Thursday, May 25, 2017– 8:30 am
864 Collins Road, Room 12, Jefferson, WI 53549

JEFFERSON COUNTY ECONOMIC DEVELOPMENT CONSORTIUM (JCEDC) BOARD AGENDA

Board Members

Chairman: John David – City of Watertown

Steve Wilke – City of Lake Mills, Matt Trebatoski – City of Fort Atkinson, Timothy Freitag – City of Jefferson, Mo Hansen – City of Waterloo, Pat Cannon – City of Whitewater, Vacant– Village of Cambridge, Kyle Ellefson - Village of Johnson Creek, Jim Mode – County Supervisor, Amy Rinard – County Supervisor, Augie Tietz – County Supervisor

I. Call to Order

II. Roll Call (Establish a quorum)

III. Certification of Compliance with Open Meeting Laws

IV. Approval of May 25, 2017 Agenda

V. Approval of Minutes – April 27, 2017 *#

VI. Public Comment - *Members of the Public who wish to address the JCEDC on specific agenda items must register their request at this time.*

VII. JCEDC Reports
- **A.** Finance Report – April 30, 2017 *#
- **B.** Jefferson County Revolving Loan Fund (RLF) Update
  - Jefferson County Revolving Loan Fund Compliance Report 3-31-2007 #
  - Jefferson County RLF Application

VIII. General Orders
- **A.** Campaign Update – Jay Werth
- **B.** Directors Report
  - Activity Report
  - Opportunities/Projects Update

IX. New Business
- **A.** Future Agenda Items
  - Joint Meeting of the Glacial Heritage Development Partnership & JCEDC Board of Directors
  - Madison Area Technical College (MATC) report
- **B.** Upcoming Meetings/Seminars
  - THRIVE 2021 Campaign Kick-off Breakfast, May 31, 2017, 7:30 am, Windwood of Watertown, W5710 County Rd CW, Watertown, WI 53098
  - JCEDC Board of Directors – June 22, 2017, 8:30 am, 864 Collins Rd, Rm 12, Jefferson, WI

X. Adjournment

** Indicates a vote will be taken. # Indicates a document is enclosed.*

Individuals requiring special accommodations for attendance at the meeting should contact the County Administrator 24 hours prior to the meeting at 920-674-7101 so appropriate arrangements can be made.

Board Action Form

☒ Action ☒ Docs Enclosed ☐ Future Review

Date: Approval 2017

Point of Contact:

Agenda Item: Approval of May 25, 2017 Agenda

Respective Issue: Agenda Approval

Yes	No	Abstain	Absent		
				C-Fort Atkinson	Matt Trebatoski
				C-Jefferson	Tim Freitag
				C-Lake Mills	Steve Wilke
				C-Waterloo	Mo Hansen
				C-Watertown	John David
				C-Whitewater	Pat Cannon
				V-Cambridge	Steve Struss
				V-Johnson Creek	Kyle Ellefson
				County Supervisor	Jim Mode
				County Supervisor	Amy Rinard
				County Supervisor	Augie Tietz

Action Taken:

☐ Motion Carried

☐ Not Carried / Denied

☐ Amended As Follows:

Board Action Form

☒ Action ☒Docs Enclosed ☐Future Review

Date: April 2017

Point of Contact:

Agenda Item: Approval of Minutes

Respective Issue: Approve April 27, 2017 Minutes

Yes	No	Abstain	Absent	C-Fort Atkinson	Matt Trebatoski
				C-Jefferson	Tim Freitag
				C-Lake Mills	Steve Wilke
				C-Waterloo	Mo Hansen
				C-Watertown	John David
				C-Whitewater	Pat Cannon
				V-Cambridge	Steve Struss
				V-Johnson Creek	Kyle Eliefson
				County Supervisor	Jim Mode
				County Supervisor	Amy Rinard
				County Supervisor	Augie Tietz

Action Taken:

☐ Motion Carried

☐ Not Carried / Denied

☐ Amended As Follows:

Jefferson County Economic Development Consortium
BOARD MINUTES

April 27, 2017

Meeting called to order at 8:34 a.m.

Board members present: John David – City of Watertown; Matt Trebatoski – City of Fort Atkinson; Steve Wilke - City of Lake Mills; Kyle Ellefson - Village of Johnson Creek; Supervisor Jim Mode; Supervisor Amy Rinard; Supervisor Augie Tietz; Steve Struss – Village of Cambridge

Others Present: Ben Wehmeier – County Administrator; Jay Werth – Convergent Nonprofit Solutions; Diane Chamness and Darci Berg – Chamness Group; Joe Nehmer – Jefferson County Parks Department; Linda Bagley Korth – Village of Cambridge; Jennifer Bakke – MATC; Alexa Zollner – Daily Union; Victoria Pratt - JCEDC Executive Director; Julie Olver – JCEDC Business Relations/Marketing Manager; RoxAnne Witte – JCEDC Program Specialist

Roll Call – Quorum Established

Certification of compliance with Open Meeting Law Requirements
R Witte certified compliance for the agenda dated April 27, 2017.
Introductions were done of all present.

Approval of Agenda
Mode/Wilke moved to approve agenda as presented. Motion Carried

Approval of Minutes
Tietz/Ellefson moved to approve minutes of the JCEDC Board of Directors meeting of March 23, 2017. Motion Carried.

Public Comments
Linda Bagley-Korth invited those present to the Cambridge Area Economic Development Community Update on May 3, 2017 at 5:45 pm at the Amundson Center, 200 Spring Street, Cambridge, WI

Presentation – Diane Chamness – the Chamness Group
Diane Chamness updated the board on the Jefferson County Strategic Plan that her firm has been hired to update. She laid out the timeline that they are working with and invited all board members to actively participate in the process.

JCEDC Reports

A. Financial Report – February 28, 2017
   Trebatoski/Wilke moved to approve the February 28, 2017 JCEDC Finance Report as presented. Motion Carried.

General Orders

A. Capital Campaign Update

   J Werth reviewed the campaign activity to date report that was distributed to the board. No action taken.

B. Annual Report – No action taken
The 2016 JCEDC Annual Report was distributed. V Pratt highlighted several activities that were accomplished during 2016.

C. Director's Report – No action taken
1. Business Development Position Projects - V Pratt distributed her Opportunity Pipeline Report and updated the board on the 16 manufacturing, 5 professional services/retail and 1 repurpose of existing facility projects that she has in the pipeline.
2. V Pratt informed the board that Cliff Sanderson of Mayville Engineering Company has agreed to take a position on the Glacial Heritage Development Partnership (GHDP) board of directors.

New Business

A. Future Agenda Items
- Joint Meeting of the GHDP & JCEDC

B. Upcoming Meetings/Seminars

1. Cambridge Area Economic Development Community Update, May 3, 2017, 5:45 pm, Amundson Center, 200 Spring Street, Cambridge, WI
2. JCEDC Board of Directors, June 22, 2017, 8:30 a.m., 864 Collins Rd, Rm 12, Jefferson, WI

Adjournment
There being no further business for consideration, motion by Mode/Ellefson to adjourn. Motion carried.

Meeting adjourned at 9:30 a.m.

Respectfully submitted,

RoxAnne Witte
Recording Secretary

Board Action Form

☒ Action ☒Docs Enclosed Future Review

Date: April 2017

Point of Contact:

Agenda Item: Finance Report

Respective Issue: Approve Finance Report - April

Yes	No	Abstain	Absent	C-Fort Atkinson	Matt Trebatoski
				C-Jefferson	Tim Freitag
				C-Lake Mills	Steve Wilke
				C-Waterloo	Mo Hansen
				C-Watertown	John David
				C-Whitewater	Pat Cannon
				V-Cambridge	Steve Struss
				V-Johnson Creek	Kyle Ellefson
				County Supervisor	Jim Mode
				County Supervisor	Amy Rinard
				County Supervisor	Augie Tietz

Action Taken:

☐ Motion Carried

☐ Not Carried / Denied

☐ Amended As Follows:

Jefferson County Economic Development Consortium/Glacial Heritage Development Partnership
Finance Report April 30, 2017 Estimate

	JCEDC Approved Budget	JCEDC Distribution	GHDP Distribution	Desired Combined Budget
REVENUES				
Income	$ 458,004.00	$ 543,004.00	$ 105,000.00	$ 648,004.00
2016 Carry Over Reserves	$ 152,819.00	$ 152,819.00	$ -	$ 152,819.00
Totals	**$ 610,823.00**	**$ 695,823.00**	**$ 210,000.00**	**$ 800,823.00**
EXPENSES				**Desired Combined Budget**
Goal 1				$ 271,295.50
Goal 2				$ 109,050.70
Goal 3				$ 288,600.70
Goal 4				$ 125,680.10
Totals				**$ 794,627.00**

2017 Income		March Actual	April Estimate	Year to Date	Adopted County Budget for 2017 JCEDC	Year to Date Percent of Budget
471001	State Aid/Intergovernmental Revenues	$ -	$ -	$ -	$ 5,000.00	0%
	Service Fees/Fund Raising	$ -	$ -	$ -	$ 240,000.00	0%
472010.131	V-Cambridge	$ 162.00	$ -	$ 162.00	$ 162.00	100%
472010.141	V-Johnson Creek	$ 4,400.00	$ -	$ 4,400.00	$ 4,400.00	100%
472010.226	C-Fort Atkinson	$ 18,662.00	$ -	$ 18,662.00	$ 18,662.00	100%
472010.241	C-Jefferson	$ -	$ -	$ -	$ 11,978.00	0%
472010.246	C-Lake Mills	$ 8,825.00	$ -	$ 8,825.00	$ 8,825.00	100%
472010.290	C-Waterloo	$ 5,057.00	$ -	$ 5,057.00	$ 5,057.00	100%
472010.291	C-Watertown	$ -	$ 39,751.50	$ 39,791.50	$ 23,114.00	172%
472010.292	C-Whitewater	$ -	$ -	$ -	$ 4,413.00	0%
474022	Jefferson County	$ -	$ -	$ 126,393.00	$ 126,393.00	100%
458007	Restricted Donations - Home Buyers	$ 1,300.00	$ 2,000.00	$ 5,350.00	$ 10,000.00	54%
	Dodge County	$ -	$ -		$ -	
	Events	$ -	$ -	$ -	$ -	
	Total Income	**$ 38,406.00**	**$ 41,751.50**	**$ 208,640.50**	**$ 458,004.00**	**46%**

2017 Expenses

Goal 1 - Business Development		March Actual	April Estimates	Year to Date Actual	Desired Combined Budget	Percent of Budget
mutiple	Salaries/Fringes	$ 10,619.05	$ 10,726.793	$ 42,907.17	$ 207,935.00	21%
521219	Professional Services	$ 1,283.16	$ 1,283.16	$ 3,721.54	$ 9,100.00	41%
521229	Recruitment Expenses	$ -	$ -	$ -	$ -	0%
531312	Office Equipment/Office Supplies	$ 65.16	$ 43.82	$ 175.26	$ 1,750.00	10%
531303	Computer Hardware/Software	$ 22.17	$ -	$ 22.17	$ 2,500.00	1%
531322	Subscriptions	$ 116.81	$ 131.68	$ 526.70	$ 5,000.00	11%
532325	Registrations/Professional Development	$ -	$ -	$ 924.00	$ 6,400.00	14%
532350	Training Materials - Home Buyer	$ -	$ -	$ 385.84	$ 4,000.00	10%
531324	Memberships	$ -	$ -	$ 400.00	$ 3,000.00	13%
531326	Advertising	$ -	$ -	$ -	$ 200.00	0%
multiple	Materials Development	$ -	$ -	$ -	$ 500.00	0%
multiple	Board Development/Investors Relations	$ -	$ -	$ 2.36	$ 1,135.00	0%
multiple	Organization Capacity	$ 50.42	$ 61.45	$ 245.79	$ 2,952.00	8%
multiple	Allocated Services	$ 407.86	$ 407.86	$ 1,631.44	$ 4,573.50	36%
531349	Other Operating Expenses	$ -	$ -	$ -	$ 1,250.00	0%
multiple	Travel/Meals/Lodging	$ 809.09	$ 500.00	$ 3,493.78	$ 7,000.00	50%
593413	Railroad Consortium Donation	$ -	$ -	$ 14,000.00	$ 14,000.00	100%
594950	Operating Reserve	$ -	$ -	$ -	$ -	
594955	Vested Benefits	$ -	$ -	$ -	$ -	
		$ 13,373.71	**$ 13,154.75**	**$ 68,436.05**	**$ 271,295.50**	**25%**

