

NOTICE OF AN ELECTRONIC MEETING

The following meeting will have a videoconferencing/teleconferencing option. The public may attend in person at the location noted on the agenda. The public is encouraged to attend via electronic means.

	Public Works Committee Monday February 6, 2023 – 5:00 pm Conference Call 1.312.626.6799 Zoom Meeting ID: 898 1503 7878 Passcode: 296440 Health & Human Services Center – Community Room 303 W. Chapel Street Dodgeville, Wisconsin	Iowa County Wisconsin
For information regarding access for the disabled please call 935-0399.		
<i>Any subject on this agenda may become an action item.</i>		
1	Roll Call. (Committee & Audience)	
2	Consent Agenda: One motion to adopt all of the consent agenda items: A. Approve the meeting Agenda for Monday February 6, 2023. B. Approve the Minutes of January 9, 2023 meeting. C. Next meeting: Monday March 6, 2023 at 5:00 P.M.	
3	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.	
4	Land Conservation Department Updates: A. 2022 Annual report B. 2023 Work Plan Summary	
5	Policy #1201 Soil and Water Resource Management Grant Cost Share Prioritization.	
6	Policy #11XX On Highway Transfers from the County to the Towns.	
7	Review Policy #1105 County Highway Snow and Ice Control Policy	
8	Highway Commissioner's Report A. CTH H - HN42 Bridge, CTH T, and other Project Updates. B. Highway Department Truck / Fleet Summary. C. Accounting System Transition and Highway Accounting. D. WisDOT Statewide Rate Summary - 2023 Highway Department Charging Fees.	
9	Adjournment.	
Posting verified by the County Clerk's Office: Date: Initials:		

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Public Works Committee UNAPPROVED MINUTES
Monday January 9, 2023 – 5:00 pm
Health & Human Services Center – Community Room
303 W. Chapel Street
Dodgeville, Wisconsin

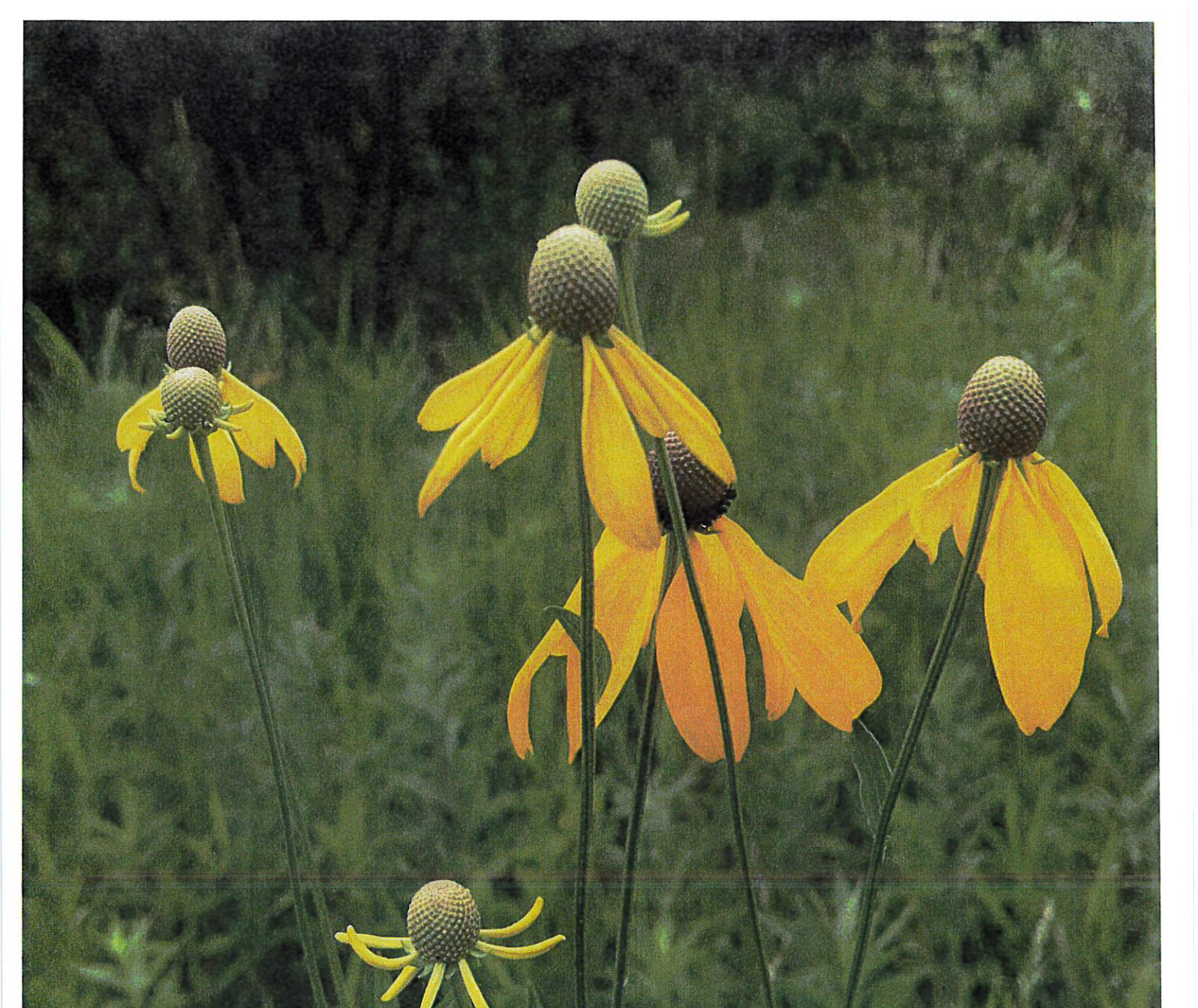
**Iowa
County
Wisconsin**

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Any subject on this agenda may become an action item.

- | | |
|---|---|
| 1 | <p>Call to order.
 The Public Works Meeting was called to order at 5:00pm by Supervisor Gollon.</p> <p>Roll Call: Supervisors Butteris, Galle, Gollon, Kreul, and Leix</p> <p>Others Present: Commissioner Hardy, Administrator Bierke, Sup. Deal, Sup. Paull, Sup. Meyers, Sup. Masters, and Operations Manager Wenger</p> <p>Present Via Zoom: Business Manager Fitzsimons</p> |
| 2 | <p>Consider Consent Agenda, Minutes, and next meeting date / time.
 Sup. Leix moved to approve, seconded by Sup. Butteris; the agenda for this meeting, the minutes from the October 31, 2022 Public Works meeting. Next meeting will be Monday, February 6, 2023 at 5:00pm. Motion to approve unanimously.</p> |
| 3 | <p>No report from audience.</p> |
| 4 | <p>Consider C-PACE Program – Financing the Transition to Regenerative Agriculture. Chair referred the topic to the Land Conservation Committee for review and discussion.</p> |
| 5 | <p>Review General Transportation Aids Calculation Formula and Distributions.</p> |
| 6 | <p>Highway Commissioner's Report</p> <ul style="list-style-type: none"> A. Review CTH T (Wood Street – CTH H) Right of Way Plat and Relocation Order. B. Review Relocation Order and Right of Way Plat for Structure HN-42 on CTH H near Knobs Road. C. Review Sales Study for Setting Real Estate Acquisition Offers for CY2023 acquisitions. Sup. Leix moved to approve the Real Estate Acquisition Offers to be set at \$10,000 per acre for Highway or Permanent Easement and \$1,000 per acre for Construction or Temporary Limited Easements. Seconded by Butteris. Motion approved unanimously. D. 2023 Budget Revisions – Project Listing. E. 2022 CTH F Project Funding Carryover – Project Listing. F. American Transmission Company project update. G. STH 130 / 133 Lone Rock Bridge project update. H. December Winter Storm Recap. I. Positions Recruitment Update – Road Oil Crew Equipment Operator |

	J. Accounting System Transition and Highway Accounting. K. Worker's Compensation process.
7	Adjournment. Motion by Sup. Kreul and seconded by Sup. Galle to adjourn at 6:28 pm. Motion carried
Minutes prepared and submitted by Tammy Fitzsimons, Business Manager	

A photograph of several yellow Black-eyed Susan flowers with dark brown centers, growing in a field of green grass. The flowers are in various stages of bloom, with some fully open and others as buds. The background is a soft-focus green field.

IOWA COUNTY LAND CONSERVATION DEPARTMENT



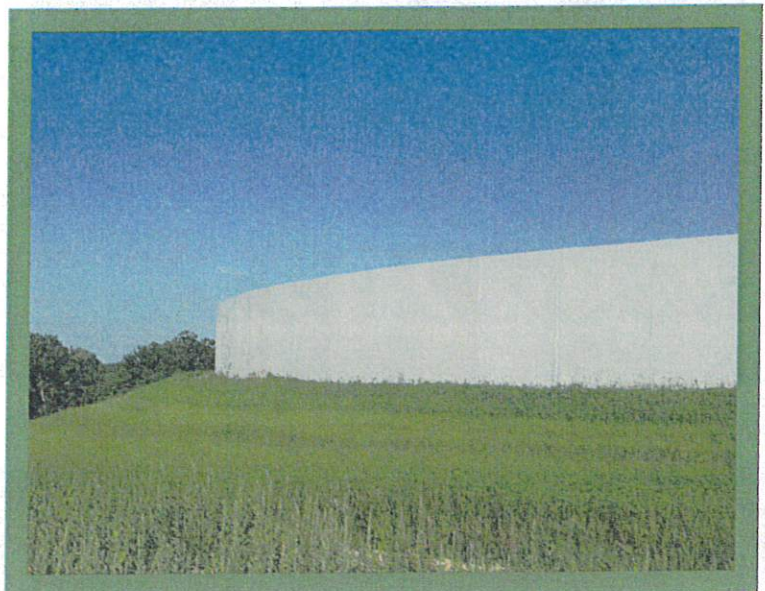
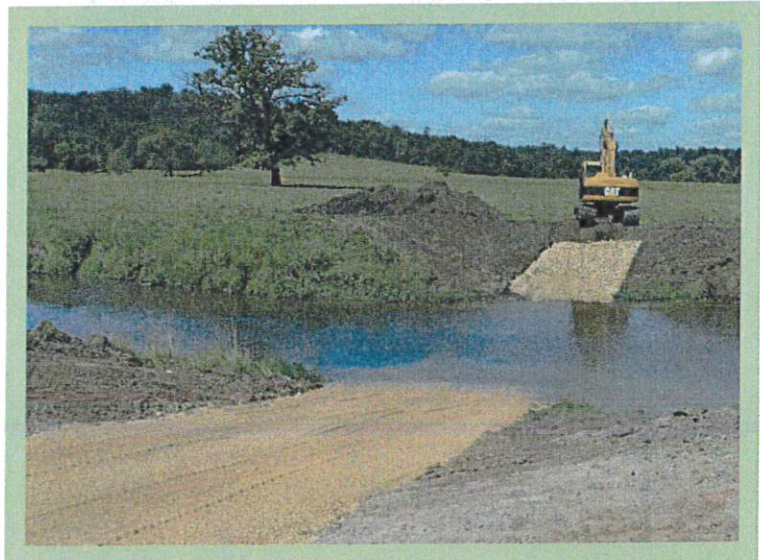
2022 ANNUAL REPORT



