

CHAPTER 8: TRANSPORTATION

TABLE OF CONTENTS

INTRODUCTION.....	8-1
INVENTORY OF TRANSPORTATION FACILITIES	8-1
Highways and Roads	8-2
Human Services/Elderly and Disabled Transportation Programs	8-9
Intercity Bus Transportation.....	8-11
Bicycle Transportation	8-11
Railroads.....	8-13
Air Service.....	8-14
Commercial Ports	8-15
Commercial Trucking.....	8-15
INVENTORY OF APPLICABLE TRANSPORTATION PLANS AND PROGRAMS	8-15
Wisconsin State Highway Plan	8-15
Connections 2030	8-16
Six-Year Highway Improvement Program.....	8-16
State Airport Plan	8-16
Public Transit – Human Services Transportation Coordination Plan for Florence County	8-17
State, Regional and Local Pedestrian and Bicycle Plans	8-17
TRANSPORTATION FACILITY FUNDING AND TECHNICAL ASSISTANCE PROGRAMS.....	8-18
General Transportation Aids	8-18

LIST OF TABLES

Table 8.1: Highway and Road Mileage by Jurisdiction, Florence County, 2009.....	8-6
Table 8.2: Uninterrupted Traffic Flow Capacities Under Ideal Conditions	8-7
Table 8.3: Annual Average Daily Traffic Volume Counts, Number Change and Percent Plus or Minus; Florence County, 1994, 1997, 2000, 2003 and 2006.	8-8

LIST OF MAPS

Map 8.1: Rural Functional Road System, Florence County	8-20
Map 8.2: Rural Functional Road System, Unincorporated Community of Florence	8-22
Map 8.3: Recommended Regional Bicycle Facilities, Florence County	8-24
Map 8.4: State Bike Map, Florence County	8-26

INTRODUCTION

This chapter provides an inventory of the existing transportation facilities that serve Florence County and the communities within the county. Additionally, this element of the comprehensive plan also addresses Florence County's future transportation needs and concerns. The transportation facility and services inventory includes descriptions of the various modal elements of the county's transportation system. Those elements include: the county's road and highway system; public transit systems; elderly and disabled transportation services; intercity bus services; bicycle transportation (including some pedestrian facilities); rail service; air service; harbors and marinas; and commercial trucking. The detailed description of the street and highway system includes: the functional classification of roads within the county; traffic counts; traffic flow capacity; traffic crashes; access controls; and park and ride lots.

This chapter also includes an inventory and analysis of applicable transportation plans and programs, including: the Wisconsin State Highway Plan; Connections 2030 (the state long-range multimodal transportation Plan); the WisDOT Six-Year Highway Improvement Program; the State Airport Plan; the Public Transit – Human Services Transportation Coordination Plan for Florence County; the State Pedestrian Plan; and state, regional and local bicycle plans. In addition, this element of the plan compares local plans to transportation plans developed at the state, regional and county levels. At the conclusion of the chapter, there is a brief discussion on facility funding and technical assistance programs.

INVENTORY OF TRANSPORTATION FACILITIES

Through its comprehensive planning program, Florence County and its municipalities seek to establish a safe and efficient transportation system for motor vehicles, pedestrians, bicycles and other modes that is compatible with county and local comprehensive plans.

- Major highways located in Florence County include US Highways (USH) 2/141 and State Highways (STH) 70, 101, and 139.
- There are nearly 493 miles of US, state and county highways, and town roads in Florence County. Of these, slightly more than 49 miles are under county jurisdiction and approximately 377 miles are under town jurisdiction.
- Florence County Forest staff maintain approximately 33.9 miles of forest roads.
- The county highway system compliments the US and State arterial highway system, which in Florence County totals nearly 67 linear miles.



The county and local municipal jurisdictional responsibilities relative to the local road system include maintenance, repair and reconstruction of streets and roads as required. The primary funding source for maintaining, rehabilitating and reconstructing the county highway and local road systems is the state's disbursement of general transportation aids. Through this funding program, the state provides a payment to the county and to local municipalities for costs associated with such activities as road and street reconstruction, filling potholes, snow removal, grading shoulders and marking pavement.

Highways and Roads

There are several basic considerations useful in assessing the street and highway system within Florence County. These considerations include the functional classification of the existing street and highway system; annual average daily traffic on streets and highways within the county; and an evaluation of the system's capability to handle present and projected future traffic volumes. This information can provide an indication of the street and highway improvements that may be needed during the planning period.

Functional Classification of Highways and Roads

Highways and roads, which are the principal component of the traffic circulation system, can be divided into three categories: arterial, collector and local facilities. The three categories of highways and roads are determined by the function that the facility serves in relation to traffic patterns, land use, land access needs, and traffic volumes. Map 8.1 shows the functional classification of highways and roads in Florence County, while Map 8.2 details the functional road system within the Town of Florence.

Arterial Facilities

The function of an arterial facility is to move traffic over medium to long distances quickly, safely and efficiently, often between regions as well as between major economic centers. Arterial facilities are further categorized into either "principal" or "minor" arterial facilities based on traffic volumes, land use service, and other criteria. In Florence County, there are three "arterial" highways providing service on a regional scale. The highways are United States Highway 2/141, State Highway 70, and State Highway 139. A third state highway, USH 101, is classified as a major collector and is further described below.

USH 2/USH 141

From Florence County to the east, USH 141/USH 2 provides access to Kingsford and Iron Mountain, Michigan and also to the City of Niagara. From Niagara, USH 141 travels south providing access to the City of Green Bay and the southeastern portions of the state. North of Florence County, USH 141 provides access to the central upper peninsula of Michigan.

USH 2

USH 2 travels across the northernmost portion of the state in two segments. The longer of which crosses the Minnesota/Wisconsin state line and travels for approximately 105 miles before exiting to Michigan at the Montreal River Bridge at Hurley, Wisconsin. The shorter of two segments of USH 2 reemerges in to Wisconsin at Florence after traveling nearly 110 miles in Michigan. In Florence County, USH 2 travels for 14.5 miles concurrent with USH 141. Total length of USH 2 in Wisconsin (two segments added together) is 119 miles. Originally, the eastern segment of US 2 was numbered STH 69 in 1918. The segments of the highway across the state line in Michigan in both directions were similarly numbered M-69 at that time.

USH 141

USH 141 debuted along with the rest of the US Highway system in late 1926 as an alternate route to USH 41 between Milwaukee and Green Bay. It replaced STH 17 from downtown Milwaukee to Manitowoc and took over the route of STH 16 from Manitowoc to downtown Green Bay. At that time, the highway running northerly from Abrams to Niagara was part of STH 57.

