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Special acknowledgment is due Mr. Ryan W. Hoel PE, SEWRPC
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MEMORANDUM REPORT No. 226

**STH 60 NORTHERN RELIEVER ROUTE
FEASIBILITY STUDY**

Washington County, Wisconsin

Prepared by the

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SEWRPC Memorandum Report No. 226

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY

INTRODUCTION

This report documents the findings of a study conducted by the Southeastern Wisconsin Regional Planning Commission requested by Washington County on the feasibility of a northern reliever route of STH 60 between the western limits of the City of Hartford (Goodland Road) and IH 41. The study was conducted in response to a request from the Hartford Area Development Corporation (HADC) to the Washington County Board of Supervisors, which was prompted by their concerns of increasing traffic volume, congestion, and safety problems on STH 60, and in particular, the effect of increasing truck traffic on traffic congestion and safety. The Commission staff worked with staff from concerned and affected local governments in the Hartford/Slinger area, Washington County, the Wisconsin Department of Transportation (WisDOT), and the HADC, including the consideration of input provided by the public, to identify and evaluate potential STH 60 northern reliever routes and improvements to STH 60. The study was conducted by the Commission under the direction of the Washington County Administrator and Highway Commissioner, with guidance from the Washington County Board of Supervisors' Public Works Committee (a roster of the Public Works Committee is provided on the front inside cover).

This study is an update to a Washington County study completed in 2005, which considered and evaluated alternative northern and southern reliever routes.¹ A preferred reliever route was identified (as shown on Map 1) as part of the study. However, the preferred route was not implemented by the County.

The first section of the report documents the identification of traffic movement problems and issues along STH 60 between Goodland Road and IH 41. This was accomplished through meetings with local officials, inventories and analyses of existing and probable future conditions of this segment of STH 60, and a public information meeting (PIM) held on June 29, 2016, and a public comment period of June 16, 2016, through July 15, 2016.

The second section of the report documents the development of the potential STH 60 northern reliever routes and improvements to STH 60. Specifically, this section documents the goal to be achieved by a potential northern reliever route and potential improvements to STH 60, the objectives and criteria used for evaluating alternative STH 60 reliever routes, and the potential alternative STH 60 northern reliever routes and improvements to STH 60 identified for evaluation. In developing the goal, objectives, and criteria, alternative routes, and potential improvements to STH 60, consideration was given to input (local officials, public, and private entities) provided as part of the problem identification element of the study.

¹ *This study is documented in a report entitled, "East-West Corridor Study, Phase 1, Final Report," dated June 21, 2005.*

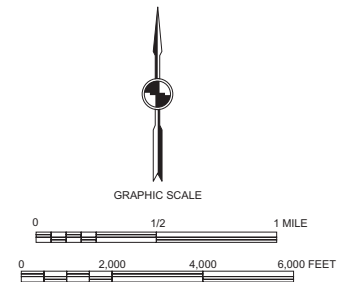
PREFERRED RELIEVER ROUTE IDENTIFIED IN 2005 WASHINGTON COUNTY EAST-WEST CORRIDOR STUDY



PREFERRED ROUTE

- EXISTING ARTERIAL
- - - NEW ARTERIAL

Source: Washington County and SEWRPC.



The evaluation of alternative northern reliever routes with respect to their attainment of the goal, objectives, and criteria is documented in the third section of the report. The results of the evaluation documented in this section were presented to Washington County Board of Supervisors Public Works Committee at their August 24, 2016, meeting. At this meeting, Commission and Washington County staffs recommended that the Public Works Committee identify one of the reliever route alternatives that should receive further study.

The alternative reliever route recommended for further study, and recommendations with respect to improvements to STH 60, are documented in the final section of the report. This section also includes recommendations related to the appropriate level of government (local, county, or state) that would have jurisdictional responsibility for implementing the recommended reliever route and improvements to STH 60.

PROBLEM IDENTIFICATION AND INVENTORY

This section documents the traffic movement issues identified during meetings the Commission staff and Washington County staff had with officials from local concerned and affected governments (City of Hartford, Village of Slinger, and the Towns of Addison, Hartford, and Polk), WisDOT, and the HADC, and during a public information meeting (PIM) that was held on Wednesday, June 29, 2016, in the Town of Hartford, along with a formal public comment period of June 16, 2016, through July 15, 2016. The input from the local officials and from the public was considered in the development of alternative STH 60 reliever routes and potential improvements to STH 60, along with the development of the goal and the objectives and criteria used for evaluating the alternative reliever routes, which is documented in subsequent sections of the report. Appendix A provides a summary of the comments received at the PIM and during the public comment period.

This section also documents the existing and probable future conditions of STH 60 between Goodland Road and IH 41, including pavement history, existing traffic control, current total and truck traffic volume, current traffic congestion, future traffic volume and congestion, and vehicular crashes. In addition, the travel times measured along STH 60 and for three existing alternative routes between Goodland Road and IH 41 are provided. This inventory information was used to confirm issues identified by local officials and the public, and as well, identify additional issues along STH 60 not captured through meetings with local officials and public comment.

Identified Issues Along STH 60

The following traffic movement issues were identified along STH 60 between Goodland Road and IH 41 at meetings that the Commission and Washington County staffs had with officials from affected and concerned local municipalities, WisDOT, and the HADC, and by comments received at the public information meeting held on June 29, 2016, and during the public comment period:

- Intersection of STH 60 and STH 83 (Main Street) – The intersection of STH 60 and STH 83 in the Hartford downtown area was particularly identified as having traffic movement issues. The primary issue identified for this intersection is that the proximity of buildings and the provision of parking on both sides of STH 83 does not provide enough room for large trucks travelling westbound on STH 60 to turn onto northbound STH 83 (Main Street). Southbound vehicles often need to back out of the way of the trucks turning onto STH 83 (Main Street). Similarly, the intersection of Main Street (STH 83) and State Street, to the north, also does not provide adequate space for trucks on STH 83 turning onto State Street. While there are more appropriate roads for carrying trucks, such as Wacker Drive, truck drivers utilize Main Street (STH 83) because their GPS units typically identify it as the fastest route to the businesses located along State Street. In addition, there is no dedicated left turn lane for traffic on STH 60 turning onto STH 83, which causes delays for traffic travelling on STH 60 through the intersection.
- Traffic Signals Between Liberty Avenue and IH 41 – The lack of coordination of the existing traffic signals from Liberty Avenue and IH 41 was identified as being an issue along STH 60.

- Intersections of STH 60 with STH 175 and STH 164 – It was indicated that traffic generally moves well on STH 60 between the Hartford downtown area and IH 41 during peak and midday times. However, during peak times, traffic may wait for two to three cycles to travel through the intersection of STH 60 and STH 164. In addition, it was indicated that the lack of dedicated right-turn lanes affects the movement of traffic travelling on STH 60 through its intersection with STH 175.
- Intersection of STH 60 and Independence Avenue – WisDOT staff indicated that there may be traffic movement issues at the intersection of STH 60 and Independence Avenue as trucks travelling southbound on Independence Avenue turn left onto STH 60. However, they indicated that currently traffic signals are not warranted at this intersection.

