

7. Transportation

A transportation system supports the growing economy of a community, which provides opportunities for its residents and visitors. These opportunities enhance the community's standard of living. Of particular importance in smaller communities and rural counties is the local road system, since it generally has the greatest direct input and investment by the County and local government.

A well-designed road system can result in many benefits and long term cost savings for a community. Being an integral aspect of the county, it plays a major role in the efficiency, safety and overall desirability of the community as a place to live and work.

7.1 Existing Road Systems

In analyzing the road system, several aspects and factors should be examined to discern possible shortcomings as well as plan for future needs. Analysis of traffic patterns through the examination of the road system, review of traffic counts, study of accident reports, discussion with individuals at the local, county and state levels, and finally, a field survey of the roads can assist in providing possible recommendations relevant to the system.

To begin the analysis for Vilas County, an examination of the existing configuration or pattern of the road system is in order. As Map 7-1 depicts, the County Trunk Highways and the State Trunk Highways divide Vilas County in many pieces like a jigsaw puzzle. USH 51 and USH 45 further divide Vilas County in western, central and eastern sections.

The road system is composed of three levels of government jurisdiction. These include the State and Federal highway systems, the County system of trunk highways and the system encompassing the local municipal roads. Map 7-1 identifies the existing road patterns. The map illustrates that the local roads comprise the greatest mileage. However, in terms of the functional role and the amount of traffic carried by each type, USH 51, USH 45/STH 32, STH 17 and STH 70 are the most significant.

7.2 Roadway Classifications

The three levels of jurisdictional roadway, State and Federal, County, and Local, often times are considered to approximate the functional classification of roads used for planning and design purposes. The division of roadways into the functional classes, arterials and collectors, represents a breakdown relative to the principal service the roadway is intended to serve. The functional classification is generally the basis of funding, constructing, and maintaining the various levels of roadway. This classification for rural areas often results in the use of the state and federal roads as arterials, while county and town roads serve as collectors within the system (see Map 7-1).

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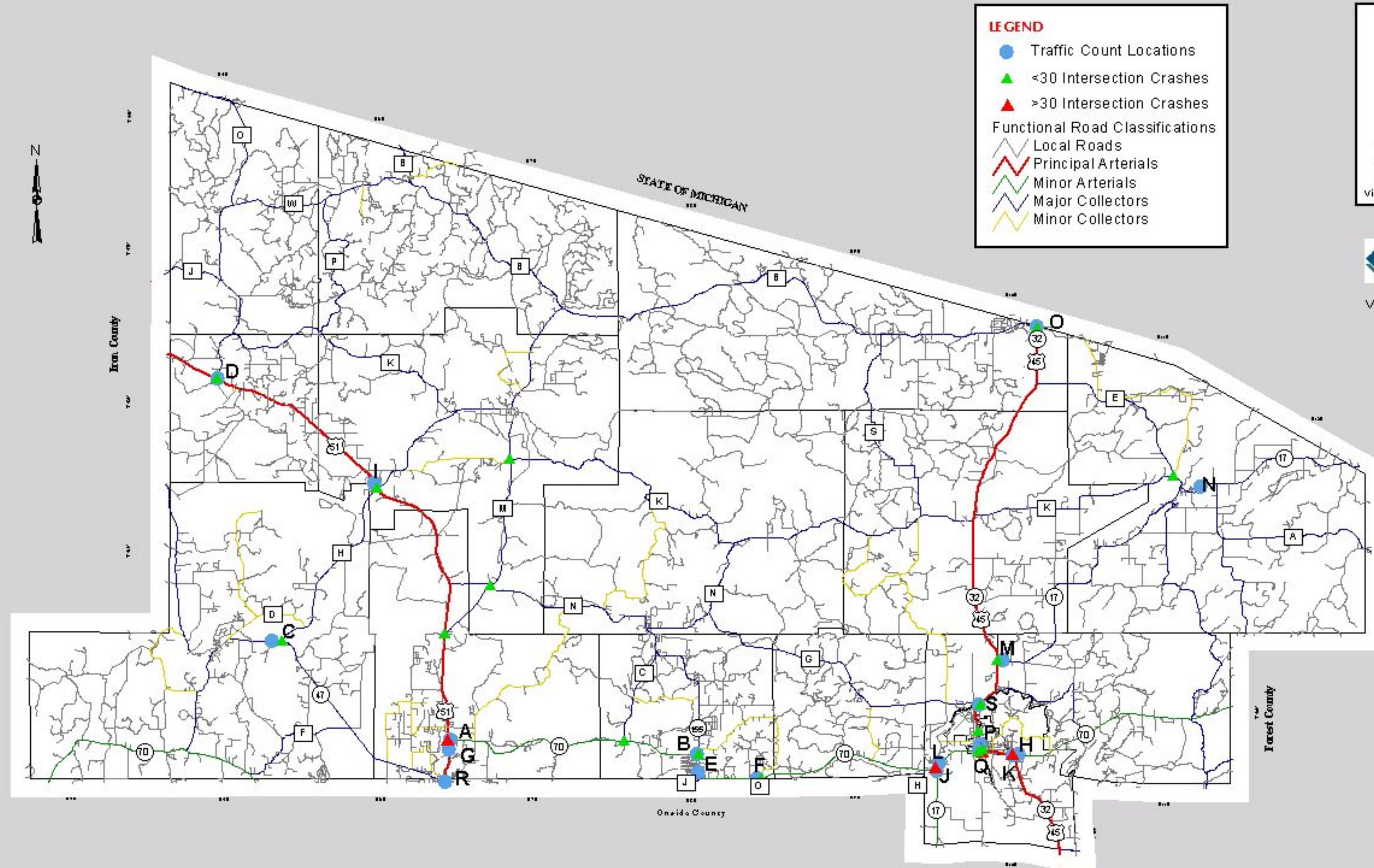


