



### 1.0 General Policy

WisDOT allows ATV<sup>1</sup> routes and trails, whether longitudinal or crossing, when it does not adversely affect the safety, operability, mobility, and maintenance of the state trunk highway (STH) or the right-of-way (ROW). This includes shared use with bicycles, horses, off-highway motorcycles, pedestrians, and snowmobiles. WisDOT may deny an ATV route or trail request if there is a highway improvement project scheduled in its 6-year program that may utilize the ROW where the proposed request is located. In addition, a request may be denied when connectivity is available via a local road and/or trail system.

### 2.0 Legal Authority and Definitions

The following Wisconsin State Statutes and Administrative Rules are referenced in this policy:

Department of Natural Resources Laws	Other State Laws
<ul style="list-style-type: none"> <li>• <a href="#">23.33</a> All-terrain vehicles and utility terrain vehicles</li> <li>• <a href="#">23.33(1)(ng)</a> Utility terrain vehicle</li> <li>• <a href="#">23.33(1)(c)</a> All-terrain vehicle route</li> <li>• <a href="#">23.33(1)(d)</a> All-terrain vehicle trail</li> <li>• <a href="#">23.33(8)</a> Routes and trails</li> <li>• <a href="#">NR 64.12</a> All-terrain vehicles – Routes</li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">86.07(2)(a)</a> Digging in highways...</li> <li>• <a href="#">Trans 231</a> Permits for driveways and alterations in state trunk highways</li> <li>• <a href="#">340.01(2g)</a> All-terrain vehicle (ATV)</li> <li>• <a href="#">340.01(54)</a> Roadway</li> <li>• <a href="#">990.01(9a)</a> Freeway<sup>2</sup></li> <li>• <a href="#">990.01(12)</a> Highway (a/k/a STH)</li> </ul>

An **ATV route** is a highway or sidewalk (e.g., a bridge sidewalk) designated by the governmental agency having jurisdiction for use by ATV operators. ATV routes are on the **roadway** portion of a highway.

An **ATV trail** is a marked corridor on public property or on private lands subject to permit, easement, or lease, designated by the governmental agency having jurisdiction for use by ATV operators, but **excluding roadways** of highways.<sup>3</sup>

“Designate” is not defined in § 23.33. Counties and local governments have the authority to designate ATV routes and trails by enacting ordinances. WisDOT does not designate ATV routes or trails.

### 3.0 Routes and Trails – WisDOT and DNR Authority

Under § [23.33\(8\)\(b\)3](#), and [NR 64.12\(2\)/\(3\)](#), no STH or [connecting highway](#) may be designated as an **ATV route** unless WisDOT approves the designation. Under § 86.07(2)(a), WisDOT may approve or deny permits for **ATV trails** on or crossing STH ROW.

The DNR has jurisdiction for encouraging and supervising a system of ATV routes and trails and establishing standards and procedures for certifying the designation of ATV routes and trails.<sup>4</sup> See <http://dnr.wi.gov/topic/atv/> for information on ATV registration, safety courses, trail maps, and regulations.

WisDOT and DNR do not have statutory authority to approve ATV ordinances. WisDOT only reviews ordinances prior to processing traffic signing permit applications for ATV routes (see [7.0](#)) to verify that a county or local government has referenced the appropriate section(s) of § 23.33. WisDOT may recommend proposed revisions to ordinance language to meet statutory intent more accurately.

<sup>1</sup> For brevity, references in this policy to ATVs also include UTVs.

<sup>2</sup> Any highway with full access control and grade separated crossroads. Designation is not relevant under the ATV laws.

<sup>3</sup> Except roadways not seasonally maintained for motor vehicle traffic.

<sup>4</sup> Wisconsin DNR Pub-LE-500 2014, Wisconsin All-Terrain Vehicle & Utility-Terrain Vehicle Laws.

#### 4.0 Rules of Operation

Under § [23.33\(3\)\(cm\)](#), no person may operate an ATV on public property that is **posted as closed** to ATV operation or on which ATV operation is prohibited by law. WisDOT may use this statute to prohibit ATV routes/trails on STHs unless the exceptions listed in § 23.33(4) control.



#### 5.0 Operation On or Near STHs

§ [23.33\(4\)](#) is specific to ATV operation on any highway. ATV operators may use the roadway portion of any highway in specific situations that do not require a permit or any other type of authorization from the highway's maintaining authority. On the portion of STH between the roadway and ROW line, WisDOT has permitting authority on the construction, maintenance, and use of ATV trails.

