APPENDIX E: TRANSPORTATION

INTRODUCTION

A safe, efficient, and well-designed transportation system can provide convenient transportation and economic benefits for the residents of the Town of Eldorado and the surrounding area. The Town's transportation system is much more than simply looking at the road system. An assessment of the pedestrian, bicycle, transit, rail and air transportation systems all play an important part in providing transportation for goods and people.

Wisconsin’s Smart Growth Legislation requires that the transportation element consist of objectives, policies, goals, maps and programs that guide the development of various transportation modes. These modes include highways, transit, and transportation for those with various disabilities, bicycles, pedestrians, railroads, air transportation, trucking and water. This chapter serves to assess the current status of these transportation modes, determine what the Town desires them to become in the future, and devise ways to implement them. This appendix, along with Chapter 2: Framework Plan and Implementation and Chapter 7: Transportation addresses these requirements.

INVENTORY AND ANALYSIS

The inventory and analysis section provides the Town with a general assessment of existing transportation facilities. By determining what part of the system is deficient, over capacity, underutilized, or meeting the current and future needs, the Town is better prepared to develop meaningful goals, strategies and recommendations that address current problems and reinforces existing strengths.

Streets and Highways

The hierarchy of the road network calls for each roadway to be classified according to its primary function, ranging from its ability to move vehicles (i.e. freeway) to its ability to provide direct access to individual properties (i.e. local roads). Within Wisconsin, urbanized and rural areas provide a framework for the placement of routes. Urban areas are defined as any place or cluster of places within a designated urbanized boundary that has a population between 5,000 and 49,999; while urbanized areas are defined as a cluster of places within a designated urbanized boundary, with a population of more than 50,000 people. Streets and highways within urban and urbanized areas are classified under the urban functional classification. Rural areas are places in the state located outside of urban and urbanized areas. Roads in rural areas are classified under the rural functional classification system. Within the Town, roads are classified under the rural functional classification system. Map E-1 illustrates the transportation facilities and functional classification for the Town. In total, there are approximately 87 miles of rural functionally classified roads in the Town.

The Wisconsin Department of Transportation (WisDOT) conducts traffic counts at key locations on a regular rotating basis. The traffic counts provide an indication of the roadway’s appropriate

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1 Functional Classification Criteria, Planning Section, Bureau of Planning & Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation, April 2013.
2 Map E-1 reflect the functional classified roads approved by the by the Federal Highway Administration on 04/28/2017.
classification. Displayed as Annual Average Daily Traffic (AADT), these counts are statistically adjusted to reflect daily and seasonal fluctuations that occur on each roadway. The most recent counts in the Town were completed in 2017; counts for the year 2014 are also provided to view traffic trends (Table E-1, Map E-1).

Table E-1: Town of Eldorado Annual Average Daily Traffic (AADT 2014, 2017)

<table>
<thead>
<tr>
<th>AADT ID</th>
<th>Description</th>
<th>2014</th>
<th>2017</th>
<th>Change</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>203650</td>
<td>On Ramp to I-41 NB from CTH N</td>
<td>380</td>
<td>440</td>
<td>60</td>
<td>15.8%</td>
</tr>
<tr>
<td>201307</td>
<td>I-41 Btwn CTH OO &amp; CTH N Fond du Lac Tnshp</td>
<td>38,100</td>
<td>43,500</td>
<td>5,400</td>
<td>14.2%</td>
</tr>
<tr>
<td>203651</td>
<td>Off Ramp from I-41 SB to CTH N</td>
<td>450</td>
<td>510</td>
<td>60</td>
<td>13.3%</td>
</tr>
<tr>
<td>201039</td>
<td>STH 23 west of CTH C</td>
<td>6,400</td>
<td>6,600</td>
<td>200</td>
<td>3.1%</td>
</tr>
<tr>
<td>203652</td>
<td>On Ramp to I-41 SB from CTH N</td>
<td>660</td>
<td>650</td>
<td>-10</td>
<td>-1.5%</td>
</tr>
<tr>
<td>203649</td>
<td>Off Ramp from I-41 NB to CTH N</td>
<td>630</td>
<td>590</td>
<td>-40</td>
<td>-6.3%</td>
</tr>
<tr>
<td>201042</td>
<td>CTH C Btwn Blewett Rd &amp; Rose-Eld Rd</td>
<td>6,400</td>
<td>1,100</td>
<td>-5,300</td>
<td>-82.8%</td>
</tr>
<tr>
<td>200228</td>
<td>STH 26 (Town of Rosendale)</td>
<td>7,800</td>
<td>10,500</td>
<td>2,700</td>
<td>34.6%</td>
</tr>
</tbody>
</table>