Wisconsin Department of Transportation

Vilas County Transportation Map

Vilas County, Wisconsin

Map 7-1



LEGEND

- Traffic Count Locations
- ▲ <30 Intersection Crashes
- ▲ >30 Intersection Crashes

Functional Road Classifications

- Local Roads
- Principal Arterials
- Minor Arterials
- Major Collectors
- Minor Collectors

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Vilas County Mapping Dept. 4/25/02



Vilas County UW-Extension 3/2003

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Although the definitions are somewhat formal, they attempt to explain the principal role of each type of roadway. While the four classes appear to be set apart, the sharp distinctions are actually more subtle. For discussion and planning purposes, however, these more specific definitions are applied.

Principal Arterial (Freeways)

The principal function is to provide the most efficient movement for relatively large volumes of traffic at increased speeds. Movement to and from other road facilities is limited to controlled interchanges. Regional movement of traffic contributes an increasing portion of the traffic counts.

Minor Arterial

The principal function is to provide efficient traffic movement for larger volumes of traffic. Little or no direct access is strived for with non-local destinations comprising a major portion of the traffic.

Major Collector

The principal function is to provide an intermediary link between efficient movement of arterials and accessibility of local roadways. They serve to funnel or collect traffic from local roadways to arterials. More efficiency of movement is strived for in favor of accessibility.

Minor Collector (Local Roadways)

The principal function is to provide traffic with access to and from property. It is the grass roots classification where accessibility for vehicles and pedestrians is emphasized and efficiency of movement is secondary.

As previously noted, these functional classifications are generally equated with the jurisdictional divisions. In the more developed, larger urban communities, this relationship may not be as rigid, where the local community constructs and maintains all classes of the roadway system. In the typical rural transportation system, however, the jurisdictional and functional classifications maintain a closer relationship. The greatest emphasis of traffic in rural areas is generally on non-local efficient movement whereas local access is secondary due to relatively low population densities.

Based on the qualifications of the roadway classifications, Vilas County has the service of 2 principal arterials, 2 minor arterials, 19 major collectors and 24 minor collectors. USH 51 and USH 45/STH 32 are principal arterials. STH 70 and STH 17 are minor arterials. STH 155, STH 17, STH 47, CTH A, CTH B, CTH C, CTH D, CTH E, CTH F, CTH G, CTH H, CTH J, CTH K, CTH M, CTH N, CTH O, CTH P, CTH S, CTH W are major collectors. Chain O' Lakes Road, Sugar Maple Road, North Farming Road, Buckhorn Road, Razorback Road, Birchwood Drive, Big St. Germain Drive, Sunset Road, Oxbow Road, Pomeroy Lake Road, Indian Village Road, Buckatabon Road, Airport Road, West Shore Road, South Shore Road, Little Trout Road, Croker Road, Matke Road, Illinois Street, North Creek Road, Hall Road, Bayview Road, Dairyman's Road, Boulder Lane are minor collectors.

To further assist in the classification of roads within the roadway system, the following table identifies the basic criteria used to determine the functional class of each road within a community. (See Table 7-1, Year 2010 Rural Area Highway Functional Classification Criteria.)

