



Public Works Committee
Monday, March 2, 2020 – 5:00 pm
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.

Any subject on this agenda may become an action item.

1	Call to order.
2	Roll Call.
3	Approve the agenda for this March 2, 2020 meeting.
4	Approve the minutes of the February 3, 2020 meeting.
5	Report from committee members and an opportunity for members of the audience to address the committee. No action will be taken.
6	Consider Resolution for a Targeted Runoff Management Grant from the Department of Natural Resources.
7	Quarterly Financial Reports A. Land Conservation B. Planning & Zoning and GIS C. Airport D. Highway
8	Review recommendations for amendments to Ordinance #600.18B the All Terrain and Utility Terrain Vehicle Route Ordinance related to: A. Addition of Route recommendations from the Traffic Safety Commission. B. Addition of Language to preclude consideration of routes on Highways classified as Major Collectors.
9	Review resolutions received regarding a request for and supporting construction improvements on County Highways from: A. Town of Brigham. B. Town of Moscow. C. Village of Hollandale. D. Village of Blanchardville.
10	2021-2025 Highway Equipment, Road, and Bridge Capital Plan.
11	Highway Commissioner's Report: A. Iowa County Traffic Analysis – Accident History Profile from Bureau of Traffic Safety. B. MM52 Interchange CTH BB/HHH signage revisions.

	C. 2019 Financial Report update. D. 2020 Routine Bridge Inspection process update. E. Surface Transportation Improvement Program (STP) State Highway Project Listing.
12	Set date and time for next meeting – Monday April 6, 2020 at 5:00 P.M.
13	Adjournment.
Posting verified by the County Clerk's Office: Date: Initials:	



UNAPPROVED MINUTES
Public Works Committee
Monday February 3, 2020– 5:00 pm
Health & Human Services Center – Community Room
303 W. Chapel Street
Dodgeville, Wisconsin

**Iowa
County
Wisconsin**

1	The meeting was called to order by at 5:00 P.M. by Chair Sup. Gollon.
2	Roll Call. All Members present: Chair Gollon, Supervisors Butteris, Leix, Masters, Storti, and Meyers. Others Present: Commissioner Hardy, Administrator Bierke, Accounting Specialist Doescher, Operations Manager Sudmeier, Sups Deal, Haag, Rolfsmeyer, and Nankee; and Sue Storti.
3	Sup. Storti moved to approve the agenda for this meeting. Mel Masters seconded the motion. Carried unanimously.
4	Sup. Storti moved to correct the minutes of the last meeting. Last name Nankee was spelled incorrectly. Next meeting stated January 2019. Corrected to February 3, 2020. Mel Masters seconded the motion. Carried unanimously for the corrected and approved minutes
5	Comments from the public or committee. Mark Storti requested to have a draft resolution to pass the gas tax of at least \$.10/gallon and to be county wide to then be able to make it a state resolution.
6	Quarterly update and 2020 Work Plan – Land Conservation Committee. No concerns or questions from the committee in regards to the Quarterly update. Work Plan for 2020 consist of site visits, cost sharing, and grant applications. The policy on Farmland Compliance still needs to be adjusted and will be finished within next couple months. Mel Masters questioned if there is any government oversight on any dams. Katie responded from Land Conservation that DNR is the one with the regulations over dams in the area. Long term goals were reviewed and was suggested that reaching out to high schools and AG teachers would be another place to do rainfall simulators for their goal of increase farmland and infrastructure resilience to heavy rains and drought.
7	Commissioner Hardy reviewed “Batch Atlanta” policies. Policy 1106.1 (utility accommodation) had changes by adding a flagger certification that is a 4 hours to complete. Certification was built for all flaggers to have uniformed motions throughout the whole state. The process on when a utility needs to move and timeline for completion was also discussed. Communication between contractors and county is needed to know when and how long a project will take. Motion to approve made by Sup. Storti. Sup Butteris seconded the motion. Policy 1119 (charging of fees): There was a clarification added on fuel handling charges are handled. There was no questions presented. Sup Leix moved to approve policy. Sup Storti seconded the motion.
8	Commissioner Hardy presented the paint program equipment funded be merged into the general highway operations account. In 2005, the county charged a certain amount per hour in order to help with replacement cost down the road. It was put into a separate revenue line in the Highway budge to track. Last year the paint truck was replaced. Commissioner Hardy would like the revenue to go into the general highway fund and have it treated no differently than other revenue. Sup Meyers agreed to have it go to the general fund and suggested to create a resolution. Mel master made the motion for the resolution. Sup Storti seconded the motion.
9	Sup Storti presented updates from the Rough Road meeting that was in Blanchardville on Jan 27. It was

	an agreement that county needs new roads. Discussion was brought up about implementing gas tax. The Governor was in attendance and stated that if the gas tax would have never been removed back years ago, there would be no issues with roads in Wisconsin. Discussion about recurring 1 million dollar tax levy. While it will not cover the repairs on the road, Iowa county also does not want to be the highest tax county. There will need to be more than one funding source to get caught back up. Pairing the tax levy and the gas tax will help get it back to where it needs to be. Hardy discussed updates of the Highway Funding Committee. Deal with state for a 6 year program. Designs are not complete with some. Hardy updated that truck 189 frame repair will be covered under warranty. Truck 192 purchased in 2017 is having DEF system issues. This will also be covered under the 7 year warranty. There has been discussion of leasing versus purchasing, but the county receives a profit from state level so it is smarter to not lease. Hardy reviewed the Inventory is finishing up and then can move to financial report. Hoping to be closed by May 1. If timeline does not stay on track there is a risk to funding. The 2020 Routine Maintenance with the State of Wisconsin Department of Transportation will be about 1.7 million. The Paint agreement has increased considerably since 2009 from \$325,000 to an estimated \$625,000 for 2020. Hardy provided an update on RTVision. Payroll went smoothly. Hoping to have it implemented County wide. Hardy also updated that T Graber retired and moved a current full time employee to fill Graber spot. Offered a seasonal employee full time position which was accepted.
10	The next meeting date is scheduled for Monday March 2, 2020 at 5:00 P.M.
11	Sup. Storti moved to adjourn the meeting. Sup. Butteris seconded the motion. Motion carried unanimously. Meeting adjourned at 6:00 P.M.

AGENDA ITEM COVER SHEET

Title: Authorizing resolution for a Targeted Runoff Management Grant

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

The resolution authorizes the County Conservationist to apply for and implement a DNR Targeted Runoff Management (TRM) grant. The grant would provide 70% cost-sharing to farmers in the Knight Hollow-Mill Creek Watershed (Arena Township), an impaired watershed and part of the Iowa County Uplands Farmer-Led Watershed Group's area. This TRM grant would help us begin implementation of a watershed plan that was developed in 2018-19, and would include cost-sharing practices such as no-till, cover crops, stream crossings, barnyard runoff control, buffers and/or livestock fencing. Funding would begin in 2021.

RECOMMENDATIONS (IF ANY):

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Copy of the resolution

FISCAL IMPACT:

Possible decrease in Department tax levy request. We will look at a grant around \$300,000 for a three-year project. 40% can be used for staff, which could be used to offset tax levy for existing staff, sub-contract to a partner organization, and/or fully cover the cost of hiring a seasonal LTE or intern. The remaining 60% would go to farmers as cost-share.

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:



DECLASSIFICATION AUTHORITY

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Resolution # _____

GOVERNMENTAL RESPONSIBILITY RESOLUTION
FOR PARTICIPATION IN THE TARGETED RUNOFF MANAGEMENT GRANT PROGRAM

WHEREAS, Iowa County is interested in acquiring a Grant from the Wisconsin Department of Natural Resources for the purpose of implementing measures to control agricultural runoff pollution sources (as described in the application and pursuant to ss. 281.65 or 281.66, Wis. Stats., and chs. NR 151, 153 and 154); and

WHEREAS, a cost-sharing grant is required to carry out the project:

THEREFORE, BE IT RESOLVED, that Iowa County HEREBY AUTHORIZES the County Conservationist of the Iowa County Land Conservation Department to act on behalf of Iowa County to:

- Sign and submit an application to the State of Wisconsin Department of Natural Resources for any financial aid that may be available;
- Sign a grant agreement between the local government (applicant) and the Department of Natural Resources;
- Enter into cost-share agreements with landowner/operator to install best management practices;
- Make cost-share payment to landowner/operator after payment is requested, evidence of contractor payment by landowner/operator has been received, and grantee has verified proper BMP installation;
- Sign and submit reimbursement claims along with necessary supporting documentation;
- Sign and submit interim and final reports and other documentation as required by the grant agreement;
- Sign and submit an Environmental Hazards Assessment Form, if required; and
- Take necessary action to undertake, direct and complete the approved project.

BE IT FURTHER RESOLVED that Iowa County shall comply with all state and federal laws, regulations and permit requirements pertaining to implementation of this project and to fulfillment of the grant document provisions.

Adopted this _____ day of _____, 2020.

I hereby certify that the foregoing resolution was duly adopted by _____ at a legal meeting on _____ day of _____, 20__.

