



RMA: The Backbone of County Highway Departments

9:15 – 10:15 am

**2026
Wisconsin Counties
Association
Annual Conference**



**WCHA
Iowa County
St. Croix County**

Patrick Vander Sanden – Executive Director – WCHA
Craig Hardy, P.E. – Iowa County Highway Commissioner
Robbie Krejci, P.E. – St. Croix County Highway Commissioner

Wisconsin Counties at Work:

**Delivering Transportation Value
Through Routine Maintenance
Agreements**

****the “RMA”****



BACKGROUND

- ❖ Wisconsin county highway departments take pride in maintaining and operating the state highway system.
- ❖ The unique collaboration between counties and the Wisconsin Department of Transportation — the only one of its kind in the United States — has existed for more than a century, dating back to the creation of the Wisconsin State Trunk Highway System.
- ❖ It continues to serve the state, its communities and the traveling public exceptionally well.



WHAT IS THE RMA?

- ❖ Simple in concept, Routine Maintenance Agreements (RMAs) are more complex in execution. Through 72 individual agreements, one with each county highway department, WisDOT sets maintenance expectations and service levels while counties provide the workforce, equipment, materials and local expertise needed to keep the state highway system safe and operational. In return, counties are reimbursed for the costs of performing that work.



WHAT IS THE RMA?

- ❖ Maintaining a highway system requires far more than filling potholes and plowing snow.
- ❖ Counties must provide skilled labor, maintain specialized equipment, purchase materials such as road salt and asphalt, and respond to changing roadway and weather conditions year-round.
- ❖ Determining how counties are reimbursed for these costs is a critical component of the RMAs.
- ❖ For the 2026 calendar year, counties will collectively receive \$164.2 million under the RMAs.



THE RMA: FOUNDATIONS

Two Standing WCHA Committees play a significant role in the process to determine how the resources for the Counties are determined.

- ❖ **Machinery Management Committee:** Composed of County Highway Commissioners, County Finance Professionals, and WisDOT representatives – continually evaluate and set equipment reimbursement rates that are paid to counties when they work on the state system
- ❖ **Level of Service Committee:** Composed of County Highway Commissioners and, the committee sets standards for maintenance work. The committee establishes expectations that promote consistency and accountability across the state highway system.



THE RMA: CHALLENGES

- ❖ The RMA program's intent is straightforward: Counties perform work on behalf of the state and are reimbursed for the costs of that work. However, funding allocations to counties have not kept pace with actual costs for many years.
- ❖ As labor, equipment, fuel, materials and operational expenses have risen, RMA funding has not fully reflected those increases.
- ❖ The result is a widening funding gap between needs and available resources. Counties prepare for the necessary state work using the model set by the Level of Service Committee, but available funding doesn't cover those plans.



THE RMA: CHALLENGES

- ❖ Adjustments to annual work plans require deferring routine maintenance, delaying projects and postponing preventive maintenance to prioritize essential services such as winter maintenance and emergency response.
- ❖ Recent analyses of RMA funding indicate that, in some cases, this gap had fallen well below 60% of the budgeted costs counties planned to keep up their end of the deal.
- ❖ Internal analysis and WisDOT's own reviews of deferred maintenance needs have reinforced these findings. The message is clear: While the county-state partnership remains highly effective, the funding model requires ongoing attention to ensure its sustainability. Adequate resources remain a constant priority.



THE RMA: CHALLENGES

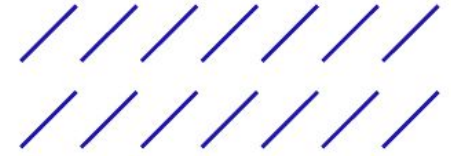
- ❖ Wisconsin's 2025-27 Biennial State Budget included a significant step toward addressing the challenge by allocating an additional \$30 million to the RMA program.
- ❖ The result: very good initially. Counties with the largest funding gaps — the difference between allocated funding and the budget needed to fully meet established service levels — saw meaningful improvements. The budget increase provided every county with additional support. **Before the increase, one county's allocation covered only about 39% of its identified needs.** After the increase, no county remained below a 64% funding ratio, and **most counties for calendar year 2026 ranged from 64% to 78%.**
- ❖ This additional investment marks important progress, but it does not eliminate the underlying gap between actual costs and planned maintenance needs.