Table 7-1 Year 2010 Rural Area Highway Functional Classification Criteria

Functional Classification	Traffic Volume	<u>Basic Criteria</u>			Supplemental Criteria or must meet both of these plus 90% of traffic volume
		Must meet any two of these or the parenthetical traffic volume alone			
		Population Service	Land Use Service	Spacing	
Principal Arterial	>3,000	Connect places 50,000 with other places 50,000. Connect places 5,000 with places 50,000.	Provide access to 12 large attractions	Maximum 30 miles	None for Principal Arterials
Minor Arterial	>1,000	Connect places 5,000 with other places 5,000. Connect places 1,000 with places 5,000 or with principal arterials	Serve all traffic generating activities with an annual visitation 300,000 if not served by a principal arterial	Maximum 30 miles	1. Alternative population connection. 2. Major river crossing restrictive topography.
Major Collector	>500 (>2,000)	Connect places 1,000 with other places 1,000. Connect places 500 with places 1,000 or higher function route. Connect places 500 with other places 500 or higher function route. Connect places 100 with places 500 or higher function route.	Land use service index ≥ 16 . Provides access to smaller attractions (i.e., airports, schools factories, parks, etc.)	Maximum 10 miles	1. Alternate population connection. 2. Major river crossing. 3. Restrictive topography. 4. Interchange with freeway. 5. Parallel to a principal arterial.
Minor Collector	>200 (>800)	Connect places 100 with other places 100. Connect places 50 with places 100 or higher function route.	Land use service index ≥ 8 . Serves same type of attractions as major collector.	Maximum 10 miles	1. Alternative population connection. 2. One major river crossing. 3. Restrictive topography. 4. Interchange with freeway. 5. Parallel to a principal arterial.

Source: Wisconsin Department of Transportation.

7.3 Traffic Counts

Annual average daily traffic counts (AADT's) for 1992, 1995, 1998 and 2002 for nineteen locations in Vilas County are presented in Table 7-2. In addition, the change in annual average daily traffic counts from 1992 to 2002 for these locations is also included in Table 2. The locations are identified on Map 7-1.

Table 7-2 Annual Average Daily Traffic Counts Vilas County 1992-2002

ID	Location	1992	1995	1998	2002	%	
						Change 1992-2002	# Change 1992-2002
A	STH 70 east of USH 51	3,370	6,380	4,880	6,620	96.4	3,250
B	STH 70 west of STH 155	3,210	3,110	5,350	5,720	78.2	2,510
C	STH 47 west of CTH H	2,360	3,050	4,080	3,830	62.3	1,470
D	USH 51 0.3 miles east of CTH W	3,210	3,920	5,520	4,860	51.4	1,650
E	STH 70 south of STH 155	5,470	9,090	7,210	8,160	49.2	2,690
F	STH 70 0.5 miles west of CTH O	4,950	5,560	5,710	6,930	40.0	1,980
G	USH 51-STH 70 1.0 mile north of STH 47	11,110	12,750	12,000	15,340	38.1	4,230
H	STH 70 east of USH 45	4,910	7,120	5,870	6,560	33.6	1,650
I	USH 51 northwest of CTH H	3,270	3,900	4,180	4,280	30.9	1,010
J	STH 17 south of STH 70	3,820	4,450	4,210	4,830	26.4	1,010
K	USH 45-STH 32 0.5 miles south of STH 70	5,820	7,090	6,230	7,240	24.4	1,420
L	STH 17 1.0 mile northeast of STH 70	9,440	13,000	10,940	11,260	19.3	1,820
M	STH 17 north of USH 45/STH 32	2,190	3,150	2,780	2,530	15.5	340
N	STH 17 north of CTH E	1,040	1,160	1,260	1,170	12.5	130
O	USH 45-STH 32 north of CTH B	3,080	2,920	4,080	3,360	9.1	280
P	USH 45-STH 17-32 north of Spruce Street	14,340	21,420	19,250	15,150	5.6	810
Q	STH 17-70 west of Railroad Street	10,040	14,440	12,200	10,340	3.0	300
R	USH 51 east of STH 47	2,960	2,960	3,130	2,889	-2.4	-71
S	USH 45-STH 32 south of CTH G	8,820	9,080	8,940	7,510	-14.9	-1,310

Source: Wisconsin Department of Transportation.

The highest daily traffic volumes in the four reference years was found in 1995 on the principal arterial USH 45-STH 32/17 north of Spruce Street at location P (21,420). The largest percentage increase in volume from 1992 to 2002 occurred along STH 70 east of USH 51, recording an additional 3,250 motor vehicles or an increase of 96.4 percent. The second largest increase was recorded along STH 70 west of STH 155, with an increase of 2,510 motor vehicles or 78.2 percent. A large increase was also recorded along STH 47 west of CTH H, experiencing an increase of 1,470 motor vehicles or 62.3 percent. USH 45-STH 32 south of CTH G (S) showed a decline in traffic volume, with a 14.9 percent decline in traffic volume or 1,310 fewer vehicles between 1992 and 2002.

