

CITY OF ANTIGO
PUBLIC WORKS COMMITTEE
MINUTES OF MEETING HELD
JULY 27, 2016

Public Works Committee of the City of Antigo met in Regular Meeting on the above date at 6:00 PM in the Multi-Purpose Room, City Hall, Ward 2 Jim Darling presiding.

Attendee Name	Title	Status	Arrived
Joe Kapusta	Ward 1	Excused	
Jim Darling	Ward 2	Present	
Carol Feller Gottard	Ward 5	Present	
Red Turney	Ward 6	Present	
Dan Bauknecht	Ward 9	Absent	

Others in Attendance: Bob Piskula, Street Commissioner; Scott Martin, MSA Professional Services; Jack Anderson and Pete Pennington, ATV/UTV Club; Charley Brinkmeier, Surveyor/Project Manager; Mark Desotell, Director of Administrative Services; and Jaime Horswill, Utility/Clerical Assistant.

Discussion and Action May Occur on Any of the Following Agenda Items

1. Approval of Minutes from June 22, 2016 Meeting

Motion to approve the minutes of the June 22, 2016 meeting.

APPROVED

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Carol Feller Gottard, Ward 5
SECONDER:	Red Turney, Ward 6
AYES:	Jim Darling, Carol Feller Gottard, Red Turney
ABSENT:	Dan Bauknecht
EXCUSED:	Joe Kapusta

2. Presentation/Discussion with the Antigo ATV/UTV Club's Leadership Team Regarding the Potential Use of All Terrain and Utility Terrain Vehicles on City of Antigo Streets for the Limited Purpose of Traveling the Shortest Distance from a Residence to Specified Corridors Leading to the Trail Head Located at the Intersection of North Saratoga Street/Amron Avenue at the Former Railroad Grade

Pete Pennington and Jack Anderson addressed the committee regarding potential utilization of City streets for the purpose of traveling from homes and businesses along the shortest distance necessary to the trail head. They would like to have one north-south street on the west side and the east side of Highway 45.

Mr. Pennington noted that the group has a good track record and does not want any problems. Mr. Anderson concurred.

Mr. Desotell indicated that he has spoken with county leaders and they are open to the possibility of the club utilizing the fairgrounds to connect to the trail head. The county would like to see their campground utilized by the club, which is located behind the fairgrounds.

Mr. Anderson advised that he is on the fairground committee and this is a natural thing to think about.

Mr. Desotell noted that he believes there is a demand for this, but it is not a high demand. He further indicated that the club is not asking to open the streets up so someone could leave from their home and go to the gas station and back home.

Mr. Desotell advised that he has spoken to officials in other communities who advised not to post a 15 mile per hour speed limit as they should adhere to current posted speed limits. They also advise to have the machines on the paved roadway, not on the shoulder of the road.

Upon inquiry by Alderperson Feller-Gottard, Mr. Anderson advised that typically the machine operators do not operate after dark like snowmobiles do. Mr. Desotell indicated that if a time limit was desired, this could be part of a future ordinance. Mr. Anderson further commented that the trails are not open year round and the machine operators would have to adhere to the trail rules and regulations as well.

Mr. Desotell indicated that he wants to see if an ordinance is something the committee would like before he starts working on one. He further indicated that he has spoken with staff within the city, including the Director of Public Safety, and they believe it is something they can handle as well.

Upon inquiry by Alderperson Turney, Mr. Anderson noted that the machines are insured and the drivers must be licensed. Mr. Pennington noted that they are considered motor vehicles and it goes against your driver's license.

Upon inquiry by Alderperson Feller-Gottard, Mr. Pennington advised that he would like to have this ready by next spring.

INFORMATION ONLY

3. Approval of Paving Bid for Tenth Avenue Sidewalk Area and Repairing the Walking Path Deemed Most Advantageous to the City of Antigo

Motion to approve Northeast Asphalt for paving behind the curb along Tenth Avenue north of Jaycee Park for new sidewalk construction and some walking trail repairs for a total bid of \$20,133.

APPROVED

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Jim Darling, Ward 2
SECONDER:	Red Turney, Ward 6
AYES:	Jim Darling, Carol Feller Gottard, Red Turney
ABSENT:	Dan Bauknecht
EXCUSED:	Joe Kapusta

4. Approval of Stump Grinder Bid Deemed Most Advantageous to the City of Antigo

Upon inquiry by Alderperson Turney, Mr. Piskula advised that this was for a head on the skidster.

