

Minutes of the Meeting of the

WALWORTH COUNTY JURISDICTION HIGHWAY PLANNING COMMITTEE

Date: May 3, 2012
Time: 5:30 p.m.
Place: Jury Assembly Room (Room 1080)
Walworth County Judicial Center
Walworth County Lakeland Complex
1800 County Trunk Highway NN
Elkhorn, Wisconsin

Members Present

Larry Price Superintendent, Walworth County
Chair Department of Public Works
Kenneth R. Yunker Executive Director, SEWRPC
Secretary
Richard Brandl Chair, Town of Sharon
Dennis Jordan..... Administrator, City of Lake Geneva
John Murphy Citizen, Town of East Troy
(Representing Joseph Klarkowski)
Charles G. Nass Superintendent of Streets/Forestry, Department of
(Representing Kevin M. Brunner) Public Works, City of Whitewater
John Olson Administrator, Town of Delavan
(Representing Ryan Simon)
Nancy Russell Chair, Walworth County Board of Supervisors
Sheri Schmit..... Wisconsin Department of Transportation
(Representing Dewayne J. Johnson)
Mark E. Wendorf Director, Department of Public Works,
City of Delavan
Robert Wenzel Trustee, Village of Darien
(Representing Evelyn Etten)

Guests and Staff Present

Kevin Archambault.....Citizen
Ajibola Ayanwale Transportation Engineer, SEWRPC
Beth Blum Project Manager, Wisconsin Department of Transportation
Gregg Epping Superintendent, Department of Public Works,
Village of Darien
Tim EriksonCitizen
Gerri GreenCitizen
Christopher T. HiebertChief Transportation Engineer, SEWRPC
Ryan W. Hoel..... Principal Engineer, SEWRPC
Beth Hollenbeck.....Citizen
Steve HollenbeckCitizen

Mary Hult.....	Citizen
Sue Kazmierzak	Citizen
Thomas Longtin	State Program Engineer, Southeast Region Wisconsin Department of Transportation
Kelly Nefstead	Citizen
Denise Nendza	Citizen
Josie Schlueter	Citizen
Ed Stefanski	Citizen
Eva Stefanski	Citizen
Tim Torkelson.....	Citizen
Steven Watschke.....	Citizen
David A. Weber	Supervisor, Walworth County Board of Supervisors
Dennis West.....	Reporter, The Beacon
Jim Wolfgram	Citizen

ROLL CALL AND INTRODUCTIONS

Mr. Price called the meeting of the Walworth County Jurisdictional Highway Planning Committee to order at 5:30 p.m. He noted that attendance will be taken by circulating a roster sheet for signature, and declared a quorum present. He then asked the Committee members and staff present to introduce themselves.

REVIEW AND CONSIDERATION OF APPROVAL OF THE REQUEST TO AMEND THE YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN TO INCLUDE THE WIDENING FROM TWO TO FOUR TRAFFIC LANES OF STH 50 BETWEEN CTH F (NORTH) AND STH 67

Chairman Price asked Mr. Yunker to review the memorandum regarding the proposed amendment to the Walworth County jurisdictional highway system plan to include the widening from two to four traffic lanes of STH 50 between CTH F (north) and STH 67. (A copy of the memorandum reviewed is included with these minutes as Attachment 1.) Mr. Yunker noted that during the development of the year 2035 Walworth County jurisdictional highway system plan, the Wisconsin Department of Transportation (WisDOT) was conducting the preliminary engineering and environmental impact study of the reconstruction of STH 50 between IH 43 and STH 67. Mr. Yunker stated that the final recommended year 2035 Walworth County jurisdictional highway system plan, as approved by the Committee on October 13, 2010 and later adopted by the Walworth County Board of Supervisors and the Regional Planning Commission, recommended the provision of a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south) and the reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate possible future widening of the facility with additional traffic lanes beyond the design year 2035 of the plan. He added that the plan also recommended to WisDOT that no existing businesses be acquired and no existing Native American mound sites be impacted as a result of a reconstruction of STH 50 and that safety improvements be considered along STH 50, such as the provision of protected left turn lanes at the intersection of STH 50 with Town Hall Road/South Shore Drive. (Maps of the adopted Walworth County jurisdictional highway system plan, the jurisdictional responsibility transfers recommended in the adopted Walworth County jurisdictional

highway system plan, and the capacity improvements recommended in the adopted Walworth County jurisdictional highway system plan is included as Maps 1 through 3 in Attachment 1 of these minutes.)

Mr. Yunker stated that following the Committee's review and approval of the Walworth County jurisdictional highway system plan, WisDOT continued to conduct the preliminary engineering and environmental impact study for the reconstruction of STH 50 between IH 43 and STH 67, and has continued to work with concerned and affected local governments, including the Town of Delavan, to consider and address their concerns. He added that a number of alternatives were considered by WisDOT during preliminary engineering and environmental impact study. One alternative considered was the provision of two lanes with a two-way left turn lane along STH 50 between CTH F (north) and CTH F (south), as recommended by the Committee, but was dismissed by WisDOT based on it not being expected to adequately carry existing and future traffic volumes.

He stated that from the alternatives considered, a recommended alternative identified by WisDOT for public review and comment was presented at a public meeting held on April 20, 2011, and that the recommended alternative included the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67. He noted that the proposed widening was based on future traffic volumes projected by WisDOT exceeding the design capacity of the existing two-lane roadway. He added that, based on concerns expressed by local businesses and residents and local elected officials at previous public meetings, WisDOT proposed an alignment and a narrower right-of-way for STH 50 between CTH F (north) and Prairie Drive—located east of CTH F (south)—that would largely avoid the need to acquire businesses and would minimize impacts to environmentally sensitive areas and the Town of Delavan Community Park along STH 50 between CTH F (north) and Prairie Drive. He further added that WisDOT proposed safety measures expected to reduce the number and severity of crashes along STH 50, and that the recommended alternative would avoid impacts to historic and archeological sites, including identified Indian burial mounds, located along STH 50. He noted that the Town of Delavan Board has by resolution expressed agreement for WisDOT's recommended alternative, including the widening of STH 50 between CTH F (north) and STH 67, and the proposed amendment to the Walworth County jurisdictional highway system plan. (A copy of the signed resolution is included as Exhibit A in Attachment 1 to these minutes.)

