

AGENDA
BOARD OF PUBLIC WORKS MEETING
Tuesday, June 1, 2021 at 7:00 p.m.
Jackson Village Hall
N168 W20733 Main Street
Jackson, WI 53037

1. Call to Order and Roll Call
2. Approval of the Board of Public Works Minutes of April 27, 2021
3. Dallmann Village No Parking Request on Ash Drive
4. Review of RFP for New Phone System for Village of Jackson Buildings
5. Review of Bids for Coffee Connection Trail Project
6. Review of Bids for 2021 Willow Ridge Reconstruction Project
7. Review of MOU with WisDOT for Ridgeway Drive and STH 60
8. Resolution #21-14 Accepting Sewer & Water Utility Morning Meadows Phase 1
9. Director of Public Works Report
10. Citizens/Village Staff to address the Board
11. Adjourn

Persons with disabilities requiring special accommodations for attendance at the meeting should contact the Village Hall at least one (1) business day prior to the meeting.

It is possible that members of the Village Board may attend the above meeting. No action will be taken by any governmental body at this meeting other than the governmental body specifically referred to in this meeting notice. This notice is given so that members of the Village Board may attend the meeting without violating the open meeting law.

DRAFT Minutes
Board of Public Works Meeting
Tuesday, April 27, 2021 at 7:00 p.m.
Jackson Village Hall
N168 W20733 Main Street

1. Call to Order and Roll Call

Chair Heckendorf called the meeting to order at 7:00 p.m.

Members Present: Tr. Engelhardt, Tr. Lippold, Tr. Matter, Sarah Malchow, Tim Meffert, Steve Schoen, and Gloria Teifke

Staff Present: Administrator Jen Keller, Chief Vossekuil, Administrative Assistant Tiffany Washburn and Clerk Jilline Dobratz

2. Approval of the Board of Public Works Minutes of March 30, 2021

Motion by Gloria Teifke, second by Steve Schoen to approve the Board of Public Works minutes of March 30, 2021.

Vote: 6 ayes, 0 nays. Motion carried.

Tr. Engelhardt arrived at 7:02 p.m. after Item #2.

3. Review of RFP for New Phone System for Village of Jackson Buildings

Presentations of phone systems were given by: A) Brad Otto from P3C Technologies; B) Mark Robinson from TSR Solutions; C) and Luke Brunmeier from PCS

Motion by Chair Heckendorf, second by Tr. Engelhardt to refer Review of RFP for New Phone System for Village of Jackson Buildings to next month's meeting, the three vendors are to provide comparable information to the Board of Public Works, Staff are to create a financial analysis, and a recommendation will be made to the Budget & Finance Committee and Village Board.

Vote: 7 ayes, 0 nays. Motion carried.

4. Utility Exemption Request – Rod & Chantel Massie – N160W19270 Sherman Road – Lot 2

Administrator Keller stated the draft agreement was shared with the property owners.

Motion by Tr. Engelhardt, second by Tim Meffert to recommend Village Board approve existing Utility Exemption – Rod & Chantel Massie – N160W19270 Sherman Road-Lot 2.

Vote: 6 ayes, 1 nay (Steve Schoen). Motion carried.

5. Change Order #2 – Chateau Dr & Hickory Ln Reconstruction Project

Administrator Keller stated this is the revised final amount from January 2021.

Motion by Chair Heckendorf, second by Tim Meffert to recommend Budget & Finance and Village Board approve Change Order #2 – Chateau Dr & Hickory Ln Reconstruction Project in the amount of \$13,378.57.

Vote: 7 ayes, 0 nays. Motion carried.

6. Pay Request #4 – Chateau Dr & Hickory Ln Reconstruction Project

Motion by Sarah Malchow, second by Gloria Teifke to recommend Budget & Finance and Village Board approve Pay Request #4 – Chateau Dr & Hickory Ln Reconstruction Project in the amount of \$42,228.18.

Vote: 7 ayes, 0 nays. Motion carried.

7. Review of Quotes for Well #4 Inspection

Administrator Keller explained the well inspection is done every eight years.

Motion by Chair Heckendorf, second by Sarah Malchow to recommend Budget & Finance and Village Board approve the Quote from Water Well Solutions for Well #4 Inspection in the amount of \$16,850.00.

Vote: 7 ayes, 0 nays. Motion carried.

8. Resolution #21-09 Final Assessment for Hunters Rd and Chateau Dr 2020 Project

Chair Heckendorf clarified this is the closing out of the project and would allow Staff to prepare final assessments for the property owners. Administrator Keller stated the draft resolution language would be amended to include a Public Hearing in June.

Motion by Chair Heckendorf, second by Gloria Teifke to recommend Budget & Finance and Village Board approve the Resolution #21-09 Fine Assessment for Hunters Rd and Chateau Dr 2020 with the amendments made to the Resolution.

Vote: 7 ayes, 0 nays. Motion carried.

9. Resolution #21-10 Intent to Exercise Assessment Police Powers-Willow Ridge Drive

Chair Heckendorf commented a public information meeting was held before this meeting tonight. It will be going out for bid in May with a possible approval in June.

Motion by Chair Heckendorf, second by Tim Meffert to recommend Budget & Finance and Village Board approve Resolution #21-10 Intent to Exercise Assessment Police Powers-Willow Ridge Drive.

Vote: 7 ayes, 0 nays. Motion carried.

10. Update for STH 60 Coffee Connection Train Project

Administrator Keller gave background information on the project.

11. Director of Public Works Report

Motion by Chair Heckendorf, seconded by Gloria Teifke to place the Director of Public Works Report on file.

Vote: 7 ayes, 0 nays. Motion carried.

12. Citizens/Village Staff to Address the Board

None.

13. Adjourn.

Motion by Tr. Engelhardt, second by Tr. Matter to adjourn.

Vote: 7 ayes, 0 nays. Meeting was adjourned at 8:49 p.m.

Respectfully submitted,

Jilline Dobratz, *CMC/WCMC*
Village Clerk

Washington County, Wisconsin



5/27/2021, 1:14:47 PM

1:231

Current Parcel

Building

Parcel Taxkey & Acreage

Leader Lines

Subdivision Name

Condominium Name

Certified Survey Number

Lot Number

Landhook

Meander Line

PLSS Monument

Local Road Labels

Township Road

City/Village Street

Private Street

Municipality

Retired Parcel

Plat

Unknown

Certified Survey Map

Condominium

Assessor Plat; Cemetery Plat; Subdivision

Right-of-Way

Lot

PLSS Quarter

PLSS Section

PLSS Boundary

0

0.00275

0.0055

0.011 mi

0

0.0045

0.009

0.018 km



Memo

To: Jen Keller, Village Administer
From: Brian W. Kober, P. E., Director of Public Works
Subject: RFP for New Premise Based Phone System for Village of Jackson
Date: May 27, 2021
CC: Board of Public Works; Village Board

Thank you for taking the lead on the information gathering and creating the attached spreadsheet on the phone comparisons per the motion at the April 27th Board of Public Works meeting.

The comparison was based on number of phones, equipment, installation costs, and a five-year maintenance program. The five-year period was used to create a financial analysis per the Board motion. The following is a breakdown of the three proposals:

P3C Technologies LLC

YeaLink Phones, Linux Software and Licensing Price:	\$14,504.00
P3C Implementation and Peripherals Price:	\$20,000.00
Computer (\$2,000) and 3CX License (\$2,700)	\$ 4,700.00
5-year Maintenance Program	<u>\$22,000.00</u>
Total	\$61,204.00

Proposal Includes: (76) phones (Yealink T42S – 66, Yealink T46S – 10), a computer \$2,000 that needs replacing every 5 to 6 years, and annual 3CX License \$2,700.00, and always recording by computer software.

TSR Solutions

Digium Phones, Linux Software and Licensing Price:	\$16,574.00
TSR Implementation and Peripherals Price:	\$21,110.00
5-year Maintenance Program	<u>\$14,400.00</u>
Total	\$52,084.00

Proposal Includes: (76) Digium phones (the phone compares to the Mitel), a Switchvox User with one year Titanium Support and Maintenance, and always recording by computer software for Police Department is by the phone system by default can hold 176,000 hours of recordings. Additional system will be needed at an additional cost.

PCS (Professional Communication Systems)

Mitel "Sourcewell" Hardware and Licensing Price:	\$26,439.00
PCS Implementation and Peripherals Price:	\$16,772.00
5-year Maintenance Program	<u>\$ 7,920.00</u>
Total	\$51,131.00

Proposal Includes: (76) phones, (10) lines always recording, (4) network PoE switches, (3) headsets, and (4) paging speckers in Fire Department.

After reviewing the proposals and interviewing each vendor during onsite visits of each Village Building being served, here are some thoughts: A government body depends on a phone system to communication with the residents. The reverse is true many residents still depend on the phone system. Not like a business where other forms of communication are used. We need a reliable phone like we have now. The current phone has served the Village well over twenty plus years.

PCS has utilized SourceWell in place of the competitive bidding process and is able to give a reduced price in equipment cost. PCS is providing a more reliable system for a comparable price. Recommend hiring PCS for the Village's phone vendor for amount not to exceed \$51,131.00.

If you have any questions, please let me know.

Brian W. Kober, P.E.

VENDOR	INSTALLATION COSTS	REOCCURRING	Total cost - Year 1	Cost - Year 2	Cost - Year 3	Cost - Year 4	Cost - Year 5	Total \$ Spent in 5 years
PCS								
76 PHONES + LICENSING (Mitel 5320e - 66, Mitel 5330e - 10)	\$26,439		\$43,211	\$1,980	\$1,980	\$1,980	\$1,980	\$51,131
INSTALLATION + TRAINING	\$16,772							
MAINTENANCE LABOR OPTION 1 (ESTIMATE 20 HRS/YR, \$99/HR)	\$0	\$1,980/YR (Used this #)		\$1,980/YR	\$1,980/YR	\$1,980/YR	\$1,980/YR	
MAINTENANCE LABOR OPTION 2 (\$3,700/YR UNLIMITED HOURS, OPTION 2 GOOD FOR 5 YEARS)								
TSR Solutions								
76 PHONES (Digium D62 - 66, Digium D65 with side car - 10)	\$16,574		\$37,684	\$3,900	\$3,900	\$3,900	\$3,900	\$53,284
Second option76 PHONES (Yealink T42S - 66, Yealink T465 - 10)	\$11,858		\$32,968	\$3,900	\$3,900	\$3,900	\$3,900	\$48,568
SWITCHVOX LICENSING YR. 1	\$5,775							
PLACEMENT/DEPLOYMNET OF PHONES	\$3,000							
INSTALLATION	\$6,200							
SOFTWARE REGISTRATION	\$950							
SWITCHVOX E525	\$1,470							
ANALOG CONVERTER FOR PAGING	\$320							
LICENSING RENEWAL OPTION 1 (ANNUAL COST\$15/EXTENSION, APPROX. 60 EXT)		900/YR (Used this #)		\$900	\$900	\$900	\$900	
LICENSING RENEWAL OPTION 2 (3 YEAR ANNUAL COST\$12.5/EXTENSION, APPROX. 60 EXT)		750/YR						-\$600
LICENSING RENEWAL OPTION 3 (5 YEAR ANNUAL COST\$10/EXTENSION, APPROX. 60 EXT)		600/YR						-\$1,200
MAINTENANCE LABOR 1 (ESTIMATE 20 HOURS/YR, \$150/HOUR)	\$3,000			\$3,000	\$3,000	\$3,000	\$3,000	
MAINTENANCE LABOR 2 (12 MO, \$300/MO, \$3,600/YR)								
5 YR WARRANTY	\$395							\$53,284-1,200=\$52,084
P3C Technologies								
76 PHONES	\$14,504		\$39,204	\$5,000	\$5,000	\$5,000	\$7,000	\$61,204
INSTALLATION	\$20,000							
3CX LICENSE	\$2,700	\$2700/YR		\$2,700	\$2,700	\$2,700	\$2,700	
PC PURCHASE	\$2,000	\$2,000/ 5 - 6 YRS						\$2,000
MAINTENANCE LABOR (ESTIMATE 20 HRS/YR, \$115/HR)		\$2,300/YR		\$2,300	\$2,300	\$2,300	\$2,300	

Undetermined costs (removed from bids)	
switches	~800/each
porting/dial tone to phone #'s	~300/mo
VOIP gateway needed? (only needed if using PRI phone service. Not needed if using SIP Trunks)	2500/each



May 20, 2021

Village of Jackson
W194 N16660 Eagle Drive
Jackson, WI 53037

Attention: Brian Kober
Director of Public Works

Subject: Coffee Connection Trail
Jackson Drive – Eagle Drive
Project No. VOJ 21-01
Bid Review

Dear Mr. Kober:

We have evaluated the bids received on May 20th, 2021 for the Coffee Connection Trail.

Two bids were received from Poblocki Paving Corporation and Forward Equipment, LLC and are summarized below:

	<u>Poblocki Paving Corporation</u>	<u>Forward Equipment, LLC</u>
Bid Total	\$288,651.08	\$372,967.50

Our evaluation of the submitted prequalification statement, bid form, and bid bond for Poblocki Paving Corporation indicates that they are capable of completing the work required as shown in the contract documents. Therefore, if approved by the Board of Public Works and Village Board, we recommend the award of a contract for the Coffee Connection Trail project to Poblocki Paving Corporation..

Sincerely,

Jeffrey A. Chvosta, P.E.
Project Engineer
Gremmer & Associates, Inc.

Enclosures:
Bid Tabulation
Poblocki Paving Corporation Bid Forms
Forward Equipment, LLC Bid Forms

Coffee Connection Trail (#7797323)

Owner: Village of Jackson

Solicitor: Gremmer & Associates

05/20/2021 02:00 PM CDT

Item Code	Item Description	UofM	Quantity	Poblocki Paving Corporation		Forward	
				Unit Price	Extension	Unit Price	Extension
100-01	Removing Small Pipe Culverts	EACH	1	\$200.00	\$200.00	\$500.00	\$500.00
100-02	Removing Concrete Pavement	SY	65	\$30.00	\$1,950.00	\$20.00	\$1,300.00
100-03	Removing Asphaltic Surface	SY	45	\$12.00	\$540.00	\$20.00	\$900.00
100-04	Removing Curb & Gutter	LF	195	\$11.00	\$2,145.00	\$20.00	\$3,900.00
100-05	Removing Concrete Sidewalk	SY	16	\$30.00	\$480.00	\$20.00	\$320.00
100-06	Excavation Common	CY	785	\$66.00	\$51,810.00	\$47.00	\$36,895.00
100-07	Base Aggregate Dense 3/4-Inch	TON	70	\$32.00	\$2,240.00	\$100.00	\$7,000.00
100-08	Base Aggregate Dense 1 1/4-Inch	TON	1140	\$29.00	\$33,060.00	\$22.00	\$25,080.00
100-09	Breaker Run	TON	180	\$29.00	\$5,220.00	\$50.00	\$9,000.00
100-10	Concrete Driveway 6-Inch	SY	30	\$90.00	\$2,700.00	\$108.00	\$3,240.00
100-11	Drilled Tie Bars	EACH	48	\$15.00	\$720.00	\$25.00	\$1,200.00
100-12	Asphaltic Surface	TON	375	\$114.00	\$42,750.00	\$107.00	\$40,125.00
100-13	Concrete Curb & Gutter 30-Inch Type D	LF	195	\$66.00	\$12,870.00	\$65.00	\$12,675.00
100-14	Concrete Curb Pedestrian	LF	25	\$78.00	\$1,950.00	\$50.00	\$1,250.00
100-15	Concrete Sidewalk 4-Inch	SF	1000	\$6.30	\$6,300.00	\$12.00	\$12,000.00
100-16	Concrete Sidewalk 6-Inch	SF	715	\$8.80	\$6,292.00	\$12.00	\$8,580.00
100-17	Curb Ramp Detectable Warning Field Yellow	SF	43	\$30.00	\$1,290.00	\$65.00	\$2,795.00
100-18	Curb Ramp Detectable Warning Field Radial Yellow	SF	61	\$30.00	\$1,830.00	\$100.00	\$6,100.00
100-19	Lawn Restoration	SY	4300	\$10.14	\$43,602.00	\$18.00	\$77,400.00
100-20	Silt Fence	LF	1930	\$2.00	\$3,860.00	\$4.00	\$7,720.00
100-21	Inlet Protection Type A	EACH	2	\$105.00	\$210.00	\$200.00	\$400.00
100-22	Inlet Protection Type C	EACH	6	\$105.00	\$630.00	\$200.00	\$1,200.00
100-23	Temporary Ditch Checks	LF	60	\$30.00	\$1,800.00	\$20.00	\$1,200.00
100-24	Culvert Pipe Checks	EACH	11	\$185.00	\$2,035.00	\$250.00	\$2,750.00
100-25	Posts Wood 4x6-Inch X 14-FT	EACH	2	\$390.00	\$780.00	\$250.00	\$500.00
100-26	Signs Type II Reflective F	SF	16.5	\$26.00	\$429.00	\$55.00	\$907.50
100-27	Traffic Control	LS	1	\$8,556.00	\$8,556.00	\$48,700.00	\$48,700.00
100-28	Geotextile Type SAS	SY	600	\$2.40	\$1,440.00	\$5.00	\$3,000.00
100-29	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	290	\$10.86	\$3,149.40	\$15.00	\$4,350.00
100-30	Marking Crosswalk Epoxy Ladder Pattern 24-Inch	LF	88	\$44.36	\$3,903.68	\$40.00	\$3,520.00
100-31	Sawing Asphalt	LF	280	\$2.50	\$700.00	\$5.00	\$1,400.00
100-32	Sawing Concrete	LF	125	\$3.00	\$375.00	\$5.00	\$625.00
200-01	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	36	\$180.00	\$6,480.00	\$125.00	\$4,500.00
200-02	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	2	\$1,060.00	\$2,120.00	\$1,250.00	\$2,500.00
200-03	Storm Sewer Pipe Class III-A 12-Inch	LF	35	\$138.00	\$4,830.00	\$125.00	\$4,375.00
200-04	Inlet Covers Type MS	EACH	2	\$748.00	\$1,496.00	\$750.00	\$1,500.00
200-05	Inlets Median 1 Grate	EACH	2	\$748.00	\$1,496.00	\$2,500.00	\$5,000.00
200-06	Connect to Existing Storm Sewer Structure	EACH	2	\$900.00	\$1,800.00	\$1,250.00	\$2,500.00
200-07	PVC SDR-35 6-Inch	LF	36	\$53.00	\$1,908.00	\$60.00	\$2,160.00
300-01	Adjusting Sanitary Sewer Manhole	EACH	5	\$1,440.00	\$7,200.00	\$1,000.00	\$5,000.00
400-01	Adjusting Water Valves	EACH	9	\$600.00	\$5,400.00	\$600.00	\$5,400.00
400-02	Adjusting Hydrants	EACH	1	\$1,734.00	\$1,734.00	\$5,000.00	\$5,000.00
400-03	Relocating Hydrant	EACH	1	\$8,370.00	\$8,370.00	\$8,500.00	\$8,500.00
				\$288,651.08		\$372,967.50	

DOCUMENT 00300

BID FORM

OWNER: Village of Jackson, Wisconsin

PROJECT: Coffee Connection Trail

NUMBER: VOJ 21-01

THIS BID IS SUBMITTED TO: Village of Jackson
Department of Public Works
W194 N16660 Eagle Drive
Jackson, Wisconsin 53037

- 1.01 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with OWNERS in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.
- 2.01 Bidder accepts all of the terms and conditions of the Advertisement or Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. The Bid will remain subject to acceptance for 60 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of OWNERS.
- 3.01 In submitting this Bid, Bidder represents, as set forth in the Agreement, that:
- A. Bidder has examined and carefully studied the Bidding Documents, the other related data identified in the Bidding Documents, and the following Addenda, receipt of all which is hereby acknowledged:

Addendum No.

Addendum Date

- | <u>Addendum No.</u> | <u>Addendum Date</u> |
|---------------------|----------------------|
| | |
| | |
- B. Bidder has visited the Site and become familiar with and is satisfied as to the general, local and Site conditions that may affect cost, progress, and performance of the work.
- C. Bidder is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and performance of the Work.

- D. Bidder has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents to be employed by Bidder, and safety precautions and programs incident thereto.
 - E. Bidder does not consider that any further examinations, investigations, exploration, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price(s) bid and within the times and in accordance with the other terms and conditions of the Bidding Documents.
 - F. Bidder is aware of the general nature of work to be performed by OWNERS and others at the Site that relates to the Work as indicated in the Bidding Documents.
 - G. Bidder has correlated the information known to Bidder, information and observations obtained from visits to the Site, reports and drawings identified in the Bidding Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Bidding Documents.
 - H. Bidder has given ENGINEER written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by ENGINEER is acceptable to Bidder.
 - I. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.
- 4.01 Bidder further represents that this Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; Bidder has not solicited or induced any individual or entity to refrain from bidding; and Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over OWNERS.
- 5.01 Bidder will complete the Work in accordance with the Contract Documents for the unit prices listed in Document 00310 Schedule of Prices.
- 6.01 Bidder agrees that the Work will be complete as specified in Document 00500, Agreement, Article 4.02, Contract Time, and ready for final payment in accordance with Paragraph 15.06 of the General Conditions and Article 4.02 of the Agreement.
- 6.02 Bidder accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the Work within the times specified above, which shall be stated in the Agreement.

7.01 The following documents are attached to or submitted via QuestCDN vBid and made a condition of this Bid:

- A. Document 00310, Bid Schedule
- B. Document 00490, Disclosure of Ownership
- C. Required Bid bond in the form of Bid Bond, Certified Check or Bank Cashier's Check.

8.01 The terms used in this Bid, which are defined in the General Conditions of the Construction Contract included as part of the Contract Documents and have the meanings assigned to them in the General Conditions.

SUBMITTED on May 20th, 2021.

If BIDDER is:

An Individual

By: _____ (SEAL)
(Individual's Name Typed or Printed)

doing business as _____

Business address: _____

Phone No.: _____ Fax No.: _____

A Partnership

Partnership Name: _____ (SEAL)

By: _____
(Signature of general partner -- attach evidence of authority to sign)

Name (typed or printed): _____

Business address: _____

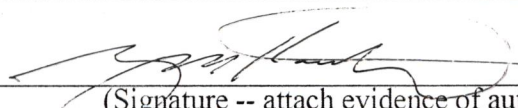
Phone No. _____ Fax No. _____

A Corporation

By: Poblocki Paving Corporation
(Corporation name)

State of Incorporation: Wisconsin

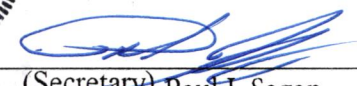
Type (General Business, Professional, Service, Limited Liability):
Service

By: 
(Signature -- attach evidence of authority to sign)

Name (typed or printed): Greg M. Kastenholtz



(Title)


(Secretary) Paul J. Sagan

Business address: 525 S. 116th Street West Allis, WI 53214

Phone No.: 414-476-9130 Fax No.: 414-476-9132

A Joint Venture

Joint Venturer Name: _____ (SEAL)

By: _____
(Signature -- attach evidence of authority to sign)

Title: _____

Business Address _____

Phone No.: _____ Fax No.: _____

Joint Venturer Name: _____ (SEAL)

By: _____
(Signature -- attach evidence of authority to sign)

Title: _____

Business Address _____

Phone No.: _____ Fax No.: _____

Phone and FAX Number, and Address for receipt of official communications:

Poblocki Paving Corporation 525 S 116th Street West Allis, WI 53214

P: 414-476-9130 F: 414-476-9132

(Each joint venturer must sign. The manner of signing for Each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above).

END OF DOCUMENT

**CERTIFICATE OF RESOLUTION FOR:
POBLOCKI PAVING CORPORATION**

The undersigned hereby certify that they are the only directors of Poblocki Paving Corporation, hereinafter, "PPC" and the following is a true and correct copy of the resolution adopted by said Corporation.

WHEREAS, PPC desires to execute certain contracts to perform paving work or snow services work at a price and upon terms negotiated and agreed to by its President, Greg M. Kastenholtz or its Secretary, Paul J. Sagan or its Treasurer, Paul J. Sagan.

NOW THEREFORE, IT IS: RESOLVED, that Greg M. Kastenholtz or Paul J. Sagan are authorized to bind PPC to any and all contracts that he believes, in his sole discretion, are in the best interest of PPC.

There is no provision in the Corporate Book of said Corporation limiting the power of the Board of Directors to adopt the foregoing resolution, and that the same are in conformity with the provisions of said Corporate Book.