Projects

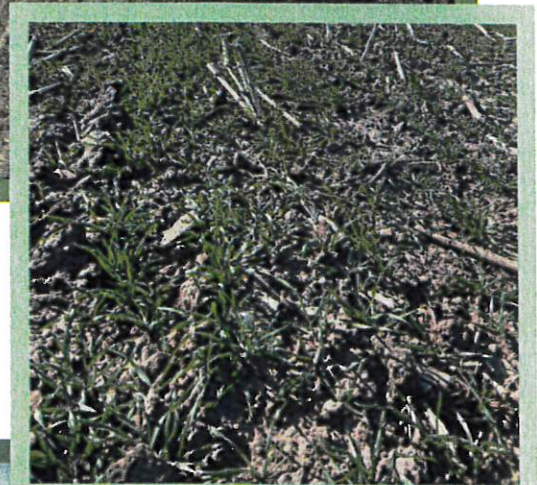
Soil and Water

- Installed 17 projects totaling \$58,877 in cost-share: 3 stream crossings, 1 access road, 11 well decommissions, 1 grassed waterway, 1 manure storage abandonment
- Provided additional technical assistance to 6 landowners
- 5 projects designed for 2023
- 2 projects surveyed for cricket frogs
- Contour strips for 2 famers covering 100 acres
- Submitted (and revised) MDV plans; installed 1 stream crossing
- Met with Town of Wyoming and Village of Hollandale to assist with phosphorus trading projects



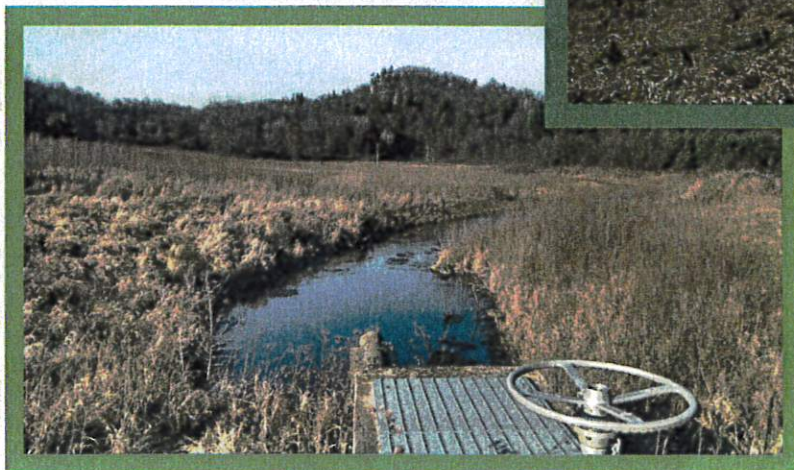
Nutrient Management and Cropland

- 18 Nutrient Management Plans (NMPs) cost-shared totaling \$25,859 and 924 acres
- 19 Cover crop contracts totaling \$20,750 and 830 acres
- 4 no-till contracts totaling \$7,195 and 389 acres
- 9 NMP training classes/sessions; 35 farmers assisted via class or one-on-one
- Processed and reviewed 205 Nutrient Management Plans
- Assisted with permit reviews for 3 new manure storages and 2 storage closures



County Dams

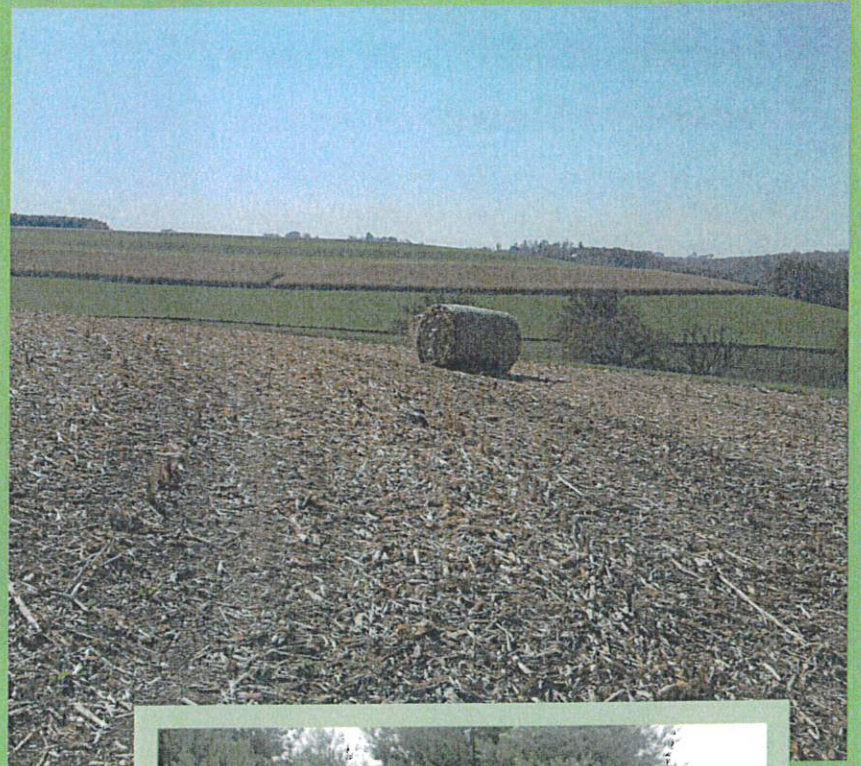
- Completed 11 dam inspections and regular debris clearing
- Successfully applied for Municipal Dam Grant and submitted permit application for 2023 dam repairs
- Participated in regional PL566 dam meetings



Programs

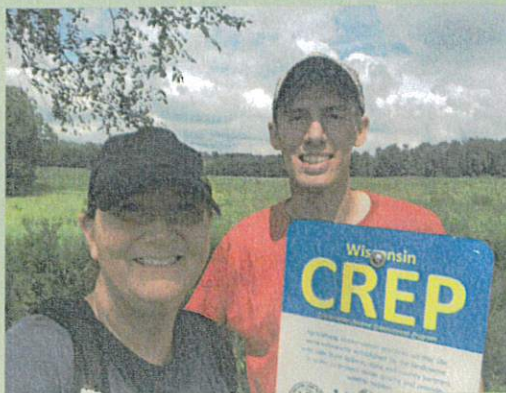
Farmland Preservation

- 53 FPP compliance site visits
- Managed 676 Certificates of Compliance, covering 144,672 acres which equates to over \$1 million in tax credits



Conservation Reserve Enhancement Program

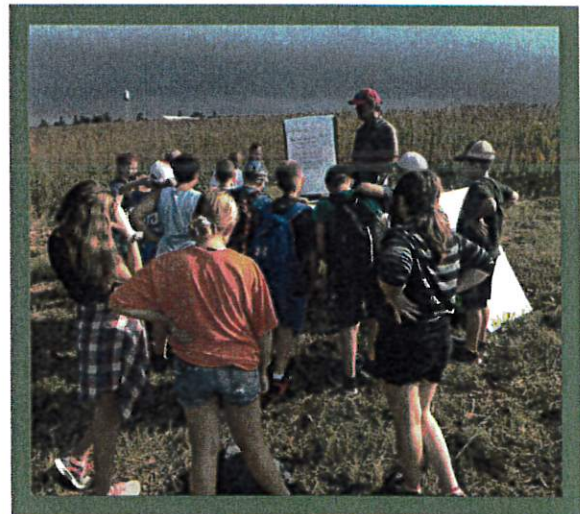
- 11 contracts completed, covering 124 acres and \$37,061 of incentive payments
- Processed 30 cost-share payments, 5 revisions, and 10 transfers
- 10 easement monitoring visits





Outreach and Communications

- Assisted Iowa County Uplands Watershed Group with soil health field day
- Partnered with Pheasants Forever and UW-Extension on workshop for agronomists and ag lenders
- Began department Facebook page: 235 posts; our most successful post reached over 4,000 people
- Renewed Youth Conservation Field Day for over 150 Iowa Co 6th graders
- Led a 4H bluebird house building activity
- Continued Youth poster contest (29 students participated)
- Gave 4 Farmer Awards
- Assisted with area soil judging competition
- Produced and mailed 1 newsletter



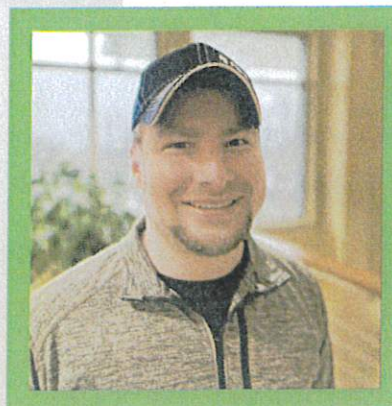
Partnerships and Special Projects

- Helped plan and implement the Southwest WI Groundwater and Geology (SWIGG) study final report release event and communications; continued discussions on next steps
- Helped plan and implement tri-county Clean Sweep program
- Worked with Extension and UW-Platteville on new streambank phosphorus research project
- Began implementing Field Profitability Improvement Program with Pheasants Forever and UW-Madison
- Continued implementing Targeted Runoff Management grant in partnership with UW-Extension, and Michael Fields Agricultural Institute
- Continued working with Southern Driftless Grasslands, Lowery Creek Watershed Initiative, and South Central Invasive Partnership
- Joined WI Land & Water Association Legislative/Administrative and Public Outreach Committees
- Facilitated completion of Comprehensive Outdoor Recreation Plan by Southwestern Wisconsin Regional Planning Commission
- Participated on county hazard mitigation meetings, Bloomfield Property planning, Grasslands 2.0 learning hub presentation, UW-Madison nutrient management research, and Driftless Area planning effort



General

- Said goodbye to Conservation Specialist Landon Baumgartner in April and welcomed new Conservation Specialist Casey Michek in October
- Updated department policies



Land Conservation Department 2023 Work Plan summary

Long-term Goal 1: Facilitate farmer/landowner investment in conservation practices

Strategy 1a: Address financial and technical barriers to conservation implementation

- Continue cost-share programs for nutrient management plans, no-till, cover crops, and structural practices (site visits, contracting, designs/permits/as-builts, payments, reimbursements, tracking, reporting)
 - Implement Targeted Runoff Management grant with partners
 - Meet with partner team to plan activities
 - Implement Multi-discharger Variance phosphorus cost-share program
 - 1-2 projects installed; contracting/payments, reporting/P calculations
- Continue Nutrient Management Planning training
 - 2 classroom sessions and 3-5 update sessions for farmers
- Provide non-cost-shared technical assistance/advice as requested/feasible
 - cricket frog surveys on stream projects
- Assist municipalities with phosphorus trading programs as requested/feasible
 - 3-5 baselines created, site visits, project suggestions
- Look for ways to streamline program processes (e.g, online payments/form submittal)
- Keep up-to-date with trends and research needs
 - Complete streambank phosphorus study w/ partners (line up soil testing, final report/grant reimbursement)
 - 1-2 watershed transect surveys
- Leverage partner expertise and resources
 - Attend Lowery Creek Watershed Initiative and Southern Driftless Grasslands meetings
- Influence statewide policies and programs
 - Participate in Land+Water Association meetings and Committees
 - Provide comments on ATCP50 revisions

