

ELEMENT 3 - TRANSPORTATION

3.1 INTRODUCTION

The transportation network is the backbone upon which a community bases its economy including access to other resources and communities. Maintenance and repair, in addition to periodic additions and enhancements to this system, are essential for preserving connectivity for county residents, visitors, and businesses. Keeping pace with changes in transportation trends and network use is also essential to anticipate needed improvements and potential additions to the transportation network.

The Town of Sherman's transportation system consists of minor arterials, major collectors, and local roads. Certain areas of the town can also accommodate bicycle and pedestrian travel. However, private vehicles are the primary means of transportation in, through, and around the Town of Sherman.

Transportation Vision – 20 Year Outlook

The Town of Sherman supports a well-maintained and safe system of state and local roads. Residents should continue to have easy access to nearby communities via state highways and other connecting roads throughout Iron County. As part of our long-range vision, our intent is to have a transportation system that serves the needs of the residents while maintaining the rustic remote nature of the Town.

3.2 INVENTORY OF EXISTING TRANSPORTATION FACILITIES

Transportation facilities in the Town of Sherman are basic facilities ranging from rural town roads to state highways. Residents have easy access to highways and town roads. Opportunities for safe pedestrian travel are limited, given a lack of sidewalks and few trail facilities that connect developed areas. Residents of the Town rely on their personal vehicle to meet most of their transportation needs. Other modes of transportation including bus mass transit and air transportation are not available in the Town; nor are they likely to be developed prior to 2042 given that the population and local businesses do not demand, nor can they support, these types of transportation services.

3.3 FUNCTIONAL CLASSIFICATION SYSTEM

The Town of Sherman's roadway network is comprised of approximately sixty-five miles of highways and town roads. Roads within the community are classified according to their primary function and by the amount of traffic they sustain. In the Town of Sherman, STH 182 serves as the central road corridor providing residents and visitors access to the

community. Local roads provide routes to homes and recreational destinations both within and beyond the town.

Principal Arterials. There are no principal arterials in the Town of Sherman.

Minor Arterials. All of STH 182 and STH 47/182 are the minor arterial roads in town.

Major Collectors. STH 47 from the junction with STH 182 east to the county line is the major collector in town.

Minor Collectors. Flowage Road is the road classified as a minor collector.

Local Roads. The remaining 39.84 miles of roads in the town are local. They provide access to residential, commercial, and recreational uses within the Town of Sherman.

All the roads described in this section are illustrated on Map 3.1, Town of Sherman Road Classification.

**Table 3.1
Functional Classification Mileage**

Classification	Miles
Principle arterials	0.00
Minor arterials	16.71
Major collectors	3.50
Minor collectors	4.85
Local roads	39.84
Total	64.90

Source: Wisconsin Department of Transportation, District 7

Streets and highway are classified according to their primary function, either to move vehicles or to serve adjacent land.

- ✓ **Principal Arterials** – serve interstate and interregional trips. These routes serve urban areas greater than 5,000 population.
- ✓ **Minor Arterials** – accommodate interregional and inter-area traffic movements, often in conjunction with principal arterials.
- ✓ **Major Collectors** – provide service to moderate sized communities and other intra-area traffic generators. Many county truck highways fall into this classification.
- ✓ **Minor Collectors** – these roads collect traffic from local roads and provide links to all remaining portions of smaller communities and other higher function roads.
- ✓ **Local Roads** – provide direct access to residential, commercial, and industrial development.

3.4 TRAFFIC VOLUME

Table 3.2 depicts changes in Annual Average Daily Traffic (AADT) at recording sites on roads passing through the Town of Sherman. As is indicated in the table, Site 2 along STH 182, has seen a stable traffic pattern since 1978 with a noted increase in traffic count from 1999-2010. Sites 3 and 4 on STH 47 have seen an increase in traffic count since 1978.

Table 3.2 Annual Average Daily Traffic at Recorded Sites Town of Sherman 1978-2020										
	1978	1987	1993	1999	2005	2007	2010	2013	2016	2019
Site 1	550	450	470	-	-	-	-	-		
Site 2	420	480	500	640	540	590	660	450	380	460
Site 3	420	-	-	-	-	-	860	-		670
Site 4	330	240	410	820	-	-	1,000	730	700	760
Site 5	-	220	130	180	-	-	390			130

Source: Wisconsin Highway Traffic, Department of Transportation District 7

Site 1: USH 182, 3 miles N of Price Co. line

Site 2: USH 182, near junction with Ferry Lake Rd

Site 3: USH 47, 1 mile W of Vilas Co. line

Site 4: USH 182/47

Site 5: Flowage Road, N of intersection with USH 182

3.5 PASER RATING SYSTEM

In 2020, the Town of Sherman completed the Pavement Surface Evaluation Rating (PASER) for all town roads in accordance with WisDOT requirements. PASER is a visual inspection system to develop a condition rating for community roads that must be done once every two years. PASER is a valuable tool for small government planning because it gives a picture of road conditions on all roads and can identify candidates for maintenance and rehabilitation. Surface defects, cracking, potholes, and drainage are all examined during a typical PASER evaluation. Roads are rated based on condition.

