

CHAPTER 3: TRANSPORTATION

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CHAPTER 3: TRANSPORTATION

INTRODUCTION

Waushara County is comprised of a transportation system that is made up of local roads, sub-regional collector streets and arterial streets and highways. Interstate 39, found in the western part of Waushara County, provides north-south vehicular movement through the center of the state, while STH 21, another popular transportation corridor traverses east-west through the county, providing access from Oshkosh to I-39, I-90/I-94 and the western part of the state. Although private vehicles are the primary mode of transportation in Waushara County, there are several biking and pedestrian opportunities available to the residents and visitors.

INVENTORY AND ANALYSIS

This chapter provides an inventory of the existing transportation, pedestrian, cycling, trucking, and airport facilities in Waushara County. In addition, a summary of the existing transportation plans, policies and funding sources associated with these facilities are discussed.

Streets and Highways

The primary transportation system consists of a hierarchal network of state, and county highways as well as other local roads and streets that pass through or near the County. ***The entire transportation network in Waushara County is comprised of 1,331 miles of local roads, county highways, interstate and state highways (Table 3-1). County highways compromise about a quarter (25.1%) of the road network.***

Table 3-1. Waushara County Road Network

	Total	IH Miles	Percent of Total	STH Miles	Percent of Total	CTH Miles	Percent of Total	Local Miles	Percent of Total
County Total	1,331.35	18.9	1.4%	113.4	8.5%	333.6	25.1%	865.5	65.0%

Source: WisDOT 2008

The hierarchy of the road network calls for each roadway to be classified according to its primary function, ranging from its ability to move vehicles (i.e., a freeway) to its ability to provide direct access to individual properties (i.e., a local street). The three general categories of functional classification used by transportation officials include arterials, collectors, and local roads.¹ Because traffic volumes are typically a good indicator of a roadway's appropriate functional classification, the Wisconsin Department of Transportation (WisDOT) conducts traffic counts at key locations throughout the state on a regular rotating basis. Displayed as average annual daily traffic (AADT), these counts are statistically adjusted to reflect daily and seasonal fluctuations that occur on each roadway.² The most recent counts in Waushara County were conducted in 2000, 2003 and 2006. When a significant difference in the two counts is encountered, it can generally be explained by a road closure, detour, or similar circumstance that temporarily disrupts the normal flow of traffic (Exhibit 3-1).

¹ WisDOT. 2002. *Facilities Development Manual: Procedure 4-1-5.*

² WisDOT. 2000, 2003 2006. *Wisconsin Highway Traffic Volume Data.*

Principal Arterials

Principal arterials serve interstate and interregional trips. These routes generally serve all urban areas with populations greater than 5,000. These roadways are most important in terms of commerce and the transport of goods and services. Rural principal arterials are further subdivided into 1) Interstate highways and 2) other principal arterials. ***There are two principal arterials in Waushara County.*** A summary is provided below, more detail is provided in the individual community plans.

- ***I-39, rural interstate, provides north-south linkage between the south central part of the state, Madison and Beloit and the north central part of the state, Wausau and northern Wisconsin.*** On a larger scale I-39, along with USH 51, transects central Wisconsin connecting Wisconsin with Upper Michigan and Illinois. I-39 is bisected by a number of principal arterials, including I-90 and I-94 to the south and USH 10 to the north. Access points are available at the villages of Coloma, Hancock and Plainfield. Average annual daily traffic (AADT) counts were taken at a number of locations within Waushara County in 2006. South of STH 21 (13,000), between STH 21 and CTH V (13,100), between CTH V and STH 73 (14,400) and north of STH 73 (13,400). Generally, AADT counts on I-39 increase as traffic flows north through Waushara County.
- ***STH 21, rural principal arterial – other, provides for east-west movement between Oshkosh and I-39, I-90/I-94 and the western side of the state.*** It enters the eastern part of Waushara County in the Town of Aurora, traversing the southern tier of the county before departing in the Town of Coloma. Average annual daily traffic (AADT) counts were taken in a number of locations in both 2000 and 2006. Most recent AADT counts show traffic volumes of 6,200 near the eastern border of the Town of Aurora to 6,900 on the west side of STH 49. Traffic volumes to the west of the Village of Redgranite were 6,100 in 2006. AADT counts picked up in the Wautoma area, with the convergence of STH 22 and 73, reaching a high of 11,300 in downtown Wautoma. Exiting the City of Wautoma, AADT counts west of the city averaged 6,600 in 2006. Continuing a westward movement, AADT counts in the Town of Richford averaged 3,900 east of CTH B and 4,700 west of CTH B in 2006. Entering the Coloma area, AADT counts picked up hitting a high of 7,200 in the Village before leaving on the western end. AADT counts were 4,800 on the western side of Waushara County prior to entering Adams County.

Minor Arterials

In conjunction with the principal arterials, minor arterials serve other population centers and major traffic generators providing intra-regional and inter-area traffic movements. ***There are three minor arterials within Waushara County.*** A summary is provided below, more detail is provided in the individual community plans.

- ***STH 73*** provides north to northwesterly access through the center of the state. Intersecting USH 151 east of Columbus, this road travels north through the counties of Dodge and Green Lake before entering Waushara County. Within Waushara County it connects the City of Wautoma to the Village of Plainfield and provides access to I-39. Upon leaving the county it goes through the northeast corner of Adams County and then heads toward Wisconsin Rapids in Wood County. AADT counts taken in 2006 indicate a count of 3,800 taken in the Town of Marion north of CTH F; a count of 9,600 east of the City of

Wautoma; 6,000 at the western edge of the city; 2,200 north of CTH O in the Town of Oasis; 6,700 east of I-39 and 3,700 west of I-39.

- **STH 22** provides north-south access through the center of the state. Originating north of Madison, it traverses through Colombia and Marquette counties before entering Waushara County. Within Waushara County it travels through the City of Wautoma and the Village of Wild Rose before leaving the county. After entering Waushara County it continues on towards the cities of Waupaca, Shawano and Oconto. AADT counts taken in 2006 indicate 1,400 vehicles in the Town of Dakota; 3,100 vehicles south of the Village of Wild Rose and 3,000 vehicles north of CTH P.
- **STH 49** provides northwesterly access from USH 41, south of Fond du Lac, through the communities of Ripon and Berlin before entering Waushara County. Within Waushara County the highway traverses the eastern tier towns of Aurora, Poy Sippi and Bloomfield. After leaving Waushara County it intersects with USH 10 until Waupaca where it continues north to STH 29 in Shawano County. AADT counts taken in 2006 indicate traffic counts of 3,900 north of Berlin; 2,600 south of the unincorporated community of Poy Sippi; and 2,100 north of Poy Sippi.

Major Collectors

Major collectors provide service to moderate sized communities and other intra-area traffic generators. Major collectors often link those generators to nearby larger population centers or higher function routes. ***Many of the county highways are classified as major collectors.*** A summary is provided below, more detail is provided in the individual community plans.