#### 5.1 Prohibited STH Uses

No person may operate an ATV on any part of any freeway:

- That is a part of the federal system of interstate and defense highways
- Unless WisDOT, or an incident commander, authorizes the use of an ATV on any other freeway
- With a snow removal device attached under any circumstances

ATV routes shall not, and ATV trails should not be allowed on expressways for safety reasons. No person may operate an ATV on other STHs except as identified in [5.2](#) or as approved by WisDOT. WisDOT may deny ATV trail requests due to safety, environmental, operational, and maintenance concerns. Allowing ATVs on highway ROW may increase potential conflicts with other highway users and risks to ATV operators. Potential highway ROW problems include rutting, erosion, and damage to vegetation.

#### 5.2 Allowed STH Uses

**Operation on roadways:** Roadway is defined in § [340.01\(54\)](#) as the traveled lanes (not shoulders<sup>5</sup>). It includes the portion of a highway between the regularly established curb lines, which may include parking lanes. Additional details regarding specific authorized uses are in § [23.33\(4\)\(d\)](#). An ATV may be operated on the roadway of any highway only in the following situations:

1. To cross a roadway, if it is done in the most direct manner practicable, and if it is made at a place where no obstruction prevents a safe and quick crossing
2. On any roadway that is seasonally not maintained for motor vehicle traffic
3. (a) To cross a bridge,<sup>6</sup> culvert, or railroad ROW, unless the crossing is not authorized if the roadway is officially closed<sup>7</sup> to ATV traffic, except (b) To operate an ATV on the roadway or shoulder of any highway to cross a bridge if the use is in compliance with an approved ordinance<sup>8</sup> from the county **and** the local government (C-V-T)<sup>9</sup> that applies to the bridge, and it is located within the territorial boundaries of the county or C-V-T regardless of whether the county or C-V-T has jurisdiction over the highway, and adheres to § [23.33\(11\)\(am\)3](#). See [6.2.1](#) for more details.
4. On roadways designated as ATV routes
5. On roadways if the ATV is an implement of husbandry or is used exclusively for agricultural purposes, and registered for private use
6. On STH roadways if the operation is for emergency purposes during a declared emergency
7. The operator holds a Class A or B permit under § 29.193(2) and is traveling for hunting

**Operation with snow removal device attached:** A person may operate an ATV with a snow removal device attached on or adjacent to a roadway or on a public sidewalk between October 1 and April 30 if the operation is necessary to travel to or from a site where the snow removal device will be used. The travel to and from the site may not exceed two miles, and the roadway speed limit shall be 45 miles per hour or less. Operation on a roadway is authorized only on the extreme right side. Additional information is available in §§ [23.33\(4\)\(f\)](#) and [23.33 \(11\)\(am\)2](#).

<sup>5</sup> Includes paved, gravel and earth shoulders

<sup>6</sup> A bridge is defined as a structure (bridge, box culvert, etc.) more than 20 feet in length over a navigable waterway, highway, or railroad. See Wis. Adm. Rule [Trans 212.02\(2\)](#) and [pages](#) from WisDOT's Structure Inspection Manual

<sup>7</sup> "Officially closed", means that the road must be posted with an official highway sign. See example at the top of this page.

<sup>8</sup> The affected WisDOT region office should request a copy of the ordinance and keep it on file. The local WisDOT Division of State Patrol office will be mailed a copy from the clerk

<sup>9</sup> City-Village-Town

**Operation adjacent to roadway:** An ATV may be operated adjacent to a roadway under § 23.33(4)(e) when permitted by WisDOT in conjunction with a locally designated ATV trail:

1. At a distance of 10 or more feet from the roadway along U.S. numbered highways and state and county highways. Travel on the median of a divided highway is prohibited except to cross.
2. Outside of the roadway along town highways.
3. During hours of darkness in the same direction as motor vehicle traffic in the nearest lane unless the ATV is operated on a designated and marked ATV trail or snowmobile trail (defined in § 350.01(17)).
- 3m. During daylight hours, travel may be in either direction regardless of the flow of motor vehicle traffic.
4. Not in excess of the speed limits of the adjacent roadway.
5. With due regard to safety and in compliance with rules promulgated by the DNR and approved by WisDOT.