PASER Rating Scale

- Rating 9/10 – no maintenance
- Rating 7/8 – routine maintenance, crack-sealing and minor patching
- Rating 5/6 – preservative treatments (sealcoating)
- Rating 3/4 – structural improvements and leveling (overlay or recycling)
- Rating 1/2 – reconstruction

Paved roads were rated from 1 to 10 (10 being the best), and gravel roads were rated from 1 to 5 (5 being the best). Currently, there are approximately forty-five miles of local roads that the Town of Sherman is responsible for repairing and/or maintaining throughout the year. This mileage may fluctuate from year to year due to additions or subtractions of roadway miles to the overall town system.

3.6 TOWN ROADWAY IMPROVEMENTS

Improvements to local roads are critical for maintaining an adequate and safe roadway system. Future road improvements are based on current road conditions, with the intent to keep roadways intact and usable. Future roadway improvements need to be flexible because of the possibility of unforeseen emergencies or disasters that may arise from year-to-year or even day-to-day. The Town of Sherman has developed a schedule of future road improvements. There are currently several scheduled town roadway surface improvements as shown in Table 3. Improvement projects are subject to securing grant funding.

Iron County Road Improvement Plan

The Iron County Highway department road construction schedule does not have any projects in the Town. Since there are no county highways in the Town, there are no conflicts between County and Town Comprehensive Plans.

State of Wisconsin Six Year Highway Improvement Program

There are no state highway projects slated in the Town of Sherman through 2028.

Table 3.3 Town, County, & State Roadway Improvements, 2022-2027					
Year	Sponsor	Road/Street	Location	Mileage	Type of Improvement
2022 - 2024	Sherman	All Chip Seal Roads	Various	6.71	Single coat chip seal
2024	Sherman	Flowage Road	Fawn Lake to Flowage Landing Rd	1.05	Repaving
2024	Sherman	Flowage Road	Hwy 182 to French Lake Road	1.0	Repaving
2025	Sherman	Springstead Road	Hwy 182 to Peninsula Road	0.56	Repaving
2025	Sherman	Peninsula Road	Springstead Road to Termini	0.52	Repaving
2026	Sherman	Ferry Lake Road	Hwy 182 to Bearskull Road	1.49	Repaving
2027	Sherman	Sandy Beach Road	Powell Road to Boat Landing	1.0	Repaving

Source: Town of Sherman, Iron County, & WisDOT

3.7 ALTERNATIVE MEANS OF TRANSPORTATION

Pedestrian Facilities

Most local town roads in the Town of Sherman have limited shoulder areas. Given the low-density development pattern of the Town and the fact that most goods and services are located miles away in nearby cities, walking to places of work, shopping, or entertainment is not realistic for most residents. This situation is not anticipated to change over the 20-year planning period. As a result, people without access to motor vehicles must arrange for transportation. There are no public transportation services available in the town and no sidewalks exist.

Bicycling Opportunities

The WisDOT, along with the Bicycle Federation of Wisconsin, has compiled a Wisconsin State Bike Map that highlights bicycling conditions on select roadways in northern Wisconsin. In the Town of Sherman, all of STH 182 is rated as having the best conditions for bicycling. STH 47 from the junction with STH 182 east to the county line is rated as having moderate conditions for bicycling.

Most of the rural State Trunk Highway system now has a three-foot or wider paved shoulder. While shoulders were paved for maintenance and safety purposes, they also provide suitable accommodations for bicycle travel.

Railroad Corridors

No railroad lines exist in the Town of Sherman.

Air Transportation

Gogebic/Iron County Airport is a commercial airport located north of Ironwood, Michigan. There are flights to and from both Minneapolis/St. Paul (MSP) and Chicago (ORD).

At present, there are three private airport/airfields within Iron County that are registered with the WisDOT Bureau of Aeronautics. Their county location and present status is outlined in Table 3.4.

Table 3.4 Iron County Airfields and Airports		
Airport/Airfield	Location	Status
Saxon (PVT Lindblom)	T.47N-R2E Section 35 - Saxon	Private
Springstead	T.41N-R3E Section 31 - Sherman	Private
Blair Lake Airport	T.42N-R3E Section 19 -Mercer	Private

Source: Wisconsin Department of Transportation, Bureau of Aeronautics, 12/2002

Mass Transit

Mass transit service is not available in the Town of Sherman given its low density of development. The density of development in the Town cannot provide the ridership necessary to support a bus route. There is no local demand for this service and no plan exists to establish services in the next 20 years.