In addition to the annual average daily traffic counts, traffic count forecasts were prepared by the Wisconsin Department of Transportation for several locations within Vilas County. Table 7-3 shows the projected Annual Average Daily Traffic Counts from base year 2002 to forecasts year 2025. The largest percentage increase in traffic volume is projected to occur on STH 17 north of USH 45-STH 32, with an additional 1,750 motor vehicles expected or an increase of 69.2

percent. Traffic volume on USH 45-STH 32 north of CTH B is projected to increase from 2002 to 2025 by an additional 2,290 motor vehicles or an increase of 68.2 percent. USH 51 east of STH 47 is projected to increase in traffic volume by 61.0 percent or an additional 1,761 motor vehicles. The location with the lowest percentage increase in projected traffic volume was on STH 17 south of STH 70, which is projected to be 22.2 percent or an additional 1,070 motor vehicles.

Table 7-3 Projected Annual Average Daily Traffic Counts Vilas County 2002-2025

ID	Location	2002	2010	2015	2025	% Change 2002- 2025	# Change 2002- 2025
M	STH 17 north of USH 45/STH 32	2,530	3,430	3,720	4,280	69.2	1,750
O	USH 45-STH 32 north of CTH B	3,360	4,490	4,890	5,650	68.2	2,290
R	USH 51 east of STH 47	2,889	3,740	4,060	4,650	61.0	1,761
C	STH 47 west of CTH H	3,830	4,760	5,240	6,150	60.6	2,320
E	STH 70 south of STH 155	8,160	10,140	11,120	12,980	59.1	4,820
L	STH 17 1.0 mile northeast of STH 70	11,260	14,160	16,470	17,560	56.0	6,300
F	STH 70 0.5 miles west of CTH O	6,930	8,150	8,990	10,560	52.4	3,630
S	USH 45-STH 32 south of CTH G	7,510	9,890	10,350	11,240	49.7	3,730
B	STH 70 west of STH 155	5,720	6,520	7,180	8,440	47.6	2,720
D	USH 51 0.3 miles east of CTH W	4,860	5,610	6,020	6,810	40.1	1,950
Q	STH 17-70 west of Railroad Street	10,340	11,740	12,510	14,060	36.0	3,720
P	USH 45-STH 17-32 north of Spruce Street	15,150	17,200	18,330	20,600	36.0	5,450
N	STH 17 north of CTH E	1,170	1,330	1,420	1,590	35.9	420
A	STH 70 east of USH 51	6,620	7,120	7,710	8,820	33.2	2,200
G	USH 51-STH 70 1.0 mile north of STH 47	15,340	16,590	17,910	20,430	33.2	5,090
H	STH 70 east of USH 45	6,560	7,360	7,800	8,610	31.3	2,050
K	USH 45-STH 32 0.5 miles south of STH 70	7,240	7,880	8,360	9,360	29.3	2,120
I	USH 51 northwest of CTH H	4,280	4,740	4,990	5,440	27.1	1,160
J	STH 17 south of STH 70	4,830	5,180	5,440	5,900	22.2	1,070

Source: Wisconsin Department of Transportation.

7.4 Crash Locations

To further analyze Vilas County’s road system, the frequency, location of, and causes of motor vehicle crashes can be used to identify problem areas. The frequency of motor vehicle crashes tends to correlate directly with traffic volumes, however the design and condition of the road may also have an impact on the crash rate. Table 7-4, Motor Vehicle Crash Summary, displays the number of crashes for roads that have experienced ninety-five or more motor vehicle crashes from 1994 to 2002, as reported by the Department of Transportation, Division of Motor Vehicles. The “other” category includes all other crashes from locations that individually had less than ninety-five motor vehicle crashes from 1994 to 2002.

Table 7-4 Motor Vehicle Crash Summary Vilas County 1994-2002

Crash Location	1994	1995	1996	1997	1998	1999	2000	2001	2002	Total
STH 70	77	73	94	74	80	80	107	98	68	751
USH 45	71	80	82	84	87	68	81	72	53	678
USH 51	39	54	73	46	54	65	68	62	42	503
STH 17	16	37	33	20	38	26	44	36	15	265
STH 47	16	26	28	17	19	15	24	24	15	184
CTH B	21	31	28	0	20	18	19	21	18	176
Railroad St	18	15	24	25	25	20	17	12	4	160
CTH K	17	15	17	16	12	18	19	11	8	133
CTH M	20	17	19	11	10	9	13	14	11	124
Pine St	10	11	11	14	12	8	16	8	9	99
CTH W	11	16	16	0	5	13	14	15	7	97
Wall St	13	16	5	15	4	14	11	4	13	95
Other*	157	181	171	227	165	158	195	214	147	1,615
Total	486	572	601	549	531	512	628	591	410	4,880

