

CHAPTER 3 Transportation Element

Section 3.1 Introduction

Movement of people, goods, and services within and through the Town of Plover is an integral part of everyday life for its' citizens.

Section 3.2 Transportation Facility Inventory

A. Roads and Highways

Current road classifications for the County transportation network are officially designated in the 1989 document entitled “The Functional Classification of Highways, Roads, and Streets in Portage County, Wisconsin.”

- “Arterials” accommodate the movement of vehicles
- “Local Streets” provide a land access function (neighborhood streets that lead to homes, etc.).
- “Collectors” serve both local and through traffic by providing a connection between arterials and local roads.

The functional classification of roads on the map (Map 3.1) is based on Wisconsin DOT information, while the text below depicts functional classes based on the County’s system of classification.

As of 2012, the local road system for the Town of Plover consists of a total of 92.91 miles of public roadway: Interstate 39 accounts for 6.5 miles; State Highway (STH) 54 - 9.4 miles; County Roads B, F, HH, R, and U – 6.35 miles. The State of Wisconsin has certified 70.66 miles of Town roads for general transportation aids which includes 10.89 miles of gravel with blacktop on the remaining 59.77 miles.

As described below in the ADT table:

1. Federal and State Roadways -

Principal Arterials: Interstate 39/51 is a four-lane highway that is aligned in a north-south direction along the eastern portion of the Town (Map 3.1). State Highway 54 runs southwest from the western border of the Village of Plover toward the Town of Grant on into Wisconsin Rapids.

Minor Arterials: State Highway 54, east of Interstate 39/51, is the only road currently designated as a minor arterial.

2. County Roadways -

Major Collectors: County Roads F, HH, R, and U are designated as major collectors in the Town of Plover; providing access to attractions such as schools, parks, airports and shopping malls is one set of criteria used in assigning major and minor collectors.

Arterials: County Roads B, .65 miles of HH and a portion of Porter Drive are designated as arterial roadways in the town.

3. Town Roadways -

Minor Collectors: Designations made by the State of Wisconsin total 5.08 miles of municipal collector roads which include Biron Drive-East, portions of Coolidge Avenue, Hoover Avenue and Johnson Avenue.

Local Roads: The remaining roads in the Town of Plover are classified as local streets. A total of 5,137 miles (72.7%) support the agricultural industry of the township while subdivisions are served by the remaining 19.19 miles of town roads.

WISDOT AVERAGE DAILY TRAFFIC (ADT) BY ROADWAY CLASS

<u>ROADWAY</u>	<u>CLASS</u>	<u>NAME</u>	<u>FROM</u>	<u>TO</u>	<u>2011 ADT</u>
<u>FEDERAL & STATE ROADWAYS:</u>					
	PRINCIPAL - ARTERIAL	I39	CO RD B	CO RD HH	24,000
		I39	STH 54	CO RD B	14,300
		I39	SOUTH	STH 54	14,50
		STH 54	CO RD F	WIS. RAPIDS	12,800
		STH 54	CO RD F	VIL. OF PLOVER	17,000
	MINOR – ARTERIAL	STH 54E	EAST	I39	8,800
		STH 54W	139	CO RD 4	6,800
<u>COUNTY ROADWAYS:</u>					
	MAJOR – COLLECTOR	CO RD F	SOUTH	STH 54	1,100
		CO RD R	N PORTER	CO RD B	3,800
		CO RD R	CO RD B	STH 54	740
		CO RD R	CO RD HH	S PORTER	4,400
<u>LOCAL ROADWAYS:</u>					
	MINOR - COLLECTOR	COOLIDGE	NORTH	STH 54	480

B. Pedestrian and Bicycle Facilities

The Green Circle Trail

This trail is a 26-mile scenic hiking and biking trail that loops through the Stevens Point area and connects with over 20 miles of additional trails. It winds through forests and parks, over wetlands and along rivers, recalling the days of huge pineries, pioneer settlements and the lore of the Wisconsin and Plover Rivers. A map of the Green Circle Trail can be viewed at <http://greencircletrail.org/>

Since 1989, Portage County residents, businesses, local governments and the university have worked together to develop the Green Circle – one of the first in the nation to encircle an entire community. The main loop of the Green Circle is made up of 12 connecting trail segments. All urban residents are within 10 minutes of the trail system – yet more than 80% of the Green Circle meanders through secluded parks and natural areas.

