

NOTICE OF MEETING

SHEBOYGAN COUNTY TRANSPORTATION COMMITTEE

July 1, 2024

8:30 A.M.

Sheboygan County Transportation Department
W5741 County Road J
Plymouth, WI 53073
Conference Room

AGENDA

Call to Order
Certification of Compliance with Open Meeting Law
Citizen Input and Comments
Approval of Minutes: Transportation Committee Meeting – May 30, 2024
Review and Approve Vouchers
Approval of Members to Attend Meetings or Functions
Correspondence

Airport/Highway

- Airport Activities and Updates (This is a summary of key activities. No action will be taken by the Transportation Committee resulting from this conversation, unless it is a specific item on the agenda.)
- Consideration of Five-Year Capital Plan
- Consideration of Departmental Vehicle Use Policy / Inventory (Airport & Highway)
- Highway Activities and Updates (This is a summary of key activities. No action will be taken by the Transportation Committee resulting from this conversation, unless it is a specific item on the agenda.)

Next Scheduled Meeting: Monday, July 15, 2024

Prepared by:
Amy Wieland 920-459-3822
Recording Secretary

Thomas Wegner
Committee Chairperson

NOTE: Persons with disabilities needing assistance to attend or participate are asked to notify the Transportation Department Office at 920-459-3822 prior to the meeting so that accommodations may be arranged.

A majority of the members of the County Board of Supervisors or of any of its committees may be present at this meeting to listen, observe, and participate. If a majority of any such body is present, their presence constitutes a "meeting" under the Open Meeting law as interpreted in State ex rel. Badke v. Greendale Village Board, 173 Wis. 2d 553 (1993), even though the visiting body will take no action at this meeting.

SHEBOYGAN COUNTY TRANSPORTATION COMMITTEE MINUTES

Sheboygan County Transportation Department
W5741 County Road J
Plymouth, WI 53073

May 30, 2024

Called to Order: 9:00 A.M.

Adjourned: 9:32 A.M.

MEMBERS PRESENT: Thomas Wegner, Vern Koch, Jon Kuhlow, and Jay Vander Weele

MEMBER PRESENT VIRTUALLY: Jackie Veldman

ALSO PRESENT: Bryan Olson, Matt Grenoble, Crystal Fieber, Brenda Hanson and Amy Wieland

Chairman Wegner called the meeting to order at 9:00 a.m.

Chairman Wegner certified compliance with the open meeting law. The notice was posted at 8:00 a.m. on May 29, 2024.

Citizen Input and Comments: none

Supervisor Koch made a motion and Supervisor Vander Weele seconded the motion to approve the minutes from the May 6, 2024. Motion carried.

Supervisor Kuhlow made a motion and Supervisor Koch seconded the motion to approve the vouchers. Motion carried.

Supervisor Kuhlow made a motion and Supervisor Vander Weele seconded the motion to approve Supervisors Koch's attendance at the Heads of Local Government meeting on May 29, 2024. Motion carried.

Airport Superintendent Matt Grenoble updated the committee on current activities at the airport.

Supervisor Koch made a motion and Supervisor Vander Weele seconded the motion to approve the Request to Use County Hangar for Wings & Wheels Related Activity. Motion carried.

Supervisor Kuhlow made a motion and Supervisor Vander Weele seconded the motion to approve the Holland Fest Run – July 27, 2024. Motion carried.

Transportation Director Bryan Olson explained the 1st Quarter Variance Reports – Lake Breeze Aviation, Airport and Highway.

Olson updated the committee on current activities at the Highway Department.

The next Transportation Committee meeting will be on Monday, July 1, 2024 at 9:00 a.m.

Motion by Supervisor Kuhlow and seconded by Supervisor Koch to adjourn at 9:32 a.m. Motion carried.

Amy Wieland
Recording Secretary

Jon Kuhlow
Committee Secretary

Sheboygan County Capital Project Funding Request

| | |
|----------------------------|-----------------------------------|
| Project Name: | Reconstruct TWY B |
| Department: | Transportation - Airport Division |
| Project Manager(s): | Bryan Olson/Matt Grenoble |
| Committee: | Transportation |
| Project Number | 289 |

1 Project Case

1.1 Project Overview

Construct the center portion of Taxiway B to create a full parallel taxiway to Runway 13/31.

1.2 Project Purpose

A parallel taxiway to Runway 13/31 is needed to more efficiently allow planes to traverse from runway to apron. A part of this project will be constructing a runway 13/31 access lane to replace the access point removed in 2017 taxiway B resurfacing project.

2 Primary Project Objectives

- Design of TWY B underway in 2023 and to continue in 2024
- Construction of TWY B in 2025. Invoices may overlap into 2026

3 Project Identification and Alternatives

Was recommended as project from the WIBOA as there is no center portion of this taxiway currently.

Alternatives to Consider:

-None

4 Project Issues

Availability of funding always changing due to where BOA prioritizes Statewide funding allocations

5 Project Cost Worksheet

| Funding | Expenditure | Other Funding | Bonding | Source(s) of Other Funding |
|----------------------------------|--------------|---------------|------------|----------------------------|
| Prior years | \$ 496,000 | | \$ 496,000 | |
| 2025 - 1st quarter | \$ 178,594 | \$ 178,594 | | |
| 2025 - 2nd quarter | \$ 178,594 | \$ 178,594 | | |
| 2025 - 3rd quarter | \$ 178,594 | \$ 178,594 | | |
| 2025 - 4th Quarter | \$ 178,594 | \$ 178,594 | | |
| 2025 Total | \$ 714,375 | \$ 714,375 | \$ - | |
| 2026 - 1st quarter | \$ 178,594 | \$ 178,594 | | |
| 2026 - 2nd quarter | \$ 178,594 | \$ 178,594 | | |
| 2026 - 3rd quarter | \$ 178,594 | \$ 178,594 | | |
| 2026 - 4th Quarter | \$ 178,594 | \$ 178,594 | | |
| 2026 Total | \$ 714,375 | \$ 714,375 | \$ - | |
| 2027 - 1st quarter | | | | |
| 2027 - 2nd quarter | | | | |
| 2027 - 3rd quarter | | | | |
| 2027 - 4th Quarter | | | | |
| 2027 Total | \$ - | \$ - | \$ - | |
| 2028 - 1st quarter | | | | |
| 2028 - 2nd quarter | | | | |
| 2028 - 3rd quarter | | | | |
| 2028 - 4th Quarter | | | | |
| 2028 Total | \$ - | \$ - | \$ - | |
| 2029 - 1st quarter | | | | |
| 2029 - 2nd quarter | | | | |
| 2029 - 3rd quarter | | | | |
| 2029 - 4th Quarter | | | | |
| 2029 Total | \$ - | \$ - | \$ - | |
| SUB TOTAL 2025-2029 | \$ 1,428,750 | \$ 1,428,750 | \$ - | |
| Later Years | | | \$ - | |
| TOTAL | \$ 1,924,750 | \$ 1,428,750 | \$ 496,000 | |
| Check | \$ - | \$ - | \$ - | |
| Additional details Other Funding | | | | |
| | | | | |

5 Project Cost Worksheet (continued)

| Departmental cost | | DEPARTMENT | DEPARTMENT | ASSET LIFE |
|-------------------|---------------------|---------------------|-------------|------------|
| | TOTAL | Airport | | YEARS |
| Land | \$ - | | | |
| Buildings | \$ - | | | |
| Infrastructure | \$ 1,774,750 | \$ 1,774,750 | | |
| Improvements | \$ - | | | |
| Equipment | \$ - | | | |
| Computer Hardware | \$ - | | | |
| Computer Software | \$ - | | | |
| Consulting | \$ 150,000 | \$ 150,000 | | |
| Other | \$ - | | | |
| TOTAL | \$ 1,924,750 | \$ 1,924,750 | \$ - | |

Check \$ -

5 Project Cost Summary

| Year | Total Cost | Other Funding* | Bonding |
|------------------|---------------------|---------------------|-------------------|
| Prior Years | \$ 496,000 | \$ - | \$ 496,000 |
| 2025 | \$ 714,375 | \$ 714,375 | \$ - |
| 2026 | \$ 714,375 | \$ 714,375 | \$ - |
| 2027 | \$ - | \$ - | \$ - |
| 2028 | \$ - | \$ - | \$ - |
| 2029 | \$ - | \$ - | \$ - |
| SUB Total | \$ 1,428,750 | \$ 1,428,750 | \$ - |
| Later Years | \$ - | \$ - | \$ - |
| TOTAL | \$ 1,924,750 | \$ 1,428,750 | \$ 496,000 |

*Anticipates State aid

| 6 Project Priority | Check all that Apply | Enter minimum amount required in Year 1 of project |
|--|----------------------|--|
| 1 Legally binding contract full sum payment in 1st year? | | |
| 2 A statutory or other requirement to spend all of Year 1 money? | | |
| 3 Legally binding contract but flexibility in 1st year payments? | | \$ |
| 4 A statutory or other requirement with flexibility in 1st year payments? | | \$ |
| 5 Operationally viewed essential-give reason: There are safety issues, maintenance issues, efficiency issues as well as odor issues in the | X | \$ |
| 6 Other Priority reason: Please detail | | \$ |
| 7 Project desirable, either improving service or efficiency | | \$ |

7 Project Critical Success Factors (Key Performance Indicators)

| Project Critical Success Factors |
|----------------------------------|
| |

8 Project Duration Estimates

| Project Milestone | Date Estimate |
|---------------------------------------|---------------|
| Project Start Date | |
| Project Bids Solicited | |
| Project Contracts Signed | |
| Project Construction to begin | |
| Project Construction to end | |
| Final Payments for Project completion | |

| 9 Project Users | Impacts and Interface |
|------------------|-----------------------|
| External | |
| Customers/Users | |
| | |
| Internal | |
| County Employees | |

| 10 Project Tolerances | |
|-----------------------|--|
| TIME | |
| COST | |
| RISK | |
| BENEFICIARIES | |
| SCOPE | |
| QUALITY | |

Sheboygan County Capital Project Funding Request

| | |
|----------------------------|-----------------------------------|
| Project Name: | Runway 4-22 Reconstruction |
| Department: | Transportation - Airport Division |
| Project Manager(s): | Bryan Olson/Matt Grenoble |
| Committee: | Transportation |
| Project Number | 296 |

1 Project Case

1.1 Project Overview

Reconstruct 4,800 foot section of Runway 4-22, re-grade runway safety areas to bring up to current FAA standards, upgrade runway lights and navigational aids.