Before the construction of Interstate 43, between the cities of Milwaukee and Green Bay, USH 141 provided the primary north to south highway link between the two major urban areas along Lake Michigan. Presently, the southern terminus (beginning point) of USH 141 is the I-43 exit (exit 178) near the Village of Bellevue, just southeast of downtown Green Bay. The highway's northern terminus in Wisconsin (ending point) is the Michigan state line north of Florence. In Florence County USH 141 runs concurrent with USH 2 into Michigan to a point just west of Crystal Falls. The two highways separate at Crystal Falls and USH 141 then runs north to its terminus at Covington and M-28.

Historically, USH 141 was to only provide an alternate route to USH 41 from Milwaukee to Green Bay, sticking close to the Lake Michigan shore while its "parent" route traveled inland via Fond du Lac, Oshkosh and Appleton. However, within a few years after being designated, it was extended northerly from Green Bay into Michigan at Iron Mountain, then northwesterly back into Wisconsin and once again into Michigan and northerly to a new terminus at USH 41 near Covington. Beginning in 1980 and 1981, the Milwaukee to Green Bay portion was replaced by I-43, leaving only the portion from Green Bay northerly.

STH 70

The western terminus of STH 70 in Wisconsin is the Minnesota state line five miles west of the City of Grantsburg. The eastern terminus of STH 70 in Wisconsin is its junction with USH 2/USH 141 at Florence. Its entire length through Wisconsin is nearly 250 miles. The easternmost 2.4 miles of STH 70 are also co-signed with STH 101 to its common terminus at USH 2/USH 141. STH 70 originates at USH 141 in Florence and provides an east to west connection across the northern portion of the county connecting with STH 139 near Tipler.

STH 101

The southern terminus of STH 101 is at USH 8 at Armstrong Creek in Marinette County. The northern terminus of STH 101 is the junction of USH 2/USH 141 and STH 70 on the west side of Florence for a total length of 23.5 miles. Historically, the entire length of STH 101 was originally part of STH 14, the route which later became USH 8, until the present USH 8 routing (then STH 14) was completed between Armstrong Creek and Pembine. When that happened (in approximately 1924), the former STH 14 from Armstrong Creek to STH 69 (now USH 2/USH 141 at Florence) was redesignated STH 101.

STH 139

The southern terminus of STH 139 is at USH 8 just west of Cavour in Forest County. The northern terminus is the Michigan state line at its junction with M-139, approximately five miles north of Tipler for a total length of 13.2 miles. STH 139 traverses the entire western edge of the county providing access north to USH 2 and then to Caspian and Stambaugh, Michigan, via M-189. From Florence County, to the south, STH 139 provides access to USH 8 (a major east-west highway that crosses the entire northern tier of the state) near Cavour.

In 1928-29, STH 139 was rerouted from Popple River to Long Lake by turning easterly from Old 139 Rd via Popple River Rd, northerly along Sheldon Rd and the highway's current route at Long Lake. The former route was turned back to county control as CTH N. Then in 1931, CTH F from Tipler northerly to the Michigan state line at the Brule River was transferred to the state to become a northerly extension of STH 139. A year later in 1932, the highway was realigned onto its present-day angling route between Cavour and Newald (except where the highway ran along present-day Kalata Rd) with the former route being turned back to local control.

In 1937, the route of STH 139 was straightened to run along its present routing from Long Lake northerly toward the Michigan state line. The former route via Pine River and Fay Lake roads was turned back to local control while the portion through Tipler via Dream Lake Road and the present STH 70 became part of CTH A. Two years later in 1937, the present angling route of STH 139 from north of Newald to northeast of Popple River is completed with the former route (Old 139 Rd, Popple River Rd, Sheldon Rd) being turned back to local control. In 1942, STH 139 is routed out of "downtown" Newald and onto its existing alignment as well as seeing the completion of the direct route northwest of Cavour with Kalata Rd being turned back to local control as well. The last portions of STH 139 to be hard-surfaced are completed in 1946.

Collector Roads

The primary function of collector roads is to provide general "area to area" routes for local traffic. Collector roads take traffic from the local road system (and the land based activities supported by the local roads) and provide relatively fast and efficient routes to recreation areas, farm markets, commercial and industrial centers, and larger urban areas. Collector roads typically serve moderate to low vehicle volumes and medium trip lengths between residential/agricultural development and commercial centers at moderate speeds. Collector roads serve to distribute traffic between local and arterial roads, between home and the work place, home and the place of worship, home and school and between the home and those places where business and commerce are conducted.

Major Collector Roads

Although major collector roads typically service long continuous routes, in Florence County the major and minor collector system tends to provide shorter length "area to area" service taking traffic from the main state and US highways and distributing it to the local road systems that have developed around the numerous lakes and recreation areas located within the county.

In Florence County, STH 101, CTH N, CTH B, CTH U, CTH C, and CTH D are classified as major collector roads.

- STH 101 is a major collector that originates at STH 70 at Commonwealth and traverses south through the central portion of the county, to USH 8 at Armstrong Creek.
- CTH N provides access from Aurora to the unincorporated community of Florence.
- CTH B is also a short segment county highway that connects with CTH N near Aurora to CTH U near the Florence/Marinette County line.
- CTH U is a short segment of county highway that provides access south to Dunbar in Marinette County and north to Florence (via CTH N).
- CTH C originates at CTH N and provides an east to west connection from the southeastern portion of the county to STH 101.
- County D connects county N to STH 101

Minor Collector Roads

Minor collector roads serve the same function as major collector roads although typically are shorter in length and serve less vehicles. In Florence County, the minor collector road system tends to provide access to the counties major lake and recreation areas. Minor collectors serving Florence County include:

- Portions or all of Tall Pines Road provides access to the Eagle Chain of Lakes.
- East and West Lake Road provides access to Elwood Lake.
- Brule Dam Road north from USH 141 to Landing Road and then east and north to Wisconsin/Michigan Power Company facility on the Menominee River.
- Rice Road south from CTH N to Fisher Lake Parkway and north back to CTH N.
- Patten Lake Road serving Patten Lake.
- CTH C west from STH 101 to terminus.
- Morgan Lake Road serving Morgan Lake.
- Halsey Lake Road serving Halsey Lake.
- Dream Lake Road serving Fay Lake and Chipmunk Rapids.

Local Roads

The primary and most important function of local roads is to provide direct access to adjacent land uses. Local roads are constructed to serve individual parcels of land and properties. They also tend to serve the ends of most trips within the rural area. All roads that are not classified as arterial or collector facilities within the corridor study area are classified as local roads.