Strategy 1b: Provide incentives for conservation practices

- Continue Farmland Preservation tax credit program
 - ~170 site visits with follow-up letters and database entry
 - Review NMPs as they are submitted and enter into database (~200)
 - Complete self-certification process for all FPP participants (~675; mailing, payment processing, data entry, reminders, reports)
 - Send compliance reminders as needed
- Continue Conservation Reserve Enhancement Program partnership
 - 10-15 agreements, payments, transfers/revision paperwork, reporting
 - Complete 5-10 easement visits with DATCP
- Continue Field Profitability Improvement Program w/ partners
 - Finish video, more promotion, contracting/payments, reporting
- Use enforcement tools when necessary
 - Review manure storage permit applications and send Certificates of Use
 - Respond to complaints and manure spills; send NR151 noncompliance letters if needed

Long-term Goal 2: Facilitate a culture of conservation in the farm community

Strategy 2a: Increase frequency and variety of conservation messages for farmers and landowners

- Create communications calendar w/ content topics: Schedule of FB posts, e-news (4), newsletters (2), videos (4 if possible w/equipment we have), newspaper article (2-4)
- 1-2 Facebook posts per week; increase original/technical content (30/yr)
- Seek grants for video equipment (e.g. microphone for field video)
- Assist partners with fields days or webinars (e.g. Uplands Farmer-led field day)
 - Meet with area partners (counties, extension, non-profits) re: outreach needs/plans

Strategy 2b: Increase awareness/understanding of conservation standards, practices, and programs by ag businesses and consultants

- Continue to build relationships with ag retailers, agronomists, lenders, etc
 - Annual update (via email) for agronomists; notify of events or new programs as needed; add to newsletter list

Strategy 2c: Engage area youth in conservation education

- Continue annual Youth Conservation Field Day (approx. 150 kids- plan/implement with UWEX)
- Continue poster contest
- Assist with school soil health days and/or area soil judging competition as requested
- Create one program that could be used for 4H, FFA, schools, scouts, etc.

Strategy 2d: Recognize farmers for their efforts

- Continue conservation award program (four awards presented)
- Explore other recognition program (farm signs?) and funding needs

Long-term Goal 3: Reduce well and groundwater contamination

- Work with SWIGG team to compile recommendations based on study
 - Collaborate with state conservation-public health partnership
- Begin groundwater quality cost-share program (using ATC funding)

Other activities

Promote wildlife/habitat and recreation practices

- Assist with recreation projects/grant program (using ATC funds) and Bloomfield Property management and planning
- Partner on poison hemlock education/ID; attend South Central Invasives Partnership meetings
- Provide wildlife habitat/invasive species information online and upon request

Maintain County-owned dams

- Complete inspections, mowing, and regular debris removal on all dams
- Complete Birch Lake dam repairs and Municipal Dam Grant/permit requirements

Maintain office tracking and record keeping

- Continue use/maintenance of GIS shapefiles and four databases for program/practice tracking
- Track staff time for grant and program reporting (CREP, TRM, MDV)

AGENDA ITEM COVER SHEET

Title: Land Conservation cost-share policy update

☐ Original

☒ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

DESCRIPTION OF AGENDA ITEM (Please provide detailed information, including deadline):

Land Conservation policy 1201 has been updated to clarify limitations on cost-sharing of stream crossings per Land Conservation Committee recommendation.

RECOMMENDATIONS (IF ANY):

The Land Conservation Committee voted to approve the policy and move it through the approval process at their December 2022 meeting

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

LCD policy 1201: Soil and Water Resource Management Grant Cost-share Prioritization

FISCAL IMPACT:

None

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

STAFF PRESENTATION?:

☐ Yes

☒ No

How much time is needed? _____

COMPLETED BY: Katie Abbott

DEPT: Land Conservation

2/3 VOTE REQUIRED:

☐ Yes

☐ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE:

AGENDA ITEM #

COMMITTEE ACTION:

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SOIL AND WATER RESOURCE MANAGEMENT GRANT COST-SHARE PRIORITIZATION

Date Originated: 09/18/2018

Date of Modifications: 01/2023

Policy Number: 1201

1. PURPOSE:

To describe the process for prioritizing and administering cost-share projects funded by Wisconsin Department of Agriculture, Trade and Consumer Protection's Soil and Water Resource Management Grants.

2. ORGANIZATIONS AFFECTED:

Land Conservation Department

3. POLICY:

Cost-share administration shall follow guidelines set forth in Wisconsin Administrative Code ATCP 50.

Cost-share amount shall not exceed \$14,000 without Land Conservation Committee (LCC) approval. Stream crossing projects shall be ford crossings only; bridges and culverts will not receive technical or financial assistance.

The Land Conservation Department (LCD) staff shall rank structural cost-share projects prior to contracting to ensure funding is spent on priority projects that have a documented conservation benefit and prioritize land that is actively engaged in a farming operation.

Project ranking shall be based on:

- a. level of conservation benefit
- b. alignment with Iowa County's current Land and Water Resource Management Plan
- c. current geographic or resource priorities
- d. current practice priorities
- e. Farmland Preservation Program participation
- f. cost-effectiveness of the practice
- g. availability of other funding sources
- h. landowner's compliance and project completion history

4. REFERENCES:

Wisconsin Administrative Code Chapter ATCP 50

Wisconsin Administrative Code Chapter NR 151

5. PROCEDURES:

- a. The LCD shall create a numerical ranking form based on the above criteria, including delineating high-, medium-, and low-priority practices and a minimum numerical value for eligibility.
- b. The LCC shall approve the ranking form and any future updates. The form shall be updated as needed, with a review no less than once every five years.
- c. The LCD shall create a "Request for Technical Assistance" form. A landowner and/or cost-share recipient must submit this form to the LCD before any site visit, cost-share, or other technical assistance will be provided.
- d. The LCD may, at their discretion, create one or more deadlines per year by which Request for Technical Assistance forms are due. Forms received after that date will be considered dependent on funding and staff availability, or will be saved for the following year. Due dates may vary by practice or funding source as needed, and shall be included on the Request for Technical Assistance form.
- e. Based on a site investigation, maps, and other information, LCD staff shall rank each project using the approved form before offering a cost-share contract.
- f. If funding is limited, projects with the highest ranking value shall be funded first.
- g. Lower-ranked projects may be cost-shared if there is adequate funding, provided they meet the established minimum value.

AGENDA ITEM COVER SHEET

Title: County to Township Highway Transfer Program

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

DESCRIPTION OF AGENDA ITEM (Please provide detailed information, including deadline):

Review and discuss a policy whereby the County Administration and Staff pursue options with the townships to jurisdictionally transfer roads classified as Low Volume or Local Roads to the Townships from the County. The Towns would take over all maintenance responsibility, permitting authority, and care for the roadway.

RECOMMENDATIONS (IF ANY):

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Copy of proposed policy, listing of all roads in the County currently classified as Low Volume / Local Roads.

FISCAL IMPACT:

Impacts to Township (potential increase) and County (potential decrease) in General Transportation Aids annually. Future budget implications by reducing the amount of highway mileage to be improved and maintained by the County.

LEGAL REVIEW PERFORMED:

☒ Yes

☐ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

PRESENTATION?:

☒ Yes

☐ No

How much time is needed? 10 Mins

COMPLETED BY: CRH & LB

DEPT: Hwy & Admin

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 02-06-2023

AGENDA ITEM # 6

COMMITTEE ACTION:

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2023 - 2024 Highway Transfer Program

Date Originated: 1/1/2023
Date of Modifications:
Policy Number:

1. PURPOSE:

The purpose of this policy is to establish a program for which Iowa County begins to compensate townships for accepting jurisdictional transfers of specific County highways.

At the time of adoption, Iowa County maintained 366 miles of County Highways. Based on the amount of available funding for improvements, the county takes 120 years to replace all 366 miles. The funding needed to improve this timeline is unrealistic and not sustainable. As a result, Iowa County must make decisions based on traffic use and highway location when scheduling reconstruction activities and investing County tax dollars.

Under state aid formulas, which ever local government maintains responsibility for a highway gets annual assistance from the state in support of that highway. For Counties, the formula is based on a total expenses per mile share-of-cost method through averaging of 6-year rolling costs. As the formula for counties is based on a share of transportation related expenses, Iowa County is currently maxing out its' aid available due to tax levy caps and therefore no longer benefitting from maintaining all 366 miles of highway. At the Township level, the amount of aid is based on a per mile of maintenance payout. Due to the level of County funding, there are specific highways that are never likely to see any improvements completed by Iowa County. These highways will continue to degrade.

Townships where these County highways are located may find it beneficial to accept a jurisdictional transfer and begin collecting additional per mile state aid. Iowa County would like to pursue a policy of allowing jurisdictional transfers for low volume highways to townships and will incentivize said transfers in order to reduce the number of highway miles under County jurisdiction.

2. ORGANIZATIONS AFFECTED:

This policy applies to all County highways listed in this policy and the townships they are located in.

3. POLICY:

Functional classification is a process by which streets and highways are grouped into classes or systems according to the character of service they are intended to provide. In basic terms, a highway can be functionally classified as:

- Arterial are designations for roads serving to provide mobility such that traffic can move for one place or destination to another quickly and safely with little interruption.
- Collector are designations for roads serving to link Arterials and local roads to each other and provide some duties of each class.
- Local are designations for roads primarily serving to provide start / end of route access to homes, businesses, or other similar properties.

Generally, Arterial roads are state or federal high volume highways and interstates, Collector roads are County or Regional Trunk Highways, and Local are Municipal (City, Town, or Village) streets or roads providing access at start or end of travel locations.

A. Therefore, per Functional Classification definitions; County Trunk Highways with a designation of Low Volume or Local Roads are of a Town Road status and would qualify for this program. Of the Iowa County Trunk Highway system 28.2% (103.3 Miles) are identified as Low Volume or Local Roads, and; therefore would be eligible for this program. Of this road listing, Iowa County has identified the following highways as having the lowest reconstruction priority and are hereby eligible for this program:

1. Arena Township – County Highway CC from County C to Highway 14
2. Arena Township – County HH from the Town Line to County H
3. Brigham Township – County HH from County K to Town Line Road
4. Clyde Township – County NN from the Town Line to Highway 130
5. Dodgeville Township – County M from County Q to Highway 130
6. Dodgeville Township – County ZZ from Highway 23 to the Town Line
7. Eden Township – County Highway B from Highway 80 to County Highway J
8. Highland Township – County PP from County P to County I
9. Linden Township – County QQ from Highway 39 to the Town Line
10. Mineral Point Township – County DD from Highway 39 to County K
11. Mineral Point Township – County QQ from Highway 39 to the Town Line
12. Moscow Township – County DD from Highway 39 to County K
13. Moscow Township – County HK from the Town Line to County H
14. Pulaski Township – County NN from County N to the Town Line
15. Ridgeway Township – County ZZ from County Y to the Town Line
16. Waldwick Township – County DD from Highway 39 to County K
17. Waldwick Township – County HK from County K to the Town Line
18. Waldwick Township – County U from County DD to Highway 39

B. Iowa County is prepared to transfer any Low Volume or Local Road of the highways from 3(A) to a township level of government located within Iowa County beginning in 2023.