1.2 Project Purpose

The original 4,800 foot section of Runway 4-22 is now 30 years old and has reached its expected useful life. Pavement deterioration is occurring at an accelerated pace. The safety areas for the runway are currently not up to FAA standards. Since the runway will be closed, this would be the ideal time to address that issue. It is standard to modernize lights and navigational aides during these large projects.

2 Primary Project Objectives

Apply for federal and state funding in 2025
Airport Master Plan (precursor to design) in 2026
Design in 2027
Construction in 2028

3 Project Identification and Alternatives

Pavement deterioration is driving the need for reconstruction in order to ensure a safe runway for aircraft

Alternatives to Consider:

-None

4 Project Issues

Runway will be closed for summer months, impacting traffic
FAA is requiring a Master Plan update prior to design

5 Project Cost Worksheet

| Funding | Expenditure | Other Funding | Bonding | Source(s) of Other Funding |
|---------------------|---------------|---------------|---------|----------------------------|
| Prior years | | | \$ - | |
| 2025 - 1st quarter | \$ 500,000 | \$ 500,000 | | |
| 2025 - 2nd quarter | \$ 500,000 | \$ 500,000 | | |
| 2025 - 3rd quarter | \$ 500,000 | \$ 500,000 | | |
| 2025 - 4th Quarter | \$ 500,000 | \$ 500,000 | | |
| 2025 Total | \$ 2,000,000 | \$ 2,000,000 | \$ - | |
| 2026 - 1st quarter | \$ 1,000,000 | \$ 1,000,000 | | |
| 2026 - 2nd quarter | \$ 1,000,000 | \$ 1,000,000 | | |
| 2026 - 3rd quarter | \$ 1,000,000 | \$ 1,000,000 | | |
| 2026 - 4th Quarter | \$ 1,000,000 | \$ 1,000,000 | | |
| 2026 Total | \$ 4,000,000 | \$ 4,000,000 | \$ - | |
| 2027 - 1st quarter | \$ 750,000 | \$ 750,000 | | |
| 2027 - 2nd quarter | \$ 750,000 | \$ 750,000 | | |
| 2027 - 3rd quarter | \$ 750,000 | \$ 750,000 | | |
| 2027 - 4th Quarter | \$ 750,000 | \$ 750,000 | | |
| 2027 Total | \$ 3,000,000 | \$ 3,000,000 | \$ - | |
| 2028 - 1st quarter | \$ 750,000 | \$ 750,000 | | |
| 2028 - 2nd quarter | \$ 750,000 | \$ 750,000 | | |
| 2028 - 3rd quarter | \$ 750,000 | \$ 750,000 | | |
| 2028 - 4th Quarter | \$ 750,000 | \$ 750,000 | | |
| 2028 Total | \$ 3,000,000 | \$ 3,000,000 | \$ - | |
| 2029 - 1st quarter | | | | |
| 2029 - 2nd quarter | | | | |
| 2029 - 3rd quarter | | | | |
| 2029 - 4th Quarter | | | | |
| 2029 Total | \$ - | \$ - | \$ - | |
| SUB TOTAL 2025-2029 | \$ 12,000,000 | \$ 12,000,000 | \$ - | |
| Later Years | | | \$ - | |
| TOTAL | \$ 12,000,000 | \$ 12,000,000 | \$ - | |
| Check | \$ - | \$ - | \$ - | |

Additional details Other Funding

Project eligible for 95% State/federal funding.

5 Project Cost Worksheet (continued)

| Departmental cost | | DEPARTMENT | DEPARTMENT | ASSET LIFE |
|-------------------|----------------------|----------------------|-------------|------------|
| | TOTAL | Airport | | YEARS |
| Land | \$ - | | | |
| Buildings | \$ - | | | |
| Infrastructure | \$ - | | | |
| Improvements | \$ 11,300,000 | \$ 11,300,000 | | 30 |
| Equipment | \$ - | | | |
| Computer Hardware | \$ - | | | |
| Computer Software | \$ - | | | |
| Consulting | \$ 700,000 | \$ 700,000 | | |
| Other | \$ - | | | |
| TOTAL | \$ 12,000,000 | \$ 12,000,000 | \$ - | |

Check \$ -

5 Project Cost Summary

| Year | Total Cost | Other Funding* | Bonding |
|------------------|----------------------|----------------------|-------------|
| Prior Years | \$ - | \$ - | \$ - |
| 2025 | \$ 2,000,000 | \$ 2,000,000 | \$ - |
| 2026 | \$ 4,000,000 | \$ 4,000,000 | \$ - |
| 2027 | \$ 3,000,000 | \$ 3,000,000 | \$ - |
| 2028 | \$ 3,000,000 | \$ 3,000,000 | \$ - |
| 2029 | \$ - | \$ - | \$ - |
| SUB Total | \$ 12,000,000 | \$ 12,000,000 | \$ - |
| Later Years | \$ - | \$ - | \$ - |
| TOTAL | \$ 12,000,000 | \$ 12,000,000 | \$ - |

*Anticipates State aid

| 6 Project Priority | Check all that Apply | Enter minimum amount required in Year 1 of project |
|--|----------------------|--|
| 1 Legally binding contract full sum payment in 1st year? | | |
| 2 A statutory or other requirement to spend all of Year 1 money? | | |
| 3 Legally binding contract but flexibility in 1st year payments? | | \$ |
| 4 A statutory or other requirement with flexibility in 1st year payments? | | \$ |
| 5 Operationally viewed essential-give reason: If runway is not reconstructed, pavement buckles leading to unexpected Airport closures will continue to occur. | X | \$100,000 |
| 6 Other Priority reason: Please detail | | \$ |
| 7 Project desirable, either improving service or efficiency | | \$ |

7 Project Critical Success Factors (Key Performance Indicators)

| Project Critical Success Factors |
|--|
| This project will have BOA oversight. Throughout construction we will have milestones built in to insure that the project is delivered in the timeframe that was established. County will provide local oversight and public relations coordination. |

8 Project Duration Estimates

| Project Milestone | Date Estimate |
|---------------------------------------|---|
| Project Start Date | |
| Project Bids Solicited | |
| Project Contracts Signed | |
| Project Construction to begin | Contract for Design signed 1-1-2026 |
| Project Construction to end | Contract for Construction signed 4-1-2027 |
| Final Payments for Project completion | |

| 9 Project Users | Impacts and Interface |
|------------------------------|--|
| External | |
| Airport Users | Runway 4/22, the airport's main runway, will need to be closed for the entirety of the project. Some tenants and users may have to relocate to different airports during this |
| Business/Residences on route | |
| Internal | |
| | |
| | |
| 10 Project Tolerances | |
| TIME | if the runway continues to experience unexpected pavement buckling and causes more unexpected disruptions to air traffic, project may need to be advanced. |
| COST | If project is advanced, County will also need to advance its share of funding. Projects of this magnitude are also subject to cost overruns, although a contingency has been |
| RISK | The contractor could run into unexpected conditions during construction. |
| BENEFICIARIES | Pilots will have a new, safer runway that is up to current standards on which to land and take off. Current Airport tenants will benefit from improved conditions at their home Airport. |
| SCOPE | The full runway, lights, NAVAIDs, and runway safety areas will be entirely replaced and/or brought up to current standards. |
| QUALITY | The County will be involved in design consultant and contractor selection to ensure the highest quality end result. |

Sheboygan County Capital Project Funding Request

| | |
|----------------------------|-----------------------------------|
| Project Name: | Reconstruct TWY A |
| Department: | Transportation - Airport Division |
| Project Manager(s): | Bryan Olson/Matt Grenoble |
| Committee: | Transportation |
| Project Number | 297 |

1 Project Case

1.1 Project Overview

Reconfigure Taxiway A to create a full parallel taxiway to Runway 04/22 as recommended by the WIBOA and FAA.

1.2 Project Purpose

The existing layout for taxiways A and F are now considered non-standard from the FAA. Reconfiguring Taxiway A by adding additional pavement to create a full parallel taxiway for Runway 04/22 will meet current FAA standards and increase safety and efficiency.

2 Primary Project Objectives

- Design of TWY A in 2027
- Construction of TWY A in 2028

3 Project Identification and Alternatives

Was recommended as project from the WIBOA as there is no center portion of this taxiway currently.