THE RMA: CHALLENGES

- ❖ The WCHA continues to work closely with WisDOT to emphasize the importance of maintaining and improving RMA funding. The account supporting RMA must manage fluctuations across the entire state system, and factors such as severe winters, rising fuel costs, and volatile material prices can significantly affect program funding needs. A review of material costs over the past decade shows how dramatically those expenses can change. **Despite these challenges, the principle remains unchanged.**
- ❖ By leveraging county expertise, local equipment fleets, and an experienced workforce, WisDOT avoids duplicating resources that would otherwise be needed to manage maintenance operations independently in all 72 counties. **The result is a collaborative approach that delivers value to taxpayers while maintaining one of the nation's most extensive transportation systems.**

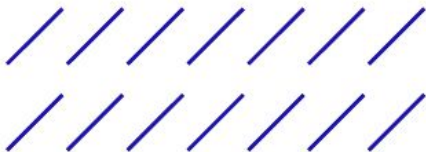




THANK YOU!! QUESTIONS?

AND NOW, I'LL TURN IT OVER TO A
REAL
COUNTY HIGHWAY COMMISSIONER!

Patrick B. Vander Sanden
Executive Director
WCHA





Routine Maintenance Agreements: Who Sets the Service Level?

The State owns the system; counties provide much of the day-to-day maintenance under annual agreements.

1 WisDOT sets the framework

- State highway service goals
- RMA allocation and work program
- Highway Maintenance Manual policies
- Statewide consistency and accountability



2 Counties deliver the work

- Local crews, equipment and supervision
- Snow and ice control
- Roadway, roadside and traffic maintenance
- Real-time judgment within WisDOT policy



3 RMA connects the two

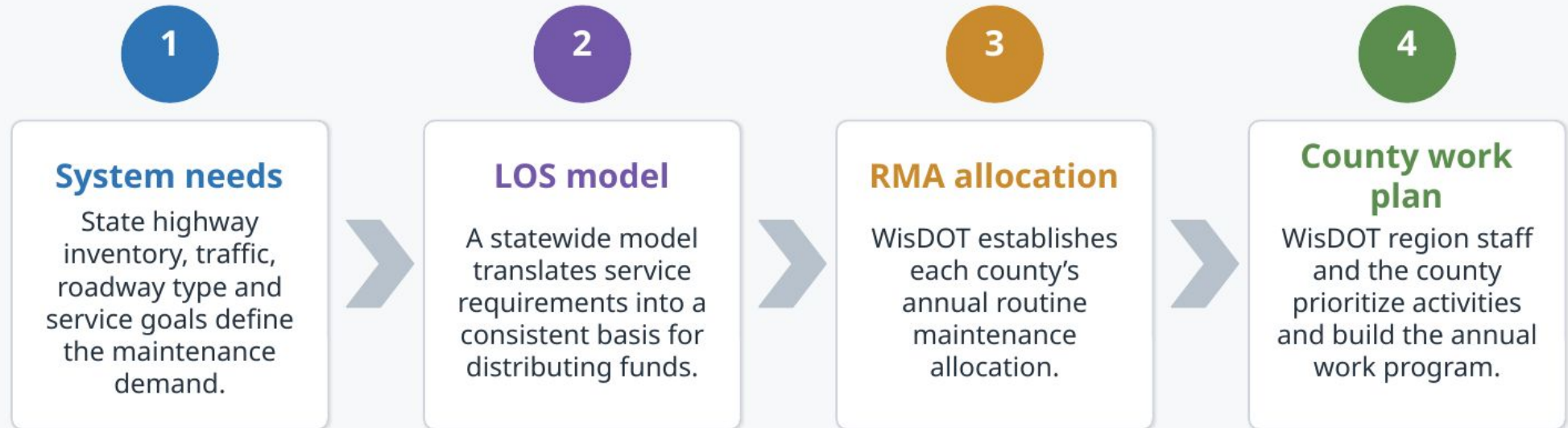
- Annual county maintenance budget
- Approved authority to perform work
- Region + county work planning
- Reimbursement for eligible State work

Key point : service expectations on the State system are not established by the county highway department.



