



**AGENDA**  
**Public Works August 26, 2014 at 8:00 a.m.**

**Southern Wisconsin Regional Airport**  
**Administration Building**  
**4004 S. Oakhill Ave.**  
**Janesville, WI 53546**

1. Call to Order at 8:00 a.m.
2. Approval of Agenda
3. Election of Vice-Chair
4. **Approval of Minutes June 24, 2014**
5. Citizen Participation, Communications, and Announcements

**AMENDED**

**08/22/2014**

**AIRPORT BUSINESS**

6. **Action Items**

Approve Resolution Awarding Contract for T-hangar Painting

- a. Approve New FAA Requirements for Federal Funding
- b. Approve Bills, Encumbrances/Pre-Approved Encumbrances, Amendments and Transfers
- c. Airport Accounts Receivables

7. **Information Items**

- a. Project Updates
  - (1) Terminal Building
  - (2) Perimeter Road
- b. Update on Music Event

8. **HIGHWAY BUSINESS**

- a. Consider Replacement of Cattle Path on CH-H

9. Next Meeting Date for September 2014

10. Adjournment

# RESOLUTION

## ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee  
INITIATED BY



Ronald D. Burdick  
DRAFTED BY

Public Works Committee  
SUBMITTED BY

August 7, 2014  
DATE DRAFTED

### AWARDING CONTRACT FOR T-HANGAR PAINTING

- 1 **WHEREAS**, Rock County owns an airport known as the Southern Wisconsin Regional
- 2 Airport; and,
- 3
- 4 **WHEREAS**, the 2014 Budget authorized the painting of two (2) t-hangar buildings and the
- 5 airport beacon tower at the Southern Wisconsin Regional Airport; and,
- 6
- 7 **WHEREAS**, the Rock County General Services Purchasing Division did advertise and solicit
- 8 bids for Hangar and Tower Painting; and,
- 9
- 10 **WHEREAS**, the Airport Director did review all bids received and is recommending the
- 11 lowest, most responsive and responsible bid for Alternate #1 painting the tan t-hangar
- 12 building.
- 13
- 14 **NOW, THEREFORE, BE IT RESOLVED**, by the Rock County Board of Supervisors duly
- 15 assembled on this \_\_\_\_ day of \_\_\_\_\_, 2014, that a purchase order be issued to
- 16 Krahn Painting of Bristol, Wisconsin in the amount of \$10,350.00.
- 17
- 18 **BE IT FURTHER RESOLVED**, that payment be made to the vendor upon acceptance by
- 19 the Airport Director and approval of the Public Works Committee.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

\_\_\_\_\_  
Betty Jo Bussie, Chair

\_\_\_\_\_  
Eva Arnold

\_\_\_\_\_  
Brenton Driscoll

\_\_\_\_\_  
Brent Fox

\_\_\_\_\_  
Rick Richards

ADMINISTRATIVE NOTE:

Recommended.

Josh Smith  
County Administrator

FISCAL NOTE:

Sufficient funds are available in the Airport Capital Improvements account, A/C 41-4453-4453-67200, for the cost of this project.

Sherry Oja  
Finance Director

LEGAL NOTE:

The County Board is authorized to take this action pursuant to secs. 59.01 and 59.01, Wis. Stats.

Jeffrey S. Kuglitsch  
Corporation Counsel

ROCK COUNTY, WISCONSIN  
FINANCE DIRECTOR

PURCHASING DIVISION  
PHONE (608) 757-5515  
FAX (608) 757-5539



## BID SUMMARY

PROJECT NUMBER 2014-44  
 PROJECT NAME HANGAR & TOWER PAINTING  
 BID DUE DATE JUNE 24, 2014 - 1:30 P.M.  
 DEPARTMENT DPW - SOUTHERN WISCONSIN REGIONAL AIRPORT

