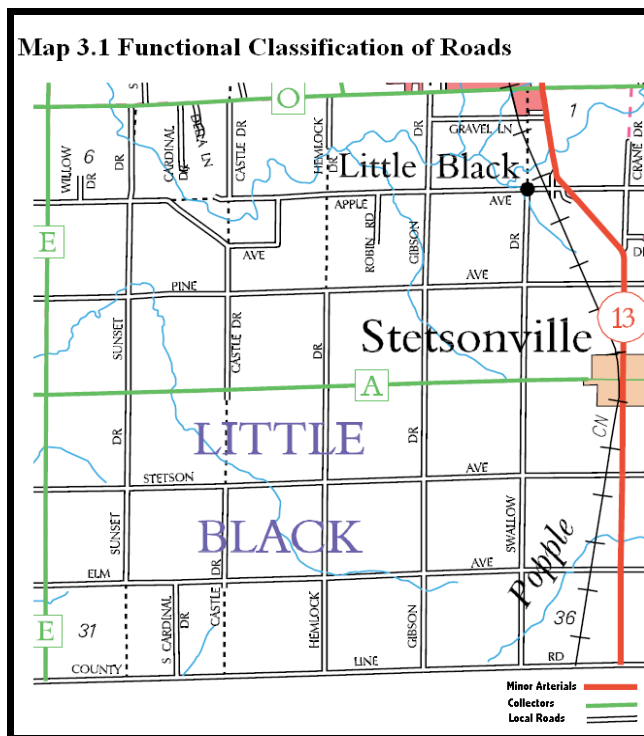


## CHAPTER 3: TRANSPORTATION

### Introduction

This section describes the transportation network in the Town of Little Black in terms of existing facilities and local transportation planning including county, state, and regional planning perspectives.

Maps for the Transportation element include Map 3.1, *Functional Classification*.



### Background

As of January 1, 2011, the Town of Little Black had a total of 57.29 miles of town roads. Vehicular travel is the most common means of transportation in the town. The township has ordinances that deal with excavation of the right of way and the road surfaces. The township has ordinances that limits seasonal weights and requires permits. The township has an ordinance dealing with spills on the road surface and the right of way.

### Functional Classification of Roads

The town of Little Black submits to The Wisconsin Department of Transportation (WisDOT) its classification of the roadways in the Town of Little Black according to the character of service they provide, ranging from a high degree of travel mobility to land access functions. At the upper limit of the system (principal arterials), are those roads that emphasize long, interrupted travel mobility, whereas at the lower limits are those local roads and streets that emphasize access. Map 3.1 details the functional class in the Town of Little Black. The functional classifications are generally defined as:

**Principal Arterials** serve corridor movements with trip lengths and travel density characteristics of an interstate or interregional nature. These routes generally serve urban areas or connect major centers of activity and the highest traffic volumes. No roads are classified as principal arterials in the Town of Little Black.

**Minor Arterials**, in conjunction with principal arterials, serve cities, large communities, and other major traffic generators, services trips of moderate length, with more emphasis on land access than principal arterials. State Highway 13 borders and transects the township on its eastern boarder.

**Collectors (major & minor)** provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial sites. The collector system collects and distributes traffic from the local streets system and channels it onto the arterial system. CTH's A, E and O are classified as major collectors in the Town of Little Black.

**Local Roads** comprise all roads not on one of the higher systems. They serve primarily to provide direct access to abutting land and access to the higher order of systems. Local roads offer the lowest level of mobility and usually provide for travel over relatively short distances. Most of the roads in the

Town of Little Black are local roads.

### Traffic Volume

Traffic volumes are usually presented as an Annual Average Daily Traffic (AADT) figure, and are calculated for a particular intersection or stretch of roadway. The Wisconsin Department of Transportation, as part of its traffic count program, provides highway traffic volumes for selected roads in the state on a rotating basis every three years. Traffic volumes were last published in 2007 and seven sites in the Town of Little Black were identified.

1. State Highway 13 and Pine St – 8200 AADT
2. Cty O and Hemlock Dr- 2200 AADT
3. Cty E and Pine St– 160 AADT
4. Gibson Ave & Cty A 700AADT
5. Sunset Rd north of Cty A 90 AADT
6. Apple Ln and Castle Dr. 80 AADT
7. Castle Dr. and Elm Ave 60 AADT

### Pavement Surface Evaluation Rating (PASER)

WisDOT requires all communities to submit pavement ratings every two years on the physical condition of roadways under their jurisdiction. The data from evaluations provides the foundation for the Wisconsin Information System for Local Roads (WISLR), which is a computer resource that enables communities to assess, plan, and budget for future road improvements. Town of Little Black officials conduct the PASER review.