Source: https://trust.dot.state.wi.us/roadrunner/; WisDOT Highway Traffic Volume Data, 2014, 2017
*HPMS-Highway Performance Monitoring System

Rural Functional Classification³

Rural roads are classified into the following rural functional classifications (Map E-1).

Rural Principal Arterials

Rural principal arterials serve corridor movements that have trip length and travel density characteristics of an interstate or are interregional in nature. These routes generally serve urban areas with a population greater than 5,000.⁴ There are 15 miles (17 percent of total Town roads) of rural principal arterials. Interstate 41 (I-41), State Highway 23 (STH 23), and State Highway 26 (STH 26) are classified as a rural principal arterials serving the Town.

I-41 is a north-south rural principal arterial. I-41 is an important regional route from the Wisconsin-Illinois border, Milwaukee metro area and through to the Fox Valley and onto Green Bay. AADT increased (14%) from 38,100 (2014) to 43,500 (2017) between CTH OO and CTH N (Town of Fond du Lac).

STH 23 is an east-west rural principal arterial. STH 23 is a significant regional route in the central portion of Wisconsin providing connections to the Interstate Highway system (I-43, I-41, I-39 and I-90/94). A small portion of STH 23 borders the southwest corner of the Town just east of the Village of Rosendale. AADT increased slightly (3%) from 6,400 (2014) to 6,600 (2017) on STH 23 just west of CTH C.

STH 26 is a north-south rural principal arterial. In east-central Wisconsin, STH 26 is a vital route connecting I-41 to USH 151; it is also a well-traveled truck route providing access to Madison in the south to the Fox Valley and points northward in northeast Wisconsin. AADT on STH 26 is

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³ Functional Classification Criteria, Planning Section, Bureau of Planning & Economic Development, Division of Transportation Investment Management, Wisconsin Department of Transportation, April 2013.
monitored in the neighboring Town of Rosendale and increased significantly (35%) from 7,800 (2014) to 10,500 (2017) (north of Village of Rosendale).

**Rural Minor Arterials**

Rural minor arterials, in conjunction with principal arterials, serve moderate to large-sized places (cities, villages, towns, and clusters of communities), and other traffic generators providing intraregional and inter-area traffic movements. These routes generally serve places with populations of 1,000+. They supplement the principal arterials in linking communities to the principal arterials so that all developed areas of the state are within reasonable distances of arterial highways. **There are no rural minor arterials within the Town.**

**Rural Major Collectors**

Rural major collectors provide service to smaller-to-moderate sized places and other intra-area traffic generators, and link those generators to nearby larger population centers (cities, villages, and towns) or higher function routes. These routes generally serve places with populations of 100+. They link traffic generators, such as schools and businesses, to nearby cities and towns, or to higher functioning routes. **There are no rural major collectors within the Town.**

**Rural Minor Collectors**

Rural minor collectors provide service to all remaining smaller places, link the locally important traffic generators with their rural hinterland, and are spaced consistent with population density so as to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. These routes generally serve places with populations of 50+.

**Within the Town there are approximately 15 miles (17 percent of total Town Roads) of rural minor collectors. There are three rural minor collectors within the Town: CTH C, CTH I, and CTH N.**

**CTH C** is a north-south route in the western portion of the Town, located at the intersection of STH 26 and running south linking up with STH 23. It is also an important link for the unincorporated community of Eldorado. AADT was 6,400 (2014) and decreased to 1,100 (2017). This significant increase in 2014 could possibly be explained by a construction detour on nearby STH 23 or STH 26. AADT of 1,100 is more average for this corridor.