Motion to approve the bid from Vermeer Wisconsin Inc. for the bid price of \$6,991.

APPROVED

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Red Turney, Ward 6
SECONDER:	Carol Feller Gottard, Ward 5
AYES:	Jim Darling, Carol Feller Gottard, Red Turney
ABSENT:	Dan Bauknecht
EXCUSED:	Joe Kapusta

5. 1068 : Pick Up Trucks

Mr. Piskula advised that Brickners were unable to honor their bid as they were not able to get the 2016 trucks as bid. Mr. Piskula spoke with Mr. Desotell and Alderperson Darling and ordered the trucks from the next lowest bid, Ewald. The trucks had to be ordered by July 20, 2016 in order to receive the bid price.

Mr. Piskula noted that initially Brickners were going to take the loss of \$1,200 but they could not order the trucks. After discussion between Mr. Piskula, Mr. Desotell and Mr. Darling they decided it was appropriate to advance to the next lowest bid.

INFORMATION ONLY

6. Request for Four Way Stop Sign at Seventh Avenue and Dorr Street

Alderperson Feller Gottard noted that she would like to see a four way stop sign at Seventh Avenue and Dorr Street. There have been several wrecks at this intersection. The Police Department told Alderperson Feller Gottard three and told Mr. Desotell two accidents within the past five years. The younger children come from Peace Lutheran School and West Elementary School to band class at the middle school. There is no stop sign from the highway all the way down Seventh Avenue. There are crossing guards in the morning and after school but not during the day.

Alderperson Feller Gottard noted that in the past the bus drivers complained when there was a four way when they were traveling on Seventh Avenue. Now they travel on Dorr Street and have to stop on the corner of Seventh Avenue anyway.

Mr. Desotell indicated that the Director of Public Safety indicated that the corners of Seventh Avenue and either Edison Street or Clermont Street may be a better option. Chief Roller believes Seventh Avenue and Edison Street may be a better option because of the school.

Mr. Desotell indicated that within the same five year time frame, there were five accidents at Edison Street and one at Clermont Street. He further suggests taking a better look at the intersection before any action is taken.

Upon inquiry by Alderperson Turney, Mr. Piskula commented that there is no stop sign from Highway 45 all the way through to Deresch Street. Motorists do build up speed through that area. It is also a straight shot on Dorr Street all the way through to Forrest Avenue. The schools have requested a stop sign at Seventh Avenue and Clermont Street as the majority of the kids cross at this location.

Motion to table to next meeting.

TABLED

RESULT:	TABLED [UNANIMOUS]
	Next: 8/24/2016 6:00 PM
MOVER:	Carol Feller Gottard, Ward 5
SECONDER:	Jim Darling, Ward 2
AYES:	Jim Darling, Carol Feller Gottard, Red Turney
ABSENT:	Dan Bauknecht
EXCUSED:	Joe Kapusta

Any Other Matters Authorized by Law to be Considered

Mr. Piskula advised that the blue informational signs are getting faded. He urged the committee to look at the City signs. There are currently several signs within one sign and he would like to change that to individual signs. He also does not know who is responsible for paying for all the signs. The churches and other organizations pay for their own signage. But who pays for the courthouse sign?

Mr. Desotell advised that he could approach Antigo First regarding donations for signage. He further suggested an inventory for these types of signs as Mr. Piskula advised that they are not inventoried because they are not regulatory.

INFORMATION ONLY

Mr. Brinkmeier indicated that the Street Department is not completing Sunset Drive this year. He is looking at holding a Special Public Works meeting prior to the August 10, 2016 Council meeting as Irving Street is in rough shape with four water patches done this year. They are looking at taking the old paving out, putting base down and repaving the street.

Mr. Piskula indicated that it would probably cost less than the four water patches that were done this year.

Mr. Brinkmeier commented that it is not a big street nor is it heavily traveled, but it is in rough shape.

INFORMATION ONLY

Mr. Desotell indicated that due to delays with the Wisconsin Department of Transportation, the Clermont Street project from Bridge Street to northern city limits will not be completed this year. It will start up this spring.

Scott Martin indicated that the approvals should be completed by the end of this year and the City will be in the position to bid and complete the project next year.

Mr. Desotell has spoken with the local businesses and they understand it will be next spring.