- **5th Avenue** is considered a major collector between CTH V in the Village of Hancock to STH 73 west of the Village of Plainfield. No AADT counts were collected on this road in 2000.
- **CTH V** travels northeast from the intersection of STH 21 at the Adams-Waushara County line to the Village of Hancock where it turns east and continues into the Town of Deerfield. CTH V is considered a major collector from STH 21 to the intersection of CTH GG. AADT counts were completed in 2000. Traffic counts between Chicago Avenue and Buttercup Avenue were 670.
- **CTH C** provides an east-west travel corridor from Adams County through the center of the towns of Hancock and Deerfield before angling toward the City of Wautoma. This entire route is considered a major collector and provides a linkage from the Village of Hancock through the towns of Hancock, Deerfield and Wautoma to the City Wautoma. AADT counts were collected in 2000 west (1,300) and east (390) of I-39. AADT counts increased in the Town of Deerfield to 790 before CTH B and increased again to 2,400 before entering the City of Wautoma.
- **CTH CH** provides a north-south travel corridor from the City of Westfield in Marquette County to the Village of Coloma in Waushara County. CTH CH is considered a major collector through the Town of Coloma. AADT counts taken north of the Adams County line in 2000 were 460.

- **CTH GG** is considered a major collector between 5th Avenue and 7th Avenue. It channels traffic to CTH V from the eastern portion of the Town of Hancock. AADT counts were not collected for this portion of CTH GG in 2000 or 2006.
- **Main Street (Village of Hancock)** provides a northern travel corridor, splitting the Village east and west. AADT counts collected in 2006, just north of East School Street, indicated 970 vehicles per day on an average.
- **CTH BB** begins at the Village of Plainfield's northeast corner and continues north until Alp Avenue where the road curves northeast and enters into Portage County. AADT counts in 2006 were 820.
- **CTH P** provides linkage between the Village of Plainfield, through the towns of Oasis and Rose, to STH 22 north of the Village of Wild Rose. AADT counts east of the Village of Plainfield were 1,700 in 2006, there were no other traffic counts taken during 2006.
- **CTH J** intersects STH 73 in the Town of Oasis, and then travels north before it intersects CTH P, running a short way with the highway before continuing north out of Waushara County. CTH P provides access to the Town of Almond and STH 54 in Waupaca County. CTH J is considered a major collector between CTH P and the Waupaca County line. AADT counts taken in 2000 indicated an average of 410 vehicles per day.
- **STH 152** from STH 21/73 in the City of Wautoma, northeast to the intersection of CTH W and CTH G in the Town of Mount Morris. STH 152 provides access between the City of Wautoma and the unincorporated community of Mount Morris and the surrounding lakes. AADT counts in the Twin Lakes area were 1,400 in 2000.
- **Division Street (City of Wautoma)** between the intersection of STH 21/22 on the west side of the city and STH 21/22 on the east side. This route serves as a bypass of Wautoma's downtown business district. An AADT taken in 2000 recorded 2,400 vehicles on the west end.
- **CTH A** intersects STH 22 north of the Village of Wild Rose and travels east to CTH E in the Town of Saxeville. CTH A and E join and continue north for about 2-1/2 miles before splitting. CTH A turns east at this point, connecting with STH 49 in the Town of Bloomfield. CTH A is considered a major collector for its entire length. One AADT count (1,700) was taken in 2006 east of STH 22; the remaining counts were taken in 2000. AADT counts were taken east of STH 22 (1,800), west of CTH E (1,200) and west of STH 49 (900). Generally AADT counts increased from east to west.
- **CTH H** from the Village of Wild Rose east to CTH W. Continuing easterly through the Town of Springwater, it proceeds through the northern half of the towns of Leon and Poy Sippi. CTH H is considered a major collector for its entire length. AADT counts taken in 2000 indicate an average daily traffic volume of 1,600 (Town of Springwater) east of CTH G; 370 west of CTH EE; 500 between CTH EE and E (Town of Leon); 500 west and 420 east of STH 49 (Town of Leon).

- **CTH G** from the unincorporated community of Mount Morris north to CTH H. AADT counts averaged 470 in 2000.
- **CTH W** from the unincorporated community of Mount Morris northwest to CTH EE, then north into the towns of Leon and Saxeville until the intersection with CTH A. Only one AADT count was taken on this section of CTH W in 2000. A count of 580 is recorded south of CTH A and north of Aspen Court.
- **21st Lane** from STH 152/CTH S intersection south to STH 21 in the Town of Marion. AADT counts were recorded south of Buttercup Avenue and north of Hickory Lane in 2000 (600).
- **CTH F** travels southeast from STH 73 (east of the City of Wautoma) through the towns of Marion and Warren before entering Green Lake County. AADT counts taken in 2000 indicate that traffic volumes were 1,700 east of the STH 73/CTH F intersection decreasing slightly to 1,500 in the Spring Lake area.
- **CTH E** provides north-south travel through Waushara County from CTH F south of the Village of Redgranite, through the Village of Redgranite, and the towns of Leon and Saxeville before entering Waupaca County and heading toward the City of Waupaca. CTH E is considered a major collector throughout its entire length in Waushara County. AADT counts taken in 2000 indicate a count of 920 north of Redgranite; 690 south of the Leon/Saxeville town line; 660 south of CTH A (Town of Saxeville); 990 in the segment of road where CTH A and E are combined; and finally 540 north of CTH A (Town of Saxeville).
- **CTH EE** from the Village of Redgranite north through the Town of Leon terminating at CTH W. AADT counts taken in 2000 indicate a count of 1,300 north of the Village of Redgranite; 710 north of CTH H and 530 south of CTH H.
- **CTH XX** from STH 21 in the Town of Aurora north to the unincorporated community of Borth (Town of Poy Sippi). AADT counts collected in 2000 indicate that an average of 560 vehicles used this road per day.
- **CTH D** from STH 49 through the unincorporated community of Borth (Town of Poy Sippi) to the Winnebago County line. AADT counts taken in 2000 indicated that on an average 850 vehicles used this road east of STH 49 and that 1,400 vehicles used this road east of Borth.
- **CTH I** from CTH H east of Tustin (Town of Bloomfield), then north to STH 49. AADT counts taken in 2000 indicated that on an average 390 vehicles used this segment of the road north of Tustin and that 540 vehicles used this road between STH 49 and CTH HH.

Minor Collectors

Minor collectors collect traffic from local function roads and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of a collector road. ***Many of the***

county highways are classified as minor collectors. A summary is provided below, more detail is provided in the individual community plans.