**5.2.1 Local ATV Authorization on STHs with Posted Speeds of 35 MPH or Less**

Under § 23.33(11)(am)4., A C-V-T may enact an ordinance to **authorize the operation**<sup>10</sup> of ATVs 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 a C-V-T regardless of whether the C-V-T has jurisdiction over the highway.

**6.0 Route and Trail Requests**

The region access coordinator or engineer is the initial point of contact for ATV route and trail requests.

ATV **route** approvals<sup>11</sup> are managed in the Bureau of Highway Maintenance (BHM). If approved, an ATV Route Order is issued – not a permit. The Order is an official document signed by the BHM Statewide Right-of-Way Permits Engineer (see page 8). As a prerequisite for an Order, a county and/or a C-V-T must pass an ordinance designating a STH as an ATV route. A memorandum of agreement<sup>12</sup> (MOA) may also be developed between WisDOT and the county and/or C-V-T, which becomes part of the Order.

The STH connection permitting process is not used although there are similarities. Region access staff reviews the route request using the table below. A recommendation for approval or denial is sent to and discussed with the Statewide ROW Permits Engineer in BHM who will make a final decision based on other statewide route requests for consistency. BHM will enter approved and denied route requests into the State Highway Access and Permit Electronic System (SHAPES).<sup>13</sup>

	Planning	Tech Services	Maintenance	Traffic	PDS
<b>Route Request</b>	Access coordinator or engineer: <ul style="list-style-type: none"> <li>• Access principles and policy</li> <li>• Wis. Stat. § 84.25</li> <li>• Other access restrictions</li> <li>• Build trail to/from bridge<sup>14</sup></li> </ul>		<ul style="list-style-type: none"> <li>• Shoulder drop-offs</li> <li>• Rutting</li> <li>• Guardrail / barriers</li> <li>• Loose gravel</li> </ul>	<ul style="list-style-type: none"> <li>• AADT</li> <li>• % trucks</li> <li>• Crash data</li> <li>• Signing</li> <li>• Pavement marking</li> </ul>	<ul style="list-style-type: none"> <li>• Current project (either conflicts with request or potential to incorporate request into the project)</li> </ul>
<b>Trail Request</b>	Projects: <ul style="list-style-type: none"> <li>• Project in 6-year plan (either conflicts with request or potential to incorporate request into a project)</li> </ul>	<ul style="list-style-type: none"> <li>• Utilities</li> <li>• Survey monuments</li> <li>• Excess parcel(s)</li> <li>• Environmentally sensitive areas</li> </ul>	<ul style="list-style-type: none"> <li>• Rutting / erosion</li> <li>• Drainage</li> <li>• Vegetation</li> <li>• Head lamp screening</li> </ul>	<ul style="list-style-type: none"> <li>• Signing</li> <li>• Flashing beacons (crossings)</li> </ul>	

ATV **trail** approvals are managed at the region level. Region access staff reviews the trail request using the table above. If approved, the region works with the requesting party to develop the necessary MOA and/or permit conditions to ensure WisDOT interests are met. Since ATV trails, whether longitudinal or crossing, are access management related and considered “connections” to a STH, use permit application form [DT1504](#) and issue to the maintaining authority of the trail, **which must be a governmental agency** (county, C-V-T, DNR, etc.). Upon completion of the approved permit, the region enters it into SHAPES.<sup>13</sup>

<sup>10</sup> WisDOT staff must check ordinances referencing this statute to ensure the term “designate” is not used.

<sup>11</sup> These approvals do not include the 35 MPH or less ([5.2.1](#)) or bridge crossing ([6.2.1](#)) statutes.

<sup>12</sup> See [6.2](#) #6 for MOA details

<sup>13</sup> See text box.....

<sup>14</sup> See section [6.2.1](#)

SHAPES will be replacing the Highway Access Management System (HAMS). ★All policies and guidance referencing SHAPES in this document will be active upon implementation, which is projected to be January 2027. Until then, staff should continue using HAMS as applicable.★

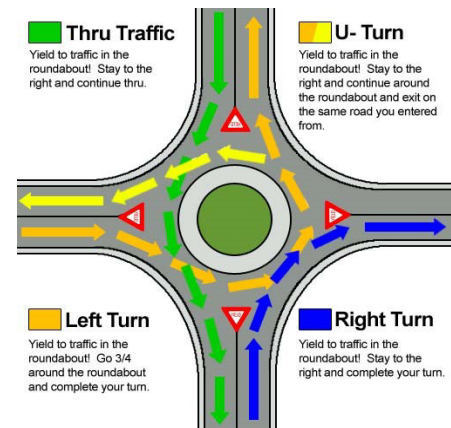
## 6.1 Permits for ATV Route/Trail Crossings of STHs