INFORMATION ONLY

Adjournment

1. **Motion to:** Adjourn at 6:42 pm

RESULT:	CARRIED [UNANIMOUS]
MOVER:	Red Turney, Ward 6
SECONDER:	Jim Darling, Ward 2
AYES:	Jim Darling, Carol Feller Gottard, Red Turney
ABSENT:	Dan Bauknecht
EXCUSED:	Joe Kapusta

Jim Darling, Chairperson

Date



To: Mayor and City Council

From: Jaime Horswill, Clerical-Utility Assistant

Date: July 27, 2016

Re: Presentation/Discussion with the Antigo ATV/UTV Club's Leadership Team Regarding the Potential Use of All Terrain and Utility Terrain Vehicles on City of Antigo Streets for the Limited Purpose of Traveling the Shortest Distance from a Residence to Specified Corridors Leading to the Trail Head Located at the Intersection of North Saratoga Street/Amron Avenue at the Former Railroad Grade

Pete Pennington & Jack Anderson representing the Antigo Area ATV/UTV Club will attend the Public Works meeting to present their thoughts in regards to the potential utilization of City streets for the purpose of travelling from residential homes, apartments and lodging establishments along the shortest distance necessary to identified north-south routes on each side of Highway 45 to the trail head located on the former railroad grade starting at the intersection of N. Saratoga Street/Amron Avenue.

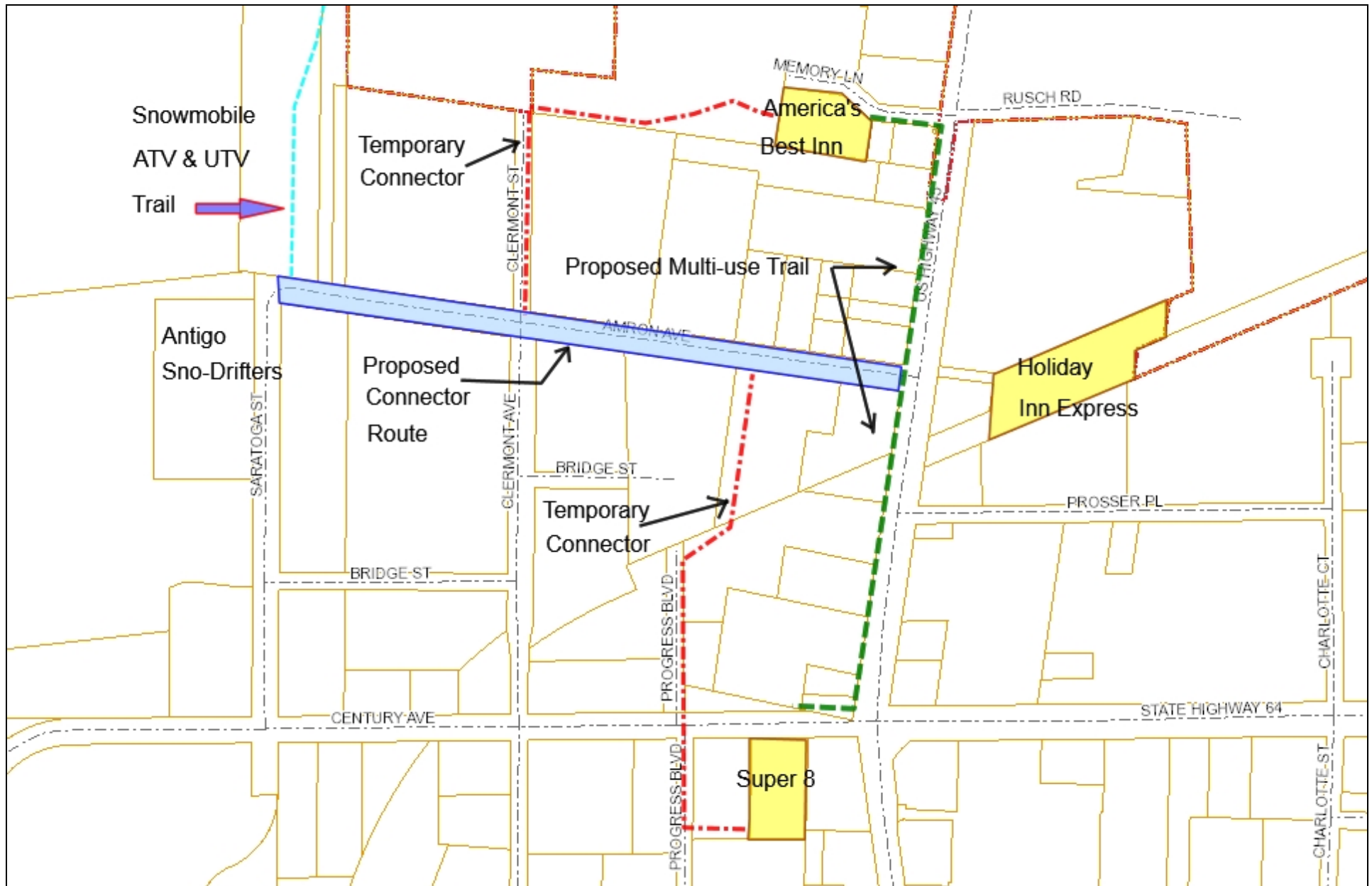
The following information has been included in your packet not as a final recommendation but to allow for initial discussions on this topic:

- Timeline indicating past efforts to open City streets for ATV/UTV use
- Site map showing initially approved street connections to area hotels
- Map depicting possible north-south corridors on each side of Highway 45 for potential use as City routes leading to the trail head
- Map showing approved street connections to area hotels
- Sample Ordinance for street use from Tomahawk, Wisconsin
- Sample Ordinance for street use from Merrill, Wisconsin

The Antigo Area ATV/UTV group is making their presentation to the Public Works Committee as "Information Only" segment of the agenda in an effort to raise awareness to the potential interest and to gauge initial concerns prior to pursuing a decision from the Committee.

Some additional considerations might include, hours of operation, access to City streets only during months when trails are open (ATV & snowmobile), adherence to roadway speed limits or other established speeds, use of shoulders, age of operation and etc.

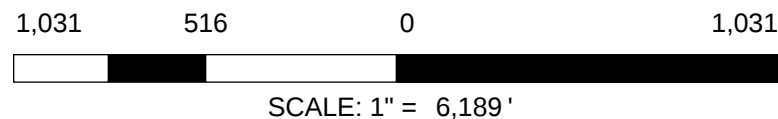
If you have any questions please feel free to contact me prior to the meeting. I suspect that the Club representatives are also approachable if additional information is desired.



Attachment: ATV UTV Hotel Connectors (1070 : Atv/UtV)

DISCLAIMER: This data is provided by the City of Antigo for informational purposes only. The City does not warrant or guarantee the accuracy or reliability of this data. The recipient of this data assumes any risk of its use for any purpose.

City of Antigo GIS



Print Date: 6/24/2014

SAMPLE ORDINANCE - MERRILL, WI

ARTICLE V. - ALL-TERRAIN VEHICLES AND UTILITY-TERRAIN VEHICLE OPERATION⁽⁴⁾

Footnotes:

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Editor's note—Ord. No. 2015-05, §§ 1, 3, adopted Mar. 10, 2015, amended Art. V to read as herein set out. Former Art. V, §§ 36-249—36-253, pertained to all-terrain vehicles and off-road motor vehicle operation, and derived from Code 1993, §§ 10-4-1—10-4-5; and Ord. No. 96-04, adopted Feb. 13, 1996.

State Law reference— All-terrain vehicles, Wis. Stats. § 23.33.

Sec. 36-249. - State all-terrain vehicle and utility-terrain vehicle laws adopted.

Except as otherwise specifically provided in this article, the statutory provisions describing and defining regulations with respect to all-terrain vehicles and utility-terrain vehicles in the following enumerated sections of the state statutes, exclusive of any provisions herein relating to penalties to be imposed and exclusive of any regulations for which the statutory penalty is a forfeiture or term of imprisonment are adopted and by reference made a part of this Code, are hereby adopted by reference and incorporated herein as if fully set forth. Acts required to be performed or prohibited by such statutes are required or prohibited by this article. Any future amendments, revisions or modifications of the statutes incorporated herein by reference are intended to be made part of this Code. The list of statutes includes, but is not limited to, the following: Wis. Stats., Chapter 23.33.

(Ord. No. 2015-05, § 1, 3-10-2015)

Sec. 36-250. - Applicability of traffic regulations to all-terrain vehicle and utility-terrain vehicle operation.

No person shall operate an all-terrain vehicle or utility-terrain vehicle upon any street, highway or alley within the city in violation of the traffic regulation provisions of Wis. Stats. §§ 346.02(10) and (11), 346.04, 346.06, 346.11, 346.14(1), 346.18—346.21, 346.26, 346.27, 346.33, 346.35, 346.37, 346.39, 346.40, 346.44, 346.46—346.48, 346.50(1)(b), 346.51—346.55, 346.87—346.91, 346.92(1) and 346.94(1), and (9).