Inventory

The Commission staff inventoried the existing conditions on STH 60, including pavement history, traffic control, current total vehicle and truck traffic volumes, current traffic congestion, vehicular crashes along STH 60, and travel times. In addition, forecasts of potential year 2050 traffic volume and congestion on STH 60 were prepared. These forecasts were prepared under a scenario in which no northern—or southern—alternative reliever route is constructed.

STH 60 Pavement History

Pavements have a design life ranging from 50 to 60 years before they need to be reconstructed.² Because of traffic use (particularly trucks) and annual temperature changes (freeze and thaw), it is necessary to periodically improve the condition of the pavement surface through rehabilitation—resurfacing³ or reconditioning.⁴ The first rehabilitation of the pavement surface typically occurs 20 to 30 years following roadway construction or reconstruction, with subsequent pavement rehabilitation occurring every 8 to 18 years. Typically after two resurfacings (or reconditionings) a roadway will require reconstruction. The history of pavement reconstruction and rehabilitation of STH 60 between the Washington County line and IH 41 was provided by WisDOT and is shown on Maps 2 and 3. The entire segment of STH 60 between the County line and IH 41 has been either reconstructed or resurfaced in the last 10 years.

STH 60 Traffic Control

Shown on Map 4 are the existing 11 traffic signals located on STH 60 between Goodland Road and IH 41. The traffic signals at three locations on STH 60 are owned and operated by WisDOT—at Kettle Moraine Drive/Bonnie Lane, at STH 175, and at STH 164. The remaining eight traffic signals are owned and operated by the City of Hartford. There is currently no traffic signal coordination of the signals along STH 60.

The traffic control along a roadway can affect the time it takes to travel in a corridor. Traffic signal spacing of more than one mile is considered desirable. Traffic signal spacing of about one-half mile or more is considered acceptable. The traffic signals along the segment of STH 60 between Liberty Avenue and Pike Lake Drive have a spacing of 0.4 miles per traffic signal, which is less than acceptable spacing. Between Pike Lake Drive and STH 175, the traffic signals on STH 60 have a spacing of 1.3 miles, which is consistent with the desirable signal spacing of 1.0 miles. Between STH 175 and STH 164, the two traffic signals on this segment of STH 60 have a spacing of 0.6 miles, which meets the acceptable traffic signal spacing.

Current Total and Truck Traffic Volume along STH 60

Current traffic counts along STH 60 between Goodland Avenue and IH 41 are shown on Map 5. As this segment of STH 60 is the only east-west arterial through the Hartford-Slinger area that has access to the IH 41 freeway, it

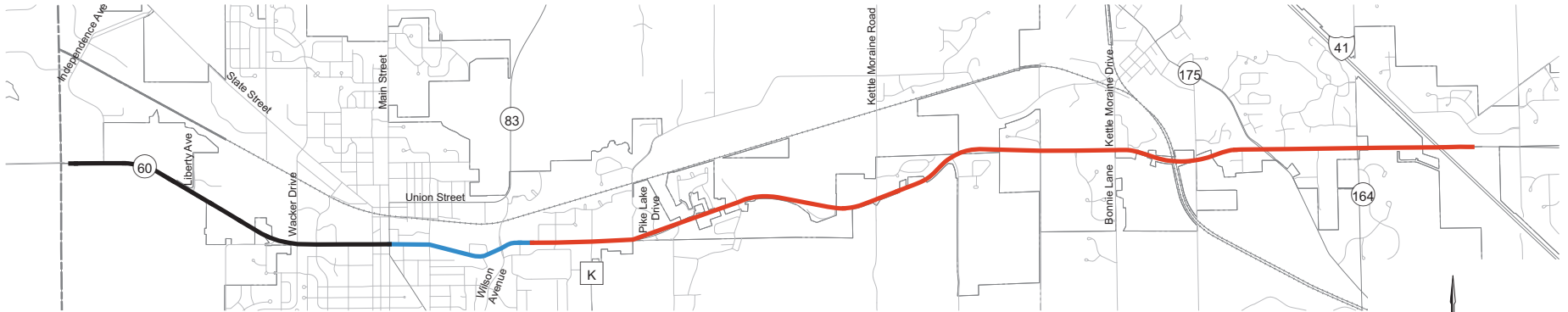
² *Reconstruction of a roadway is the removal and replacement of the entire pavement structure—pavement and gravel base course.*

³ *Resurfacing of a roadway entails removing a layer of the pavement and overlaying with a new layer of pavement.*

⁴ *Reconditioning of a roadway entails the resurfacing of the roadway along with spot repairs of failed base course below the pavement.*

Map 2

DATE OF RECONSTRUCTION OF STH 60 BETWEEN THE WASHINGTON COUNTY LINE AND IH 41



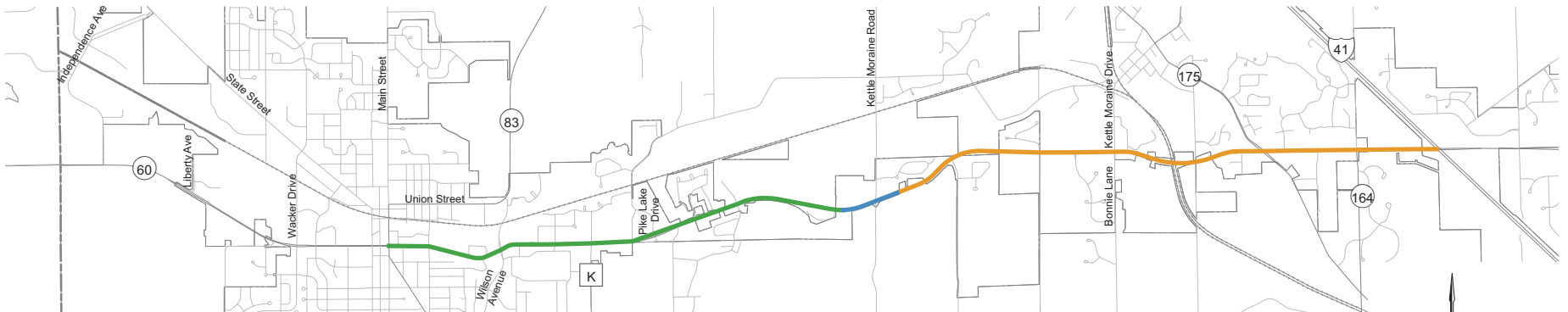
YEAR OF RECONSTRUCTION

- 1991
- 1997
- 2007

Source: WisDOT and SEWRPC.

Map 3

DATE OF RESURFACING OR RECONDITIONING OF STH 60 BETWEEN THE WASHINGTON COUNTY LINE AND IH 41



YEAR OF RESURFACING/RECONDITIONING FOLLOWING RECONSTRUCTION

- 2007
- 2011
- 2015

Source: WisDOT and SEWRPC.