Under § [23.33\(4\)\(d\)1](#), ATVs are allowed to cross roadways when traveling on an existing roadway. Also, many existing driveways have been issued a permit.<sup>15</sup> Therefore, WisDOT permits are **not required** in the following situations since vehicular crossings already exist:

- At county, town, or local road crossings. For example, ATV routes and trails crossing STHs.
- From a driveway on one side to a local road on the other side (or vice-versa).
- From a driveway on one side to a driveway on the other side.

If a roundabout is part of an ATV route crossing, handle it no differently than if the crossing was through a regular intersection. In the diagram on the right, there are four options:

- Thru traffic: This is similar to a typical crossing at a state highway intersection
- Right and left turns: This is atypical but could occur.
- U-Turn: In most situations, this would not occur legally. The route would end at the first road or trail prior to the roundabout.



WisDOT permits **are required** in the following situations:

- Where no current vehicular crossing currently exists. For example, a new trail crossing from public/private property to public/private property.
- At a T-intersection where a new trail on public/private property would cross a STH to a local road.

Some exceptions apply, e.g., ATVs used for surveying and utility operations may cross STHs anywhere.

## 6.2 Requirements for ATV Routes on STHs

Address the following to develop an ATV Route Order when approving local designation of an ATV route:

1. **Requestor:** The request shall be made by a county and/or a C-V-T to ensure perpetuity of route maintenance and ROW repairs if applicable.
2. **County and C-V-T ordinances:** A county and/or C-V-T must pass ordinances designating the STH segment as an ATV route. Verify that the ordinances have been enacted and meet statutory intent.
3. **Location details:** A map showing the location of the proposed route, which includes the termini and the adjacent ATV route(s) or trail(s) that will tie in with the STH segment.
4. **STH safety and design standards:** Safety concerns, whether on the roadway or adjacent to it, shall be addressed and mitigated (plan/profile, sight distance, vision corners, clear zone, etc.).
5. **Avoid short STH segments to only access businesses.** A route request is not allowed for a short STH segment to connect a local route/trail to a grocery store, restaurant, bar, etc. A short segment may be considered if it would be the only legal access to a gas station.
6. **Memorandum of Agreement (MOA):** A signed agreement between WisDOT and a county or C-V-T that defines local roles and responsibilities for specific ATV route items such as maintenance, roadway improvements (shoulder paving, pavement markings, signing, etc.), and repairs including any associated costs. The MOA allows a local government to discuss these conditions and seek approval at official meetings prior to a WisDOT Order. BHM and the region office will develop the MOA, which becomes part of the Order. MOAs are **not always required** with ATV Route Orders.
7. **DNR ATV route/trail network:** The request supports statewide DNR route/trail planning efforts and provides linkage.
8. **Signing and pavement markings:** The local government shall pay for the materials, installation and maintenance of all necessary ATV route signs and pavement markings when applicable. See [7.0](#). Detail this information in the MOA.

<sup>15</sup> Region should verify if a valid permit exists

### 6.2.1 Local ATV Authorization over STH Bridges

Under § [23.33\(4\)\(d\)3.b](#), ATVs may be authorized to operate on the roadway or shoulder of any highway to cross a bridge if the bridge is located within a county or C-V-T's territorial boundaries, regardless of whether the county or C-V-T has jurisdiction over the highway, and only if the county **and** a C-V-T both enact ordinances that apply to the bridge. Both ordinances must also include the five requirements in § [23.33\(11\)\(am\)3](#) (a) – (e) for an ATV operator to cross the bridge.

Both ordinances must list each bridge by STH, feature over (e.g., Ricmar Creek), and termini for getting on and off the bridge. But a county may adopt a “blanket” ordinance authorizing all STH bridges. If that occurs, the C-V-T must list each bridge and termini in its ordinance. WisDOT must verify that ordinances have been enacted and meet statutory intent. If a bridge spans two counties, ordinances are required from both counties and both C-V-Ts since their authority only covers half the crossing. See [pages 10-11](#) for an example of how ordinance language may be written for this situation.

