



OFFICIAL PUBLIC NOTICE

MEETING OF THE COMMON COUNCIL

TUESDAY, DECEMBER 05, 2023 AT 6:30 PM

COUNCIL ROOM, MUNICIPAL BUILDING, 450 S. MAIN ST., RICHLAND CENTER, WI 53581 & VIRTUALLY

MICROSOFT TEAMS MEETING:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_YzU4NzA2MmItMjZkNC00MDIiLThInzYtMDNjYjBkYjY1YjY4%40thread.v2/0?context=%7b%22Tid%22%3a%2214038f70-880a-4544-99f2-5408da444e94%22%2c%22Oid%22%3a%2220a2cb6e-5013-48b7-acaee44f9362dd0%22%7d

MEETING ID: 283 437 309 440 **PASSCODE:** joKbpe

AGENDA

CALL TO ORDER: *Pledge of Allegiance; Roll Call for the meeting, determine whether a quorum is present; determine whether the meeting has been properly noticed.*

APPROVAL OF MINUTES: *Entertain a motion to waive the reading of the minutes of the last meeting in lieu of printed copies and approve said minutes or correct and approve said minutes.*

- [1.](#) Council Minutes 11/07/2023

APPROVAL OF AGENDA:

INFORMATIONAL PRESENTATION - MSA HWY14 TRAFFIC STUDY

- [2.](#) HWY 14 Traffic Study - DRAFT

INFORMATIONAL PRESENTATION - 2022 CITY AUDIT

CITY AND UTILITY DEPARTMENT HEAD REPORTS AND CONCERNS:

MAYOR AND ALDERPERSONS: *Committee/Commission/Board Reports and Comments and/or items to be discussed at a future meeting.*

TREASURER'S REPORT:

- [3.](#) Treasurer's Report 11/30/2023

PAYMENT OF BILLS:

- [4.](#) Bills December 5, 2023

ITEMS FOR DISCUSSION AND ACTION:

- [5.](#) Appointment of City Clerk
- [6.](#) Appointment of Acting City Treasurer
7. Status of the N/S portion East 5th Street on Parcel 276-1635-8500 and its potential use for public travel
- [8.](#) 2024 Shared Ride Taxi Operating Contract
- [9.](#) Election Workers for 2024-2025 Election Cycle
10. Continued Presentation by City Attorney, including Review of the Office, Initial Findings and Recommendations

PLANNING COMMISSION RECOMMENDATIONS AND ACTION:

- [11.](#) Consider the Request for Land Division at 26425 USH 14E
- [12.](#) Consider the Request of Land Division on Tax Parcel 276-1712-1000 at 1000 US Highway 14 W.

FINANCE COMMITTEE RECOMMENDATIONS AND ACTION:

- [13.](#) Symons Deficiency Appropriation Request
- [14.](#) Consider request from Symons Recreation Complex to purchase a new pool vacuum
- [15.](#) Consider request from Symons Recreation Complex to purchase two new on demand water heaters

PERSONNEL & INSURANCE COMMITTEE RECOMMENDATIONS AND ACTION:

- [16.](#) Amending Policy 206 Holidays to Reflect Alternate Work Schedules

PUBLIC SAFETY COMMITTEE RECOMMENDATIONS AND ACTION:

- [17.](#) 2024 Municipal Taxi Licenses
- [18.](#) Class B Picnic License from Richland County Performing Arts Council for December 16, 2023

APPOINTMENTS TO COMMITTEES, COMMISSIONS, BOARDS AND CONFIRM APPOINTMENTS:

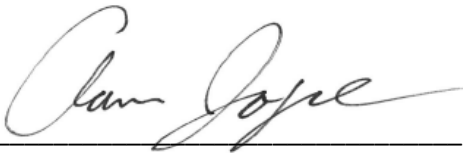
PUBLIC COMMENT: *No Council action will be taken on any matter originating under this item.*

CLOSED SESSION

- 19. The Chair may entertain a motion to enter into closed session pursuant to Wis. Stat, Sec 19.85(1)(g) to confer with legal counsel for the governmental body who is rendering oral or written advice concerning strategy to be adopted by the body with respect to litigation in which it is or is likely to become involved. The purpose is to discuss ongoing litigation and request for expenditure of funds on an expert witness.
- 20. Consider motion to reconvene into open session pursuant to Wisconsin Stat, Sec 19.85(2) to discuss and/or vote on matters discussed during closed session. Roll call vote if motion is not unanimous.

ADJOURN:

Posted this 1st day of December, 2023 by 4:30 PM.
Copy to the official newspaper the Richland Observer.



Aaron Joyce, City Clerk/Treasurer

PLEASE NOTE: That upon reasonable notice, a minimum of 24 hours in advance, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service contact Ashley Oliphant, City Administrator at 450 S. Main St., Richland Center, WI. 53581 or call 608-647-3466. Notice is hereby given that the council members who are not members of this committee may attend this meeting so as to constitute a quorum of the city council. Any such council member attendance will be for information gathering, discussion, and/or related purposes and will not result in the direct decision making by the city council at the committee meeting. The City of Richland Center is an equal opportunity employer, provider, and lender.

AGENDA

CALL TO ORDER: Mayor Coppernoll called the meeting to order at 6:30 PM. Alderpersons present were Karin Tepley, Tom McCarthy, Mark Chambers, Melony Walters, Kevin Melby, Steve Downs, and Ryan Cairns. Alderperson Connie Hoppenjan was absent.

APPROVAL OF MINUTES: Motion by Alderperson Walters to approve the Common Council minutes October 3, 2023 as presented. Seconded by Chambers. Motion carried 7-0.

APPROVAL OF AGENDA: Motion by Alderperson Tepley to approve the agenda as presented. Seconded by McCarthy. Motion carried 7-0.

INFORMATIONAL PRESENTATION – IMPACT LIFE BLOOD SERVICES

Erica Davidson, Territory Manager with Impact Life Blood Services presented. Impact Life Blood Services is a non-profit organization that provides blood and blood products to patients in need at locations throughout Wisconsin, Iowa, and Missouri, including the Richland Hospital, Reedsburg Area Medical Center, and SSM Health in Baraboo locally. Davidson said there is currently a 3-day supply of Type O blood and the optimal level should be a 5-7 day supply. Two blood drives are coming up in Richland Center on November 28th and December 14th. Davidson noted that people can help by simply donating blood and encouraging a friend to donate blood.

INFORMATIONAL PRESENTATION – COUNTY ADMINISTRATOR'S REPORT ON THE RECONFIGURATION PROCESS FOR THE CAMPUS

Candace Pesch, Richland County Administrator, reported that the county is in the early stages of a reconfiguration of the UW-Richland property. The county is still involved with a lease with the UW System, but it has been announced that the campus will be closing. Pesch said that the county will be engaging in an open and transparent proposal process for the property. She noted that an RFP process has taken place and the response has been very good and encouraging. A walk-through of the campus building is planned for November 30th. It's anticipated that a contractor for the reconfiguration will be selected in January.

CITY AND UTILITY DEPARTMENT HEAD REPORTS AND CONCERNS: Economic Development Director Jasen provided an update on various projects including the traffic study and planning on the Highway 14 corridor on the east side of the city. He noted that the DOT has decided to conduct a complete road replacement of that portion of Highway 14 in the coming years. Glasbrenner has been working with various elements of the Richland Hospital relocation project, has been engaged with Southwest Wisconsin Regional Planning on possible TIF districts and access to various grant programs. He also stated that the wayfinding signs have received the go-ahead from DOT and permits will be issued soon. The EPA consultant has provided their final draft and plan and should be finalized by the end of the year regarding Orange Street corridor. Panorama Estates building #2 & #3 projects are moving forward and Ehlers is working on financial models.

Wastewater Superintendent Todd Fischer provided an update on the recent issue related to the Richland Center Renewable Energy plant that serves the wastewater needs of the Schreiber Foods and Foremost Farms dairy

processing plants in Richland Center. Fischer stated that the RCRE facility was upset this fall and the city's wastewater facility received waste from the RCRE plant on an emergency basis. As of November 2nd, the city's facility was no longer receiving the RCRE waste. Fischer said the utility and RCRE would be working on a standby agreement should future issues arise.

Clerk/Treasurer Aaron Joyce noted that December 1st is the first opportunity candidates may circulate nomination papers for elected positions. In the City of Richland Center, the 2-year terms for mayor and Alderpersons will be decided this spring. Joyce also reported that Deputy Clerk/Treasurer-Accountant Shawn Walsh would be retiring effective December 1st.

City Administrator Ashley Oliphant said a reevaluation of the Clerk/Treasurer's office is taking place, with the positions of Clerk and Treasurer being their own positions. The Deputy Clerk/Treasurer-Administration will become an administrative assistant. In addition, Oliphant has been working with Police Chief Billy Jones on filling the vacant administrative assistant position in the police department.

Library Director Stacey Pilla reported that a part-time employee at the library was promoted to a full-time position. Pilla also said they continue to look to fill the Programming Coordinator and library assistant positions. Finally, she noted that the Library Board is looking at improving building security.

Police Chief Billy Jones reported that his department and members of Partners for Prevention recently conducted alcohol compliance checks. 17 establishments were checked and there were four failures. Jones stated that Lt. Lauren Moe is participating in a 3-week Leadership in Law Enforcement Training. The CRO position is going very well with many positive reports. Chief Jones said there were no issues that resulted from Halloween. Finally, Jones noted that there is still an open police offer position in the department and the applicant will likely have to be sponsored through the police academy.

MAYOR AND ALDERPERSONS: Mayor Coppernoll thanked everyone who organized the first ever Pumpkinfest in the city. Sheila Troxel, representing Pumpkinfest, also thanked everyone for helping make it a success including the employees with City Utilities who put the banners on the poles. Troxel said that planning for next year is already underway.

TREASURER'S REPORT: Motion by Alderperson Towns to approve the 10/31/2023 Treasurer's report as presented. Seconded by Walters. Motion carried 7-0.

PAYMENT OF BILLS: Motion by Alderperson Tepley to pay the 11/07/2023 bills as presented. Seconded by Melby. Motion carried 7-0.

PLANNING COMMISSION RECOMMENDATIONS AND ACTION:

4. **Consider the Request of Land Division on Tax Parcel 276-1712-1000 at 1000 US Highway 14 W.**

Attorney Windle advised to adjourn this item to a later time as there is a potential issue. Motion by Alderperson McCarthy to postpone the request of Land Division on Tax Parcel 276-1712-1000 at 1000 US Highway 14 W to a later date. Seconded by Chambers. Motion carried 7-0.

FINANCE COMMITTEE RECOMMENDATIONS AND ACTION:

5. **Consider Purchase of Police Squad Vehicle and Related Equipment**

Chief Jones requested to replace chief's squad car that was repurposed and issued to the Community Resource Officer position was introduced. Chief Jones requested to use unallocated contingency funds to purchase a squad truck. Jones Chief said a truck would be

utilized to assist with extra duties like firearms training. Dealerships were contacted to inquire about availability of 2023 or 2024 vehicles. 10 sealed bids were received from three dealerships: Fillback, Jones, & Sleepy Hollow. Jones noted that the 2024 black Silverado from Jones's Chevrolet was the best fit for what he intends to use it for. The quoted cost of that vehicle was \$47,500. In addition, radio and other equipment would need to be installed, bringing the total cost of the squad truck and equipment to approximately \$55,500. Motion by Alderperson Cairns to authorize the purchase of a 2024 Chevrolet Silverado 1500 from Jones Chevrolet and related radio equipment from the unallocated contingency fund at a cost not to exceed \$56,000, with funds coming from Unallocated Contingency in the 2023 budget. Seconded by Tepley. Motion carried 7-0.

ITEMS FOR DISCUSSION AND ACTION:

6. Status of the N/S portion East 5th Street on Parcel 276-1635-8500 and its potential use for public travel

Attorney Windle noted that the property in question could be dedicated as a street; however, it's the common council that has the right to ultimately make that determination. What is being used as an unpaved street is maintained by the city and used for access to adjacent properties whose neighbors are requesting it be dedicated for public travel and paved. Wastewater Superintendent Todd Fischer says the street should not be paved until the utility work underneath is complete. Fischer noted that future utility developments would start at 4th and Main Street and continue up into the neighborhood in question, and any upgrades to the storm sewer beneath would require what's being requested to be paved to be torn up within the next few years. He said it's simply not worth paving the property in question right now. Attorney Windle added that there are adjoining structures in that area that may be subject to a raze order because they would be nonconforming within the right-of-way. Structures within that proximity of a private drive are not subject to the same restrictions of a street. Windle also said that designating it a public street would require the installation of curb & gutter and the city could not leave it as is. Attorney Windle requested that this item be adjourned to a future meeting. Motion by Alderperson Walters to adjourn this topic to a future meeting to allow Attorney Windle to research the obligations the city has for declaring the roadway a street. Seconded by Downs. Motion carried 7-0.

7. Report on Potential Redevelopment of Jefferson Elementary – Economic Development Director

Jasen Glasbrenner reported that there is an attempt to redevelop Jefferson Elementary. Cary Norman has been approved by the school district to purchase the property. Norman is working with the city to allow multiple uses for the property. It will go before the Planning Commission for review and a public hearing. Action by the Common Council could be as early as January.

8. Consider Approval of a City Donation Policy

Attorney Windle said that this policy is needed to be defined more clearly to meet the city's needs. This donation policy would set a \$5,000 limit for department heads to accept a donation. Larger would require council action to accept to determine if it's in the best interest of the community. Any donation would need to go through the donation acceptance process outlined in the policy. Windle added that a tiered system of acceptance could also be implemented. For example, donations of \$500 or less could be accepted by the department head, \$501-\$5,000 by the city administrator, and over \$5,000 would require

council acceptance. Alderperson Tepley noted that the history room at the Brewer Library accepts many varying donations. Windle advised that donations to the library are somewhat unique and the disposition of those library donations would be subject to the library board. Alderperson Cairns asked how donations that would require maintenance and upkeep would be handled. Motion by Alderperson Chambers to adjourn this item to the next council meeting. Seconded by Downs. Motion carried 7-0.

Item 1.

9. **Introductory Presentation by City Attorney, including Review of the Office, Initial Findings and Recommendations**

Attorney Windle provided a presentation that defined his role as city attorney. He noted that his services are available to all city representatives and he operates in the best interest of the city. Of his initial review of findings, conclusions, and recommendations, he feels there needs to be trainings for public officials and employees, and established clear areas of authority by the administrator and council. No action was taken by the council.

10. **Discussion and Possible Action in Relation to the Restructure of the Clerk/Treasurer's Office and Amendment of Applicable Ordinances**

Administrator Oliphant said that with an impending retirement in the Clerk/Treasurer's office, it allowed for an examination of the possible restructure of the department. It was determined that a separation of the current Clerk/Treasurer position into two separate positions was the preferred path forward. In addition, the Deputy Clerk/Treasurer-Administrative position would serve as a general administrative assistant to the city offices in the municipal building. Because the Clerk/Treasurer position is a Charter Ordinance, it would not take effect for 60 days after adoption. It was noted that the positions are appointed and not "hired" positions as has been done with the most recent Clerk/Treasurers. A formal appointment would need to take place for both positions. Statute allows for five options for appointment: 1. appointment by mayor, 2. appointment by the mayor subject to confirmation by council, 3. appointment by the council, 4. election by the voters, 5. selection under any of the above methods, the selection to be made from an eligible established under statutes. Mayor Coppernoll urged consistency with all appointed positions including clerk, treasurer, city attorney, and assessor. Motion by Alderperson Melby to suspend the rules, waive the readings, and adopt Chapters 43 and 44 creating the offices of City Treasurer and City Clerk and with amendments requiring 2/3 members present to approve appointment by council. Seconded by Downs. Motion carried 6-1, with Alderperson Cairns dissenting.

APPOINTMENTS TO COMMITTEES, COMMISSIONS, BOARDS AND CONFIRM APPOINTMENTS: None

PUBLIC COMMENT: Attorney Windle thanked the council for allowing him to serve.

ADJOURN: Motion by Alderperson Downs to adjourn. Seconded by Walters. Motion carried 7-0 at 9:34 PM.

Minutes respectfully submitted by Aaron Joyce, City Clerk

CITY OF RICHLAND CENTER, WISCONSIN

US 14 Traffic Study



November 2023



Prepared for:
City of Richland Center



DRAFT

US 14 Traffic Study

**City of Richland Center
Richland County, Wisconsin
November 2023**

DRAFT

Prepared by:

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Project No. 00013080

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DRAFT

US 14 Traffic Study City of Richland Center

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CHAPTER 1 – INTRODUCTION & BACKGROUND

1.1 INTRODUCTION

The city of Richland Center (City) contracted with MSA Professional Services, Inc. (MSA) to review access, operations, safety, and future development prospects along US 14, from approximately Peebles Drive to WIS 58. The City requested specific operational and safety focus on the portion of US 14 from Starlight Lane to Jelland Drive, with special attention to the intersections of US 14 with:

1. Starlight Lane
2. County O
3. Pleasant Valley Drive
4. Jelland Drive

Interest was also projected to the area surrounding the proposed new hospital development, southwest of the Jelland Drive intersection. As discussed in more detail later in this report, MSA coordinated with the hospital project's stakeholders for the latest development information to be included as part of the corridor study.

The following report summarizes the findings and recommendations derived from a review of safety, operation, and development data, providing a summary of overall next steps to be used as guidance as development occurs along the corridor.

1.2 BACKGROUND & EXISTING CONDITIONS

The focus of the US 14 corridor study is approximately 1.1-miles long, from the intersection with Starlight Lane to the intersection with Jelland Drive. The corridor is constrained by rolling terrain north of US 14 and the Pine River Trail south of US 14. Connectivity to points south of US 14 is limited to County O; roadways north of US 14 within the study area do not have any outlets to other regional roadways due to the terrain.

As noted above, four intersections with public roadways are contained within the study corridor. Of those all but the County O intersection are side-street stop controlled; the County O intersection is controlled by a traffic signal (the northbound right turn bypass lane is controlled by a stop sign). Noteworthy is that the northbound approach at the Starlight Lane and Jelland Drive intersections and the southbound approach at the County O intersection are private driveways.

The entire study corridor is divided and four-lanes wide. West of County O, US 14 is separated by a two-way left turn lane (TWLTL) with a posted speed limit of 40 mph. East of County O, a raised median separates the east and westbound lanes. East of Pleasant Valley Drive, US 14 has a posted speed limit of 55 mph. This is summarized in Figure 1-1.

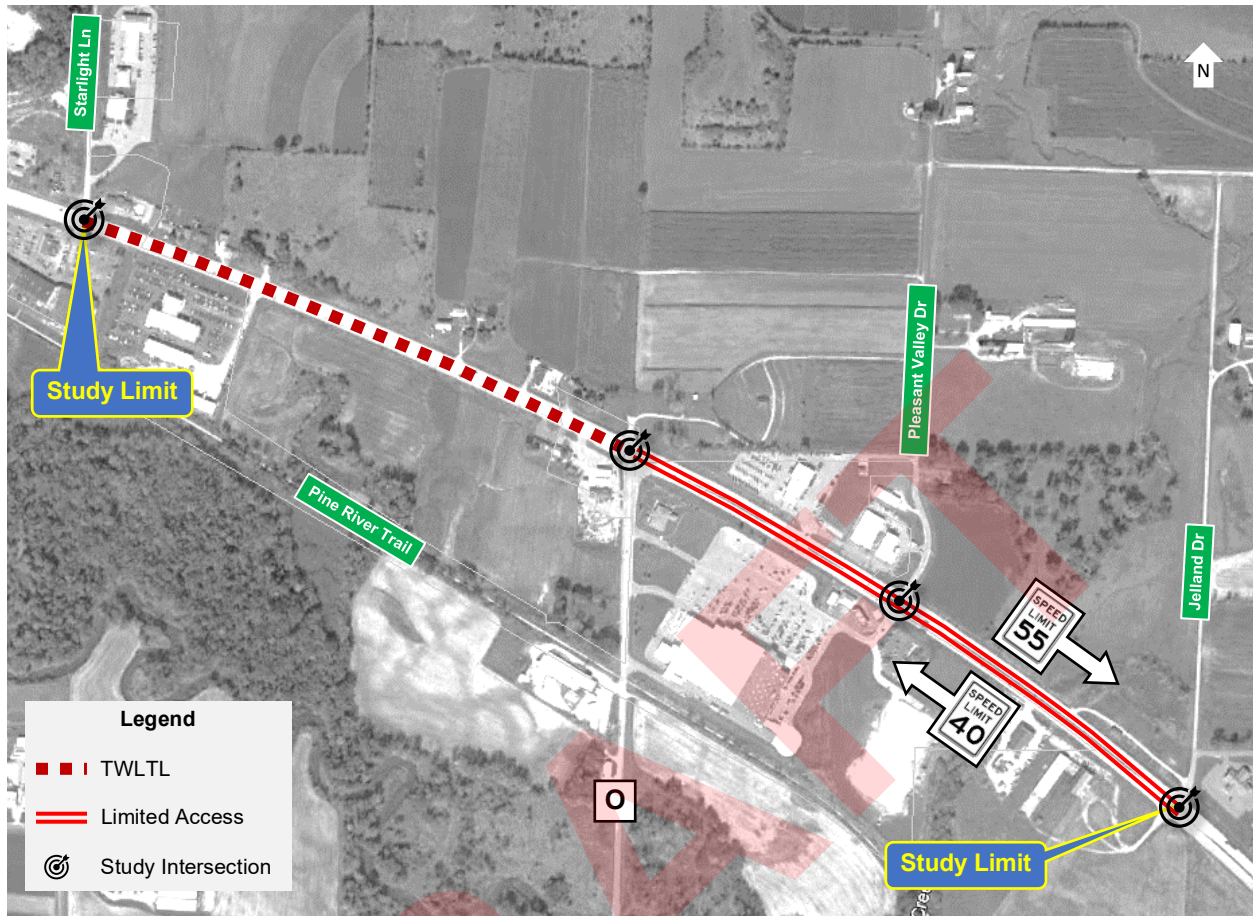


Figure 1-1, US 14 Study Limits and Characteristics

Exclusive left turn lanes are provided for the intersections with public roadways within the study corridor. With the exception of the Ford dealership driveway (between County O and Pleasant Valley Drive), full access is not provided to private developments within the raised median segment of the corridor.

Multimodal facilities, either sidewalks or shared-use paths are not present along US 14 within the study corridor. Topography or drainage facilities limit available space for off-roadway accommodations. Paved shoulders wide enough for bicycle use are present in segments along the corridor, but are not continuous, disappearing when exclusive right turn lanes are present and or curb and gutter. A review of the Richland County Bicycle Map (courtesy of the Wisconsin Department of Transportation (WisDOT)) reveals the segment is generally not advised for regular bicycle use due to the high motor vehicle volumes. However, the Pine River Trail roughly parallels the corridor several hundred feet south of US 14. This trail is open to pedestrians, bicycles, and snowmobiling activities between the city of Richland Center and the village of Lone Rock.

Within the study area, street lighting is generally limited to public intersections only. The County O intersection has the most substantial lighting, with light fixtures on all but the southbound approach. Pleasant Valley Drive has a single fixture on the southeast corner. A private fixture is

on the northbound approach to the Starlight Lane intersection, and no lighting is present at the Jelland Drive intersection.

1.2.1 SAFETY ANALYSIS

A review of available reported crashes for the period of January 2018 through December 2022 was completed. Over that period, the study corridor experienced:

- 42 total crashes
 - 40 mph segment
 - A corridor crash rate of 270.32¹ (the statewide average is 429.44¹ for a similar corridor)
 - A corridor injury crash rate of 67.58¹ (the statewide average is 55.89¹ for a similar corridor)*
- * The injury crash rate is greater than the statewide average for a similar corridor; however, the threshold for considering mitigation is 75.32¹.
- 55 mph segment
 - A corridor crash rate of 19.52¹ (the statewide average is 199.07¹ for a similar corridor)
 - A corridor injury crash rate of 9.76¹ (the statewide average is 42.82¹ for a similar corridor)
 - No fatalities were recorded during the period
 - The majority of crashes were of property damage only severity (non-injury) and tended to be clustered near public intersections
 - Crashes not near intersections tended to be sideswipe or single-vehicle crash events
 - The majority of crashes occurred during daylight hours and weather was generally not considered to be a factor
 - No crashes were reported to have involved pedestrians or bicyclists

An overview of corridor crash locations is provided in Exhibit 1-1. Table 1-1 provides a summary of crash events that occurred at the study intersections. Exhibits 1-2 through 1-5 detail the approximate crash location, injury severity, and weather and roadway conditions at the time of the event.

Table 1-1, Summary of Intersection Crash Data

| Intersection | Crash Rate ¹ | Total Crashes | Crash Severity | | | | | Crash Type | | | | | |
|--------------|-------------------------|---------------|----------------|---|---|---|-----|------------|---------|----------|---------|-----------|----------------|
| | | | Fatal | A | B | C | PDO | Angle | Head-On | Rear-End | Backing | Sideswipe | Single Vehicle |
| Starlight Ln | 0.41 | 9 | 0 | 1 | 2 | 1 | 5 | 1 | 0 | 0 | 0 | 3 | 5 |

¹ Crashes per 100 million vehicle miles traveled

| Intersection | Crash Rate ¹ | Total Crashes | Crash Severity | | | | | Crash Type | | | | | |
|--------------------|-------------------------|---------------|----------------|---|---|---|-----|------------|---------|----------|---------|-----------|----------------|
| | | | Fatal | A | B | C | PDO | Angle | Head-On | Rear-End | Backing | Sideswipe | Single Vehicle |
| County O | 0.53 | 11 | 0 | 0 | 0 | 3 | 8 | 3 | 0 | 5 | 1 | 1 | 1 |
| Pleasant Valley Dr | 0.50 | 9 | 0 | 1 | 2 | 2 | 4 | 7 | 0 | 1 | 0 | 0 | 1 |
| Richardson St | 0.07 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |

At the study intersections, the most common crash type was angle, with turning vehicles at the Pleasant Valley Drive intersection having the largest number of occurrences. While there is a slight horizontal curve east of the intersection, the grade is relatively flat with few sight obstructions. Available crash data reported “Looked But Did Not See” and “No Contributing Action” as the contributing motorists’ error. This could be caused by momentary driver inattention or temporary vision impairment caused by features of the motor vehicle, such as the A or B pillars.

The second-most prevalent crash type is a tie between rear-end and single vehicle. The most significant number of rear-end crashes occurred at the County O intersection. This can be a common occurrence at signalized intersections like County O when signals are not visible enough for the motorist or signal timing adjustments are necessary. As discussed later in this report, WisDOT will be making improvements to the traffic signals at this location, currently programmed for 2026. Single vehicle crashes are more difficult to prevent, as they can be caused by driver inattention, mechanical failure, or driver impairment. No clear preventable patterns were observed for this crash type.

Additional crash details are provided in Appendix A.

1.2.2 PREVIOUS CORRIDOR STUDIES

Two studies related to the corridor were completed by WisDOT in 2008 and 2009. One study (2008) focused on the US 14 intersections with Peebles Drive, Starlight Drive, and County O, within the city of Richland Center. The other study (2009) was a comprehensive access management study, which encompassed US 14 from WIS 80 in Richland Center to WIS 78 in Mazomanie.

The 2008 study which focused on the three City intersections reviewed traffic signal warrants for the Peebles Drive and Starlight intersections with US 14 using 2008 and projected 2032 volumes. Neither intersection accounted for substantial additional development adjacent to the intersections and considered background highway traffic only. Signal warrants were not projected to be met in either case.

An operational comparison to roundabouts was also completed utilizing *Highway Capacity Manual (HCM)* methodologies. This type of analysis assigns a level of service (LOS) to each movement. LOS is a quantitative measure that refers to the overall quality of flow at an intersection

ranging from very good, LOS “A,” to very poor, LOS “F”. The delay is measured in seconds per vehicle, which can be used to determine the level of service for the intersection. Table 1-2 represents the delay criteria used for determining the LOS at an intersection.

Table 1-2, Highway Capacity Manual Level of Service

| LOS | | Unsignalized Average Control Delay (seconds/vehicle) | Signalized Average Control Delay (seconds/vehicle) | Delay Type |
|-----|--------------------------|--|--|---------------|
| A | “Best” | 0 – 10 | 0 – 10 | Short |
| B | | >10 – 15 | >10 – 20 | |
| C | | >15 – 25 | >20 – 35 | |
| D | Improvement Threshold | >25 – 35 | >35 – 55 | Moderate |
| E | | >35 – 50 | >55 – 80 | |
| F | “Worst” | >50 | >80 | Long |

The report projected LOS A operations when roundabouts were used, versus LOS C when traffic signals were used.

The 2009 study was a more comprehensive access management and corridor operational needs study of the approximately 37-mile corridor of US 14. The study noted the general lack of multimodal accommodations along US 14, but references the presence of the Pine River Trail. Two pedestrian crossing facilities are discussed (Bohmann Drive and Sextonville Road), but neither fall within the study limits of the current MSA study.

Overall references to the current MSA study corridor are limited in the 2009 report. It is worth noting that the 2009 study projected background traffic growth rates of 1.1 – 1.5% per year. The report also indicated a crash rate of 1.69 at the County O intersection. This rate has dropped to 0.53 as of the latest crash data.

From an operations perspective, the 2009 study does not anticipate unacceptable operations (below LOS D) at the County O intersection that cannot be resolved by timing/signal phasing adjustments. It also indicated that the HCM-based analyses tend to be more conservative, as they assume maximum signal cycles every time, when the traffic signals are fully actuated and respond to varying traffic demands. It also mentioned that the few signalized intersections are not coordinated together.

One of the other goals of the comprehensive study was to highlight the importance of access consolidation when possible. Any new access requests would need to meet WisDOT spacing requirements at a minimum. Overall, the goal is to reduce the number of direct access points to US 14 as practical, funneling traffic to public intersections via shared driveways and frontage/backage roads instead of direct individual private driveways. The motivation behind the policy is that every access point creates several locations where conflicting traffic crosses paths (conflict points). The greater the number of conflict points results in an increased risk of traffic crashes. The closer access points are placed, the risk for crashes grows larger yet. Subsequently, as speed increases, the risk of more severe injury crashes increases as well.

With this goal in mind, WisDOT would like to reduce the number of direct access points to US 14 as allowed by state law. Any proposed new accesses would need to be approved. Existing accesses would be allowed to remain, but consolidation between properties or migration to new frontage/backage roads would be preferable when the opportunity presents itself or the existing access becomes a significant safety hazard.

WisDOT-provided corridor study information is included in Appendix B

1.2.3 PLANNED CORRIDOR IMPROVEMENTS

WisDOT is planning improvements for US 14, from Bohmann Drive to County O to occur in 2026. Current plans include replacement of the existing concrete pavement, updated curb ramps, replacement of the traffic signals at the Bohmann Drive and County O intersections with US 14, modifications to the TWLTLs at Peebles Drive and Starlight Drive, in addition to spot guardrail replacement.

The updates to the traffic signals are expected to address some of the crash patterns discussed earlier in this report. No capacity or additional turn lane modifications are included as part of the planned WisDOT project. Proposed WisDOT improvements are included in Appendix B.

1.3 TRAFFIC FORECASTS

The 2026 WisDOT US 14 corridor project plans utilized a projected growth rate of 0.65%. WisDOT's rate from that project was reused for the purpose of calculating background traffic growth for this corridor study. Note that this latest growth rate is significantly lower than that used in the 2009 comprehensive study. This coincides with the overall decreasing trend noted from an annual average daily traffic (AADT) count location located within the study corridor, as shown in Figure 1-2.