Authorized Signature: _____
John Meyers, Iowa County Chairman

Attest:

Gregory T. Klusendorf
Iowa County Clerk

⑦

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AGENDA ITEM COVER SHEET

Title: Preliminary 12-31-19 Financial Reports for the Public Works Committee

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

Preliminary 12-31-19 Preliminary financial report with a comparison of budget to actual year-to-date for the departments that report to the Public Works Committee

RECOMMENDATIONS (IF ANY):

For informational purposes only

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Preliminary 12/31/19 Financial Statements

FISCAL IMPACT:

None, status of the 2019 budgetary balances as of 12/31/19 - preliminary. As of 2/26/2020

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

STAFF PRESENTATION?:

☐ Yes

☒ No

How much time is needed? _____

COMPLETED BY: Roxie Hamilton

DEPT: Finance Department

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE:

AGENDA ITEM #

COMMITTEE ACTION:

	A	B	C	D	E	F	G	H	I
1	Iowa County Public Works Committee - Preliminary Financial Statement - Includes only those Departments that report to the Committee								
2	For the Period Ending December 31, 2019 as of 2/26/2020								
3	Department	2019 Tax Levy Amount - Adopted & Fund Balance Applied	Budget Adjustments / Transfers	Carryovers From Prior Year	2019 Tax Levy + Budget Adjustments / Transfers / Carryovers	Revenues - other than Tax Levy	Expenditures	Excess (Deficiency) of Revenues over Expenditures	Notes
4	General Fund								
5	GIS - Land Records	83,119			83,119	128,548	243,211	(31,544)	
6	Planning & Development	29,504			29,504	265,792	241,390	53,906	
7	Land Conservation	169,396			169,396	248,796	403,365	14,827	
8									
9	Total General Fund	282,019	-	-	282,019	643,135	887,966	37,188	
10									
11	Special Revenue & Capital Funds								
12	Tri County Airport	16,422			16,422	-	16,422	-	
13	Iowa County Airport - operating	76,437			76,437	147,073	204,215	19,295	
14	Wisconsin River Rail Transit - Expenditures	30,000			30,000	-	30,000	-	
15	Capital Projects Fund - Land Conservation Only	65,000			65,000	-	41,637	23,363	
16	Capital Projects Fund - Planning & Development Only	35,000			35,000	-	-	35,000	
17	Capital Projects Fund - Airport only	50,700			50,700	-	75,625	(24,925)	
18	Special Rev & Capital Funds Total	273,559	-	-	273,559	147,073	367,899	52,733	
19									
20	Enterprise Funds								
21	Highway Dept-includes 50/50 bridge aids & Hwy Debt Pmts	4,208,730	425,000		4,633,730	6,085,004	11,202,300	(483,566)	
22	Enterprise Funds Total	4,208,730	425,000	-	4,633,730	6,085,004	11,202,300	(483,566)	
23									
24	Total of All Funds	4,764,308	425,000	-	5,189,308	6,875,212	12,458,165	(393,645)	

Boone



UNAPPROVED MINUTES
Traffic Safety Commission Meeting
Tuesday February 11, 2020 at 9:30 A.M.
Room #1001 of the Health & Human Services Building
303 W Chapel Street
Dodgeville, Wisconsin 53533

Iowa
County
Wisconsin

For information regarding access for the disabled please call 935-0399.

Any subject on this agenda may become an action item.

- 1 The meeting was called to order at 9:31 AM by Chair Hardy.
- 2 Roll Call: Highway Commissioner Hardy; Austin Durst Sheriff's Dept; Ryan Mayer, WisDOT Traffic Engineer; Trace Frost, Law Enforcement Liaison; Joe Thomas, Ridgeway Town Chair; Thomas Forbes, Iowa County Board Supervisor; Diane Halverson, Wildlife Forever ATV.
Absent: Briant Russell, State Patrol; Randy Wiessinger, Law Enforcement Liaison; Greg Lee, Public Works; Joe Davis, WisDOT/BOT; Kristina Tranel, SWWRPC; Annette Biggin, SWTC Driver's Education.
Excused: Iowa County Corp Council and Health Department Director.
Also Present: Travis Disch, Pec-Valley ATV; Steph Mckeown, Pointer Prowlers ATV; Susan Nast WisDOT.
- 3 Agenda for this 02-11-2020 meeting and minutes of the 11-12-2019 meeting were approved by unanimous consent with no revisions.
- 4 Report from committee members or the general public: Thomas raised some concerns regarding all of the incidents along the stretch of USH 18/151 around Ridgeway. Discussion grew to include a roughly 4-mile segment from the CTH YZ intersection to just east of W Brigham/Pikes Peak Road intersection. Discussion of through the median cross over incidents, slide offs, rollovers, and etc. There were 7 vehicles in the median during the recent storm event on last Sunday. In addition, incidents with ice up glare over at the new CTH HHH overpass into Ridgeway and USH 18/151 coming up the hill. Sunrise and sunset cause issues with the road freezing when the rest of the pavements are dry. Discussion of roadway speeds, original design speeds, and other concerns. The stretch consists of some 9 horizontal curves along with the rolling terrain, which might complicate matters. All in all one of the worst stretches of road in the County. In addition, there has been an uptick in slide offs and incidents as a result of the new MM52 interchange. Discussed if some high friction surface treatments could rectify the situations. Mayer advised WisDOT would look at some accident history.
- 5 ATV/UTV Ordinance Route revisions. Hardy provided some summaries regarding actions of the commission at the last meeting and outstanding route issues to review. Hardy advised the following routes were to be discussed at this February meeting:
 - A. Wildlife Forever Club request to utilize CTH K and KK in the Town of Arena to access Dane County. The club has been working with the Towns of Black Earth and Vermont in Dane County. The Town of Vermont will have a referendum at their April election. Black Earth was meeting to discuss routes, but no decisions were made yet. Hardy stated he would not be in favor of recommending to open either CTH K or KK without a place to ride to in Dane County.
 - B. Pec valley ATVers request to utilize CTH ZZ from CTH Y to CTH Z to access the Pleasant Ridge Store. Also, to utilize STH 191 from CTH BB to Spring Road to access Tom's Campground. The club met with the Town of Dodgeville, and the Town was in favor of CTH ZZ as a route. The club and the Town of Ridgeway revised their proposed usage of CTH BB to be from Hands

Hill Road to STH 191, not all the way to the roundabout. Hardy and Durst commented these proposals were reasonable with other routes, which we have already discussed.

- C. Requests to utilize roads in the Towns of Dodgeville and Mineral Point on CTH Y from Governor Dodge Road to STH 191; BUS 151 in the City of Mineral Point to CTH O; CTH O to Lafayette County; and CTH A from USH 151 to the Township of Mifflin. Hardy stated he had talked with the Town of Mineral Point chair regarding:

- I. The township was adopted STH 39 from CTH QQ to Mineral Point for access to the city.
- II. The town was not working on a speed limit resolution for the stretch of BUS 151 in the township, which therefore would not allow a route on BUS 151 between CTH O and Mineral Point.
- III. The township was not interested in any other atv/utv changes at this time.

Hardy and Durst commented in light of these developments, the STH 39 route was preferred as an access point to the city of mineral Point from the north. Since BUS 151 was not going to be a route, use of CTH O did not make sense at this time as riders would get to BUS 151 and weren't supposed to drive on it, thereby creating issues for riders to go back or drive on a road which isn't a route. In addition, there are other routes into Mineral Point from Lafayette County being the Cheese Trail and Ferndale Road.

- D. The City and Township were both in the process of adopting STH 39 from CTH QQ to Fair Street. Hence, upon completion of their ordinance revisions, a permit could be applied for to sign STH 39 and access between the Town of Linden and City of Mineral Point through the 1000Ft statutory bridge exemption clause.

- E. Roads around the Solar farm by the solar farm contractors. Hardy stated he had talked with The Southwest Wisconsin All Terrain club and they were willing to take over the maintenance of the routes after the solar farm was completed, so they would sponsor the routes. The Solar Farm contractor was paying for the initial signage installations. And, the Towns of Eden and Mifflin were both in agreement; as it might reduce the damage to their roads as a result of the solar farm project traffic.

Motion by Durst and seconded by Forbes to move the route revision recommendation to the Public Works Committee being the following:

- A. CTH ZZ from CTH Y to CTH Z.
- B. Revise CTH BB from Hand Hill Road to STH 191.
- C. STH 191 from CTH BB to Spring Road.
- D. STH 39 from CTH QQ to the City of Mineral Point city limit.
- E. CTH B from CTH G to CTH XX.
- F. CTH XX from CTH B to CTH X.
- G. CTH X from CTH XX to CTH G.
- H. CTH IG from CTH XX to CTH G.
- I. CTH G from Roaster Road to CTH X.

Motion Passed with Thomas abstaining.

6 Hardy provided a copy of some draft language being proposed by the Public Works committee with regards to limiting the use of County Trunk Highways labelled as Principal Arterial and Major Collector Highways. The item is scheduled for discussion at the next Public Works Committee meeting in March.

7 MM52 CTHBB/HHH Interchange signage issues. Hardy distributed an example mock-up of the proposed new sign at the MM52 interchange. The Village had made several requests to WisDOT to change the signage from the current CTH BB/HHH Ridgevue Rad sign to one that reads BB/HHH and Ridgeway. Mayer stated he had some discussions with WisDOT staff. Apparently, the new sign was on order and would be delivered in March for installation. Discussion of other signage issues from the

	interchange to/from the village as well. Thomas stated the township would like to see the Ridgevue Road sign on USH 151 not installed. Existing signage at the end of the ramps was sufficient to guide users to Ridgevue Road. Mayer stated he would drive the route on his way to Madison and check the issues, which were raised. Mayer also commented the Village of Barneveld had applied for and received a permit to install red flashing beacons at the intersection of CTH ID / Industrial drive / USH 18/151 off ramps. The village has been having some issues with traffic not stopping at the location. The Village purchased a pair of solar flashing beacons to be placed on the stop signs.
8	Iowa County Profile Update – Community Maps. Frost provided a tour of Community Maps illustrating how to find various demographic reports and data. He reviewed the Iowa County profile on incident data, which was recently updated. The report is available on the Resources tab of the Community Maps link. In addition, contact emails are provided for other information which someone might be looking for assistance with relate dot crash histories.
9	Frost covered the BOTS accident history for 2019, end of month January 2020, legislative update and other information. The legislative updates were also available on the Community Maps webpage. End of year fatalities count for 2019 was lower than previous recoding at 552 versus 576 for 2018 and 594 2017.
10	Spot maps and quarterly accident reports. Durst had to leave the meeting. Frost provided a summary of the 4 th quarter 2019 accidents in the County. 4 fatalities had occurred in the county in the month of December. There was two one vehicle accidents and one accident involved a double fatal. Each of the accident reports were reviewed to discuss the details and causes.
11	Other business for discussion. Mayer commented that he is changing positions within WisDOT and will become the state Sign Engineer, effective later this month. He stated his current position is in the process of being filled by the Department, so our next meeting will have a new WisDOT traffic representative. Further discussion of the stretch of USH 18/151 around Ridgeway including pavement surfaces, curves, pavement cross sections, frequency of slide offs, number of incidents/accidents, upcoming projects, median cable guard, high friction surface treatments, and other items.
12	Meeting adjourned at 10:50 AM by unanimous consent. Next meeting date will be on Tuesday, May 12, 2020 at 9:30 A.M. in Room #1001 of the Health & Human Services building in Dodgeville.
Minutes by: Craig Hardy.	