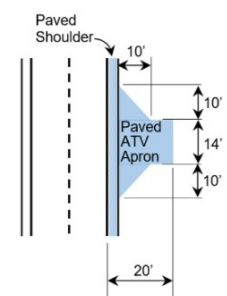
Even though the statute gives local governments this authority, WisDOT may determine that due to safety and operational issues for both ATV and roadway users, an ATV trail must be built to and from the bridge instead of allowing ATVs to travel on the roadway or shoulder.

### 6.3 Permit Requirements for ATV Trails on STHs

Use form [DT1504](#) to document and permit all ATV trail requests (longitudinal and crossings) using *SHAPES*. The permittee is the maintaining authority of the trail, which **shall** be a governmental agency (county, C-V-T, DNR, etc.). A governmental agency may require a local ATV club to be responsible for trail maintenance, signing, costs, etc., but the agency is still bound by WisDOT's permit. In addition to the permit application form, require/review the following items (not an all-inclusive list).

1. *Applicant*: The request shall be made by a governmental agency to ensure perpetuity of trail maintenance and ROW repair if needed. Do not issue permits to individuals, groups, or clubs.
2. *Location details*: A map showing the proposed trail's location where it crosses STH ROW including any longitudinal occupation and the adjacent ATV route(s) or trail(s) that will tie in with this segment.
3. *Memorandum of Agreement (MOA)*: A signed agreement between WisDOT and a governmental agency that defines the roles and responsibilities for specific ATV trail items such as regular inspections, maintenance, highway improvements (aprons, head lamp screening, culverts, signing, etc.), and repairs including any costs that may be applicable. The MOA allows the governmental agency to discuss these conditions and seek approval at official meetings prior to WisDOT permit issuance. *The region office will develop the MOA, which becomes part of the approved permit.*
4. *County or C-V-T ordinance*: The county or C-V-T must pass an ordinance designating the STH segment as an ATV trail unless the DNR will be maintaining the trail. Verify that the ordinance has been enacted and meets statutory intent.
5. *STH safety and design standards*: Address and mitigate roadway and ROW safety concerns (e.g., plan/profile, sight distance, vision corners, clear zone, etc.).
6. *Crossings*: Obtain copies of signed use agreements with property owners on each side of the highway. This validates the applicant's responsibility. All other permit items should be similar to connections (e.g., sight distance, spacing, culverts, etc.). Send each affected property owner a copy of the approved permit.
7. *Aprons*: Paved aprons are required for ATV trail crossings to eliminate gravel or mud deposits on the roadway surface, shoulder rutting, and to reduce the damage to wing blades when plowing snow.
8. *Community support*: Adjacent land owners or the general public support the request.
9. *DNR ATV route/trail network*: The request supports statewide DNR route/trail planning efforts and provides linkage.
10. *Demonstration of unique circumstances*: A map showing that no other trail alternative exists or is practical other than STH ROW, and/or a letter of support from DNR or other agencies attesting to unique or environmental circumstances involved (e.g., avoidance of wetlands/waterways, tribal, historical, archeological, cultural, etc.). Permits from DNR or those agencies may also be required.

ATV Paved Apron Detail



11. **Signing:** The permittee pays for and maintains all necessary advisory signs. See [7.0](#).
12. **Avoid short STH segments to only access businesses.** A trail request is not allowed for a short STH segment to connect a local route/trail to a grocery store, restaurant, bar, etc. A short segment may be considered if it would be the only legal access to a gas station, or if it is the only reasonable option to safely cross a WisDOT maintained bridge/culvert over a waterway, railroad, or other topographic or environmentally sensitive feature.
13. **Improvements:**<sup>16</sup> Trails typically require a gravel base and may require breaker run in unstable soils to prevent ROW damage and alleviate environmental concerns. Trails may also be paved.
14. **Other features:** An abandoned railroad bed or other similar corridor is being proposed as the trail.
15. **Plans:** An engineered plan set may be required for construction including work zone traffic control.

### **6.3.1 ATV Trails on Controlled-Access Highways**

ATV trails may be allowed on controlled-access highways that are not freeways, but STH access shall be made only at authorized access points. Do not allow additional access unless it is in the public interest.<sup>17</sup> If that occurs, develop a new authorization and update the plat accordingly. Use form DT1504 to approve the new connection. In addition, revise authorizations to include ATV trails when they are allowed over existing authorized access points. Enter the completed documentation into SHAPES.

