CHAPTER 3: TRANSPORTATION

INTRODUCTION

A safe, efficient, and well-designed transportation system can provide convenient transportation and economic benefits for residents of Alto and surrounding areas. 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.

This element includes a compilation of background information, visions, goals, objectives, policies, maps, and actions to guide the future development and maintenance of various modes of transportation in the Town of Alto.

TRANSPORTATION VISION

The Town of Alto seeks to provide safe and reliable transportation options for its residents, including a street network for automobile travel and a trail network for pedestrian and bicycle travel.

TRANSPORTATION GOALS AND OBJECTIVES

Goal T1: Maintain the local street network.

Objectives:
- Continue to upgrade Town roads based on PASER ratings, as budgets allow. 
  Continue to upgrade two miles of local roadways each year.
- Maintain safe rail crossings at Amity Road and Liner Road.

Goal T2: Maintain access to the state highway system.

Objective:
- Work with the Wisconsin Department of Transportation to accommodate local needs when changes are proposed for STH 49.

Goal T3: Provide hiking and biking opportunities for local residents.

Objectives:
- Maintain existing pedestrian opportunities in the Town.
- Identify opportunities to expand the local pedestrian network and connect it to regional trails, i.e. the Wild Goose Trail.
Goal T4: maintain good local traffic flow and access.

Objectives:
- Continue current methods of automobile control signage.
- Analyze traffic flow improvements on an as-needed basis.

TRANSPORTATION POLICIES

- The Town shall continue to upgrade two (2) miles of local roads based on PASER Ratings, as budgets allow each year. Roadways will be selected according to greatest need first, and date of construction second.
- Alto will continue to utilize an annual roadway evaluation system, such as PASER, to help identify needed roadway improvements.
- The Town will analyze the safety and mobility needs of motorists, bicyclists, and pedestrian when planning street system improvements.
- The Town will recommend the addition of sidewalk and other pedestrian linkages in new residential developments.

INVENTORY AND ANALYSIS

This 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 or anticipated future needs, the Town is better prepared to develop meaningful goals, objectives, policies and actions 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). In total, there are approximately 60.5 miles of rural functionally classified roads in the Town.

Rural Functional Classification

Rural roads are classified into the following rural functional classifications (Map 3-1):

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. There are no rural principal arterials in the Town.

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 about 6.2 miles of rural minor arterials. STH 49 is the only rural minor rural arterial.

**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 about 2.7 miles of rural major collectors. A portion of Walnut Road (from STH 49 to CTH AW) and CTH AW are classified as rural major 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+. There are approximately 11.2 miles of rural minor collectors. Rural minor collectors include CTH E, CTH AS, CTH EE and CTH JJ.

**Rural 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. Approximately 40.4 miles is classified as rural local roads.

**Annual Average Daily Traffic**

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 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 2014; counts for the year 2011 are also provided to view traffic trends (Map 8-1).

**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 the information to WisDOT. 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), a visual road rating method. Generally, PASER uses visual assessments to rate paved roadway surfaces on a scale of 1 to 10, with 1 being a road that is

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needs to be reconstructed and 10 being a brand new roadway. ECWRPC has broken the PASER ratings into the following three major categories:

**Routine Maintenance:** Roads with a PASER of 8, 9 and 10 or the “good” category require routine maintenance. Routine Maintenance is the day-to-day, regularly-scheduled activities to prevent wear and tear on the roadway surface. This includes street sweeping, ditch maintenance, gravel shoulder grading, and crack sealing. This category also includes roads that are newly constructed or recently seal-coated and require little or no maintenance.

**Capital Preventive Maintenance.** PASER ratings 5, 6, and 7 or “fair” category require Capital Preventive Maintenance (CPM). CPM is at the heart of asset management; it is the planned set of cost effective treatments to an existing roadway that retards further deterioration and maintains or improves the functional condition of the system without significantly increasing the structural capacity. The purpose of CPM is to protect pavement structure; slow the rate of deterioration; and/or correct pavement surface deficiencies. Roads in this category still show good structural support but the surface is starting to deteriorate. CPM is intended to address pavement problems before the structural integrity of the pavement has been severely impacted.