Alternatives to Consider:

- None

4 Project Issues

- Project priorities can change as other emergencies arise
- Availability of funding always changing due to where BOA prioritizes Statewide funding allocations

5 Project Cost Worksheet

| Funding | Expenditure | Other Funding | Bonding | Source(s) of Other Funding |
|---|--------------|---------------|---------|----------------------------|
| Prior years | \$ - | \$ - | \$ - | |
| 2025 - 1st quarter | | | | |
| 2025 - 2nd quarter | | | | |
| 2025 - 3rd quarter | | | | |
| 2025 - 4th Quarter | | | | |
| 2025 Total | \$ - | \$ - | \$ - | |
| 2026 - 1st quarter | | | | |
| 2026 - 2nd quarter | | | | |
| 2026 - 3rd quarter | | | | |
| 2026 - 4th Quarter | | | | |
| 2026 Total | \$ - | \$ - | \$ - | |
| 2027 - 1st quarter | | | | |
| 2027 - 2nd quarter | | | | |
| 2027 - 3rd quarter | | | | |
| 2027 - 4th Quarter | | | | |
| 2027 Total | \$ - | \$ - | \$ - | |
| 2028 - 1st quarter | \$ 250,000 | \$ 250,000 | | |
| 2028 - 2nd quarter | \$ 250,000 | \$ 250,000 | | |
| 2028 - 3rd quarter | \$ 250,000 | \$ 250,000 | | |
| 2028 - 4th Quarter | \$ 250,000 | \$ 250,000 | | |
| 2028 Total | \$ 1,000,000 | \$ 1,000,000 | \$ - | |
| 2029 - 1st quarter | \$ 250,000 | \$ 250,000 | | |
| 2029 - 2nd quarter | \$ 250,000 | \$ 250,000 | | |
| 2029 - 3rd quarter | \$ 250,000 | \$ 250,000 | | |
| 2029 - 4th Quarter | \$ 250,000 | \$ 250,000 | | |
| 2029 Total | \$ 1,000,000 | \$ 1,000,000 | \$ - | |
| SUB TOTAL 2025-2029 | \$ 2,000,000 | \$ 2,000,000 | \$ - | |
| Later Years | | | \$ - | |
| | | | | |
| TOTAL | \$ 2,000,000 | \$ 2,000,000 | \$ - | |
| Check | \$ - | \$ - | \$ - | |
| Additional details Other Funding | | | | |
| | | | | |

5 Project Cost Worksheet (continued)

| Departmental cost | | DEPARTMENT | DEPARTMENT | ASSET LIFE |
|-------------------|---------------------|---------------------|-------------|------------|
| | TOTAL | Airport | | YEARS |
| Land | \$ - | | | |
| Buildings | \$ - | | | |
| Infrastructure | \$ 1,850,000 | \$ 1,850,000 | | |
| Improvements | \$ - | | | |
| Equipment | \$ - | | | |
| Computer Hardware | \$ - | | | |
| Computer Software | \$ - | | | |
| Consulting | \$ 150,000 | \$ 150,000 | | |
| Other | \$ - | | | |
| TOTAL | \$ 2,000,000 | \$ 2,000,000 | \$ - | |

Check \$ -

5 Project Cost Summary

| Year | Total Cost | Other Funding* | Bonding |
|------------------|---------------------|---------------------|-------------|
| Prior Years | \$ - | \$ - | \$ - |
| 2025 | \$ - | \$ - | \$ - |
| 2026 | \$ - | \$ - | \$ - |
| 2027 | \$ - | \$ - | \$ - |
| 2028 | \$ 1,000,000 | \$ 1,000,000 | \$ - |
| 2029 | \$ 1,000,000 | \$ 1,000,000 | \$ - |
| SUB Total | \$ 2,000,000 | \$ 2,000,000 | \$ - |
| Later Years | \$ - | \$ - | \$ - |
| TOTAL | \$ 2,000,000 | \$ 2,000,000 | \$ - |

*Anticipates State aid

| 6 Project Priority | Check all that Apply | Enter minimum amount required in Year 1 of project |
|--|----------------------|--|
| 1 Legally binding contract full sum payment in 1st year? | | |
| 2 A statutory or other requirement to spend all of Year 1 money? | | |
| 3 Legally binding contract but flexibility in 1st year payments? | | \$ |
| 4 A statutory or other requirement with flexibility in 1st year payments? | | \$ |
| 5 Operationally viewed essential-give reason: Taxiway currently does not meet FAA standards. | X | \$50,000 |
| 6 Other Priority reason: Please detail | | \$ |
| 7 Project desirable, either improving service or efficiency | | \$ |

7 Project Critical Success Factors (Key Performance Indicators)

| Project Critical Success Factors |
|---|
| This project will have BOA oversight. Throughout construction we will have milestones built in to insure that the project is delivered in the timeframe that was established. |

8 Project Duration Estimates

| Project Milestone | Date Estimate |
|---------------------------------------|---------------|
| Project Start Date | 1/1/2028 |
| Project Bids Solicited | 3/1/2028 |
| Project Contracts Signed | 5/1/2028 |
| Project Construction to begin | 5/15/2029 |
| Project Construction to end | 11/30/2029 |
| Final Payments for Project completion | 12/30/2029 |

| 9 Project Users | Impacts and Interface |
|------------------|--|
| External | |
| Customers/Users | Aircraft would have to back taxi on Runway 13/31, 4/22 and/or utilize taxiway F. |
| | |
| Internal | Should be minimal interruption |
| County Employees | |

| 10 Project Tolerances | |
|-----------------------|---|
| TIME | Construction will be dependent on size of project, weather and scheduling of contractors |
| COST | Cost to be determined by the WIBOA |
| RISK | Aircraft users of the airport may experience interruptions and inconvenience |
| BENEFICIARIES | Airport traveler will have a smoother and safer taxiway area |
| SCOPE | Construction for each phase could take approximately 6-10 months to complete depending on size and scope of project |
| QUALITY | Will use WIBOA standards to ensure the highest quality and longest expected life span of pavement |

Sheboygan County Capital Project Funding Request

| | |
|----------------------------|---|
| Project Name: | Airport Snow Removal/Maintenance Equipment Building |
| Department: | Transportation - Airport Division |
| Project Manager(s): | Bryan Olson/Matt Grenoble |
| Committee: | Transportation |
| Project Number | 292 |

1 Project Case

| |
|--|
| 1.1 Project Overview |
| Construct snow removal and maintenance equipment building. |
| 1.2 Project Purpose |
| The current snow removal and maintenance equipment building is experiencing an increase in maintenance costs due to its age. Additionally, the current building is not directly on the airport grounds. An equipment building on the airfield is recommended in order to decrease response times and increase safety with large equipment remaining off of public roads. |

| |
|---|
| 2 Primary Project Objectives |
| Petition state for airport improvement aid January Begin design 2028 Construct 2029 |

| |
|--|
| 3 Project Identification and Alternatives |
| Construct new building to house snow removal and maintenance equipment in a strategic and safe location. Alternatives: Invest significant amount of funds into existing building to extend life/usability |

| |
|---|
| 4 Project Issues |
| -Limited areas on airfield suitable for siting, -Currently unknown amount of federal/state funding available |

5 Project Cost Worksheet

| Funding | Expenditure | Other Funding | Bonding | Source(s) of Other Funding |
|---------------------|---------------------|---------------------|---------------------|----------------------------|
| Prior years | \$ - | \$ - | \$ - | |
| 2025 - 1st quarter | | | | |
| 2025 - 2nd quarter | | | | |
| 2025 - 3rd quarter | | | | |
| 2025 - 4th Quarter | | | | |
| 2025 Total | \$ - | \$ - | \$ - | |
| 2026 - 1st quarter | | | | |
| 2026 - 2nd quarter | | | | |
| 2026 - 3rd quarter | | | | |
| 2026 - 4th Quarter | | | | |
| 2026 Total | \$ - | \$ - | \$ - | |
| 2027 - 1st quarter | | | | |
| 2027 - 2nd quarter | | | | |
| 2027 - 3rd quarter | | | | |
| 2027 - 4th Quarter | | | | |
| 2027 Total | \$ - | \$ - | \$ - | |
| 2028 - 1st quarter | | | | |
| 2028 - 2nd quarter | | | | |
| 2028 - 3rd quarter | | | | |
| 2028 - 4th Quarter | | | | |
| 2028 Total | \$ - | \$ - | \$ - | |
| 2029 - 1st quarter | \$ 1,000,000 | \$ 312,500 | | |
| 2029 - 2nd quarter | \$ 1,000,000 | \$ 312,500 | | |
| 2029 - 3rd quarter | \$ 1,000,000 | \$ 312,500 | | |
| 2029 - 4th Quarter | \$ 1,000,000 | \$ 312,500 | | |
| 2029 Total | \$ 4,000,000 | \$ 1,250,000 | \$ 2,750,000 | |
| SUB TOTAL 2025-2029 | \$ 4,000,000 | \$ 1,250,000 | \$ 2,750,000 | |
| Later Years | | | \$ - | |
| | | | | |
| TOTAL | \$ 4,000,000 | \$ 1,250,000 | \$ 2,750,000 | |
| Check | \$ - | \$ - | \$ - | |