- **CTH CC (Town of Coloma)** extends from Adams County to CTH CH. CTH CC is classified as a minor collector from 4th Avenue to CTH CH. AADT counts in 2000 were 320 in this segment of the road.
- **4th Avenue (Town of Coloma)** from CTH CC south to the county line (Marquette County).
- **CTH FF** extends from the Village of Coloma north to the Village of Hancock. The road is a minor collector along its entire route. AADT counts taken north of the Village of Coloma in 2000 were 340.
- **South Main Street (Village of Hancock)** is considered a minor collector from East North Lake Street (CTH V) south to Moors Street. This small segment of road (0.1 miles) collects traffic from East South Lake Street and South Main Street. AADT counts taken in 2006 at the intersection of South Main Street and East South Street indicated that 580 vehicles used this segment of road on an average daily basis.
- **East South Lake Street (Village of Hancock)** from South Main Street southeast to Beechnut Lane. Like South Main Street listed above, East South Lake Street is a continuation of CTH FF which routes traffic south to the Village of Coloma. AADT counts taken on CTH FF just south of CHT FF and Beechnut Drive in 2006 indicated that 380 vehicles used this segment of road on an average daily basis.
- **CTH O** extends east from CTH G in Adams County to STH 22, south of the Village of Wild Rose. Within Waushara County segments classified as a minor collector include the portion from the Waushara County line east to 5th Avenue and the portion from CTH B to STH 22. AADT counts were taken in the following locations in 2000; west of I-39 (780), between CTH BB and STH 73 (290), and west of STH 22 (450).
- **CTH V** is classified as a minor collector from CTH GG by the Village of Hancock to CTH B in the Town of Deerfield. AADT counts were 160 in 2000.
- **CTH B** from STH 73 in the Town of Oasis north to CTH C in the Town of Deerfield. Then continuing south through the Town of Deerfield and the Town of Richford towards Montello in Marquette County. AADT counts in 2006 were recorded as 420 vehicles per day south of STH 73 and 230 vehicles per day north of CTH C. AADT counts of 180 were recorded north of STH 21, and 130 at Czech Road in the Town of Richford.
- **10th Drive (Town of Oasis)** from CTH P to North Huron Road. No traffic counts were taken on this road in either 2000 or 2006.
- **Apache Avenue (Town of Oasis)** between 10th Drive and CTH J. No traffic counts were taken on this road in either 2000 or 2006.
- **CTH J (Town of Oasis)** from CTH P to STH 73. An AADT count of 330 was taken north of Apache Avenue in 2000.

- **10th Court (Town of Richford)** from Czech Road north to CTH JJ. This road collects traffic around the Curtis Lake area. AADT counts in 2000 were 80.
- **Czech Road (Town of Richford)** from CTH B to 10th Court. No traffic counts were taken on this road.
- **CTH JJ** from CTH B in the Town of Richford to STH 22 in the Town of Dakota. AADT counts were taken in 2000 east of CTH B (230) and west of STH 22 (360).
- **CTH AA** from CTH P in the Town of Rose north to the Portage County line. An AADT count of 160 was recorded on this segment of the road in 2000.
- **CTH Y** from CTH J in the Town of Dakota north to STH 21. An AADT of 250 was recorded south of STH 21 in 2000.
- **CTH YY** from STH 22 in the Town of Dakota east to STH 73 in the Town of Marion. An AADT count of 380 was recorded in 2000 west of STH 73.
- **CTH K** from CTH A in the Town of Springwater to CTH W. An AADT count of 870 was taken just north of CTH A.
- **CTH W** from CTH K (Town of Springwater) to CTH A (Town of Saxeville). AADT counts were taken in 2000; a count of 520 was taken between North Long Lake Road and Apache Avenue (Town of Springwater) and another count of 410 was taken in the north of CTH A (Town of Saxeville).
- **Archer Lane (Town of Springwater)** from 22nd Avenue to 24th Lane. An AADT count of 310 was taken in 2000.
- **24th Avenue (Town of Springwater)** from Archer Lane to Aspen Avenue. This segment of road is approximately 0.2 miles long. AADT counts were not recorded on this road in 2000 or 2006.
- **Aspen Avenue (Town of Springwater) and Aspen Court (Town of Saxeville)** from 24th Avenue to CTH W. No AADT counts were recorded on this road in 2000 or 2006.
- **CTH S** from STH 21 in the Town of Marion to STH 152 in Mount Morris. An AADT count of 460 was taken in 2000, north of STH 21.
- **CTH EE (Village of Lohrville)** from CTH N to STH 21. No AADT counts were taken in 2000 or 2006 on this segment of road.
- **CTH N** connects the Redgranite/Lohrville area with Neshkoro in Marquette County, passing through the unincorporated community of Spring Lake. It extends from CTH E in Redgranite through Lohrville and exits the Town of Marion a short distance north of Neshkoro. This collector is often used in conjunction with CTH F to bypass the congested lakes area. In 2000, AADT counts ranged from 570 south of CTH F to 350 north of CTH F.

- **CTH TT (Town of Saxeville)** is considered a minor collector from CTH W to the CTH A, CTH E and CTH EA intersection. No AADT counts were taken in 2000.
- **CTH NN (Town of Saxeville)** from CTH E east to the intersection with CTH M. It provides a route to STH 49. AADT counts were not recorded in 2000.
- **CTH A** from STH 49 in the Town of Bloomfield northwest into the Town of Saxeville and Waupaca County. An AADT count of 540 was recorded in 2000.
- **CTH M** in the Town of Bloomfield from STH 49 west to the Town of Saxeville. An AADT count of 230 was recorded at the Bloomfield town line.
- **CTH HH (Town of Bloomfield)** from STH 49 in West Bloomfield east to CTH I. An AADT count of 250 was recorded in 2000 on this segment of road.
- **CTH XX** from the City of Berlin to STH 21 in the Town of Aurora. This entire roadway is considered a minor collector within the Town of Aurora except for a section between the southern and northern intersections with 34th Road. Several AADT counts were taken along CTH XX. A count of 2,100 was recorded north of Berlin and south of CTH X, while a count of 540 was taken at the southern most CTH XX and 34th Road intersection.
- **34th Road (Town of Aurora)**. This road travels in a southwest-northeasterly direction with both of its termini on CTH XX. Since 34th Road provides a more direct route between Berlin and STH 21, this section receives more traffic than CTH XX.
- **CTH X (Town of Aurora)** from STH 49 to CTH XX.

Local Function Roads

Local function roads provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterial or collector are local. These roads provide access to residential, recreational, commercial, and industrial uses within the area. WisDOT does not generally conduct official traffic counts for local function roads; however, these roads typically will carry fewer than 200 vehicles per day.

Every two years all jurisdictions in Wisconsin are required to rate the condition of their local roads and submit the information to WisDOT. The surface condition rating of each roadway is updated in the State's computer database, the Wisconsin Information System for Local Roads (WISLR). The WISLR database is available to all jurisdictions via the internet and can be used to develop a capital improvement and maintenance program. The WISLR analysis is based, in most cases, on the PASER road rating method.³

PASER pavement management system (PMS) has been developed and improved over the years by the Transportation Information Center (TIC) at the University of Wisconsin – Madison in cooperation with WisDOT and others. In general, PASER rates paved roadway surfaces on a scale of 1 to 10, with 1 being a road that needs to be reconstructed and 10 being a newly

³ WISLR. 2007. *Wisconsin Information System for Local Roads*. <https://trust.dot.state.wi.us/wislr/>.

constructed road.⁴ Unpaved roads are rated on a scale of 1 to 5, with 1 being a road that needs rebuilding and 5 being a brand new road.⁵ This inventory provides the basis for developing a planned maintenance and reconstruction program and helps the town to track necessary improvements. Prompt maintenance can significantly reduce long-term cost for road repair and improvement. Table 3-3 and Appendix C provide a breakdown and display of the PASER ratings, conditions and maintenance needs.

