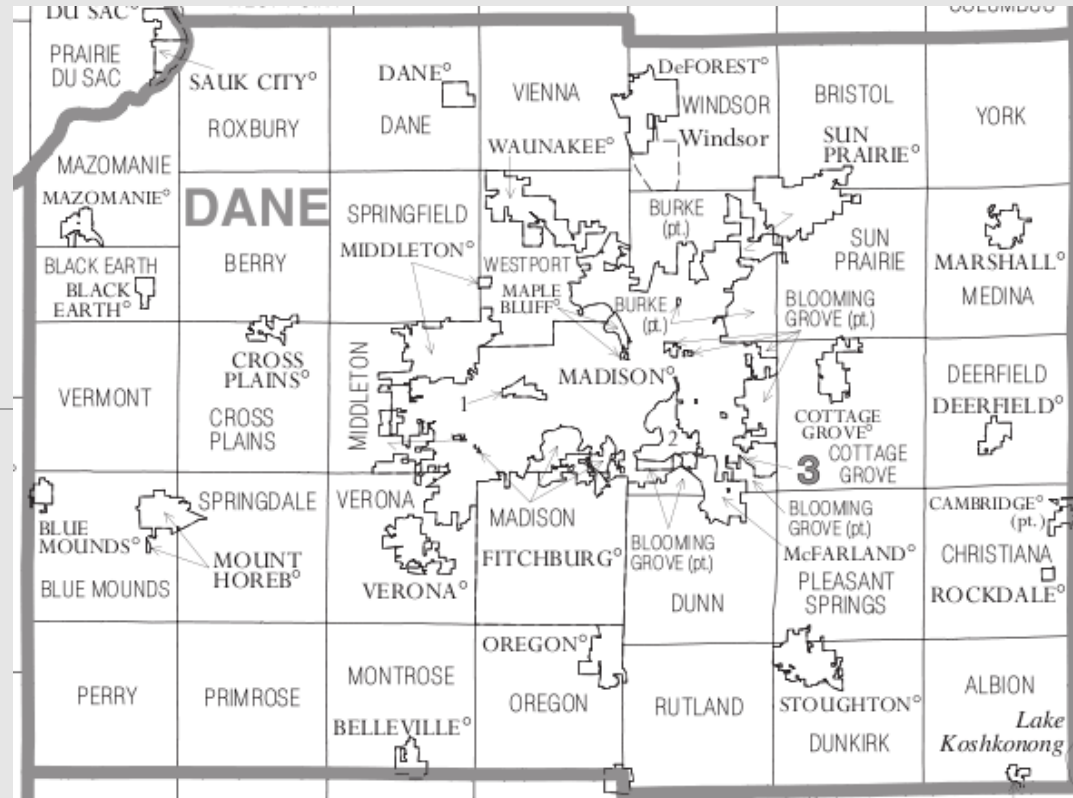


# Discussion with Dane County Towns Association



12/10/2024





# Contacts

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# Upcoming Projects

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Project Website: <https://highway-projects-countyofdane.hub.arcgis.com/>

## 2025 Projects

- CTH G from CTH A – STH 92 (Continuation from 2024)
- CTH M from Oncken Road to STH 113 (Continuation from 2024)
- CTH Y from CTH KP to NCOL (Continuation from 2024)
- CTH CV from STH 19 to Vinburn Rd
- CTH JG from V. Mt. Horeb Village Limits to Stewart Lake Park Limits
- CTH N from Progress Way to NCOL
- CTH P from CTH PD to CTH S
- CTH PQ from STH 73 to V. Cambridge WVL
- CTH V from Main Street to Nelson Court
- CTH V from N. Stevenson Street to N. Halsor Street