Additional details Other Funding

May be eligible for up to \$1,250,000 state funding

5 Project Cost Worksheet (continued)

| Departmental cost | | DEPARTMENT | DEPARTMENT | ASSET LIFE |
|-------------------|---------------------|---------------------|-------------|------------|
| | TOTAL | Airport | | YEARS |
| Land | \$ - | | | |
| Buildings | \$ 3,000,000 | \$ 3,000,000 | | |
| Infrastructure | \$ - | | | |
| Improvements | \$ - | | | |
| Equipment | \$ - | | | |
| Computer Hardware | \$ - | | | |
| Computer Software | \$ - | | | |
| Consulting | \$ 210,000 | \$ 210,000 | | |
| Other | \$ 790,000 | \$ 790,000 | | |
| TOTAL | \$ 4,000,000 | \$ 4,000,000 | \$ - | |

Check \$ -

5 Project Cost Summary

| Year | Total Cost | Other Funding | Bonding |
|------------------|---------------------|---------------------|---------------------|
| Prior Years | \$ - | \$ - | \$ - |
| 2025 | \$ - | \$ - | \$ - |
| 2026 | \$ - | \$ - | \$ - |
| 2027 | \$ - | \$ - | \$ - |
| 2028 | \$ - | \$ - | \$ - |
| 2029 | \$ 4,000,000 | \$ 1,250,000 | \$ 2,750,000 |
| SUB Total | \$ 4,000,000 | \$ 1,250,000 | \$ 2,750,000 |
| Later Years | \$ - | \$ - | \$ - |
| TOTAL | \$ 4,000,000 | \$ 1,250,000 | \$ 2,750,000 |

| 6 Project Priority | Check all that Apply | Enter minimum amount required in Year 1 of project |
|---|----------------------|--|
| 1 Legally binding contract full sum payment in 1st year? | | |
| 2 A statutory or other requirement to spend all of Year 1 money? | | |
| 3 Legally binding contract but flexibility in 1st year payments? | | \$ |
| 4 A statutory or other requirement with flexibility in 1st year payments? | | \$ |
| 5 Operationally viewed essential-give reason: | | |
| 6 Other Priority reason: Please detail | | \$ |
| 7 Project desirable, either improving service or efficiency | X | \$210,000 |

7 Project Critical Success Factors (Key Performance Indicators)

| Project Critical Success Factors |
|--|
| This project will have BOA oversight. Throughout construction we will have milestones built in to insure that the project is delivered in the timeframe that |

8 Project Duration Estimates

| Project Milestone | Date Estimate |
|---------------------------------------|---------------|
| Project Start Date | 3/1/2028 |
| Project Bids Solicited | 11/1/2028 |
| Project Contracts Signed | 12/1/2028 |
| Project Construction to begin | 4/1/2029 |
| Project Construction to end | 10/1/2029 |
| Final Payments for Project completion | 12/1/2029 |

| 9 Project Users | Impacts and Interface |
|------------------------------|--|
| External | |
| Airport Users | |
| Business/Residences on route | |
| Internal | The project will need to be complete by 10/1/2028 to allow staff time to move equipment, tools, & supplies from the old maintenance building to the new building so we are prepared for the 2028/2029 winter season. |
| | |

| 10 Project Tolerances | |
|-----------------------|--|
| TIME | There may be a possibility for BOA funding to come earlier, so the project may need to be advanced. |
| COST | If the project is advanced the County will need our portion of the funding sooner |
| RISK | Building in a location that doesn't impact future expansion of the airport |
| BENEFICIARIES | Airport staff/users. Having a maintenance building with direct access to the runways/taxiways provides better service and the ability to respond to emergencies. |
| SCOPE | The new building would house our snow removal equipment, mowing equipment, small tools, & inventory that we have for the airfield lighting. |
| QUALITY | The materials used to construct the build will provide 30+ years of service. |

Sheboygan County Capital Project Funding Request

| | |
|----------------------------|-----------------------------------|
| Project Name: | Southside Shed Addition |
| Department: | Transportation (Highway Division) |
| Project Manager(s): | Bryan Olson |
| Committee: | Transportation |
| Project Number | 2962a |

1 Project Case

1.1 Project Overview

The Transportation Department has four Highway sheds, one in each quadrant of the County. Aside from the main Transportation complex in the Town of Plymouth, three satellite sheds are strategically located elsewhere: one is in the Town of Wilson, one is just north of the City of Sheboygan, and one is southwest of the Village of Cascade. All three outlying sheds have structures that have either surpassed their useful life or are of inadequate size. A firm was commissioned to provide a detailed study of the current conditions and suggested improvements based on size, ADA compliance, energy efficiency, and aging infrastructure. Based on the results of this report, the Cascade shed requires replacement, and the north and south side sheds need building improvements, and expansion. The existing Cascade shed would remain and be used partly to serve other departments.

1.2 Project Purpose

The purpose of this project is to address deficiencies and deteriorating infrastructure at the three outlying Highway sheds. The sheds are critical for keeping the roads plowed winter and the traveling public safe year-round. All three sheds have building code and ADA compliance issues, all have inefficient energy and HVAC systems, all are substantially undersized and have inefficient functionality for today's equipment, and the Cascade shed also has infrastructure and structural problems that, combined with its age, place it past a point where anything besides a replacement will correct issues. This project would address all of these challenges by providing more efficient, compliant, safe, and functional buildings for decades into the future.

2 Primary Project Objectives

2025 – South side shed building improvements and expansion (site work, building prep, fencing, removing asphalt, base material, placing asphalt, vehicle storage space improvements, office space improvements, ADA compliance items, energy-related items, building addition, roof replacement, HVAC, plumbing, and electrical work). The Department is already investing \$6,000 in 2023 alone for roof repairs on the existing building, and a full replacement is needed as the current one has exceeded its useful life.

3 Project Identification and Alternatives

The alternative to the improvements at the three Highway sheds is a continued investment in repairs to buildings that have surpassed their useful size and/or size and functionality. The Cascade shed was built in the 1980s and according to the report that was completed based on a professional assessment, it would require an entire overhaul to bring it to current code and safety standards; this still would not address the lack of suitable storage space for equipment. The alternative for the North and South side sheds is a do-nothing alternative. This would lead to ongoing inefficiencies in terms of safety, energy, and functionality, while the existing infrastructure, such as the fuel islands that are already old, continues to age past its useful life.

2962a Southside Shed Addition

| |
|--|
| 4 Project Issues |
| The primary issue would be managing the logistics while expansion, site work, and building improvements are occurring. The flow of equipment and personnel would need to be addressed and staged before and during construction. |

5 Project Cost Worksheet

| Funding | Expenditure | Other Funding | Bonding | Source(s) of Other Funding |
|---|---------------------|---------------|---------------------|----------------------------|
| Prior years | | | \$ - | |
| 2025 - 1st quarter | | | | |
| 2025 - 2nd quarter | \$ 2,050,000 | | | |
| 2025 - 3rd quarter | \$ 2,050,000 | | | |
| 2025 - 4th Quarter | | | | |
| 2025 Total | \$ 4,100,000 | \$ - | \$ 4,100,000 | |
| 2026 - 1st quarter | | | | |
| 2026 - 2nd quarter | | | | |
| 2026 - 3rd quarter | | | | |
| 2026 - 4th Quarter | | | | |
| 2026 Total | \$ - | \$ - | \$ - | |
| 2027 - 1st quarter | | | | |
| 2027 - 2nd quarter | | | | |
| 2027 - 3rd quarter | | | | |
| 2027 - 4th Quarter | | | | |
| 2027 Total | \$ - | \$ - | \$ - | |
| 2028 - 1st quarter | | | | |
| 2028 - 2nd quarter | | | | |
| 2028 - 3rd quarter | | | | |
| 2028 - 4th Quarter | | | | |
| 2028 Total | \$ - | \$ - | \$ - | |
| 2029 - 1st quarter | | | | |
| 2029 - 2nd quarter | | | | |
| 2029 - 3rd quarter | | | | |
| 2029 - 4th Quarter | | | | |
| 2029 Total | \$ - | \$ - | \$ - | |
| SUB TOTAL 2025-2029 | \$ 4,100,000 | \$ - | \$ 4,100,000 | |
| Later Years | | | \$ - | |
| | | | | |
| TOTAL | \$ 4,100,000 | \$ - | \$ 4,100,000 | |
| Check | \$ - | \$ - | \$ - | |
| Additional details Other Funding | | | | |

5 Project Cost Worksheet (continued)

| Departmental cost | | DEPARTMENT | DEPARTMENT | ASSET LIFE |
|-------------------|---------------------|---------------------|-------------|------------|
| | TOTAL | Highway | | YEARS |
| Land | \$ - | | | |
| Buildings | \$ 4,100,000 | \$ 4,100,000 | | 30 |
| Infrastructure | \$ - | | | |
| Improvements | \$ - | | | |
| Equipment | \$ - | | | |
| Computer Hardware | \$ - | | | |
| Computer Software | \$ - | | | |
| Consulting | \$ - | | | |
| Other | \$ - | | | |
| TOTAL | \$ 4,100,000 | \$ 4,100,000 | \$ - | |