Transportation Facilities for Elderly and Disabled

The Aging and Disability Resource Center of the North – Iron County – is a resource for medical, errand and social transportation for the Town of Sherman. It is necessary to call for an appointment at 866-663-3607.

Trucking and Water Transportation

Trucking through the Town is accommodated through the highway network. The local town roads are subject to road weight restrictions. Water transportation is primarily utilized for recreational purposes.

Multi-Use Trails

Throughout Iron County, there are several hundred miles of multi-use trails. This network is used most intensely during the winter months for snowmobiling and in the summer months for ATV use, which in addition to its recreational use provides an alternate means of commuting for some Iron County residents. Most town roads are open to ATVs and snowmobiles so property owners can access designated trails. Motorized and non-motorized trail systems are also described in the Utilities and Community Facilities element of the Town of Sherman Comprehensive Plan.

3.8 EXISTING TRANSPORTATION PLANS

Connections 2030

Connections 2030 is the second-generation Statewide Transportation Plan after Translinks 21 and is now in progress. The planning process will update Wisconsin's comprehensive, long-range multi-modal transportation plan. It will provide a broad planning framework for the next 25 years, guiding transportation policies, programs, and investments through 2030.

Wisconsin State Highway Plan 2020

The *Wisconsin State Highway Plan 2020* focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan identifies no traffic congestion in the next 20 years on highways within the Town of Sherman. No conflicts with the Town of Sherman Comprehensive Plan have been identified.

Wisconsin Bicycle Transportation Plan 2020

The *Wisconsin Bicycle Transportation Plan 2020* (1998) encourages increased bicycle use by describing how to fund and design bicycling improvements on the state highway system and on local roads.

Wisconsin Pedestrian Policy Plan 2020

This plan provides a statewide framework to increase walking and to promote pedestrian safety. The plan establishes goals, objectives, and actions regarding the provision of pedestrian accommodations that could be implemented. The plan also serves to help communities identify actions they can take to establish pedestrian travel as a viable, convenient, and safe transportation choice throughout Wisconsin. No specific recommendations to the Town of Sherman exist.

Wisconsin State Airport System Plan 2020

The Wisconsin State Airport System Plan 2030 provides a framework for the preservation and enhancement of a system of public-use airports adequate to meet current and future aviation needs of the State of Wisconsin. There are no public airports or airfields in the Town of Sherman, and none are planned in the next 20 years; therefore, this plan does not apply to the Town.

Wisconsin State Rail Plan 2030

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. WisDOT officially adopted Wisconsin Rail Plan 2030 on March 19, 2014.

3.9 TRANSPORTATION GOALS, OBJECTIVES, AND ACTIONS

A set of goals, objectives and action steps has been developed to assist the Town of Sherman in transportation. Implementation of the identified actions will assist in achieving the overall goal.

GOAL 1: TO HAVE A SAFE SYSTEM OF ROADS

Objective 1: Provide for the continued maintenance and upgrading of Town roads.

Action 1: *Maintain, clear and brush road right-of-ways to maximize functionality for snow plowing and safe passage for emergency vehicles.*

Action 2: *Develop an ongoing five-year plan for pavement maintenance and chip sealing. Develop wide shoulders when possible and financially feasible.*

Action 3: *Increase efforts to secure grant funding for road projects.*

Action 4: *Establish appropriate speed limits with proper signage when applicable and install other road signage as required.*

Objective 2: Maintain the remote nature of Town roads.

Action 1: *Implement building setbacks according to Iron County Zoning and vegetative screening when applicable.*

Action 2: *Encourage forestry practices that utilize woodland buffers during harvest.*

Action 3: *Protect the environment by limited use of salt and other chemicals on roads and right-of-ways.*

GOAL 2: TO HAVE A MULTI-MODAL TRANSPORTATION SYSTEM

Objective 1: Work toward safer routes for recreational trails of all types.

Action 1: *Ensure proper signage on all Town roads used by ATV, UTVs and/or Snowmobiles.*

Action 2: *Work with local clubs to ensure proper signage on recreational trails in the Town.*

Action 3: *Encourage efforts to move recreational trails off Town roads whenever feasible.*

Action 4: *Encourage snowmobile and ATV/UTV users to “stay on the trail” and respect private property.*

Action 5: *Support the formation of local organizations to determine feasibility of additional trail systems.*

Due to the Town’s limited resources, the ability for the Town to provide a full range of transportation choices to its residents has limitations. However, it is the desire of the Town that when possible and financially feasible, alternative transportation modes be investigated and developed. Due to the topography of the Town, full implementation of a town-wide pedestrian/trail system may be difficult. However, in areas more populated, designs targeted to better pedestrian movement may be adapted in the future.