Local roads should be designed to move traffic from an individual lot (more often than not, a person's home, cottage, or farm) to collector roads that in turn serve areas of business, commerce and employment. Local roads should not be designed or located in such a manner that they would or might be utilized by through traffic.

County Forest Roads

According to the *Florence County Forest Comprehensive Land Use Plan* dated February 1, 2005, the county contains approximately 33.95 miles of forest roads. These roads are maintained and constructed by the County, private contractors, or other public resources agencies.

There are three types of forest roads: permanent primary roads; permanent secondary roads; and temporary roads.

- *Permanent Primary Roads* - These roads are designated, constructed, and maintained for year round use to access the county forest. Some roads are graveled and routinely graded. Vehicle use on these roads may be restricted and enforced throughout the years to minimized physical damage to the road.
- *Permanent Secondary Roads* – These roads serve a variety of uses to include forest management, fire protection, and recreation. These roads are narrower than permanent primary roads. They are designed and built to accommodate timber hauling. Some roads are designed for use only when the ground is frozen or firm.
- *Temporary Roads* – These roads provides short-term use for specific projects only such as timber harvesting. After a specific project is completed, the temporary road is closed by the use of earthen berms/bunkers and through naturally or artificially re-vegetation.

Mileage Certification

Florence County and any local government that increased or decreased the mileage of its streets or highways are required to file a certified plat with WisDOT by December 15th of each year. Local governments that have no changes in total local street and highway miles are required to file a certified plat or a certified statement that no mileage increases or decreases have occurred. In addition, Florence County and each of its communities are required to provide WisDOT with a numeric based evaluation of the pavement condition of each segment of street and highway in each municipality every two years.

There are a total of 493 miles of highways and roads in Florence County, of which nearly 67 miles are United States and state highways. United States and state highways make up approximately 13.5 percent of the total road network in the county. As shown by Table 8.1, there are approximately 49 miles of highway that are under county jurisdiction comprising approximately 10 percent of the total road system. The remainder, 376.66 miles or 76.4 percent, are classified as local roads that are under town jurisdiction.

Table 8.1: Highway and Road Mileage by Jurisdiction, Florence County, 2009

Municipality	Gross Miles	County Miles	Municipal Miles	County Jurisdiction			Municipal Jurisdiction		
				Arterial	Collector	Local	Arterial	Collector	Local
Town of Aurora	46.31	10.76	35.55		10.76			8.16	27.39
Town of Commonwealth	45.30	12.88	32.42		12.34	0.54		1.71	30.71
Town of Fence	65.50	3.06	62.09		3.06			15.79	46.30
Town of Fern	23.95	0.35	23.60		0.35			1.88	21.72
Town of Florence	120.30	0.93	119.37		0.52	0.41		16.02	103.35
Town of Homestead	57.32	21.30	36.12		21.20			1.42	34.70
Town of Long Lake	33.91		33.91					9.69	24.22
Town of Tipler	33.60		33.60					4.88	28.72
Total Miles	426.19	49.18	376.66	0.00	48.23	0.95	0.00	59.55	317.11

Source: Wisconsin Local Roads Inventory (WISLR) 2009, Bay-Lake Regional Planning Commission, 2009.

Traffic Counts

An analysis of past and present traffic volumes is beneficial in determining the traffic conditions in a community. Traffic volumes are usually presented as an Annual Average Daily Traffic (AADT) figure, and are calculated for a particular intersection or segment of roadway. In the past, the Wisconsin Department of Transportation, as part of its traffic count program, provided highway traffic volumes from selected highways and roads for all state communities on a rotating basis, providing these counts for a county and each of its communities once every three years. For Florence County, traffic volumes were last counted (at a limited number of locations) in 2006, with counts also taken in 1994, 1997, 2000, and 2003. The daily traffic counts are taken for 48 hours, and are reported as a 24 hour average weekday count for a specific data collection period.

Beginning in 2006, daily traffic counts will be conducted as follows:

- Principal arterials (USH 2/USH 141) and minor arterials over 5,000 AADT will continue to be counted by WisDOT every three years.
- Minor arterials under 5,000 AADT and collectors over 5,000 AADT will be counted every six years.
- Collectors under 5,000 AADT are to be counted every ten years.

Special counts can be requested for highways where significant projects are planned. These statewide policy changes occurred because of cutbacks in the traffic counting program in 2005.

Table 8.3 lists the average annual daily traffic counts for all U.S. and State highways in Florence County in 1994, 1997, 2000, 2003 and 2006. These facilities include USH 2/USH 141, STH 70, STH 101 and STH 139 and select county roads.

Between 2003 and 2006 traffic volumes have declined by as much as 13.9 percent at several locations on USH 2/USH 141. Total traffic volumes in 2001, 2003 and 2006 are within the capacities of these highways to handle the traffic. Steep increases and decreases are often the result of local conditions at the time of the traffic volume count.

Traffic Flow Capacity

The roads that serve the state, the region, and the county and local communities are designed and engineered to accommodate a maximum level of traffic, as illustrated in Table 8.2. The maximum total capacity of a multi-lane divided highway (such as USH2/USH 141) under ideal conditions is 2,000 vehicles per hour per lane. While the maximum total capacity of two-lane, two-way traffic highways (such as STH 101, most county highways and nearly all town roads) under ideal conditions is 2,000 vehicles per hour in both lanes. Volume-to-capacity ratios used for this measurement are determined by the Peak Hourly Traffic (PHT), regardless of traffic distribution by direction. The maximum capacity values presented in Table 8.2 should be considered the average maximum volume on various types of roads under ideal conditions.

Table 8.2: Uninterrupted Traffic Flow Capacities Under Ideal Conditions

Highway Type	Capacity Peak Hour Traffic
Multi-Lane and Divided Highways	2,000 vehicles per lane
Two-Lane, Two-Way Highways	2,000 vehicles both lanes
Three-Lane, Two-Way Highways	4,000 vehicles all lanes

Source: Highway Capacity Manual (3rd Edition), Transportation Research Board, 1985; and Bay-Lake Regional Planning Commission, 2009.

As the comparison of the recorded annual average daily traffic, peak hourly traffic and traffic flow capacities in Table 8.3 indicate, at present, there are no known roads or road segments located within the county that have approached their design capacity.

Traffic Crashes

Vehicle crash reports filed with local police departments, the Florence County Sheriff's Department, and with the Wisconsin Department of Transportation provide details of the time, location, type, and severity of crashes that occur in the county. These reports are often excellent indicators of problems with road alignments, roadway construction, and geometric design of the road. The number, location and severity of crashes can often indicate problem areas (in terms of traffic safety) which can be alleviated through a variety of measures such as alterations in the road geometry, enlargement of the intersection turning radii, placement of more prominent signs, relocation of access drives, and speed changes are just a few of the physical alterations and adjustments that can be made to make a specific intersection or area safer.