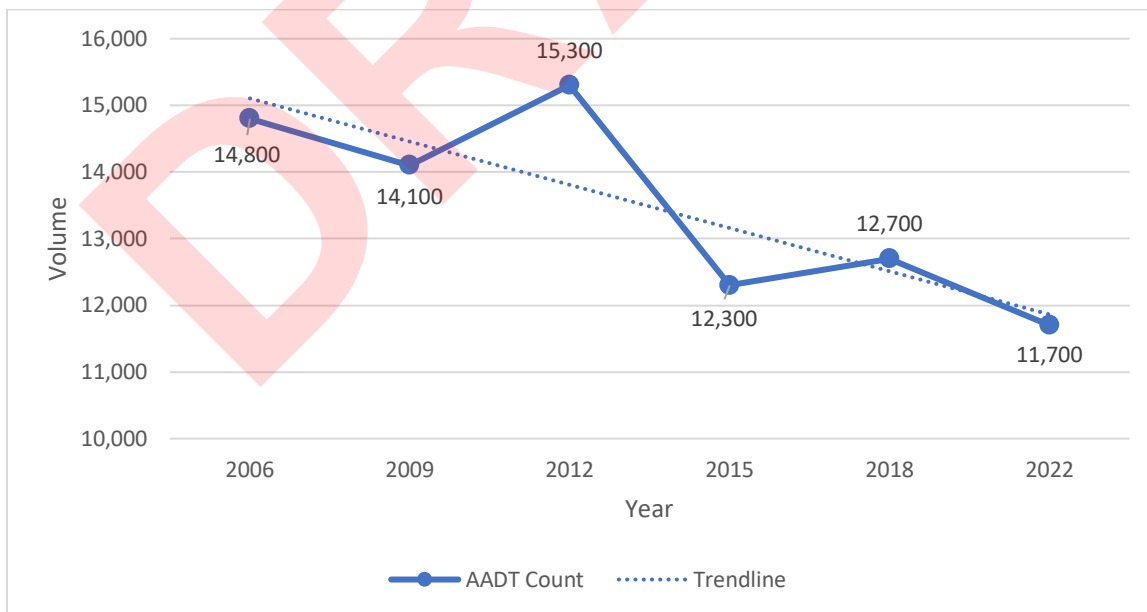


Figure 1-2, US 14 AADT

1.3.1 BACKGROUND TRAFFIC VOLUMES & OPERATIONS

Peak hour turn movement count data was collected at the study intersections on Thursday September 21 and Saturday September 23, 2023. A summary of this data is shown in Exhibit 1-6. Full traffic count data is included in Appendix C.

The 0.65% growth rate previously described, was applied linearly to the traffic counts collected in 2023, in order to forecast corridor background traffic growth for the 2024 base and 2044 horizon years. A summary of these volumes is shown in Exhibit 1-7 and 1-8 respectively.

The calculated 2024 and 2044 volumes were used to complete an operational and capacity analysis for the study intersections using Synchro 11, utilizing HCM 6th Edition methodologies and WisDOT adjustments for the forecasted 2024 base and 2044 background conditions. Results of these analyses are shown in Table 1-3 and Table 1-4 respectively.

Table 1-3, 2024 Expected Background Traffic Intersection Approach Operations

| Peak | Intersection | USH 14 at Starlight Ln | | | | USH 14 at CTH O | | | | USH 14 at Pleasant Valley Dr | | | | USH 14 at Jelland Dr | | | | |
|------|--------------|------------------------|------|------|------|-----------------|------|------|------|------------------------------|------|------|------|----------------------|------|------|------|---|
| | Control Type | TWSC | | | | Signal | | | | TWSC | | | | TWSC | | | | |
| | Approach | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | |
| AM | LOS | A | A | B | B | A | A | B | A | A | A | B | B | A | A | A | A | B |
| | Delay (s) | 0.2 | 0.1 | 13.0 | 12.4 | 9.2 | 5.3 | 14.4 | -- | 0.3 | 1.2 | 12.9 | 10.1 | 0.0 | 0.0 | -- | 10.9 | |
| PM | LOS | A | A | B | C | B | A | B | A | A | A | C | B | A | A | A | A | B |
| | Delay (s) | 0.2 | 0.2 | 14.0 | 15.0 | 10.7 | 6.2 | 14.3 | -- | 0.4 | 1.5 | 19.4 | 14.7 | 0.2 | 0.0 | -- | 13.0 | |
| SAT | LOS | A | A | B | B | B | A | B | A | A | A | C | C | A | A | A | A | B |
| | Delay (s) | 0.4 | 0.2 | 13.8 | 13.1 | 11.0 | 6.3 | 14.5 | -- | 0.4 | 1.4 | 20.7 | 19.2 | 0.1 | 0.0 | -- | 10.4 | |

LOS based on HCM 6th Edition thresholds

-- No volume utilizing the approach during the peak hour results in zero delay

TWSC = Two-way stop control

Table 1-4, 2024 Expected Background Traffic Intersection Approach Operations

| Peak | Intersection | USH 14 at Starlight Ln | | | | USH 14 at CTH O | | | | USH 14 at Pleasant Valley Dr | | | | USH 14 at Jelland Dr | | | | |
|------|--------------|------------------------|------|------|------|-----------------|------|------|------|------------------------------|------|------|------|----------------------|------|------|------|---|
| | Control Type | TWSC | | | | Signal | | | | TWSC | | | | TWSC | | | | |
| | Approach | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | |
| AM | LOS | A | A | B | B | A | A | B | A | A | A | B | B | A | A | A | A | B |
| | Delay (s) | 0.2 | 0.1 | 13.7 | 13.0 | 9.7 | 5.5 | 14.4 | -- | 0.3 | 1.2 | 14.2 | 10.3 | 0.0 | 0.0 | -- | 11.4 | |
| PM | LOS | A | A | C | C | B | A | B | A | A | A | D | C | A | A | A | A | B |
| | Delay (s) | 0.2 | 0.2 | 15.1 | 16.3 | 11.2 | 6.4 | 14.4 | -- | 0.4 | 1.6 | 26.3 | 16.0 | 0.2 | 0.0 | -- | 13.7 | |
| SAT | LOS | A | A | B | B | B | A | B | A | A | A | D | C | A | A | A | A | B |
| | Delay (s) | 0.4 | 0.2 | 14.6 | 13.7 | 11.5 | 6.4 | 14.8 | -- | 0.5 | 1.5 | 29.7 | 23.1 | 0.1 | 0.0 | -- | 10.8 | |

LOS based on HCM 6th Edition thresholds

-- No volume utilizing the approach during the peak hour results in zero delay

TWSC = Two-way stop control

Operations are expected to remain at acceptable levels (LOS D or better) through the 2044 horizon year without making any capacity/lane or traffic control improvements.

At the request of the City, the funeral home operation on the northeast corner of the Jelland Drive intersection was interviewed regarding highway impacts on their business's operation or other concerns they have with traffic safety at their location. From the discussion with their staff, no significant current concerns were mentioned. Their business typically has approximately one service per week, which generally occurs outside of the US 14 peak travel times. Larger services have resulted in overflow parking along their private access road to the north, but nothing that has

been impacted by the operations of US 14. Any processions typically have an escort, so traffic control is generally not an issue.

Full operational analysis results are provided in Appendix D.

1.4 RECOMMENDATIONS

The corridor should be monitored for safety issues and more substantial crash patterns as development occurs. Similar to the 2009 study, warrants supporting the installation of new traffic signals are not expected to be met. Operational analysis projects that existing stop controls should adequately handle the background traffic growth.

Since visibility of conflicting traffic was cited in several crashes, improved intersection lighting at Starlight Lane, Pleasant Valley Drive, and Jelland Drive should be considered.

DRAFT



CORRIDOR CRASH SUMMARY

| | |
|-----------|--------------------------|
| 0 | FATAL |
| 5 | SUSPECTED SERIOUS INJURY |
| 6 | SUSPECTED MINOR INJURY |
| 5 | POSSIBLE INJURY |
| 26 | PROPERTY DAMAGE ONLY |
| 42 | TOTAL CRASHES |

LEGEND

| | |
|---------------------------------------|--------------------------|
| ■ | FATALITY |
| ■ | SUSPECTED SERIOUS INJURY |
| ■ | SUSPECTED MINOR INJURY |
| ■ | POSSIBLE INJURY |
| ■ | PROPERTY DAMAGE ONLY |

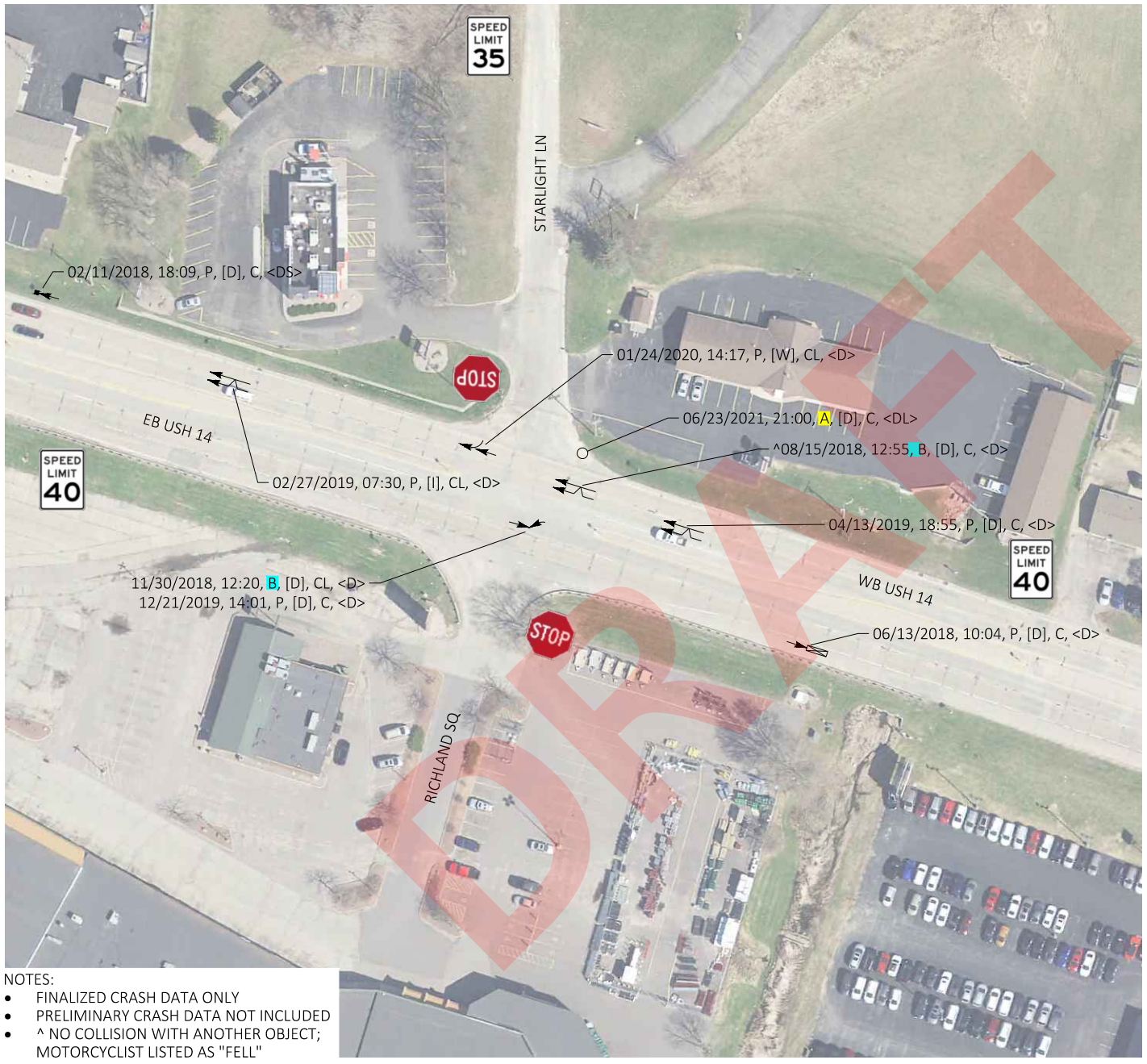
CRASH DATA PERIOD: JAN 2018 - DEC 2022

NOTES:

- FINALIZED CRASH DATA ONLY
- PRELIMINARY CRASH DATA NOT INCLUDED
- NOT TO SCALE



Exhibit 1-1, Crash Locations, US 14 Study Corridor
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER



LEGEND

- → FRONT-TO-REAR, (REAR-END)
- → FRONT-TO-FRONT, (HEAD-ON)
- ↘ ↘ FRONT-TO-FRONT, (HEAD-ON), TURNING RT
- ↙ ↙ FRONT-TO-FRONT, (HEAD-ON), TURNING LT
- ↖ ↖ REAR-TO-SIDE (BACKING)
- ↔ ↔ REAR-TO-REAR (BACKING)
- → REAR-TO-FRONT (BACKING)
- ↔ ↕ SIDESWIPE, OPPOSITE DIRECTIONS
- ↔ → SIDESWIPE, SAME DIRECTION
- ↘ ↓ FRONT-TO-SIDE (ANGLE)
- ↘ ↘ FRONT-TO-SIDE (ANGLE), TURNING RIGHT
- ↘ ↙ FRONT-TO-SIDE (ANGLE), TURNING LEFT
- ↔ ↔ OVERTAKE
- → FIXED OBJECT
- → PARKED VEHICLE
- ↪ ↪ OUT OF CONTROL
- → OVERTURN
- 🚲 / 🚶 BICYCLE / PEDESTRIAN INVOLVED
- * UNDER THE INFLUENCE
- 🚧 CONSTRUCTION ZONE

INJURY SEVERITY

- FATALITY
- ▲ SUSPECTED SERIOUS INJURY
- SUSPECTED MINOR INJURY
- POSSIBLE INJURY
- P PROPERTY DAMAGE ONLY

ROADWAY CONDITIONS

- [D] DRY
- [W] WET
- [S] SNOW
- [SL] SLUSH
- [I] ICE
- [SW] STANDING WATER
- [G] GRAVEL
- [O] OIL
- [U] OTHER/UNKNOWN

WEATHER CONDITIONS

- C CLEAR
- CL CLOUDY
- R RAIN
- S SNOW
- BS BLOWING SNOW
- FR FREEZING RAIN
- F FOG
- SM SMOG/SMOKE
- SH SLEET/HAIL
- W WINDY
- BD BLOWING DEBRIS
- U OTHER/UNKNOWN

TIME OF DAY/LIGHTING

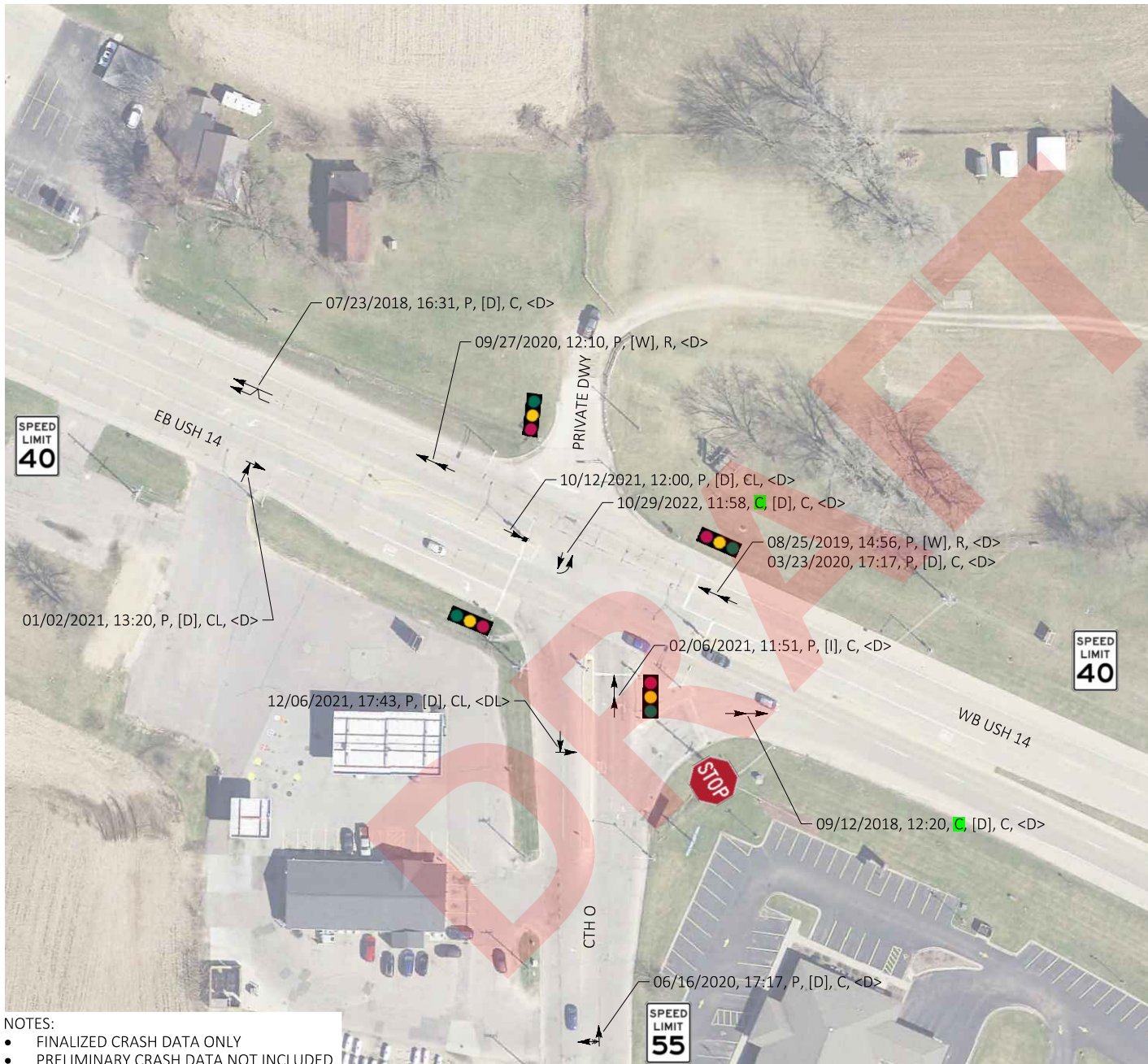
- <D> DAY
- <DA> DAWN
- <DS> DUSK
- <DL> DARK, LIGHTED
- <DU> DARK, UNLIT
- <D?> DARK, UNKNOWN

01/2018 - 12/2022
9 CRASHES

- NOTES:
- FINALIZED CRASH DATA ONLY
 - PRELIMINARY CRASH DATA NOT INCLUDED
 - ^ NO COLLISION WITH ANOTHER OBJECT; MOTORCYCLIST LISTED AS "FELL"



Exhibit 1-2, Crash Diagram, Starlight Lane Intersection
US 14 CORRIDOR STUDY
CITY OF RICHLAND CENTER



NOTES:
 • FINALIZED CRASH DATA ONLY
 • PRELIMINARY CRASH DATA NOT INCLUDED

LEGEND

- → FRONT-TO-REAR, (REAR-END)
- → FRONT-TO-FRONT, (HEAD-ON)
- ↘ ↘ FRONT-TO-FRONT, (HEAD-ON), TURNING RT
- ↙ ↙ FRONT-TO-FRONT, (HEAD-ON), TURNING LT
- ↖ ↖ REAR-TO-SIDE (BACKING)
- ↔ ↔ REAR-TO-REAR (BACKING)
- → REAR-TO-FRONT (BACKING)
- ↔ ↘ SIDESWIPE, OPPOSITE DIRECTIONS
- ↔ → SIDESWIPE, SAME DIRECTION
- ↘ ↘ FRONT-TO-SIDE (ANGLE)
- ↘ → FRONT-TO-SIDE (ANGLE), TURNING RIGHT
- ↘ ↙ FRONT-TO-SIDE (ANGLE), TURNING LEFT
- ↔ ↔ OVERTAKE
- → FIXED OBJECT
- → PARKED VEHICLE
- → OUT OF CONTROL
- → OVERTURN
- 🚲 / 👤 BICYCLE / PEDESTRIAN INVOLVED
- * UNDER THE INFLUENCE
- 🚧 CONSTRUCTION ZONE

INJURY SEVERITY

- 🔴 FATALITY
- 🟡 SUSPECTED SERIOUS INJURY
- 🟢 SUSPECTED MINOR INJURY
- 🟠 POSSIBLE INJURY
- P PROPERTY DAMAGE ONLY

| ROADWAY CONDITIONS | WEATHER CONDITIONS |
|---------------------|--------------------|
| [D] DRY | C CLEAR |
| [W] WET | CL CLOUDY |
| [S] SNOW | R RAIN |
| [SL] SLUSH | S SNOW |
| [I] ICE | BS BLOWING SNOW |
| [SW] STANDING WATER | FR FREEZING RAIN |
| [G] GRAVEL | F FOG |
| [O] OIL | SM SMOG/SMOKE |
| [U] OTHER/UNKNOWN | SH SLEET/HAIL |
| | W WINDY |
| | BD BLOWING DEBRIS |
| | U OTHER/UNKNOWN |

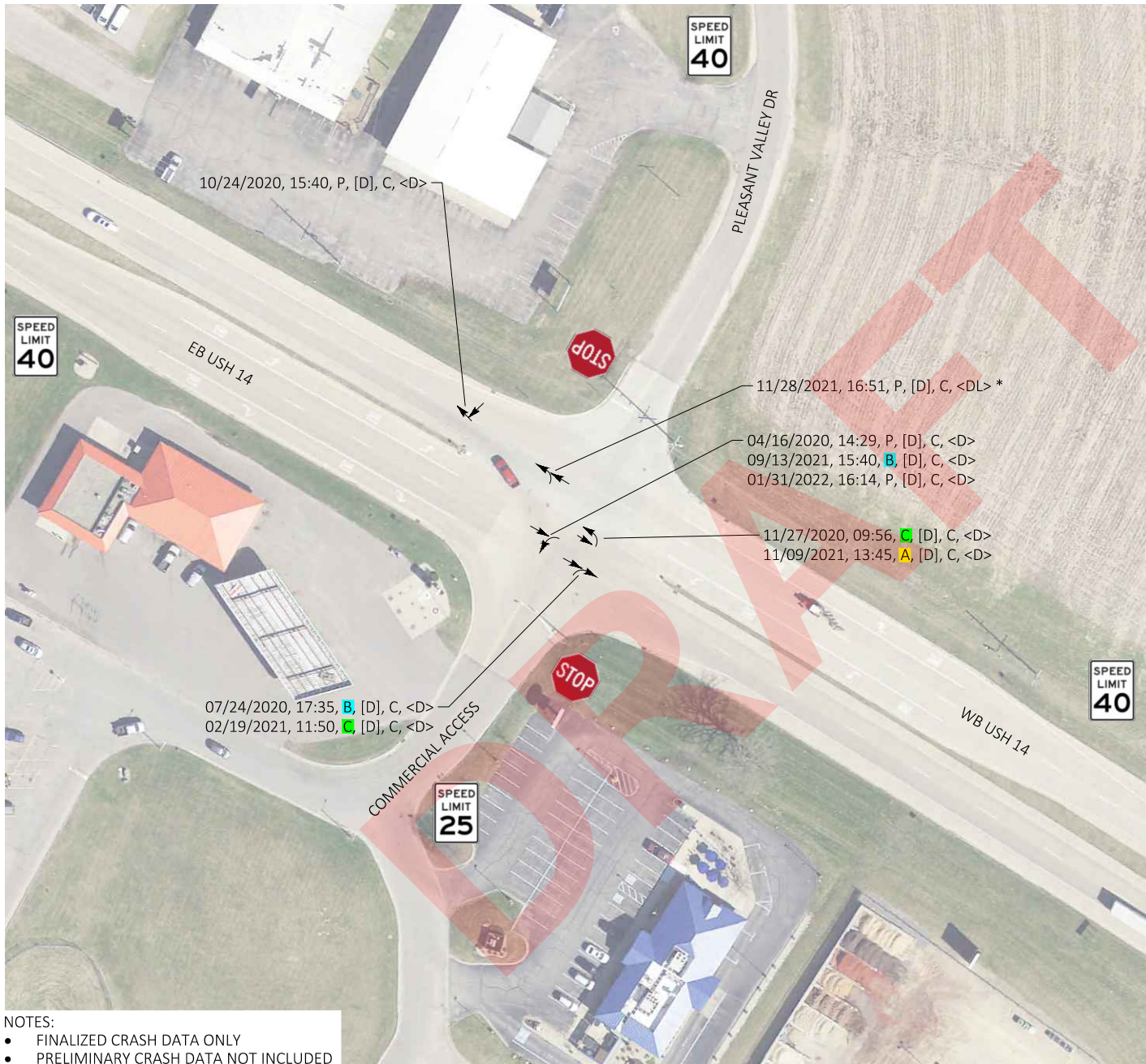
TIME OF DAY/LIGHTING

- <D> DAY
- <DA> DAWN
- <DS> DUSK
- <DL> DARK, LIGHTED
- <DU> DARK, UNLIT
- <D?> DARK, UNKNOWN

**01/2018 - 12/2022
11 CRASHES**



Exhibit 1-3, Crash Diagram, County O Intersection
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER



LEGEND

- → FRONT-TO-REAR, (REAR-END)
- → FRONT-TO-FRONT, (HEAD-ON)
- ↘ ↘ FRONT-TO-FRONT, (HEAD-ON), TURNING RT
- ↙ ↙ FRONT-TO-FRONT, (HEAD-ON), TURNING LT
- ↖ ↖ REAR-TO-SIDE (BACKING)
- ← ← REAR-TO-REAR (BACKING)
- → REAR-TO-FRONT (BACKING)
- ↔ ↔ SIDESWIPE, OPPOSITE DIRECTIONS
- ↔ ↔ SIDESWIPE, SAME DIRECTION
- ↓ ↓ FRONT-TO-SIDE (ANGLE)
- ↘ ↘ FRONT-TO-SIDE (ANGLE), TURNING RIGHT
- ↙ ↙ FRONT-TO-SIDE (ANGLE), TURNING LEFT
- ↔ ↔ OVERTAKE
- → FIXED OBJECT
- → PARKED VEHICLE
- → OUT OF CONTROL
- → OVERTURN
- 🚲 / 👤 BICYCLE / PEDESTRIAN INVOLVED
- * UNDER THE INFLUENCE
- 🚧 CONSTRUCTION ZONE

INJURY SEVERITY

- 🔴 FATALITY
- 🟡 SUSPECTED SERIOUS INJURY
- 🟢 SUSPECTED MINOR INJURY
- 🟠 POSSIBLE INJURY
- P PROPERTY DAMAGE ONLY

| ROADWAY CONDITIONS | WEATHER CONDITIONS |
|---------------------|--------------------|
| [D] DRY | C CLEAR |
| [W] WET | CL CLOUDY |
| [S] SNOW | R RAIN |
| [SL] SLUSH | S SNOW |
| [I] ICE | BS BLOWING SNOW |
| [SW] STANDING WATER | FR FREEZING RAIN |
| [G] GRAVEL | F FOG |
| [O] OIL | SM SMOG/SMOKE |
| [U] OTHER/UNKNOWN | SH SLEET/HAIL |
| | W WINDY |
| | BD BLOWING DEBRIS |
| | U OTHER/UNKNOWN |

TIME OF DAY/LIGHTING

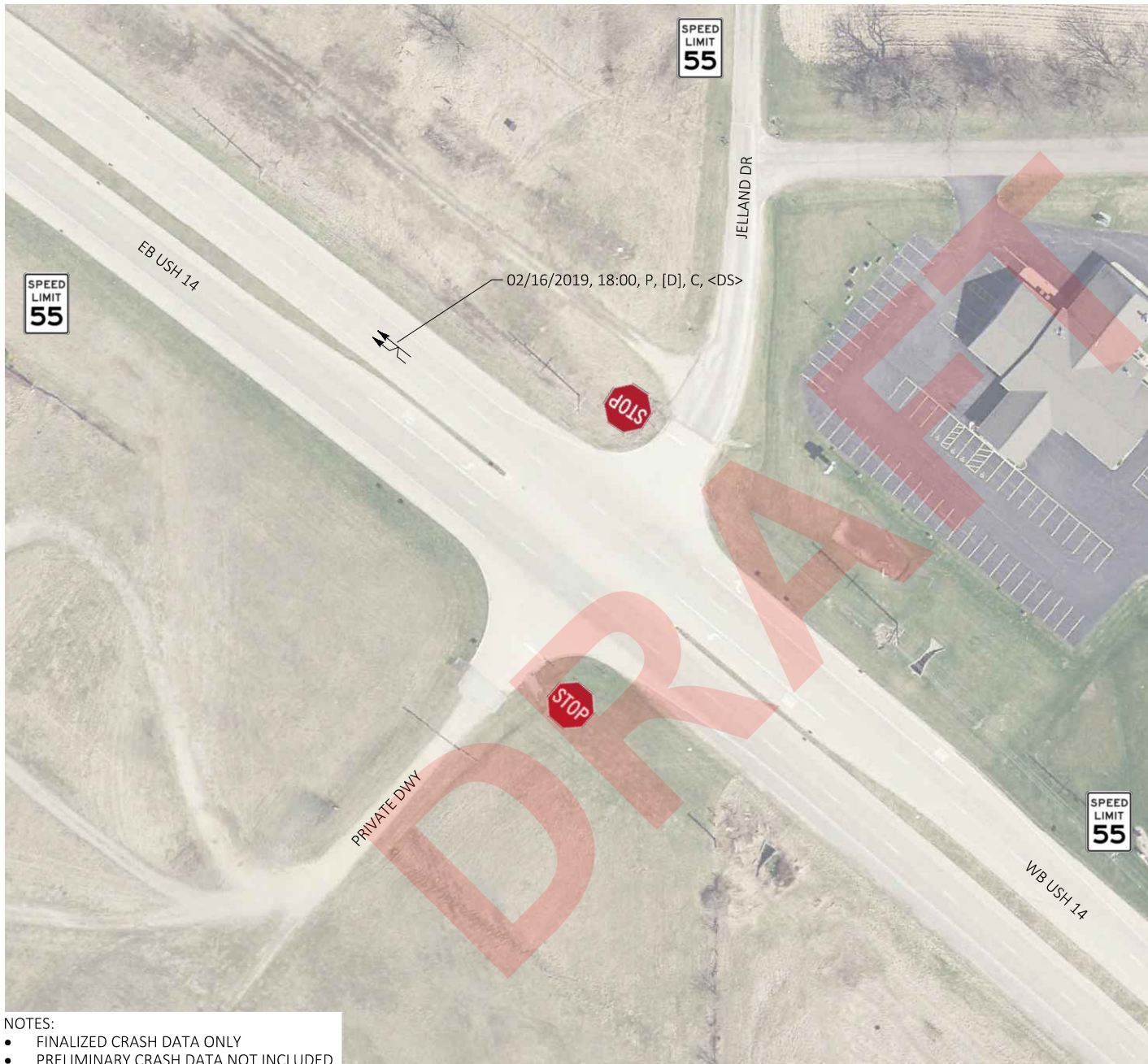
- <D> DAY
- <DA> DAWN
- <DS> DUSK
- <DL> DARK, LIGHTED
- <DU> DARK, UNLIT
- <D?> DARK, UNKNOWN

**01/2018 - 12/2022
9 CRASHES**

NOTES:
 • FINALIZED CRASH DATA ONLY
 • PRELIMINARY CRASH DATA NOT INCLUDED



Exhibit 1-4, Crash Diagram, Pleasant Valley Drive Intersection
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER



LEGEND

- → FRONT-TO-REAR, (REAR-END)
- → FRONT-TO-FRONT, (HEAD-ON)
- ↘ ↘ FRONT-TO-FRONT, (HEAD-ON), TURNING RT
- ↙ ↙ FRONT-TO-FRONT, (HEAD-ON), TURNING LT
- ↖ ↖ REAR-TO-SIDE (BACKING)
- ↔ ↔ REAR-TO-REAR (BACKING)
- → REAR-TO-FRONT (BACKING)
- ↔ ↘ SIDESWIPE, OPPOSITE DIRECTIONS
- ↔ ↙ SIDESWIPE, SAME DIRECTION
- ↓ ↘ FRONT-TO-SIDE (ANGLE)
- ↘ FRONT-TO-SIDE (ANGLE), TURNING RIGHT
- ↖ ↘ FRONT-TO-SIDE (ANGLE), TURNING LEFT
- ↔ ↘ OVERTAKE
- ↘ FIXED OBJECT
- ↘ PARKED VEHICLE
- ↔ ↘ OUT OF CONTROL
- → OVERTURN
- 🚲 / 🚶 BICYCLE / PEDESTRIAN INVOLVED
- * UNDER THE INFLUENCE
- 🚧 CONSTRUCTION ZONE