Map 4

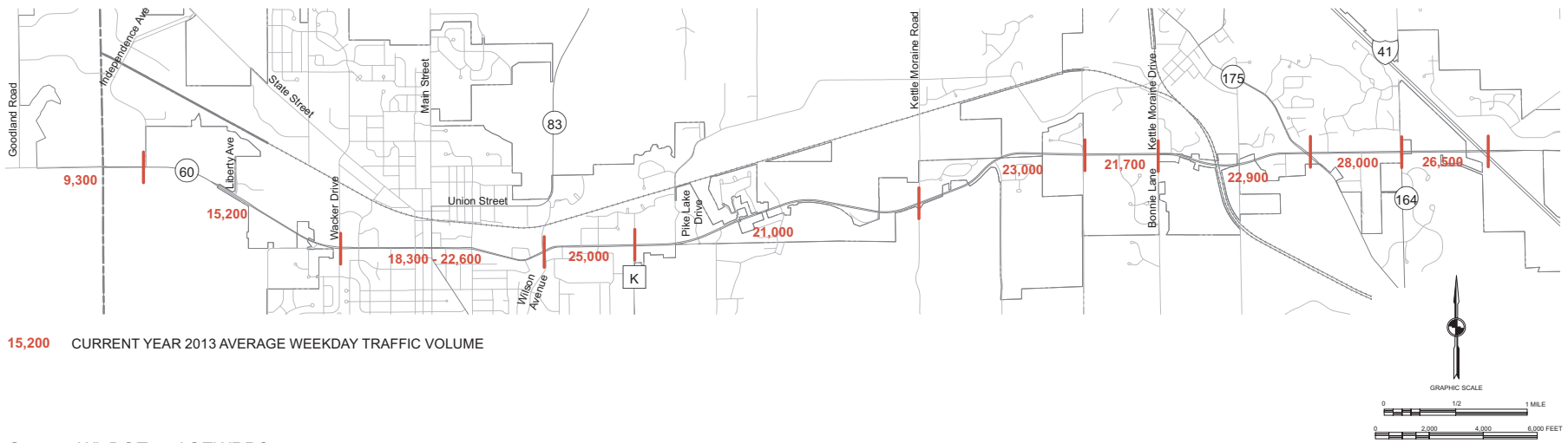
TRAFFIC SIGNAL LOCATION ON STH 60 BETWEEN GOODLAND ROAD AND IH 41



Source: SEWRPC.

Map 5

CURRENT YEAR 2013 AVERAGE WEEKDAY TOTAL TRAFFIC VOLUME ALONG STH 60 BETWEEN GOODLAND ROAD AND IH 41



Source: WisDOT and SEWRPC.

carries a significant number of vehicles on average weekdays—ranging from a low of 9,300 vehicles between Goodland Road and Independence Avenue to a high of 28,000 vehicles between STH 175 and STH 164.

With respect to truck traffic volume, Commission staff collected 24-hour vehicle volume and classification data with mechanical traffic counters located on STH 60 near Goodland Road and IH 41. Traffic volume and vehicle classification data was also hand-recorded at these locations by Commission staff over a ten-hour period (7:00 a.m. to 5:00 p.m.), which validated the data collected by the mechanical traffic counters. Based on the data collected, truck traffic represents about 9 to 10 percent of total traffic on STH 60. To determine the proportion of through truck travel, Commission staff also conducted a license plate survey where the license plates of medium- and heavy-duty trucks were recorded in 15-minute intervals at two locations on STH 60—near Goodland Road and near IH 41. Any license plate of a truck observed at the two locations within 30 minutes was considered to be a truck traveling on STH 60 through the Hartford-Slinger area. The results of the license plate survey concluded that, only about 7 percent of, or about 100 to 200, medium- and heavy-duty trucks traveling on STH 60 are travelling through the Hartford-Slinger area on an average weekday.

Commission staff was also provided a survey conducted by HADC of seven large companies located in the Hartford Industrial Park on the west side of the City of Hartford, which indicated that these companies generate about 1,300 truck trips per day. Additionally, two of the largest freight generators in the Hartford Industrial Park indicated that approximately 75 to 85 percent of the truck trips generated travel on STH 60 to/from destinations south of the Hartford area utilizing IH 41. Thus, in order for a northern reliever route to divert truck traffic from STH 60, it would need to have a comparable travel time to STH 60.

Current Traffic Congestion along STH 60

When traffic volume exceeds the design capacity of a roadway, it experiences congestion. Typically, congestion occurs during the peak traffic times of an average weekday. Congestion can result in slower traffic speeds between controlled intersections and longer delays and queues at controlled intersections. The traffic congestion on STH 60 between Goodland Road and IH 41 can be assessed by comparing the average weekday traffic (AWDT) volumes (shown on Map 5) for each segment of STH 60 to its design capacity. Table 1 presents the design capacities along STH 60 between Goodland Road and IH 41. Map 6 shows the segments of STH 60 between Goodland Road and IH 41 that experience congestion during peak travel times of an average weekday. Also shown on Map 6 is the location of two intersections identified during meetings with local officials as experiencing congestion, or delay—the intersection of STH 60 and STH 83 and the intersection of STH 60 and STH 164. The location of these two intersections coincides with the segments of STH 60 that experience congestion based on current traffic volumes.

Future Total Traffic Volume and Congestion along STH 60

Commission staff utilized the Commission’s fifth-generation travel simulation models⁵ to prepare forecast year 2050 AWDT volumes for STH 60 between Goodland Road and IH 41. Forecast year 2050 AWDT volumes for STH 60, as shown on Map 7, were prepared under a scenario in which that no northern—or southern—alternative reliever

⁵ *The Commission has, for over 50 years, maintained and refined traffic forecasting and simulation models, similar to ones used by other metropolitan transportation planning organizations across the country. The forecasting and simulation of existing and future travel demand through travel simulation models is a complex procedure requiring development and application of a variety of mathematical models. The simulation of travel and traffic is based upon the premise that the magnitude and pattern of travel is a stable function of the characteristics of the land use pattern and of the transportation system, with the term land use referring to not only land use type and intensity, but also to population, household, and employment levels and characteristics. The fifth-generation travel simulation and forecasting models used in the development of the recently completed year 2050 regional transportation plan (VISION 2050) were validated by comparing the model-estimated travel and traffic—based on inventoried 2010 demographic, economic, and land use data and 2011/2012 transportation survey data—to estimated existing year 2011 traffic volumes.*

Table 1

ESTIMATED DESIGN CAPACITY ON STH 60 BETWEEN GOODLAND ROAD AND IH 41

Segment	Facility Type	Design Capacity (Average Weekday Traffic Volume)
Goodland Road to Liberty Avenue	Two-lane	14,000
Liberty Avenue to Wilson Avenue	Four-lane Undivided	18,000
Wilson Avenue to Hilldale Drive	Four-lane with Two-Way Left Turn Lane (TWTL)	21,000
Hilldale Drive to IH 41	Four-Lane Divided/TWTL ^a	27,000

^a While portions of this segment have a four-lane TWTL cross-section, development and/or direct access by abutting properties is limited. Therefore a design capacity of 27,000 was assigned to the full segment.

