

5.0 TRANSPORTATION



5.1 CHAPTER SUMMARY

A community’s transportation infrastructure supports the varied needs of its residents, local businesses, visitors, and through traffic. The Transportation Chapter summarizes the local transportation system and, based on local input, provides a 20-year jurisdictional plan that will serve as a resource guide and implementation guide.

Wisconsin State Statute 66.1001(2)(c)

(c) Transportation Element

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking, and water transportation. The element shall compare the local governmental unit’s objectives, policies, goals, and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, including transportation corridor plans, county highway functional and jurisdictional studies, urban area and rural area transportation plans, airport master plans and rail plans that apply in the local governmental unit.

5.2 GOALS AND OBJECTIVES

The State of Wisconsin passed a comprehensive planning law in 2000 to compel municipalities to create comprehensive plans. The plans include nine basic chapters: Issues and Opportunities, Utilities and Community Facilities, Agricultural, Natural, and Cultural Resources, Housing, Transportation, Economic Development, Intergovernmental Cooperation, Land Use, and Implementation. In addition to these basic nine elements, fourteen local comprehensive planning goals were established of a more general nature. Of these fourteen goals, the two listed below have the particular objective of transportation development.

1. Encourage neighborhood designs that support a range of transportation choices.
2. Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, safety, and meets the needs of all citizens, including transit-dependent and disabled citizens.

5.3 TRANSPORTATION POLICIES

The following transportation policy and program recommendation supports the above goals to help guide transportation decisions for the next 20 years.

NOT IN ORDER OF PRIORITY

- 1. Strive to provide and integrated, efficient, and economical transportation system that affords mobility, convenience, safety and meets the needs of all citizens, including transit-dependent and disabled citizens.**

Below are listed the transportation objectives and policy recommendations from each participating town:

PARTICIPATING TOWN POLICIES ARE NOT LISTED IN ORDER OF PRIORITY.

Table 5.1a

Town of Bloomington	
1.	Through a Town Driveway Ordinance, adopt road standards for the construction of public and private roads and implement and preserve access management controls along all town roadways through driveway permits.
2.	Continue to maintain the local road improvement plan through budgeting to address long-term needs for road upgrades and/or new roads.
3.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
4.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
5.	Encourage the development/expansion and promotion of paratransit services for local residents, with a focus on elderly, ill, and disabled.
6.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
7.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.

Table 5.1b

Town of Cassville	
1.	Establish formal truck routes as new industrial developments are platted, with truck weight limits enforced by the County.
2.	Consider adopting a Town Driveway Ordinance.
3.	As part of the Town budget process, continue to maintain a transportation plan or a local road improvement plan to address long-term needs for road upgrades and/or new roads.
4.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
5.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
6.	Coordinate with the Grant County Social Services, and any other appropriate agencies, to ensure that transportation options for the elderly and disabled population meet local needs.
7.	Continue to work cooperatively with adjacent jurisdictions for consistency with transportation plans.

Table 5.1c

Town of Clifton	
1.	Increase safety for the use of non-motorized transportation modes.
2.	Continue to use the Town's Driveway Ordinance to maintain road standards for the construction of public and private roads.
3.	Continue to implement and preserve access management controls along all town roadways (i.e., driveway permits).
4.	Continue to use the PACER program, the 5-year long term plan in place, to address long-term needs for road upgrades and/or new roads.
5.	To facilitate emergency access and well-planned developments, make sure new roads connect to existing and planned roads on adjoining properties whenever possible.
6.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
7.	Developers will be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
8.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
9.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.

Table 5.1d

Town of Ellenboro	
1.	Adopt road standards for the construction of public and private roads.
2.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
3.	To facilitate emergency access and well-planned developments, make sure new roads connect to existing and planned roads on adjoining properties whenever possible.
4.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
5.	Encourage shared driveways to minimize the number of access points on local streets/roads.
6.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.

Table 5.1e

Town of Harrison	
1.	Adopt road standards for the construction of public and private roads.
2.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
3.	Encourage shared driveways to minimize the number of access points on local streets/roads.

Table 5.1f

Town of Hazel Green	
1.	Increase the safety and use of non-motorized transportation modes in the future, if bicycle trails are developed.
2.	Uphold the standards of the Town of Hazel Green Driveway Ordinance, implementing and preserving access management controls along all town roadways.
3.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
4.	An area development plan should be submitted as a condition of all subdivision reviews to ensure that proposed new roads to adjacent properties avoid unnecessary cul-du-sacs and loops that increase maintenance costs.
5.	Developers will be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
6.	Coordinate utility maintenance, construction, and upgrades with road improvements.
7.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
8.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
9.	Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1g

Town of Hickory Grove	
1.	Strive to increase the safety of non-motorized transportation modes.
2.	Developers are required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
3.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects.
4.	Encourage transportation options for the elderly and disabled population that meet local needs.
5.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
6.	Look into ways to preserve road surface quality in the Town.
7.	Adopt both a driveway ordinance and local road design guidelines.

Table 5.1h

Town of Jamestown	
1.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
2.	When possible, try to coordinate with the Grant County Social Services and any other appropriate agencies to better meet the transportation needs of the local elderly and disabled population.
3.	Try to work cooperatively with adjacent jurisdictions for consistency with transportation plans.
4.	Consider nominating qualifying road(s) for the state's Rustic Roads program – Bluff Road & Peddle Hollow.

Table 5.1i

Town of Liberty	
1.	Consider adopting a driveway ordinance which describes road standard for the construction of public and private roads.
2.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
3.	Encourage shared driveways to minimize the number of access points on local streets/roads.
4.	Coordinate utility maintenance, construction, and upgrades with road improvements.
5.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects.
6.	Work with Town of Fennimore, Clifton, Ellenboro, North Lancaster and the Town of Mount Ida for consistency with transportation projects.
7.	Direct future residential commercial and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1j

Town of Lima	
1.	Establish formal truck routes as new industrial developments are platted, with truck weight limits enforced by the County.
2.	Adopt road standards for the construction of public and private roads.
3.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
4.	To facilitate emergency access and well-planned developments, make sure new roads connect to existing and planned roads on adjoining properties whenever possible.
5.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
6.	An area development plan should be submitted as a condition of all subdivision reviews to ensure that proposed new roads to adjacent properties and to avoid unnecessary cul-du-sacs and loops that increase maintenance costs.
7.	Developers will be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
8.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
9.	Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1k

Town of Little Grant	
1.	Adopt road standards for the construction of public and private roads.
2.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
3.	To facilitate emergency access and well-planned developments, make sure new roads connect to existing and planned roads on adjoining properties whenever possible.
4.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
5.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
6.	Encourage shared driveways to minimize the number of access points on local streets/roads.
7.	Coordinate utility maintenance, construction, and upgrades with road improvements, whenever feasible.
8.	Promote the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals.
9.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
10.	Coordinate with the Grant County Social Services, and any other appropriate agencies, to ensure that transportation options for the elderly and disabled population meet local needs.
11.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
12.	Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1l

Town of Mount Hope	
1.	Encourage efforts that will improve the safety and use of non-motorized transportation modes.
2.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
3.	Adopt a driveway ordinance and an ordinance creating standards for Town roads.

Table 5.1m

Town of North Lancaster	
1.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
2.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
3.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
4.	Encourage shared driveways to minimize the number of access points on local streets/roads.
5.	Coordinate utility maintenance, construction, and upgrades with road improvements.
6.	Consider developing a capital improvement program (CIP) for transportation program planning and budgeting.
7.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
8.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
9.	Encourage future residential commercial and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1n

Town of Potosi	
1.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
2.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
3.	Coordinate utility maintenance, construction, and upgrades with road improvements.
4.	Coordinate with the Grant County Social Services, and any other appropriate agencies, to ensure that transportation options for the elderly and disabled population meet local needs.
5.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
6.	Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.
7.	Maintain River Lane Road, Slazing Road, and Brewery Hollow Road as part of the state's Rustic Roads program.