Dated this 12th day of May, 2021



Name Paul J. Sagan

Secretary

Title



Fidelity and Deposit Company of Maryland

BID BOND

KNOW ALL MEN BY THESE PRESENTS that we **Poblocki Paving Corporation**
525 S. 116th Street
West Allis, WI 53214

as Principal, hereinafter called the Principal, and Fidelity and Deposit Company of Maryland, a corporation duly organized under the laws of the State of Maryland, as Surety, hereinafter called Surety, are held and firmly bound unto

Village of Jackson
W194 N16660 Eagle Drive
Jackson, WI 53037

as Oblige, hereinafter called Oblige, in the sum of **Five Percent (5%) of Principal's Bid**
Dollars () or (**5** %) percent of the amount bid, whichever is less,

for the payment of which sum well and truly to be made, the said Principal and the said Surety, bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has submitted a bid for

Project No. VOJ 21-01 Coffee Connection Trail
Jackson Drive-Eagle Drive

NOW, THEREFORE, if the Oblige shall accept the bid of the Principal and the Principal shall enter into a Contract with the Oblige in accordance with the terms of such bid, and give such bond or bonds as may be specified in the bidding or Contract Documents with good and sufficient surety for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof, or in the event of the failure of the Principal to enter such Contract and give such bond or bonds, if the Principal shall pay to the Oblige the difference not to exceed the penalty hereof between the amount specified in said bid and such larger amount for which the Oblige may in good faith contract with another party to perform the Work covered by said bid, then this obligation shall be void, otherwise to remain in full force and effect.

Signed and sealed this **11th** day of **May**, 20**21**

Jessica Hanes
(Witness)

Melissa Babarik
(Witness)

Poblocki Paving Corporation

(Principal)

By:

Greg M. Kastenholtz, President

(Title)



THE FIDELITY AND DEPOSIT COMPANY OF MARYLAND

By:

Chris Brehmer,

(Attorney in Fact)



**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Randy L. BREHMER, Terence R. GESZVAIN, Jason A. BRAATZ, Chris BREHMER, Cynthia J. BREHMER, Linda A. PUPP and Melissa BABIAK, all of Butler, Wisconsin**, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: any and all bonds and undertakings, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland, in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 18th day of March, A.D. 2020.



ATTEST:
**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**

By: Robert D. Murray
Vice President

By: Dawn E. Brown
Secretary

**State of Maryland
County of Baltimore**

On this 18th day of March, A.D. 2020, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 11th day of May, 2021.



By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

Disclosure of Ownership

The statutory authority for the use of this form is prescribed in Sections 66.0903(12)(d), 66.0904(10)(d) and 103.49(7)(d), Wisconsin Statutes.

The use of this form is mandatory. The penalty for failing to complete this form is prescribed in Section 103.005(12), Wisconsin Statutes.

Personal information you provide may be used for secondary purposes [Privacy Law, s. 15.04(1) (m), Wisconsin Statutes].

- (1)** On the date a contractor submits a bid to or completes negotiations with a state agency, local governmental unit, or developer, investor or owner on a project subject to Section 66.0903, 66.0904 or 103.49, Wisconsin Statutes, the contractor shall disclose to such state agency, local governmental unit, or developer, investor or owner, the name of any "other construction business," which the contractor, or a shareholder, officer or partner of the contractor, owns or has owned within the preceding three (3) years.
- (2)** The term "other construction business" means any business engaged in the erection, construction, remodeling, repairing, demolition, altering or painting and decorating of buildings, structures or facilities. It also means any business engaged in supplying mineral aggregate, or hauling excavated material or spoil as provided by Sections 66.0903(3), 66.0904(2), 103.49(2) and 103.50(2), Wisconsin Statutes.
- (3)** This form must **ONLY** be filed, with the state agency project owner, local governmental unit project owner, or developer, investor or owner of a publicly funded private construction project that will be awarding the contract, if **both (A) and (B) are met.**
 - (A)** The contractor, or a shareholder, officer or partner of the contractor:
 - (1) Owns at least a 25% interest in the "other construction business," indicated below, on the date the contractor submits a bid or completes negotiations; or
 - (2) Has owned at least a 25% interest in the "other construction business" at any time within the preceding three (3) years.
 - (B)** The Wisconsin Department of Workforce Development (DWD) has determined that the "other construction business" has failed to pay the prevailing wage rate or time and one-half the required hourly basic rate of pay, for hours worked in excess of the prevailing hours of labor, to any employee at any time within the preceding three (3) years.

Other Construction Business

Business Name			
NOT APPLICABLE			
Street Address or P O Box	City	State	Zip Code
Business Name			
Street Address or P O Box	City	State	Zip Code
Business Name			
Street Address or P O Box	City	State	Zip Code
Business Name			
Street Address or P O Box	City	State	Zip Code

I hereby state under penalty of perjury that the information, contained in this document, is true and accurate according to my knowledge and belief.

Print the Name of Authorized Officer			
Authorized Officer Signature		Date Signed	
Corporation, Partnership or Sole Proprietorship Name			
Street Address or P O Box	City	State	Zip Code

If you have any questions call (608) 266-6861

DOCUMENT 00300

BID FORM

OWNER: Village of Jackson, Wisconsin

PROJECT: Coffee Connection Trail

NUMBER: VOJ 21-01

THIS BID IS SUBMITTED TO: Village of Jackson
Department of Public Works
W194 N16660 Eagle Drive
Jackson, Wisconsin 53037

- 1.01 The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with OWNERS in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.
- 2.01 Bidder accepts all of the terms and conditions of the Advertisement or Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. The Bid will remain subject to acceptance for 60 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of OWNERS.
- 3.01 In submitting this Bid, Bidder represents, as set forth in the Agreement, that:
- A. Bidder has examined and carefully studied the Bidding Documents, the other related data identified in the Bidding Documents, and the following Addenda, receipt of all which is hereby acknowledged:

Addendum No.

Addendum Date

None

- B. Bidder has visited the Site and become familiar with and is satisfied as to the general, local and Site conditions that may affect cost, progress, and performance of the work.
- C. Bidder is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and performance of the Work.

- D. Bidder has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies and data concerning conditions (surface, subsurface, and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents to be employed by Bidder, and safety precautions and programs incident thereto.
 - E. Bidder does not consider that any further examinations, investigations, exploration, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price(s) bid and within the times and in accordance with the other terms and conditions of the Bidding Documents.
 - F. Bidder is aware of the general nature of work to be performed by OWNERS and others at the Site that relates to the Work as indicated in the Bidding Documents.
 - G. Bidder has correlated the information known to Bidder, information and observations obtained from visits to the Site, reports and drawings identified in the Bidding Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Bidding Documents.
 - H. Bidder has given ENGINEER written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by ENGINEER is acceptable to Bidder.
 - I. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.
- 4.01 Bidder further represents that this Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; Bidder has not solicited or induced any individual or entity to refrain from bidding; and Bidder has not sought by collusion to obtain for itself any advantage over any other Bidder or over OWNERS.
- 5.01 Bidder will complete the Work in accordance with the Contract Documents for the unit prices listed in Document 00310 Schedule of Prices.
- 6.01 Bidder agrees that the Work will be complete as specified in Document 00500, Agreement, Article 4.02, Contract Time, and ready for final payment in accordance with Paragraph 15.06 of the General Conditions and Article 4.02 of the Agreement.
- 6.02 Bidder accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the Work within the times specified above, which shall be stated in the Agreement.

A Corporation

By: Forward Equipment
(Corporation name)

State of Incorporation: WISCONSIN

Type (General Business, Professional, Service, Limited Liability):

By: [Signature]
(Signature -- attach evidence of authority to sign)

Name (typed or printed): Mike Lalonde

Member
(Title)

(Corporate Seal)

Attest: Mike Lalonde
(Secretary)

Business address: P.O. Box 386 Grafton, WI 53024

Phone No.: 414-788-0151 Fax No.: N/A

7.01 The following documents are attached to or submitted via QuestCDN vBid and made a condition of this Bid:

- A. Document 00310, Bid Schedule
- B. Document 00490, Disclosure of Ownership
- C. Required Bid bond in the form of Bid Bond, Certified Check or Bank Cashier's Check.

8.01 The terms used in this Bid, which are defined in the General Conditions of the Construction Contract included as part of the Contract Documents and have the meanings assigned to them in the General Conditions.

SUBMITTED on 5-20, 2021.

If BIDDER is:

An Individual

By: _____ (SEAL)
(Individual's Name Typed or Printed)

doing business as _____

Business address: _____

Phone No.: _____ Fax No.: _____

A Partnership

Partnership Name: _____ (SEAL)

By: _____
(Signature of general partner -- attach evidence of authority to sign)

Name (typed or printed): _____

Business address: _____

Phone No. _____ Fax No. _____

A Joint Venture

Joint Venturer Name: _____ (SEAL)

By: _____
(Signature -- attach evidence of authority to sign)

Title: _____

Business Address _____

Phone No.: _____ Fax No.: _____

Joint Venturer Name: _____ (SEAL)

By: _____
(Signature -- attach evidence of authority to sign)

Title: _____

Business Address _____

Phone No.: _____ Fax No.: _____

Phone and FAX Number, and Address for receipt of official communications:

(Each joint venturer must sign. The manner of signing for Each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above).

END OF DOCUMENT



Swiss Re Corporate Solutions

BID BOND

CONTRACTOR:

(Name, legal status and address)

Forward Equipment, LLC
PO Box 396, Grafton, WI 53024

OWNER:

(Name, legal status and address)

Village of Jackson
W194 N16660 Eagle Drive, Jackson, WI 53037

BOND AMOUNT:

5% Five Percent of Amount Bid

PROJECT:

(Name, location or address, and Project number, if any)

Coffee Connection Trail, Jackson Drive - Eagle Drive; Project No. VOJ 21-01

SURETY:

North American Specialty Insurance Company
1450 American Lane, Suite 1100
Schaumburg, IL 60173

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.

When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 20th day of May, 2021

(Witness)

(Witness)

Forward Equipment, LLC

(Principal)

(Seal)

By:

(Title) Member

North American Specialty Insurance Company

(Surety)

By:

(Title) Eric Ruedebsch, Attorney-in-Fact



SWISS RE CORPORATE SOLUTIONS

**NORTH AMERICAN SPECIALTY INSURANCE COMPANY
WASHINGTON INTERNATIONAL INSURANCE COMPANY**

GENERAL POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS, THAT North American Specialty Insurance Company, a corporation duly organized and existing under laws of the State of New Hampshire, and having its principal office in the City of Kansas City, Missouri, and Washington International Insurance Company, a corporation organized and existing under the laws of the State of New Hampshire and having its principal office in the City of Kansas City, Missouri, each does hereby make, constitute and appoint: Eric Ruedebsch

Principal: Forward Equipment, LLC

Bond Number: Bid Bond

Obligee: Village of Jackson

Bond Amount: See Bond Form

Bond Description: Coffee Connection Trail, Jackson Drive - Eagle Drive; Project No. VOJ 21-01

Its true and lawful Attorney(s)-in-Fact, to make, execute, seal and deliver, for and on its behalf and as its act and deed, bonds or other writings obligatory in the nature of a bond on behalf of each of said Companies, as surety, on contracts of suretyship as are or may be required or permitted by law, regulation, contract or otherwise, provided that no bond or undertaking or contract or suretyship executed under this authority shall exceed the amount of:

FIFTY MILLION (\$50,000,000.00) DOLLARS

This Power of Attorney is granted and is signed by facsimile under and by the authority of the following Resolutions adopted by the Boards of Directors of both North American Specialty Insurance Company and Washington International Insurance Company at meetings duly called and held on the 9th of May, 2012:

"RESOLVED, that any two of the Presidents, any Managing Director, any Senior Vice President, any Vice President, any Assistant Vice President, the Secretary or any Assistant Secretary be, and each or any of them hereby is authorized to execute a Power of Attorney qualifying the attorney named in the given Power of Attorney to execute on behalf of the Company bonds, undertakings and all contracts of surety, and that each or any of them hereby is authorized to attest to the execution of any such Power of Attorney and to attach therein the seal of the Company; and it is

FURTHER RESOLVED, that the signature of such officers and the seal of the Company may be affixed to any such Power of Attorney or to any certificate relating thereto by facsimile, and any such Power of Attorney or certificate bearing such facsimile signatures or facsimile seal shall be binding upon the Company when so affixed and in the future with regard to any bond, undertaking or contract of surety to which it is attached."



By [Signature]
Steven P. Anderson, Senior Vice President of Washington International Insurance Company
& Senior Vice President of North American Specialty Insurance Company



By [Signature]
Michael A. Ito, Senior Vice President of Washington International Insurance Company
& Senior Vice President of North American Specialty Insurance Company

IN WITNESS WHEREOF, North American Specialty Insurance Company and Washington International Insurance Company have caused their official seals to be hereunto affixed, and these presents to be signed by their authorized officers this 1st day of February, 2019.

**North American Specialty Insurance Company
Washington International Insurance Company**

State of Illinois
County of Cook

SS:

On this 1st day of February, 2019, before me, a Notary Public personally appeared Steven P. Anderson, Senior Vice President of Washington International Insurance Company and Senior Vice President of North American Specialty Insurance Company and Michael A. Ito, Senior Vice President of Washington International Insurance Company and Senior Vice President of North American Specialty Insurance Company, personally known to me, who being by me duly sworn, acknowledged that they signed the above Power of Attorney as officers of and acknowledged said instrument to be the voluntary act and deed of their respective companies.



[Signature]
M. Kenny, Notary Public

I, Jeffrey Goldberg, the duly elected Assistant Secretary of North American Specialty Insurance Company and Washington International Insurance Company, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney given by said North American Specialty Insurance Company and Washington International Insurance Company, which is still in full force and effect.

IN WITNESS WHEREOF, I have set my hand and affixed the seals of the Companies this 20th day of May, 2021.

[Signature]
Jeffrey Goldberg, Vice President & Assistant Secretary of
Washington International Insurance Company & North American Specialty Insurance Company

Disclosure of Ownership

The statutory authority for the use of this form is prescribed in Sections 66.0903(12)(d), 66.0904(10)(d) and 103.49(7)(d), Wisconsin Statutes.

The use of this form is mandatory. The penalty for failing to complete this form is prescribed in Section 103.005(12), Wisconsin Statutes.

Personal information you provide may be used for secondary purposes [Privacy Law, s. 15.04(1) (m), Wisconsin Statutes].

- (1) On the date a contractor submits a bid to or completes negotiations with a state agency, local governmental unit, or developer, investor or owner on a project subject to Section 66.0903, 66.0904 or 103.49, Wisconsin Statutes, the contractor shall disclose to such state agency, local governmental unit, or developer, investor or owner, the name of any "other construction business," which the contractor, or a shareholder, officer or partner of the contractor, owns or has owned within the preceding three (3) years.
- (2) The term "other construction business" means any business engaged in the erection, construction, remodeling, repairing, demolition, altering or painting and decorating of buildings, structures or facilities. It also means any business engaged in supplying mineral aggregate, or hauling excavated material or spoil as provided by Sections 66.0903(3), 66.0904(2), 103.49(2) and 103.50(2), Wisconsin Statutes.
- (3) This form must ONLY be filed, with the state agency project owner, local governmental unit project owner, or developer, investor or owner of a publicly funded private construction project that will be awarding the contract, if **both (A) and (B) are met.**
 - (A) The contractor, or a shareholder, officer or partner of the contractor:
 - (1) Owns at least a 25% interest in the "other construction business," indicated below, on the date the contractor submits a bid or completes negotiations; or
 - (2) Has owned at least a 25% interest in the "other construction business" at any time within the preceding three (3) years.
 - (B) The Wisconsin Department of Workforce Development (DWD) has determined that the "other construction business" has failed to pay the prevailing wage rate or time and one-half the required hourly basic rate of pay, for hours worked in excess of the prevailing hours of labor, to any employee at any time within the preceding three (3) years.

Other Construction Business

Business Name			
Street Address or P O Box	City	State	Zip Code
Business Name			
Street Address or P O Box	City	State	Zip Code
Business Name			
Street Address or P O Box	City	State	Zip Code
Business Name			
Street Address or P O Box	City	State	Zip Code

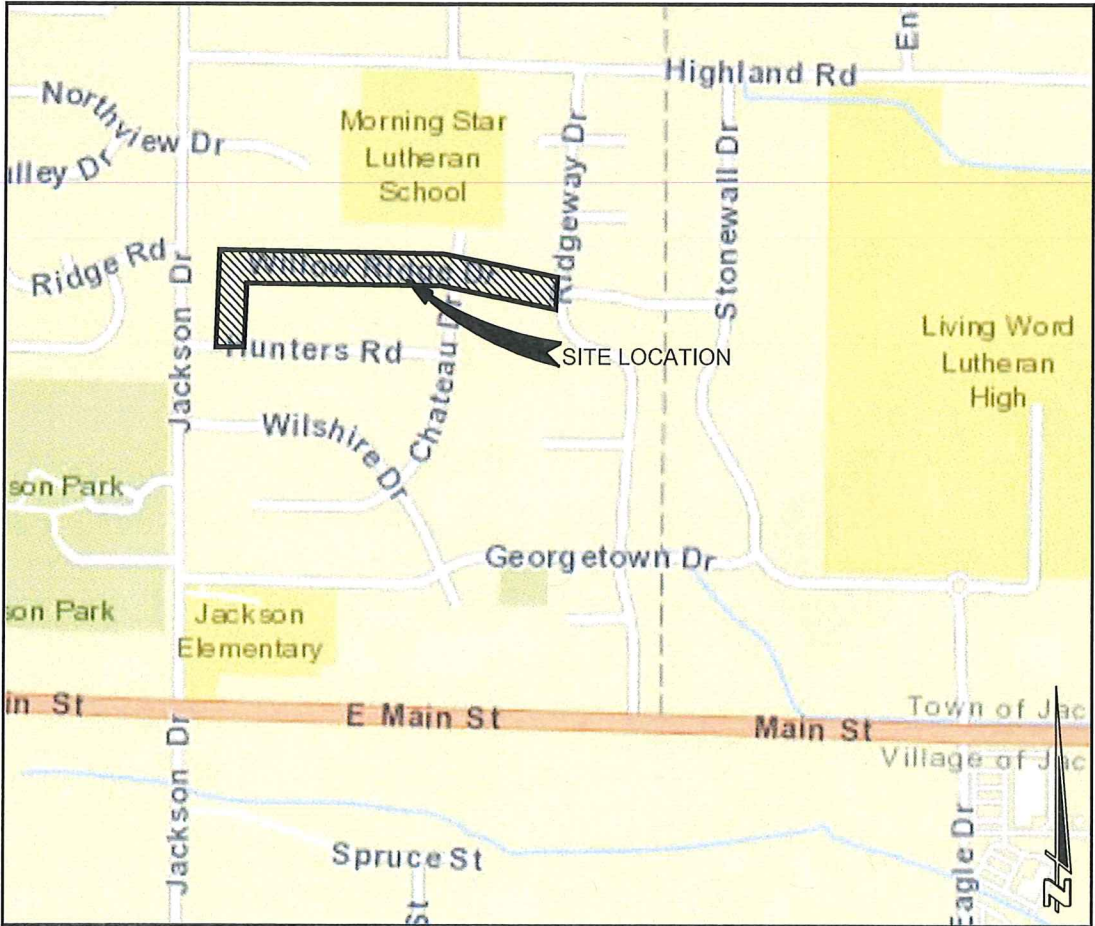
I hereby state under penalty of perjury that the information, contained in this document, is true and accurate according to my knowledge and belief.

Print the Name of Authorized Officer <i>Mike LaLonde</i>			
Authorized Officer Signature <i>[Signature]</i>		Date Signed <i>5-20-2021</i>	
Corporation, Partnership or Sole Proprietorship Name <i>Forward Equipment</i>			
Street Address or P O Box <i>P.O. Box 396</i>	City <i>Grafton</i>	State <i>WI</i>	Zip Code <i>53024</i>

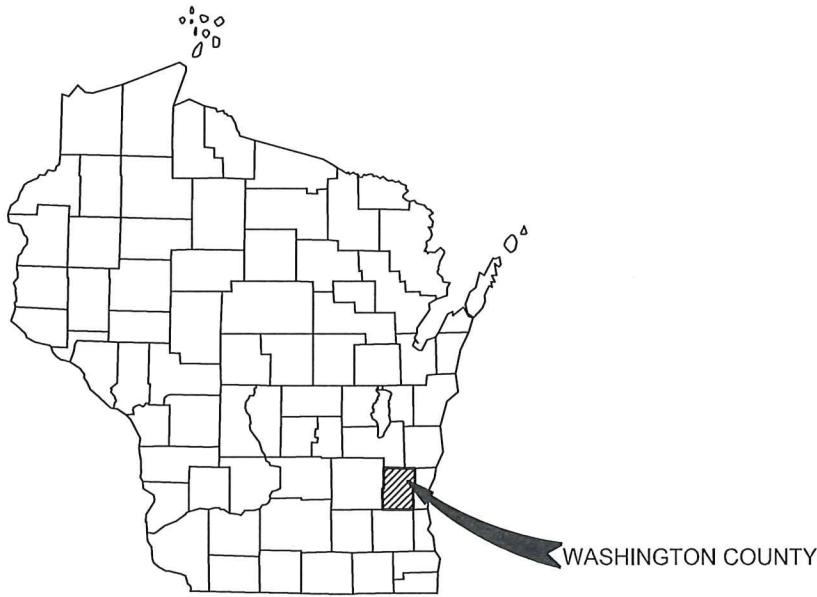
If you have any questions call (608) 266-6861

CONSTRUCTION DRAWINGS
FOR
WILLOW RIDGE DRIVE RECONSTRUCTION
VILLAGE OF JACKSON
WASHINGTON COUNTY, WI
MAY 18, 2021

Prepared By
Cedar
corporation
PROJECT I.D. 05789-0013

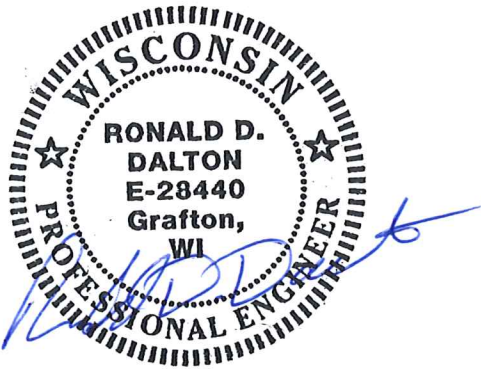


SITE LOCATION MAP



COUNTY LOCATION MAP

INDEX TO DRAWINGS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	STANDARD SYMBOLS ABBREVIATIONS & STAMPS
3 - 6	WILLOW RIDGE DRIVE PLAN AND PROFILE
7	CHATEAU DRIVE PLAN AND PROFILE
8 - 11	STANDARD DETAILS
12 - 23	WILLOW RIDGE DRIVE CROSS SECTIONS



ATTENTION:
DOWNLOADED PLANS ARE NOT SCALABLE, NEITHER THE OWNER NOR THE
ENGINEER SHALL BE HELD RESPONSIBLE FOR THE SCALE OR PRINT
QUALITY OF DOWNLOADED PLANS. ONLY PRINTED PLANS FROM CEDAR
CORPORATION SHALL BE CONSIDERED TO BE SCALEABLE PLANS.

MAPPING & TOPOGRAPHY SYMBOLOGY

DESCRIPTION	SYMBOL	EXISTING	PROPOSED
SANITARY SEWER (PLAN) - LENGTH-DIA. MATERIAL @ GRADE		(SIZE & MAT'L) SAN	LENGTH - SIZE MATL SAN
STORM SEWER (PLAN) - LENGTH-DIA. MATERIAL @ GRADE		(SIZE & MAT'L) STM	LENGTH - SIZE MATL STM
WATER MAIN (PLAN)- LENGTH-DIA. MATERIAL-(FITTING-FITTING)		(SIZE & MAT'L) WTR	LENGTH - SIZE MATL WTR
SANITARY SEWER (PROFILE) - LENGTH-DIA. MATERIAL @ GRADE		(SIZE & MAT'L)	XXX'- XX" PVC SAN @ 0.00%
SANITARY FORCEMAIN (PROFILE) - DIA. MATERIAL		(SIZE & MAT'L)	XXX'- XX" FORCEMAIN @ 0.00%
STORM SEWER (PROFILE) - LENGTH-DIA. MATERIAL @ GRADE		(SIZE & MAT'L)	XXX'- XX" RCP STM @ 0.00%
WATER MAIN (PROFILE)- DIA. MATERIAL		(SIZE & MAT'L)	X" PVC WM.
GAS MAIN		GAS	GAS
ELECTRIC - BURIED		UGE	UGE
ELECTRIC - OVERHEAD		OE	OE
TELEPHONE - BURIED		TEL	TEL
TELEPHONE - BURIED (FIBER OPTIC)		FO	FO
TELEPHONE - OVERHEAD		OH	OH
CABLE TELEVISION - BURIED		TV	TV
CABLE TELEVISION - OVERHEAD		OH	OH
CENTERLINE			
RIGHT-OF-WAY LINE			
PROPERTY LINE			
PAVEMENT (STREET, DRIVE, SIDEWALK, ETC.)			
GRAVEL			
CURB & GUTTER			
RAILROAD			
GUARDRAIL			
FENCE - AS LABELED			

GENERAL NOTES:

1. THESE DRAWINGS ARE NEITHER A LEGALLY RECORDED MAP, NOR A SURVEY, AND IS NOT INTENDED TO BE USED AS ONE.
2. ALL PROPERTY LINES SHOWN ARE ESTABLISHED FROM COUNTY GIS FILES. PROPERTY LINES MAY NOT REFLECT ACTUAL LOT LINE LOCATIONS AND ARE FOR INFORMATIONAL PURPOSES ONLY.
3. UTILITY LOCATIONS SHOWN ON THE PLANS WERE PROVIDED BY THE UTILITY OWNER. FIELD LOCATIONS MAY VARY AND ADDITIONAL UTILITIES MAY EXIST. CONTRACTOR SHALL CONTACT DIGGERS HOTLINE A MINIMUM OF 3 WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION.
4. ALL LENGTHS OF PROPOSED UTILITIES SHOWN ON THE PLANS ARE PER DESIGN, ACTUAL LENGTHS MAY VARY DURING CONSTRUCTION.