Source: SEWRPC.

route is constructed. Map 8 identifies those segments of STH 60 where the forecast year 2050 AWDT volumes are expected to exceed current design capacity and experience congestion. Under forecast year 2050 AWDT volumes, three additional segments of STH 60 may be expected to exceed their design capacity and experience congestion during peak traffic times of an average weekday—between CTH K and Hilldale Drive, between Kettle Moraine Road and CTH CC, and between STH 164 and IH 41.

Vehicular Crashes along STH 60

The location of the total vehicular crashes⁶ and crashes involving trucks⁷ that occurred along STH 60 over the five-year period is shown on Map 9. Table 2 shows the number and rate of total vehicular crashes and crashes involving trucks that occurred over a five-year period (2010 through 2014) on STH 60 between Goodland Road and IH 41. In addition, Table 2 shows the number and rate of total crashes and truck crashes involving pedestrians, bicyclists, and a fatality or observed injury⁸. Over the five-year period, 692 reported vehicular crashes (about 138 crashes annually) occurred on STH 60 between Goodland Road and IH 41. Of these crashes, 21 crashes (about four crashes annually) involved a bicycle or a pedestrian, representing about three percent of total crashes. Additionally, there were 94 crashes (about 19 crashes annually) that involved either a fatality or an observed injury, representing about 14 percent of total crashes.

As compared to statewide averages for state highways (shown on Table 2), the total crash rates on the segments of STH 60 between Goodland Road and Liberty Avenue (Segment A), between Wacker Drive and Wilson Avenue (Segment C), and between STH 175 and IH 41 (Segment H) exceed the statewide crash rates for similar roadway

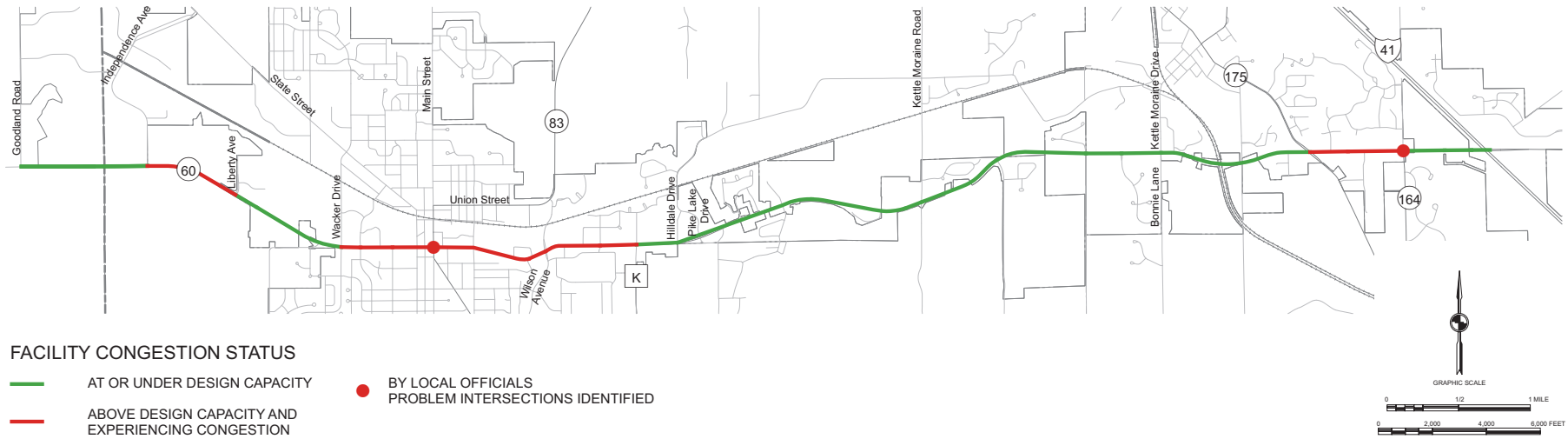
⁶ A reportable crash is any crash resulting in: 1) an injury to or death of any person; 2) damage to government-owned non-vehicle property to an apparent extent of \$200 or more; 3) damage to a government-owned vehicle to an apparent extent of \$1,000 or more; 4) or total damage to property owned by any one person to an apparent extent of \$1,000 or more. The number of vehicle crashes shown for STH 60 between Goodland Road and IH 41 includes reported vehicle crashes within 250 feet of STH 60 at intersections with public roadways to be consistent with the methodology used by WisDOT for calculating crash rates of a roadway. The number of vehicle crashes shown does not include crashes involving deer.

⁷ Truck crashes include incidents where any vehicle involved in the crash was a single unit truck, multi-trailer truck, multi-trailer truck, or non-attached truck.

⁸ A crash that resulted in an observed injury includes crashes that an injury was observed by the law enforcement personnel presiding over the crash.