Check \$ -

5 Project Cost Summary

| Year | Total Cost | Other Funding | Bonding |
|------------------|---------------------|---------------|---------------------|
| Prior Years | \$ - | \$ - | \$ - |
| 2025 | \$ 4,100,000 | \$ - | \$ 4,100,000 |
| 2026 | \$ - | \$ - | \$ - |
| 2027 | \$ - | \$ - | \$ - |
| 2028 | \$ - | \$ - | \$ - |
| 2029 | \$ - | \$ - | \$ - |
| SUB Total | \$ 4,100,000 | \$ - | \$ 4,100,000 |
| Later Years | \$ - | \$ - | \$ - |
| TOTAL | \$ 4,100,000 | \$ - | \$ 4,100,000 |

| 6 Project Priority | Check all that Apply | Enter minimum amount required in Year 1 of project |
|--|----------------------|--|
| 1 Legally binding contract full sum payment in 1st year? | | |
| 2 A statutory or other requirement to spend all of Year 1 money? | | |
| 3 Legally binding contract but flexibility in 1st year payments? | | \$ |
| 4 A statutory or other requirement with flexibility in 1st year payments? | | \$ |
| 5 Operationally viewed essential-give reason: | | |
| 6 Other Priority reason: Please detail - Not replacing Cascade shed means spending money on an asset that has passed its useful life | X | |
| 7 Project desirable, either improving service or efficiency: North and South side improvements would increase operational efficiency and | X | |

2962a Southside Shed Addition

| | | |
|---|--|--|
| safety, code and ADA compliance, and would help staff better serve the public when needed equipment can be kept on-site | | |
|---|--|--|

7 Project Critical Success Factors (Key Performance Indicators)

| Project Critical Success Factors |
|---|
| 1. Design complete |
| 2. Construction started on South side shed (2025) |

8 Project Duration Estimates

| Project Milestone | Date Estimate |
|---------------------------------------|---------------|
| Project Start Date | 1/1/2025 |
| Project Bids Solicited | 1/1/2025 |
| Project Contracts Signed | 6/15/2025 |
| Project Construction to begin | 6/15/2025 |
| Project Construction to end | 9/1/2026 |
| Final Payments for Project completion | 12/15/2026 |

| 9 Project Users | Impacts and Interface |
|------------------------------|-----------------------|
| External | |
| Business/Residences on route | |
| Internal Staff | |
| | |
| | |

| 10 Project Tolerances | |
|-----------------------|---|
| TIME | Construction must occur with minimal disruption to existing operations, but unexpected delays, such as from weather, can occur. |
| COST | Building costs subject to potential increases if prices of materials continues to increase. |
| RISK | |
| BENEFICIARES | |
| SCOPE | |
| QUALITY | |

Sheboygan County Capital Project Funding Request

| | |
|----------------------------|-----------------------------------|
| Project Name: | Cascade Shed Replacement |
| Department: | Transportation (Highway Division) |
| Project Manager(s): | Bryan Olson |
| Committee: | Transportation |
| Project Number | 2962b |

1 Project Case

1.1 Project Overview

The Transportation Department has four Highway sheds, one in each quadrant of the County. Aside from the main Transportation complex in the Town of Plymouth, three satellite sheds are strategically located elsewhere: one is in the Town of Wilson, one is just north of the City of Sheboygan, and one is southwest of the Village of Cascade. All three outlying sheds have structures that have either surpassed their useful life or are of inadequate size. A firm was commissioned to provide a detailed study of the current conditions and suggested improvements based on size, ADA compliance, energy efficiency, and aging infrastructure. Based on the results of this report, the Cascade shed requires replacement, and the north and south side sheds need building improvements, and expansion. The existing Cascade shed would remain and be used partly to serve other departments.

1.2 Project Purpose

The purpose of this project is to address deficiencies and deteriorating infrastructure at the three outlying Highway sheds. The sheds are critical for keeping the roads plowed winter and the traveling public safe year-round. All three sheds have building code and ADA compliance issues, all have inefficient energy and HVAC systems, all are substantially undersized and have inefficient functionality for today's equipment, and the Cascade shed also has infrastructure and structural problems that, combined with its age, place it past a point where anything besides a replacement will correct issues. This project would address all of these challenges by providing more efficient, compliant, safe, and functional buildings for decades into the future.

2 Primary Project Objectives

2027 – Cascade shed site improvements and building replacement (new 200' X 100' steel structure with office and lunch room, fuel island upgrade, earthwork, paving, drainage work, fencing, removing existing pavement, utility work)

3 Project Identification and Alternatives

The alternative to the improvements at the three Highway sheds is a continued investment in repairs to buildings that have surpassed their useful size and/or size and functionality. The Cascade shed was built in the 1980s and according to the report that was completed based on a professional assessment, it would require an entire overhaul to bring it to current code and safety standards; this still would not address the lack of suitable storage space for equipment. The alternative for the North and South side sheds is a do-nothing alternative. This would lead to ongoing inefficiencies in terms of safety, energy, and functionality, while the existing infrastructure, such as the fuel islands that are already old, continues to age past its useful life.

2962b Cascade Shed Replacement

| |
|--|
| 4 Project Issues |
| The primary issue would be managing the logistics while expansion, site work, and building improvements are occurring. The flow of equipment and personnel would need to be addressed and staged before and during construction. |

5 Project Cost Worksheet

| Funding | Expenditure | Other Funding | Bonding | Source(s) of Other Funding |
|---|---------------------|---------------|---------------------|----------------------------|
| Prior years | | | \$ - | |
| 2025 - 1st quarter | | | | |
| 2025 - 2nd quarter | | | | |
| 2025 - 3rd quarter | | | | |
| 2025 - 4th Quarter | | | | |
| 2025 Total | \$ - | \$ - | \$ - | |
| 2026 - 1st quarter | | | | |
| 2026 - 2nd quarter | | | | |
| 2026 - 3rd quarter | | | | |
| 2026 - 4th Quarter | | | | |
| 2026 Total | \$ - | \$ - | \$ - | |
| 2027 - 1st quarter | | | | |
| 2027 - 2nd quarter | \$ 3,500,000 | | | |
| 2027 - 3rd quarter | \$ 3,500,000 | | | |
| 2027 - 4th Quarter | | | | |
| 2027 Total | \$ 7,000,000 | \$ - | \$ 7,000,000 | |
| 2028 - 1st quarter | | | | |
| 2028 - 2nd quarter | | | | |
| 2028 - 3rd quarter | | | | |
| 2028 - 4th Quarter | | | | |
| 2028 Total | \$ - | \$ - | \$ - | |
| 2029 - 1st quarter | | | | |
| 2029 - 2nd quarter | | | | |
| 2029 - 3rd quarter | | | | |
| 2029 - 4th Quarter | | | | |
| 2029 Total | \$ - | \$ - | \$ - | |
| SUB TOTAL 2025-2029 | \$ 7,000,000 | \$ - | \$ 7,000,000 | |
| Later Years | | | \$ - | |
| | | | | |
| TOTAL | \$ 7,000,000 | \$ - | \$ 7,000,000 | |
| Check | \$ - | \$ - | \$ - | |
| Additional details Other Funding | | | | |

5 Project Cost Worksheet (continued)

| Departmental cost | | DEPARTMENT | DEPARTMENT | ASSET LIFE |
|-------------------|---------------------|---------------------|-------------|------------|
| | TOTAL | Highway | | YEARS |
| Land | \$ - | | | |
| Buildings | \$ 7,000,000 | \$ 7,000,000 | | 30 |
| Infrastructure | \$ - | | | |
| Improvements | \$ - | | | |
| Equipment | \$ - | | | |
| Computer Hardware | \$ - | | | |
| Computer Software | \$ - | | | |
| Consulting | \$ - | | | |
| Other | \$ - | | | |
| TOTAL | \$ 7,000,000 | \$ 7,000,000 | \$ - | |

Check \$ -

5 Project Cost Summary

| Year | Total Cost | Other Funding | Bonding |
|------------------|---------------------|---------------|---------------------|
| Prior Years | \$ - | \$ - | \$ - |
| 2025 | \$ - | \$ - | \$ - |
| 2026 | \$ - | \$ - | \$ - |
| 2027 | \$ 7,000,000 | \$ - | \$ 7,000,000 |
| 2028 | \$ - | \$ - | \$ - |
| 2029 | \$ - | \$ - | \$ - |
| SUB Total | \$ 7,000,000 | \$ - | \$ 7,000,000 |
| Later Years | \$ - | \$ - | \$ - |
| TOTAL | \$ 7,000,000 | \$ - | \$ 7,000,000 |

| 6 Project Priority | Check all that Apply | Enter minimum amount required in Year 1 of project |
|--|----------------------|--|
| 1 Legally binding contract full sum payment in 1st year? | | |
| 2 A statutory or other requirement to spend all of Year 1 money? | | |
| 3 Legally binding contract but flexibility in 1st year payments? | | \$ |
| 4 A statutory or other requirement with flexibility in 1st year payments? | | \$ |
| 5 Operationally viewed essential-give reason: | | |
| 6 Other Priority reason: Please detail - Not replacing Cascade shed means spending money on an asset that has passed its useful life | X | |
| 7 Project desirable, either improving service or efficiency: North and South side improvements would increase operational efficiency and | X | |

2962b Cascade Shed Replacement

| | | |
|---|--|--|
| safety, code and ADA compliance, and would help staff better serve the public when needed equipment can be kept on-site | | |
|---|--|--|

7 Project Critical Success Factors (Key Performance Indicators)

| Project Critical Success Factors |
|--|
| 1. Design complete 2. Construction started on Cascade shed (2027) |

