

HOUSING COST REDUCTION INITIATIVE (HCRI)

HCRI assists lower income households. They provide interest free loans for past due rent and utility bills, first months rent, security deposits and utility deposits when grant money is available. Homebuyer's assistance in the form of down payments. The amount of help they can give depends on the grants they receive and the number of requests.

COMMUNITY DEVELOPMENT BLOCK GRANTS

These funds are available on a limited basis for home repairs to low-income homeowners.

INDIANHEAD COMMUNITY ACTION AGENCY

This agency provides home repairs to low-income homeowners. They can install doors and windows, insulate walls and ceilings, install new furnaces and help with rent and utility bills to eligible homeowners.

STATE, REGIONAL AND LOCAL TRANSPORTATION

The following are a list of State, Regional, and Local transportation plans that apply to our township:

- Wisconsin State Highway Plan
- Corridors 2020 (future roads)
- Connections 2030 (under development by WisDOT)
- Taylor County Highway Improvement Program
- 6-Year State Highway Improvement Program
- Translink 21
- Wisconsin State Airport System Plan 2020
- Wisconsin Bicycle Transportation Plan 2020
- Wisconsin Pedestrian Policy Plan 2020
- Transportation Planning – Resource Guide

The following are agencies and programs that aid local governments and provide financial and technical support for maintenance and planning for our transportation roadways.

1. General Transportation Aids

GTA is a program in WisDOT's budget which returns to local governments a percentage of all state collected transportation revenues from fuel taxes and vehicle registrations. The monies received are to be used exclusively for road construction, repair and other transportation related costs. The state provides a payment to each government community in the state that pays a portion of local government cost for road construction, now removal, and grading. The statutory "rate per mile" is \$1,920.00 for 2008.

2. Local Road Improvement Program (LRIP)

The Local Road Improvement Program was established in 1991 to assist local governments in improving roads. The Local Road Improvement Program is a

reimbursement programs and pays up to 50% of the total eligible project costs, with the balance matched by the local government units. All LRIP projects are locally let and are reimbursed by WisDOT when completed.

3. Flood Damage Aids

NEMS National Emergency Management System

The town of Grover reviews a five year road construction and maintenance plan each year, which is coordinated with other local townships and the county. The town of Grover has 76.7 miles of roads in the township. All of these roads are gravel roads.

State highway 64 runs through the township on the south and carries the highest traffic volume in the township. County highway M runs through the township on the north. The DOT checks the volume of traffic on state highway 64, county highway M, and state highway 73. Minor collector roads intersect from North to South and East to West to provide access to local neighborhoods. These collector/arterial roads include Cemetery road, Lake road, Konsella road, Buckhorn road, Hannibal road, Sheep Ranch road, Hay Meadow road, North road, Lost Lake road, Sailor Creek road, Lake 19 road, Salem Lake road, Rahmel road, Knuth road, Chippewa road, Brush Creek road, second street, Redwine road, Richter road, Perkinstown avenue, Beaver Creek road, Memorial drive, River road, Trucker lane, Sawyer avenue, Grover drive, Pirus drive, Wintersports road, Spruce Lake drive, Wolf Drive and Dachow road. There are also several federal forest roads including #1417 road, #554 road and #553 road. See attached Grover Township Public Roads Map for details.