INJURY SEVERITY

- 🔴 FATALITY
- 🟡 SUSPECTED SERIOUS INJURY
- 🟢 SUSPECTED MINOR INJURY
- 🟠 POSSIBLE INJURY
- P PROPERTY DAMAGE ONLY

ROADWAY CONDITIONS

- [D] DRY
- [W] WET
- [S] SNOW
- [SL] SLUSH
- [I] ICE
- [SW] STANDING WATER
- [G] GRAVEL
- [O] OIL
- [U] OTHER/UNKNOWN

WEATHER CONDITIONS

- C CLEAR
- CL CLOUDY
- R RAIN
- S SNOW
- BS BLOWING SNOW
- FR FREEZING RAIN
- F FOG
- SM SMOG/SMOKE
- SH SLEET/HAIL
- W WINDY
- BD BLOWING DEBRIS
- U OTHER/UNKNOWN

TIME OF DAY/LIGHTING

- <D> DAY
- <DA> DAWN
- <DS> DUSK
- <DL> DARK, LIGHTED
- <DU> DARK, UNLIT
- <D?> DARK, UNKNOWN

01/2018 - 12/2022
1 CRASH

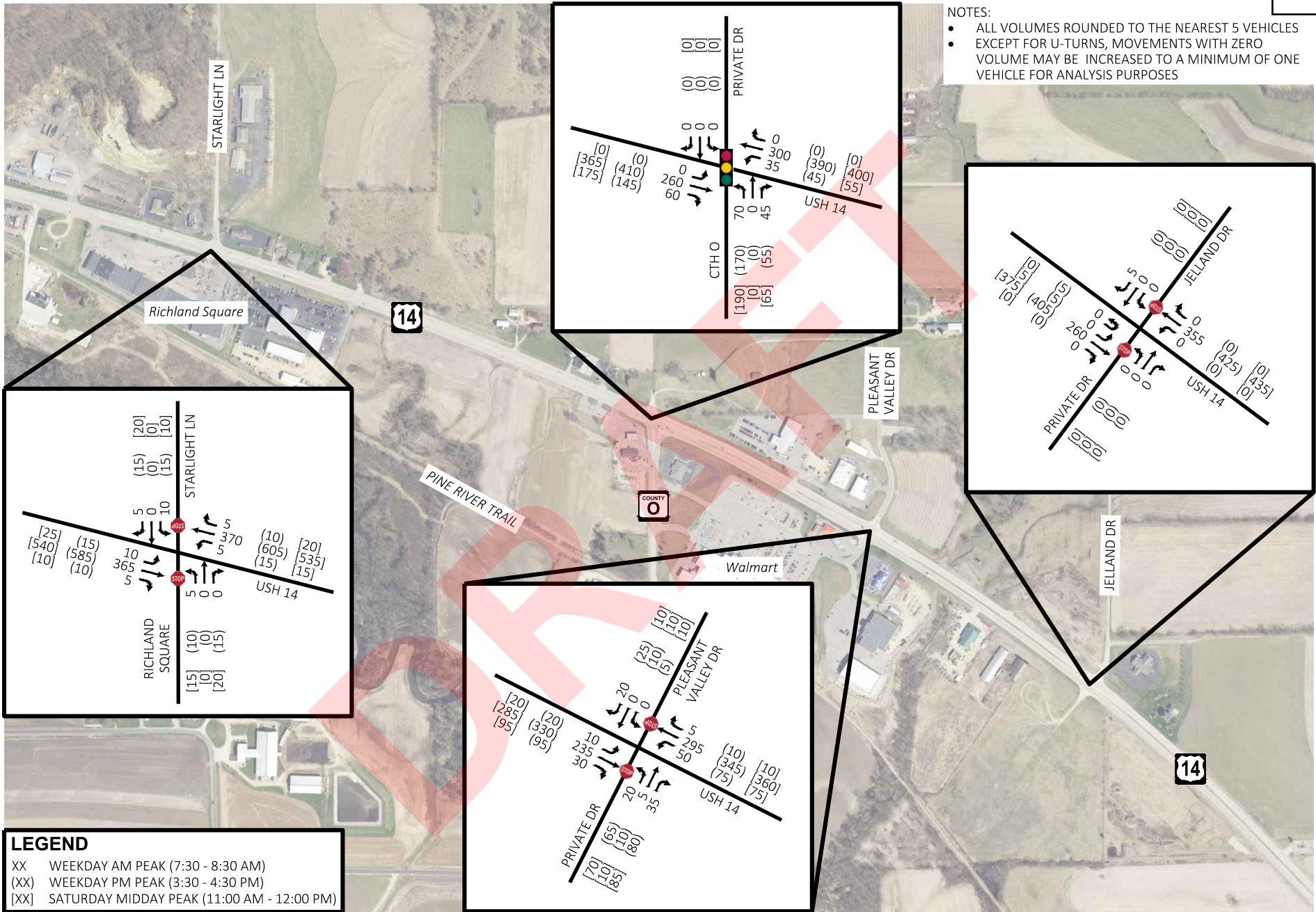
NOTES:
 • FINALIZED CRASH DATA ONLY
 • PRELIMINARY CRASH DATA NOT INCLUDED



Exhibit 1-5, Crash Diagram, Jelland Drive Intersection
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER

NOTES:

- ALL VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES



LEGEND

XX WEEKDAY AM PEAK (7:30 - 8:30 AM)
 (XX) WEEKDAY PM PEAK (3:30 - 4:30 PM)
 [XX] SATURDAY MIDDAY PEAK (11:00 AM - 12:00 PM)

Exhibit 1-6, Traffic Volumes, 2023 Count Data
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER



NOTES:

- ALL VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES

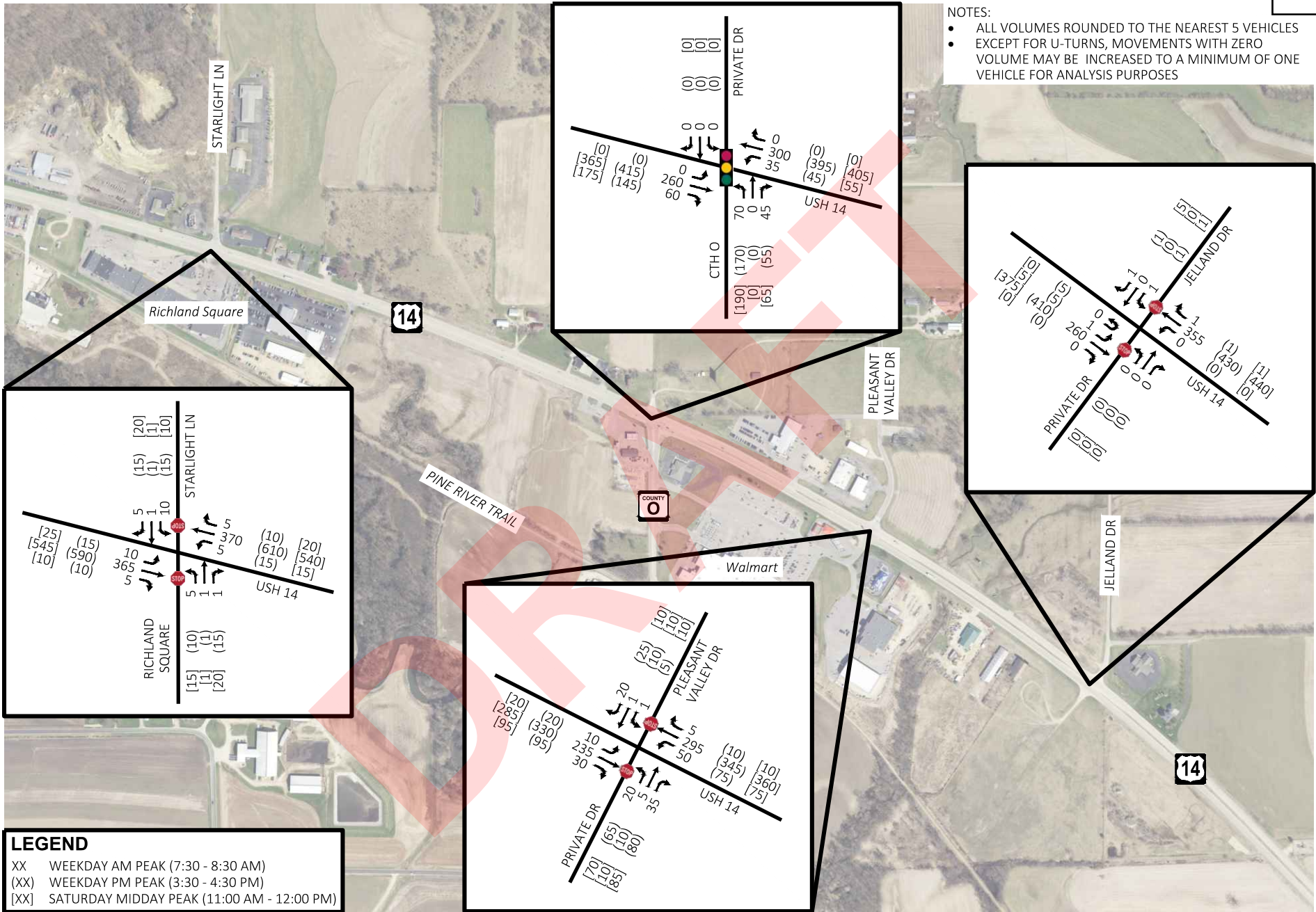
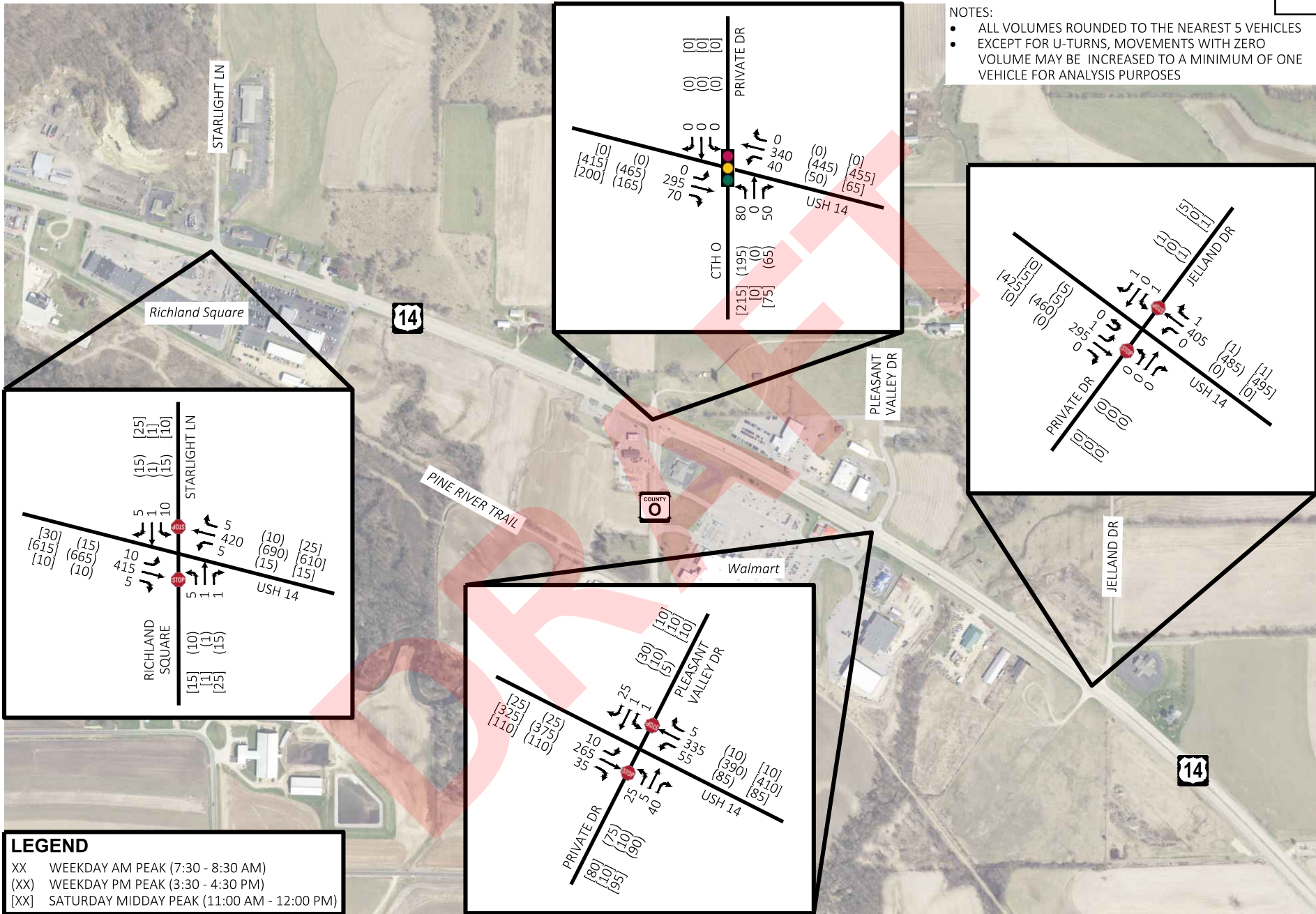


Exhibit 1-7, Traffic Volumes, 2024 Background
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER





LEGEND

XX WEEKDAY AM PEAK (7:30 - 8:30 AM)

(XX) WEEKDAY PM PEAK (3:30 - 4:30 PM)

[XX] SATURDAY MIDDAY PEAK (11:00 AM - 12:00 PM)

Exhibit 1-8, Traffic Volumes, 2044 Background
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER



CHAPTER 2 – CORRIDOR DEVELOPMENT

2.1 NEW HOSPITAL DEVELOPMENT

As noted earlier in this report, a new hospital is planned south of US 14 at Jelland Drive. The facility is expected to break ground in 2024. A base analysis year of 2024 was selected based on initial construction information; however, such timelines commonly fluctuate. Given the less than 1% background growth rate, the impact of sliding the schedule a few years will be minimal from a traffic volume calculation perspective, due to rounding that is included as part of the forecasting calculations.

From data provided by the developer, the proposed new hospital is expected to be 145,000-square-feet, with approximately 21 inpatient beds, an emergency department, and an urgent care clinic. The facility is also projected to include lab and imaging services, outpatient rehab, primary and specialty clinic space, a UW Outreach clinic, and a small retail pharmacy.

A separate WisDOT-based Traffic Impact Analysis (TIA) is currently being completed by KL Engineering, for the hospital site. The TIA was not far enough along for reuse of their study’s values; therefore, traffic impacts were calculated independently as part of this corridor study. Based on a review of prior work, methodologies should be similar (industry standard-based) and should produce similar results.

2.1.1 HOSPITAL TRIP GENERATION

Based on the supplied gross floor area, the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* was utilized to calculate the number of expected trips generated by the new hospital development for the weekday AM and PM, and Saturday peak hours. The results of these calculations is shown in Table 2-1.

Table 2-1, Hospital Development Trip Generation

| ITE Land Use | Weekday | Total Trip Generation | | Saturday Peak Hour |
|-------------------|---------|-----------------------|--------------|--------------------|
| | | AM Peak Hour | PM Peak Hour | |
| Hospital Parcel 1 | 1,560 | 120 | 125 | 125 |

Full trip generation details are provided in Appendix E.

2.1.2 TRAFFIC OPERATIONAL ANALYSIS

Count volumes shown in Exhibit 1-6 were utilized to calculate directional distributions of existing traffic. A summary of the distributions is shown in Exhibit 2-1. Trip generation values shown in Table 2-1 were applied to the distribution rates to estimate the new traffic volumes at the study intersections. The new traffic volumes account for background traffic and new hospital traffic. A summary of these volumes is shown in Exhibit 2-2.

The combined background and development volumes were used to complete an operational and capacity analysis for the study intersections using Synchro 11, utilizing HCM 6th Edition methodologies and WisDOT adjustments. Results of these analyses are shown in Table 2-2.

Table 2-2, 2024 Expected Background + Hospital Traffic Intersection Approach Operations

| Peak | Intersection | USH 14 at Starlight Ln | | | | USH 14 at CTH O | | | | USH 14 at Pleasant Valley Dr | | | | USH 14 at Jelland Dr | | | |
|------|--------------|------------------------|------|------|------|-----------------|------|------|------|------------------------------|------|------|------|----------------------|------|------|------|
| | Control Type | TWSC | | | | Signal | | | | TWSC | | | | TWSC | | | |
| | Approach | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ |
| AM | LOS | A | A | B | B | A | A | B | A | A | A | B | B | A | A | B | B |
| | Delay (s) | 0.2 | 0.1 | 13.5 | 12.7 | 9.6 | 5.4 | 14.5 | -- | 0.3 | 1.1 | 13.9 | 10.4 | 0.0 | 0.6 | 11.9 | 11.4 |
| PM | LOS | A | A | B | C | B | A | B | A | A | A | C | C | A | A | B | B |
| | Delay (s) | 0.2 | 0.2 | 14.4 | 15.5 | 11.1 | 6.3 | 14.4 | -- | 0.4 | 1.4 | 21.5 | 15.8 | 0.2 | 0.4 | 13.6 | 13.5 |
| SAT | LOS | A | A | B | B | B | A | B | A | A | A | C | C | A | A | B | B |
| | Delay (s) | 0.4 | 0.2 | 14.2 | 13.5 | 11.2 | 6.3 | 14.7 | -- | 0.4 | 1.3 | 23.3 | 21.2 | 0.1 | 0.4 | 13.6 | 10.6 |

LOS based on HCM 6th Edition thresholds

-- No volume utilizing the approach during the peak hour results in zero delay

TWSC = Two-way stop control

Operations are expected to remain at acceptable levels (LOS D or better) without making any capacity/lane or traffic control improvements.

Full operational analysis results are provided in Appendix D.

2.2 CORRIDOR DEVELOPMENT

As part of the corridor study, the City wished to investigate the possible impacts more extensive residential and commercial development would have on the US 14 corridor and its potential impact on the associated study intersections. Utilizing future land use projections contained in the City’s 2022 – 2032 Comprehensive Plan document² and input from City staff, MSA land use planners assembled possible land uses for the development parcels based on the community characteristics and experience from other similar communities. Land uses were tied to options available in the *ITE Trip Generation Manual* so potential traffic impacts could be calculated. Planners also used available wetland delineation map data provided by the Wisconsin Department of Natural Resources (DNR), to assess what parcels may not be developable due to wetland or topographic restrictions. The remaining development area was used to help determine building sizes for the corridor development. A summary of the proposed additional development and land uses is shown in Exhibit 2-3.

Note that the development prospects are conceptual only and are likely to fluctuate with market conditions. As development occurs, there may also be changes to zoning, depending on the future needs of the community which cannot be accurately predicted.

2.2.1 CORRIDOR DEVELOPMENT TRIP GENERATION

Development trip generation is based on land use types and sizes as described previously. Utilizing the *ITE Trip Generation Manual, 11th Edition* and procedures found in WisDOT’s Wisconsin Specific Trip Generation Rates – Convenience Store/Gas Station Land Use, trip

²

https://www.richlandcenterwi.gov/sites/default/files/fileattachments/about_richland_center/page/2287/2022-2032_richland_center_complan_lr.pdf

generation rates were applied for the proposed land uses for weekday AM and PM, and Saturday peak hour periods. A summary of the trip generation calculations is shown in Table 2-3.

Table 2-3, Additional Corridor Development Trip Generation

| ITE Land Use | Weekday | Total Trip Generation | | Saturday Peak Hour |
|---|---------|-----------------------|--------------|--------------------|
| | | AM Peak Hour | PM Peak Hour | |
| Supermarket <i>Parcel 2</i> | 1,875 | 45 | 175 | 240 |
| Single-Family Attached Housing <i>Parcel 3</i> | 590 | 40 | 45 | 50 |
| Shopping Plaza (40-150k) <i>Parcel 4</i> | 9,135 | 340 | 865 | 895 |
| Single-Family Attached Housing <i>Parcel 5</i> | 780 | 55 | 60 | 60 |
| Strip Retail Plaza (<40k) <i>Parcel 6</i> | 1,890 | 80 | 190 | 230 |
| Single-Family Detached Housing <i>Parcel 7</i> | 1,365 | 100 | 135 | 130 |
| Convenience Store/Gas Station <i>Parcel 8</i> | 3,950 | 265 | 285 | 345 |
| Shopping Plaza (40-150k) <i>Parcel 9</i> | 6,915 | 260 | 680 | 680 |
| Nursing Home <i>Parcel 10a</i> | 635 | 50 | 55 | 55 |
| Clinic <i>Parcel 10b</i> | 1,505 | 110 | 150 | 150 |
| Medical-Dental Office Building <i>Parcel 10c</i> | 900 | 70 | 100 | 75 |
| Multifamily Housing (Low-Rise) <i>Parcel 11</i> | 510 | 45 | 50 | 50 |
| Multifamily Housing (Low-Rise) <i>Parcel 12</i> | 680 | 50 | 65 | 65 |
| Shopping Plaza (40-150k) <i>Parcel 13</i> | 6,710 | 250 | 665 | 655 |

Full trip generation details are provided in Appendix E.

Since this is a high-level analysis with conceptual development selections, no linked or pass-by trip modifications were applied. Linked trips occur when patrons visit more than one land use without leaving the overall development site, (e.g., a person refuels their vehicle after having a meal at an adjacent restaurant). Pass-by trips are vehicles that are traveling in one direction, stop at the site, and then continue to their original destination. Application of linked and pass-by trips will likely result in some trip (development traffic) reductions; however, they are too difficult to accurately project at this time, given the speculative nature of the proposed land uses.

High-level discussion has occurred regarding redevelopment of the existing Richland Square development, located across US 14 from Starlight Lane. Preliminary redevelopment thoughts

suggest similar retail and restaurant uses would replace the existing development, with the potential addition of a small hotel. As such, additional traffic was also included in the analysis based on potential redevelopment at the current Richland Square site. The related summary of additional trip generation is shown in Table 2-4.

Table 2-4, Richland Square Redevelopment Trip Generation

| ITE Land Use | Total Trip Generation | | | |
|--------------|-----------------------|--------------|--------------|--------------------|
| | Weekday | AM Peak Hour | PM Peak Hour | Saturday Peak Hour |
| Hotel | 350 | 15 | 5 | 30 |

Additional details on the Richland Square site are discussed in Chapter 3. Full trip generation details are provided in Appendix E.

As shown in Exhibit 2-3, an additional US 14 public roadway connection was indicated as desirable by City staff. This connection is located based on WisDOT access spacing guidelines, approximately 2,000-feet east of Jelland Drive. This new intersection was utilized in development trip distribution calculations, but was not included in operational analysis. If the city would like to pursue the additional intersection along US 14, further coordination with WisDOT would need to be completed, including permitting and intersection control selection.

2.2.2 DEVELOPMENT-BASED OPERATIONAL ANALYSIS

The combined background and development volumes (including the new hospital development) were used to complete an operational and capacity analysis for the study intersections using Synchro 11, utilizing HCM 6th Edition methodologies and WisDOT adjustments. Results of these analyses are shown in Table 2-5.

Table 2-5, 2044 Expected Background + Development Traffic Intersection Approach Operations

| Peak | Intersection | USH 14 at Starlight Ln | | | | USH 14 at CTH O | | | | USH 14 at Pleasant Valley Dr | | | | USH 14 at Jelland Dr | | | |
|------|--------------|------------------------|------|------|--------|-----------------|------|------|-------|------------------------------|------|---------|--------|----------------------|------|-------|--------|
| | Control Type | TWSC | | | | Signal | | | | TWSC | | | | TWSC | | | |
| | Approach | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ | EB → | WB ← | NB ↑ | SB ↓ |
| AM | LOS | A | A | C | E | C | B | C | C | A | A | F | F | A | A | D | F |
| | Delay (s) | 1.1 | 0.1 | 24.9 | 46.4 | 27.1 | 14.7 | 23.3 | 26.3 | 1.0 | 0.7 | 53.8 | 165.1 | 2.5 | 0.4 | 23.8 | 102.9 |
| PM | LOS | A | A | F | F | F | C | C | F | A | A | F | F | A | A | F | F |
| | Delay (s) | 2.8 | 0.2 | 5.4 | 2673.7 | 105.4 | 20.3 | 27.5 | 259.9 | 1.5 | 0.8 | 2676.9 | 7262.5 | 3.4 | 0.2 | 74.6 | 1802.3 |
| SAT | LOS | A | A | D | F | F | C | C | F | A | A | F | A | A | A | F | F |
| | Delay (s) | 3.0 | 0.2 | 27.5 | 2777.1 | 119.1 | 23.3 | 29.2 | 321.9 | 2.0 | 0.8 | 10750.1 | 0.0 | 4.2 | 0.2 | 129.8 | 1927.0 |

LOS based on HCM 6th Edition thresholds
 -- No volume utilizing the approach during the peak hour results in zero delay
 TWSC = Two-way stop control

Operations are expected fall below acceptable levels (LOS D or better) without making any capacity/lane or traffic control improvements at all study intersections. With the exception of the County O intersection, unacceptable delays are observed for the side road approaches to US 14. Capacity issues are predicted for the eastbound US 14 approach to County O. This issue is not expected to be mitigated with signal timing adjustments alone. When the southbound approach is upgraded to a full public roadway, the existing split phasing traffic signal operations will need

to be reconfigured. Reassignment of the northbound approach lanes will need to be evaluated to remove the less-efficient split phasing operations.

Full operational analysis results are provided in Appendix D.

2.3 FRONTAGE/BACKAGE ROAD OPTIONS

To coincide with WisDOT access management guides, the potential for frontage or backage road to provide access to individual land uses was investigated within the study corridor. Concept level locations are shown in Exhibit 2-5. The creation of the frontage or backage roads would allow for access consolidation along US 14 as development occurs. This would increase safety as the potential for high-speed collisions to be reduced as private access would be relocated to the lower-speed facilities. The addition of the frontage/backage roads would also promote more efficient through travel along the corridor by reducing the amount of traffic slowing to negotiate access points between the public roadways.

Substantial existing development, the location of the Pine River Trail, and potential wetlands limit the options for new frontage or backage roads from being implemented west of Jelland Drive. The new hospital development south of US 14 at Jelland Drive provides an opportunity to construct a frontage road that could create a cul de sac access on the east side of The Homesteader's Store property, and set up for a continuation southeastward.

On the north side of US 14, topographical constraints prohibit the placement of a frontage road west of County O. Any connectivity would be best located on the north side of any new development as an extension of Kintz Road (item "A" in Exhibit 2-5).

The southbound approach to the County O intersection with US 14 could be converted into a backage road between the existing outdoor theater and car dealership, connecting to Pleasant Valley Drive (item "B" in Exhibit 2-5). Between Pleasant Valley Drive and Jelland Drive, a frontage or a backage road could be possible. A frontage road connection (item "C" in Exhibit 2-5) would need to be offset from US 14 based on WisDOT queue sizing requirements, which vary based on the amount of traffic expected. Ideally, its connection would be directly across from another roadway or driveway to minimize the number of conflict points. Alternatively, a backage roadway could be considered (item "D" in Exhibit 2-5), as an extension of the backage roadway to the west and separation between proposed land uses. The frontage road alternative would likely encounter wetland impacts which may not be able to be mitigated. Additional study would be necessary to confirm.

A backage road would continue southeastward, generally providing separation between proposed land uses, and ultimately connecting to a new proposed public intersection with US 14, east of Jelland Drive (item "E" in Exhibit 2-5). South of US 14, the roadway could connect with the frontage road included in the hospital site plan (item "F" in Exhibit 2-5). Further connectivity in the direction of WIS 58 would require additional study, considering the rolling topography and desirable alternative uses for the land. Development this far east of Richland Center exceeds the land use planning contained in the 2023 – 2033 Comprehensive Plan document and likely the 2044 horizon year contained in this study.

As the frontage/backage roads are constructed, existing US 14 access would be relocated to the new local system. New intersections would be required with the frontage/backage roads as they

intersect Pleasant Valley Drive or Jelland Drive. Additional study would be needed to determine the appropriate traffic control and geometric configuration of the new intersections.

2.4 RECOMMENDATIONS

The results of the hospital TIA and feedback from WisDOT will determine what improvements, if any, will be required for the Jelland Drive intersection. Based on the preliminary operational analyses contained in this report, a change in traffic control is not expected. Extension of the exclusive westbound left turn lane and the installation of an exclusive eastbound right turn lane are possible.

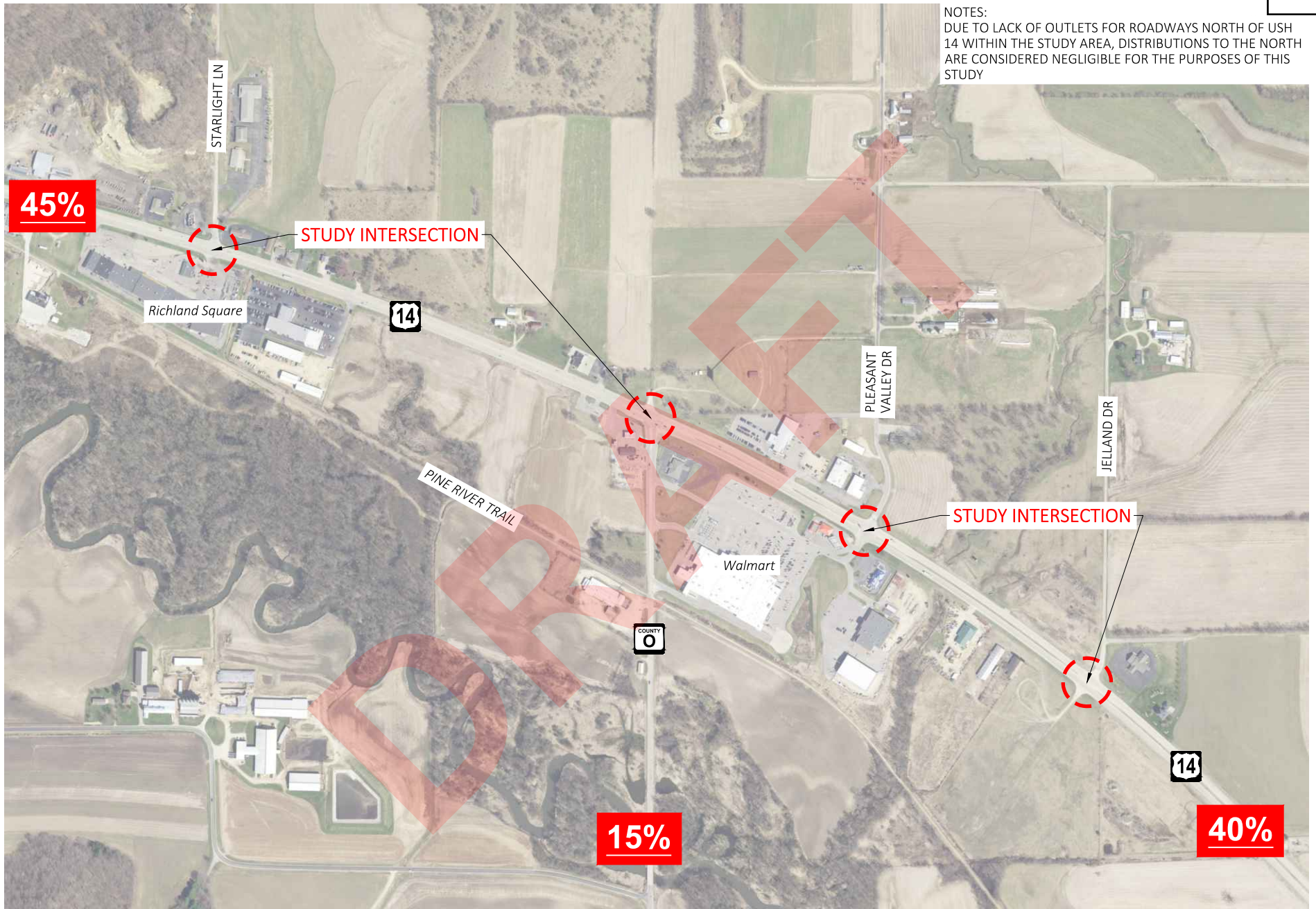
Further corridor development, as conceptually envisioned through 2044 indicate that improvements will be necessary at all four study intersections at some point through the period if development assumptions come to fruition. Given the very speculative nature of the corridor development, exact impacts are not able to be determined at this time. Trip generation calculations were intended to err on the higher side; however, actual trip generation may change when formal development plans are brought forward. Any intersection modifications should be based on formal development plans to avoid unnecessary costs associated with overbuilding improvements. Based on a high-level review, roundabouts or traffic signals (pending signal warrants being met) could be considered for any of the study locations.