Table 5.1o

Town of Smelser	
1.	Increase the safety and use of non-motorized transportation modes.
2.	Establish formal truck routes as new industrial developments are platted, with truck weight limits enforced by the County.
3.	Adopt road standards for the construction of public and private roads.
4.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
5.	As part of the Town's CIP, develop and maintain a transportation plan or a local road improvement plan to address long-term needs for road upgrades and/or new roads.
6.	To facilitate emergency access and well-planned developments, make sure new roads connect to existing and planned roads on adjoining properties whenever possible.
7.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
8.	An area development plan should be submitted as a condition of all subdivision reviews to ensure that proposed new roads connect to adjacent properties and to avoid unnecessary cul-du-sacs and loops that increase maintenance costs.
9.	Developers will be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
10.	New driveways for developments should not exceed a defined length, to assist in response time for police, fire, and emergency rescue services.
11.	Encourage shared driveways to minimize the number of access points on local streets/roads.
12.	Coordinate utility maintenance, construction, and upgrades with road improvements, whenever feasible.
13.	Promote the development of multi-use trails, trail linkages, wide shoulders, or sidewalks as part of new development proposals.
14.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
15.	Coordinate with the Grant County Social Services, and any other appropriate agencies, to ensure that transportation options for the elderly and disabled population meet local needs.
16.	Map the location of future roads and transportation facilities to prevent disturbance of environmental corridors, prime agricultural land, and natural areas.
17.	Consider nominating Rock Road for the state's Rustic Roads program.

Table 5.1p

Town of South Lancaster	
1.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs.
2.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
3.	Encourage shared driveways to minimize the number of access points on local streets/roads.
4.	Coordinate utility maintenance, construction, and upgrades with road improvements.
5.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
6.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
7.	Direct future residential commercial and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1q

Town of Waterloo	
1.	Consider adopting road standards for the construction of public and private roads.
2.	Adopt and implement a driveway standard.
3.	Continue to participate in the WI DOT Local Roads Improvement Program (LRIP).
4.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
5.	Work cooperatively with adjacent jurisdictions to encourage consistency in local transportation plans.

Table 5.1r

Town of Watterstown	
1.	Adopt road standards for the construction of public and private roads.
2.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
3.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
4.	An area development plan should be submitted as a condition of all subdivision reviews to ensure that proposed new roads to adjacent properties and to avoid unnecessary cul-du-sacs and loops that increase maintenance costs.
5.	Developers will be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
6.	Coordinate utility maintenance, construction, and upgrades with road improvements.
7.	Consider development of a transportation plan to improve the quality and safety of the Township roads.
8.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
9.	Coordinate with the Grant County Social Services, and any other appropriate agencies, to ensure that transportation options for the elderly and disabled population meet local needs.
10.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
11.	Direct future commercial and industrial development to roadways capable of accommodating resulting traffic.

Table 5.1s

Town of Wingville	
1.	Consider adopting road standards for the construction of private roads.
2.	Adopt a driveway ordinance.
3.	Continue to provide an annual PASER plan to the State.
4.	Coordinate utility maintenance, construction, and upgrades with road improvements.
5.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans

Table 5.1t

Town of Woodman	
1.	Develop and maintain a transportation plan or a local road improvement plan to address long-term needs for road upgrades and/or new roads.
2.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
3.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
4.	Coordinate utility maintenance, construction, and upgrades with road improvements.
5.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
6.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.

Table 5.1u

Town of Wyalusing	
1.	Adopt road standards for the construction of public and private roads.
2.	Implement and preserve access management controls along all town roadways (i.e., driveway permits).
3.	Utilize the community's existing road network to the greatest extent possible, in order to minimize future road maintenance costs and to avoid the fragmentation of woodland and farmland.
4.	Developers should be required to pay for development plans as well as the cost of road improvements or construction (which must meet local road or street design standards).
5.	Promote the development of multi-use trails, trail linkages, and wide shoulders as part of new development proposals.
6.	Coordinate with WisDOT and Grant County Highway Department on transportation planning projects outlined in this plan.
7.	Work cooperatively with adjacent jurisdictions for consistency with transportation plans.
8.	Direct future residential, commercial, and industrial development to roadways capable of accommodating resulting traffic.

NOTE: The Towns of Beetown, Boscobel, Castle Rock, Fennimore, Glen Haven, Marion, Millville, Mount Ida, Muscoda, Paris, Patch Grove, and Platteville did not participate in the Grant County multi-jurisdictional comprehensive planning project. However, their data is included in information collected for the County as a whole. City and village data is not included as the County does not have jurisdiction in these communities.

5.4 TRANSPORTATION INFRASTRUCTURE

5.4.1 HIGHWAYS AND LOCAL STREETS

The County has a total of 1859.34 miles of roads. Of these, 310.87 are county miles and 1548.47 are municipal miles, according to the county's January 2008 WISLR inventory. The County breakdown is shown in Table 5.1.

Table 5.1: 2007 Grant County Roads

	Arterial	Collector	Local	Total
County	2.58	296.09	12.29	310.96
Municipalities	8.24	38.57	1507.33	1554.14

Source: WisDOT 2009 WISLR Inventory

Table 5.2 2007 Grant County Road Details

Wisconsin Information System for Local Roads - January 1, 2007									
Municipality Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
T. Beetown	66.6	7.8	58.8		7.8				58.8
T. Bloomington	54.5	11.2	43.3		11.2			.5	42.8
T. Boscobel	8.6	2.6	6.0		1.8	0.8		0.2	5.9
T. Cassville	35.5	8.7	26.8		5.0	3.7			26.8
T. Castle Rock	47.9	17.5	30.4		17.5				30.4

Table 5.2 (cont.) 2007 Grant County Road Details

Wisconsin Information System for Local Roads - January 1, 2007									
Municipality Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
T. Clifton	55.6	9.0	46.6		9.0				46.6
T. Ellenboro	53.0	6.5	46.5		6.5				46.5
T. Fennimore	44.6	8.0	36.6		8.0				36.6
T. Glen Haven	63.3	12.6	50.7		12.6				50.7
T. Harrison	61.3	14.4	46.9		14.4				46.9
T. Hazel Green	52.8	6.4	46.4		6.4				46.4
T. Hickory Grove	63.4	15.2	48.2		15.2				48.2
T. Jamestown	60.3	7.2	53.1		7.2			8.9	44.2
T. Liberty	59.2	9.2	50.0		9.2				50.0
T. Lima	63.1	12.7	50.34		12.7				50.4
T. Little Grant	54.8	11.8	43.0		11.8				43.0
T. Marion	46.9	7.0	39.9		7.0				39.9
T. Millville	25.1	7.7	17.4		7.7				17.4
T. Mount Hope	37.0	5.2	31.8		1.7	3.4			31.8
T. Mount Ida	56.0	6.8	49.2		6.8			0.2	49.0
T. Muscoda	40.7	7.5	33.3		7.5				33.3
T. North Lancaster	51.2	8.0	43.2		8.0				43.2
T. Paris	46.6	2.8	43.8		2.8				43.8
T. Patch Grove	41.4	2.4	39.0		2.4			3.5	35.5
T. Platteville	50.2	9.5	40.7	1.18	8.3		0.15	1.4	39.1
T. Potosi	72.4	7.3	65.1		7.3			4.6	60.6
T. Smelser	63.1	11.6	51.5		11.6			0.5	50.9
T. South Lancaster	53.5	9.6	43.9		9.6			0.4	43.5
T. Waterloo	54.6	13.0	41.6		13.0				41.6
T. Watterstown	33.9	10.9	23.0		7.0	3.8			23.0
T. Wingville	46.7	5.0	41.7	0.81	4.2				41.7
T. Woodman	30.2	8.2	22.1		8.2				22.1
T. Wyalusing	49.2	19.6	29.6		19.6				29.6
V. Bagley	6.4	1.2	5.3		1.2			0.7	4.6
V. Bloomington	6.9	0.3	6.6		0.3			1.3	5.3
V. Blue River	5.7	0.8	5.0		0.8				5.0
V. Cassville	7.9		7.9					0.3	7.6
V. Dickeyville	6.1		6.1						6.1
V. Hazel Green	7.3	0.5	6.8		0.5			0.5	6.2
V. Livingston	6.5	0.8	5.7		0.8			0.2	5.4
V. Montfort	6.4	0.4	6.0	0.38				0.7	5.3
V. Mount Hope	2.5	1.2	1.4		0.6	0.6			1.4
V. Muscoda	15.4		15.4					0.3	15.1

