

County Owned/Managed Parks and Recreational Facilities

The list of county owned or managed parks and recreational facilities can be found below:

- **Blackhawk Lake Recreation area:** Blackhawk Lake Recreation Area is owned by the Wisconsin Department of Natural Resources (WDNR) with an operational easement granted to Iowa County. The WDNR has jurisdiction of the lake and designated wildlife areas. The Cobb-Highland Recreation Commission, consisting of ten board members, five from Cobb and five from Highland, oversee the operations of the recreational area. Blackhawk Lake Recreation Area is not part of the Wisconsin State Park System, and therefore, does not receive any funding from State or County tax dollars. The Blackhawk Lake Recreation Area consists of over 2,050 total acres. The lake itself is 220 acres and full of bluegill, crappie, northern pike, walleye, and largemouth bass. The recreation area is a total of 330 acres, which includes the campground, boat launch, and picnic areas. The recreation area also consists of 1,500 acres of designated wildlife area that is used for hiking and seasonal public hunting.
- **Bloomfield Prairie:** The Bloomfield Prairie is an over 400 acre swath of land that is free and open to the public year round. The prairie is owned by Iowa County, and co-managed by Driftless Area Land Conservancy, Iowa County Prairie Recreation and Prairie Restoration, and Iowa County. Located approximately five miles west of Dodgeville on County CH and County Farm Road, the restored prairie is home to dozens of species of plants and animals, including several rare and declining grass dwelling birds. Students from area schools, including Mineral Point, Highland and Iowa-Grant, also visit the prairie in the Fall as part of a Youth Conservation Day.
- **Tri-County Trail (Mineral Point Section):** Tri-County Trails offers a unique multi-use trail system that connects Lafayette to Iowa and Green Counties in southwestern Wisconsin. Included are the Cheese Country Trail - with 47 miles from Monroe to Mineral Point in Iowa County, and the Pecatonica State Trail - with 10 miles from Calamine to Belmont. The Cheese Country and Pecatonica State trails are maintained by the Tri-County ATV Club and its members. The multi-use trails are open to hiking, biking, ATV's, UTV's, snowshoeing, horseback riding, snowmobiling, and more.
- **Boat launch (off of Hwy 130 on the WI River - Town of Clyde)**
- **Boat launch (DNR owned, Town of Arena)**
- **Historic marker – STH 23 scenic lookout**
- **Historic marker – CTH YZ Military Ridge**
- **Historic marker – STH 14 wayside**
- **Historic marker – Dane County line**

Other Major Recreational Areas within the County

Iowa County is particularly fortunate to have three other major parks located within its boundaries. They are Governor Dodge in the central part of the county north of Dodgeville, Tower Hill in northern Iowa County along the Wisconsin River, and Blue Mound State Park in the extreme eastern portion of the county. Brief descriptions of each park are presented below:

Blue Mound State Park

Blue Mound State Park, located northwest of the Village of Blue Mounds, is the highest point in southern Wisconsin at 1,716 feet above sea level. Two 40 foot high observation towers and four scenic vistas offer panoramic views of the surrounding countryside. The park which contains 1,102 acres of land offers spectacular views and unique geological features. A swimming pool is available during summer. Over 20 miles of scenic hiking, off-road biking and cross-country ski trails, as well as a family campground, access to the Military Ridge State Trail with bike-in campsites and a rustic cabin for people with disabilities make Blue Mound a popular destination year-round.

Governor Dodge State Park

Located north of Dodgeville, Governor Dodge State Park is one of the most beautiful parks in the state park system with its rugged tree line, sandstone bluffs, and cliffs towering over green valleys. The park sprawls over 5,029 acres which makes it one of the largest state parks in Wisconsin.

There are two man-made lakes at Governor Dodge--Cox Hollow Lake and Twin Valley Lake. Both lakes offer high quality fishing opportunities as Cox Hollow is stocked with bass, bluegills, crappies, and walleyes, with Twin Valley containing bass, crappies, bluegills, and the official state fish, the elusive muskellunge. Boat launching facilities are found at the park and electric motors are permitted. Both lakes have swimming beaches approximately 300 feet in length. The Cox Hollow and Twin Valley campgrounds have a combined total of 269 campsites. Toilets, showers, playground areas, and a dumping station compose the support facilities at the two campgrounds.

Five different types of trails wind their ways through the grounds of Governor Dodge. They include the White Oak Hiking Trail which is 3.5 miles long, the 1.5 mile long White Pine Self-Guided Nature Trail, a 14.05 mile cross country ski run, and a combination snowmobile trail/bridle path that is 20 miles in length. Deer hunting is allowed on the park grounds through the party permit system during the November deer gun season. Several picnic areas have been developed at Governor Dodge.

Tower Hill State Park

Located near Spring Green, historic Tower Hill State Park is 75 acres in size. It is a beautiful site on the south bank of the Wisconsin River adjacent to the Helena Marsh Wildlife Area. Lead was melted down and made into lead shot here during the 1800's. A house where lead was smelted has been restored and is now open to the general public for inspection. A picnic area and shelter, hiking trails, canoe landing on the Wisconsin River and a small campground are all available.

Birch Lake Park: Birch Lake is located North of the Village of Barneveld on Hwy T. The 11 acre Birch Lake was built in 1965 and is in the Trout Creek Watershed. It has a maximum depth of 15 feet. Fish include Panfish and Largemouth Bass. The park offers two shelters with electricity, two sand volleyball courts, a softball field, and children's play equipment. Birch Lake is open from May 1st to September 30th each year.

Scientific and Natural Areas

State natural areas (SNAs) protect outstanding examples of Wisconsin's native landscape of natural communities, significant geological formations and archeological sites. Encompassing 406,000 acres on lands owned by the state and its many partners, including land trusts, local and county governments, and private citizens, Wisconsin's natural areas are valuable for research and educational use, the preservation of genetic and biological diversity and for providing benchmarks for determining the impact of use on managed lands. They also provide some of the last refuges for rare plants and animals. There are 7 registered scientific areas in Iowa County. The following descriptions are provided by the Wisconsin Department of Natural Resources (WDNR):

Arena Pines and Sand Barrens

Location: Within the Lower Wisconsin State Riverway, Iowa County. T8N-R5E, Sections 8, 9. 93 acres.

Major Features: Arena Pines and Sand Barrens features a somewhat overgrown example of sand barrens vegetated with jack pine, black oak, and river birch. Found along the edge of numerous sand blows scattered throughout the site is the evergreen false heather shrub, which helps stabilize the shifting sands. Also present are a diversity of dry prairie species including little blue-stem, June grass, three-awn grass, flowering spurge, hoary puccoon, venus'-looking-glass, blue toadflax, lyrate rock cress, and prairie coreopsis. Arena Pines and Sand Barrens is owned by the DNR and was designated a State Natural Area in 1991.

Avoca Prairie and Savanna

Location: Within the Lower Wisconsin State Riverway, Iowa County. T8N-R1E, Sections 1, 2, 3, 12. T8N-R2E, Sections 5-8. T9N-R1E, Sections 34, 35, 36. 2,208 acres.

Major Features: Located on an extensive outwash sand terrace along the Wisconsin River, Avoca Prairie and Savanna contains the largest natural tallgrass prairie east of the Mississippi River. Frequent flooding has created braided stream topography characterized by low, sandy ridges interspersed with small linear wetlands giving a local relief of 4 feet. The moist prairie and wetland swales contain more than 200 species of vascular plants including large numbers of rattlesnake master, Michigan lily, and prairie blazing-star. Big blue-stem, prairie cord grass, Indian grass, and sedges dominate the wet areas while little blue-stem, prairie drop-seed, and June grass are common on the drier ridges. Permanent and ephemeral swales contain aquatic species such as sweet-flag, yellow water buttercup, and common bur-reed. Some of the showy species include sweet grass, white wild indigo, flowering spurge, prairie smoke, bottle gentian, cardinal flower, and swamp candles. Oak openings, with large open-grown black and bur oaks, are an outstanding feature of this natural area looking much as they did during the original land survey of 1833. Even today, from many points on the prairie, the same presettlement character has been preserved, with completely natural vistas still accessible in all directions. Avoca Prairie and Savanna is owned by the DNR and was designated a State Natural Area in 1968.

Barneveld Prairie

Location: Iowa and Dane Counties. T6-R5E, Sections 8, 13, 16 17, 22, 24. T6-R6E, Section 18, 19. 955 acres.

Major Features: Barneveld Prairie features a remnant of the vast tallgrass prairies and savannas that once covered most of southern Wisconsin. It is located within the Driftless Area of Wisconsin, a region recognized as the global center for dry prairies and dry-mesic prairies. The natural area lies within the heart of the Military Ridge Prairie Heritage Area (MRPHA)

– an extensive grassland landscape supporting a high concentration of prairie remnants. MRPHA also includes patches of untilled prairie pasture and surrogate grasslands that combine with the natural area in providing habitat for many grassland-restricted species. It has been identified as the highest priority for landscape-scale grassland protection and management in Wisconsin and represents one of the best opportunities to protect grassland birds that are among the fastest and most consistently declining birds in North America. Three parcels – Thomas Pasture, Thomson prairie, and the Botham tract, currently make up Barneveld Prairie. The Botham tract is the single largest contiguous property located within MRPHA and contains a diverse mix of prairie remnant, prairie pasture, oak savanna, wetlands, and wooded draws. This gradient of habitat types supports a diversity of plant and animal species, including rare prairie invertebrate specialists. Thomson Prairie is a dry prairie remnant that was never plowed due to the limestone bedrock lying just below the soil surface making it too difficult to cultivate. More than 68 species of plants have been identified and 34 species of birds nest or feed here. Barneveld Prairie is owned by The Nature Conservancy of Wisconsin and was designated a State Natural Area in 2003.

Pecatonica River Woods

Location: Iowa County. T4N-R1E, Sections 2, 11. 106 acres.

Major Features: Pecatonica River Woods features a mosaic of natural community types including southern dry, dry-mesic, and mesic forest; floodplain forest; and a three-quarter mile segment of the Pecatonica River. This site supports numerous rare or uncommon plant species. Other plants include Short's aster, great waterleaf, toothed cress, and grass sedge. A three-quarter mile stretch of the Pecatonica River flows through the site flanked by floodplain forest of silver maple and ash. To the east is a hillside with second-growth dry to mesic forest with white oak near the ridgetop and red oak, black cherry, black walnut, and sugar maple sloping down to the river. Pecatonica River Woods is owned by the DNR and was designated a State Natural Area in 1992.

Pine Cliff

Location: Within Governor Dodge State Park, Iowa County. T6N-R3E, Section 11. 23 acres.

Major Features: Located within Wisconsin's Driftless Area, Pine Cliff features an unusual southern pine relict community perched atop several sandstone cliffs and adjacent north-facing slopes. Although one of many small relicts known in this area, Pine Cliff is important because all three species of pine native to the state, red, white, and jack, occur here together, disjunct from their typical range in Wisconsin. White pine dominates the site, but red and jack pines grow on the exposed, droughty summit. All three are successfully reproducing. More mesic north-facing slopes provide suitable habitat for numerous ferns, mosses, and lichens, particularly the noticeable smooth rock tripe (*Umbellicaria*). Away from the cliffs is a southern dry-mesic forest composed of red oak, white oak, basswood, white birch, and black cherry. The pines supply habitat for more northerly bird species including black-throated green and Blackburnian warblers. Pine Cliff is owned by the DNR and was designated a State Natural Area in 1953.

Ridgeway Pine Relict

Location: Iowa County. T6N-R4E, Sections 3, 9, 10, 11, 15, 16. 546 acres.

Major Features: Ridgeway Pine Relict features a spectacular site with eight separate pine relicts set among soaring sandstone cliffs, numerous rock outcrops, shallow caves and rockshelters. Pine relicts are southern Wisconsin pine forests that have persisted since the last glacier receded some 12,000 years ago when a cooler climate was favorable for the growth of pine forests. As the climate warmed prairie and oak woodlands replaced the pine and today, remnant pine

forests remain only on steep slopes and rocky cliffs in the Driftless Area. These rocky outcrops protected the pine remnants from fire and allowed the pines to reach old-growth status. The relict communities are unlike the northern pine forests because they contain both northern and southern plant species. Within the pine relict areas, white pine is generally more abundant than red pine, but there is good reproduction of both species. Jack pine is also present. Sugar maple, mountain maple, yellow birch, and hemlock constitute a smaller component. The ground flora includes pipsissewa, shin-leaf, wintergreen, huckleberry, and Canada mayflower. There is also a high diversity of ferns present including bracken, bulblet bladder, marginal wood, and interrupted fern. Between the relicts and surrounding them is forested land dominated by white oak with bur and red oak, black cherry, white birch, and shagbark and bitternut hickory. Other significant features include sandstone cliffs with shaded and open plant communities, diverse spring runs, sedge meadows, and dry-mesic prairie. Ridgeway Pine Relicts is owned by the DNR and was designated a State Natural Area in 1998.