MAPPING & TOPOGRAPHY SYMBOLOGY

DESCRIPTION	SYMBOL	EXISTING	PROPOSED
BENCHMARK			
CATCH BASIN/INLET			
CONTROL POINT			
CULVERT		(DIA. & TYPE)	(LENGTH-DIA. & TYPE)
CURB STOP G=GAS W=WATER			G OR W
ELECTRIC PEDESTAL			
FIRE HYDRANT			
IRON PIPE = IP IRON ROD = IR			IP OR IR
LIGHT - ORNAMENTAL			
LIGHT - STREET			
MAILBOX			
MANHOLE ELECTRIC			
MANHOLE GAS			
MANHOLE MISCELLANEOUS			MH SAN MH SIG MH STM MH
MANHOLE SANITARY			
MANHOLE SIGNAL			
MANHOLE STORM			
MANHOLE STORM INLET CATCH BASIN			
MANHOLE WATER			
MANHOLE TELEPHONE			
METER - GAS			
METER - WATER			
PEDESTAL CABLE TV			
PEDESTAL TELEPHONE			
SIGN			
BUSH CONIFER			
BUSH DECIDUOUS			
TREE DECIDUOUS/INCH DIA			
TREE CONIFEROUS/INCH DIA			
TREE LINE			
VALVE: W=WATER, G=GAS			M _W OR GV
UTILITY POLE			
SILT FENCE		SF	SF
MAJOR CONTOURS		890	890
MINOR CONTOURS			
SPOT ELEVATIONS		+891.2	+891.22
INLET PROTECTION			

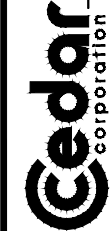
LIST OF STANDARD ABBREVIATIONS

ASPH	ASPHALT	NTS	NOT TO SCALE
B/B	BACK TO BACK	PC	POINT OF CURVATURE
BOC	BACK OF CURB	PCC	POINT OF COMPOUND CURVE
BLDG	BUILDING	PED	PEDESTAL
BM	BENCHMARK	PVMT	PAVEMENT
BSMT	BASEMENT	PI	POINT OF INTERSECTION
C	CUT	PL	PROPERTY LINE
C&G	CURB AND GUTTER	PP	POWER POLE
C/C	CENTER TO CENTER	PROP	PROPOSED
CABC	CRUSHED AGGREGATE BASE COURSE	PT	POINT OF TANGENCY
CB	CATCH BASIN	PVC	POLYVINYL CHLORIDE
CI	CAST IRON PIPE	PVI	POINT OF VERTICAL CURVATURE
CL	CENTERLINE	PVT	POINT OF VERTICAL INTERSECTION
CMP	CORRUGATED METAL PIPE	R	POINT OF VERTICAL TANGENCY
CO	CLEAN OUT	RCP	RANGE OR RADIUS
CONC	CONCRETE	REBAR	REINFORCED CONCRETE PIPE
CP	CONTROL POINT	REQD	REINFORCEMENT BAR
CTH	COUNTY TRUNK HIGHWAY	RL	REQUIRED
CTV	CABLE TV	ROW	REFERENCE LINE
CS	CURB STOP	SAN	RIGHT-OF-WAY
DIA	DIAMETER	SF	SANITARY
DI	DUCTILE IRON PIPE	SL	SIDEWALK
EA	EACH	SHLDR	SILT FENCE
ELEC	ELECTRIC (E WHEN USED IN LINE STYLE)	STA	SANITARY LATERAL
EP	EDGE OF PAVEMENT	STM	SHOULDER
EXIST	EXISTING	TEL	STATION
FH	FIRE HYDRANT	TEMP	STATE TRUNK HIGHWAY
FL	FLOW LINE	TOC	STORM OR STORM SEWER
FM	FORCE MAIN	TYP	TELEPHONE
FO	FIBER OPTIC	VC	TEMPORARY
G	GAS	WM	TOP OF CURB
GV	GAS VALVE	WS	TYPICAL
GW	GUY WIRE	WV	VERTICAL CURVE
INV	INVERT		WATER MAIN
IP	IRON PIPE OR PIN		WATER SERVICE
L	LENGTH (OF CURVE)		WATER VALVE
LC	LONG CHORD OF CURVE		
LP	LIGHT POLE		
MB	MAILBOX		
MG	METER-GAS		
MH	MANHOLE		

BENCHMARKS

1	OPEN ARROW ON HYD IN CUL-DE-SAC ON WILLOW RIDGE DRIVE	885.97
2	OPEN ARROW ON HYD AT NW CORNER OF CHATEAU DR AND WILLOW RIDGE DR	881.72
3	BURY BOLT ON HYD AT NE CORNER OF RIDGEWAY DR AND WILLOW RIDGE DR	874.12

NOTE: ALL BENCHMARK LOCATIONS ARE SHOWN ON PLAN

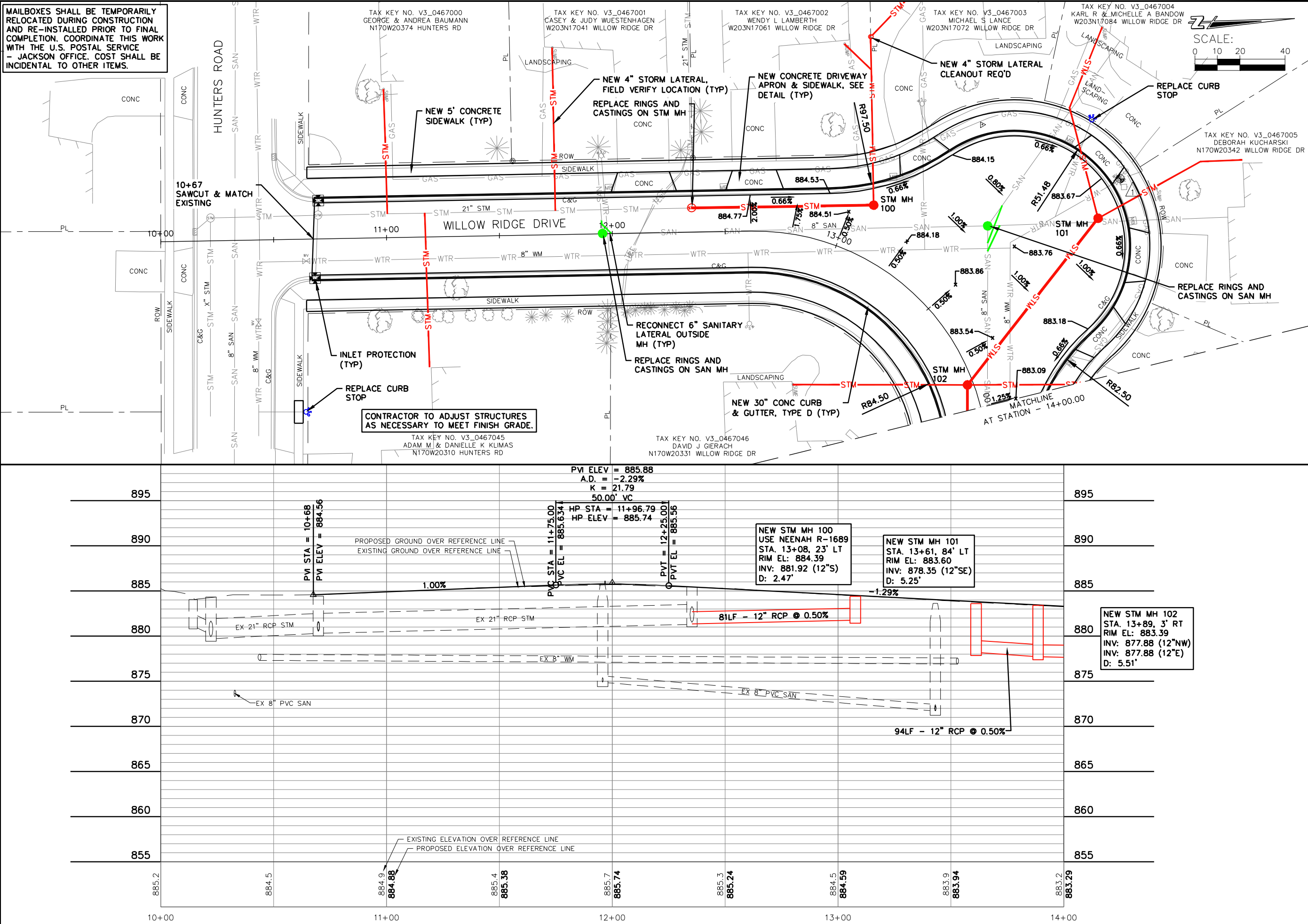


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WASHINGTON COUNTY, WISCONSIN
STANDARD SYMBOLS AND ABBREVIATIONS

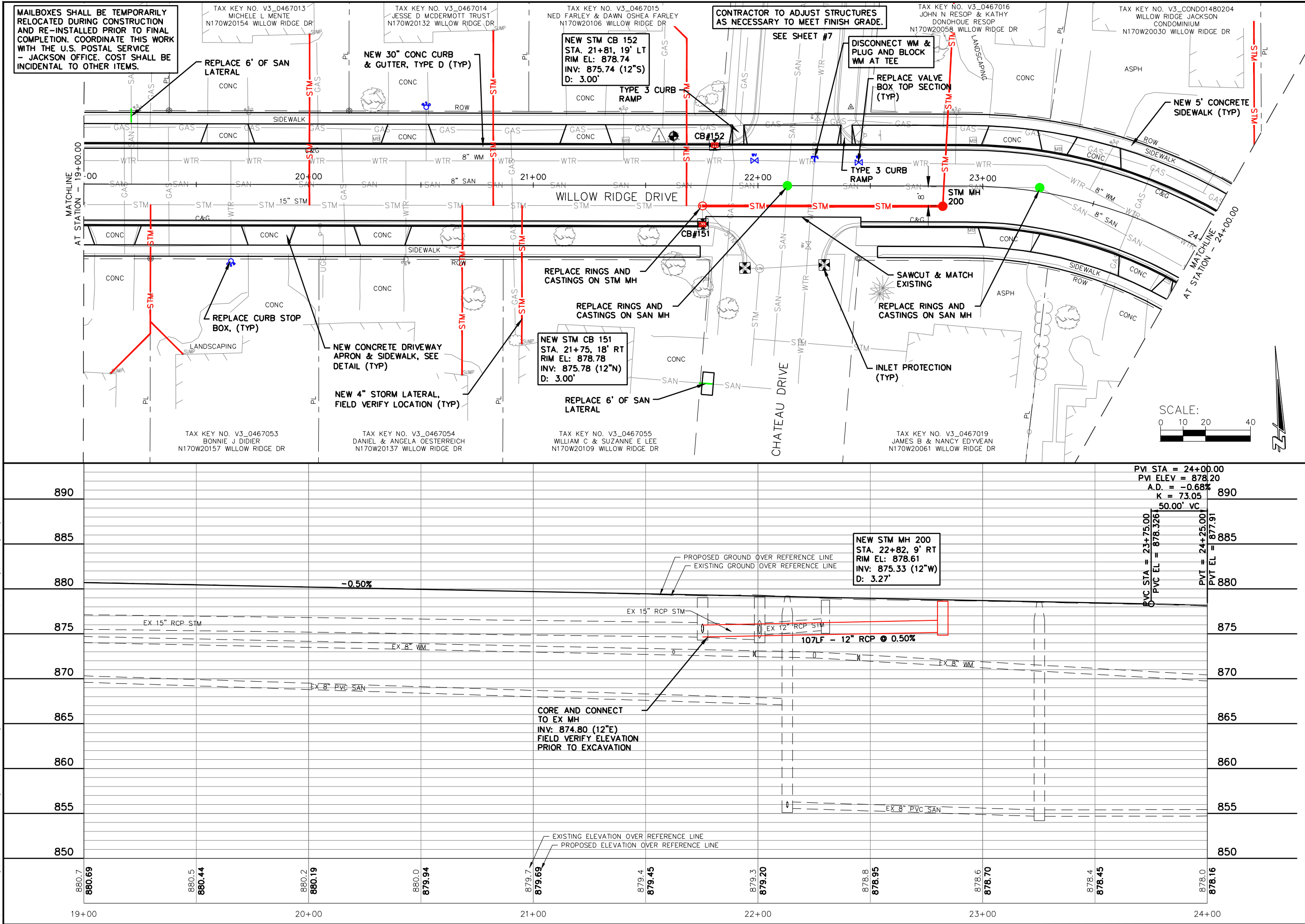
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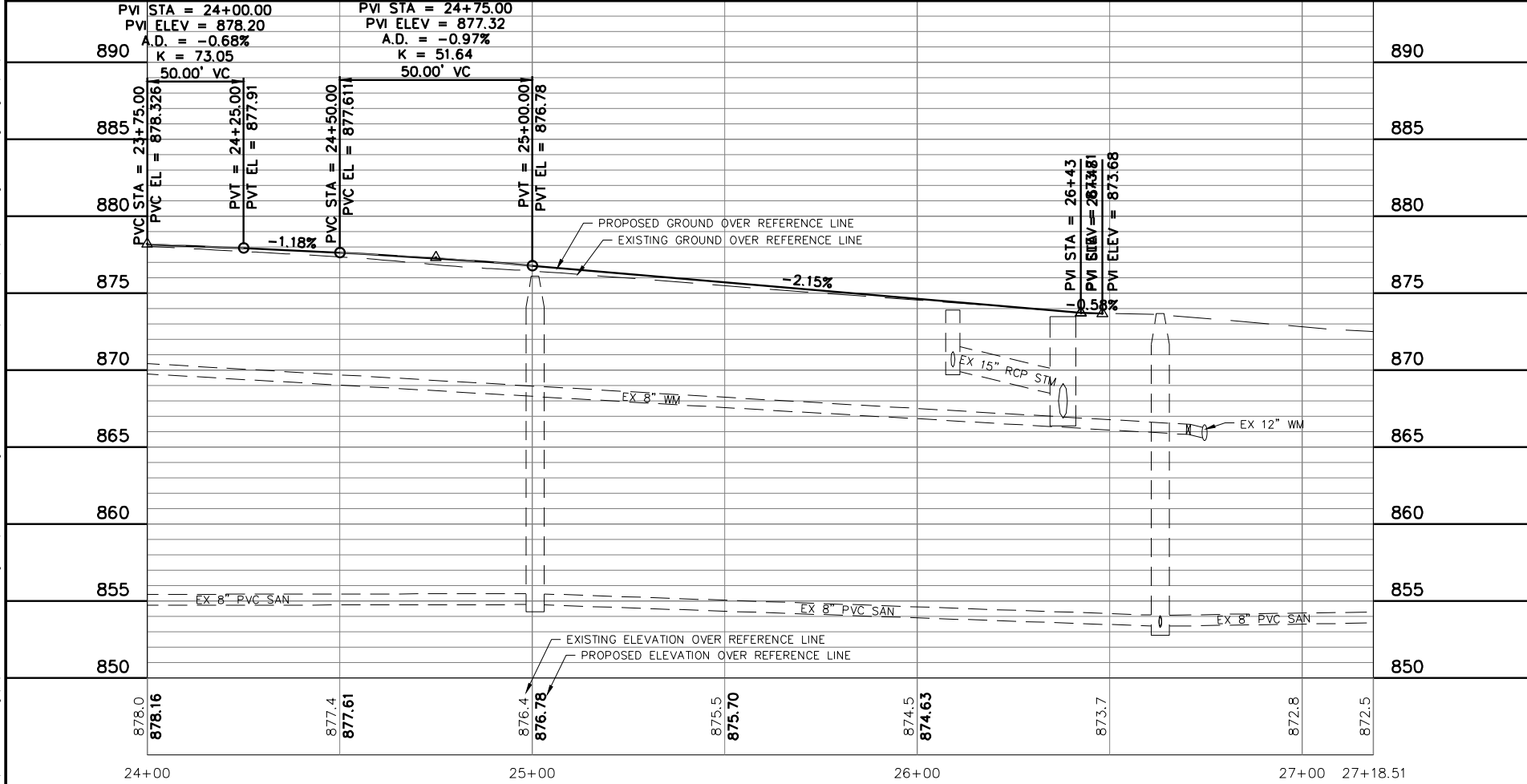
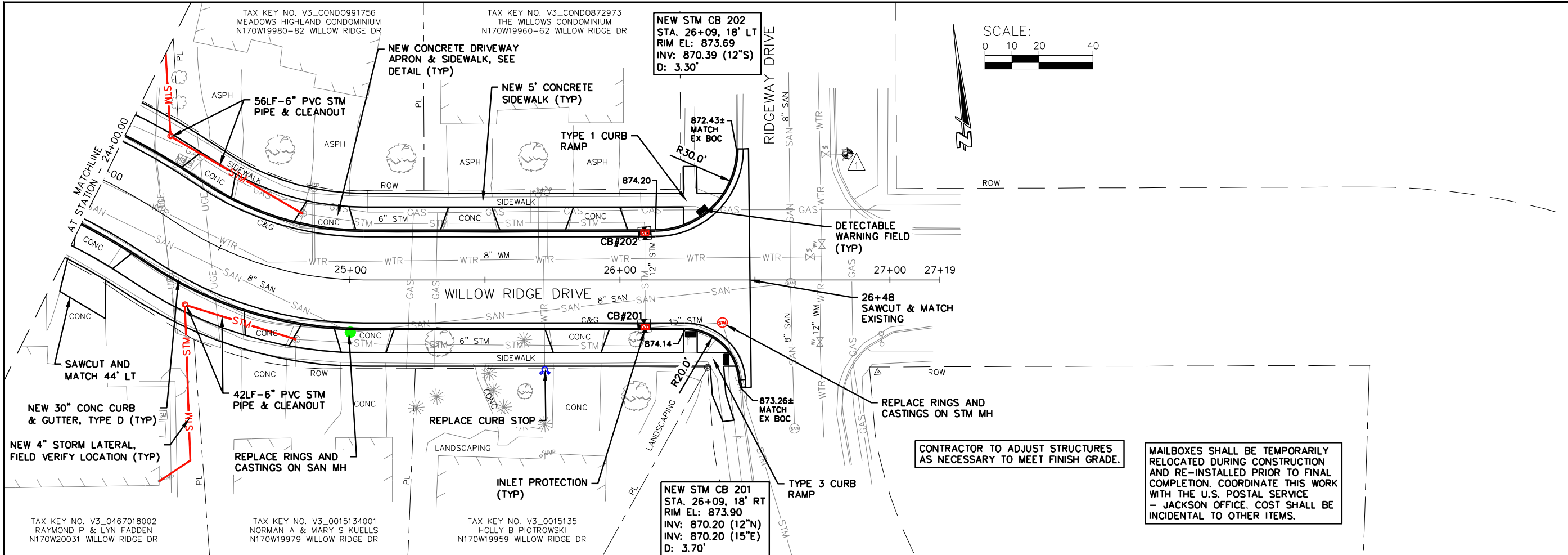
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WILLOW RIDGE DRIVE PLAN AND PROFILE