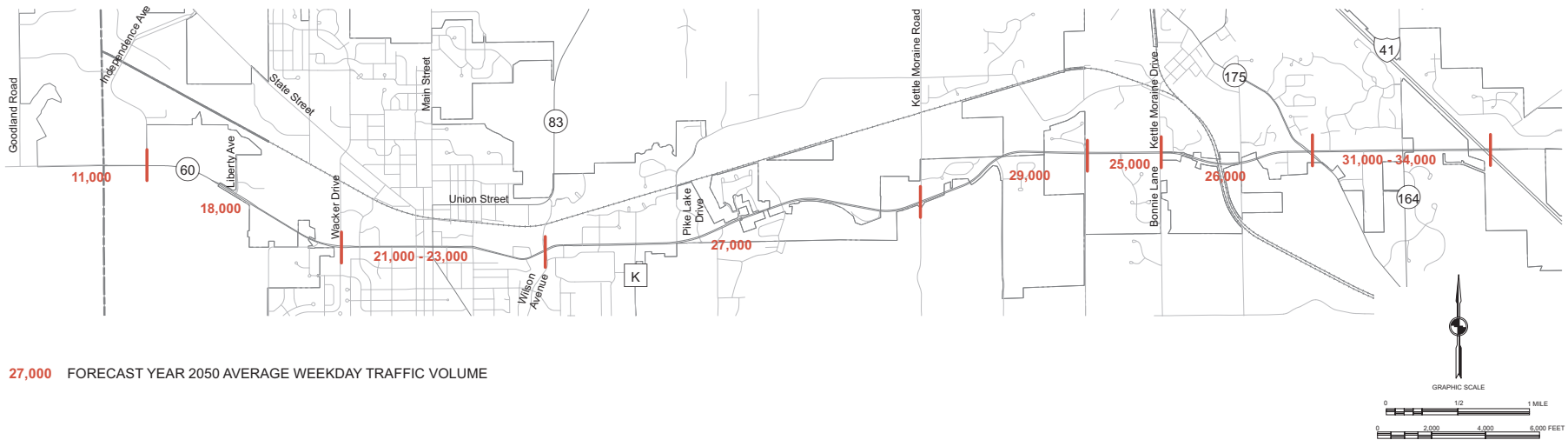
Map 6

CURRENT YEAR 2013 TRAFFIC CONGESTION ALONG STH 60 BETWEEN GOODLAND ROAD AND IH 41



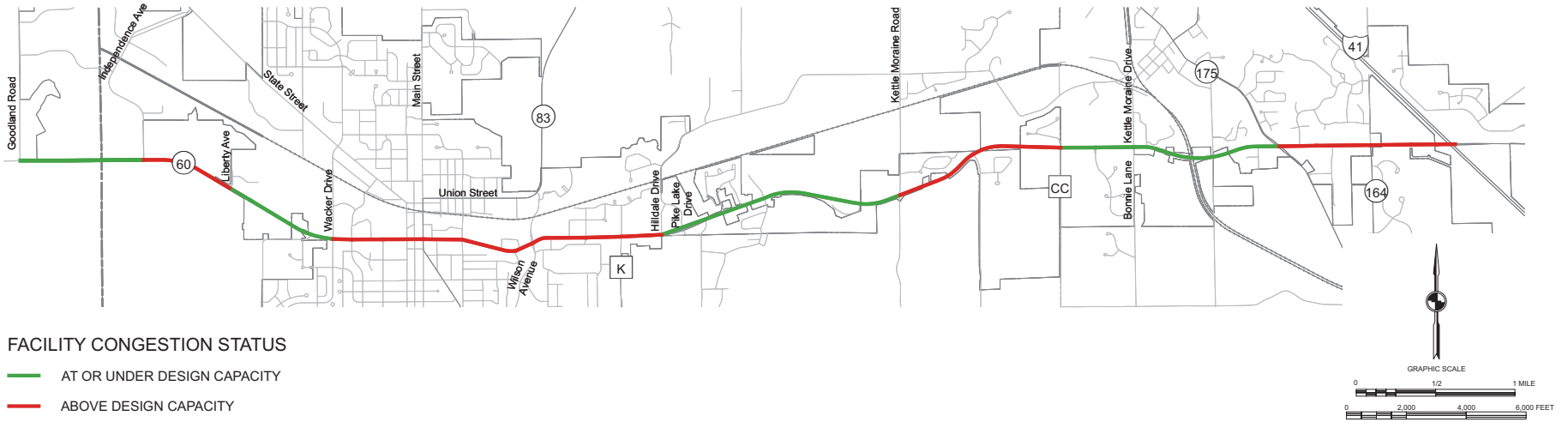
Map 7

FORECAST YEAR 2050 AVERAGE WEEKDAY TOTAL TRAFFIC VOLUME ALONG STH 60 BETWEEN GOODLAND ROAD AND IH 41



Map 8

FORECAST YEAR 2050 TRAFFIC CONGESTION ALONG STH 60 BETWEEN GOODLAND ROAD AND IH 41



Map 9

TOTAL VEHICULAR CRASHES AND CRASHES INVOLVING TRUCKS ALONG STH 60 BETWEEN GOODLAND ROAD AND IH 41: 2010-2014

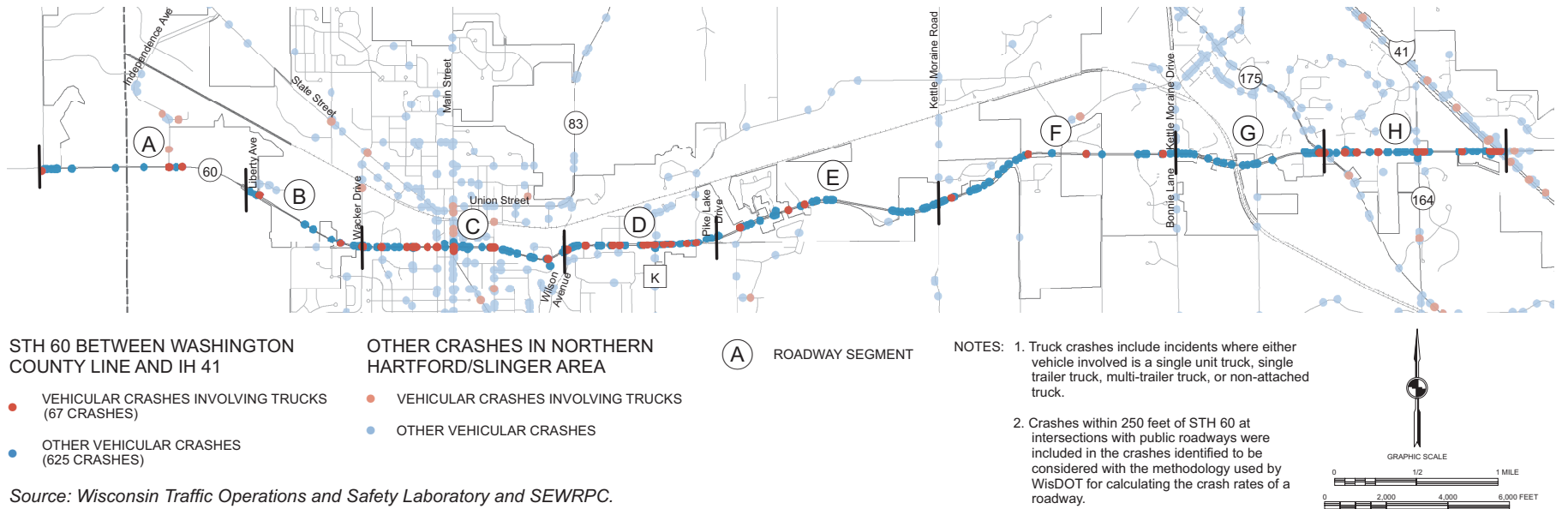


Table 2

TOTAL VEHICULAR CRASHES (ALL VEHICLES) – 2010-2014

Segment	Total Vehicular Crashes (All Vehicles)							
	Total Crashes		Crashes Involving Pedestrians		Crashes Involving Bicyclists		Crashes Involving a Fatality or Observed Injury	
	Total Number	Crash Rate per 100 Million Vehicle Miles ^a	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles ^b
A	35	125.6 ^c	0	0.0	1	3.6	6	21.5 ^c
B	36	239.5	0	0.0	0	0.0	2	13.3
C	194	443.0 ^c	9	20.6	2	4.6	16	36.5
D	107	284.5	2	5.3	4	10.6	12	31.9
E	60	106.1	1	1.8	1	1.8	13	23.0 ^c
F	53	119.5	1	2.3	0	0.0	11	24.8 ^c
G	67	123.5	0	0.0	0	0.0	9	16.6
H	140	281.0 ^c	0	0.0	0	0.0	25	50.2 ^c
Total	692	210.2	13	3.9	8	2.4	94	28.6