Mr. Yunker stated that based on the preliminary engineering and environmental impact study being conducted by WisDOT for the reconstruction of STH 50 between IH 43 and STH 67, which analyzed in greater detail than the County jurisdictional highway system plan the costs, benefits, and impacts of the alternatives for reconstruction of STH 50, and that at the specific request of the Wisconsin Department of Transportation and the Town of Delavan, the Commission staff recommends that the adopted year 2035 Walworth County jurisdictional highway system plan be amended to include the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67. (Maps of the proposed amended Walworth County jurisdictional highway system plan, the jurisdictional responsibility transfers recommended in the proposed amended Walworth County jurisdictional highway system plan, and the capacity improvements recommended in the proposed amended Walworth County jurisdictional highway system plan are provided as Maps 4 through 6 of Attachment 1 of these minutes.)

Mr. Price stated that the next item on the agenda is the solicitation of public comments on the proposed amendment to the adopted year 2035 Walworth County jurisdictional highway system plan requested by WisDOT and the Town of Delavan to add the widening of STH 50 between CTH F (north) and STH 67 from two to four traffic lanes. The following comments from the public were made:

1. Mr. Jim Wolfgram inquired about the future traffic volumes used to justify the proposed widening of STH 50. Mr. Yunker responded that WisDOT prepared a forecast of future traffic volumes along STH 50 as part of the preliminary engineering study and environmental impact study conducted for STH 50 between IH 43 and STH 67. He noted that the forecast traffic volumes developed by WisDOT for STH 50 between CTH F (north) and STH 67 exceeded the design capacity of about 14,000 vehicles per day for the existing two-lane roadway. He also noted that the existing traffic volumes on STH 50 between CTH F (north) and CTH F (south) currently exceed the design capacity for the existing two-lane roadway. Mr. Wolfgram expressed opposition to the widening of STH 50 from two to four lanes between CTH F (north) and STH 67 due to potential impacts to businesses, historical and archeological sites, and environmentally sensitive areas along STH 50. He also expressed opposition to the use of roundabouts along STH 50 between CTH F (north) and STH 67 due to the potential negative impacts to Delavan Lake from the increased quantity of stormwater runoff due to the additional pavement needed to construct the roundabout, increased temperature due to stormwater runoff temperature increases as it flows over the roundabout's pavement, and from the increased salt needed for maintaining the roundabout. He also expressed concern with roundabouts being constructed along STH 50 due to difficulties for some drivers in navigating roundabouts.
2. Mr. David Weber expressed support for the adopted year 2035 Walworth County jurisdictional highway system plan recommendation to provide a two lane facility with a two-way left turn lane between CTH F (north) and CTH F (south), and the provision of traffic signals at intersections along STH 50 rather than roundabouts. He also expressed opposition to the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67. He stated that a Lake Geneva bypass should be constructed to reduce traffic volumes along STH 50. He also expressed opposition to roundabouts being constructed along STH 50 due to potentially impacting the accessibility of businesses. Responding to a question by Mr. Weber regarding the impacts to residences and businesses along STH 50, Ms. Schmit stated that WisDOT has conducted an extensive preliminary engineering and environmental impact study effort which supports the need to widen STH 50 from two to four traffic lanes between CTH F (north) and STH 67. She added that WisDOT staff will meet with residents and business owners to further discuss and address their concerns regarding the STH 50 project.
3. Pastor Steve Hollenbeck suggested that a list of concerns prepared by a number of residents, and presented to the Committee at its October 13, 2010 meeting, that expresses opposition to the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67, be again considered by the Committee and WisDOT. He stated that one concern listed was that the provision of four lanes on STH 50 between CTH F (north) and CTH F (south) would affect the rural character and quality of life in the Town of Delavan, and impact businesses along STH 50 and the environment. He also expressed his disappointment that the new Town of Delavan Board would support WisDOT's recommendation to widen STH 50 between CTH F (north) and STH 67. He expressed support for the adopted year 2035 Walworth County jurisdictional highway system plan recommendation to provide a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south).
4. Mr. Jim Wolfgram expressed opposition to the widening of STH 50 from two to four lanes between CTH F (north) and STH 67 due to potential relocation of his business which is located along STH 50. He also stated that WisDOT had not sufficiently communicated potential relocations to residences and businesses along STH 50.

5. Mr. Tim Torkelson expressed support for the adopted year 2035 Walworth County jurisdictional highway system plan recommendation for the provision of a two-lane facility with a two-way left turn lane along STH 50 between CTH F (north) and CTH F (south), and expressed opposition to the widening of STH 50 from two to four lanes between CTH F (north) and STH 67 due to potential impacts to his business. He also stated his opposition to the provision of roundabouts along STH 50 due to the potential effect on his business caused by the restriction of left turns and the need for eastbound traffic to access his restaurant by u-turning at a roundabout. He also stated that there does not seem to be sufficient traffic on STH 50 between CTH F (north) and STH 67, except during the summer and on weekends, to justify the need for the provision of four traffic lanes along STH 50.
6. Mr. Tim Erikson expressed opposition to the widening of STH 50 from two to four lanes between CTH F (north) and STH 67 due to the potential impact on his property and the effect on the small town character along STH 50. He also stated that he often drives on STH 50 between CTH F (north) and STH 67, and has never had a problem with traffic congestion.

There being no further public comment, Mr. Price requested discussion from the Committee members on the proposed amendment.