Level of Service Model → Routine Maintenance Funding

WisDOT uses the LOS model to guide distribution of routine maintenance funding among counties.



Winter example

WisDOT classifies State highways by roadway type and traffic volume. Higher-volume routes generally receive more intensive coverage; lower-volume routes may have different service hours or priorities.

Funding and service expectations are linked — expanding service beyond the agreed model can create cost and resource impacts.



Highway Maintenance Manual: The Operating Playbook

The HMM documents WisDOT policies, guidelines and practices for maintaining the State Highway System.

What it covers

- Administration & agreements
- Emergency response
- Roadway maintenance
- Traffic services & safety
- **Winter maintenance**
- Roadside management
- Right-of-way use & permits

What it means in the field

Service goals Defines the desired outcome and level of effort for many maintenance activities.

Methods & practices Guides how counties perform work — including winter operations, traffic control, materials, equipment and documentation.

County discretion still matters The HMM recognizes that service providers must exercise judgment and that weather, labor and funding can affect outcomes.

For State highways, counties are the service provider — but WisDOT policy defines the framework in which that service is delivered.



A complaint about a State highway is often a question about the agreed service level — not simply a local maintenance choice.

When a complaint comes in...

- 1 Is this a State highway or a County highway?
- 2 What service level does WisDOT expect on this route?
- 3 What does the HMM say about the activity?
- 4 Is the concern weather-, funding-, staffing- or event-related?
- 5 Does the issue require coordination or added authorization from WisDOT?

The message to elected officials

Counties are responsible for quality execution.

But the State establishes the funding framework, service goals and maintenance policies for State highways.

That distinction matters when comparing service on a State route with a County trunk highway — or when asking the county to provide a higher level of service than the RMA supports.

Bottom line: County + WisDOT partnership → defined service level → funded work program → consistent maintenance delivery.

Wis. §§ 84.07(1) Routine Maintenance –

the state trunk highway system shall be maintained by the state at state expense.

the department shall prescribe by rule specification for and may contract with any county or municipality to have all or parts of the work for maintaining state highways within or beyond the limits of and any county or municipality may enter into such contract.

Wis. §§ 84.07(1b) Emergency Repair and protection of state highways –

...To accomplish repair...has been closed or being jeopardized by extraordinary damage...the department may if deemed in the best interest of the state proceed to repair with forces of private contractors and agencies...by negotiated contract or agreement without calling for competitive bids subject to Governor's signature in excess of \$10,000.

Wis. §§ 84.07(2) Repayment for State Work:

(a). with exception to (b) when any county or municipality maintain state highways within or beyond in compliance with the agreement; the department shall pay the actual cost of the maintenance with allowances for materials and use of equipment and overhead expenses agreed to in advance. Itemized accounts for maintenance work shall be submitted no later than one month following the period during which the work is performed.

(b).when a county or municipality maintains the STH system...may agree to a payment method or terms other than specified in (a)including a contract price for service rather than payment of actual costs.

Legislative Fiscal Bureau Informational Paper #44 January 2025 Pps.16-19 summarizes WisDOT Types of Maintenance Functions. The MOU codifies WisDOT maintenance work functions into three types – Routine, Corrective, and Preventative Maintenance for distribution WisDOT funding utilization and authority for different types of maintenance repair activities.