Table 8.3: Annual Average Daily Traffic Volume Counts, Number Change and Percent Plus or Minus; Florence County, 1994, 1997, 2000, 2003 and 2006.

Road and Counter Location	1994	1997	1994 to 1997		2000	1997 to 2000		2003	2000 to 2003		2006	Number Change	Percent Change
			Number Change	Percent Change		Number Change	Percent Change		Number Change	Percent Change			
USH 2/141													
at Florence/Marinette County line	7,900	8,900	1,000	12.70	5,200	(3,700)	-41.57	7,000	1,800	34.62	6,800	(200)	-2.86
east of North Lake Rd (west bound)	6,800	6,700	(100)	-1.50	5,200	(1,500)	-22.39	7,300	2,100	40.38	6,600	(700)	-9.59
south of Railroad Lake	5,900	8,300	2,400	40.70	6,200	(2,100)	-25.30	5,900	(300)	-4.84	5,700	(200)	-3.39
at Cooks Rd	6,900	8,600	1,700	24.60	5,800	(2,800)	-32.56	5,800	0	00.0	5,000	(800)	-13.79
east of CTH N	6,800	8,300	1,500	22.10	7,300	(1,000)	-12.05	7,100	(200)	-2.74	6,300	(800)	-11.27
west of CTH N	5,500	9,000	3,500	63.60	6,500	(2,500)	-27.78	7,200	700	10.77	6,200	(1,000)	-13.89
west of STH 101	3,400	4,000	600	17.60	4,000	0	0.00	4,300	300	7.50	3,700	(600)	-13.95
south of 2nd Crossing Rd.	3,200	3,400	200	6.30	3,800	400	11.76	-	-	-	-	-	-
north of 2nd Crossing Rd.	3,800	4,000	200	5.30	3,400	(600)	-15.00	-	-	-	-	-	-
STH 101													
south of CTH C	530	1,300	770	145.30	710	(590)	-45.38	860	150	21.13	na	-	-
north of CTH C	370	990	620	167.60	500	(490)	-49.49	490	(10)	-2.00	na	-	-
south of Patton Lk. Rd.	400	1,000	600	150.00	500	(500)	-50.00	-	-	-	-	-	-
west of Mulberry Lane (east bound)	410	880	470	114.60	490	(390)	-44.32	530	40	8.16	na	-	-
north of Elm Road	580	1,100	520	89.70	660	(440)	-40.00	770	110	16.67	na	-	-
north of Aspen Lane	760	1,300	540	71.10	890	(410)	-31.54	980	90	10.11	na	-	-
STH 139													
north of Tie Mill Road	870	850	(20)	-2.30	780	(70)	-8.24	780	0	0.00	700	(80)	-10.26
south of Shannon Rd.	840	930	90	10.70	1,100	170	18.28	960	(140)	-12.73	970	10	1.04
south of Lillypad rd.	1,500	1,400	(100)	-6.70	1,400	0	0.00	1,400	0	0.00	-	-	-
north of Camp 5 rd.	1,500	1,400	(100)	-6.70	1,300	(100)	-7.14	-	-	-	-	-	-
south of Brule River Rd.	1,300	1,100	(200)	-15.40	1,200	100	9.09	-	-	-	-	-	-
STH 70/101													
east of STH 101	1,900	2,700	800	42.10	2,000	(700)	-25.93	1,800	(200)	-10.00	-	-	-
east of 1st Crossing Road	1,000	890	(110)	-11.00	710	(180)	-20.22	0	-	-	550	550	-
west of Seven Mile Lake	750	730	(20)	-2.70	640	(90)	-12.33	600	(40)	-6.25	na	-	-
east of FR 2150	740	790	50	6.80	580	(210)	-26.58	-	-	-	-	-	-
east of STH 139	860	910	50	5.80	930	20	2.20	940	10	1.08	1,100	160	-
west of STH 139	610	840	230	37.70	870	30	3.57	-	-	-	-	-	-
CTH N													
north of Skyline Dr.	1,700	2,000	300	17.60	2,700	700	35.00	2,000	(700)	-25.93	-	-	-
west of Grandview Dr.	3,400	3,200	(200)	-5.90	5,800	2,600	81.25	4,200	(1,600)	-27.59	-	-	-
east of Seneider Dr.	1,700	1,700	-	0.00	2,000	300	17.65	1,800	(200)	-10.00	-	-	-
east of CTH U	840	840	-	0.00	1,700	860	102.38	1,600	(100)	-5.88	-	-	-
north of CTH C	770	1,000	230	29.90	1,300	300	30.00	1,400	100	7.69	-	-	-
south of Lake Emily Dr.	870	670	(200)	-23.00	1,100	430	64.18	1,400	300	27.27	-	-	-
east of Old Hwy 69	1,000	570	(430)	-43.00	1,100	530	92.98	1,300	200	18.18	-	-	-
south of USH 141	1,200	1,200	-	0.00	1,700	500	41.67	2,000	300	17.65	-	-	-
CTH B													
south of CTH N	1,600	2,400	800	50.00	1,700	(700)	-29.17	1,500	(200)	-11.76	-	-	-
east of CTH U	860	620	(240)	-27.90	860	240	38.71	780	(80)	-9.30	-	-	-
CTH U													
south of CTH B	970	740	(230)	-23.70	1,200	460	62.16	1,100	(100)	-8.33	-	-	-
south of CTH C	800	1,200	400	50.00	610	(590)	-49.17	580	(30)	-4.92	-	-	-
CTH C													
west of CTH N	380	940	560	147.40	710	(230)	-24.47	740	30	4.23	-	-	-
east of STH 101	350	690	340	97.10	550	(140)	-20.29	650	100	18.18	-	-	-

The crash data are further delineated by non-intersection and intersection crashes and by highway jurisdiction. Non-intersection crashes typically include: crashes between a vehicle and deer; crashes between a vehicle and a fixed object (such as a sign post, mailbox or tree); vehicles leaving the road and sliding into a ditch; and crashes between a vehicle traveling on the roadway striking another vehicle entering or exiting the roadway or stopped to turn into a private property access. Intersection crashes are typically characterized by angle crashes, rear end crashes, and head-on crashes within the immediate area of a particular intersection. Intersection crashes often may be indicators of a problem with the sight triangle at the intersection (visibility), location and visibility of signs, and/or the geometric configuration of the roadway itself.