C. Iowa County will incentivize the transfer of these highways to townships with the payment of \$XX,XXX per mile. Payable immediately after road transfer.

D. Townships shall also begin receiving funding annually from the State of Wisconsin General Transportation Aid program for said lane miles once transferred to their jurisdiction.

E. Townships participating in this program will receive annual payments from state aid and a one-time payment from Iowa County. How they invest these funds are entirely up to them.

4. REFERENCES:

Wisconsin State Statute Sections - General Municipality Law §§66.1005 Reversion of Title; State Trunk Highways, Federal Aid §§ CH 84.0; Wisconsin General Transportation Aid Program §§86.30; and Platting Lands and Recording and Vacating Plats §§236.43 Vacation or Alteration of Areas Dedicated to the Public.

5. PROCEDURES:

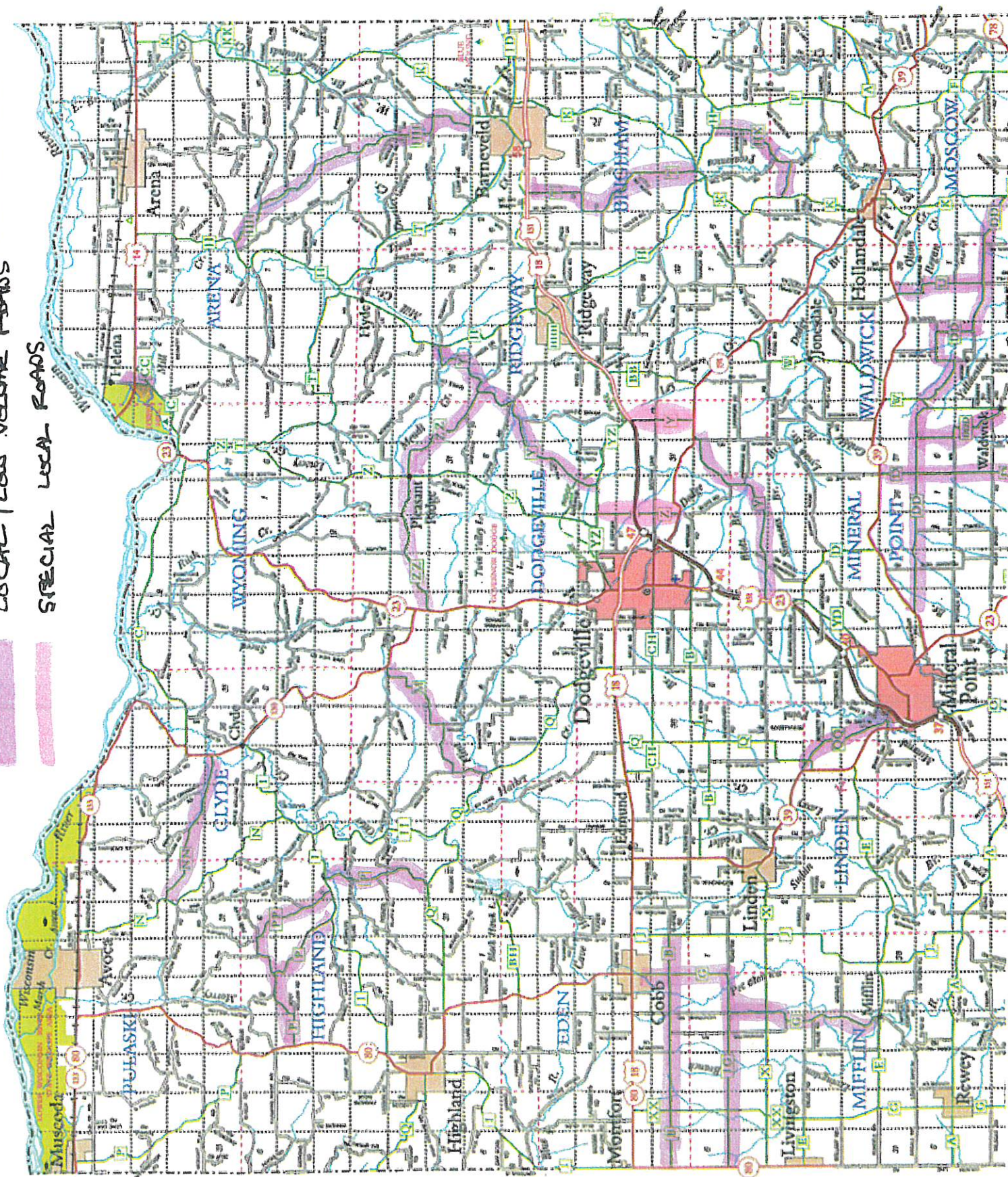
- a. Should a township listed under 3(A) decide they would like to pursue a jurisdictional transfer, they shall contact the Iowa County Highway Commissioner. The Highway

Commissioner will create the paperwork needed for the Township and County to approve.

- b. The Highway Commissioner will collect the signed document from the Township and present it to the County Board for approval.
- c. Once the jurisdictional transfer is approved by both governmental entities, it shall be filed with the state of Wisconsin and properly recorded along with the revisions of their respective system maintenance mileage for General Transportation Aid payments.
- d. The incentive payment from Iowa County shall be issued within seven days after the Iowa County Board has adopted the jurisdictional transfer.

This "Highway Transfer Program" will be reviewed and updated every two years.

100





COUNTY HIGHWAY SNOW AND ICE CONTROL POLICY

Date Originated: 09/18/2018
Date of Modifications:
Policy Number: 1105

1. PURPOSE:

The purpose of this policy is to define the snow and ice control method of operations for the Iowa County Highway Department. This policy supersedes any and all previously written documents and unwritten policies of the Iowa County Highway Department regarding snow and ice control on the county trunk highway system.

2. ORGANIZATIONS AFFECTED:

This policy pertains to the winter maintenance operation for snow and ice removal from the County Trunk Highway system. Iowa County performs State Trunk Highway snow and ice removal activity for the state through an annual Routine Maintenance Agreement. The Wisconsin Department of Transportation (WisDOT) controls and determines the amount of effort and level of service to be provided on the various state trunk highways in the county through their statewide policies and Highway Maintenance Manual (HMM).

3. POLICY:

To identify the means, methods, manner of, level of effort, level of service, and maintenance to be provided on the County Trunk Highway system for winter storm response and services of the Highway Department.

4. REFERENCES:

Snow Removal Routes and Procedures Policy for the County Trunk Highway System; Wisconsin State Statute CH 83 County Highways, Wisconsin State Statute CH 86 Miscellaneous Highway Provisions, and CH 346 Rules of the Road; Wisconsin Department of Transportation Highway Maintenance Manual Chapter 6.0 for State Trunk Highway Winter Maintenance Policies.

5. PROCEDURES:

The intent of establishing the Iowa County Highway Department's Snow and Ice Control Policy is to provide a uniform understanding of the priorities and procedures used to combat snow and ice related road conditions. Each winter storm has unique characteristics and climatological factors related to storm intensity, moisture type, duration, wind, temperature, dew point, surface temperatures, moisture content, traffic volume, and other factors; which affects the total amount of snow/ice accumulation as well as influence the methodology used to combat the resulting snow and/or ice related road conditions.

A. PERSONNEL:

Snow and ice control operations are monitored on a 24 hour / 7 days a week basis by Department Management. Therefore, the Iowa County Highway Department is prepared to work outside the normal work hours at any time it becomes necessary to institute snow and ice control operations. During snow and ice control operations, all other operations of the Iowa County Highway Department are of secondary importance and will remain as such until the snow has been sufficiently removed from the driving lanes and shoulders of the roadway(s) for the particular event.

B. RESPONSIBILITY:

The Iowa County Highway Department is responsible for ensuring that the roads and streets, under the control and maintenance authority of the County; are maintained in accordance with this Snow and Ice Control Policy.

The Iowa County Highway Department attempts to maintain adequate traction for vehicles properly equipped for winter driving conditions. This does not mean bare, dry pavement should be expected during or immediately after each snowfall. Furthermore, this does not mean the roads will be totally free of ice and/or snow at all times.

In the event, it becomes necessary to begin or continue snow and ice control operations outside of the normal working hours, the County Highway Department management team (Highway Commissioner, Operations Manager, or Shop Operations Night-watch staff as directed) shall notify the affected personnel. Personnel are required to respond and to be ready for work within 30 (thirty) minutes of the time of the call.

C. LEVEL OF SERVICE:

No county trunk highways receive service between the hours of 8:00 p.m. and 4:00 a.m. on weekdays or on weekends unless deemed necessary by the Highway Commissioner or Operations Manager. With exception to freezing rain or ice events, the Department will not operate on the county trunk system between the hours of 8:00 P.M. and 4:00 A.M. except for in emergency situations. On weekends, the Department will not begin operations until there is a snowfall event(s) of greater than 2 inches in depth or freezing rain or ice events.

Abrasives will be applied to areas of the roads where deemed necessary upon determination by the Iowa County Highway Commissioner or Highway Operations Manager. Plowing of these roads may not commence until the accumulation of snow on the roadway exceeds two (2) inches in depth, or a prediction of an estimated event exceeding 2 inches in depth. When plowing, the Department will attempt to keep bare pavement near the center portion of the roadway on all routes by applying abrasives. In general during, and to provide traction in all types of; storms; the operations will apply abrasives on all hills, curves, and intersections primarily with little application on straight of ways or long tangent sections. However, the Department operations shall also consider areas of concern for blowing and drifting areas and safety.

The department operations shall refrain from winging back and clearing shoulders during after-normal-hours timeframes. Winging and pushing back of snow from shoulders for future events shall occur during the normal hours of work schedule of the department. The department shall maintain a 'White Shoulder' policy for the gravel shoulder portions of its' highways, whereas operators shall carry the toe of their wing plows. This will allow for the removal and winging of snow depths for future events; however, should reduce the potential for equipment damage and reduce the movement of gravel base from the shoulders of the highways.

The Iowa County Highway Department's winter maintenance procedures will emphasize the importance of tailoring field operations to these service level objectives.