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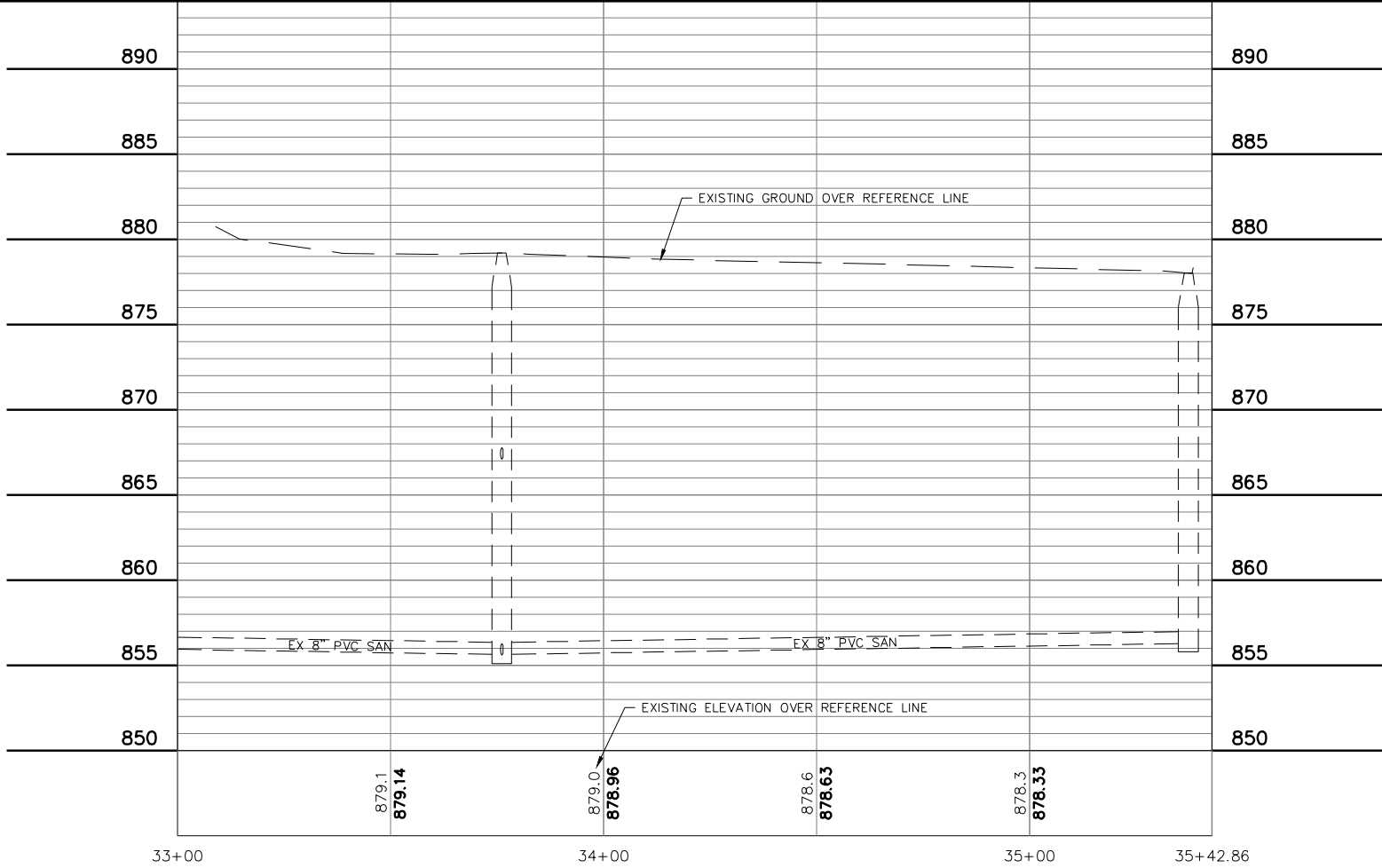
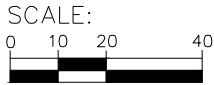
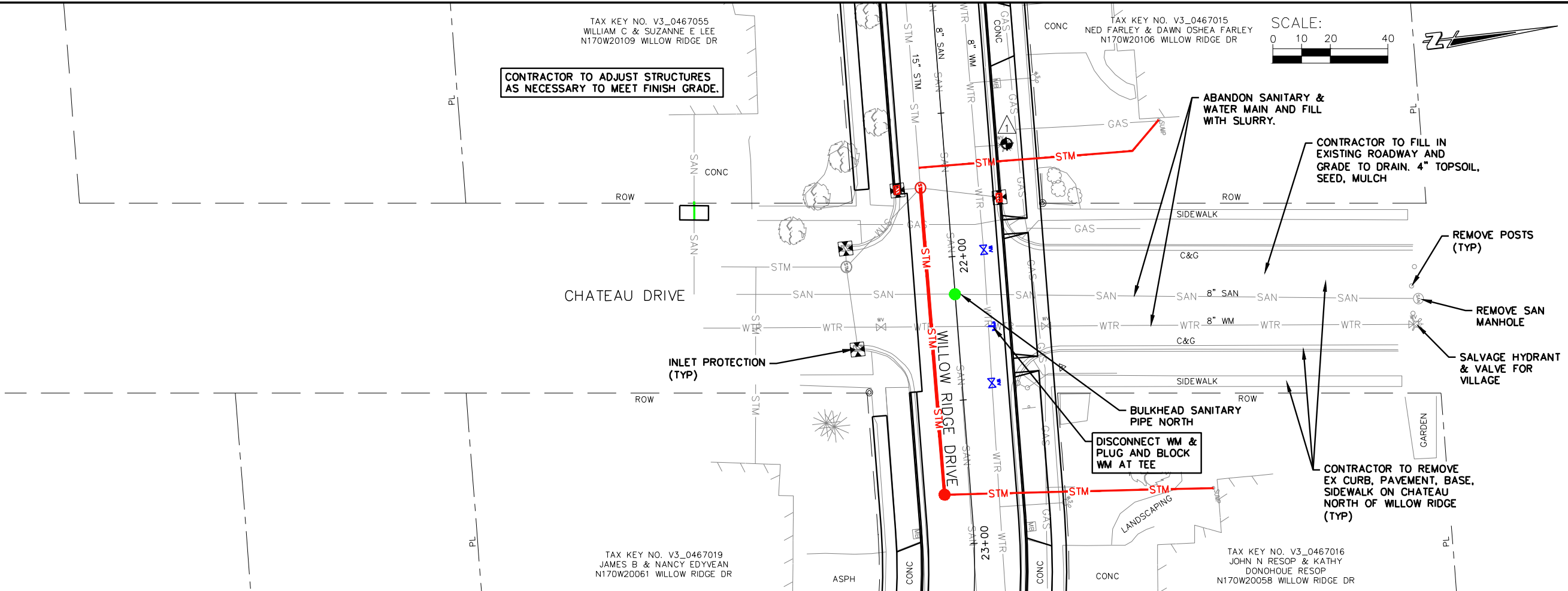
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SHEET NO.	6 OF 23
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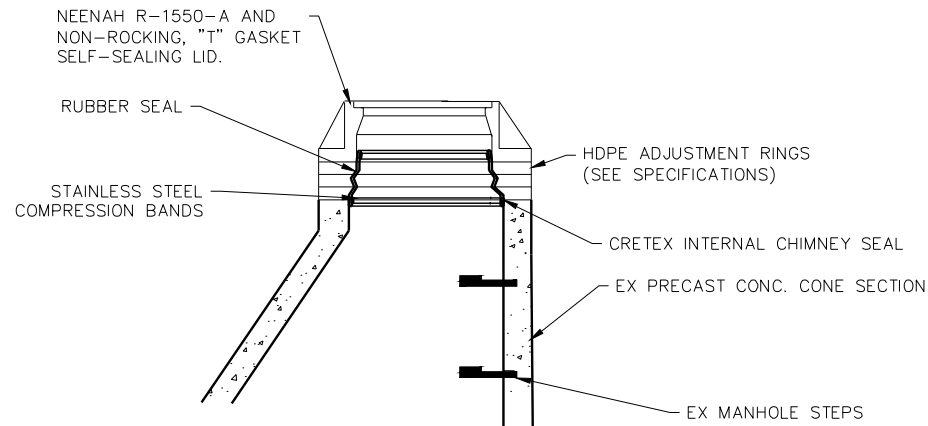
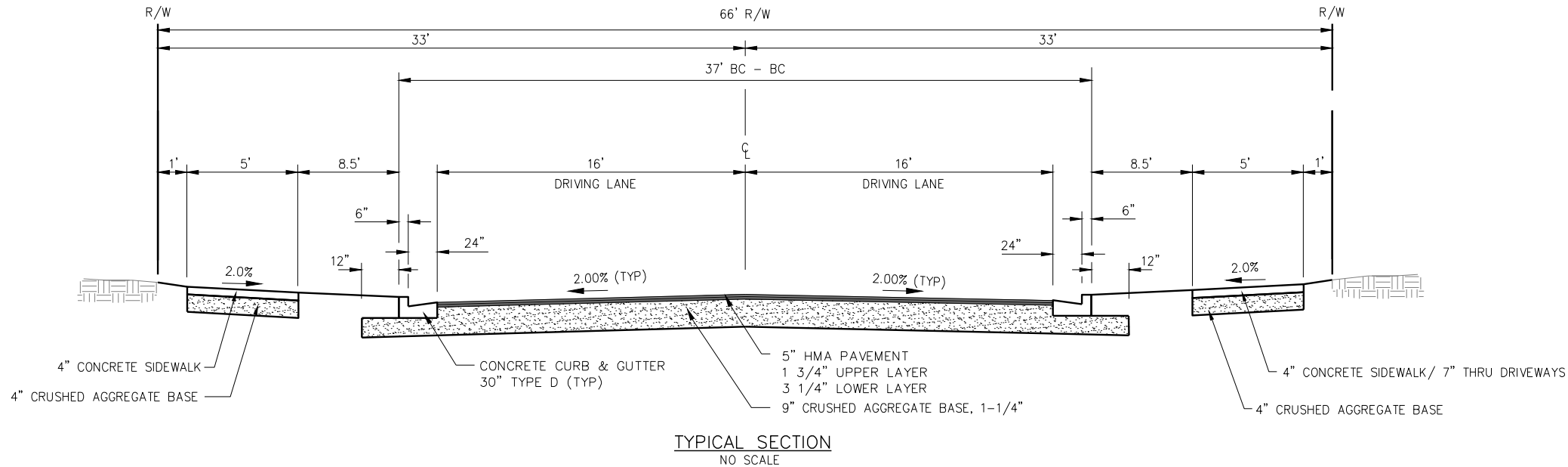
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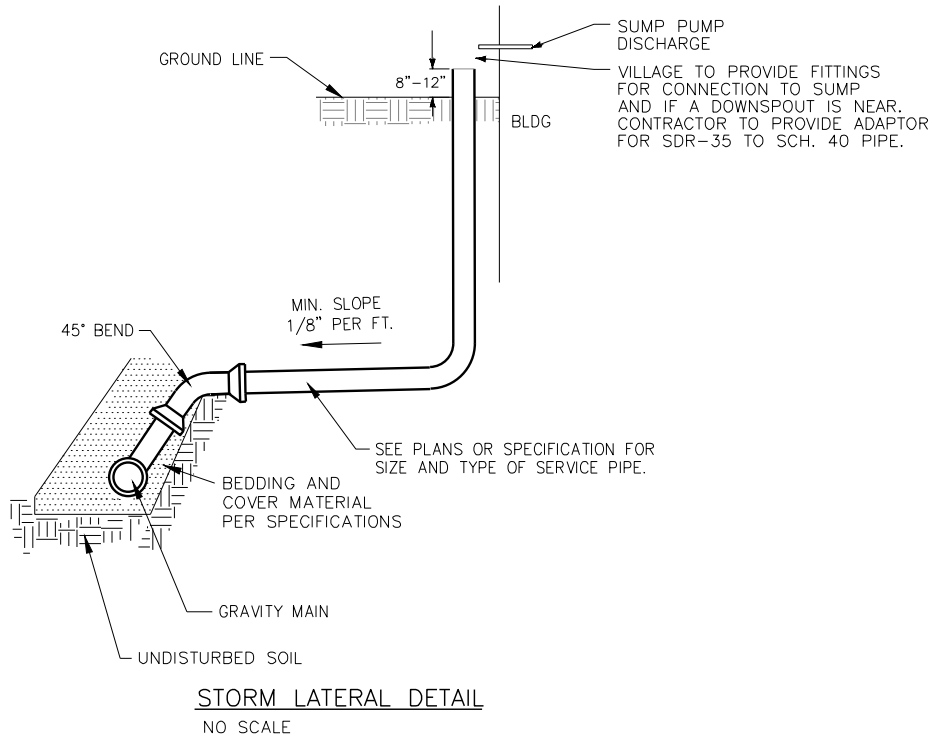
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CHATEAU DRIVE PLAN AND PROFILE

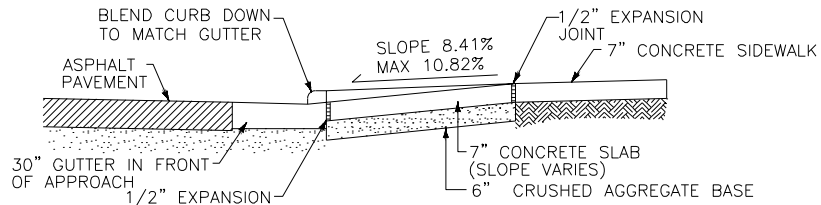
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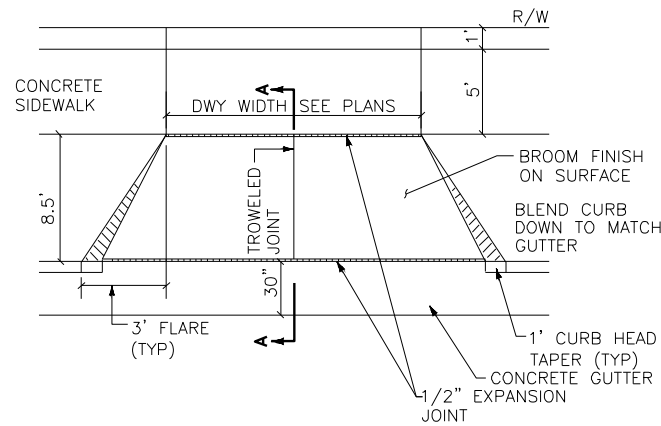
SANITARY MANHOLE RINGS AND CASTING REPLACEMENT
NO SCALE



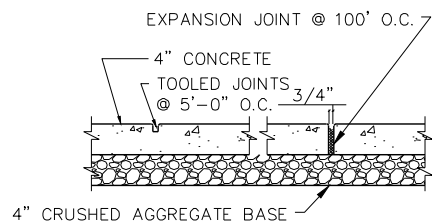
STORM LATERAL DETAIL
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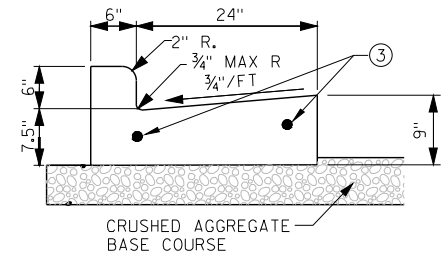
SECTION A-A



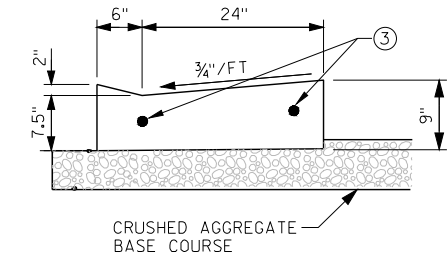
PLAN VIEW
STANDARD CONCRETE DRIVEWAY APPROACH & SIDEWALK



4" CONC. SIDEWALK
NO SCALE



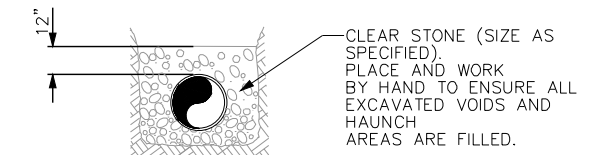
STANDARD CURB & GUTTER



DRIVEWAY ENTRANCE CURB

GENERAL NOTES:

- ① THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ② (2) #4 REBAR, FULL LENGTH OF CURB, CENTERED OVER UTILITY TRENCH CROSSINGS
- ③ TIE NEW CURB TO EXISTING CURB WITH 2 #4 REBAR.



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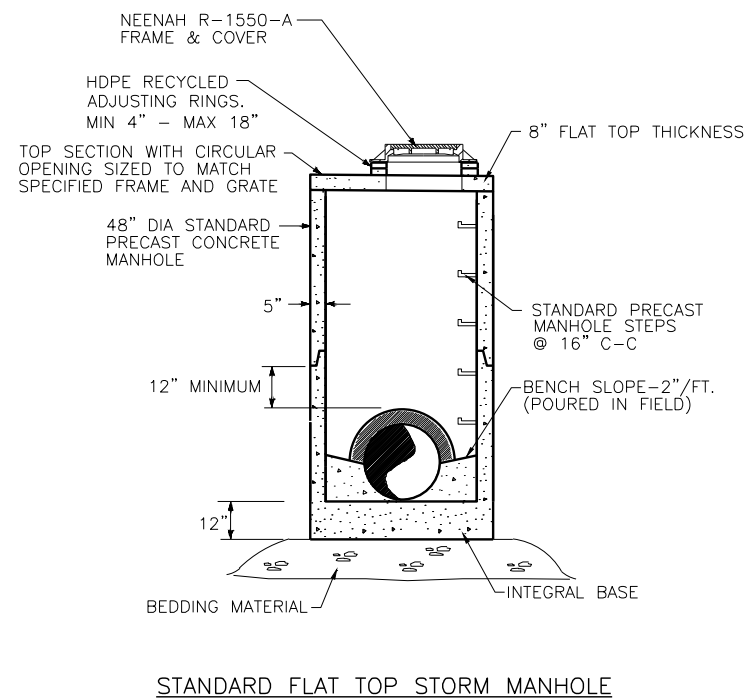
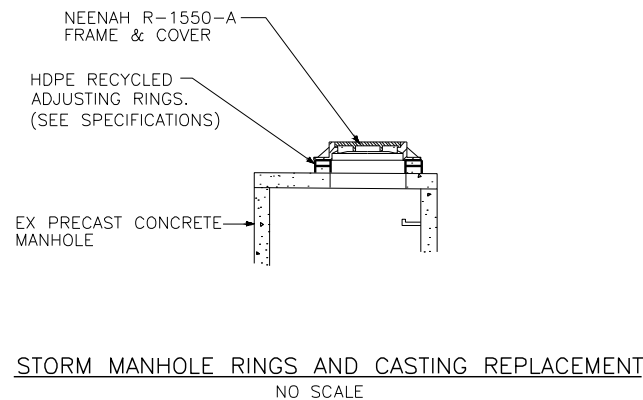
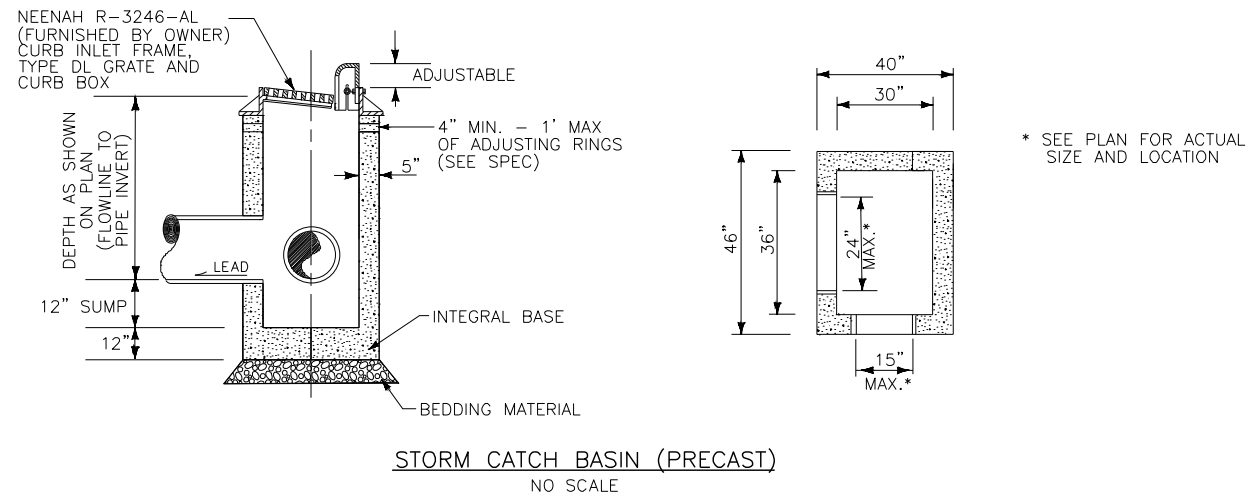
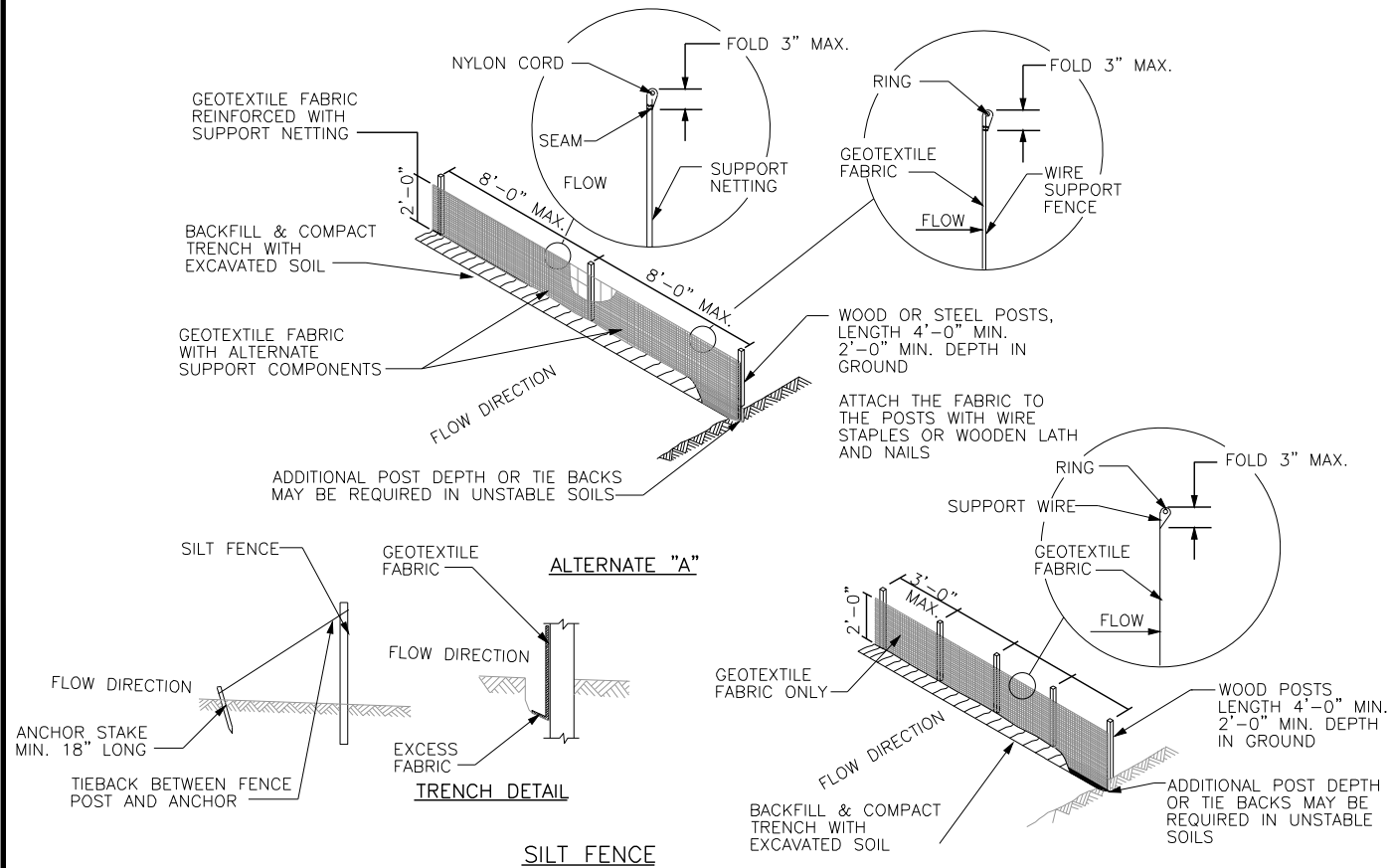
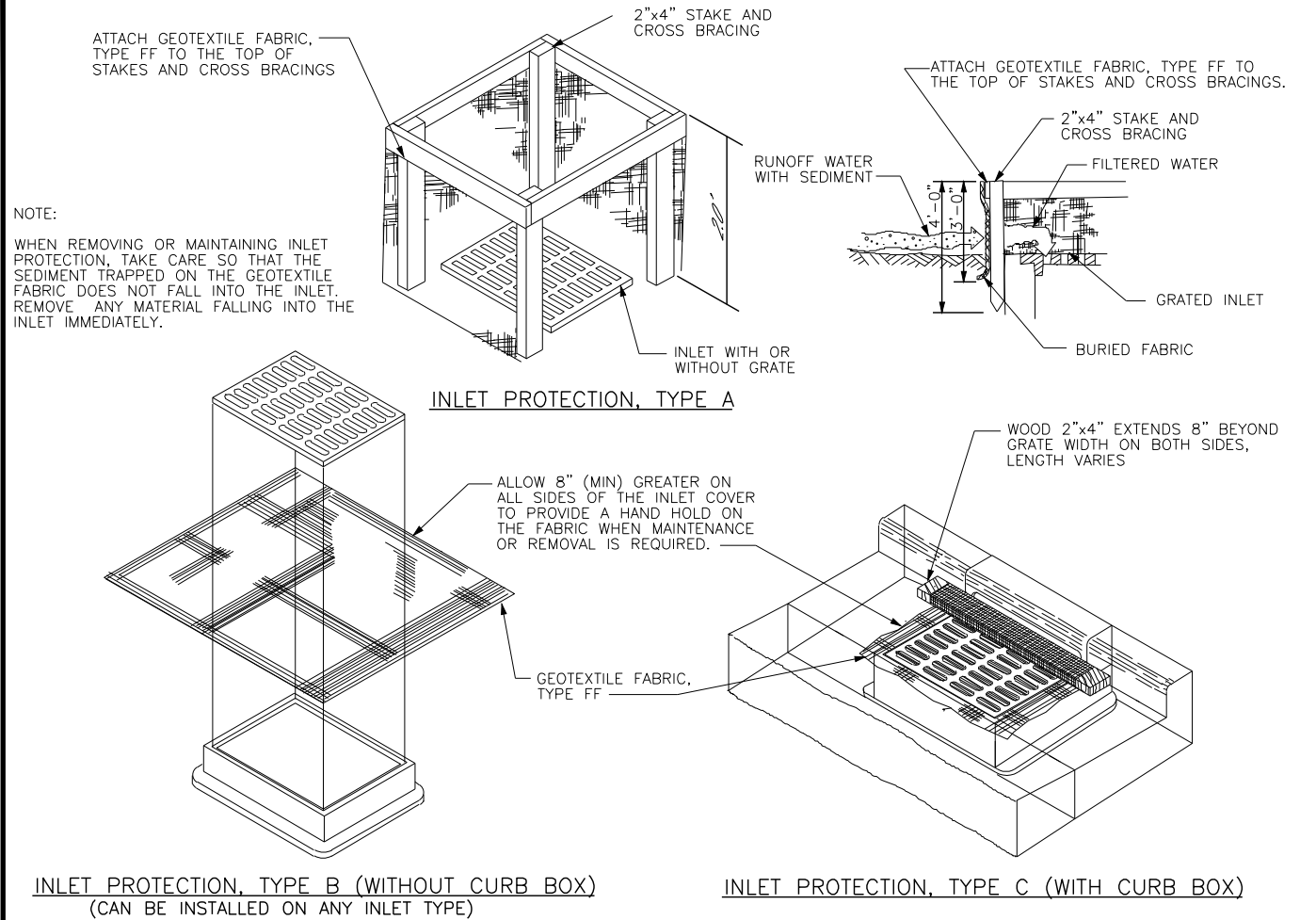
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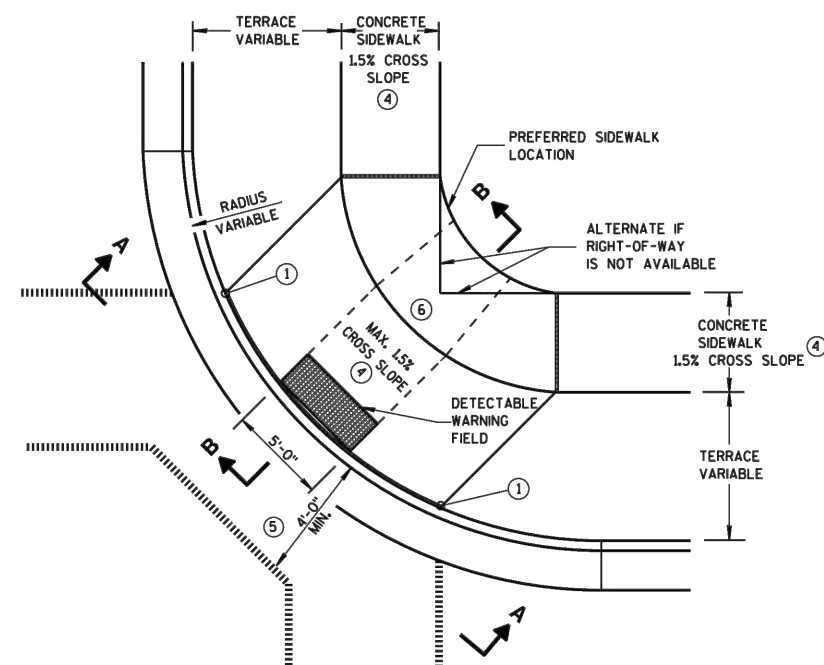
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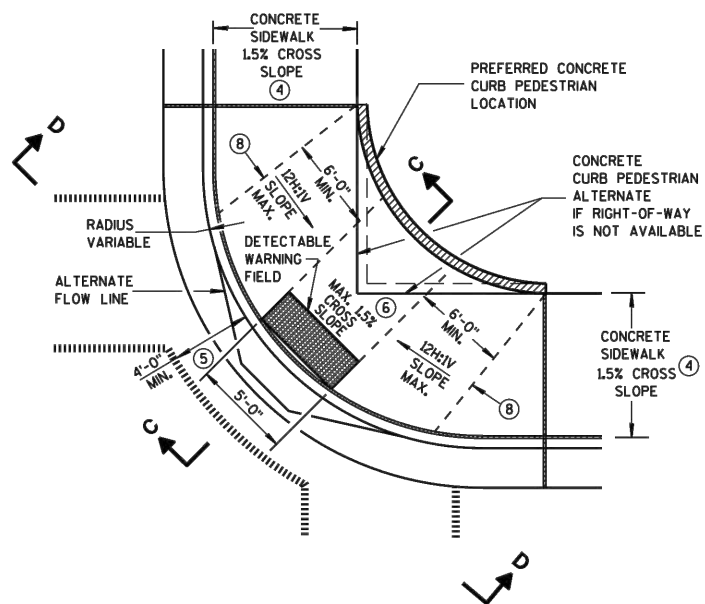
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STANDARD DETAILS