	UNLIMITED DECORATING MADISON, WI	KRAHN PAINTING BRISTOL, WI	HOWARD GROTE & SONS MCFARLAND, WI	ALP PAINTING PRINCETON, MN	SUTTERLIN RESTORATION JANESVILLE, WI	DUGGAN PAINTING MACHESNEY PARK, IL
<b>BASE BID</b>	\$ 15,176.00	\$ 17,895.00	\$ 19,567.00	\$ 29,600.00	\$ 25,850.00	\$ 33,856.00
<b>BASE START DATE</b>	JULY 20, 2014	JULY 14, 2014	JULY 21, 2014	AUGUST 4, 2014	OCTOBER 10, 2014	JULY 28, 2014
<b>BASE COMPLETION</b>	AUGUST 20, 2014	AUGUST 1, 2014	AUGUST 15, 2014	AUGUST 15, 2014	NOVEMBER 1, 2014	AUGUST 22, 2014
<b>ALTERNATE #1</b>	\$ 12,641.00	\$ 10,350.00	\$ 13,008.00	\$ 17,000.00	\$ 25,600.00	\$ 28,193.00
<b>ALT #1 START</b>	JULY 27, 2014	AUGUST 4, 2014	AUGUST 11, 2014	AUGUST 18, 2014	OCTOBER 10, 2014	AUGUST 25, 2014
<b>COMPLETION DATE</b>	AUGUST 27, 2014	AUGUST 15, 2014	AUGUST 29, 2011	AUGUST 22, 2014	NOVEMBER 10, 2014	SEPTEMBER 11, 2014
<b>TOTAL PRICE</b>	\$ 27,817.00	\$ 28,245.00	\$ 32,575.00	\$ 46,600.00	\$ 51,450.00	\$ 62,049.00

Invitation to Bid was advertised in the Janesville Gazette and on the Internet. 5 additional vendors were solicited that did not respond.

BASE BID - consisted of Beacon Tower and Blue Hangar Painting  
ALTERNATE #1 – consisted of Tan Hangar Painting

PREPARED BY: Alan Dransfield  
SENIOR BUYER

DEPARTMENT HEAD RECOMMENDATION: Krahn Painting – Alternate #1 \$ 10,350.00 Enough money in budget for this portion of work.

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

GOVERNING COMMITTEE APPROVAL:

CHAIR \_\_\_\_\_ VOTE \_\_\_\_\_ DATE \_\_\_\_\_



Division of Transportation  
Investment Management  
PO Box 7914  
Madison, WI 53707-7914

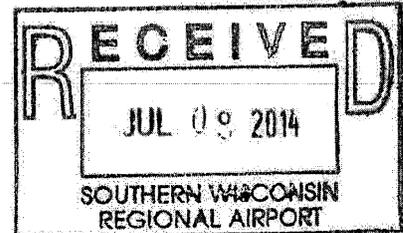
Scott Walker, Governor  
Mark Gottlieb, P.E., Secretary  
Internet: [www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Telephone: 608-266-3351

Facsimile (FAX): 608-267-6748

June 27, 2014

SOUTHERN WISCONSIN REGIONAL AIRPORT  
KURTIS YANKEE  
710 CLUB LANE  
BELOIT, WI 53511



New FAA Requirement for 2014 Federal Funding –  
Certifications, Grant Assurances & Special Conditions

Dear Kurtis Yankee:

Every year airports under Wisconsin's federal block grant must sign documents agreeing to the terms and conditions attached to the funding. This year FAA's paperwork is different. FAA requires each airport owner to sign the following:

- Sponsor Certification for a Drug-Free Workplace
- Sponsor Certification for Equipment/Construction Contracts
- Sponsor Certification for Project Plans & Specifications
- Sponsor Certification for Real Property Acquisition
- Sponsor Certification for Selection of Consultants
- Sponsor Certification for Construction Project Final Acceptance

For each document, please fill in the blanks for Sponsor (airport owner) and Airport on page one, fill in the blanks in the signature block and sign. Every airport owner should sign all six documents regardless of whether you have a current project to which the particular certification would apply.