From January 1, 2005 through December 31, 2007 there were 436 incidents reported that resulted in property damage, personal injury or death, in Florence County. Of that total, 214 or nearly one-half of the crashes occurred in the Town of Florence. During that same three year time period (2005 – 2007) there were 87 incidents reported in the Town of Aurora, 33 crashes reported in the Town of Homestead, 30 crashes reported in the Town of Tipler, 30 crashes reported in the Town of Commonwealth, 16 crashes reported in the Town of Fence, 15 crashes reported in the Town of Long Lake, and only 11 crashes reported in the Town of Fern. There is a direct correlation between high volume roads (USH 2/USH 141, STH 70 and CTH N) and the number of crashes.

Access Controls

Access management is a means to maintain the safe and efficient movement of traffic along arterial highways by controlling the number and location of intersecting roads and driveways. The Wisconsin Department of Transportation may also purchase access rights or employ various statutory and regulatory access control methods on rural state trunk highways which have sufficiently high traffic. In addition, state statutes allow counties, cities and villages (through an adopted ordinance) to control access on county highways that have traffic counts in excess of 1,000 vehicles daily.

There are no known access controlled highways in Florence County and the county has not adopted an access control ordinance.

Park and Ride Lots

Situated at various locations along major transportation routes, park and ride lots can be used to form carpools and vanpools and in some major metropolitan areas, catch a ride on a commuter bus. There are 97 park and ride lots located throughout the state, and all of them are wheelchair accessible. There are no park and ride lots in Florence County:

Human Services/Elderly and Disabled Transportation Programs

Transportation for the disabled and elderly is provided through the Florence County Aging Unit and Resource Center Transportation Program. This is the only transportation program offered within Florence County. The number, type, and capacity of the vehicles that are used to provide transportation to the residents of Florence County include:

- 1 – 2001 7/1 passenger Dodge modified van w/Braun lift
- 1 - 1994 7/1 passenger Dodge modified van with lift
- 1 – 2005 Ford Taurus
- Private vehicles owned by volunteer drivers and Aging Unit staff to provide medical escorts.

Service Provided

Transportation services are offered Monday-Friday primarily between the hours of 7:30 a.m. - 4:00 p.m. Hours of operation are altered weekly to accommodate need and to operate as efficiently as possible. Budget restrictions only allow services 40 hours per week on average. Services can be arranged on weekends and at alternate times when medically necessary and done in advance to allow for schedule adjustments at other times during the week.

Routes are scheduled daily based on demand for service. Daily door-to-door service is offered in the Aurora-Homestead area from 9:00 a.m. – 1:00 p.m. with shopping runs into the Iron Mountain, MI shopping district offered from 1:00 - 4:30 p.m. one day per week. The day of the week is flexible in order to coordinate with medical escorts in the same area. The Florence, Commonwealth, and Fern areas are served Monday-Friday primarily from 9:00 a.m. - 2:00 p.m. with shopping runs into the Iron Mountain, MI shopping district coordinated on a weekly basis with medical escorts. Service is also provided earlier and/or later to accommodate medical appointments. Service is offered on Monday, Wednesday and Friday in the Fence area. Pick up in this area is at approximately 9:00 a.m. with return scheduled at 2:00 p.m. Both vans are used in providing service to the Fence area with one van originating in the Homestead area traveling through Fence to Florence and into Iron Mountain dropping at the hospital and returning to Homestead. The second van originates in Florence in the afternoon to bring passengers home.

Flexible, daily scheduling allows re-routing of these vehicles to accommodate the need for service in the Long Lake and Tipler area when requested. Volunteer escort drivers are utilized whenever needed to provide medical escorts throughout the county.

Route Information

The vehicles operated by the Florence County Aging Unit and Resource Center offer door-to-door service which follows no particular route to provide maximum utilization and convenience to its customers. Scheduling and routes are adjusted daily as the demand warrants.

Manner of Requesting Service

The Florence County Aging Unit and Resource Center asks passengers to request service a minimum of one working day prior to the scheduled trip especially if the request for a trip is outside the daily service area or hours. However, the vehicles are equipped with radios and cellular phones so that requests for same day service can be accommodated whenever possible. Reservation requests can be made by calling toll free from anywhere in the county, 1-888-528-4890 or by calling their local nutrition site.

Eligibility

The Florence County Aging Unit provides service to all county residents age 60+ or their spouse regardless of age. The service is also available to transport handicapped individuals regardless of age. Because there is no waiting list for services at this time, transportation service is made available to the general public on a space available basis. All services are offered on a donation basis. Users may be exempt from payment on a case by case basis if an emergency exists, if the user does not have the economic resources to make a payment, or if the user is not competent to make a payment. Priorities are used when necessary based on trip purpose, space and/or destination.

Intercity Bus Transportation

In the past, nearly every small community in the state was connected by an intercity bus service, which traditionally served the elderly, those who could not drive, students, and those individuals unable to afford alternative forms of transportation. Following World War II, intercity bus systems helped to fill a void for “affordable transportation” that was created by the decline of passenger rail service. Unfortunately, intercity bus service suffered the same fate as passenger rail service; as intercity bus ridership decreased, the number of intercity bus routes operating within the state also declined drastically. Intercity bus routes now tend to serve only the largest urban centers and those smaller urban areas that just happen to be adjacent to a route that connects two larger cities.

The closest bus service to Florence County is located in Marinette County and is operated by Indian Trails Bus Service. They operate a line that runs from Michigan through Marinette, Peshtigo, Oconto, Green Bay and down to Milwaukee.

Bicycle Transportation

Bicycle transportation facilities are distinguishable from recreational bicycle facilities (trails, paths, etc.) by their purpose and destination. Bicycle transportation facilities (and trips by bicyclists) accommodate bicycle trips for employment, school, shopping or other essential needs of the cyclist.

The following bicycle facility types are used in the inventory of the bicycle facilities in Florence County. The facility types are defined by the American Association of State Highway and Transportation Officials; Guide for the Development of Bicycle Facilities (2000).

Shared Roadways (No Bikeway Designation)

Shared roadways (no bikeway designation) are common highways, roads or streets that have no specific accommodations for bicyclist, however bicycling is permitted. The overwhelming majority of bicycle travel in the United States now occurs on highways, roads and streets without bikeway designations.

Within Florence County, shared roadways without bicycle facilities include all local roads, minor arterials and collectors that based on volumes of traffic, pavement conditions and pavement widths, and other favorable factors such as good sight distance and minimal truck traffic provide suitable accommodations for bicyclist.