IOWA COUNTY RMA BREAKDOWN

Agreement Amounts		Labor	Equipment	Materials	Admin	Total	
0025-01-01	Asphalt	\$86,950	\$64,000	\$58,850	\$10,200	\$220,000	
0025-01-03	Concrete	\$29,525	\$22,000	\$20,000	\$3,475	\$75,000	
0025-01-05	Shoulders	\$65,300	\$46,000	\$59,100	\$8,500	\$178,900	
0025-01-07	Misc Maint	\$19,338	\$12,338	\$1,750	\$1,575	\$35,001	
0025-01-11	Winter	\$359,125	\$229,125	\$32,500	\$29,250	\$650,000	
0025-01-21	Structures	\$24,700	\$19,200	\$18,100	\$3,000	\$65,000	
0025-01-23		84.1 \$-	\$-	\$-	\$-	\$0	
0025-01-31	Facilities	\$31,362	\$22,912	\$7,800	\$2,925	\$64,999	
0025-01-33	Vegetation	\$166,000	\$85,000	\$35,100	\$13,900	\$300,000	
0025-01-35	Rest Area	\$4,740	\$3,510	\$3,210	\$540	\$12,000	
0025-01-40	Non-Patrol	\$29,500	0	\$0	\$85,500	\$115,000	Recoveries
0025-01-41	Patrol Sup.	\$63,500	0	\$12,800	\$3,700	\$80,000	
0025-01-53	Misc Structures	\$-	\$-	\$-	\$-	\$0	
0025-01-61	Traffic Signs	\$4,740	\$3,510	\$3,210	\$540	\$12,000	AGREEMENT
0025-00-RMA	Subtotal	\$884,780	\$507,595	\$252,420	\$163,105	\$1,807,900	\$ 1,807,900

Current CY2026 RMA = \$1,807,900 or 64.0% of LOS model



State Funding Buckets – Vegetable Soup!

- RMA – Routine Maintenance Agreements = Highway Maintenance Manual.
- DMA – Discretionary Maintenance Agreements work performed is governed by:
 - WisDOT Road and Bridge Construction Specifications and Special Provisions
 - Project Specific Specifications or Agreement
 - County-State Best Management Practices Specifications
- TMA – Traffic Maintenance Agreement work performed is governed by Other WisDOT Manuals:
 - Temporary Traffic Control (TTC) = Workzone Safety Manual (WZS)
 - Signs & Pavement Marking = Traffic Engineering, Operations, and Safety Manual (TeOPs)
- PbM – Performance Based Maintenance work performed is governed by the County-State Best Management Practices (BMP's). Legislative action in 2013 Budget.
- LFA – Local Force Account is governed by the agreement.
- MOUs – Memorandum of Understanding agreement specific language with regards to an performing an activity or acquisition of a shared asset.



Alphabet Soup Agreements (DMA / TMA / PbM / LFA)

Some Contract Work is distributed to *most* every county:

Damage Claims – Infra-structure Repairs related to Traffic / Highway Accidents/Incidents.

Winter Readiness – AVL-GPS MDSS winter plow truck subsidy.

Sign Installation TMA – corridor based sign replacements.

Some are specific to certain counties and are built into RMA or Special Agreements:

Ferry Operations & Maintenance – Columbia County RMA.

Lift Bridges – County/Municipal RMA.

Pavement Marking TMA – Regional waterborne program through TMAs

Regional STH Sign Distribution through TMAs

Some are periodic acquisition based for a specific work type / project or asset based:

Salt Sheds or High-Capacity Brine Maker – specific MOU or DMAs



DMA / TMA - Annual Agreements of Work to Every County is directed by the Highway Maintenance Manual(HMM)

HMM 02-20-26 Damage Claims Program.

HMM 02-20-70 Winter Readiness Rate Reimbursements.

HMM 05-15-41 Pavement Marking and Signage Program

Corridor Sign Replacement Program – alternating years.

Other DMA / TMA Agreements to Specific counties with Discretionary Funds:

HMM 02-15-11 Annual Region Project Lists – aka Work Plans. Discretionary project funds are distributed regionally proportional to RMA Amounts. Contracts may be given as DMA,LFA, or PbM types.

Then those funds are distributed county by county based on the Project Work Plan List development and their respective Project Costs and Priorities; regionally. The amount of funding to anyone county can and does vary year-year. The amount of funding to the region group of counties can fluctuate annually as well based on Winter and Other emergency type costs, which reduces the amount of reserve funds available for the discretionary projects.

Harsh Winter

Use of more than the average amount of salt resulting in purchase of Vendor Reserves.

Spring Flooding or other natural Disaster issues.