Goal 2 - Workforce Focused		March Actual	April Estimates	Year to Date Actual	Desired Combined Budget	Percent of Budget
multiple	Salaries/Fringes	$ 4,247.62	$ 4,290.733	$ 17,162.94	$ 83,174.00	21%
521219	Professional Services	$ 2,566.31	$ 2,566.31	$ 7,443.07	$ 18,200.00	41%
521229	Recruitment Expenses	$ -	$ -	$ -	$ -	
531312	Office Equipment/Office Supplies	$ 13.03	$ 8.76	$ 35.06	$ 350.00	10%
531303	Computer Hardware/Software	$ 4.43	$ -	$ 4.43	$ 500.00	1%
531322	Subscriptions	$ 23.36	$ 26.33	$ 105.33	$ 1,000.00	11%
531326	Advertising	$ -	$ -	$ -	$ 200.00	0%
multiple	Materials Development	$ -	$ -	$ -	$ 250.00	0%
multiple	Board Development/Investors Relations	$ -	$ -	$ 2.36	$ 1,135.00	0%
multiple	Organization Capacity	$ 50.42	$ 61.45	$ 245.79	$ 2,952.00	8%
multiple	Allocated Services	$ 81.57	$ 81.57	$ 326.28	$ 914.70	36%
531349	Other Operating Expenses	$ -	$ -	$ -	$ 375.00	0%
594950	Operating Reserve	$ -	$ -	$ -	$ -	
594955	Vested Benefits	$ -	$ -	$ -	$ -	
		$ 6,986.75	**$ 7,035.16**	**$ 25,325.26**	**$ 109,050.70**	**23%**

Goal 3 - Organizational Capacity		March Actual	April Estimates	Year to Date Actual	Desired Combined Budget	Percent of Budget
multiple	Salaries/Fringes	$ 2,123.81	$ 2,145.360	$ 8,581.44	$ 41,587.00	21%
521219	Professional Services	$ 17,964.18	$ 17,964.18	$ 52,101.52	$ 127,400.00	41%
521229	Recruitment Expenses	$ -	$ -	$ -	$ 1,000.00	0%
531312	Office Equipment/Office Supplies	$ 13.03	$ 8.76	$ 26.29	$ 350.00	8%
531303	Computer Hardware/Software	$ 4.43	$ -	$ 4.43	$ 500.00	1%
531322	Subscriptions	$ 46.72	$ 52.67	$ 210.67	$ 2,000.00	11%
multiple	Materials Development	$ -	$ -	$ -	$ 500.00	0%
multiple	Board Development/Investors Relations	$ -	$ -	$ 16.53	$ 7,945.00	0%
multiple	Organization Capacity	$ 100.84	$ 122.89	$ 491.56	$ 5,904.00	8%
multiple	Allocated Services	$ 81.57	$ 81.57	$ 326.28	$ 914.70	36%
531349	Other Operating Expenses	$ -	$ -	$ -	$ 500.00	0%
594950	Operating Reserve	$ -	$ -	$ -	$ 100,000.00	
594955	Vested Benefits	$ -	$ -	$ -	$ -	
		$ 20,334.60	**$ 20,375.43**	**$ 61,758.73**	**$ 288,600.70**	**21%**

Goal 4 - Marketing & Communications		March Actual	April Estimate	Year to Date Actual	Desired Combined Budget	Percent of Budget
multiple	Salaries/Fringes	$ 4,247.62	$ 4,290.720	$ 17,162.88	$ 83,174.00	21%
521219	Professional Services	$ 3,849.47	$ 3,849.47	$ 11,164.62	$ 27,300.00	41%
521229	Recruitment Expenses	$ -	$ -	$ -	$ -	
531312	Office Equipment/Office Supplies	$ 39.10	$ 26.29	$ 78.87	$ 1,050.00	8%
531303	Computer Hardware/Software	$ 13.30	$ -	$ 13.30	$ 1,500.00	1%
531322	Subscriptions	$ 46.72	$ 52.67	$ 210.67	$ 2,000.00	11%
532325	Registrations/Professional Development	$ -	$ 77.00	$ 308.00	$ 1,600.00	19%
531326	Advertising	$ -	$ -	$ -	$ 600.00	0%
multiple	Materials Development	$ -	$ -	$ -	$ 1,250.00	0%
multiple	Board Development/Investors Relations	$ -	$ -	$ 2.36	$ 1,135.00	0%
multiple	Organization Capacity	$ 50.42	$ 61.45	$ 245.79	$ 2,952.00	8%
multiple	Allocated Services	$ 244.72	$ 244.72	$ 978.86	$ 2,744.10	36%
531349	Other Operating Expenses	$ -	$ -	$ -	$ 375.00	0%
594950	Operating Reserve	$ -	$ -	$ -	$ -	
594955	Vested Benefits	$ -	$ -	$ -	$ -	
		$ 8,491.35	$ 8,602.31	$ 30,165.34	$ 125,680.10	**24%**

SUMMARY

April 30, 2017 Estimates

	March Actual	April Estimated	Year to Date Combined Actual/Extimate	Desired Combined JCEDC/GHDP 2017 Budget
Revenues				
Income	$ 38,406.00	$ 41,751.50	$ 208,640.50	$ 648,004.00
Carry Over	$ 152,819.00	$ 152,819.00	$ 152,819.00	$ 152,819.00
Total	**$ 191,225.00**	**$ 194,570.50**	**$ 361,459.50**	**$ 800,823.00**
Expenses				
Goal 1	$ 13,373.71	$ 13,154.75	$ 67,436.05	$ 271,295.50
Goal 2	$ 6,986.75	$ 7,035.16	$ 25,325.26	$ 109,050.70
Goal 3	$ 20,334.60	$ 20,375.43	$ 61,758.73	$ 288,600.70
Goal 4	$ 8,491.35	$ 8,602.31	$ 30,165.34	$ 125,680.10
Totals	**$ 49,186.41**	**$ 49,167.65**	**$ 184,685.38**	**$ 794,627.00**

Board Action Form

☐ Action ☒Docs Enclosed ☐Future Review

Date: May 2017

Point of Contact: Victoria Pratt

Agenda Item: Jefferson County Revolving Loan Fund Compliance Report 3-31-2007

Respective Issue:

Yes	No	Abstain	Absent	C-Fort Atkinson	Matt Trebatoski
				C-Jefferson	Tim Freitag
				C-Lake Mills	Steve Wilke
				C-Waterloo	Mo Hansen
				C-Watertown	John David
				C-Whitewater	Pat Cannon
				V-Cambridge	Steve Struss
				V-Johnson Creek	Kyle Ellefson
				County Supervisor	Jim Mode
				County Supervisor	Amy Rinard
				County Supervisor	Augie Tietz

Action Taken:

☐ Motion Carried

☐ Not Carried / Denied

☐ Amended As Follows:

FINANCIAL REPORTING OF REVOLVING LOAN FUND (RLF) - CURRENT LOANS

Unit of General Local Government:	Jefferson County
Reporting Period:	October 1, 2016 - March 31, 2017
Revolving Loan Fund #	RLF - 0260

	Business of ACTIVE Loan	IDIS Number	Environmental Review on File	Purpose of Loan	Beginning Date of Loan	End Date of Loan	Interest Rate	Original Loan	Status	Principal Loan Balance at Beginning of Period	FROM CURRENT REPORTING PERIOD: New or Restructured Loan (only enter if increased)	Increase Due to Accrued Interest	Principal Loan Forgiven, Defaulted, Bankrupt, Restructured (decreased loan)	Principal Paid in Current Period	Interest Paid in Current Period	Outstanding Loan
1																$ -
2																$ -
3	Burger Corner			E-FRSB	7/14/2009	7/1/2016	4.00%	$ 20,000.00	J	$ 5,838.47						$ 5,838.47
4	Foremost Building Inc.			E-FRSB	11/12/2009	10/1/2016	4.00%	$ 20,000.00	F	$ -						$ -
5	Hat Creek Candle Co			E-FRSB	12/28/2009	12/1/2016	4.00%	$ 20,000.00	F	$ 736.82				$ 736.82	$ 10.77	$ -
6																$ -
7																$ -
8	Greg Stehling & Sons Taxiderm			E-FRSB	12/10/2009	12/1/2016	4.00%	$ 20,000.00	F	$ 807.31				$ 807.31	$ 5.55	$ -
9																$ -
10	Jim's Cheese			A	5/10/2012	5/1/2016	4.00%	$ 60,000.00	F	$ 7,587.29				$ 6,524.53	$ 97.13	$ 1,062.76
11	Kendall Packaging			A	5/12/2011	5/12/2018	4.00%	$ 200,000.00	F	$ 60,309.18				$ 17,732.05	$ 1,042.19	$ 42,577.13
12	Rushing Waters			A	4/8/2013	4/1/2020	2.00%	$ 100,000.00	F	$ 54,145.51				$ 8,254.81	$ 679.15	$ 45,890.70
13	Johnson Creek Veterinary Clinic			A		10/1/2019	4.00%	$ 31,500.00	F	$ 15,416.83				$ 3,212.04	$ 287.96	$ 12,207.79
14										$ -						$ -
15																$ -
16																$ -
17																$ -
18																$ -
19																$ -
20																$ -
	Total							$ 471,500.00		$ 144,844.41	$ -	$ -	$ -	$ 37,267.56	$ 2,122.75	$ 107,576.85

Column C - Purpose of Loan - Description and Key

Key	Description
A	Fixed assets/equipment for acquisition and/or improvement of land, building, equipment, new construction or renovation of existing facilities, demolition
B	Working capital loans for start-up of new businesses or existing businesses
C	Job Training for creation or retention of employees
D	Infrastructure project as long as there is job creation and/or retention in the private sector.
E	Other - please describe purpose

Note: Griswold Farms is actually Tag Lane Dairy Farms and should be an ED Loan.

Column H - Status - Description and Key

More than one key may be used

Key	Description
F	Current
G	Delinquent
H	Deferred
I	Paid in Full
J	Default
K	Bankrupt
L	Restructed

RECONCILIATION OF REVOLVING LOAN FUND

Unit of General Local Government Name	Jefferson County
Reporting Period	October 1, 2016 - March 31, 2017
Revolving Loan Fund Number	RLF - 0260

Bank Account Reconciliation

Beginning Cash on Hand Per Bank Account as of	10/1/2016	$	567,334.03
Deposits to Account During Current Period			
Payments of ED Principal Loan		$	-
Payment of ED Interest		$	-
Payments of RLF Principal Loan		$	37,267.56
Payment of RLF Interest		$	2,122.75
Interest Earned On Funds Maintained By Bank		$	234.15
Fees Collected From Borrowers		$	-
Other:			
Other:			
Total Additions to Bank Account During Current Period		$	39,624.46
Deductions to Account During Current Period			
Amount Loaned		$	-
Administrative Charges Paid		$	15.70
Amount Remitted to State		$	-
Other:			
Other:			
Other:			
Total Deductions to Bank Account During Current Period		$	15.70
Calculated Cash on Hand		$	606,942.79
Ending Cash on Hand Per Bank Account as of	3/31/2017	$	606,958.49
Difference		**$**	**(15.70)**

Reconciling Items

Administrative Charges were not removed from the account until after March.

Compliance with CAP

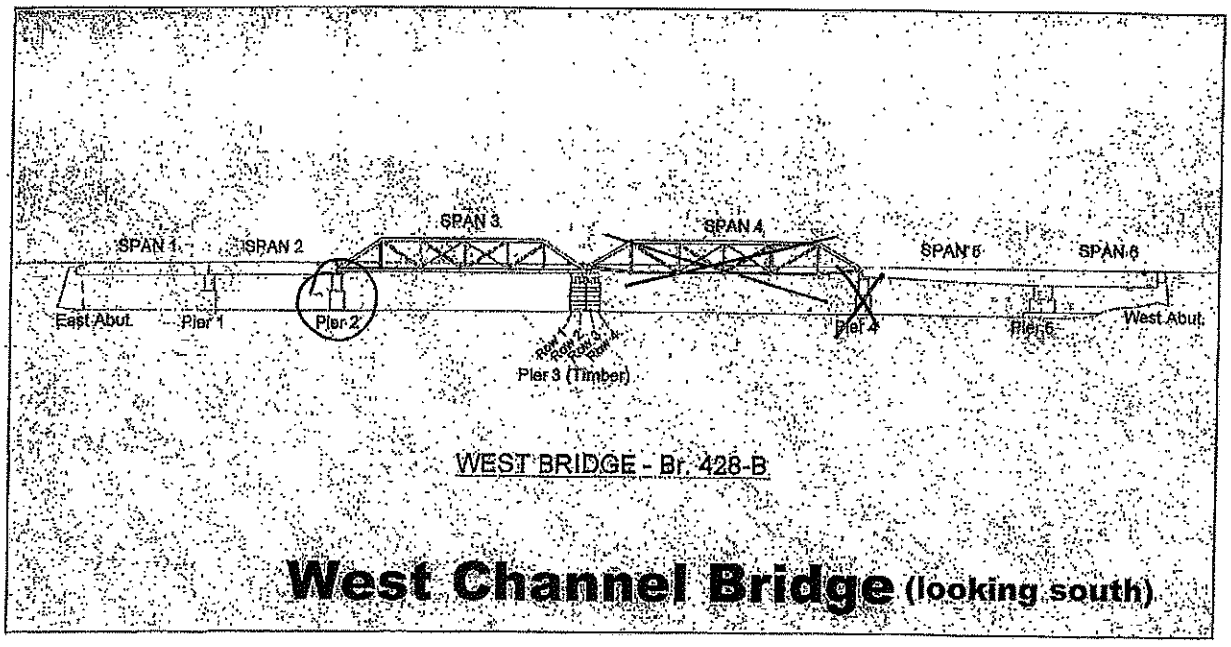
Revolving Loan Fund Cap	$	750,000.00
Difference - if positive the amount must be paid back to state	$	(143,041.51)

SAUK CITY RAILROAD BRIDGE FACT SHEET
Wisconsin Department of Transportation

On April 26, 2002, a portion of the railroad bridge over the Wisconsin River at Sauk City will be removed by controlled demolition. This fact sheet provides basic information about the original stabilization project, the demolition procedure and the bridge itself.