Mr. Olson stated that at the October 13, 2010, meeting similar comments opposing the widening of STH 50 were made to the Committee and WisDOT. He noted that since that meeting, a new Town of Delavan Town Chair and Board were elected which has decided to work with WisDOT in addressing the Town's concerns with the reconstruction project, and to support WisDOT's recommendation to widen STH 50 from two to four traffic lanes between CTH F (north) and STH 67.

Ms. Schmit stated that WisDOT considered a number of alternatives in the preliminary engineering and environmental impact study, including the provision along STH 50 between CTH F (north) and CTH F (south) of a two lane facility with a two-way left turn lane. She noted that this alternative was dismissed based on it not being expected to adequately carry existing and future traffic volumes, which the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67 would be expected to do.

Responding to an inquiry by Mr. Brandl, Mr. Olson stated that the Town itself did not hold any formal public hearings—in addition to the public meetings held by WisDOT—on WisDOT's recommended alternative widen STH 50 between CTH F (north) and STH 67. However, the Town of Delavan Board discussed WisDOT's recommended alternative at two of its meetings.

In response to an inquiry by Mr. Wendorf, Mr. Hoel stated that the previous Walworth County jurisdictional highway system plan had recommended the widening of STH 50 from two to four traffic lanes between CTH F (north) and CTH F (south), and the reservation of right-of-way to accommodate the potential future need of four lanes along STH 50 between CTH F (south) and STH 67 beyond the year 2035.

Ms. Schmit noted that there was still time before WisDOT would begin preparing final plans for the widening of STH 50 between CTH F (north) and STH 67, and WisDOT staff would like to continue to meet with residents and work with them to resolve their concerns on the project. Responding to an inquiry by Mr. Yunker, Ms. Schmit stated that reconstruction of STH 50 between IH 94 and STH 67 would not likely begin until at least the year 2020. Ms. Blum noted that WisDOT was intending to hold one more public meeting before the preliminary engineering and environmental impact study for the project is completed.

Mr. Olson made a motion that the Walworth County jurisdictional highway system plan be amended to include the widening of STH 50 from two to four lanes between CTH F (north) and STH 67. Mr. Wendorf seconded the motion, and the motion was approved by the Committee on a vote of 7 ayes and 2 nays, with Mr. Nass and Mr. Brandl voting against the motion, and Mr. Murphy abstaining from the vote.

ADJOURNMENT

There being no further business to come before the Committee, the meeting was adjourned at 6:27 p.m. on a motion by Mr. Jordan, seconded by Mr. Brandl, and carried unanimously by the Committee.

Respectfully submitted,

Kenneth R. Yunker

Secretary

KRY/RWH/AMA/dad

#203902 v1 (PDF #223318) - Walw Co JHSP Committee 05/03/12 Meeting Minutes

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

STAFF MEMORANDUM

TO: All Members of the Walworth County Jurisdictional Highway Planning Committee

FROM: Southeastern Wisconsin Regional Planning Commission staff

DATE: March 30, 2012

SUBJECT: PROPOSED AMENDMENT TO THE ADOPTED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

The Wisconsin Department of Transportation (WisDOT) is nearing conclusion of the preliminary engineering and environmental impact study of the reconstruction of STH 50 between IH 43 and STH 67, and has requested that the adopted year 2035 Walworth County jurisdictional highway system plan be amended to reflect their recommended alternative which includes the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67. The recommended alternative was developed by WisDOT, working closely with concerned and affected local governments, including the Town of Delavan, to accommodate existing and future traffic volumes, to provide a safe and reliable roadway, to minimize the impact to local businesses, particularly between CTH F (north) and CTH F (south), and to avoid impacts to historic and archeological sites, including identified Indian burial mounds, located along STH 50. In addition, the Town of Delavan Board has by resolution expressed agreement for WisDOT's recommended alternative, including the widening of STH 50 between CTH F (north) and STH 67, and the proposed amendment to the Walworth County jurisdictional highway system plan. (A copy of the signed resolution is attached to this memorandum as Exhibit A.)

The Walworth County Jurisdictional Highway Planning Committee at its October 13, 2010, meeting approved a final recommended year 2035 Walworth County jurisdictional highway system plan. With respect to this stretch of STH 50, the plan recommended the provision of a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south) and the reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate possible future widening of the facility with additional traffic lanes beyond the design year 2035 of the plan. In addition, the plan recommended to WisDOT that no existing businesses be acquired and no existing Native American mound sites be impacted as a result of a reconstruction of STH 50 and that safety improvements be considered along STH 50, such as the provision of protected left turn lanes at the intersection of STH 50 with Town Hall Road/South Shore Drive. The year 2035 Walworth County jurisdictional highway system plan approved by the Committee was subsequently adopted by the Walworth County Board of Supervisors on May 10, 2011, and by the Regional Planning Commission on June 15, 2011. Maps 1 through 3 attached to this memorandum show the adopted Walworth County jurisdictional highway system plan, the jurisdictional responsibility transfers

recommended in the adopted Walworth County jurisdictional highway system plan, and the capacity improvements recommended in the adopted Walworth County jurisdictional highway system plan.

Following the Committees review and approval of the Walworth County jurisdictional highway system plan, WisDOT continued to conduct the preliminary engineering and environmental impact study for the reconstruction of STH 50 between IH 43 and STH 67, and has continued to work with concerned and affected local governments, including the Town of Delavan, to consider and address their concerns. A number of alternatives were considered by WisDOT during preliminary engineering and environmental impact study. One alternative considered was the provision of two lanes with a two-way left turn lane along STH 50 between CTH F (north) and CTH F (south), as recommended by the Committee, but was dismissed by WisDOT based on it not being expected to adequately carry existing and future traffic volumes. From the alternatives considered, a recommended alternative identified by WisDOT for public review and comment was presented at a public meeting held on April 20, 2011. The recommended alternative included the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67. The proposed widening was based on future traffic volumes projected by WisDOT exceeding the design capacity of the existing two-lane roadway. Based on concerns expressed by local businesses and residents and local elected officials at previous public meetings, WisDOT proposed an alignment and a narrower right-of-way for STH 50 between CTH F (north) and Prairie Drive—located east of CTH F (south)—that would largely avoid the need to acquire businesses and would minimize impacts to environmentally sensitive areas and the Town of Delavan Community Park along STH 50 between CTH F (north) and Prairie Drive. WisDOT also proposed safety measures expected to reduce the number and severity of crashes along STH 50. In addition, the recommended alternative would avoid impacts to historic and archeological sites, including identified Indian burial mounds, located along STH 50.