(Ord. No. 2015-05, § 1, 3-10-2015)

Sec. 36-251. - [Intent.]

The intent of this article is to provide a means for persons to travel from a residence and/or lodging establishment within the limits of the City of Merrill for the shortest distance necessary for a person to operate an all-terrain vehicle or utility-terrain vehicle to the all-terrain vehicle or utility-terrain vehicle route or trail that is closest to that residence or lodging establishment.

- (a) Such travel shall be allowed only when the connecting Lincoln County all-terrain vehicle and utility-terrain vehicle trails are open and operational.
- (b) Routes may be closed at any time, by order of the chief of police.
- (c) The city shall, from time to time, designate a route within the city limits, maps of which shall be kept on file with the office of the city clerk and the Merrill Police Department. That map delineates allowed routes of travel for all-terrain vehicles or utility-terrain vehicles.

(Ord. No. 2015-05, § 1, 3-10-2015)

Sec. 36-252. - Conditions for operation.

- (a) Speed. No person shall operate an all-terrain vehicle or utility-terrain vehicle within city limits at a speed in excess of 15 miles per hour.
- (b) Place of travel. Shall operate on the far right portion of the highway or shoulder and shall not in the roadway/traffic lane, and travel with the flow of traffic.
- (c) Single-file operation. All-terrain vehicles and utility-terrain vehicles shall be operated in single file and as far to the right portion of the street as possible.
- (d) Headlights and tail lamps shall be on at all times during operations.
- (e) All-terrain vehicle and utility-terrain vehicle operators shall yield the right-of-way to other vehicular traffic and pedestrians.
- (f) Sidewalk operation prohibited. No person shall operate an all-terrain vehicle or utility-terrain vehicle on any sidewalk or pedestrian way within the city.
- (g) Street crossings. No operator of an all-terrain vehicle or utility-terrain vehicle shall cross any street, except at its intersection and then only at right angles to the street crossed.
- (h) Use of trailers or sleds. No person shall operate an all-terrain vehicle or utility-terrain vehicle upon any street within the city with any person, trailer or sled attached or trailing said vehicle, unless it is designed for such activities. Anyone operating such conveyance in an unsafe or reckless manner shall be deemed in violation of this section.
- (i) Operation in parks. No person shall drive an all-terrain vehicle or utility-terrain vehicle in any park within the city.
- (j) Permission of property owner required. No person shall operate an all-terrain vehicle or utility-terrain vehicle on any private property not owned or controlled by him within the city without the express consent or permission of the owner.
- (k) All-terrain vehicle or utility-terrain vehicle crossing a bridge shall:
 - (1) Cross the bridge in the most direct manner practicable and at a place where no obstruction prevents a quick and safe crossing.
 - (2) Stay as far to the right of the roadway or shoulder as practicable.
 - (3) Stop the vehicle prior to crossing.
 - (4) Yield the right-of-way to other vehicles, pedestrians, and electric personal assistive mobility devices using the roadway or shoulder.
 - (5) Exit the highway as quickly and safely as practicable after crossing the bridge.

All-terrain vehicles or utility-terrain vehicles violating any of the above conditions would be subject to the underlying violation of operating on the roadway.

(Ord. No. 2015-05, § 1, 3-10-2015)

Sec. 36-253. - Unattended vehicles.

No person shall leave or allow an all-terrain vehicle or utility-terrain vehicle owned or operated by him to remain unattended on any public highway or public property while the motor is running or with the starting key left in the ignition.

(Ord. No. 2015-05, § 1, 3-10-2015)

Sec. 36-254. - Prohibited routes for all-terrain or utility-terrain vehicle travel.

- Highway 64
- Highway K/Center Avenue from O' Day Street North
- Highway 107/Grand Avenue

(Ord. No. 2015-05, § 1, 3-10-2015)

Sec. 36-255. - Enforcement and procedure.