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AGENDA ITEM COVER SHEET

Title: Consider Amending Ordinance #600.18B ATV/UTV Route Ordinance.

☐ Original

☒ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

Review recommendation from the Traffic Safety Commission on additional routes. Review format changes and revisions regarding limiting usage of Major Collector and Principal Arterial as ATV/UTV Routes.

RECOMMENDATIONS (IF ANY):

Recommend to approve from the Traffic Safety Commission

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Copy of the DRAFT minutes of the February Traffic Safety Meeting and a Copy of the Ordinance with proposed revisions in red.

FISCAL IMPACT:

None - Signage installations paid for by the sponsoring ATV/UTV Clubs.

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

PRESENTATION?:

☒ Yes

☐ No

How much time is needed? 10 Minutes

COMPLETED BY: CRH

DEPT: HWY

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 03-02-2020

AGENDA ITEM # 8

COMMITTEE ACTION:

(17)

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Ordinance No. 600.18B

IOWA COUNTY

ALL-TERRAIN and UTILITY TERRAIN VEHICLE ROUTE ORDINANCE

SECTION 1.0: INTRODUCTION

1.1 NAME

This Ordinance shall be called the Iowa County All-Terrain and Utility-Terrain Vehicle Route Ordinance.

1.2 INTENT

Following due consideration of the recreational and economic value to connect trail opportunities and weighted against possible dangers, public health, liability aspects, terrain involved, traffic density and history of automobile traffic, this ordinance has been created pursuant to County Board authority under Wis. Stat. ~~ss. §§~~ 59.02, 23.33(4)(d)3.b., 23.33(11)(a) and (am), and 23.33(8)(b) as amended.

1.3 DEFINITIONS

- A. All-Terrain Vehicle ("ATV") has the meaning specified within Wis. Stat. ~~s. §~~ 340.01 (2g).
- B. ATV/UTV/ATV/UTV Route shall mean a highway or sidewalk designated for use by all-terrain and utility-terrain vehicle operators by the governmental entity having jurisdiction.
- C. Utility-Terrain Vehicle ("UTV") has the meaning specified within Wis. Stat. ~~s. §~~ 23.33 (1), (ng).

1.4 SEVERABILITY

The provisions of this Ordinance shall be deemed severable and it is expressly declared that Iowa County would have passed the other provisions of this Ordinance irrespective of whether ~~or not~~ one or more provisions may be declared invalid. If any provision of this Ordinance or the application to any person or circumstance is held invalid, the remainder of this Ordinance and the application of such provisions to other persons and circumstances shall not be deemed affected.

1.5 SAVING CLAUSE

This Ordinance shall in no way be deemed to supplant or otherwise invalidate any provision of state statutes relating to the subject matter hereof. Any person entrusted with the enforcement of this Ordinance may, in the exercise of his or her discretion, proceed under applicable state statutes.

SECTION 2.0: ATV/UTV ROUTES AND OPERATION

2.1 DESIGNATION

~~All requests for new or revised ATV/UTV route designations shall first be submitted to the Iowa County Traffic Safety Commission for review at its November quarterly meeting. The Iowa County Traffic Safety Commission shall review such requests for county trunk highway route designations and make a recommendation to the Iowa County Public Works Committee. The Public Works Committee shall review designation of ATV/UTV routes, including appropriate criteria for making a designation, and make a recommendation to the Iowa County Board of Supervisors. County highways designated as ATV/UTV routes shall be approved by the Iowa County Board of Supervisors by amendment of Sec. 2.4 of this Ordinance.~~

~~A copy of ATV/UTV routes, along with a map showing their location, shall be kept on file at the Highway Department. The Iowa County Highway Department shall file ATV/UTV routes adopted by this Ordinance with the Department of Natural Resources Conservation Warden for Iowa County and with the Madison, Wisconsin, Office of the Wisconsin Department of Natural Resources. The Iowa County Highway Commissioner shall have the authority to temporarily close or terminate any ATV/UTV route enacted by this Ordinance for a period up to ninety (90) days. Closures for duration of greater than ninety (90) days shall be reviewed by the Public Works Committee.~~

2.12 RULES OF OPERATION

- A. All ATV/UTVs shall operate only on the paved portion of the roadway. Operation on the gravel shoulders, grassy in-slope, ditches, or other highway right-of-way area is prohibited and illegal.
- B. No ATV/UTV shall be operated at a speed greater than 30 miles per hour (MPH), or the posted speed limit, whichever is lower.
- C. No ATV/UTV may be operated on any designated route between the hours of 1:00 AM and 5:00 AM daily.
- D. All ATV/UTV operators shall ride in single file on the extreme right hand side of the paved portion of the highway except that left turns may be made from any part of the roadway which is safe given prevailing conditions.
- E. All ATV/UTV operators shall have their headlight and taillight illuminated, while operating on a county highway.
- F. Except as otherwise authorized by State law, all operators
 - a. of ATV's who are at least 12 years of age and who are born on or after January 1, 1988 shall possess a valid state-issued ATV Safety Certification.

- b. of ATV's between the age of 12 and 15 must be accompanied by a parent or legal guardian or a person at least 18 years of age who is designated by the parent or guardian at all times when operating on a roadway designated as an ATV route or when operating on roadways of highways that are ATV trails.
 - c. of UTV's must be 16 years of age or older.
 - d. of UTV's who are at least 16 years of age and who are born on or after January 1, 1988 must possess a valid state-issued Safety Certificate.
 - e. of ATV/UTV/ATV/UTV's and their passengers under 18 years old shall wear protective headgear while operating on route-designated county highways.
- G. Mandatory Use of Seatbelts during oOperation of a UTV. ALL occupants riding in, or operating a UTV, shall be required to wear a seatbelt when travelling on any trail or route within Iowa County.
- H. Possession of Open Intoxicants in an ATV or UTV while in oOperation. It shall be unlawful for any person to possess any bottle or receptacle containing alcohol beverages if the bottle or receptacle has been opened, the seal has been broken, or the contents of the receptacle have been partially removed, while operating or as a passenger on an ATV or UTV on any road or road route in Iowa County.
- I. ATV/UTV/ATV/UTV operation shall be subject to all provisions of WI Stats. S. § 23.33, which is adopted as a part of this ordinance by reference.

2.23 SIGNAGE OF ATV ROUTES

- A. Routes shall be marked with uniform all-terrain vehicle route signs in accordance with s. NR 64.12(7), Wisconsin Administrative Code. No person may do any of the following in regard to signs marking ATV/UTV/ATV/UTV routes:
- 1) Intentionally remove, damage, deface, move, or obstruct any uniform ATV/UTV/ATV/UTV route or trail sign or standard or intentionally interfere with the effective operation of any uniform ATV/UTV/ATV/UTV route or trail sign.
 - 2) Possess any uniform ATV/UTV/ATV/UTV route or trail sign or standard of the type established by the department for the warning, instruction or information of the public, unless he or she obtained the uniform ATV/UTV/ATV/UTV route or trail sign or standard in a lawful manner. Possession of a uniform ATV/UTV/ATV/UTV route or trail sign or standard creates a rebuttable presumption of illegal possession.
- B. All required designated route signs shall be paid for by an ATV/UTV/ATV/UTV club, with approval, installation, and maintenance of the signs by the Iowa County Highway Department.
- C. The quantity and location of signage shall be reviewed and approved by the Iowa County Highway Commissioner, where appropriate, placed at the beginning of an all-terrain vehicle route within the county and at such locations and intervals deemed necessary to enable the ATV/UTV/ATV/UTV operators to follow the route.

- D. No sign may be mounted on any existing County sign post or telephone post/pole. Posts shall be suitably sized for mounting the necessary amount of signs at the location
- E. No person shall operate an ATV/UTV contrary to any authorized and official posted sign.

2.34 DESIGNATION OF ROUTES

All requests for new or revised ATV/UTV route designations shall first be submitted to the Iowa County Traffic Safety Commission for review at its November quarterly meeting. The Iowa County Traffic Safety Commission shall review such requests for County Trunk Highway (CTH) route designations and make a recommendation to the Iowa County Public Works Committee. The Public Works Committee shall review designation of ATV/UTV routes, including appropriate criteria for making a designation, and make a recommendation to the Iowa County Board of Supervisors. County highways designated as ATV/UTV routes shall be approved by the Iowa County Board of Supervisors by amendment of Sec. 2.3 of this Ordinance.

A copy of ATV/UTV routes, along with a map showing their location, shall be kept on file at the Highway Department. The Iowa County Highway Department shall file ATV/UTV routes adopted by this Ordinance with the Department of Natural Resources Conservation Warden for Iowa County and with the Madison, Wisconsin, Office of the Wisconsin Department of Natural Resources. The Iowa County Highway Commissioner shall have the authority to temporarily close or terminate any ATV/UTV route enacted by this Ordinance for a period up to ninety (90) days. Closures for duration of greater than ninety (90) days shall be reviewed by the Public Works Committee.

The general intent for the use of County Trunk Highway designated ATV/UTV routes in this Ordinance is to provide connections between township routes, to provide access or connection of villages to the various routes when no other options exist, and not to serve as primary routes for recreation. County Trunk Highways are classified into four categories based on their significance or importance of usage. Those categories are Principal Arterial, Major Collector, Minor Collector, and Local Road. Highways categorized as Principal Arterial and Major Collector primarily serve as high speed, high volume traffic generators; and typically carry a wide range of users.