**CTH I** is a north-south route within the Town which provides access to STH 23 in the south to CTH N in the north (which provides direct access to I-41). CTH I is located in the southern portion of the Town. AADT is not available.

**CTH N** is an east-west route within the center of the Town, beginning at the intersection of CTH C and CTH N in the west and extending east to Townline Road. It links Town residents to the I-41 corridor as well as provides direct access to USH 45 further east in the Town of Friendship. In general, AADT at the CTH N interchange with I-41 ranged from 400-700 (2014 to 2017).

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Rural Local Roads

Local roads provide access to adjacent land and provide for travel over relatively short distances on an inter-township or intra-township basis. All rural roads not classified as arterials or collectors will be local function roads. They serve local travel from general residential areas over very short distances. **Within the Town there are about 56 miles (65 percent of total Town roads) of rural local roads.**

Pavement Surface Evaluation and Rating (PASER)

Every two years, all jurisdictions in the State of Wisconsin are required to rate the condition of their local roads and submit this information to WisDOT. This information is tied to the amount of General Transportation Aids (GTA) funding that the Town receives on a yearly basis.

The surface condition rating of each roadway is updated in the state’s computer database known as the Wisconsin Information System for Local Roads (WISLR). This database is based off of the PASER (Pavement Surface Evaluation and Rating) road rating method. The PASER system was developed and improved in recent years by the Transportation Information Center (TIC) at the University of Wisconsin - Madison in cooperation with WisDOT. Generally, PASER uses visual assessments to rate paved roadway surfaces on a scale of 1 to 10, with 1 being a road that needs to be reconstructed and 10 being a brand new roadway. This inventory provides the basis for developing a planned maintenance and reconstruction program and helps municipalities track necessary improvements. Prompt maintenance can significantly reduce long term costs for road repair and improvement. Table E-2 provides a breakdown of the PASER ratings, conditions and maintenance needs.

<table>
<thead>
<tr>
<th>Rating</th>
<th>Condition</th>
<th>Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 &amp; 10</td>
<td>Excellent</td>
<td>None</td>
</tr>
<tr>
<td>8</td>
<td>Very Good</td>
<td>Little Maintenance</td>
</tr>
<tr>
<td>7</td>
<td>Good</td>
<td>Routine Maintenance, Crack Filling</td>
</tr>
<tr>
<td>6</td>
<td>Good</td>
<td>Sealcoat</td>
</tr>
<tr>
<td>5</td>
<td>Fair</td>
<td>Sealcoat or Nonstructural Overlay</td>
</tr>
<tr>
<td>4</td>
<td>Fair</td>
<td>Structural Improvement – recycling or overlay</td>
</tr>
<tr>
<td>3</td>
<td>Poor</td>
<td>Structural improvement – patching &amp; overlay or recycling</td>
</tr>
<tr>
<td>2</td>
<td>Very Poor</td>
<td>Reconstruction with extensive base repair</td>
</tr>
<tr>
<td>1</td>
<td>Failed</td>
<td>Total reconstruction</td>
</tr>
</tbody>
</table>

Source: Transportation Information Center, UW-Madison

Table E-4 provides a summary of the total miles of local roads in the Town by PASER rating. **Map E-2** provides a visual of the PASER data. **There are approximately 53 miles of PASER rated roads in the Town.**

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9 Transportation Information Center. 2002. PASER Manuals Asphalt.
10 PASER road mileage is rated for each lane of traffic; mileage will differ from functional class mileage.
11 WISLR 2017. Wisconsin System for Local Roads. Note: State and federal roads are not included in the 53 miles in Table E-4 or on Map E-2.
According to PASER:

- 3 miles (5 percent) of the roads are in excellent condition (Ratings 9-10) and require little maintenance.

- Approximately 34 miles (65 percent) are in good to very good condition (Rating 6-8), while they are in good condition structurally, these roads will need slightly more maintenance work. The work may involve seal coating, crack filling and possibly a non-structural overlay.