Table 5.2 (cont.) 2007 Grant County Road Details

Wisconsin Information System for Local Roads - January 1, 2007									
Municipality Name	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
V. Patch Grove	1.1		1.1						1.1
V. Potosi	5.8	1.1	4.8		1.1			0.4	4.4
V. Tennyson	1.9	0.6	1.4		0.6				1.4
V. Woodman	2.0		2.0						2.0
C. Boscobel	23.2		23.2					2.5	20.7
C. Cuba City	14.8	0.8	14.1		0.8			0.7	13.4
C. Fennimore	21.4		21.4					0.8	20.6
C. Lancaster	25.7	0.2	25.6		0.2			3.4	22.2
C. Platteville	49.1	0.6	48.5	0.21	0.4		8.09	6.4	34.0
Total Miles	1859.3	310.9	1548.5	2.58	296.0	12.2	8.24	38.5	1501.8

Source: Wisconsin Department of Transportation WISLR Database, January 2007

5.4.2 FUNCTIONAL CLASSIFICATION SYSTEM

The transportation system is classified by WisDOT according to primary function representing very different purposes: 1) mobility and efficient travel and 2) access to properties. Simply put, when there are more access points, carrying capacity is reduced and safety is compromised. The responsibility for maintaining and improving roads should ordinarily be assigned based upon the functional classification of the roads. Road classifications are

- **Principal Arterials** accommodate interstate and interregional trips.
- **Minor Arterials** accommodate interregional and inter-area traffic movements.
- **Major Collectors** serve moderate-sized communities and intra-area traffic generators.
- **Minor Collectors** link local roads to higher capacity roads and smaller communities.
- **Local Roads** provide access to residential, commercial, and industrial development.

Arterials fall under state jurisdiction, collectors generally fall under county jurisdiction, and local roads are a local responsibility. See Map 5.1 for the County's classification map.

Reflecting actual use, Jurisdictional Transfers (JT), the sharing of road responsibilities, may occur, but only when there is agreement between units of government involved (local, county, or state). When considering a possible JT, jurisdictions must take into account the level of traffic on the road, the projected responsibility for maintenance and any required improvements, and the possible impact on general transportation aids. Exploring road classifications and jurisdictional transfers is an ongoing process for Grant County.

In addition to the functional and jurisdictional hierarchy, communities may nominate qualifying local roads (and streets, in some cases) for the state's Rustic Roads Program. The Rustic Road's designation helps citizens and local government to preserve scenic, country roads. There are currently two Rustic Roads in Grant County. The first, #99, is a 3.4 mile paved route in the Town of Potosi. The route follows segments of River Lane Road, Slazing Road and Brewery Hollow Road forming a loop off Highway 133 in the Town of Potosi. The second, #70, is a 10.1 mile gravel route near the Town of Stitzer. The route follows Liberty Ridge Road off of U.S. 61 and includes Hill Road, Ridge Road, Sleepy Hollow Road, and Scenic Road to County Highway E. Currently, Grant County is not considering the nomination of any roads for the Rustic Roads program.

Grant County is also home to a segment of the Wisconsin Great River Road. The Wisconsin Great River Road travels 249 miles along the Mississippi River (primarily WI 35) running between Prescott, Wisconsin and the state line near Dubuque Iowa. The road is recognized by the US Department of Transportation as a National Scenic Byway and by the Wisconsin Department of Transportation as a State Scenic Byway. Scenic Byways are recognized for archeological, cultural, historic, natural, recreational, and/or scenic qualities. The Great River road has several unique qualities and is distinguished for its natural beauty. Several Grant County Communities lie are

situated along the Great River Road., including: Jamestown, Keiler, Dickeyville, Patch Grove, Waterloo, Tennyson, Potosi, Cassville, Glen Haven, Bagley, Bloomington and Wyalusing.

5.4.3 TRAFFIC COUNTS

Between 1990 and 2000, vehicle miles traveled (VMT) increased by 30% in Wisconsin. The Annual Average Daily Traffic (AADT) counts are an important measure when prioritizing improvements. WisDOT calculates the number by multiplying raw hourly traffic counts by seasonal, day-of-week, and axle adjustment factors. The daily hourly values are then averaged by hour of the day and the values are summed to create the AADT count. Currently, there are no regular traffic delays during peak AM/PM commuting times.

5.4.4 TRAFFIC SAFETY

Nationwide, crash fatalities are decreasing – even as traffic is increasing. Why? The reduction in fatalities can be credited to a combination of factors, including improvements in vehicle safety, better roads, increased seat belt use, and advances in on-site and emergency room care. The AADT data shows increased traffic on many Grant County roads.

Many rural roads throughout the state are not designed to handle current traffic volumes. In 2002, according to Wisconsin’s Transportation Development Association (TDA), 64% of all vehicle crashes in Wisconsin occurred on the state’s local road system (town roads and many county roads fall into this category). Refer to Table 5.3 in the Attachments for each participating town’s crash data. According to Wisconsin’s *Highway Safety Performance Plan 2004*, significant external factors include demographics (particularly the proportion of the population between the ages of 15-44 and over 65); increased number of licensed drivers; number of miles driven; as well as types of driving exposure, including lifestyle factors (such as patterns of alcohol consumption) and the weather. According to the 2004 report, better lane markings and signage, wider shoulders and lanes, additional guardrails, and reduced slopes would make rural and two-lane roads safer and reduce the personal and financial loss that results from crashes.

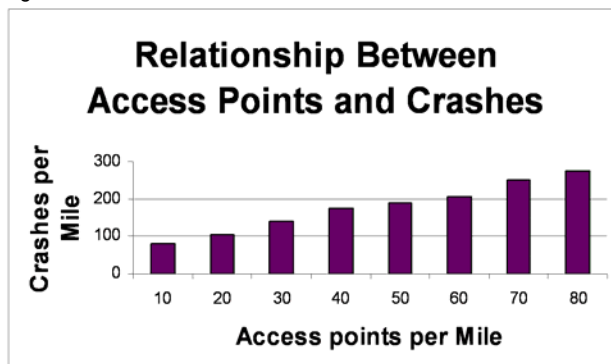
Fatalities are not merely statistics – they represent terrible tragedies. The Grant County Traffic Safety Commission meets quarterly and includes the county highway safety coordinator and representatives from the county highway department, law enforcement, EMS, private citizens, a WisDOT staff engineer, UW Platteville representatives, county health department, and representatives from WI DOT’s SW Region. Their responsibility is to: 1) represent the interests of their constituencies (including health, engineering, enforcement, and citizen groups), and 2) offer solutions to traffic safety related problems that are brought to the Commission.

Based on the 5-year crash data and local knowledge, the overpass on Hwy 151 has design features that obstructs view and prevents safe access.

5.4.5 ACCESS MANAGEMENT

Transportation system users frequently select routes that maximize their personal mobility and efficiency while, at the local level, property owners frequently seek to maximize access to their personal property. The latter scenario reduces mobility and safety. Studies show a strong correlation between: 1) an increase in crashes, 2) an increase in the number of commercial establishments, and 3) an increase in the total number of driveways per mile.

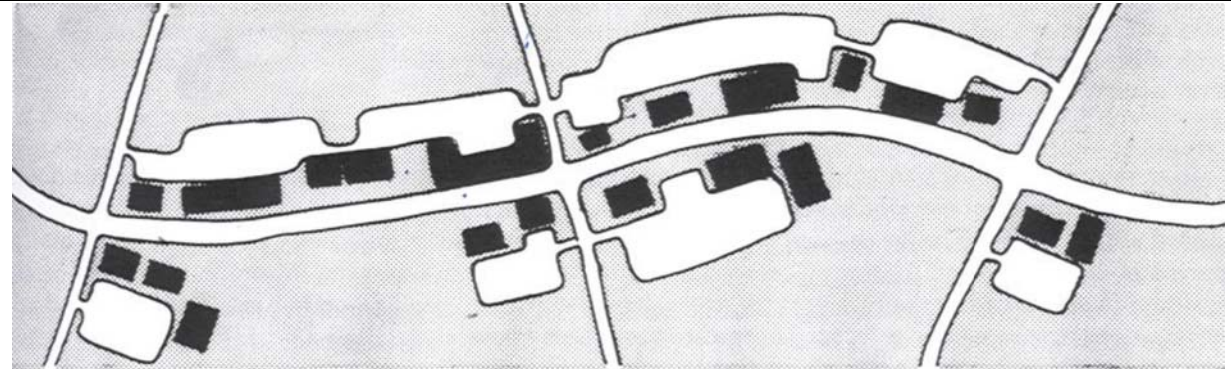
Figure 5.1 Source: WisDOT



Commercial or industrial development seeks highly visible and accessible properties, preferably on streets with high traffic volumes and, optimally, at an important intersection. If the new business is successful it will change traffic patterns and may disrupt the efficiency of the larger transportation system. Access and development can be better accommodated by creating an area transportation plan for internal circulation and minimizing driveway access points.

