

corridor management plans to deal with growth issues, provisions of state funding to assist small communities with transportation services for the elderly and disabled, and development of a statewide assessment program for local road improvements.

#### **Wisconsin State Highway Plan (February, 2000)**

This plan focuses on the State Trunk Highway routes in Wisconsin. Although the plan does not identify specific projects, it does set forth broad strategies and policies to improve the State's highway system. The plan also includes three main categories of emphasis: pavement and bridge preservation, traffic movement and safety. USH 12 is recognized within the plan as being an important aspect of the overall transportation system in Wisconsin.

#### **2002-2006 Sauk County Highway Improvement Program**

The Highway Improvement Program for Sauk County identifies and prioritizes specific county highway improvement projects for the next five years. County Highway C was pulverized and resurfaced in 2001 by the Sauk County Highway Department and is the only county highway in the Town of Sumpter.

#### **Wisconsin Bicycle Transportation Plan 2020**

The Wisconsin Bicycle Transportation Plan 2020 sets forth three initiatives for bicycle transportation in Wisconsin: 1) a plan for improving conditions of bicycling, 2) clarification of WisDOT's role in bicycle transportation, and 3) establishes policies for further integrating bicycling into the current transportation system. Highway corridors either considered Best Condition for Bicycling or Moderate Condition for bicycling includes County Highway PF west of Swiss Valley Road and County Highway C in the Town of Sumpter. The realignment and reconstruction of State Highway 78 in 2006 also will incorporate provisions for bicycling transportation in the Town of Sumpter.

#### **Town of Sumpter Development Plan (April, 1987)**

The goal of the Town of Sumpter's Development Plan is to "preserve agricultural land and protect farm operations as well as environmentally sensitive areas." This plan set forth development policies in the Town of Sumpter for the last 15 years to concentrate development along arterial transportation corridors and near existing development including the Bluffview area, Maple Park and Gruber's Grove. To minimize the impact on the local road infrastructure and cost of maintenance to the Town, the remaining land within the Town of Sumpter was zoned for agricultural preservation with a minimum lot size of 35 acres.

#### **Analysis of Existing Transportation Systems and Plans**

As previously described, the Town of Sumpter's regional transportation network is fairly extensive. The Town's transportation needs are being met when looking individually and collectively at all modes of transportation including: auto, truck, rail, air and alternative modes including bicycling and mass transit.

Specifically, the arterial highway transportation system has or continues to experience several upgrades to improve the efficiency and safety in recent years. With the expansion and resurfacing of USH 12 from Middleton to the Wisconsin Dells, the repavement of County Highway C, and the planned improvements to State Highway 78 in 2006, this network will well serve the auto and trucking needs of the Town for the next twenty years. In addition, the Town has a proactive maintenance program in place to maintain and improve all local roads under their jurisdiction utilizing several aid programs.

Air service continues to experience upgrades with small passenger and freight service in nearby Prairie du Sac and Baraboo. Additionally, the Dane County Regional Airport provides national passenger and freight service and is easily accessible.

Rail service is still available to use in the Town of Sumpter and the area with a spur running through the Badger Army Ammunition Plant and extending down to the Village of Prairie du Sac. This system may need to have significant financial investments to handle increased usages in the future should the need arise.

Alternative modes of transportation will continue to see improvements in the future. Provisions for bicycle transportation into traditional modes of transportation will allow for increased tourism and economic development opportunities in relation to the Devil's Lake State Park and the proposed reuse of the Badger Army Ammunition Plant. Mass transit needs are currently being met through low-cost practices like vanpooling, passenger rail service, passenger bus service and taxi service in the area. Specialized programs that provide assistance for the elderly or disabled in the Town are provided by Sauk County. Additional assistance and new alternatives should continue to meet the Town's needs.

Overall, the Town of Sumpter's transportation system should be considered one of its main assets. Careful planning of these various systems has been ongoing for more than a decade and the results of those efforts are reflected in a network that is able to move individuals and goods economically, safely and efficiently.

### **Utilities and Communities Facilities**

#### **Water and Sewer Supply**

The Town of Sumpter does not provide municipal water service. All residents receive their water via private wells. The Town can be viewed as three areas with separate provisions for water and sewer service including: Bluffview/BAAP, Maple Park and the remaining areas.

Bluffview, a rural hamlet type multiple-housing development which originally housed workers at the Badger Army Ammunition Plant (BAAP), is home to approximately 300 housing units and 600 residents. Water flows are supplied through a private community well system. This system is additionally supported by the BAAP water supply system as a backup for fire flow purposes. Sanitary service was originally provided via a lagoon system located to the west of the development. In the late 1990's, the lagoon was determined to be out of compliance with Wisconsin Department of Natural Resource regulations. At the same time, the BAAP was declared to be excess property by the United States Department of Army and remaining operations there could no longer support the flow demands of the domestic wastewater treatment plant. As a result, an agreement was reached that allowed the Bluffview area to