The intent of this Ordinance is to limit the usage of Principal Arterial and Major Collector County Trunk Highways as ATV/UTV routes to reduce the potential for conflict caused by different types of users travelling at largely varying speeds in heavy volumes on the same roadway. Requests and consideration of Principal Arterial and Major Collector County Trunk Highways by ATV/UTV clubs shall be limited to serve the purpose of a connector between other ATV/UTV road routes whether they are State Highways, Township Roads, Village Streets or other County Trunk Highways designated as Minor Collectors or Local Roads. Furthermore, an Arterial or Major Collector County Trunk Highway may be considered to be an ATV/UTV route to provide direct access to a community (City, Village, or unincorporated Hamlet), when no other alternative route is available. It is not the intent

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of this Ordinance for Arterial or Major Collector County Trunk Highway roads to be ATV/UTV routes for the purpose of providing connectivity to all properties in the County.

A. Under Wis. Stat. s. 23.33(8)(b)2, the following county trunk highways are hereby designated as ATV/UTV routes to be signed for usage through the adoption of this Ordinance:

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~~The following routes shall be considered as legal routes to be signed for usage through the adoption of this Ordinance:~~

- i. CTH A, from the intersection of Ogden Road to the intersection of Cook-McFall Road, in the Town of Mifflin, Secs. 3 and 10; T4N; R1E; a ~~total~~ distance of 0.25 miles.
- ii. CTH B, from the intersection with Sunny Slope Road and the intersection with Sunny Slope Road, in the town of Linden, Sec 3 and 4; T5N; R2E; a ~~total~~ distance of 0.25 miles.
- iii. CTH B, from the intersection with Sunny Slope Road east to the intersection with Bloomfield Road in the township of Mineral Point, Secs. 2 and 3; T5N; R2E, a distance of 1.5 miles.
- iv. CTH B, from the intersection with CTH J to the intersection with CTH ~~XXG~~ in the town of Eden, Sec. ~~32, 33, 34, 35, and 36~~; T6N; R1E; a ~~total~~ distance of ~~4.54-0~~ miles.
- v. CTH BB, from the intersection with ~~Hands Hill Road CTH HHH at the roundabout~~ south to the intersection with STH 191 in the Town of Ridgeway, Secs. ~~21, 22, 28, 4 and 33, and 4~~; T5-6N; R4E; a distance of ~~0.63-2~~ miles.
- vi. CTH C, from the driveway to Fire #6279 at the Spring Valley Inn west of the intersection with STH 14 to the intersection with High Point Road all in the Town of Arena, Sec. 21; T8N; R4E; a ~~total~~ distance of 1.04 miles.
- vii. CTH CC, from the intersection with STH 14 to the intersection with CTH C all in the Town of Arena, Sec. 21; T8N; R4E; a ~~total~~ of 0.43 miles.
- viii. CTH D, from the intersection of CTH YD to the intersection of Sunny Ridge Road in the township of Mineral Point, Secs. 15, 16, 21, and 22; R5N; R3E, a distance of 1.6 miles.
- ix. CTH D from the intersection with STH 39 south to the intersection with CTH S in the townships of Mineral Point and Waldwick, Secs. 6, 7, 18, and 31; T4-5N; R3-4E, a distance of 4.0 miles.
- x. CTH DD, from the intersection with Walnut Hill Road and the intersection with CTH K, in the towns of Waldwick and Moscow, Secs 12, 13, 7, 17 and 18; T4N; R 4&5 E; a ~~total~~ distance of 2.30 miles.
- xi. CTH DD, from the intersection with CTH DDD east to the intersection with CTH D in the township of Waldwick; Sec. 6; T4N; R4E, a distance of 1.0 miles.
- xii. CTH DDD, from the intersection with CTH W to the intersection with CTH DD in the township of Waldwick, Secs. 5, 6, 8, and 17; T4N; R4E, a distance of 1.35 miles.
- xiii. CTH E, from intersection with Shepherd Road to intersection with Keough Springs Road, in the town of Linden, Sec 29 and 32; T5N; R2E; a ~~total~~ distance of 0.40 miles.
- xiv. CTH E, from the intersection of Lower Mifflin Road westerly to the Iowa County Highway Shop, in the Town of Mifflin, Sec.34; T5N; R1E; a ~~total~~ distance of 0.4 miles.
- xv. CTH E, from the intersection with STH 80 in the village of Livingston easterly to Enloe Road, in the Town of Mifflin, Secs. 18 and 19; T5N; R1E; a ~~total~~ distance of 1.25 miles.

- xvi. CTH F, from the Lafayette County line to the intersection of Horseshoe Bend Road and the Lafayette County line in the town of Moscow, Secs. 16 and 17; T4N; R5E; a ~~total~~ distance of 1.0 miles.
- xvii. CTH F, from the intersection with Mounds View Road south to the intersection with Clay Hill Road in the Town of Brigham, Secs. 3 and 10; T5N; R5E; a distance of 1.25 miles.
- xviii. CTH G, from the intersection with Elm Street in the Village of Cobb southerly to the intersection with ~~CTH I~~ Roaster Road in the Town of Eden Sections 25, 26, 35, and 36; T6N; R1E; a distance of +/- 1.5 miles and in the Towns of Linden and Mifflin; Sec 1, ~~and 2, 3, 10, and 11~~; T5N; R1E; a distance of +/- ~~34.0~~ miles.
- xix. CTH G, from the intersection of Lower Mifflin Road to the intersection of CTH A in the village of Rewey, within the Town of Mifflin, Sec. 5; T4N; R1E; a ~~total~~ distance of 1.0 miles.
- xx. CTH G, from the intersection with Enloe Road south to the intersection of CTH E, within the Town of Mifflin, Secs. 22 and 27; T5N; R1E; a distance of 1.80 miles.
- xxi. CTH H, from the intersection of Roberts Road south to the intersection with CTH Y and Dugway Road in the Townships of Arena and Ridgeway Sections 12, 13, 14, 23, 26, and 27; T6-7N; R4E; a ~~total~~ distance of 4.67 miles.
- xxii. CTH H, from Fire #7195 at Pappas's Trading Post located just south of the intersection of STH 14 to the northerly intersection with Mellum Road all in the Township of Arena; Sections 19, 30, and 31; T8N; R5E; a ~~total~~ distance of 2.44 miles.
- xxiii. CTH H, from the intersection of Prairie Road in the Town of Ridgeway to the intersection with Kirby Street in the Village of Ridgeway, Secs. 14, 24, and 25; T6N; R4E; and Sec. 30; T6N; R5E; a ~~total~~ distance of 3.5 miles.
- xxiv. CTH H, from the intersection of Prairie Road south to McSherry-Nihles Road in the Town of Ridgeway, Secs. 30 and 31, T6N; R5E, a distance of 1.0 miles.
- xxv. CTH H, from the intersection with CTH K south to the intersection with CTH F in the Town of Ridgeway, Secs. 3 and 4; T5N; R5E; a distance of 1.75 miles.
- xxvi. CTH HH, from the intersection of Blue Ridge Road in the Town of Arena south to the intersection with Ridgevue Road in the Town of Brigham, Secs. 21, 27, and 28; T7N; R5E; a distance of 2.5 miles.
- xxvii. CTH HH from the intersection at Blue Ridge Road to the intersection at Knight Hollow Road all in the Town of Arena, Sec. 5, 8, 9, and 16; T7N; R5E; a ~~distance~~ ~~total~~ of 3.21 miles.
- xxviii. CTH HH, from the intersection with Ridgevue Road in the Town of Brigham south to the intersection with CTH K in the Town of Brigham, Secs. 27 and 34; T7N; R5E; a distance of 1.25 miles.
- xxix. CTH HHH (Main Street), from the intersection of Ternes Court in the Village of Ridgeway to the intersection with Strutt Road (Old STH 18) in the Town of Ridgeway, Secs. 11, 14, and 15; T6N; R4E; a ~~total~~ distance of 1.70 miles.
- xxx. CTH HHH, from the intersection of Ternes Court in the village of Ridgeway to the intersection with CTH BB in the Town of Ridgeway, Secs. 15 and 22; T6N; R4E, a distance of 0.9 miles.
- xxxi. CTH HHH, from the intersection of CTH BB to the intersection with Ridgevue Road in the Town of Ridgeway, Sec. 22; T6N; R4E, a distance of 0.3 miles.
- xxxii. CTH I, from the intersection with STH 80 in the Village of Highland south ST 18 in the Village of Montfort within the Townships of Eden and Highland, Secs. 4, 5, 7, 18, 19, 30, and 33; T6-7N; R1E; a distance of 6.8 miles.
- xxxiii. CTH I, from the intersection with Tower Road easterly to the intersection with CTH PP in the Town of Highland, Secs. 13, 22, 23, 24, and 27; T7N; R1E; Secs. 17 and 18; T7N; R2E; a distance of 5.6 miles.