About the railroad bridge

- The bridge was built in 1881 by the Chicago, Milwaukee & St. Paul Railway Company (later the Chicago, Milwaukee, St. Paul & Pacific, or Milwaukee Road). Additional work on the bridge occurred in 1906 and 1942.
- The current owner is the Wisconsin River Rail Transit Commission (WRRTC), funded by member counties and the Wisconsin Department of Transportation (WisDOT).
- The Wisconsin & Southern Railroad has operating rights on the bridge, but has not used the bridge since 1997 due to unsafe conditions.
- The West Channel bridge is approximately 445 feet long, with six spans supported by two shoreline abutments and five piers (spans numbered 1-6 from the east island):
  - Spans #1 and #2 are each 55-foot long plate girder segments.
  - Spans #3 (98') and #4 (113') are pony truss structures.
  - Spans #5 (75') and #6 (48') form a swing span plate girder pivoting on Pier 5.
- An East Channel bridge is separated from the west channel bridge by an island, and is approximately 470 feet long.



Stabilization/demolition options for Sauk City RR Bridge

February 2017

1. **Stabilize Pier 1 & Pier 2**
Install heavy riprap along west and downstream faces of Pier 1. Jack up and stabilize Pier 2, reset Spans 2 & 3 on Pier 2. Eliminates safety hazard and keeps all components in place for future recreational trail
Estimated cost $1,550,000. Presents a myriad of challenges. Assumes sealing scour at Pier 2 with sheet pile and removal of top 4-5' section of Pier 2, then re-casting top section for span bearing. Jacking of Pier 2 doubtful.

2. Removal of Span 2 and Span 3 (both resting on failed Pier 2)
This will relieve the pressure currently resting on Pier 2. The weight will no longer be a factor in the movement of Pier 2. Estimated cost $460,000.

3. Removal of Span 2, Span 3 and Pier 2
This will eliminate the failed pier and both spans resting on it. Estimated cost $620,000.

4. Remove all steel from top of piers and above.
Salvage the steel, pay the contractor and keep options open in future for recreational crossing. Estimated cost $600,000.

5. Remove all spans (1-6) and all piers (1, 2, 3 & 5)
Entire West Channel Structure is removed, no future questions on stability and water safety. Estimated cost 1,080,000.

6. Remove Spans (1, 2 & 3) and Remove Piers (1, 2 & 3)
Remove all defective piers and all spans resting on those defective piers. Leave Spans 5 & 6 and Pier 5 in place. Estimated cost $990,000.

General Assumptions are as follows:
1) DNR will allow bridge demo debris to be dropped into river if necessary, with all steel removed from river bed after dropping. All timber removed from operations would be hoisted out by crane. Timber pile would be broken off or cut off at stream bed elevation as necessary. If pier demo materials consist of large stone blocks (limestone, etc) those would be able to be left on the river bed as habitat enhancement.

2) Access allowed to water's edge from Water Street (same route as used previously) to create access road and barge launch from west end of structure.

3) Water Street able to be closed to traffic for several days as necessary to facilitate building of access and removal of western-most steel spans.

4) No scrap value of demolished steel was recognized in these estimates. Scrap prices currently low.

5) No navigational markers or buoys have been included in these estimates. Time of year of demolition would dictate need of these measures.

OPTIONS FOR BRIDGE STABILIZATION AND TRACK AREA REHABILITATION

BRIDGE STABILIZATION

1. The Commission approved moving forward with "Option 6," which would include removal of Piers 1, 2 & 3 and Spans 1, 2 & 3.

2. WisDOT continues to support removal of all piers and all spans except Pier 5.

3. With respect to project management:

   a. WSOR has the expertise to manage the stabilization project and Dave (or possibly Roger) would be able to provide supervision for the project. However, the engineering for the project and permitting would need to be done by an engineering consultant.

   b. Does the Commission have to bid the project?

      i. If there is a declaration of emergency by the Commission, competitive bids are not required.

      ii. Although somewhat ambiguous under the law, there is some authority to suggest that demolition is not "public construction" and that bidding out a demolition project is not required irrespective of whether there is an emergency. This conclusion becomes even more problematic when the project is described as "stabilization" rather than "demolition."

      iii. If WSOR were to contract directly with a company that provides stabilization services and then manage that contract, the public bid law would not be applicable. However, this may not be possible if WisDOT funding for the project is provided to the WRRTC rather than WSOR.

   c. Prevailing wage laws no longer apply in Wisconsin but, depending on the source of funding, Davis-Bacon wage rates may be mandated.

TRACK REMOVAL

1. There is currently no plan to remove any of the track in Dane County.

2. All the track (including ties and other track material except ballast) in Sauk County that has not been removed by WSOR between MP 7.96 and MP 13.07 will be removed as will all the track within the BAAP property. A question exists as to whether the track removal is a single project or two projects. Although the WRRTC has an ownership interest in the track within the BAAP, it does not have a financial interest in the track or the salvage of the track.

3. Draft amendments have been prepared for the land use, grant and operating agreements to remove the principal line segment between MP 7.96 and MP 13.07.

   a. Does it make more sense to execute the amendments now and thereby remove WRRTC from the track removal project completely? This would leave WisDOT to deal with the track removal by working with WSOR to locate a railroad qualified contractor to perform the removal and salvage work. There would still need to be an agreement regarding the division of net proceeds between the WRRTC and WisDOT that are obtained from the disposal of the salvaged material.

      i. There was some discussion regarding whether or not WisDOT has the authority to contract with the County for this project. If that is not an option, WisDOT would have little incentive to agree to this as it appears WisDOT is still very interested in the County's proposal to remove the track due to the fact that, should the net salvage be less than the cost of the removal work, the County has agreed to be responsible for the additional costs.

      ii. There was also discussion on WSOR's unwillingness to provide project management services if the County were to remove the track. If the WRRTC were to proceed with the County contract, who would provide project management services? If a railroad qualified contractor were to perform the services, would WSOR commit to managing the project and how would salvage be handled?

      iii. If the FRPP is the financing conduit, does Davis-Bacon require payment of prevailing wage for track removal? If so, is the County paying prevailing wage?

      iv. If it makes sense for the WRRTC to not participate in the track removal project, does it also make sense to amend the grant, land use and operating agreements to remove the BAAP line segment? This might also require an amendment to additional documents like the DNR's Interim Trail Use Agreement.

   b. If it makes more sense for the WRRTC to pursue track removal, the amendments to the agreements for removal of the principal line segment between MP 7.96 and MP 13.07 should not be executed until after the work is completed.

      i. If the County does the work, WSOR will probably not act as the project manager and there will be a need to hire a project manager. The County has agreed, however, to bear the cost of the removal if the cost exceeds salvage proceeds. If the County does the work, no bidding is required.

ii. If a railroad qualified contractor were to perform the services, would WSOR commit to managing the project and how would salvage be handled?

iii. If the WRRTC pursues track removal, the WRRTC should not be responsible for removing the track or managing the track removal project within the BAAP.

iv. If the project is bid, does it make more sense to seek a lump sum bid or a per mile bid? If the County does not perform the work, public bid requirements will be applicable as there is no possibility of this work being deemed an emergency. If the project is bid, how will salvage proceeds be handled?

v. The prevailing wage law does not apply but Davis-Bacon might apply depending on funding sources.

4. Miscellaneous

a. Permits will be required to remove crossings.

b. If the cost of track removal exceeds the salvage value of the track and the WRRTC contracts with a third party other than the County for track removal, would the County or Great Sauk Trail group agree to indemnify/reimburse the WRRTC for that cost?

The ultimate question is where is the funding coming from for all of this?

Underwater Inspection Report

WSOR Bridge B-428W over the Wisconsin River
for
Wisconsin River Rail Transit Commission

WISCONSIN
ALLEN M.
DeSCHEPPER
E36722
SPRING GREEN,
WI
PROFESSIONAL ENGINEER

12/28/2016

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By: Allen DeSchepper, P.E.

Inspection Date: 11/1 thru 11/2/2016

Inspection By: Eric Hogden and
Allen DeSchepper, P.E.

Executive Summary

Westbrook Associated Engineers, Inc. (Westbrook) performed an underwater inspection of four piers on Bridge B-428W on the Wisconsin & Southern Railroad (WSOR) near Sauk City, WI (see Exhibit A—Site location and layout). The bridge is over the Wisconsin River on the WSOR Sauk Subdivision. At one time, the bridge consisted of six spans, five piers, and two abutments. In 2002, Span 4 and Pier 4 were removed after Pier 4 settled and was deemed irreparable. Within the last year, Pier 2 has settled approximately 3 ft and rotated upstream to a slope of 10:1. The purpose of the underwater inspection was to investigate the Pier 2 settlement and evaluate the condition of the remaining piers. The last underwater inspection took place in August of 1997, prior to removal of Pier 4 and Span 4, and it examined only Pier 4.

Pier 2 is in a failed condition due to undermining along the west face of the pier from the nose to a point halfway downstream. At the time of the inspection, a forceful current was found flowing underneath the pier in this area indicating that undermining extends across the width of the pier to the east face. The pier has settled and rotated to such an extent that repair is not feasible and Westbrook recommends its removal along with Spans 2 and 3. Pier 1 is undermined as well but is currently stable; however, it requires corrective action to maintain its stability. Piers 3 and 5 are stable and no corrective action is necessary to maintain their stability at this time. Depending on the intended use Pier 5 may be made serviceable again. This will require some maintenance and repair work which this report will address. It is questionable whether Piers 1 and 3 may be made suitable for future use.

Work Performed

Piers 1 and 5 were inspected on November 1, 2016. The weather was sunny and the air temperature was approximately 70^{o}F. The underwater inspection was performed by diver Eric Hogden of Underwater Inspectors, LLC, an NHI/FHWA certified bridge inspector. Engineer Allen DeSchepper, P.E. of Westbrook consulted with the diver and made a general survey of the bridge. Dave Andruczyk from the Wisconsin DNR was also present. Prior to commencing the dive, the team made a general survey of the bridge from the east river bank, west river bank, and from the boat (see Exhibit B—Site photos). The orientation of the bridge runs generally southeast to northwest, but throughout this report a railroad orientation is used. Track east is in the direction of Mazomanie, track west is in the direction of Sauk City, north is upstream, and south is downstream. North/south and upstream/downstream are used interchangeably.

Following the general survey, the team moored the boat to the west side of Pier 1 and commenced the dive. Pier 1 consists of a concrete shaft founded on timber piles. A concrete seal protrudes 2–3 ft horizontally around the perimeter of the shaft below the waterline. The diver inspected the west and downstream faces of the pier from approximately 3 ft above the water surface to the river bed. The east and upstream faces were not accessible due to a strong current. The diver estimated the current to be 6 ft per second.

The team then moved to Pier 5. Pier 5 consists of a concrete shaft supported by a steel sheet pile cell filled with weak concrete. The sheet piles extended 1.2 ft above the water. The cell is surrounded by water on three sides with the west edge of the cell abutting the shoreline. Current at this area is slow—approximately 2 ft per second—and the diver was able to make a full inspection.

Piers 2 and 3 were inspected on November 2, 2016. The weather was partly cloudy and the air temperature was approximately 65°F. Dave Andruczyk did not attend. The inspection began at Pier 3 after the boat was moored to the west side. The pier consists of four rows of timber piles oriented generally upstream and downstream. The piles are capped with timber beams and blocking. The upper cap beams and blocking were not inspected. The timber piles are encased with 12-inch by 6-inch timber perimeter boards which begin 2 ft below the waterline and extended approximately 12 ft up. These timbers did not extend below the water line along the downstream side of the pier and the diver was able to access the interior. After inspecting the interior, the diver inspected the downstream and west sides, but was not able to inspect the nose and east side due to the strong current—approximately 5–6 ft per second.

The team then moved to Pier 2 and moored the boat along the west side. The current was most strong and turbulent at Pier 2 with an estimated speed of 6–8 feet per second. This current made mooring the boat difficult, however the water was calm enough on the leeward side to effect a dive. The diver inspected the downstream and west faces of the pier but was not able to inspect the nose and east side due to the current.