Signed Shared Roadways

Signed shared roadways are highways, roads, and streets with no specific accommodations for bicyclist except for bike route signs. A publicly defined route is a route defined by a legislative body (county, city, village or town) in a plan and formally adopted by the respective local unit of government or county. A locally defined route is a route recommended by a non-public group or organization (Chamber of Commerce; bicycle club; trail group, etc.). Either type may be signed, and often times, the routes are mapped routes. The routes/loops in Florence County are defined in an adopted plan by the county; therefore, the routes are examples of publicly defined routes.

Publicly Defined Routes

Florence County does not contain any officially designated bicycle route loops.

Locally Defined Routes

There are no locally defined routes in Florence County.

Bike Lanes or Bicycle Lanes

Bike or bicycle lanes are roads with pavement markings and signing identifying a specific lane or right-of-way for bicyclist. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists, and to provide for more predictable movements by each.

Florence County does not have any bicycle lanes.

Shared Use Paths

Shared use paths are bicycle facilities that are separate from the street and road system. Generally, shared use paths should be used to serve corridors involving streets and highways not suitable for bicyclists or where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Shared use paths should offer opportunities not provided by the road system.

Bicycle Paths Located within Street Rights-of-Way

Florence County does not have any bicycle paths located within street rights-of-way.

Off-Street Bicycle Paths

Florence County does not have any off-street bicycle paths.

Recreational Trails**State Assessment of Bicycle Routes in Florence County**

The Wisconsin Bicycle Transportation Plan 2020 assessed conditions for bicycling in Florence County. The Wisconsin State Bike Map classifies state and county highways throughout the state in terms of bicycling conditions. The map also identifies bicycle trails and mountain bike facilities, and provides contacts for local bicycle route information. Town roads are not rated for their bicycling conditions, but are identified with their road names and surface type. Each county map highlights the most favorable bicycling conditions while presenting the full continuum of roadways, from narrow town roads to U.S. Highways. This approach enables cyclists of all abilities to select their own routes to meet their individual transportation and recreational needs.

In Florence County:

- USH 2/USH 141 from the east county line to its juncture with STH 70 and CTH from the east county line to Aurora is identified as “unsuitable for bicycle travel”.
- USH 2/USH 141 from Florence north and west to the Michigan state line and STH 70/STH 139 are identified as providing moderate conditions for bicycling.
- STH 70, STH 101 and STH 139 are identified as providing suitable conditions for bicycling.

Railroads

The State of Wisconsin is currently served by 12 operating railroads utilizing a system of approximately 4,000 miles of track. Eleven freight railroads in Wisconsin operate on a system of over 3,400 route miles. Combined, they handled over 2.5 million cars and 136 million tons of freight per year.

In the past rail roads provided a significant transportation function in Florence County. However, a shift in modes from rail to truck has resulted in the cessation of operation and ultimate abandonment of all rail services operating within Florence County.

The most recent rail line to have ceased operation in the county was the Nicolet - Badger Northern (NBN) which operated on track that ran along the west side of the county from Michigan's Upper Peninsula through Tipler and south to Wabeno. The service ceased operation in 1995 and the rail corridor was abandoned in 1997.

Although not located within the county, there are two major rail lines that operate within close proximity, the Canadian National Railroad (CN) and the Escanaba and Lake Superior Railroad Company (E&LS).

Canadian National (CN)

The CN track traverses east to west through Forest and Marinette Counties, just south of Florence County. One track provides services from Wells (just north of Escanaba, Michigan) west through Hermansville and Powers in the Upper Peninsula, through Pembine, Dunbar, Goodman and Armstrong Creek. This segment of CN track parallels USH 8, nearly crossing the entire state, before terminating at Cameron, just south of Rice Lake. It also has a spur that extends west from Hermansville, MI to Quinnesec, MI



Service is also provided from the City of Ishpeming, Michigan to Green Bay, WI. The track traverses south from Ishpeming through the Upper Peninsula, to the City of Marinette, on through Peshtigo, and then on to the City of Oconto before terminating at its regional hub in Green Bay. The CN is classified as a Class I railroad by the Wisconsin Department of Transportation generating over \$50 million dollars in annual revenues. The CN is one of the larger operating rail lines in the state of Wisconsin.

Escanaba & Lake Superior (E&LS)

The (E&LS) is a privately owned shortline railroad company operating in Northeastern Wisconsin and the Upper Peninsula of Michigan. Under current ownership, the E&LS has expanded from the original core line of 65 miles that was purchased in 1978, to over 235 miles of operating railroad in 2005. The E&LS is headquartered in Wells, Michigan, with an office located in Green Bay, Wisconsin.



The 208 mile mainline of the E&LS stretches north-south from Ontonagon, Michigan on the shores of Lake Superior to the City of Green Bay. It traverses

through Kingsford and Iron Mountain, MI; through the city of Niagara, WI, and then southward in a line parallel to USH 141 to the City of Green Bay. In addition to the mainline, two key branches are the 6-mile Stiles Junction, to Oconto Falls, line and the 21-mile Crivitz to City of Marinette, line. Other lines owned by the E&LS include Channing to Republic, and Channing to Wells, MI. The E&LS operates on trackage rights over the Canadian National Railroad from North Escanaba, Michigan to Pembine. The E&LS connects with the Canadian National at Green Bay, North Escanaba, Pembine, and Iron Mountain, Michigan.

Air Service

Air transportation serves an important role in the movement of people and goods throughout the state, region and nation. The Wisconsin State Airport System Plan 2020 states that the use of corporate aircraft is increasing at a faster rate than all other types of general aviation (commercial passenger and air cargo) in Wisconsin and this trend is expected to continue. The availability of an airport capable of serving a wide-range of corporate and commercial aircraft within close proximity, may play a key role in the future economic development of the county.

Scheduled commercial air passenger services for Florence County are provided by Austin Straubel International Airport located in Green Bay, Eagle River Union in Eagle River, the Ford Airport located in Kingsford, MI, and the KI Sawyer regional airport south of Marquette, MI.

Austin Straubel International Airport

At the regional level, the primary commercial-passenger and air freight service for residents of Florence County is provided by Austin Straubel International Airport, located near the City of Green Bay. The airport provides full service, direct flight operation. Austin Straubel is owned and operated by Brown County. Austin Straubel International Airport is currently served by six passenger airlines serving ten destinations; Atlanta, Chicago, Cincinnati, Cleveland, Detroit, Las Vegas, Marquette, Milwaukee, Minneapolis and Phoenix.