D. EMERGENCY SITUATIONS:

Provisions must be made for situations involving emergencies; therefore, in the event the Iowa County Highway Department receives notification of an emergency situation, equipment necessary to handle the emergency will be dispatched immediately to assist

until the emergency has been resolved. Note the ability of the Department to dispatch personnel immediately may be limited by the hours of operation of the department. For after-normal-hours emergency responses, this means the response time may be up to a minimum of thirty minutes from the time of the call, as the Department does not staff operations outside of normal work hours. In order to eliminate false emergency calls to the Iowa County Highway Department, all emergency calls shall be routed through the Iowa County Sheriff's Department 911 dispatch center. Since emergency calls will not always come through the Iowa County Sheriff's Department, those individuals in the Iowa County Highway Department receiving emergency calls will inform the caller that the Iowa County Highway Department will notify the Iowa County Sheriff's Department.

E. DEPARTURE FROM POLICY:

The Iowa County Highway Department recognizes that conditions may be so unusual or unexpected that a departure from these general policies may be authorized. Therefore, the Iowa County Highway Commissioner may order a departure from these general rules when, in his/her opinion, conditions warrant such an action for the duration of a particular event. Upon completion of the event, the department shall revert back to this policy for guidance.

F. EMPLOYEES AND EQUIPMENT OPERATION:

Employees are expected to be knowledgeable about the routes they are plowing and the equipment they operate. They are to be familiar with existing conditions that would affect the speed or rate at which they plow and should use every precaution in avoiding plowing practices that would cause damage to private or public property.

Employees are expected to inspect all equipment related to plowing procedures prior to leaving the Iowa County Highway Shop(s). It is the employee's initial responsibility to consider if they are "fit for duty" in compliance with the Substance Abuse Policy and to determine if their vehicle is in sufficient condition to provide the services designed for prior to beginning plowing operations for each and every event. Any malfunction of the equipment, before or during operations, must be reported to the Iowa County Highway Department dispatch center and immediate supervisor as soon as possible.

Individuals operating equipment or vehicles are expected to obey all traffic regulations during snow and/or ice removal operations. Individuals operating vehicles or equipment who are involved in an accident are required to report the accident to their supervisor immediately. All employees involved in an accident or incident shall notify their supervisor prior to leaving the scene of the incident. All employees must complete and submit an accident incident report as soon as possible after the incident. All reports shall be completed and submitted with their immediate supervisor within twenty-four (24) hours of the incident, and prior to the shift ending or employee leaving of the shift in which the incident occurred.

G. DAMAGE TO PERSONAL PROPERTY/OBJECTS IN THE RIGHT-OF-WAY

The Department recognizes some property belonging to private landowners exist within the county right of way; in particular mailboxes, fences, trees, shrubs, etc. The Highway Department shall exercise care when plowing around property of private landowners in the right of way when recognized as being an encroachment. The department shall be responsible for mailboxes which are hit by equipment and machinery in accordance with the Highway Department Mailbox Damage policy 1103 and in compliance with the County Highway Mailbox Installation Guidelines Policy 1104. The Department shall be responsible for the damage to fences in accordance with the Fence Damage and

Replacement Policy 1102. The Department will not be responsible for any other personal property on right of way, which shall be deemed as an encroachment and will not be allowed to be reinstalled or reinstated by the department or any landowner; unless within compliance with the County Highway Revocable Occupancy Permit Policy. Any other objects in the right of way, shall be deemed as an encroachment by state statutes; unless, allowed in accordance with the Policy on Revocable Occupancy Permitted Property; and it is the owner's responsibility to remove the object. The department will not be responsible for damage to property encroachments or revocable occupancy permitted property within the right of way.

H. STRANDED / PARKED VEHICLES

Vehicles which are left abandoned, stranded, or parked in the right-of-way will be reported to the Iowa County Sheriff's Office. The Sheriff's Office and/or Highway Commissioner or their designees shall determine if a vehicle is in a location where it possesses an immediate or imminent danger to the travelling public in which case it shall be removed immediately at the costs of the owner. The Sheriff's Office and Department shall make an attempt to coordinate the relocation/retrieval with the owner, but reserve the right to make immediate arrangements for removal at the owner's expense based on the safety concerns. Vehicles which are stranded in the right of way, but not in a position which causes a safety concern may be left and retrieved the day following the end of the storm event. Any vehicle stranded in or on the road, will be removed immediately by the owner. If the owner is unable to make arrangements for its' removal; the Department or Sheriff's Office will do so at the owner's expense.



2023-2026 STIP

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2026	5578-00-71	08/11/2026	206	LET	RECST	1.880	CTH C	STH 23 - USH 14	\$2,000,000 - \$2,999,999
								STH 23 TO CTH CC	
								CONST OPS/RECONSTRUCTION	
								STP RURAL	STBG <5K POP - IIJA
2023	5681-00-03	04/25/2023	205	C/E	BRRPL	0.080	CTH E	T MIFFLIN - T LINDEN (CTH E)	\$100,000 - \$249,999
								E PECATONICA RIVER BRIDGE P-25-0033	
								DESIGN - FULL PS&E BRRPL	
								LOCAL BRIDGES	STBG <5K POP - IIJA
2026	5681-00-73	01/13/2026	205	LET	BRRPL	0.000	CTH E	T MIFFLIN - T LINDEN (CTH E)	\$1,000,000 - \$1,999,999
								E PECATONICA RIVER BRIDGE B-25-0199	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STBG IIJA OFF-SYSTEM BRIDG
2024	5958-00-72	02/13/2024	205	LET	BRRHB	0.010	CTH G	CTH E - CTH X (CTH G)	\$500,000 - \$749,999
								PECATONICA RIVER BRIDGE P-25-0037	
								CONST OPS/BRIDGE REHABILITATION	
								LOCAL BRIDGES	STBG IIJA OFF-SYSTEM BRIDG
2025	5975-00-70	02/11/2025	206	LET	RECST	0.080	CTH K	MOSCOW - HOLLANDALE (CTH K)	\$250,000 - \$499,999
								NORTON ROAD TO STH 39	
								CONST OPS/RECONSTRUCTION	
								STP RURAL	STBG <5K POP - IIJA
2023	5688-00-06	04/25/2023	205	C/E	BRRPL	0.091	LOC STR	TOWN OF ARENA, FRAME ROAD	\$0 - \$99,999
								BLUE MOUNDS CREEK BRIDGE P-25-0904	
								DESIGN - FULL PS&E BRRPL	
								LOCAL BRIDGES	STBG IIJA OFF-SYSTEM BRIDG
2025	5618-00-73	09/09/2025	205	LET	BRRPL	0.015	LOC STR	TOWN OF WYOMING, LAKE VIEW ROAD	\$250,000 - \$499,999
								SNEED CREEK BRIDGE B-25-0197	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STBG IIJA OFF-SYSTEM BRIDG

25



Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2025	5688-00-76	02/11/2025	205	LET	BRRL	0.000	LOC STR	TOWN OF ARENA, FRANE ROAD	\$250,000 - \$499,999
								BLUE MOUNDS CREEK BRIDGE B-25-0200	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	STBG IIIA OFF-SYSTEM BRDGE
2023	5626-00-03	03/25/2023	290	C/E	MISC	2.120	NON HWY	CTH T - BIRCH LAKE MULTI-USE PATH	\$100,000 - \$249,999
								WOODS STREET TO BIRCH LAKE PARK	
								DESIGN - FULL PS&E MULTI-USE PATH	
								TAP < 5,000	TRANS ALTERN UNDER 5K IIIA
2024	5626-00-73	11/25/2024	290	LLC	MISC	2.120	NON HWY	CTH T - BIRCH LAKE MULTI-USE PATH	\$750,000 - \$999,999
								WOODS STREET TO BIRCH LAKE PARK	
								DESIGN - FULL PS&E MULTI-USE PATH	
								TAP < 5,000	TRANS ALTERN UNDER 5K IIIA
								DESIGN - FULL PS&E MULTI-USE PATH	
								TAP < 5,000	TRANS ALTERN UNDER 5K IIIA
								MINERAL POINT - SPRING GREEN	\$100,000 - \$249,999
								WATER STREET TO STH 39	
								DESIGN-FULL PS&E PVRPLA	
								STATE 3R	SURFACE TRANS BLOCK-FLEX E
2025	5255-01-74	12/09/2025	303	LET	PSRS10	0.872	STH 023	MINERAL POINT - SPRING GREEN	\$250,000 - \$499,999
								0.04 MI SOUTH OF PINE ST TO ROWE RD	
								CONST/ROAD DIET/PSRS10	
								SAFETY (REGULAR HSIP)	HIGHWAY SAFETY IMP PROG II
2023	5939-00-22	10/25/2023	303	R/E	RSRF20	0.660	STH 080	COBB - AVOCA	\$0 - \$99,999
								KENNEDY STREET TO PROGRESSIVE WAY	
								RIGHT OF WAY/ RSRF20	
								STATE 3R	NON-FEDERAL
2025	5939-00-72	11/11/2025	303	LET	RSRF20	1.972	STH 080	COBB - AVOCA	\$1,000,000 - \$1,999,999
								KENNEDY STREET TO 0.27 MILE N CTH I	
								CONST/ MILL AND OVERLAY	
								STATE 3R	SURFACE TRANSP BLOCK GRIS-