Tower Hill Bottoms

Location: Within the Lower Wisconsin State Riverway, Iowa County. T8N-R4E, Section 20. 481 acres.

Major Features: Tower Hill Bottoms features an excellent example of an undisturbed floodplain forest of silver maple, river birch, American elm, green ash, and swamp white oak located along the Lower Wisconsin River. Shrubs range from sparse under the closed canopy to quite dense in areas where natural gaps have occurred with buttonbush, prickly ash, and silky dogwood dominating. Especially common are climbing vines of grape, woodbine, wild yam, carrion flower, and poison ivy, which climb into the canopy giving the tree trunks a leafy appearance. By mid-summer, the groundlayer contains an abundance of wood nettle along with sawtooth sunflower, cardinal flower, sensitive fern, fringed loosestrife, and green dragon. Bird life is diverse, and includes pileated woodpecker and tufted titmouse. Tower Hill Bottoms is owned by the DNR and was designated a State Natural Area in 1958.

Historic Sites

Sites, events, and other mementos of historic interest are important components of a community or county recreation program. Throughout southwestern Wisconsin, intensive efforts have been made to protect areas of outstanding historical importance. Examples of areas (and sites) of this level of importance already identified are included in Table 5 below:

Table 5: State and National Resisted Historic Places in Iowa County, WI

Jurisdiction	State and National Listings
Town of Arena	- William Henry Brisbane House - Sawle Mound Group Archeological District
Town of Brigham	- Carden Rockshelter - DNR #2, #3, #4 Rockshelters - DNR #5 Archeological Site - Hole-In-The-Wall #1 Cave - Rainbow Cave - Thomas Stone Barn
Town of Clyde	Shiprock Rockshelter
Town of Dodgeville	Mayland Cave
Town of Highland	Gottschall Site
Town of Mineral Point	Spensley Farm
Town of Moscow	McCoy Rock Art Site
Town of Ridgeway	- Plum Grove Primitive Methodist Church - Hyde Chapel
Town of Wyoming	- Shot Tower - Taliesin - Unity Chapel
Village of Linden	- Linden High School Monument - Linden Methodist Church
Village of Barneveld	- Cassidy Farmhouse - Grove Street Historic District - Harris House - Ihm House - Kittleson House - Roberts House - Roethlisberger House
City of Mineral Point	- Mineral Point Hill - Mineral Point Historic District - Pendarvis - Spensley Farm
City of Dodgeville	- Iowa County Courthouse - Iowa Street

Capital Improvements Schedule

This section is designed to serve as a guide over the next five years to assist Iowa County to charting the course of future park and recreation facility development. The Capital Improvement Schedule (CIS) for the county parks and recreational areas included in Appendix B is located at the back of this plan. It was prepared by the Iowa County Land Conservation Committee. The CIS prioritizes each facility as to which year during the five year period the improvement will take place.

Project costs will be examined more closely when particular improvement plans are being developed. It is recommended that this portion of the plan be updated on an annual basis by the Iowa County Land Conservation Committee. Changes will be made that reflect changing user trends, citizen interest, the economy and county budget considerations. Before capital improvement projects are undertaken, Iowa County staff will: analyze all proposed projects and determine priorities each year; determine cost estimates for each development project; determine project budgetary limitations and potential funding sources, and partner with local conservation and recreation organizations as needed to implement the plan.

The Iowa County Land Conservation Committee is hopeful that a number of the recommended improvements to the county owned/managed parks and recreational areas can be carried out with financial assistance from the Department of Natural Resource Stewardship Funds and/or other Federal Park Development funds. At the same time, however, the county recognizes that a considerable investment will also be required at the county level if the recommendations discussed in this plan are ever going to be carried out. The CIS provides a good indication of what level of assistance is going to be required during any particular year in the planning period.

Maintenance and Operations Schedule

The county recognizes the value of having a maintenance and operations schedule for the county parks system. Such a schedule not only evaluates the on-going maintenance responsibilities at the parks and recreational areas, it also considers the implications of the CIS on the county's future operation and maintenance capabilities. All work required in the parks are listed for each year, by season. An attempt is also made to break the list down to individual work items, and below each work item, list the tasks required to complete the work item. The Operation and Maintenance Schedule for Iowa County is included in Appendix C.

Appendix A

NATIONAL RECREATION AND PARK ASSOCIATION (NRPA) PARK AND OPEN SPACE STANDARDS RECOMMENDED CLASSIFICATION SYSTEM FOR LOCAL AND REGIONAL RECREATION OPEN SPACE

A. LOCAL/CLOSE TO HOME SPACE:

- M-P: Mini Park (or Tot Lot)
 - Desirable/Typical Size: 1 acre or less.
 - Service Area: 1/8 – 1/4 mile.
 - Acres/1,000 Population: 0.5 – 1.0 acre.
 - Use: Specialized facilities to serve a concentration of limited population or groups such as senior citizens or young children.
 - Site Characteristics: Within neighborhoods and in close proximity to concentrations of family or senior housing.
- NP/P: Neighborhood Park/Playground
 - Desirable/Typical Size: 1 to 10 acres.
 - Service Area: 1/4 – 1/2 mile radius.
 - Acres/1,000 Population: 2 – 3 acres.
 - Use: Area for intense recreational activities such as field games, court games, crafts, playground apparatus area, ice skating, picnicking, volleyball, etc.
 - Site Characteristics: Suited for intense development; easily accessible to neighborhood population; geographically centered with safe walking and biking access. May be developed as a joint school/park facility.
- C/CP: Community Park
 - Desirable/Typical Size: 10 to 25 acres.
 - Service Area: 1 – 2 miles.
 - Acres/1,000 Population: 6 – 9 acres.
 - Use: Area of diverse environmental quality. May include areas suited for intense recreational facilities such as athletic complexes or large swimming pools. May be an area of natural quality for outdoor recreation such as walking, viewing, sitting, and picnicking. May be any combination of the above depending on site suitability and community need.
 - Site Characteristics: May include natural features such as water bodies and areas suited for intense development. Easy access by all modes of transportation.

B. REGIONAL SPACE:

- Regional/Metropolitan Parks
 - Desirable/Typical Size: 200+ acres
 - Service Area: Several communities, 1 hour driving time.
 - Acres/1,000 Population: 5-10 acres.
 - Use: Area of natural or ornamental quality for outdoor recreation, such as picnicking, boating, fishing, swimming, camping, and trail uses; may include play areas.
 - Site Characteristics: Contiguous to or encompassing natural resources.
- Regional Park Reserve
 - Desirable/Typical Size: 1,000+ acres; sufficient area to encompass the resource to be preserved and managed.
 - Service Area: Several communities, 1 hour driving time.
 - Acres/1,000 Population: Variable
 - Use: Area of natural quality for nature-oriented outdoor recreation, such as viewing, and studying nature, wildlife habitat, conservation, swimming, picnicking, hiking, fishing, boating, camping, and trail uses. May include active play areas. Generally, 80% of the land is reserved for conservation and natural resource management, with less than 20% used for recreation development.
 - Site Characteristics: Diverse or unique natural resources, such as lakes, streams, marshes, flora, fauna, and topography.

C. SPACE THAT MAY BE LOCAL OR REGIONAL AND IS UNIQUE TO EACH COMMUNITY:

- SU: Special Use Area
 - Desirable/Typical Size: Variable depending on type of facility.
 - Service Area: Entire Community.
 - Acres/1,000 Population: Variable.
 - Use: Areas for specialized or single purpose recreational activities such as golf courses, nature centers, marinas, zoos, conservancies, arboreta, display gardens, arenas, outdoor theaters, gun ranges, and downhill ski areas. Also includes plazas or squares in or near commercial centers, boulevards, or parkways.
 - Site Characteristics: Located within the community.
- C: Conservancy
 - Desirable/Typical Size: Sufficient to protect the resource.
 - Service Area: No applicable standard.
 - Acres/1,000 Population: Variable.
 - Use: Protection and management of the natural/cultural environment with recreation use as a secondary objective.
 - Site Characteristics: Variable, depending on the resource being protected.

- LP: Linear Park

- Desirable/Typical Size: Sufficient width to protect resources and to provide maximum use.
- Service Area: No applicable standard.
- Acres/1,000 Population: Variable.
- Use: Area developed for one or more varying modes of recreational travel or activity such as hiking, biking, snowmobiling, horseback riding, fitness trails/cross-country skiing and canoeing. May include active play areas.
- Site Characteristics: Built on natural corridors such as utility or railroad right-of-way, bluff lines, vegetation patterns, and roads that link other components of the recreation system or community facilities such as school, libraries, commercial areas, and other park areas.

NRPA's SUGGESTED OUTDOOR FACILITY DEVELOPMENT STANDARDS

Activity Format	Recommended Size and Dimensions	Recommended Space Requirements	Recommended Orientation	Service Radius and Location Notes	Number of Units per Population
Badminton	Singles – 17' x 44' Doubles – 20' x 44' width 5' unobstructed area on both sides	1,622 sq. ft.	Long axis north – south	¼ mile usually in school recreation center or church facility. Safe walking or biking access.	1 per 5,000
Basketball 1. Youth 2. High School 3. Collegiate	46' – 50' x 84' 50' x 94' 50 x 94 with 5' unobstructed space all sides	2400-3036 sq. ft. 5040-7280 sq. ft. 5600-7980 sq. ft.	Long axis north-south	¼- ½ mile. Same as badminton. Outdoor courts in neighborhood /community parks, plus active recreation areas in other park settings.	1 per 5,000
Handball (3-4 wall)	20' x 40' with a minimum of 10' to rear of 3-wall court. Minimum of 20' overhead clearance	800 sq. ft. for 4-wall 1000 sq. ft. for 3-wall	Long axis is north- south. Front wall at north end	15-30 min. travel time. 4-wall usually indoor as part of multipurpose building. 3-2 all usually in park or school setting	1 per 20,000
Ice hockey	Rink 85' x 200' (Min. 85' x 185').	22,000 sq. ft. including support area.	Long axis is north- south if outdoors	½ - 1 hour travel time. Climate important consideration affecting no. of units. Best as part of multipurpose facility.	Indoor – 1 per 100,000 Outdoor – depends on climate
Tennis	36' x 78'. 12 ft. clearance on both ends.	Min. of 7,200 sq. ft. single court area (2 acres per complex)	Long axis north-south	¼ - ½ mile, best in batteries of 2-4. Located in neighborhood / community park or near school site.	1 court per 2,000
Volleyball	30' x 60'. Minimum of 6' clearance on all sides	Minimum 4,000 sq. ft.	Long axis north-south	½ - 1 mile	1 per 5,000
Field Hockey	180' x 300' with a minimum of 10' clearance on all sides	Minimum 1.5 A	Fall season – Long axis northwest or southeast. For longer periods north/south.	15-30 minute travel time. Usually part of baseball, football, soccer complex in community park or adjacent to high school.	1 per 20,000

Activity Format	Recommended Size and Dimensions	Recommended Space Requirements	Recommended Orientation	Service Radius and Location Notes	Number of Units per Population
Baseball 1. Official 2. Little League	Baselines – 90' Pitching Dist. – 60.5' Foul lines – Min. 320' Center field – 400' + Baselines – 60' Pitching distance – 46' Foul lines – 200' Center field – 200'-250'	3.0-3.85 A min. 1.2 A min	Locate home plates so pitcher is not throwing across sun and batter not facing it. Line from home plate through pitchers mound to run east-northeast.	¾ - ½ Mile. Part of neighborhood complex. Lighted fields part of community complex.	1 per 5,000 Lighted 1 per 30,000
Football	160' x 360' with a minimum of 6' clearance on all sides	Minimum 1.5 A	Same as field hockey	15-30 Min. travel time, Same is field hockey.	1 per 20,000
Soccer	195' to 225' x 330' to 360' with 10' minimum clearance on all sides.	1.7-2.1 A.	Same as field hockey	1-2 miles. Number of units depends on popularity. Youth soccer on smaller fields adjacent to larger fields.	1 per 20,000
Golf – Driving Range	900' x 690' wide Add 12' width each additional tee	13.5 A for min of 25 tees	Long axis is southwest – northeast with golfer driving northeast.	30-minute travel time. Park or golf course complex, As separate unit may be privately operated.	1 per 50,000
Multiple use court (basketball, tennis, etc.)	120' x 80'	9,840 sq. ft	Long axis of court with primary use north and south	1-2 miles, in neighborhood or community parks.	1 per 10,000
Archery Range	300' length x minimum 10' between targets. Roped, clear area on side of range minimum of 30', clear space behind targets minimum of 90' x 45' with bunker.	Minimum 0.65 A	Archer facing north + or – 45 degrees	30 minutes travel time. Part of a regional/metro complex	1 per 50,000