## **7.0 ATV Route and Trail Signing on STHs**

Signing for ATV routes and trail crossings intended to inform or warn roadway users shall conform to the [Wisconsin Manual of Traffic Control Devices](#) (WisMUTCD) and [NR 64.12](#) (1) & (7). A [traffic signing permit](#) from the region office is required for ATV route signs to be manufactured and installed ([TEOpS 2-15-16](#)). Signing for ATV trails within highway ROW intended only to inform or warn the trail user shall conform to Wisconsin DNR standards. No separate permit is required for these signs, which are included in the DT1504 as part of the trail permit. A county or city, village, or town (C-V-T) shall pay for all STH signs and required pavement markings used for ATV routes and trail crossings.

A county or C-V-T shall apply for the ATV route signing permit. WisDOT shall order all signs and related materials. County highway departments (CHDs) should perform the work since they are under contract with WisDOT to do STH maintenance and sign installation and have the proper equipment and knowledge of WisMUTCD specifications. When the work is final, WisDOT bills the permittee. A C-V-T, or qualified contractor hired by a C-V-T, may install ATV signs on a STH if it has the proper equipment and knowledge of WisMUTCD specifications. ATV clubs are not authorized to install or maintain ATV signs on a STH even if it is written into a local ordinance.

If needed, a CHD may apply for the signing permit instead of the C-V-T to expedite the workflow and billing processes. WisDOT then bills the CHD just for the cost of the signs (materials) utilizing the Sales to Others form ([DT1668](#)). The CHD still installs the signs under its normal process following all WisDOT standard installation procedures. The CHD pays WisDOT for the materials and bills the C-V-T directly for the installation time and materials.

When a county and a C-V-T use their authority under § 23.33(11)(am)3.<sup>18</sup> or a C-V-T uses its authority under (11)(am)4.<sup>19</sup>, WisDOT shall not erect ATV route signs until the region access staff reviews all ordinances to ensure they have been enacted and meet statutory intent. BHM is not involved with this review but may be consulted regarding ordinance language. Once completed, the region access staff informs the region traffic section that the signs may be ordered. Copies of all ordinances are entered into SHAPES once implemented.

A sample signing layout is shown on page [9](#). Frequently asked questions on ATV signing have been documented at this WisDOT [website](#). Special ATV route signing topics are also included [here](#).

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<sup>16</sup> WisDOT will not construct/maintain an improved trail, and by law is not permitted to use federal funds to develop trails for ATVs.

<sup>17</sup> Wis. Stat. § [84.25\(4\)](#)

<sup>18</sup> Authorizing the operation of ATVs on STHs to cross bridges of any length (see [6.2.1](#))

<sup>19</sup> Authorizing the operation of ATVs on STHs with a posted speed of 35 mph or less (see [5.2.1](#))

## **8.0 County Trail Maps, ATV Clubs, and Statewide Associations**

See the [Wisconsin ATV Association](#) and [United States Department of Agriculture Forest Service Trails Interactive Maps](#). In addition, some counties also have ATV route and trail maps on their websites.

## **9.0 WisDOT ATV Website**

Additional information on ATVs and STH operation is available to the public at the following website:  
<https://wisconsindot.gov/Pages/doing-bus/real-estate/permits/atv-utv.aspx>

**SAMPLE ORDER for ATV ROUTE on STATE TRUNK HIGHWAY**

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**ORDER TO DESIGNATE ATV ROUTE ON THE STATE TRUNK HIGHWAY (STH) SYSTEM  
A SEGMENT OF STH 40 IN SAWYER COUNTY**

The State of Wisconsin, Department of Transportation, deems that it is in the public interest to designate a segment of STH 40 as an ATV route, from Second Street to Stone Lake Road, in the Town of Eagle Ridge, located in S 20, T 38 N, R 17 W, a total distance of 0.8 miles.

**FINDINGS**

- Local units of government in Sawyer County have requested that the Wisconsin Department of Transportation (WisDOT) establish an ATV route on the above-referenced segment of STH 40.
- The Town of Eagle Ridge enacted ordinance # 2015-5 effective on 6-1-2015 that designated the same segment of STH 40 as an ATV route.
- Sawyer County enacted ordinance # 15-10-22 effective on 6-5-2015 that designated the same segment of STH 40 as an ATV route.
- The ATV route segment has the support of the Department of Natural Resources and ties into the existing ATV route/trail system in the Town of Eagle Ridge and Sawyer County.
- The designated ATV segment of STH 40 would not change anything on the STH System within Sawyer County.
- Under Wisconsin Statute § 23.33(8)(b), WisDOT has the authority to approve ATV route designations.