Segment	Crashes Involving Trucks							
	Total Crashes		Crashes Involving Pedestrians		Crashes Involving Bicyclists		Crashes Involving a Fatality or Observed Injury	
	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles
A	4	7.4	0	0.0	0	0.0	1	1.8
B	2	4.0	0	0.0	0	0.0	0	0.0
C	25	57.1	0	0.0	1	2.3	2	4.6
D	11	29.2	0	0.0	0	0.0	2	5.3
E	3	5.3	0	0.0	0	0.0	1	1.8
F	4	9.0	0	0.0	0	0.0	0	0.0
G	3	5.5	0	0.0	0	0.0	0	0.0
H	15	30.1	0	0.0	0	0.0	1	2.0
Total	67	20.4	0	0.0	1	0.3	7	2.1

^a The statewide average roadway crash rate is 88.47 per 100 million vehicle miles of travel for rural two-lane highways with annual average daily traffic volumes greater than 7,000 (Segment A), 417.98 per 100 million vehicle miles of travel for multilane undivided and one-way highways (Segments B and C), 378.88 per 100 million vehicle miles of travel for multilane divided State Trunk Highways with posted speed limits 40 mph or lower (Segment D), and 181.72 per 100 million vehicle miles of travel for multilane divided State Trunk Highways with posted speed limits 45 mph or higher (Segments E, F, G, and H).

^b The statewide average roadway crash rate involving a fatality or observed injury is 17.75 per 100 million vehicle miles of travel for rural two-lane highways with annual average daily traffic volumes greater than 7,000 (Segment A), 52.77 per 100 million vehicle miles of travel for multilane undivided and one-way highways (Segments B and C), 46.13 per 100 million vehicle miles of travel for multilane divided State Trunk Highways with posted speed limits 40 mph or lower (Segment D), and 22.58 per 100 million vehicle miles of travel for multilane divided State Trunk Highways with posted speed limits 45 mph or higher (Segments E, F, G, and H).

^c Exceeds statewide average.

- NOTES:
1. Truck crashes include incidents where either vehicle involved is a single unit truck, single trailer truck, multi-trailer truck, or non-attached truck.
 2. Crashes within 250 feet of STH 60 at intersections with public roadways were included in the crashes identified to be consistent with the methodology used by WisDOT for calculating the crash rates of a roadway.
 3. Crash rates are in crashes per 100 million vehicle miles.

Source: Wisconsin Traffic Operations and Safety Laboratory and SEWRPC.

Table 3

AVERAGE TRAVEL TIMES (IN MINUTES) FOR SELECTED EXISTING ROUTES BETWEEN GOODLAND ROAD AND THE IH 41 INTERCHANGE WITH STH 60

Route	Length (Miles)	Direction	Mid Day Travel Times
STH 60 (Blue)	9.2	Eastbound	14
		Westbound	13
Goodland Road/Arthur Road//Kettle Moraine Road/CTH K/IH 41 (Green)	13.5	Eastbound	17
		Westbound	17
STH 60/STH 83/CTH K/IH 41 (Orange)	13.7	Eastbound	16
		Westbound	16
STH 60/Independence Avenue/State Street/CTH U/Turtle Road/CTH K/IH 41 (Yellow)	15.0	Eastbound	19
		Westbound	19

Source: SEWRPC.

types. These segments of STH 60 coincide with the segments of STH 60 that currently experience congestion. With respect to crashes involving fatalities and observed injuries, the rates of such crashes exceed the State average for similar roadway types on STH 60 between Goodland Road and Liberty Avenue (Segment A), between Pike Lake Drive and Kettle Moraine Drive (Segments E and F), and between STH 175 and IH 41 (Segment H).

With respect to crashes involving trucks, there were 67 reported truck crashes (about 14 crashes annually) over the five-year time period, representing about 10 percent of the total 692 reported vehicular crashes. Of the crashes involving a truck, only one crash involved either a bicycle or a pedestrian, representing about one percent of the total crashes involving trucks. Over the same time period, there were seven truck crashes (about one crash annually) that involved either a fatality or an observed injury, representing about 10 percent of the total crashes involving trucks. The proportion of truck crashes along STH 60 between Wacker Drive and Wilson Avenue (13 percent) and between STH 175 and IH 41 (11 percent) exceeds the proportion of trucks traveling on these segments of STH 60 (about 9-10 percent).