The national average for trip generation for a single-family home generates 9.5 trips per day. One new home may not make much difference, but 10 new homes on a cul-du-sac street can have quite an impact on the connecting street's traffic mobility and safety.

Figure 5.3 Highway commercial development with linked parking areas behind stores



Connecting rear parking lots allows customers to drive to many other shops in the corridor without re-entering the highway and interrupting traffic flow. Such arrangements can be required for new development, expansion of existing buildings, and redevelopment. Source: *Rural By Design*, Randall Arendt (1994).

5.4.6 WISDOT ROLE IN TRANSPORTATION PLANNING

Trans 233 is part of the Wisconsin Administrative Code and defines requirements that must be met when subdividing lands abutting the state highway system. The Wisconsin Department of Transportation (WisDOT) is responsible for enforcing Trans 233 to preserve traffic flow, enhance public safety, and ensure proper highway setbacks and storm water drainage.

The rule (as revised by a Wisconsin legislative committee in 2004) applies to landowners who intend to divide land abutting a state highway into five or more lots that are each 1.5 acres or less in size within a five-year period. State highways are defined as all numbered highways including interstate, state and federal highways (such as I-90, WIS 73 or US 51).

Landowners are encouraged to contact local WisDOT regional office staff when making initial plans for dividing a property. Before landowners expend funds on engineering or incur other related costs, WisDOT staff can conduct an informal “conceptual review.” This review provides a landowner input on the safest location is for accessing the state highway system. Once a “final map” is developed to create the new lots, WisDOT staff will review the final map for conformance with the rule. WisDOT staff can connect landowners to the state Department of Administration (DOA) which also reviews subdivision plats.

WisDOT has 20 days to review a subdivision proposal. If the subdivision conforms to Trans 233, WisDOT issues a letter of certification. If the subdivision does not meet the requirements of the rule, an objection letter is issued explaining which parts of the rule are not being met.

Major components of the Trans 233 Rule:

- **Review.** WisDOT reviews all subdivision plats along state highways for conformance with the rule. Along with state highway system segments in rural areas, the rule also applies to segments that extend through a village or city. A “conceptual review” can provide landowners early feedback on a subdivision proposal. Once a final map is provided, WisDOT has 20 days to complete its review.

- **Access.** Direct access to the state highway system from newly created lots is generally not permitted. The owner should determine alternative ways to provide access to the property. The preferred option is for the property to take access off an alternative street. New public streets created by a subdivision are the next preferred alternative. Joint driveways may be allowed if a special exception from the rule is requested and approved. Some developments may require a special traffic study.
- **Drainage.** Drainage is evaluated to help ensure that storm water flowing from a new development does not damage a highway or its shoulders. It is advisable to discuss drainage issues with WisDOT district office staff before submitting a subdivision for review.
- **Setback.** Setbacks are areas abutting a state highway in which buildings cannot be constructed. (This provision does not apply to county highways or town roads. County or town officials should be contacted regarding their restrictions). In general, setbacks are 110 feet from the centerline of the highway or 50 feet from the right-of-way line, whichever is more restrictive.
- **Vision corners.** Vision corners are triangular areas at intersections within which structures, improvements and landscaping are restricted because they can block the ability of motorists to see oncoming vehicles. Vision corners may be required at the time a permit is obtained and possibly sooner.

If a subdivision is not reviewed by WisDOT and is subsequently recorded, a landowner will not receive a driveway or any other permit relating to the highway. The subdivision and property must comply with the rule before a permit is issued. Landowners may be exposed to liability for drainage damage to the highway or damage to the owner's own property from unanticipated diversion or retention of surface water. There can be other adverse consequences relating to financing, the value of the property, the safety of entrance upon and departure from the highway, and the public interest and investment in the highway. Finally, WisDOT cannot issue a utility permit for an uncertified subdivision. Utility companies must obtain a WisDOT permit before doing any work on highway right-of-way. It may not be possible to provide utility service to a property if the service must come from lines on the highway right-of-way.

Other access management tools are still used by WisDOT on longer segments as part of corridor preservation efforts, including § 84.09, § 84.25, or § 84.295 of the Wisconsin Statutes.

- **Purchase for Access Control** (§ 84.09) WisDOT can purchase access rights to alter or eliminate unsafe access points or to restrict or prohibit additional access.
- **Administrative Access Control** (§ 84.25) WisDOT can designate controlled-access highways and "freeze" present access; future alterations would require WisDOT approval.
- **Corridor Preservation Mapping** (§ 84.295) Local governments and WisDOT can work together to map the land needed for future transportation improvements or local governments can incorporate proposed transportation improvements into their adopted land use maps. This mapping would inform the public and potential developers about land that has been preserved for future transportation improvements and preserve the future right-of-way.

The Grant County Planning & Zoning Committee does not foresee growth impacting its transportation system. To avoid potential congestion, access, costs, efficiency, and safety issues, Grant County encourages growth to occur at locations that are already served by existing transportation infrastructure. Grant County coordinates with WisDOT when designating areas for possible new development. Grant County has Access Standards to prevent accidents from occurring at points of access.

5.4.7 TRANSPORTATION INFRASTRUCTURE ISSUES

There are places where people have daily transportation options including driving, taking trains, riding buses, bicycling, or walking. In rural communities, most of these options may not be practical or are just not available. Local planning input may seem to have little influence or relation to larger or more varied transportations systems. However, residents of towns and villages – and the elected and appointed officials who represent them – have good reasons to care about local transportation needs such as

- Mobility needs of the elderly and disabled
- Freight mobility
- Connectivity with the larger transportation system
- Supporting economic development
- Transportation safety
- Agricultural-vehicle mobility
- Recreational transportation uses
- Tourism

In addition to personal vehicles (cars, trucks, etc.), the Grant County Planning & Zoning Committee identified carpooling, ATVs, tractors/combines/wagons, bicycles, horse drawn buggies/wagons, and rail as other types of transportation used in Grant County.

The most satisfactory aspect of Grant County’s transportation system is its maintenance and quality of roads. The transportation issue that causes the most dissatisfaction is the damage caused by the winter of 2008. The Grant County Planning & Zoning Committee recommended that the transportation aspect that is in most need of improvement is the maintenance and maintenance standards of roads. The prioritization of transportation issues in Grant County are ranked below. “1” is the highest priority.

- | | |
|--|--|
| 1 –Transportation safety | 5 – Agricultural-vehicle mobility |
| 2 –Connectivity with the larger transportation system | 6 –Transportation needs of the elderly and disabled |
| 3 – Freight mobility | 7 – Recreational transportation uses |
| 4 – Transportation to support economic development | 8 – Tourism (including preservation of rural views) |

Within the next 5 years, Grant County will be working on improvements to

- CTH U (STH 133-STH 21)
- CTH A (CTH VV-CTH P)
- CTH K (USH 12 – STH 133)
- CTH X (CTH P-CTH C)