Table 3-2. PASER Ratings and Maintenance Needs

Paved Road Rating	Condition	Needs
9 & 10	Excellent	None
8	Very Good	Little maintenance
7	Good	Routine maintenance, crack filling
6	Good	Sealcoat
5	Fair	Sealcoat or nonstructural overlay
4	Fair	Structural improvement - recycling or overlay
3	Poor	Structural improvement - patching & overlay or recycling
2	Very Poor	Reconstruction with extensive base repair
1	Failed	Total reconstruction
Gravel Road Rating	Condition	
5	Excellent	Little maintenance
4	Good	Routine maintenance
3	Fair	Regarding, ditch & culvert maintenance, additional gravel
2	Poor	Additional aggregate, major ditch & culvert maintenance
1	Failed	Complete rebuild and/or new culverts

Source: Transportation Information Center, UW-Madison; 2000, 2001, and 2002

Table 3-3 provides a summary of the total miles of county highway in Waushara County by PASER rating. All county highways are paved. ***Roughly half (51.7% or 172.21 miles) of the county highways are in excellent to very good condition and require little maintenance.*** Another 41.1 percent (136.97 miles) of county highways are in good condition, requiring only routine maintenance, crack filling and sealcoating. The remainder of the county highways (24.19 miles or 7.3%) are considered to be in fair condition and will require sealcoating or nonstructural overlays. There are no county highways rated less than 5.

⁴ Transportation Information Center. 2000, 2001, and 2002. *PASER Manuals: Asphalt, Brick & Block, Concrete, and Sealcoat.*

⁵ Transportation Information Center. 2001 and 2002. *PASER Manuals: Gravel and Unimproved Roads.*

Table 3-3. Total Miles of County Highways by PASER Rating

Road Rating	Waushara County	
	Miles	Percent
10	18.24	5.5%
9	13	3.9%
8	140.97	42.3%
7	86.45	25.9%
6	50.52	15.2%
5	24.19	7.3%
4	0	0.0%
3	0	0.0%
2	0	0.0%
1	0	0.0%
Not Rated	0	0.0%
Total	333.37	100.0%

Source: Wisconsin Information System for Local Roads (WISLR); 2008.

Rustic Roads

The Rustic Roads System was created by the State Legislature in 1973 to help citizens and local units of government preserve scenic lightly traveled country roads for the leisurely enjoyment of bicyclists, hikers, and motorists.⁶ They offer excellent opportunities to travel through an attractive rustic area. The scenic qualities of these roads are protected by agreement with bordering property owners and by implementing roadside maintenance practices that allow wildflowers and other native flora to extend to the edge of the pavement. ***The WisDOT lists two roads in Waushara County that are in the Rustic Roads program.***

- **Rustic Road 48 (26th Road)** is a 2.1 mile road that begins at CTH H and runs northwest to CTH W in the Town of Saxeville.
- **Rustic Road 102** forms a loop off of STH 21 beginning at Cumberland Avenue and ending at 9th Avenue in the Town of Richford, just east of the Village of Coloma.

Several other town roads within Waushara County may have the potential of being listed as a Wisconsin Rustic Road.

Truck Transportation

There are several designated truck routes within Waushara County.

- **I-39, rural interstate**, provides north-south linkage between the south central part of the state, Madison and Beloit and the north central part of the state, Wausau and northern Wisconsin.

⁶ WisDOT. 2005. *Wisconsin's Rustic Roads: A Positive Step Backward*.
<http://www.dot.state.wi.us/travel/scenic/rusticroads.htm>.

- **STH 21** is the primary truck transportation route in Waushara County and provides direct access to Oshkosh and the Fox Cities to the east. STH 21 also provides access to western destinations in Wisconsin including the I-39/USH 51 corridor, I90, and I94.
- **STH 73** provides north to northwesterly access through the center of the state. It connects the Waushara County communities of the City of Wautoma and Plainfield with Princeton to the southeast and Wisconsin Rapids to the northwest.
- **STH 22** provides north-south access through the center of the state. It connects the Waushara County communities of the City of Wautoma and the Village of Wild Rose with Montello to the south and Waupaca to the north.
- **STH 49** provides north-south movement through the center of the state. It connects the Waushara County communities of the City of Berlin and the unincorporated communities of Auroraville, Poy Sippi and West Bloomfield with Ripon to the south and Waupaca to the north.
- **STH 152** considered a 65 foot restricted truck route from STH 21/73 in the City of Wautoma northeast to the intersection of CTH W and CTH G in the Town of Mount Morris.

There are two major corridors passing through Waushara County.⁷

- *The Cranberry Country Corridor (STH 21) stretches 100 miles across the state from east to west (Oshkosh to Tomah).* This corridor connects the Fox Valley to I39, southern Minnesota, South Dakota and beyond.
- *The Wisconsin River Corridor (I-39/US 51) stretches 260 miles linking north central Wisconsin to south central Wisconsin and Illinois.* This corridor provides critical economic links for industrial and commercial communities in north central Wisconsin (i.e. Wausau, Wisconsin Rapids, Stevens Point and Marshfield).

Railroads

Rail service to Waushara County was discontinued several decades ago. The nearest rail service is available at Stevens Point, which is a division headquarters for the Canadian National railroad. Other rail lines include the Union Pacific, which passes through southern Marquette County, and the Canadian Pacific Railway, which has a major yard facility in Portage. All three lines generally connect Chicago with the Twin Cities and points westward. Amtrak utilizes the Canadian Pacific line to provide passenger service. In addition to Portage, station stops include Columbus, Wisconsin Dells, and Tomah.

Waterways

There are no commercial ports in Waushara County. The nearest commercial port is located in Green Bay. Passenger ferries are located in Manitowoc and Milwaukee. Both ports offer passage across Lake Michigan to Lower Michigan.