Traffic signals, if properly coordinated, have the opportunity to create efficient motorized movement through the corridor. Within their timing parameters, they can adjust to meet the demands of slight variations in side street demands with proper vehicle detection. However, they do require regular maintenance as signals require replacement and controller components can malfunction. They also do not eliminate the potential for serious angle (also known as T-bone) crashes. The higher the approach speeds, the more severe injuries these crashes can cause. As time goes on and traffic patterns shift, retiming of the phases is also required.

Roundabouts help keep traffic moving from all directions. Traffic queues can form from time to time, but typically resolve themselves rapidly. They help regulate corridor speeds by requiring motorists to slow down in order to navigate the intersection. Their geometric design nearly eliminates the potential for serious injury crashes while also providing opportunities for motorists to complete U-turns. Roundabouts also generally have a low regular maintenance cost, as there are no controllers to fail or need recalibration. They are also better equipped to handle off-peak periods, as there is nearly no delay as a vehicle approaches when no conflicting traffic is present. While traffic signal detection technology is continuously improving, vehicles approaching a traffic signal typically have to wait for the light to change before being able to proceed. Roundabouts, especially multilane roundabouts (like those which would be required along this corridor), can be more challenging for large vehicles to navigate. While all new roundabouts are designed for large vehicles to fit, other vehicles may not provide them the space they need. Multilane roundabout approaches are more challenging for pedestrians to cross, as they need to wait for both lanes to stop before they can proceed to the median. However, pedestrians only need to encounter one direction at a time. Depending on final lane requirements, placing a roundabout at the Starlight Lane or Pleasant Valley Drive locations may be difficult, given the tight topographic and right of way constraints. Additional right of way should be secured at the study intersections prior to any new development on the north side of US 14 to allow for minimal design impacts. Based on the preliminary analysis, securing space for up to four lanes would be recommended (a separate left, through, and right turn lane inbound, and one outbound lane).

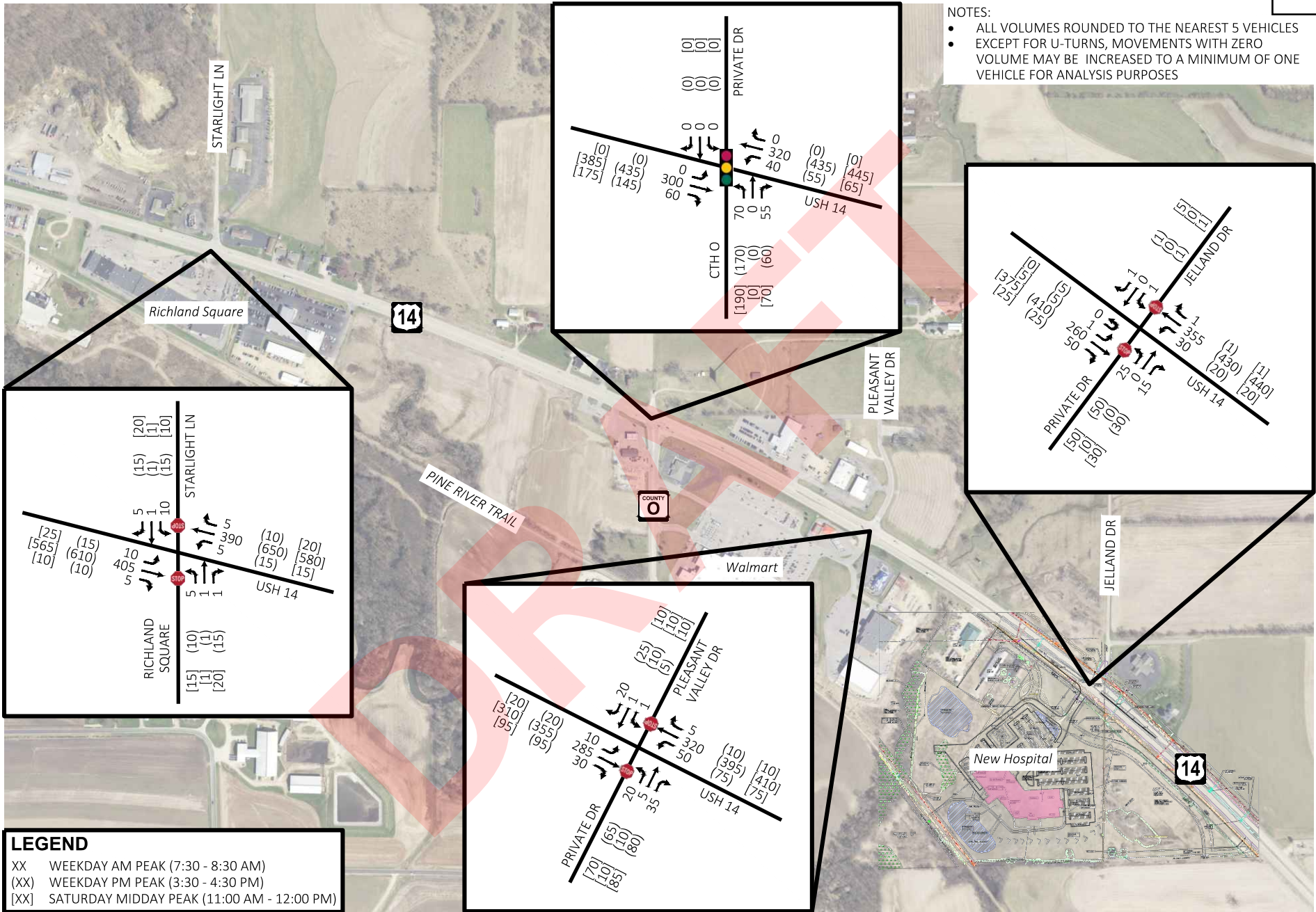
Since this portion of the US 14 corridor is under WisDOT jurisdiction, any new developments which are ultimately served by the US 14 corridor will likely be required to have a TIA completed prior to approval and construction. As part of the TIA process, WisDOT will likely require an Intersection Control Evaluation (ICE) to be completed, which will help determine the proper intersection control for the location. Due to the spacing, any TIA should review the operational impacts to the immediate upstream and downstream intersections along US 14 at a minimum, in order to establish the development's impact to the corridor. Any capacity or intersection control changes would need to be approved by WisDOT. For proposed developments further offset from US 14, a TIA should be required, to get a better understanding of impacts to the corridor.

DRAFT



NOTES:

- ALL VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES

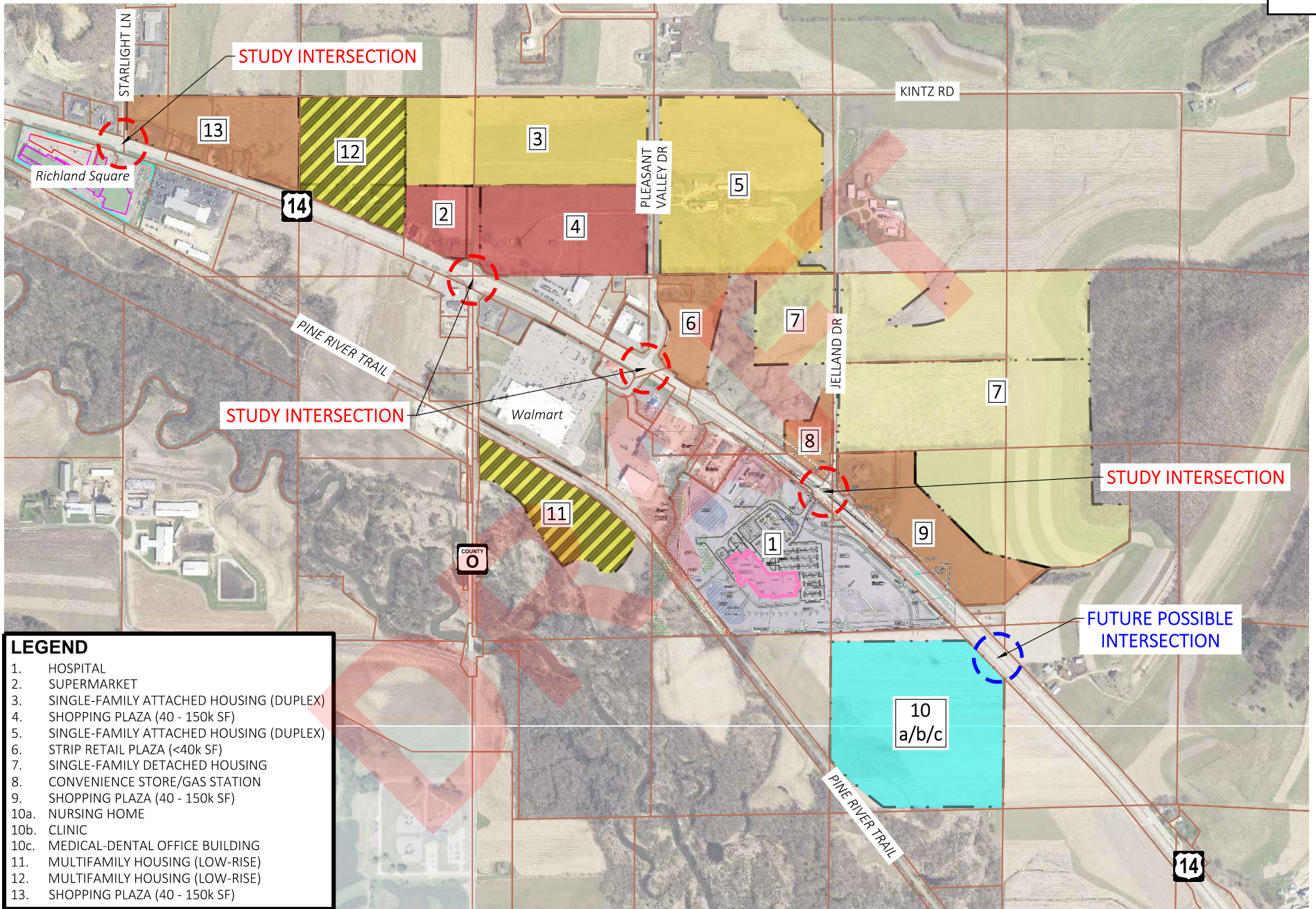


LEGEND

| | |
|------|--|
| XX | WEEKDAY AM PEAK (7:30 - 8:30 AM) |
| (XX) | WEEKDAY PM PEAK (3:30 - 4:30 PM) |
| [XX] | SATURDAY MIDDAY PEAK (11:00 AM - 12:00 PM) |

Exhibit 2-2, Traffic Volumes, 2024 Background + Hospital Development
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER





LEGEND

- 1. HOSPITAL
- 2. SUPERMARKET
- 3. SINGLE-FAMILY ATTACHED HOUSING (DUPLEX)
- 4. SHOPPING PLAZA (40 - 150k SF)
- 5. SINGLE-FAMILY ATTACHED HOUSING (DUPLEX)
- 6. STRIP RETAIL PLAZA (<40k SF)
- 7. SINGLE-FAMILY DETACHED HOUSING
- 8. CONVENIENCE STORE/GAS STATION
- 9. SHOPPING PLAZA (40 - 150k SF)
- 10a. NURSING HOME
- 10b. CLINIC
- 10c. MEDICAL-DENTAL OFFICE BUILDING
- 11. MULTIFAMILY HOUSING (LOW-RISE)
- 12. MULTIFAMILY HOUSING (LOW-RISE)
- 13. SHOPPING PLAZA (40 - 150k SF)

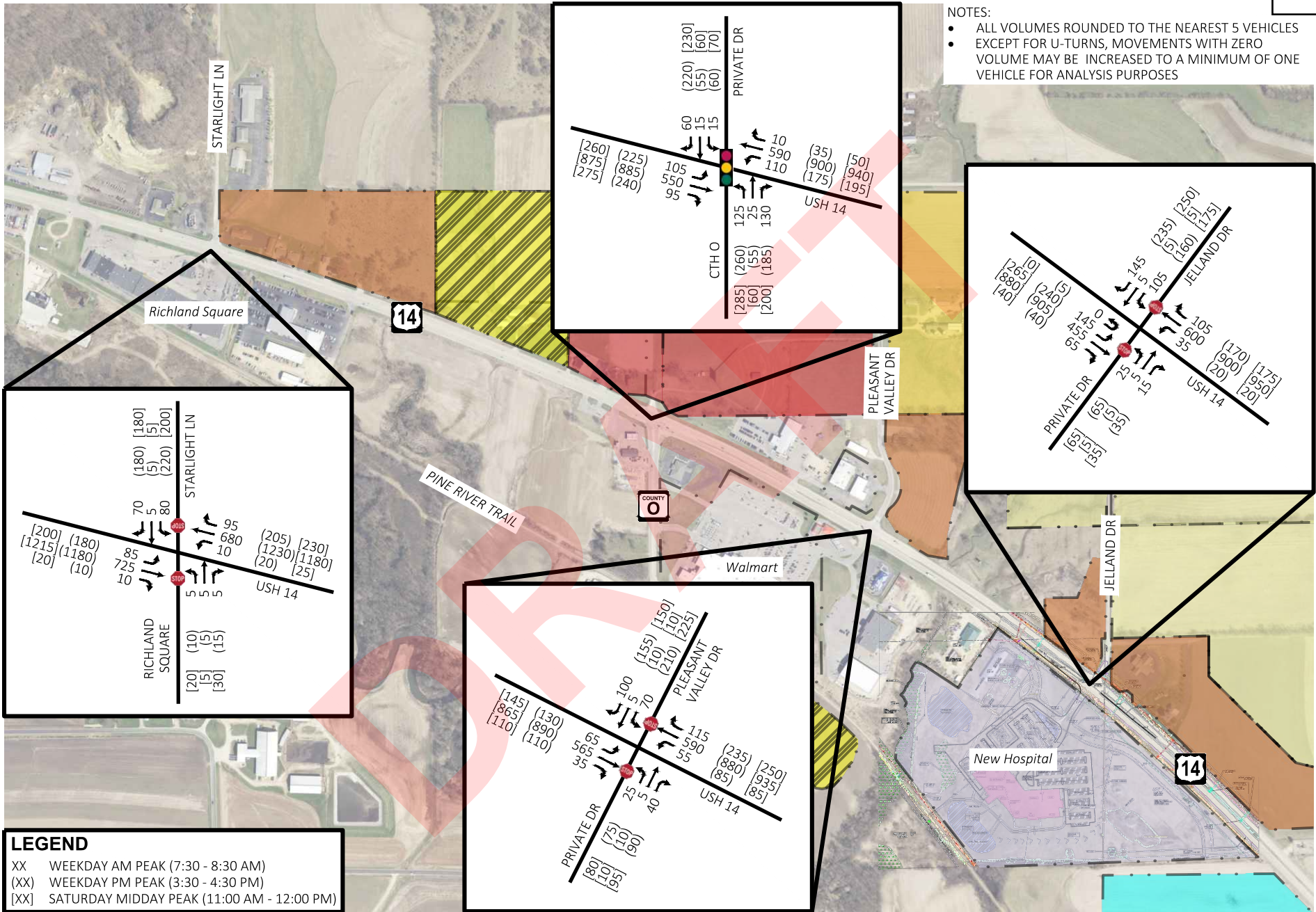


Exhibit 2-3, Estimated Additional Corridor Development Through 2044

US 14 CORRIDOR STUDY
CITY OF RICHLAND CENTER

NOTES:

- ALL VOLUMES ROUNDED TO THE NEAREST 5 VEHICLES
- EXCEPT FOR U-TURNS, MOVEMENTS WITH ZERO VOLUME MAY BE INCREASED TO A MINIMUM OF ONE VEHICLE FOR ANALYSIS PURPOSES



LEGEND

XX WEEKDAY AM PEAK (7:30 - 8:30 AM)
 (XX) WEEKDAY PM PEAK (3:30 - 4:30 PM)
 [XX] SATURDAY MIDDAY PEAK (11:00 AM - 12:00 PM)



Exhibit 2-4, Traffic Volumes, 2044 Background + Development
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER

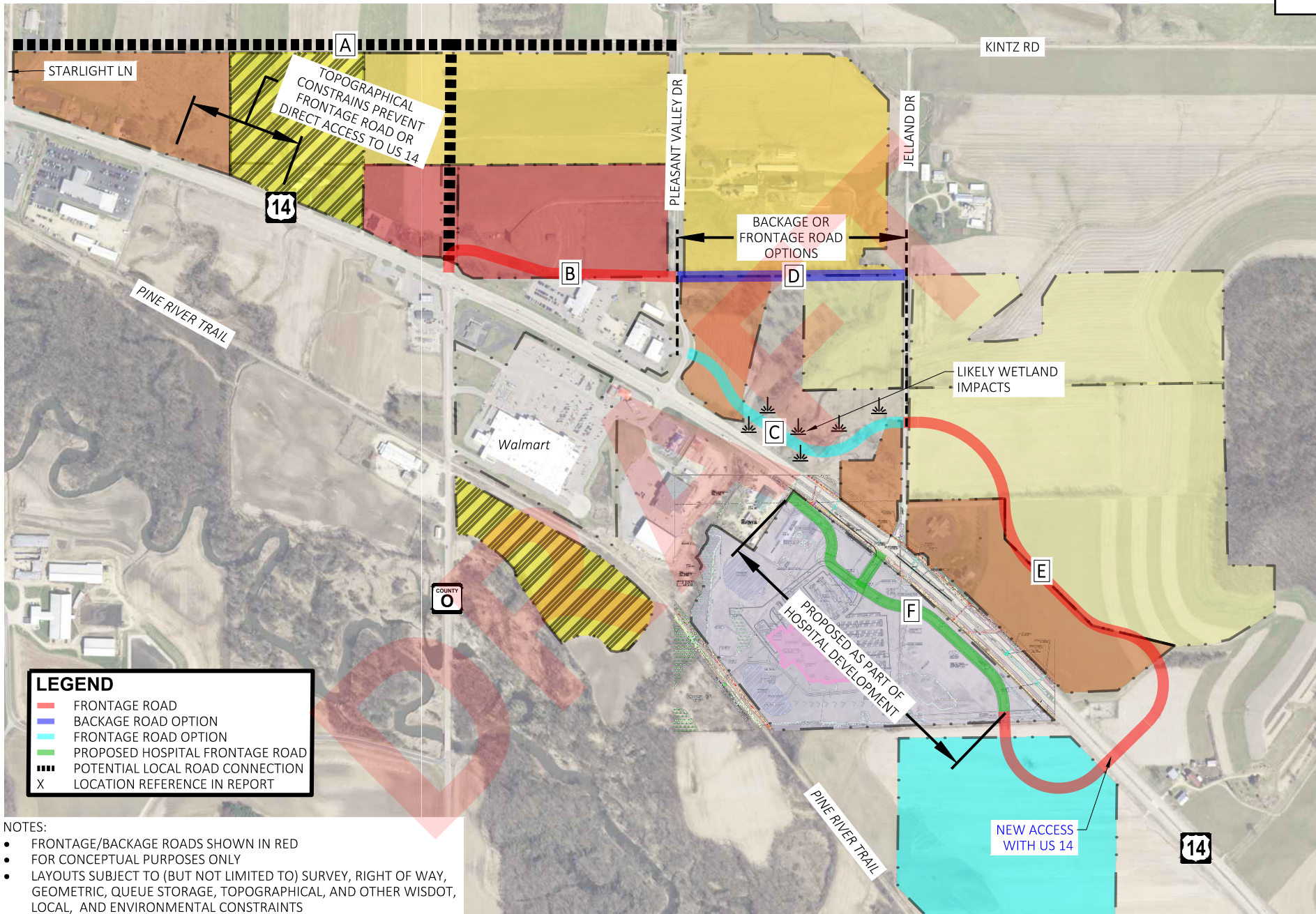


Exhibit 2-5, Conceptual Frontage/Backage Roads
 US 14 CORRIDOR STUDY
 CITY OF RICHLAND CENTER



CHAPTER 3 – RICHLAND SQUARE REDEVELOPMENT

3.1 EXISTING LAND USE

The existing Richland Square development contains approximately 120,600 gross square-feet of commercial retail and restaurant space. According to county records, the strip mall component of the development sits on approximately 9-acres of land and the restaurant development sits on approximately 0.74-acres, for a combined area of approximately 9.7-acres of land. Two private driveways serve to connect the parcel to US 14, one directly across from Starlight Lane and one approximately 725-feet to the west. Both are stop controlled. The entire site sits below the elevation of US 14, sloping towards the south, as highlighted in Figure 3-1.



Figure 3-1, Richland Square Site Elevation, Looking Eastbound Along US 14

The Pine River Trail serves as a southern boundary to the parcel, and provides the only continuous, designated connection for pedestrians and bicyclists. The current development is shown in Figure 3-2.



Figure 3-2, Existing Richland Square Development

The strip mall is currently operating at approximately 50% capacity, with the outlet restaurant currently closed. The current site is not able to accommodate any additional development in its current configuration, with parking lots occupying the remaining developable space.

3.2 POTENTIAL REDEVELOPMENT

No official redevelopment plans have been presented for the parcel; however, the City has requested input on potential improvements to the site. Given the constraints for the site bordered by existing development on the east and west, US 14 to the north, and the Pine River Trail to the south, options are limited.

As part of the corridor development work completed by MSA's planning staff mentioned previously in this report, potential redevelopment of this site was also investigated. Preliminary estimates expect any redevelopment of this parcel would likely contain a similar mix of retail and restaurant uses, with the potential addition of a small hotel, (trip generation shown in Table 2-3), with an effort to include more green space and multimodal accommodations to the nearby trail. As such, a significant change in traffic to/from the site is not anticipated. The 2026 WisDOT US 14 project is expected to have minimal changes to access to the site.

3.3 RECOMMENDATIONS

Short-term improvements should look into improving street lighting at the access points from US 14. Until more extensive development occurs along US 14, a change in traffic control at Starlight Lane is not anticipated.

Any redevelopment of the parcel should include multimodal accommodations, with sidewalks directly connecting the entire parcel to the Pine River Trail. Consideration should be given to removing the cross-lot aisles that parallel US 14 approximately 50-feet to the south, to allow for increased queueing distance and to mitigate additional conflict points. The existing access across from Starlight Lane is shown in Figure 3-3.



Figure 3-3, Main Richland Square Access, Looking Northbound

Any redevelopment which seeks a greater change in land use, such as incorporating additional fast-casual restaurants or other higher-volume commercial developments should complete a TIA as part of the redevelopment process, to ensure the appropriate traffic control and intersection capacities are met.

CHAPTER 4 – FOUNDRY DRIVE MULTIMODAL REVIEW

4.1 EXISTING CONDITIONS

Foundry Drive is a dead-end industrial roadway, approximately 2,900-feet west of Starlight Lane. No sidewalk, shared-use paths, or bike lanes are present along Foundry Drive. Other than the Pine River Trail, there is no other east-west multimodal connectivity to the roadway. Sidewalk along US 14 ends at Bohmann Drive, approximately 2,300-feet west of Foundry Drive. Previous studies indicated a small number of pedestrians observed near Peebles Drive (approximately 285-feet west of Foundry Drive), but generally no further to the east.

The Pine River Trail crosses Foundry Drive approximately 245-feet south of US 14. Stop (R1-1) signs face trail users as they approach the crossing of Foundry Drive, as shown in Figure 4-1.



Figure 4-1, Pine River Trail, Looking Westbound At Foundry Drive

Motorists approaching the Pine River Trail from Foundry Drive encounter Bicycle Crossing (W11-1) warning signs approximately 35-feet from the trail crossing, as shown in Figure 4-2.



Figure 4-2, Foundry Drive Northbound, Approaching The Pine River Trail

Proposed work as part of WisDOT's US 14 corridor work in 2026 does not propose to make any multimodal changes that would impact connectivity between US 14 and the Pine River Trail along Foundry Drive. No plans are in place to extend sidewalk or a shared-use path eastward beyond Bohmann Drive.

A survey of available crash data extending ten years back does not reveal any reported crashes between trail uses and motor vehicles at this trail crossing location.

4.2 RECOMMENDATIONS

Signage at the Pine River Trail crossing should be brought up to current standards, incorporating 18-inch x 18-inch Stop (R1-1) signs facing the trail crossing and Trail Crossing assemblies (W11-15, W16-7P) facing motorists at the trail crossing.



Figure 4-3, Current MUTCD-Standard Trail Crossing Assembly

Pavement markings should be installed to indicate the trail crossing location, marked using a high-visibility pattern, as shown in Figure 4-4.



Figure 4-4, High-Visibility Crosswalk Marking

Current traffic volumes along Foundry Drive, in addition to historical crash patterns, types of development along Foundry Drive, and available space do not indicate nor allow for other multimodal accommodations along Foundry Drive. Consideration could be given to encouraging a sidewalk connection between the hotel on the southwest corner of US 14 at Foundry Drive to encourage a safer alternative for pedestrians and other non-motorized users. However, given the existing right of way, this would be an entirely private access. Other businesses could be encouraged to make sidewalk connections to the Pine River Trail as well to enhance connectivity and promote additional usage of the trail.

CHAPTER 5 – CONCLUSIONS & NEXT STEPS

5.1 CONCLUSIONS

Given the amount of traffic currently using US 14, the corridor is a relatively safe segment, with crash rates below statewide averages for similar facility types. Adequate capacity is present at the existing intersections to serve current and projected 20-year background traffic growth. Crash records indicate that lighting could be improved at the US 14 intersections with Starlight Lane, Pleasant Valley Drive, and Jelland Drive. Proposed WisDOT project work should address signal visibility issues at the County O intersection.

The construction of a new hospital at the intersection of US 14 at Jelland Drive is not expected to create any new operational issues at the Jelland Drive intersection or along the study corridor. Adequate capacity should be available to accommodate this growth. Frontage/service roads proposed as part of the hospital site should be encouraged, to further WisDOT's goals of increasing safety along the US 14 corridor, by removing access points as feasible.

Significant additional development along the US 14 corridor is likely to require intersection improvements at the study intersections. The magnitude of improvements will be determined by the proposed scope of development. Note that proposed development/land uses considered as part of this study were intended to be robust; however, actual development proposals will fluctuate with market trends. The introduction of a public roadway on the north side of the County O intersection is expected to require the existing split phasing signal timing and lane configuration to be re-evaluated. Additional traffic signals can be considered along the corridor if signal warrants are met. Roundabouts should also be considered; however, topography and right of way may impact feasibility. Traffic signals have the opportunity to create smooth flow if the signals operate in a coordinated system, but will require regular maintenance. Severe injury crashes are still likely to occur. Roundabouts will help maintain lower speeds along the corridor and prevent serious injury crashes. They will have the lowest vehicle delay during off-peak periods, but may have a slight negative impact with larger vehicles. Any new developments that will utilize US 14 to access the development should include a TIA as part of the development process. Coordination with WisDOT staff will be needed at that time.

Frontage and backage roads should be planned for with developments directly adjacent to US 14 to help improve safety by reducing the number of direct access points with US 14. Wetland and topographical constraints will need to be investigated further prior to any formal design work. Operational analysis and coordination with WisDOT will be necessary to determine offsets from US 14 and required storage lanes.

Redevelopment of Richland Square is challenging due to the parcel's constraints. Based on the site's constraints, a significant increase in traffic caused by redevelopment is not anticipated. Redevelopment should include more green space and encourage connectivity to the Pine River Trail south of the property. Conflict points should be reduced by encouraging the closure of the cross-aisle connections immediately south of the main access from US 14, across from Starlight Lane. This will remove conflicting vehicle paths and create additional storage space for vehicles queued at the Stop sign.

While no crashes have been reported in the last ten years at the Pine River Trail crossings with public roadways, roadway crossings should include updated warning signage and pavement

markings to increase user safety. Adjacent developments should be encouraged to make multimodal connections between their businesses at the trail to promote usage of the trail.

5.2 NEXT STEPS

The following is a recommended guide for City staff, divided into short-term and long-term project considerations for the US 14 corridor.