**Structural Improvements.** Roads with a PASER rating of 1, 2, 3, or 4 or “poor” category are in need of structural improvements such as resurfacing or major reconstruction. Rutting is beginning to take place; Alligator cracking is evident.

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. The most recent pavement rating (2017) indicates that about a third of the roads are in very good to excellent condition and require routine maintenance, while about another two-thirds are in fair to good condition and require capital preventive maintenance. Reconditioning of all roads rated fail to fair should be budgeted for as soon as possible to ensure the facilities remain active. These include portions of Oak Mound Road and Liner Road. Unrated roads usually include county and state roads.

<table>
<thead>
<tr>
<th>Miles</th>
<th>Percent</th>
<th>Rating</th>
<th>Description</th>
<th>Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>31.5%</td>
<td>8 - 10</td>
<td>Very Good to Excellent</td>
<td>Routine Maintenance</td>
</tr>
<tr>
<td>27</td>
<td>61.3%</td>
<td>5 - 7</td>
<td>Fair to Good</td>
<td>Capital Preventive Maintenance</td>
</tr>
<tr>
<td>3</td>
<td>7.1%</td>
<td>1 - 4</td>
<td>Fail to Fair</td>
<td>Structural Improvements</td>
</tr>
<tr>
<td>25</td>
<td>-</td>
<td>Not Rated</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

*Source: WisDOT, 2017. Note percent does not include not rated roads.*

**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. Seven bridges exist in the Town of Alto (Map 3-2). One bridge is located on STH 49 and is rated sufficient; three bridges are on Oak Grove Road, and three bridges are on Lake Maria Road. The southernmost bridge on Oak Creek Road is eligible for bridge replacement funding, while the bridge on Lake Maria Road (east of Oak Grove Road) is eligible for bridge rehabilitation funding. The other bridges are rated sufficient.

Public Transportation

Fixed Route Transit Service

There is currently no fixed route transit service in or to the Town of Alto.

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 door thru first door wheelchair lift-equipped transportation to seniors with mobility challenges. Within Alto, this service is available for medical reasons and requires ADA certification. Operation hours are flexible and reservation can be up to two weeks in advance.

- **Medical Appointment Car**: Provides car transportation to seniors for medical trips only. A doctor’s authorization is required.

Non-Emergency Medical Transportation

Non-emergency medical transportation is available for eligible Medicaid and BadgerCare Plus members throughout the state who do not have any other means of transportation for covered preventive and life-sustaining medical appointments. Transportation should be scheduled at least two business days in advance, unless the trip is urgent.

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. Pedestrian facilities within Alto include a series of sidewalks in the unincorporated community of Alto. These sidewalks are maintained by local landowners.

**Trucking and Freight**

One designated truck route exists within Alto; STH 49 is designated as a long truck route (meaning no trailer length restrictions) (Map 3-2). The trucking terminals are located in Alto in the unincorporated community of Alto (Map 3-2).

**Air Transportation**

Alto does not have any aviation facilities within its jurisdiction. A private airport with 3,200 ft. of paved two-runway system is located near the City of Waupun. Small aircraft can also use the nearby small general aviation airport in Juneau (Dodge County). Fond du Lac County Airport and Wittman Regional Airport in Oshkosh are large general aviation airports. Both Fond du Lac County Airport and Wittman Regional Airport are located within a 60 mile radius of the Town. Commercial airport service is available at Appleton International Airport (Fox Cities), General Mitchell International Airport in Milwaukee and Dane County Regional Airport near Madison.

**Railroads**

**Rail Freight Service**

One railroad line intersects the northeast corner of the Town (286,000 pound rail cart limit). Wisconsin Southern Railroad maintains these facilities (Map 3-2).

**Rail Passenger Service**

Amtrak utilizes Canadian Pacific lines to provide passenger service. Although no direct service is offered near the Town of Alto, the State of Wisconsin is served by passenger stations in Milwaukee, Columbus, Portage, Wisconsin Dells, and Tomah.

**Water Transportation**

There are no commercial ports in the Town of Alto. The closest port is located in Green Bay, approximately 85 miles to the northeast.