The preliminary engineering and environmental impact study being conducted by WisDOT for the reconstruction of STH 50 between IH 43 and STH 67 necessarily analyzed in greater detail than the County jurisdictional highway system plan the costs, benefits and impacts of the alternatives for reconstruction of STH 50. In addition, WisDOT is close to completion of its work with concerned and affected local governments, including the Town of Delavan, in developing a final recommended alternative. While changes may still be made as WisDOT completes development of the final recommended alternative, agreement has been reached between WisDOT and the Town of Delavan on reconstructing STH 50 from two to four traffic lanes between CTH F (north) and STH 67. Thus, it is appropriate that the year 2035 Walworth County jurisdictional highway system plan be amended to include WisDOT's and the Town of Delavan's recommended alternative for the reconstruction of STH 50. Therefore, at the specific request of the Wisconsin Department of Transportation and the Town of Delavan, the Commission staff recommends that the adopted year 2035 Walworth County jurisdictional highway system plan be amended to include the widening of STH 50 from two to four traffic lanes between CTH F (north) and STH 67. Maps 4 through 6 show the proposed amended Walworth County jurisdictional highway system plan, the jurisdictional responsibility transfers recommended in the proposed amended Walworth County jurisdictional highway system plan, and the capacity improvements recommended in the proposed amended Walworth County jurisdictional highway system plan. Upon adoption of the proposed amended jurisdictional highway system plan by the Walworth County Jurisdictional Highway Planning Committee, the Regional Planning Commission staff will provide the amended plan to the Walworth County Board of Supervisors for their consideration, and upon their adoption to the Regional Planning Commission.

* * *

Exhibit A

RESOLUTION #4-2012

SUPPORTING THE AMENDMENT TO THE 2035 WALWORTH COUNTY
JURISDICTIONAL HIGHWAY SYSTEM PLAN

WHEREAS, there now is a need to amend the year 2035 Walworth County Jurisdictional Highway System Plan to include widening to four traffic lanes of STH 50 between CTH F (North) and STH 67, and

WHEREAS, on October 13, 2010, the Walworth County Jurisdictional Highway Planning Committee approved the plan including the provision of a two-lane facility with a two-way left turn lane on STH 50 between CTH F (North) and CTH F (South) and the reservation of right-of-way along STH 50 between CTH F (South) and STH 67 to accommodate possible future widening of the facility with additional traffic lanes. The 2035 Plan was also approved by the Walworth County Board on May 10, 2011 and the Regional Planning Commission on June 15, 2011.

WHEREAS, WisDOT held another public meeting on April 20, 2011 where a number of alternatives were presented including their recommended alternative of widening STH 50 from two to four traffic lanes between CTH F (North) and STH 67. The proposed widening was based on future traffic volumes exceeding the design capacity of the existing two-lane roadway. WisDOT's preferred alternative also includes four roundabouts permitting a narrower median and right of way preserving private property and avoiding most business property acquisitions through the Inlet other than two businesses at STH 50 and Town Hall Rd. The roundabouts are also expected to reduce the number and severity of crashes along STH 50 between CTH F (North) and Prairie Drive. In addition, the recommended alternative was also designed to minimize impacts to environmentally sensitive areas, historic and archeological sites, and the Community Park.


WHEREAS, WisDOT has continued to work with the Town of Delavan on the location of the proposed roundabouts allowing for a Storm Water Detention Pond located at CTH F (North) and STH 50 and the construction of a multi-use trail along the south side of STH 50.

NOW THEREFORE BE IT RESOLVED, that the Town Board expresses agreement with WisDOT's recommended alternative, including the widening of STH 50 from two to four traffic lanes between CTH F (North) and STH 67, and the proposed amendment to the Walworth County Jurisdictional Highway System Plan.

