the recording date.

### JURISDICTIONAL OFFER

If negotiations fail, the acquiring authority must provide the property owner with a jurisdictional offer. The offer must be delivered either by certified mail or personal service and include: (1) a description of the nature of the project; (2) a description of the property to be acquired; (3) the proposed date of occupancy; (4) the compensation offer; (5) notice that any additional items payable may be claimed for relocation assistance; (6) a statement that the appraisal on which the offer is based is available for viewings; and (6) notice that the owner has 2 years from the date the acquiring authority takes the property by award to appeal for greater compensation, even if the owner has already accepted and used the award.

A *lis pendens* gives notice to interested parties that the property may be acquired for public use. One must be filed with the register of deeds for the county in which the property is located within 14 days of when the offer is personally served or mailed. An owner must accept or reject the offer within 20 days of the offer's service or mailing date. If accepted, title transfers to the acquiring authority and the owner must be paid within 60 days. If rejected in writing by all owners of record, the acquiring authority may make an award of compensation.

### CONTESTING THE RIGHT OF CONDEMNATION

Within 40 days from the date of service or the mailing date of the jurisdictional offer, an owner who wants to contest the right of condemnation for any reason other than the inadequacy of the amount of compensation, must commence an action in the circuit court of the county where the property is located, naming the condemnor as the defendant. However, if the owner has already accepted and retained any of the compensation, such an appeal may not be filed.

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### AWARD OF COMPENSATION

If the owner fails to accept the jurisdictional offer within 20 days of personal service or the mailing date, or if all owners of record reject the offer in writing, the acquiring authority may deliver a written award of damages by certified mail or personal service. This is called the award of compensation and must include: (1) a property description; (2) a description of the interest to be acquired; (3) the date of occupancy; (4) the amount of compensation (at least equal to the jurisdictional offer); and (5) a statement that the acquiring authority has complied with all jurisdictional requirements.

After the acquiring authority has served the award and provided payment, it shall record the award with the register of deeds for the county in which the property is located. At the time of recording, title vests in the acquiring authority. This date is called the date of evaluation.

### OCCUPANCY & WRIT OF ASSISTANCE

The acquiring authority must provide at least 90 days written notice to the property owner of the required move date. If title vests with the acquiring authority before that 90-day period ends, the occupant will be able to live in the property rent-free for the first 30 days, beginning on the 1<sup>st</sup> or 15<sup>th</sup> day of the month after title vests with the acquiring authority. If the occupant denies the condemnor the right of possession of the property at the end of the 90-day period, the acquiring authority may apply to the court for the county in which the property is located for a writ of assistance to be put in possession of the property upon 48-hour notice to the occupant. The court shall grant the writ of assistance if all jurisdictional requirements to condemn have been complied with, the award has been paid and comparable property has been made available.

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### CONTESTING THE COMPENSATION AWARD

Any party having ownership interest in the acquired property has 2 years from the date of evaluation to challenge the compensation award. To challenge the award, any party of interest must appeal to the judge for the circuit court holding the property for assignment to the condemnation commission. When one party of interest appeals the award, no other party may file a separate appeal, but instead must join the existing appeal by serving notice on the condemnation commission and appellant within 10 days of receiving notice of the appeal. The jurisdictional offer or basic award may not be disclosed to the condemnation commission. Whether the commission decides that the fair market value is greater or less than the compensation award, payments should be made within 70 days after the date of the filing of the award unless it is appealed to the circuit court.

Any party to the condemnation commission proceeding may appeal the award to the circuit court of the county holding the property. The sole issues to be tried are the question of title, if any, and the amount of just compensation the condemnor must pay. A jury must try this appeal unless waived by both parties. The jurisdictional offer, the basic award, or the condemnations commission's award may not be disclosed during the trial. Awarded money must be paid within 60 days of the judgement entry.

Parties with ownership interest in the acquired property may waive the appeal to the condemnation commission, appealing directly to the circuit court of the county holding the property within 2 years of the evaluation date. This appeal takes priority over all other actions not then on trial. The sole issues to be examined are the question of title, if any, and the compensation amount the condemnor must pay.