**FAA requires airport owners to complete all six certifications before they release funds for 2014 projects.**  
Please return the completed forms to the Bureau of Aeronautics (scans are fine) by **Monday, July 14th, 2014** to:

Amanda Gillard, Office Associate  
Bureau of Aeronautics  
Wisconsin Department of Transportation  
PO Box 7914  
Madison, WI 53707-7914

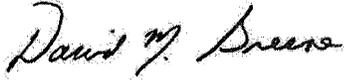
You are required to read these three additional documents and keep for your records (no signatures needed):

- Airport Sponsor Assurances
- Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects
- Special Conditions

The Airport Sponsor Assurances are the most important of all the documents as they completely detail the conditions for accepting federal airport improvement program funds. The 2014 version is very similar to the 2013 (a list of the changes is available on request).

It is important to have the documents signed and on file in our office by this date, especially if your airport is participating in an airport project this year. Please be sure to retain a copy for your files. Thank you for your participation in this matter. If you have any questions, please call Amanda at (608) 266-3351.

Sincerely,

A handwritten signature in black ink that reads "David M. Greene". The signature is written in a cursive style with a large, stylized initial "D".

David M. Greene  
Director, Bureau of Aeronautics

DMG:MCS

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

AIRPORT IMPROVEMENT PROGRAM  
SPONSOR CERTIFICATION

DRUG-FREE WORKPLACE

County of Rock

(Sponsor)

Southern Wisconsin Regional

(Airport)

3-55-SBGP-065

(Project Number)

*Description of Work:*

Various projects eligible under the AIP program

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within Federal grant programs are described in Title 49, Code of Federal Regulations, Part 29. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	<u>Yes</u>	<u>No</u>	<u>N/A</u>
1. A statement has been (will be) published notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. An ongoing drug-free awareness program has been (will be) established to inform employees about:			
a. The dangers of drug abuse in the workplace;			
b. The sponsor's policy of maintaining a drug-free workplace;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Any available drug counseling, rehabilitation, and employee assistance programs; and			
d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.			
3. Each employee to be engaged in the performance of the work has been (will be) given a copy of the statement required within item 1 above.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Employees have been (will be) notified in the statement required by item 1 above that, as a condition employment under the grant, the employee will:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. Abide by the terms of the statement; and			

- |   | <u>Yes</u>                          | <u>No</u>                | <u>N/A</u>               |
|---|-------------------------------------|--------------------------|--------------------------|
| b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.  |                                     |                          |                          |
| 5. The FAA will be notified in writing within ten calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title of the employee, to the FAA. Notices shall include the project number of each affected grant. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6. One of the following actions will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:   |                                     |                          |                          |
| a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Require such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.  |                                     |                          |                          |
| 7. A good faith effort will be made to continue to maintain a drug-free workplace through implementation of items 1 through 6 above.  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

I have prepared documentation attached hereto with site(s) for performance of work (street address, city, county, state, zip code). There are no such workplaces that are not identified in the attachment. I have prepared additional documentation for any above items marked "no" and attached it hereto. I certify that, for the project identified herein, responses to the forgoing items are accurate as marked and attachments are correct and complete.

County of Rock / Southern Wisconsin Regional Airport  
*(Name of Sponsor)*

\_\_\_\_\_  
*(Signature of Sponsor's Designated Official Representative)*

Ronald D. Burdick  
*(Typed Name of Sponsor's Designated Official Representative)*

Airport Director  
*(Typed Title of Sponsor's Designated Official Representative)*