5.2.1 SHORT-TERM

- Improve lighting at the Starlight Lane, Pleasant View Drive, and Jelland Drive intersections
- Upgrade signage and pavement markings at the Pine River Trail crossing
- Encourage construction of the frontage road as part of the hospital development. Switch The Homesteader's Store access to the frontage road.
- Continue to monitor the corridor for crash pattern changes

5.2.2 LONG-TERM

- Require new developments along US 14 to complete a Traffic Impact Analysis
- Reserve additional right of way at intersections as development is proposed to accommodate future intersection improvements
- Implement frontage/backage roads as development allows on the north side of US 14. Plan for future connectivity with the frontage/backage roads.
- Encourage development connectivity to the Pine River Trail
- Recommend redevelopment of existing parcels to meet WisDOT queue storage specifications to minimize the number of on-site vehicular conflict points
- Consider multimodal connectivity along public roadways between the Pine River Trail, US 14, and new development on the north side of US 14
- Consider full corridor street lighting as the segment develops

CITY OF RICHLAND CENTER - TREASURER'S REPORT

11/30/2023

Item 3.

| FUNDS | BEG/MO BAL | RECEIPTS | DISBURSEMENTS | END/MO BAL |
|---|------------------------|------------------------|----------------------|------------------------|
| <i>Deposits</i> | | | | |
| <i>Disbursements</i> | | | | |
| City General Unassigned: | \$ 326,694.46 | \$ 573,034.06 | \$ 589,689.68 | \$ 310,038.84 |
| State Investments #1 Unassigned | \$ 4,098,872.97 | \$ 1,234,102.70 | \$ 300,000.00 | \$ 5,032,975.67 |
| Property Tax Account (partial unassigned) | \$ 30,329.46 | \$ 109.17 | \$ 95.70 | \$ 30,342.93 |
| #2 Landfill long term care (for landfill issues) | \$ 608,159.01 | \$ 2,771.57 | | \$ 610,930.58 |
| #3 TIF-Panorama Estates (TIF 6) | \$ 172,672.12 | \$ 786.92 | | \$ 173,459.04 |
| #6 TIF 2-5 (only #4) | \$ 138,948.77 | \$ 633.23 | | \$ 139,582.00 |
| RLF Business Savings | \$ 587,979.77 | \$ 582.14 | | \$ 588,561.91 |
| RLF Business Checking | \$ 1,164.57 | | | \$ 1,164.57 |
| RESTRICTED FUNDS: (by outside entity) | | | | |
| CDBG Housing RLF | \$ 129,657.13 | \$ 468.08 | | \$ 130,125.21 |
| Landfill Long Term Care CD to 2045 | \$ 306,912.88 | | | \$ 306,912.88 |
| Landfill Long Term Care CD to 2045 | \$ 305,968.89 | | | \$ 305,968.89 |
| Library Checking | \$ 261,103.90 | \$ 2,006.05 | \$ 34,273.03 | \$ 228,836.92 |
| Canine Fund | \$ 41,824.00 | | \$ 1.00 | \$ 41,823.00 |
| Room Tax | \$ 54,973.83 | \$ 142.60 | \$ 18,750.61 | \$ 36,365.82 |
| Greater Richland Tourism | \$ 30,452.00 | \$ 29,166.39 | \$ 4,016.64 | \$ 55,601.75 |
| Redevelopment Authority | \$ 68,985.48 | \$ 249.01 | | \$ 69,234.49 |
| #5 Renew RC Loan Program-Affordable Housing | \$ 1,023,602.66 | \$ 4,664.87 | | \$ 1,028,267.53 |
| Renew RC Loan Program-Checking | \$ 43,813.56 | \$ 158.14 | | \$ 43,971.70 |
| COMMITTED: (by resolution of the Council) | | | | |
| #4 Projects committed | \$ 1,650,523.99 | \$ 7,521.95 | | \$ 1,658,045.94 |
| ASSIGNED: (for specific use, not assigned) | | | | |
| Cemetery CDs | \$ 4,862.99 | | | \$ 4,862.99 |
| Park/Rec/Comm Center | \$ 10,554.19 | \$ 62.05 | | \$ 10,616.24 |
| Aquatic Center | \$ 125,471.02 | \$ 25.79 | | \$ 125,496.81 |

| CITY OF RICHLAND CENTER | | | | | |
|--|-------------------------------|------------------|-------------------|---------------|-------------------------------|
| Utility Report - Month November 30, 2023 | | | | | |
| FUNDS | TREASURER BAL BEG OF MONTH | RECEIPTS | TOTAL | DISBURSEMENTS | TREASURER BAL END OF MONTH |
| GARBAGE | | 20,787.18 | | | |
| PUBLIC BENEFIT | | 3,242.21 | | | |
| ELECTRIC UTILITY | 76,794.70 | 889,722.87 | 990,546.96 | 908,206.45 | \$ 82,340.51 |
| WATER UTILITY | 477,088.19 | 252,182.49 | 729,270.68 | 489,259.21 | \$ 240,011.47 |
| SEWER UTILITY | 31,970.29 | 389,691.45 | 421,661.74 | 393,447.07 | \$ 28,214.67 |
| | | | | | |
| Fund | Total | Location | % Interest | | |
| Electric | 24,812.66 | Community First | Variable .66 | | |
| Electric | 233,899.84 | State/LGIP | Variable 5.37 | | |
| Electric Replacement Fund | 522,075.88 | State/LGIP | Variable 5.37 | | |
| Electric Bond Fund | 315,375.41 | State/LGIP | Variable 5.37 | | |
| Electric | 223,375.15 | State/LGIP | Variable 5.37 | | |
| Electric - AMI | 323,589.24 | State/LGIP | Variable 5.37 | | |
| Total Electric | 1,643,128.18 | | | | |
| | | | | | |
| Water | 56,977.94 | Community First | Variable .30 | | |
| Water | 629,035.62 | State/LGIP | Variable 5.37 | | |
| Water Replacement Fund | 340,068.95 | State/LGIP | Variable 5.37 | | |
| Water - Clean Wa Loan#8-2028 | 72,874.33 | State/LGIP | Variable 5.37 | | |
| Water - Reservoir Loan#5-2039 | 89,641.59 | State/LGIP | Variable 5.37 | | |
| Water - AMI | 124,568.24 | State/LGIP | Variable 5.37 | | |
| Water DNR Loan | 10.00 | Richland Co Bank | | | |
| Total Water | 1,313,176.67 | | | | |
| | | | | | |
| WWTP | 26,720.90 | Community First | Variable .30 | | |
| WWTP Replacement Fund | 1,821,008.03 | State/LGIP | Variable 5.37 | | |
| WWTP | 12,375.82 | State/LGIP | Variable 5.37 | | |
| WWTP Bond Fund | 129,702.91 | State/LGIP | Variable 5.37 | | |
| USDA Reserve Acct | 625,000.00 | State/LGIP | Variable 5.37 | | |
| WWTP -RATE STABILIZATION | 783,768.02 | State/LGIP | Variable 5.37 | | |
| USDA 2015 Bond Fund | 194,349.14 | Richland Co Bank | Variable 0.25 | | |
| Total WWTP | 3,592,924.82 | | | | |
| | | | | | |
| Unrestricted | | | | | |
| Electric | 258,712.50 | | | | |
| Water | 56,987.94 | | | | |
| WWTP | 39,096.72 | | | | |
| TOTAL UNRESTRICTED FUNDS | 354,797.16 | | | | |
| | | | | | |
| Restricted - Restricted Funds are for Projects, Bond Payments and Equipment Replacement | | | | | |
| Electric | 1,384,415.68 | | | | |
| Water | 1,256,188.73 | | | | |
| WWTP | 3,553,828.10 | | | | |
| TOTAL RESTRICTED FUNDS | 6,194,432.51 | | | | |

Report Criteria:

Invoices with totals above \$0.00 included.
Paid and unpaid invoices included.

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|-------------------------|--------------|--|-------------------------------|--------------------|
| 12/05/2023 | | | | |
| 12-05-23 COUNCIL | | | | |
| ALLIANT ENERGY/WPL | 11/15/2023 | ACCT #5572730000-HWY14 WALMART | 10-54230-320 SIGNS/UTILITIES | 14.76 |
| AMAZON CAPITAL SERVI | 11/11/2023 | CITY ACCT #A2D4H70ZB1JL0D-LOBBY CASH | 10-51300-340 CLK TREAS/OFFI | 76.94 |
| CATALIS TAX & CAMA | 05/31/2023 | ANNUAL LICENSES-COMMERCIAL COST/MD | 10-51600-480 ASSESSOR/MAIN | 1,602.69 |
| CITY UTILITIES | 11/03/2023 | INV #5665-RCPD SHREDDING SERVICE | 10-52100-860 POLICE/ADMINIS | 77.74 |
| COMMUNITY INSURANC | 11/27/2023 | INV #15273-W/C AUDIT ADJUSTMENT | 10-51500-260 INSURANCE/WO | 5,715.00 |
| COMPUTER DOCTORS L | 11/03/2023 | INV #5883-TROUBLESHOOTING & LAPTOP SE | 10-51400-560 DATA PROC/CON | 178.75 |
| COMPUTER DOCTORS L | 11/03/2023 | INV #5883-COMPUTER GRAPHICS CARDS/HD | 10-51400-430 DATA PROC/EQUI | 120.98 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5889-CISCO DUO SECURITY (GLASBRE | 10-51400-580 DATA PROC/PRO | 72.00 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5889-SSL CERTIFICATE FOR CISCO DUO | 10-51400-580 DATA PROC/PRO | 135.98 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5889-VEEAM UNIVERSAL LICENSE | 10-51400-580 DATA PROC/PRO | 428.00 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5889-MS365 BUSINESS STANDARD MON | 10-51400-580 DATA PROC/PRO | 15.00 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5889-SETUP CISCO DUO | 10-51400-560 DATA PROC/CON | 48.75 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5890-CISCO DUO (J WILSON) | 10-52100-430 POLICE/PRIORIT | 36.00 |
| COMPUTER DOCTORS L | 11/06/2023 | INV #5890-SETUP CISCO DUO | 10-52100-430 POLICE/PRIORIT | 48.75 |
| COMPUTER DOCTORS L | 11/17/2023 | INV #5927-ECON DEV ETHERNET NETWORK | 10-56500-340 ECON DEV/OFFI | 19.89 |
| CORE DISTINCTION GRO | 10/31/2023 | INV #1457-LODGING STUDY & PROFORMA | 10-56100-390 COMM DEV/MISC | 6,250.00 |
| DOMINION VOTING SYST | 11/03/2023 | 2024 ICE FIRMWARE LICENSES | 10-51400-580 DATA PROC/PRO | 469.68 |
| EAGLE ENGRAVING, INC | 11/08/2023 | INV #2023-7969 LIFE SAVING AWARDS | 10-52100-860 POLICE/ADMINIS | 469.45 |
| EHLERS | 11/09/2023 | INV #94648-PANORAMA 2 & 3 PROFORMA | 10-14600-000 DUE FROM DEVE | 1,800.00 |
| HYNEK PRINTING | 11/07/2023 | INV #71927-POLICE FORMS | 10-52100-340 POLICE/OFFICE | 197.05 |
| HYNEK PRINTING | 11/28/2023 | INV #23112801-LAMINATE MAPS | 10-51375-520 ELECTIONS/SUP | 78.00 |
| JELINEK, GRETCHEN | 11/29/2023 | NOV ASSESSOR PYMT-G JELINEK | 10-51600-560 ASSESSOR/CON | 1,658.33 |
| JOHNSON BLOCK & COM | 11/07/2023 | INV #511847-CITY AUDIT | 10-51360-390 AUDITING/FEEES | 7,485.00 |
| KOELSCH, BEN | 11/30/2023 | NOV CABLE SPONSORSHIP | 10-55600-390 CABLE TV/MISC | 1,933.75 |
| PILLA, JASON R | 11/13/2023 | REIMB FOR FLASHDRIVE-J PILLA | 10-52100-810 POLICE/ENFORC | 49.46 |
| POSTMASTER | 11/14/2023 | ELECTION POSTAGE | 10-51375-330 ELECTIONS/POS | 660.00 |
| REED, SPENCER | 10/23/2023 | ALUMINUM WELDING MATL' REIMB-S REED | 10-55410-470 AQUA CTR/MAINT | 80.00 |
| RHYME BUSINESS PROD | 11/15/2023 | POLICE COPIER INV #35307317 | 10-52100-480 POLICE/MAINT A | 215.47 |
| RHYME BUSINESS PROD | 11/20/2023 | ACCT #PT9500-C/T OFFICE CASH BINDERS | 10-51300-340 CLK TREAS/OFFI | 96.11 |
| RICHLAND COUNTY AMB | 11/27/2023 | DEC AMBULANCE PAYMENT | 10-52600-560 AMBULANCE/CO | 9,600.00 |
| RICHLAND COUNTY TRE | 11/03/2023 | CITY SHARE-2023 TAX ENVELOPES | 10-51300-390 CLK TREAS/MISC | 242.57 |
| RICHLAND FIRE DISTRIC | 10/29/2023 | FIRE CALL-HILLSIDE DEPOT (INCIDENT #2231 | 10-52300-905 FIRE DIST/CITY F | 300.00 |
| RICHLAND FIRE DISTRIC | 11/14/2023 | FIRE CALL-FOREMOST FARMS (INCIDENT #2 | 10-52300-905 FIRE DIST/CITY F | 300.00 |
| RICHLAND HOSPITAL, IN | 11/09/2023 | OCT LAB SERVICE-POLICE DEPT | 10-52100-810 POLICE/ENFORC | 202.00 |
| RICHLAND OBSERVER | 10/31/2023 | ACCT #2065-CITY PUBLICATIONS | 10-51300-380 CLK TREAS/PUBL | 135.53 |
| SMITHEY, COURTNEY | 11/13/2023 | CC RENT REFUND-C SMITHEY | 10-46500-000 COMMUNITY CE | 12.00 |
| SOUTHWESTERN WI RE | 11/16/2023 | INV #841-Q3 2023 MUNICIPAL SERVICES | 10-61000-920 OUTLAY/CLERK/T | 1,479.49 |
| STRANG HEATING & ELE | 10/31/2023 | INV #39797-NEW EXTENSION FOR CRO | 10-52100-470 POLICE/MAINT/R | 841.25 |
| TC AUTOWORKS LLC | 11/06/2023 | ACCT #1144-PD SQUAD OIL CHANGE | 10-52100-425 POLICE/CAR OPE | 56.93 |
| U S CELLULAR | 11/18/2023 | ACCT #201978132-CELL/PARKS | 10-51850-300 BLDG-PROP/TEL | 48.49 |
| U S CELLULAR | 11/18/2023 | ACCT #201978132-CELL/STREETS | 10-54200-300 ROADWAYS/CEL | 52.14 |
| U S CELLULAR | 11/18/2023 | ACCT #201978132-CELL/MAYOR | 10-51200-300 MAYOR/TELEPH | 38.99 |
| U S CELLULAR | 11/18/2023 | ACCT #201978132-CELL/MIEDEN | 10-55200-300 COMM CTR/TELE | 54.50 |
| VERIZON WIRELESS | 11/21/2023 | ACCT #283186952-00001 PD CELLS/MOBILE C | 10-52100-300 POLICE/TELEPH | 768.54 |
| VIERBICHER ASSOCIATE | 11/06/2023 | INV #8-ZONING ADMINISTRATION | 10-52450-000 ZONING/REGULA | 5,422.50 |
| WALLACE, COOPER & EL | 11/27/2023 | INV #1151-TAX COLLECTION BOND FOR A JO | 10-51500-280 INSURANCE/EMP | 383.00 |
| WAL-MART | 11/09/2023 | RESTITUTION-COCKROFT TO WALMART | 10-52100-810 POLICE/ENFORC | 200.00 |
| WI DEPT OF JUSTICE-CR | 11/06/2023 | ACCT #G2489-PD BACKGROUND CHECK | 10-52100-860 POLICE/ADMINIS | 14.00 |
| WICONNECT WIRELESS | 12/01/2023 | INV #204127-AIRPORT INTERNET | 10-54900-300 AIRPORT/TELEP | 59.99 |
| WPPI ENERGY | 12/01/2023 | LED PROJ INV #INV20249 | 10-51850-470 BLDG-PROP/MAI | 421.62 |

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|--------------------------|--------------|-------------|----------------------|--------------------|
| Total CITY GENERAL FUND: | | | | 50,667.07 |
| Grand Totals: | | | | 50,667.07 |

The bills presented on this day (excluding any Library Fund invoices) having been referred to the Finance and Budget Committee, and said committee having duly investigated and audited these bills, hereby make the following recommendation:

THAT THE CITY BILLS PRESENTED ON THIS DAY BE PAID, WITH THE FOLLOWING ADJUSTMENTS AND/OR EXCEPTIONS:

Dated: _____

Finance: _____

Filed in the office of the City Clerk/Treasurer

Report Criteria:

Invoices with totals above \$0.00 included.

Paid and unpaid invoices included.

Report Criteria:

Invoices with totals above \$0.00 included.
Paid and unpaid invoices included.

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|-----------------------------|--------------|--|-----------------------------|--------------------|
| 11/08/2023 | | | | |
| 11-08-23 PD TRUCK | | | | |
| JONES CHEVROLET | 11/08/2023 | 2024 CHEVY SILVERADO K1500-POLICE DEPT | 10-59100-390 UNAL CONT/MIS | 47,500.00 |
| Total CITY GENERAL FUND: | | | | 47,500.00 |
| 11/09/2023 | | | | |
| 11-09-23 PROPERTY/PW | | | | |
| ALL AMERICAN DO IT CE | 10/16/2023 | ACCT #13005-PARKS/GROUNDS | 10-51850-470 BLDG-PROP/MAI | 4.89 |
| ALL AMERICAN DO IT CE | 10/19/2023 | ACCT #13005-PARKS/GROUNDS | 10-51850-390 BLDG-PROP/MIS | 18.99 |
| ALLIED REDI-MIX LLC | 08/09/2023 | STREET DEPT INV #10970 | 10-54260-560 SIDEWALKS/CON | 316.50 |
| AUTO VALUE PARTS STO | 11/07/2023 | ACCT #52900049-PARKS DEPT | 10-51850-440 BLDG-PROP/EQU | 24.20 |
| AUTO VALUE PARTS STO | 10/31/2023 | ACCT #52900049-PARKS DEPT | 10-51850-440 BLDG-PROP/EQU | 89.40 |
| BADGER SPRAY REPAIR, | 09/14/2023 | STREET DEPT INV #43819 | 10-54200-440 ROADWAYS/EQUI | 291.00 |
| BAILEY'S PAINT & DECO | 09/01/2023 | STREET INV #17094 | 10-54230-520 SIGNS/SUPPLIES | 134.29 |
| BINDL BAUER LIMESTON | 10/26/2023 | STREET DEPT INV #37772 | 10-54200-490 ROADWAYS/GRA | 1,987.50 |
| BINDL TIRE & AUTO, LTD | 07/25/2023 | PARK DEPT INV #994796 | 10-51850-440 BLDG-PROP/EQU | 342.50 |
| BINDL TIRE & AUTO, LTD | 09/06/2023 | PARK DEPT INV #011343 | 10-51850-440 BLDG-PROP/EQU | 90.00 |
| CITY UTILITIES | 10/24/2023 | INV #5662 DIKE LIGHTS | 10-51850-520 BLDG-PROP/SUP | 193.08 |
| FERRELLGAS | 10/19/2023 | ACCT #52693934-AIRPORT | 10-54900-310 AIRPORT/HEAT | 812.93 |
| FERRELLGAS | 10/26/2023 | ACCT #52693934-AIRPORT | 10-54900-310 AIRPORT/HEAT | 40.00 |
| HOLIDAY WHOLESALE | 10/24/2023 | ACCT #702701-PARKS & GROUNDS | 10-51850-520 BLDG-PROP/SUP | 502.69 |
| HOLIDAY WHOLESALE | 10/31/2023 | ACCT #702701-PARKS/GROUNDS | 10-51850-520 BLDG-PROP/SUP | 240.96 |
| KONECRANES INC | 10/18/2023 | ACCT #1670334-STREET DEPT | 10-54100-430 GARAGE/EQUIP | 1,065.00 |
| LAKES GAS COMPANY | 10/17/2023 | ACCT #1097-STREET DEPT | 10-54200-500 ROADWAYS/GAS | 168.00 |
| M S A PROFESSIONAL S | 10/20/2023 | INV #20-7TH/8TH/CEDAR IMPRVMTS | 10-61000-942 OUTLAY/ST PROJ | 866.22 |
| NAPA AUTO PARTS | 10/19/2023 | ACCT #1320-STREET DEPT | 10-54200-420 ROADWAYS/TRU | 113.95 |
| NAPA AUTO PARTS | 10/20/2023 | ACCT #1320-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 256.30 |
| NAPA AUTO PARTS | 10/25/2023 | ACCT #1320-STREET DEPT | 10-54200-420 ROADWAYS/TRU | 110.02 |
| NAPA AUTO PARTS | 10/26/2023 | ACCT #1320-STREET DEPT | 10-54200-420 ROADWAYS/TRU | 104.50 |
| NAPA AUTO PARTS | 10/27/2023 | ACCT #1320-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 95.14 |
| NATURE'S WAY PORTABL | 10/31/2023 | LANDFILL INV #54825 | 10-54500-560 LANDFILL/CONT | 160.00 |
| NATURE'S WAY PORTABL | 10/31/2023 | INV #54924-PARK PORTABLES | 10-55300-655 PARKS/SHELTER | 1,610.00 |
| POMP'S TIRE SERVICE, I | 10/02/2023 | ACCT #6473466-STREET DEPT | 10-54200-420 ROADWAYS/TRU | 514.28 |
| POMP'S TIRE SERVICE, I | 10/31/2023 | ACCT #6473466-STREET DEPT | 10-54200-420 ROADWAYS/TRU | 698.00 |
| SCOTT CONSTRUCTION, | 10/10/2023 | ACCT #61585-STREET DEPT | 10-54200-560 ROADWAYS/CON | 90,192.47 |
| SCOTT CONSTRUCTION, | 10/10/2023 | ACCT #61585-BASKETBALL OVERLAY | 10-61000-961 OUTLAY/PARKS | 8,811.47 |
| TOWN & COUNTRY SANI | 11/01/2023 | ACCT #8735-GARBAGE | 10-54600-560 GARBAGE/CONT | 15,872.75 |
| TOWN & COUNTRY SANI | 11/01/2023 | ACCT #8735-OPERATOR | 10-54500-020 LANDFILL/TCS O | 839.00 |
| TOWN & COUNTRY SANI | 11/01/2023 | ACCT #8735-UW CAMPUS | 10-54600-560 GARBAGE/CONT | 332.00 |
| TOWN & COUNTRY SANI | 11/01/2023 | ACCT #8735-LG ITEM PICKUP | 10-54600-560 GARBAGE/CONT | 80.00 |
| TOWN & COUNTRY SANI | 11/01/2023 | ACCT #8783-RECYCLING | 10-54700-560 RECYCLING/CON | 7,247.70 |
| TOWN & COUNTRY SANI | 11/01/2023 | ACCT #8784-LANDFILL | 10-54500-660 LANDFILL/TRANS | 4,216.94 |
| WALSH'S ACE HARDWAR | 09/07/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 58.71 |
| WALSH'S ACE HARDWAR | 09/11/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 18.73 |
| WALSH'S ACE HARDWAR | 09/21/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 46.49 |
| WALSH'S ACE HARDWAR | 09/22/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 46.46 |
| WALSH'S ACE HARDWAR | 09/22/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 9.29 |
| WALSH'S ACE HARDWAR | 09/25/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 29.74 |
| WALSH'S ACE HARDWAR | 10/04/2023 | ACCT #100601-STREET DEPT | 10-54200-520 ROADWAYS/SUP | 26.64 |
| WALSH'S ACE HARDWAR | 10/12/2023 | ACCT #100601-STREET DEPT | 10-54200-560 ROADWAYS/CON | 36.00 |
| WALSH'S ACE HARDWAR | 10/12/2023 | ACCT #100567-PARKS DEPT | 10-51850-470 BLDG-PROP/MAI | 47.09 |
| WALSH'S ACE HARDWAR | 10/16/2023 | ACCT #100567-PARKS DEPT | 10-51850-470 BLDG-PROP/MAI | 3.35 |

City of Richland Center

Payment Approval Report - Finance Committee
Report dates: 11/8/2023-11/30/2023Page: 2
Dec 01, 2023 03:43PM

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|----------------------------|--------------|---------------------------------------|-----------------------------|--------------------|
| WALSH'S ACE HARDWAR | 10/17/2023 | ACCT #100567-PARKS DEPT | 10-51850-520 BLDG-PROP/SUP | 6.88 |
| WALSH'S ACE HARDWAR | 10/24/2023 | ACCT #100567-PARKS DEPT | 10-51850-520 BLDG-PROP/SUP | 74.06 |
| WALSH'S ACE HARDWAR | 10/24/2023 | ACCT #100567-PARKS DEPT | 10-51850-520 BLDG-PROP/SUP | 4.99 |
| WALSH'S ACE HARDWAR | 10/25/2023 | ACCT #100567-PARKS DEPT | 10-51850-520 BLDG-PROP/SUP | 17.14 |
| WALSH'S ACE HARDWAR | 10/31/2023 | ACCT #100567-PARKS DEPT | 10-51850-520 BLDG-PROP/SUP | 25.70 |
| WALSH'S ACE HARDWAR | 10/31/2023 | ACCT #100567-PARKS DEPT | 10-51850-440 BLDG-PROP/EQU | 30.08 |
| WALSH'S ACE HARDWAR | 10/31/2023 | ACCT #100567-PARKS DEPT | 10-51850-470 BLDG-PROP/MAI | 32.11 |
| WEGNER AUTO SERVICE | 10/25/2023 | STREETS INV #6303 | 10-54200-420 ROADWAYS/TRU | 200.00 |
| Total CITY GENERAL FUND: | | | | 139,156.13 |
| 11/13/2023 | | | | |
| 11-13-23 PARK BD | | | | |
| AMAZON CAPITAL SERVI | 10/21/2023 | CITY ACCT #A2D4H70ZB1JL0D-CC SUPPLIES | 10-55200-520 COMM CTR/SUP | 93.31 |
| AMERICAN LIFEGUARD | 06/03/2023 | ACCT #66752-AQUATIC CENTER | 10-55410-520 AQUA CTR/SUPP | 78.39 |
| CAPITAL ONE | 11/01/2023 | ACCT #621034-PARKS & REC | 10-55250-520 SENR CTR/SUPP | 130.46 |
| CAPITAL ONE | 10/26/2023 | ACCT #621034-PARKS & REC | 10-55200-520 COMM CTR/SUP | 46.34 |
| CAPITAL ONE | 10/26/2023 | ACCT #621034-PARKS & REC | 10-46610-000 RECREATION FE | 100.00 |
| MCGUIRE CONSTRUCTI | 11/03/2023 | A/C WINTERIZING INV #11032022 | 10-55410-470 AQUA CTR/MAINT | 1,641.75 |
| NEUMAN POOLS INC | 10/13/2023 | AQUATIC CTR INV #47672 | 10-55410-470 AQUA CTR/MAINT | 5,782.39 |
| RHYME BUSINESS PROD | 10/26/2023 | COMM CTR COPIER INV #35165216 | 10-55200-480 COMM CTR/MAIN | 183.76 |
| STRANG HEATING & ELE | 10/31/2023 | COMM CTR INV #39803 | 10-51850-440 BLDG-PROP/EQU | 105.00 |
| WALSH'S ACE HARDWAR | 09/25/2023 | ACCT #100567-REC DEPT | 10-55410-620 AQUA CTR/CHEM | 105.00 |
| WARCO | 10/20/2023 | 2023 SENIOR TRIPS | 10-46615-000 SENIOR RECREA | 2,550.00 |
| WISCONSIN STATE JOUR | 10/13/2023 | ACCT #190-00360058-CC/SC | 10-55250-360 SENR CTR/SUBS | 627.99 |
| WOODWARD COMMUNIT | 10/25/2023 | ACCT #22251-CC | 10-55200-385 COMM CTR/PRO | 863.12 |
| Total CITY GENERAL FUND: | | | | 12,307.51 |
| 11/15/2023 | | | | |
| 11-2023 INSURANCES | | | | |
| AMERICAN FAMILY LIFE | 10/26/2023 | OCT AFLAC W/H-SEP PREMIUM | 10-22240-000 EMPLOYEE SHA | 482.98 |
| AMERICAN FAMILY LIFE | 10/26/2023 | OCT PREMIUM VARIANCE | 10-52100-100 POLICE/BENEFIT | .03 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-POLICE | 10-52100-100 POLICE/BENEFIT | 127.54 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-PKG ENF | 10-52150-100 PKG ENF/BENEFI | 22.34 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-STREETS | 10-54200-100 ROADWAYS/BEN | 40.07 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-PARKS | 10-55300-100 PARKS/BENEFITS | 38.28 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-COMM CTR | 10-55200-100 COMM CTR/BEN | 13.25 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-CITY ADMIN | 10-51250-100 ADMIN/BENEFITS | 6.22 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-C/T OFFICE | 10-51300-100 CLK TREAS/BEN | 44.61 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-TOURISM | 10-51825-100 RR DEPOT/BENE | 23.40 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-ECON DEV | 10-56500-100 ECON DEV/BENE | 19.80 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-LIBRARY | 10-51900-180 PERSONNEL/EM | 26.17 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC LIFE INS-UTILITIES | 10-51900-180 PERSONNEL/EM | 717.13 |
| SECURIAN FINANCIAL G | 11/07/2023 | DEC SP/DEP LIFE INSURANCE | 10-22230-000 EMPLOYEE SHA | 30.40 |
| SECURIAN FINANCIAL G | 11/07/2023 | ADDL DEC LIFE INSURANCE | 10-22230-000 EMPLOYEE SHA | 318.12 |
| WORKSITE SOLUTIONS | 10/31/2023 | OCT INSUR W/H-DEITELHOFF | 10-22250-000 EMPLOYEE SHA | 46.70 |
| Total CITY GENERAL FUND: | | | | 1,956.98 |
| 11/20/2023 | | | | |
| 11-20-23 LIBRARY BD | | | | |
| BAKER & TAYLOR | 10/14/2023 | ACCT #L408232-ADULT ACCT | 20-55100-720 LIBRARY/BOOKS | 473.48 |
| BAKER & TAYLOR | 10/16/2023 | ACCT #L408232-ADULT ACCT | 20-55100-720 LIBRARY/BOOKS | 414.65 |
| BAKER & TAYLOR | 10/25/2023 | ACCT #L408232-ADULT ACCT | 20-55100-720 LIBRARY/BOOKS | 501.34 |
| BAKER & TAYLOR | 10/07/2023 | ACCT #L4275042-YOUTH ACCT | 20-55100-720 LIBRARY/BOOKS | 142.04 |
| BAKER & TAYLOR | 10/13/2023 | ACCT #L4275042-YOUTH ACCT | 20-55100-720 LIBRARY/BOOKS | 552.92 |

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|----------------------------|--------------|---------------------------------------|------------------------------|--------------------|
| BOARDMAN & CLARK LL | 10/24/2023 | INV #273870-LIBRARY EMPLOYMENT MATTER | 20-55100-570 LIBRARY/LEGAL/ | 69.00 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-LIBRARY | 20-55100-320 LIBRARY/UTILITI | 867.23 |
| EGOLDFAX | 10/17/2023 | LIBRARY INV #EGOLD-12049025 | 20-55100-300 LIBRARY/PHONE/ | 29.99 |
| EGOLDFAX | 11/14/2023 | LIBRARY INV #EGOLD-12051421 | 20-55100-300 LIBRARY/PHONE/ | 29.99 |
| ENVISIONWARE, INC | 10/01/2023 | LIBRARY INV #INV-US-67804 | 20-55100-750 LIBRARY/COMPU | 1,228.31 |
| FRONTIER | 11/01/2023 | ACCT #60864764440101655-LIBRARY | 20-55100-300 LIBRARY/PHONE/ | 295.96 |
| GENUINE TELECOM | 10/20/2023 | ACCT #99900-LIBRARY | 20-55100-300 LIBRARY/PHONE/ | 40.73 |
| HEDBERG PUBLIC LIBRA | 09/22/2023 | REPLACEMENT-LOST/DAMAGED MATERIALS | 20-55100-710 LIBRARY/AUDIO/ | 6.99 |
| MIDWEST TAPE | 10/10/2023 | ACCT #2000006521-LIBRARY | 20-55100-710 LIBRARY/AUDIO/ | 11.24 |
| MIDWEST TAPE | 10/31/2023 | ACCT #2000006521-LIBRARY | 20-55100-710 LIBRARY/AUDIO/ | 11.99 |
| RHYME BUSINESS PROD | 11/09/2023 | LIB COPIER INV #35273987 | 20-55100-340 LIBRARY/OFFICE | 141.52 |
| STRANG HEATING & ELE | 10/31/2023 | LIBRARY INV #39805 | 20-55100-470 LIBRARY/MAINT | 159.63 |
| STRANG HEATING & ELE | 10/31/2023 | LIBRARY INV #39808 | 20-55100-470 LIBRARY/MAINT | 9,728.00 |
| VISA | 10/31/2023 | LIBRARY ACCT ENDING #6931 | 20-55100-340 LIBRARY/OFFICE | 44.99 |
| VISA | 10/31/2023 | LIBRARY ACCT ENDING #6931 | 20-55100-390 LIBRARY/MISC E | 67.92 |
| VISA | 10/31/2023 | LIBRARY ACCT ENDING #6931 | 20-55100-720 LIBRARY/BOOKS | 41.61 |
| VISA | 10/31/2023 | LIBRARY ACCT ENDING #6931 | 20-55100-740 LIBRARY/CHILDR | 30.60 |
| VISA | 10/31/2023 | LIBRARY ACCT ENDING #6931 | 20-55100-745 LIBRARY/ADULT | 25.00 |
| WE ENERGIES | 11/03/2023 | ACCT #071370497000001-LIBRARY | 20-55100-310 LIBRARY/HEAT | 413.00 |
| Total LIBRARY FUND: | | | | 15,328.13 |