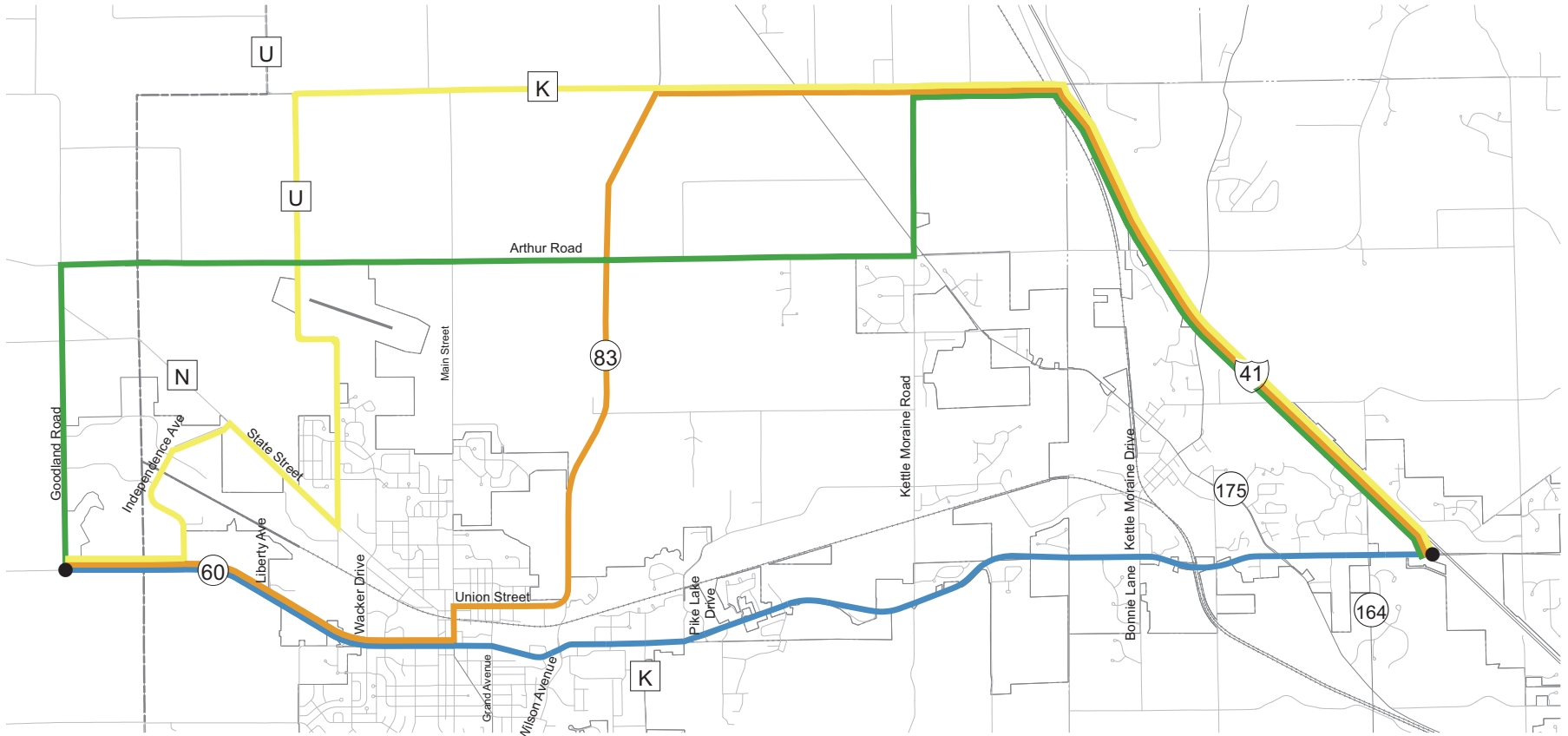
Comparison of Existing Travel Times

Travel time is affected by the speed limit of a roadway, the type and spacing of traffic control, and the level of traffic volume and congestion, which can result in reduced speeds and increased delay. The Commission staff measured travel times⁹ for STH 60 and three other existing routes between the intersections of STH 60/Goodland Road and STH 60/IH 41. These routes are shown on Map 10 and Table 3 provides a comparison of the travel times collected by Commission staff. The travel times for two of the routes—the Goodland Road/Arthur Road/Kettle Moraine Road/CTH K/IH 41 route and the STH 60/STH 83/CTH K/IH 41 route—were comparable (within 3 to 4 minutes) to STH 60 even without any alignment or operational improvements to the routes.

⁹ Travel times were recorded utilizing the “floating car” method where the measuring vehicle “floats” with traffic by passing as many vehicles that pass the measuring vehicle. When there are no vehicles on the roadway, the monitoring vehicle drove at the posted speed limit.

Map 10

SELECTED EXISTING ROUTES USED FOR MEASURING TRAVEL TIMES



TIME TRAVEL ROUTES

- STH 60
- GOODLAND ROAD/ARTHUR ROAD/
KETTLE MORaine ROAD/CTH K/IH 41
- STH 60/STH 83/CTH K/IH 41
- STH 60/INDEPENDENCE AVENUE/
STATE STREET/CTH U/TURTLE ROAD/
CTH K/IH 41
- START POINT/END POINT

STH 60 RELIEVER ROUTE GOAL, OBJECTIVES, AND CRITERIA

Based on the discussions between Commission and Washington County staffs and officials from affected and concerned local municipalities, WisDOT, and the HADC, it was recognized that since STH 60 is the only direct and continuous route between the Hartford and Slinger areas and that it currently experiences heavy truck and total traffic volumes and traffic congestion, failure to alleviate the traffic congestion and heavy truck volumes can be expected to affect livability and safety in the Hartford and Slinger areas, and hinder economic development and expansion. Thus, the overall goal which a northern reliever route would attempt to address was identified as:

“Enhance the livability and safety of the Hartford and Slinger areas, and thereby encourage continued economic development and expansion.”

Based on this goal, a number of objectives were developed to measure the extent to which potential northern reliever routes may achieve this overall goal, as shown on Table 4. These objectives were used to design, evaluate, and compare northern reliever route alternatives. Under each objective, specific criteria were identified, as shown on Table 4, which would measure the achievement of each proposed objective. It is unlikely that any one proposed reliever route would best meet each of the objectives and criteria. Certain objectives and criteria may be complementary; however, other objectives and criteria may be conflicting. Consideration was given to a comparison of how well each proposed route achieves each objective, followed by resolution through balancing competing objectives.

ALTERNATIVE NORTHERN RELIEVER ROUTES

Map 11 shows the eleven alternative northern reliever routes that were identified for evaluation. Alternatives 1 through 6 were developed based on meetings with the local affected and concerned municipalities and the HADC. These alternatives were presented at a public information meeting held on June 29, 2016. Following the public information meeting, Alternatives 7 through 10 were added and Alternatives 1 through 10 were presented to the Washington County Public Works Committee on July 27, 2016. Alternative 11 was added in August 2016, and was presented to the Washington County Public Works Committee on August 24, 2016.

The alignment of the alternative routes which include the City of Hartford’s long-planned extension of Independence Avenue between CTH N and Arthur Road are consistent with the City of Hartford Airport runway realignment and extension project (from 3,000 to 3,400 feet).¹⁰ The airport’s master plan includes a further ultimate extension concept to 5,000 feet, with the extension occurring to the west. This would require the reliever route alignments utilizing the planned Independence Avenue extension to be relocated about a quarter-mile to the west. As an alternative, the runway extension could be shifted about a quarter-mile to the east, and Main Street could either become discontinuous or be rerouted a quarter-mile to the east. A third option could be to split the difference, shifting the 5,000-foot runway from its location in the master plan about an eighth-mile to the east. This would require shifting the alignment of the alternatives about an eighth-mile to the west and shifting Main Street about an eighth-mile to the east. The effect of the airport expansion proposed in the master plan on the northern reliever route would be addressed in preliminary engineering, should Washington County decide to further study the implementation of the reliever route.

¹⁰ *The City of Hartford has long planned the extension of Independence Avenue from CTH N to Arthur Road. The City of Hartford’s comprehensive plan, entitled, “City of Hartford 2030 Smart Growth Plan”, includes this extension of Independence Avenue.*

Table 4

OBJECTIVES AND CRITERIA FOR THE EVALUATION OF ALTERNATIVE NORTHERN RELIEVER ROUTES

Objective	Criteria
Provide Alternative Route with Comparable Travel Time to STH 60	– Ratio of Alternative Route Travel Time to STH 60 Travel Time
Reduce STH 60 Traffic Volume and Alleviate STH 60 Traffic Congestion	– Forecast STH 60 Average Weekday Traffic Volume – Forecast STH 60 Traffic Congestion--Average weekday traffic volume compared to design capacity – Potential to divert truck traffic from STH 60
Minimize Construction Cost	– Estimated Construction Cost
Minimize Impact of Alternative Route	– Right-of-way Acquisitions <ul style="list-style-type: none"> ▪ Number of Residences ▪ Number of Businesses ▪ Acres of Farmland ▪ Total Acres – Number of Farms Divided by Alternative Routes – Residences Located Along Alternative Route – Environmental Sensitive Lands <ul style="list-style-type: none"> ▪ Primary Environmental Corridor^a ▪ Secondary Environmental Corridor^b ▪ Isolated Natural Resource Areas^c ▪ Wetlands

^a Primary environmental corridors in the Region are generally located along major stream valleys, around major lakes, and along the Kettle Moraine. These primary environmental corridors contain almost all of the best remaining woodlands, wetlands, and wildlife habitat areas in the Region, and represent a composite of the best remaining elements of the natural resource base.