**DETERMINATIONS**

Now, it is determined that:

1. WisDOT designates a segment of STH 40, from Second Street to Stone Lake Road, in the Town of Eagle Ridge as an ATV route.
2. WisDOT shall install ATV route signs as required, which shall be paid for by Sawyer County and the Town of Eagle Ridge. Supplemental signing on Town roads shall be installed by the Town at its own expense.
3. (Optional) ATV route pavement markings will be installed by WisDOT on STH 40 for the ATV route. See the attached Memorandum of Understanding.
4. A copy of this decision shall be filed in the offices of the Clerk of Sawyer County and the Town of Eagle Ridge, and sent to: Department of Natural Resources, ATV/UTV Section, 101 S. Webster St., Madison, WI 53707-7921

Dated this 3rd day of August, 2015.

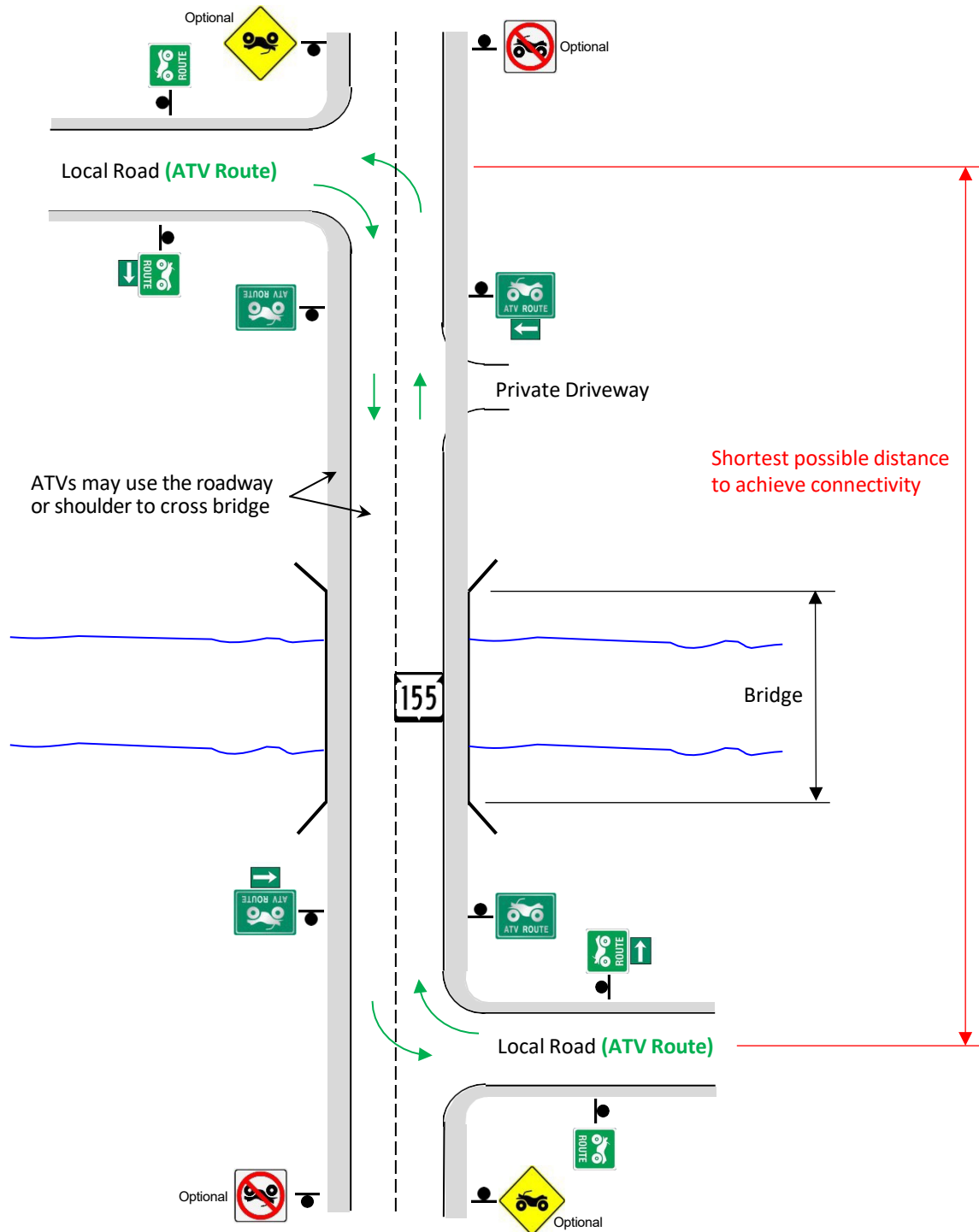
**Wisconsin Department of Transportation**