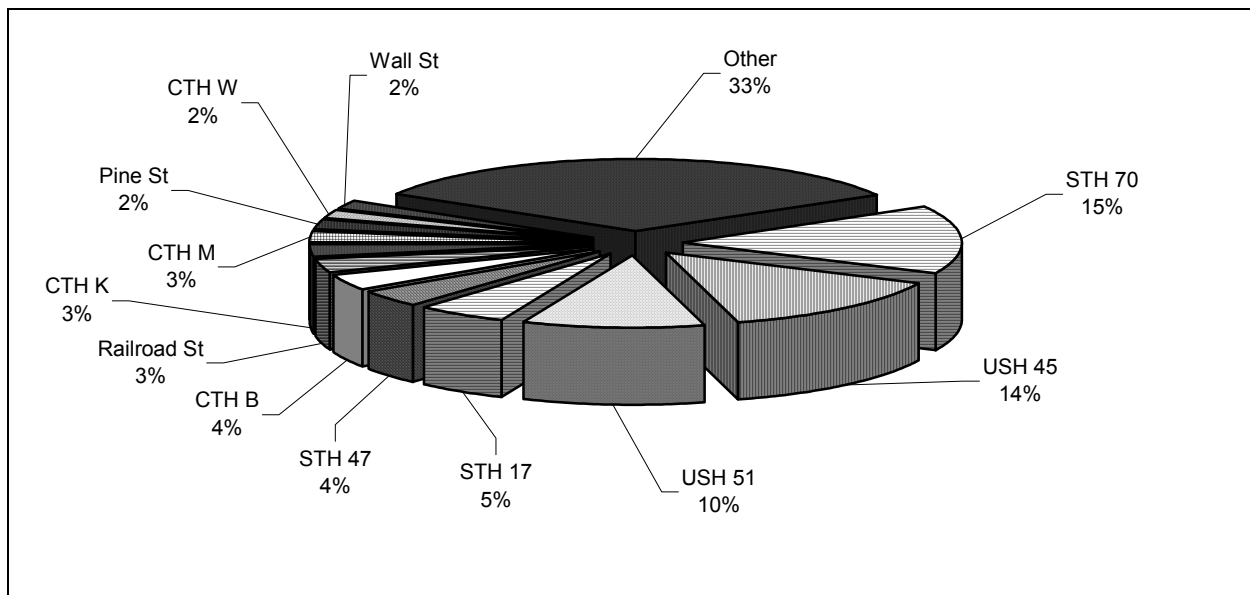
*Note: Denotes all locations with less than ninety-five crashes from 1994-2002.

Source: Wisconsin Department of Transportation, Crash Listing, 1994-2002.

Vilas County had 4880 motor vehicle crashes from 1994 to 2002. As expected, the roadways with the greatest traffic volumes (STH 70, USH 45, USH 51, STH 17, STH 47, CTH B, Railroad Street, CTH K, CTH M, Pine Street, CTH W, Wall Street) also had the greatest number of motor vehicle crashes. Figure 7-1 identifies the overall percentage of motor vehicle crashes experienced by various roadways within Vilas County between 1994 and 2002.

STH 70 experienced 15 percent of the total number of motor vehicle crashes between 1994 and 2002. USH 45 was the location of 14 percent of the county's motor vehicle crashes. USH 51 was the location of 10 percent of the motor vehicle crashes between 1994 and 2002 in Vilas County. STH 17 followed in number of crashes with 5 percent. No other individual roadway listed had more than 5 percent of the county's crashes. All "Other" Roadways combined totaled about a third (33 percent) of the motor vehicle crashes in Vilas County.