Activity Format	Recommended Size and Dimensions	Recommended Space Requirements	Recommended Orientation	Service Radius and Location Notes	Number of Units per Population
¼ mile running track	Over-all width – 276' Length – 600' Track width for 8-4 lanes is 32'	4.3 A.	Long axis in sector from north to south to northwest – southeast, with finish line at north end	15-30 minute travel time. Usually part of a high school or community park complex in combination with football, soccer, etc.	1 per 20,000
Softball	Baselines: 60' Pitching Dist: 45' / 40' women Fast Pitch Field radius from plate: 225' Slow pitch 275' (men) 250' (women).	1.5 – 2.0 A	Same as baseball	¼ - ½ Mile. Slight differences in dimensions for 16" slow pitch. May also be used for youth baseball.	1 per 5,000 (if also used by youth baseball.
Trails	Well defined head maximum 10' width, maximum average grade is 5% not to exceed 15%, Capacity Rural trails – 40 hikers/day/mile. Urban Trails – 90 hikers/day/mile	N/A	N/A	N/A	1 system per region
Golf					
Par 3 (18 hole)	Average length varies –600 – 2700 yards.	50-60 A	Majority of holes on north/south axis.	½ - 1 hour travel time	
9-hole Standard	Average length 2250 yards.	Minimum of 50 A		9-hole course can accommodate 350 people/day Course may be located in community, district or regional/metro park.	1 per 25,000
3.18-hole standard	Average length 6500 yards.	Minimum 110 A			1 per 50,000

Activity Format	Recommended Size and Dimensions	Recommended Space Requirements	Recommended Orientation	Service Radius and Location Notes	Number of Units per Population
Swimming pools	Teaching – min. 25 yds x 45' even depth of 3 - 4 ft. Competitive min. 25m x 16m. Min of 25 sq. Ft. water surface per swimmer. Ratio of 2 to 1 deck to water	Varies on size of pool and amenities. Usually 1-2 A sites, relation to afternoon sun	None, but care must be taken in sitting lifeguard stations in relation to afternoon sun.	15 to 30 minute travel time. Pools for general community use should be planned for teaching competitive and recreational purposes with enough to accommodate 1m and 3m Diving boards. Located in community park or school site.	1 per 20,000 (pools should accommodate 3 to 5% of total population at a time)
Beach Areas	Beach area should have 50 sq. ft. of land and 50 sq. ft. of water per user. Turnover rate is 3. There should be a 3-4 acre supporting area per acre of beach.	N/A	N/A	¼ to 1 hour travel time. Should have a sand bottom with a maximum slope of 5% Boating areas completely segregated from swimming areas. Locate in Regional/metro parks.	N/A

Appendix B

IOWA COUNTY PARKS AND RECREATION CAPITAL IMPROVEMENT SCHEDULE

Park	Recommendation	Year
Bloomfield Prairie property (Pond Area)	Dredge (or start with feasibility study for dredging)	2025
	Weed/algae control	2023
	Install canoe launch	2024
	Build longer accessible pier (to reach deeper water/fewer weeds)	2024
	Brush/weed control around the edge	2023
	Rework trail and repair/rebuild footbridge just north of the Pond	2026
	Possibly expand shelter (or maintain/repair as needed)	2026
	Add pit toilet	2025
	Add electricity (or solar panels) to the pond shelter so users could have light.	2025
Bloomfield Prairie property (Non-CRP/CREP areas)	Create accessible trails	2026
	Create bike-able trails	2026
	Create interpretive signs	2023
	Add footbridges in pasture for public access to eastern fields	2026
	Upgrade/replace other bridges (3)	2026
	New or updated kiosks	2025
	Create off-leash dog area (near Bloomfield buildings)	2024
	Improve existing and add additional parking areas	2024
Bloomfield Prairie property (Red Shed)	Add pit toilet/bathroom	2025
	Preserve red barn; modify to a shelter or meeting facility	2024
	Add electricity (or solar panels) to the red shed	2025
Bloomfield Prairie property (White Shed)	Add a cement floor and more garage doors to the white shed.	2024
Bloomfield Prairie property (General)	Increased management of invasive brush and herbaceous invasive weeds, including but not limited to wild parsnip, Canada thistle, crown vetch, and bush honeysuckle.	2024
Blackhawk Lake Recreation Area	Pit toilet repairs/Remodel	2025
	Weed/Algae control in beach swimming area	2024
	Roof replacement on pavilions	2025
	Retaining wall at beach area	2026
	Cabin repairs/Rebuilds	2025
	Parking lot maintenance	ongoing
	Shower house repairs and remodels	2024
	Nature Center improvements/Taxidermy	2025
	New playground equipment	2025
	Walk bridge replacement on hiking trail	2024

Park	Recommendation	Year
Military Ridge State Trail	Increase trail repair/ maintenance on Military Ridge State Trail.	ongoing
	Provide dog waste station along trail.	2024
	Provide bore benches along trail for walking people to sit.	2024
	Provide more trash cans along trail.	2023
Additional recreation needs/recommendations:	The County owns some properties in the Mifflin area along the Pecatonica River and CTH E; which could be made into a park if there is interest to do so, otherwise should consider selling.	2025
	There is some additional right of way also owed by the county at Factory road and CTH II which could be an access point for fishing easements or a park along Otter Creek.	2025
	Trail to the Avoca Prairie, possibly some interpretive trail, with signs talking about its unique ecosystem/flora/fauna.	2026
	Improving/fixing the bridge to cross the river/creek to get out to the Avoca Prairie.	2026
	Trail/loop in the Avoca prairie.	2026
	Improvement/building out sand for the Avoca Lake beach on the Wisconsin River.	2026
	Life jacket library for the Avoca Lake beach.	2026
	A canoe/kayak launch or some canoe/kayak access on the Wisconsin River.	2026
	Trail linking the recreational park and boat launches in Avoca as well as that in Muscoda.	2026
	Continue to provide and enhance public access to the Lower Wisconsin Riverway.	ongoing
	Continue to upgrade the parks and recreational areas the county owns or manages by bringing all facilities up to ADA standards over the next five to ten years.	ongoing
	Consider including paved shoulders as part of future road reconstruction projects to allow safer passing of slower moving vehicles which would benefit ATV/UTV, bicycle, and farm implement traffic.	NA
	Use the University of Wisconsin Platteville engineering students for any future park project(s). SWWRPC should help guide the process in pairing Iowa County with a suitable team.	NA

Appendix C

IOWA COUNTY LAND AND WATER CONSERVATION COMMISSION MAINTENANCE AND OPERATION SCHEDULE

The following is an overview of the Iowa County Land and Water Conservation Commission annual maintenance and operation schedule, including task performed.

PARK/RECREATIONAL MAINTENANCE AREAS

1. Blackhawk Lake Recreation area
2. Birch Lake
3. Bloomfield Prairie
4. Tri-County Trail (Mineral Point Section)
5. Boat launch (off of Hwy 130 on the WI River - Town of Clyde)
6. Boat launch (DNR owned, Town of Arena)
7. Historic marker – STH 23 scenic lookout
8. Historic marker – CTH YZ Military Ridge
9. Historic marker – STH 14 wayside
10. Historic marker – Dane County line