 8D5 sheet a: Curb Ramps Types 1 and 1-A

PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

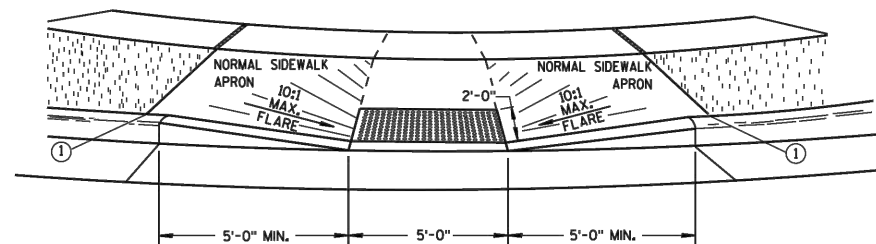
DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP
DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND
PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP
AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE
AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

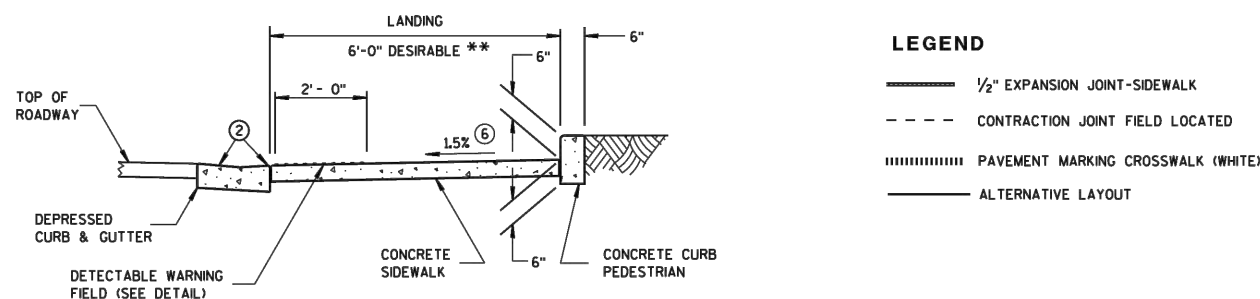
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ $\pm 0.5\%$ CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

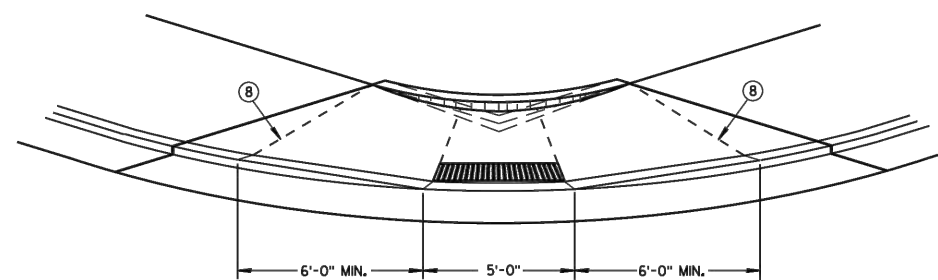
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



SECTION C-C

LEGEND

- ===== 1/2" EXPANSION JOINT-SIDEWALK
 - - - - - CONTRACTION JOINT FIELD LOCATED
 ||||| PAVEMENT MARKING CROSSWALK (WHITE)
 ----- ALTERNATIVE LAYOUT



VIEW D-D

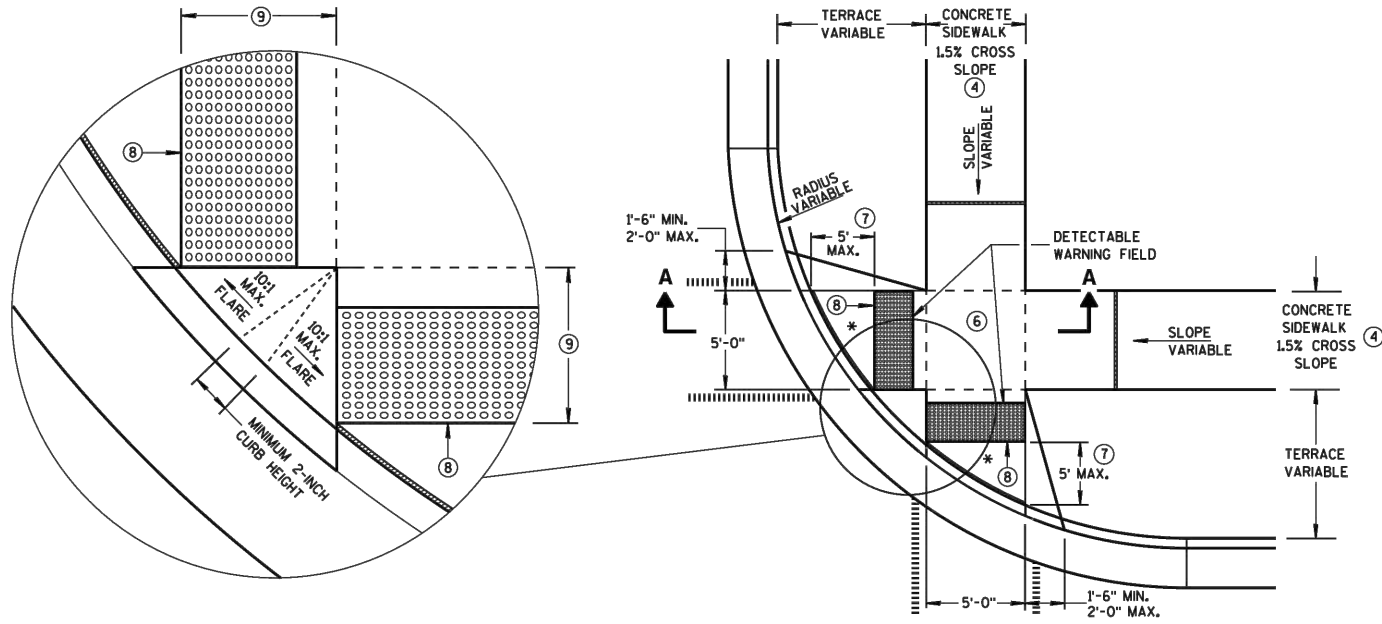
CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

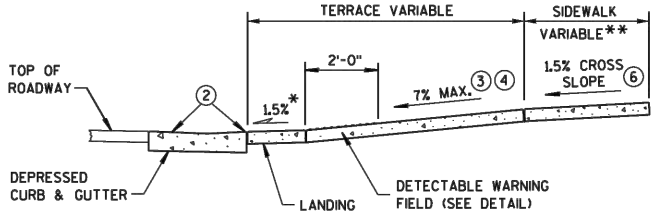
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8D5 sheet b: Curb Ramps Types 2 and 3

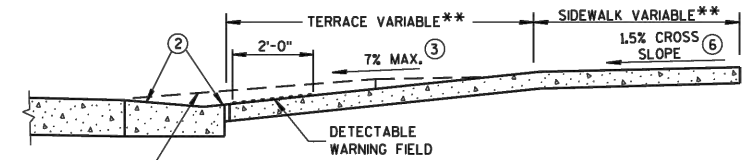


PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



SECTION A-A

** WIDTH SHOWN ELSEWHERE
IN THE PLANS



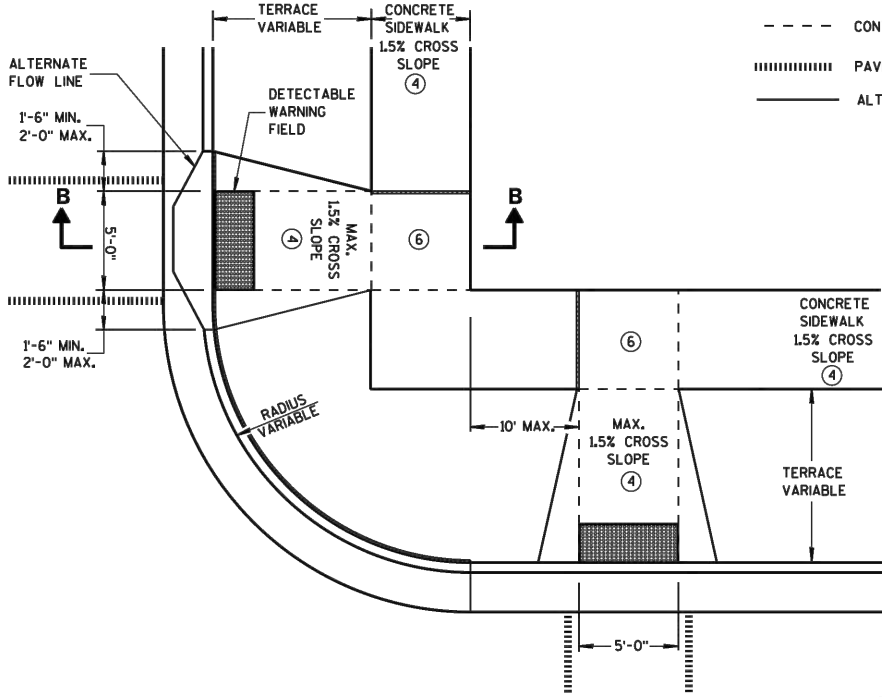
SECTION B-B

GENERAL NOTES

- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.
- ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.
- WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP, CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
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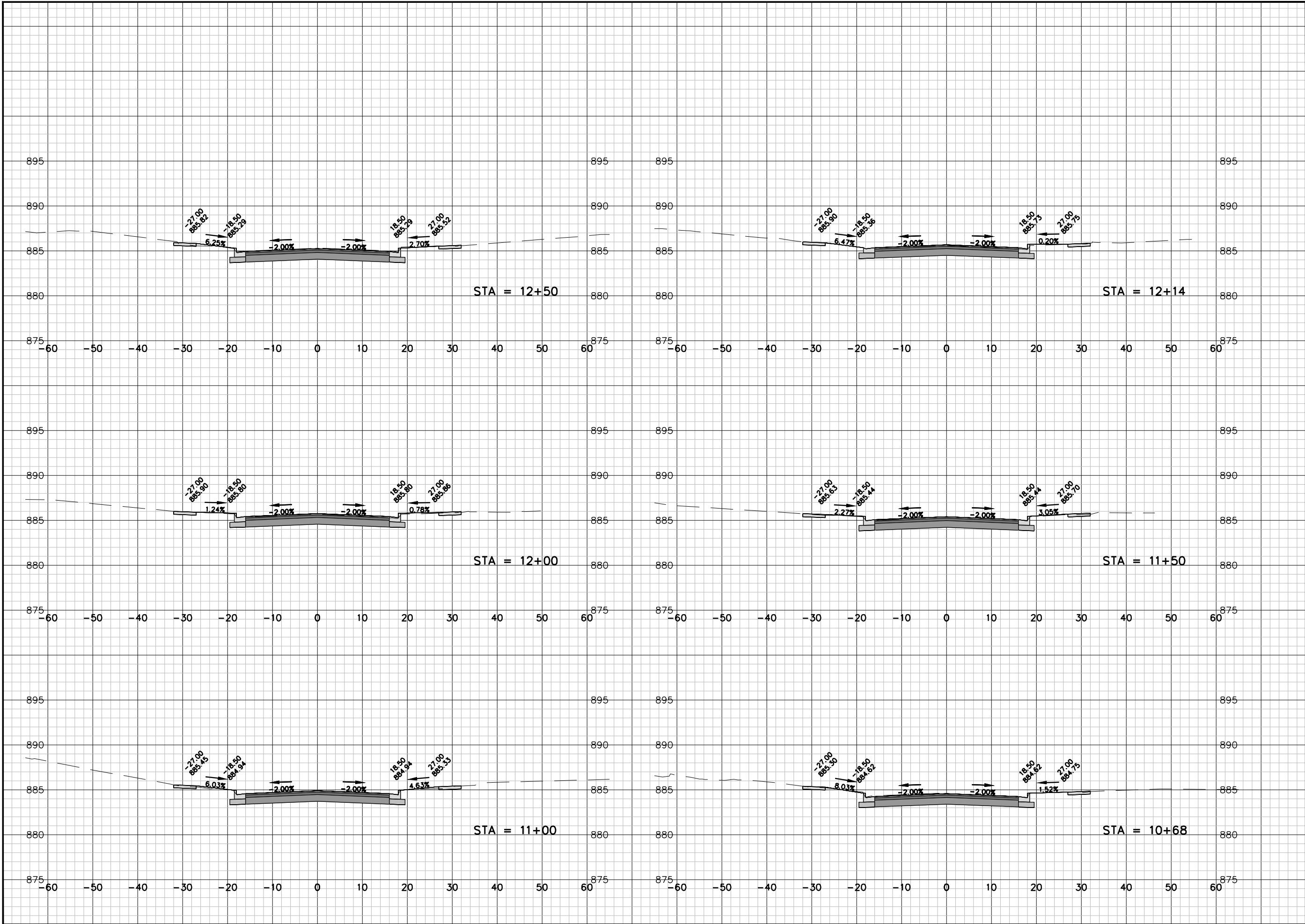
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FAX 920-491-9020