Eagle River Airport

The Eagle River Union Airport is located in Eagle Rive, WI and is governed by three municipalities: the City of Eagle River, Town of Lincoln and Town of Washington. Trans North Aviation provides first class shuttle service to the Chicago area from Memorial Day through Labor Day. In 2004, the airport recorded 21,000 aircraft operations (take-offs and landings) and served 39 based aircraft, including 35 single engine, 2 multi-engine aircraft, and 1 jets. There are five fixed base operators (FBOs) located at the airport that provide a range of services. Services include seasonal shuttle service to the Chicago area; charter and air ambulance services; aircraft and racing fuel cell repair and sales; aviation maintenance, restoration and upholstery services; and flight instruction and scenic rides. In addition, the airport constructed a heliport in 2003 that provides a safe all weather access point for Flight for Life operations.

Ford Airport

Ford Airport, located in Dickinson County, near Kingsford, Michigan, is owned by Dickinson County and maintained by Superior Aviation (FBO). It offers limited commuter service and is classified as a “general utility two” facility, which denotes that it is capable of serving large aircraft up to 60,000 pounds with wingspans of less than 118 feet. These aircraft range from typical corporate aircraft (including jets) to commuter airline aircraft. They are accommodated by two asphalt paved runways, the longest of which is 6,500 feet. The airport has a fixed base

operator offering a full line of services. In addition, a regional commuter, Superior Airlines provides two flights daily to and from Minneapolis, Minnesota; and one flight daily, to and from Chicago, Illinois. The airport averages between 900 and 1,000 total scheduled passengers (boarding or alighting) monthly. The airport had 8,042 total scheduled passengers in 2008 and 17,306 total scheduled passengers in 2001. Available services include fuel, major airframe and power plant repair, charter, rental and instructional services. The airport can be accessed by State Highway 95, off of U.S. 2/141.

Private Recreational Airports

There are also several privately owned airstrips located within Florence County providing general small craft services and/or recreational flights to the public. These small, private airport facilities offer minimal services, and are generally utilized by recreational fliers. Private recreational airports are generally characterized by short (2,000 to 3,000 foot) turf covered runways which can accommodate small single engine and light twin engine aircraft.

Private airport facilities are required to obtain a certificate of approval or permit from the Wisconsin Department of Transportation's Bureau of Aeronautics. The permit is issued if the Department determines that the location of the proposed airport is compatible with existing and planned transportation facilities in the area. Generally, permits are granted provided that the proposed air strip is located such that approaching and departing aircraft clear all public roads, highways, railroads, waterways or other traverse ways by a height which complies with applicable federal standards. The permit is issued upon satisfactory review of the application by WisDOT, the county, the local jurisdiction in which the proposed facility would be located, and by the applicable regional planning commission.

Commercial Ports

Florence County is an inland county and therefore does not support any commercial port operations. However, waterborne transportation services are available at commercial ports located at the City of Marinette in Marinette County and City of Menominee in Michigan and the City of Green Bay in Brown County, Wisconsin. Commodities handled at these ports, which are then transported by truck throughout the region, include salt, limestone, concrete and coal.

Commercial Trucking

There are no commercial trucking operations located within Florence County. The nearest terminals can be found in Marinette, Wisconsin and in Iron Mountain, Michigan.

INVENTORY OF APPLICABLE TRANSPORTATION PLANS AND PROGRAMS

The following section of this chapter presents information on existing state, regional, county and local transportation related plans that apply to Florence County.

Wisconsin State Highway Plan

The Wisconsin State Highway Plan 2020 states that, "Wisconsin's State Trunk Highway system, consisting of approximately 11,800 miles of roads, is aging and deteriorating at the same time traffic congestion is increasing." In response to this critical issue, WisDOT, in partnership with its stakeholders, developed the State Highway Plan 2020, a 21-year strategic plan which considers the highway system's current condition, analyzes future uses, assesses financial constraints and outlines strategies to address Wisconsin's preservation, traffic movement and

safety needs. The plan will be updated every six years to reflect changing transportation technologies, travel demand and economic conditions in Wisconsin.

The Wisconsin State Highway Plan 2020 addresses three key elements or issues of concern relative to the State Highway System:

- Preserving the system by improving or replacing aging pavements and bridges;
- Facilitating movement of people and goods through an efficiently designed system, and with programs that reduce traffic congestion; and
- Improving highway safety through combined strategies of engineering, education and enforcement.

Connections 2030

Connections 2030 will be the statewide long-range transportation plan with a horizon year of 2030. Connections 2030 will address all modes of transportation – roadways, air, water, rail, bicycle, pedestrian and transit – and ways to make the individual modes work better as an integrated transportation system. Connections 2030 will differ from WisDOT’s previous planning efforts. Beginning with the release of Translinks 21 in the mid 1990s, WisDOT has prepared a series of needs-based plans for various transportation modes.

Connections 2030 will be a policy-based plan. The policy recommendations include a series of action steps to be accomplished within two to four years, five to ten years, or more than ten years into the future. WisDOT may also identify critical priorities that metropolitan planning organizations (MPOs) must maintain if funding were to decrease during the timeframe covered by the plan. While the final plan will include statewide policy recommendations, some of these recommendations may differ by specific corridors in the state. Connections 2030 will also include recommendations on such issues as economic development, land use, transportation finance and the environment. The goal of Connections 2030 is to provide a plan that can aid policy makers in future transportation decisions.

Six-Year Highway Improvement Program

The Wisconsin Department of Transportation develops a Six-Year Highway Improvement Program which addresses the rehabilitation of Wisconsin’s state highways. Rehabilitation falls into three major categories (resurfacing, reconditioning and reconstruction) giving it the often used abbreviation “3-R Program.”

- Resurfacing entails provision of a new surface for a better ride and extended pavement life;
- Reconditioning entails addition of safety features, such as wider lanes or softening of curves and steep grades; and
- Reconstruction entails complete replacement of worn roads, including the road base and rebuilding roads to modern standards.

State Airport Plan

The Wisconsin State Airport System Plan 2020 (SASP 2020) provides a framework for the preservation and enhancement of the system of public-use airports adequate to meet the current and future aviation needs of Wisconsin. The plan determines the number, location and type of aviation facilities required to adequately serve the state’s aviation needs over the 21-year planning period from 2000 through 2020. The plan defines the State Airport System and establishes the current and future role of each airport in the system.

Public Transit – Human Services Transportation Coordination Plan for Florence County

The Bay-Lake Regional Planning Commission assisted Florence County Elderly Services in developing its first Public Transit – Human Services Transportation Coordination Plan in 2006. These plans are required under federal law for counties to receive federal funding under three programs: the Section 5310 capital program, the Job Access Reverse Commute (JARC) program, and the New Freedom program. A meeting was held with stakeholders to develop the plan in early June of 2006, and the plan was submitted to WisDOT in September 2006.