**Town of Sherman,
Iron County, WI**
Comprehensive Plan 2022

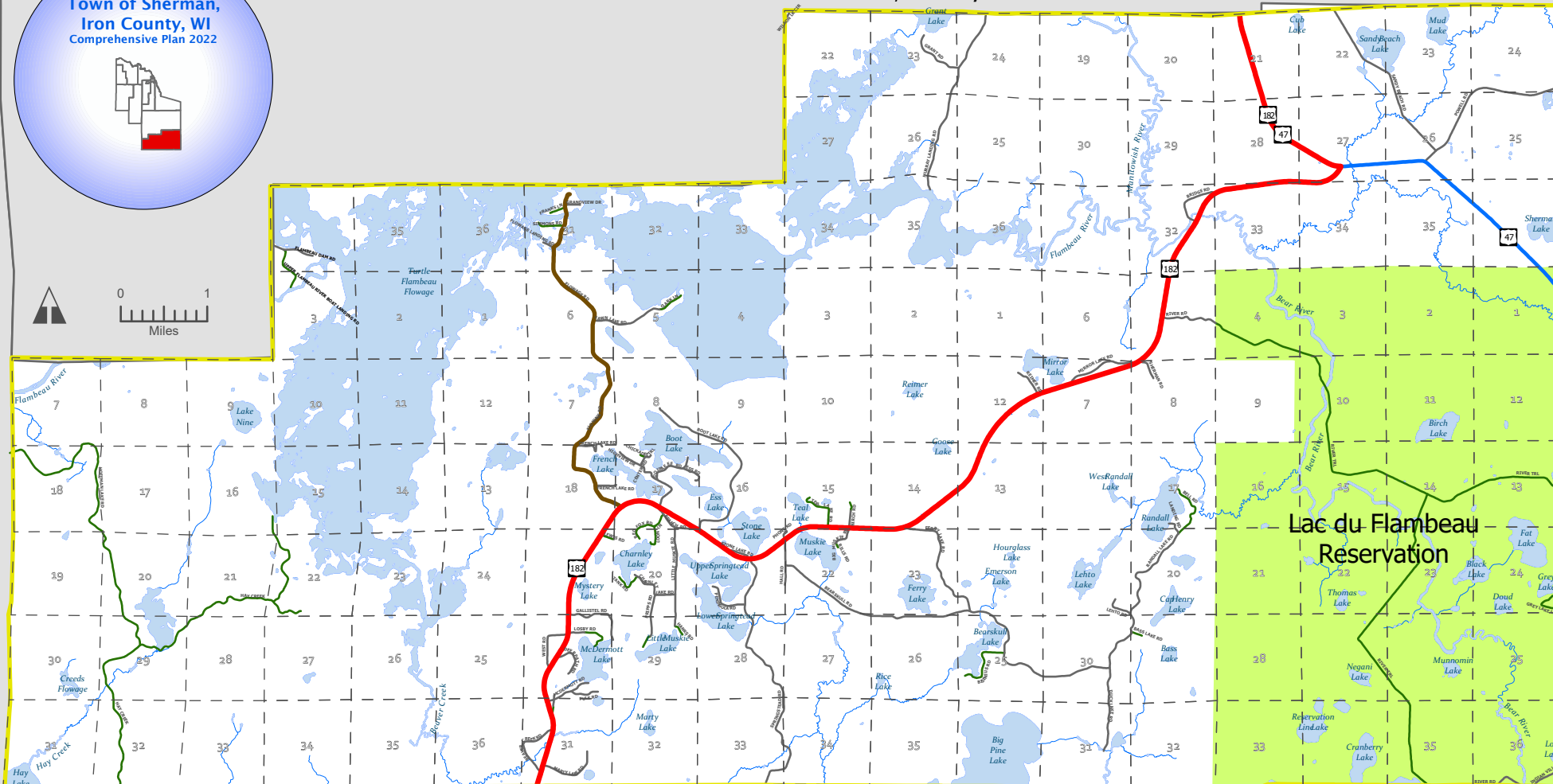


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Miles

Town of Agenda, Ashland County

Town of Mercer, Iron County

Town of Manitowish Waters, Vilas County




Town of Eisenstein, Price County

Town of Fifield, Price County

Town of Lac du Flambeau, Vilas County

Map 3.1-Functional Classification

-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Road
-  Private Road
-  River/Stream/Creek
-  Lake/Large River/Flowage
-  Town Boundary
-  Tribal Land