**Commute to Work**

Table 3-2 shows commuting choices for resident workers over age 16. About 83 percent of local workers use automobiles to commute to work, of these over 5 percent report carpooling. Almost 11 percent of residents worked at home and did not commute to work. There were 20 people who reported walking to work in 2013-2017. The mean travel time for Alto residents is 21.2
minutes; this is lower than the statewide mean travel time to work of 22 minutes and higher than the county’s mean travel time to work of 20.3 minutes.

Table 3-2: Commute to Work, ACS 2013-2017

<table>
<thead>
<tr>
<th>Commute to Work</th>
<th>T. Alto</th>
<th>Fond du Lac County</th>
<th>Wisconsin</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Estimate</td>
<td>MOE</td>
<td>Percent</td>
</tr>
<tr>
<td>Total:</td>
<td>600</td>
<td>72</td>
<td>100.0%</td>
</tr>
<tr>
<td>Car, truck, or van:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drove alone</td>
<td>495</td>
<td>58</td>
<td>82.5%</td>
</tr>
<tr>
<td>Carpoolled</td>
<td>32</td>
<td>14</td>
<td>5.3%</td>
</tr>
<tr>
<td>In 2-person carpool</td>
<td>24</td>
<td>12</td>
<td>4.0%</td>
</tr>
<tr>
<td>In 3-person carpool</td>
<td>4</td>
<td>4</td>
<td>0.7%</td>
</tr>
<tr>
<td>In 4-or-more-person carpool</td>
<td>4</td>
<td>5</td>
<td>0.7%</td>
</tr>
<tr>
<td>Public transportation (excluding taxicab):</td>
<td>2</td>
<td>3</td>
<td>0.3%</td>
</tr>
<tr>
<td>Bus or trolley bus</td>
<td>2</td>
<td>3</td>
<td>0.3%</td>
</tr>
<tr>
<td>Streetcar or trolley car</td>
<td>9</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Subway or elevated</td>
<td>9</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Railroad</td>
<td>9</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Ferryboat</td>
<td>9</td>
<td>0.0%</td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td>2</td>
<td>2</td>
<td>0.3%</td>
</tr>
<tr>
<td>Walked</td>
<td>20</td>
<td>11</td>
<td>3.3%</td>
</tr>
<tr>
<td>Taxicab, motorcycle, or other means</td>
<td>7</td>
<td>6</td>
<td>1.2%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>74</td>
<td>30</td>
<td>12.3%</td>
</tr>
<tr>
<td>Mean travel time to work (minutes)</td>
<td>21.2</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Sources: ACS 2013-2017 B08006 and B08013

TRANSPORTATION ISSUES RAISED DURING PLANNING PROCESS

The following issues were raised during the development of the Town of Alto Comprehensive Plan 2025 and are still relevant today.

**Speeding:** as in most communities, there are issues with motorists speeding on local streets. With the lack of local enforcement personnel, this problem goes largely unchecked.

**Maintaining railroad crossings:** it is imperative to maintain adequate railroad crossing facilities on Amity and Liner roads. Without proper identification these crossings pose serious dangers to local motorists.

**Maintain condition of County highways:** maintaining appropriate access to, and condition of the county highway system is a top priority since it is a primary linkage to other communities.

**No access to regional trails:** there is no access to regional trails, including the Wild Goose State Trail, from the town. Development of local facilities is a very long-term goal.

The following issues were raised during the comprehensive plan update:
Revenue for road maintenance. Losses in state road funding have increased the need for communities to find alternative funding sources to maintain local roads.

Road damage due to heavy equipment: Farm equipment continues to increase in size and weight, this is resulting in increased damage to road surfaces.

TRANSPORTATION ACTIONS

The Town of Alto’s current transportation system is adequate for existing users. However, with increases to the local population, and increased demand for a variety of transportation options, it will be important for Alto to remain active in long-term planning efforts to improve existing facilities over time.

This section provides recommended actions that can help Alto provide for future transportation needs and improve the quality and ease of use of the current system.

Actions:

T1.1: Work with Fond du Lac County Sheriff’s Department to reduce speeding by increasing local enforcement efforts.

T1.2: Continue to utilize PASER roadway analysis to help determine priorities for street upgrade.

T1.3: Develop a formal Capital Improvement Plan (CIP) to program infrastructure improvements.