2023-2026 STIP

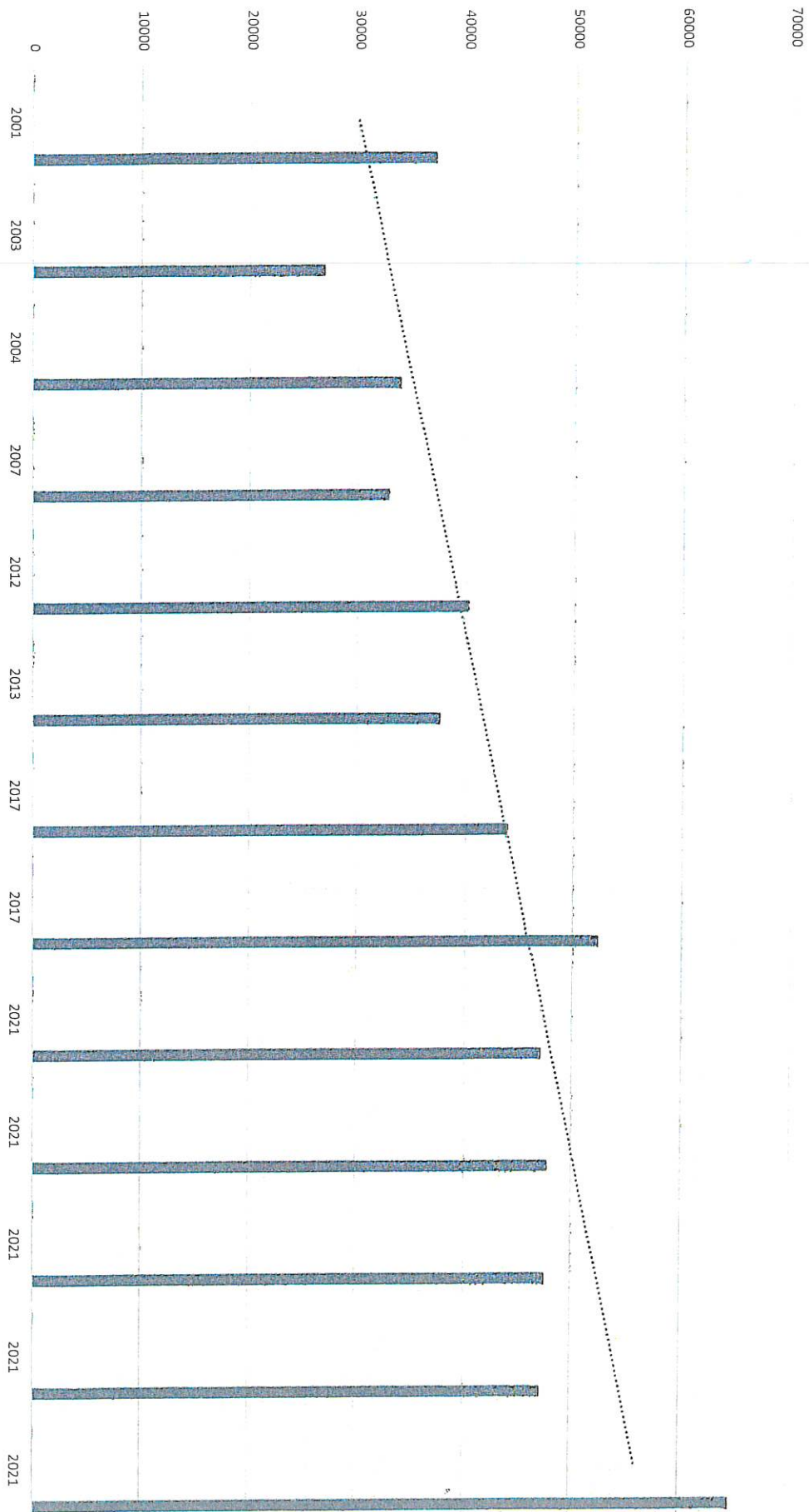
Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2023	5770-02-20	04/25/2023	303	R/E	RSRF20	4.351	STH 130	STH 23 - LONE ROCK	\$0 - \$99,999
								STH 23 TO STH 133	
								RIGHT OF WAY RSRF20	
								STATE 3R	NON-FEDERAL
2023	5770-02-22	07/25/2023	303	R/E	RECST	0.382	STH 130	STH 23 - LONE ROCK	\$0 - \$99,999
								GARTHWAITE LN TO SPRING VALLEY RD	
								DESIGN-RIGHT OF WAY - RECST	
								STATE 3R	NON-FEDERAL
2025	5770-02-72	12/09/2025	303	LET	RECST	0.370	STH 130	STH 23 - LONE ROCK	\$1,000,000 - \$1,999,999
								GARTHWAITE LN TO SPRING VALLEY RD	
								CONST/CURVE/RECST	
								SAFETY (REGULAR HSIP)	HIGHWAY SFTY IMP PRG FAST
2026	5770-02-70	12/08/2026	303	LET	PVRPLA	10.980	STH 130	STH 23 - LONE ROCK	\$4,000,000 - \$4,999,999
								STH 23 TO STH 133	
								CONST/ PVRPLA	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-
2025	1204-00-60	05/13/2025	303	LET	BRPVTV	0.040	USH 018	DODGEVILLE - MOUNT HOREB	\$100,000 - \$249,999
								S JONES STREET BRIDGE B-25-37	
								CONST/TPO/BRPVTV	
								BACKBONE	NATIONAL HIGHWAY PERF FAST
2025	1204-00-61	05/13/2025	303	LET	PSRS10	3.231	USH 018	DODGEVILLE - MOUNT HOREB	\$3,000,000 - \$3,999,999
								DODGEVILLE TO BARNEVELD	
								CONST/HFST ON CURVES/PSRS10	
								SAFETY (REGULAR HSIP)	HIGHWAY SAFETY IMP PROG II
2025	1662-00-77	12/09/2025	303	LET	MISC	0.265	USH 018	FENNIMORE - DODGEVILLE	\$1,000,000 - \$1,999,999
								STH 23 INTERSECTION	
								CONST/LEFT TURN LNS/MONOTUBES/MISC	
								SAFETY (REGULAR HSIP)	HIGHWAY SAFETY IMP PROG II

2023-2026 FINAL STIP Project Listing
Southwest Region
IOWA

Year	Project	Schd Dt	Pgm	Contract Type	CONCEPT	Net Miles	Route	Project Description WISDOT Program	Estimate Anticipated Funding
2025	1662-00-78	12/09/2025	303	LET	MISC	0.281	USH 018	FENNIMORE - DODGEVILLE	\$1,000,000 - \$1,999,999
								JOHNS STREET INTERSECTION	
								CONST/LEFT TURN LNS/MONOTUBES/MISC	
								SAFETY (REGULAR HSIP)	HIGHWAY SAFETY IMP PROG II
2026	1204-00-76	11/10/2026	303	LET	MISC	0.474	USH 018	DODGEVILLE - MOUNT HOREB	\$2,000,000 - \$2,999,999
								CTH YZ INTERSECTION	
								CONST/RCUTS/MISC	
								SAFETY (REGULAR HSIP)	HIGHWAY SFTY IMP PRG FAST
2023	4725-98-23	01/25/2023	305	MIS	TOPM	0.000	VAR HWY	IOWA COUNTY PAVEMENT MARKING	\$1,000,000 - \$1,999,999
								LOCATIONS ON STH PER ANNUAL PLAN	
								TRF OPS/PAVEMENT MARKING TMAS CY23	
								STATE HIGHWAY OPERATIONS PROGRAM	NATIONAL HIGHWAY PERP IIIA

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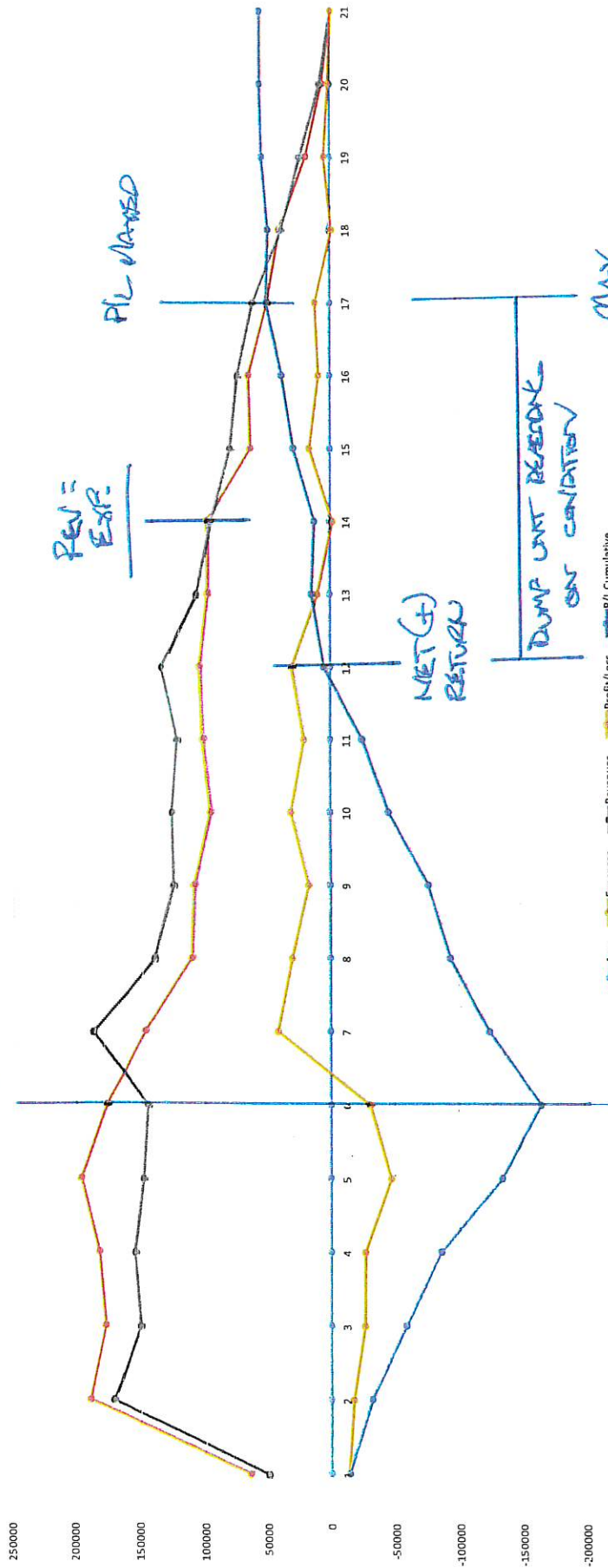
Class 101 / 103 Pickup Acquisition Price



Case 101

DEPRECIATION
LIFE

Class 101's Rev Vs Cost Vs Profit-Loss



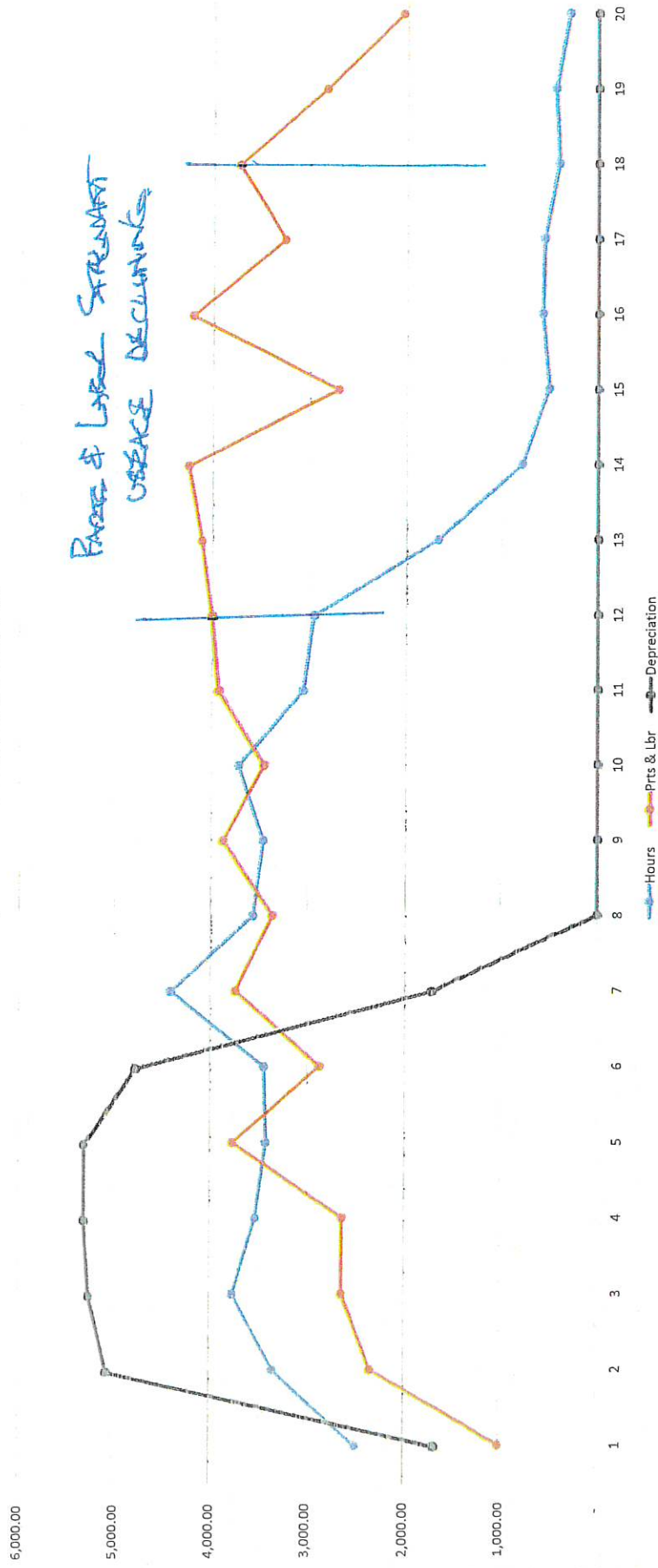
MAX
AGE
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± 170,000 RS