11/22/2023

11-2023 CITY MANUALS

| | | | | |
|----------------------|------------|--|-------------------------------|----------|
| A T & T MOBILITY | 10/27/2023 | ACCT #287327444101-ECON DEV | 10-56500-300 ECON DEV/TELE | 75.58 |
| ALLIANT ENERGY/WPL | 11/01/2023 | ACCT #8290837462-TERMINAL BLDG | 10-54900-321 AIRPORT/TERMI | 120.75 |
| ALLIANT ENERGY/WPL | 11/09/2023 | ACCT #1036510000-HANGAR | 10-54900-322 AIRPORT/HANGA | 30.64 |
| ALLIANT ENERGY/WPL | 11/09/2023 | ACCT #2013900000-RUNWAY | 10-54900-320 AIRPORT/RUNWA | 174.88 |
| ALLIANT ENERGY/WPL | 11/10/2023 | ACCT #1601850000-HWY80 SHELTER | 10-55300-655 PARKS/SHELTER | 17.12 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-SHELTERS | 10-55300-655 PARKS/SHELTER | 556.99 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-STREET SHOP | 10-54100-320 GARAGE/UTILITI | 281.09 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL BILL-LANDFILL | 10-54500-320 LANDFILL/UTILITI | 89.69 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL BILLS-FLOODWARNING | 10-56200-320 FLOODPLN/UTILI | 81.42 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL BILLS-STREET LIGHTS | 10-54230-930 SIGNS/STREET LI | 7,219.17 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-MUN BLDG | 10-51800-320 MUN BLDG/UTILI | 1,035.29 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL BILL-MUN BLDG EV STATION | 10-51800-320 MUN BLDG/UTILI | 50.36 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL BILL-AUDITORIUM EV STATION | 10-51850-320 BLDG-PROP/UTIL | 27.06 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-RR DEPOT | 10-51825-320 RR DEPOT/UTILI | 83.72 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-COMM CENTER | 10-55200-320 COMM CTR/UTILI | 1,068.28 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-PARK SHOP | 10-51850-320 BLDG-PROP/UTIL | 127.20 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-CEMETERY | 10-51850-325 BLDG-PROP/CEM | 293.72 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-AQUATIC CENTER | 10-55410-320 AQUA CTR/UTILIT | 713.85 |
| CITY UTILITIES-BILLS | 11/08/2023 | EL/WA/SE-PARKS/GROUNDS | 10-55300-320 PARKS/UTILITIES | 1,391.80 |
| FRONTIER | 11/01/2023 | ACCT #26200109181030985-RCPD | 10-52100-300 POLICE/TELEPH | 10.70 |
| FRONTIER | 11/08/2023 | ACCT #60864784960208235-LANDFILL | 10-54500-300 LANDFILL/TELEP | 91.94 |
| FRONTIER | 11/09/2023 | ACCT #60838309690209235-AIRPORT FUEL E | 10-54900-300 AIRPORT/TELEP | 104.61 |
| FRONTIER | 11/09/2023 | ACCT #60838309690209235-TERMINAL BLDG | 10-54900-300 AIRPORT/TELEP | 104.61 |
| GENUINE TELECOM | 11/20/2023 | ACCT #641500-POLICE DEPT | 10-52100-300 POLICE/TELEPH | 149.02 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-CLERK/TREASURER | 10-51300-300 CLK TREAS/TELE | 92.90 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-BLDG INSPECTOR | 10-52400-300 BLDG SFTY/TELE | 36.88 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-MAYOR | 10-51200-300 MAYOR/TELEPH | 35.38 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-ASSESSOR | 10-51600-300 ASSESSOR/TELE | 35.38 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-RR DEPOT | 10-51825-300 RR DEPOT/PHON | 35.38 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-POLICE DSL | 10-52100-590 POLICE/INTERNE | 88.00 |
| GENUINE TELECOM | 11/20/2023 | ACCT #20300-CITY DSL | 10-51400-590 DATA PROC/DSL | 125.00 |
| GENUINE TELECOM | 11/20/2023 | ACCT #641600-STREET SHOP | 10-54100-300 GARAGE/TELEPH | 36.13 |
| GENUINE TELECOM | 11/20/2023 | ACCT #73700-PARK SHOP | 10-51850-300 BLDG-PROP/TEL | 45.63 |

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|--------------------------|--------------|-----------------------------------|-----------------------------|--------------------|
| GENUINE TELECOM | 11/20/2023 | ACCT #73700-AQUATIC CENTER | 10-55410-300 AQUA CTR/TELE | 41.88 |
| GENUINE TELECOM | 11/20/2023 | ACCT #73700-COMM CENTER | 10-55200-300 COMM CTR/TELE | 182.26 |
| GENUINE TELECOM | 11/20/2023 | ACCT #73700-CC ALARM | 10-55200-565 COMM CTR/FIRE | 36.88 |
| PREMIER CO-OP | 10/31/2023 | ACCT #4671525-PARK FUEL FARM | 10-51850-500 BLDG-PROP/GAS | 2,534.43 |
| PREMIER CO-OP | 10/31/2023 | ACCT #4671525-PARK FUEL FARM | 10-51850-500 BLDG-PROP/GAS | 435.54 |
| PURCHASE POWER | 11/03/2023 | ACCT #8000909005293399-METER | 10-51300-330 CLK TREAS/POST | 56.25 |
| RHYME BUSINESS PROD | 11/06/2023 | CITY COPIERS INV #35236953 | 10-51450-480 COPIER/MAINT A | 397.33 |
| RICHLAND ELECTRIC CO | 11/02/2023 | ACCT #667401-FLOODWARNING | 10-56200-320 FLOODPLN/UTILI | 47.14 |
| RUNNING, INC | 09/07/2023 | INV #28375-AUG TAXI EXP | 10-54800-950 TRANSIT/TAXI | 21,062.67 |
| RUNNING, INC | 09/07/2023 | INV #28375-AUG TAXI REV | 10-54800-950 TRANSIT/TAXI | 9,522.50- |
| RUNNING, INC | 11/09/2023 | INV #28685-OCT TAXI EXP | 10-54800-950 TRANSIT/TAXI | 19,315.77 |
| RUNNING, INC | 11/09/2023 | INV #28685-OCT TAXI REV | 10-54800-950 TRANSIT/TAXI | 7,088.00- |
| U S CELLULAR | 11/10/2023 | ACCT #854828109-FLOODWARNING | 10-56200-300 FLOODPLN/TELE | 40.51 |
| WALLACE, COOPER & EL | 11/17/2023 | INV #1146-PD TRUCK ADDITION | 10-51500-270 INSURANCE/PRO | 257.00 |
| WE ENERGIES | 11/03/2023 | ACCT #070047605100006-MUN BLDG | 10-51800-310 MUN BLDG/HEAT | 101.62 |
| WE ENERGIES | 11/03/2023 | ACCT #070047605100001-RR DEPOT | 10-51825-310 RR DEPOT/HEAT | 35.75 |
| WE ENERGIES | 11/03/2023 | ACCT #070047605100005-COMM CENTER | 10-55200-310 COMM CTR/HEAT | 126.61 |
| WE ENERGIES | 11/03/2023 | ACCT #071031598000001-PARK SHOP | 10-51850-310 BLDG-PROP/HEA | 32.46 |
| WE ENERGIES | 11/03/2023 | ACCT #070014806400001-CEMETERY | 10-51850-315 BLDG-PROP/CEM | 26.86 |
| WE ENERGIES | 11/03/2023 | ACCT #070852515300001-MEYERS BLDG | 10-55300-655 PARKS/SHELTER | 44.08 |
| WE ENERGIES | 11/03/2023 | ACCT #070047605100003-A/C CONC | 10-55410-310 AQUA CTR/HEAT | 9.57 |
| WE ENERGIES | 11/03/2023 | ACCT #070047605100002-A/C POOL | 10-55410-310 AQUA CTR/HEAT | 24.65 |
| WE ENERGIES | 11/03/2023 | ACCT #070894498700001-STREET SHOP | 10-54100-310 GARAGE/HEAT | 56.45 |
| WIL-KIL PEST CONTROL | 11/07/2023 | ACCT #210363-COMM CENTER | 10-55200-560 COMM CTR/CON | 76.55 |
| Total CITY GENERAL FUND: | | | | 42,761.93 |
| Grand Totals: | | | | 259,010.68 |

| Vendor Name | Invoice Date | Description | GL Account and Title | Net Invoice Amount |
|-------------|--------------|-------------|----------------------|--------------------|
|-------------|--------------|-------------|----------------------|--------------------|

The bills presented on this day (excluding any Library Fund invoices) having been referred to the Finance and Budget Committee, and said committee having duly investigated and audited these bills, hereby make the following recommendation:

THAT THE CITY BILLS PRESENTED ON THIS DAY BE PAID, WITH THE FOLLOWING ADJUSTMENTS AND/OR EXCEPTIONS:

Dated: _____

Finance: _____

Filed in the office of the City Clerk/Treasurer

Report Criteria:

- Invoices with totals above \$0.00 included.
- Paid and unpaid invoices included.

CHAPTER 44

CREATING THE OFFICE OF CITY CLERK

[History:]

44.01 OFFICE OF THE CITY CLERK. There is hereby created the office of the City Clerk.

44.02 DUTIES OF THE CITY CLERK. The City Clerk shall have all the duties, powers and responsibilities found in Wis. Stat. § 62.09(11), as well as those which may be designated by the City Council by ordinance, resolution or creation of a job description, all of which shall be incorporated herein by reference.

44.03 CLERK TO BE APPOINTED BY MAYOR SUBJECT TO CONFIRMATION BY THE COUNCIL. The City Clerk shall be, pursuant to Wis. Stat. § 62.09(3)(b)2, appointed by the Mayor subject to confirmation by the Council by a 2/3 affirmative vote of members present.

44.04 DURATION OF TERM; REMOVAL FROM OFFICE. The City Clerk shall hold office for an indefinite term, subject to removal as provided in Wis. Stat. § 17.12(1)(c)2 and (d).

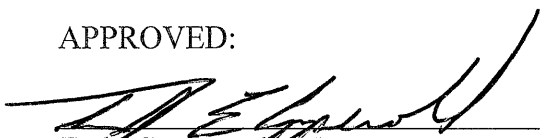
44.05 EFFECTIVE DATE OF CHARTER ORDINANCE; REFERENDUM. This is a charter ordinance and shall take effect 60 days after its passage and publication unless within 60 days after such publication a referendum petition as provided for in Wis. Stat. § 66.0101(5), shall be filed. In the event of the filing of such a petition in such manner, this ordinance shall not then take effect until it is submitted to a referendum of the electors and approved by a majority of the electors voting thereon. Such petition and the proceedings for its submission shall be governed by Wis. Stat. § 9.20(2) through (6).

44.06 REMOVAL OF ORDINANCE FROM CHARTER. This ordinance, as well as any subsequent enactment, amendment, or repeal relating to the office of the City Clerk shall be removed from the City's charter ordinance and shall be subject to the normal rules governing the passage and implementation of ordinances.


44.07 CLERK TO PUBLISH, FILE AND RECORD. Upon the adoption of this charter ordinance and the approval thereof by the Mayor, the City Clerk is hereby directed to publish this ordinance as a Class 1 notice under chap. 985, Wis. Stats. Said Clerk is further directed to record and file this charter ordinance as required by Wis. Stat. § 66.0101(3).

44.08 REPEAL OF INCONSISTENT ORDINANCES. All ordinances or parts of ordinances or other legislative acts of the City in conflict with this ordinance are hereby repealed.

APPROVED:



Todd Coppernoll, Mayor



Aaron Joyce, Clerk/Treasurer

AYES: 6

NAYS: 1

Publication Date:

Effective Date:

CHAPTER 43

CREATING THE OFFICE OF CITY TREASURER

[History:]

44.01 OFFICE OF THE CITY TREASURER. There is hereby created the office of the City Treasurer.

44.02 DUTIES OF THE CITY TREASURER. The City Treasurer shall have all the duties, powers and responsibilities found in Wis. Stat. § 62.09(9), as well as those which may be designated by the City Council by ordinance, resolution or creation of a job description, all of which shall be incorporated herein by reference.

44.03 TREASURER TO BE APPOINTED BY MAYOR SUBJECT TO CONFIRMATION BY THE COUNCIL. The City Treasurer shall be, pursuant to Wis. Stat. § 62.09(3)(b)2, appointed by the Mayor subject to confirmation by the Council by a 2/3 affirmative vote of members present.

44.04 DURATION OF TERM; REMOVAL FROM OFFICE. The City Treasurer shall hold office for an indefinite term, subject to removal as provided in Wis. Stat. § 17.12(1)(c)2 and (d).

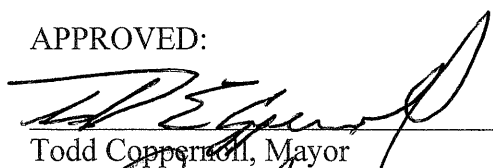
44.05 EFFECTIVE DATE OF CHARTER ORDINANCE; REFERENDUM. This is a charter ordinance and shall take effect 60 days after its passage and publication unless within 60 days after such publication a referendum petition as provided for in Wis. Stat. § 66.0101(5), shall be filed. In the event of the filing of such a petition in such manner, this ordinance shall not then take effect until it is submitted to a referendum of the electors and approved by a majority of the electors voting thereon. Such petition and the proceedings for its submission shall be governed by Wis. Stat. § 9.20(2) through (6).

44.06 REMOVAL OF ORDINANCE FROM CHARTER. This ordinance, as well as any subsequent enactment, amendment, or repeal relating to the office of the City Treasurer shall be removed from the City's charter ordinance and shall be subject to the normal rules governing the passage and implementation of ordinances.


44.07 CLERK TO PUBLISH, FILE AND RECORD. Upon the adoption of this charter ordinance and the approval thereof by the Mayor, the City Clerk is hereby directed to publish this ordinance as a Class 1 notice under chap. 985, Wis. Stats. Said Clerk is further directed to record and file this charter ordinance as required by Wis. Stat. § 66.0101(3).

44.08 REPEAL OF INCONSISTENT ORDINANCES. All ordinances or parts of ordinances or other legislative acts of the City in conflict with this ordinance are hereby repealed.

APPROVED:



Todd Coppernoll, Mayor



Aaron Joyce, Clerk/Treasurer

AYES: 6

NAYS: /

Publication Date:

Effective Date:

**2024 SHARED RIDE TAXI OPERATING CONTRACT
BETWEEN THE CITY OF RICHLAND CENTER AND
RUNNING, INC.**

This Contract is made by and between the City of Richland Center, hereinafter referred to as "City" and Running, Inc. hereinafter referred to as "Contractor."

PRELIMINARY STATEMENT

The City sponsors a Shared-Ride Taxi Service as a public transportation program to serve its residents. The City solicited proposals for the operation of this service from the period commencing 01/01/2024 and ending on 12/31/2024 and Running, Inc. proposal was deemed to be most advantageous to the City and was accepted.

This contract shall include all the necessary performance standards outlined in the RFP and the Contractor's response to that RFP by reference, including, but not limited to, service area, service standards, hours of service, service levels, handling of revenues, reservation policies, maintenance, insurance, licensing, complaint handling, promotion and publicity and other requirements.

CONTRACT CONDITIONS

The contractor shall, throughout the term of this contract, be responsible for maintaining proper licensing for operation as a taxicab company in the service area described in the RFP. All revenues collected by the provider, shall belong to the City and shall be shown as a separate line item on each invoice.

The Contractor shall submit invoices for the total number of hours of service provided to the City no more frequently than monthly, and the City shall review said invoice and reimburse the Contractor within 20 working days after receipt of a properly submitted invoice.

Additionally, the Contractor shall provide to the City within 25 days of the conclusion of any calendar month, the following reports as detailed in the RFP:

A monthly report showing total passenger trips, passenger revenue, package delivery revenue, total miles operated and total driver hours worked. The Contractor is also responsible for

preparing and submitting to the City quarterly and annual reports required by the Wisconsin Department of Transportation.

The Contractor shall maintain and retain for a period of three years driver logs and dispatch records to allow the City or the Wisconsin Department of Transportation to verify any data reported or billed to the City.

The City reserves the right to discontinue the contract's remaining option years at any time and may elect to re-bid the contract in whole or in part when changes in scheduled hours or hourly costs are not mutually acceptable between the Contractor and the City. Any such discontinuation of the contract shall have at least 120 days written notice to the Contractor, including the decision to not exercise an option year.

The City may terminate this contract with 120 days written notice to the Contractor. This contract shall not be assigned, transferred or encumbered in any manner without the prior written consent of the City, which consent shall not be unreasonably withheld.

The maximum amount of funding for this contract shall be \$359,701.86 based on 10,213 hours of service at the rate of \$35.22 per hour.

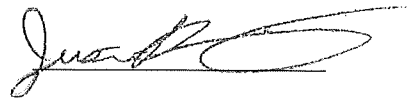
All Federal Certifications, Assurances and Clauses included in the RFP document and certified by the Contractor shall be included in this contract by reference.

Dated this _____ day of _____, 2023

City of Richland Center
Municipality

Running, Inc.
Contractor

Authorized Official


Justin Running
Vice President

Election Workers 2024 - 2025

Democrats:

Barb Nimocks.
Mark Gill
Gayle Alioto
Patty Grell
Connie Dunn
Mark Dunn
Pam Flick
Darlene Tagliapietra
Shelia Melby
Marie Waldsmith
Lynne Eichinger
Terry Testolin
David Eagan
Linda Danforth
Roseanne Knower
Colleen Pulvermacher
Donna Bauer
Marion Kay Zieghan
Mary Collins

Republicans:

(no list provided)

CITY OF RICHLAND CENTER

AGENDA ITEM DATA SHEET FOR

CITY COUNCIL

Agenda Item: Discussion and action on Hospital property Land Division at 26425 USH 14E.

Meeting Date: Tuesday, December 5th, 2023

Requested by: City Zoning Department

Reviewed by: City Planning Commission and ETZ Board

Background:

- Land division has been requested by the Richland Hospital as part of their goal to develop their property at 26425 USH 14E.
- The City Zoning Department conducted a review of the request and provided a staff report (included in your meeting packet). It was determined that the request meets the requirements for approval.
- A public hearing was held in a Joint meeting of the Richland Center Planning Commission and the ETZ Board on Wednesday, November 29th, 2023 at 5:30pm.
- After reviewing the land division request, the City Planning Commission and ETZ Board recommended this item to the City Council for final approval.

Financial Impact:

N/A

Funding Source:

N/A

Attachments:

- Zoning Staff Report for Hospital land division request
- Certified Survey Map for the land division
- Copy of Public Hearing Notice executed for the Planning Commission meeting held on 11/29/2023

Requested Action:

MOTION TO APPROVE "THE LAND DIVISION REQUEST OF THE RICHLAND HOSPITAL FOR THEIR PROPERTY LOCATED AT 26425 USH 14E WITH TAX PARCEL NUMBER 022-2634-1000".

**City of Richland Center
Staff Report**

Land Division – Certified Survey Map (CSM) – Richland Hospital

Meetings:

Joint Planning Commission and ETZ Board Meeting – November 29, 2023 – 5:30 PM
Common Council Meeting – December 5, 2023 – 6:30 PM

Applicant:

Richland Hospital, Inc.
333 E. Second Street
Richland Center, WI 53581

Zoning District:

Extraterritorial Zoning – Industrial

Minimum Lot Size – 1 acre (Minimum lot size for Commercial is ¾ of an acre)

Minimum Lot Width – 150-feet

Ordinance Language:

Chapter 475 – Establishing Extraterritorial Zoning. The purpose of this Chapter is to establish zoning requirements for the extraterritorial jurisdiction as set forth by Resolution No. 21 of said Common Council adopted December 7, 1965, wherein said Common Council elected to exercise extraterritorial zoning power pursuant to the provisions of Wis. Stats. § 62.23 (7a) within the territory contiguous to said City described in Resolution No. 21.

The purpose of the Zoning Ordinance is to promote the orderly development of the varying land uses, regulating construction and location of those uses, and providing for the safety, health and accessibility of the public.

§ 475.04 (17)(a) – All subdivisions of land shall be in conformity with all applicable requirements of Wis. Stats. § 236 and all applicable requirements of the extraterritorial zoning ordinance.

§ 475.04 (17)(d) – Each person subdividing land shall dedicate lands for the following public purposes:

1. Streets: Public streets with a minimum right-of-way width of sixty-six (66) feet shall be provided by the developer where required by the Plan Commission or the City Council.
2. Drainage: Where required by the topography, surface drainage channels shall be provided to insure adequate drainage capacity, either by dedication or by easement.

Comprehensive Plan:

Land Use Goal – Land use policies and zoning that maximize the available opportunities and encourages residential, commercial and industrial development.

Land Use Goal: - Follow the Future Land Use identified within the Comprehensive Plan to inform any future zoning and land use decisions.

The Future Land Use Map identifies the subject property as Commercial.

Criteria:

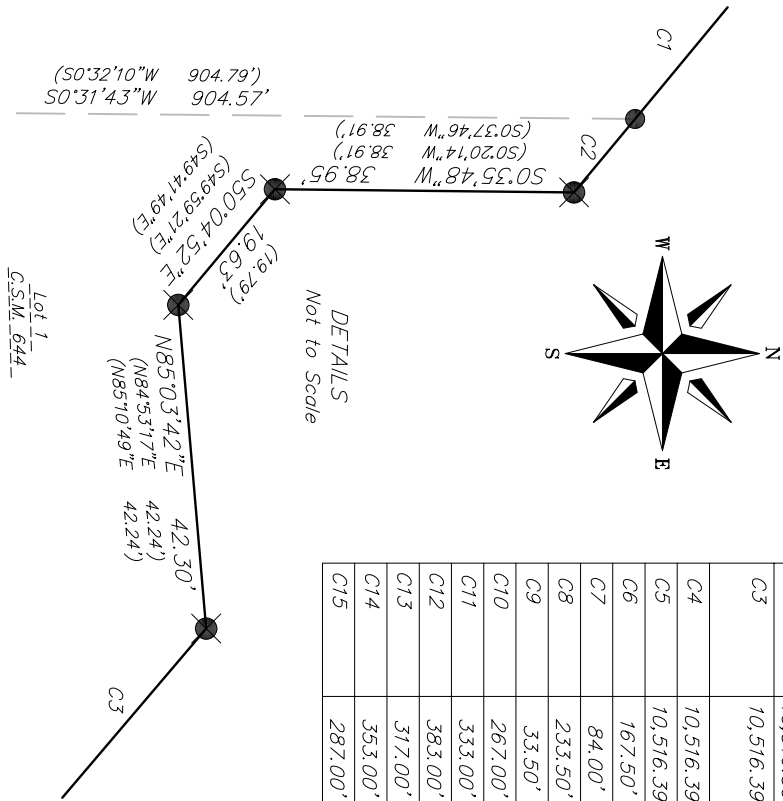
- Is the project consistent with the Comprehensive Plan?
- Can the request demonstrate adequate public facilities, including roads and drainage, and utilities?
- Will the request minimize adverse effects on the natural environment?
- The request will not create undue traffic congestion.
- The request will not adversely affect the public health, safety, and welfare.
- The request conforms to all applicable provisions of the code.

Conditions:

- The project must be consistent with the plans and specifications submitted at time of application and at the public hearing of the Plan Commission. - YES
- The Certified Survey Map shall be consistent with Wis. Stats. 236. - YES
- Does the Certified Survey Map comply with the zoning requirements of the property? - YES
- The project shall meet all setbacks.
- The project shall provide erosion control measures before and during construction and shall maintain erosion control until the site is stabilized.
- The applicant shall allow the Building Inspector and City Zoning Staff to have access to the construction site for inspection purposes to verify compliance with City Code, Ordinances and State Code.

RICHLAND COUNTY CERTIFIED SURVEY MAP NO. _____

Located in the NE 1/4 of the SW 1/4, City of Richland Center, and the SE 1/4 of the SW 1/4, and the SW 1/4 of the SE 1/4 of Section 26, T10N, R1E, Also including Lot 1, of Richland County Certified Survey Map No. 644, recorded in Volume 6 of Certified Survey Maps, on Page 78, Document No. 268413, and Parcel "A" of lands described in Document No. 331508, Town of Richland, Richland County, Wisconsin.



DETAILS
Not to Scale

Lot 1
C.S.M. 644

SURVEY LEGEND

- FOUND 3/4" Ø IRON ROD
 - ⊗ FOUND W/DOT ROD AND CAP
 - () RECORDED AS INFORMATION
- DISTANCES ARE MEASURED TO THE NEAREST HUNDREDTH OF A FOOT

CURVE DATA

| CURVE | RADIUS | DELTA | ARC L. | CHORD BRG. | CHORD L. | TAN. BRG. | TAN. BRG. |
|-------|------------|------------------------|----------------------|------------------------------|----------------------|-------------|-------------|
| C1 | 10,516.39' | 0°38'06" (0°00'23") | 116.58' (116.62') | S50°34'14"E (S50°33'32"E) | 116.58' (116.62') | S50°53'17"E | S50°15'11"E |
| C2 | 10,516.39' | 0°04'04" | 12.44' | S50°13'09"E | 12.44' | S50°15'11"E | S50°11'07"E |
| C3 | 10,516.39' | 5°40'08" | 1040.52' | S46°56'43"E (S46°56'18"E) | 1040.10' | S49°46'47"E | S44°06'39"E |
| C4 | 10,516.39' | 0°12'30" | 38.26' | S50°47'02"E | 38.26' | S50°53'17"E | S50°40'47"E |
| C5 | 10,516.39' | 0°25'36" | 78.32' | S50°27'59"E | 78.32' | S50°40'47"E | S50°15'11"E |
| C6 | 167.50' | 23°43'10" | 69.34' | N9°33'06"W | 68.85' | N2°18'28"E | N21°24'42"W |
| C7 | 84.00' | 49°25'12" | 72.45' | N27°01'04"E | 70.23' | N51°43'40"E | N2°18'28"E |
| C8 | 233.50' | 50°12'14" | 204.60' | S6°50'00"E | 198.11' | S31°56'07"E | S18°16'07"W |
| C9 | 33.50' | 74°10'34" | 43.37' | S18°49'10"E | 40.40' | S18°16'07"W | S55°54'27"E |
| C10 | 267.00' | 21°53'54" | 102.05' | S66°51'24"E | 101.43' | S55°54'27"E | S77°48'21"E |
| C11 | 333.00' | 21°53'54" | 127.27' | N66°51'24"W | 126.50' | N77°48'21"W | N55°54'27"W |
| C12 | 383.00' | 30°37'28" | 204.71' | S62°29'37"E | 202.28' | S77°48'21"E | S47°10'53"E |
| C13 | 317.00' | 30°37'28" | 169.44' | N62°29'37"W | 167.43' | N47°10'53"W | N77°48'21"W |
| C14 | 353.00' | 44°34'40" | 274.64' | S24°53'33"E | 267.77' | S47°10'53"E | S2°36'13"E |
| C15 | 287.00' | 44°34'40" | 223.29' | N24°53'33"W | 217.70' | N2°36'13"W | N47°10'53"W |



RICHLAND COUNTY CERTIFIED SURVEY MAP NO. _____

Located in the NE 1/4 of the SW 1/4, City of Richland Center, and the SE 1/4 of the SW 1/4, and the SW 1/4 of the SE 1/4 of Section 26, T10N, R1E, Also including Lot 1, of Richland County Certified Survey Map No. 644, recorded in Volume 6 of Certified Survey Maps, on Page 78, Document No. 268413, and Parcel "A" of lands described in Document No. 331508, Town of Richland, Richland County, Wisconsin.

SURVEYOR'S CERTIFICATE

I William R. Bulawa, Professional Land Surveyor, Hereby certify that I have surveyed, divided, mapped, dedicated, and monumented a parcel as represented on the map, Located in the NE 1/4 of the SW 1/4, City of Richland Center, and the SE 1/4 of the SW 1/4, and the SW 1/4 of the SE 1/4 of Section 26, T10N, R1E, Also including Lot 1, of Richland County Certified Survey Map No. 644, recorded in Volume 6 of Certified Survey Maps, on Page 78, Document No. 268413, and Parcel "A" of lands described Document No. 331508, Town of Richland, Richland County, Wisconsin.

Commencing at the South Quarter Corner of Section 26, T10N, R1E, said point being a found Richland County Monument, said point being the Point of Beginning of this description;

thence S88°39'08"W, along the south line of the SE1/4 of the SW1/4 of said Section 26, 741.05 feet to a found 1 inch iron pipe at the northerly line of Pine River Recreational Trail (old railroad right of way); thence N37°50'06"W, along the northerly line of Pine River Recreational Trail (old railroad right of way), 671.90 feet to a found 1" iron pipe, 140 feet, more or less to the center of Spring Creek, said point being the beginning of a meander line; thence N5°04'58"E, 301.96 feet along said meander line to a found 1" iron pipe; thence N37°41'21"E, 97.16 feet along said meander line to a found 1" iron pipe; thence N2°05'50"E, 292.02 feet along said meander line to the end of said meander line to a found 1" iron pipe and the south line of Lot 1, Richland County Certified Survey Map Number 760, recorded in Volume 7, CSM's Page 88, Document No. 277436; thence S56°18'09"E, along the south line of said Lot 1, CSM 760, 222.88 feet to found 3/4" iron rod, at the southeast corner of said Lot 1, CSM 760; thence N34°05'55"E, along the easterly line of said Lot 1, CSM 706, 429.65 feet to a found 3/4" iron rod and the southerly right of way line of U.S.H. "14"; thence S51°11'06"E, along the southerly right of way line of U.S.H. "14", 106.64 feet to a found WIDOT Rod and Cap; thence S52°53'47"E, along the southerly right of way line of U.S.H. "14", 447.01 feet to a found WIDOT Rod and Cap; thence S47°20'04"E, along the southerly right of way line of U.S.H. "14", 144.42 feet to a found WIDOT Rod and Cap and the beginning of a curve; thence Southeasterly, along the southerly right of way line of U.S.H. "14", 116.58 feet along the arc of a curve to the right, radius of 10,516.39 feet, central angle of 0°38'07", (the long chord of which bears S50°34'14"E, 116.58 feet) to a found 3/4" iron rod and the end of the curve, and the westerly line of Lot 1, Richland County Certified Survey Map Number 644, recorded in Volume 6, CSM's, Page 78-79, Document No. 268413, and the beginning of a curve; thence Southeasterly, along the southerly right of way line of U.S.H. "14", 12.44 feet along the arc of a curve to the right, radius of 10,516.39 feet, central angle of 0°04'04", (the long chord of which bears S50°13'09"E, 12.44 feet) to a found WIDOT Rod and Cap, and the end of the curve; thence S0°35'48"W, along the southerly right of way line of U.S.H. "14", 38.95 feet to a found WIDOT Rod and Cap; thence S50°04'52"E, along the southerly right of way line of U.S.H. "14", 19.63 feet to a found WIDOT Rod and Cap; thence N85°03'42"E, along the southerly right of way line of U.S.H. "14", 42.30 feet to a found WIDOT Rod and Cap, and the beginning of a curve; thence Southeasterly, along the southerly right of way line of U.S.H. "14", 1040.52 feet along the arc of a curve to the right, radius of 10,516.39 feet, central angle of 5°40'08", (the long chord of which bears S46°56'43"E, 1040.10 feet) to a found WIDOT Rod and Cap, and the end of the curve; thence S44°07'06"E, 133.97 feet to a found WIDOT Rod and Cap on the south line of said Lot 1, CSM 644, and the south line of the Southwest Quarter of the Southeast Quarter of said Section 26; thence S87°22'57"E, 928.93 feet along the south line of said Lot 1, CSM 644, and the south line of the Southwest Quarter of the Southeast Quarter of said Section 26 to the Point of Beginning, including all lands lying between the above described meander line and the center of Spring Creek and between the westerly extensions of the boundary lines of the above described lots which intersect the southerly and northerly ends of said meander line.

Containing 39.6 Acres, more or less



That such map is correct representation of all exterior boundaries of the land surveyed and division thereof made.

That I have made such survey, land division and map, by the direction of The Richland Hospital Inc., owner of said land, according to the description furnished.

That I fully complied with Chapter A-E 7 of the Wisconsin Administrative Code, Section 236.34 of the Wisconsin State Statutes, and the land division ordinance of the City of Richland Center and the Town of Richland, Richland County, Wisconsin in surveying, dividing, dedication, and mapping the same.

Dated on this 30th day of November, 2023

 William R. Bulawa PLS-2167
 Vierbicher Associates, Inc.
 PO Box 542
 Prairie du Chien, WI 53821

| | | | | | |
|---|---|--|--|--|-----------------|
|  planners \| engineers \| advisors Phone: (800) 261-3898 |  | DATE: 11/30/23 FN: 220331 | SURVEYED FOR: The Richland Hospital Inc. 333 E. Second Street Richland Center, WI 53581 | SURVEYED BY: Vierbicher Associates, Inc. 108 W Blackhawk Ave Prairie Du Chien, WI 53821 (608) 326-1051 | SHEET 4 OF 5 |
| | | REV: Drafted By: wbul Checked By: mlon | | | |

RICHLAND COUNTY CERTIFIED SURVEY MAP NO. _____

Located in the NE 1/4 of the SW 1/4, City of Richland Center, and the SE 1/4 of the SW 1/4, and the SW 1/4 of the SE 1/4 of Section 26, T10N, R1E, Also including Lot 1, of Richland County Certified Survey Map No. 644, recorded in Volume 6 of Certified Survey Maps, on Page 78, Document No. 268413, and Parcel "A" of lands described in Document No. 331508, Town of Richland, Richland County, Wisconsin.