Dated this 21st day of February, 2012

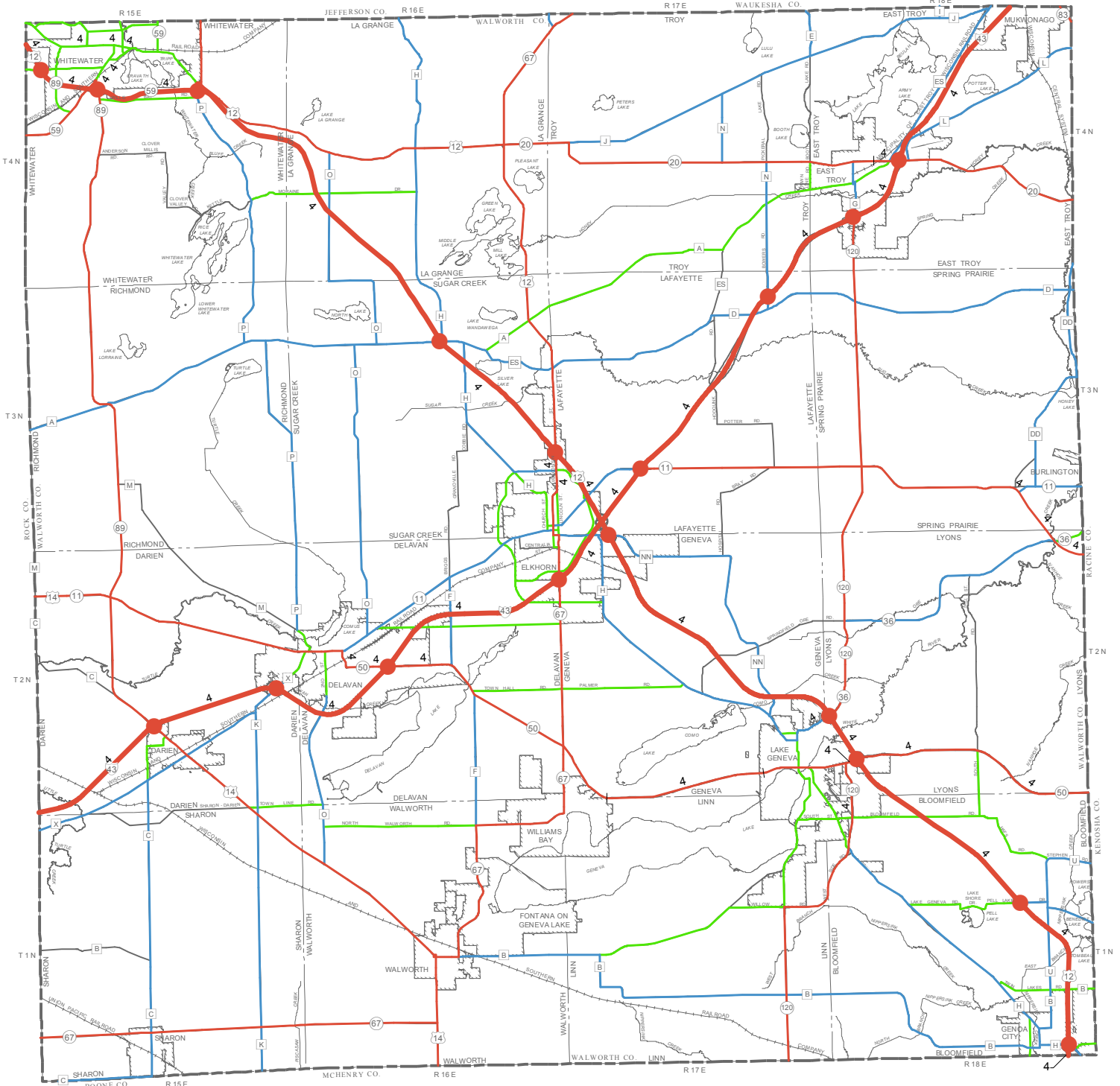

Ryan Simons, Town Chair

Ayes 5 Noes 0

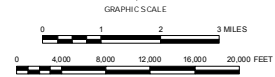
Attest: 
Dixie C. Bernstein, Town Clerk

Map 1

ADOPTED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

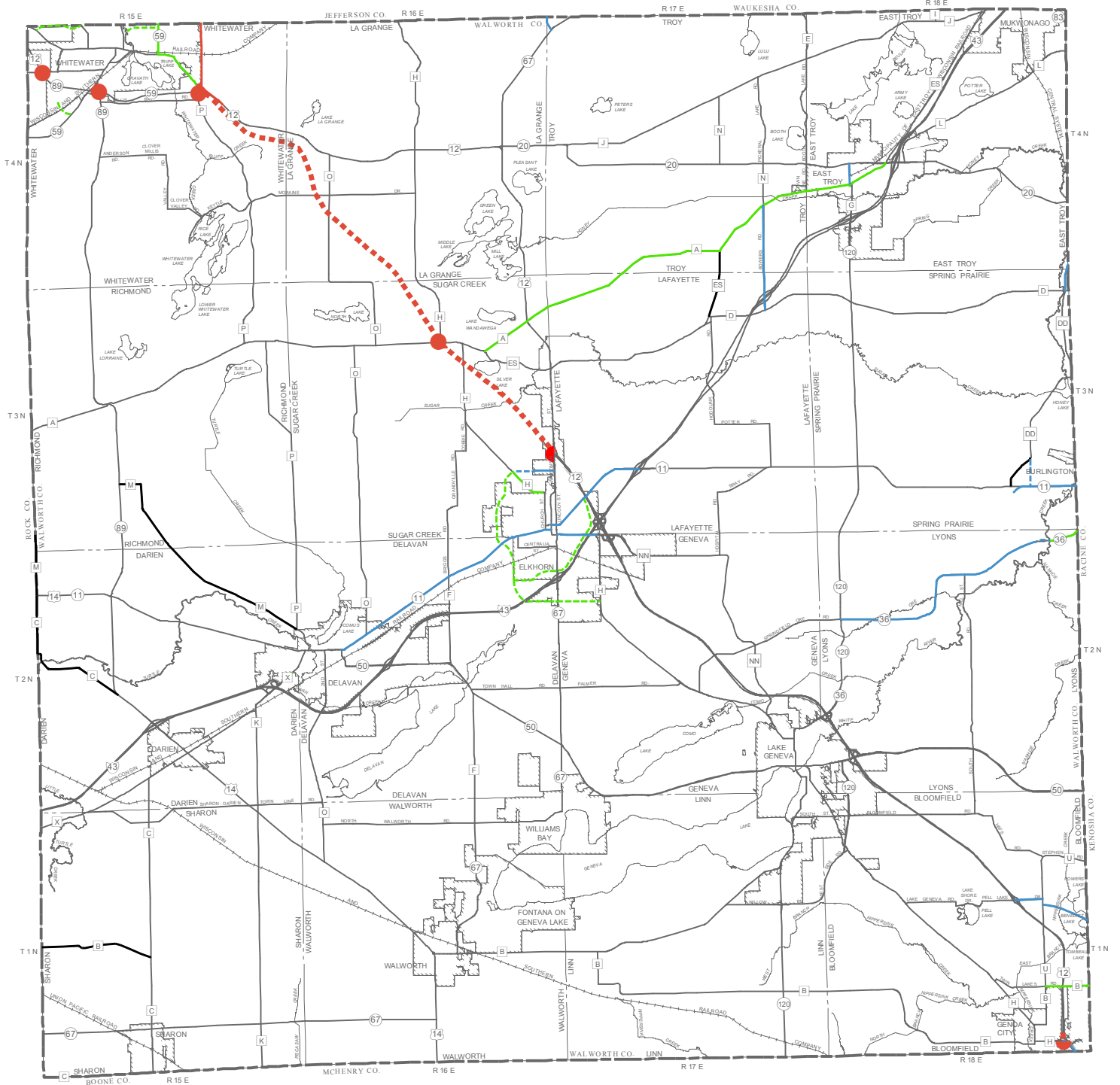


- FREEWAY**
- STATE TRUNK HIGHWAY
- INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4** NUMBER OF LANES
(2 WHERE UNNUMBERED)