IOWA COUNTY VEGETABLE SOUP BREAKDOWN - CY2026

EXAMPLE:

Yellow = Annual DMA / TMAs.

Green = Annual DMA / PbM Work Plan Priorities

Blue = LEA for TTC or Annual Winter Readiness DMA

1	Other Work Agreements							
2	0025-98-26	SW Region Paint DMA	\$ 71,800	\$ 87,800	\$ 452,600	\$ 27,900	\$ 640,100	\$ 640,100
3	0025-63-32	USH 151 Concrete Repair	\$ 22,000	\$ 12,000	\$ 30,000	\$ 3,000	\$ 67,000	\$ 50,000
4	PbM?	USH 151 Concrete Repair	\$ 10,836	\$ 5,910	\$ 14,776	\$ 1,478	\$ 33,000	\$ 50,000
5		STH 14 Shouldering Arena - West						\$ 75,000
5		USH 18 Shouldering Montfort - East						\$ 75,000
7	DELAYED 27/28?	STH 39 Crackfill Min Pt - USH 18					\$ -	\$ 45,000
3	DELAYED 27/28?	STH 39 Sealcoat Min Pt - USH 18					\$ -	\$ 198,000
3	0025-63-12	STH 80 Crackfill Cobb - Highland	\$ 16,700	\$ 6,300	\$ 16,600	\$ 2,000	\$ 41,600	\$ 25,000
3	0025-63-06	STH 80 Sealcoat Cobb - Highland	\$ 24,000	\$ 15,000	\$ 100,000	\$ 11,000	\$ 150,000	\$ 154,000
1	0025-58-26	TMA Sign Dist	\$ 6,500	\$ 1,000	\$ 156	\$ 344	\$ 8,000	
2	0025-63-13	STH 133 Crackfill STH 80 - STH 130	\$ 13,200	\$ 10,000	\$ 15,000	\$ 1,800	\$ 40,000	\$ -
3	Postponed 27/28?	STH 133 Sealcoat STH 80 - Bigelow Hill					\$ -	\$ 188,600
4	RMA \$?	STH 39 Rutfill CTH F - East County Line					\$ -	?
5	Recv'd 01/2026	Winter Availability - MDSS Supplement	\$ -	\$ 50,140	\$ -	\$ -	\$ 50,140	Jan Payment
5	5939-00-02	STH 80 - Traffic Control Soil Borings	\$ 1,662	\$ 256	\$ -	\$ 86	\$ 2,004	
7		STH 80 - Traffic Control Soil Slope Monitors	\$ 2,750	\$ 500	\$ -	\$ 150	\$ 3,400	<\$3500
3	0025-48-26	Wrong Way Prevention Signage USH 151 TMA	\$ 13,300	\$ 10,000	\$ 5,400	\$ 1,300	\$ 30,000	
3	0025-64-21	Bridge Deck Sealing, Miscellaneous Structures	\$32,360	\$24,746	\$23,688	\$3,807	\$84,601	
3		Other Work Subtotal	\$215,108	\$223,652	\$658,220	\$52,865	\$1,149,845	\$ 1,500,700
1	State Totals		\$1,099,888	\$731,247	\$910,640	\$215,970	\$2,957,745	\$ 3,308,600
2		Compare to Budget	(\$207,904)	(\$11,352)	\$208,322			
3		Compare to Form2A	(\$363,298)					



LFAs – Local Force Accounts

HMM 05-02-20 Workzone Safety agreements – TTC

specialized using SHRM or other State Improvement Program Funds to assist

WisDOT DTSD Design with Plan Development

Traffic with some equipment modernization or monitoring installation.

Emergency STH Intersection or Roadway Closures as a result of some incident / emergency.

MOUs – Memorandum of Understanding lays out specific requirements and maintenance obligations, type of equipment or acquisition, purpose, need, function, and utilization.

HMM 02-15-40 State Financed Equipment.

HMM 02-15-45 State Financed Winter Equipment.

HMM 02-15-50 Sodium Chloride Facility Agreements and Letter of Intent.