The underwater inspection entailed a visual/tactile inspection of below-water structural elements. Rough measurements were taken with a rod marked with one foot increments. Concrete and timber elements were hammer sounded for structural integrity. Water depths were measured at various locations along the perimeter of the piers. All dives were video recorded for reference. Above water elements were limited to a visual inspection from the boat with the exception of Pier 5, which was accessible by foot.

Water depths were measured throughout the day as the boat motored in and out and around the bridge piers. Depths were measured with a sonar depth finder mounted in the boat. The depth finder was calibrated earlier in the day with a weighted tape in calm water. See Exhibit E—Water Depths.

Observations

Observations for each pier are summarized below along with numerical condition ratings for the structural elements. See Exhibit D—Condition Rating System—for an explanation of the numerical ratings. Sketches of the piers along with pertinent dimensions and inspection details are provided in Exhibit F to assist the reader.

Pier 1

- Stream alignment—current strikes the pier along the east side at a high angle of attack. Flow is turbulent at nose and tail.
- Streambed/scour—the bottom of the concrete seal is exposed along west side and downstream faces. The exposed depth from bottom of seal to stream bed varies from 1 ft at the east downstream corner to 6 ft at the west side near the nose. No flow was observed underneath the seal so it is assumed that the east face penetrates into the streambed. Riprap up to 2 ft in size were found near the nose. The stream bed at the tail was a mixture of smaller riprap (< 1 ft), smooth stone, broken concrete, sand and gravel.
- Concrete shaft—top of shaft appears to have been patched, but has spalls up to 1 ft in size. Surface cracks and efflorescence over approximately 40% of the mid-section (see Figure 1). Exposed rebar and honeycombing found at/below waterline. Concrete below waterline is sound when struck with hammer.
- Concrete seal—seal was formed with steel sheet piling, but the sheets were removed leaving the concrete surface with a ribbed profile. The seal is approximately 14 ft deep starting 3 ft below the water and extending to about 17 ft. The bottom of the seal is exposed due to scour. Bottom surface is irregular with vertical rebar exposed in places. Concrete is sound when struck with hammer.
- Timber piles—exposed along west side and downstream faces. Outer fibers are soft for approximately ½" depth. With the outer fibers removed, the timber is sound when struck with a hammer. Piles measure approximately 16 inches at the top and taper downward.
- Debris/drift—none

Element	Condition
Concrete Shaft/Seal	5
Timber Piles	6
Scour	3
Overall condition	3—Serious Condition

Figure 1: Pier 1 shaft, downstream face

Pier 2

- Pier has settled and has rotated to a slope of 10:1 (see Figure 2).
- Stream alignment—current strikes the pier along the east side at a high angle of attack. Flow is turbulent at nose and tail.
- Streambed/scour—the bottom of the concrete seal is exposed along west side from the center of the pier to the nose. The exposed depth from bottom of seal to stream bed increases rapidly from the center, from zero to 3 ft vertical in a distance of approximately 6ft horizontal. The diver did not proceed any farther toward the nose due to a strong current flowing underneath the pier. Because of this, it is assumed that the west face is also exposed and the upstream half of the pier is undermined. A combination of riprap and smooth stone up to 2 ft in size were found along the area inspected. Riprap was found underneath the pier where the streambed was scoured away.
- Concrete shaft—surface cracks, efflorescence, and edge spalls < 6 inches. There is a diagonal crack on east face which starts at bridge seat and proceeds down to left side. Below the waterline, the joint between the shaft and the seal is open up to 2 inches. It appears to be due to poorly consolidated materials. The diver can probe in about one hand's depth (see Figure 3).
- Concrete seal—seal was formed with steel sheet piling. Steel sheets remain in place along the west face, but were removed along the downstream face. Steel has surface rust, but is bright when scraped away—no pitting observed. The bottom of the sheets were visible where the streambed had scoured away.
- Timber piles—were not visible or reachable by hand underneath the seal. The diver could not swim underneath the pier to investigate due to the cross-current flowing underneath the pier.
- Debris/drift—none

Element	Condition
Concrete Shaft/Seal	5
Timber Piles	not observed
Scour	0
Overall condition	0—Failed Condition

Figure 2: measuring pier rotation

Figure 3: open construction joint. Diver's hand is shown inserted into joint.

Pier 3

- Stream alignment—current strikes the pier along the east side at a moderate angle of attack, i.e. not as severe as Piers 1 and 2. Flow is turbulent at nose and tail.
- Streambed/scour—the pier is heavily riprapped along the west and downstream sides. Rocks as large as 3 ft were found. The area inside the perimeter boards was also filled with riprap (see Figure 4). The height of riprap placement inside the pier is typically a few feet higher than riprap observed outside the pier. It is assumed that the east face is also covered with riprap since no current was felt flowing through the piles. However, there was water flowing through the piles and perimeter timbers at the nose. Riprap at the tail of the pier was mixed with sand deposits.
- Timber piles—generally plumb. The easternmost row of piles are abraded at/below the waterline and have 25–50% section loss. This abrasion must have occurred prior to the installation of the perimeter boards (see Figure 5). In addition, the two downstream piles in this row were broken off below the waterline. The three remaining pile rows are generally sound. From the water line down, these have soft or separated fibers up to ¼" deep. With the outer fibers removed, the timber is sound when struck with a hammer.
- Timber perimeter boards—timbers are out of level which makes the pier look "racked" or settled; however, piles and cap beams are generally plumb and level, respectively. Some of the attachment hardware is loose or disconnected. Timbers are generally sound except for at the nose where they are abraded at the waterline (see Figure 6).
- Debris/drift—none

Element	Condition
Timber Piles	4
Timber Perimeter Boards	4
Scour	6
Overall condition	4—Poor Condition

Figure 4: riprap placed inside pier at nose

Figure 5: abraded pile, east side of pier

Figure 6: condition of perimeter timbers at nose

Pier 5

- Stream alignment—the pier is protected by a sandbar/river bank upstream. Calm current.
- Streambed/scour—the streambed consists of sand with concrete rubble and stone up to 1 ft in size. No evidence of scour, all steel sheet piles penetrate the streambed.
- Concrete shaft—Surface cracks and efflorescence over approximately 50% of the shaft area. The downstream side has spalls and delamination over half the face (see Figure 7).
- Steel sheet piles—sheet piles have surface rust and scaling. With the rust removed, the steel surface is pitted up to 1/16-inch. All sheet pile interlocks are tight and intact.
- Timber piles—there is an old timber wing dam upstream of the pier and timber fender piles downstream of the pier. These were not inspected.
- Debris/drift—none

Element	Condition
Concrete Shaft	4
Steel Sheet Piling	6
Scour	7
Overall condition	4—Poor Condition

Figure 7: Pier 5 shaft, downstream face

Conclusions and Recommendations

Because Span 4 and Pier 4 were previously removed and the bridge is therefore out of service, the following concusions and recommendations are given in the context of (a) maintaining the stability of the existing piers and spans and (b) potentially reconstructing the bridge for future service. The discussion regarding the potential for future service focuses on each pier individually. This assumes that some combination of the existing piers and future construction will make the bridge serviceable again. The piers are listed in order of decreasing severity.

Pier 2

As stated previously, Pier 2 is in a failed condition due to scour, or undermining, of the foundation concrete and supporting piles. The extent of settlement and rotation is such that corrective action is not feasible. Although it remains standing, the stability of the pier is questionable. A flood or high flow event could further scour the river bed material under the pier leading to a collapse of the pier, Span 2, and Span 3. Should this happen, the area of the material blocking the river flow could hasten scouring action at Piers 1 and 3. Pier 1 in particular is already undermined and would be sensitive to additional scouring.

For these reasons Westbrook recommends removing Pier 2 along with Spans 2 and 3. This action should be considered urgent and it is recommended the removal take place before potential spring flooding. Stabilizing Pier 2 could be an alternate option to consider, however it is not recommended. Placing heavy riprap or construction of a sheet pile cell around the pier could provide stability, but each has drawbacks. There is evidence that Pier 2 was previously protected by riprap, so replacing it would be a temporary measure at best. Constructing a sheet pile cell around the pier would further restrict river flow exacerbating scour issues.

Pier 1

Although the condition of Pier 1 is serious, it is stable. However, it is at risk of futher scouring and requires corrective action. Westbrook recommends placing heavy riprap up along the west and downstream faces. Depth of placement should be 9 ft deep near the nose and taper down to 3 ft at the tail. Note that even with corrective action, the current will continue to strike the pier at a high angle of attack creating a turbulent flow. The streambed condition should be monitored on at least a 5-year inspection cycle to check for scour. With these measures, stability could be maintained. While stability may be maintained for the current dead loads, it is questionable whether the pier can be made suitable for future service live loads.

Above the waterline, the shaft is fair condition—concrete surface repair may be required at a future date. With steps taken to maintain stability, the pier can be made serviceable.

Pier 3

The condition of Pier 3 is poor due to the condition of timber piles along its eastern face, but the pier is stable. No action is necessary to maintain stability at this time. To make the bridge serviceable, Westbrook recommends reconstructing the southeast corner of the pier where the diver found two broken timber piles, and placing a layer of riprap 2–4 ft thick around the perimeter to enhance scour protection. Consider this the minimum action necessary. Depending on the intended load, a reconstruction of the easternmost row of piles may be warranted. In addition, the condition of the streambed and timbers should continue to be monitored.

Note that a bridge arrangement without Pier 2 and Pier 4 will make the spans supported by Pier 3 significantly longer. This will result in additional dead and live load reactions greater then the original pier design loads. It is unlikely the pier can be made suitable for these loads.

Pier 5

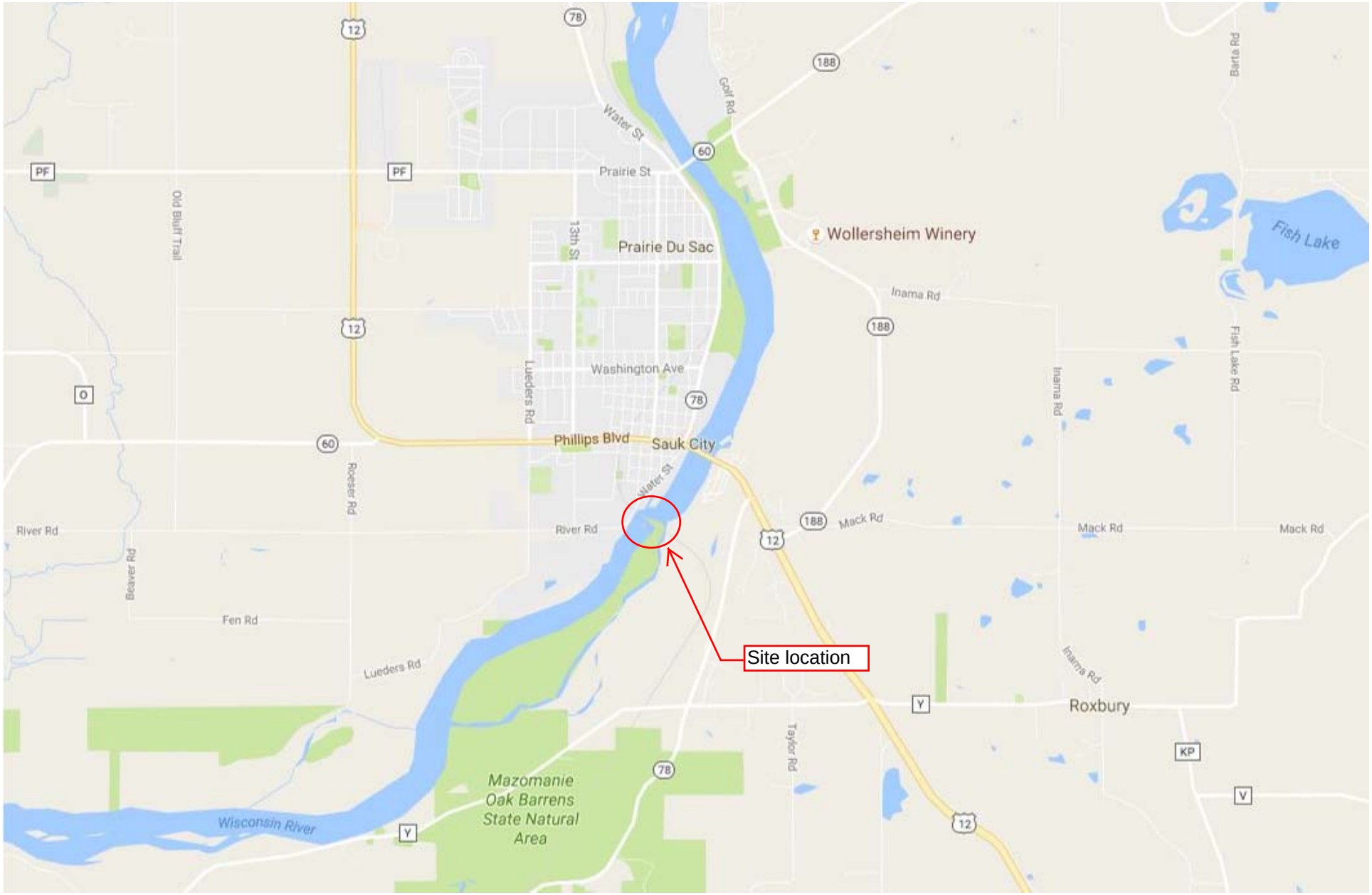
The condition of Pier 5 is poor due to the condition of the concrete shaft, but the pier is stable. No action is necessary to maintain stability. To make the pier serviceable, concrete surface repair or an encasement of the existing shaft is recommended. Either action must include removing loose and delaminated concrete down to sound concrete and anchoring in new reinforcement.