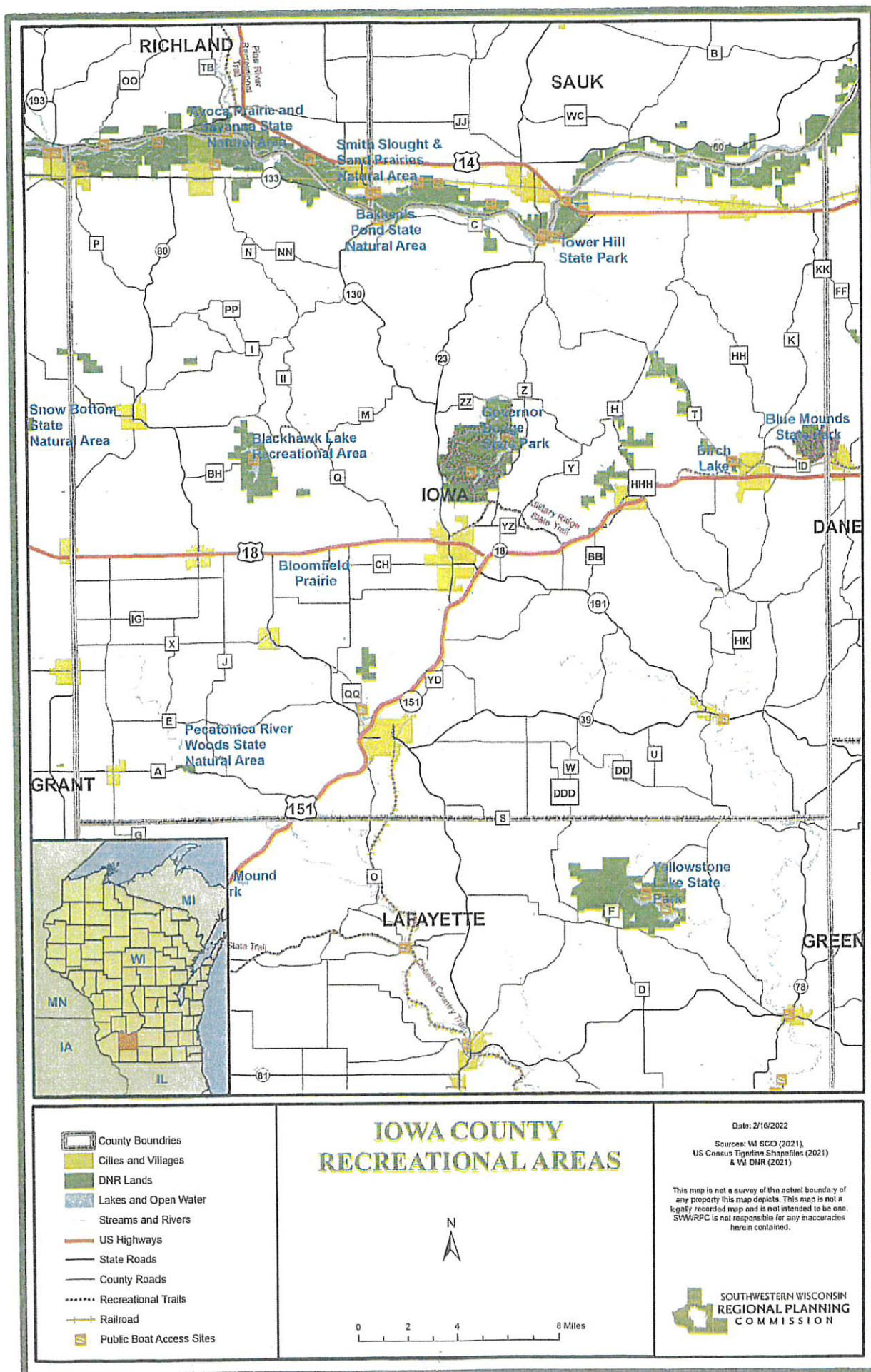
PARKS/RECREATIONAL ANNUAL MAINTENANCE

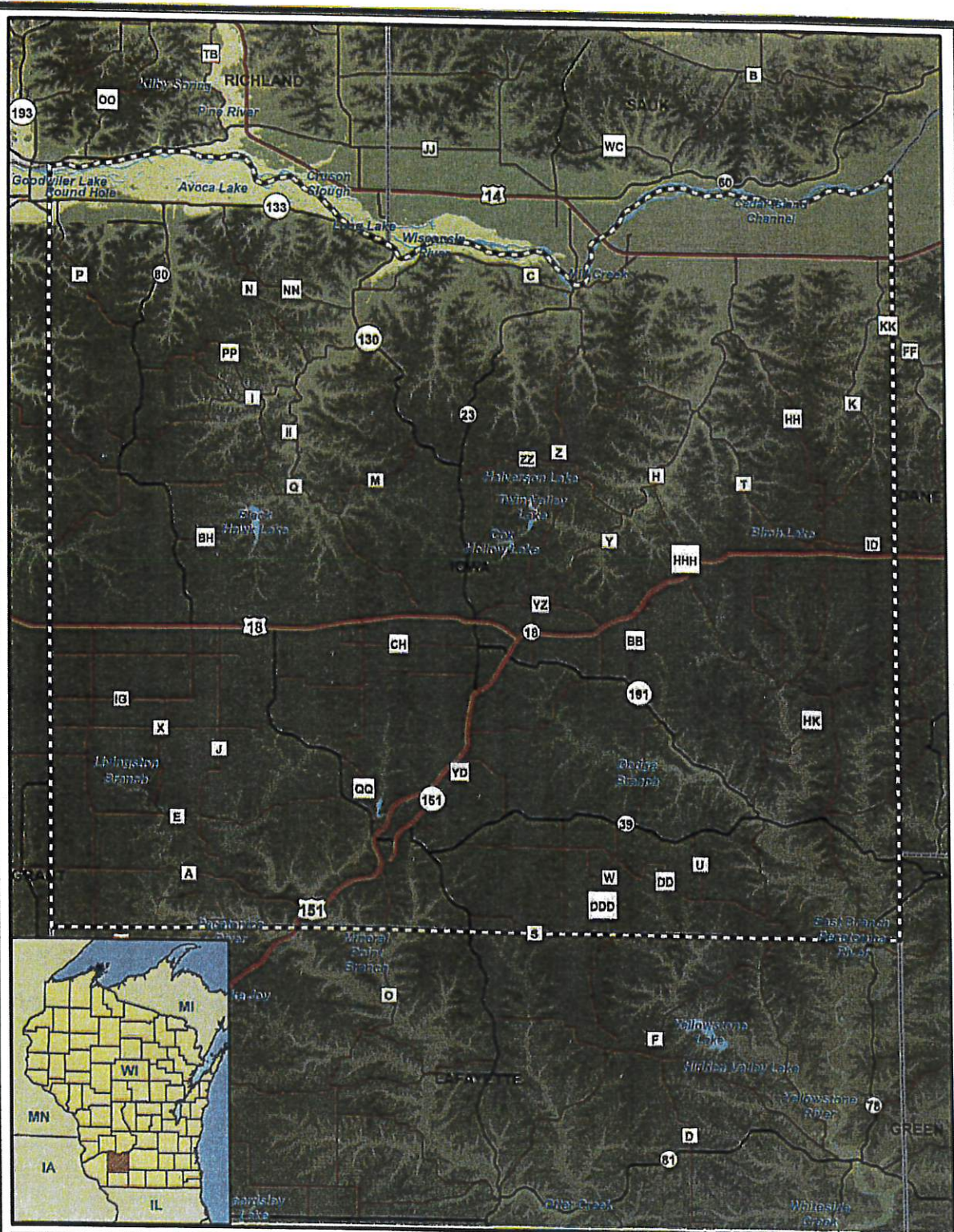
April – October

Tasks performed:

- Mowing and trimming
- Cleaning and painting
- Cleaning restrooms and shelters
- Equipment inspection and complete all necessary repairs
- Remove garbage and recyclables
- General maintenance
- Small capital improvements

Appendix D





- | | |
|-------------------------|-------------------|
| Iowa County Boundary | Elevations |
| Other County Boundaries | ≤700 |
| US Highways | 701 - 800 |
| State Roads | 801 - 900 |
| County Roads | 901 - 1,000 |
| Lakes and Open Water | >1,000 |

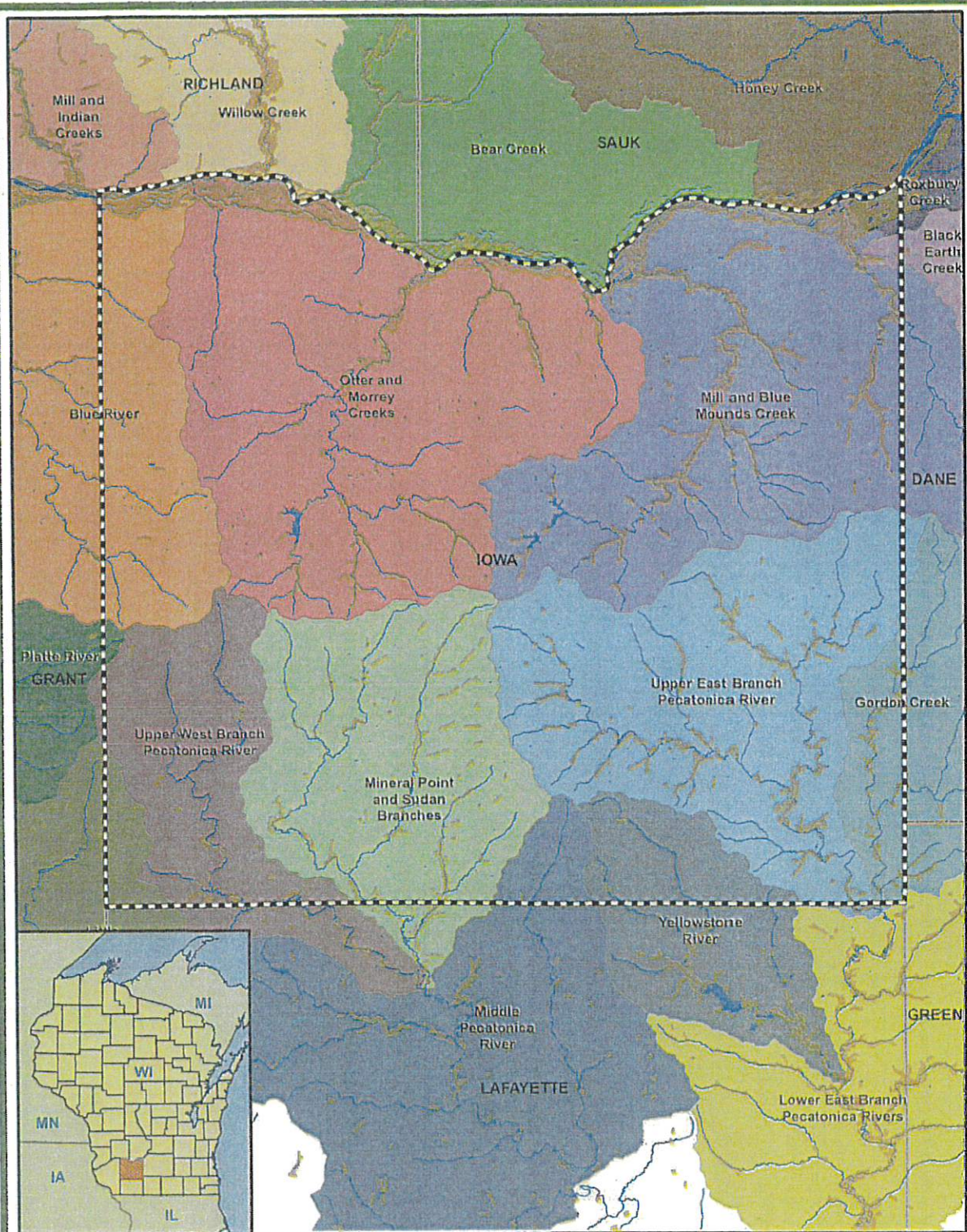
IOWA COUNTY, WI TOPOGRAPHY MAP



Date: 2/16/2022
 Sources: WI SCO (2021),
 US Census Tigerline Shapefiles (2021)
 & WI DNR (2021)

This map is not a survey of the actual boundary of any property this map depicts. This map is not a legally recorded map and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.





- | | |
|-------------------------|-------------------------------------|
| Iowa County Boundary | Lower East Branch Pecatonica Rivers |
| Wetlands | Middle Pecatonica River |
| Lakes and Open Water | Mill and Blue Mounds Creek |
| Streams and Rivers | Mill and Indian Creeks |
| Other County Boundaries | Mineral Point and Sudan Branches |
| Watersheds | Otter and Morrey Creeks |
| Bear Creek | Platte River |
| Black Earth Creek | Roxbury Creek |
| Blue River | Upper East Branch Pecatonica River |
| Gordon Creek | Upper West Branch Pecatonica River |
| Honey Creek | Willow Creek |
| Little Platte River | Yellowstone River |

IOWA COUNTY, WI WATER RESOURCES



0 2 4 6 Miles

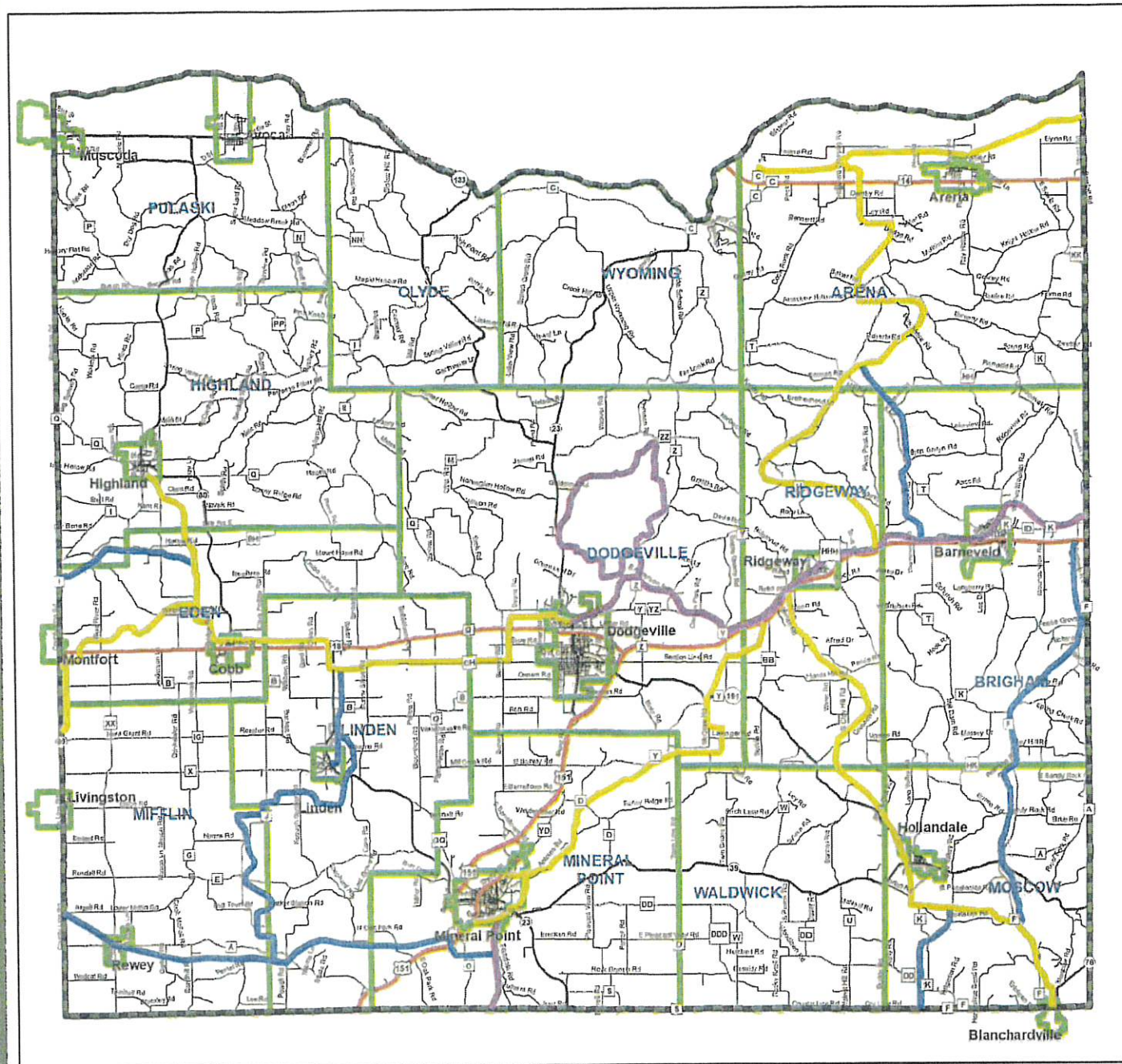
Date: 2/16/2022

Sources: WI SCO (2021),
US Census Tigris Shapefiles (2021)
& WI DNR (2021)

This map is not a survey of the actual boundary of any property this map depicts. This map is not a legally recorded map and is not intended to be one. SWWRPC is not responsible for any inaccuracies herein contained.