⁷ Draft Connections 2030 Long Range Multimodal Transportation Plan

Several municipalities and Waushara County operate recreational boat facilities throughout the county. County facilities include the following:

- Otto Brey County Park, Town of Aurora – Boat launch and parking
- STH 49, Town of Aurora – Parking and walk-in access
- Pony Creek Park, CTH H, Town of Bloomfield – Parking and walk-in access
- 11th Avenue, Town of Deerfield – Parking and walk-in access
- 12 Avenue/Marl Lake County Park, Town of Deerfield – Boat launch and parking
- 22nd Avenue, Town of Marion – Boat launch and parking
- CTH WW, Town of Mount Morris - Boat launch and parking
- North Huron Road, Town of Oasis - Boat launch and parking
- Curtis Lake County Park/10th Court to Curtis Lake Road, Town of Richford - Boat launch and parking
- Kusel Lake County Park, 24th Lane, Town of Springwater - Boat launch, parking and walk-in access

Pedestrian Facilities

Walking is emerging as an important exercise as well as mode of transportation. The *Wisconsin Pedestrian Policy Plan 2020* outlines statewide and local measures to increase walking throughout the state as well as promote pedestrian safety and comfort. Pedestrians, by definition, are anyone who travels by foot. In addition, this definition has been extended to disabled persons who require the assistance of a mobility device. Pedestrian traffic can be difficult along highways where sidewalks are not present, safety measures are absent, or traffic volume is heavy.

Waushara County has several pedestrian opportunities. Hiking trails are located at several county parks. The county also operates the Bannerman Trail. A trailhead is located in downtown Redgranite on the south side of STH 21. The trail provides recreational opportunities for pedestrian activities as well as cross-county skiing, bicycling, and snowmobiling. The trail utilizes the former railroad grade that served quarries located in the Redgranite/Lohrville area. The seven mile trail terminates at STH 73 north of Neshkoro. The Ice Age National Scenic Trail is a thousand-mile-long footpath located entirely within Wisconsin. It is one of only eight National Scenic Trails in the County. Approximately 60 percent of Wisconsin residents live within 20 miles of the Ice Age Trail.⁸ A portion of the Ice Age Trail passes through western Waushara County (See Exhibit 3-1). The trail provides recreational opportunities through the Chaffee Creek and Mecan River State Fishery areas and the Greenwood State Wildlife Area (Town of Hancock).

Most of the town roads in Waushara County have limited shoulder areas, and the posted speed limits are 45 miles per hour or greater. These conditions often hamper safe pedestrian travel. The relatively low density development and lack of sidewalks do not facilitate increased pedestrian mobility. The centralization of goods and services often requires residents to use motor vehicles for routine trips.

⁸ Ice Age Park and Trail Foundation; <http://www.iceagetrail.org/faqs.htm>

Cycling Opportunities

Over 1,000 miles of highly scenic low volume roads provide abundant opportunities for bicycling in Waushara County. As such, *Waushara County has established a planned interconnected system of bicycle routes throughout the county.*⁹ The rolling topography offers several challenges for bicyclists of all fitness levels. The routes follow existing town roads and county trunk highways. Bicycle routes range in distance from 23 to 35 miles in length and offer several rest stops at municipal and county parks as well as local tourist attractions. The following routes are offered in the county and are shown on Exhibit 3-2.

- ◆ Route 1 – Plainfield to Oasis totals 30.1 miles and provides a relatively flat, easy ride past Waushara Gardens, many Christmas tree plantations and large center-pivot irrigation systems.
- ◆ Route 2 – Hancock to Deerfield totals 26.9 miles and provides a range of topography from flat to rolling. Route highlights include Pine and Fish Lakes, Greenwood State Wildlife Area, Marl Lake County Park and the Hancock State Experimental Farm.
- ◆ Route 3 – Coloma to Deerfield totals 23.6 miles and provides a relatively short, rolling tour of southwest Waushara County. Points of interest include the Mekan River crossing, Coloma Community Park and the Mekan Springs area.
- ◆ Route 4 – Wild Rose to Rose totals 22.8 miles and provides a quiet ride on some of the area's least traveled roads. Highlights include Robert's Park, Wild Rose Millpond, Pine River crossings and tree lined Alp Court.
- ◆ Route 5 – Wild Rose to Saxeville Covered Bridge totals 30.3 miles that leads the biker through some of the most scenic areas of the county.
- ◆ Route 6 – Wautoma to Mount Morris and White River totals 27.7 miles. The steep climbs make this route one of the most challenging in the county. Highlights include the White River Lower Millpond, White River Crossing and Lake Alpine Park.
- ◆ Route 7 – Wautoma to Richford and Dakota totals 35.5 miles. Highlights include Mekan River crossings, Upper and Lower White River Millpond and Bird Creek Park.
- ◆ Route 8 – Pony Creek to Tustin and West Bloomfield totals 25.7 miles and is somewhat flat. Highlights include Pony Creek County Park, Lake Poygan, Clark's Millpond and the unincorporated villages of West Bloomfield and Tustin.
- ◆ Route 9 – Poy Sippi to Pine River totals 25.8 miles and provides a challenge with some relatively steep grades. Beautiful views of Pine River along with millponds in both Poy Sippi and Pine River provide tour highlights.
- ◆ Route 10 – Redgranite to Aurora Marshland totals 23.2 miles and offers spectacular views of marshlands and the Aurora Millpond and dam.

⁹ Waushara County Parks Department. 2007. *Bike Routes*. http://www.co.waushara.wi.us/bike_routes.htm.

Roadways with traffic volume less than 1,000 vehicles per day are considered generally safe for bicycling. Roadways meeting this criterion that are located within a primary bicycle corridor identified by WisDOT provide potential linkages between existing bicycle trails and are considered to be part of an interconnected statewide bicycle route network. Currently, the Bannerman Trail is the only multi-use recreational trail within Waushara County.

WisDOT has made several recommendations for bicycle traffic for Waushara County in the *Wisconsin State Bicycle Transportation Plan 2020*.¹⁰

Airports

The four airports most convenient to area residents that provide scheduled commercial air service are: Central Wisconsin Regional Airport in Mosinee, Outagamie County Regional Airport in Appleton, Dane County Regional Airport in Madison, and Austin Straubel Airport in Green Bay. Other airports/airfields offering a lesser range of services include those in Oshkosh, Stevens Point, Wisconsin Rapids, Wautoma, Waupaca, and Wild Rose.

Two Basic Utility airport facilities are located in Waushara County. A Basic Utility (BU) airport is capable of handling single engine piston aircraft and smaller twin engine aircraft. Basic Utility airport facilities are sub-classified as class B (BU-B) and class A (BU-A) according to the gross weight and wingspan of the aircraft. These aircraft typically seat up to six persons and are used for private corporate travel, charter flying, recreational flying, and crop dusting. The ***Wautoma Municipal Airport*** is a BU-B facility located southwest of the City of Wautoma in the Town of Dakota. The airport has two paved runways measuring 1,190 feet and 3,300 feet in length and a turf runway measuring 2,280 feet. Aircrafts with gross weights of less than 12,500 pounds and wingspans less than 49 feet can be accommodated at this airport. Besides serving local air needs, the airport is utilized by pilots attending the annual EAA fly-in in Oshkosh. The ***Wild Rose Idlewild Airport*** is BU-A facility. The airport can accommodate aircraft with gross weights less than 6,000 pounds and wingspans less than 49 feet. A helipad is also located at the Wild Rose Community Memorial hospital for “flight for life” emergencies.¹¹

Several private airports are located throughout Waushara County. Private facilities are generally characterized by short (2,500 to 3,000 feet) turf covered runways. Private runways primarily provide services for recreational flyers.