Takes Management - Iowa County Annual Summary of other Agreement Work for WisDOT

RMA

Other Work-type Agreements

Iowa County State County Work Agreements																
Year	Routine	TMA-Paint	Sign Replacement	Sign Distribution	Concrete DMA	Materials	Crackfilling	Bridges	Shouldering	Chip Sealing	Traffic	Culverts	Total	Winter Availability	State Equipment	
2017	\$ 1,650,000	\$ 524,100								\$ 424,000			\$ 2,598,100		\$ 190,000	Arena
2018	\$ 1,675,600	\$ 534,500		At Cost	\$ 30,000	\$ 72,215							\$ 2,312,315		\$ 13,100	Min Pt
2019	\$ 1,708,500	\$ 535,700	\$ 40,000	At Cost			\$ 85,000						\$ 2,369,200			
2020	\$ 1,708,500	\$ 624,078		At Cost			\$ 100,000	\$ 43,000		\$ 340,000			\$ 2,815,578	34500		Salt Conveyor
2021	\$ 1,708,500	\$ 650,600		\$ 4,000		\$120,000	\$ 100,000	\$207,800			\$4,478	\$ 3,000	\$ 2,798,378		\$ 192,326	Attenuator
2022	\$ 1,708,500	\$ 663,600	\$ 130,700	\$ 4,000	\$ 50,000		\$ 60,851	\$ 38,556	\$ 77,400	\$ 188,537	\$3,000		\$ 2,925,144			PCMS Trailer
2023	\$ 1,708,500	\$1,096,000	\$ 20,500	\$ 7,000	\$ 50,000			\$ 11,274	\$ 45,000	\$ 180,000			\$ 3,118,274		\$ 200,000	Brinemaker
2024	\$ 1,708,500	\$ 652,900	\$ 94,737	\$ 7,000	\$ 110,000	\$ 52,000	\$ 52,650						\$ 2,677,787			
2025	\$ 1,768,641	\$ 652,900	\$ 3,420	\$ 8,000	\$ 110,000	\$ -	\$ 52,650						\$ 2,595,611	50140		
	\$15,345,241	\$5,934,378	\$ 289,357	\$ 30,000	\$ 350,000	\$244,215	\$ 451,151	\$300,630	\$ 122,400	\$1,132,537	\$7,478	\$ 3,000	\$ 24,210,387	84640	\$ 595,426	
													\$ 24,210,387			
													Average	2,690,042.95		
													Median	2,677,787.00		
													Maximum	\$ 3,118,274	110.8%	
													Minimum	\$ 2,312,315	82.2%	

Balance 2026 STH Labor = \$1.3M



Cover the county costs and not shift the burden :

Wis. §§ 84.07 (5) CTH Department Maintenance Capacity and Funding – “...(WisDOT) will work cooperatively... to determine an appropriate level of state work sufficient to fully utilize (county) manpower and equipment needed for winter maintenance.

2026 WisDOT Budget / Agreements Versus Actual Costs and Recoveries									
Budget									
GL Account	Labor	Fringe	Equipment	Materials	Contract Services	Consumable Tools	Totals	R&R	
53321	\$357,308	\$185,086	\$364,796	\$183,312	\$0	\$8,136	\$1,098,638	\$47,900.62	\$1,146,539
53322	\$258,442	\$133,873	\$205,198	\$0	\$0	\$5,885	\$603,398	\$26,308.15	\$629,706
53328 2024 DMAs	\$153,439	\$79,481	\$164,105	\$517,340	\$0	\$3,494	\$917,859	\$40,018.65	\$957,878
53190	\$55,400	\$28,697	\$5,100	\$0	\$1,000	\$0	\$90,197	\$3,932.59	\$94,130
53191 (County Ops)	\$36,934	\$19,132	\$3,400	\$0	\$666	\$0	\$60,132	\$0.00	\$60,132
	\$861,523	\$446,269	\$742,599	\$700,652	\$1,666	\$17,515	\$2,770,224	\$118,160.01	\$2,888,384
		\$1,307,792					\$2,770,224		

Iowa County:

10 STH Plow Routes

5 Class 1 24/7 Service Routes

15 Positions

+/- 40% Operation

Compare Budget to Actual

Section Patrol	\$ 67,937	\$ 12,061	\$ 79,998
Section Patrol	\$ 64,421	\$ 11,442	\$ 75,864
Section Patrol	\$ 68,538	\$ 42,216	\$ 110,753
Section Patrol	\$ 68,574	\$ 24,822	\$ 93,395
Section Patrol	\$ 68,952	\$ 42,341	\$ 111,292
Paint Crew Lead	\$ 72,526	\$ 12,866	\$ 85,392
Equipment Operator	\$ 69,394	\$ 25,039	\$ 94,432
Equipment Operator	\$ 76,202	\$ 43,594	\$ 119,796
Auxiliary Patrol	\$ 65,357	\$ 43,132	\$ 108,489
	\$ 991,655	\$ 471,531	\$ 1,463,186

			Estimated by Agreement				Total	
			Labor	Equipment	Materials	Admin		
To Agreements	Agreement Amounts							
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RMAs Late Nov	0025-01-03	Concrete	\$29,525	\$22,000	\$20,000	\$3,475	\$75,000	
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		Compare to Budget	(\$207,904)	(\$11,352)	\$208,322			
		Compare to Form2A	(\$363,298)		\$252,420	RMA Matrls		



State Municipal Maintenance Agreements – SMMAs:

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the department shall prescribe by rule specification for and may contract with any county or municipality to have all or parts of the work for maintaining state highways within or beyond the limits of and any county or municipality may enter into such contract. Maintenance activities include: removal and control of snow, sanding of ice, repair of surfaces and adjacent structures, all other operations, activities, and processes occurring on a regular basis for the preservation of highways on the STH system...

protection and care of roadside vegetation

Routine measures deemed necessary to provide adequate traffic service:

Maintenance of highway signage

highway Lighting

pavement markings

traffic signals and ITS systems.

Background:

WisDOT current HMM Policy – WisDOT maintenance responsibility is for the travel lanes only – IE lanes carrying traffic. Municipality is responsible for outside of the travel lane – C&G, sidewalk, paths, storm sewer, landscaping / vegetation mowing, etc.

FEB 2022 – WisDOT OGC released an opinion WisDOT maintenance responsibility is from ROW line to ROW line.



How does this differ with a County?

Wis. Stats 83.025 (1) (c) ..al streets or highway in a village or city over which is routed a CTH or forming connections through city or village between portions of CTH systems shall be apart of the CTH system unless the governing body, by resolution removes the street or highway from the system, but the removal shall only apply to the portion wholly within the jurisdiction.

Wis. Stats. §83.025 (2) The CTH system shall be marked and maintained by the County. No county shall be responsible for the construction and maintenance of a city or village street on the CTH system to a greater width than are those portions of such system outside the village or city and connecting with such street...

Historically, WisDOT has maintained the center driving lanes open to public travel within village and city limits. The revised interpretation results in:

1. WisDOT will be re-distributing SMMA's to villages and cities to codify the changing requirements for maintenance, and which items WisDOT will participate in.
2. WisDOT is agreeing to share maintenance responsibility for traffic signals, street lighting, powered devices, curb and gutter.
3. WisDOT may or may not share responsibility for some infra-structure items depending on their need basis – signing and marking, infiltration ponds, retaining walls, or storm sewer.

As WisDOT may contract with "...County or Municipality..." uncertainties:

1. Source of funding the maintenance of these additional items?
2. Protocol for determining what is or isn't a responsibility to maintain?
3. Existing SMMA's will be revised to cover the new items.
4. For locations without SMMA's, will counties or municipalities have the option to contract the work?
5. Implement short term responses until SMMA's are re-written, etc.

WisDOT is looking at potential:

1. Emergency implementation to handle issues as they come up one by one to determine responsibility.
2. Asset Management and trying to understand the scope for the new facilities being taken over to determine workload.
3. Counties may have to decide if they or Municipality does the work via the RMA – agreement – examples: storm sewer manholes / inlets, retaining walls, drainage basins, etc.