# Speed Limits



Statutory (Fixed) Limits per ss. <a href="#">346.57(4)</a>	What Local Governments <sup>(a)</sup> can do per ss. <a href="#">349.11(3)</a> and <a href="#">(7)</a>
70 mph – Freeway/Expressway	N/A
65 mph – Freeway/Expressway	N/A
55 mph – State Trunk Highway	N/A
55 mph – County Trunk Highway	Lower the speed limit to 50 or 45 mph
55 mph – Town Road	Lower the speed limit to 50 or 45 mph
45 mph – Rustic Road	Lower the speed limit to 40, 35 or 30 mph
35 mph – Town Road with average driveway spacing less than 150 feet	Lower the speed limit to 30 or 25 mph
25 mph – Inside corporate limits of a city or village	Raise the speed limit up to 55 mph Lower the speed limit to 20 or 15 mph
15 mph – Street or Town Road adjacent to a public park	Lower the speed limit to 10 or 5 mph
15 mph – Alley	Lower the speed limit to 10 or 5 mph
15 mph – Pedestrian Safety Zone (with a public transit stop)	No changes permitted
Construction or temporary maintenance zones	See <a href="#">TEOpS 13-5-16</a> and <a href="#">13-5-17</a>
School zone/School crossing	See <a href="#">TEOpS 13-5-12</a>
Connecting Highway	Subject to WisDOT approval
(a) All speed limit changes shall be based on an engineering and traffic investigation, including modifications allowed under Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.	



# Crash History Tools

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Wisconsin WisTransPortal System:

<https://transportal.cee.wisc.edu/applications/>

For access to use this tool contact Sam Noyce, [snoyce@wisc.edu](mailto:snoyce@wisc.edu)

- All crash reports dating back to 2010
- All crash related fatalities dating back to 2001
- Predictive Analysis Tools



# Fiber and Broadband Installation

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## Pilot Project

- CTH M from Oncken Road to STH 113 in the Town of Westport
- 2023-2024 project to reconstruct and expand CTH M to 4 lanes
- Dane County has installed a duct package as part of the project with plans to lease it to an interested utility in the future

# Funding Options for Local Townships

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## Local Roads Improvement Program (LRIP)

- Website: <https://wisconsindot.gov/pages/doing-bus/local-gov/astnce-pgms/highway/lrip.aspx>
- LRIP Manual: <https://wisconsindot.gov/Documents/doing-bus/local-gov/astnce-pgms/highway/lrip/guidelines.pdf>

# Funding Options for Local Townships

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## Local Roads Improvement Program (LRIP)

- TRI Funding –
  - Last Biennium Dane County was entitled \$258,129.53 which could be spread over a maximum of 16 projects. This would make each project eligible for \$16,133.10 of reimbursement for their projects
  - Last biennium we only received 15 applications so each awarded project split the additional money



# Funding Options for Local Townships

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## Local Roads Improvement Program (LRIP)

- TRID Funding –
  - These project are 50% funded by the State and 50% funded by the Locals
  - These projects compete against each other on a statewide level for award. Last biennium, WisDOT attempted to award at least 1 TRID or TRIS project to a town in each county.
  - Last biennium 2 TRID projects were awarded to towns in Dane County

# Funding Options for Local Townships

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## Local Roads Improvement Program (LRIP)

- TRIS Funding –
  - These project up to 90% funded by the State and 10% funded by the Locals
  - Last biennium they were 70% State and 10% local
  - These projects compete against each other on a statewide level for award. Last biennium, WisDOT attempted to award at least 1 TRID or TRIS project to a town in each county.
  - Last biennium 2 TRIS projects were awarded to towns in Dane County

# Funding Options for Local Townships

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## County Aid for Town Bridges

- This is funded annually and is managed by Dane County
- Each spring, Dane County sends out a letter inviting Towns to petition for County Bridge Aid.
- These culverts and bridges that meet the requirements are eligible for 50% reimbursement.

# Funding Options for Local Townships

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## County Aid for Town Bridges

- Requirements include:
  - Bridge or culvert over 36-inches being replaced
  - Changes to the culvert size, shape, material, or length must be accompanied by a hydraulic sizing report or certification letter from a professional engineer.
  - The hydraulic sizing shall be in compliance with Dane County Land & Water Shoreland Erosion Control Permit (TR-55 methodology. Rational method will not be accepted).
- Approved petitions are then submitted for the following year's budget