Transit and Transportation Facilities for the Disabled

There is no scheduled bus service within the county. However, the Department of Aging administers two programs on a county-wide basis that serve the elderly and disabled residents of Waushara County. These two programs are a volunteer driver program and a mini-bus program. The mini-bus program is based in the City of Wautoma and provides transportation for both medical and personal trips. Other members of the public can also utilize the mini-bus if space is available.¹²

¹⁰ WisDOT. 1998. *Wisconsin State Bicycle Transportation Plan 2020*.

¹¹ WisDOT. 1999. *Wisconsin State Airport System Plan*.

¹² Baugrud, P. 2005. Personal Communication. Waushara County Aging and Disability Resource Center.

Current and Future Transportation Projects

*The following nine transportation projects are listed in Waushara County.*¹³

- CTH E Pine River Bridge Rehabilitation – Town of Leon (2010)¹⁴
- CTH XX Fox River Bridge Rehabilitation – City of Berlin (2010)¹⁴
- CTH XX – STH 21 to CTH D Resurface (2009)¹⁴
- STH 21 – Cambridge Street Road Maintenance – City of Wautoma (2011)^{14,13}
- STH 22 – Main Street Road Maintenance – Village of Wild Rose (2011)¹⁴
- STH 49 – Poy Sippi to Fremont Road Maintenance (2010)^{14, 13}
- STH 49 – Auroraville to Waupaca, Mosquito Creek Bridge Replacement (2010)^{14, 13}
- STH 73 – Wautoma to Plainfield, Construction/Pavement Replacement (2011)^{14, 13}
- STH 73 – Princeton to Wautoma, Road Resurface (2010 – 2013)¹³

County trunk and state highways comprise the Federal Aids Secondary System, thus qualifying them for federal aid for capital projects involving construction or repair. Waushara County is responsible for routine maintenance on these roadways. Maintenance of roads such as town roads and city/village streets not on the state or county system rests with the local jurisdiction. Table 3-1 indicates both county and local roadway mileage. To assist communities and counties with the cost of constructing and maintaining these roads, the state provides general transportation aids (GTA) which are available based on lane mileage and aidable local costs. Aidable local costs generally include the local share of all road and street construction and construction materials. The rate-per-mile is statutorily specified and will be \$2,015 in 2009.¹⁵ It should be noted that road spending fluctuates, especially for larger municipalities, and depends on the number and types of projects that have been allocated for that year. Cities and villages also have more costly facilities, such as curb and gutter, storm sewer, and sidewalks which raise the cost per mile above town spending amounts.

Key Findings

Streets and Highways

- The entire transportation network in Waushara County is comprised of 1,331 miles of local roads, county highways, interstate and state highways. County highways compromise about a quarter (25.1%) of the road network.
- There are two principal arterials in Waushara County. I-39, rural interstate, provides north-south linkage between the south central part of the state, Madison and Beloit and the north central part of the state, Wausau and northern Wisconsin. STH 21, rural principal arterial – other, provides for east-west movement between Oshkosh and I39, I90/I94 and the western side of the state.
- There are three minor arterials within Waushara County listed by the WisDOT: STH 73, STH 49 and STH 22.
- Many of the county highways within Waushara County are classified as either major or minor collectors.

¹³ WisDOT. 2008. *Wisconsin 2008-2013 Six Year Highway Improvement Program*.

¹⁴ 2009 – 2012 Statewide Transportation Improvement Program Final, Jan. 2009. WisDOT.

¹⁵ WisDOT. 2005. *General Transportation Aids*. <http://www.dot.wisconsin.gov/localgov/highways/gta.htm>

- Roughly half (51.7% or 172.21 miles) of the county highways are in excellent to very good condition and require little maintenance.

Other Transportation Modes

- The WisDOT lists two roads in Waushara County that are in the Rustic Roads program: Rustic Road 48 (26th Road) and Rustic Road 102.
- There are several designated truck routes within Waushara County: I-39, STH 21, STH 73, STH 22, STH 49 and STH 152.
- There are two major corridors passing through Waushara County. The Cranberry Country Corridor (STH 21) and the Wisconsin River Corridor (I-39/US 51).
- Rail service to Waushara County was discontinued several decades ago.
- There are no commercial ports in Waushara County. Several municipalities and Waushara County operate recreational boat facilities throughout the county.
- Waushara County has established an interconnected system of bicycle routes throughout the county.
- The four airports most convenient to area residents that provide scheduled commercial air service are: Central Wisconsin Regional Airport in Mosinee, Outagamie County Regional Airport in Appleton, Dane County Regional Airport in Madison, and Austin Straubel Airport in Green Bay.
- Two Basic Utility airport facilities are located in Waushara County: the Wautoma Municipal Airport and the Wild Rose Idlewild Airport.
- There is no scheduled bus service within the county.

Current and Future Transportation Projects

- Nine transportation projects are listed in Waushara County: CTH E Pine River Bridge Rehabilitation; CTH XX Fox River Bridge Rehabilitation; CTH XX; and STH's 21, 22, 49 (two projects) and STH 73 (two projects).

INTERRELATIONSHIPS WITH OTHER COMPREHENSIVE PLAN ELEMENTS

Economic Development

Providing a quality transportation system is important to the economic success of Waushara County. Businesses need to assess the transportation system as to its ability to ship and receive goods and provide access and increase visibility for customers. Employee access to the business facility is also crucial, especially if the jobs offered will be in the lower-wage category. These jobs are frequently filled by second wage-earners in the household or by persons with limited job options, including untrained persons with disabilities or young people. These groups of people are frequently not able to drive or cannot afford reliable transportation. Service occupations, which employ over 20 percent of people in the county, encompass such jobs.

Additionally, it is important to remember that different businesses have different transportation requirements. For example, retail businesses in the villages or the City of Wautoma may value on-street parking and pedestrian accommodations more than service businesses elsewhere in the County. Businesses which are located along major transportation corridors will require off-street parking.

Housing

Housing plays a strong role in transportation since either the origin or the destination of most trips is the home. When new residential developments are planned, it is important to consider how the new development will affect the transportation infrastructure, community accessibility, and the safety of the area. Affordable housing, including mixed income development, should be located in a manner that facilitates transportation access to services and employment. Consideration to both pedestrian and bicycling facilities should be given in all housing developments.

Utilities and Community Facilities

Joint and/or coordinated planning of public and transportation facilities is essential. The location of schools is closely related to transportation. Ideally, primary and secondary schools should have safe pedestrian and bicycle access. Trip distances should be minimized to reduce the need for school busing and automobile transportation to the school. Access to public transportation can also help minimize transportation costs for the school district. Colleges and universities can also benefit greatly by having public transit available by reducing the need for parking space and by making the campus more accessible to a broader range of students including local, low-income, and disabled students.