SOUTHWESTERN WISCONSIN
REGIONAL PLANNING
COMMISSION



Legend

- Military Ridge, Governor Dodge, and Cheese Trails
- Non-Funded Club Trails
- Iowa County Snowmobile Alliance Trails
- US Highways
- State Roads
- County Roads
- Local Roads
- Municipal Boundaries
- Iowa County Boundary
- Other County Boundaries

IOWA COUNTY, WI SNOWMOBILE TRAILS

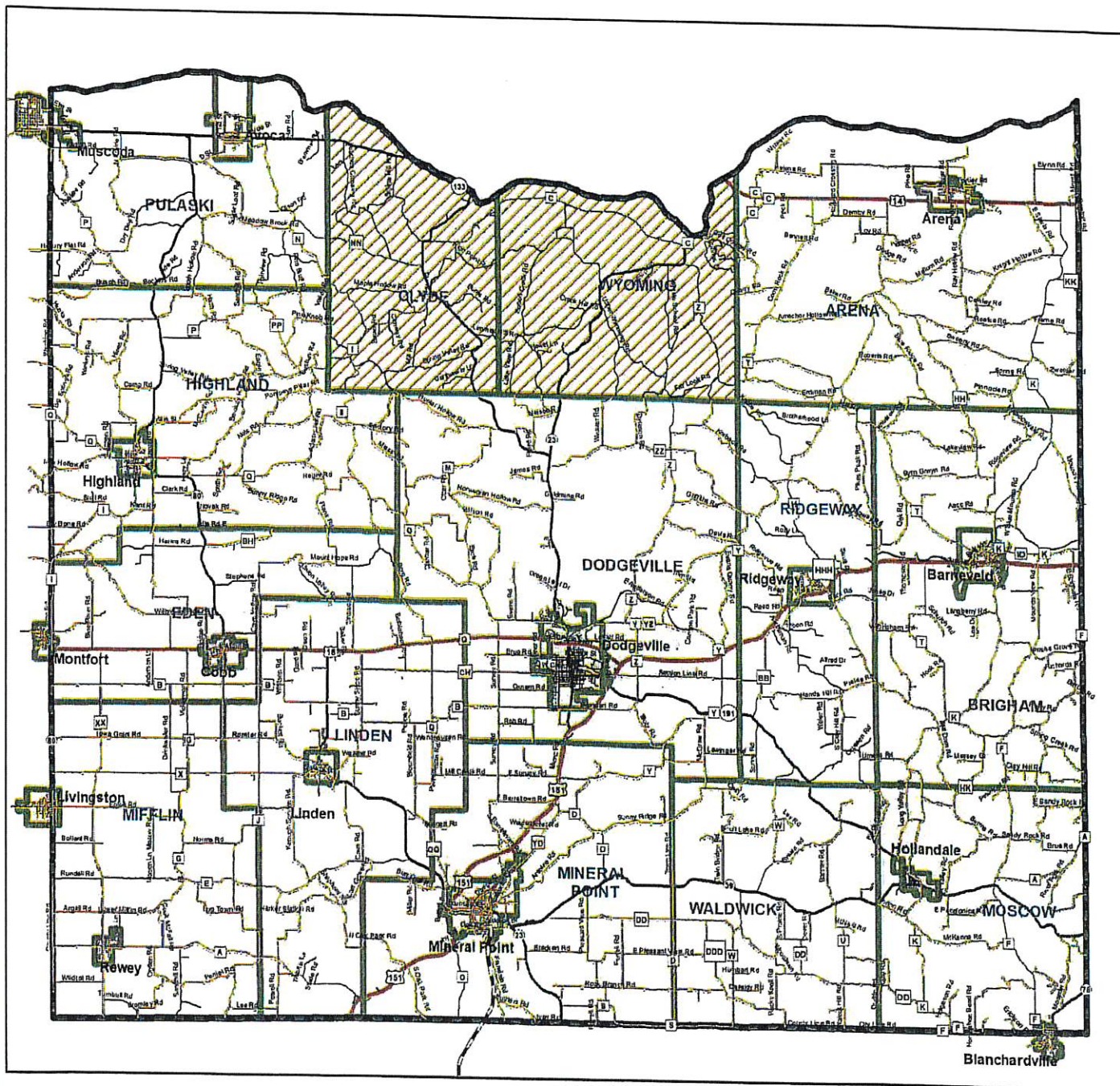


0 2 4 8 Miles



Date: 2/16/2022
 Sources: WI SCO (2021),
 US Census Tigerline Shapefiles (2021) & WI DNR (2021)
 This map is not a survey of the actual boundary of any property this map depicts.
 This map is not a legally recorded map and is not intended to be one.
 SWWRPC is not responsible for any inaccuracies herein contained.





Legend

- ATV/UTV Routes Based on Municipal/County Ordinance
- ATV/UTV Trail (Cheese Country Trail)
- US Highways
- State Roads
- County Roads
- Local Roads
- Municipal Boundaries
- Iowa County Boundary
- Other County Boundaries
- Municipalities without approved ATV/UTV Routes

IOWA COUNTY, WI ATV/UTV ROUTES



0 2 4 8 Miles



Date: 2/18/2022
 Sources: WI SCO (2021),
 US Census Tigerline Shapefiles (2021) & WI DNR (2021)
 This map is not a survey of the actual boundary of any property this map depicts.
 This map is not a legally recorded map and is not intended to be one.
 SWWRPC is not responsible for any inaccuracies herein contained.

**SOUTHWESTERN WISCONSIN
 REGIONAL PLANNING
 COMMISSION**

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AGENDA ITEM COVER SHEET

Title: Highway Access Ordinance Amendment for Variances and Appeals

☐ Original

☒ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

Amendment of the Highway Access Ordinance to clarify the process for variance and appeal requests and establish a fee for considering those requests. The Ordinance creates certain criteria for consideration of given/requested locations for an access along the County Trunk Highway. Highway Department staff review Highway Access Permits for compliance with the criteria in the Ordinance. In situations where the criteria within the Ordinance cannot be met, staff work with a landowner to find a location that does comply. If a location cannot be met or a landowner does not agree with the revised location(s), the Department denies the permit. The proposed Amendment to the Ordinance clarifies the appeal or variance process for the landowner based on the Department's decision. The recommended process in the Ordinance is the current practice related to resolution of these issues.

RECOMMENDATIONS (IF ANY):

Recommend to Approve and move to the County Board for consideration.

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Copy of the Highway Access Ordinance as with amended language highlighted.

FISCAL IMPACT:

Create a new fee for processing of requests for variance or appeal.

LEGAL REVIEW PERFORMED:

☒ Yes

☐ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

PRESENTATION?:

☒ Yes

☐ No

How much time is needed? 10 Minutes

COMPLETED BY: CRH

DEPT: Highway

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 04-04-2022

AGENDA ITEM # 8

COMMITTEE ACTION:

Blank

IOWA COUNTY

HIGHWAY ACCESS CONTROL ORDINANCE

Adopted on 02/16/2010
Adopted as amended 08/18/2015
Adopted as Amended 12/18/2018
Adopted as Amended 09/09/2019
Adopted as Amended 07/20-2021
Draft Amendment 10/25/2021

03/20/2022

Highway Access Control

Section 1 Title and Purpose

- (a) **Title**
This ordinance shall be known, cited and referred to as:
THE IOWA COUNTY HIGHWAY ACCESS CONTROL ORDINANCE.
- (b) **Purpose**
This Ordinance shall be established to create uniform, concise, and consistent guidance for the control of ingress/egress access to/from the County Trunk Highway System.

Section 2 Authorization, Jurisdiction and Severability

- (a) **Statutory Authorization**
This ordinance is established by the provisions set forth in Section 86.07(2) of the State of Wisconsin Statutes and Chapter TRANS205 and TRANS231 of the Wisconsin Administrative Code.
- (b) **Jurisdiction**
This Ordinance shall have jurisdiction over all existing or proposed accesses to County Highways within Iowa County. Standards set forth by this Ordinance apply only within the right-of-way of County Highways. Townships regulate construction of driveways beyond the right of way line. Landowners should contact their township clerk to determine what additional requirements may exist in the respective townships.
- (c) **Severability**
Should any section, clause, provision or portion of this Ordinance be adjudged unconstitutional or invalid by a court of competent jurisdiction, the remainder of this Ordinance shall not be affected thereby.

Section 3 Definitions



For the purpose of simplicity, the following terms shall be applied as indicated throughout this ordinance.

(a) **General**

- (1) The present tense includes the future tense and the singular tense includes the plural.
- (2) The word "shall" is mandatory; the word "may/should" is permissive.
- (3) The words "used" or "occupied" also mean intended, designed or arranged to be used or occupied.
- (4) The word "person" includes any individual, firm, association, joint stock association, organization, partnership, limited, trust, body politic, governmental agency, company, corporation and includes any trustee, receiver, assignee, or other representative thereof.
- (5) All distances unless otherwise stated shall be measured in the horizontal direction.

(b) **Definitions**

ACCESS – Driveway or road access point for any motorized/non-motorized Vehicle, except for State of Wisconsin funded snowmobile trails.

ACCESS PERMIT – A permit from the Iowa County Highway and Transportation Department granting access onto a CTH.

ADT – Average Daily Traffic generated on a given road or highway.

ALTER, MODIFY, RECONSTRUCT – To change the slope, location, length, width, access point, to completely remove and rebuild in whole or in part, or to conduct any similar activity with regard to an access.

COUNTY HIGHWAY – Any segment of a road under the jurisdictional maintenance authority of the Iowa County Highway Department.

DRIVEWAY – Any access built in accordance with and to the standards of this Ordinance for motorized/non-motorized vehicles to one or more parcels.

HIGH HAZARD POTENTIAL – shall be a phrase utilized for driveway access locations which contribute to traffic accidents or accident history as a result of its physical location and restrictions in visibility due to terrain, highway construction, or other geographical features. May also be utilized for driveway access locations which do not meet adequate stopping sight distance criteria for visibility.

HIGHWAY COMMISSIONER – Iowa County Highway Commissioner or his/her designee

LANDOWNER – shall be the person(s) whom have legal possession of or legal access to; via an easement or other legal document, the land abutting, adjoining, and contiguous to the County highway Right-of-Way.

LIMITED ACCESS HIGHWAY – Highways (or segments of highways) on which access is provided with entrance and exit ramps (US Hwy 151).

NON-CONFORMING ACCESS – An access which existed prior to the adoption of this Ordinance as a point of entry to the County Trunk Highway but does not comply with the definitions of Pre-existing Use Access or Driveway. An access

PARCEL – The area of land within the property lines of a given piece of property.

PRE-EXISTING USE ACCESS – An access which existed prior to the adoption of this Ordinance and is a defined point of entry/exit to/from the County Trunk Highway as designated by at least two or all of the following:

- A. The location has an existing in place and maintained County approved Fire Number sign;
- B. Identified by having a defined driveway bed, sideslope, and culvert;
- C. Identified by having the existing asphalt surface paving notch bump outs;
- D. Identified as being notably visible on the County GIS 1968 Black and White Aerial photos.
- E. Or having a previously issued driveway permit application issued and installed under an earlier version of this Ordinance.

ROAD – Any road, street, alley, expressway, highway, avenue, parkway, lane, drive, boulevard, circle, bypass or other pathways intended for the use of motorized/non-motorized vehicles to obtain access to more than two parcels.

ROUTINE MAINTENANCE – Regular or customary maintenance activity for an access point, to include; for example, snow removal, mowing, and addition/grading of gravel for gravel driveways or road access points so long as the slope, location, length, width, or type of surface material of the driveway or access point is not substantially altered.

RURAL Highway – Any County Highway with a 55 M.P.H. speed limit.

SEMI-URBAN Highway– Any County Highway outside of the municipal boundaries of a city or village with a speed limit below 55 M.P.H.

URBAN Highway – Any County Highway within the municipal boundaries of a city, village, or township with a speed limit below 36 M.P.H.

Section 4 Permit Required

No access subject to this Ordinance shall be installed, altered, changed, replaced or extended until an application for an access permit has been approved by the Iowa County Highway Commissioner or his/her designee. Application forms and information can be obtained from the Iowa County Highway Department.

Section 5 Regulations

a) Non-Conforming Access

An access that existed prior to the adoption or amendment of this Ordinance; which has not been previously permitted under this Ordinance or does not fit the definition of a Driveway or a Pre-existing Use Access as defined in Section 3. A non-conforming access location is identified as not having a

defined driveway access point. The presence or existence of a gate in the fence line at a point in question is not justification in itself of being a Pre-existing Use Access.

A Pre-existing Use and Non-conforming access may be continued to be used although it does not meet the standards of this Ordinance. However, other than routine maintenance; any act to alter, modify or reconstruct the access; replace a culvert; reshape the approaches or drive itself; or a change in the nature of its use or the parcel's use shall require full compliance with this Ordinance. It is the responsibility of the applicant to provide adequate evidence of a Non-conforming Access or Pre-existing Use access to the Highway Commissioner.