\_\_\_\_\_  
*(Date)*



	Yes	No	N/A
5. Concurrence was (will be) obtained from FAA prior to contract award under any of the following circumstances:			
a. Only one qualified person/firm submits a responsive bid,			
b. The contract is to be awarded to other than the lowest responsible bidder,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Life cycle costing is a factor in selecting the lowest responsive bidder, or			
d. Proposed contract prices are more than 10 percent over the sponsor's cost estimate.			
6. All contracts exceeding \$100,000 require (will require) the following provisions:			
a. A bid guarantee of 5 percent, a performance bond of 100 percent, and a payment bond of 100 percent;			
b. Conditions specifying administrative, contractual, and legal remedies, including contract termination, for those instances in which contractors violate or breach contract terms; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Compliance with applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 1857(h)), Section 508 of the Clean Water Act (33 USC 1368), and Executive Order 11738.			
7. All construction contracts contain (will contain) provisions for:			
a. Compliance with the Copeland "Anti-Kick Back" Act, and			
b. Preference given in the employment of labor (except in executive, administrative, and supervisory positions) to honorably discharged Vietnam era veterans and disabled veterans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. All construction contracts exceeding \$2,000 contain (will contain) the following provisions:			
a. Compliance with the Davis-Bacon Act based on the current Federal wage rate determination; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Compliance with the Contract Work Hours and Safety Standards Act (40 USC 327-330), Sections 103 and 107.			
9. All construction contracts exceeding \$10,000 contain (will contain) appropriate clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. All contracts and subcontracts contain (will contain) clauses required from Title VI of the Civil Rights Act and 49 CFR 23 and 49 CFR 26 for Disadvantaged Business Enterprises.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>N/A</u>
11. Appropriate checks have been (will be) made to assure that contracts or subcontracts are not awarded to those individuals or firms suspended, debarred, or voluntarily excluded from doing business with any U.S. Department of Transportation (DOT) element and appearing on the DOT Unified List.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

County of Rock / Southern Wisconsin Regional Airport  
*(Name of Sponsor)*

\_\_\_\_\_  
*(Signature of Sponsor's Designated Official Representative)*

Ronald D. Burdick  
*(Typed Name of Sponsor's Designated Official Representative)*

Airport Director  
*(Typed Title of Sponsor's Designated Official Representative)*

\_\_\_\_\_  
*(Date)*

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 AIRPORT IMPROVEMENT PROGRAM  
 SPONSOR CERTIFICATION  
 PROJECT PLANS AND SPECIFICATIONS

County of Rock                      Southern Wisconsin Regional                      3-55-SBGP-065  
 (Sponsor)                                      (Airport)                                      (Project Number)

Description of Work:  
 Various projects eligible under the AIP program

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). AIP standards are generally described in FAA Advisory Circular (AC) 150/5100-6, Labor Requirements for the Airport Improvement Program, AC 150/5100-15, Civil Rights Requirements for the Airport Improvement Program, and AC 150/5100-16, Airport Improvement Program Grant Assurance One--General Federal Requirements. A list of current advisory circulars with specific standards for design or construction of airports as well as procurement/installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. The plans and specifications were (will be) prepared in accordance with applicable Federal standards and requirements, so no deviation or modification to standards set forth in the advisory circulars, or State standard, is necessary other than those previously approved by the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Specifications for the procurement of equipment are not (will not be) proprietary or written so as to restrict competition. At least two manufacturers can meet the specification.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. The development included (to be included) in the plans is depicted on the airport layout plan approved by the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Development that is ineligible for AIP funding has been (will be) omitted from the plans and specifications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. The process control and acceptance tests required for the project by standards contained in Advisory Circular 150/5370-10 are (will be) included in the project specifications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. If a value engineering clause is incorporated into the contract, concurrence was (will be) obtained from the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. The plans and specifications incorporate (will incorporate) applicable requirements and recommendations set forth in the Federally approved environmental finding.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
8. For construction activities within or near aircraft operational areas, the requirements contained in Advisory Circular 150/5370-2 have been (will be) discussed with the FAA as well as incorporated into the specifications, and a safety/phasing plan has FAA's concurrence, if required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The project was (will be) physically completed without Federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

County of Rock / Southern Wisconsin Regional Airport  
*(Name of Sponsor)*

\_\_\_\_\_  
*(Signature of Sponsor's Designated Official Representative)*

Ronald D. Burdick  
*(Typed Name of Sponsor's Designated Official Representative)*

Airport Director  
*(Typed Title of Sponsor's Designated Official Representative)*

\_\_\_\_\_  
*(Date)*

**U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 AIRPORT IMPROVEMENT PROGRAM  
 SPONSOR CERTIFICATION  
 REAL PROPERTY ACQUISITION**

County of Rock                      Southern Wisconsin Regional                      3-55-SBGP-065  
 (Sponsor)                                      (Airport)                                      (Project Number)