- xxxiv. CTH ID, from the Village of Barneveld east to the Dane County line in the Town of Brigham, Secs. 10, 11, and 12; T6N; R5E; a distance of 2.5 miles.
- ~~xxxv.~~ CTH IG from the intersection with CTH XX easterly to the intersection with CTH G in the Town of Mifflin, Secs. 3, 4, and 5; T5N; R1E; a distance of 2.5 miles.
- ~~xxxv-xxxvi.~~ CTH J, from the intersection with STH 18 and Cave Road southerly to the intersection with CTH B in the Township of Eden, Secs.25 and 36; T6N; R1-2E, a distance of 1.0 miles.
- ~~xxxvi-xxxvii.~~ CTH J, from the intersection with Avenell Road southerly to the intersection with Norms Road within the Towns of Linden and Mifflin, Sec. 19 and 24; T5N; R1E and R2E; a distance of 1.5 miles.
- ~~xxxvii-xxxviii.~~ CTH J, from the intersection with Norms Road south to the intersection with CTH A within the Town of Mifflin, Sec. 25 and 36 of T5N; R1E; and Secs. 1 and 12; T4N; R1E; a distance of 3.25 miles.
- ~~xxxviii-xxxix.~~ CTH K, from the intersection of Roelke Road to the intersection with Frame Road in the Town of Arena; Sec.2; T7N; R5E, a distance of 0.25 miles.
- ~~xxxix-xl.~~ CTH K, from the intersection of Zwettler Road to the intersection with Sweeney Road in the Town of Arena; Sec.11 of T7N; R5E; a distance of 0.25 miles.
- ~~xl-xli.~~ CTH K, from the intersection with CTH ID in the Village of Barneveld north to the intersection with CTH HH in the Town of Brigham; Secs.3 and 34; T6N; R5E; a distance of 1.0 miles.
- ~~xli-xlii.~~ CTH K, from the intersection of Ridgeview Road south to the intersection with Mounds Park Road in the Town of Brigham, T7N; R5E; a distance of 0.25 miles.
- ~~xlii-xliii.~~ CTH K, from the intersection with Jones Street in the Village of Barneveld south to the intersection with Prairie Grove Road in the Town of Brigham, Secs. 10, 15, and 24; T6N; R5E; a distance of 1.6 miles.
- ~~xliii-xliv.~~ CTH K, from the intersection of CTH H (Middlebury) south to the intersection with Mill Dam Road in the Town of Brigham; Secs. 4 and 5; T5N; R5E; a distance of 0.3 miles.
- ~~xliv-xlv.~~ CTH K, from the intersection with CTH F to the intersection with STH 39 in the village of Hollandale, within the town of Moscow, Secs. 16, 17, 5, 31, and 32; T 4&5 N; R5E; a ~~total~~ distance of 5.4 miles.
- ~~xlv-xlvi.~~ CTH K from the intersection with STH 191 to the intersection with Urness Road in the Town of Brigham Secs. 7 and 8; T5N; R5E; a total distance of 0.75 miles more or less, and in the Town of Moscow Secs. 17, 20, 29, and 30; T6N; R5E; a ~~total~~ distance of 2.5 miles.
- ~~xlvi-xlvii.~~ CTH N, from the intersection with Wisconsin Avenue south to the intersection with Meadow Brook Road within the Town of Pulaski, Secs. 7, 18, 19, 20, and 30; T8N; R2E; a distance of 3.10 miles.
- ~~xlvii-xlviii.~~ CTH P, from the intersection with Old 80 Road south to the intersection with Hickory Flat Road within the Town of Pulaski, Secs. 7, 18, 19, 29, 30, and 32; T8N; R1E; a distance of 4.1 miles.
- ~~xlviii-xlix.~~ CTH PP, from the intersection with CTH I northerly to the intersection with Sand Hill Road within the Town of Highland, Sec. 1; T7N; R1E and Secs. 6, 7, 17, and 18; T7N; R2E; a ~~total~~ distance of 2.25 miles.
- ~~xlx-l.~~ CTH Q, from the intersection with STH 80 in the Village of Highland west to the Grant county line in the Town of Highland; Secs. 19, 28, 29, and 30; T7N; R1E; a distance of 3.2 miles.
- ~~l-li.~~ CTH Q, from the intersection with Hazy Lane east to the intersection with Plank Road in the Town of Highland, Secs.35 and 36; T7N; R1E and Secs. 31 and 32; T7N; R2E; a distance of 5.25 miles.

- ii-iii. CTH Q, from the intersection with Mill creek road south to the intersection with CTH QQ in the township of Mineral Point, Secs. 13, 14, and 23; T5N; R2E, a distance of 1.38 miles.
- iii-iii. CTH QQ, from the intersection with CTH Q south to the intersection with STH 39 in the township of Mineral Point, secs. 13, 24, 25, and 36; T5N; R2E, a distance of 2.6 miles.
- iii-iv. CTH S, from the intersection with County Line Road to the intersection of CTH W in the Townships of Mineral Point and Waldwick along the Lafayette County Line, Secs. 13 and 14; T4N; R3E; and Secs. 17 and 18; T4N; R4E, a distance of 2.75 miles.
- iv-iv. CTH T, from the intersection with Erdman Road to the intersection with Coon Rock Road in the Town of Arena, Sec. 9 and 16; T7N; R4E; a ~~distance~~total of 0.51 miles.
- iv-vi. CTH T, from the intersection with Mill Road at the intersection with Pikes Peak Road in the Towns of Ridgeway and Brigham; Secs. 24; T7N; R4E; ~~a distance of~~ 0.25 miles.
- iv-ivii. CTH T, from the intersection with Lakeview and Knutson Roads south to the Village of Barneveld city limits at Birch Lake Park in the Town of Brigham; Secs. 4, 5, 19, 30, 31, and 32; T7N; R5E; a distance of 4.3 miles.
- ivii-iviii. CTH T, from the intersection of Schurch Road south to the intersection with CTH K in the Town of Brigham; Secs. 17, 20, 28, 29, 32, and 33; T6N; R5E; a distance of 4.25 miles.
- iviii-lix. CTH X, from the intersection with Keough Springs Road to the intersection with STH 39 in the village and township of Linden, Sec. 8 and 17; T5N; R2E; a ~~total~~ distance of 0.91 miles.
- ix. ~~CTH X, from the intersection with CTH XX easterly to the intersection with CTH G in the township of Mifflin, Secs. 8, 9, 10, 15, 16, and 17; T5N; R1E; a distance of 2.7 miles.~~
- ixi. ~~CTH XX from the intersection with CTH X northerly to the intersection with CTH G in the Town of Mifflin, Secs. 5, 8, and 17, T5N; R1E; and in the Town of Eden, Secs. 32; T6N; R1E; a distance of 2.6 miles.~~
- ix-ixii. CTH Y, ~~form from~~ the intersection with Ridgeway Road to the intersection with CTH H in the Town of Ridgeway, Secs. 4, 5, 8, and 9; T6N; R4E; a distance of 1.7 miles.
- ixiii. CTH YD, from the intersection with STH 23 and Business Drive in the City of Mineral Point to the intersection with CTH D in the Township of Mineral Point, Secs. 21 and 29; T5N; R3E, a distance of 2.3 miles.
- ix-ixiv. ~~CTH ZZ, from the intersection with CTH Z easterly to the intersection with CTH Y in the Town of Dodgeville, Secs. 30, 31, and 32, and in the Town of Ridgeway Sec. 4; all in T6N; R4E; a distance of 3.4 miles.~~
- ixv. ~~CTH W, from the intersection with CTH DDD to the intersection with CTH S at the Lafayette County line in the Ton of Waldwick, Sec. 17; T4N; R4E; a distance of 0.75 miles.~~

B. Under Wis. Stat. ss. 23.33(4)(d)3.b and 23.33 (1)(am)3., the County further authorizes the operation of ATVs/UTVs on:

- ixi-i. STH 39 in the village of Linden and Town of Linden, from the intersection with Galena Street to the intersection with Dodgeville Street (also known as Wearne Road) including the bridge over Peddler creek, in the town of Linden ,Sec 8 and 9; T5N; R2E;; a ~~total~~ distance of 0.25 miles.
- ixii-ii. STH 39 in the Town of Mineral Point and the City of Mineral Point, from the intersection of CTH QQ to the ~~30/45 speed limit transition~~intersection with fair Street near the City of Mineral Point, including the bridge over the Mineral Point

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Branch of the Pecatonica River, in Sec. 36; T5N; R2E, a distance of 0.5 miles more or less.

~~lxiii.iii.~~ STH 191, in the Township of Ridgeway from the intersection with CTH BB southerly to the intersection with Spring Road, Sec.4; T5N; R4E, a distance of 0.25 miles.

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~~lxiv.iv.~~ STH 191, in the Village of Hollandale, from the intersection with 5th Avenue to the intersection with CTH K including the bridge over the Dodge Branch of the Pecatonica River, Sec.30; T5N; R5E; a distance of 787 feet more or less.

SECTION 3.0: ENFORCEMENT AND PENALTIES

This ordinance shall be enforced by any officer employed by the Iowa County Sheriff Department or any other law enforcement official as set forth in Wisconsin Statute § 23.33(12).

3.1 PENALTIES

The penalty for violating any provision of § 2.2 of this ordinance or §§ 2.3(A) (1) or (2), (D), or (E) shall result in a forfeiture of not more than \$250.00, plus court costs.

SECTION 4.0: EFFECTIVE DATE

This Ordinance and subsequent amendments to it shall be effective on the date after publication. Ordinance No. 600.18B was adopted by the Iowa County Board of Supervisors on July 16, 2013, and amended at the following sessions of the County Board: April 21, 2015; April 19, 2016; December 20, 2016; December 19, 2017; March 20, 2018; March 19, 2019; December 17, 2019, March 17, 2020.

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**TOWN OF RIDGEWAY
RESOLUTION # 2020-0204**

**A RESOLUTION SUPPORTING AND REQUESTING STATE OR FEDERAL HIGHWAY
FUND APPROPRIATIONS FOR RECONDITIONING OF CTH F IN THE TOWN OF
MOSCOW; IOWA COUNTY WISCONSIN.**

WHEREAS, the asphalt surface of CTH F was spot repaired and resurfaced in 1981 and has provided 38 years of service life, but now suffers from severe deterioration due to segregation of oils in the asphalt surface and insufficient subbase materials for current traffic trends being a 6-inch sand bed; and,

WHEREAS, County Trunk Highway (CTH) F is functionally classified as a Major Collector, as such it carries regional traffic thru Dane, Green, Lafayette, and Iowa counties; and,

WHEREAS, CTH F serves as a major collector between the village of Blanchardville and STH 39 / USH 151 in Dane County and has local importance as a connector for the Pecatonica-Argyle school district, the villages of Hollandale and Blanchardville and other regional significance such as a state highway detour / backup route; and,

WHEREAS, the State Department of Transportation often utilizes CTH F as a detour route for work planned on STH 39 and STH 78 between Blanchardville and Dane County more specifically during 2008 for the STH 78 reconstruction project between Blanchardville and STH 39 and in 2012 for the STH 39 "Blue Bridge" replacement near River Forks Road; and,