The County will restore driveways along and as a result of Highway Improvement projects in the following manner:

- (1) A previously permitted driveway access will be restored, to the standards of this ordinance, to a substantially similar level of improvement as that which existed prior to the performance of the highway improvement project
- (2) A "Pre-existing Use Access" will be matched into the highway improvement in like / similar surface materials at the existing level of improvement width, grade, and construction between the right of way line and the improvement (IE the County will not be required to improve the drive to the standards of this Ordinance).
- (3) A "Non-Conforming Access" driveway or property entrance shall be vacated, and it shall be the responsibility of the Non-conforming Access driveway or property entrance landowner to apply for a Highway Access permit. In this situation, if no permit application is filed or the permit application is denied, the Non-Conforming Access driveway or property entrance may be determined by the Highway Commissioner to be vacated. It is the responsibility of the landowner of a "Vacated Access" driveway or property entrance to apply for a Highway Access permit to restore, alter, modify, or reconstruct highway access.

When a Non-conforming or Pre-existing Use access is identified as causing damage to the highway or shoulder, the lack of maintenance thereof causes drainage issues or obstructions to the county right-of-way, or the lack of maintenance thereof is leading to erosion of surface materials and deposits

onto the county highway; the Highway Commissioner may deem the access as deficient and issue a written Notice of Deficiency and Order for Remediation. In cases of excessive surface erosion onto the highway system, the Highway Commissioner may order the landowner to pave the access portion within the right-of-way. Any access improved in response to a Notice of Deficiency and Order for Remediation shall comply with these Ordinance requirements and be required to obtain a permit.

When a Non-Conforming or Pre-existing Use access creates a high hazard potential; either due to accident history or sight visibility concerns, the Highway Commissioner is hereby authorized to declare it closed provided a new access can be provided that will serve the same purpose of the existing, in a location that is deemed a lower hazard potential. The landowner shall relocate said access to be in compliance with these Ordinance requirements, and obtain a permit. In any case, a high hazard potential access shall be encouraged to be discontinued as soon as practicable.

b) Vacated access

If the Highway Commissioner considers the use of a Pre-existing Use access to have been discontinued to the point where it is not being properly maintained, the Highway Commissioner shall notify the owner that the access is to be brought into proper condition or it will be considered vacated.

If the Highway Commissioner considers the use of a Non-conforming Access is causing damage to the Roadway or Highway infrastructure; the Commissioner shall notify the owner that the access is non-conforming, considered vacated, and its' use shall be immediately ceased by the owner.

The Notice from the Highway Commissioner shall identify what issues or concerns have led to the determination of the access to be considered vacated. For an access determination of Vacated; the landowner will be required to obtain a permit and be subject to the regulations of this Ordinance as a request for new access, including relocation if necessary. For Driveways considered as and Notice Provided as Vacated; any further usage thereof shall be ceased immediately. And, the access will no longer be considered a Non-Conforming or Pre-Existing Use access.

c) **Access to Highway**

1. Entrance upon or departure from a County Highway shall be prohibited except at Pre-existing Use accesses, Non-Conforming accesses, or permitted locations specifically designated by this section. No Non-conforming or Pre-existing Use access shall be improved; no new road or access shall be opened into or connected with any County Highway, and no previously permitted access shall be converted from one type of use access to another type of use access without an access permit in accordance with this Ordinance.
2. Access permits onto a County Highway shall only be granted to a landowner as defined in Section 3 of this Ordinance.
3. The permit applicant shall state the purposes for the type of access to be requested as one of the following, which shall set forth the requirements for construction or improvement;
 - a. TYPE A – AGRICULTURAL RESIDENTIAL OR RESIDENTIAL – access to one or two agricultural-residential or residential parcels. Agricultural-residential zoned properties which are also utilized as an agricultural equipment access point should be applied for as a Type B agricultural/field access.
 - b. TYPE B – AGRICULTURAL/FIELD – access for the primary purpose of agricultural equipment access to/from agricultural or horticultural field parcels or homesteads.
 - c. TYPE C – COMMERCIAL – access to residential parcels with 3 to 20 units or less or commercial/industrial land-use zoning with 25,000 square feet or less of improvements
 - d. TYPE D – INDUSTRIAL – access to residential parcels of 20+ units and commercial or industrial parcels with 25,000 square feet or more of improvements.

d) **Access Spacing and Frequency**

- (1) No more than six (6) accesses for agricultural use shall be allowed along the same side of a County Highway within a linear mile for any single property owner.
- (2) Only one access for residential use shall be allowed per a given residence. In the event where a second access for a U-shaped driveway is proposed, the minimum access spacing listed in (6) shall be met.

- (3) When a landowner requests an access to be installed within the minimum horizontal spacing distance from the property line as measured at the Highway centerline to be less than :
- 300 feet for a Rural County Highway
 - 150 feet for a Semi-urban County Highway
 - 100 feet for an urban County Highway.
- a. If reasonably possible given other site considerations including topography and the required sight and stopping distances; highway driveway accesses shall be shared at the property line with an adjacent parcel. In the instance of installing a shared access drive, each driveway shall require a permit and shall meet the requirements of Section (f) Design Standards of this Ordinance with exception to Existing Driveways as defined in Section 5 (a).
- b. If an applicant does not request a shared property line access and the width of the parcel is less than the minimum horizontal spacing distance listed above, such that a highway access cannot be installed and meet the offset distances listed above; the access shall be placed to be in compliance with the required sight and stopping distances while maintaining the largest horizontal spacing distance possible given the constraints of the width of the parcel.
- c. Otherwise, the access location shall meet the horizontal spacing dimensions listed above and be situated where topography sight and stopping distance criteria can be met.
- (4) The number of accesses for commercial and/or industrial use shall be commensurate with the demonstrated need and suitable for the anticipated traffic conditions.
- (5) When there is an option between granting an access to more than one road for a given property, the road with the lowest average daily traffic and hazard potential shall be favored.
- (6) The minimum horizontal distance between accesses along the same side of a County Highway as measured at the centerline shall be:
- 300 feet for a Rural County Highway
 - 150 feet for a Semi-urban County Highway
 - 100 feet for an Urban County Highway
- (7) The minimum distance that an access shall be from the intersection of a public road with a County Highway, as measured to the centerline of the intersecting public roads, shall be:
- 600 feet for a Rural County Highway

450 feet for Semi-urban County Highway

250 feet for an Urban County Highway

Where possible, roads should not be staggered, creating "T" intersections, but connect with another road on the other side of the highway.

- (8) Safety shall not be interfered with due to access locations near hills, curves, or other locations; which may not be in clear and apparent view of on-coming traffic.

e) **Paved Apron**

Access onto a County Highway may require a paved apron within the right-of-way of the County Highway, at the owner's expense, in instances when usage or drainage warrants as may be determined by the County Highway Commissioner.

f) **Design Standards**

Accesses within the County Highway right-of-way must comply with the following design standards:

- (1) CULVERTS, when required, must be at least 30 feet in length plus apron end walls, placed at a depth of at least 1 foot under the surface of the access, be a minimum of 15 inches (38.1 cm) or equivalent in diameter or as large as determined necessary for adequate drainage by the County Highway Commissioner, be at least 10 feet (3.048 m) from the end of the nearest culvert, and be constructed of corrugated metal or concrete, with apron end walls. Polyethylene, Polypropylene, or Plastic pipe and/or apron end walls shall not be allowed.
- (2) ACCESS HEIGHT at the point of the culvert shall be equal to or lower than the level of the outside edge of the County Highway shoulder.
- (3) SLOPES to the side of the access shall not be steeper than 4 to 1 (25 percent desirable) or that of the embankment of the existing County Highway, whichever is less.
- (4) RETAINING WALLS, STONE WALLS, ETC. shall not be allowed on driveways within right-of-way.
- (5) ANY PAVEMENT surface or combination of base coarse aggregate, asphalt, or concrete shall be a minimum thickness as specified in (12). Any pavement of access shall consist of asphalt or be similar in material to the adjoining County Highway surface (concrete shall only be allowed if the adjoining County Highway surface is concrete)

- to a minimum distance of 5 feet from the outside edge of the existing paved portion of the highway.
- (6) ANY PAVEMENT in the right-of-way, whether new, resurface, or replacement may be required to be replaced at the owner's expense when it causes a safety or drainage problem, as deemed necessary by the Highway Commissioner.
 - (7) CROWNING of access shall be provided with a minimum pitch of 2 percent towards the side of the access. Ditches may have to be created along the driveway to accommodate runoff from the driveway entrance to control and preclude runoff entry onto the county highway.
 - (8) CURB AND GUTTER shall not be allowed within the County Highway right-of-way for private accesses; except for type C or D accesses as approved on a case by case basis.
 - (9) ANGLE of a driveway shall be as close to 90 degrees with the center-line of the County Highway as possible, but not less than 75 degrees.
 - (10) FACING ACCESS on opposite sides of a County Highway shall be located directly opposite each other whenever possible.
 - (11) SHARED ACCESS is encouraged to minimize the number of access points and interruption of traffic flow.
 - (12) TYPE OF DRIVEWAY ACCESS being requested shall be specified by the landowner/applicant based on the following criterion:
 - 1. TYPE "A" ACCESS: PRIVATE DRIVEWAYS with access to one or two zoned agricultural-residential or residential parcels must have a minimum driveway width of 12 ft. (3.6575 m) as measured at the right-of-way line and a return radius of 20 feet (6.096 m). The driveway surface shall be a minimum of 12-inches of thickness. Owner shall determine the thickness of desired paved surface, if so desired at the location. The paved surface may be asphalt, concrete, or other non-porous materials in compliance with this ordinance. For concrete surface driveways, a minimum of 6-inches of base coarse shall be installed as a sub-material. For asphaltic pavement surfaces, a minimum of 8-inches of ¾-inch or 1-1/4 -inch crushed aggregate base coarse shall be installed under the asphaltic surface. For unpaved entrances, there shall be a minimum of 6-inches of nominal 3-inch to 6-

inch breaker run and 6 inches of ¾-inch or 1-1/4-inch dense crushed aggregate base coarse. Sand or existing bedrock may be utilized to meet the breaker run requirements specified herein, if part of the natural geology of the location (see drawing attached hereto).

- b. Type "B" ACCESS standards (see diagram attached hereto) must be used for agricultural equipment access parcels or field entrances to agricultural parcels or agricultural-residential parcels or homestead access, must have a minimum driveway width of 16 ft. (4.8767m or greater) as measured at the right-of-way line, and a return radius as illustrated in the drawings attached hereto for Type B driveways. Owner shall determine overall thickness of base coarse based upon the size of equipment utilizing the access, it is recommended to follow the NRCS and FHWA guidance on base coarse design for agricultural equipment. As a minimum, the drive shall consist of 12-inches of nominal 6-inch breaker run and 8-inches of nominal ¾-inch crushed aggregate base coarse or 1-1/4-inch crushed dense aggregate base coarse within the right-of-way. Sand or existing bedrock may be utilized to meet the breaker run requirements specified herein, if part of the natural geology of the location.
- c. TYPE "C" ACCESS standards (see diagram attached hereto) must be used for residential parcels with 3-20 units and commercial or industrial parcels with up to 25,000 square feet of improvements (2,322.5 sq. m), must have a minimum driveway width of 22 ft. or more (6.705m or greater), and radii as illustrated in the drawings attached hereto for Type C driveways. As a minimum non-paved accesses shall consist of 6-inches of nominal 6-inch breaker run and 8-inches of nominal ¾-inch or 1-1/4-inch dense base coarse aggregate. Accesses which contribute 101 ingress/egress uses per day or more shall have a paved surface. . BYPASS LANE may be required where the ADT of the County Highway the access enters onto is 2500 or more for type C access.
- d. TYPE "D" ACCESS standards (see diagram attached hereto) must be used for residential parcels with over 20 units and commercial or industrial parcels over 25,000 square feet of improvements (2,322.5 sq. m), must have a minimum

driveway width of 22 ft. or more (6.705m or greater), and return radii as illustrated in the drawings attached hereto for Type D driveways. As a minimum non-paved accesses shall consist of 6-inches of nominal 6-inch breaker run and 8-inches of nominal ¾-inch or 1-1/4-inch dense base coarse aggregate. Accesses which contribute to 101 ingress/egress uses or more shall have a paved surface. BYPASS LANE is required where the ADT of the County Highway the access enters onto is 1000 or more for type D access.