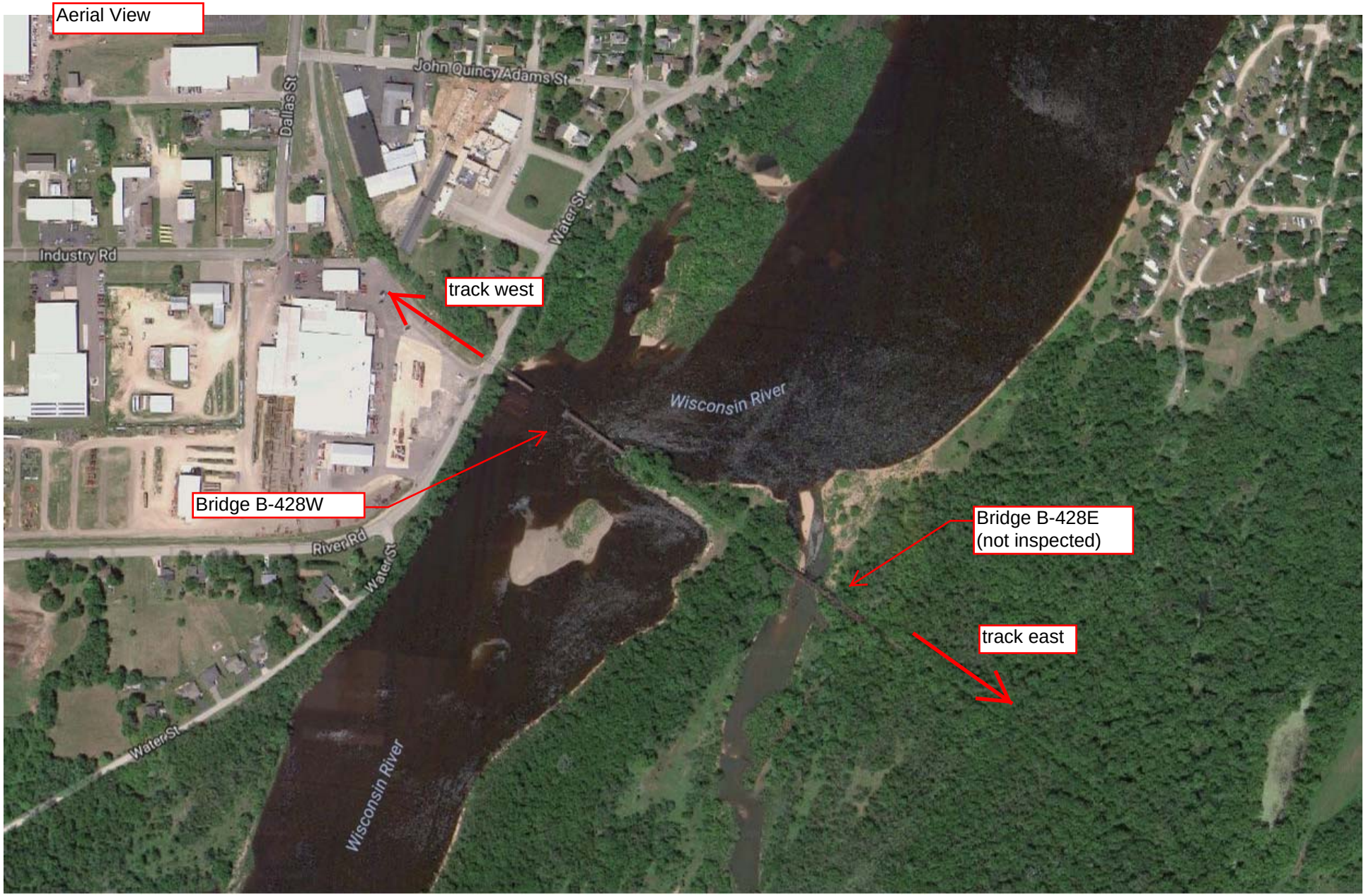
Lastly, Westbrook recommends a hydraulic study that accounts for current stream alignment and pier size, location, and orientation be performed. With the exeption of the recommended removal of Pier 2, this study should be undertaken prior to any maintenance or repair. The results of the study may influence these recommendations and subsequent course of action. A hydraulic study will enhance the reliability and economy of future decision-making.

These inspection findings and subsequent recommendations are based solely on that which is observable by surface and underwater inspection methods. Concealed discrepancies and/or defects necessarily limit the accuracy and scope of this report. Additionally, these recommendations are based on the condition of the piers and general knowledge of the bridge design and layout. They do not consider the condition of the remaining spans or the abutments which may factor into rehabilitation or replacement decisions. Westbrook reserves the right to supplement or amend these findings and/or opinions should new information become available.

Exhibit A

Site location and layout


Site location
Prairie Du Sac
Sauk City
Wollersheim Winery
Fish Lake
Roxbury
Mazomanie Oak Barrens State Natural Area
Wisconsin River
Phillips Blvd
Washington Ave
Prairie St
Water St
River Rd
Mack Rd
Inama Rd
Lueders Rd
Fen Rd
Beaver Rd
Roeser Rd
Old Bluff Trail
Golf Rd
13th St
Taylor Rd
Fish Lake Rd
Barta Rd


Aerial View
John Quincy Adams St
Dallas St
Water St
Industry Rd
track west
Wisconsin River
Bridge B-428W
Bridge B-428E
(not inspected)
River Rd
Water St
track east
Water St
Wisconsin River

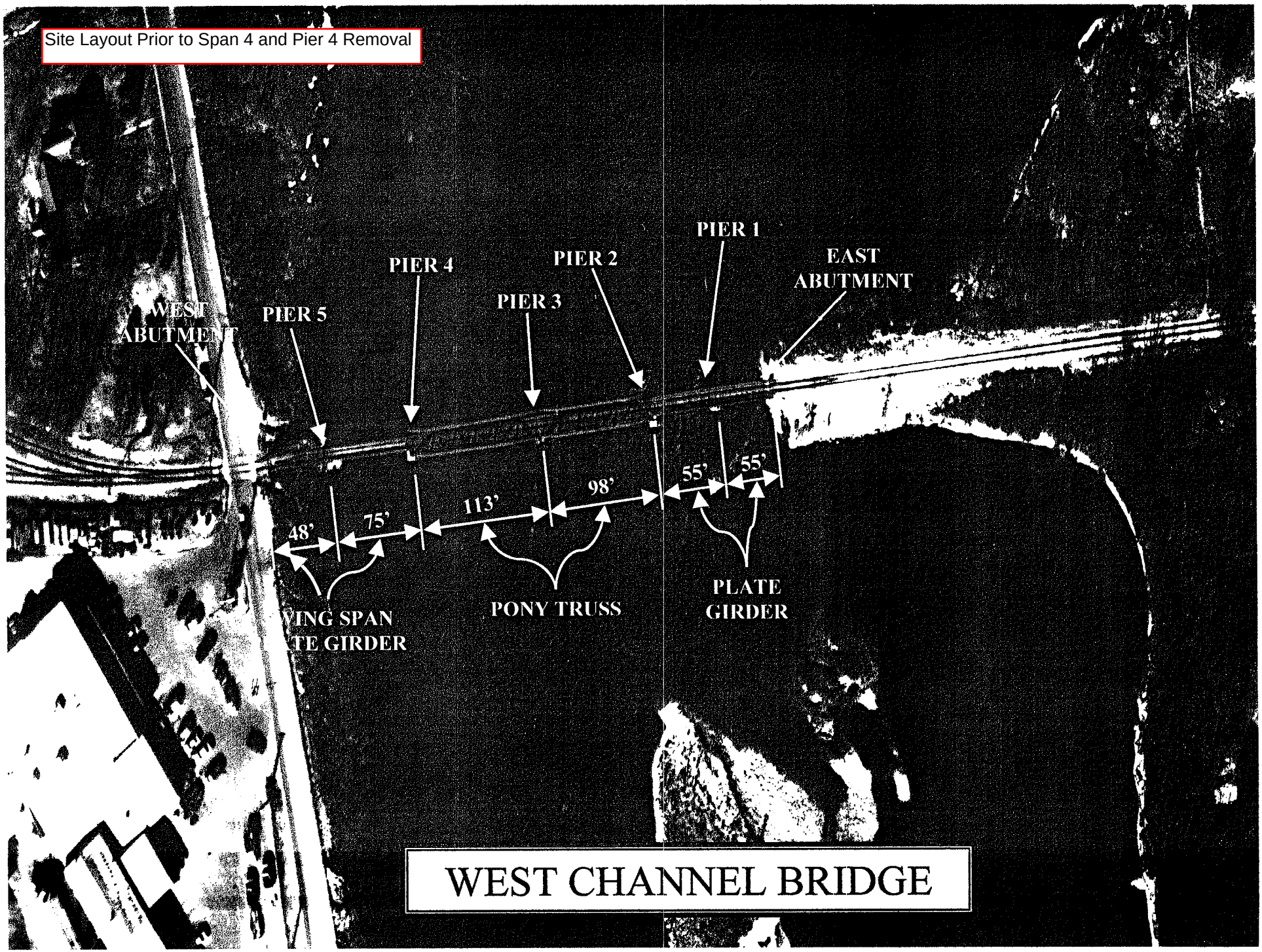

Site Layout Prior to Span 4 and Pier 4 Removal
WEST ABUTMENT
PIER 5
PIER 4
PIER 3
PIER 2
PIER 1
EAST ABUTMENT
48'
75'
113'
98'
55'
55'
WING SPAN TE GIRDER
PONY TRUSS
PLATE GIRDER
WEST CHANNEL BRIDGE