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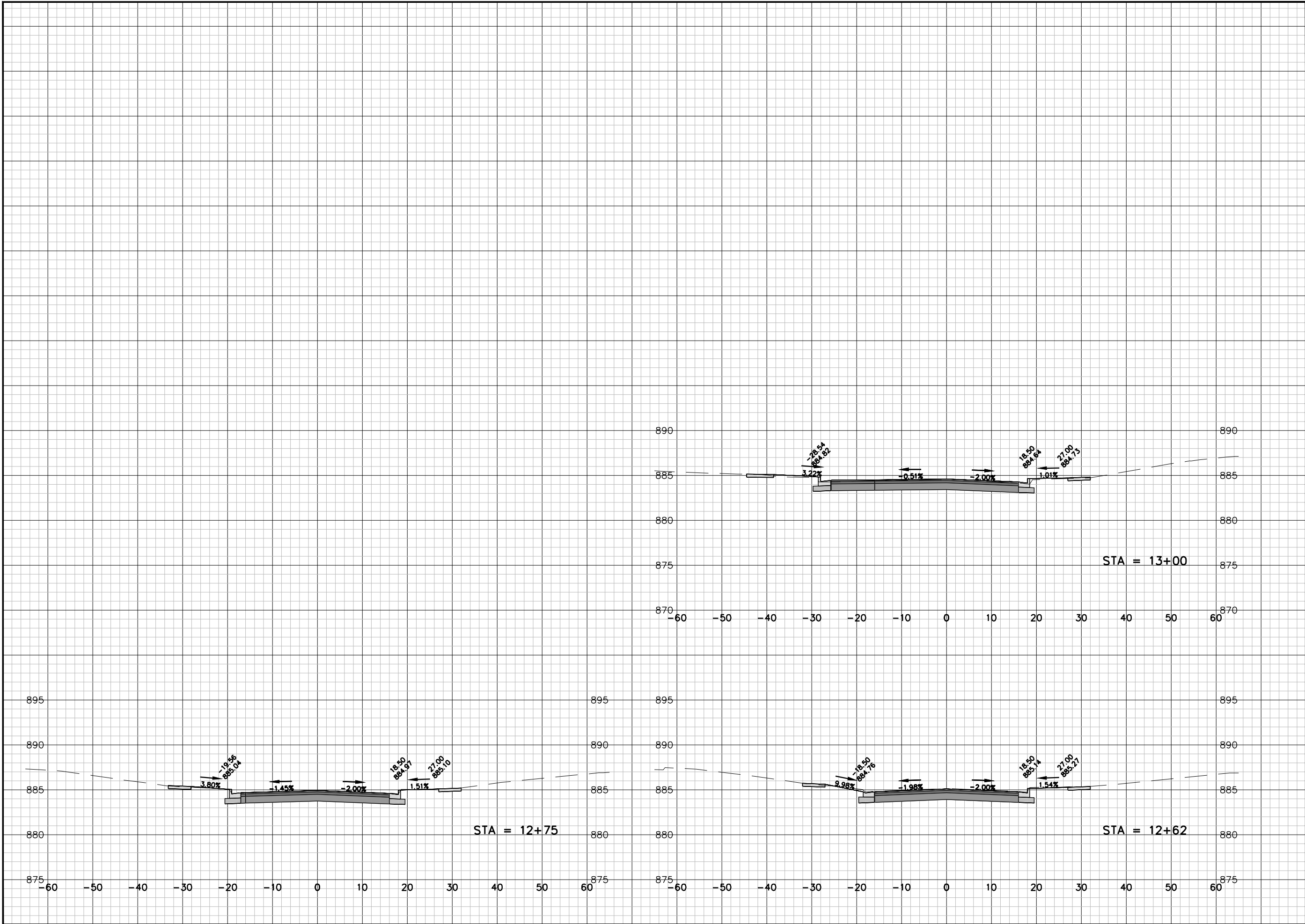
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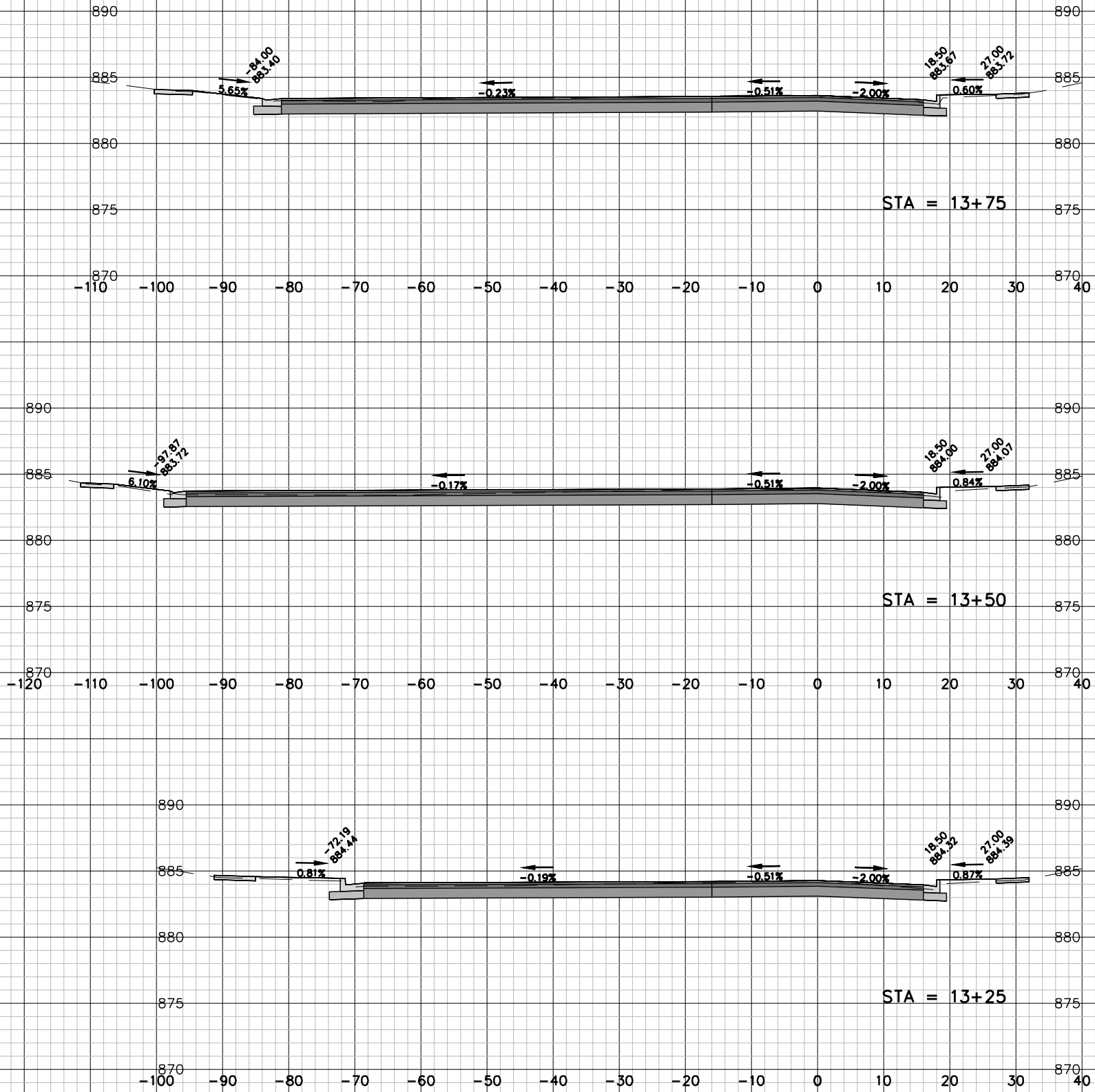
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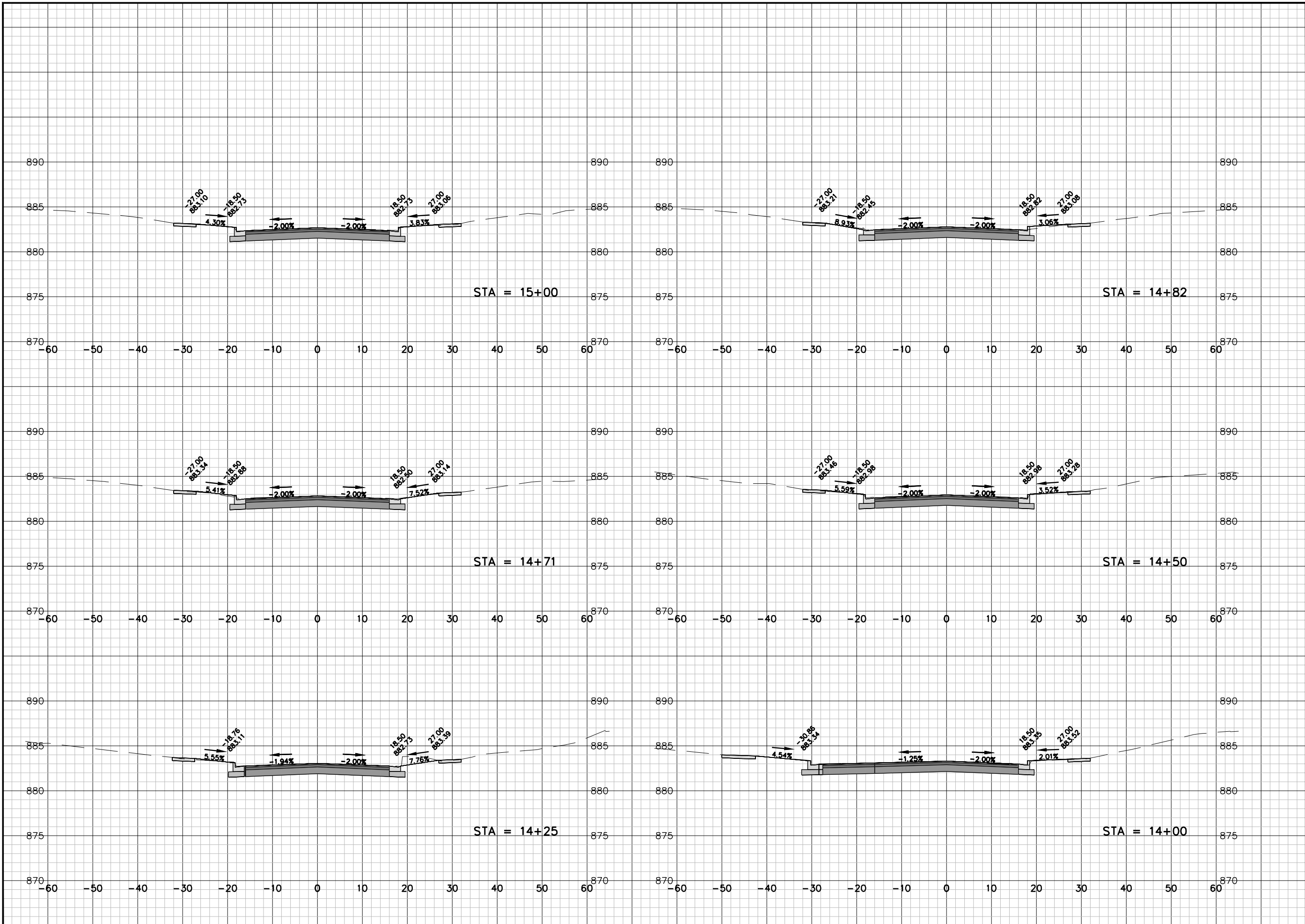
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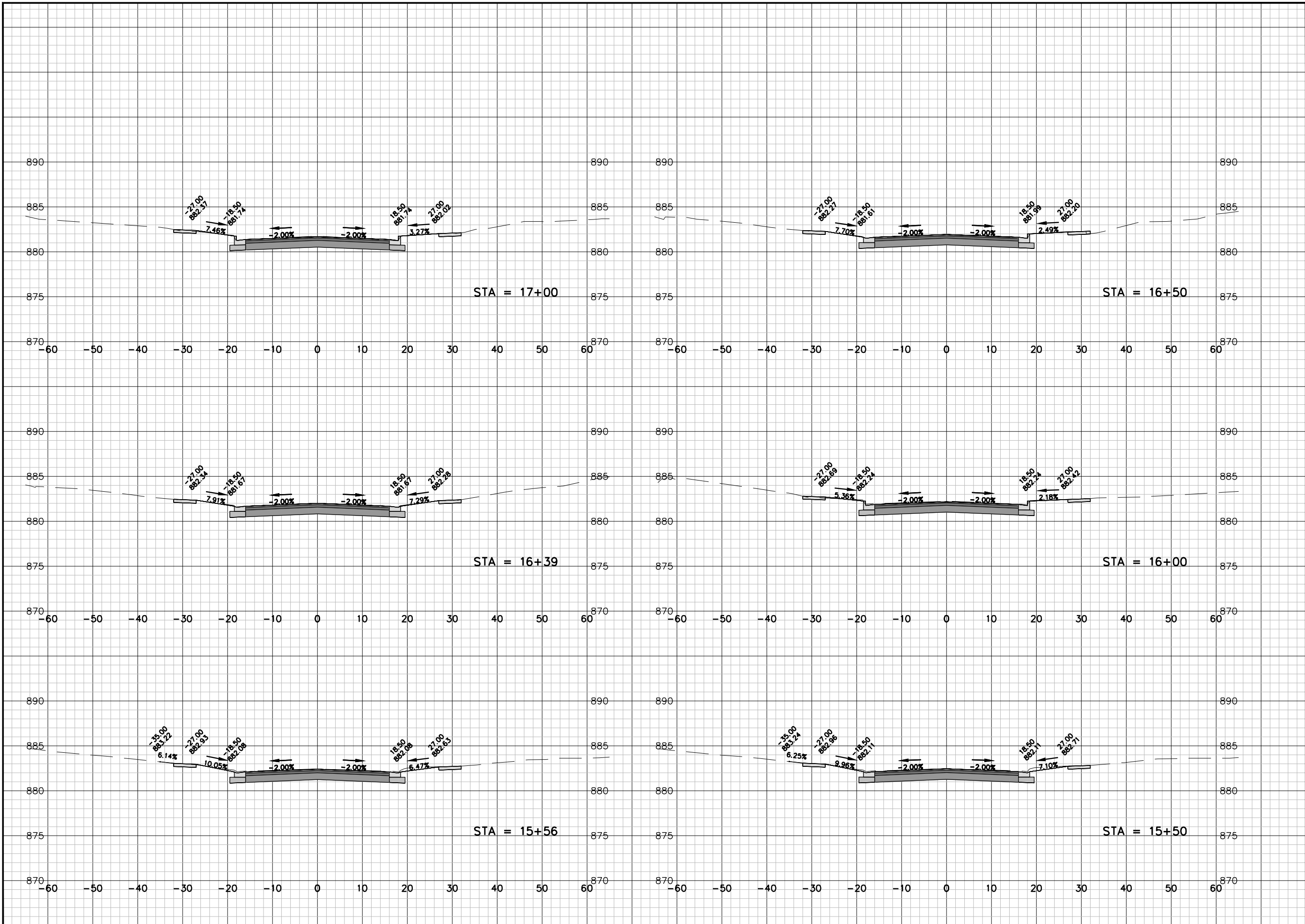
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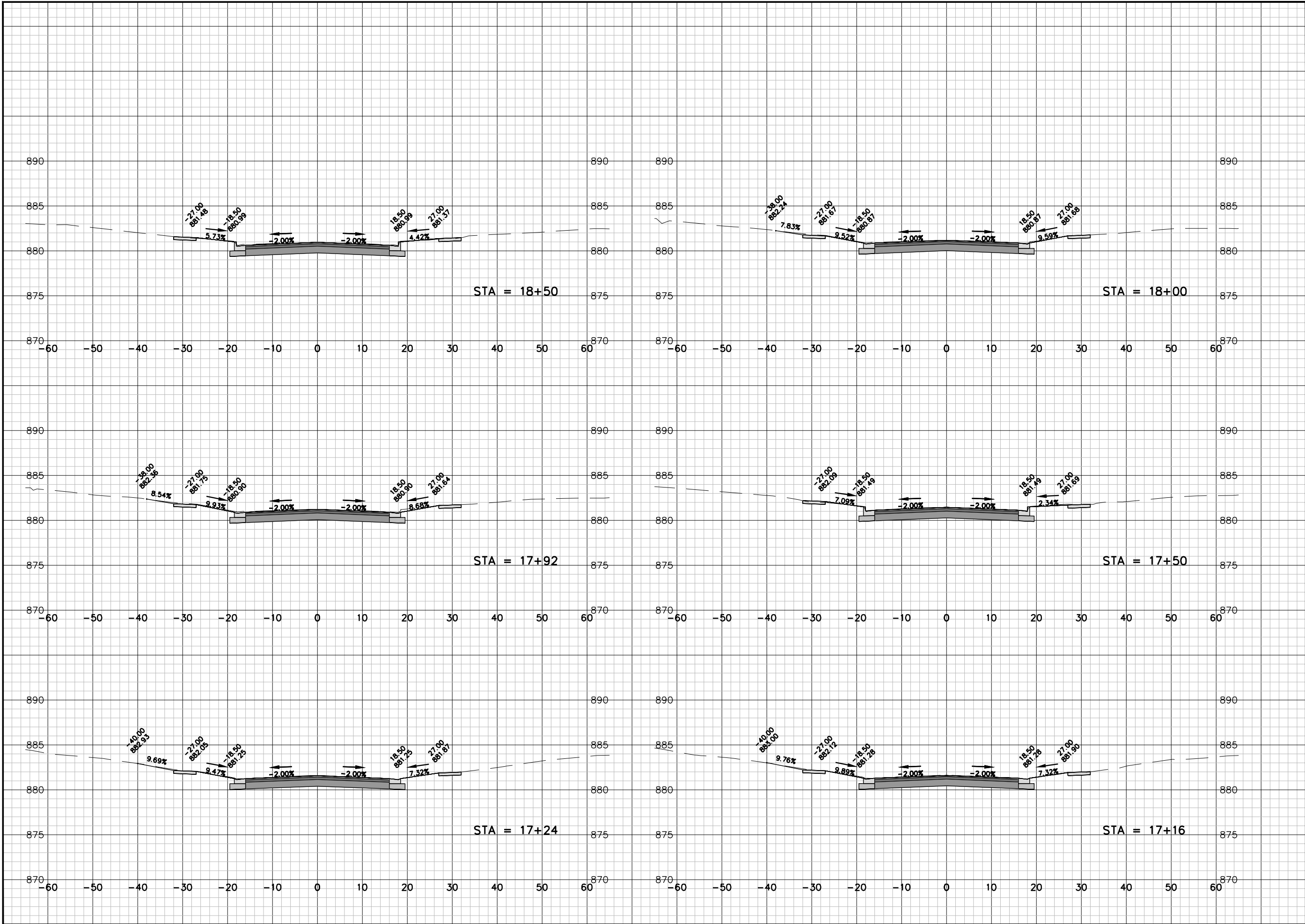
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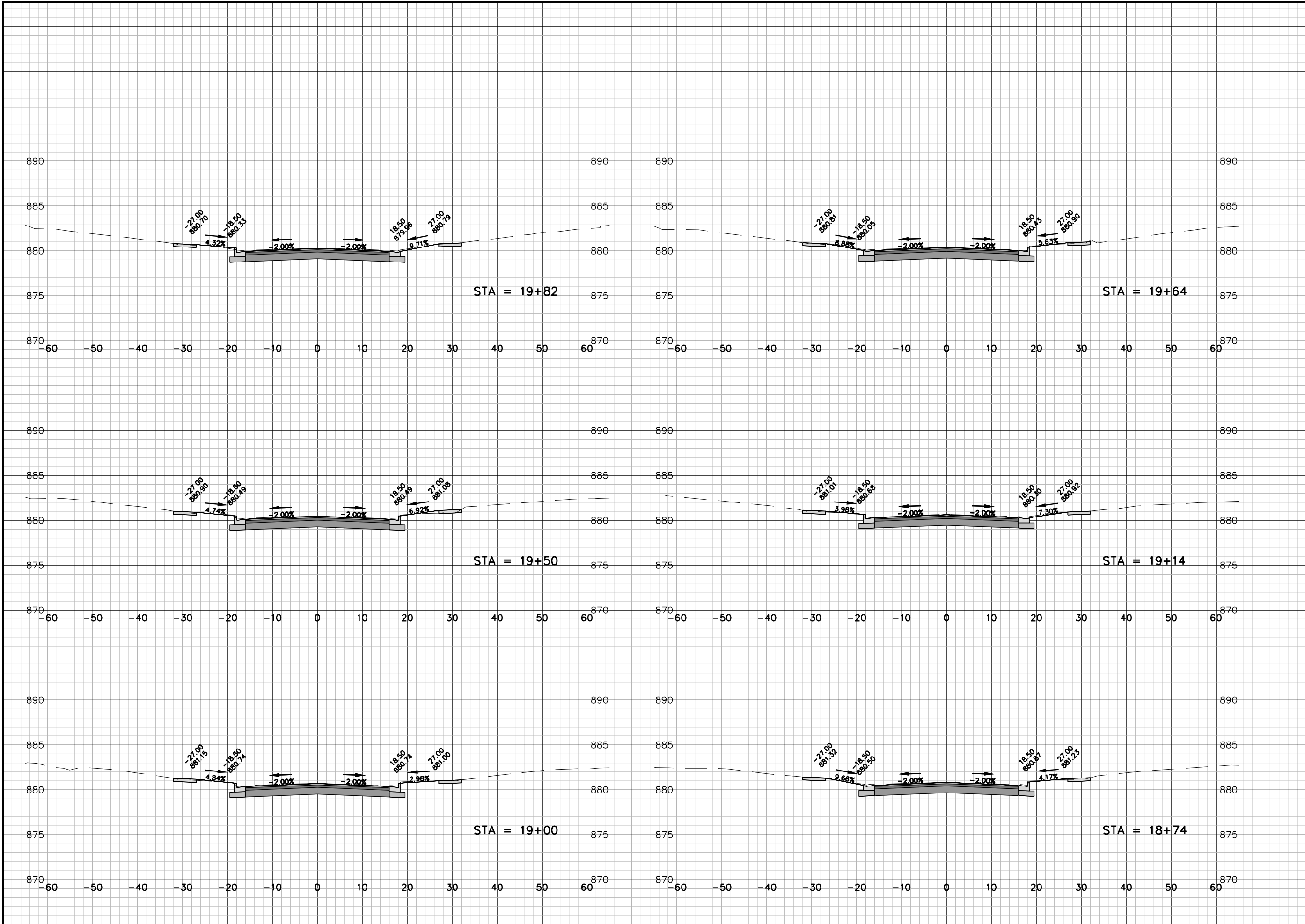
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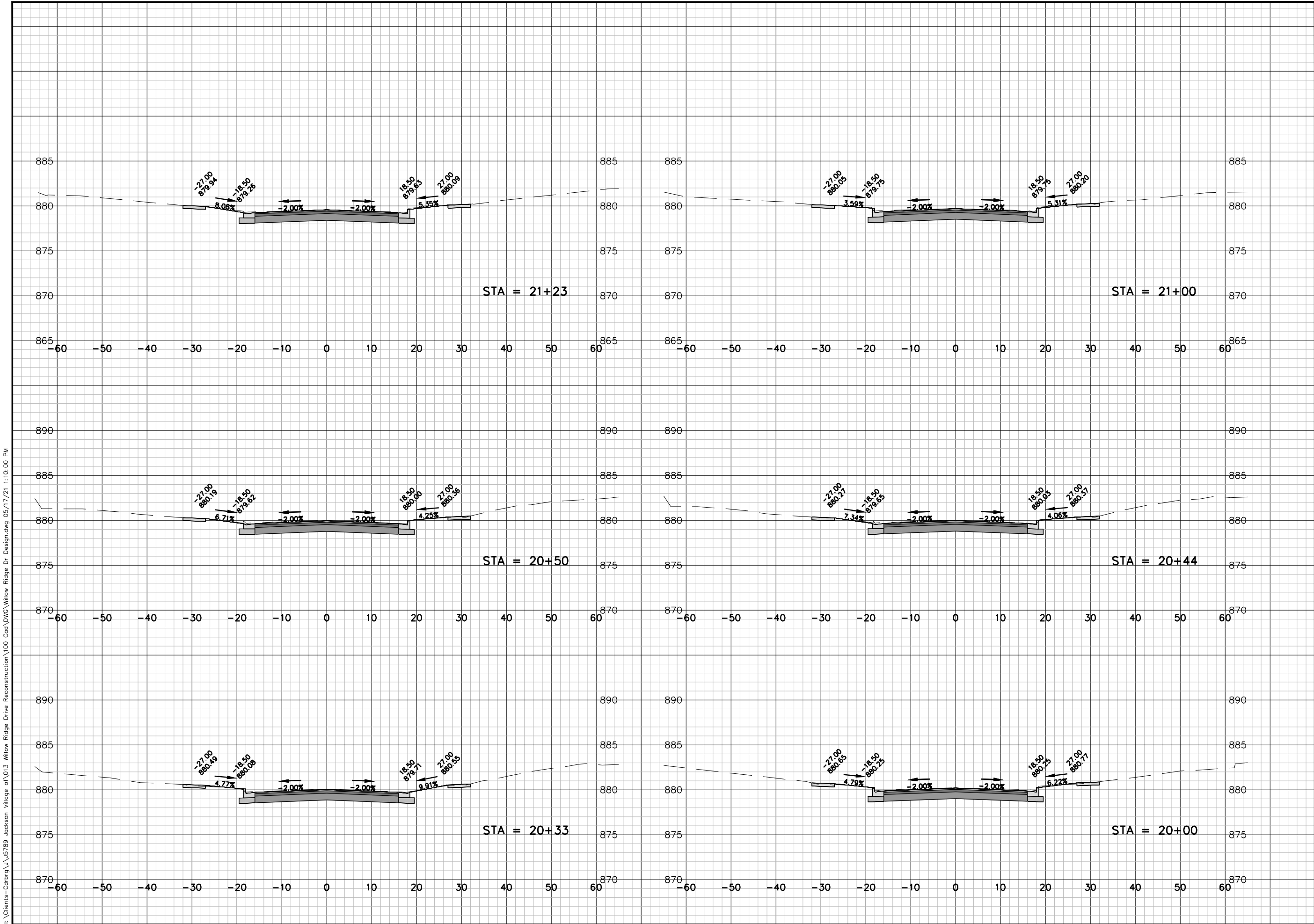
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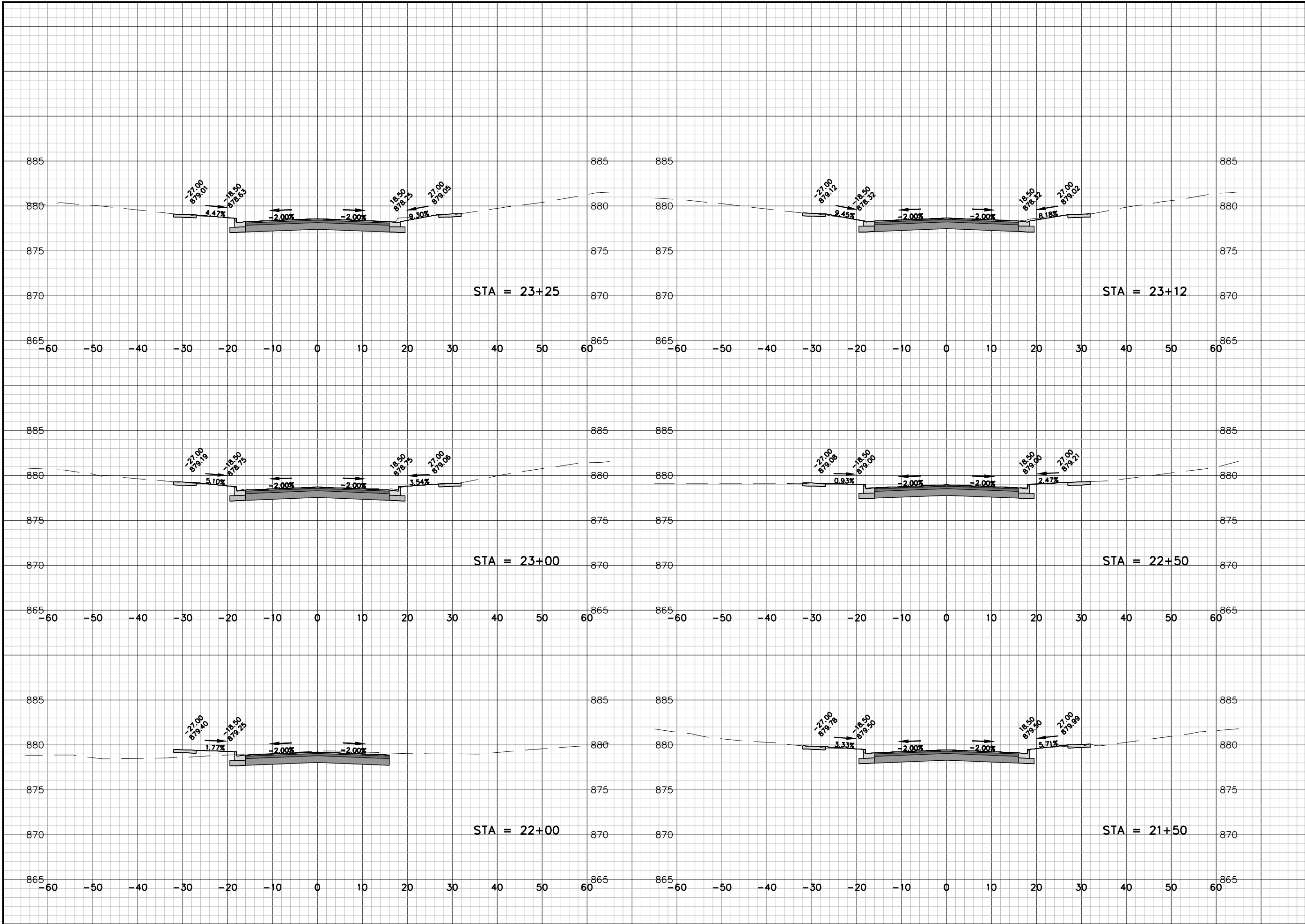
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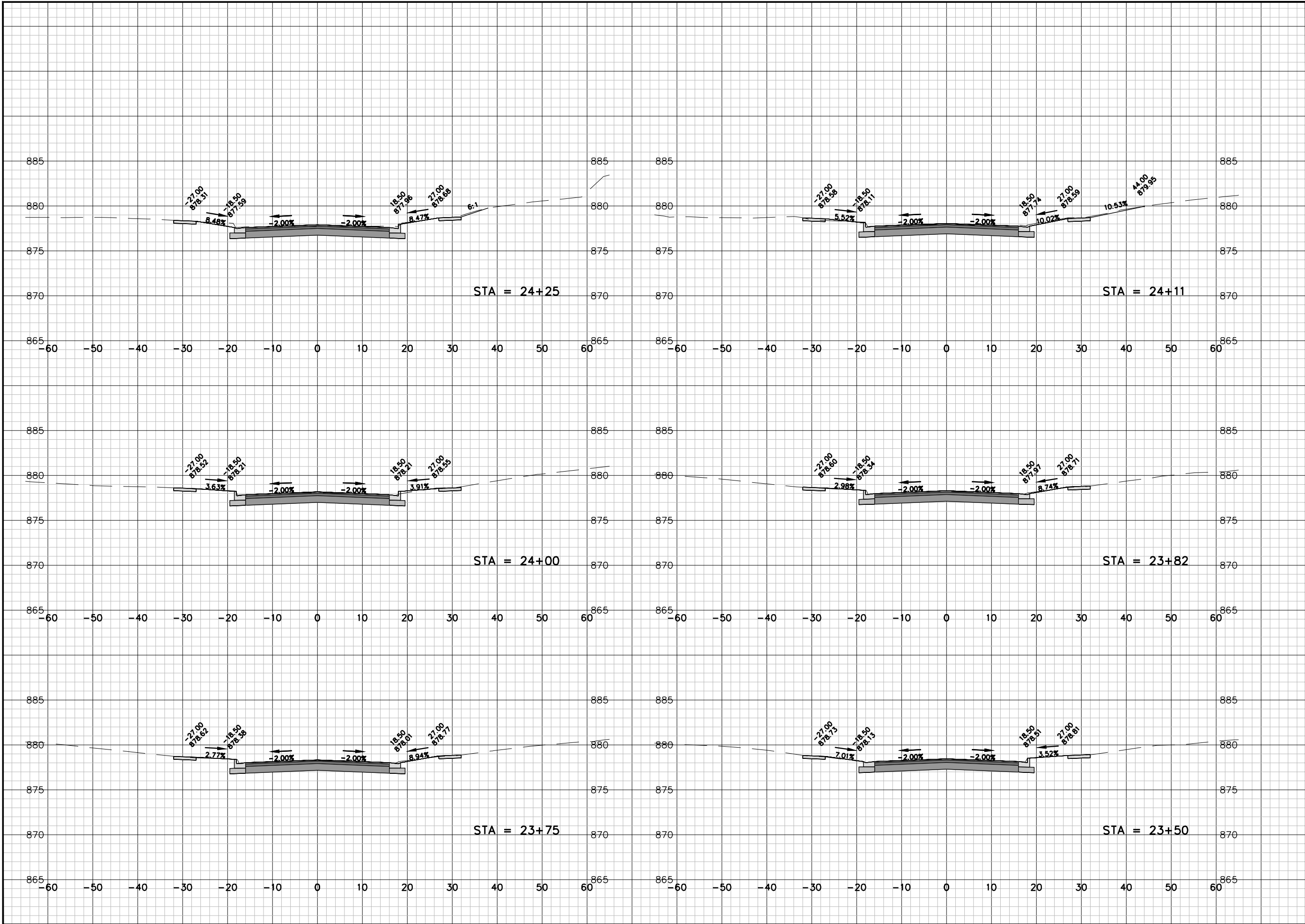
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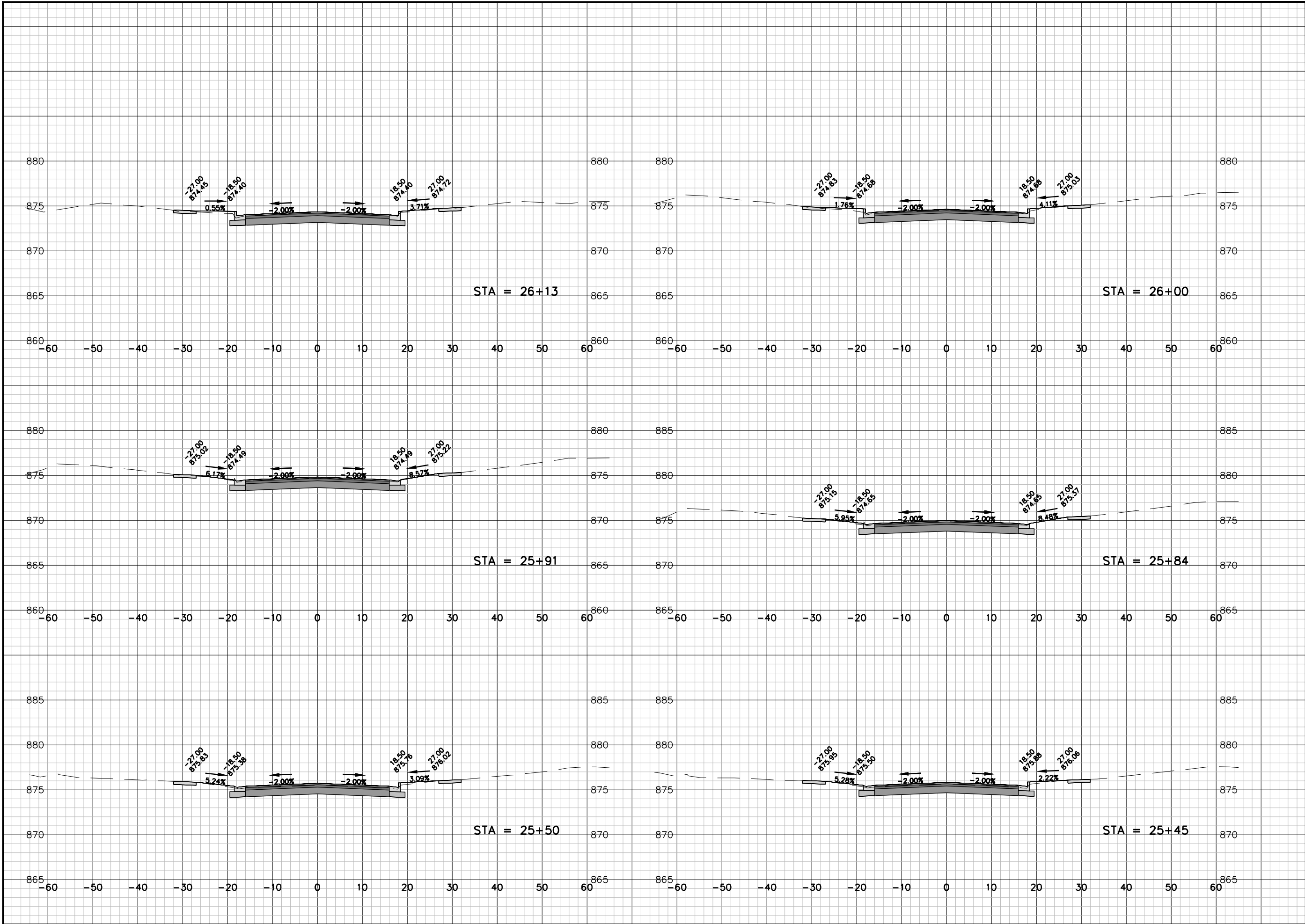
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VILLAGE OF JACKSON
WILLOW RIDGE DRIVE RECONSTRUCTION
WASHINGTON COUNTY, WISCONSIN
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Memorandum of Understanding
between
THE VILLAGE OF JACKSON
and
THE WISCONSIN DEPARTMENT OF TRANSPORTATION

This memorandum summarizes the agreement between the Village of Jackson (Village) and the Wisconsin Department of Transportation (State) for the construction of the roadway improvements necessary to accommodate the Jackson TIF development sites generally located on lands north and south of WIS 60, east of Hemlock Street extended, and west of Eagle Drive.