T1.3: Identify roads with high agricultural heavy use.
- Consider reconstructing local roads with higher heavy agricultural use to a higher standard to reduce maintenance costs and increase longevity.
- Consider designating local roads built to higher standards for heavy agricultural use.

T1.4: Invite farmers to meeting to discuss road usage issues.

T2.1: Work with the Wisconsin DOT to ensure continued ease of access to the City of Waupun if any changes are proposed for STH 49.

T3.1: Consider Develop a long-term trail (bike, pedestrian, ATV, snowmobile) plan for possible extension to other existing trails within the vicinity (including Wild Goose State Trail).

T4.1: Work with Fond du Lac County Department of Creative Care Options, and Department of Senior Services to continue to provide transportation options for the elderly/disabled.
IMPLEMENTATION

The following recommendations pertaining to transportation will be moved to the implementation chapter.

<table>
<thead>
<tr>
<th>Transportation Recommendation</th>
<th>Responsibility</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1.1.1: Encourage increased enforcement to decrease incidence of speeding.</td>
<td>Town Board</td>
<td>Ongoing</td>
</tr>
<tr>
<td>T1.2.1: Continue to utilize PASER roadway analysis.</td>
<td>Town Board</td>
<td>Ongoing</td>
</tr>
<tr>
<td>T1.3.1: Develop a capital improvement plan (CIP).</td>
<td>Town Board</td>
<td>2007</td>
</tr>
<tr>
<td>T1.4.1: Identify roads with high agricultural heavy use.</td>
<td>Town Board</td>
<td>2021</td>
</tr>
<tr>
<td>T1.4.2: Consider reconstructing local roads with higher heavy agricultural use to a higher standard.</td>
<td>Town Board</td>
<td>2021/ongoing</td>
</tr>
<tr>
<td>T1.4.3: Consider designating local roads built to higher standards for heavy agricultural use.</td>
<td>Town Board</td>
<td>2021/ongoing</td>
</tr>
<tr>
<td>T1.5.1: Invite farmers to a meeting to discuss road usage issues.</td>
<td>Town Board</td>
<td>2021</td>
</tr>
<tr>
<td>T2.1.1: Work with WisDOT to ensure highway access</td>
<td>Town Board</td>
<td>Ongoing</td>
</tr>
<tr>
<td>T3.1.1: Consider developing a long-term trail plan</td>
<td>Plan Commission</td>
<td>Ongoing</td>
</tr>
<tr>
<td>T4.1.1: Continue to work with regional entities to provide special needs transit</td>
<td>Town Board</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

County and Local Plans

Fond du Lac County 2019 Five-Year Capital Improvement Plan.


Fond du Lac County Human Services – Public Transportation Coordinated Plan, 2018.

A County Human Services-Public Transportation Coordinated Plan is a five year plan dedicated to sharing resources both intra- and inter-county to assist the transportation disadvantaged public in getting rides based on their individual mobility needs. Broad and encompassing strategies and actions are developed to enhance the mobility needs of the elderly and disabled for the life of the plan. More information is available at: [https://www.ecwrpc.org/programs/transportation/public-specialized-transportation/](https://www.ecwrpc.org/programs/transportation/public-specialized-transportation/).

State and Regional Transportation Plans

US 151 Freeway Conversion Study

USH 151 is a major east-west arterial route through Fond du Lac and Dodge counties. The roadway is an essential commercial and agricultural transportation corridor serving the Midwest. WisDOT is working on a freeway conversion study of USH 151 from Columbus (STH 73 in Columbia County) to Waupun (STH 49 in Dodge County). This study covers about 27 miles of USH 151 and will involve looking at the removal of driveways that access the roadway, at-grade intersections and railroad crossings between Columbus and Waupun. The majority of suggested improvements will take place south of the City of Waupun. An official map is scheduled to be prepared on this corridor between 2019 and 2021. More information is available at: [https://wisconsindot.gov/Pages/projects/by-region/sw/151/default.aspx](https://wisconsindot.gov/Pages/projects/by-region/sw/151/default.aspx).
Connections 2030 Long Range Transportation Plan
The Connections 2030 Long Range Transportation Plan addresses all forms of transportation over a 20-year planning horizon: highways, local roads, air, water, rail, bicycle, pedestrian and transit. This plan was officially adopted by WisDOT in October 2009. More information is available at: https://wisconsindot.gov/Pages/projects/multimodal/conn2030.aspx. This report includes priority corridor.