- About 12 miles (22 percent) of local roads are in fair condition (Ratings 4-5), these roads could require structural improvements such as pavement recycling, overlay and patching, or total reconstruction, depending on the road base.

- About 4 miles (8 percent) of local roads are in poor or very poor condition (Ratings 1-3), these roads could require structural improvements such as pavement recycling, overlay and patching, or total reconstruction, depending on the road base.

- Generally roads in very poor, poor and fair conditions are included in Table E-3:

<table>
<thead>
<tr>
<th>Road</th>
<th>Mileage</th>
<th>PASER Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dike Rd</td>
<td>0.71</td>
<td>Very Poor</td>
</tr>
<tr>
<td>School Rd</td>
<td>0.50</td>
<td>Very Poor</td>
</tr>
<tr>
<td>Marsh Rd</td>
<td>1.00</td>
<td>Poor</td>
</tr>
<tr>
<td>Town Line Cir</td>
<td>0.84</td>
<td>Poor</td>
</tr>
<tr>
<td>Marsh Rd</td>
<td>0.68</td>
<td>Poor</td>
</tr>
<tr>
<td>Church Rd</td>
<td>0.50</td>
<td>Poor</td>
</tr>
<tr>
<td>Town Line Rd</td>
<td>0.45</td>
<td>Poor</td>
</tr>
<tr>
<td>Peterson Rd</td>
<td>0.36</td>
<td>Poor</td>
</tr>
<tr>
<td>Hass Rd</td>
<td>1.01</td>
<td>Fair</td>
</tr>
<tr>
<td>Hass Rd</td>
<td>0.75</td>
<td>Fair</td>
</tr>
<tr>
<td>Town Line Rd</td>
<td>0.56</td>
<td>Fair</td>
</tr>
<tr>
<td>Lone Elm Ave</td>
<td>0.46</td>
<td>Fair</td>
</tr>
<tr>
<td>Moon Rd</td>
<td>0.44</td>
<td>Fair</td>
</tr>
<tr>
<td>Lone Elm Ave</td>
<td>0.27</td>
<td>Fair</td>
</tr>
<tr>
<td>Hass Rd</td>
<td>0.25</td>
<td>Fair</td>
</tr>
<tr>
<td>Lone Elm Ave</td>
<td>0.07</td>
<td>Fair</td>
</tr>
<tr>
<td>Lone Elm Ave</td>
<td>0.01</td>
<td>Fair</td>
</tr>
<tr>
<td>Olden Rd</td>
<td>0.00</td>
<td>Fair</td>
</tr>
<tr>
<td>Fremont Rd</td>
<td>0.00</td>
<td>Fair</td>
</tr>
</tbody>
</table>

Source: WISLR 2017 Town of Eldorado
Table E-4: Total Miles of Local within Town of Eldorado by PASER Rating, 2017

<table>
<thead>
<tr>
<th>Rating</th>
<th>Mileage</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Poor (1-2)</td>
<td>1</td>
<td>2%</td>
</tr>
<tr>
<td>Poor (3)</td>
<td>3</td>
<td>6%</td>
</tr>
<tr>
<td>Fair (4-5)</td>
<td>12</td>
<td>22%</td>
</tr>
<tr>
<td>Good (6-7)</td>
<td>27</td>
<td>51%</td>
</tr>
<tr>
<td>Very Good (8)</td>
<td>7</td>
<td>14%</td>
</tr>
<tr>
<td>Excellent (9-10)</td>
<td>3</td>
<td>5%</td>
</tr>
<tr>
<td>Total</td>
<td>53</td>
<td>100%</td>
</tr>
</tbody>
</table>

WisDOT Jurisdiction in Town 15

Source: WISLR 2017 Town of Eldorado

Figure E-1: PASER Ratings by Mileage (Percent), 2017

Rustic Roads / Yellowstone Heritage Auto Trail

The Rustic Roads System was created by the State Legislature in 1973 to help citizens and local units of government preserve scenic lightly traveled country roads for the leisurely enjoyment of bicyclists, hikers, and motorists. They offer excellent opportunities to travel through an attractive rustic area. The scenic qualities of these roads are protected by agreement with bordering property owners and by implementing roadside maintenance practices that allow wildflowers and other native flora to extend to the edge of the pavement. There are no rustic roads designated in the Town of Eldorado. Additionally, there are no roads in the Town designated as part of the historic Yellowstone Trail. The Yellowstone Trail is a historic auto route spanning from east-west coasts, covering slower traveled routes. To the east (Town of Friendship) both CTH RP and USH 45 are part of this historic auto trail.