### Road Improvements

Road improvements in any community are critical for maintaining an adequate and safe roadway system. The Town of Little Black does not have a written town road improvement plan. Taylor County maintains a five-year County road improvement plan. Future road improvements are summarized in Table 3-1.

**Table 3-1. Future Road Improvements**

Year	Sponsor Road	Improvement
2011	CTH O from CTH E to CTH Q	reconstruction pulverizing and paving.
late summer of 2011	CTH O and CTH E intersection	reconstruction

Source: Town of Little Black & Taylor County Highway Dept.

### Other Transportation Modes

#### Pedestrian

Pedestrian travel is limited in the Town of Little Black to road shoulders.

#### Transit & Transportation for the Disabled

There are no scheduled pick-up or drop-off locations for transit in the Town of Little Black. The only public transportation offered to Little Black residents is the mini-bus system, provided by the Taylor County Unit on Aging. The Taylor County Commission on Aging also sponsors a Volunteer Escort Driver Service for all Taylor County residents age 60 or over and/or disabled persons of all ages.

#### Rail

There is one rail line in the Town of Little Black. The Canadian National has a spur that ends in the City of Medford and is used on a limited basis.

#### Airports

There are no registered airports or airfields in the Town of Little Black. The Taylor County Airport, located in the Town of Deer Creek, approximately three miles southeast of the City of Medford is the only public airport in Taylor County. The airport is intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service. The closest airports providing scheduled passenger service are the Central Wisconsin Airport (Marathon County) and

the Chippewa Valley Regional Airport (Chippewa County).

### **Bicycle**

Bicycle transportation/recreation is possible on a number of roads and trails in the Town of Little Black. The Wisconsin Department of Transportation has produced a Wisconsin Bicycle Map outlining and providing a bicycling condition assessment. CTH E and CTH A have the best conditions for biking. Bicycling is prohibited on CTH O.

### **Trucking and Water Transportation**

Trucking transportation is accommodated by the local road and highway system in the Town of Little Black. There are weight limits on certain roads. There is no water transportation available in the town.

### **State, Regional, and Local Transportation Plans**

Some State, regional, and county agencies have developed transportation related plans and/or studies for roadways or infrastructure under their jurisdiction. What follows is a listing of applicable state, regional, and county plans/studies to this element.

- Wisconsin State Highway Plan
- Corridors 2020
- Connections 2030 (under development by WisDOT)
- Taylor County Highway Improvement Program
- 6-Year State Highway Improvement Program
- Translinks 21
- Wisconsin State Airport System Plan 2020
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin Pedestrian Policy Plan 2020
- Transportation Planning – Resource Guide

The Town of Little Black's goals, objectives, policies, and actions have been compared to these

county, state and regional plans and no conflicts have been identified. In the future, it is imperative that all agencies and jurisdictions communicate on proposed activities.

### **Programs and Implementation Tools**

The following section identifies the agencies as well as programs established and administered by those agencies to provide financial or technical support for the operation, maintenance and planning for transportation networks.

### **General Transportation Aid (GTA)**

General Transportation Aids (GTA) is the second largest program in WisDOT's budget and returns to local governments roughly 30 percent 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. Town road improvements, construction, and maintenance are funded, in part, through the state's disbursement of general transportation aids. The state provides a payment to each municipality in the state that pays a portion of local governments' costs for such activities as road construction, snow removal, and grading. The statutory "rate per mile" is \$2117 for 2010, which totaled a GTA award to the Town of Little Black of \$120,605.49

### **Local Roads Improvement Program (LRIP)**

The Local Roads Improvement Program (LRIP) was established in 1991 to assist local units of government in improving seriously deteriorating county highways, town roads, and municipal streets in cities and villages under the authority of the local unit of government. LRIP is a reimbursement program and pays up to 50 percent of the total eligible project costs, with the balance matched by the local unit of government. All LRIP projects are locally let and are reimbursed by WisDOT upon project completion.

**Flood Damage Aids**

Flood Damage Aids assist local governments with improving or replacing roads and roadway structures that have sustained major damage from flooding. The program provides and helps defray costs of repairing major flood damage to any public highway, street, alley or bridge not located on the State Trunk Highway System.

**Figure 3-1** Flood Waters Little Black September 2010



**Figure 3-3** Washout under pavement September 2010



**Figure 3.2** Road Washout September 2010

