

Proposal for ATV/UTV Road Routes

IN THE VILLAGE OF SUMMIT, WI

Open House Presentation

JANUARY 17TH, 2024
6:30 PM @
SUMMIT VILLAGE HALL



What are the benefits of ATV/UTV road routes?

- **WI Dept of Tourism reports annual statewide tourism revenue to be \$12.9 billion of direct impact. WI Dept of Outdoor Recreation reports outdoor recreation to Account for \$8.7 billion of that. ATV/UTV recreation is estimated to account for \$1 to \$3 billion of that annual total. Accredited Economic Impact Studies are being conducted to determine the exact amount. Opening ATV/UTV road routes would allow some of that revenue to be kept in the Village of Summit or perhaps better yet redirected here. Regardless of the exact amount an immediate economic impact will be realized here by local businesses.**
- **We can become connected to the existing county wide road route networks already established in neighboring Dodge and Jefferson Counties and their municipalities allowing additional outside recreational tourism opportunities into our town.**
- **Road routes will also provide additional recreational activities for resident families. A good outdoor recreational alternative to spending time on electronic devices.**
- **Will allow residents to use ATVs on public roads for maintaining their properties without violating laws.**
- **Road routes will create new opportunities for charitable events to be hosted in our community drawing additional tourist revenues into the town.**
- **Legislation has been introduced to make the open intoxicants as it applies to UTVs and ATVs, the same as with automobiles and other motor vehicles**
- **ATV's and UTV's pay the same gas tax as automobiles to fund roads. We are simply asking to be allowed to use the same roads which we already are funding.**
- **While we won't be the first municipality in Waukesha County to establish road routes we will be among the communities leading the way.**
- **There are more than 52,000 miles of existing road routes already in WI. The safety data is conclusive that they are overwhelmingly safe. Even in densely populated and high traffic areas.**
- **Expenses for the signage required will be covered by the Okauchee Area ATV/UTV Club Inc. by conducting local fundraising events and collecting private donations. We are not asking for any money from the already stretched thin municipal budget. Just to use the already existing roads.**

Proposal Highlights

- 16 years old with a valid driver's license.
- Liability insurance **REQUIRED**.
- No operation between 11 pm and 5 am.
- Helmets required for anyone under 18 years old.
- UTV's are factory equipped with **seat belts** and **REQUIRED** to be used just like automobiles. Many manufacturers govern the speed to 15 mph unless the seat belt is fastened.
- Cannot travel the same route in a residential area more than twice in ½ hour to prevent "cruising".
- Must remain on the roadway, not the road shoulder or ditch.
- This is a building block in the foundation of our plan for road routes in neighboring communities and select area county roads to form a road route network throughout the area.
- Will provide a new year-round stream of recreational traffic to revitalize the townships in our extended communities of western Waukesha County.

Exploring Municipal Regulation of ATVs and UTVs

Derek Punches, Attorney, Stafford Rosenbaum LLP



Introduction

Off-road vehicles like all-terrain vehicles¹ (“ATVs”) and utility terrain vehicles² (“UTVs”) have a rich history in Wisconsin. Each year, tens of thousands of residents and nonresidents operate ATVs and UTVs for recreational, agricultural, and other purposes throughout the state, including on thousands of miles of trails and road routes designated for use by ATVs and UTVs.

Municipalities play an important role in permitting and regulating the operation of ATVs and UTVs within their boundaries. In doing so, municipalities should consider how to weigh the potential economic benefits and enhanced recreational opportunities that ATVs and UTVs may bring against competing concerns related to safety, enforcement, community compatibility, in addition to legal and regulatory issues. To help address these concerns, this article explores municipal regulation of ATVs and UTVs and discusses common concerns that might arise when considering whether to authorize the operation of ATVs and UTVs within the municipality.

Designating ATV Routes and Trails

Municipalities may seek to connect their communities with nearby trail systems by permitting the operation of ATVs and



UTVs within two distinct areas: all-terrain vehicle routes and trails. An all-terrain vehicle route (“ATV route”) is “a highway or sidewalk designated for use by ATV operators by the governmental agency having jurisdiction as authorized under [Wis. Stat. § 23.33].”³ In contrast, an all-terrain vehicle trail (“ATV trail”) is defined as “a marked corridor on public property, in a highway right-of-way, or on private lands subject to public easement or lease, designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction, but excluding [certain] roadways of highways[.]”⁴

Routes. Municipalities may permit the operation of ATVs and UTVs on all or some of the highways under its jurisdiction by designating such highways as ATV routes by ordinance.⁵

Municipalities may only designate state trunk highways or connecting highways as ATV routes with the approval of the DOT.⁶ They may, however, enact an ordinance to authorize the operation of ATVs and UTVs on a highway that is not part of the national system of interstate and defense highways, that has a speed limit of 35 miles per hour or less, and that is located within the territorial boundaries of the municipality regardless of whether the municipality has jurisdiction over the highway.⁷ Unless it has been designated as an ATV route or trail, a person may not operate an ATV or UTV on the roadway portion of any highway except under limited circumstances, such as the incidental crossing of a roadway, bridge, culvert, or railroad right-of-way, among others.⁸

1. Wis. Stat. § 23.33(1)(b); Wis. Stat. § 340.01(2g).

2. Wis. Stat. § 23.33(1)(ng).

3. Wis. Stat. § 23.33(1)(c). The term “highway” is exceptionally broad and includes “the entire width between the boundary lines of every way open to the use of the public as a matter of right for the purposes of vehicular travel.” See Wis. Stat. § 340.01(22).

4. Wis. Stat. § 23.33(1)(d).

5. Wis. Stat. § 23.33(8)(b)1., 2.

6. Wis. Stat. § 23.33(8)(b)3.

7. Wis. Stat. § 23.33(11)(am)4.

8. Wis. Stat. § 23.33(4)(d).

Trails. Municipalities may also designate corridors through land that it owns or controls, or for which the municipality has obtained leases, easements, or permission for use as ATV trails by ordinance.⁹ Because property cannot be acquired by condemnation to establish or extend a “recreational trail,” municipalities likely cannot acquire the property interests needed to establish or extend an ATV trail through condemnation.¹⁰

A municipality may specify the period during which ATVs and UTVs may use designated ATV routes or ATV trails, or it may prohibit the operation of ATVs or UTVs on such routes or trails during certain periods of the year.¹¹ It may also designate ATV routes and ATV trails under their jurisdiction on which the use of UTVs is permitted or prohibited.¹² By default, no person may operate a UTV on any ATV route or trail unless the municipality has expressly permitted the operation of UTVs on that route or trail.¹³

Signing ATV Routes and Trails

If a municipality designates any highways under its jurisdiction as ATV routes, the municipality must install signage in accordance with certain statutory and administrative requirements, including requirements related to the location, position, shape, size, and contents of the signs.

In cooperation with the Department of Transportation, the Department of Natural Resources (DNR) has promulgated administrative rules that establish requirements for all ATV route signs. These rules expressly state that “all signing shall be done by or under the direction of and is the responsibility of

the unit of government which designates the all-terrain vehicle route.”¹⁴ In addition, all signs placed upon highways to regulate, warn, guide, or inform traffic must comply with the Wisconsin Manual of Uniform Traffic Control Devices (WMUTCD).¹⁵ Although private parties may pay the cost to purchase and install signs, municipalities should perform the installation and maintenance themselves to limit the risk of potential liability if the signs are not installed or maintained correctly.

Signs installed on ATV trails are subject to different regulations than those for ATV routes. If they are not placed in the highway right-of-way, such signs need not conform with the WMUTCD. DNR has promulgated administrative rules that establish requirements for signs and standards on ATV trails.¹⁶ DNR has also issued extensive guidelines for signing off-highway vehicle trails, including ATV trails.¹⁷

Municipal Regulation and Enforcement

In addition to designating ATV routes and trails, municipalities are authorized by statute to adopt ordinances that regulate the operation of ATVs and UTVs on ATV routes and ATV trails.¹⁸ Another provision, however, states that municipalities “may enact an ordinance that is in strict conformity with this section and rules promulgated by the department under [Wis. Stat. § 23.33] if the ordinance encompasses all aspects encompassed by [Wis. Stat. § 23.33],” subject to limited exception.¹⁹ Although the answer is not clear, this language suggests that municipalities may not impose more restrictive regulations than state law on those matters addressed

by Wis. Stat. § 23.33. But, even for those seeking to regulate the operation of ATVs and UTVs in a manner *not* contemplated by that section, there is tension between these provisions that is difficult to reconcile.

Of course, a municipality may adopt the applicable provisions of Wis. Stat. § 23.33 in its entirety. Wis. Stat. § 23.33 provides many “tools” that municipalities should consider to address safety, noise, and other concerns. This includes provisions related to registration, training, compliance with traffic and regulatory signs, protective headgear, and vehicle lighting and equipment requirements, in addition to others. Because questions related to age restrictions, speed limits, and the intoxicated operation of ATVs and UTVs are regularly raised, further discussion on these topics are set forth below.

Age Restrictions. No person under 16 years of age may operate an ATV on a designated ATV route unless the person is accompanied by a parent or guardian or someone who is at least 18 years old who is designated by the parent or guardian.²⁰ To be “accompanied,” that person must be “subject to continuous verbal direction or control.”²¹ Therefore, certified operators between 12 and 16 years of age may operate an ATV on designated ATV routes, including roadways, if so “accompanied.”²² Except under limited circumstances, no person under 12 years of age may operate an ATV on designated ATV trails.