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The appeal must be tried by a jury unless waived by both parties. The jurisdictional offer or basic award amounts may not be disclosed during trial. No other party of interest can file a separate appeal, but may join the existing appeal by providing notice to the condemnor and the appellant by certified mail or personal service within 10 days of receipt of notice of the appeal.

### LITIGATION EXPENSES/COSTS

"Litigation expenses" is defined as "the sum of the costs, disbursements and expenses, including reasonable attorney, appraisal and engineering fees necessary to prepare for or participate in actual or anticipated proceeds before the condemnation commissioners, board of assessment or any court under [Chapter 32]," Wis. Stat. § 32.28(1)(b). There are several conditions under which litigation expenses may be awarded to a complainant in a just compensation matter. These conditions include but are not limited to: (1) the acquiring authority abandons the proceeding; (2) the court determines the condemnor does not have the right to condemn the property or there is no necessity for its taking; (3) the judgment is for the plaintiff in an action under Wis. Stat. § 32.10; etc. For a complete listing, please review Wis. Stat. § 32.28(3)(a)-(f).

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Category	State	County	% Complete	Town	Other	% Complete
Brushing	STH 59	CTH H (USH 14 - STH 59)	90%	Trials in Towns with new forestry head		75%
		CTH D (Beloit - Janesville)	70%	Nelson Rd		0%
		CTH MM (Ruger Ave) (Nov-Dec 2018)	0%			
Crackfilling	RMA Work - (TBD)	CTH B	0%	La Prairie	Parks	50%
	I-43 (I-39/90 - E. County Line) RMA?	CTH A - West of 213	On Hold	Rock ?		0%
	STH 14 E (newer area near CTH A) RMA	CTH C	100%			
	STH 51 N RMA	CTH M (213-CTH H)	100%			
	STH 67 (after grader patch) RMA	CTH H (K-213)	100%			
	STH 14 W (Evansville to N. Co Line) RMA	CTH J (Clinton - Cty Line)	0%			
	Various Areas		Ongoing	Samuelson		0%
	STH 59 (Milton-E Cty Line) RMA (I-43?)		On Hold	Miscellaneous		75%
STH 67 (Culvert) RMA		100%				
USH 14 (Gizmo-Wright) RMA		0%				
Shouldering	STH 140 (S. of STH 67) RMA	CTH J Repairs ? (DOT Project covering?)	100%	Spot Locations 3,500+ tons	HCC Patch	100%
	Townline Br. Over STH 26 RMA ?	CTH D Br. Over STH 11?	100%		Sheriff Office	50%
	STH 59 (Br. Near Cooksville) RMA	CTH D Br. Over Bass Creek	0%			
	STH 140 (Near Avalon) RMA		0%			
	I-43 (Sommerfield, Carver Rock, STH 140) RMA?	CTH H (213-Orfordville/Hanover)	0%	Croft Rd culvert repair	Job Center Parking Lot	100%
	@ Sommerfield - driving		0%	Fulton	Lee Park Paving	100%
Paving	@ Carvers Rock - driving		0%	La Prairie	Gibbs Lake Boat Ramp	100%
	@ STH 140 - both		0%	Lima	Royce Dallman Extension	100%
				Rock		100%
				Janesville		100%
Sealcoating	STH 11 (Bypass - Footville) PBM	CTH H (USH 14 - STH 59)	100%	10-11 roads		100%
Culverts	STH 11 (between footville and orfordville)		100%	Fulton -4		100%
	STH 51 @ Fulton town hall (may be lined)?		0%	Janesville -4		50%
	STH 140 (Clinton-State Line) DOT Project?		On Hold	La Prairie -1		100%
	Inspections (On Hold)		On Hold	Lima -1		100%
				Plymouth -4		100%





Other	Clean Curb & Gutters	Ongoing	Clean Curb & Gutters	Ongoing	Snow Fence Removal	CTH J & CTH O Stop Bars (Airport)	100%	100%
	STH 213 Concrete Repairs	0%	CTH F Flood Damage Repairs	0%				
	Concrete Repair at USH 14 & USH 51	0%						
	STH 11 Bypass - STH 51 bump milling	0%						
	Concrete Repair STH 26	Ongoing						