Figure 7-1 Percent of Total Crashes by Location Vilas County 1994-2002

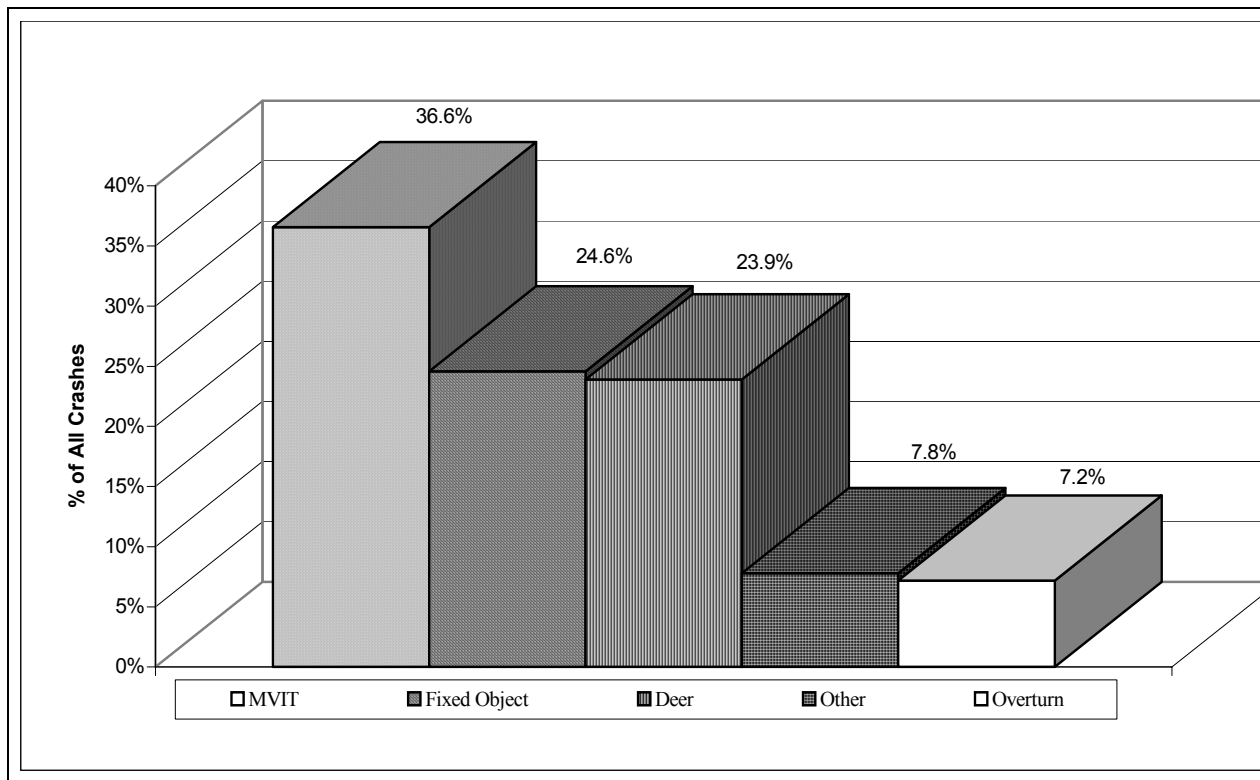


Source: Wisconsin Department of Transportation

In addition to analyzing the number of crashes per roadway, a review of the trends for intersection motor vehicle crashes can provide insight to problem areas within the county's roadway system. Map 7-1 displays the locations of intersection crashes from 1994-2002. The intersections are classified by location and number of crashes, which range from one to seventy-four. The intersection of USH 45 and Railroad Street had seventy-four crashes during the period between 1994 and 2002. It should be noted that this entire intersection in Eagle River was changed with a major bypass completed by the Wisconsin Department of Transportation in 2001. The intersection of USH 45 and STH 70 experienced thirty-six motor vehicle crashes from 1994-2002. The intersection of USH 51 and STH 70 also had thirty-six motor vehicle crashes between 1994-2002. The intersection of STH 70 and STH 17 had thirty-three crashes between 1994-2002. The intersection of Railroad Street and Jack Frost Street had 20 motor vehicle crashes. The intersection of Railroad Street and Wall Street experienced 16 motor vehicle crashes. The intersection of USH 45 and Pine Street experienced 15 motor vehicle crashes. The other intersections illustrated on Map 7-1 experienced ten or less motor vehicle crashes during this time frame. It should be understood, however, that roadways with greater volumes of traffic have an increased risk of crashes, which is the case for the above-mentioned roadways.

Further analysis of motor vehicle crashes by type of crash provides greater detail into the cause of motor vehicle crashes within Vilas County. Figure 7-2, Total Crash by Type, displays the types of crashes from 1994 to 2002.