CLASS 101

PRICE < 15,000 #

PRICE 15,000 - 35,000 #

Depreciation Vs Parts/Labor Over Age



Budget year	2023	Unit #	Year	Class	Description	Service	Mileage	Age	Orig Cost
Class 106/118/1118 - Trucks									
A	102	2013	118	Western Star Semi Tractor	Tandem >50,000 LBS	Lowboy Hauler	496,706	9Yrs	
1	120	2021	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	11,275	10	\$ 39,497.42
2	121	2017	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	46,543	2	\$ 215,242.99
3	122	2018	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	40,851	6	\$ 182,919.69
4	123	2018	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	44,796	5	\$ 182,126.48
5	124	2018	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	43,111	5	\$ 182,690.11
6	125	2002	118	Peterbilt 330	Tandem >50,000 LBS	State Plow Truck	186,730	21	\$ 107,352.78
7	127	2014	1118	Western Star ISL13	Tri-axle >50,000 LBS	Plow Truck	64,888	9	\$ 155,537.56
B	129	2007	118	Sterling Dump	Tandem >50,000 LBS	Tanker Brine Truck	148,282	16	\$ 123,099.40
8	131	2005	118	Peterbilt 335	Tandem >50,000 LBS	Plow Truck	23,866	18	\$ 104,739.80
9	132	2007	118	Peterbilt ISC315	Tandem >50,000 LBS	Plow Truck	94,500	16	\$ 114,396.63
10	133	2007	118	Peterbilt ISC315	Tandem >50,000 LBS	Plow Truck	172,274	16	\$ 113,769.38
11	135	2021	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	8,360	2	\$ 213,516.56
12	136	2021	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	10,124	2	\$ 213,516.56
13	137	2021	118	Western Star 4700SF	Tandem >50,000 LBS	State Plow Truck	16,364	2	\$ 213,134.81
C	140	2011	970	Ford F750	Tandem >50,000 LBS	Boom / Utility Truck	98,426	12	\$ 88,827.39
D	143	2021	118	International HV607SBA	Tandem >50,000 LBS	Paint Supply Truck	16,197	2	\$ 164,029.74
E	148	2019	950	Mack TE64 Cabover	Tandem Axle	Pavement Marking Centerline	34,481	4	\$ 435,165.71
F	149	1999	954	International 4900	Tandem	Sign/Boom Truck	241,747	24	\$ 55,590.69
14	159	2015	106	Western Star 4700SF	Single 23,000-49,999 LBS	State Plow Truck	42,026	8	\$ 144,875.82
15	170	2018	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	63,957	5	\$ 187,772.00
16	171	2020	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	53,643	3	\$ 191,265.87
17	172	2020	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	50,167	3	\$ 191,265.87
18	173	2020	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	48,552	3	\$ 191,195.43
19	174	2021	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	18,831	2	\$ 196,540.00
20	180	2003	1118	Sterling LT9513	Tri-axle >50,000 LBS	Plow/Dump Body	293,447	20	\$ 100,381.02
21	181	2003	1118	Sterling LT9513	Tri-axle >50,000 LBS	Plow/Dump Body	264,465	20	\$ 100,504.33
22	182	2003	1118	Sterling LT9513	Tri-axle >50,000 LBS	Plow/Dump Body	254,116	20	\$ 100,393.84
23	183	2005	1118	Sterling LT9513	Tri-axle >50,000 LBS	Plow/Dump Body	269,630	18	\$ 108,324.13
24	184	2006	1118	Sterling LT9513	Tri-axle >50,000 LBS	Plow/Dump Body	278,999	17	\$ 119,305.02
25	185	2006	1118	Sterling LT9513	Tri-axle >50,000 LBS	Plow/Dump Body	254,484	17	\$ 116,118.35
26	186	2007	1118	Peterbilt 357	Tri-axle >50,000 LBS	Plow/Dump Body	278,652	16	\$ 135,989.00
27	187	2009	1118	Peterbilt 367	Tri-axle >50,000 LBS	Plow/Dump Body	255,165	14	\$ 155,738.88
28	188	2014	1118	Western Star DDE13	Tri-axle >50,000 LBS	Plow/Dump Body	121,150	9	\$ 172,287.95
29	189	2016	1118	Western Star 4700SB	Tri-axle >50,000 LBS	Plow/Dump Body	121,823	7	\$ 177,377.03
30	190	2017	1118	Western Star DDE13	Tri-axle >50,000 LBS	Plow/Dump Body	96,318	6	\$ 185,522.38
31	191	2017	1118	Western Star DDE13	Tri-axle >50,000 LBS	Plow/Dump Body	104,292	6	\$ 158,058.95
32	192	2017	1118	Western Star DDE13	Tri-axle >50,000 LBS	Plow/Dump Body	82,225	6	\$ 184,812.07
33	193	2019	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	63,774	4	\$ 182,806.00
34	194	2019	1118	Western Star 4700SF	Tri-axle >50,000 LBS	Plow/Dump Body	69,831	4	\$ 182,806.00
							112,522	9.6	
					"= Beyond Point of + Return > 17Yrs			Min	\$ 55,590.69
					"= Point Maximum Revenue Realized			Med	\$ 172,287.95
					"= Beyond Depreciation Life			Max	\$ 435,165.71
									\$ 215,242.99

Front Row - \$10,000
 White Row - \$9800
 SANKED - 4800 TO 6800
 \$23,800 TO 26,600

250000

Tandem / Triaxle Acquisition Cost

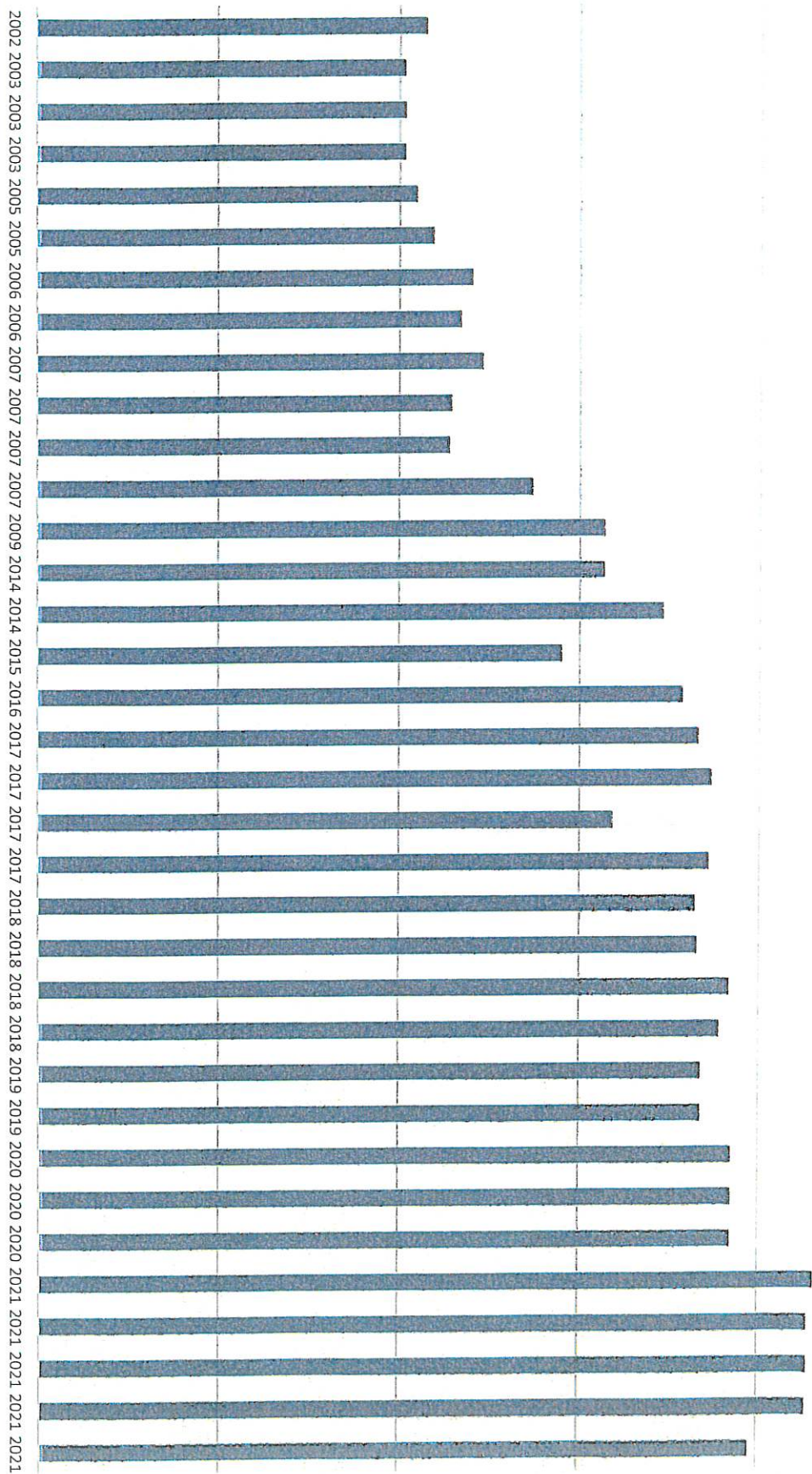
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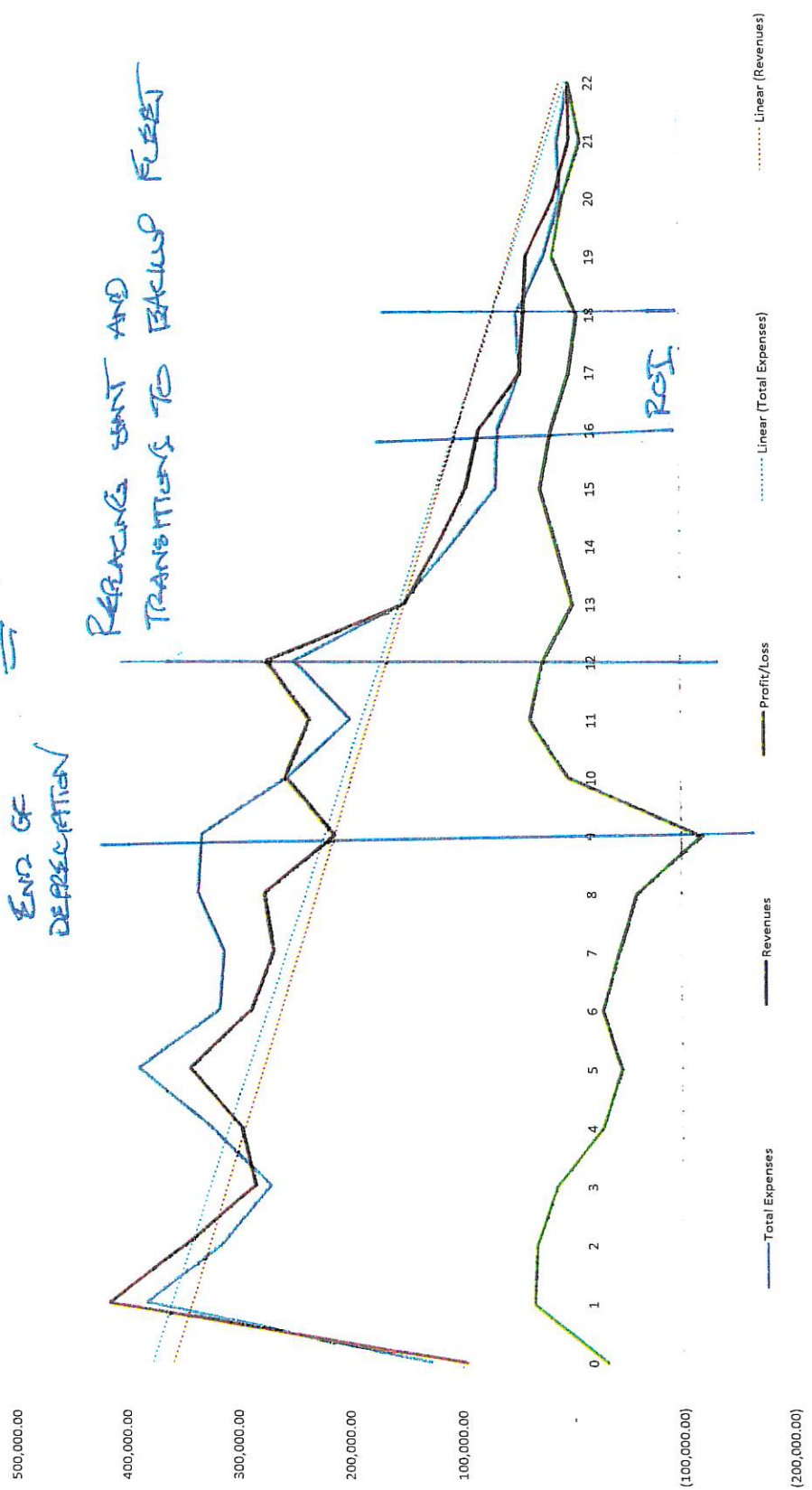