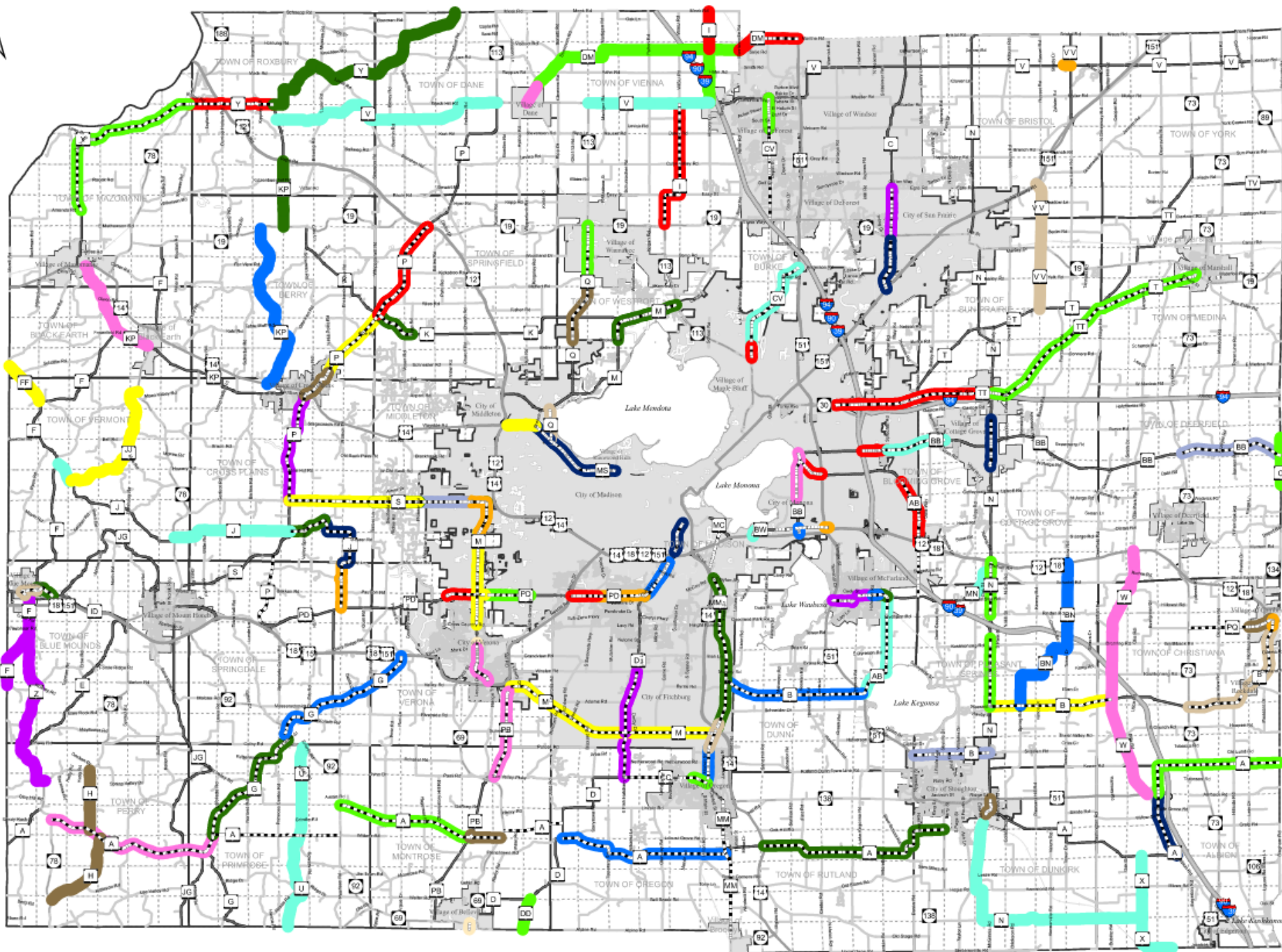
# Funding Options for Local Townships

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## County Aid for Town Bridges

- The County Board then approves the budget and the County will Levy a tax across the Town's to fund the bridge aid.
  - These taxes that are collected are held in a separate account to be distributed upon reimbursement
- Municipality hires a contractor to perform their own work. All appropriate permits must be obtained and followed
- Once work is performed, the County verifies that the bridge or culvert was properly constructed
- The Municipality completes reimbursement paperwork and sends it to the County
- The County issues a check to the municipality



# DANE COUNTY HIGHWAY DEPARTMENT



## 2011 - 2024 CONSTRUCTION PROJECTS

-  2024
-  2023
-  2022
-  2021
-  2020
-  2019
-  2018
-  2017
-  2016
-  2015
-  2014
-  2013
-  2012
-  2011

 PAVED  
SHOULDERS