5.5 TRANSPORTATION USERS

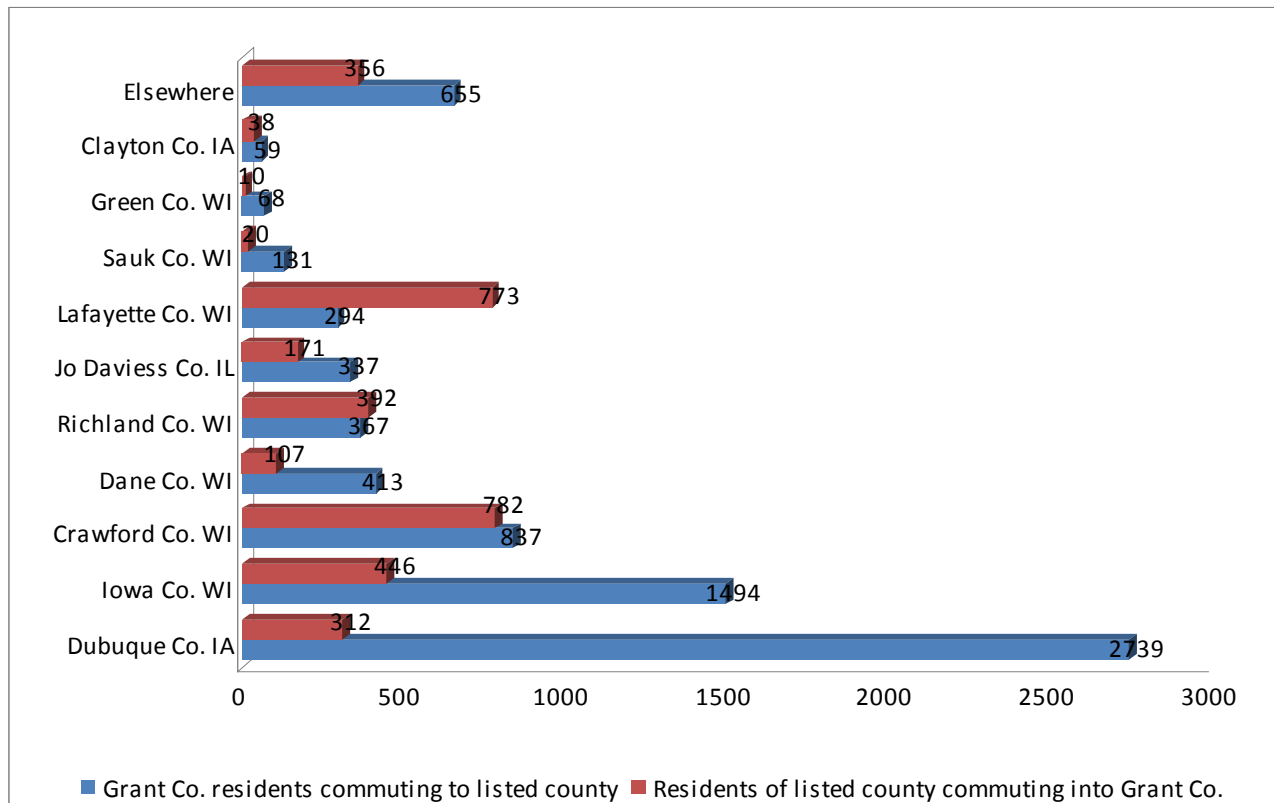
This section looks at transportation options for commuters, the elderly and disabled, and those who do not drive. In Wisconsin, there are very few public transportation services for smaller rural communities.



5.5.1 COMMUTING PATTERNS

According to Census 2000, 30% of the county’s workforce, or 7,394 residents, commute to another county for work each day. To see the top communities where participating jurisdiction residents work, refer to Table 5.3 in each participating jurisdiction’s plan.

Figure 5.3 2000 Grant County Commuting Patterns



Source: DWD Grant County Workforce Profile 2004, Census 2000

In the 1990 Census, Dubuque County, Iowa was the number one draw for Grant County residents driving to work and remained so according to the 2000 Census 2000. Dubuque County, IA remained at the top, with one in every three workers who left the County headed for employers in Dubuque County, Iowa. For every eight workers that drove to Dubuque County for employment, one worker from Dubuque drove to Grant County (DWD 2004).

When Grant County residents commute, generally they commute alone. According to Census 2000, 72% of county residents drove to work alone, 6% walked to work, and 11.5% carpooled.

5.5.2 WORK CARPOOLING

According to the DWD, 30% of Grant County’s workforce commutes to jobs outside of the county. As noted, the majority of these commuters drive alone. Shared-ride commuters often make informal arrangements to accommodate carpooling. Currently the closest park and ride lot is located just off of Highway 151 in Belmont, Wisconsin.

The Wisconsin Department of Administration (DOA) oversees a Vanpool/Ridesharing program for state and non-state workers commuting to Madison. Grant County is not currently served by a vanpool, but if there were enough interest, a new vanpool could be formed. For more information, contact the Vanpool Office: 1-800-884-VANS or e-mail: vanpool@doa.state.wi.us.

Currently, Grant County is interested in supporting the creation of formal or informal Park-N-Ride facilities to be located near Platteville, Lancaster, and Fennimore.

5.5.3 TRANSPORTATION FACILITIES FOR THE ELDERLY AND DISABLED

As part of fulfilling federal transit planning requirements, representatives from Grant County participated in a regional transit planning workshop in 2006, as part of federally required efforts to increase the coordination of transit services. The results were summarized in the Grant County Transit Services Plan. As Figures 5.4-5.6 illustrate, the needs of this age group will become much more significant – at both the local and state level – during the 20-year window of this plan.

Figure 5.4

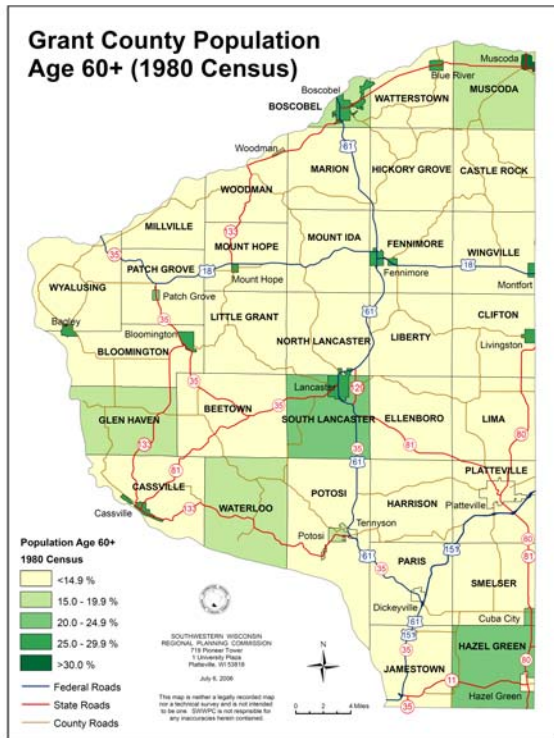


Figure 5.5

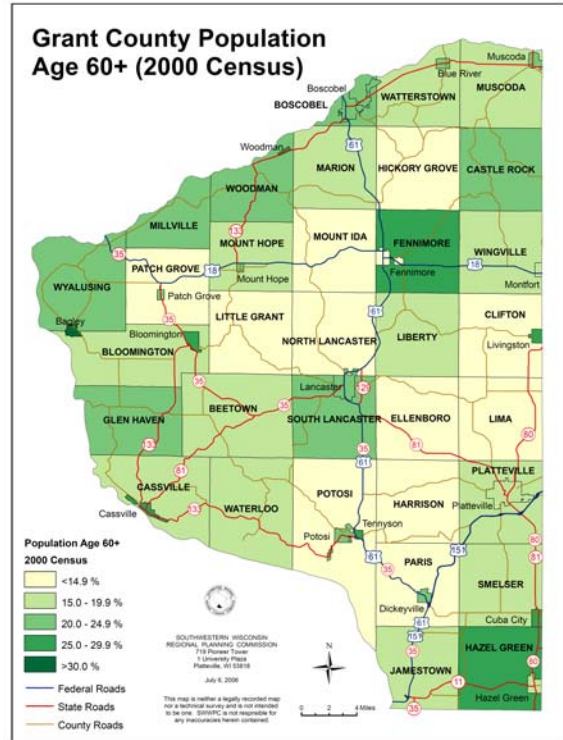
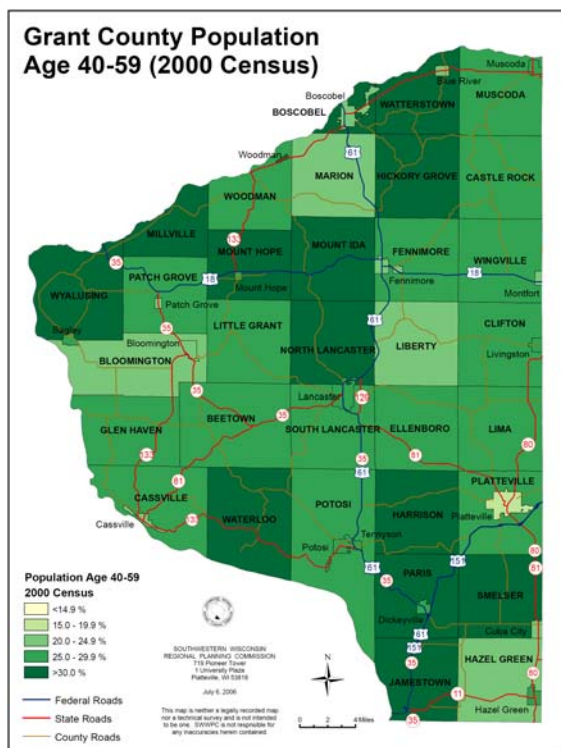