http://www.yellowstonetrail.org/index.html
Bridge Sufficiency Ratings

A bridge is generally defined by WisDOT as any structure spanning 20 feet or more that carries motor vehicle traffic. State and local bridges in Wisconsin are inspected at least once every two years. WisDOT is responsible for the inspection of all bridges along the state highway systems and municipalities handle the inspections for all bridges along the local road network. Inspected bridges are assigned a “sufficiency rating” number between 1 and 100. The ratings are used to help prioritize bridge improvements. Municipalities are eligible for rehabilitation funding for bridges with sufficiency ratings less than 80, and replacement funding on bridges with sufficiency ratings less than 50. Four bridges exist in the Town of Eldorado (Map E-4). Two bridges are located on I-41; another is on CTH C, and the fourth on Townline Road. All bridges but the one on Townline Road are rated sufficient. The Townline Road bridge is in need of replacement and the Town is working with the county to replace the bridge.

Autonomous Vehicles and Ride Sharing

Within the planning period the Town can expect to see an increased presence of autonomous vehicles and ride sharing. These services will fundamentally transform the transportation system and will have implications for the Town. The American Planning Association recommends that communities should prepare for this change by considering the following:

- **Equity and Access.** Access to transportation is important for employment, education, healthcare and recreation. While ride sharing may improve access to transportation, it is important that the Town ensures autonomous vehicles do not reinforce existing disparities in access. Additionally, employment in the transportation industry will likely be impacted by autonomous vehicles.
- **Transportation Network.** Significant changes to the ecosystem by increasing the use of fleets for share mobility providers and freight transportation.
- **Land Use and the Built Environment.** Autonomous vehicles will change how we design our public right of ways, street configurations and parking and circulation. This has the potential to impact the Town’s Capital Improvement Program, design standards and zoning code.

Public Transportation

**Fixed Route Transit Service**

There is currently no fixed route transit service in or to the Town of Eldorado and the surrounding area. Fond du Lac Area Transit serves the City of Fond du Lac with fixed route service but does not extend into the Town of Eldorado. Lamers Bus Lines and Greyhound provide regional routes throughout the state and the nearest connection is in Fond du Lac.

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13 http://wisconsindot.gov/Pages/safety/safety-eng/brdg.aspx
ADA and Senior Transportation

Disabled and senior citizens (60 years and older) can utilize services provided by Fond du Lac County’s Senior Services Department. Transportation is provided through two service categories: Handi-van and Medical Appointment Car.

- **Handi-van Service**: Provides curb to curb wheelchair lift-equipped transportation to individuals of any age with mobility challenges. Within the Town of Eldorado, this service is available for medical reasons only and requires a doctor’s authorization. Operational hours are limited and reservations must be made ahead of time.

- **Medical Appointment Car**: Provide car transportation to people of any age for medical only. A doctor’s authorization is required.

Non-Motorized Transportation

Pedestrian and Bicycle Facilities

Walking and bicycling are emerging as an important means of exercise as well as modes of transportation in a well-rounded transportation system. Current safe pedestrian friendly opportunities are limited to those areas in the Town with close access to multi-use bicycle/pedestrian trails. Two pedestrian/bicycle facility is found within the Town of Eldorado: Mascoutin Valley State Trail and the Dike Road Trail (Map E-3). A map of the bicycle friendly routes for Fond du Lac County (provided by WisDOT), is included at the end of this appendix.

- **Mascoutin Valley State Trail**: built on a former railroad corridor, is divided into two sections totaling 22 miles. The western section travels between Berlin and Ripon and the eastern section travels between Rosendale and the City of Fond du Lac. The gap in the two sections, between Ripon and Rosendale, is in private ownership.