The age restrictions applicable to UTVs are somewhat higher, in part because such vehicles are larger and can carry additional passengers. In general, no person under 16 years of age may operate a UTV on any ATV route or ATV trail.²³

9. Wis. Stat. § 23.33(8)(c).

10. See Wis. Stat. § 32.015.

11. Wis. Stat. § 23.33(8)(d).

12. Wis. Stat. § 23.33(1m)(b).

13. Wis. Stat. § 23.33(1m)(c).

14. Wis. Admin. Code § NR 64.12(7)(d).

15. Wis. Stat. § 349.065.

16. Wis. Admin. Code § NR 64.14(6)(c).

17. WIS. DEP'T OF NAT. RES., TRAIL SIGNING HANDBOOK: GUIDELINES FOR SIGNING OFF-HIGHWAY VEHICLE TRAILS (2019).

18. Wis. Stat. § 23.33(11)(a).

19. Wis. Stat. § 23.33(11)(am)1.

20. Wis. Stat. § 23.33(5)(a)4.

21. Wis. Stat. § 23.33(1)(a).

22. Wis. Stat. § 23.33(5)(a)1.

23. Wis. Stat. § 23.33(5)(am).

Speed. In general, the operation of ATVs and UTVs on an ATV route is subject to the same posted speed limit applicable to regular vehicular traffic on that highway.²⁴ Because the law was previously unclear, the Legislature enacted 2021 Act 164 to clarify that local governments may indeed impose a speed limit for ATV and UTV traffic on all or part of any ATV route that is lower than the applicable speed limit for regular motor vehicles.²⁵ When deciding whether to designate a highway as an ATV route and whether to impose a reduced speed limit, municipalities should assess the type and amount of other traffic on that highway, as well as the applicable speed limit for regular vehicular traffic.

Intoxicated Operation. Wis. Stat. ch. 346 regulates the “rules of the road” on all highways. Although some of the provisions of Wis. Stat. ch. 346 apply to ATVs and UTVs, the laws related to operating a motor vehicle under the influence of drugs and alcohol (OWI) are not applicable.²⁶

Instead, Wis. Stat. § 23.33 includes several provisions related to the intoxicated operation of an ATV or UTV that are analogous to the OWI provisions under Wis. Stat. ch. 346. For example, like Wis. Stat. § 346.63, Wis. Stat. § 23.33(4) prohibits the operation of an ATV or UTV while under the influence of an intoxicant or while the person has a restricted controlled substance in their blood or an alcohol concentration of 0.08 or more.²⁷ However, the penalties for violating the applicable provisions of Wis. Stat. § 23.33 are generally less severe than the penalties for OWI violations, even when those violations occur on roadways.²⁸ Violations of the ATV or UTV prohibitions do not count

towards the relevant number of OWI offenses for purposes of calculating the applicable penalty under Wis. Stat. § 346.65 nor vice versa. In addition, the prohibition against possessing an open alcohol beverage container under Wis. Stat. § 346.935(2) does not apply to the operation of ATVs and UTVs.²⁹

Enforcement. Upon the adoption of an ATV ordinance, the municipal clerk must immediately send a copy of the ordinance to the DNR, the State Patrol, and any law enforcement agency having jurisdiction over any of the highways to which the ordinance applies.³⁰ In addition to conservation wardens, State Patrol officers, and county sheriff deputies, local law enforcement has the authority and jurisdiction to enforce Wis. Stat. § 23.33 and municipal ordinances enacted in accordance with that section.³¹ As such, a municipality seeking to integrate ATVs and UTVs into its community may wish to consider the role of and potential impact to local law enforcement resources prior to enacting any ordinance.

Municipal Liability

One common question is whether the municipality could be liable for accidents that occur if the governing body permits the operation of ATVs and UTVs within the municipality. In general, a municipality will not be liable for such accidents under either of two potential theories of immunity: recreational immunity and governmental immunity.

Recreational Immunity. Municipalities are shielded by recreational immunity under certain circumstances. Wis. Stat. § 23.33(10) expressly states that recreational immunity applies to that section. Although a full discussion



is outside the scope of this article, recreational immunity protects an owner from liability for the death of, any injury to, or any death or injury caused by, a person engaging in a recreational activity on the owner's property under certain circumstances.³² The definition of “owner” includes “a governmental body... that owns, leases or occupies property.”³³ The definition of “recreational activity” expressly includes “operating an all-terrain vehicle or utility terrain vehicle.”³⁴ Therefore, municipalities should not be liable for injuries arising from the operation of ATVs and UTVs on ATV routes or ATV trails if they own, lease, or occupy such property. Because this immunity applies only to those duties owed that are enumerated in Wis. Stat. § 895.52(2)(a), however, recreational immunity may not apply in all cases.

Governmental Immunity. In general, municipalities are also shielded by governmental immunity, which protects them from liability arising from certain discretionary acts, including the exercise of the governing body's legislative authority.³⁵ The decision by a local governing body to designate ATV routes and ATV trails is an exercise of

24. Wis. Stat. § 23.33(4)(d).

25. Wis. Stat. § 349.11(1).

26. See Wis. Stat. § 346.02(1).

27. Wis. Stat. § 23.33(4)(a).

28. Compare Wis. Stat. § 23.33(13)(b) with Wis. Stat. § 346.65(2)(am).

29. Wis. Stat. § 346.02(1).

30. Wis. Stat. § 23.33(11)(b).

31. Wis. Stat. § 23.33(12)(a).

32. Wis. Stat. § 895.52(2)(b).

33. Wis. Stat. § 895.52(1)(d).

34. Wis. Stat. § 895.52(1)(g); see also *WEA Prop. & Cas. Ins. Co. v. Krisik*, 2013 WI App 139, ¶19, 352 Wis. 2d 73 (holding that no additional analysis is necessary to determine whether an activity qualifies as “recreational” if that activity is specifically enumerated in the statute).

35. Wis. Stat. § 893.80(4).

legislative authority that is protected by governmental immunity.

This immunity is not absolute. There is no immunity against liability associated with the performance of a “ministerial” (or nondiscretionary) duty imposed by law or a “known and compelling danger” that gives rise to a ministerial duty.³⁶ A “ministerial” duty is one that “is absolute, certain and imperative, involving merely the performance of a specific task when the law imposes, prescribes and defines the time, mode and occasion for its performance with such certainty that nothing remains for judgment or discretion.”³⁷ Certain provisions in Wis. Stat. § 23.33 arguably impose ministerial duties on municipalities. For example, as discussed above, the statutes require that municipalities that designate an

ATV route perform certain actions, including installing and maintaining ATV-related signs in accordance with statutory and regulatory requirements. These requirements could be considered a “ministerial” duty for which immunity does not apply.

Because of the highly fact-intensive nature of immunity defenses, municipalities should consult with their legal counsel and insurance provider to evaluate the risk of liability in specific circumstances.

Conclusion

Designating ATV routes and trails and permitting the operation of ATVs and UTVs can provide communities with economic benefits and enhanced recreational opportunities. Municipalities,

however, must weigh these benefits against questions related to safety, enforcement, and other local concerns. If the municipality desires to open the community to ATVs and UTVs, there are a number of tools and strategies available to help address these concerns.

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About the Author:

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ATV Road Route Frequently Asked Questions

- **What is the difference between an ATV and a UTV?**

An ATV is a vehicle with 3 or more wheels which the rider straddles the center of the machine while riding and steers using handlebars. A UTV is a vehicle where 1 or more riders are seated similar to a car and the accelerator, brake, and steering controls are also very similar to a car. UTVs are equipped with roll cages and seat belts. Both ATVs and UTVs are registered in WI by the DNR and the regulations for each are virtually identical. Throughout this document both will be referred to as ATVs.

- **What are the benefits of ATV/UTV Road Routes?**

ATVing is a great outdoor recreational activity. Many families participate in riding together. It often results in people setting aside electronic devices and going out and being social. There is a positive financial impact. Annual ATV related spending in Wisconsin is estimated to account for \$1-\$4 billion of the \$12.9 billion annual tourism revenue in WI.

- **Which roads can a municipality open as ATV/UTV routes?**

Under state statute 23.33 a municipality can open routes on all municipal roads regardless of their speed limit. Additionally they can open routes on state and county roads or portions of state and county roads within its boundaries with a speed limit of 35 mph or less. Counties have the authority to open county roads regardless of the speed limit.

- **Are there safety concerns?**

Of course there are. No different than any other vehicle whether an automobile, motorcycle, bicycle or pedestrian on a public roadway there is potential for accidents. However on the more than 52,000 miles of Wisconsin roadways already ATV routes there is a .0003% chance of a fatality on a legal road route. In fact the majority of fatalities on ATVs occur on private property, public trails and illegally driving on public roads (not on approved routes). Any operator born after January 1, 1988 is required to complete an ATV safety course prior to operating an ATV. Okauchee Area ATV/UTV Club is proud to have more than 10 members Wisconsin DNR Certified Safety Instructors and will be offering in person ATV safety instruction.

- **Are ATVs loud?**

Wisconsin law limits ATV sound emissions to 96 decibels. Modification to the exhaust system resulting in louder sound emission is prohibited by law and a citation can be issued for doing so. Unlike many on-highway motorcycles this law

is typically enforced. The DNR wardens are available with decibel meters to assist local police for enforcement if needed. Anytime there is a large group of any type of traffic (car, motorcycle, etc) there is typically a significant amount of sound. However since there are no ATV trails in our area it is unlikely large groups of ATVs will be traveling through our town often.

- **Why do we seek to open town roads which are not connected to other town road routes?**

Just because they cannot be connected to the rest of the proposed route network initially does not mean they will remain disconnected indefinitely. Whether through action taken by the county or legislative changes to 23.33 we will seek to have these roads connected in the near future. Even if not initially connected, some residents who live on these orphaned roads may utilize the routes to visit neighbors, maintain their property, etc. Furthermore, why would we deny them the same privilege as another town resident?

- **Will my subdivision become a race track?**

No. Our proposal includes a provision to prohibit "cruising". Other reasons we can confidently answer this way include the average age of an ATVer is 46 years. Small circles and dead end routes are not very entertaining to ride. Additionally tires are very expensive and wear rapidly on paved roads.

- **Will we be seeking ATV trails in our area?**

No. Considering land values and population in SE WI we do not believe any new public ATV trails will ever be added. Furthermore we will never seek access to snowmobile trails as we respect their efforts to develop and maintain their trail network and will not ask to infringe upon them. We are simply asking to be allowed on the existing roads as permitted by state statute 23.33.

- **How much will this cost our Village?** Okauchee Area ATV/UTV Club Inc. has volunteered to pay for the signage required by means of local fundraising and private donations. Additionally we also pay the same gas tax as automobiles to fund the roads.