TANDENS (STATE)

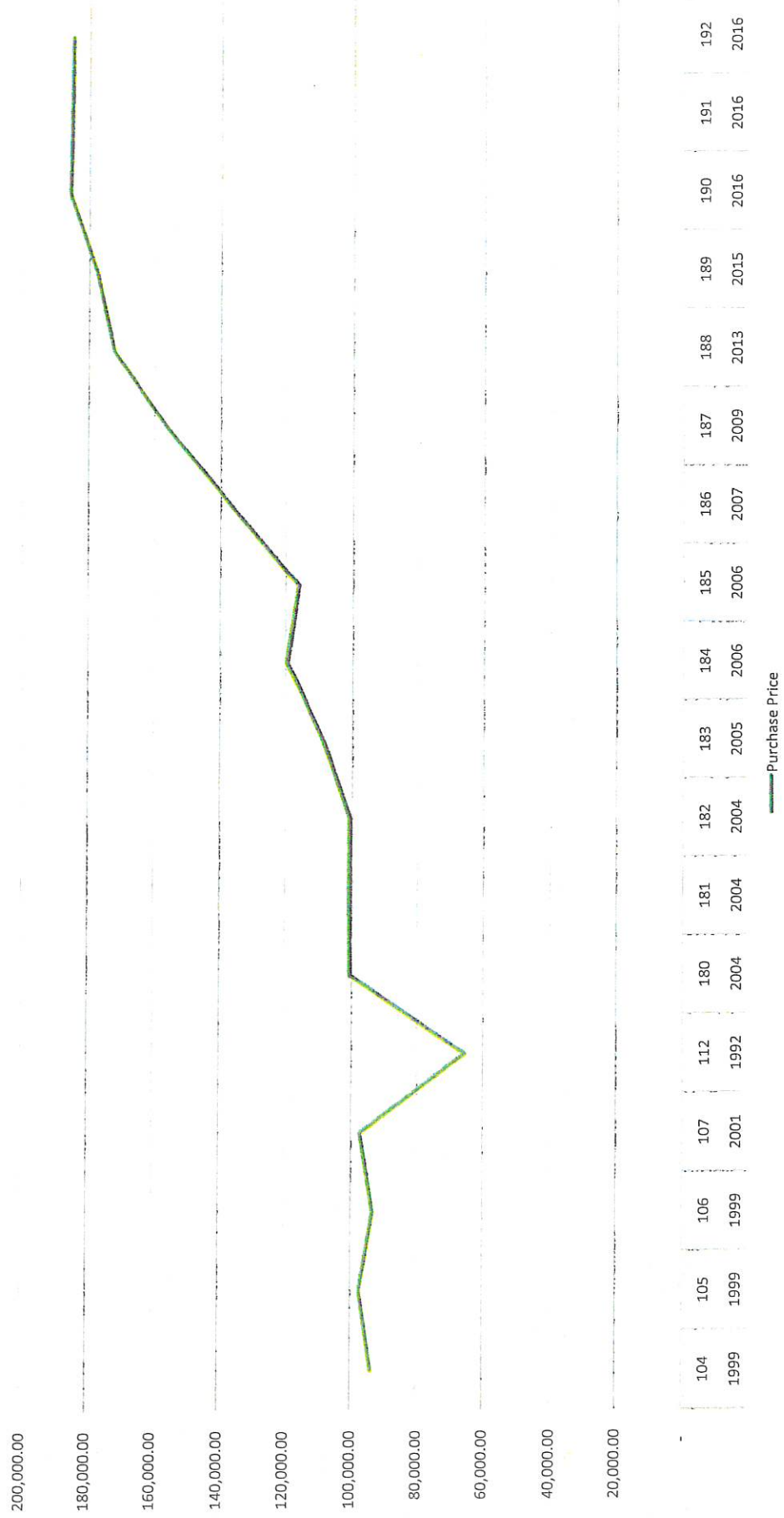
Class 118 Age Analysis

END OF DEPRECIATION

REGAINING GANT AND TRANSITIONS TO BACKUP FEET

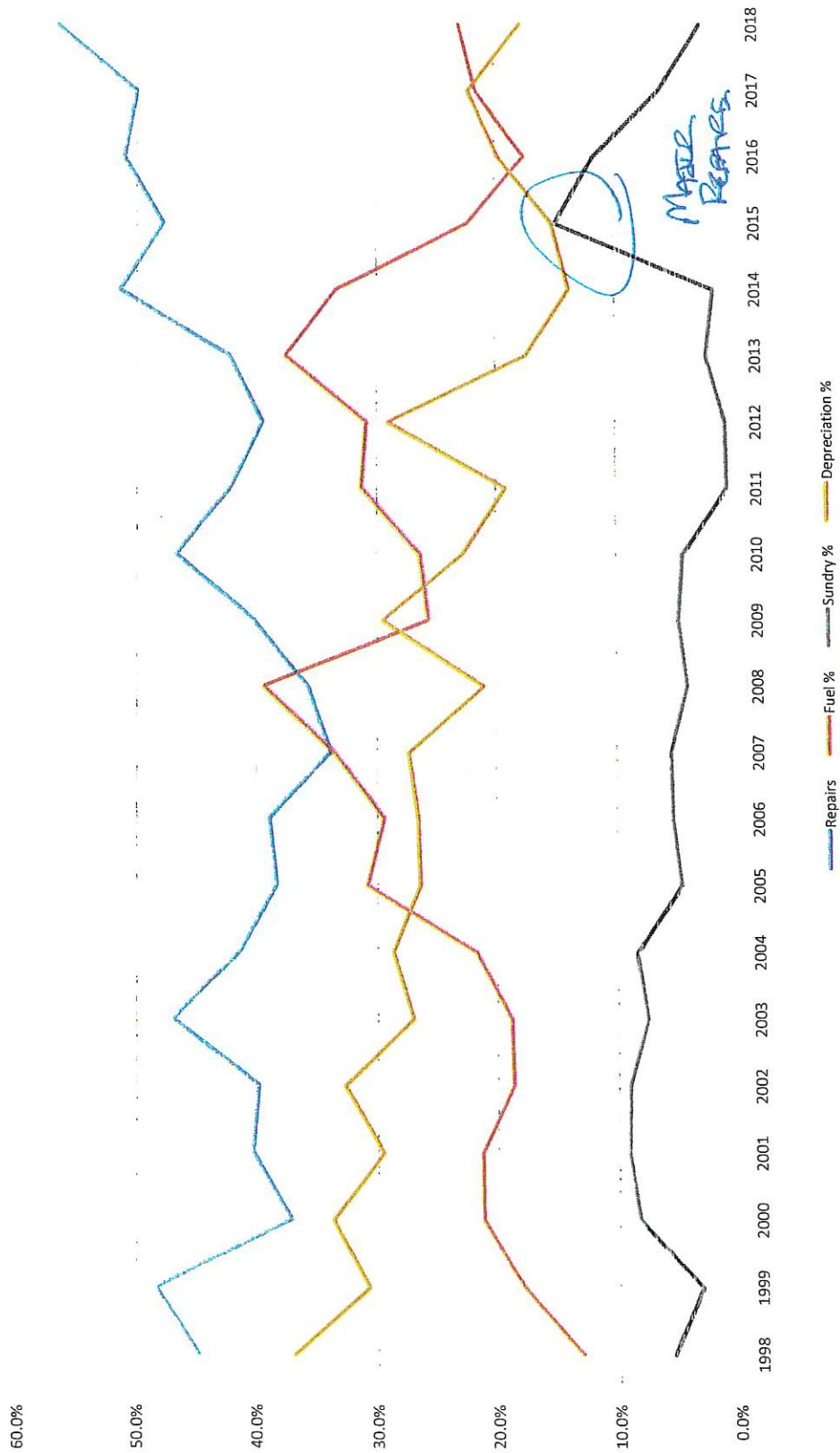


Class #1118 Triaxle Purchase Price



CASS 118 (TRAXLE)

% of Total Costs Chart



Class 1118 Triaxle Hours & Major Repair Costs