1. GENERAL

- A. Nothing in this memorandum of understanding (MOU) shall limit or otherwise affect the sovereign immunity of the State of Wisconsin.
- B. This MOU shall not be construed to create third-party beneficiaries, nor to create a partnership between the Village and State.
- C. This MOU contains the entire agreement between the parties and all prior negotiations and discussions are hereby merged into and superseded by this MOU.
- D. This MOU may be signed in counterparts.
- E. The alteration of highway features is a police power and does not entitle any person, public or private, to any damages or compensation for such work. This MOU shall not be construed to create in any person or parcel of property a property interest in a median opening or any other feature within the State's highway.
- F. Nothing in this MOU referencing costs that could be or will be incurred by the Village is intended to limit the Village's ability to pass those costs on to land owners or developers through development agreements, zoning approvals, special assessments, impact fees, and/or any other lawful method.
- G. This MOU assumes the entirety of the proposed developments (depicted on Exhibit A attached hereto and incorporated herein by this reference) are constructed with the uses as shown in the Village of Jackson TIF District (WisDOT Log #248108) Traffic Impact Analysis dated June 4, 2020. Any change in use of the properties set forth on Exhibit A that increases the anticipated traffic volumes from the development will require review by the State. The State reserves the right to impose additional conditions and/or require additional improvements if the proposed use(s) to be changed increase the traffic volumes from any parcel within the development limits.
- H. Subject to the foregoing, the following is the list of improvements to be constructed by the Village to accommodate the proposed development:
 - a. Construct all improvements at intersections described in the State letter dated September 14, 2020 (Exhibit B attached hereto and incorporated herein by this reference) at the following timeframes.
 - i. Construct the 2020 Build Improvements with the construction of the south approach of Ridgeway Drive and installation of the Emergency Exit Only Driveway.

- ii. Construct the 2035 Build Improvements at the WIS 60 & Ridgeway Drive intersection prior to the construction of any structure within the southwest quadrant of the WIS 60 & Ridgeway Drive intersection (Shopping Center 1 or High Turnover Restaurant as shown on Exhibit A) unless approved otherwise by the State in writing.
 - 1. The preferred alternative shall be determined by a Phase II ICE report that is paid for and completed by the Village.
 - 2. If the Phase II ICE report determines the Traffic Signal Alternative is the preferred alternative, the installation of traffic signals will require WisDOT authorization. The installation of the traffic signals may be delayed to a later date subject to the results of the Phase II ICE Report. The Village of Jackson shall be responsible for the cost and the installation of the traffic signals when they are approved for installation.
 - iii. Construct the 2035 Build Improvements at the Shopping Center #2/Office Building driveways when the permits are requested to construct those driveways. Access from Shopping Center #2 shall be provided to Spruce Street and Spruce Street shall be constructed from Ridgeway Drive to Eagle Drive prior to access being granted to WIS 60.
 - iv. Construct the 2035 Build Improvements at the WIS 60 & Eagle Drive intersection prior to the opening of any of the eastern commercial properties (Shopping Centers 2, 3 or 4 as shown on Exhibit A).
- I. This agreement shall remain in effect until all the improvement requirements listed in the State letter dated September 14, 2020 are complete subject to 1.H.a above. After all the requirements of the State letter have been fulfilled, the provisions of this agreement will terminate, and except for paragraphs 1.G, above, and 3.B, below, this MOU will become null and void.
- J. The Village and the State participated fully in the drafting of each and every part of this MOU. This MOU shall not be construed strictly in favor of or against either party. It shall be construed simply and fairly to each party.

2. THE VILLAGE AGREES AS FOLLOWS:

- A. To update the Jackson TIF TIA in accordance with State Guidelines if the proposed uses within the development area change and would generate increased trips to WIS 60;
- B. To submit to the State permit plans for the construction of all required improvements to State highways that conform to the State's Facilities Development Manual;
- C. To construct all the improvements listed within this MOU that are required to mitigate the traffic impact of the development, as defined in paragraph 1.H., above, in conformity with the State's Facilities Development Manual;
- D. To reimburse the State via a reduction in the Village's general transportation aids in the event the State is required to undertake the work to mitigate any traffic impact designated as a Village or developer responsibility as defined in Item 1.H above due to the Village declining to have the work completed; and

- E. The Village, at its own cost, has the option to update the TIA based on actual traffic counts to determine if the development trips have decreased from what was anticipated in the original TIA and if some of the improvements required to accommodate the development in the State Letter dated September 14, 2020 are not longer needed subject to agreement by the State.

3. STATE AGREES AS FOLLOWS:

- A. To review and future updated TIA(s) or other traffic analysis for the Jackson TIF development, pursuant to paragraphs 2.A. and 2.E. above, and accept those that are technically correct per the State's TIA Guidelines Manual;
- B. To review the permit plans submitted by the Village, pursuant to paragraph 2.B., above, and to approve those plans only if they fully conform to the State's Facility Development Manual and otherwise meet the State's requirements; and
- C. In addition to and separate from the Village's obligation to construct and pay for any improvements to State highways under paragraphs 2.C. and D., above, the State reserves the right to further modify the public street connections to State highways including the prohibition of certain intersection movements, at the State's cost, to satisfy the required design standards on any future road construction project.

4. AUTHORIZATION TO EXECUTE THIS AGREEMENT.

- A. Tony Barth, Planning Chief of the Southeast Region of the Wisconsin Department of Transportation, by executing this Memorandum of Understanding, hereby avers that he is duly authorized to sign this Memorandum of Understanding on behalf of the Wisconsin Department of Transportation and to bind the Wisconsin Department of Transportation to all of Wisconsin Department of Transportation's obligations and agreements set forth herein.
- B. Mike Schwab, Village Board President of the Village of Jackson, Washington County, Wisconsin, by executing this Memorandum of Understanding hereby avers that he is duly authorized to sign this Memorandum of Understanding on behalf of the Village of Jackson, and to bind the Village of Jackson to all of the Village of Jackson's obligations and agreements set forth herein.

The remainder of this page was intentionally left blank. Signatures follow on the next page.

Village of Jackson

By: _____
Mike Schwab

Title: Village Board President, Village of Jackson, Washington County

Date: _____

Contract Approval

Village Attorney Date

Comptroller Date

Village Clerk Date

[title of any other person needed for approval] Date

Wisconsin Department of Transportation

By: _____
Tony Barth

Title: Southeast Region Planning Chief

Date: _____

Brian Kober

From: Brian Kober
Sent: Thursday, May 27, 2021 1:01 PM
To: Baumann, Art - DOT
Cc: Koehnke, Kevin F - DOT; Elkin, Robert - DOT; Malicki, Daniel M - DOT; Jen Keller; Jeff Chvosta
Subject: RE: Log#248108 - Jackson Public Safety Building

Art,

Thank you for the email and discussion on the Eagle Drive and STH 60 intersection possible improvements.

The Village of Jackson is in the process of reviewing MOU again at the next Board of Public Works meeting on Tuesday, June 1, 2021 with recommendation of signing to the Village Board.

The Village Board meeting is scheduled for Tuesday, June 8, 2021. A copy of the signed MOU could be emailed to you on Wednesday, June 9th.

If you have any questions please do not hesitate to ask.

Brian W. Kober. P.E.
Director of Public Works/Village Engineer
W194 N16660 Eagle Drive
PO Box 637
Jackson, WI 53037
Phone: 262-677-0707
Fax: 262-677-8770

From: Baumann, Art - DOT <Art.Baumann@dot.wi.gov>
Sent: Tuesday, May 25, 2021 8:36 AM
To: Brian Kober <brian.kober@villageofjackson.com>
Cc: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Malicki, Daniel M - DOT <Daniel.Malicki@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Brian,
I am following up on the status of the Village's execution of the MOU. Can you please provide an update?

Art Baumann
Traffic Operations Engineer
Art.Baumann@dot.wi.gov
(262) 548-6707

From: Baumann, Art - DOT <Art.Baumann@dot.wi.gov>
Sent: Monday, May 03, 2021 8:41 AM
To: Brian Kober <brian.kober@villageofjackson.com>
Cc: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Malicki,

Daniel M - DOT <Daniel.Malicki@dot.wi.gov>

Subject: RE: Log#248108 - Jackson Public Safety Building

Brian,

I have completed my review of the WIS 60 & Eagle Drive intersection per our telephone discussion in early April. You requested that WisDOT investigate adding an eastbound right-turn lane and traffic signals or roundabout to the intersection.

WisDOT has an upcoming resurfacing project on WIS 60 that includes the Eagle Drive intersection. As part of scoping for the project, WisDOT reviewed the crashes at this intersection and found that the crashes were related to driver error that could not be mitigated by geometric improvements or would be mitigated by a traffic signal/roundabout installation. The current eastbound right-turn lane volumes on WIS 60 to Eagle Drive are below the threshold at which we consider requiring the installation of the turn lane in an urban/suburban area with a posted speed limit below 45 mph. With the buildout of the development, the volumes will exceed that threshold, but WisDOT chose not to require the right-turn lane as it operationally is not needed. The eastbound right-turn volumes at the Ridgeway intersection will be higher than those at the Eagle intersection with the development buildout and right-turn lanes were not required for that intersection either. Therefore, WisDOT will not be including that improvement in our upcoming project.

As part of the requirements for the development of the lands on the north approach to the Eagle Drive intersection in the early 2000's, WisDOT established that the installation of traffic signals at the WIS 60 & Eagle Drive intersection would be the responsibility of the Town of Jackson and/or the Village of Jackson when warrants are met and installation is approved by WisDOT. The roadway geometric improvements required as part of the north approach addition to the intersection have been completed so traffic signal installation is the only remaining item to be constructed. As part of the TIA for the Jackson Public Safety Building development area, traffic signal warrants were reviewed for both current and post development volumes. Warrants are currently met for the installation of the traffic signals and the existing operations at the intersection have LOS E and LOS F movements on the sideroad approaches. The WisDOT SE Region is pursuing approval for the installation of the traffic signals. If WisDOT Bureau of Traffic Operations approval is received, the WisDOT SE Region will request that the Village of Jackson and Town of Jackson proceed with the installation of the traffic signals. WisDOT will consider the installation of a roundabout as an alternative to the traffic signal if desired and paid for by the communities.

I hope that this addresses your request. Please proceed with obtaining approval of the Memorandum of Understanding (MOU) that was provided previously to you. Review and approval of permits to perform the work to accommodate the improvements for this development as well as the proposed shared use path will remain on hold until an MOU executed by the Village of Jackson is provided to me.

Please let me know if you have any questions.

Art Baumann
Traffic Operations Engineer
Art.Baumann@dot.wi.gov
(262) 548-6707

From: Baumann, Art - DOT <Art.Baumann@dot.wi.gov>

Sent: Wednesday, March 31, 2021 9:46 AM

To: Brian Kober <brian.kober@villageofjackson.com>

Cc: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>

Subject: RE: Log#248108 - Jackson Public Safety Building

Brian,

Can you please let me know what improvements specifically that the Village is looking for to be constructed at the Eagle Drive intersection?

Art Baumann
Traffic Operations Engineer
Art.Baumann@dot.wi.gov
(262) 548-6707

From: Brian Kober <brian.kober@villageofjackson.com>
Sent: Tuesday, March 30, 2021 9:23 AM
To: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Bill Betzig <bill.betzig@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>
Cc: Jen Keller <jen.keller@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>; Baumann, Art - DOT <Art.Baumann@dot.wi.gov>; Jeff Chvosta <j.chvosta@gremmerassociates.com>
Subject: RE: Log#248108 - Jackson Public Safety Building

Kevin,

Thanks for the email, and please find the re-submittal of the plans for TIF #7 (Ridgeway Drive and STH 60) and the Jackson Public Safety Building:

The first attachment is the revised plans per your review comments. (Jackson TIF District Log No. 248108 (002)).

The second attachment is the exhibit showing the future layout (2035) of Ridgeway Drive and STH 60 intersection per the TIA Report (2035 Conceptual Exhibits (002)).

The third attachment is the proposed CSM for the southwest quadrant of the Ridgeway Dr & STH 60 intersection for the necessary land needed for the intersection (CSM (002)).

Other items for discussion:

- 1) Page 15 of 18 in the plan set shows a typical traffic signal standard pedestrian and flasher. The Village of Jackson has not selected a final design for the installation. Once selected, we will pass along the final design for approval.
- 2) The Coffee Connection Sidewalk Project has started again and the design is being finalized. The project consist of installing a 10 ft wide sidewalk from Coffeerville Company (N168 W20101 Main Street) east to Eagle Drive. The Village has changed engineering firms and hired Gremmer & Associates for the design and inspection of the project. The schedule is to have plans for your review in April 2021.
- 3) The last item is the Village has through the years requested WisDOT to improve the Eagle Drive and STH 60 intersection, but nothing has happened. The Village is hesitant in signing the MOU for Ridgeway Drive intersection with the Eagle Drive intersection not being addressed. The Eagle Drive intersection is seeing more traffic volume now then Ridgeway Drive intersection will have now (completion of Municipal Complex September 2021) or in 2035? The Village is requesting the MOU be modified to contain language for WisDOT to enhance the Eagle Drive intersection to the same standards or greater as the Village is being required for Ridgeway Drive intersection.

If you have any questions please do not hesitate to ask.

Brian W. Kober. P.E.
Director of Public Works/Village Engineer
W194 N16660 Eagle Drive
PO Box 637
Jackson, WI 53037
Phone: 262-677-0707
Fax: 262-677-8770

From: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Sent: Tuesday, March 16, 2021 2:26 PM
To: Bill Betzig <bill.betzig@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Brian Kober <brian.kober@villageofjackson.com>
Cc: John Walther <john.walther@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>; Baumann, Art - DOT <Art.Baumann@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Brian,

Could you give a status update on the MOU as well as the time frame for re-submittal of the plans showing the requested information from my December 14, email?

I do not believe I have seen either come in so I wanted to check in.

Thank you.

Kevin Koehnke, PE

Permits Coordinator
141 NW Barstow Street
Waukesha WI 53187
kevin.koehnke@dot.wi.gov
262-548-5891



From: Koehnke, Kevin F - DOT
Sent: Monday, December 14, 2020 1:41 PM
To: Bill Betzig <bill.betzig@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Brian Kober <brian.kober@villageofjackson.com>
Cc: John Walther <john.walther@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>; Baumann, Art - DOT <Art.Baumann@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Bill,

Thank you for the response to our comments.

Since the 2035 build improvements will not be constructed with the 2020 build improvements, per the TIA letter, an MOU will be needed. WisDOT will prepare the MOU and send to the Village as soon as is feasible.

I have provided comments to your responses below. Please resubmit plans addressing these comments and call with questions.

Sincerely,

Kevin Koehnke, PE

Permits Coordinator
141 NW Barstow Street
Waukesha WI 53187
kevin.koehnke@dot.wi.gov
262-548-5891



From: Bill Betzig <bill.betzig@cedarcorp.com>
Sent: Friday, December 04, 2020 12:19 PM
To: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Brian Kober <brian.kober@villageofjackson.com>
Cc: John Walther <john.walther@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>; Baumann, Art - DOT <Art.Baumann@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Kevin

Attached are the revised plans and recorded CSM. Below in red are responses to your questions.

Bill Betzig, P.E.

Senior Project Manager
Cedar Corporation
2820 Walton Commons West Suite #142 | Madison | WI | 53718
Office: 608-237-5841 | **TF:** 800-472-7372 x1311
bill.betzig@cedarcorp.com
www.cedarcorp.com | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

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From: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Sent: Thursday, November 12, 2020 9:22 AM
To: Bill Betzig <bill.betzig@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Brian Kober <brian.kober@villageofjackson.com>
Cc: John Walther <john.walther@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>; Baumann, Art - DOT <Art.Baumann@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Brian/Bill,

We have reviewed the submitted plans and have the following preliminary comments for required revisions to the design for this new public road connection for compliance with current FDM and other applicable standards:

1. The coffee connection trail is shown as "by others" with no other design details provided. Please submit plans for the trail and provide a proposed schedule for when the

construction of the TIA improvements will happen (spring at the earliest) and provide a schedule of the proposed construction for the trail. The two plans need to be coordinated for planning the crossings of the public road and private drives. The design of the sidewalk and multi-use trail will need to be shown on this plan so the curb ramps can be designed. **The Village of Jackson will be requesting a separate permit from WisDOT and submitting plans in early 2021 to WisDOT for the Coffee Connection Trail Project. The Village of Jackson has hired Gremmer and Associates to complete the design of the project.**

Separate Work in Highway Right of Way (WHRW) permits will be issued for the 2020 build improvements and for the multi-use path, but the 2020 improvement plans currently submitted require revisions to show the multi-use path crossing and how it will work in the interim condition. The multi-use crossing must be designed to work in conjunction with the stop bar location and the other pedestrian crossings and comments.

2. Provide the proposed CSM that creates the public right of way for Ridgeway Rd and shows the remainder of the proposed land division. The right of way width shown on the plans does not appear to be sufficient to accommodate the future northbound left turn lane at the south leg of Ridgeway. **See attached CSM**

The recorded CSM that was provided does not provide enough right of way for proper design of the west sidewalk interface with the multi-use path and required west leg pedestrian crossing (north and south).

3. It is strongly recommended that the 2035 ultimate pavement foot print be designed and constructed at the south leg to minimize throw away cost in the future for reconfiguring all corners of the pedestrian and multi-use crossings to add the NB left turn lane pavement area. The northbound left turn lane however should not be striped at this time until the signal is warranted and designed. **The Village is requesting to follow the TIA Plan and the existing curb line of STH 60 for the Ridgeway Drive intersection. As according to the TIA, the Village will work with WisDOT when traffic volumes (as per TIA) requires the improvement of the said intersection.**

An MOU will be required.

4. Reduce the in-coming radius of Ridgeway drive from STH 60 or dedicate more public road right of way so that sidewalk and multi-use trail can be designed properly. (see bicycle and pedestrian comments below) **The Village will make the radius work with the new sidewalk being proposed or dedicate more ROW if necessary.**

The current plan must reflect the proposed design solution as a condition of the 2020 build improvements permit.

5. A permit is required for the flasher beacon for City maintenance. Please contact Tom Heydel (tom.heydel@dot.wi.gov or 262-548-6763) for coordination with that permit. **A separate permit request for the flasher beacon will be submitted in 2021.**

Approval of the flashing beacon permit will be a condition of the approval of the 2020 build improvements.

6. On-street bicycle accommodations will be required to be perpetuated through this intersection. To do this and to construct the left turn lanes at the east and west legs, the existing westbound through lane and existing bike accommodation should be held (WB through lane stays where the existing centerline is). Then the left turn lane is south of existing centerline and the entire east bound lane and on-street bike accommodation shifts south as well. **The 2035 TIA Conceptional Plan shows the on-street bicycle accommodations. See page 17 of 18 of the submitted plan set.**

Thank you for providing the 2035 concept geometry. Please remove the 2035 concept plan from the current plans if it is not intended to be built as part of the 2020 build improvements.

7. Provide a typical cross section for the STH 60 expansion to include 4-ft bike lanes, 12-ft through/right turn lanes, and 11-ft left turn lanes in both east and west bound directions. **This design is part of the 2035 TIA Conceptional Plan (see page 2 of 18).**

Please provide a typical section of the 2020 build improvements and add a note to the YEAR 2035 TYPICAL "TO BE CONSTRUCTED UNDER FUTURE PERMIT"

8. The shifting taper lengths and left turn bay lane taper rates do not meet FDM standards. See [fd-11-25-att.pdf#fd11-25a2.3](#) for desirable design (11-ft shift requires 295-ft) (left turn taper rate is 8:1 or $11 \times 8 = 88$ -ft) The change has been made as part of the 2035 TIA Conceptional Plan (see page 17 of 18)

Extend the centerline stationing through the second driveway. The new station is shown on page 6 of 18 in the plan set.

Thank you.

9. The design of the west side radius of the exit only driveway requires another look. Water is being trapped near the west end of the radius. Consider running a gutter pan through this connection to perpetuate the gutter flow coming from the west. A small length of reverse pan curb or other transition there will be necessary, or a catch basin will need to be provided to pick up the trapped water. A valley pan design has been incorporated in the plan set (see page 6 of 18).

Thank you.

10. Show the removal of the affected light poles to accommodate the required geometry on the removals plan. Show the proposed relocation of the light poles as well. The plan set (see page 3 of 18) shows the removal of the poles. The proposed relocation will be done prior to the 2024 STH 60 Resurfacing Project when the Village will proposed to change the streetlights. A future plan submittal will show the location of lights.

11. Take the horizontal break out of the storm sewer from the inlet removal to the proposed inlet at the curb line. See plan set page 5 of 18.

Thank you.

Specify the proposed structure and S.D.D. from the FDM (include SDD in the plan set) as well as the proposed frame and grate. See plan set page 5 of 18 and the details are on pages 15 & 16 of 18.

Thank you.

12. Preliminary pavement marking and signing comments are attached. All comments were addressed on plan set page 7 of 18.

The stop bar location does not work in conjunction with the multi-use crossing. When plans are resubmitted to incorporate the interim intersection and multi-use path, we will review and comment.