The Tomorrow River State Trail

This 29-mile rail trail travels through scenic glacial terrain and farm country from the Town of Plover, in Portage County, to just outside the Village of Manawa in Waupaca County – passing through communities of Amherst Junction, Scandinavia and Ogdensburg. The western end of the trail connects to the Green Circle Trail at Hoover Road in the Town of Plover.

The trail is surfaced with crushed limestone, which is packed to a smooth surface. It is open to bicyclists, hikers, joggers, and horseback riders in the spring, summer, and fall and to snowmobilers, skiers, and dog sledders during the winter.

The Horse Trail

A separate 14 mile horse trail, alongside the limestone trail, stretches from the Town of Plover to the Portage/Waupaca county line connecting to a horse trail currently under construction in Waupaca County. Horses should never be on the limestone Tomorrow River Trail except in posted areas where the two trails are shared. In areas where a separate horse trail is not complete, riders are allowed to use the south side of the limestone trail – providing they stay on the edge of the trail. Riders should follow the horse signs. Horseback riders and bicyclists – 16 years or older - are required to have either a state or county trail pass in order to use the trail. Trail passes are available at self registration stations along the trail or at the Portage County Parks office in Stevens Point. Currently, access to the trail can be obtained on Kennedy Avenue, just north of County Road B in the eastern edge of the Town of Plover.

C. Transit and Transportation Options for the Elderly and Disabled

The Portage County Department on Aging and Disability Resource Center provides rides for adults over 60 and individuals with disabilities for medical, nutritional or essential personal business purposes who have no other means of transportation. Transportation is provided through a combination of wheelchair-accessible buses, volunteer escort drivers and subsidized taxi service. A minimum of two business days is requested to schedule rides. Persons requiring such services must call to make a reservation and are picked up and dropped off at their home. For fees and other information, call the Aging and Disability Resource Center at 715-346-1401.

Courtesy Carriers, Inc/Courtesy Cab is a private, for-hire, provider of Specialized Medical Vehicle, taxi and bus service in the Town of Plover and serves all of Portage County. 18 vehicles are available including wheelchair accessible vans, taxis and buses accommodating from 1 to 28 passengers. Courtesy Carriers is considered door-through-door service for people with special needs while Courtesy Cab is a demand/response, door-to-door taxi service. Appointments are either regular pre-scheduled rides or called in as needed; long distance transports are welcome – CWA, Wausau, Marshfield, Madison and Milwaukee are a few of the regular transports. Call 715-342-8863 for more information.

D. Rail

The Canadian National Railroad operates a rail line, approximately six miles in length, in the Town of Plover, running southwest along STH 54 into the Town of Grant (Map 3.1). Two trains travel through the Town daily crossing Coolidge, Monroe, and Hayes Avenues, 100th and 110th Streets, County Roads F and R, as well as STH 54. These crossings are currently equipped with crossing lights, crossing arms, or stop signs. The rail running along STH 54 provides potential for further development involving manufacturing, warehousing and large business with a need for rail spurs.

E. Air Transportation Facilities

The three main airports that serve the Town of Plover are: Central Wisconsin Airport, Stevens Point Municipal Airport, and South Wood County Airport.

Central Wisconsin Airport (CWA): located approximately 25 miles north of Plover in Mosinee, is a full-service, all-weather regional airport offering around-the-clock service. This facility is owned and operated via joint agreements between Marathon and Portage Counties. Several airlines (Delta, United, and American) offer regular daily commuter and passenger service to Minneapolis, Detroit and Chicago providing connections anywhere in the world. Air cargo service as well as passenger charters are also available. Airframe and engine maintenance as well as fuel service is available. Several car rental companies are on site.

This airport has two large concrete runways (complete with taxi ways) capable of handling most planes. Main runway is 7,648 feet long by 150 feet wide. Secondary runway is 6,501 feet long by 150 feet wide. There are 25 private/corporate aircraft based out of this facility, 2 of which are jet and 2 are multi-engine. There are a limited number of hangers present which are leased. Beginning in the spring of 2011 CWA embarked on a 3 year \$25 million renovation/expansion project

Stevens Point Municipal Airport: located on STH 66, with two runways – the primary runway is 6,028 feet long by 120 feet wide and the secondary is 3,642 feet long by 75 feet wide. With 37 private hangers at the airport, fuel and repair services are available. No passenger or freight service is available – it is classified as a Transport Corporate Airport.