Exhibit B

Site photos

Photo 1: upstream elevation—view from east side

Photo 2: downstream elevation—piers 1, 2, & 3

Photo 3: Pier 2 facing upstream

Photo 4: from track facing west

Photo 5: from track facing west

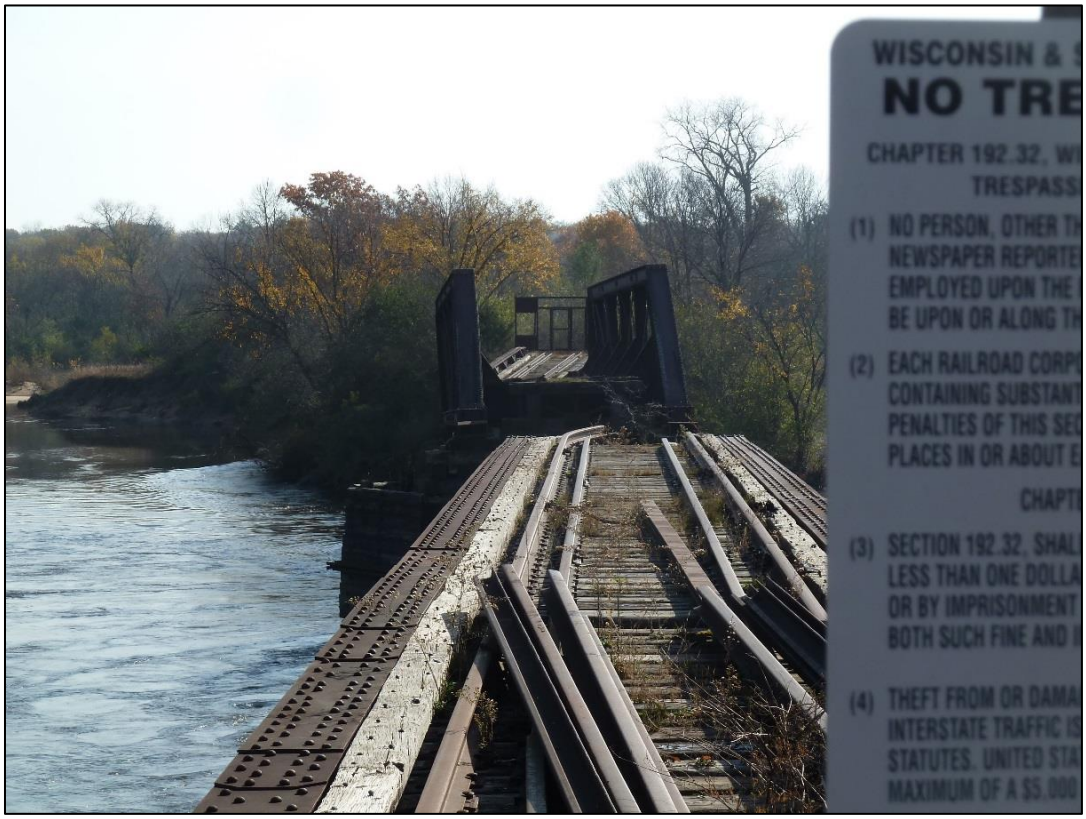


Photo 6: from track facing east

Photo 7: Pier 1, east face

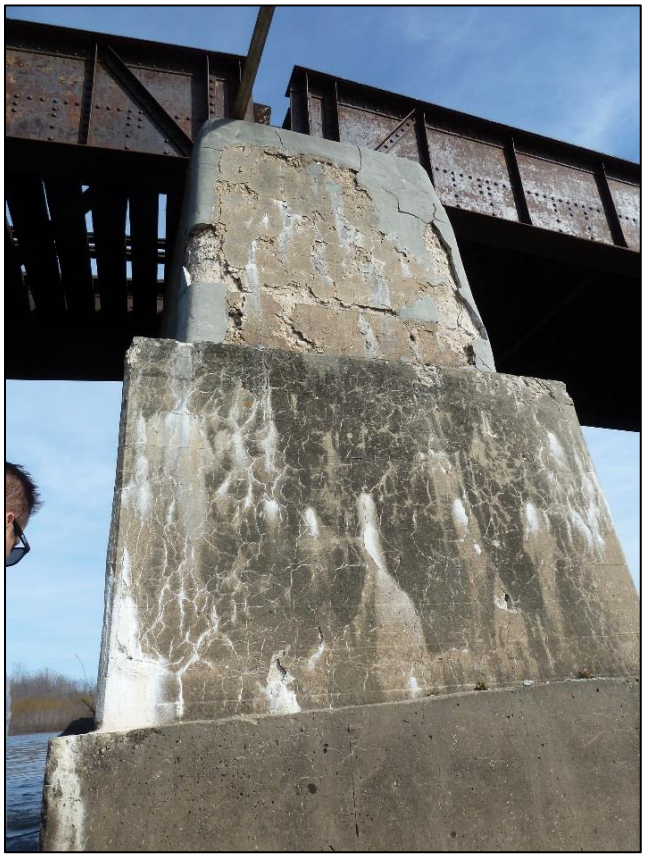


Photo 8: Pier 1, downstream face

Photo 9: Pier 2, east face

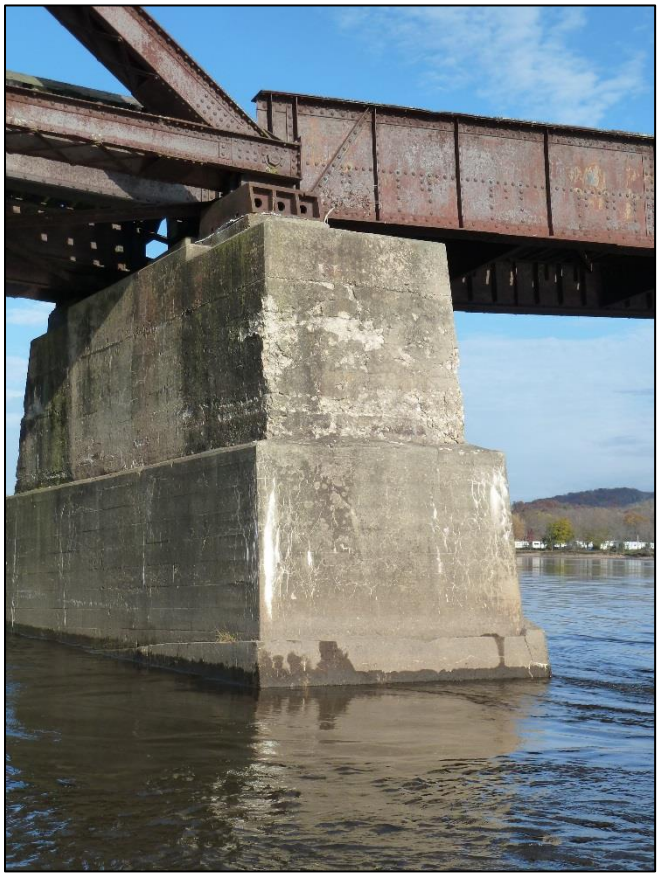


Photo 10: Pier 2, downstream face

Photo 11: Pier 2, west face

Photo 12: Pier 2, eddy formed west side of nose

Photo 13: Pier 3, west face

Photo 14: Pier 3, downstream face

Photo 15: Pier 3, east face

Photo 16: Pier 3, upstream nose

Photo 17: Pier 5, upstream face

Photo 18: Pier 5, downstream face

Exhibit C

Dive Log

WESTBROOK
Associated Engineers, Inc.

Underwater Bridge Inspection Dive Log

WSOR Bridge B-428W, MP 7.82 Sauk Subdivision
Sauk City, WI

Structure I.D.: Bridge B-428W Piers
Inspection Date: 11/1/2016
Weather Condition: Sunny, 70ºF
Waterline Elevation: unknown—reference 16.7 ft from top of Pier 1 concrete
Safety Concerns: Strong current. Malfunction of surface supplied air equip. Underwater obstacles.
Water Temp.: 55ºF
Total Days on Site: 2 **Current:** 2-8 ft/second **Visibility:** 1-2 ft
Total Inspection Time (Hrs): 10
Elevation Marker Description: Water line

General Site Condition	
Scour at Site	Yes
Embankment Erosion/Conditions	Erosion to east bank upstream of bridge
Dive Platform: Shore, Boat, Other	Boat
Location of Boat Access	Carolina St. boat ramp upstream of bridge, west bank

Substructure Unit(s)	**Pier 1**	**Pier 5**
Level of Inspection	Visual/ Tactile	Visual/ Tactile
Construction Type	Timber piles and concrete	Concrete filled sheet pile cell
Maximum Water Depth, at Unit (ft)	18	13
Channel Bottom Material, at Unit	Sand/Gravel/ Riprap	Sand/Riprap
Scour at Unit	Yes	No
Marine Growth (Y/N) **Cleaning Performed? (Y/N)**	N N	Y N
Debris (Y/N) **Clearing Performed? (Y/N)**	N N	N N
Mode: Wade, Scuba, Surface Supplied Air:	Surface Supplied Air	Surface Supplied Air

Inspection Date: 11/2/2016
Weather Condition: Partly cloudy, 65ºF

Substructure Unit(s)	Pier 2	Pier 3
Level of Inspection	Visual/ Tactile	Visual/ Tactile
Construction Type	Timber piles and concrete	Timber piles
Maximum Water Depth, at Unit (ft)	25	14
Channel Bottom Material, at Unit	Sand/Gravel/ Riprap	Riprap
Scour at Unit	Yes	No
Marine Growth (Y/N) **Cleaning Performed? (Y/N)**	N N	N N
Debris (Y/N) **Clearing Performed? (Y/N)**	N N	N N
Mode: Wade, Scuba, Surface Supplied Air:	Surface Supplied Air	Surface Supplied Air

Exhibit D

Condition Rating System

NBI Rating System from WisDOT Bridge Inspection Field Manual

Chapter 8. NBI Rating System

NBI Deck, Superstructure, Substructure Rating System

The following criteria should be used to rate items 58 (Deck), 59 (Superstructure), and 60 (Substructure).

NBI		Description
N	**NA**	Not Applicable
9	**Good**	Excellent condition
8		Very good condition – no problems noted
7		Good condition – some minor problems
6	**Fair**	Satisfactory condition – structural elements show some minor deterioration
5		Fair condition – all primary structural elements are sound, but may have minor section loss, cracking, spalling, or scour
4	**Poor**	Poor condition – advanced section loss, deterioration, spalling, or scour
3		Serious condition – loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	**Severe**	Critical condition – advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
1		"Imminent" failure condition – major deterioration or section loss in critical structural components or obvious vertical or horizontal movement affecting structure ability. Bridge is closed to traffic but with corrective action may put back in light service.
0		Failed condition – out of service – beyond corrective action

SUPPLEMENTAL GUIDELINES: SUBSTRUCTURE CONDITION RATING

The following guidelines have been developed as a training guide for the condition rating of substructures. They are intended as a supplement to the FHWA Coding Guide to make it easier to assign the most appropriate condition rating to the substructure.

Code	Description
9	EXELLENT CONDITION – No noticeable or noteworthy deficiencies, which affect the condition of the substructure. Insignificant scrape marks caused by drift or collision.
8	VERY GOOD CONDITION – Shrinkage cracks or light scaling, or insignificant spalling which does not expose reinforcing stool. Insignificant damage caused by drift or collision with no misalignment and not requiring corrective action.
7	GOOD CONDITION – Minor cracking with possible leaching, or spalls on concrete or masonry unit with no detrimental effect on bearing area. Leakage of expansion devices has initiated minor cracking. Some rusting of steel without measurable section loss. Insignificant decay, cracking, or splitting of timber. Minor scouring may have occurred.
6	SATISFACTORY CONDITION – Minor deterioration or disintegration, spalls, cracking, and leaching on concrete or masonry units with little or no loss of bearing area. Corrosion of steel section, but no measurable section loss. Some initial decay, cracking, or splitting of timber. Fire damage limited to surface scorching of timber with no measurable section loss. Shallow, local scouring may have occurred near foundation.
5	FAIR CONDITION – Concrete or masonry units may exhibit some section loss with exposed reinforcing steel possible. Measurable but minor section loss in steel members. Moderate decay, cracking, or splitting of timber; a few secondary members may need replacement. Fire damage limited to surface charring of timber with minor, measurable section loss. Some exposure of timber piles as a result of erosion, reducing the penetration. Scour may be progressive and/or is becoming more prominent with a possibility of exposing top of footing, but no misalignment or settlement noted.
4	POOR CONDITION – Structural cracks and advanced deterioration in concrete and masonry units. Extensive section loss in steel members. Substantial decay, cracking, splitting, or crushing of primary timber members, requiring some replacement. Fire damage with significant section loss of timber, which may reduce the load carrying capacity of the member. Extensive exposure of timber piles as a result of erosion, reducing the penetration and affecting the stability of the unit. Additional cross bracing or backfilling is required. Extensive scouring or undermining of footing affecting the stability of the unit and requiring corrective action.
3	SERIOUS CONDTION – Severe disintegration of concrete. Generally, reinforcing steel exposed with advanced stages of corrosion. Severe section loss in critical stress areas. Major fire damage to timber, which will substantially reduce the load carrying capacity of the member. Bearing areas seriously deteriorated with considerable loss of bearing. Severe scouring or undermining of footings affecting the stability of the unit. Settlement of the substructure may have occurred. Shoring considered necessary (not just precautionary) to maintain the safety and alignment of the structure.
2	CRITICAL CONDITION – Concrete cap is soft and spalling with reinforcing steel exposed with no bond to the concrete. Top of concrete cap is split or concrete column has undergone shear failure. Structural steel members have critical section loss with holes in the web and/or knife-edged flanges typical. Primary timber members crushed or split and ineffective. Scour is sufficient that substructure is near state of collapse. Pier has settled.
1	“IMMINENT’ FAILURE CONDITION – Bridge closed. Corrective action may put back in light service.
0	FAILED CONDITION – Bridge closed. Replacement necessary.

Exhibit E

Water Depths

WATER DEPTH IN FEET

MEASURED 11/2/2016 USING A SONAR DEPTH FINDER CALIBRATED WITH A WEIGHTED TAPE.

DEPTHS ARE ROUNDED TO THE NEAREST FOOT.

LOCATIONS SHOWN ARE APPROXIMATE.