- (a) *Uniform citation for highway violations.* The uniform traffic citation promulgated under Wis. Stats. § 345.11, shall be used for violations of this chapter relating to highway use, except as herein provided.
- (b) *Other violations.* All violations of this chapter not described in subsections (a) or (b) of this section shall be enforced in accordance with Wis. Stats. §§ 66.0111 and 66.0114. Stipulations of guilt or no contest may be made as provided in Wis. Stats. § 66.0114(1)(b), in substantially the form provided in the uniform traffic citation within five days of the date of the citation for such violation. Bail deposits may also be made under Wis. Stats. § 66.0111.
- (c) *Forfeited penalties and deposits.* Except as otherwise provided in Wis. Stats. § 345.26, and the deposit schedule adopted by the state board of circuit court judges thereunder, required penalties and deposits or bail, not including costs or fees for violation of this chapter, shall be as established by the schedule adopted by the common council.

(Ord. No. 2015-05, § 1, 3-10-2015)

Secs. 36-256—36-284. - Reserved.

SAMPLE ORDINANCE - TOMAHAWK, WI.

Article VII. All-Terrain and Utility Terrain Vehicles**Section 94-226. State Laws Adopted.**

- (a) In accordance with § 23.33(11) Wisconsin Statute, the city intends to enact this ordinance in strict conformity with state law encompassing all aspects of the regulation of all-terrain and utility terrain vehicles encompassed in Chapter 23, Wisconsin Statute.
- (b) The statutory provisions of § 23.33, Wisconsin Statute, and the defining regulations found in Chapter NR 64, Wisconsin Administrative Code, with respect to the regulation of all-terrain and utility terrain vehicles including all future amendments thereof, are hereby adopted by reference and made part of this section as fully set forth herein. Acts required to be performed or prohibited by such statutes are required or prohibited by this section.
- (c) The operator of an all-terrain and utility terrain vehicles on a roadway is subject to Sections 364.04, 346.06, 346.11, 346.14(1), 346.18, 346.19, 346.20, 346.21, 346.215(3), 346.26, 346.27, 346.33, 346.35, 346.37, 346.39, 346.40, 346.44, 346.46, 346.47, 346.48, 346.50(1)(b), 346.51, 346.52, 346.53, 346.54, 346.55, 346.71, 346.87, 346.88, 346.89, 346.90, 346.91, 346.92(1) and 346.94(1) and (9), but is not subject to any other provision of Chapter 346 of the Wisconsin Statutes. The forgoing provisions of state law in regard to the operation of all-terrain and utility terrain vehicles as set forth in Section 346.02(11), Wisconsin Statute as such section by heretofore be amended and including any and all such amendments are hereby adopted by reference and made part of this section as if fully set forth herein. Acts required to be performed or prohibited by such statutes are required or prohibited by this section.

Section 94-227. Definitions.

- (a) *All-Terrain Vehicle* means an engine-driven device which has a net weight of 900 pounds or less, which is originally manufactured with a width of 50 inches or less, which is equipped with a seat designed to be straddled by the operator and which is designed by the manufacturer to travel on three or more low-pressure tires.
- (b) *All-Terrain Vehicle Club* means a club consisting of individuals that promotes the recreational use of all-terrain vehicles.
- (c) *All-Terrain Vehicle Route* means a highway or sidewalk designated for use by all-terrain vehicle operators by the governmental agency having jurisdiction as authorized under this section.
- (d) *Mini-Truck* means a motor truck, as defined in § 340.01(34), having a top speed of not more than 60 miles per hour, and that is all of the following:
 - (1) Powered by an internal combustion engine with a piston or rotor displacement of not less than 660 cubic centimeters.
 - (2) Not more than 60 inches wide.
 - (3) Not more than 1,600 pounds in dry, unloaded weight.
 - (4) Manufactured with a locking enclosed cab and a heated interior.

- (e) *Operate* means to exercise physical control over the speed or direction of an all-terrain vehicle or to physically manipulate or activate any of the controls of an all-terrain vehicle necessary to put it in motion.
- (f) *State Trunk Highway* means any highway designated pursuant to §§ 84.02 or 84.29, Wisconsin Statutes as part of the state trunk highway system, exclusive of connecting highways.
- (g) *Street* means every highway within the corporate limits of a city or village except alleys.
- (h) *Utility Terrain Vehicle* means any of the following:
 - (1) A motor driven device, that does not meet federal motor vehicle safety standards in effect on the effective date of this ordinance, that is not a golf cart or low-speed vehicle as defined in § 340.01(27)(h), dune buggy, mini-truck, or tracked vehicle, that is designed to be used primarily off of a highway, and that has, and was originally manufactured with, all of the following:
 - (a) A gross net weight of less than 2,000 pounds.
 - (b) A cargo box or dump box installed by the manufacturer.
 - (2) A motor driven device that has a net weight of more than 900 pounds, that is originally manufactured with a width of 50 inches or less, that is equipped with a seat designed to be straddled by the operator, and that is designed by the manufacturer to travel on three or more low-pressure tires.