Map 2

CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE ADOPTED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

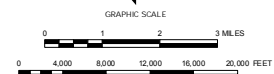


TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

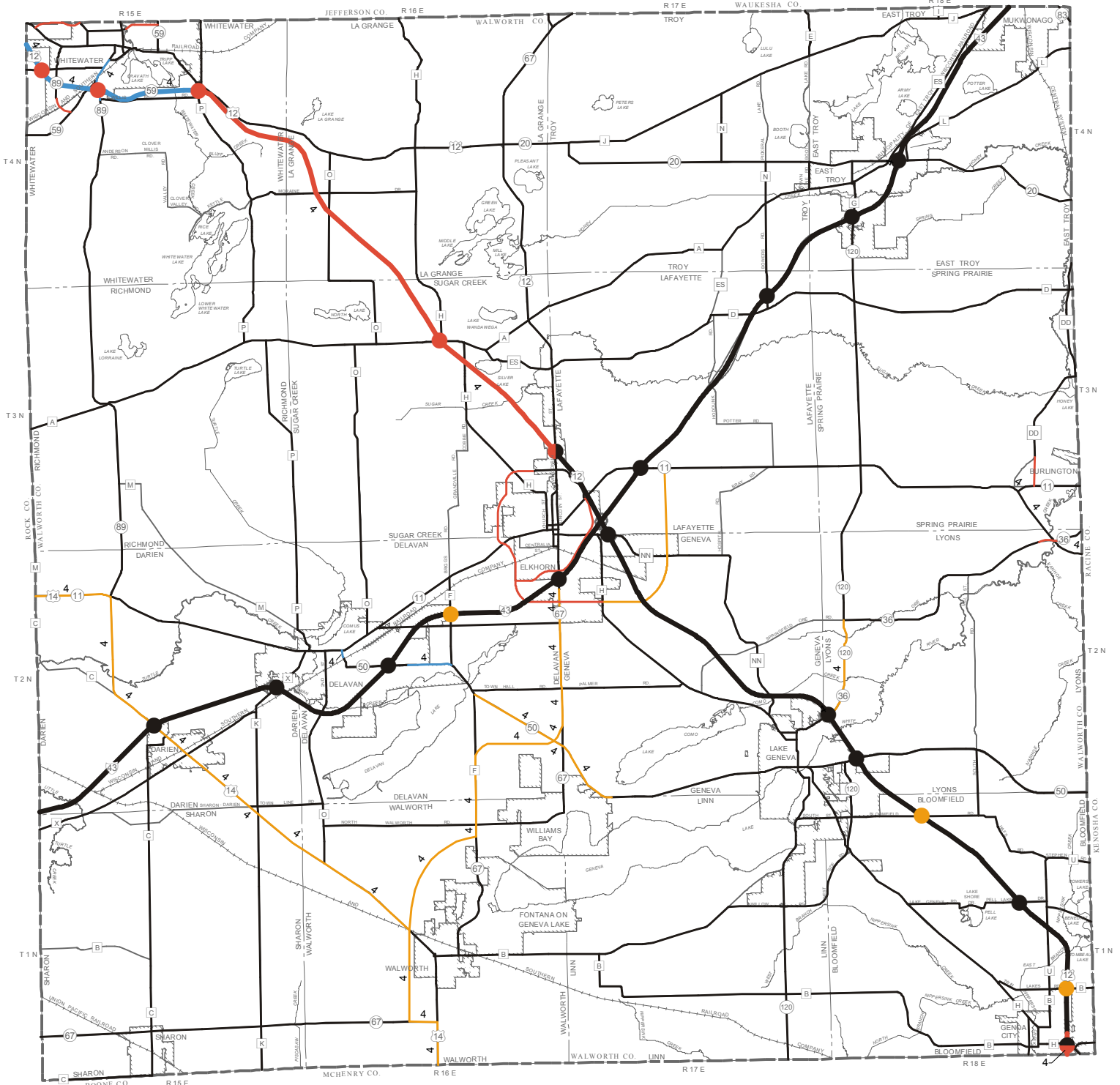
NEW FACILITY:

- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- FULL INTERCHANGE
- ◐ HALF INTERCHANGE



Map 3

FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE ADOPTED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

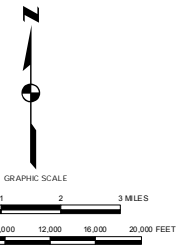


ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4** NUMBER OF LANES (2 WHERE UNNUMBERED)