CORPORATE OWNER'S CERTIFICATE OF DEDICATION

Corporate Owner's Certificate The Richland Hospital Inc., a Wisconsin Non-Stock Non Profit Corporation a corporation duly organized and existing under and by virtue of the laws of the State of Wisconsin, as owner, does hereby certify that said corporation caused the land described on this certified survey map to be surveyed, divided, and mapped, as represented on the certified survey map. The Richland Hospital Inc. does further certify that this certified survey is required to be submitted to for the approval: City of Richland Center. IN WITNESS WHEREOF, the said The Richland Hospital Inc. has caused these present to be signed by XXXXXXXX, President, and XXXXXXXXXXXX, Vice President, as listed below, and the Corporation has no seal.

XXXXXXXXXXXXXXXX, President
The Richland Hospital Inc.

XXXXXXXXXXXXXXXX, Vice President
The Richland Hospital Inc.

State of Wisconsin)
Richland County)

Personally came before me this ____ day of _____, 2023, XXXXXXXX, President, and XXXXXXXX, Vice President, of The Richland Hospital Inc., to me known to be the person who executed the foregoing instrument, and to me known to be such President, and Vice President of The Richland Hospital Inc., and acknowledged that they executed the foregoing instrument as such officers as the deed of said The Richland Hospital Inc., by its authority.

Notary Public, _____, Wisconsin.
My commission expires _____

CITY OF RICHLAND CENTER APPROVAL CERTIFICATE:

This Certified Survey Map was approved by the Common Council of the City of Richland Center.

Aaron Joyce, City of Richland Center Clerk.

**CITY OF RICHLAND CENTER
OFFICIAL NOTICE OF THE PLAN COMMISSION**

NOTICE OF PUBLIC HEARING ON PROPOSED LAND DIVISION

NOTICE IS HEREBY GIVEN that the Joint Plan Commission and Extraterritorial Zoning Board of the City of Richland Center, Richland County, Wisconsin will meet and hold a public hearing on the application of The Richland Hospital, Inc. to divide parcels of land of consisting of approximately 42.2 acres.

The property is located at 26425 US Hwy 14, also identified as tax parcels 022-2634-1000, 022-2634-1100, and 022-2643-2000.

The meeting of the Joint Plan Commission and Extraterritorial Zoning Board, which includes a public hearing, will be held in the Council Room of the Municipal Building at 450 S Main St, Richland Center, WI on **Wednesday, November 29, 2023, at 5:30 PM**. If approved, it will go before the Richland Center Common Council during their meeting on Tuesday, December 5, 2023, commencing at 6:30 PM.

All interested parties may appear and be heard at the public hearing. If you have any questions or concerns about the above scheduled public hearing or request for land division, please contact the City Administrator at 608-647-6428 or the Zoning Administrator at 608-402-6391.

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services to enable them to attend and participate in the public hearing. For additional information or to request such services contact Aaron Joyce, City Clerk at 450 S. Main Street, Richland Center, WI 53581 or by telephone at 608-647-3466.

Aaron Joyce
City Clerk

CERTIFIED SURVEY MAP No.

PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 17, TOWN 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN.

DWG NO: 1016-18

DATE: AUGUST 17, 2023

SURVEYED FOR:

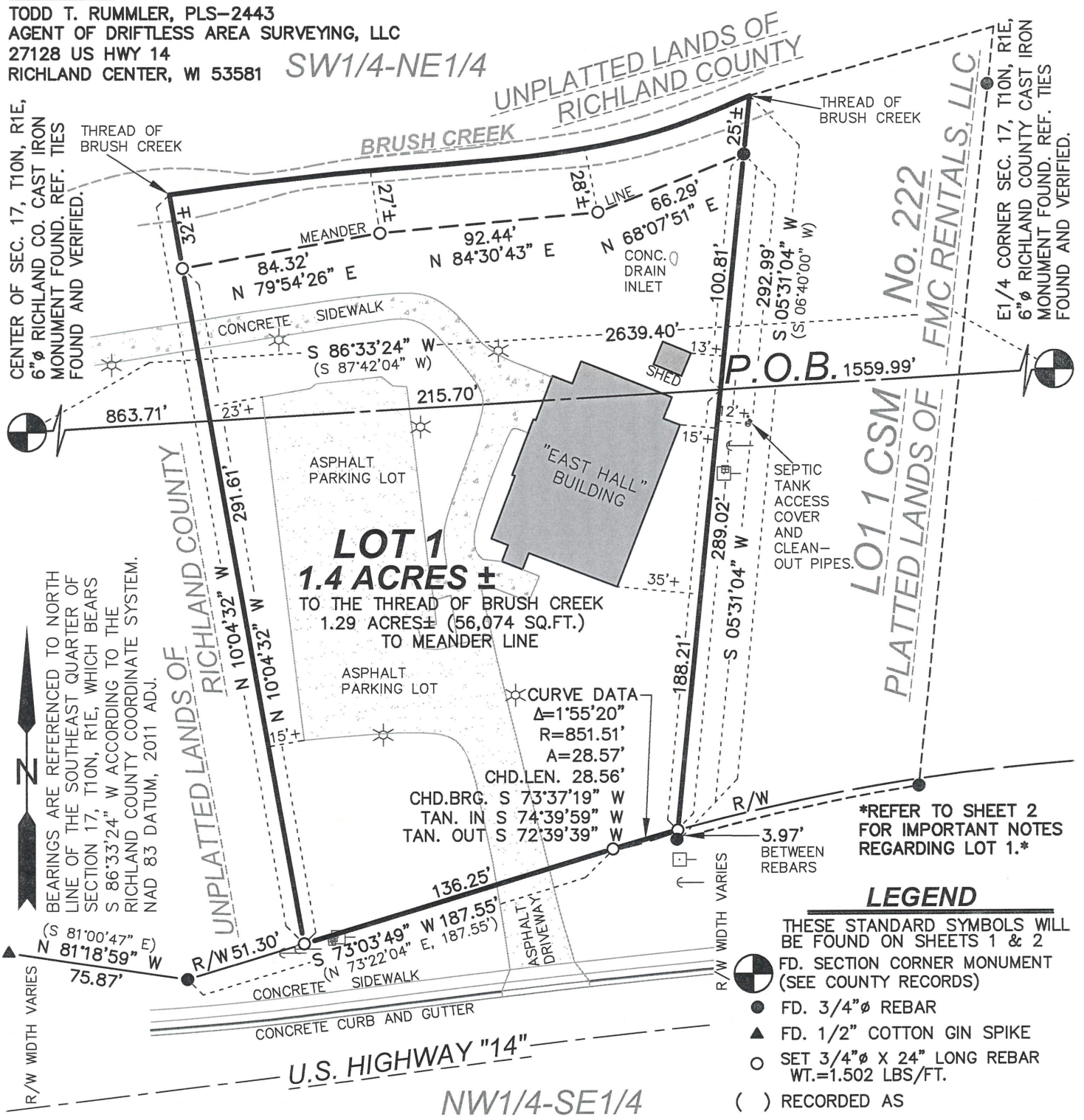
THE RICHLAND COUNTY PUBLIC WORKS STANDING COMMITTEE
C/O STEVE WILLIAMSON - CHAIR
181 W. SEMINARY STREET
RICHLAND CENTER, WI 53581

DRAFT

SURVEY BY:

TODD T. RUMMLER, PLS-2443
AGENT OF DRIFTLESS AREA SURVEYING, LLC
27128 US HWY 14
RICHLAND CENTER, WI 53581

SW1/4-NE1/4

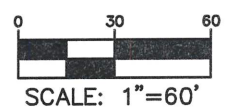


BEARINGS ARE REFERENCED TO NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 17, T10N, R1E, WHICH BEARS S 86°33'24" W ACCORDING TO THE RICHLAND COUNTY COORDINATE SYSTEM. NAD 83 DATUM, 2011 ADJ.

REFER TO SHEET 2 FOR IMPORTANT NOTES REGARDING LOT 1.

27128 US Hwy 14
Richland Center, WI 53581
Phone: 608-647-9050
Fax: 608-647-9080
Visit! www.driftlessareallc.com

COMPLETE REAL ESTATE BROKERAGE, INSURANCE & LAND SURVEYING FIRM



SHEET 1 OF 3

CERTIFIED SURVEY MAP No.

PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWN 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN.

IMPORTANT NOTES REGARDING LOT 1

- 1.) NUMEROUS UTILITY STRUCTURES SUCH AS POLES, PEDESTALS, OVERHEAD AND UNDERGROUND CABLES, GUY ANCHORS, WARNING SIGNS, ETC. EXIST WITHIN, OR IN PROXIMITY TO THE LOTS ON THIS CSM. THESE UTILITY STRUCTURES MAY INDICATE THE PRESENCE OF ASSOCIATED RECORDED AND/OR PRESCRIPTIVE EASEMENTS BOTH BENEFITING AND ENCUMBERING THE PROPERTY.
- 2.) THE FIELD WORK FOR THIS CSM WAS COMPLETED ON AUGUST 17, 2023.
- 3.) THE NORTHERLY RIGHT-OF-WAY LIMIT OF U.S. HIGHWAY 14 WAS DETERMINED FROM SURVEY MONUMENTATION FOUND IN THE AREA, THE INFORMATION SHOWN ON WISCONSIN DEPARTMENT OF TRANSPORTATION PROJECT PLAT NUMBERS 1643-07-21-4.02 AND 1643-07-21-4.03 AND FROM THE DESCRIPTION RECORDED IN DOCUMENT No. 170503 OF THE RICHLAND COUNTY REGISTRY. THE WIDTH OF THE RIGHT-OF-WAY OF U.S. HIGHWAY 14 IN THE AREA OF LOT 1 OF THIS CSM VARIES.
- 4.) AN EXISTING DRIVEWAY PROVIDES ACCESS FROM LOT 1 TO U.S. HIGHWAY 14. THE SURVEYOR HAS PERFORMED NO INVESTIGATION REGARDING IF THIS DRIVEWAY HAS A VALID PERMIT ISSUED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION OR THE CITY OF RICHLAND CENTER. IT IS THE LANDOWNERS' RESPONSIBILITY TO APPLY FOR ANY PERMITS THAT MAY BE REQUIRED.
- 5.) THE LAND INCLUDED IN LOT 1 IS CURRENTLY ZONED "R-1" SINGLE FAMILY RESIDENTIAL DISTRICT. THE BUILDING SETBACKS THAT APPLY TO THIS ZONING DISTRICT ARE: SIDE YARD SETBACK=NO SINGLE SIDE YARD SHALL BE LESS THAN 8 FEET; SETBACK FOR STREET=20 FEET FROM R/W OF PUBLIC STREET; REAR YARD=25 FEET.
- 6.) THE MAJORITY OF THE LAND INCLUDED IN LOT 1 OF THIS CSM IS LOCATED WITHIN FLOOD HAZARD AREA AE SHOWN ON FEMA FIRM PANEL NUMBER 5505360307D.

SURVEYOR'S CERTIFICATE

I, TODD T. RUMMLER, PROFESSIONAL WISCONSIN LAND SURVEYOR - 2443, DO HEREBY CERTIFY: THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 236.34 OF THE WISCONSIN STATUTES, CHAPTER A-E 7 OF THE WISCONSIN ADMINISTRATIVE CODE AND THE LAND DIVISION ORDINANCE OF THE CITY OF RICHLAND CENTER, AND AT THE DIRECTION OF STEVE WILLIAMSON, CHAIR OF THE RICHLAND COUNTY PUBLIC WORKS STANDING COMMITTEE ACTING AS AGENT FOR LANDOWNER RICHLAND COUNTY; I HAVE SURVEYED, AND MAPPED THIS CERTIFIED SURVEY MAP, THAT SUCH PLAT CORRECTLY REPRESENTS ALL OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND THE DIVISION THEREOF MADE, TO THE BEST OF MY KNOWLEDGE AND BELIEF, AND THAT THIS LAND IS PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWN 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER CORNER OF SECTION 17, T10N, R1E; THENCE S 86°33'24" W ON THE NORTH LINE OF THE SOUTHEAST QUARTER, 1559.99' TO A POINT ON THE WEST LINE OF LOT 1 OF CERTIFIED SURVEY MAP NUMBER 222 AND THE POINT OF BEGINNING; THENCE S 05°31'04" W ON THE WEST LINE OF LOT 1 OF CERTIFIED SURVEY MAP NUMBER 222, 188.21' TO THE NORTHERLY RIGHT-OF-WAY LIMIT OF U.S. HIGHWAY 14; THENCE SOUTHWESTERLY ON SAID RIGHT-OF-WAY LIMIT, 28.57' ON ARC OF A 851.51' RADIUS CURVE TO THE LEFT, MAKING A CENTRAL ANGLE OF 01°55'20" AND A LONG CHORD OF 28.56' THAT BEARS S 73°37'19" W; THENCE S 73°03'49" W, 136.25' TO THE LAST POINT ON THE NORTHERLY RIGHT-OF-WAY LIMIT OF U.S. HIGHWAY 14; THENCE N 10°04'32" W, 291.61' TO A POINT ON A MEANDER LINE OF BRUSH CREEK; THENCE N 79°54'26" E ON SAID MEANDER LINE, 84.32'; THENCE N 84°30'43" E ON SAID MEANDER LINE, 92.44'; THENCE N 68°07'51" E, 66.29' TO THE WEST LINE OF LOT 1 OF CERTIFIED SURVEY MAP NUMBER 222 AND THE LAST POINT ON SAID MEANDER LINE; THENCE S 05°31'04" W, 100.81' TO THE POINT OF BEGINNING.

PARCEL CONTAINS 1.29 ACRES (56,704 SQ.FT.), MORE OR LESS TO THE ABOVE DESCRIBED MEANDER LINE OF BRUSH CREEK. PARCEL ALSO INCLUDES ALL THAT AREA OF LAND LYING BETWEEN THE ABOVE DESCRIBED MEANDER LINE AND THE THREAD OF BRUSH CREEK FOR A TOTAL LOT AREA OF 1.4 ACRES, MORE OR LESS. PARCEL IS SUBJECT TO ANY AND ALL EASEMENTS AND RIGHTS-OF-WAY OF RECORD AND/OR USAGE.

DATED: AUGUST 17, 2023

DRAFT

TODD T. RUMMLER
PROFESSIONAL LAND SURVEYOR - 2443

| | |
|--|---|
|  | 27128 US Hwy 14 |
| | Richland Center, WI 53581 |
| | Phone: 608-647-9050 |
| | Fax: 608-647-9080 |
| | Visit! www.driftlessareallc.com |
| COMPLETE REAL ESTATE BROKERAGE, INSURANCE & LAND SURVEYING FIRM | |

CERTIFIED SURVEY MAP No.

PART OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER AND PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 17, TOWN 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN.

OWNER'S CERTIFICATE

AS THE OWNER OF LOT 1, RICHLAND COUNTY DOES HEREBY CERTIFY THAT IT HAS CAUSED LOT 1 HEREON DESCRIBED TO BE SURVEYED, DIVIDED, MAPPED, AND MONUMENTED AS REPRESENTED ON THIS CERTIFIED SURVEY MAP.

STEVE WILLIAMSON – COMMITTEE CHAIR DATE
THE RICHLAND COUNTY PUBLIC WORKS STANDING COMMITTEE
ACTING AS AGENT FOR RICHLAND COUNTY – LANDOWNER


CITY OF RICHLAND CENTER APPROVAL

RESOLVED, THAT THIS CERTIFIED SURVEY IN THE CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN BE AND HEREBY IS APPROVED FOR RECORDING IN ACCORDANCE WITH THE CITY OF RICHLAND CENTER LAND DIVISION ORDINANCE.

TODD COPPERNOLL – MAYOR DATE
THE CITY OF RICHLAND CENTER

AARON JOYCE – CLERK/TREASURER DATE
THE CITY OF RICHLAND CENTER

DRAFT



27128 US Hwy 14
Richland Center, WI 53581
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COMPLETE REAL ESTATE BROKERAGE,
INSURANCE & LAND SURVEYING FIRM

**CITY OF RICHLAND CENTER
OFFICIAL ZONING NOTICE**

Item 12.

NOTICE OF PUBLIC HEARING ON PROPOSED LAND SPLIT

NOTICE IS HEREBY GIVEN that the Plan Commission of the City of Richland Center, Richland County, Wisconsin will meet and hold a public hearing on the application of The Richland County Public Works Standing Committee to divide a parcel of land of with Lot 1 being 1.4 acres located in the southwest quarter of the northeast quarter and part of the northwest quarter of the southeast quarter of Section 17, Town 10 North, Range 1 East, City of Richland Center, Richland County, Wisconsin.

The property is located at 1000 US Hwy 14 W, also identified as tax parcel 276-1712-1000.

The meeting of the Plan Commission, which includes a public hearing, will be held in the Council Room of the Municipal Building at 450 S Main St, Richland Center, WI on Wednesday, October 25th at 5:30 PM. If approved, it will be before the Richland Center Common Council during their meeting on Tuesday, November 8, 2023 commencing at 6:30 PM.

All interested parties may appear and be heard at the public hearing.

If you have any questions or concerns on the above, please call the City Clerk / Treasurer's office at 608-647-3466.

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services to enable them to attend and participate in the public hearing. For additional information or to request such services contact Aaron Joyce, City Clerk/Treasurer at 450 S. Main Street, Richland Center, WI 53581 or by telephone at 647-3466.

Aaron Joyce
City Clerk / Treasurer

CITY OF RICHLAND CENTER

AGENDA ITEM DATA SHEET

Agenda Item: Symons Deficiency Appropriation Request

Meeting Date: 12/5/2023

Requested by: Ashley Oliphant

Background: The Symon's Recreational Complex experienced a deficit in the years 2020, 2021, and 2022.

| | 2020 & 2021 (Res No. 22-103) | 2022 (Res No. 23-40) | Total |
|----------------|---------------------------------|-------------------------|--------------|
| County Share | \$47,611.41 | \$20,156.43 | \$67,767.84 |
| City Share | \$47,611.40 | \$20,156.43 | \$67,767.83 |
| Combined Total | \$95,222.81 | \$40,312.86 | \$135,535.67 |

Richland County has requested the City of Richland Center issue payment for 50% of the total deficiency occurring in 2020-2022. The City's obligation towards the 2020-2022 deficiency is \$67,767.83. However, the City submitted an overpayment for their portion of the joint position of Economic Development in early 2023. After applying the overpayment towards the deficiency, the remaining balance owed by the City is \$27,747.47.

Financial Impact: Deficiency appropriation request of \$27,747.47

Funding Source: Unallocated Contingency

Budgeted: \$100,000

Available Balance: \$27,985.86

Recommended Action:

Motion: To authorize payment of the 2020-2022 Symon's deficiency in the amount of \$27,747.47

Attachment(s): Symon's Deficiency and Economic Development Actual Expenses

Economic Development Expenses

| | |
|--|-------------|
| Total 2023 Economic Development ACTUAL Expenses | \$28,377.56 |
| County share (60%) | \$17,026.54 |
| City share (40%) | \$11,351.02 |
| City payment | \$51,371.38 |
| Amount due | \$11,351.02 |
| Overpayment | \$40,020.36 |

Deficiency Appropriations

| | |
|---|-------------|
| Deficiency Appopriation (Resolution No. 22-103) | \$95,222.81 |
| County share (50%) | \$47,611.41 |
| City share (50%) | \$47,611.40 |
| Deficiency Appopriation (Resolution No. 23-40) | \$40,312.86 |
| County share (50%) | \$20,156.43 |
| City share (50%) | \$20,156.43 |

| | |
|---|--------------|
| City share of deficiency appropriations | \$67,767.83 |
| Application of Economic Development overpayment | -\$40,020.36 |

| | |
|----------------------|-------------|
| Amount due to County | \$27,747.47 |
|----------------------|-------------|

2

| SRC/JE/ID | DIRCTY | VEN/CUS/EXPL | DATE | REFER | INVOICE | AMOUNT | DETAIL | DESCR |
|-------------------------|--------|-------------------|--------|-------|---------|----------|-----------------------|-------------|
| P-010623-862 | | PAYROLL INTERFACE | 011323 | 11323 | | 2,735.20 | CODE-C, PER#-1, FUND- | 10 |
| P-012723-920 | | PAYROLL INTERFACE | 012723 | 12723 | | 2,735.20 | CODE-C, PER#-2, FUND- | 10 |
| P-020323-965 | | PAYROLL INTERFACE | 021023 | 21023 | | 2,735.20 | CODE-C, PER#-1, FUND- | 10 |
| P-020323-019 | | PAYROLL INTERFACE | 022423 | 22423 | | 2,735.20 | CODE-C, PER#-2, FUND- | 10 |
| P-030323-066 | | PAYROLL INTERFACE | 031023 | 31023 | | 2,735.20 | CODE-C, PER#-1, FUND- | 10 |
| P-032423-122 | | PAYROLL INTERFACE | 032423 | 32423 | | 2,735.20 | CODE-C, PER#-2, FUND- | 10 |
| P-040623-174 | | PAYROLL INTERFACE | 040623 | 40623 | | 2,735.20 | CODE-C, PER#-1, FUND- | 10 |
| P-040623-216 | | PAYROLL INTERFACE | 042123 | 42123 | | 547.04 | CODE-C, PER#-2, FUND- | 10 |
| 10.5762.0000.5111 | | | | | | | 19,693.44 | *TOTAL..... |
| J-013123-854 | | JE #01 | 013123 | | | 4.20 | HRA ADM FEE JAN 2023 | |
| J-022823-013 | | JE #02 | 022823 | | | 4.20 | HRA ADMIN FEE | |
| J-033123-149 | | JE #03 | 033123 | | | 4.20 | HRA ADMIN FEE | |
| J-043023-253 | | JE #04 | 043023 | | | 4.20 | HRA ADMIN FEE | |
| 10.5762.0000.5150 | | | | | | | 16.80 | *TOTAL..... |
| 10.5762.0000.5151 | | | | | | | | |
| P-010623-862 | | PAYROLL INTERFACE | 011323 | 11323 | | 189.82 | CODE-C, PER#-1, FUND- | 10 |
| P-012723-920 | | PAYROLL INTERFACE | 012723 | 12723 | | 205.23 | CODE-C, PER#-2, FUND- | 10 |
| P-020323-965 | | PAYROLL INTERFACE | 021023 | 21023 | | 189.82 | CODE-C, PER#-1, FUND- | 10 |
| P-020323-019 | | PAYROLL INTERFACE | 022423 | 22423 | | 205.23 | CODE-C, PER#-2, FUND- | 10 |
| P-030323-066 | | PAYROLL INTERFACE | 031023 | 31023 | | 189.82 | CODE-C, PER#-1, FUND- | 10 |
| P-032423-122 | | PAYROLL INTERFACE | 032423 | 32423 | | 205.23 | CODE-C, PER#-2, FUND- | 10 |
| P-040623-174 | | PAYROLL INTERFACE | 040623 | 40623 | | 189.82 | CODE-C, PER#-1, FUND- | 10 |
| P-040623-216 | | PAYROLL INTERFACE | 042123 | 42123 | | 61.26 | CODE-C, PER#-2, FUND- | 10 |
| 10.5762.0000.5152 | | | | | | | 1,436.23 | *TOTAL..... |
| 10.5762.0000.5152 | | | | | | | | |
| P-010623-862 | | PAYROLL INTERFACE | 011323 | 11323 | | 185.99 | CODE-C, PER#-1, FUND- | 10 |
| P-012723-920 | | PAYROLL INTERFACE | 012723 | 12723 | | 185.99 | CODE-C, PER#-2, FUND- | 10 |
| P-020323-965 | | PAYROLL INTERFACE | 021023 | 21023 | | 185.99 | CODE-C, PER#-1, FUND- | 10 |
| P-020323-019 | | PAYROLL INTERFACE | 022423 | 22423 | | 185.99 | CODE-C, PER#-2, FUND- | 10 |
| P-030323-066 | | PAYROLL INTERFACE | 031023 | 31023 | | 185.99 | CODE-C, PER#-1, FUND- | 10 |
| P-032423-122 | | PAYROLL INTERFACE | 032423 | 32423 | | 185.99 | CODE-C, PER#-2, FUND- | 10 |
| P-040623-174 | | PAYROLL INTERFACE | 040623 | 40623 | | 185.99 | CODE-C, PER#-1, FUND- | 10 |
| P-040623-216 | | PAYROLL INTERFACE | 042123 | 42123 | | 37.20 | CODE-C, PER#-2, FUND- | 10 |
| 10.5762.0000.5152 | | | | | | | 1,339.13 | *TOTAL..... |

Item 13.

FINANCIAL SYSTEM
08/2023 18:12:45

Account Activity by Trans Date
SORTING BY TRANS DATE.....

RICHLAND COUNTY
GL540R-V08.19 PAGE 2

| SRC/JE/ID | DIRCTY | VEN/CUS/EXPL | DATE | REFER | INVOICE | AMOUNT | DETAIL | DESCR |
|--------------|--------|-------------------------|--------|-------|------------|------------|-----------------------|-------|
| P-012723-920 | | PAYROLL INTERFAC | 012723 | 12723 | | 52.39 | CODE-C, PER#-2, FUND- | 10 |
| P-020323-019 | | PAYROLL INTERFAC | 022423 | 22423 | | 52.39 | CODE-C, PER#-2, FUND- | 10 |
| P-032423-122 | | PAYROLL INTERFAC | 032423 | 32423 | | 52.39 | CODE-C, PER#-2, FUND- | 10 |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10.5762.0000.5153 | | | | 157.17 | | |
| | | 10.5762.0000.5154 | | | | | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| P-010623-862 | | PAYROLL INTERFAC | 011323 | 11323 | | 1,861.52 | CODE-C, PER#-1, FUND- | 10 |
| P-020323-965 | | PAYROLL INTERFAC | 021023 | 21023 | | 1,861.52 | CODE-C, PER#-1, FUND- | 10 |
| P-030323-066 | | PAYROLL INTERFAC | 031023 | 31023 | | 1,861.52 | CODE-C, PER#-1, FUND- | 10 |
| P-040623-174 | | PAYROLL INTERFAC | 040623 | 40623 | | 1,861.52 | CODE-C, PER#-1, FUND- | 10 |
| P-040623-216 | | PAYROLL INTERFAC | 042123 | 42123 | | 1,861.52CR | CODE-C, PER#-2, FUND- | 10 |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10.5762.0000.5154 | | | | 5,584.56 | | |
| | | 10.5762.0000.5225 | | | | | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| D-020223-951 | 1968 | VERIZON WIRELESS | 020223 | 28150 | 9926088807 | 41.05 | 01/23 9926088807 | |
| D-030923-069 | 1968 | VERIZON WIRELESS | 030923 | 28704 | 9928472800 | 41.05 | 02/23 9928472800 | |
| D-041323-190 | 1968 | VERIZON WIRELESS | 041323 | 29140 | 0766 | 41.05 | 03/23 0766 | |
| D-050823-279 | 1968 | VERIZON WIRELESS | 050823 | 29513 | 0766 | 41.02 | 04/23 0766 | |
| R-051923-351 | | CITY OF RICHLAND CENTER | 051923 | 40711 | | 41.02CR | TELEPHONE REFUND | |
| D-061223-407 | 1968 | VERIZON WIRELESS | 061223 | 32607 | 0766 | 25.45CR | 05/23 0766 | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10.5762.0000.5225 | | | | 97.70 | | |
| | | 10.5762.0000.5339 | | | | | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| P-030323-066 | | PAYROLL INTERFAC | 031023 | 31023 | | 52.53 | CODE-C, PER#-1, FUND- | 10 |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10.5762.0000.5339 | | | | 52.53 | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10.5762.0000 | | | | 28,377.56 | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10.5762 | | | | 28,377.56 | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | 10 | | | | 28,377.56 | | |
| ..... |  |  |  |  |  |  | *TOTAL..... | |
| | | GENERAL FUND | | | | 28,377.56 | | |

2023 actual expenses

28,377.56

Expenditure Guideline
 FOR THE PERIOD(S) JAN 01, 2023 THROUGH OCT 31, 2023

| | ANNUAL | ENCUMBERED | ACT MTD POSTED | ACT IN PROCESS | ACT YTD POSTED | REMAINING | PCT |
|-----------------------------------|----------------|------------|----------------|----------------|----------------|------------|-------|
| | REVISED BUDGET | | AND IN PROCESS | AND IN PROCESS | IN PROCESS | BALANCE | |
| 10 GENERAL FUND | | | | | | | |
| 5762 ECONOMIC DEVELOPMENT | | | | | | | |
| 0000 PROJECT | | | | | | | |
| 5111 SALARIES - REGULAR | 69,812.80 | 0.00 | 0.00 | 0.00 | 19,693.44 | 50,119.36 | 28 -- |
| 5113 SALARIES - OVERTIME | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5115 TEMPORARY - CASUAL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5141 PER DIEM | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5149 RETIREE SK LV/HE INS CONVERS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5150 SECTION 125 PLAN-CO SHARE | 0.00 | 0.00 | 0.00 | 0.00 | 16.80 | 16.80 | 9999 |
| 5151 FICA - COUNTY SHARE | 5,440.31 | 0.00 | 0.00 | 0.00 | 1,436.23 | 4,004.08 | 26 -- |
| 5152 RETIREMENT - COUNTY SHARE | 4,835.83 | 0.00 | 0.00 | 0.00 | 1,339.13 | 3,496.70 | 27 -- |
| 5153 DENTAL INSURANCE-CO SHARE | 628.62 | 0.00 | 0.00 | 0.00 | 157.17 | 471.45 | 25 -- |
| 5154 HEALTH INSURANCE - COUNTY SH | 21,737.04 | 0.00 | 0.00 | 0.00 | 5,584.56 | 16,152.48 | 25 -- |
| 5155 LIFE INSURANCE - COUNTY SHAR | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5161 HEALTH INS REIMBURSEMENT DED | 1,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,000.00 | 0 |
| 5214 COMPUTER PROGRAM SUPPORT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5224 FAX MACHINE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5225 TELEPHONE | 600.00 | 0.00 | 0.00 | 0.00 | 97.70 | 502.30 | 16 -- |
| 5248 SERVICES ON MACHINES | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5311 POSTAGE & BOX RENTAL | 500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | 0 |
| 5312 BOOKS AND FORMS | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5315 COPY PAPER AND EXPENSE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5319 OFFICE SUPPLIES | 1,500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,500.00 | 0 |
| 5324 DUES & SUBSCRIPTIONS | 500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | 0 |
| 5326 ADVERTISING | 500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | 0 |
| 5334 REGISTRATION | 500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | 0 |
| 5335 MEALS | 500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 500.00 | 0 |
| 5336 LODGING | 800.00 | 0.00 | 0.00 | 0.00 | 0.00 | 800.00 | 0 |
| 5339 MILEAGE | 1,500.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,500.00 | 0 |
| 5815 COMPUTER SOFTWARE | 750.00 | 0.00 | 0.00 | 0.00 | 52.53 | 1,447.47 | 3 |
| 5819 NEW EQUIPMENT-UNDER 5000 | 1,000.00 | 0.00 | 0.00 | 0.00 | 0.00 | 750.00 | 0 |
| 5906 UNEMPLOYMENT INSURANCE | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1,000.00 | 0 |
| 5970 CONTRACT SUPPORT | 16,323.84 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| 5999 BILLS-NO LINE DETAIL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0 |
| TOTAL: PROJECT | 128,428.44 | 0.00 | 0.00 | 0.00 | 28,377.56 | 100,050.88 | 22 -- |
| TOTAL: ECONOMIC DEVELOPMENT | 128,428.44 | 0.00 | 0.00 | 0.00 | 28,377.56 | 100,050.88 | 22 -- |
| TOTAL: GENERAL FUND | 128,428.44 | 0.00 | 0.00 | 0.00 | 28,377.56 | 100,050.88 | 22 -- |

Expenditure Guideline to show no other items charged to this account.