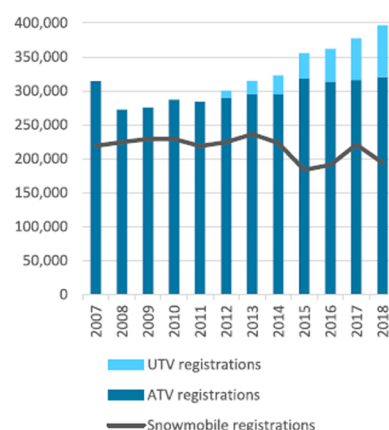
- **I've seen some bizarre things on Youtube, TikTok, etc involving ATVs. Do we expect that sort of thing to become normal here?**

Absolutely not. You simply cannot believe everything you see on the internet. That is not the sort of thing that is typical of or tolerated by our residents and most visitors to our area.

- **Will there be a large volume of ATV traffic in our area?**

Given the absence of any trails in our area we do not believe there will be a large enough volume of ATV traffic to place a burden on our area police and fire departments, commuters or residents. What we do believe, and has been proven in neighboring towns, is that there will be enough traffic to supplement our local economy while creating another outdoor recreational activity for residents within our own community.

Figure 15: ATV, UTV, and snowmobile registrations in Wisconsin, 2007 – 2018²⁶



Recreation Trend Example Motorized recreation

While ATV use has been generally constant in Wisconsin over the last decade, UTV use has increased considerably. This growth is likely due both to the substantial number of Baby Boomers (older riders tend to prefer UTVs more than ATVs) and also because on-going upgrades in UTV features have expanded their appeal and utility.

Given the projected growth in older age groups, there is likely to be an increase in the number of people that will participate in UTV riding.

Participation Trends

Future participation levels will be affected by the size of our population and the rates at which residents engage in different activities. The state's population is projected to grow by about 700,000 additional residents by 2040 and as a result most activities will see increases in the number of participants, even if participation rates for many activities decline as our population ages.

Of course, participation rates in activities rise and fall as trends come and go.^{27, 28} Newer forms of recreation provide users with more options for enjoying the outdoors, and in some cases supplement users' recreational experiences. For example, fat-tire bikes can extend biking opportunities into the winter months, kayaking can be another way to fish small streams, UTVs can be a way for groups to get to a favorite hunting spot, and drones can be a new way to photograph nature. As battery technology continues to improve, it is possible that many applications will affect outdoor recreation in the future.

Based on the number of residents that are projected to be in different age groups in 2040, if future participation rates for each age group are the same as

today's rates, the largest increases in the number of participants in nature-based recreation are expected for bird watching, picnicking/taillgating/cookout, visiting a nature center, and hiking/walking/running on trails (Appendix 4, Table 17).

Because the methods to survey recreation participation in Wisconsin have changed over time, it is not possible to analyze current and past data to quantitatively identify trends in statewide participation rates or frequencies. To address this, qualitative input was gathered from county recreation providers on their perspectives of how recreation participation has changed over the past five years at their properties. The recreation opportunities in highest demand on county-managed properties are campsites, hiking/walking/ running on trails, mountain biking and recreational biking trails, motorized trails, and shore access to lakes, rivers and streams (Appendix 4, Table 16).

Trends in participation at county parks, forests and trails

Activities with largest increases in participation over the last five years at county properties:

- Bicycling – winter/fat-tire biking
- Camping – RV/pop-up
- Bicycling – mountain biking
- Riding ATV/UTVs
- Canoeing/kayaking
- Bicycling – recreational/rail-trail biking
- Picnic areas/day use/beaches
- Paddle boarding
- Dog walking on trails
- Hiking/walking/running on trails
- Fishing

ATV and UTV - What's the difference?

ATV (all terrain vehicle): usually meant for a single rider that straddles a saddle and steers using a handlebar system.

UTV (utility task or terrain vehicle, sometimes referred to as side-by-side): can seat multiple people and riders sit in bench or bucket seats. Driver uses a steering wheel.

See State Statutes 340.01 and 23.33(1)(ng) for legal definitions.

Access to Public Lands

A longstanding issue complicating efforts to provide opportunities for several types of outdoor recreation in Wisconsin is the distribution of where many of the state's residents live and the locations of most public conservation and recreation lands. In large part driven by historical land use patterns and the economic fallout of the Great Depression in the 1920s and 1930s, over half of the lands open to the public (over 3.1 million acres) are located in just ten northern counties. Over half of the state's population resides in just nine counties, all in the southern or eastern part of Wisconsin.

This inverse distribution of public land and people means that for many residents wanting to participate in activities that require larger expanses of land they often must travel multiple hours. And as peoples' lives become busier and they have less time to devote to outdoor recreation (and the travel time required), the use of many public lands near urban centers – for example, Kettle Moraine State Forest, Devil's Lake, High Cliff and Kohler-Andrae state parks, and Richard Bong State Recreation Area – has grown significantly.



Photo: Susan Kraus

Access to Private Lands

A generation or two ago, a higher percentage of our population lived in rural settings (see Figure 6 on page 20) and people who lived in cities were likely to have a relative or close friend that lived in the country. Consequently, many residents could get permission to hunt, fish, hike, pick berries or other activities on land owned by someone they knew. More and more residents now live in urban or suburban settings and no longer have direct contact with rural landowners.

In addition, there has been a loss of public access to industrial forest land in recent decades as paper companies, which historically owned over a million acres in the state and allowed public access, have sold most of their land holdings to timber investment management organizations or real estate investment trusts. These new owners typically have not re-enrolled their lands into programs that allow public access (Managed Forest Law).

Two programs administered by the DNR facilitate public access to private land for recreation purposes:

Managed Forest Law (MFL) Program

The program reduces property taxes for eligible landowners in return for implementing a certified forest management plan for their property. Landowners can choose to allow public access for hunting, fishing, hiking, sight-seeing, and cross-country skiing (for which they receive a greater financial benefit).

Voluntary Public Access (VPA) Program

Landowners who are willing to allow the public to hunt, fish, trap and watch wildlife on their property can enroll in this program and receive a modest payment. Recently, 32,000 acres had been enrolled.

Compatibility

The overwhelming majority of outdoor recreation occurs without significant conflicts between participants in the same or different activities. However, on occasion, conflicts emerge that can impact participant's satisfaction. Often, an underlying cause of recreation conflict is simply the density of use in an area. Even activities that are prone to conflict with one another (e.g., water skiing and fishing on the same lake) can co-exist if the number of interactions is minimal. Yet, as the number of participants in an area increases, overcrowding can easily emerge and result in conflicts and displacement of visitors. Many outdoor recreation providers increasingly must devote resources to address conflicts.

Aspects that can influence compatibility include:

- Expectations of participants about interactions with others.
- Skill and experience level of participants.
- Duration and intensity of interactions.
- Tolerance levels of participants, including social values and beliefs.

Techniques that can increase compatibility and decrease conflicts include:

- Education, outreach, and signage.
- Community engagement and self-policing by groups and clubs.
- Regulations and enforcement.
- Separation of participants in time and/or space.

ORDINANCE NO. _____

**AN ORDINANCE TO CREATE SECTION ____ OF THE VILLAGE ORDINANCES
REGULATING THE USE OF ALL-TERRAIN AND UTILITY TERRAIN VEHICLES**

THE VILLAGE OF SUMMIT BOARD OF TRUSTEES DOES HEREBY ORDAIN AS

FOLLOWS: Section ____ of the Village Code is created as follows:

SECTION I:

____ ATV/UTVs

- (a) **PURPOSE.** The purpose of this ordinance is to establish All-Terrain Vehicle (ATV) and Utility Terrain Vehicle (UTV) routes in the Village of Summit and to regulate the operation of ATV/UTVs in the village.
- (b) **AUTHORITY.** The Village Board of Summit, Waukesha County, Wisconsin, has the specific authority to adopt this ATV/UTV Route Ordinance under s. 23.33 (8)(b) and (11), Wisconsin statutes.
- (c) **OPERATION OF ATV/UTVs.** Pursuant to s. 23.33 (4) (d) 4., Wis. Stats., except as otherwise provided in s. 23.33 (4), Wis. Stats., no person may operate an ATV/UTV on the roadway portion of any highway in the village except on roadways that are designated as ATV/UTV routes by this ordinance. Operation of ATV/UTV on a roadway in the village that is an ATV/UTV route is authorized only for the extreme right of the roadway except that left turns may be made from any part of the roadway that is safe given prevailing conditions.
- (d) **DESIGNATION OF ATV/UTV ROUTES.**
 - 1. Adoption of State ATV and UTV Laws and Definitions: State ATV and UTV law and definitions found in Wisconsin State Statute 23.33 and Wisconsin Administrative Code NR 64 are adopted by reference and fully incorporated herein by reference, pursuant to Wisconsin State Statute 23.33 (11)(a).
 - 2. Routes: Any village road that is signed in accordance with NR 64.12 and NR 64.12(7)c (as those sections may hereafter be amended) may be used by ATV's and UTV 's in accordance with such signage and as provided by the applicable portions of 23.33 Wis. Stats and this ordinance.
 - 3. Designation: All village roads will be open to ATV/UTV usage. All county and state roadways posted 35mph or less will be open to ATV/UTV usage as authorized under Wis. Stat. s. 23.33(11)(am)4.
- (e) **CONDITIONS APPLICABLE TO ATV/UTV ROUTES.** Pursuant to s. 23.33(8)(d), Wisc. Stats., the following restrictions are placed on the use of the village ATV/UTV routes:

1. Routes shall be marked with uniform ATV/UTV route signs in accordance with s. NR 64.12(7), Wisconsin Administrative Code. No person may do any of the following regarding signs marking village ATV/UTV routes:

- a. Intentionally remove, damage, deface, move, or obstruct any uniform ATV/UTV route or trail sign or standard, or intentionally interfere with the effective operation of any uniform ATV/UTV route or trail sign or standards if the sign or standard is legally placed by the state, any municipality, or any authorized individual.
- b. Possess any uniform 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 route or trail sign in a lawful manner. Possession of all uniform ATV/UTV route or trail sign or standard creates a rebuttable presumption of illegal possession.

2. Operation shall be subject to all provisions of s. 23.33, Wis. Stats., which is adopted as a part of the ordinance by reference, pursuant to s. 236.33(11), Wis. Stats.

(f) ADDITIONAL RESTRICTIONS AND APPLICABLE TIME PERIODS.