- (13) TURNAROUNDS should be provided on the property so that vehicles do not back out onto a County Highway.
- (14) EXISTING CTH PROPERTY including road surfaces, curbs, shoulders, slopes, ditches and vegetation shall be restored to its original condition.
- (15) VISION CORNERS must be free of all obstructions at each access point in accordance with the applicable Vision Corner diagram attached hereto. Driveway vision corners are to be measured from a point 3.5 feet (1.0668 meter) above the driveway surface at the center of the proposed access, 15 feet (4.572 meter) back from the edge of the pavement of the County Highway, to two points 4.5 feet (1.3716 meter) above the surface of the center of the nearest on-coming lane of the County Highway in each direction, at a distance of "D" from the point where the County Highway meets the center of the proposed access. The "D" = Distance Table shall correspond to the posted speed limit of the County Highway in the vicinity of the access. If the posted speed limit of the County Highway is not given in the attached Vision Corner diagram D = Distance Table, the next highest speed limit shall be used. Signalized intersections at an access shall need to meet the standards provided for driveways, in addition to review and approval by the Highway Commissioner.

Section 6 Administration and Enforcement

(a) Administration

The Highway Commissioner is hereby authorized to administer this ordinance.

Applications for permits shall be made to the County Highway Commissioner or his/her designee who shall review the proposed development or construction and shall either grant or deny the proposed access based upon the provisions, standards, and requirements of this ordinance, within fifteen (15) working days. A working day shall be determined as those days in which the County Highway Department performs its' daily operations.

(b) Interpretation

All restrictions on the use of land are restricted to the objects, growth, and use of land within the right-of-way of the Iowa County Highways. Whenever it is questionable as to whether or not an object or a part of an object is within the jurisdiction of this ordinance, the entire object shall be considered to be entirely within.

(c) Permits for Driveways and Obstructions such as Fences, Shrubs, Etc., On Highway Access

No structure, object, excavation nor growth shall be constructed, reconstructed, altered, placed, installed, or planted within the right-of-way of a County Highway until an access permit has been issued by the Highway Commissioner. Any proposed placement of an object, structure, or growth shall be clearly noted on the access permit application and shall be limited to items such as mail boxes, fire number posts, culverts, apron end walls, delineators, reflectors, and items specifically required for construction of an access. No objects which are of a non-breakaway design shall be allowed within the clear zone of the County Trunk Highway, as defined by the Wisconsin Department of Transportation Facilities Development Manual Chapter 11.0. Said permit shall be placed in clear view as near to the point of proposed construction or access as possible.

An access permit shall expire one year from the date of issuance. All construction must be completed within this time with the final approval inspection made by the Highway Commissioner. The Highway Commissioner may extend approval of an access permit once for a maximum of an additional six (6) months.

The permit recipient shall be liable for all materials, labor and other costs connected with the construction of the access within the highway right-of-way. The County shall not be liable for any damage or injury which results

from the construction of an access. Iowa County shall not be responsible for any maintenance of a private access/access culvert including the removal of snow, ice, or sleet from the access.

Temporary driveways. A temporary driveway may be installed under the issuance of a one-time per property Work-in-Right-of-Way permit; however, the temporary driveway must be removed within one year of the date of the issuance of the Work-in-Right-of-Way permit. The removal of the driveway must restore the right-of-way to its' pre-existing condition. And any temporary driveway constructed shall meet the requirements of this ordinance with exception to the centerline-to-centerline driveway spacing requirements listed in Section 5 (d) (6) listed herein.

(d) Hazard Marking and Lighting

Any access location during construction within the right-of-way shall be provided with adequate hazard marking and lighting to prevent possible accidents. The hazard marking and lighting shall be the responsibility of the owner of the parcel to which the access will enter. Driveway markers may be installed at access points to aid in entry during low visibility timeframes. Any markers utilized shall be designed as a breakaway type when struck by a vehicle.

Lighting for delineation of driveways shall not be allowed within the right of way. Owners may install lighting of low intensity along their driveways on private property; off of highway right of way in accordance with any zoning requirements.

Wisconsin State Statute 346.41 (3) precludes the use of any red or amber reflector within the highway right of way. Landowners shall be allowed to install blue reflectors to illuminate private entrances at night or during poor visibility to facilitate entry. Reflectors, if installed on the right-of-way; shall be located within ten (10) feet of the right-of-way line and along the driveway. Reflectors installed on right-of-way shall be retroreflective in compliance with the Manual of Uniform Traffic Control Devices and 3 inches in diameter. Reflectors shall be allowed in a vertical arrangement of one to three. The top of the top reflector shall be mounted at a height of four (4) feet above the near edge of the driveway surface it is installed to delineate.

(f) Appeals and Variances.

The purpose of this Ordinance is to establish criteria for provision of safe ingress/egress access to/from the County Trunk Highway system. Section 5 of this Ordinance sets criterion for the determination of driveway siting in a safe manner. Such criteria include driveway width minimums, side road spacing, driveway to driveway spacing, maximum number of accesses for a parcel, free and clear of obstruction vision triangles, construction requirements, and other aspects. In addition, stopping sight distance is utilized to establish clear visibility for motorists to react to any potential obstructions in their path of motion. Therefore, the burden of proof for the creation of a hardship on a landowner aggrieving a decision made in the administration of this ordinance shall lie with the landowner.

A landowner may aggrieve a decision made by the Department through an Access Appeal or Variance Request. An Appeal or Variance, when requested; shall be submitted by the applicant in writing to the Highway Commissioner. The appeal or request shall accompany the Highway Access Permit and specify the legal description or tax parcel ID number of the parcel, access location in question, and the reason therefore given.

An Appeal shall be filed for a situation where the landowner disagrees with the decision of the Highway Commissioner with administration or interpretation of the Ordinance.

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Variance shall be requested in the situation when a landowner is requesting a siting criteria tolerance other than what is established within this ordinance (such as CL-CL spacing, side road spacing, etc.).

Any person aggrieved by any decision made in the administration of this ordinance may appeal to the Iowa County Public Works Committee. Requests for Appeal or Variance Appeals shall be filed within thirty (30) calendar days following the administrative decision by the Highway Commissioner. Appeals shall be filed in writing with the Highway Commissioner. The appeal shall specify the legal description or tax parcel ID number of the parcel, access location in question, and the reason given for the appeal. Requests shall be charged a Committee Review fee of \$525 dollars to cover the costs for the Public Works committee meeting and advertisement determined as follows:

- a. Per diems \$375.
- b. Advertisement \$150.
- c. Committee Appeals / Variance fee of \$525.00

The Public Works Committee shall make a decision on the appeal within sixty (60) calendar days from the day the appeal was filed. The decision of the Public Works Committee shall be made by the majority present.

(g) Violations and Penalties

- 1) Violations may be pursued by either the issuance of a citation, referral to the District Attorney's Office as a formal complaint or both as authorized by this Ordinance.
- 2) Any construction which is in violation of this Ordinance or occurs without a permit therefore; shall immediately cease upon written order or the placement of a notification of violation at the site by Iowa County or the Highway Commissioner, and construction may not resume until the order is released by the County or the Highway Commissioner.
- 3) Violations of this Ordinance shall be prosecuted by Iowa County Corporation Counsel upon referral from the Highway Commissioner.
- 4) Any person who fails to comply with the provisions of this ordinance, or with any order of Iowa County or the Highway Commissioner issued in accordance with this ordinance, may be subject to a forfeiture of not less than \$10.00 nor more than \$200.00 plus court costs for each violation. The issuance of a citation by Iowa County shall not be deemed as waiver of further enforcement action, and payment of this citation shall not be deemed as compliance. Each violation and each day in which a violation continues to exist shall constitute a separate offense.
- 5) After the fact fees: The following fees apply for construction of a driveway begun before a required permit is secured:
 - a. First Offense – Triple the regular fee
 - b. Second Offense - Quadruple the regular fee
 - c. Third Offense - Quadruple the regular fee plus a citation.

Each offense is exonerated if, after 36 months, there have been no subsequent offenses by the property owner. These fees pertain to the property owner regardless whether the effected property is the same from one offense to another; and regardless of who may have installed the driveway.

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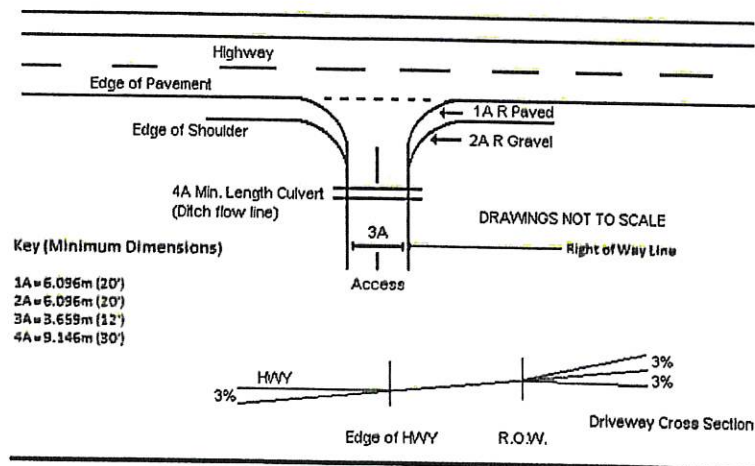
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TYPE "A" RESIDENTIAL ACCESS

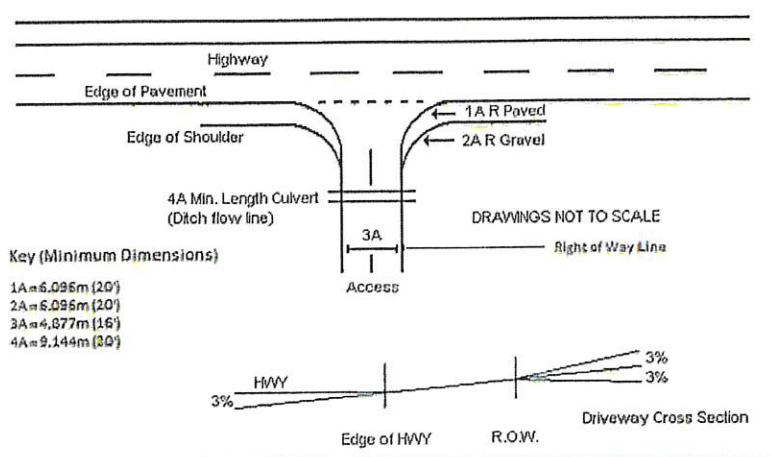
Access Design Standards



For Access Described in Section 5 f. (12a)

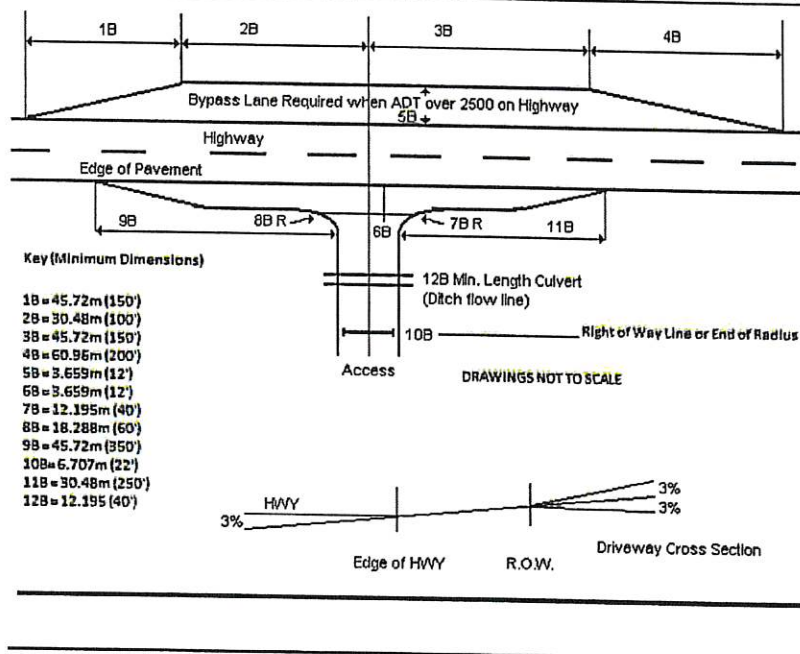
TYPE “B” AGRICULTURAL FIELD ACCESS

Access Design Standards



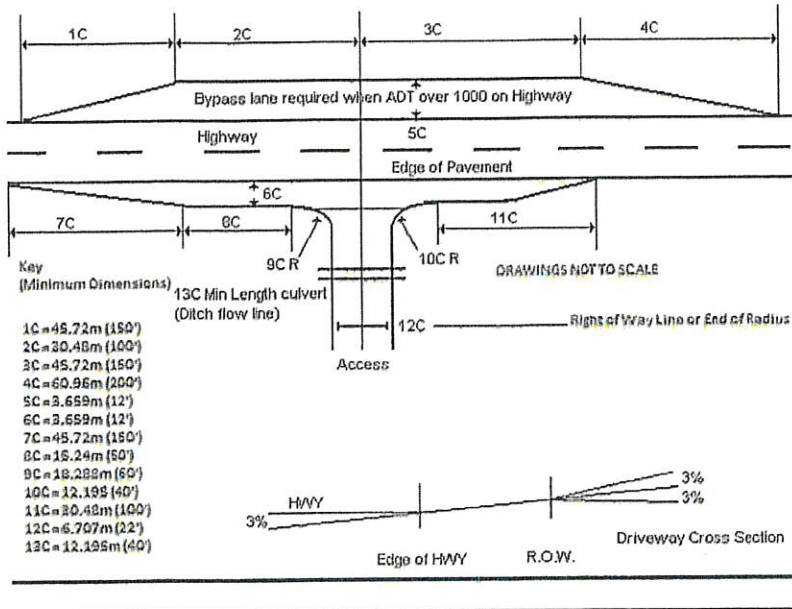
For Access Described in Section 5 f. (12b)