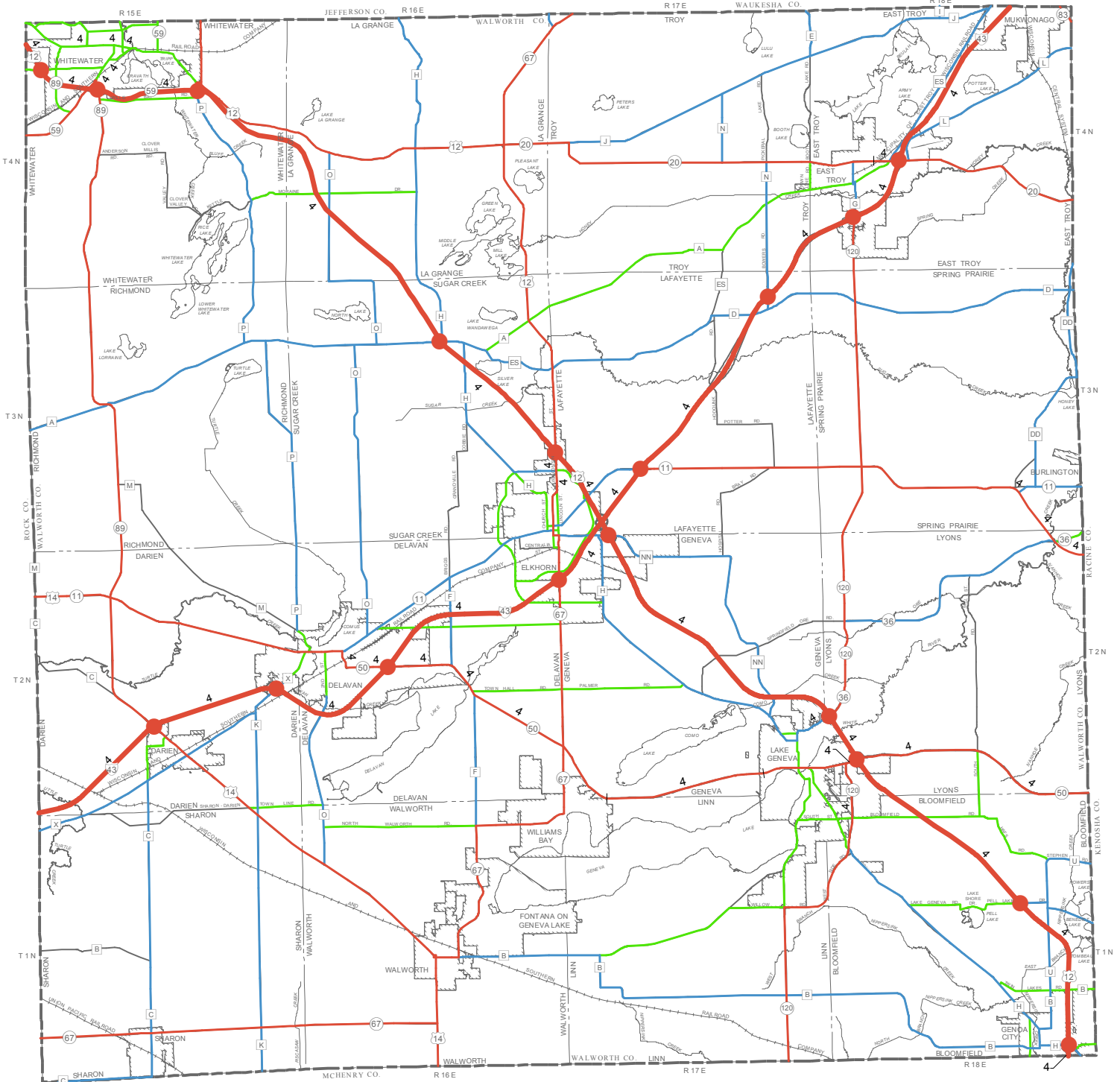
FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

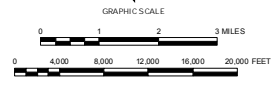


Map 4

PROPOSED AMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



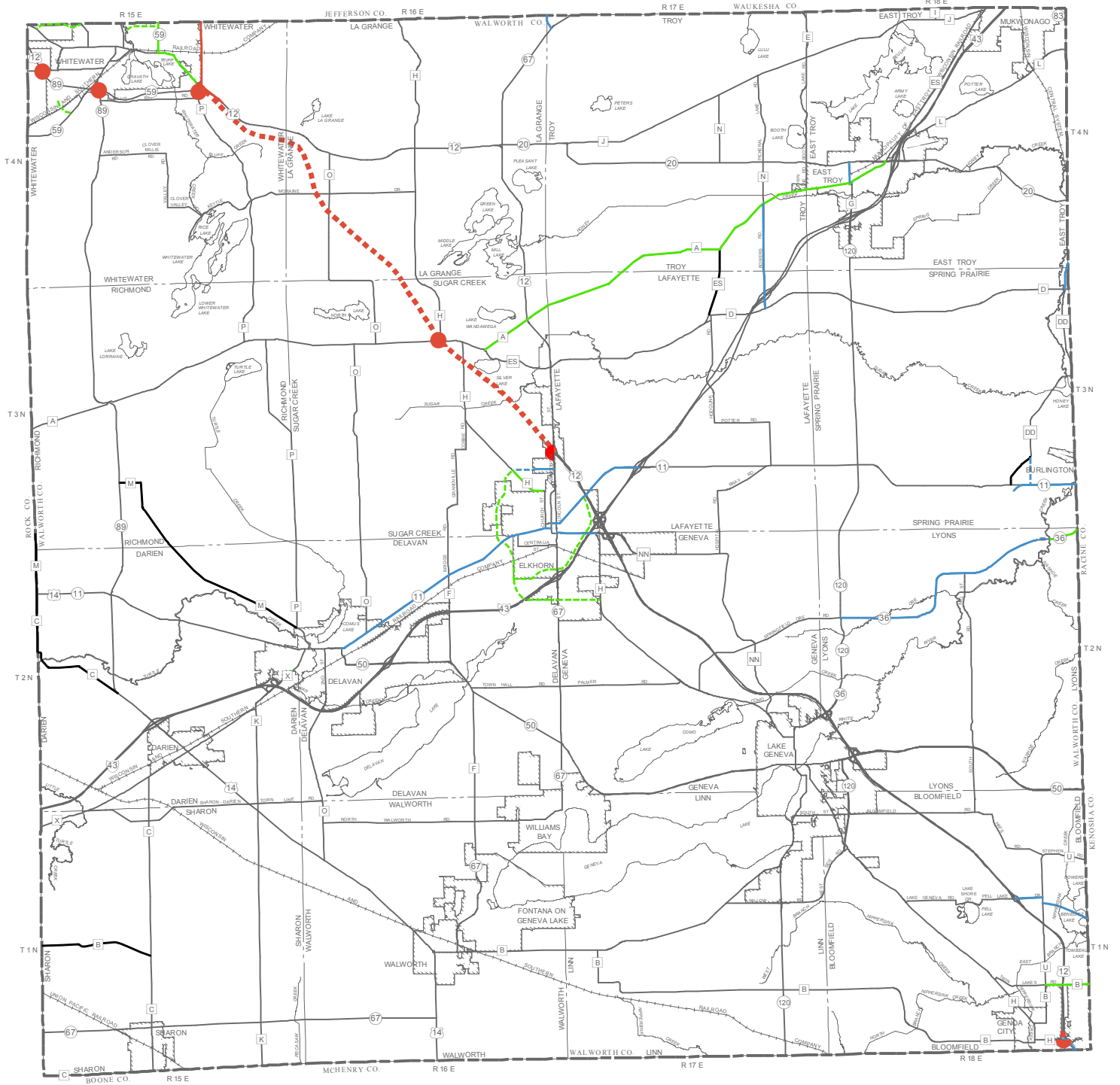
- FREEWAY**
- STATE TRUNK HIGHWAY
- INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4** NUMBER OF LANES
(2 WHERE UNNUMBERED)



