

## **Chapter 3 Transportation**

### **Section 3.1 Introduction**

Movement of people, goods, and services within and through the Town is an integral part of everyday life for the citizens of Dewey. Decisions made regarding transportation can have a direct impact on the community's growth and quality of life. These decisions should be made to include choices that will most efficiently serve the community as a whole, maximize investment in transportation infrastructure, as well as minimize conflicts between modes of transportation as well as jurisdictions.

This chapter will: assess the current inventory of transportation options; list goals, objectives, and policies that guide future development of various modes of transportation in the Town of Dewey; and, compare local transportation goals to existing County, regional, and State transportation plans.

### **Section 3.2 Transportation Facility Inventory**

#### **A. Functional Classification**

Classifying and protecting roads according to their function is a primary element of transportation planning. The term "functional classification" is used to refer to the process by which highways are grouped into classes, according to the character of service they are intended to provide. The level of service a roadway provides can range from a high degree of traffic mobility to a more basic land access function, or a combination of both.

All roads and highways have been classified as part of the County's Functional Classification Plan, adopted by the County Board in 1989. Criteria used in determining functional classification included traffic volumes, land use, population connections, spacing and geographical limitations such as river crossings or restrictive topography (see map 3.1). The 5 functional classes used in the Plan are described as follows:

Principal Arterials - primarily stress traffic mobility/movement and are representative of interstate or intrastate travel. Interstate Highway 39 (I-39) is the only principal arterial in the Town of Dewey. This facility is designed to allow access only via major intersections with grade separations. The Wisconsin Department of Transportation (WisDOT) prohibits private road/driveway access onto this facility.

Minor Arterials - provide for intra-regional traffic movements. There are no roads in the Town that are designated as minor arterial.

Major Collectors - provide for interarea traffic movements. Major collectors in the Town of Dewey include CTH's X, Y, and DB (west of I-39). The location and separation of access points along these highways is regulated by Portage County. The required minimum separation between driveways is 300 feet.

Minor Collectors - link the rural hinterland, i.e. local roads, with higher order roads/highways. Minor collectors in the Town of Dewey include CTH DB (between I-39 and Sunset Drive), as well as Dewey Drive and Sunset Drive. Portage County regulates the location and separation of new access points along these roadways and requires a minimum separation of 300 feet between driveways.

Local Roads - primarily stress direct land access and provide local traffic movements over short distances. All roads not designated as arterials or collectors are considered local roads. Portage County does not regulate the separation of new access points on local roads, except to require that access points be located a minimum of 50 feet from a road intersection.

#### B. Transit and Transportation Options for the Elderly and Disabled

The Portage County Aging and Disability Resource Center provides transportation services for transit-dependent adults and people with disabilities to the Dewey area through a busing and volunteer escort service. Bus rides are provided to meal sites, grocery shopping, senior center services, essential personal business, and adult day care. Volunteer drivers may also be requested for those persons going to medical appointments or those otherwise not able to use the busing service. Persons requiring such services must call to make a reservation and are picked up and dropped off at their home. There is no set fee for this service, however, passengers are asked to make a donation.

Additional transit services are provided by the Disabled American Veterans, as well as the Stevens Point School District bus services for children.

#### C. Bicycle/Walking Routes and Trails

There are no major designated pedestrian or bike routes and paths in the Town of Dewey, except for some minor hiking and cross-country ski trails within the Wisconsin River Recreation Area, and hunting paths are located within the Dewey Marsh. Roadways are available for walking throughout the town. No organized trail program is planned, but could be considered in the future if funds were available to develop them.

#### D. Railroads

No Railroads exist in the Town of Dewey.

#### E. Air Transportation

The two main airports that serve the Town of Dewey are: the Central Wisconsin Airport, and the Stevens Point Municipal Airport.

The Central Wisconsin Airport, located approximately 12 miles north of the Town of Dewey in Mosinee is the closest facility to the Town. This is a full service, all weather airport offering around-the-clock service. Four airlines offer regular commuter and passenger service with connections anywhere in the world. Air cargo service is also available. These airlines offer overnight delivery and connections throughout the world.

The Stevens Point Municipal Airport is located in the City of Stevens Point on STH 66. The airport has two runways, one of which is 6,000 feet long. There are 37 private hangers at the airport. No passenger or freight service is available. Jet fuel and repair services are available for private aircraft.

#### F. Trucking

Semi traffic in the Town generally consists of through traffic and normal delivery services for area businesses. 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 Town also posts weight limits on blacktopped Town roads. These Town weight limits are generally posted for a longer time period than the County weight limits.

Map 3.1: Functional Classification

Map 3.2: USH 10 Location Alternatives

The majority of truck traffic in Town of Dewey (County Highways and local roads) comes from agricultural, non-metallic mining, and lumber, sawmill and logging operations.

#### 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. The Wisconsin River and Lake DuBay, which bound the Town of Dewey on its western border, are used for recreational purposes only.

### **Section 3.3 Inventory and Analysis of Applicable Transportation Plans and Programs**

#### A. Six-Year Highway Improvement Plan (2003-2008)

WisDOT's Corridors 2020 Plan identifies USH 10, from Appleton to Marshfield, as a planned, multilane, "backbone and connector" highway. The construction schedule would complete the multilane corridor between Appleton and Stevens Point by the year 2005. However, the specific route the highway will take west of the Village of Amherst Junction remains undetermined. As of this writing, the WisDOT has approved the Cty Rd X crossing of the Wisconsin River and a facility alignment west to STH 34 south that generally follows Oak Hill Road. The elimination of the County X interchange, will drastically limit access to and from the Town of Dewey and will limit access for the Town of Dewey Fire Department and EMT's to the Interstate Hwy. Improvements between Stevens Point and Marshfield are slated for completion by 2020.

#### 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. State Railroad Plans (SRP)

Does not effect the Town of Dewey; no Railroads or old Railroad right of ways are present.

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

##### 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.

### **Section 3.4 Transportation Related Programs**

The Town of Dewey uses the WISLR system along with the PASER (Pavement Surface Evaluation and Rating) road condition rating system to assess the physical condition of local roads. The PASER software can help prioritize road maintenance, calculate project costs, evaluate consequences of alternative budgets and project selection strategies.

### **Section 3.5 Transportation Issues**

- A. The placement of U.S. Highway 10 will affect access by increasing time for emergency services and business operations?
- B. How can increasing bike traffic on Hwy X be safely and efficiently accommodated?
- C. Should the Green Circle Trail be extended into the town?
- D. Placement of U.S. Highway 10 and limiting access will increase truck traffic and affect roads.

### **Section 3.6 Transportation Goals, Objectives, and Policies**

A. Goal 1 Support and maintain a safe and efficient road system.

B. Objectives

- 1. Upgrade roads on a priority basis.
- 2. Plan for new or upgraded road corridors.
- 3. Develop a plan for cost sharing.
- 4. Research grant opportunities.

C. Policies

- 1. Systematically prioritize road improvement needs; implement as funding is available.
- 2. Priority is given to maintaining and enhancing existing infrastructure before adding new.
- 3. As development takes place, the developer is responsible for the cost of the new roads and/or necessary improvements.
  - o The Town will not accept new roads unless they meet road specifications as stated in the **Town Road Ordinance or Subdivision Ordinance**. (These Ordinances can be obtained at the Dewey Town Hall.)
  - o Design new roads to have a separate entrance and exit and they must meet Town, County, and State requirements. Cul de sacs should only be allowed if no other options are available.
- 4. Avoid locating land uses which generate large volumes of traffic on local roads that have not been designed or constructed for such use.

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