The Bay-Lake Regional Planning Commission also assisted Florence County Elderly Services in amending its Public Transit – Human Services Transportation Coordination Plan in 2007. The plan was amended primarily because Florence County Elderly Services was submitting a grant application for vehicles under the Section 5310 capital program.

State, Regional and Local Pedestrian and Bicycle Plans

Wisconsin Pedestrian Policy Plan 2020

The Wisconsin Pedestrian Policy Plan 2020 outlines statewide and local measures to increase walking and to promote pedestrian comfort and safety. The plan provides a policy framework addressing pedestrian issues and clarifies WisDOT's role in meeting pedestrians' needs. It establishes actions and policies to better integrate pedestrian facilities into the transportation system over the next twenty years.

The state plan also provides recommendations to assist local officials in meeting their communities' pedestrian transportation responsibilities. The plan outlines specific design guidance for local officials found in WisDOT's Facilities Development Manual (FDM); state funding for local pedestrian projects provided primarily through the General Transportation Aids (GTA) Program; and safety and education program funding provided by WisDOT to local agencies.

State Bicycle Plan

The Wisconsin Bicycle Transportation Plan 2020 has two primary goals:

- Increase levels of bicycling throughout Wisconsin, doubling the number of trips made by bicycles by the year 2010 (with additional increases achieved by 2020); and
- Reduce crashes involving bicyclists and motor vehicles by at least 10 percent by the year 2010 (with additional decreases achieved by 2020).

Recommended actions include:

- 1) Developing local bicycle transportation plans;
- 2) Providing suitable space for bicyclists when designing roadway projects;
- 3) Following accepted bikeway guidance and standards; and
- 4) Routinely considering bicyclists when developing roadway projects.

The Wisconsin Department of Transportation produced a set of maps that identified bicycle conditions on major routes and roads for Florence County. The maps assessed and identified bicycling conditions, planned state highway priority corridors and key linkages between major destination points. An analysis of the bicycling conditions for Florence County can be found under "bicycle transportation" in the "Inventory of Transportation Facilities" section of this chapter.

Regional Bicycle Plan

The Bicycle Facility Transportation Plan for the Bay-Lake Region (adopted in 2002) identified a system of connecting routes and needed improvements connecting all municipalities and major destination points throughout the eight-county region, including Florence County. Map 8.3 shows the recommended regional bicycle facilities for Florence County. The regional plan proposes transportation facility improvements (paving road shoulders to a usual width of five feet) to provide safe and efficient travel paths between communities located within Florence County and the adjoining communities in adjacent counties. The Regional Bicycle Plan mostly recommends paving road shoulders (five feet in width) on several U.S., state and county highway segments in Florence County, as well as a limited number of local road segments in the county with significant traffic.

Safe Routes to School Plan

Safe Routes to School (SRTS) Program is a federally funded program that empowers communities to create safer, easier, and more enjoyable for walking and bicycling to school. The general goals of a safe route to school program are:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

The *Florence County School District Safe Routes to School Plan* discusses several infrastructure and policy recommendations to encourage and improve walking and biking to school. The plan outlines improvements to existing sidewalks and install additional sidewalks to make it continues and easier for walking and biking around the middle and elementary schools. Additional improvements include installation of two crosswalks and develop a trail/path between the middle and elementary schools.

TRANSPORTATION FUNDING AND TECHNICAL ASSISTANCE PROGRAMS

There are numerous Federal and State programs that provide technical and financial support for the operation, maintenance and planning of the county's transportation Systems. Please see [Appendix D](#) for a list of those programs.

General Transportation Aids

General transportation aid is paid to local governments (counties, cities, villages, and towns) to assist in the maintenance, improvement, and construction of local roads. This aid must be used for transportation-related expenditures. Aid payments are made from the state's segregated transportation fund, which includes revenues from the motor fuel tax, vehicle registration fees, and other transportation-related taxes and fees. For 2006-07, general transportation aid payments equaled 26.3% of the transportation fund appropriations. General transportation aid is calculated and paid on a calendar-year basis, with quarterly payments on the first Monday of January, April, July, and October.

There are two basic formulas by which general transportation aid is distributed: (1) share of costs aid; and (2) mileage aid. In 1994, county and municipal governments began receiving separate general transportation aid distributions. Counties receive only share of costs aid, while municipalities receive payments based on either share of costs aid or mileage aid, whichever is greater. The Department of Transportation (DOT) is required, by October 1 of each year, to notify each county and municipal clerk of the estimated transportation aid payments to that county or municipality for the following calendar year.

Under 1999 Act 9, the general transportation aid formula was suspended for calendar year 2001 aid payments. Rather, DOT provided an aid amount to each recipient in 2001 that was equal to the aid amount that was received under the formula calculation for calendar year 2000. Beginning in 2002, and thereafter, payments are again made under the formula calculation.

Aid to Municipalities

Each municipal government's initial entitlement equals the greater of its share of costs aid or mileage aid amounts.

Share of Costs Aid. The share of costs formula works the same for municipalities as for counties. The targeted general transportation aid distribution for municipalities is \$294,736,000 for 2007, and thereafter. For the 2007 distribution, the municipal cost-sharing percentage is estimated at 18.3%.

Mileage Aid. Mileage aid amounts are computed by multiplying the number of miles of road or street under the jurisdiction of each municipality by a specified mileage rate (\$2,015 per mile for 2009).

Mileage Reporting

Since 2001, for the purposes of determining transportation aid, local governments must submit to DOT either: (a) a certified highway mileage plat, if changes in mileage have occurred within their jurisdiction since the last plat was submitted; or (b) a certified statement that no changes in jurisdictional mileage have occurred since the plat was filed. DOT may require that a certified plat be submitted for odd-numbered years following a federal, decennial census. Jurisdictional mileage includes highway mileage under the jurisdiction of a local unit of government that will be open and used for travel on the following January 1. Any changes in jurisdictional highway mileage are first reflected in mileage aid determinations for the second year following the year of the submission of the plats indicating the changes. Local governments, with the cooperation and assistance of DOT, must also conduct a biennial assessment of the physical condition of the highways within their jurisdiction and report the results to DOT. In making these assessments, local units of government are required to use a pavement rating system (PASER) approved by DOT. The 2009 rate per mile is \$2,015.

Map 8.1: Rural Functional Road System, Florence County

Map 8.2: Rural Functional Road System, Unincorporated Community of Florence

Map 8.3: Recommended Regional Bicycle Facilities, Florence County

Map 8.4: State Bike Map, Florence County