Source: SEWRPC.

Map 5

CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE PROPOSED AMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

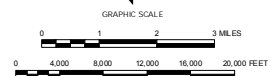


TRANSFER TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NON-ARTERIAL) SYSTEM

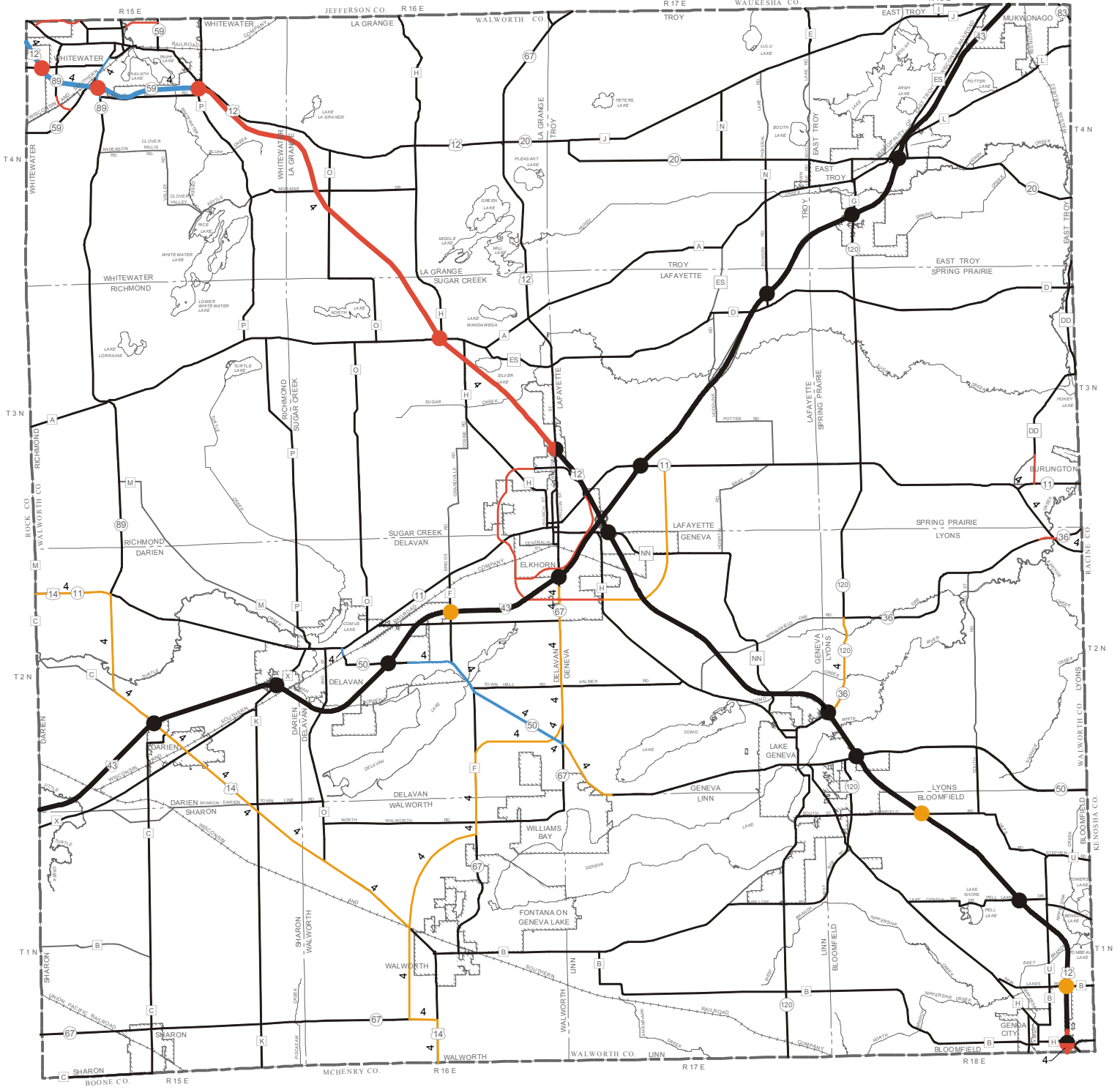
NEW FACILITY:

- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- FULL INTERCHANGE
- ◐ HALF INTERCHANGE



Map 6

**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE PROPOSED AMENDED
YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4** NUMBER OF LANES (2 WHERE UNNUMBERED)

FREQUENCY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