Section 94-228. All-Terrain Vehicles on City Streets.

Except for those streets designated in § 94-229(e), all-terrain and utility terrain vehicles may be operated on city streets in the manner provided by state law and this ordinance so long as the use of streets not designated as all-terrain vehicle routes are only for direct access to an all-terrain vehicle route or trail. Operation of an all-terrain or utility terrain vehicle other than on an all-terrain vehicle route or trail or on a city street in the most direct route possible from the point or origin to an all-terrain vehicle route or trail or from an all-terrain vehicle route or trail to a point of destination is prohibited.

Section 94-229. All-Terrain Vehicle Routes.

- (a) Pursuant to § 23.33(8), Wisconsin Statute, the following streets and portions of streets are designated all-terrain vehicle routes as defined in Section NR 64.12 Routes, Wisconsin Administrative Code, within the city:
 - (1) Bay Mill Road
 - (2) Jersey Lane – Bay Mill Road to Bridge Street
 - (3) Bridge Street – from Bay Mill Road to Curve Street
 - (4) Wheeler Road
 - (5) Curve Street
 - (6) Leather Avenue from Curve Street to 4th Street

- (7) Timm Street
 - (8) Swan Avenue
 - (9) Industrial Drive
 - (10) Mohawk Drive – to Cash Road
 - (11) Cash Road
 - (12) Willow Lane
 - (13) 4th Street – from Leather Avenue to River Street
 - (14) 3rd Street – from River Street to Prospect Avenue
 - (15) River Street – from 6th Street to 3rd Street
 - (16) Prospect Street – from 3rd Street to 2nd Street
 - (17) 2nd Street – from Prospect Street to Washington Avenue
 - (18) Washington Avenue – from 2nd Street to Railway Street
 - (19) Railway Street – from Washington Avenue to Rice Avenue
 - (20) Rice Avenue – from Railway Street to 6th Street
 - (21) 6th Street
 - (22) West Spirit Avenue – from Bradley Park to Railway Street
 - (23) Southgate Drive
 - (24) Brief Street
 - (25) Theiler Drive
 - (26) Kaphaem Road
 - (27) Comfort Drive
- (b) Pursuant to § 23.33, Wisconsin Statute, the following portions of public property are designated as all-terrain vehicle trails:
- (1) Old and New City Garage Sites
 - (2) SARA Park
 - (3) Mirror Lake Road

- (c) All all-terrain vehicle routes shall be marked as provided in Section NR 64.12(7). Nothing in this article or Section 94 – Article VII – Snowmobiles, shall prohibit the city from working cooperatively or by contract with an all-terrain vehicle club to: mark all-terrain vehicle and snowmobile routes and trails; circulate and publish the route and trail map; or otherwise take action to fulfill the city's obligations created by said articles.
- (d) No person shall operate an all-terrain or utility terrain vehicle on any city street or public property not designated as an all-terrain vehicle route or trail or in the manner provided in Section 94-228 of this code.
- (e) The operation of all-terrain and utility terrain vehicles will not be permitted on state trunk highways and on the following streets except as may be necessary to cross the same and then in strict compliance with state law:
 - (1) South Tomahawk Avenue (STH 86) from Somo Avenue to the west city limits.
 - (2) Somo Avenue (STH 86) from South Tomahawk Avenue to the east city limits.
 - (3) 4th Street from Wisconsin Avenue to River Street.
 - (4) Wisconsin Avenue from Railway Street to 7th Street.
- (f) Unless otherwise specifically provided, utility terrain vehicles shall be permitted to operate on the all-terrain vehicle routes in the same manner and subject to the same restrictions as all-terrain vehicles.
- (g) The routes and trails designated by this ordinance may from time to time be amended by action of the common council after reviewing the recommendation of the chief of police or director of public works regarding any such amendment. The city clerk shall promptly update this section upon publication of any ordinance changing the route designations provided for in this article and shall make copies of this section available to the public at the office of the city clerk.
- (h) The chief of police and director of public works shall assist snowmobile and all-terrain vehicle clubs in creating and circulating a map or maps illustrating the routes and trails designated by this ordinance. In the event there is any difference between routes and trails designated in any such map and the routes and trails designated by this ordinance, this ordinance shall control.