Wisconsin State Bicycle Transportation Plan 2020
The Wisconsin State Bicycle Transportation Plan (WSBTP) 2020 specifically addresses the future needs of bicycle transportation. The plan establishes two primary goals: to double the number of bicycle trips made by 2010 and to reduce the number of motor vehicle-bicycle crashes by 10 percent by 2010. To achieve these goals, objectives for engineering, education, enforcement and encouragement were identified. These goals included not only the need for the construction of an expanded network of transportation facilities that allows for safe bicycle travel, but also for the promotion of education to advance vehicle driver awareness of bicyclists (drivers licensing and bicycle safety courses). Finally, tips to promote the utility and ease of bicycle transportation were identified as well as a mandate to increase the enforcement of reckless driving behavior by both motorists and bicyclists. More information is available at: https://wisconsindot.gov/Pages/projects/multimodal/bikeplan2020.aspx.

Wisconsin Rail Plan 2030
The Wisconsin Rail Plan 2030 is the statewide long-range rail transportation plan. It provides a vision for freight rail, intercity passenger rail and commuter rail, and identifies priorities and strategies that will serve as a basis for Wisconsin rail investments over the next 20 years. More information is available at: https://wisconsindot.gov/Pages/projects/multimodal/railplan/chapters.aspx.

Wisconsin State Freight Plan, April, 2018.
Wisconsin State Freight Plan is a multimodal document that identifies policies, strategies and projects to improve the state’s economic productivity, competitiveness and quality of life through the movement of goods safely, reliably and efficiently. More information is available at: https://wisconsindot.gov/Pages/projects/sfp/default.aspx.

Wisconsin Bicycle Transportation Plan 2020
The Wisconsin State Bicycle Transportation Plan (WSBTP) 2020 specifically addresses the future needs of bicycle transportation. The plan establishes two primary goals: to double the number of bicycle trips made by 2010 and to reduce the number of motor vehicle-bicycle crashes by 10 percent by 2010. To achieve these goals, objectives for engineering, education, enforcement and encouragement were identified. These goals included not only the need for the construction of an expanded network of transportation facilities that allows for safe bicycle travel, but also for the promotion of education to advance vehicle driver awareness of bicyclists (drivers licensing and bicycle safety courses). Finally, tips to promote the utility and ease of bicycle transportation were identified as well as a mandate to increase the enforcement of reckless driving behavior by both motorists and bicyclists. More information is available at: https://wisconsindot.gov/Pages/projects/multimodal/bikeplan2020.aspx.
Wisconsin Pedestrian Policy 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. More information is available at: https://wisconsindot.gov/Pages/projects/multimodal/bikeplan2020.aspx.

Wisconsin Guide to Pedestrian Best Practices
The Wisconsin Guide to Pedestrian Best Practices provides detailed design, planning and program information for improving all aspects of the pedestrian environment. The guide serves as a companion document to the Wisconsin Pedestrian Policy Plan 2020 to assist in the implementation of the goals, objectives and actions of the plan and serve as a reference or guidebook for state and local officials. More information is available at: https://wisconsindot.gov/Pages/projects/multimodal/ped.aspx.

PROGRAMS

Wisconsin Department of Transportation (WisDOT)
The Wisconsin Department of Transportation offers numerous federal and state programs to local units of government in need of financial aid for desired projects. The form of financial aid provided typically comes as a grant or reduced rate loan to the applicant. Each program’s general goal is to enhance the state’s overall transportation network. The following DOT web page has information on these programs: https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/default.aspx.

Wisconsin Department of Transportation – Northeast Region
- The Town of Alto, and the rest of Fond du Lac County, is part of the Department of Transportation’s Northeast Region. The DOT’s six-year plan has no state roadway projects scheduled in the Town of Alyo.2

Wisconsin Department of Natural Resources (WDNR)
- The Wisconsin Department of Natural Resources provides funding for the development of recreational trails and trail related facilities and parks. More information is available at: https://dnr.wi.gov/topic/Stewardship/Grants/ and https://dnr.wi.gov/Aid/RTP.html.

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