PIER 4 HAS BEEN REMOVED – APPROXIMATE LOCATION SHOWN

NO.	DATE	REVISION

WESTBROOK Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WI 53588
PHONE (608) 588-7866
FAX (608) 588-7954

WRRTC SAUK CITY BRIDGE
WSOR B-428W

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KK	AMD	KK	AMD

WATER DEPTHS

SHEET 1 OF 1

36

Exhibit F

Pier Sketches

WESTBROOK ASSOCIATED ENGINEERS, INC.
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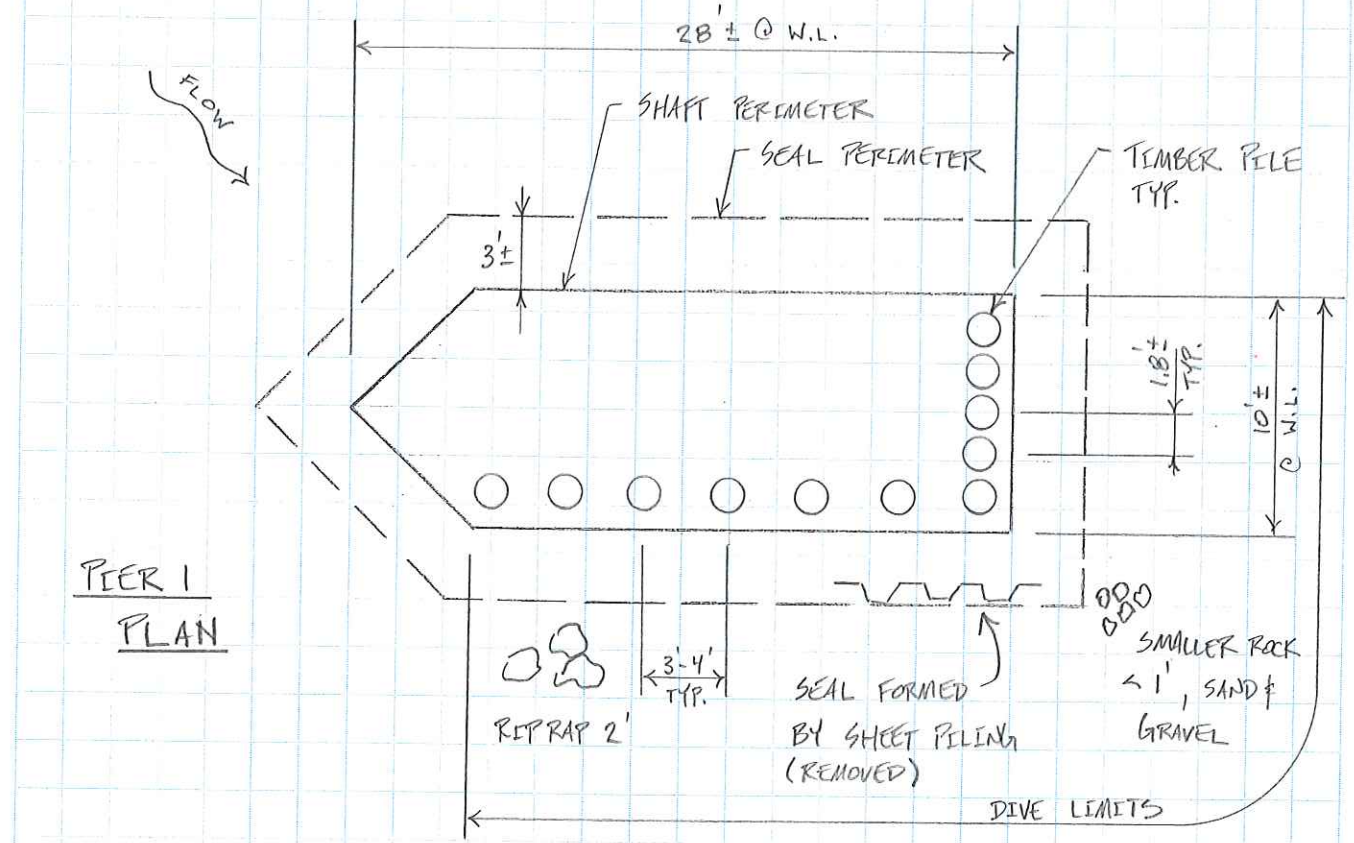

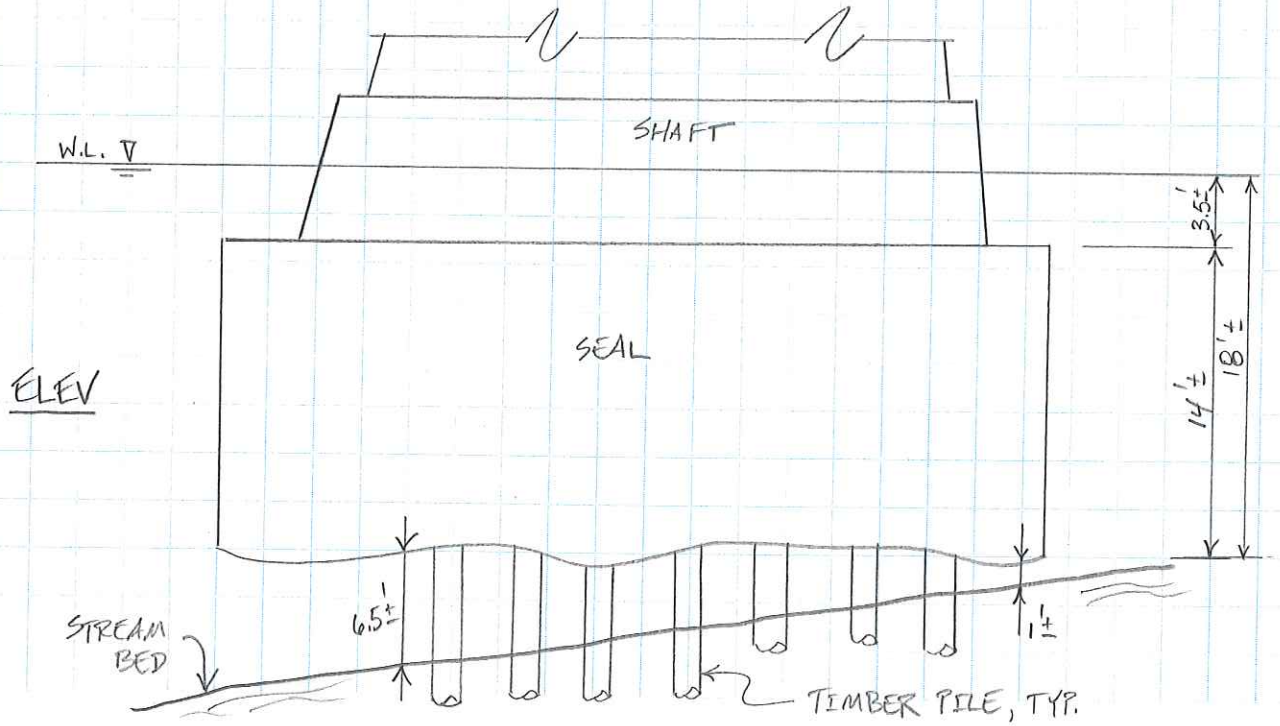

WESTBROOK Associated Engineers, Inc.

WAE# _____ DESIGNED BY AMD DATE 11/30/16

CLIENT WRRTC CHECKED BY _____ DATE _____

TITLE PIER 1 SHEET 38

WESTBROOK ASSOCIATED ENGINEERS, INC.
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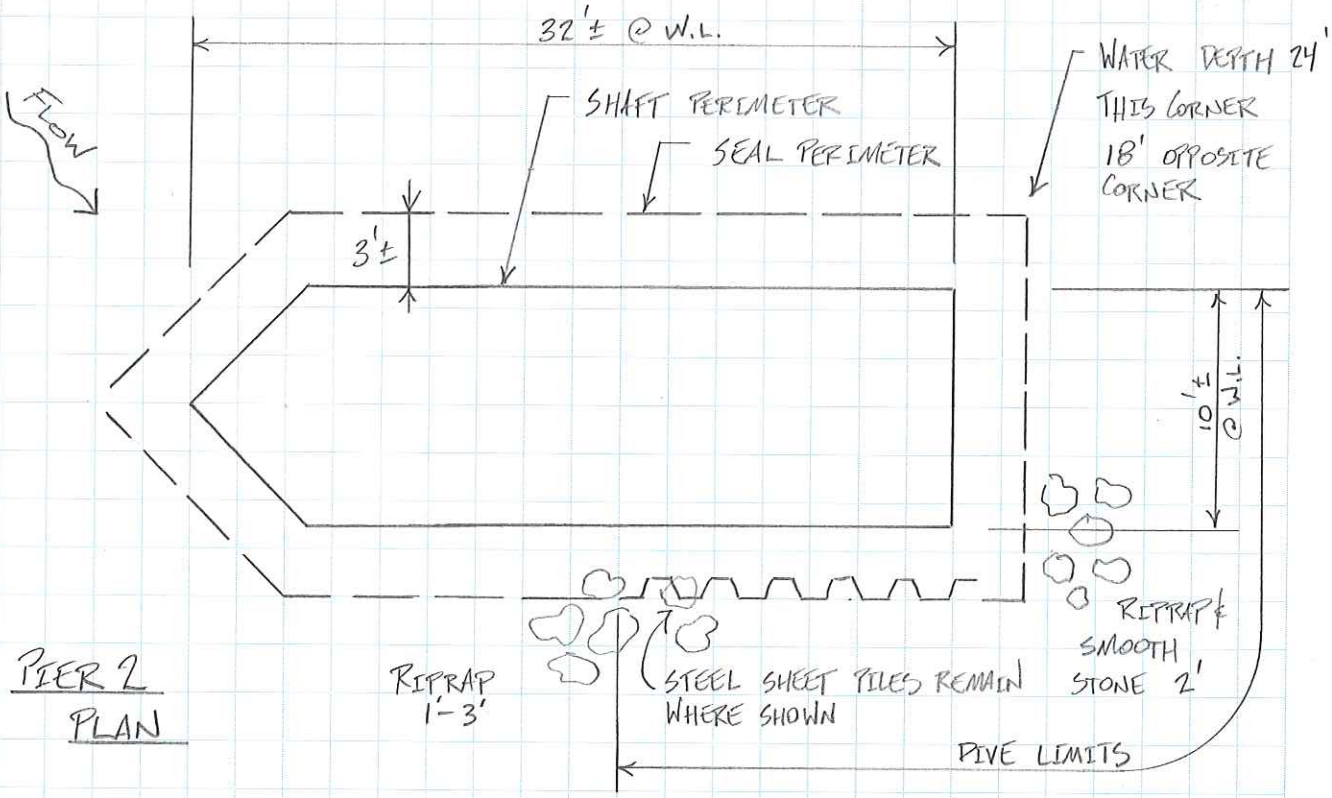
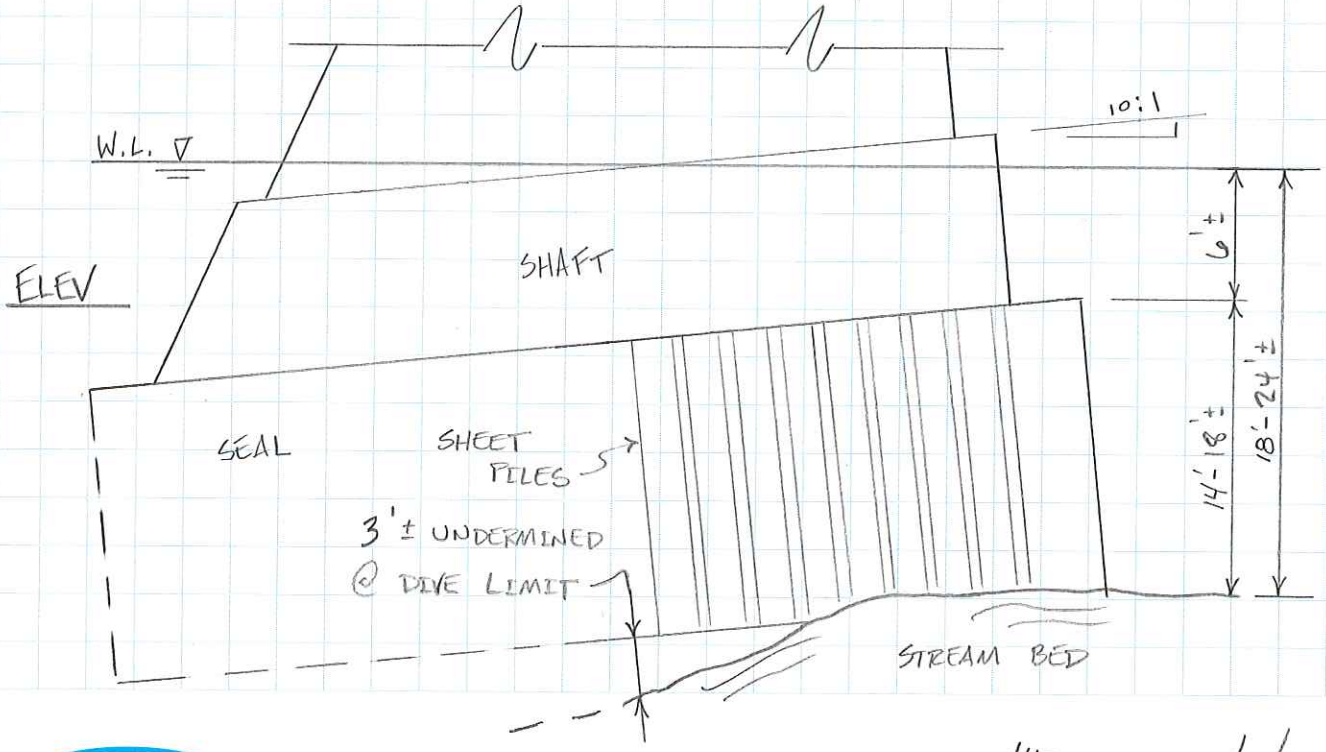


PIER 2
PLAN



ELEV

WESTBROOK
Associated Engineers, Inc.