1. All ATV/UTV Operators must be 16 years of age or older.
2. A valid Department of Transportation driver's license is required to operate any ATV/UTV on a designated route within the village.
3. All ATV/UTV vehicles must be operated in a single file.
4. No ATV/UTV operator shall exceed the posted speed limit of the road being traveled.
5. ATV/UTV speed limit will be the same as the speed limit for other vehicles to maintain safe traffic flow.
6. All ATV/UTV riders under the age of 18 must wear a helmet.
7. All ATV/UTV 's must be operated on (paved or graveled) road surfaces only.
8. No ATV/UTV 's may be operated on road shoulders or in road ditches.
9. Any and all ATV/UTV routes may be closed at any time at the discretion of the Village of Summit Board of Trustees.
10. ATV/UTV operators are required to have applicable liability insurance
11. All ATV/UTV 's shall have headlights, taillights, and brake lights
12. All ATV/UTV 's must always have their headlights and taillights on
13. ATV/UTV 's may not be operated on any Village of Summit road between the hours of 11:00 p.m. and 5:00 a.m.
14. All ATV/UTV operations are subject to Wisconsin Department of Natural Resources ATV/UTV Laws and Regulations.
15. No ATV/UTV operator may travel the same route more than twice every half hour in any area deemed residential.
16. Operation of an ATV/UTV within any municipal park is prohibited, with the exception of designated parking areas.

(g) ENFORCEMENT. This ordinance may be enforced by any law enforcement officer authorized to enforce the laws of the State of Wisconsin.

(h) PENALTIES. The penalties under s. 23.33 (13)(a), Wis Stats. are adopted by reference.

SECTION II. MISCELLANEOUS.

The Clerk is directed to send a copy of this ordinance to the Department of Natural Resources, Wisconsin State Patrol and the Waukesha County Sheriff's Department.

SECTION II – SEVERABILITY

If any provision of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance that can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable.

SECTION X – EFFECTIVE DATE

This ordinance is effective upon publication or posting. The Village Clerk shall properly publish this ordinance as required under s. 60.80, Wis. Stats.

DRAFT



Understanding the 2022 Wisconsin Department of Natural Resources Fatalities Report

- There are approximately 500,000 ATVs/UTVs registered in Wisconsin
- There are currently greater than 52,000 miles of legal road routes in Wisconsin
- In 2022 there were 21 fatalities on ATVs/UTVs
- 7 (1/3) occurred on legal road routes. The remaining 14 (2/3) occurred on private or public trails or occurred on public roadways that are not legal road routes thereby essentially trespassing on a public road.
- In the column labeled Location/Activity only those designated "Route" occurred on legal road routes.
- By comparison in 2022 there were approximately 324,000 registered on-highway motorcycles and 80 fatalities.

WI motorcycle registrations are 65% of WI ATV registrations yet when operated on legal road routes there is a 1142% greater fatality rate.



#	Date	County/C-V-T	Location/Activity	Vehicle Type	Age / Gender / Residency	Accident Type	Operator Safety Certified?	Helmet / Seatbelt Used	Alcohol Involved/BAC
#1	1/1/2022	Oconto / Oconto	Route	ATV	54 / M / WI	ATV Rolled Over	No	No	Yes / Unknown
Synopsis	Operator/victim attempted to complete a left hand turn on a roadway, took the turn wide to avoid a parked van, overcorrected and subsequently rolled the ATV. Victim passed away due to injuries sustained in the crash on 12/4/2022.								
#2	4/21/2022	Polk / Apple River	Route	ATV	67 / M / WI	ATV Rolled Over	No	No	Yes / .04
Synopsis	Operator/victim was driving on a road route when the ATV entered the ditch and rolled over. Victim passed from his injuries on 4/28/2022.								
#3	5/20/2022	Jackson / Brockway	Public Trail	UTV	55 / M / IN	UTV Rolled Over	Unknown	No / Yes	Yes / .12
Synopsis	Operator/victim failed to negotiate a curve, causing the UTV to roll.								
#4	5/29/2022	Oconto County / Doty	Public Road	UTV	56 / M / IL	Passenger Ejected	No	No / No	Yes / .133
Synopsis	UTV operated by an adult male had two passengers in the bed of his UTV and was traveling toward a county highway. Operator stopped at the intersection, turned, and accelerated, causing the victim in the bed to fall out onto the highway.								
#5	5/29/2022	Iron County / Mercer	Route	UTV	39 / F / IL	Collision with a Fixed Object / Tipped Over	Unknown	No / Yes	Yes / .16
Synopsis	Operator/victim was negotiating a curve at a high rate of speed and lost control. The UTV traveled across the roadway, struck several rocks, tipped, and landed in the Turtle Flambeau Flowage, submerging the machine.								
#6	6/6/2022	Jefferson / Waterloo	Public Road	UTV	14 / F / WI	Collision with Moving Motor Vehicle	No	No / No	No
Synopsis	Operator/victim was traveling on a roadway, attempted to turn onto a state highway and was struck by an SUV while crossing.								
#7	6/17/2022	Brown / Eaton	Public Road	ATV	53 / M / WI	Ejected	No	No	Yes / .255
Synopsis	Operator/victim lost control of the ATV and was ejected.								
#8	6/24/2022	La Crosse	Private Property	ATV	7 / M / WI	Bystander Struck by ATV	No	No	No
Synopsis	Victim was struck by an ATV that was traveling down a hill. Investigation pending.								
#9	6/26/2022	Dunn / Boyceville	Private Property	ATV	73 / M / WI	Ejected / ATV Rolled Over	No	No	No
Synopsis	Operator/victim was operating on a steep incline with a brush mower attached; appears to have lost control, turned sharply, and was ejected. The ATV then rolled and landed on top of the operator/victim.								
#10	7/2/2022	Jackson / Komensky	Public Trail	UTV	32 / M / WI	UTV Rolled Over	No	No / Yes	Yes / Pending
Synopsis	The UTV rolled after the operator failed to negotiate a turn. Victim was a passenger in the UTV.								
#11	8/6/2022	Jackson, Clark County line/ Hatfield	Route	ATV	37 / M / WI	ATV Rolled Over	No	No	Yes / .237
Synopsis	Operator/victim was last in a group of ATVs; failed to maintain control of his ATV and rolled over.								
#12	8/18/2022	Trempealeau / Ettrick	Private Property	ATV	75 / M / WI	ATV Rolled Over	No	No	No
Synopsis	Operator/victim was discovered during a welfare check; investigation indicates the operator/victim was traversing a hill when the ATV rolled on top of him.								
#13	8/21/2022	Waukesha / Muskego	Private Land	UTV	17 / F / WI	UTV Rolled Over	Yes	No / No	No
Synopsis	Operator and single passenger were crossing a cut hay field. A tire from the UTV dropped into a rut, causing the steering wheel to pull to one side. The operator over-corrected and the UTV tipped, ejecting both occupants. The passenger became pinned beneath the roll bar, causing life ending injuries.								
#14	8/29/2022	Rusk	Public Road	ATV	61 / M / WI	ATV Rolled Over	Pending	No	Pending
Synopsis	Operator/victim left the roadway, entered the ditch, and encountered a steep embankment. The ATV rolled and came to rest on top of the victim.								
#15	9/15/2022	Richland / Westford	Private Property	ATV	83 / M / WI	Ejected	No	No	No
Synopsis	Operator/victim was located unresponsive and underwater in a creek. His ATV was partially in the creek with the engine running near him.								
#16	10/1/2022	Clark	Route	UTV	57 / F / WI	Collision with Train	No	No / No	No
Synopsis	The single female operator/victim was attempting to cross at a railroad crossing while towing a trailer and was struck by an on-coming train.								
#17	10/6/2022	Washburn / Spooner	Private Property	ATV	81 / M / WI	Collision with a Fixed Object / Ejected	No	No	No
Synopsis	Operator/victim was attempting to pull a pier out of the lake using the ATV's winch. The operator/victim shifted the ATV into drive in an attempt to tighten the winch and drove forward quickly down a hill, where the ATV struck a set of stairs and the operator/victim was ejected.								
#18	10/9/2022	Rusk	Route	ATV	57 / M / WI	Collision with Deer	No	No	Pending
Synopsis	Operator/victim was traveling on a route when the ATV struck a deer, entered the ditched and rolled.								
#19	10/15/2022	Vilas / Winchester	Private Property	UTV	57 / M / WI	UTV Rolled Over	No	No / No	Yes / .254
Synopsis	Operator/victim went to bait his deer stands in a UTV and missed a corner causing the UTV to roll down an embankment.								
#20	10/28/2022	Rusk / Sheldon	Route	ATV	52 / M / WI	Collision with a Fixed Object	No	Pending	Pending
Synopsis	Operator/victim was traveling on an ATV route when they lost control, crossed a driveway and ditch, and struck multiple trees.								
#21	11/4/2022	Springbrook / Washburn	Private Property	ATV	13 / M / WI	ATV Rolled Over	No	Yes	No
Synopsis	Operator/victim was navigating a curve in a mowed field when the ATV overturned.								

WISCONSIN ATV/UTV STATISTICS

Wisconsin Usage of ATV and UTV's

- There are currently 458,000 ATV/UTVs registered in Wisconsin, and continue to grow significantly.
- Comparatively, there are approximately 200,000 registered snowmobiles in Wisconsin.
- Over 1 in 10 of all adult residents own an ATV/UTV.

- ATV/UTV fatalities fluctuate, year to year, just as snowmobile and boating fatalities.
- ATV/UTVs (450,000+ registered ATV/UTVs – Year-round riding)
- Boating (600,000+ registered Boats – Approx. 9 months use) while;
- Snowmobiles (200,000 registered Snowmobiles – Approx. 3 months riding)

Road Route only fatalities

- Road incidents aren't all in one.
- There are Legal Road Routes, Public Roads (Not Legal Road Routes), Highways (Not Legal Road Routes), and Private Roads.
- For Legal Road Route discussions, *on average*, there have been approximately, a total of, **6.6** fatalities occurring on roads legally open for ATV/UTVs.

- As a percentage of fatalities to overall ATV/UTV registration is less than 1/100 of 1% of all fatalities.
- For legal road routes, the percent of fatalities are considerably less at **3/1000 of 1%** of all registered ATV/UTVs in Wisconsin.