Similar to schools, it is important that government buildings as well as human services be located with access to public transportation. Coordinating transportation planning with sewer service area planning helps minimize the overall cost of providing infrastructure.

Agriculture Resources

The transportation system provides access and mobility for rural residents and the farming community. Farmers utilize the transportation system to both transport goods to market and to provide mobility between their various farming operations. State and county highways throughout Waushara County provide farmers in the county access to both local and regional markets. When considering possible highway expansion projects, the impact on existing farming operations, especially as it relates to the creation of split parcels of agricultural land, must be considered. Access to these parcels may require unsafe highway crossings by farm equipment, or ultimately the loss of use of this land for agricultural purposes.

Natural Resources

Transportation decisions can both positively and negatively impact the environmental quality of the area. Development and subsequent transportation improvements on state and county highway corridors or other potential projects may impact the area's natural resources (wetland areas and forestland). Loss of wetlands, which act as a natural buffer to filter nutrients and other pollutants, can be harmful to the wildlife habitat, including endangered species, and groundwater recharge. Finally, sprawl leads to longer travel times, which could result in increased air quality issues due to automobile emissions.

Cultural Resources

Early Native American habitation, the geological landscape, and the area's historic buildings are significant to the local history. It is imperative that as growth occurs and transportation projects are proposed, sensitivity be given to both the identified resources and to the areas where other historic and cultural resources may exist. Since the identity and integrity of the community depends on the preservation of these unique features, the impact from expanded transportation corridors and new land development must be kept to a minimum. Consideration should also be given to the impact of future transportation projects on the cultural identity of the historic downtown areas.

Land Use

Transportation, as with other planning elements, has a strong connection to land use. While transportation's primary purpose is to serve land use, land use patterns are dependent upon the condition and effectiveness of the transportation system. Expanded arterials, such as US 10, spur development by attracting development in proximity to new interchanges. Secondly, the traffic may be relocated if county highways or local roads are bisected or re-routed. Existing businesses may be negatively impacted as the former traffic flows for economic survival.

The efficient movement of vehicular traffic provides a quicker connection from one place to another. The expansion of STH 21 from two lanes to four lanes may reduce travel times from the Fox Cities to Waushara County and other areas. However, the increased accessibility may create additional development pressure as people are able to move further from urban centers without significantly increasing travel time to work and shopping.

Intergovernmental Cooperation

Transportation systems go beyond municipal boundaries. Regional development patterns and municipal land use policies affect the transportation network. This network must efficiently move people and goods from one place to another. The transportation system is made up of local roads, collector and arterials, none of which stop at municipal borders but continue from one community to another. An efficient transportation system can not be dependent on the decisions of one community but instead upon the input and cooperation of many different entities working together. For instance the possible expansion of STH 21 would affect many jurisdictions throughout the County. Each of these jurisdictions, along with the State of Wisconsin, would have input into the expansion of these transportation corridors. The resulting expansion will not only impact the local jurisdictions that it passes through, but could also impact the economics of the state as goods and people are more quickly and efficiently transported.

POLICIES AND PROGRAMS

State, Regional, County, and Local Policies

State of Wisconsin

Wisconsin State Highway Plan 2020. Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing. In response to this critical issue, WisDOT, in partnership with its stakeholders, has developed the *Wisconsin State Highway Plan 2020*, a 21-year strategic plan that considers the highway system's current condition, analyzes future uses, assesses financial constraints, and outlines strategies to address its preservation, traffic movement and safety needs.¹⁶ The plan is updated periodically to reflect changing transportation technologies, travel demand, and economic conditions in Wisconsin. According to the Wisconsin State Highway Plan 2020, STH 21 from Oshkosh to I-39/U.S. 51 has been identified as a potential major project. Potential projects are subject to environmental analysis and legislative approval; they will be re-evaluated in future state highway transportation plans.

This plan also stressed the need to develop a safe inter-modal transportation system which can accommodate alternate forms of transportation, including designating specific state and county highways capable of safely accommodating bicycle transportation. Specific accommodations recommended in the plan include the use of designated bicycle lanes in urban areas, widening traffic lanes to allow for bicycle travel, and paving shoulders to allow for increased bicycle use.

Connections 2030 Long Range Multimodal Transportation Plan – Draft. A draft of the Connections 2030 Long Range Multimodal Transportation Plan was released in the fall of 2008. The plan address all forms of transportation; integrates transportation modes; and identifies policies and implementation priorities to aid transportation decision makers when evaluating program and project priorities over the next 20 years. The plan is organized around transportation themes rather than modes. The seven themes are to (1) Maintain Wisconsin's transportation system; (2) Promote transportation safety; (3) Foster Wisconsin's economic growth; (4) Provide mobility and transportation choice; (5) Promote transportation efficiencies; (6) Preserve Wisconsin's quality of life; and (7) Promote transportation security. Corridor management will be one of the main tools that WisDOT will use to achieve the plans goals. Two corridors are found in Waushara County: the Cranberry Country Corridor and the Wisconsin River Corridor. The Cranberry Country Corridor links the Fox Valley and I-94 to locations west in southern Minnesota, South Dakota and beyond. The corridor also serves the Wisconsin River flowage, Waushara County and Winnebago County tourism/recreation areas. The Wisconsin River Corridor is a critical tourist corridor that connects the population centers in Illinois and southern Wisconsin to major recreation areas on the north.

Wisconsin State Bicycle Transportation Plan 2020. The *Wisconsin State Bicycle Transportation Plan (WSBTP) 2020* specifically addresses the future needs of bicycle transportation. Two primary goals exist in the plan: to double the number of bicycle trips made by 2010 and to reduce the number of motor vehicle-bicycle crashes by 10 percent by 2010. To achieve these goals, objectives for engineering, education, enforcement and encouragement were identified. These included not only the need for the construction of an expanded network

¹⁶ WisDOT. 1999. *Wisconsin State Highway Plan 2020*.

of transportation facilities that allows for safe bicycle travel, but also for the promotion of education to advance vehicle driver awareness of bicyclists (drivers licensing and bicycle safety courses). Finally, tips to promote the utility and ease of bicycle transportation were identified as well as the mandate to increase the enforcement of reckless driving behavior by motorists and bicyclists alike.

The *WSBTP* provides suggestions for both intercity (rural) and urban/suburban bicycle facilities. For the purposes of the *WSBTP*, urban areas were defined as villages or cities with populations of 5,000 persons or greater. Providing paved shoulders for bicycle accommodations along rural highways and the widths of these shoulders are determined by ADT, percentage of trucks, and curves and hills (see Wisconsin Rural Bicycle Planning Guide, Appendix A, Road Evaluation Method).