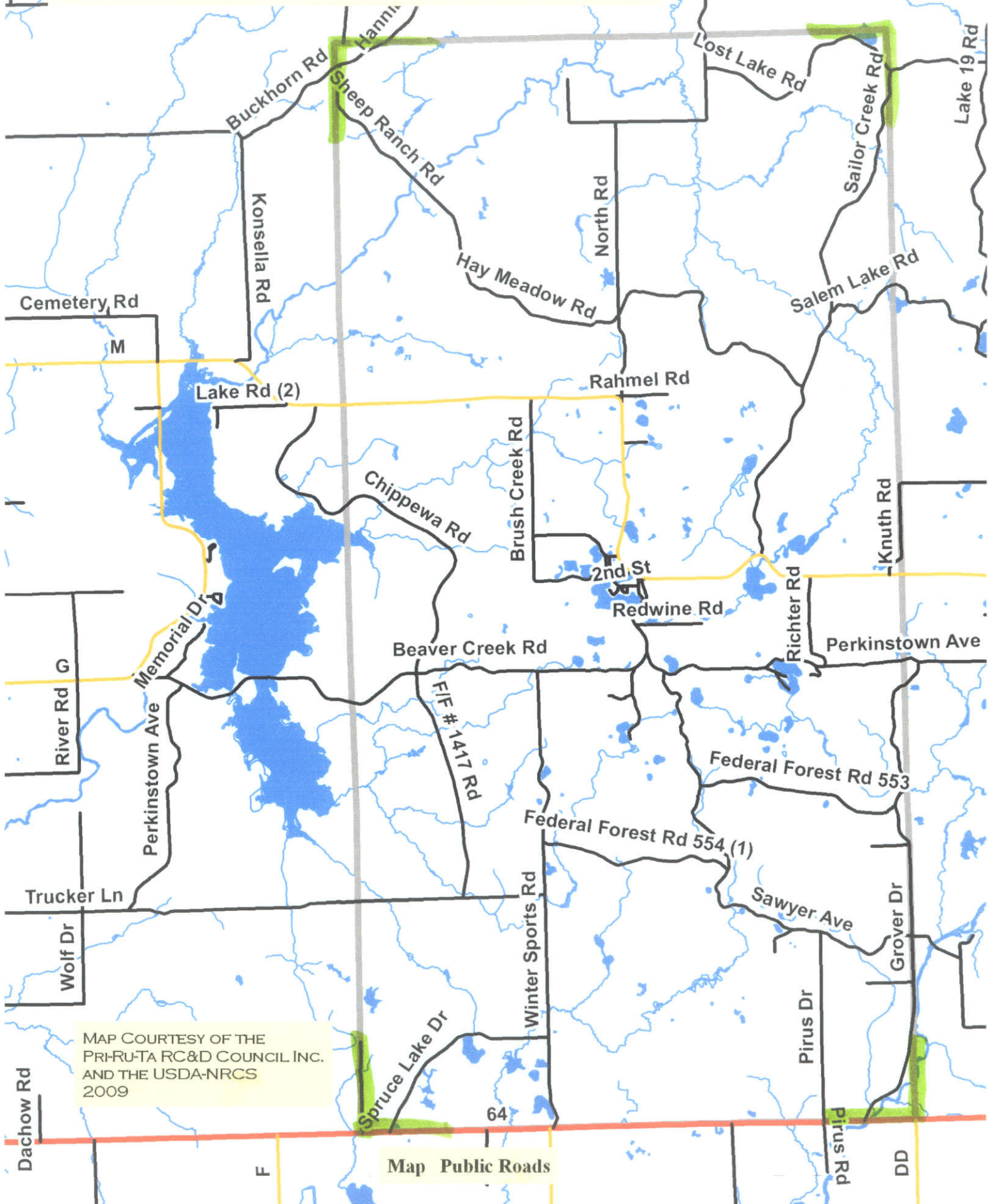
They are four rod gravel roads to rural homes. Some are dead end roads and they carry less traffic. The township has a yearly road inspection every spring to assess needed repairs to maintain safe roadways for the public. Long term repairs and improvements are placed into a program which extends five years into the future.

Pedestrian travel in the town of Grover is confined to road shoulders. The National Forest Service has specific trails and roads for walking/hiking, (non-motorized travel). The National Forest Service also has specific snowmobile and all terrain vehicle, (ATV), trails. The Ice Age Trail also traverses through the town of Grover.

Transportation for the disabled or the elderly is provided by Black River Industries and the Commission on Aging. Buses from the county seat are provided upon request. The Commission on Aging has a Volunteer Driver Service for the elderly. There are private carriers which will pick up and deliver the elderly or disabled to medical and dental appointments.

The town of Grover has no rail lines or airports for public use. The nearest airport is the Taylor County Airport in Medford, WI which serves corporate jets and small passenger planes. It provides no regular public service. The other closest airports with passenger

GROVER TOWNSHIP PUBLIC ROADS



MAP COURTESY OF THE
PRI-RU-TA RC&D COUNCIL INC.
AND THE USDA-NRCS
2009

Map Public Roads

service are the Central Wisconsin Airport in Mosinee, WI, and the Eau Claire County Chippewa Valley Regional Airport in Eau Claire, WI.

The town of Grover has no designated bike trails. Bicycling is permitted on roadways and safe cycling rules are encouraged. Bicycle safety classes are held every spring by local law enforcement agencies.

Heavy trucking transportation including logging, construction, and food service trucks are permitted on local roads except when state load limits are in effect in the spring. Milk trucks may travel the roads year around, as well as smaller type vehicles. School buses travel on the roads daily during the school term.

NATURAL RESOURCES

The goal of the town of Grover is to help direct future development of land and to better be able to protect the natural resources for future generations in the town of Grover. The town of Grover also hopes to encourage land use densities that promote efficient development patterns. The town of Grover has a total area of 184.80 square km (71.4 square mi.). 183.0 square km (70.7 square mi.) of it is land and 1.8 square km (0.7 square mi.) of it, (0.99%) is water.

The land in the town of Grover is approximately 1480 feet above mean sea level. The land is glacial and varies from one area to another. Much of the area is forested with lakes, swamps and wetlands. Taylor County land area is distributed as follows: agricultural land covers 28.5%; forested land covers 51.2%; urban land covers less than 1%; and wetlands and surface water cover 19.1%.

The soils of Taylor County are generally acidic and have low natural fertility. Four of the eight major soil associations of Taylor County exist in the town of Grover. Descriptions of the associations are:

Crystal Lake - Comstock Association: Very deep, nearly level to steep, moderately well drained to somewhat poorly drained, silty soils on glacial lake plains.

Newood - Newot Association: Deep and very deep, nearly level to steep, well drained and moderately well drained, loamy soils on glacial moraines. The majority of the soil in the town of Grover consists of this soil association. See attached Soil Associations of Taylor County map for details.

Poskin - Maplehurst - Brill: Very deep, nearly level and gently sloping, somewhat poorly and moderately well drained, silty soils on outwash plains and stream terraces.

Magnor - Freeon: Deep and very deep, nearly level to moderately steep, somewhat poorly drained and moderately well drained, silty soils on moraines.

These are broad soil associations. See attached Soil Associations of Taylor County Map for details.