8 Project Duration Estimates

| Project Milestone | Date Estimate |
|---------------------------------------|---------------|
| Project Start Date | 1/1/2027 |
| Project Bids Solicited | 1/1/2027 |
| Project Contracts Signed | 6/15/2027 |
| Project Construction to begin | 6/15/2027 |
| Project Construction to end | 9/1/2028 |
| Final Payments for Project completion | 12/15/2028 |

| 9 Project Users | Impacts and Interface |
|------------------------------|-----------------------|
| External | |
| Business/Residences on route | |
| Internal Staff | |
| | |
| | |

| 10 Project Tolerances | |
|-----------------------|---|
| TIME | Construction must occur with minimal disruption to existing operations, but unexpected delays, such as from weather, can occur. |
| COST | Building costs subject to potential increases if prices of materials continues to increase. |
| RISK | |
| BENEFICIARIES | |
| SCOPE | |
| QUALITY | |

Sheboygan County Owned Vehicles - Airport

| Asset Number | Unit Number | Description | Date Acquired | Serial Number | License Number | Asset Cost | Date Removed |
|---------------------|--------------------|--------------------------------|----------------------|----------------------|-----------------------|-------------------|---------------------|
| 1016884 | 1197 | 2010 International 7400 | 12/7/2009 | 1HTWDAZRXAJ264802 | | \$ 107,654.00 | |
| 1016999 | 1198 | IHC Dump Truck | 4/27/2010 | 1HTWDAZR3AJ287452 | | \$ 107,654.00 | |
| 1017180 | 143.17 | Truck Patrol Supervisor Pickup | 6/1/2017 | 1FTFW1EF9CFB27004 | | \$ 4,253.85 | |
| 1018183 | 1103 | Dump Truck | 12/15/2021 | 1FD0X4HN2MED52181 | | \$ 71,799.27 | |
| 1017652 | 1127 | Single Axle Plow Truck | 8/1/2017 | 1NKBJ8XXJR182200 | | \$ 163,670.32 | |

Sheboygan County Owned Vehicles - FBO

| Asset Number | Unit Number | Asset Description | Date Acquired | Serial Number | Asset Description 2 | |
|--------------|-------------|------------------------------------|---------------|-------------------|---------------------|------------------------------|
| | | Toyota Forklift | 2/1/2024 | 61538 | Model 42-6FGC25 | REMOVE - Not Street Licensed |
| | | Yellow Club Car Golf Cart | 2/1/2024 | | | REMOVE - Not Street Licensed |
| | | White Club Car Golf Cart | 2/1/2024 | | | REMOVE - Not Street Licensed |
| | | CartCaddy Pull-Behind Airplane Tug | 2/1/2024 | | | REMOVE - Not Street Licensed |
| | | Aero Specialties Lav Cart | 2/1/2024 | | Model AREO LC60-RJ1 | REMOVE - Not Street Licensed |
| | | Yellow Lektro Aircraft Tug | 2/1/2024 | A82672-106DP | Model AP8600 | REMOVE - Not Street Licensed |
| | | Red Lektro Aircraft Tug | 2/1/2024 | A82304-604D | Model AP8800SDA-EZ | REMOVE - Not Street Licensed |
| | 11 | 1/2 Ton Pickup | 2/1/2024 | 1FTYR10D48PA42353 | 2008 Ford Ranger | From Highway |
| | 110 | Chrysler Minivan | 2/1/2024 | | | From Sheriff |

Sheboygan County Owned Vehicles - Highway

| Asset Number | Unit Number | Asset Description | Date Acquired | Serial Number | Asset Description 2 | Asset Description 3 | Date Removed | Type of Vehicle | Assigned To |
|--------------|-------------|-------------------------------------|---------------|-------------------|--------------------------------|--------------------------------|--------------|-----------------|-------------------|
| | 34112 | 167 Oshkosh Truck 1979 | 2/1/1979 | 17666 | | Eng. No. 10777583 | | Dump Truck | |
| | 34121 | 168 Oshkosh Truck 1979 | 1/1/1979 | 17670 | | Eng. No. 10777589 | | Dump Truck | |
| | 34139 | 169 Oshkosh Truck 1979 | 2/1/1979 | 17669 | | Eng. No. 10777586 | | Dump Truck | |
| | 34307 | 1139 Oshkosh Truck 1980 | 10/1/1979 | 18080 | | Eng. No. 10864085 | | Dump Truck | |
| | 34315 | 1140 Oshkosh Truck 1980 | 10/1/1979 | 18079 | | Eng. No. 10864084 | | Dump Truck | |
| | 34323 | 1141 Oshkosh Truck 1980 | 10/1/1979 | 18078 | | Eng. No. 10831260 | | Dump Truck | |
| | 34331 | 1142 Oshkosh Truck 1980 | 10/1/1979 | 18077 | | Eng. No. 10831259 | | Dump Truck | |
| | 41603 | 120 Truck Mounted Paint Striper | 5/1/1999 | 49H6WFAA8XHF28765 | 1999 Sterling Cntrline Painter | Eng. No. 56561966 | | Tri-Axle | |
| | 41953 | 166 Oshkosh Truck 1979 | 2/1/1979 | 17667 | | Eng. No. 10777588 | | Dump Truck | |
| | 96621 | 10000WT Winter Availability Rates | 10/24/2001 | 10000WT | | | | n/a | |
| | 1015309 | 1207 Ford 350 Truck w/Plow | 2/25/2002 | 1FTSX31F32EB70335 | 2022 sold the plow \$2,451 | | | Pickup | |
| | 1016194 | 1161 Tandem Dump Truck | 9/30/2003 | 2FZHANX4AM27147 | 2004 Sterling L9500 | | | Dump Truck | |
| | 1016214 | 119 Truck-Used Crash Barrier | 3/17/2003 | 2FZHLFAC7XA983301 | 1999 Sterling Single-axle | | | Truck | |
| | 1016215 | 127 Truck-5th Wheel | 3/18/2003 | 2HSFHAET2VC031947 | 1997 Internat'l | 6x4, 3 axles | | Semi Truck | |
| | 1016352 | 12 Welder/Service Unit | 3/11/2004 | 1FDAF56P04EC42229 | 2004 Ford F550 - Shop | | | Pickup | |
| | 1016457 | 170 Truck Maintenance w/Plow Wing | 9/25/2005 | 1HTWDAZR76J206749 | 2006 International w/Sander | Patrol Truck | 5/16/2024 | Truck | auction |
| | 1016544 | 151 Maintenance Trucks PWS | 6/15/2006 | 1HTWYAHT16J401487 | 2006 International | | | Pickup | |
| | 1016545 | 152 Maintenance Trucks PWS | 6/15/2006 | 1HTWYAHT36J401488 | 2006 International | | | Pickup | |
| | 1016546 | 153 Maintenance Truck PWS | 6/15/2006 | 1HTWDAZR16J401486 | 2006 Int'l 7400 Conv Cab | | | Truck | |
| | 1016547 | 148 Crew Cab Dump | 9/1/2006 | 1FDAW56P97EA36668 | 2007 Ford F550 | | | Dump Truck | |
| | 1016692 | 144 2007 Chevy Tahoe 1LT | 2/23/2007 | 1GNFK13087J323021 | Surveyor's Truck | NBV from FA 33275 | | Pickup | Jeremy Hildebrand |
| | 1016693 | 181 Truck Sterling '08 LT9500 | 11/1/2007 | 2FZHAZCV48AZ48416 | Stock #7147SH | with Hoist #0708130 | 5/16/2024 | Tri-Axle | auction |
| | 1016694 | 182 Truck Sterling '08 LT9500 | 11/1/2007 | 2FZHAZCV68AZ48417 | Stock #7140SH | with Hoist #07080138 | | Tri-Axle | |
| | 1016696 | 1147 2007 International 7600 | 2/21/2007 | 1HTWYAHT17J410580 | Dump Truck - Red | | | Tri-Axle | |
| | 1016697 | 1148 2007 International 7600 | 2/21/2007 | 1HTWYAHT07J410585 | Dump Truck - Winter White | | | Tri-Axle | |
| | 1016698 | 1149 2007 International 7600 | 2/21/2007 | 1HTWYAHT37J410595 | Dump Truck - Winter White | | | Tri-Axle | |
| | 1016699 | 19 Truck w/Water Tank | 8/8/2008 | 1HTWNADTX3J057930 | 2003 Int'l Tandem | | | Tri-Axle | |
| | 1016702 | 18 1999 Freightliner FL60 with | 2/2/2007 | 1FV6JGAC6XHB11496 | Knapheide 12'3" Platform | Valu-Master X96 Series | | Truck | |
| | 1016829 | 11 1/2 Ton Pickup | 1/23/2008 | 1FTYR10D48PA42353 | 2008 Ford Ranger | | 2/1/2024 | Pickup | FBO |
| | 1016830 | 176 Crew Cab Chassis w/Dump Body | 5/29/2008 | 1FDAW56R18EE15943 | 2008 Ford F550 | | | Dump Truck | |
| | 1016918 | 1172 International Tri-Axle Truck | 10/13/2009 | 1HTWYAHT8AJ208360 | | | | Tri-Axle | |
| | 1016922 | 1173 Tri-Axle Truck | 9/8/2009 | 1HTWYAHTXAJ208361 | 2010 International | | | Tri-Axle | |
| | 1016926 | 1174 Tri-Axle Truck | 9/14/2009 | 1HTWYAHT1AJ208362 | 2010 International | | | Tri-Axle | |
| | 1016983 | 1211 Tri-Axle Truck | 10/4/2010 | 1NKDL00X3BJ278568 | 2011 Kenworth T800 | | | Tri-Axle | |
| | 1016987 | 1214 Tri-Axle Truck | 9/8/2010 | 1NKDL00X5BJ278569 | 2011 Kenworth T800 | | | Tri-Axle | |
| | 1016992 | 1213 5 Yard International Truck | 7/12/2010 | 1HTWDAZR6BJ331381 | 2011 INTERNATIONAL 7400SFA 4X2 | | | Dump Truck | |
| | 1017120 | 1202 Pickup Truck- Supervisor 1 ton | 5/31/2011 | 1FT8X3B61BEC68951 | 2011 Ford F350 | Southside | | Pickup | |
| | 1017121 | 1206 Pickup Truck- Supervisor 1 ton | 5/31/2011 | 1FT8X3B61BEC68952 | 2011 Ford F350 | Northside | | Pickup | |
| | 1017137 | 1121 Single-Axle Truck | 6/13/2011 | 1HTWLAZR9CJ547147 | 2012 International 7500 | | | Dump Truck | |
| | 1017147 | 1216 Tandem Double Wing Truck | 8/22/2011 | 1HTGSSJT4CJ548405 | 2012 International Single Axle | | | Dump Truck | |
| | 1017152 | 1212 Plow Truck | 8/31/2011 | 1HTGSSJT6CJ548406 | 2012 International Tandem Axle | | | Dump Truck | |
| | 1017176 | 157 Pick-up Truck | 6/14/2012 | 1FDUF5HY8CEB84355 | Ford F550 w/ Tire/Weld Service | Shop | | Pickup | Aaron Barlass |
| | 1017177 | 1201 Truck - Supervisor pickup | 3/30/2012 | 1FT8X3B66CEB55855 | 2012 Ford F-350: Red | Elkhart Lake | | Pickup | Carl Hopeman |
| | 1017178 | 1204 Truck - Supervisor pickup | 3/30/2012 | 1FT8X3B68CEB55856 | 2012 Ford F-350: Red | Cascade | | Pickup | Crew |
| | 1017179 | 1205 Truck - Supervisor pickup | 3/30/2012 | 1FT8X3B61CEB59277 | 2012 Ford F-350: Red | Plymouth | | Pickup | Crew |
| | 1017202 | 1175 Single Axle Plow Truck | 8/2/2012 | 1NKBH58X4DJ342162 | 2013 Kenworth T470 | Fr 36960;36978;37524;41849 | | Dump Truck | |
| | 1017203 | 1176 Single Axle Plow Truck | 6/14/2012 | 1NKBH58X2DJ342161 | 2013 Kenworth T470 | Trd fr 37006;37014;37541;41865 | | Dump Truck | |
| | 1017251 | 138 Truck | 9/30/2013 | 1FTFW1EF3DFB54393 | 2013 Ford F-150 | | | Pickup | |
| | 1017252 | 159 Truck - Shop | 3/1/2013 | 1FD8X3F60DEA57167 | 2013 Ford F-350 CB | | | Pickup | Andrew Walvoord |
| | 1017253 | 158 Pickup Truck - Sevice Mechanic | 4/15/2013 | 1FD8X3F69DEA57166 | 2013 Ford F-350 CB | | | Pickup | Nick Breuch |
| | 1017259 | 1242 Plow Truck - Quad Axle | 9/23/2013 | 1NKDL70X9ER387065 | 2014 Kenworth KM; mdl 7800 | Traded unit 1122 ; FA 1014432 | | Quad-Axle | |
| | 1017264 | 1246 Plow Truck - Quad Axle | 8/22/2013 | 1NKDL70X0ER387066 | 2014 Kenworth KW; mdl 7800 | | | Quad-Axle | |