Figure 5.6



The Grant County Center on Aging provides the majority of general services transit trips in the County. Staff identified the following strengths, needs, and barriers:

- **STRENGTHS** – “We have good, reliable, regular and substitute drivers that provide friendly, helpful, and courteous service. They go the extra mile to help their riders in accomplishing their errands for the day. The drivers are trained annually on topics such as defensive driving, passenger assistance, emergency procedures, passenger sensitivity plus more. The administrative staff is very creative in trying to get people to their destinations within the limitations of our transportation guidelines.”
- **NEEDS** – “We are not able to provide transportation for: a) employment unless it fits into existing schedules; b) shopping, except on a one-on-one basis; 3) those who still live in their homes outside of the city/village limits, unless they are on the service route; 4) going to church, especially on Sundays.”

- BARRIERS – “Budget restraints, the size of the county, and the many different work shifts needed for someone to provide the transportation. Sometimes the size of the vehicle prevents our going into rural driveways and the time and fuel costs to go off the “beaten path” is a barrier.”

Along with the Grant County Center on Aging, other county and regional special transportation service providers include the Hodan Center, Inc., Southwest Opportunities Center, Inc., SWCAP’s Work ‘n Wheels loan program, Southern Grant Road Crew, Inc., and the City of Platteville’s Shared Ride Taxi & Meal-Site Van.

The Grant County Planning & Zoning Committee believes there are enough transportation options for non-driving residents to meet both current and future needs.

5.5.4 BICYCLES AND PEDESTRIANS

Bicycles, pedestrians, and motor vehicles have shared roads and streets for decades. Beginning in 1890 with the “good roads movement,” the activism of bicyclists paved the way for the system of roads that we take for granted today. To help fund improvements, bicycle user fees – from 50-cents to \$1 per bicycle – were assessed in 1901; highway user fees – initially \$1 for each vehicle – were first assessed in 1905.

Today, children under the age of 16, the elderly, and those with disabilities are the greater portion of the public using pedestrian facilities. Many youth, and some commuters, ride bicycles as their regular means of transportation. The limited experience of children, and the limited physical ability of the elderly and disabled, should be considered when making improvements and when new streets are added.

In 2001, Grant County completed a *Grant County Bicycle Improvement Plan* which created a framework for accommodating bicycles on state, county, and town roads and was used to identify routes between communities and to connect communities with popular tourism destinations. According to the Plan, bicycling is an underutilized mode of transportation in Grant County. While over 20% of the commuting population commutes no more than 10 minutes to work, very few choose to commute by bicycle. The small number of bicycling trips can be attributed to impediments such as: traffic conditions, safety concerns, transportation infrastructure and topography.

Key Recommendations from the Plan include:

- Improve bicycle safety along the Great River Road corridor by paving the road shoulders.
- Paved shoulders should be included for County Trunk Highways (CTH) identified in the plan when the highway is resurfaced.
- Sign popular bike routes with caution signs to raise motorist’s awareness of bicyclists on the highway.
- The needs of bicyclists must be considered in the design and maintenance of the bridges and their approaches.
- Pave the shoulders of the main roads leading out of communities in Grant County to the first major intersection as other road improvements are made.

WisDOT’s updated map indicating on-road County bicycle conditions is included in the Attachments as Map 5.2

5.5.5 RECREATIONAL - ATVs, BICYCLING, AND WALKING

The Platteville-Belmont commuter connector is the only approved trail in Grant County and is in the process of being completed. The Trail runs from Lafayette County into Grant County along U.S. Highway 151. As part of the recent USH 151 project, WisDOT monies were put toward the Belmont-Platteville trail. Corridor enhancements for bicyclists include a bike path underpass at Belmont, just east of the Grant-Lafayette County line, and a two-mile bike path parallel to the highway in Grant County. A local Friends-of-the-Trail Group is working with the DNR, which also contributed funds, local property owners, and others to bring the project to completion, which also contributed funds, and with local property owners and others, to bring the project to completion.

Grant County currently has three proposed trails according to the Wisconsin Department of Natural Resources South Central trails network. The first trail segment is State Highway 23, which is a potential north-south trail route that could link several trails together to create a large system that highlights the unglaciated landscape and culture of southwest Wisconsin. This segment would also connect with the Mississippi River corridor and the states of Illinois and Iowa. The second proposed trail is the St. Croix – Mississippi River corridor. The *Wisconsin Bicycle Transportation Plan 2020* identifies a 150-mile-long segment of State Highway 35 as a “priority corridor”

that is resulting in wider paved shoulders for bicyclists and walkers. This trail would lie on the western edge of Grant County, following the Mississippi River. The third and final proposed trail is the Prairie du Chien to Madison segment, which would follow the Wisconsin River corridor. The 97-mile corridor is already recommended for improvements in the Lower Wisconsin State Riverway and the *Wisconsin Bicycle Transportation Plan 2020*.

Additionally, Grant County is included in the Dubuque Metropolitan Area Transportation Study (DMATS) area. The DMATS area also includes Dubuque County, Iowa and the City of East Dubuque in Illinois. Currently, efforts are being undertaken to complete a *Tri State Area Integrated Walking, Bicycling, Hiking Network Plan*. The purpose of this Plan is to maximize funding sources, improve safety, provide needed facilities and services, enhance the quality of life, and set new priorities.

5.6 MODES OF TRANSPORTATION

5.6.1 SHIPPING

According to a 2004 report by TDA, trucks carry 83% of all manufactured freight transported in Wisconsin. More than 77% of all Wisconsin communities are served exclusively by trucks. Grant County is served by a network of highways including:

- STH 11 - 157.56 miles between Kieler, east of Dubuque, and Racine.
- STH 80 – 163.23 miles from Pittsville to the Illinois state line, connecting with IL SR-84 south of Hazel Green.
- STH 81 – 123.81 miles from Cassville to Beloit.
- US 18 – 182.16 miles in Wisconsin, from Milwaukee to the Iowa state line, serving as a major route between Grant County and Madison. The route continues west from the Iowa state line for approximately 861 miles terminating in Orin, Wyoming.
- US 61 – 120.74 miles in Wisconsin from the Iowa state line at Dubuque, Iowa to the Minnesota state line near LaCrosse. The route runs for a total of 1400 miles from New Orleans, Louisiana to Wyoming, Minnesota.
- US 151 – 220.27 miles in Wisconsin, from Manitowoc to Dubuque, and terminating 117 miles southwest near Williamsburg, IA.

5.6.2 AGRICULTURAL-RELATED TRANSPORTATION

Transportation is critical for agriculture, yet ag-related transportation needs and impacts are often overlooked. Ag-related transportation operates on several scales, ranging from moving machinery on the system of local roads to moving commodities both through and to larger communities via truck or rail.

5.6.3 RAIL FREIGHT

Counties in southern Wisconsin have been working together since the 1970s to protect and preserve active rail. In 1978 the Lone Rock to Prairie Du Chien line, which runs along the northern edge of Grant County, was filed for abandonment by the Milwaukee Road. The Wisconsin River Rail Transit Commission (WRRTC) formed in 1980 as a response to this attempted abandonment and saved this rail corridor. This line, which runs from Prairie Du Chien to Madison, runs through Grant County jurisdictions of Muscoda, Blue River, Watterstown, Boscobel, Woodman and Marion.

The Burlington Northern Santa Fe (BNSF) rail line runs along the Mississippi River on the western edge of Grant County. The Communities located along this rail line include Jamestown, Dickeyville, Potosi, Waterloo, Cassville, Glen Haven, Bloomington, and Wyalusing. See Map 5.3 in Attachments for the Grant County Rail Map.