TYPE "C" COMMERCIAL ACCESS



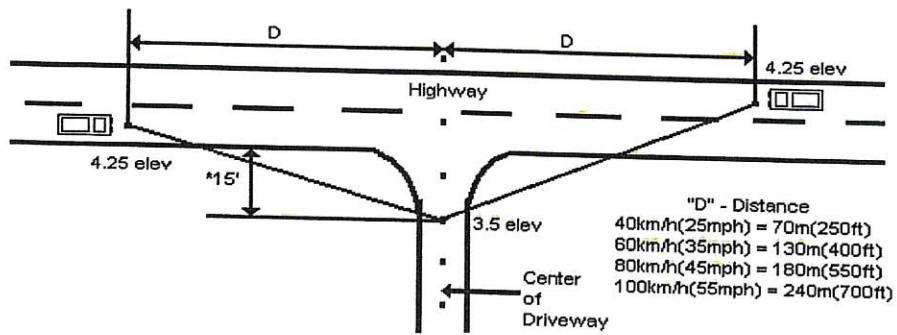
For Access Described in Section 5 f. (12c)

TYPE "D" INDUSTRIAL ACCESS



For Access Described in Section 5 f. (12d)

VISION CORNER DIAGRAM



DRAWINGS NOT TO SCALE

For Access Described in Section 5 f. (15)

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INTERGOVERNMENTAL AGREEMENT
**FOR REIMBURSEMENT OF COSTS BETWEEN IOWA COUNTY HIGHWAY
DEPARTMENT AND THE VILLAGE OF HOLLANDALE AS PART OF THE
SCHOOL ROAD (CTH K STH 39 – SCHOOL LANE)
IMPROVEMENT PROJECT**

Be it hereby agreed the Village Board of Hollandale, Wisconsin, Iowa County, Wisconsin; hereinafter called the VILLAGE, and the Iowa County Highway Department; hereinafter called the COUNTY, do hereby verify and memorialize a cost sharing agreement in reference to the project:

WHEREAS, the Iowa County Highway Department in consultation with the Village of Hollandale and the School District of Pecatonica is working on an improvement of CTH K / School Road between STH 39 and School Lane including Engineering Design Services which will occur in 2022-23 and construction, which is anticipated to occur between 2023-2026; And,

WHEREAS, the COUNTY Resolution #20-1121 and the VILLAGE Resolution #2-1-2022A established the COUNTY and VILLAGE authorize the Iowa County Highway Commissioner to apply for a Transportation Alternatives Program (TAP) Grant for funding the construction aspects of the project, which the COUNTY has completed and is currently waiting announcement of awards to determine if award of in the spring of 2022; And,

WHEREAS, the PROJECT will consist of the removal of the existing street, removal and disposal of existing asphalt surface, re-grading of existing crushed aggregate base course, proof rolling of the re-graded surface, subgrade, placement of a new hot mix asphalt pavement surface, storm sewer culverts and drainage structures, placement of concrete curb and gutter, placement of a sidewalk/pedestrian path, street lighting, and miscellaneous restoration items including topsoil, seed, fertilizer, and erosion control; And,

WHEREAS, The Iowa County Highway Department has budgeted, the County has agreed to, and the Village is in support of moving forward with 100% Locally Funded Engineering design for the project; And,

WHEREAS, the COUNTY has performed a request for proposals solicitation and is in the process of considering a "Consultant Services Engineering Agreement" with Westbrook Associated Engineers, hereinafter called the CONSULTANT; And,

WHEREAS, the CONSULTANT; will provide services for said locally funded design including engineering design, right of way plat, construction plans, specifications, bid estimates, and other documents for a road improvement project; along with addition of a pedestrian access trail between STH 39 and School Lane at the Pecatonica School located along School Road (CTH K) within the Village between calendar years 2022-2023; And,

WHEREAS, the costs for the design project are estimated based on the project construction estimate local share portions and are to be split between the parties (COUNTY and VILLAGE); And,

WHEREAS, the COUNTY will bill the VILLAGE proportionally throughout the length of the design contract agreement as part of its' normal monthly accounts receivable process as payments are processed to the CONSULTANT; And,

WHEREAS, the Iowa County Highway Department is responsible for the center 24Ft width of the street improvements for crushed aggregate base coarse, fine grading, and hotmix asphalt pavement for School Road (CTH K) in accordance with Wis. State stats. S83.025(2) and to include future maintenance; And,

WHEREAS, the Village of Hollandale shall be responsible for construction costs and future maintenance of road work that occurs beyond the centermost 24 feet of CTH K (School Road); and

WHEREAS, the Iowa County Highway Department and the Village of Hollandale commit to the intent to complete the design portion of this project during 2022/23, and the potential construction of this project between 2023/26 (pending funding);

NOW, THEREFORE, BE IT AGREED by the Board of Trustees of the Village of Hollandale and the Iowa County Highway Department, the Village of Hollandale shall reimburse the Iowa County Highway Department for their portions of project costs; an estimate of which is found in Appendix A and will be updated as the project nears completion of the design process; And,

THEREFORE BE IT RESOLVED, the Village Board of the Village of Hollandale hereby agrees to enter into an agreement with the COUNTY for the improvement of CTH K, which PROJECT shall include a pedestrian access path or trail between STH 39 and the Pecatonica School along with road and other improvements as identified in the attached PROJECT cost estimate and determined through the design; And,

THEREFORE BE IT RESOLVED, The VILLAGE authorizes an estimated design project cost for the Project of \$130,000 of which the costs for the COUNTY and VILLAGE portions will be split proportionally on the basis of the attached project construction estimate which is estimated at 50.5% Village (\$65,696) and 49.5% COUNTY (\$64,304) participation of costs; And,

THEREFORE BE IT RESOLVED, the VILLAGE authorizes the COUNTY to enter into and sign and act on its' behalf on and for any contracts necessary for the completion of the PROJECT with the CONSULTANT and the Wisconsin Department of Transportation; And,

THEREFORE BE IT RESOLVED, this resolution accepted by the Village of Hollandale and Iowa County authorizes the Iowa County Highway Commissioner to sign the Agreement and coordinate the project, but the Village of Hollandale accepts the responsibilities described within.

Village of Hollandale President

Iowa County Highway Commissioner

ATTEST: _____
Holly Dewitt, Village Clerk

Date: _____.

Accepted by : Village of Hollandale Board action on _____.

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Resolution No. _____
Village of Blanchardville Resolution No. _____.

JURISDICTIONAL TRANSFER of CTH F BY and BETWEEN the COUNTY OF IOWA and the VILLAGE of BLANCHARDVILLE associated with the RECONSTRUCTION of CTH F in the TOWN of MOSCOW.

THIS AGREEMENT ("Agreement") is made and entered into by and between the County of Iowa, a quasi-municipal corporation in the State of Wisconsin (hereinafter referred to as "COUNTY"), the Village of Blanchardville, a municipal corporation in the State of Wisconsin (hereinafter referred to as "VILLAGE").

WITNESSETH:

WHEREAS, the COUNTY identified a need to reconstruct CTH F to enhance side road intersection visibility and reduce accidents between STH 78 and STH 39 in the Township of Moscow, And;

WHEREAS, during the development of the improvement plans it was identified of a need to improve the access location for CTH F to STH 78 by creating a new highway access location for the intersection of CTH F and STH 78, along with a relocation of a portion of CTH F within the VILLAGE limits from the intersection of Mound Street to this new intersection with STH 78, And;

WHEREAS, the Village and County have been involved in, offered input to, and have agreed with various aspects of the CTH F from STH 78 to STH 39 improvement project relating to roadway alignments, nomenclature, and jurisdictional ownership of roads dating back to 2014 and that involvement included several meetings, actions, and discussions to develop the proposed improvements as to be constructed in 2022, And;

WHEREAS, the COUNTY and VILLAGE hereby find, determine, and make the decision the public good and travel will best be served by removing County Trunk Highway F designation from the village limits of the Village of Blanchardville by Jurisdictional Transfer of the highway described as CTH F on the Village streets of West Baker Street and Mound Road, And;

WHEREAS, the COUNTY has obtained consent from the VILLAGE as required by Wis. Statute 83.025(1) to delete this portion of CTH F from the county trunk highway system and rename it as West Baker Street and Mound Road within the VILLAGE obtained on September 10, 2017 at the Operational Planning Meeting and on October 5, 2016 at the Public Informational Meeting with concurrence on December 15, 2020 with the Village Public Works Committee as illustrated in the Village meeting minutes, And;

WHEREAS, the COUNTY obtained the consent of the Department as required by Wis. Stat. 83.025(1) to redirect this portion of CTH F from within the present boundary for the

Village of Blanchardville to a new to be constructed intersection with STH 78 on 02-22-2018 and submitted said permit for connection to state highway on 05-05-2021, And;

WHEREAS, pursuant to Section §66.0301 Wis. Stats.; the VILLAGE and COUNTY wish to formalize Jurisdictional Authority arrangements for the distribution of maintenance costs, permitting, reimbursements, and snow removal duties and responsibilities for the road included in the improvements being the new portion of CTH F, and existing West Baker Street and Mound Road as illustrated on Note #3 on the attached map within the Village Corporate limits;

NOW, THEREFORE BE IT RESOLVED, in consideration of the above premises and the mutual covenants of the parties hereinafter set forth, the receipt and sufficiency of which is acknowledged by each party for itself, the VILLAGE and COUNTY do hereby agree as follows:

The project known as Right of Way Plat ID Number 5034-00-02 or Construction Project I.D. Number 5034-00-72 was fully funded by WisDOT, the FHWA, and the COUNTY. All reconstruction, construction, utility relocation, and right-of-way acquisition costs were borne by the COUNTY through this project. The project created a new access point and connection point for CTH F at STH 78 north of the Village. The Village and County do hereby agree to Jurisdictionally Transfer all maintenance and permitting authority to the respective entities for the streets as listed and includes the following changes to local streets:

Village of Blanchardville:

1. Addition of West Baker Street in the Village of Blanchardville with a net length of 1420 LF or +/- 0.27 miles.
2. Addition of Mound Road in the Village of Blanchardville with a net length of 1130 LF or +/- 0.21 miles.
3. For a net increase to the Village of Blanchardville street system of 2550 LF or +/- 0.48 miles.

Iowa County:

1. Removal of CTH F is relocated out of the Village limits from West Baker Street and Mound Road a distance of 2550 LF or +/- 0.48 miles is removed from the COUNTY highway system
2. Addition of CTH F is realigned from the existing CTH F / Mound Road intersection on the northerly edge of the Village of Blanchardville easterly to a newly constructed intersection with STH 78 for an addition of 1450 LF or +/- 0.27 miles
3. For a net decrease to the Iowa County Highway system of 1100LF or +/- 0.21 miles, furthermore;

NOW, THEREFORE BEIT RESOLVED, Iowa County will budget funding within the 2023 or 2024 fiscal years for the County's share of road reconstruction costs for Mound and Baker streets, which are determined to be the costs for reconstructing the center 24

feet of pavement surface within the village limits estimated to be \$ based on the attached engineer's estimate for reconstruction ; or the Highway Department will make a lump sum payment to the Village in 2024 equal to the aforementioned amount, furthermore;

NOW, THEREFORE BE IT RESOLVED, the project will be substantially completed and transferred to the Village and County upon re-opening of the roadways to traffic on or before December 1, 2022. An overview map of the revisions described above as provided by the County is attached hereto this resolution for clarification of the descriptions provided within.

Adopted by the Blanchardville Village Board of Trustees this _____ day of _____, 2022.

Blanchardville Village President

Attested to by the Village Clerk

Date

Offered by the Public Works Committee by actions presented on _____, 2022.

Chairman, Dave Gollon

Date

Adopted by the Iowa County Board of Supervisors this _____ day of _____, 2022.

Iowa County Board Chair

Date

Attested to by the County Clerk

Date

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