- Over the past 5 years, the average age of a victim in an ATV/UTV collision was **46.7** years of age.
- Over the past 5 years, there has been **1** fatality involving youth 18 and younger.
- Over the past 5 years, there was **1** collision with a motor vehicle.

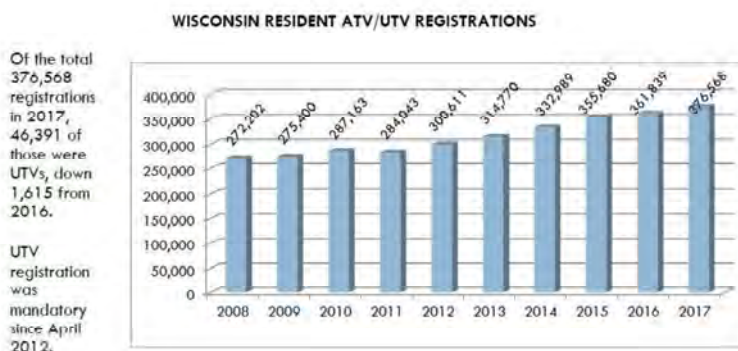
The "Typical" ATV/UTV incident based on legal road routes over the past 5 years:

Victim was in his mid-forties, operating an ATV, attempted to make a U-turn, negotiate a corner, passing drifting off the road surface, or passing other group members, rolling the ATV, or colliding with a fixed object. Victim was not wearing a helmet (seatbelt in UTV), had consumed alcohol and did not have a Safety Certificate.

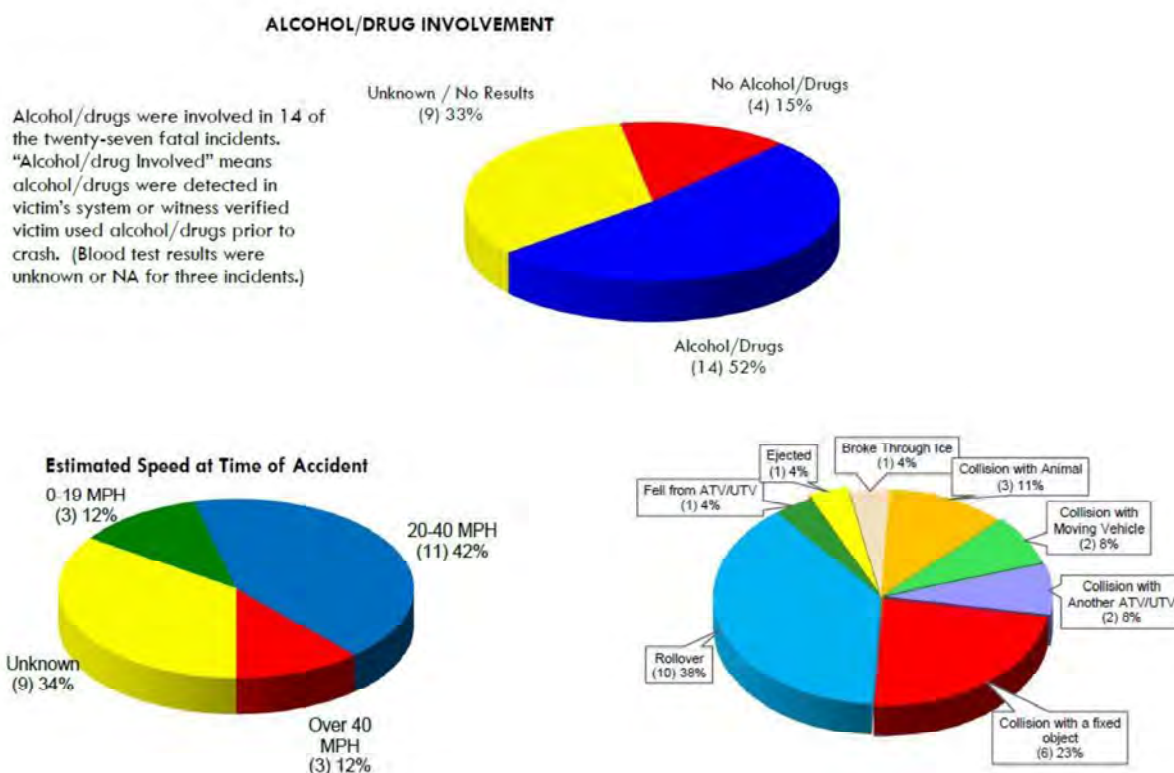
Use of safety items and training could help to reduce the fatalities

Safety Statistics

There is a trend in Wisconsin and the entire country toward opening more road routes to ATV/UTV use. Currently there are 35 states with laws that allow some type of road riding. In 2017 there were 376,568 registered units in Wisconsin. There were another 13,668 out of state trail passes issued.



Many people have concerns about the safety of allowing ATV/UTV use on roadways due to rollovers. Using a study by the DNR, there were 27 fatalities in 2017. Of those fatalities, there were 10 involving rollovers. The study showed that the biggest factor for fatalities was alcohol and not high speeds.



Responsible use of ATV/UTV's can be a fun and exciting family sport. Many riders are over the age of 40. The increasing use of UTV's that have roll bar protection and seatbelts will help reduce fatal incidents at time goes forward. Road routes are needed to connect local people to future trail systems in the Kettle Moraine and surrounding areas.



WISCONSIN LEGISLATIVE COUNCIL ACT MEMO

2017 Wisconsin Act 193 [2017 Assembly Bill 442]

All-Terrain Vehicle Route Signage

2017 Wisconsin Act 193 makes changes to requirements for signs placed to mark all-terrain vehicle (ATV) routes.

Under state law, a town, village, city, or county (local government) may designate highways or sidewalks as ATV routes. In addition, it may authorize the operation of utility terrain vehicles on ATV routes. Rules promulgated by the Department of Natural Resources (DNR) require that all ATV routes be marked by signs at the beginning of the route and at intervals along the route as needed to enable ATV operators to follow the route.

The Act provides that, if a local government designates **specific highways** within its jurisdiction as ATV routes, the local government is required to do one of the following:

- Erect a sign at each point on a highway where the ATV route begins and at each point where the ATV route intersects an ATV trail or a highway that is not designated as an ATV route;¹ or
- Erect a sign on each highway under its jurisdiction that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs must alert motorists that all highways within the town, village, city, or county have been designated as ATV routes, except where otherwise indicated.²

Alternatively, the Act authorizes a local government to designate **all highways** within its territorial boundaries as ATV routes and to erect signs at the entrances to the local government

¹ The town, village, city, or county is not required to erect a sign at a point that is not more than one-half mile from a sign marking the same ATV route on the same highway.

² The town, village, city, or county shall erect signs as appropriate to indicate highways that are not designated as an ATV route.

This memo provides a brief description of the Act. For more detailed information, consult the text of the law and related legislative documents at the Legislature's Web site at: <http://www.legis.wisconsin.gov>.

State of Wisconsin



2017 Assembly Bill 442

Date of enactment: April 3, 2018
Date of publication*: April 4, 2018

2017 WISCONSIN ACT 193

AN ACT *to renumber* 23.33 (8) (e); *to renumber and amend* 23.33 (8) (b); and *to create* 23.33 (1) (ja), 23.33 (8) (b) 2., 23.33 (8) (e) 2., 23.33 (8) (e) 3., 23.33 (8) (e) 4., 23.33 (8) (e) 5. and 23.33 (8) (e) 6. of the statutes; **relating to: all-terrain vehicle route signage.**

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1m. 23.33 (1) (ja) of the statutes is created to read:

23.33 (1) (ja) "Preferred route" means an all-terrain vehicle route marked with signs to assist all-terrain vehicle operators in navigating to needed services such as fueling stations, restaurants, lodging, or other business establishments.

SECTION 1p. 23.33 (8) (b) of the statutes is renumbered 23.33 (8) (b) 1. and amended to read:

23.33 (8) (b) 1. ~~A~~ Subject to subd. 3., a town, village, city, or county may designate highways as all-terrain vehicle routes.

3. No state trunk highway or connecting highway may be designated as an all-terrain vehicle route unless the department of transportation approves the designation.

SECTION 2. 23.33 (8) (b) 2. of the statutes is created to read:

23.33 (8) (b) 2. Subject to subd. 3., a town, village, city, or county may designate all highways under its jurisdiction as all-terrain vehicle routes.

SECTION 3. 23.33 (8) (e) of the statutes is renumbered 23.33 (8) (e) 1.

SECTION 4. 23.33 (8) (e) 2. of the statutes is created to read:

23.33 (8) (e) 2. Except as provided in subd. 3, if a town, village, city, or county designates specific highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county shall do one of the following:

a. Erect a sign at each point on a highway where the all-terrain vehicle route begins and at each point where the all-terrain vehicle route intersects an all-terrain vehicle trail or a highway that is not designated as an all-terrain vehicle route. The town, village, city, or county is not required to erect a sign under this subdivision at a point that is not more than one-half mile from a sign marking the same all-terrain vehicle route on the same highway.

b. Erect a sign on each highway under its jurisdiction that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways within the town, village, city, or county have been designated as all-terrain vehicle routes, except where otherwise indicated. The town, village, city, or county shall erect signs as appropriate to indicate highways that are not designated as an all-terrain vehicle route.

* Section 991.11, WISCONSIN STATUTES: Effective date of acts. "Every act and every portion of an act enacted by the legislature over the governor's partial veto which does not expressly prescribe the time when it takes effect shall take effect on the day after its date of publication."

SECTION 5. 23.33 (8) (e) 3. of the statutes is created to read:

23.33 (8) (e) 3. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways under the jurisdiction of the town, village, city, or county have been designated as all-terrain vehicle routes.

SECTION 6m. 23.33 (8) (e) 4. of the statutes is created to read:

23.33 (8) (e) 4. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway under its jurisdiction at the point where that highway crosses its territorial boundary and enters another town, village, city, or county that does not designate the highway as an all-ter-

rain vehicle route. The signs shall be in a position to be viewed by motorists and all-terrain vehicle operators as they leave the town, village, city, or county and shall alert motorists and all-terrain vehicle operators that the all-terrain vehicle route designation has ended.

SECTION 7m. 23.33 (8) (e) 5. of the statutes is created to read:

23.33 (8) (e) 5. If a town, village, city or county designates highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may designate a preferred route and erect signs marking the route.