5.6.4 OVER-ROAD SHIPPING

Although commercial vehicles account for less than 10% of all vehicle-miles traveled, truck traffic is growing faster than passenger vehicle traffic according to the Federal Highway Administration (FHWA). This share is likely to grow substantially if demand for freight transportation doubles over the next 20 years, as has been predicted (from the 2002 report *Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance Report to Congress*).

5.6.5 AIRPORTS

From the County Seat of Lancaster, it is approximately 89 miles (or about 1 hour, 44 minutes) to the Dane County Regional Airport-Truax Field, located five miles northeast of Madison. It is approximately 39 miles (or about 47 minutes) to the Dubuque Regional Airport. General aviation airports in or near Grant County include the Platteville Municipal Airport; the Lancaster Municipal Airport; the Boscobel Municipal Airport; the Cassville Municipal Airport; the Prairie Du Chein Municipal Airport; and the Iowa County Airport (near Mineral Point).

5.6.6 WATER TRANSPORTATION

Grant County lies on the eastern side of the Mississippi River. The Port of Dubuque is located just west of the state line in Dubuque.

The Cassville Car Ferry connects two National Scenic Byways; the Wisconsin Great River Road and the Iowa Great River Road. The Ferry service exists to provide an alternative and viable transportation mode in Southwestern Wisconsin. The Ferry makes trips back and forth across the Mississippi River and is one of the oldest operating car ferries in the state of Wisconsin. In 2003, the *Cassville Ferry Report of Operations and Economic Impact Analysis Study* was conducted to identify the both the existing conditions of the ferry as well as the economic impacts of operating the ferry service.

5.6.7 TRANSPORTATION AND ECONOMIC DEVELOPMENT

It is anticipated that the four-lane divided improvements to US 151, from Dickeyville to Belmont, will promote economic development by improving access for businesses and improving access for businesses and area tourist sites. The relationship of transportation and economic development means many things, including the infrastructure for shipment of goods, access to workers, and tourism. This physical infrastructure helps to bring travelers both to and through communities. The Grant County Planning & Zoning Committee believes that the existing transportation system does a good job of meeting the needs of the jurisdiction’s economic development goals related to agriculture, retail, commerce, shipping, manufacturing, and tourism.

5.7 MAINTENANCE AND IMPROVEMENTS

Citizens value good roads and streets and, as Figure 5.6 illustrates, maintenance of the local transportation system is the largest expenditure for many local governments. Compared to other states, Wisconsin has more local roads, the majority of them are paved, and they must be maintained through four seasons. According to Federal Highway Administration (FHWA) data, Wisconsin’s per capita spending on local road systems is second only to Minnesota’s (the national average is \$123).

5.7.1 GENERAL TRANSPORTATION AIDS

General Transportation Aids (GTA) represent the second largest program in WisDOT’s budget and returns to local governments roughly 30% of all state-collected transportation revenues (fuel taxes and vehicle registration fees) - helping offset the cost of county and municipal road construction, maintenance, traffic and other transportation-related costs.

Table 5.4: Grant County General Transportation Aids

Municipality	2007 GTA	Municipality	2007 GTA	Municipality	2007 GTA
City of Boscobel	\$155,588.01	Town of Jamestown	\$100,893.87	Town of Wingville	\$79,150.32
City of Cuba City	\$118,357.12	Town of Liberty	\$94,987.98	Town of Woodman	\$41,891.94
City of Fennimore	\$144,841.44	Town of Lima	\$95,690.61	Town of Wyalusing	\$56,191.41
City of Lancaster	\$217,838.51	Town of Little Grant	\$81,600.03	Village of Bagley	\$19,834.41
City of Platteville	\$361,847.45	Town of Marion	\$75,105.45	Village of Bloomington	\$49,523.41
County of Grant	\$1,215,081.26	Town of Millville	\$33,061.59	Village of Blue River	\$17,338.83
Town of Beetown	\$111,680.19	Town of Mount Hope	\$60,369.21	Village of Cassville	\$62,758.58
Town of Bloomington	\$82,264.68	Town of Mount Ida	\$90,332.62	Village of Dickeyville	\$55,734.07
Town of Boscobel	\$11,450.97	Town of Muscoda	\$63,179.73	Village of Hazel Green	\$65,996.67
Town of Cassville	\$50,893.20	Town of North Lancaster	\$82,036.80	Village of Livingston	\$31,681.52
Town of Castle Rock	\$57,805.56	Town of Paris	\$83,214.18	Village of Montfort	\$28,466.71
Town of Clifton	\$88,398.45	Town of Patch Grove	\$74,136.96	Village of Mount Hope	\$3,190.55
Town of Ellenboro	\$88,227.54	Town of Platteville	\$76,320.81	Village of Muscoda	\$77,816.68
Town of Fennimore	\$69,522.39	Town of Potosi	\$123,453.99	Village of Patch Grove	\$4,278.44
Town of Glen Haven	\$96,222.33	Town of Smelser	\$97,741.53	Village of Potosi	\$27,984.26
Town of Harrison	\$88,968.15	Town of South Lancaster	\$83,802.87	Village of Tennyson	\$4,721.52
Town of Hazel Green	\$88,075.62	Town of Waterloo	\$78,998.40	Village of Woodman	\$3,788.45
Town of Hickory Grove	\$91,512.81	Town of Watterstown	\$43,658.01		

Source: Wisconsin Department of Transportation

5.7.2 LOCAL ROADS IMPROVEMENTS PROGRAM

The Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads, and city and village streets. The competitive reimbursement program pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: Municipal Street Improvement (MSIP); County Highway Improvement (CHIP); and Town Road Improvement (TRIP). In the 2006-2007 LRIP project cycle, several Grant County municipalities received LRIP funds.

5.7.3 PAVEMENT SURFACE EVALUATION AND RATING

WISLR – the Wisconsin Information System for Local Roads – provides a data management tool for decision-makers. WISLR is an Internet-accessible system that helps local governments and WisDOT manage local road data to improve decision-making, and to meet state statute requirements. With Geographic Information System (GIS) technology, WISLR combines local road data with interactive mapping functionality that allows users to display their data in a tabular format, on a map, or both.

The Wisconsin Local Roads and Streets Council and WisDOT recognized the need and initiated WISLR – the first internet-based local road system of its kind in the United States. Local governments can use WISLR’s querying, analytical, and spreadsheet tools to organize and analyze data. They can also update and edit their data. This combination improves accuracy for both pavement condition rating submittals and road inventory assessment. Refer to Map 5.4 in the Attachments for more information.

By statute, local governments are required to report the pavement condition of roads under their jurisdiction to WisDOT every two years. Local road information, including width, surface type, surface year, shoulder, curb, road category, functional classification, and pavement condition ratings are incorporated into the WISLR system. Access to inventory information has other value too, such as compliance with Governmental Accounting Standards Board Statement 34 (GASB 34), which mandates reporting the value of local roads as infrastructure assets.

5.7.4 PLANNING FOR CAPITAL IMPROVEMENTS

Capital improvements include new or expanded physical facilities that are relatively large, expensive, and permanent. WISLR’s budgeting module can assist local municipalities with budgeting planning for system maintenance and improvements. Using this tool, a Capital Improvement Program (CIP) can be developed to assist in planning for major project costs by creating a multi-year scheduling plan for physical public improvements. This can be incorporated into other budgeting plans, based on the projection of fiscal resources and prioritization of improvements five to six years into the future. Currently, Grant County does have a CIP for transportation-related expenditures. Refer to Chapter 2, Utilities and Community Facilities, for more information on CIP’s.

5.7.5 ENVIRONMENT

Thoughtful planning for continued growth can also protect water quality, wildlife habitats, and working farms. Sound management of transportation infrastructure maintenance or expansion may include de-icing procedures and salt reduction; erosion control; storm water management; and wetland mitigation (preservation, creation, or restoration). Refer to <http://www.dot.wisconsin.gov/library/research/resources/environment.htm> for more information on transportation and environmental protection.