Section 94-230. Additional Regulations.

- (a) No person shall operate an all-terrain or utility terrain vehicle within the city except as permitted under this article and subject to the state laws incorporated herein.
- (b) All-terrain and utility terrain vehicles shall not be operated on any sidewalks unless approved by council resolution and designated with signs.

Section 94-231. Exemptions.

City owned vehicles are exempt from this article of the code.

CITY OF ANTIGO

HISTORY of ATV/UTV DISCUSSIONS for use on CITY STREETS

- **12/12/2001** Council takes action (Resolution 132-01) on recommendation from Public Works to prevent use of vehicular traffic over the bridge and former railroad grade while allowing use by snowmobiles and ATV's
- **6/25/2003** Hotel/Motel Committee looks to advance the interest of ATV use
- **4/9/2004 & 9/21/04** Both Hotel Motel & Public Works discuss consideration of the landfill property for a number of specialized uses including ATV's
- **2/16/2005** FP&L refer matter to City Attorney for consideration of a draft ordinance allowing ATV use on City streets similar to how snowmobiles are used
- **3/1/2005** Letter from City Attorney to FP&L Committee regarding possible Ordinance for ATV use of City streets
- **3/16, 4/28 & 5/18/2005** Various discussions regarding ATV use on City streets with subject being held in Committee. Discussion included the creation of an AdHoc Committee being formed for this issue.
- **8/11 & 9/22/2005** AdHoc Committee meeting held and discussed various issues
- **11/8/2005** AdHoc Committee passed motion to allow access of ATV's from residences to snowmobile trails during the winter months
- **11/14/2005** FP&L passes motion to refer AdHoc recommendation to Council subject to review by City Attorney
- **11/28/2005** Public Works passes a companion motion to that of FP&L
- **12/14/2005** Ordinance 1144B adopted allowing for use of ATV's on City Streets in the same manner as snowmobiles but only during the same timeframes that the snowmobile trails are opened for public use
- **9/5/2006** Letter from City Attorney referencing a WDNR letter requiring appropriate signing on every City Street if all roads were to be open for ATV use

- **10/20 & 11/13/2006** FP&L & PRC Committees discuss leaving Ordinance 1144B as-is in regards to ATV use of streets during snowmobile season
- **6/8/2012** PRC Committee discusses the need to develop a connection of the County ATV trail system to the City
- **5/27/2014** PW Committee makes motion to allow use of the former railroad grade by Antigo Area ATV/UTV Club under an agreement with the City
- **6/11/2014** Resolution 073-14 City of Antigo and the Antigo Area ATV/UTV Club enter into a maintenance agreement for the use of the former railroad grade from the intersection of Saratoga Street/Amron Avenue north to County Highway "N"
- **7/9/2014** Resolution 081-14 passed by Council authorizes the use of several streets for access from area hotels to the trail head located at the intersection of Saratoga Street/Amron Avenue
 - o Progress Boulevard from 700' south of Highway 64 to its northern limits
 - o Clermont Street from the north City limits south to Amron Avenue
 - o Amron Avenue from Saratoga Street east to Highway 45



To: Mayor and City Council
From: Jaime Horswill, Clerical-Utility Assistant
Date: July 27, 2016
Re: Approval of Paving Bid for Tenth Avenue Sidewalk Area and Repairing the Walking Path Deemed Most Advantageous to the City of Antigo

We had 2 bidders for paving behind the curb along 10th Ave north of JC Park for the new sidewalk construction and also some Walking Trail repairs that needed to be addressed.

American Asphalt - 10th Ave Sidewalk Paving - \$14,065.00

Walking Trail repairs - \$8,800.00

Total of \$22,865.00

Northeast Asphalt - 10th Ave Sidewalk Paving - \$11,397.00

Walking Trail repairs - \$8,736.00

Total of \$20,133.00

I would request a motion to approve Northeast Asphalt for paving these areas.

Stump Grinder - 2016

[illegible]

Bids Opened at 8:30 a.m. on 7/13/16 in the presence of James Darling, Alderperson and Robert Piskula-St Commissioner & JR Raab-Vermeer



To: Mayor and City Council
From: Bob Piskula, Street Commissioner
Date: July 27, 2016
Re: P-U Trucks

The truck bid from last month. brickners were accepted as low bid they informed me they can not honor their bid and withdrew there bid due to time frames we proceeded with the next lowest bid from ewald with fords thanks Bob