SECTION 8m. 23.33 (8) (e) 6. of the statutes is created to read:

23.33 (8) (e) 6. If a town, village, city, or county erects and maintains signs under subd. 3., the department may not require the town, village, city, or county to erect any additional signs marking the all-terrain vehicle routes within the town, village, city, or county.



WISCONSIN LEGISLATIVE COUNCIL ACT MEMO

2017 Wisconsin Act 87
[2017 Senate Bill 392]

**Municipal Ordinances
Authorizing ATV and UTV
Operation on Highways**

Under 2017 Wisconsin Act 87, a city, village, or town may enact an ordinance authorizing the operation of all-terrain vehicles (ATVs) and utility terrain vehicles (UTVs) on a highway that has a speed limit of 35 miles per hour or less and is located within the territorial boundaries of the city, village, or town. The Act provides that a city, village, or town may authorize ATV or UTV operation on a highway regardless of whether the city, village, or town has jurisdiction over the highway, but it may not authorize ATV or UTV operation on a highway that is part of the national system of interstate and defense highways.

Effective date: December 2, 2017

Prepared by: David Moore, Senior Staff Attorney

December 21, 2017

DM:mcm;jal

This memo provides a brief description of the Act. For more detailed information, consult the text of the law and related legislative documents at the Legislature's Web site at: <http://www.legis.wisconsin.gov>.

State of Wisconsin



2017 Senate Bill 392

Date of enactment: **November 30, 2017**

Date of publication*: **December 1, 2017**

2017 WISCONSIN ACT 87

AN ACT *to amend* 23.33 (4) (b) and 23.33 (11) (am) 1.; and *to create* 23.33 (11) (am) 4. of the statutes; **relating to:** municipal ordinances authorizing all-terrain vehicle and utility terrain vehicle operation on highways within the municipality.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. 23.33 (4) (b) of the statutes is amended to read:

23.33 (4) (b) *Other highways; operation restricted.* No person may operate an all-terrain vehicle or utility terrain vehicle on a highway except as authorized under pars. (d), (e), and (f) and sub. (11) (am) 2. ~~or 3.~~ or 4. or as authorized by rules promulgated by the department and approved by the department of transportation.

SECTION 2. 23.33 (11) (am) 1. of the statutes is amended to read:

23.33 (11) (am) 1. Any county, town, city, or village may enact an ordinance that is in strict conformity with

this section and rules promulgated by the department under this section if the ordinance encompasses all aspects encompassed by this section, except as provided in subds. 2. ~~and 3.~~ and 4.

SECTION 3. 23.33 (11) (am) 4. of the statutes is created to read:

23.33 (11) (am) 4. A city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles on a highway that is not part of the national system of interstate and defense highways, that has a speed limit of 35 miles per hour or less, and that is located within the territorial boundaries of the city, village, or town regardless of whether the city, village, or town has jurisdiction over the highway.

* Section 991.11, WISCONSIN STATUTES: Effective date of acts. "Every act and every portion of an act enacted by the legislature over the governor's partial veto which does not expressly prescribe the time when it takes effect shall take effect on the day after its date of publication."

State Statute 23.33

(8) ROUTES AND TRAILS.

(a) *Department authority.* The department shall encourage and supervise a system of all-terrain vehicle routes and trails. The department may establish standards and procedures for certifying the designation of all-terrain vehicle routes and trails.

(b) *Routes.*

1. Subject to subd. [3.](#), a town, village, city, or county may designate highways as all-terrain vehicle routes.

2. Subject to subd. [3.](#), a town, village, city, or county may designate all highways under its jurisdiction as all-terrain vehicle routes.

3. No state trunk highway or connecting highway may be designated as an all-terrain vehicle route unless the department of transportation approves the designation.

(c) *Trails.* A town, village, city, county or the department may designate corridors through land which it owns or controls, or for which it obtains leases, easements or permission, for use as all-terrain vehicle trails.

(d) *Restrictions.* The designating authority may specify effective periods for the use of all-terrain vehicle routes and trails and may restrict or prohibit the operation of an all-terrain vehicle or utility terrain vehicle during certain periods of the year.

(e) *Signs.*

1. The department, in cooperation with the department of transportation, shall establish uniform all-terrain vehicle route and trail signs and standards and uniform signs and standards for the operation of utility terrain vehicles on all-terrain vehicle routes and trails. The standards may not require that any additional signs be placed on all-terrain vehicle routes concerning the operation of all-terrain vehicles or utility terrain vehicles with snow removal devices attached.

2. Except as provided in subd. 3, if a town, village, city, or county designates specific highways under its jurisdiction as all-terrain vehicle routes under par. [\(b\) 2.](#), the town, village, city, or county shall do one of the following:

a. Erect a sign at each point on a highway where the all-terrain vehicle route begins and at each point where the all-terrain vehicle route intersects an all-terrain vehicle trail or a highway that is not designated as an all-terrain vehicle route. The town, village, city, or county is not required to erect a sign under this subdivision at a point that is not more than one-half mile from a sign marking the same all-terrain vehicle route on the same highway.

b. Erect a sign on each highway under its jurisdiction that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways within the town, village, city, or county have been designated as all-terrain vehicle routes, except where otherwise indicated. The town, village, city, or county shall erect signs as appropriate to indicate highways that are not designated as an all-terrain vehicle route.

3. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. [\(b\) 2.](#), the town, village, city, or county may erect a sign on each highway that crosses its territorial boundary in a position to be viewed by motorists as they enter the town, village, city, or county. The signs shall alert motorists that all highways under the

jurisdiction of the town, village, city, or county have been designated as all-terrain vehicle routes.

4. If a town, village, city, or county designates all highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may erect a sign on each highway under its jurisdiction at the point where that highway crosses its territorial boundary and enters another town, village, city, or county that does not designate the highway as an all-terrain vehicle route. The signs shall be in a position to be viewed by motorists and all-terrain vehicle operators as they leave the town, village, city, or county and shall alert motorists and all-terrain vehicle operators that the all-terrain vehicle route designation has ended.

5. If a town, village, city or county designates highways under its jurisdiction as all-terrain vehicle routes under par. (b) 2., the town, village, city, or county may designate a preferred route and erect signs marking the route.

6. If a town, village, city, or county erects and maintains signs under subd. 3., the department may not require the town, village, city, or county to erect any additional signs marking the all-terrain vehicle routes within the town, village, city, or county.

(f) *Interference with signs and standards prohibited.*

1. No person may intentionally remove, damage, deface, move, obstruct, or interfere with the effective operation of any uniform all-terrain vehicle route or trail sign or standard or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail if the sign or standard is legally placed by the state, any municipality or any authorized individual.

2. No person may possess any uniform all-terrain vehicle route or trail sign or standard, or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail, of the type established by the department for the warning, instruction or information of the public, unless he or she obtained the uniform sign or standard in a lawful manner. Possession of a uniform all-terrain vehicle route or trail sign or standard or uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail creates a rebuttable presumption of illegal possession.

(9) ADMINISTRATION; ENFORCEMENT; AIDS.

(a) *Enforcement.* The department may utilize moneys received under sub. (2) for all-terrain vehicle and utility terrain vehicle registration aids administration and for the purposes specified under s. [20.370 \(3\) \(as\)](#) and [\(5\) \(er\)](#) including costs associated with enforcement, safety education, accident reports and analysis, law enforcement aids to counties, and other similar costs in administering and enforcing this section.

(b) *All-terrain vehicle projects.* Any of the following all-terrain vehicle projects are eligible for funding as a state all-terrain vehicle project from the appropriation account under s. [20.370 \(1\) \(ms\)](#) or for aid as a nonstate all-terrain vehicle project from the appropriation accounts under s. [20.370 \(5\) \(ct\)](#) and [\(cu\)](#):

1. Acquisition of an easement or land in fee simple.
2. Development of all-terrain vehicle facilities such as parking areas, riding areas, shelters, toilets or other improvements.
3. Development of all-terrain vehicle routes or all-terrain vehicle trails.
4. Development or maintenance of a snowmobile route or trail or an off-the-road motorcycle trail or facility if the route, trail or facility is open for use by all-terrain vehicles.
5. Maintenance of all-terrain vehicle routes or all-terrain vehicle trails.
6. Purchase of liability insurance.

(bb) *Signs*. In addition to the projects listed in par. (b), the department may provide aid from the appropriation under s. [20.370 \(5\) \(ct\)](#) or [\(cu\)](#) to a town, village, city or county for up to 100 percent of the cost of placing signs developed under sub. [\(4z\) \(a\) 2.](#)

(bd) *All-terrain and utility terrain vehicle projects; stewardship funding*.

1. The department may obligate from the appropriation account under s. [20.866 \(2\) \(ta\)](#) moneys for state projects and for aids to counties, cities, villages, or towns for nonstate projects. The projects may be any of the following:

- a. Acquisitions of easements and land as specified in par. [\(b\) 1.](#)
- b. Development of facilities, routes, and trails as specified in par. [\(b\) 2.](#) and [3.](#)
- c. Development of a snowmobile route or trail or an off-the-road motorcycle trail or facility if the route, trail or facility is open for use by all-terrain vehicles.
- d. Improvement of all-terrain vehicle trails for use by utility terrain vehicles.
- e. Placement of signs developed under sub. [\(4z\) \(a\) 2.](#)

2. Moneys obligated from the appropriation account under s. [20.866 \(2\) \(ta\)](#) for a project under subd. [1.](#) shall be limited to no more than 80 percent of the cost of the project. The county, city, village, or town receiving the aid is responsible for the remainder of the project cost.

(bg) *Projects for utility terrain vehicles*. A project to improve or maintain all-terrain vehicle trails for use by utility terrain vehicles is eligible for funding as a state utility terrain vehicle project from the appropriation account under s. [20.370 \(1\) \(mr\)](#) or for aid as a nonstate utility vehicle project from the appropriation accounts under s. [20.370 \(5\) \(eu\)](#) and [\(gr\)](#). The maximum amount allowed for aid under this paragraph is \$100 per mile for all-terrain vehicle trails that are maintained not less than 3 months per year including the months of June, July, and August. If the requests for aid for projects under this paragraph exceed the funds available, the department shall distribute available funds to qualified applicants on a proportional basis.