Figure 7-2 Total Crashes by Type Vilas County 1994-2002

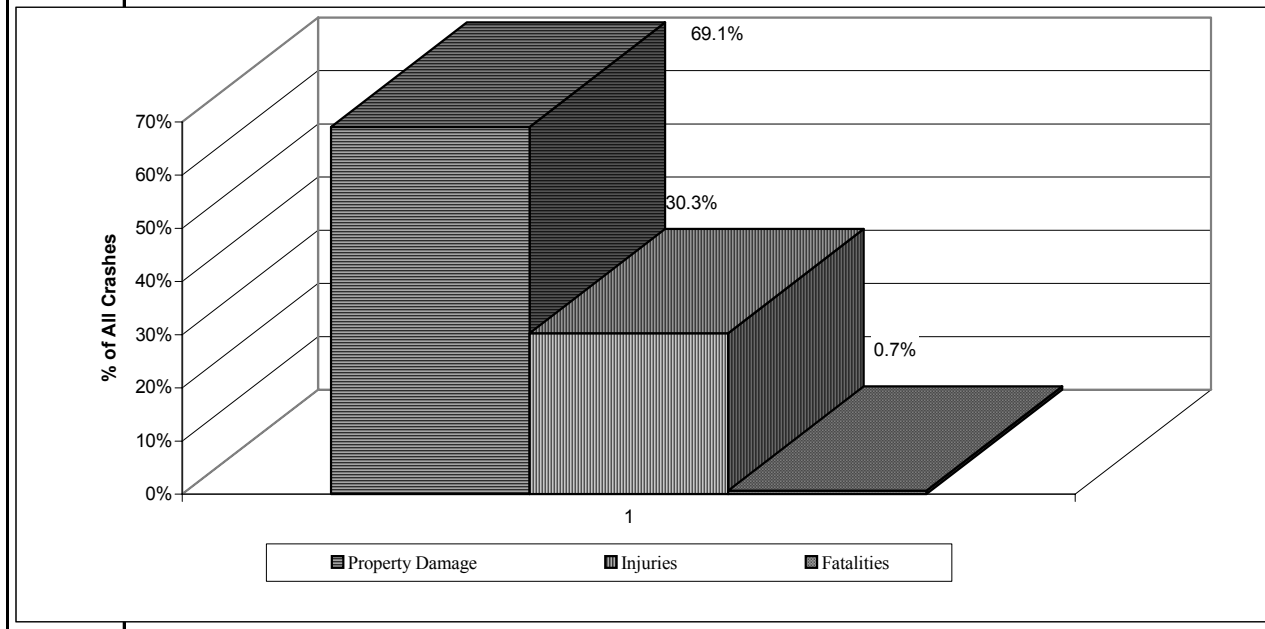


Source: Wisconsin Department of Transportation

This figure illustrates that the greatest attributable cause, or type of crash, from 1994-2002 was the category Motor Vehicle in Transit (MVIT), which comprised 36.6 percent of all crashes in the county. The second most common crash type was Fixed Objects, which accounted for 24.6 percent of all crashes in the county. Fixed Objects include trees, ditches, utility poles, traffic signposts and mailboxes. Deer accidents were the third most common crashes, and accounted for 23.9 percent of all crashes in the county. “Other” types of crashes accounted for 7.8 percent of all motor vehicle crashes in the county. This category includes objects on the road, objects not fixed, parked vehicles and animals other than Deer. Overturn comprised of 7.2 percent of all crashes in Vilas County.

The severity of the crashes is also a concern in determining if roadway conditions contributed to fatalities or injuries. Figure 7-3 displays the severity of all motor vehicle crashes from 1994 to 2002.

Figure 7-3 Severity of Motor Vehicle Crashes Vilas County 1994-2002



Source: Wisconsin Department of Transportation

This figure displays that the greatest portion of all crashes, with 69.1 percent, result in property damage to the vehicles involved and/or other properties. Injuries occurred among 30.3 percent of all crashes from 1994 to 2002. Fatalities occurred in less than 1 percent of all motor vehicle crashes within Vilas County between 1994 and 2002.

7.5 Existing Roadway Conditions

To assess the condition of the county's roadways, the Vilas County Highway Department uses the PASER (Pavement Surface Evaluation and Rating) system to evaluate the roadway conditions.

In addition to the PASER system, the Highway Committee members (County Supervisors) conduct a road tour in the Spring and in the Fall to inspect the roadways.

7.6 Air Transportation

Air services available to Vilas County residents include the facilities in Vilas County and Rhinelander for passenger transport.

The Eagle River Union Airport is located in the City of Eagle River. This facility provides seasonal air passenger service. The airport is classified as a Transport/Corporate airport. Eagle River Airport has built a new terminal building, 3 new taxiways, and 30 new hangers, while TransNorth Aviation has extended shuttle operations. During 1997 - 1998, Eagle River added another taxiway and 6 new hangers. They also installed a new weatheration system, automatic weather observation system and a ground communications outlet. The Wisconsin Department of

Transportation “Five Year Airport Improvement Plan” lists the construction of a crosswind runway and the construction of a helipad in 2003 as upcoming projects.

The Lakeland/Noble F. Lee Memorial Airport is located in Arbor Vitae. This facility is also classified as a Transport/Corporate Airport. Lakeland Airport added VASI to one of its runways; 1992 MALS/R lighting was added; a Localizer was added in 1993 & 1994; while one runway was widened to 100' in 1996. 1997 through 1998 saw two new carriers added, and a new 24-hour weather station was added in October, 1998. In 2000 a new parallel taxiway for runway 18/36 was added and the terminal building was enlarged and remodeled.

Land O'Lakes Airport has greatly expanded during the last five years. There are 15 hangers at present with plans to add another 10 hangers. In 1999 a GCO (Ground Communications Outlet) was added for flight planning convenience. In 2000 a new hanger phase included 7 hangers with two being 60' x 60' containing small jet aircraft. There are a total of 35 hangers in the four hanger phases and another 10 hangers will be added in the near future. Future plans call for new runway marking for runway 4/22 (in 2001), a new VASI system for runway 14/32 at both ends along with a REIL system for the approach end of runway 32 (in 2002), an AWOS system for the airport (in 2003) and extending runway 14/32 by 500 feet (in 2004).