Owned and operated by the City, in 2003 the airport recorded 36,750 aircraft operations, home to 45 home-based aircraft including four jets, 40 single-engine and one multi-engine propeller airplane. Travel Guard, Med Topics Unlimited, Sentry Insurance, Pegasus Aviation, Freight Runners, and the Rettler Corporation operate business aircraft from this location. Also, UPS operates daily flights providing essential cargo services to the local and regional community.

South Wood County Airport (Alexander Field): located on the south side of the City of Wisconsin Rapids it is owned and operated by multiple south Wood County municipalities. Two asphalt runways are available which can accommodate many types of aircraft. The primary runway is 5,500 feet long by 100 feet wide, and the secondary one 3,640 feet long by 75 feet wide. A third turf-based runway exists for use by ultralights. Hanger space is a combination of private and municipally owned involving

22 structures. It is home to 41 aircraft – 3 of which are multi-engine, and 8 are ultra-lights

There are no scheduled passenger or freight services although both can be contracted. Fuel services are available. Two corporate entities having 5 aircraft call Alexander Field home. Similar to the Stevens Point airport, the primary services provided by Alexander Field are for private and corporate aircraft.

F. Trucking

Semi traffic in the Town generally consists of through traffic on Interstate 39 and STH 54, and normal delivery services for area businesses. Isherwood Road is the designated truck route in the south-eastern portion of the Town of Plover.

County Road F is used frequently by semis to haul potatoes and processed potato foods between the trucking and warehousing facilities near Plainfield and the processing plants on State Highway 54.

The Portage County Highway Department posts weight limits on County Roads in spring to mitigate potential damage from the thawing frost layer in the soil. The majority of truck traffic in rural Portage County (County Roads and local roads) comes from agricultural uses, sand and gravel pits, and some logging operations. Agricultural traffic, specifically during harvest and planting seasons, is especially heavy within the Town. The equipment used in the vegetable production industry is very large and presents unique hazards on roadways when present. In many cases, traffic must use the shoulder of the road to get around field equipment that is using the roadway. Farming equipment is causing damage to some town roads.

G. Water Transportation

The Wisconsin River is not used as a mode of transportation, even though it can be navigated from the DuBay Dam in northern Portage County to the Clark Street Bridge in Stevens Point, and from the spillway below Cty Rd HH to the dam at the New Page Paper Mill in the Village of Plover. The Wisconsin River and its flowages, as the northwestern border of the Town of Plover, is used for recreational purposes as well as the Little Plover River in the northeastern portion, Love Creek in the western part, the Buena Vista Creek and various drainage ditches in the southern portion of the Town.

Section 3.3 Inventory and Analysis of Applicable Transportation Plans and Program

A. Six-Year Highway Improvement Plan

The WisDOT Highway Improvement Plan includes reconstruction of CTY RD U and the STH 54 intersection.

Business 51: Wisconsin Department of Transportation (WisDOT) has tentatively scheduled the Village of Plover portion of Business Highway 51 for 2016 (from Green Avenue to Springville Drive) but has yet to schedule the remaining stretch through to Minnesota Avenue in the City of Stevens Point.

County Road R: CTH R will be reconstructed from its current two-lane configuration to a four-lane configuration in 2013 from CTH HH through the Porter Road intersection. This project is a joint Village of Plover/Portage County Project, with the Village of Plover assuming the lead administrative role for the Project. Federal Transportation funding of approximately \$2 million dollars will be used to offset a portion of the road construction costs.

Interstate 39/51: WisDOT has completed studies of the I39 corridor running thru the Town of Plover and does not anticipate any reconstruction work at this time. It is noteworthy that their study projects the I39 south ramp to State Highway 54 will be at capacity by 2040.