2. For a roadway, or for a portion of a roadway, that is located within the territorial boundaries of a city, village, or town, the city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles with snow removal devices attached on the roadway, or adjacent to the roadway, if the applicable roadway speed limit is greater than 45 miles per hour, and regardless of whether the city, village, or town has jurisdiction over the roadway.

3. A county, city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles on a highway bridge that is not part of the national system of interstate and defense highways, that is 1,000 feet in length or less, and that is located within the territorial boundaries of the county, city, village, or town regardless of whether the county, city, village, or town has jurisdiction over the highway. Any such ordinance shall require a person crossing a bridge to do all of the following:

- a. Cross the bridge in the most direct manner practicable and at a place where no obstruction prevents a quick and safe crossing.
- b. Stay as far to the right of the roadway or shoulder as practicable.
- c. Stop the vehicle prior to the crossing.
- d. Yield the right-of-way to other vehicles, pedestrians, and electric personal assistive mobility devices using the roadway or shoulder.
- e. Exit the highway as quickly and safely as practicable after crossing the bridge.

4. A city, village, or town may enact an ordinance to authorize the operation of all-terrain vehicles and utility terrain vehicles on a highway that is not part of the national system of interstate and defense highways, that has a speed limit of 35 miles per hour or less, and that is

located within the territorial boundaries of the city, village, or town regardless of whether the city, village, or town has jurisdiction over the highway.

(b) If a county, town, city, or village adopts an ordinance regulating all-terrain vehicles, utility terrain vehicles, or both, its clerk shall immediately send a copy of the ordinance to the department, to the state traffic patrol, and to the office of any law enforcement agency of each county, town, city, or village having jurisdiction over any of the highways to which the ordinance applies.

(12) ENFORCEMENT.

(a) An officer of the state traffic patrol under s. [110.07 \(1\)](#), inspector under s. [110.07 \(3\)](#), conservation warden appointed by the department under s. [23.10](#), county sheriff or municipal peace officer has authority and jurisdiction to enforce this section and ordinances enacted in accordance with this section.

(b) No operator of an all-terrain vehicle or utility terrain vehicle may refuse to stop after being requested or signaled to do so by a law enforcement officer or a commission warden, as defined in s. [939.22 \(5\)](#).

(13) PENALTIES.

(a) *Generally.* Except as provided in pars. [\(am\)](#) to [\(e\)](#), any person who violates this section shall forfeit not more than \$250.

(am) Penalty related to interference with signs and standards. Except as provided in par. [\(cg\)](#), a person who violates sub. [\(8\) \(f\)](#) and who, within the last 2 years prior to the arrest for the current violation, was 2 or more times previously convicted for violating a provision of this chapter shall forfeit not more than \$500.

(ar) Penalty related to nonresident trail passes. Any person who violates sub. [\(2j\)](#) shall forfeit not more than \$1,000.

(b) Penalties related to intoxicated operation of an all-terrain vehicle or utility terrain vehicle.

1. Except as provided under subds. [2.](#) and [3.](#), a person who violates sub. [\(4c\) \(a\) 1.](#), [2.](#), or [2m.](#) or [\(4p\) \(e\)](#) shall forfeit not less than \$150 nor more than \$300.

2. Except as provided under subd. [3.](#), a person who violates sub. [\(4c\) \(a\) 1.](#), [2.](#), or [2m.](#) or [\(4p\) \(e\)](#) and who, within 5 years prior to the arrest for the current violation, was convicted previously under the intoxicated operation of an all-terrain vehicle or utility terrain vehicle law or the refusal law shall be fined not less than \$300 nor more than \$1,100 and shall be imprisoned not less than 5 days nor more than 6 months.

3. A person who violates sub. [\(4c\) \(a\) 1.](#), [2.](#), or [2m.](#) or [\(4p\) \(e\)](#) and who, within 5 years prior to the arrest for the current violation, was convicted 2 or more times previously under the intoxicated operation of an all-terrain vehicle or utility terrain vehicle law or refusal law shall be fined not less than \$600 nor more than \$2,000 and shall be imprisoned not less than 30 days nor more than one year in the county jail.

4. A person who violates sub. [\(4c\) \(a\) 3.](#) or [\(4p\) \(e\)](#) and who has not attained the age of 21 shall forfeit not more than \$50.

(bg) Penalties related to intoxicated operation of an all-terrain vehicle or utility terrain vehicle; underage passengers. If there is a passenger under 16 years of age on the all-terrain vehicle or utility terrain vehicle at the time of a violation that gives rise to a conviction under sub. [\(4c\) \(a\) 1.](#) or [2.](#) or [\(4p\) \(e\)](#), the applicable minimum and maximum forfeitures, fines, and terms of imprisonment under pars. [\(b\) 1.](#), [2.](#), and [3.](#) for the conviction are doubled.

(br) Penalties related to intoxicated operation of an all-terrain vehicle or utility terrain vehicle; enhancers.

1. If a person convicted under sub. [\(4c\) \(a\) 1.](#) or [2.](#) had an alcohol concentration of 0.17 to 0.199 at the time of the offense, the minimum and maximum fines specified under par. [\(b\) 3.](#) for the conviction are doubled.
2. If a person convicted under sub. [\(4c\) \(a\) 1.](#) or [2.](#) had an alcohol concentration of 0.20 to 0.249 at the time of the offense, the minimum and maximum fines specified under par. [\(b\) 3.](#) for the conviction are tripled.
3. If a person convicted under sub. [\(4c\) \(a\) 1.](#) or [2.](#) had an alcohol concentration of 0.25 or above at the time of the offense, the minimum and maximum fines under par. [\(b\) 3.](#) for the conviction are quadrupled.
4. The increased fines in this paragraph do not apply if the person convicted under sub. [\(4c\) \(a\) 1.](#) or [2.](#) is subject to par. [\(bg\).](#)

(c) *Penalties related to causing injury; intoxicants.* A person who violates sub. [\(4c\) \(b\)](#) shall be fined not less than \$300 nor more than \$2,000 and may be imprisoned not less than 30 days nor more than one year in the county jail.

(cg) *Penalties related to causing death or injury; interference with signs and standards.* A person who violates sub. [\(8\) \(f\) 1.](#) is guilty of a Class H felony if the violation causes the death or injury, as defined in s. [30.67 \(3\) \(b\)](#), of another person.

(cm) *Sentence of detention.* The legislature intends that courts use the sentencing option under s. [973.03 \(4\)](#) whenever appropriate for persons subject to par. [\(b\) 2.](#) or [3.](#) or [\(c\)](#). The use of this option can result in significant cost savings for the state and local governments.

(d) *Calculation of previous convictions.* In determining the number of previous convictions under par. [\(b\) 2.](#) and [3.](#), convictions arising out of the same incident or occurrence shall be counted as one previous conviction.

(dm) *Reporting convictions to the department.* Whenever a person is convicted of a violation of the intoxicated operation of an all-terrain vehicle or utility terrain vehicle law, the clerk of the court in which the conviction occurred, or the justice, judge or magistrate of a court not having a clerk, shall forward to the department the record of such conviction. The record of conviction forwarded to the department shall state whether the offender was involved in an accident at the time of the offense.

(e) *Alcohol, controlled substances or controlled substance analogs; assessment.* In addition to any other penalty or order, a person who violates sub. [\(4c\) \(a\)](#) or [\(b\)](#) or [\(4p\) \(e\)](#) or who violates s. [940.09](#) or [940.25](#) if the violation involves the operation of an all-terrain vehicle or utility terrain vehicle, shall be ordered by the court to submit to and comply with an assessment by an approved public treatment facility for an examination of the person's use of alcohol, controlled substances or controlled substance analogs. The assessment order shall comply with s. [343.30 \(1q\) \(c\) 1. a. to c.](#) Intentional failure to comply with an assessment ordered under this paragraph constitutes contempt of court, punishable under ch. [785](#).

(f) *Restoration or replacement of signs and standards.* In addition to any other penalty, the court may order the defendant to restore or replace any uniform all-terrain vehicle route or trail sign or standard, or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail, that the defendant removed, damaged, defaced, moved or obstructed.

History: [1985 a. 29](#); [1987 a. 200, 353, 399, 403](#); [1989 a. 31, 275, 359](#); [1991 a. 39, 303, 315](#); [1993 a. 16, 105, 119, 405](#); [1995 a. 27 ss. 1350 to 1351, 9126 \(19\)](#); [1995 a. 436, 448](#); [1997 a. 27, 248](#),

[283](#); [1999 a. 9](#); [2001 a. 16](#), [90](#), [106](#), [109](#); [2003 a. 30](#), [97](#), [251](#), [326](#); [2005 a. 25](#), [253](#), [481](#); [2007 a. 20](#) ss. [664m](#) to [666m](#), [9121 \(6\) \(a\)](#); [2007 a. 27](#), [209](#); [2009 a. 85](#), [175](#), [252](#), [367](#); [2011 a. 35](#), [51](#), [208](#), [258](#); [2013 a. 15](#), [20](#), [67](#), [83](#); [2013 a. 165](#) s. [114](#); [2013 a. 173](#), [224](#), [316](#); [2015 a. 55](#), [89](#), [170](#), [210](#); [2017 a. 59](#), [87](#), [161](#), [193](#), [365](#).

Cross-reference: See also ch. [NR 64](#), Wis. adm. code.

The safety certificate requirement under sub. (5) is a creation of the legislature, and the legislature has specified who is required to comply with the requirement. When a person is not required to obtain a safety certificate, that person cannot be negligent for failing to do so. *Hardy v. Hoeffler*, [2007 WI App 264](#), [306 Wis. 2d 513](#), [743 N.W.2d 843](#), [06-2861](#).

County forest roads open to vehicular traffic are highways that can be designated as routes under sub. (8) (b). [77 Atty. Gen. 52](#).

Even if the primary purpose of designating short county highway segments as ATV routes is to allow a private organization to enhance its system of trails that benefit club members and their invitees, such designations will not violate the public purpose doctrine if no county resources are expended and no county expenditures occur as a result of those designations. [OAG 3-11](#).