*Description of Work:*  
 Various projects eligible under the AIP program

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on real property acquisition and relocation assistance are in Title 49, Code of Federal Regulations (CFR), Part 24. The AIP project grant agreement contains specific requirements and assurances on the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Uniform Act), as amended.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. The sponsor's attorney or other official has (will have) good and sufficient title as well as title evidence on property in the project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. If defects and/or encumbrances exist in the title that adversely impact the sponsor's intended use of property in the project, they have been (will be) extinguished, modified, or subordinated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. If property for airport development is (will be) leased, the following conditions have been met:			
a. The term is for 20 years or the useful life of the project,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. The lessor is a public agency, and			
c. The lease contains no provisions that prevent full compliance with the grant agreement.			
4. Property in the project is (will be) in conformance with the current Exhibit A property map, which is based on deeds, title opinions, land surveys, the approved airport layout plan, and project documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. For any acquisition of property interest in noise sensitive approach zones and related areas, property interest was (will be) obtained to ensure land is used for purposes compatible with noise levels associated with operation of the airport.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
6. For any acquisition of property interest in runway protection zones and areas related to 14 CFR 77 surfaces, property interest was (will be) obtained for the following:			
a. The right of flight,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. The right of ingress and egress to remove obstructions, and			
c. The right to restrict the establishment of future obstructions.			
7. Appraisals prepared by qualified real estate appraisers hired by the sponsor include (will include) the following:			
a. Valuation data to estimate the current market value for the property interest acquired on each parcel, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Verification that an opportunity has been provided the property owner or representative to accompany appraisers during inspections.			
8. Each appraisal has been (will be) reviewed by a qualified review appraiser to recommend an amount for the offer of just compensation, and the written appraisals as well as review appraisal are available to FAA for review.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A written offer to acquire each parcel was (will be) presented to the property owner for not less than the approved amount of just compensation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Effort was (will be) made to acquire each property through the following negotiation procedures:			
a. No coercive action to induce agreement, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Supporting documents for settlements included in the project files.			
11. If a negotiated settlement is not reached, the following procedures were (will be) used:			
a. Condemnation initiated and a court deposit not less than the just compensation made prior to possession of the property, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Supporting documents for awards included in the project files.			
12. If displacement of persons, businesses, farm operations, or non-profit organizations is involved, a relocation assistance program was (will be) established, with displaced parties receiving general information on the program in writing, including relocation eligibility, and a 90-day notice to vacate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Relocation assistance services, comparable replacement housing, and payment of necessary relocation expenses were (will be) provided within a reasonable time period for each displaced occupant in accordance with the Uniform Act.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

County of Rock / Southern Wisconsin Regional Airport  
*(Name of Sponsor)*

\_\_\_\_\_  
*(Signature of Sponsor's Designated Official Representative)*

Ronald D. Burdick  
*(Typed Name of Sponsor's Designated Official Representative)*

Airport Director  
*(Typed Title of Sponsor's Designated Official Representative)*

\_\_\_\_\_  
*(Date)*



	Yes	No	N/A
7. Mandatory contact provisions for grant-assisted contracts have been or will be included in consultant services contracts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. The cost-plus-percentage-of-cost methods of contracting prohibited under Federal standards were not or will not be used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. If the services being procured cover more than the single grant project referenced in this certification, the scope of work was or will be specifically described in the advertisement, and future work will not be initiated beyond five years.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

County of Rock / Southern Wisconsin Regional Airport  
*(Name of Sponsor)*

\_\_\_\_\_  
*(Signature of Sponsor's Designated Official Representative)*

Ronald D. Burdick  
*(Typed Name of Sponsor's Designated Official Representative)*

Airport Director  
*(Typed Title of Sponsor's Designated Official Representative)*

\_\_\_\_\_  
*(Date)*

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 AIRPORT IMPROVEMENT PROGRAM  
 SPONSOR CERTIFICATION  
 CONSTRUCTION PROJECT FINAL ACCEPTANCE

County of Rock                      Southern Wisconsin Regional                      3-55-SBGP-065  
 (Sponsor)                                      (Airport)                                      (Project Number)

*Description of Work:*  
 Various projects eligible under the AIP program

Title 49, United States Code, section 47105(d), authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in Title 49, Code of Federal Regulations, Part 18.50. The sponsor shall determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Except for the certified items below marked not applicable (N/A), the list includes major requirements for this aspect of project implementation, although it is not comprehensive, nor does it relieve the sponsor from fully complying with all applicable statutory and administrative standards.