By: *Robert C. Fasick*

Title: Statewide Right-of-Way Permits Engineer

ATV Route Signing Example on STH under § 23.33(4)(d)3.b. and § 23.33(11)(am)3.



- The example shows an ATV route signing layout when a county and a C-V-T both enact ordinances authorizing the operation of ATVs on a STH to cross a bridge.
- ATV route signing is **required** on STHs. Signing and installation is paid by the local government.
- Local road signing is also required under [NR 64.12](#) for route continuity and is shown for reference.
- STH signing is performed by county highway departments working under contract with WisDOT. The county or the C-V-T shall obtain a permit from the region traffic office for sign materials and installation, and pay all costs associated with both.

**Example:  
WisDOT Recommended Bridge Crossing ATV Ordinance Language Involving Multiple  
Jurisdictions**

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**COLUMBIA COUNTY**

Under Wis. Stat. §§ 23.33(4)(d)3.b. and (11)(am)3., Columbia County authorizes the operation of ATVs on WIS 60 to cross a bridge over the Wisconsin River from the Sauk/Columbia County line to Golf Road. An ATV operator crossing the bridge shall 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 entering the roadway.
- d. Yield the right-of-way to other vehicles, pedestrians, electric scooters, 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, which may be a connecting county or town road, or ATV trail, which completes the route or trail.

This ordinance shall only be in effect if the Town of Roxbury enacts a similar ordinance. In addition, the ordinance shall only be in effect if the Village of Prairie du Sac and Sauk County enact a similar ordinance for their half of the WIS 60 Wisconsin River bridge to complete the crossing segment.

**TOWN OF ROXBURY**

Under Wis. Stat. §§ 23.33(4)(d)3.b. and (11)(am)3., the Town of Roxbury authorizes the operation of ATVs on WIS 60 to cross a bridge over the Wisconsin River from the Sauk/Columbia County line to Golf Road. An ATV operator crossing the bridge shall 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 entering the roadway.
- d. Yield the right-of-way to other vehicles, pedestrians, electric scooters, 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, which may be a connecting county or town road, or ATV trail, which completes the route or trail.

This ordinance shall only be in effect if Columbia County enacts a similar ordinance. In addition, the ordinance shall only be in effect if the Village of Prairie du Sac and Sauk County enact a similar ordinance for their half of the WIS 60 Wisconsin River bridge to complete the crossing segment.

**SAUK COUNTY**

Under Wis. Stat. §§ 23.33(4)(d)3.b. and (11)(am)3., Sauk County authorizes the operation of ATVs on WIS 60 to cross a bridge over the Wisconsin River from the Sauk/Columbia County line to Water Street. An ATV operator crossing the bridge shall 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 entering the roadway.
- d. Yield the right-of-way to other vehicles, pedestrians, electric scooters, 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, which may be a connecting county or town road, or ATV trail, which completes the route or trail.

This ordinance shall only be in effect if the Village of Prairie du Sac enacts a similar ordinance. In addition, the ordinance shall only be in effect if the Town of Roxbury and Columbia County enact a similar ordinance for their half of the WIS 60 Wisconsin River bridge to complete the crossing segment.

**VILLAGE OF PRAIRIE DU SAC**

Under Wis. Stat. §§ 23.33(4)(d)3.b. and (11)(am)3., the Village of Prairie du Sac authorizes the operation of ATVs on WIS 60 to cross a bridge over the Wisconsin River from the Sauk/Columbia County line to Water Street. An ATV operator crossing the bridge shall 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 entering the roadway.
- d. Yield the right-of-way to other vehicles, pedestrians, electric scooters, 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, which may be a connecting county or town road, or ATV trail, which completes the route or trail.

This ordinance shall only be in effect if Sauk County enacts a similar ordinance. In addition, the ordinance shall only be in effect if the Town of Roxbury and Columbia County enact a similar ordinance for their half of the WIS 60 Wisconsin River bridge to complete the crossing segment.