- **Dike Road Trail**: This trail begins at Dike Road and provides access to the Eldorado State Wildlife Area (ESWA). THE ESWA provides hunting, fishing and wildlife viewing opportunities. Additional information on the EWSA can be found in Appendix G: Agricultural, Natural and Cultural Resources.

Safe Routes to Parks

Safe Routes to Parks is the National Recreation Park Association’s (NRPA) campaign to implement environmental, policy, and program strategies that create safe and equitable access to parks for all people. These strategies align with the goals of the 10-Minute Walk campaign and are great tools and resources to increase access and safe walking connections to parks. During visioning the Town identified the need for children to safely walk and bike to parks in the unincorporated community of Eldorado. Fond du Lac County is planning on installing sidewalks in the unincorporated community of Eldorado when CTH C is reconstructed.

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15 Personal communication, Fond du Lac County Department of Senior Services, 3/4/19.
Two statewide guidance documents affecting biking and pedestrian policy are the Wisconsin Pedestrian Policy Plan 2020 and the Wisconsin State Bicycle Transportation Plan - 2020. The Wisconsin Pedestrian Policy Plan 2020 outlines statewide and local measures to increase walking throughout the state as well as promote pedestrian safety and comfort. Pedestrians, by definition, are anyone who travels by foot. In addition, this definition has been extended to disabled persons who require the assistance of a mobility device. Pedestrian traffic can be difficult along highways where sidewalks are not present, safety measures are absent, or traffic volume is heavy.

As a statewide plan, the Wisconsin State Bicycle Transportation Plan - 2020 does not assess local roads. Where traffic speeds and volumes are low, local streets can serve multiple uses. Utilizing the local street network for walking and bicycling is a viable use of this infrastructure, as long as safety precautions are taken and/or streets are designed to accommodate multiple uses. Roadways with traffic volume less than 1,000 vehicles per day are considered generally safe for bicycling. Roadways meeting this criterion that are located within a primary bicycle corridor identified by WisDOT provide potential linkages between existing bicycle trails and are considered to be part of an interconnected statewide bicycle route network.

**Trucking and Freight**

Several designated truck routes exist within Fond du Lac County. *I-41, STH 23 and STH 26 are the three designated long truck routes (meaning no trailer length restrictions) in the Town* (Map E-4).

**Air Transportation**

*Fond du Lac County owns and operates a General Aviation airport located just west of Fond du Lac at N6308 Rolling Meadows Drive.* Fond du Lac Skyport is the Fixed Base Operator (FBO) for the airport and the FBO operates out of a combination terminal/aircraft maintenance and repair facility. Fond du Lac Skyport offers aircraft maintenance and repair, flight instruction, charter flights and aircraft rentals.16

The Fond du Lac Skyport supports the following airport uses17:

- Personal/Recreational
- Business/Corporate
- Flight Training
- Charter
- Medical

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17 Wisconsin State Airport System Plan 2030, Table 3-9.
Annual operations and enplanements (boardings) (2010) at Fond du Lac Skyport are as follows\(^{18}\):

- Air Carrier (0)
- Air Taxi (3,200)
- Air Cargo (0)
- Military-Local and Itinerant (150)
- General Aviation-Local (35,000)
- General Aviation-Itinerant (24,700)
- Total Operations (63,050)
- Enplanements (passenger boardings) (0)

Regionally, air cargo/freight operations are provided by Appleton International Airport. Besides air freight express and scheduled passenger services, this regional airport offers charter air service. According to the *Wisconsin State Airport System Plan 2030*, the airport is currently classified as a Commercial Service airport.\(^{19}\) Appleton International Airport is approximately 35 miles north of the Town of Eldorado. Other major airports that have scheduled passenger air service and can be utilized by residents include: Dane County Regional Airport in Madison (approximately 70 miles southwest), Austin Straubel International Airport in Green Bay (approximately 64 miles northeast) and General Mitchell International Airport in Milwaukee (approximately 85 miles southeast). All of these airports are also classified as Commercial Service airports.