5.8 TRANSPORTATION PLANNING

PREVIOUS PLANS RELATED TO GRANT COUNTY’S TRANSPORTATION SYSTEM	
<ul style="list-style-type: none"> • Grant County Plan – Transportation (1971) • Grant County Plan – Great River Road Area (1972) • Grant County Outdoor Recreation Plan, 1975-1979 (1975) • Grant County Functional & Jurisdictional Highway Planning Study (1975) • The Public Sector and Railroad (1976) • Grant County Outdoor Recreation Plan, 1979-1984 (1980) • Rural Public Transportation Feasibility Study for Grant, Green, Iowa, Lafayette, and Richland Counties, WI (May 1982) • Grant County Functional and Jurisdictional Highway Plan Update (1987) • Grant County Highway Maintenance and Improvement Study (1989) • Grant County Six-Year Highway Maintenance & Improvement Program, 1992-1997 • Grant County Outdoor Recreation Plan (1988) • Grant County Bicycle Improvement Plan (2001) • Cassville Ferry Report of Operations and Economic Impact Analysis Study (2003) • U.S. Highway 151 Economic Impact Analysis (2004) • Grant County Transit Services Plan (2006) • Southwestern Wisconsin Transit Team (SWTT) Transit Survey (2007) 	
REGIONAL TRANSPORTATION PLANS	WEBSITE - CONTACT
<p>The Dubuque Metropolitan Area Transportation Study (DMATS) region, located at the boundary intersections of the state of Iowa, Illinois and Wisconsin, is a tri-state Metropolitan Planning Organization (MPO). As a MPO, the organization receives federal funds to develop regional transportation plans and programs. The organization works closely with the Iowa Department of Transportation (IADOT), the Illinois Department of Transportation (ILDOT), the Wisconsin Department of Transportation (WisDOT), local governments and transit providers. In Wisconsin, DMATS transportation planning activities encompass Jamestown Township. DMATS Plans include:</p>	
DMATS <i>Transportation 2031 Long-Range Transportation Plan (LRTP)</i>	http://www.ecia.org/municipalities/transplanning/dmats/transport_lrtp.html
DMATS <i>Transportation Improvement Program (TIP) 2008-2011 (2007)</i>	http://www.ecia.org/municipalities/transplanning/dmats/transport_tip2.html
DMATS <i>Regional Intelligent Transportation System (ITS) Architecture Plan (2005)</i>	http://www.ecia.org/municipalities/transplanning/dmats/transport_its.html
WisDOT’s <i>Six-Year Highway Improvement Program (2006-2011)</i>	http://www.dot.wisconsin.gov/projects/state/sixyear/swr.htm
STATE TRANSPORTATION PLANS	WEBSITE - CONTACT
Wisconsin State Airport System Plan 2020	http://www.dot.state.wi.us/projects/state/docs/air2020-plan.pdf
WisDOT’s Five-Year Airport Improvement Plan (October 2002)	http://www.dot.state.wi.us/projects/state/docs/air-5yr-plan.pdf
Wisconsin Bicycle Transportation Plan – 2020	http://www.dot.state.wi.us/projects/state/docs/bike2020-plan.pdf
Wisconsin State Highway Plan – 2020	http://www.dot.state.wi.us/projects/state/docs/hwy2020-plan.pdf
Wisconsin Statewide Pedestrian Policy Plan – 2020	http://www.dot.state.wi.us/projects/state/docs/ped2020-plan.pdf
WisDOT <i>Connections 2030</i> (pending)	http://www.dot.wisconsin.gov/projects/state/2030-maps.htm

5.9 TRANSPORTATION AGENCIES & PROGRAMS

AGENCY NAME	AGENCY DESCRIPTION	CONTACT INFORMATION																		
Wisconsin Department of Transportation (WISDOT)	<p>The U.S. Department of Agriculture's Farm Service Agency (FSA) has a direct financial impact on rural Wisconsin families through the programs and services they offer. They are dedicated to stabilizing farm income, helping farmers conserve land and water resources, providing credit to new or disadvantaged farmers and ranchers, and helping farm operations recover from the effects of disaster. The Farm Service Agency offers direct and guaranteed farm ownership and operating loans to farmers who are temporarily unable to obtain private, commercial credit.</p> <p>Often, FLP borrowers are beginning farmers who cannot qualify for conventional loans because they have insufficient financial resources. The Agency also helps established farmers who have suffered financial setbacks from natural disasters, or whose resources are too limited to maintain profitable farming operations.</p>	<p>WI Dept. of Transportation 4802 Sheboygan Avenue PO Box 7910 Madison, WI 53707</p> <p>http://www.dot.wisconsin.gov/localgov/</p>																		
PROGRAM DESCRIPTIONS																				
<table border="0" style="width: 100%;"> <tr> <td colspan="3" data-bbox="175 678 1443 707">Highways & Bridges</td> </tr> <tr> <td data-bbox="175 707 808 737">Connective Highway Aids</td> <td colspan="2" data-bbox="808 707 1443 737">Local Roads Improvement Program (LRIP)</td> </tr> <tr> <td data-bbox="175 737 808 766">County Forest Road Aids</td> <td colspan="2" data-bbox="808 737 1443 766">Surface Transportation Program – Rural (STP-R)</td> </tr> <tr> <td data-bbox="175 766 808 795">General Transportation Aids (GTA)</td> <td colspan="2" data-bbox="808 766 1443 795">Surface Transportation Program – Urban (STP-U)</td> </tr> <tr> <td data-bbox="175 795 808 825">Lift Bridge Aids</td> <td colspan="2" data-bbox="808 795 1443 825">Traffic Signing and Marking Enhancement Grants Program</td> </tr> <tr> <td data-bbox="175 825 808 858">Local Bridge Improvement Assistance</td> <td colspan="2" data-bbox="808 825 1443 858">Surface Transportation Discretionary Program (STP-D)</td> </tr> </table>			Highways & Bridges			Connective Highway Aids	Local Roads Improvement Program (LRIP)		County Forest Road Aids	Surface Transportation Program – Rural (STP-R)		General Transportation Aids (GTA)	Surface Transportation Program – Urban (STP-U)		Lift Bridge Aids	Traffic Signing and Marking Enhancement Grants Program		Local Bridge Improvement Assistance	Surface Transportation Discretionary Program (STP-D)	
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<p>Public Transportation</p> <p>Federal Discretionary Capital Assistance Rural and Small Urban Public Transportation Assistance Rural Transportation Assistance Program (RTAP) Wisconsin Employment Transportation Assistance Program (WETAP)</p>																				
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5.10 TRANSPORTATION INFORMATION RESOURCES

INFORMATION SOURCES, ADDITIONAL TRANSPORTATION PLANNING INFORMATION	
AirNav, LLC	http://www.airnav.com/airports/us/WI
Growing Wisconsin's Economy (WisDOT 2002)	
Land Use & Economic Development in Statewide Transportation Planning (FHWA 1999)	http://www.uwm.edu/Dept/CUTS/lu/lu-all2.pdf
Midwest Regional Rail Initiative	http://www.dot.state.wi.us/projects/state/docs/railmidwest.pdf
<i>Rural By Design</i> , Randall Arendt (APA 1994)	
"Siting rural development to protect lakes and streams and decrease road costs" (Wisconsin Center for Land Use Education)	http://www.uwsp.edu/cnr/landcenter/pubs.html
Status of the Nation's Highways, Bridges, and Transit (FHWA, 2002)	http://www.fhwa.dot.gov/policy/2002cpr/
TDA (Wisconsin Transportation Development Association) Report – 2004	
WisDOT - Transportation Planning Resource Guide	http://www.dot.state.wi.us/localgov/docs/planningguide.pdf
Wisconsin Airport Land Use Guidebook – 2004	http://www.meadhunt.com/WI_landuse/
Wisconsin Bicycle Planning Guidance	http://www.dot.state.wi.us/projects/state/docs/bike-guidance.pdf
Wisconsin Bicycle Facility Design Handbook	http://www.dot.state.wi.us/projects/state/docs/bike-facility.pdf
Wisconsin County/City Traffic Safety Commission Guidelines (WisDOT 1998)	
Wisconsin Crash Facts (2004)	http://www.dot.wisconsin.gov/safety/motorist/crashfacts/
Wisconsin Rail Issues and Opportunities Report	http://www.dot.state.wi.us/projects/state/docs/rail-issues.pdf
WisDOT - Rustic Roads	http://www.dot.state.wi.us/travel/scenic/rusticroads.htm
WisDOT – Transportation & Environmental Protection	http://www.dot.wisconsin.gov/library/research/resources/environment.htm