WHEREAS, as a result of the severe asphalt pavement deterioration of the roadway and rutting due to an insufficient subbase materials; Iowa County applied for Surface Transportation Program Funding in 2010 for a roadway improvement project to reconstruct CTH F between STH 78 and STH 39 in the Town of Moscow to current County Highway Standards to address the inadequacies of the original roadway subbase design and the severe deterioration of the pavement surface; and,

WHEREAS, the State Department of Transportation awarded funding for the design portion of the project only, negotiated a State-Municipal agreement for that design work, and issued a three-party contract agreement between the State-County and Consultant Engineer to begin design work for the proposed improvement; and

WHEREAS, the County has applied unsuccessfully for funding for the construction phase of the project in years 2013, 2015, and 2017; and

WHEREAS, the design has proceeded to the 30% plan preparations phase and was then placed on HOLD by the State Department of Transportation in 2015 due to a lack of construction funding and a revised project specific environmental document policy agreement with the Federal Highway Association related to projects funded with federal funds; and,

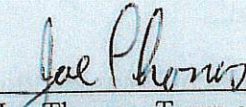
WHEREAS, after the 2017 denial of a state-federal STP-Rural funding grant; the County designated to perform the project in phases to decrease the amount of STP-Rural funding necessary to complete the project by designating Local Road Improvement Program County Highway Improvement dollars to about 40% of the project; and,

WHEREAS, the County has received funding within the Local Roads Improvement program to fund about 40% of the project through two grants;

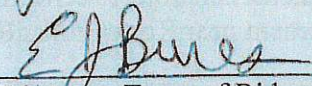
NOW THEREFORE, BE IT RESOLVED, by the County Board as follows:

1. The County Highway Commissioner is authorized and has applied for both STP-Rural program funds and one-time Multi-modal Local Supplement funding in 2019 through the state grant processes for the project on CTH F;
2. The Iowa County Board is fully in support of completion of the project, construction of the roadway to current county trunk highway standards, and commits to provide local match funding for grant awards as are fiscally capable through debt service or borrowing;
3. The Iowa County Board shall take any and all necessary actions to undertake, direct, and complete approved grant activities, and comply with state and Federal rules for the program(s).

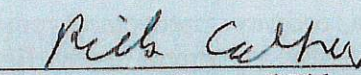
The above and foregoing Resolution was duly adopted by the Town of Ridgeway Town Board this 4th day of February, 2020.



Joe Thomas, Town of Ridgeway Chairman

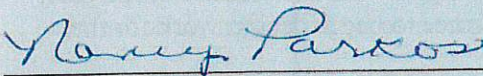


Ed Bures, Town of Ridgeway Supervisor



Rick Carlson, Town of Ridgeway Supervisor

ATTEST:



Nancy Parkos, Town Clerk

**TOWN OF MOSCOW BOARD
RESOLUTION 2020-2-3**

**A RESOLUTION SUPPORTING AND REQUESTING STATE OR FEDERAL HIGHWAY
FUND APPROPRIATIONS FOR RECONDITIONING OF CTH F IN THE TOWN OF
MOSCOW; IOWA COUNTY WISCONSIN.**

WHEREAS, the asphalt surface of CTH F was spot repaired and resurfaced in 1981 and has provided 38 years of service life, but now suffers from severe deterioration due to segregation of oils in the asphalt surface and insufficient subbase materials for current traffic trends being a 6-inch sand bed; and,

WHEREAS, County Trunk Highway (CTH) F is functionally classified as a Major Collector, as such it carries regional traffic thru Dane, Green, Lafayette, and Iowa counties; and,

WHEREAS, CTH F serves as a major collector between the village of Blanchardville and STH 39 / USH 151 in Dane County and has local importance as a connector for the Pecatonica-Argyle school district, the villages of Hollandale and Blanchardville and other regional significance such as a state highway detour / backup route; and,

WHEREAS, the State Department of Transportation often utilizes CTH F as a detour route for work planned on STH 39 and STH 78 between Blanchardville and Dane County more specifically during 2008 for the STH 78 reconstruction project between Blanchardville and STH 39 and in 2012 for the STH 39 "Blue Bridge" replacement near River Forks Road; and,

WHEREAS, as a result of the severe asphalt pavement deterioration of the roadway and rutting due to an insufficient subbase materials; Iowa County applied for Surface Transportation Program Funding in 2010 for a roadway improvement project to reconstruct CTH F between STH 78 and STH 39 in the Town of Moscow to current County Highway Standards to address the inadequacies of the original roadway subbase design and the severe deterioration of the pavement surface; and,

WHEREAS, the State Department of Transportation awarded funding for the design portion of the project only, negotiated a State-Municipal agreement for that design work, and issued a three-party contract agreement between the State-County and Consultant Engineer to begin design work for the proposed improvement; and

WHEREAS, the County has applied unsuccessfully for funding for the construction phase of the project in years 2013, 2015, and 2017; and

WHEREAS, the design has proceeded to the 30% plan preparations phase and was then placed on HOLD by the State Department of Transportation in 2015 due to a lack of construction funding and a revised project specific environmental document policy agreement with the Federal Highway Association related to projects funded with federal funds; and,

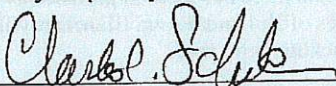
WHEREAS, after the 2017 denial of a state-federal STP-Rural funding grant; the County designated to perform the project in phases to decrease the amount of STP-Rural funding necessary to complete the project by designating Local Road Improvement Program County Highway Improvement dollars to about 40% of the project; and,

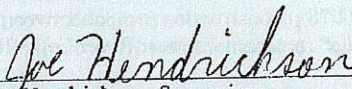
WHEREAS, the County has received funding within the Local Roads Improvement program to fund about 40% of the project through two grants;

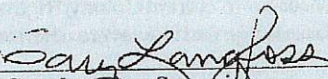
NOW THEREFORE, BE IT RESOLVED, by the Town Board as follows:

1. The County Highway Commissioner is authorized and has applied for both STP-Rural program funds and one-time Multi-modal Local Supplement funding in 2019 through the state grant processes for the project on CTH F;
2. The Iowa County Board is fully in support of completion of the project, construction of the roadway to current county trunk highway standards, and commits to provide local match funding for grant awards as are fiscally capable through debt service or borrowing;
3. The Iowa County Board shall take any and all necessary actions to undertake, direct, and complete approved grant activities, and comply with state and Federal rules for the program(s).

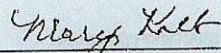
The above and foregoing Resolution was duly adopted by the Town of Moscow Board this 3rd day of February 2020.


Charles Schriber, Chairman


Joe Hendrickson, Supervisor


Gary Langfoss-Supervisor

ATTEST:


Mary Kolb, Clerk

VILLAGE OF BLANCHARDVILLE BOARD OF TRUSTEES
RESOLUTION 2020 – 001

**A RESOLUTION SUPPORTING IOWA COUNTY'S REQUEST FOR STATE OR FEDERAL
HIGHWAY FUND APPROPRIATIONS FOR RECONDITIONING OF CTH F IN THE TOWN
OF MOSCOW; IOWA COUNTY WISCONSIN.**

WHEREAS, the asphalt surface of CTH F was spot repaired and resurfaced in 1981 and has provided 38 years of service life, but now suffers from severe deterioration due to segregation of oils in the asphalt surface and insufficient subbase materials for current traffic trends being a 6-inch sand bed; and,

WHEREAS, County Trunk Highway (CTH) F is functionally classified as a Major Collector, as such it carries regional traffic thru Dane, Green, Lafayette, and Iowa counties; and,

WHEREAS, CTH F serves as a major collector between the village of Blanchardville and STH 39 / USH 151 in Dane County and has local importance as a connector for the Pecatonica-Argyle school district, the villages of Hollandale and Blanchardville and other regional significance such as a state highway detour / backup route; and,

WHEREAS, the State Department of Transportation often utilizes CTH F as a detour route for work planned on STH 39 and STH 78 between Blanchardville and Dane County more specifically during 2008 for the STH 78 reconstruction project between Blanchardville and STH 39 and in 2012 for the STH 39 "Blue Bridge" replacement near River Forks Road; and,

WHEREAS, as a result of the severe asphalt pavement deterioration of the roadway and rutting due to an insufficient subbase materials; Iowa County applied for Surface Transportation Program Funding in 2010 for a roadway improvement project to reconstruct CTH F between STH 78 and STH 39 in the Town of Moscow to current County Highway Standards to address the inadequacies of the original roadway subbase design and the severe deterioration of the pavement surface; and,

WHEREAS, the State Department of Transportation awarded funding for the design portion of the project only, negotiated a State-Municipal agreement for that design work, and issued a three-party contract agreement between the State-County and Consultant Engineer to begin design work for the proposed improvement; and

WHEREAS, the County has applied unsuccessfully for funding for the construction phase of the project in years 2013, 2015, and 2017; and

WHEREAS, the design has proceeded to the 30% plan preparations phase and was then placed on HOLD by the State Department of Transportation in 2015 due to a lack of construction funding and a revised project specific environmental document policy agreement with the Federal Highway Association related to projects funded with federal funds; and,

WHEREAS, after the 2017 denial of a state-federal STP-Rural funding grant; the County designated to perform the project in phases to decrease the amount of STP-Rural funding necessary to complete the project by designating Local Road Improvement Program County Highway Improvement dollars to about 40% of the project; and,

WHEREAS, the County has received funding within the Local Roads Improvement program to fund about 40% of the project through two grants;

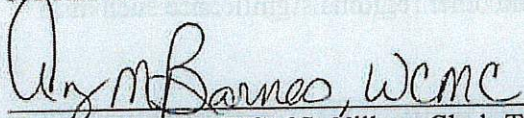
NOW THEREFORE, BE IT RESOLVED, by the Village of Blanchardville Board of Trustees is in support of the Iowa County Board Resolution promoting and working towards improving the infrastructure of County Highway F between State Highway 39 and 78.

Motion to approve the above and foregoing Resolution Dick Crooks,
seconded by Lili Cary passed on a vote of 6 to 0.

The above and foregoing Resolution was duly adopted by the Village of Blanchardville Board Trustees this 3RD day of February, 2020.