**Railroads**

**Rail Freight Service**

*There are no railroad lines running through the Town of Eldorado.*

**Rail Passenger Service**

Amtrak utilizes Canadian Pacific lines to provide passenger service. Although *no direct service is offered near the Town of Eldorado*, the State of Wisconsin is served by passenger stations in Milwaukee, Columbus, Portage, Wisconsin Dells, and Tomah. As the route passes through the state, it connects Chicago to the Twin Cities, and heads westward to terminate in Washington State. The *Midwest Regional Rail System Report*\(^{20}\), prepared as a cooperative effort between nine Midwestern states, outlines a high speed (up to 110 mph) passenger rail system that utilizes 3,000 miles of existing rail right-of-way to connect rural, small urban and major metropolitan areas. The plan calls for a rail corridor connecting Green Bay to Milwaukee and Chicago. The regional passenger rail system remains a conceptual idea at this point in time.

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\(^{18}\) Wisconsin State Airport System Plan 2030, Table 3-11.

\(^{19}\) [http://wisconsindot.gov/Pages/projects/multimodal/sasp/default.aspx](http://wisconsindot.gov/Pages/projects/multimodal/sasp/default.aspx)

Water Transportation

_There are no commercial ports in the Town of Eldorado._ The closest ports are located in Green Bay, approximately 64 miles to the northeast and in Milwaukee, approximately 85 miles to the southeast. Both ports provide shipping services to the Great Lakes and beyond. Passenger ferries are located in Manitowoc and Milwaukee. Both services offer passage across Lake Michigan to Lower Michigan.

Future Plans and Studies

_Wisconsin Department of Transportation (WisDOT) / Transportation Improvement Program for Fond du Lac Urbanized Area (East Central WI Regional Planning Commission)_

The following projects are listed:

- CTH N (Kinker Rd)/CTH RP-USH 45 (nearby Town of Friendship); railroad overpass (year 2023+)

_Other WisDOT Statewide Plans_

- Connections 2030 Long Range Transportation Plan (multi-modal transportation plan)
- Wisconsin State Airport System Plan 2030
- Wisconsin Rail Plan 2030
- Wisconsin State Freight Plan

_Other Municipalities and Planning Efforts_

- East Central Wisconsin Regional Planning Commission (ECWRPC):
  - Fond du Lac Metropolitan Planning Organization (MPO) is responsible for preparing and maintaining a long range transportation plan (LRTP) and short range Transportation Improvement Program (TIP) for the Fond du Lac Urbanized Area; both plans help coordinate federal, state and local funds for various transportation/road projects. ECWRPC provides staff/guidance on behalf of the Fond du Lac MPO. The Fond du Lac Urbanized Area is directly adjacent to the Town of Eldorado.
  - ECWRPC regional comprehensive plan for ten counties within the designated region (Fond du Lac County is a member of ECWRPC).
- Fond du Lac County Highway Department repairs and makes improvements to county roads within the Town.
  - 2019 Five Year Highway Improvement Plan:
    - CTH C Eldorado Reconstruction design/ROW/construction (2020 to 2023)
    - According to the County, CTH C in Eldorado will have getting sidewalks and reconstruction in six or more years
According to the county, it is county policy to address roads with a PASER rating of 4 or less in the next 6 or so years. Therefore, since CTH N, from CTH C to I41 has a PASER rating of 3, and CTH 00 from CTH I to the Town line has PASER rating of 4, these road segment should be addressed within the next 6 years.

GOALS, OBJECTIVES, POLICIES AND RECOMMENDATIONS

The goals, objectives, policies and recommendations for transportation are provided in Chapter 2: Plan Framework and Implementation.

POLICIES AND PROGRAMS

Policies and programs related to the Transportation Element can be found in Appendix L.
Town of Eldorado
2017 PASER Ratings

Railroad
Fail to Fair (1 - 4)
Fair to Good (5 - 7)
Very Good to Excellent (8 - 10)
Not Rated; 0

Source:
Railroad data Wisconsin DOT 2005.
PASER data Wisconsin DOT 2017.
Base data provided by Fond du Lac County 2018.

PREPARED JULY 2019

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