The Rhinelander-Oneida County airport is located about 20 miles south of the Vilas County border. This facility is classified as an Air Carrier/Air Cargo airport. Regularly scheduled commercial air service is available to Vilas County residents. The airport provides one commercial airline carrier, Mesaba air. This commercial carrier offers six commuter flights daily to Minneapolis, Minnesota. The total commercial passenger traffic for the Rhinelander/Oneida County Airport for 2001 was 56,000 persons. Additional passenger services at the airport include private air charters through the Rhinelander Flying Service.

In addition to the airports at Eagle River and Lakeland in Arbor Vitae, there are a number of airports serving private planes in communities throughout Vilas County including those at Boulder Junction, Land O'Lakes, Manitowish Waters, and Phelps. Charter air service is available through most of these. Major improvements at the airports during the last several years have greatly increased their efficiency and ability to handle increased air traffic.

Boulder Junction and Manitowish Waters have local facilities for private air traffic. Expansion and/or enhancements to all air facilities in Vilas County is anticipated. Airports in Vilas County have also served as “business incubators” for local economic development. That role is expected to continue. A total of 77 private aircraft were registered in Vilas County in 2001.

The following Table 7-5 shows general runway length and air operations.

Table 7-5 North Central Wisconsin Airports

Location	Runway Length(s)	No. of Operations for 12 months*	Total Air Carrier Enplanements***	
Eagle River	22 - 5000 04 - 5000 13 - 2170 31 - 2170	1998 - 3,688	1996 - 543	
Lakeland Airport Noble F. Lee Memorial Field	18/36 - 5,150 10/28 - 3,600		Air Carrier Enplanements 2000 - <1,000	Non-Air Carrier Enplanements 1998 - 11,549
Land O'Lakes	3,800	1998 - na	1998 - na	
Manitowish Waters	3,500 & 3,300	2000 - 7,500		
Boulder Junction	3,800 & 3,200	1998 - 1,000 (est)		
Rhineland - Oneida County	6,800 & 4524	2001 - 35,600	2001 - 26,560	
Central Wisconsin (Mosinee)	7,645 & 6,500	1998 - 37,775	1998 - 151,333	

na - not available

*One aircraft operation is one aircraft movement either arriving or departing an airport

**Runway construction 7/1/96 - 8/1/96

***The total passengers would be approximately double the number of enplanements

Source: Survey of airport facilities

7.7 Rail Transportation

Railroad facilities do not exist in Vilas County. The nearest railroad is Wisconsin Central Limited located in Rhineland and Argonne; both facilities are approximately 20 miles from the Vilas County border.

7.8 Transportation Improvements

Future construction projects for Vilas County for 2003 to 2007 include USH 45 (Evergreen Road-Spruce Lane), STH 47 (Pokegama Lake Bridge, CTH D-Cemetery Road), USH 51 (South County line-CTH M), USH 51 (CTH W-North County Line), STH 70 (Price County line-Silver Beach Lane), STH 17 (St Louis Road-CTH A), STH 70 (Silver Beach Lane-Oneida County line), STH 70 (USH 51-STH 155). These projects include miscellaneous repairs, bridge work, reconstruction, pavement replacement and resurfacing. The total length of these sections is 38.78 miles.

7.9 Access Control

Highway access management is planning the number and location of driveways and intersections to help maintain safe, efficient movement of traffic and to provide safer access to and from adjacent property. While growth and development are good for area economies, they often result in too many access points located too close together. As a result, traffic congestion increases, conflicts between land use and highway traffic grow, and crashes increase. There are a number of State statutes and administrative rules that require WisDOT to regulate access on State Trunk Highways.

The most frequently used form of access management by WisDOT is the purchase of access rights. This statute allows WisDOT to acquire property and interests for highway purposes. There are a number of projects in Vilas County that are managed through the administrative access control statute. This statute gives WisDOT the statutory authority to designate controlled-access highways in certain corridors.

Projects completed in Vilas County to date are: USH 45 from 7th St. in Eagle River to STH 70 (.85 miles); USH 45 from S. County Line to STH 17 (7.65 miles); STH 70 from USH 51 to STH 155 (7.5 miles); USH 51 from S. County Line to Iron County Line (23.3 miles); and STH 70 from Cloverland Dr. (Eagle River) to STH 17 (1.59 miles).

The county administrative access control statute is similar to the state statute but applies to the county rather than the state trunk highways. The county does have any completed or future access management projects at this time.