Mark Emberson, Village Board President

ATTEST:


Amy M. Barnes, WCMC; Village Clerk-Treasurer

AGENDA ITEM COVER SHEET

Title: 2021-2025 Highway Capital Plan

☒ Original

☐ Update

TO BE COMPLETED BY COUNTY DEPARTMENT HEAD

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

Review and discuss the Highway Department Equipment, Road, and Bridge Improvement Plan for 2021-2025

RECOMMENDATIONS (IF ANY):

Approve the Plan for consideration by the Long Range Planning Committee for 2021 Budgeting Purposes.

ANY ATTACHMENTS? (Only 1 copy is needed)

☒ Yes

☐ No

If yes, please list below:

Copy of the Proposed 2021-2025 Capital Plan and an Equipment Replacement Matrix will be distributed at the meeting for discussion.

FISCAL IMPACT:

Capital Plan sets targets for levy and borrowing for projects by the Department. Those targets are then utilized to compile the annual budget. Fiscal Impact is part of the adoption of annual budgets for the upcoming year(s).

LEGAL REVIEW PERFORMED:

☐ Yes

☒ No

PUBLICATION REQUIRED:

☐ Yes

☒ No

PRESENTATION?:

☒ Yes

☐ No

How much time is needed? 10-15 Minutes

COMPLETED BY: CRH

DEPT: HWY

2/3 VOTE REQUIRED:

☐ Yes

☒ No

TO BE COMPLETED BY COMMITTEE CHAIR

MEETING DATE: 03-02-2020

AGENDA ITEM # 10

COMMITTEE ACTION:

MEMORANDUM FOR THE RECORD

TO: [illegible]

FROM: [illegible]

SUBJECT: [illegible]

TO BE FORWARDED TO THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

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Boat

RECOMMENDATION OF THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

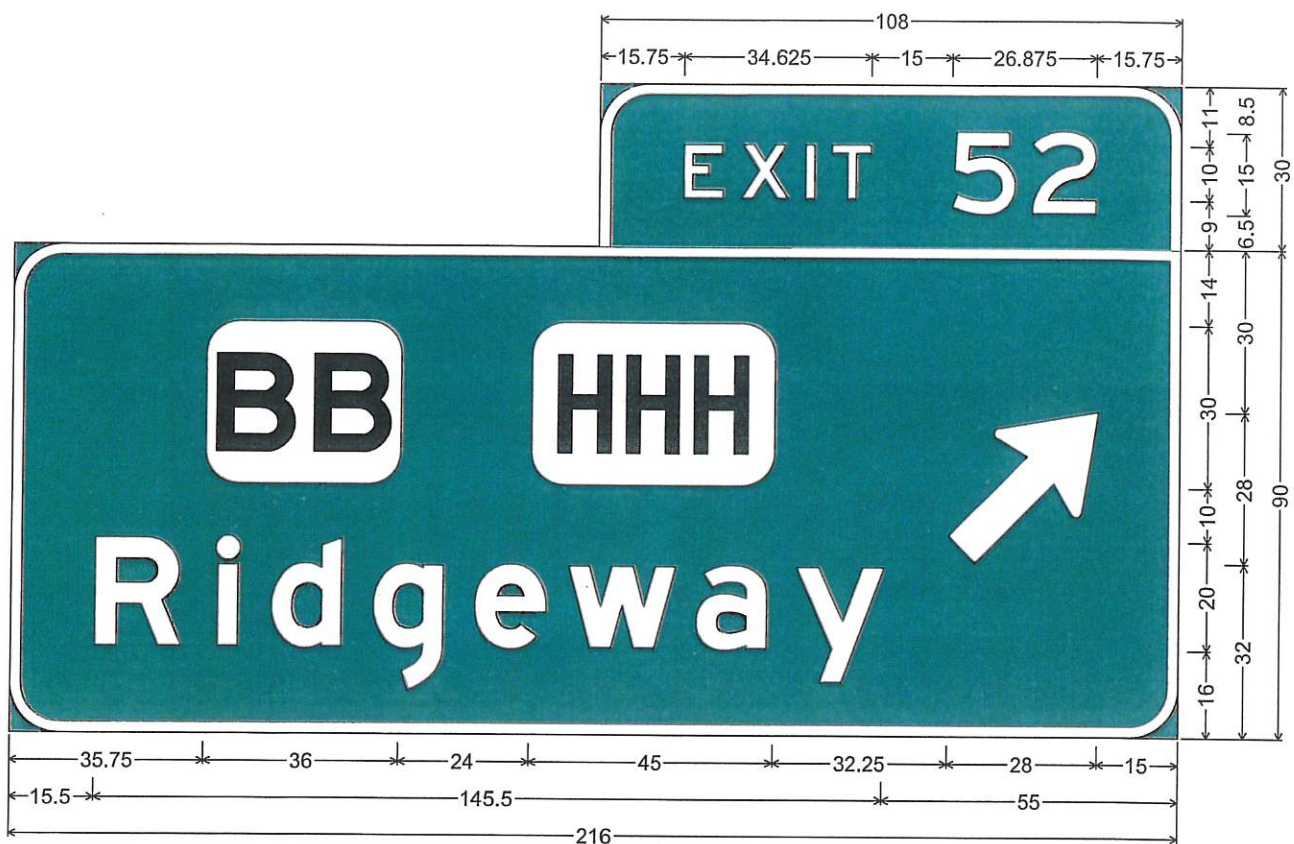
RECOMMENDATION OF THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

TO BE FORWARDED TO THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE

RECOMMENDATION OF THE COMMITTEE



E1-5P;
 9.000" Radius, 2.000" Border, White on, Green;
 "EXIT", E specified length; "52", E;

E4-1A;
 9.000" Radius, 2.000" Border, White on, Green;
 Square County BB M1-55-2; Square County HHH M1-55A-2; "Ridgeway", E Mod;
 Standard Arrow Custom 36.000" X 22.500" 45°;



E3-1;
 6.000" Radius, 2.000" Border, White on, Green;
 "Ridgevue", E Mod; "Rd", E Mod; "EXIT", E; "52", E;



E1-5P;

9.000" Radius, 2.000" Border, White on, Green;

"EXIT", E specified length; "52", E;

E1-1A;

12.000" Radius, 3.000" Border, White on, Green;

Square County BB M1-55-2; Square County HHH M1-55A-2; "Ridgeway", E Mod; "1", E;

"MILE", E;

Highway Shop and Partsroom Inventory

		2018 FR Phys Inv.				Expected		Phys Inv.	
		1/1/2019		Purchases	Sales	Quantity	Adjustments		12/31/2019
CE0001	Construction & Maintenance Materials (16111)								
	Asphalt Squares	\$ 17,494.80	\$	25,467.75	\$ 31,627.20	\$ 11,335.35	\$ (2,809.35)	\$	8,526.00
	Erosion Control Materials (1-05)	\$ 1,154.65	\$	3,894.31	\$ 2,729.40	\$ 2,319.56	\$ 179.33	\$	2,498.89
	RAPID SET CONCRETE PATCH 50# BAG	\$ 965.55	\$	2,436.00	\$ 2,436.00	\$ 965.55	\$ (743.85)	\$	221.70
	Epoxy	\$ 5,290.00	\$	11,637.50	\$ 12,863.76	\$ 4,063.74	\$ 229.26	\$	4,293.00
	Granite	\$ 0.10	\$	2,728.34	\$ 1,884.72	\$ 843.72	\$ (628.72)	\$	215.00
	White Pavement Marking Paint	\$ -	\$	188,833.65	\$ 199,425.31	\$ (10,591.66)	\$ 10,591.66	\$	-
	Yellow Pavement Marking Paint	\$ -	\$	167,859.92	\$ 162,437.36	\$ 5,422.56	\$ (5,422.56)	\$	-
	Reflective Pavement Marking Beads	\$ -	\$	122,698.40	\$ 128,424.12	\$ (5,725.72)	\$ 9,025.72	\$	3,300.00
	Culvert Materials	\$ 16,516.90	\$	98,486.70	\$ 65,706.52	\$ 49,297.08	\$ (4,305.64)	\$	44,991.44
	Signs 1-12	\$ 7,573.67	\$	3,909.08	\$ 2,109.87	\$ 9,372.88	\$ (1,082.89)	\$	8,289.99
	PG64-22 ASPHALT OIL	\$ 12,934.49	\$	235,466.26	\$ 268,129.83	\$ (19,729.08)	\$ 19,729.08	\$	-
		\$ 61,930.16	\$	863,417.91	\$ 877,774.09	\$ 47,573.98	\$ 24,762.04	\$	72,336.02
	Winter Materials & Products								
	Salt								
M900		\$ 195,993.12	\$	228,314.61	\$ 219,237.23	\$ 205,070.50	\$ 24,282.62	\$	229,353.12
M940	Sanding Materials	\$ 92,065.95	\$	397,505.94	\$ 290,359.58	\$ 199,212.31	\$ (33,926.51)	\$	165,285.80
		\$ 288,059.07	\$	625,820.55	\$ 509,596.81	\$ 404,282.81	\$ (9,643.89)	\$	394,638.92
	Parts								
2-01		\$ 180,737.17	\$	210,354.00	\$ 185,133.25	\$ 205,957.92	\$ (2,424.12)	\$	203,533.80
2-04	Blacksmith Iron & Steel	\$ 9,556.22	\$	2,125.41	\$ 894.50	\$ 10,787.13	\$ (223.52)	\$	10,563.61
2-05	Equipment Paints	\$ 1,293.11	\$	236.49	\$ 140.93	\$ 1,388.67	\$ 239.40	\$	1,628.07
2-02	Tires	\$ 14,688.76	\$	41,667.20	\$ 35,929.64	\$ 20,426.32	\$ (5,358.23)	\$	15,068.09
2-03	Batteries	\$ 456.00	\$	3,008.78	\$ 2,927.27	\$ 537.51	\$ (17.14)	\$	520.37
		\$ 25,994.09	\$	47,037.88	\$ 39,892.34	\$ 33,139.63	\$ (5,359.49)	\$	27,780.14
FU2	Gasoline	\$ 19,458.98	\$	81,468.43	\$ 90,088.08	\$ 10,839.33	\$ 2,984.77	\$	13,824.10
FU1	Diesel	\$ 12,848.29	\$	172,554.42	\$ 170,850.96	\$ 14,551.75	\$ 5,062.86	\$	19,614.61
FU12	Off-road Diesel MIFFLIN		\$	15,344.31	\$ 14,303.98	\$ 1,040.33	\$ 308.30	\$	1,348.63
FU3	Off-road Diesel DODGEVILLE	\$ 3,288.68	\$	48,523.45	\$ 49,689.91	\$ 2,122.22	\$ 716.00	\$	2,838.22
		\$ 35,595.95	\$	317,890.61	\$ 324,932.93	\$ 28,553.63	\$ 9,071.92	\$	37,625.55
3-03, 4-01, 4-04	Lubricants, Oils, Grease, Antifreeze Additives	\$ 14,015.10	\$	20,550.04	\$ 16,606.92	\$ 17,958.22	\$ (3,882.62)	\$	14,075.60
		\$ 14,015.10	\$	20,550.04	\$ 16,606.92	\$ 17,958.22	\$ (3,882.62)	\$	14,075.60