ACS FINANCIAL SYSTEM
 10/25/2023 11:08:42
 LEVEL OF DETAIL 1.0 THRU 4.0

Revenue Guideline
 FOR THE PERIOD(S) JAN 01, 2023 THROUGH OCT 31, 2023

RICHLAND COUNTY
 GL520R-V08.19 PAGE 1

| | ADOPTE | REVISED | ANNUAL ACT MTD POSTED | YTD POSTED | REMAINING | PCT |
|----------------------------------|-----------|-----------|-----------------------|--------------------|-----------|-----|
| | BUDGET | BUDGET | ACT AND IN PROCESS | ACT AND IN PROCESS | BALANCE | |
| 10 GENERAL FUND | | | | | | |
| 4900 OTHER FINANCIAL SOURCES | | | | | | |
| 0000 PROJECT | | | | | | |
| 4912 CITY OF RC-ECON DEVELOPMENT | 51,371.38 | 51,371.38 | 0.00 | 51,371.38 | 0.00 | 100 |
| TOTAL: PROJECT | 51,371.38 | 51,371.38 | 0.00 | 51,371.38 | 0.00 | 100 |
| TOTAL: OTHER FINANCIAL SOURCES | 51,371.38 | 51,371.38 | 0.00 | 51,371.38 | 0.00 | 100 |
| TOTAL: GENERAL FUND | 51,371.38 | 51,371.38 | 0.00 | 51,371.38 | 0.00 | 100 |

Revenue guideline showing payment from city of RC

RESOLUTION NO. 22 - 103

A Resolution Relating To Making A Deficiency Appropriation In Various Accounts.

WHEREAS the appropriations in certain accounts for the year 2021 are insufficient and certain transfers should be made as set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Richland County Board of Supervisors that it is necessary to make a deficiency appropriation in the following deficient accounts:

| <u>ACCOUNT TITLE</u> | <u>AMOUNT</u> |
|------------------------------------|---------------|
| Elections | 25,533.84 |
| UW-Richland Outlay | 7,281.41 |
| Symons Recreation Complex Fund | 95,222.81 |
| Local Emergency Planning Committee | 1,066.16 |
| Campus Food Service Fund | 70,273.72 |
| Conservation Planner Technician | 87,130.47 |
| Total Deficiencies | |

BE IT FURTHER RESOLVED that the sum of \$286,508.41 is hereby appropriated from the General Fund to the above-listed accounts in the 2021 County budget to cover the deficiencies listed in these accounts, and

BE IT FURTHER RESOLVED that any balances remaining in the above-listed Fund 10 accounts after this transfer and after the 2021 audit has been completed shall be returned to the General Fund, and

BE IT FURTHER RESOLVED that this Resolution shall be effective immediately upon its passage and publication.

VOTE ON FOREGOING RESOLUTION

AYES _____ NOES _____

RESOLUTION OFFERED BY THE FINANCE &
PERSONNEL STANDING COMMITTEE
(16 SEPTEMBER 2022)

RESOLUTION ADOPTED

DEREK S. KALISH
COUNTY CLERK

DATED: SEPTEMBER 20, 2022

| | FOR | AGAINST |
|--------------------|-----|---------|
| MARTY BREWER | X | |
| SHAUN MURPHY-LOPEZ | X | |
| MARC COUEY | X | |
| GARY MANNING | X | |
| TIMOTHY GOTTSCHALL | X | |
| DAVID TURK | | |
| STEVE WILLIAMSON | X | |
| MELISSA LUCK | X | |
| STEVE CARROW | X | |

95,222.81 / 2 = 47,611.40 → city share

RESOLUTION NO. 23 - 40

A Resolution Relating To Making A Deficiency Appropriation In Various Accounts.

WHEREAS the appropriations in certain accounts for the year 2022 are insufficient and certain transfers should be made as set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Richland County Board of Supervisors that it is necessary to make a deficiency appropriation in the following deficient accounts:

| <u>ACCOUNT TITLE</u> | <u>AMOUNT</u> |
|-----------------------------------|---------------|
| Elections | 24,790.39 |
| Sheriff's Dept. Uniform Allowance | 3,152.09 |
| Symons Recreation Complex Fund | 40,312.86 |
| Campus Food Service Fund | 53,496.95 |
| Richland County Fair Fund | 6,286.19 |
| Dog License Fund | 4,236.47 |
| Institutional Children's Cost | 192,113.31 |

BE IT FURTHER RESOLVED that the sum of \$324,388.26 is hereby appropriated from the General Fund to the above-listed accounts in the 2022 County budget to cover the deficiencies listed in these accounts, and

BE IT FURTHER RESOLVED that any balances remaining in the above-listed Fund 10 accounts after this transfer and after the 2022 audit has been completed shall be returned to the General Fund, and

BE IT FURTHER RESOLVED that this Resolution shall be effective immediately upon its passage and publication.

VOTE ON FOREGOING RESOLUTION

AYES _____ NOES _____

RESOLUTION OFFERED BY THE FINANCE & PERSONNEL STANDING COMMITTEE (04 APRIL 2023)

RESOLUTION ADOPTED

DEREK S. KALISH
COUNTY CLERK

DATED: APRIL 18, 2023

| | FOR | AGAINST |
|--------------------|-----|---------|
| MARTY BREWER | X | |
| SHAUN MURPHY-LOPEZ | | X |
| MARC COUEY | X | |
| GARY MANNING | X | |
| TIMOTHY GOTTSCHALL | X | |
| DAVID TURK | | |
| STEVE WILLIAMSON | X | |
| MELISSA LUCK | X | |
| STEVE CARROW | X | |

40,312.86 / 2 = 20,156.43 → city share

Agenda Item Cover

Agenda Item Name: *Response from Symons Natatorium Board on resolution 22-91*

| | | | |
|-------------------------|---------------------|-----------------------|--------------------------|
| Department | Symons Rec. Complex | Presented By: | Tracy Gobin |
| Date of Meeting: | | Action Needed: | |
| Disclosure: | Open | Authority: | Committee Structure E +O |
| Date submitted: | 12/04/2023 | Referred by: | Symons Natatorium Board |

Recommendation and/or action language: *(summarize action/s sought by committee, e.g. present a resolution, present an ordinance, receive and file information, approve expense or grant, etc.)*

Symons Natatorium board made a motion for Symons Recreation Complex (SRC) to purchase a new pool vacuum that automatically cleans the bottom and walls of the swimming pool. The current one is not working and needs to be replaced. The cost for a new vacuum was approved by the Symons Natatorium Board. Midwest Pool Supply for \$2,500.00. Maintenance and Repairs is the line item expense for this purchase.

Background: *(preferred one page or less with focus on options and decision points)*

Symons Recreation Complex current pool vacuum is no longer functioning properly. A new vacuum is needed to vacuum the pool and keep it clean for the users. Pool vacuum was approved in July; current pool vacuum was being held together with some electrical tape. Request for purchase was delayed due to making sure that there were funds available in budget. However, the current vacuum is no longer functioning. There is still money in the Maintenance and Repairs budgeted line item.

Attachments and References:

| | |
|---|--|
| Minutes from July 10, 2023 Natatorium board meeting | |
| | |

Financial Review:

(please check one)

| | | | |
|-------------------------------------|----------------------|-----------------------|--|
| <input checked="" type="checkbox"/> | In adopted budget | Fund Number | |
| <input type="checkbox"/> | Apportionment needed | Requested Fund Number | |
| <input type="checkbox"/> | Other funding Source | | |
| <input type="checkbox"/> | No financial impact | | |

(summary of current and future impacts)

Action results in some reduction s in expenditures:

Approval:

Review:

Tracy Gobin

Department Head

Administrator, or Elected Office (if applicable)

**Symons Recreation Complex
Natatorium Board Minutes July 10th, 2023**

Item 14.

The Natatorium Board met in person & virtually via Zoom on July 10th, 2023 at 6:00 pm. The following people were in attendance: Melony Walters, Marty Brewer, Grant Worthington, John Cler, Todd Coppernoll and Mark Chambers. Candace Pesch, Alan Lins and Tracy Gobin were also present.

1. Call to Order- Walters called the meeting to order at 6:00pm.
2. Proof of Notification- Proof of Notification was met, per Gobin.
3. Approve Agenda- *Marty Brewer made a motion to approve the agenda. Chad Cosgrove seconded. The motion carried.*
4. Public Comment: No Comments. Members of the public in attendance: Alan Lins, Barb Wentz, Suzanne Fish, Joel & Lisa Rewald.

Consent Items:

5. Approve Minutes
6. Approve Bills for July 2023

Tim Gotschall made a motion to approve the consent items: Approve minutes from May 8, 2023 meeting & bills for July 2023. Chad Cosgrove seconded. The motion carried.

Administrative Reports:

7. Budget Overview – Gobin presented the reports for revenue, expenditure, and membership statistics reports. Year to date revenues for key fobs have exceeded their current year to date projections. Year to date memberships are \$30,000 below projections. Expenses are all under budget except telephone, heat, and unemployment. Balance sheet looks good. Memberships are pretty consistent with last month. The year to date visits are still under 2019, but the gap is closer.
8. Directors Report - Gobin stated Symons Recreation Complex is using new software and are in a transition. Have been with old software since 2010. This software has the ability for online registrations. So this is exciting, but switching software has its challenges. Gobin stated she has been busy lately with maintenance issues.
9. YMCA Madison Interest – Walters stated she provided information for the YMCA. Walters followed up but has not heard back. Assumption is that the YMCA is not interested at this time unless the YMCA reaches out.
10. Symons Recreation Complex Foundation Capital Fundraising Effort – Lins stated with the uncertainty of Symons Recreation Complex the Symons Recreation Complex Foundation is creating an endowment trust. There is still a process yet to go through, but progress is being made. There is need for more time to get everything in place.

Action Items:

11. Resolution to Senator Howard Marklein – Wisconsin Administrative rule regarding lifeguards at Symons Recreation Complex: Alan Lins stated he sent an email to Howard Marklein's office about creating an administrative rule that allows people 16 and older to use the swimming pool without a lifeguard on duty. This would also help the City of Richland Center outdoor swimming pool. Lins suggested the Symons Natatorium Board creates a resolution that can be sent to Howard Marklein. *Tim Gotschall made a motion to create a resolution supporting an administrative rule change to allow 16 year olds and older to use the swimming pool without a lifeguard on duty. Chad Cosgrove seconded. The motion carried.*
12. Campus Gymnasium, tennis courts and basketball courts being managed by Symons Recreation Complex. – Alan Lins stated he would like to see Symons Recreation Complex in charge of the campus gymnasium, tennis courts and basketballs courts, he doesn't want to see that slip away from Symons Recreation Complex. Brewer stated that there is a proposal for a Richland County committee that will be in charge of the reconfiguring of the campus and would need to submit a plan.
13. Pool Vacuum Purchase- Gobin stated the current automatic pool vacuum is going bad and needs to be replaced. Gobin presented bids for a replacement pool vacuum. *Marty Brewer made a motion to purchase the pool vacuum from Midwest Pool Supply for \$2,500.00. John Cler seconded. The motion carried.*

- 14. Maintenance Supervisor Position at Symons Recreation Complex – Gobin stated no action needed, is going to make one last push for the maintenance position. If that doesn't go well then she will be bringing back a part-time position plan next month.
- 15. Symons Recreation Complex – land and future land proposal- Gobin stated presented at the Public Works committee and will watch for meeting times and dates for the new Campus re-configuration committee.
- 16.

Closing:

- 17. Future Agenda Items – Endowment Fund – keep on agenda.
- 18. Schedule Next Meeting- Monday August 14th, 2023 at 6:00pm
- 19. Adjourn—*John Cler made a motion to adjourn at 7:21pm. Chad Cosgrove seconded. The motion carried.*

Agenda Item Cover

Agenda Item Name: *Response from Symons Natatorium Board on resolution 22-91*

| | | | |
|-------------------------|---------------------|-----------------------|--------------------------|
| Department | Symons Rec. Complex | Presented By: | Tracy Gobin |
| Date of Meeting: | | Action Needed: | |
| Disclosure: | Open | Authority: | Committee Structure E +O |
| Date submitted: | 12/04/2023 | Referred by: | Symons Natatorium Board |

Recommendation and/or action language: *(summarize action/s sought by committee, e.g. present a resolution, present an ordinance, receive and file information, approve expense or grant, etc.)*

Symons Natatorium board made a motion for Symons Recreation Complex (SRC) to purchase two new on demand water heaters to be bought and installed by Jelinek Heating for \$5,700.00. The cost for the two new on demand water heaters was approved by the Symons Natatorium Board. Maintenance and Repairs is the line item expense for this purchase.

Background: *(preferred one page or less with focus on options and decision points)*

Symons Recreation Complex currently has two on demand water heaters. Water heater number one, the primary water heater, is no longer functioning. A new board is needed for water heater number one the cost for a new board is \$2,500.00 plus installation. The on demand water heaters are at end of life. Symons Recreation Complex received three bids for this project, the lowest bid was from Jelinek Heating for \$5,700.00. Water heater number two is still functioning however, when demand is high water temperature is low. During the warmer weather this was manageable. SRC had been waiting to make sure that there would be money in the budget to cover it and there is still room in the line item Maintenance and Repairs to cover the cost of this item.

Attachments and References:

| | |
|---|--|
| Minutes from August 28, 2023 Natatorium board meeting | |
| | |

Financial Review:

(please check one)

| | | | |
|-------------------------------------|----------------------|-----------------------|--|
| <input checked="" type="checkbox"/> | In adopted budget | Fund Number | |
| <input type="checkbox"/> | Apportionment needed | Requested Fund Number | |
| <input type="checkbox"/> | Other funding Source | | |
| <input type="checkbox"/> | No financial impact | | |

(summary of current and future impacts)

Action results in some reduction s in expenditures:

Approval:

Review:

Tracy Gobin

Department Head

Administrator, or Elected Office (if applicable)

**Symons Recreation Complex
Natatorium Board Minutes August 28th, 2023**

Item 15.

The Natatorium Board met in person & virtually via Zoom on August 28, 2023 at 6:00 pm. The following people were in attendance: Melony Walters, Marty Brewer, Grant Worthington, John Cler, Chad Cosgrove and Tim Gottschall (arrived at 6:05pm). Administrator Pesch (Zoom), Alan Lins, Barb Wentz, Dean Amundson and Tracy Gobin were also present.

1. Call to Order- Walters called the meeting to order at 6:00pm.
2. Proof of Notification- Proof of Notification was met, per Gobin.
3. Approve Agenda- *Marty Brewer made a motion to approve the agenda. John Cler seconded. The motion carried.*
4. Public Comment: No Comments. Members of the public in attendance: Alan Lins, Barb Wentz, Suzanne Fish, Dean Amundson.

Consent Items:

5. Approve Minutes
6. Approve Bills for August

Marty Brewer made a motion to approve the consent items: Approve minutes from July 10, 2023 meeting & bills for August 2023. John Cler seconded. The motion carried.

Administrative Reports:

7. Budget Overview – Gobin presented the reports for revenue, expenditure, and balance reports. Merchandise sales and fob key are the two areas that has more revenue than goal for year to date. Memberships still need to increase. Day passes are only \$400 less than 2019, so they are close to on target with 2019. Expense are all under budget except for snow plowing, licensing, computer software, and workman’s comp. By the end of the year most of these will be on target for being within budget. Snowplowing is the one that really depends on the weather and amount of snow. Balance spreadsheet shows a balance of \$22,779.30.
8. Directors Report - Gobin stated Symons Recreation Complex is using new software and is still in transition, switching software has its challenges. Gobin stated she has been busy lately with maintenance issues and is hoping that after the meeting there will be more progress with the maintenance position at Symons Recreation Complex. Gobin stated that 2024 budget has been submitted to the County Clerk and County Administrator’s offices. Gobin presented the budget worksheets.
9. Symons Recreation Complex Foundation Capital Fundraising Effort – Allan Lins, a member of the Symons Recreation Complex Foundation, stated the foundation met with a lawyer and there will be some wording changes to endowment fund versus an endowment trust. There will be a resolution presented at the next Symons Recreation Complex Foundation meeting as well as a gift acceptance policy. Things are moving forward, there is more to come. Lins stated as there is more to present he will ask to be on the agenda.

Action Items:

10. Resolution to Senator Howard Marklein – Wisconsin Administrative rule regarding lifeguards at Symons Recreation Complex: Gobin stated there are some questions about this. No action at this time.
11. On Demand Water Heater – Gobin stated Symons has two on demand water heaters. One water heater is completely down. The way the on-demand system works it the first one gets all the use and then when it can’t keep up then the second one will start up. The first on demand heater the board is bad. Just to get the board will cost \$2,500.00 that would not include installation, part only. Per the company the water heaters are at end of life and should be replaced. Gobin received three bids for the water heaters the lowest bid was with Jelinek Plumbing and Heating for \$5,700.00. *Tim Gottschall made a motion to purchase two new on demand water heaters to be installed by Jelinek Plumbing and Heating for \$5,700.00. John Cler seconded the motion carried.*
12. Sand Filter Replacement – Gobin stated this is on hold at this time.
13. Assistant Director Position at Symons Recreation Complex – Gobin stated that phone interviews have been set-up and after that will be moving into in person interviews.

- 14. Maintenance Supervisor Position at Symons Recreation Complex – Gobin stated she is planning on hiring someone for this position at a part time position of 20 hours per week. Gobin stated that she hasn't had any luck with hiring for a full-time position. At 20 hours per week that person would not be eligible for benefits.
- 15. Custodian Position at Symons Recreation Complex – Gobin stated that with going to a part time position at Symons Recreation Complex there would be a need for a part-time 20 hour a week custodian position as well. Currently there is not a custodian position at Symons Recreation Complex. Gobin took the court house custodian position and used that as a template for the custodian position with a few added items specific for swimming pools. Marty Brewer made a motion to create the custodian position at Symons Recreation Complex. Chad Cosgrove seconded. The motion carried.
- 16. Symons Recreation Complex – land and future land proposal- Gobin stated that she will be working on a plan to be presented to the campus reconfiguration committee.
- 17. Campus gymnasium, tennis courts and basketball courts being managed by Symons Recreation Complex. Gobin stated that this will also need to be presented to the campus reconfiguration committee.

Closing:

- 18. Future Agenda Items –
- 19. Schedule Next Meeting- Monday September 11th, 2023 at 6:00pm
- 20. Adjourn—John Cler made a motion to adjourn at 6:47pm. Chad Cosgrove seconded. The motion carried.

City of Richland Center
Employee Handbook Personnel Policy 206 Holidays
Amended 11/1/2022

206 Holidays

Full-time employees shall receive their normal compensation at the employee's regular rate of pay, as determined by the individual employee's regular schedule, for the following twelve (12) holidays:

1. New Year's Day
2. Martin Luther King Day
3. Good Friday
4. Memorial Day
5. Independence Day
6. Labor Day
7. Veterans Day
8. Thanksgiving Day
9. The Day After Thanksgiving
10. Christmas Eve
11. Christmas Day
12. New Year's Eve

Part-time employees hired prior to January 1, 2012 will receive holiday benefits on a pro-rata basis.

Employees who work for the City on any holiday shall be paid at the rate of time and one-half (1.5) for all time actually worked on a holiday, in addition to holiday pay. Salaried employees who work for the City on any holiday shall be paid for the holiday at their normal daily pay rate. The Utilities may adopt different standards for call-in pay for work performed on holidays. Library employees required to work on a designated holiday because the library is open may substitute that holiday for a personal holiday to be scheduled by mutual agreement between the employee and Library Director. Library employees shall be paid at their regular wage rate for time worked on a holiday.

As a prerequisite to receiving holiday pay, an employee must work all regularly scheduled work hours on the workday immediately preceding the holiday and all regularly scheduled work hours on the workday immediately following the holiday, unless the holiday falls during an employee's vacation.

All holidays which are observed on a date set by federal law shall be observed on such date. When a holiday falls on a Saturday, the preceding Friday shall be deemed the holiday. When a holiday falls on a Sunday, the following Monday shall be deemed the holiday. When there are consecutive observances which cannot be observed in accordance with this policy, the first observance shall occur on the preceding Friday.

City of Richland Center
Employee Handbook Personnel Policy 206 Holidays
Amended 11/1/2022

Where one or more of the holidays falls during an employee's vacation, the employee may take an extra day of vacation for each holiday falling during the employee's vacation in lieu of holiday pay.



Municipal License Application



License Period Ending December 31, 2024

| | | |
|-----------------|-----------|------------|
| Office Use Only | License # | Issue Date |
|-----------------|-----------|------------|

| | | | |
|-------------------|--|--|---|
| CHECK ONE: | <input type="checkbox"/> Abattoir \$75 Fee | <input type="checkbox"/> Arcade \$50 Fee | <input type="checkbox"/> Tree Cutting \$25 Fee (Attach certificate of insurance) |
| | <input checked="" type="checkbox"/> Taxi (License period: Jan-Dec) \$100 Fee + \$2/driver (Attach supplemental form) | | |

Filling out your application

A municipal license is a privilege, not a right. Any false answers or omissions may result in the denial of your application.

- This application must be filled out accurately and completely.
- If you are unsure about how to respond to any questions on this form, check with the City Clerk for clarification.
- Your application will not be processed until you pay the application fee(s).
- You can obtain information regarding arrest and conviction records from the Wisconsin Circuit Court Access website at: www.wcca.wicourts.gov/index.xsl (Note: CCAP may not provide a comprehensive list of ALL arrests and convictions).

Attachment(s)

- Applicants applying for a Tree Cutting License must attach a copy of your CURRENT certificate of insurance with a minimum \$1,000,000 liability insurance. (These certificates expire each year so you must submit a new one each year.)
- Applicants applying for a Taxi License must attach a copy of your certificate of insurance with a minimum \$1,000,000 liability insurance.

Review of your application

- The Richland Center Police Department will perform a background check to verify the information you have provided.
- The city may require that additional information, appropriate to the specific type of license requested, be submitted with this application or as a supplement to this application prior to consideration of license issuance.
- If you are asked to appear before a committee but choose not to do so, your application may be denied.

| | | |
|----------------------------|------------------|----------------------------|
| First Name <u>Kevin</u> | MI <u>Lee</u> | Last Name <u>Carley</u> |
|----------------------------|------------------|----------------------------|

| | | | |
|--|--------------------------------|--------------------|---------------------|
| Residence (Street Address) <u>543 Pleasant View Court</u> | City <u>Richland Center</u> | State <u>WI</u> | Zip <u>53581</u> |
|--|--------------------------------|--------------------|---------------------|

| | | | |
|--------------------------------|---------------|---------------------------------|-----------------|
| Phone <u>(608) 647-3114</u> | Email Address | Date of Birth <u>8-22-60</u> | Sex <u>M</u> |
|--------------------------------|---------------|---------------------------------|-----------------|

| | |
|---|---------------|
| Driver's License Number <u>C640-5126-0302-03</u> | Email address |
|---|---------------|

| |
|---|
| Other Identifying Data [maiden name, aliases, etc.] |
|---|

| |
|--|
| Business Name For License <u>Towne Taxi</u> |
|--|

Do you have any felony or misdemeanor charges presently pending against you? (List below) Yes No

| List Any PENDING Citations, Tickets or Criminal Charges | | |
|--|----------------|--------|
| Year | Court Location | Charge |
| | | |
| | | |
| | | |

Have you ever been convicted of any felony or misdemeanor? (List below) Yes No

| List Any Citations, Tickets, Municipal/Ordinance Violations and Criminal CONVICTIONS (Excluding parking tickets) | | |
|---|----------------|--------|
| Year | Court Location | Charge |
| | | |
| | | |
| | | |

The undersigned, by signing this application, hereby authorize and consent to such inquiry and/or investigation as the City of Richland Center deems necessary to determine whether this applicant and/or the application meets all requirements of the ordinances of the City for the issuance of said license.

I further certify I understand that any material falsification in the application may be basis for denial of the application or the revocation of any license issued by the city pursuant to this application.

| | |
|--|-------------------------|
| Applicant's Signature <i>Kevin Lee Carley</i> | Date <i>11-28-23</i> |
|--|-------------------------|

OFFICE USE ONLY:

Subscribed and sworn to before me this 28th day of Nov., 2023

SM Walsh
City Clerk/Treasurer or Deputy

\$104 fee paid on 11-28-23

| To be filled out by the Richland Center Police Department | |
|---|------|
| <input type="checkbox"/> Individual has no criminal arrest record with either the Wisconsin State Crime Bureau or the RCPD. | |
| <input type="checkbox"/> See attached for criminal arrest records. | |
| Authorized Signature - Richland Center Police Department | Date |

SUPPLEMENTAL INFORMATION REQUIRED FOR TAXI LICENSE APPLICANTS ON

Taxi license requires Police inspection of all vehicles and certificate of insurance with a minimum of \$1,000,000 liability insurance.

Names, addresses and birth dates of all persons who will drive taxi under this license:

| | |
|--|----------------------------------|
| Name: <i>Kevin Carley</i> | Date of Birth: <i>8-22-60</i> |
| Residential Address: <i>543 Pleasant View Court Richland Center, WI 53581</i> | |
| Position: <i>Driver</i> | |

| | |
|--|---------------------------------|
| Name: <i>Jill Carley</i> | Date of Birth: <i>5-8-89</i> |
| Residential Address: <i>543 Pleasant View Court Richland Center, WI 53581</i> | |
| Position: <i>Driver</i> | |

| | |
|----------------------|----------------|
| Name: | Date of Birth: |
| Residential Address: | |
| Position: | |

| | |
|----------------------|----------------|
| Name: | Date of Birth: |
| Residential Address: | |
| Position: | |

| | |
|----------------------|----------------|
| Name: | Date of Birth: |
| Residential Address: | |
| Position: | |

Date application filed with City Clerk: 11/28/2023 Date Police inspection completed: _____

Date referred to City Council: _____

Decision of City Council: Approved Denied: Reason _____



Municipal License Application



License Period Ending December 31, 2024

| | | |
|-----------------|-----------|------------|
| Office Use Only | License # | Issue Date |
|-----------------|-----------|------------|

CHECK ONE:

| | | |
|--|---|--|
| <input type="checkbox"/> Abattoir \$75 Fee | <input type="checkbox"/> Arcade \$50 Fee | <input type="checkbox"/> Tree Cutting \$25 Fee |
| <input type="checkbox"/> Mobile Dessert Establishment \$50 Fee | <input type="checkbox"/> Mobile Food Establishment \$50 Fee | |
| <input checked="" type="checkbox"/> Taxi (License period: Jan-Dec) \$100 Fee + \$2/driver (Attach supplemental form) | | |

Filling out your application

A municipal license is a privilege, not a right. Any false answers or omissions may result in the denial of your application.

- This application must be filled out accurately and completely.
- If you are unsure about how to respond to any questions on this form, check with the City Clerk for clarification.
- Your application will not be processed until you pay the application fee(s).
- You can obtain information regarding arrest and conviction records from the Wisconsin Circuit Court Access website at: www.wcca.wicourts.gov/index.xsl (Note: CCAP may not provide a comprehensive list of ALL arrests and convictions).

Attachment(s)

- Applicants applying for a Tree Cutting License must attach a copy of your certificate of insurance with a minimum \$1,000,000 liability insurance.
- Applicants applying for a Taxi License must attach a copy of your certificate of insurance with a minimum \$1,000,000 liability insurance.

Review of your application

- The Richland Center Police Department will perform a background check to verify the information you have provided.
- The city may require that additional information, appropriate to the specific type of license requested, be submitted with this application or as a supplement to this application prior to consideration of license issuance.
- If you are asked to appear before a committee but choose not to do so, your application may be denied.

| | | |
|--|--|------------------------------------|
| First Name <u>Richard</u> | MI <u>D</u> | Last Name <u>Runnins</u> |
| Residence (Street Address) <u>9 WASHINGTON HGTS</u> | City <u>Viroqua</u> | State <u>WI</u> |
| | | Zip <u>54665</u> |
| Phone <u>608 606-3770</u> | Email Address <u>Richard@runningsinc.net</u> | Date of Birth <u>05-31-1954</u> |
| | | Sex <u>M</u> |
| Driver's License Number <u>R552-7445-4191-02</u> | Place of employment and phone # <u>Runnings Inc 608637 2599</u> | |
| Other Identifying Data [maiden name, aliases, etc.] | | |
| Business Name For License <u>Runnings Inc</u> | | |

SUPPLEMENTAL INFORMATION REQUIRED FOR TAXI LICENSE APPLICANTS ONLY:

Taxi license requires Police inspection of all vehicles and certificate of insurance with a minimum of \$1,000,000 liability insurance.

Names, addresses and birth dates of all persons who will drive taxi under this license:

| | |
|--|-----------------------------------|
| Name: <i>Kurt Bindl</i> | Date of Birth: <i>3-5-1979</i> |
| Residential Address: <i>551 E mechanics St muscoda w1 53573</i> | |
| Position: <i>Driver</i> | |

| | |
|---|-----------------------------------|
| Name: <i>Tad Brockus</i> | Date of Birth: <i>1-4-1975</i> |
| Residential Address: <i>2330 N Prestor dr Richland Center w1 53581</i> | |
| Position: <i>Driver</i> | |

| | |
|---|-----------------------------------|
| Name: <i>Lisa Ermilio</i> | Date of Birth: <i>2-9-1967</i> |
| Residential Address: <i>546 E Kinder St Richland Center w1 53581</i> | |
| Position: <i>Driver</i> | |

| | |
|---|------------------------------------|
| Name: <i>Richard Ermilio</i> | Date of Birth: <i>1-25-1970</i> |
| Residential Address: <i>546 E Kinder St Richland Center w1 53581</i> | |
| Position: <i>Driver</i> | |

| | |
|---|------------------------------------|
| Name: <i>Christopher Kanable</i> | Date of Birth: <i>6-17-1977</i> |
| Residential Address: <i>598 E Hazeltine Richland Center w1 53581</i> | |
| Position: <i>Supervisor - Driver</i> | |

Date application filed with City Clerk: _____ Date Police inspection completed: _____

Date referred to City Council: _____

Decision of City Council: Approved Denied: Reason _____

APPLICATION FOR TEMPORARY CLASS "B"/"CLASS B" RETAILER'S LICENSE

See Additional Information on reverse side. Contact the municipal clerk if you have questions.

FEE \$ 10.00

Application Date: 11/10/2023

Town Village City of Richland Ceneter County of Richland

The named organization applies for: (check appropriate box(es).)

- A Temporary Class "B" license to sell fermented malt beverages at picnics or similar gatherings under s. 125.26(6), Wis. Stats.
A Temporary "Class B" license to sell wine at picnics or similar gatherings under s. 125.51(10), Wis. Stats.

at the premises described below during a special event beginning 12/16/2023 and ending 12/16/2023 and agrees to comply with all laws, resolutions, ordinances and regulations (state, federal or local) affecting the sale of fermented malt beverages and/or wine if the license is granted.

1. ORGANIZATION (check appropriate box) Bona fide Club Church Lodge/Society Veteran's Organization Fair Association

(a) Name Richland County Performing Arts Council

(b) Address 182 N Central Ave Richland Center WI 53581 (Street) Town Village City

(c) Date organized 11/09/2005

(d) If corporation, give date of incorporation 11/15/2005

(e) If the named organization is not required to hold a Wisconsin seller's permit pursuant to s. 77.54 (7m), Wis. Stats., check this box: [X]

(f) Names and addresses of all officers:

President Norbert Calnin

Vice President Susan Calnin

Secretary Kent Adsit

Treasurer Michael Cosgrove

(g) Name and address of manager or person in charge of affair: Michael Cosgrove

2. LOCATION OF PREMISES WHERE BEER AND/OR WINE WILL BE SOLD:

(a) Street number 182 N Central Avenue

(b) Lot Block

(c) Do premises occupy all or part of building? All interior only top 2 floors

(d) If part of building, describe fully all premises covered under this application, which floor or floors, or room or rooms, license is to cover:

3. NAME OF EVENT

(a) List name of the event Swing into Christmas Holiday Jazz Show

(b) Dates of event Dec 16 2023

DECLARATION

The Officer(s) of the organization, individually and together, declare under penalties of law that the information provided in this application is true and correct to the best of their knowledge and belief.

Richland Cty Performing Arts Council (Name of Organization)

Officer [Signature] 11-10-23 (Signature/date)

Officer (Signature/date)

Officer (Signature/date)

Officer (Signature/date)

Date Filed with Clerk 11/13/2023

Date Reported to Council or Board

Date Granted by Council

License No.