B. Wisconsin State Airport System Plan 2020

The plan determines the number, location and type of aviation facilities required to adequately serve the state's aviation needs through 2020. The plan also forecasts the level of public investment required to: upgrade substandard features such as widening of existing runways, replace existing systems to meet federal and state standards, and enhance the airport system through runway extension and new construction. The classifications for Central Wisconsin Airport (Air Carrier/Air Cargo) and Stevens Point Municipal Airport (Transport/Corporate) are not projected to change through 2020.

C. Wisconsin State Rail Plan 2030:

Completion of the final Wisconsin Rail Plan 2030 has been postponed; WisDOT released a draft of the 2030 plan in 2010 which is available on the Wisconsin Rail Plan website.

The Wisconsin Rail Plan is being developed to provide a vision for freight rail, intercity passenger rail and commuter rail over the next 20 years. It identifies rail network issues and recommendations, and provides the framework within which the state and stakeholders may maintain, improve and plan for the state's rail network.

Railway spurs provide an exciting development opportunity for that property adjacent to the railway as it progresses thru the Town of Plover – just adjacent to State Highway 54-West.

D. State, Regional and Local Bicycle and Trail Plans;

1. County-wide Bicycle Route: Portage County has received a grant to develop a county-wide bicycle route by the year 2014. The County is soliciting input from Towns with the intention that the completed bicycle route would provide access to all townships in the county supported with appropriate signage and maps.

2. Wisconsin Bicycle Transportation Plan 2020: Overall plan goals are to increase the level of bicycling in Wisconsin and to reduce the number of crashes involving bicycle and motor vehicles.

3. Snowmobile Trails: Town of Plover enjoys the network of snowmobile trails provided by the county, state and local snowmobile clubs.

4. ATV Routes: Neither an ATV trail nor ATV route has not been established in the Town of Plover.

Section 3.4 Transportation Related Programs

The PASER (Pavement Surface Evaluation and Rating) road condition rating system is administered by the Town of Plover in assessing the physical condition of local roads. The PASER software helps prioritize road maintenance, calculate project costs, evaluate consequences of alternative budgets and project selection strategies.

Section 3.5 Transportation Issues

- A. Need to adopt standards:
 - Existing roads
 - Future roads
- B. Town Road Infrastructure
 - Roads – town and county
 - County/Emergency Management restrictions on placement of roads
 - Driveway Ordinance
 - Road Control Ordinance
- C. Long-term maintenance of roads
- D. Effective drainage of roads
- E. Impact of width and weight of equipment using roads.
- F. Traffic sign adherence to MUTCD standards (Manual-Uniform Traffic Control Devices)
- G. Snowmobile trails, related grooming and proper signage

Section 3.6 Transportation Goals, Objectives and Policies

A. Goals:

- Maintain a safe and efficient transportation network.
- Review of Subdivision Ordinance
- Maintain and install traffic signs in compliance with reflectivity regulation per MUTCD standards.
- Protection of town's investment in transportation infrastructure
- Improved safety related to use of snowmobiles and ATVs.

B. Objectives:

- Bring all current town roads into compliance with established standards
- Require developers to adhere to same standards as set by Town of Plover and Department of Transportation

- Develop and design roads to comply with established standards
- Maintaining and enhancing infrastructure of existing roads and bridges.
- Maintain proper drainage on all roads.
- Communication with all local snowmobile clubs regarding signage, grooming and road crossings.

C. Policies:

1. Adhere to state and federal standards related to town roads.
2. Establish and maintain an on-going communication with all agricultural property owners.
3. Reclaim and maintain ditches along all town roadways to ensure proper stormwater flow.
4. Administer PASER (Pavement Surface Evaluation and Rating) and WISLR (Wisconsin Information System of Local Roads) systems to evaluate road conditions throughout the Town.
5. Adhere to state standards for per-axle weight limits for local roads.
6. Clear trees and brush from the edge of road right-of-ways to maintain public safety.
7. Designate a frontage/backage road corridor along the north side of Hwy 54 West to support commercial development.
8. Promote industrial uses along the rail corridor on the south side of Hwy 54 –West.
9. Coordinate road maintenance needs with the Portage County Drainage District when maintenance relates to roads adjacent to district drainage ditches.
10. Work with County and Sports Clubs on access to and promotion of recreational locations and trails.
11. Review standards and ordinances related to recreational use of town roads.

Map 3.1 Transportation Networks and Functional Class P&Z TO UPDATE