13. A phased traffic control plan is required which addresses the following: **Traffic control has not been reviewed for this submittal.**

- Need to follow section 104.6.1.2.3 of the Standard Specifications for drop-off and hazard protection. (attached) See plan set page 8 & 9 of 18 shows the standard specifications.
- Include a cross section of STH 60 showing lane widths, traffic control equipment, and work area. Allow enough width of traffic control equipment and buffer on each side of drum (2' min). See plan set page 9 of 18.
- Maintain 11' minimum lane widths. Follow SDD 15c2 for Advanced Width Restriction Signing on 2 lane highways for signing. See plan set page 8 & 9 of 18 shows a 12 ft lane width.
- Follow SDD 15d40 for lanes shifts at 35 mph. Need to replace pavement marking when shifting lanes. We recommend following SSD15D28 Standard instead of using SSD15D40.
- Catch basin removal would require temporary concrete barrier if the work takes longer than 48 hours and the hole is within 8' of the traveled way. If using concrete barrier wall, make sure to include 8:1 tapers or a crash cushion on both ends. The plan is to do the work in less than a 48 hour period, so the requirement will not be needed.

Some preliminary bicycle and pedestrian comments that may require revisions/and or may not be complete due to questions regarding the Coffee Connection trail: **The Village of Jackson will be requesting a separate permit from WisDOT and submitting plans in early 2021 to WisDOT for the Coffee Connection Trail Project. The Village of Jackson has hired Gremmer and Associates to complete the design of the project.**

The below comments will need to be addressed and shown on the 2020 build plans for the interim intersection. This will require coordination between the two engineering companies.

1. A Type 1 curb ramp is proposed at the SW quadrant. Type 1 ramps should only be used as a last resort. Revise the geometry to remove the type 1 ramp and include a north south ramp at the west leg.
2. A north/south ramp is being installed at the SE quadrant, but the existing ramp at the NE quadrant only serves the east/west crossing on the north leg. Redesign the NE & NW quadrant curb ramp designs to add the north/south ramps for the east and west legs.
3. Provide design for the public road crossing of the multi-use trail and how the sidewalk connection will be handled. Consider modifying the storm sewer design so the proposed catch basin is not in the curb ramp for the multiuse trail. Alternatively, the multiuse trail could be relocated south of its currently designed location depending on how the redesign looks to accommodate the one east west crossing (sidewalk/multiuse trail) with the proposed stop bar relocation.
4. For the exit only driveway fire station driveway, provide curb ramps for the multi-use path crossing.
5. Curb ramp construction details should be provided for review for each of the new curb ramps. Guidance and an example can be found in FDM 11-46-10.2.3.

These comments are not intended to be comprehensive since redesign of the highway improvement plan is needed.

Prior to re-submitting full plans, you may want to submit a concept geometry plan showing dimensions of all elements for WisDOT review.

Sincerely,

Kevin Koehnke, PE

Permits Coordinator
141 NW Barstow Street
Waukesha WI 53187
kevin.koehnke@dot.wi.gov
262-548-5891



From: Bill Betzig <bill.betzig@cedarcorp.com>

Sent: Tuesday, October 20, 2020 10:50 AM

To: Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Brian Kober <brian.kober@villageofjackson.com>

Cc: John Walther <john.walther@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>

Subject: RE: Log#248108 - Jackson Public Safety Building

Kevin

Attached is the revised DT1812 and updated plan set. For your use in reviewing the permit.

Bill Betzig, P.E.

Senior Project Manager

Cedar Corporation

2820 Walton Commons West Suite #142 | Madison | WI | 53718

Office: 608-237-5841 | TF: 800-472-7372 x1311

bill.betzig@cedarcorp.com

<https://link.edgepilot.com/s/91541d10/AGOTXbHUekiNKgmAqVnLMQ?u=http://www.cedarcorp.com/> | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

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From: Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>

Sent: Friday, October 09, 2020 10:46 AM

To: Brian Kober <brian.kober@villageofjackson.com>

Cc: John Walther <john.walther@villageofjackson.com>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>; Ron Dalton <ron.dalton@cedarcorp.com>; Bill Betzig <bill.betzig@cedarcorp.com>; Jeff Knudson <jknudson@srfconsulting.com>

Subject: RE: Log#248108 - Jackson Public Safety Building

Brian,

Thank you for your response to Kevin's e-mail. After reviewing both e-mails I took an opportunity to review history of this project. WisDOT operations staff sent you a letter on October 14, 2019 stating that TIA preparation would be required to determine what improvements to WIS 60 would be required. Based on your notes, TIA was not submitted to us for review until early June of 2020. (WisDOT operations have always been clear that due to work load it typically take about 3 months to review submitted TIA.)

Therefore, whatever documents you may have submitted in February of 2020 could not have been reviewed because it lacked improvement requirements that were identified by your consultant's June 4th TIA submittal that was approved by WisDOT on September 14, 2020. Hence, any work performed within WIS 60 right of way up until submittal and approval of improvement plans was done without a permit and in violation of State Statutes. You and your consultants should have been well aware of it. Incidentally, WisDOT still does not have corrected plans that include TIA required improvements.

We want all approved work within the highway right of way is completed safety. Please continue to work with Kevin to provide the necessary documents so that the work in right of way can be issued. If you have any questions or would like to discuss further please do not hesitate to call me at 262-548-8704

Robert Elkin, P.E.

Systems Planning Supervisor

DTSD SE Region

262-548-8704

robert.elkin@dot.wi.gov

From: Brian Kober <brian.kober@villageofjackson.com>

Sent: Thursday, October 08, 2020 4:27 PM

To: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>

Cc: Ron Dalton <ron.dalton@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>; Bill Betzig <bill.betzig@cedarcorp.com>; John Walther <john.walther@villageofjackson.com>; Jeff Knudson <jknudson@srfconsulting.com>

Subject: RE: Log#248108 - Jackson Public Safety Building

Kevin,

Thanks for the email, the Village of Jackson has been waiting patiently on the WisDOT to respond with numerous request for the access permit and the approval of the TIA.

The original application was delivered to WisDOT on February 19, 2020 (form dt1812) for the Ridgeway Drive and Municipal Complex driveway to STH 60.

A Traffic Impact Analysis was developed with SRF Consulting and WisDOT working to together up to the submittal date of June 4, 2020. Since, the coordinated effort was happening the Village of Jackson anticipated a faster approval of the report and the access permit, although, the approval of the TIA did not occur until September 14, 2020.

Per your request, dt 1504 is attached. The plan was and is to complete the curbing installed and roadway (Ridgeway Drive) this year once WisDOT approves the permits to proceed.

Bill Betzig from Cedar Corp will be contacting you for the other information that you have requested.

If you have any questions please do not hesitate to ask.

Brian W. Kober. P.E.
Director of Public Works/Village Engineer
W194 N16660 Eagle Drive
PO Box 637
Jackson, WI 53037
Phone: 262-677-0707
Fax: 262-677-8770

From: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Sent: Wednesday, October 7, 2020 5:44 PM
To: Brian Kober <brian.kober@villageofjackson.com>; Bill Betzig <bill.betzig@cedarcorp.com>
Cc: Ron Dalton <ron.dalton@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>; Barth, Tony - DOT <Tony.Barth@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Brian,

The Village has been taking some liberties this year in the DOT maintained highway right of way. Another way to put it is that the Village has been violating Chapter 86.07 of the Wisconsin Statutes by working in the right of way without a permit. Still another way to put it is that I know the Village knows they need a permit to work in WisDOT right of way because one was requested, but the work commenced without the required permit being issued because plans have not been approved yet as the TIA letter only recently was sent. The unauthorized work I am referencing is the curb removal and excavations that have occurred for the Village's new proposed road for the south leg of the Ridgeway Road intersection with STH 60.

Another instance of Village work occurring without permit is the attached email thread from last week. In both instances the Village would have been the applicant on the permit and a permit would have been issued. I have come to expect this disregard for procedure from contractors and private citizens but having a municipality complicit in these types of violations is a new one for me.

What is the status of the highway plan for the required improvements and the resubmitted permit application that was requested below?

What is your plan for the torn-up road right of way for over winter? Work within the right of way is typically shut down for winter on November 1 of each calendar year so that makes it a very difficult timeline to approve plans, issue the Work in highway right of way permit, and construct the improvements this year since adequate plans have not been submitted yet.

Please fill out the attached permit application, sign, and send back so I can issue a temporary construction access to allow the on-site work to continue via the currently unauthorized driveway connection to STH 60. This permit will also have a condition to mitigate the blunt curb end with a 5-ft tapered end as we wait for the highway plans to be submitted. The Village risks liability from a motorist if they would hit this blunt end and damage their vehicle and WisDOT cannot allow it to remain like this because our snow plows would likely be damaged.

At a minimum, please send me contact information for the contractor so that the blunt end of the curb on the east side is fixed. Hopefully the Village is not taking the position to ignore the permit process altogether.

Sincerely,

Kevin Koehnke, PE

Permits Coordinator
141 NW Barstow Street
Waukesha WI 53187
kevin.koehnke@dot.wi.gov
262-548-5891



From: Koehnke, Kevin F - DOT
Sent: Thursday, September 24, 2020 3:49 PM
To: Bill Betzig <bill.betzig@cedarcorp.com>
Cc: brian.kober@villageofjackson.com; Ron Dalton <ron.dalton@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Bill,

Please send a new DT1812 permit application with new dates and contractor information included.

Also, the information needed was sent to you in February and attached again here.

Sincerely,

Kevin Koehnke, PE

Permits Coordinator
141 NW Barstow Street
Waukesha WI 53187

kevin.koehnke@dot.wi.gov
262-548-5891



From: Bill Betzig <bill.betzig@cedarcorp.com>
Sent: Thursday, September 24, 2020 2:27 PM
To: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Cc: brian.kober@villageofjackson.com; Ron Dalton <ron.dalton@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>
Subject: RE: Log#248108 - Jackson Public Safety Building

Kevin

Now that the TIA has been reviewed and the letter issued, I am checking in with you to see if there is any additional information you will need to aid in your permit review and issuance that was not sent to you previously back on February 19, 2020.

Thank you

Bill Betzig, P.E.

Senior Project Manager
Cedar Corporation

2820 Walton Commons West Suite #142 | Madison | WI | 53718

Office: 608-237-5841 | TF: 800-472-7372 x1311

bill.betzig@cedarcorp.com

<https://link.edgепilot.com/s/a4b3836a/L1X6RqWD-Uin8fTE-9O7zq?u=http://www.cedarcorp.com/> | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

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From: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Sent: Thursday, February 20, 2020 8:41 AM
To: Bill Betzig <bill.betzig@cedarcorp.com>
Cc: brian.kober@villageofjackson.com; Ron Dalton <ron.dalton@cedarcorp.com>; Elkin, Robert - DOT <Robert.Elkin@dot.wi.gov>
Subject: RE: Log# - Jackson Public Safety Building

Bill,

Received and will review after the TIA letter is sent out. Attached is a checklist for you to review for permit procedure, plans, and requirements.

I did see a bunch of random details that will need to all be contained/compiled in the stand-alone highway improvements plan set as opposed to individual pdf's.

Please reply only to this email thread from this point forward for tracking purposes.

Sincerely,

Kevin Koehnke, PE

Permits Coordinator

141 NW Barstow Street
Waukesha WI 53187
kevin.koehnke@dot.wi.gov
262-548-5891



From: Bill Betzig <bill.betzig@cedarcorp.com>
Sent: Wednesday, February 19, 2020 4:39 PM
To: Koehnke, Kevin F - DOT <Kevin.Koehnke@dot.wi.gov>
Cc: brian.kober@villageofjackson.com; Ron Dalton <ron.dalton@cedarcorp.com>
Subject: Work in R/W Permit - Jackson Public Safety Building (1 of 2)
Importance: High

Kevin

The Village has requested that we submit the permit and associated documents prior to the TIA completion. Sue Voight has received the documents necessary for the access modification.

Attached in this 1st email are the DT 1812 form, fire station site plans, Ridgeway Drive plans, and sign plate details.

Let me know if you have any questions. Thank you.

Bill Betzig, P.E.

Senior Transportation Engineer

Cedar Corporation

2820 Walton Commons West Suite #142 | Madison | WI | 53718

Office: 608-237-5841 | TF: 800-472-7372 x1311

bill.betzig@cedarcorp.com

<https://link.edgepilot.com/s/a4b3836a/L1X6RgwD-Uin8fTE-9O7zg?u=http://www.cedarcorp.com/> | [LinkedIn](#) | [Facebook](#) | [Twitter](#)

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RESOLUTION #21-14

A RESOLUTION ACCEPTING THE SANITARY SEWER AND WATER SYSTEM ASSOCIATED WITH THE MORNING MEADOWS PHASE #1 DEVELOPMENT.

The Village Board of the Village of Jackson, Washington County, Wisconsin, does resolve as follows:

BE IT RESOLVED that the Village hereby accepts, pursuant to the provisions of Chapter 44 of the Village Code, the Sanitary Sewer and Water System associated with the Morning Meadows Phase #1 Development in the Village of Jackson, Washington County, Wisconsin.

Introduced by: _____

Seconded by: _____

Vote: _____ Ayes _____ Nays

Passed and Approved: _____

Michael E. Schwab – Village President

Attest: _____
Jilline S. Dobratz – Village Clerk

Proof of Posting:

I, the undersigned, certify that I posted this Resolution on bulletin boards at the Village Hall, Post Office, and one other location in the Village.

Village Official

Date

Public Works Report

June 1, 2021

Treatment Plant - Designed Capacity – 1.67 million gallons per day
 Peak Flow Capacity – 6.0 million gallons per day

Year 2019

January	Avg. Flow 1.270 MGD	Min. Flow 900,000 g.p.d.	Max. 2.660 MGD
February	Avg. Flow 1.229 MGD	Min. Flow 850,000 g.p.d.	Max. 1.980 MGD
March	Avg. Flow 1.379 MGD	Min. Flow 910,000 g.p.d.	Max. 2.790 MGD
April	Avg. Flow 1.483 MGD	Min. Flow 1.020 MGD	Max. 2.660 MGD
May	Avg. Flow 1.542 MGD	Min. Flow 1.320 MGD	Max. 1.960 MGD
June	Avg. Flow 2.144 MGD	Min. Flow 1.300 MGD	Max. 2.700 MGD
July	Avg. Flow 1.251 MGD	Min. Flow 970,000 g.p.d.	Max. 1.850 MGD
August	Avg. Flow 1.098 MGD	Min. Flow 830,000 g.p.d.	Max. 1.470 MGD
September	Avg. Flow 1.253 MGD	Min. Flow 800,000 g.p.d.	Max. 2.050 MGD
October	Avg. Flow 1.699 MGD	Min. Flow 1.060 MGD	Max. 4.010 MGD
November	Avg. Flow 1.499 MGD	Min. Flow 1.14 MGD	Max. 2.26 MGD
December	Avg. Flow 1.372 MGD	Min. Flow 910,000 g.p.d.	Max. 2.14 MGD

Year 2020

January	Avg. Flow 1.280 MGD	Min. Flow 1.055 MGD	Max. 1.720 MGD
February	Avg. Flow 1.221 MGD	Min. Flow 1.000 MGD	Max. 1.630 MGD
March	Avg. Flow 1.581 MGD	Min. Flow 1.010 MGD	Max. 2.290 MGD
April	Avg. Flow 1.283 MGD	Min. Flow 940,000 g.p.d.	Max. 2.210 MGD
May	Avg. Flow 1.607 MGD	Min. Flow 1.010 MGD	Max. 4.090 MGD
June	Avg. Flow 1.178 MGD	Min. Flow 980,000 g.p.d.	Max. 1.510 MGD
July	Avg. Flow 1.269 MGD	Min. Flow 800,000 g.p.d.	Max. 2.370 MGD
August	Avg. Flow 1.042 MGD	Min. Flow 760,000 g.p.d.	Max. 1.510 MGD
September	Avg. Flow 1.148 MGD	Min. Flow 810,000 g.p.d.	Max. 1.850 MGD
October	Avg. Flow 1.172 MGD	Min. Flow 870,000 g.p.d.	Max. 2.210 MGD
November	Avg. Flow 1.122 MGD	Min. Flow 860,000 g.p.d.	Max. 1.770 MGD
December	Avg. Flow 1.164 MGD	Min. Flow 940,000 g.p.d.	Max. 1.480 MGD

Year 2021

January	Avg. Flow 1.075 MGD	Min. Flow 880,000 g.p.d.	Max. 1.460 MGD
February	Avg. Flow 1.015 MGD	Min. Flow 830,000 g.p.d.	Max. 1.590 MGD
March	Avg. Flow 1.525 MGD	Min. Flow 1.160 MGD	Max. 1.970 MGD
April	Avg. Flow 1.264 MGD	Min. Flow 1.020 MGD	Max. 1.950 MGD

Years Summary of Water Consumption

2006 Total Pumpage 207,719,000 gallons	2007 Total Pumpage 217,224,000 gallons
2008 Total Pumpage 229,613,000 gallons	2009 Total Pumpage 231,160,000 gallons
2010 Total Pumpage 239,326,000 gallons	2011 Total Pumpage 240,268,000 gallons
2012 Total Pumpage 253,492,000 gallons	2013 Total Pumpage 228,371,000 gallons
2014 Total Pumpage 230,973,000 gallons	2015 Total Pumpage 222,621,000 gallons
2016 Total Pumpage 254,531,000 gallons	2017 Total Pumpage 251,387,000 gallons
2018 Total Pumpage 241,322,000 gallons	2019 Total Pumpage 253,427,000 gallons
2020 Total Pumpage 259,413,000 gallons	

Year 2019

Jan. Avg. 638,230 g.p.d.	Highest Day 791,000 gals.	Total 19,785,000 gallons
Feb. Avg. 605,820 g.p.d.	Highest Day 758,000 gals.	Total 16,963,000 gallons
March Avg. 616,230 g.p.d.	Highest Day 946,000 gals.	Total 19,103,000 gallons
April Avg. 697,800 g.p.d.	Highest Day 1.112 MGD	Total 20,934,000 gallons
May Avg. 707,810 g.p.d.	Highest Day 889,000 gals.	Total 21,942,000 gallons
June Avg. 766,200 g.p.d.	Highest Day 969,000 gals.	Total 22,986,000 gallons
July Avg. 843,710 g.p.d.	Highest Day 1.174 MGD	Total 26,155,000 gallons
August Avg. 747,230 g.p.d.	Highest Day 1.061 MGD	Total 23,164,000 gallons
Sept Avg. 689,300 g.p.d.	Highest Day 830,000 gals.	Total 20,679,790 gallons
Oct. Avg. 696,520 g.p.d.	Highest Day 1.116 MGD	Total 21,592,000 gallons
Nov. Avg. 643,970 g.p.d.	Highest Day 830,000 gals.	Total 19,319,000 gallons
Dec. Avg. 671,100 g.p.d.	Highest Day 875,000 gals.	Total 20,805,000 gallons

Year 2020

Jan. Avg. 662,650 g.p.d.	Highest Day 769,000 gals.	Total 20,542,000 gallons
Feb Avg. 682,280 g.p.d.	Highest Day 886,000 gals.	Total 19,786,000 gallons
March Avg. 702,030 g.p.d.	Highest Day 837,000 gals.	Total 21,763,000 gallons
April Avg. 731,070 g.p.d.	Highest Day 1.153 MGD	Total 21,932,000 gallons
May Avg. 691,030 g.p.d.	Highest Day 915,000 gals.	Total 21,422,000 gallons
June Avg. 806,030 g.p.d.	Highest Day 1.057 MGD	Total 24,181,000 gallons
July Avg. 841,970 g.p.d.	Highest Day 1.431 MGD	Total 26,101,000 gallons
August Avg. 878,710 g.p.d.	Highest Day 1.437 MGD	Total 27,240,000 gallons
Sept Avg. 696,370 g.p.d.	Highest Day 1.058 MGD	Total 20,891,000 gallons
October Avg. 677,160 g.p.d.	Highest Day 963,000 gals.	Total 20,992,000 gallons
Nov Avg. 567,100 g.p.d.	Highest Day 850,000 gals.	Total 17,013,000 gallons
Dec Avg. 566,130 g.p.d.	Highest Day 815,000 gals.	Total 17,550,000 gallons

Year 2021

Jan. Avg. 565,650 g.p.d.	Highest Day 789,000 gals.	Total 17,535,000 gallons
Feb Avg. 517,650 g.p.d.	Highest Day 913,000 gals.	Total 16,047,000 gallons
March Avg. 583,770 g.p.d.	Highest Day 1.303 MGD	Total 18,097,000 gallons
April Avg. 642,770 g.p.d.	Highest Day 1.190 MGD	Total 19,283,000 gallons

Pump Capacity - Well #1- 400 g.p.m. Well #3 -900 g.p.m. Well #4 - 1200 g.p.m. Well #5 – 1,100 g.p.m. Well #6 – 800 g.p.m.

WWTP – Holding & Septage Receiving

2005	\$ 87,562.01	2006	\$101,115.11	2007	\$152,201.07	2008	\$210,441.47
2009	\$183,815.34	2010	\$197,653.66	2011	\$220,576.28	2012	\$236,224.70
2013	\$235,336.46	2014	\$203,938.32	2015	\$210,644.47	2016	\$220,473.17
2017	\$232,358.23	2018	\$245,767.74	2019	\$219,822.80	2020	\$204,656.11

2019	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
January	1,230,000			2,000	77,700	\$11,872.50
Feb	1,432,250			1,000	70,100	\$13,255.50
March	1,614,450			11,750	161,800	\$17,489.35
April	1,485,950			48,700	335,350	\$22,462.85
May	1,589,200			27,600	349,400	\$22,690.60
June	1,338,900			36,950	243,400	\$18,458.95
July	1,504,450			17,000	302,900	\$20,373.10
August	1,599,950			27,800	293,200	\$21,380.60
September	1,405,900			14,000	217,450	\$17,313.45
October	1,517,950			19,500	335,900	\$21,418.60
November	1,265,950			11,500	256,950	\$17,071.10
December	1,647,650			6,500	102,500	\$16,036.20

2020	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
January	1,426,900				71,000	\$11,872.50
February	1,310,500			2,250	88,500	\$12,786.50
March	1,471,600	900		5,000	173,650	\$16,429.05
April	1,263,950			29,000	326,170	\$19,570.85
May	1,168,670			4,450	308,250	\$17,255.86
June	1,253,900			9,900	196,550	\$15,390.45
July	1,459,700			16,450	212,650	\$17,734.10
August	1,148,750			4,250	168,530	\$13,594.50
September	1,276,950			22,700	299,450	\$18,723.35
October	1,372,200	2,200		39,750	456,000	\$24,386.35
November	1,231,850			33,650	301,700	\$18,911.55
December	1,489,450			16,950	160,200	\$16,683.35

2021	Holdings (gals)	Grease (gals)	G Decant (gals)	Septage (gals)	S Decant (gals)	Total Billings
January	1,284,600			6,650	77,250	\$12,507.30
February	1,386,475			3,000	44,450	\$12,338.05
March	1,633,050			27,600	206,050	\$19,457.65
April	1,425,850			38,000	268,500	\$19,829.30

CTH P and STH 60 Intersection Project and old Park-n-Lot Property

Ownership has been determined to be WisDOT. An appraisal was completed by WisDOT, and the Village of Jackson is preparing a reply for the purchase of land. Virtual meeting has been canceled and being rescheduled. WisDOT is using the area for a job trailer location during the STH 45 resurfacing project this year.

Jackson Park Alley Project

We are finalizing the numbers to close out the project. June 2021 meeting will have the final pay request.

Morning Meadows Subdivision

The Phase 2 has the sanitary sewer and water main installed. Phase 1 has housing units being started. A resolution is being proposed for the acceptance of the utility in Phase 1.

Trilogy Consulting - Study / Impact Fees

We are working on collection the necessary items for the study. The Park and Open Space Plan, and the bids from the new Police and Fire Building portion are items necessary for the impact fee study.

Jackson Municipal Complex

On schedule for a September 2021 completion. Hopefully, a final decision will be made for the phone system at this meeting.

Willow Ridge Drive Reconstruction Project

Willow Ridge Drive is the last road in this area to be reconstruction with providing storm laterals to every property. The bid opening for the project is schedule at 10:00 AM on June 1, 2021. A review of bids will be completed for the meeting.

Spruce Street/Ridgeway Drive Extension Project

We are working with WisDOT for the permits to access STH 60 for Ridgeway Drive. The project will be completed in 2021. We will discuss WisDOT response to the Village of Jackson request to improve the Eagle Drive and STH 60 intersection at the meeting.

Hunters Road Reconstruction Project and Highland Road Storm Sewer Project

Landscaping and punch list items are being addressed. The final special assessments have been finalized for a public hearing at the Village Board meeting of June 8th.

Coffee Connection Trail Project

Bids will be reviewed at the June 1st Board of Public Works meeting.

Respectfully submitted, Brian W. Kober, P.E.