WAE# _____ DESIGNED BY MD DATE 11/30/16
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TITLE PIER 2 SHEET 39

WESTBROOK ASSOCIATED ENGINEERS, INC.
619 E HOXIE ST. SPRING GREEN, WI 53588
PH. 608-588-7866
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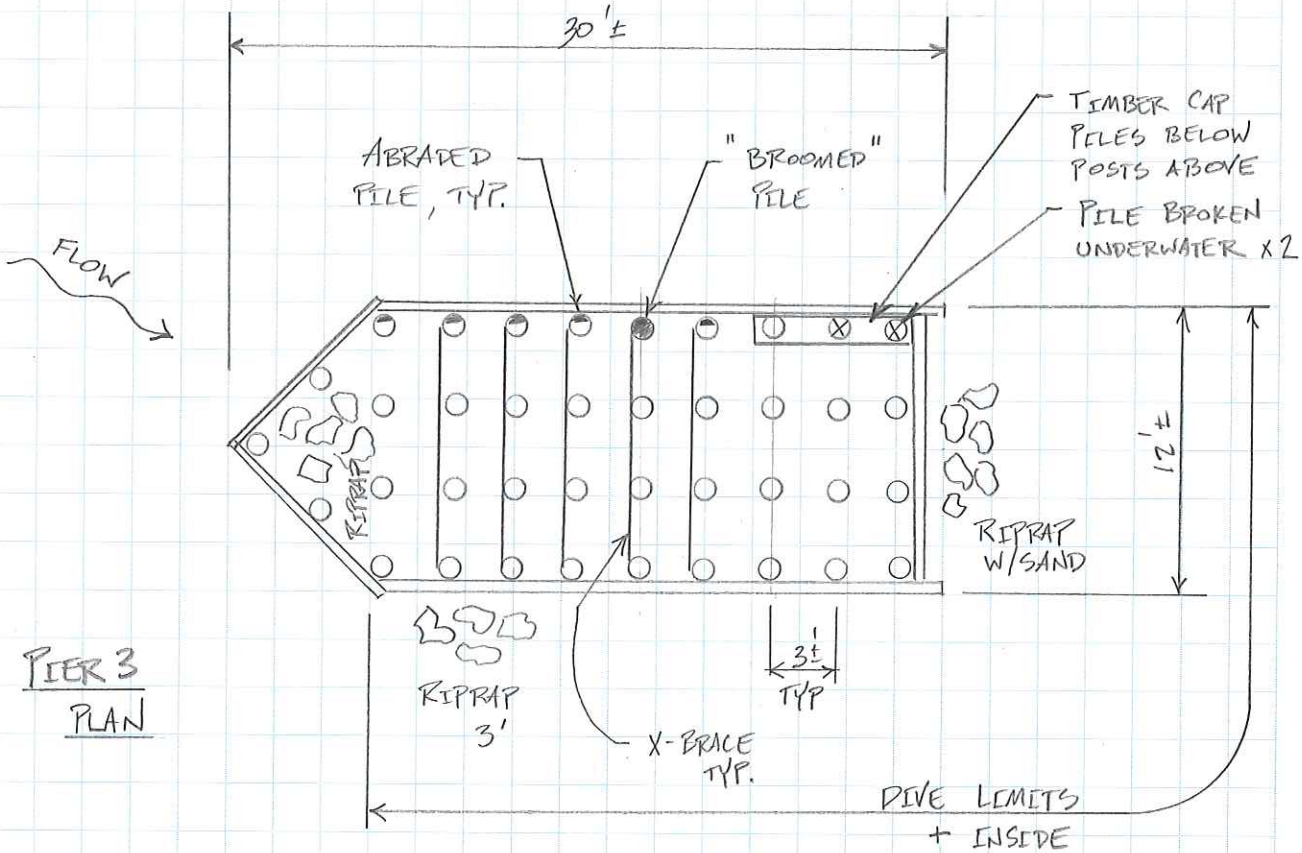
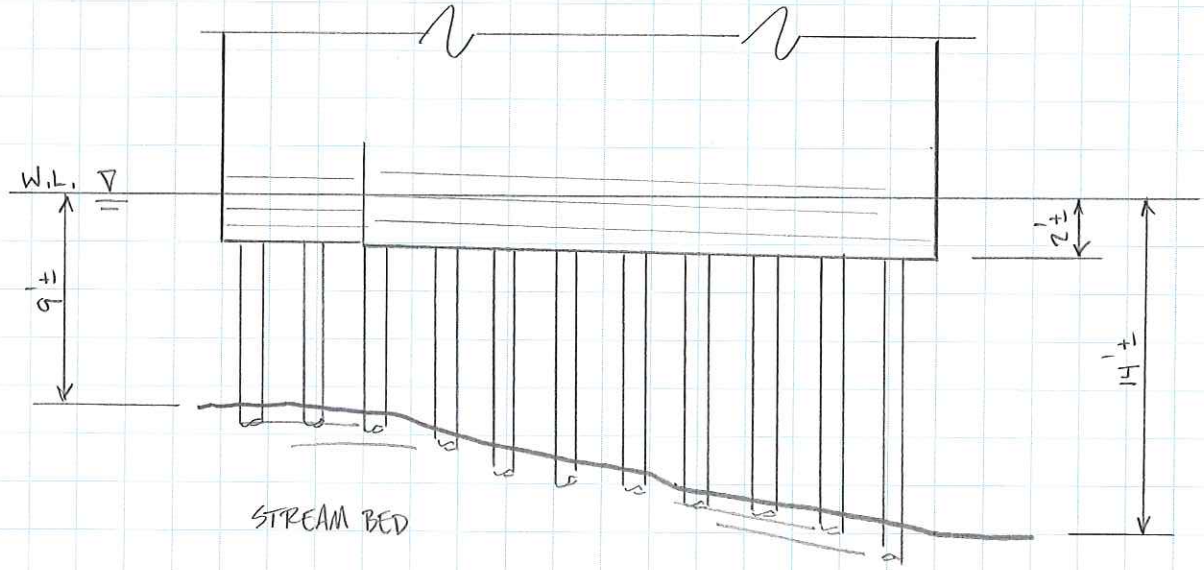


PIER 3
PLAN



ELEV

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Associated Engineers, Inc.

WAE# _____ DESIGNED BY AWD DATE 11/30/16
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TITLE PIER 3 SHEET 40

WESTBROOK ASSOCIATED ENGINEERS, INC.
619 E HOXIE ST. SPRING GREEN, WI 53588
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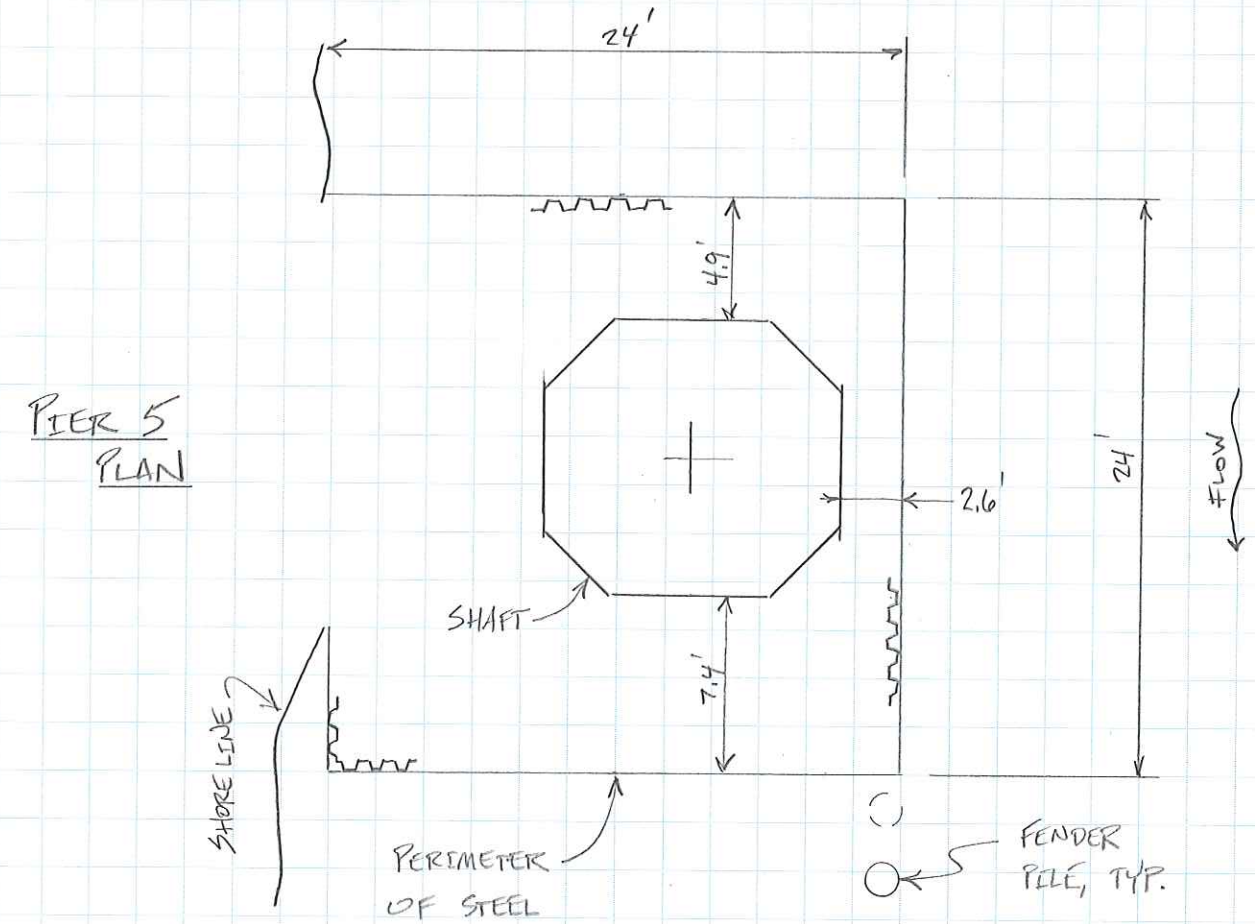
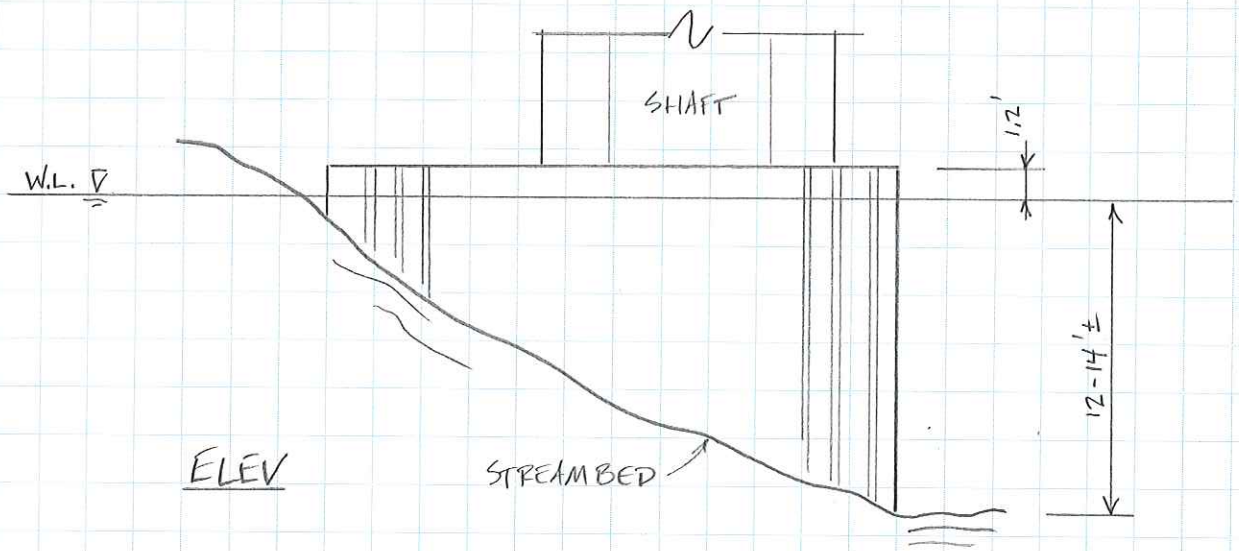


PIER 5 PLAN



ELEV

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WAE# _____ DESIGNED BY MD DATE 11/30/16

CLIENT WRRTC CHECKED BY _____ DATE _____

TITLE PIER 5 SHEET 41