Sheboygan County Owned Vehicles - Highway

| Asset Number | Unit Number | Asset Description | Date Acquired | Serial Number | Asset Description 2 | Asset Description 3 | Date Removed | Type of Vehicle | Assigned To |
|--------------|-------------|--------------------------------|---------------|-------------------|--------------------------------|-----------------------------|--------------|-----------------|-----------------|
| 1017312 | 112 | Crew Cab & Chassis | 11/4/2013 | 1FD0W5GY1EEA80230 | 2014 Ford F550 | w/Dump box FA 1017329 | | Pickup | |
| 1017329 | 112.DUMP | Dump Body for Crew Cab | 9/1/2006 | | Was in unit 149 (1016548) | Attached to 1017312 | | n/a | |
| 1017349 | 1244 | Plow Truck - Quad Axle | 5/21/2014 | 1NKDL70X5FR422458 | 2015 Kenworth | | | Quad-Axle | |
| 1017350 | 1245 | Plow Truck - Quad Axle | 7/8/2014 | 1NKDL70X7FR422459 | 2015 KENWORTH T800 | | | Quad-Axle | |
| 1017367 | 1224 | Single Axle Plow Truck | 11/7/2014 | 1NKBHJ8X9FJ438333 | 2015 Kenworth | | | Dump Truck | |
| 1017371 | 1225 | Single Axle Plow Truck | 12/31/2014 | 1NKBHJ8X0FJ438334 | 2015 Kenworth | | | Dump Truck | |
| 1017376 | 1215 | Plow Truck - Quad Axle | 11/26/2014 | 1NKDL70X7FR443182 | 2015 Kenworth | | | Quad-Axle | |
| 1017439 | 121 | Truck - Hwy Crew Cab & Chassis | 3/26/2015 | 1FDOW5GY7FEC90249 | 2015 Ford F550 | | | Dump Truck | Jamie Eernisse |
| 1017440 | 1255 | Plow Truck - Quad Axle | 6/30/2015 | 1NKDLPTX4GR481966 | 2016 Kenworth T800 | | | Quad-Axle | |
| 1017446 | 1145 | Single Axle Plow Truck | 6/22/2015 | 2NP3HJ8X4GM324958 | 2016 Peterbuilt 348 | Engine SN: 73795290 | | Dump Truck | |
| 1017493 | 126 | Truck - Crew Cab | 11/11/2015 | 1FD7W3F69GEB26165 | 2016 Ford Super Duty F350 SRW | Replace unit 122 | | Pickup | Paul Holwart |
| 1017544 | 1256 | Plow Truck - Quad Axle | 6/6/2016 | 1NKDL70X6HR139425 | 2017 Kenworth T800 | | | Quad-Axle | |
| 1017549 | 1104 | Truck - Crew Cab | 10/7/2016 | 1FD0W5GY1HEB23646 | 2017 Ford F-550 1-Ton Crew Cab | | | Pickup | |
| 1017568 | 1222 | Single Axle Plow Truck | 8/31/2016 | 1NKBHJ8XXHR139471 | 2017 Kenworth T470 | | | Dump Truck | |
| 1017573 | 1184 | Plow Truck - Tandem | 7/5/2016 | 1NKBLOX9HR139424 | 2017 Kenworth T470 | | | Dump Truck | |
| 1017577 | 1185 | Single Axle Plow Truck | 7/27/2016 | 1NKBHJ8X1HR140959 | 2017 Kenworth T470 | | | Dump Truck | |
| 1017590 | 1104.TO DEL | REUSE Truck - Hwy Crew Cab | 12/31/2017 | | | | | n/a | |
| 1017640 | 1105 | Crew Cab truck | 4/12/2017 | 1FD0W5GY4HED18902 | 2017 Ford F-550 | | | Pickup | |
| 1017641 | 1226 | Single Axle Plow Truck | 8/1/2017 | 1NKBHJ8X7JR182199 | 2018 Kenworth T470 | | | Dump Truck | |
| 1017645 | 1122 | Single Axle Plow Truck | 8/1/2017 | 1NKBHJ8X5JR182198 | 2018 Kenworth T470 | | | Dump Truck | |
| 1017677 | 1219.DUMP | Dump Body - Tri Axle | 8/1/1992 | | 1992 LTS9000 Tri-axle | | | n/a | |
| 1017678 | 1220.DUMP | Dump Body - Tri Axle | 8/1/1992 | | 1992 LTS9000 Tri-axle | | | n/a | |
| 1017679 | 1227.DUMP | Dump Body - Tri Axle | 8/1/1992 | | 1992 LTS9000 Tri-axle | | | n/a | |
| 1017746 | 1192 | Plow Truck - Quad Axle | 11/6/2017 | 1NKDL70X1JR213825 | 2018 Kenworth T800 | | | Quad-Axle | |
| 1017781 | 141 | Patrol Supervisor Pickup | 6/21/2018 | 1FTEW1EP6JKE25339 | 2018 Ford F-150 | | | Pickup | Greg Hau |
| 1017794 | 1125 | Single axle plow Truck | 4/10/2018 | 1NKBHJ8X2KR240172 | 2019 Kenworth T470 | | | Dump Truck | |
| 1017798 | 1196 | Plow Truck - Quad Axle | 4/10/2018 | 1NKDL70X1KR240217 | 2019 Kenworth T800 | | | Quad-Axle | |
| 1017811 | 146 | Patrol Supervisor Pickup 2 | 10/24/2018 | 1FTEW1EP4JKF62778 | 2018 Ford F-150 | | | Pickup | Dustin Hammel |
| 1017837 | 130 | Sign Truck | 9/13/2018 | 3BKBLIGXXF286228 | 2019 Kenworth T440 | | | Sign Truck | |
| 1017864 | 1232 | Plow Truck - Quad Axle | 1/14/2019 | 1NKDL70XXKR343507 | 2019 Kenworth T800 | | | Quad-Axle | |
| 1017865 | 1234 | Plow Truck - Quad Axle | 1/14/2019 | 1NKDL70X1KR343508 | 2019 Kenworth T800 | | | Quad-Axle | |
| 1017935 | 1260 | Plow Truck - Quad Axle | 9/11/2019 | 1NKZX4TX6LJ416117 | 2020 Kenworth T880 | | | Quad-Axle | |
| 1017936 | 1261 | Plow Truck - Quad Axle | 9/11/2019 | 1NKZX4TX8LJ416118 | 2020 Kenworth T880 | | | Quad-Axle | |
| 1017937 | 1262 | Plow Truck - Quad Axle | 12/31/2019 | 1NKZX4TXXLJ416119 | 2020 Kenworth T880 | | | Quad-Axle | |
| 1017941 | 122 | Truck - Cab & Chassis 1 | 7/28/2020 | 1FD0W5GNXLEC30967 | 2020 Ford F550 | | | Pickup | |
| 1017942 | 124 | Truck - Cab & Chassis 2 | 1/16/2020 | 1FD0W5GN1LEC30968 | 2020 Ford F550 | | | Pickup | |
| 1017943 | 125 | Truck - Cab & Chassis 3 | 7/30/2020 | 1FD0W5GN3LEC30969 | 2020 Ford F550 | | | Pickup | |
| 1017960 | 1115 | 2020 Tandem Axle Kenworth T470 | 10/15/2020 | 1NKBLOX7LR397398 | Model T470 | | | Dump Truck | |
| 1017963 | 1116 | 2020 Tandem Axle Kenworth T470 | 11/15/2020 | 1NKBLOX7LR397399 | Model T470 | | | Dump Truck | |
| 1017964 | 1263 | Plow Truck - Quad Axle | 4/29/2020 | 1NKZX4TX6LJ427229 | WI Kenworth T880 | | | Quad-Axle | |
| 1017965 | 1264 | Plow Truck - Quad Axle | 3/23/2020 | 1NKZX4TX2LJ427230 | WI Kenworth T880 | | | Quad-Axle | |
| 1017983 | 131 | Truck - Survey pickup | 4/29/2020 | 1FT8W3B67LEDD9234 | 2020 Ford F350 Crew Cab | | | Pickup | |
| 1018003 | 1112 | Plow Truck - Tandem | 7/7/2020 | 1NKBLOX0MR427231 | 2021 Kenworth T470 | | | Dump Truck | |
| 1018004 | 1114 | Plow Truck - Tandem | 5/31/2021 | 1NKBLOX0MR427232 | 2021 Kenworth T470 | | | Dump Truck | |
| 1018005 | 1265 | Plow Truck - Quad Axle | 12/31/2019 | 1NKDLPOXXMR427233 | 2021 Kenworth T800 | | | Quad-Axle | |
| 1018032 | 115 | Crew Cab Box Truck | 7/13/2020 | 3FRWWG5D68V570923 | 2020 Ford F650 Single Axle | | | Box Truck | |
| 1018123 | 1272 | Plow Truck - Tandem | 10/29/2021 | 1NKBLOXXNR474252 | 2022 Kenworth T470 | 2021 Capital Outlay Request | | Dump Truck | |
| 1018124 | 1275 | Plow Truck - Tandem | 8/31/2021 | 1NKBLOXXNR474253 | 2022 Kenworth T470 | 2021 Capital Outlay Request | | Dump Truck | |
| 1018149 | 1152 | Supervisor Truck | 10/11/2021 | 1FT8W3B63NEC47141 | 1 of 4 | 2021 Capital Outlay Request | | Pickup | Kris Klein |
| 1018150 | 1154 | Supervisor Truck | 7/1/2021 | 1FT8W3B63MED52166 | 2 of 4 | 2021 Capital Outlay Request | | Pickup | Mike Kraemer |
| 1018151 | 1155 | Supervisor Truck | 8/1/2021 | 1FT8W3B67MED52163 | 3 of 4 | 2021 Capital Outlay Request | | Pickup | Wade Holdridge |
| 1018152 | 1156 | Supervisor Truck | 9/1/2021 | 1FT8W3B69MED52165 | 4 of 4 | 2021 Capital Outlay Request | | Pickup | Cory Brethouwer |