Blank

Highway Quarry Aggregates and Asphalt Products Inventory Summary

		Physical Inv	Purchases	Sales	Book Inventory	Adjustment	Physical Inventory
Gravel Products		1/1/2018					12/31/2018
3/8" Chips for sanding material	M111	\$ 4,658.54	\$ -	\$ 2,339.49	\$ 2,319.05	\$ (2,319.05)	\$ -
3/4" Salvaged Base Coarse	M112 / NEW	\$ -	\$ 9,519.91	\$ 457.73	\$ 9,062.18	\$ -	\$ 9,062.18
Breaker Run	M120	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Clay	M150	\$ -	\$ -	\$ 639.68	\$ (639.68)	\$ 639.68	\$ -
Fill material	M151	\$ -	\$ 1,988.83	\$ 756.76	\$ 1,232.07	\$ (1,232.07)	\$ -
Shale	M152	\$ -	\$ -	\$ 871.76	\$ (871.76)	\$ 871.76	\$ -
Rip Rap	M153	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Black Dirt	M160	\$ 5,772.46	\$ 222.17	\$ 183.11	\$ 5,811.52	\$ (1,430.78)	\$ 4,380.74
Lime	M161	\$ 18,445.62	\$ -	\$ 54.56	\$ 18,391.06	\$ 10,799.66	\$ 29,190.72
Blacktop chunks	M170	\$ 13,872.00	\$ 51,874.72	\$ 723.54	\$ 65,023.18	\$ (4,681.63)	\$ 60,341.55
Asphalt/Gravel/Blacktop Millings	M171	\$ 51,875.35	\$ -	\$ 51,874.72	\$ 0.63	\$ (0.63)	\$ -
Concrete chunks	M180	\$ 739.58	\$ -	\$ -	\$ 739.58	\$ (739.58)	\$ -
3/4" Recycled Concrete Base	M181 / NEW	\$ -	\$ 120,562.05	\$ -	\$ 120,562.05	\$ -	\$ 120,562.05
3/4 Recycled Blacktop Base	M190	\$ 78,985.66	\$ -	\$ 15,259.07	\$ 63,726.59	\$ 12,888.48	\$ 76,615.07
Pea Gravel	M520	\$ 4,376.90	\$ 19,216.15	\$ 20,253.36	\$ 3,339.69	\$ (1,798.18)	\$ 1,541.51
		\$ 178,726.11	\$ 203,383.83	\$ 93,413.78	\$ 288,696.16	\$ 12,997.65	\$ 301,693.81
Bituminous Materials							
3/8" hot mix	M200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5/8" hot mix	M201	\$ -	\$ 259,026.86	\$ 259,026.86	\$ -	\$ -	\$ -
3/4" hot mix	M202	\$ -	\$ 163,156.86	\$ 163,156.86	\$ -	\$ -	\$ -
Sand Patch (Pothole Patch Materials)	M210	\$ 8,515.33	\$ 20,860.50	\$ 20,860.50	\$ 8,515.33	\$ 10,317.29	\$ 18,832.62
Black Chips	M220	\$ 25,423.16	\$ 29,929.94	\$ 15,290.12	\$ 40,062.98	\$ (2,356.95)	\$ 37,706.03
Asphalt Oil (PG 58-28)	M320	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Asphalt Oil (PG 64-22)	M321	\$ 12,934.58	\$ 280,500.00	\$ 280,500.00	\$ 12,934.58	\$ (4,082.84)	\$ 8,851.74
Sandpatch Oil (SC / MC)	M331	\$ -	\$ 20,860.50	\$ 20,860.50	\$ -	\$ -	\$ -
3/4 Chips	M500	\$ 1,751.40	\$ 4,022.04	\$ 3,158.90	\$ 2,614.54	\$ 1,050.40	\$ 3,664.94
3/4 - 5/8 Chips	M501	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5/8 Clear Chips	M502	\$ 5,992.00	\$ 9,649.82	\$ 14,843.64	\$ 798.18	\$ 4,338.16	\$ 5,136.34
3/8 Chips from Ivey's	M503	\$ 12,706.35	\$ 40,069.25	\$ 50,450.12	\$ 2,325.48	\$ 4,678.68	\$ 7,004.16
3/8" Minus Gravel	M510	\$ 1,222.84	\$ -	\$ 658.54	\$ 564.30	\$ 288.38	\$ 852.68
Sand	M530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Torpedo Sand	M531	\$ 4,305.00	\$ 82,457.48	\$ 74,760.29	\$ 12,002.19	\$ (8,735.46)	\$ 3,266.73
Contaminated Soil	M999	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ 72,850.65	\$ 910,533.25	\$ 903,566.33	\$ 79,817.57	\$ 5,497.67	\$ 85,315.24

BANK

2020-2023 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
2020	5579-00-73	11/10/2020	205	LET	BRRPL	0.098	CTH H	CTH T - CTH T	\$1,000,000 - \$1,999,999
								MILL CREEK BRIDGE B-25-0186	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	NON-FEDERAL
2021	5682-00-75	12/14/2021	205	LET	BRRPL	0.033	CTH II	CTH Q - CTH I	\$1,000,000 - \$1,999,999
								OTTER CREEK BRIDGE, B-25-0191	
								CONST OPS/BRIDGE REPLACEMENT	
								LOCAL BRIDGES	NON-FEDERAL
2020	5255-01-82	03/25/2020	303	LFA	BRRPL	0.000	LOC STR	MINERAL POINT - SPRING GREEN	\$0 - \$99,999
								TALIESIN TRAIL STRUCTURE B-25-XXXX	
								LFA/ BRIDGE REPLACEMENT	
								SHR BRIDGES	NON-FEDERAL
2020	5245-03-80	01/25/2020	303	LFA	MISC	0.286	STH 023	STH 11 - MINERAL POINT	\$0 - \$99,999
								STH 39 TO MERRY CHRISTMAS LANE	
								LFA/ REPLACE GUARDRAIL & CULVERT	
								STATE 3R	NON-FEDERAL
2023	5952-03-72	11/14/2023	303	LET	RSRF20	3.510	STH 039	EDMUND - MINERAL POINT	\$1,000,000 - \$1,999,999
								USH 18 TO N LIMITS V LINDEN	
								CONST/ MILL AND OVERLAY	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-
2023	5952-03-73	11/14/2023	303	LET	RSRF30	6.310	STH 039	EDMUND - MINERAL POINT	\$4,000,000 - \$4,999,999
								N LIMITS V LINDEN TO FAIR STREET	
								CONS/MILL&OVERLAY, SPOT PAINT BRDGS	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-
2022	5939-01-60	03/08/2022	303	LET	RSRF10	4.030	STH 080	AVOCA - RICHLAND CENTER	\$750,000 - \$999,999
								STH 133 TO WEST COUNTY LINE	
								CONSTRUCTION/ MILL & OVERLAY	
								STATE 3R	SURFACE TRANSP BLOCK GRTS-

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2020-2023 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
2023	5939-00-70	11/14/2023	303	LET	RSRF20	6.670	STH 080	COBB - AVOCA	\$2,000,000 - \$2,999,999
								USH 18 TO KENNEDY STREET	
								CONST/MILL AND OVERLAY	
								STATE 3R	SURFACE TRANSP BLOCK GRITS-
2022	5940-02-60	03/08/2022	303	LET	RSRF10	8.140	STH 133	MUSCODA - LONE ROCK	\$2,000,000 - \$2,999,999
								STH 80 TO STH 130	
								CONSTRUCTION/MILL & OVERLAY	
								STATE 3R	STBG <5K POP FAST
2021	5953-02-73	12/14/2021	303	LET	PSRS40	11.830	STH 191	DODGEVILLE - HOLLANDALE	\$2,000,000 - \$2,999,999
								DIAMOND OAKS DRIVE TO CTH K	
								CONST/MILL AND OVERLAY	
								STATE 3R	SURFACE TRANSP BLOCK GRITS-
	1640-00-33		303	I/E	RSRF10	6.566	USH 014	SPRING GREEN - MADISON	\$100,000 - \$249,999
								WISCONSIN RIVER TO OAK STREET	
								PE/MILL AND OVERLAY	
								STATE 3R	NATIONAL HIGHWAY PERF FAST
2020	1204-05-76	11/10/2020	303	LET	MISC	9.216	USH 018	DODGEVILLE - MOUNT HOREB	\$2,000,000 - \$2,999,999
								CTH BB TO CTH JG	
								CONST/MEDIAN CABLE BARRIER	
								SAFETY (REGULAR HSIP)	HIGHWAY SAFETY IMP PROG-FA
2020	1204-04-97	01/25/2020	303	SFA	MISC	3.340	USH 151	STH 23 TO USH 18	\$0 - \$99,999
								PLATTEVILLE - MADISON/B-25-16,21,22	
								TRF MIT 1204-04-77	
								BACKBONE	NON-FEDERAL