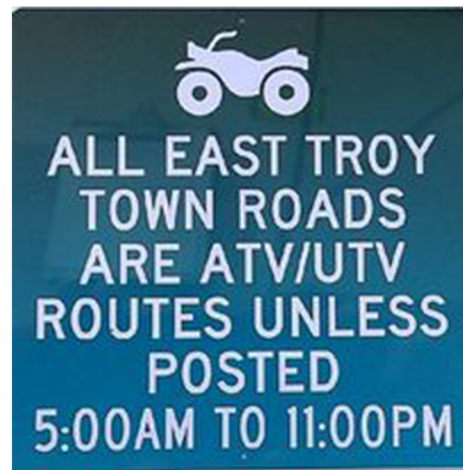


Signage Options & Examples

Individual Route Markers Placed at intersections



Edge of Town Markers Placed at all Town Entry Points













APPLICATION/PERMIT FOR ATV SIGN INSTALLATION ON STATE TRUNK HIGHWAY

Wisconsin Department of Transportation (WisDOT)

10/2019 s. 23.33(8)(e), 86.07(2)(a), 86.19, and other applicable Wis. Stats.

INSTRUCTIONS: Answer the items in the blanks below and on page 2. Submit application as a Word document. Include a copy of the municipal and/or county ATV ordinance(s) for review. WisDOT does not approve ATV ordinances but checks them to verify compliance with applicable state statutes.

1. Municipality or County Name, Address, City, State and ZIP Code	2. Contact Person Name: _____ Title: _____ Phone: _____ Email: _____	3. Municipal and County ATV Sign Locations (List all that apply) Town: _____ Village: _____ City: _____ County: _____																																													
4. ATV Sign Messages, ID Numbers, and Sizes <div style="display: flex; justify-content: space-around; align-items: flex-end;"><div style="text-align: center;"> D11-10 24" x 18"</div><div style="text-align: center;"> D11-10A 36" x 36"</div><div style="text-align: center;"> D11-10P 24" x 12"</div><div style="text-align: center;"> MK4-6 24" x 12"</div><div style="text-align: center;"> MK4-14 24" x 12"</div><div style="text-align: center;"> M7-1 M7-5  M7-2 M7-6 12" x 9"</div><div style="text-align: center;"> R5-51 24" x 24"</div></div>																																															
5. Specific ATV Sign Location and Message Information (For b, list only one number if there are two or more concurrent routes. For c, list the direction used with the highway route signs, which may or may not be the direction the highway travels at the proposed location.) <table border="1" style="width:100%"><thead><tr><th>a) Sign</th><th>b) Highway</th><th>c) Cardinal Direction</th><th>d) Sign ID Number</th><th>e) Proposed Location (Name of nearest intersecting road, municipal or county boundary, etc. – Provide map or sketch on page 2)</th></tr></thead><tbody><tr><td>1.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>2.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>3.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>4.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>5.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>6.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>7.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr><tr><td>8.</td><td>_____</td><td>_____</td><td>_____</td><td>_____</td></tr></tbody></table>			a) Sign	b) Highway	c) Cardinal Direction	d) Sign ID Number	e) Proposed Location (Name of nearest intersecting road, municipal or county boundary, etc. – Provide map or sketch on page 2)	1.	_____	_____	_____	_____	2.	_____	_____	_____	_____	3.	_____	_____	_____	_____	4.	_____	_____	_____	_____	5.	_____	_____	_____	_____	6.	_____	_____	_____	_____	7.	_____	_____	_____	_____	8.	_____	_____	_____	_____
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It is understood and agreed that approval is subject to the applicant's full compliance with the pertinent Statutes, as well as any codes, rules, regulations, and other jurisdictional agencies' permit requirements. Applicant shall comply with all permit provisions, superimposed notes, and detail drawings that WisDOT may add. Any alteration of this form by the applicant is prohibited and may be cause to revoke this permit. When approved, the permit does not transfer any land; nor give, grant or convey any land right, right in land, nor easement in WisDOT right-of-way. It is not assignable or transferrable. All costs associated with this permit are the permittee's responsibility unless otherwise noted.

X

(Sign Contractor Company Name, If applicable)

(Applicant or Authorized Representative Signature)
(If Computer-filled, Brush Script Font)

(Date)

(Contractor Representative/Title)

(Area Code/Phone No. – Office)

(Printed Name)

(Title)

(Area Code/Phone No. – Cell)

(Email Address)

(Area Code/Phone No.)

(Email Address)

NOTE: ANY PERMIT ISSUED IS REVOCABLE.

For Official Wisconsin DOT Use Only – Do Not Answer Items Below

<input type="checkbox"/> PERMITTEE SHALL NOTIFY THE WisDOT REPRESENTATIVE LISTED BELOW 3 DAYS BEFORE STARTING ANY WORK: Region contact, title, office address, area code/phone no., and email address Wisconsin DOT _____ _____ _____ _____ _____ @dot.wi.gov	<input type="checkbox"/> See Supplemental Permit Provisions (Page 3) <input type="checkbox"/> Lane Closure System notification required <input type="checkbox"/> ATV ordinance(s) reviewed by WisDOT access staff <input type="checkbox"/> Insurance or performance bond required <input type="checkbox"/> Permit issued in conjunction with: <input type="checkbox"/> Permit voids and supersedes permit(s) issued <input type="checkbox"/>	Date Application Received Date Application Complete Permit Issuance Date Permit Extension Date Permit Number
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(WisDOT Authorized Representative Signature – If Computer-filled, Brush Script Font)

WisDOT STH Connection Permit Contacts

Please contact the appropriate region office that has jurisdiction in the county where the connection is or will be located



Northwest Region Superior Office

► Halle Kusterman
1701 North 4th St
Superior, WI 54880
halle.kusterman@dot.wi.gov
(715) 395-3036

North Central Region

Rhineland Office

► Mark Ratty
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(715) 365-5752

North Central Region

Wisconsin Rapids Office

► Kelly Nicolaus
1681 Second Avenue South
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Northwest Region Eau Claire Office

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Northeast Region

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Southwest Region La Crosse Office

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Southeast Region

141 NW Barstow St
PO Box 798
Waukesha, WI 53188
► Kevin Koehnke
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(262) 548-5891

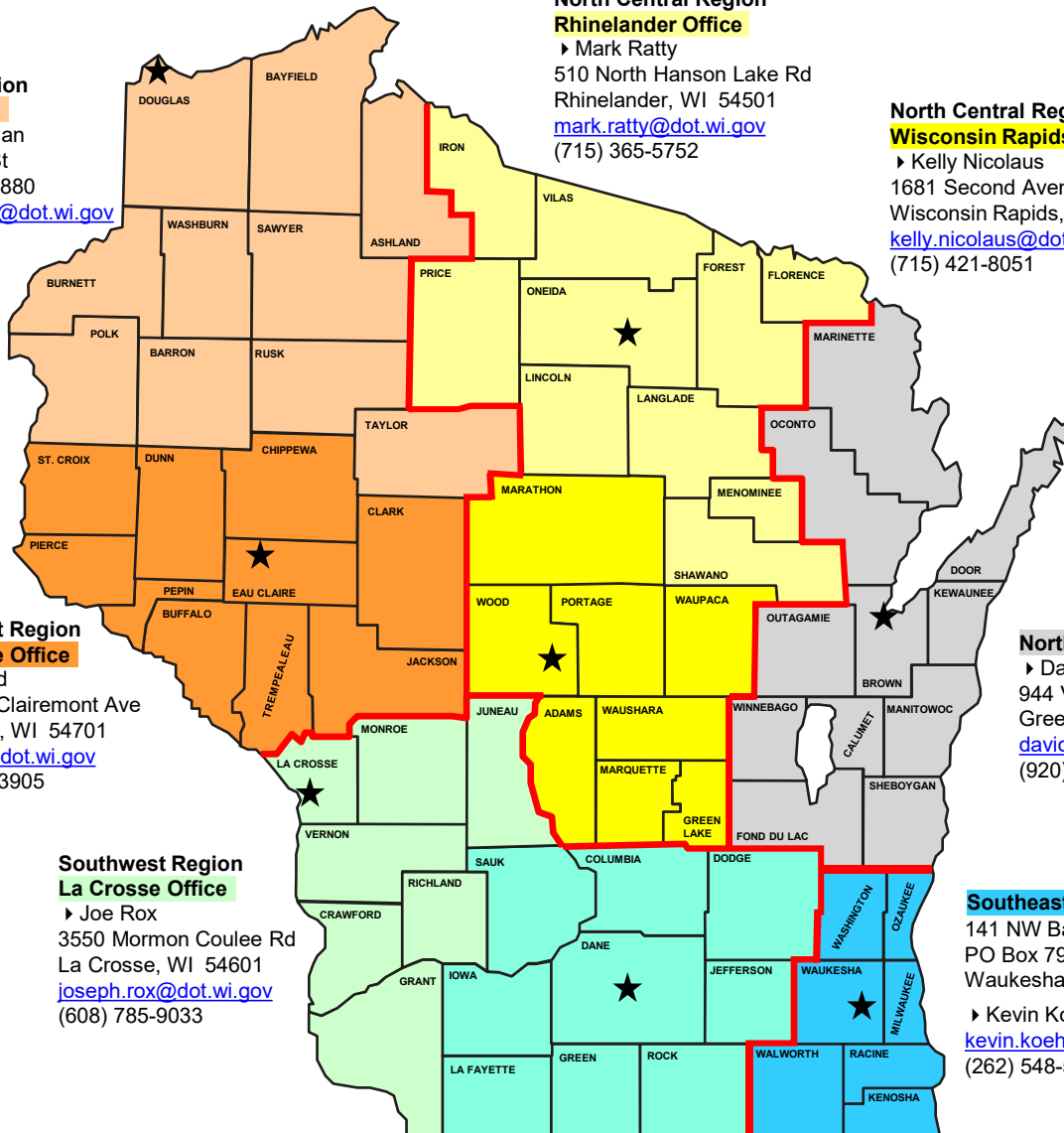
Statewide ROW Permits Engineer

► Bob Fasick
Bureau of Highway Maintenance
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(608) 266-3438

Southwest Region

Madison Office

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(608) 246-5334



Revised: 3/1/2022

Disclaimer: All the documents in this proposal are assembled with the latest information available to us at the time of creation. We encourage everyone to verify any and all documents in the event we have missed any vital information. We are not responsible for any errors, unintentional or otherwise in providing this proposal.