Sheboygan County Owned Vehicles - Highway

| Asset Number | Unit Number | Asset Description | Date Acquired | Serial Number | Asset Description 2 | Asset Description 3 | Date Removed | Type of Vehicle | Assigned To |
|--------------|-------------|-----------------------------|---------------|-------------------|--------------------------------|-----------------------------|--------------|-----------------|------------------|
| 1018153 | 171 | Crew Cab | 11/24/2021 | 1FD0W4GN6MED52172 | 2021 Ford F450 (1 of 2) | 2021 Capital Outlay Request | | Pickup | Jim Foshag |
| 1018154 | 175 | Crew Cab | 11/24/2021 | 1FD0W4GN8MED52173 | 2021 Ford F450 (2 of 2) | 2021 Capital Outlay Request | | Pickup | |
| 1018156 | 139 | Semi Truck | 12/17/2020 | 1XKZDP9X4GJ116573 | WI Kenworth T880 Model Yr 2016 | 2020 Capital Outlay Request | | Semi Truck | |
| 1018171 | | Used Pickup | 12/31/2021 | | Hwy | 2021 Capital Outlay Request | 1/1/2024 | | duplicate - 1153 |
| 1018224 | 1106 | Crew Cab | 12/31/2022 | 1FD0W4GN9NEG15658 | Ford F-450 | 2022 Capital Outlay Request | | Pickup | |
| 1018225 | 1101 | Crew Cab | 12/31/2022 | 1FD0W4GN0NEG15659 | 2022 Ford F-450 | 2022 Capital Outlay Request | | Pickup | |
| 1018310 | 1186 | Plow Truck - Tandem | 12/31/2022 | 2NK5LJ0X7RM351892 | Kenworth | 2022 Capital Outlay Request | | Dump Truck | |
| 1018315 | 1182 | Plow Truck - Tandem | 12/31/2022 | 2NK5LJ0X7RM351891 | Kenworth - Single Wing | 2022 Capital Outlay Request | | Dump Truck | |
| 1018319 | 1195 | Plow Truck - Tandem | 12/31/2022 | 2NK5LJ0X7RM351893 | Kenworth - Single Wing | 2022 Capital Outlay Request | | Dump Truck | |
| 1018354 | 149 | Truck - Commissioner Pickup | 2/17/2023 | 1FMJU1J81PEA18695 | 2023 Ford F-150 | | | Pickup | Bryan Olson |
| 1018355 | 1018355 | Crew Cab - 1102 | 5/2/2023 | | Ford F-450 Dump or flatbed | 2023 Capital Outlay Request | 1/1/2024 | | duplicate - 1102 |
| 1018367 | 1153 | Pickup Truck | 12/31/2022 | 1FT8W3B63KED62009 | 2019 Ford F350 | | | Pickup | |
| 1018390 | 1102 | Crew Cab | 5/2/2023 | 1FD0W4GN0PEC62147 | 2023 Ford F-450 | | | Pickup | |
| 1018462 | 1148.REFURB | 2007 International 7600 | 6/30/2023 | 1HTWYAHT07J410585 | Dump Truck - Winter White | Engine Rebuild | | n/a | |
| 1018484 | 173 | Crew Cab | 12/31/2024 | | 2024 Ford F-450 | | | Pickup | |
| 1018554 | 1284 | 2024 Plow Truck - Tandem | 12/31/2024 | | Kenworth | | | Dump Truck | being built |
| 1018555 | 1285 | 2024 Plow Truck - Tandem | 12/31/2024 | | Kenworth | | | Dump Truck | being built |
| 1018556 | 1286 | 2024 Plow Truck - Tandem | 12/31/2024 | | Kenworth | | | Dump Truck | being built |

Solicitation

In order to prevent disruption of operations, interference with work and inconvenience to other employees, solicitation for any cause or distribution of literature of any kind during work hours is not permitted. Working time does not include lunch periods or breaks.

Termination / Resignation

When retiring or terminating employment, the Highway Department would ask that you please give at least a two weeks' notice. Upon termination, all keys and other company property must be returned. Terminating employees will receive all earned, but unused, vacation time. Final paychecks will be deposited on the regularly designated payday.

Use of County Vehicles and Equipment

All vehicles, including those provided to the Commissioner, Superintendents, and Shed Supervisors are to be used solely for county business and under no circumstances for personal use.

All shop and maintenance equipment are to be used for county business only.

If the situation should arise that after cutting trees on the county right of way, the property owner would not want the wood, it is to be hauled to the district shed. Employees are welcome to take the wood home after regular working hours in their personal vehicles.

Employees are prohibited from using county equipment to plow their personal driveways or perform work on personal vehicles/equipment at the district sheds.

Use of Vacation and Sick Leave

Sick leave may be taken by the quarter hour. Vacation may be taken by the hour only.

As you are aware, your available vacation hours are listed on your check stub each payday. Begin the year by checking your available hours. If you are entitled to additional hours, they will become effective on your anniversary (starting) date. Once you have established your vacation hours are correct, the record keeping and use of these hours is your responsibility.