Wisconsin State Airport System Plan 2020. The *Wisconsin State Airport System Plan 2020* provides a framework for the preservation and enhancement of a public-use airport system which will meet future aviation demands for the state. It provides an inventory of existing public-use airport facilities; and categorizes them according to their current services, projected use, and future scheduled maintenance and construction projects. Based on existing conditions and projected improvements that are listed within airport master or layout plans, forecasts are made for future airport classifications. No projected changes have been made in the status of Waushara County's airport classifications. Several improvements have been completed in recent years at the Wautoma Municipal Airport. These have included taxing and runway expansion; entrance repairs, hanger improvements, etc. The 5-year Airport Improvement Program¹⁷ indicates that a number of projects are planned at the Wautoma and Wild Rose Airports. These include seal coating, constructing a terminal building, runway expansion, and a land acquisition at the Wautoma Municipal Airport. In admission site improvements are planned for the Wild Rose Idlewild Airport.

Regional

East Central Wisconsin Regional Planning Commission. East Central Wisconsin Regional Planning Commission has adopted a regional smart growth plan. As part of this planning process, East Central has adopted five core transportation goals:

- To act to help ensure that the negative effects of sprawl development on our regional transportation system are minimized by encouraging new development to locate where adequate services and facilities exist.
- To work with all levels of government and organizations throughout the region to pursue adequate funding for transportation projects and programs which meet short term and long term needs.
- To help ensure that the regional transportation network links economic centers and efficiently moves people and freight throughout the region.
- To help maintain and continue the balance between transportation and the environment through efficient and consistent transportation and land use planning.

¹⁷ <http://www.dot.wisconsin.gov/projects/state/docs/air-5yr-plan.pdf>

- To help ensure that alternative modes of transportation to the automobile exist and mobility options for all are efficient.

In 2002, East Central prepared a *STH 21 Corridor Study* that examined the corridor from Oshkosh to the Town of Rushford in Winnebago County. While this study looked at only a small portion of STH 21, it did address the long term needs of the entire corridor. According to the study, "In the future it may be desirable to construct STH 21 as a four lane expressway to Interstate 90/94".

County

Zoning. The *Waushara County Zoning Code* sets standards for access driveways and streets. Sec. 58.828. regulates access driveways (access permits, spacing standards, and number and width of driveways per land use) while Sec. 42-81 regulates street design within subdivisions.

The county zoning ordinance (Sec. 42-81) requires all roads within subdivisions to be built to certain standards. This is important to the continued success of the transportation network.

Highway Department. The Waushara County Highway Department provides maintenance on county highways found in the area. It also provides roadway and ditch maintenance for the towns within the county on a contract basis. The County does not have an officially adopted transportation plan or Capital Improvement plan. However, it is the policy of the County to evaluate the county road system in the spring of the year and set a specific roadway maintenance schedule for the coming year.

Federal, State and Regional Programs

Federal Agencies

Surface Transportation Program – Rural (STP-Rural). This program allocates federal SAFETEA-LU funds to complete a variety of improvements to rural local highways and roadways. To be eligible, two conditions must be met: the road must be located outside of an urban area and must be classified as at least a rural major collector. Project proposal applications are accepted only in odd numbered years. More information can be found at <http://www.dot.wisconsin.gov/localgov/highways/stp-rural.htm>.

Surface Transportation Program – Urban (STP-U). This program allocates federal funds to complete a variety of improvements to federal-aid-eligible roads and streets in urban areas. More information can be found at <http://www.dot.wisconsin.gov/localgov/highways/stp-urban.htm>. Berlin is an urban area that qualifies for STP-Urban and a portion of this is located in Waushara County.

State of Wisconsin

General Transportation Aid. Road maintenance is in part funded by disbursement of the State Transportation Fund. The largest portion comes from General Transportation Aids. The State provides an annual payment to each county and municipality, which augments the local government's cost for activities such as road construction, crack and pothole filling, snow removal, and other related transportation maintenance. Disbursements from the account are

determined by the total mileage of local roads within the municipality or by a formula based on historic spending. This information must be reported annually. More information can be found at <http://www.dot.wisconsin.gov/localgov/highways/gta.htm>.

Local Roads Improvement Program (LRIP). This program provides funding to improve or replace seriously deteriorating county highways, town roads, and city or village streets. New roads are not eligible. LRIP funds pay up to 50% of total eligible costs while the remaining amount must be matched by the local government. The program has three basic programs: County Highway Improvement (CHIP); Town Road Improvement (TRIP); and Municipal Street Improvement (MSIP). Additional discretionary funds are available for high cost projects. More information can be found at <http://www.dot.wisconsin.gov/localgov/highways/lrip.htm>.

Connecting Highway Aids (CHA). The CHA program assists municipalities with costs associated with increased traffic and maintenance on roads that connect segments of the State Trunk Highway system. Over 120 municipalities receive quarterly payments on a per lane mile basis. There are no connecting highways currently located in Waushara County. More information can be found at <http://www.dot.wisconsin.gov/localgov/highways/connecting.htm>.

Flood Damage Aids. This program provides funds to assist local units of government to improve or replace roads or roadway structures that have sustained major damage from flooding. The program helps defray costs for damaged streets, highways, alleys, or bridges which are not associated with the State Trunk Highway System. More information can be found at <http://www.dot.wisconsin.gov/localgov/highways/flood.htm>.

Rural and Small Urban Area Public Transportation Assistance Program. This program allocates federal funds to local units of government to provide both capital and operating costs for public transit services which operate within rural areas. All municipalities with populations less than 50,000 are eligible. More information can be found at <http://www.dot.wisconsin.gov/localgov/transit/ruralsmall.htm>.

Wisconsin Employment Transportation Assistance Program (WETAP). This program is designed to provide transportation for low-income workers to jobs, training centers, and childcare facilities through enhanced local transportation services. Funding is provided by a combination of federal, state, and local funds. This program provides a crucial link to allow low-income workers to remain in the workforce. More information can be found at <http://www.dot.wisconsin.gov/localgov/transit/wetap.htm>.

Local Transportation Enhancement Program (TE). This program provides funds that increase multi-modal transportation within a region while enhancing the community and the environment. Eligible projects include multi-use recreational trails, landscaping, or the preservation of historic transportation structures. Funds cover up to 80% of the total eligible project costs. More information can be found at <http://www.dot.wisconsin.gov/business/econdev/te.htm>.

The Bicycle and Pedestrian Facilities Program (BFPF). This program funds projects that construct or plan for bicycle or bicycle/pedestrian facilities. For information on this program, go to www.dot.wisconsin.gov/localgov/aid/bike-ped-facilities.htm.

Transportation Economic Assistance Grant Program (TEA Grant). This program provides a 50% state grant to local governments, private businesses, and consortiums for road, rail, harbor, and airport projects that are necessary to help attract employers to Wisconsin. These grants have a performance-based incentive and successful funding requires that businesses and industries created by the grant program retain and expand local economies in Wisconsin. More information can be found at <http://www.dot.wisconsin.gov/business/econdev/tea.htm>.

County Elderly and Disabled Transportation Assistance Program. County governments are eligible for funds to establish a transit program for elderly and disabled citizens. The program allows for flexibility in various transportation options to their clients. County governments must provide a 20% match in funds. More information can be found at <http://www.dot.wisconsin.gov/localgov/transit/countyelderly.htm>.