	Yes	No	N/A
1. The personnel engaged in project administration, engineering supervision, construction inspection and testing were (will be) determined to be qualified as well as competent to perform the work.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Daily construction records were (will be) kept by the resident engineer/construction inspector as follows:			
a. Work in progress,			
b. Quality and quantity of materials delivered,			
c. Test locations and results,			
d. Instructions provided the contractor,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Weather conditions,			
f. Equipment use,			
g. Labor requirements,			
h. Safety problems, and			
i. Changes required.			
3. Weekly payroll records and statements of compliance were (will be) submitted by the prime contractor and reviewed by the sponsor for Federal labor and civil rights requirements (Advisory Circulars 150/5100-6 and 150/5100-15).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No	N/A
4. Complaints regarding the mandated Federal provisions set forth in the contract documents have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. All tests specified in the plans and specifications were (will be) performed and the test results documented as well as made available to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. For any test results outside of allowable tolerances, appropriate corrective actions were (will be) taken.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Payments to the contractor were (will be) made in compliance with contract provisions as follows:			
a. Payments are verified by the sponsor's internal audit of contract records kept by the resident engineer, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If appropriate, pay reduction factors required by the specifications are applied in computing final payments and a summary of pay reductions made available to the FAA.			
8. The project was (will be) accomplished without significant deviations, changes, or modifications from the approved plans and specifications, except where approval is obtained from the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. A final project inspection was (will be) conducted with representatives of the sponsor and the contractor and project files contain documentation of the final inspection.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Work in the grant agreement was (will be) physically completed and corrective actions required as a result of the final inspection is completed to the satisfaction of the sponsor.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. If applicable, the as-built plans, an equipment inventory, and a revised airport layout plan have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Applicable close out financial reports have been (will be) submitted to the FAA.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have prepared documentation attached hereto for any item marked "no" that is correct and complete.

County of Rock / Southern Wisconsin Regional Airport  
*(Name of Sponsor)*

\_\_\_\_\_  
*(Signature of Sponsor's Designated Official Representative)*  
 Ronald D. Burdick  
 \_\_\_\_\_  
*(Typed Name of Sponsor's Designated Official Representative)*  
 Airport Director  
 \_\_\_\_\_  
*(Typed Title of Sponsor's Designated Official Representative)*

\_\_\_\_\_  
*(Date)*

**Rock County Department of Public Works  
Division of Highways – Issue Paper**

**ISSUE** - Consider Replacement of a Cattle Pass on CTH H

**DISCUSSION** - The Public Works Department is reconditioning CTH H between CTH M south of the unincorporated “village” of Fulton to STH 59 in the Towns of Porter and Fulton. A badly deteriorated cattle pass was discovered across the road at the Gary and Lisa Demrow property. It was constructed of limestone blocks in approximately 1938 and had been extended when former STH 184 was widened in about 1993.

The Demrow’s have not used the passage for cattle for several years and it is overgrown with brush and even some trees. Because of its poor condition and lack of use, the Department staff has planned to put in a smaller diameter culvert pipe to accommodate drainage and eliminate the cattle pass. Despite the history of non-use and having no immediate plans to pasture cattle through this cattle pass, the Demrow’s want to have the cattle pass replaced. Staff investigated the cost difference of the larger cattle pass vs a normal culvert and found that it could be as much as \$15,000, depending on diameter and type of pipe selected. The Demrow’s are unwilling to cost share on the replacement.

State statute “**83.12 Cattle passes**” states, “As a part of any highway improvement or as a separate project under this chapter, cattle passes across highways may be constructed at places determined by the county highway committee to be necessary and practical.”

This matter is being referred to the Public Works Committee for its determination.