^b Secondary environmental corridors are generally located along the small perennial and intermittent streams within the Region. Secondary environmental corridors also contain a variety of resource elements, often remnant resources from primary environmental corridors that have been developed for intensive urban or agricultural purposes. Secondary environmental corridors facilitate surface-water drainage, maintain pockets of natural resource features, and provide corridors for the movement of wildlife, as well as for the movement and dispersal of seeds for a variety of plant species.

^c Isolated natural resource areas are other smaller pockets of wetlands, woodlands, surface water, or wildlife habitat exist within the Region. These pockets are isolated from the environmental corridors by urban development or agricultural use, and although separated from the environmental corridor network, these isolated natural.

These pockets are isolated from the environmental corridors by urban development or agricultural use, and although separated from the environmental corridor network, these isolated natural resource areas have significant value.

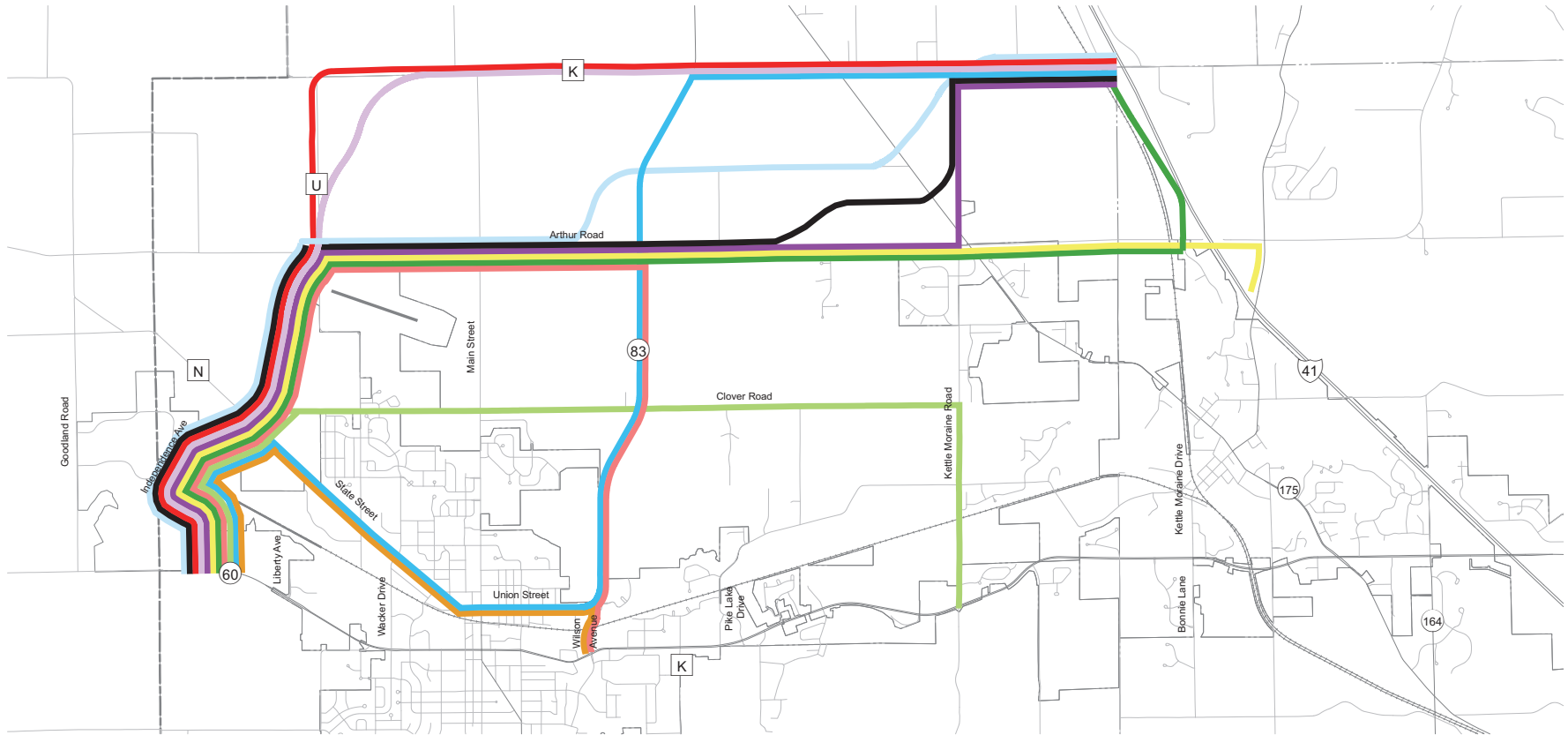
Source: SEWRPC.

EVALUATION OF POTENTIAL NORTHERN RELIEVER ROUTES

As areas urbanize, there is a need to develop a grid of arterial streets and highways¹¹ at the appropriate spacing to serve the existing and planned urban development of the area. STH 60 has long served as the only east-west arterial roadway through the Hartford/Slinger area. However, as this area has developed and will continue to develop,

¹¹ Arterial streets and highways are those roadways that are principally intended to provide travel mobility, serving through movement of traffic and providing transportation service to subareas of the Region. Access to abutting property may be a secondary function of some types of arterial streets and highways, but the primary function of arterial streets and highways are traffic movement.

ALTERNATIVE RELIEVER ROUTES EVALUATED AS PART OF THE STH 60 RELIEVER ROUTE FEASIBILITY STUDY

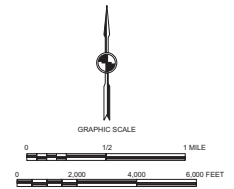


POTENTIAL ALTERNATIVE ROUTES*

- ALTERNATIVE 1 (CTH U/CTH K)
- ALTERNATIVE 2 (INNER HARTFORD/STH 83)
- ALTERNATIVE 3 (ARTHUR RD/FRONTAGE RD)
- ALTERNATIVE 4 (INNER HARTFORD/STH 60)
- ALTERNATIVE 5 (ARTHUR RD/NEW ALIGNMENT A)
- ALTERNATIVE 6 (ARTHUR RD/KETTLE MORaine RD)
- ALTERNATIVE 7 (ARTHUR RD/IH 41 BRIDGE)
- ALTERNATIVE 8 (ARTHUR RD/STH 83/STH 60)
- ALTERNATIVE 9 (ARTHUR RD/NEW ALIGNMENT B)
- ALTERNATIVE 10 (CLOVER RD/KETTLE MORaine RD/STH 60)
- ALTERNATIVE 11 (NEW ALIGNMENT C/CTH K)

*Alternatives 7 through 10 were added following the public meeting on June 29, 2016, and were presented to the Washington County Public Works Committee on July 27, 2016. Alternative 11 was added in August 2016, and was presented to the Washington County Public Works Committee on August 24, 2016. The alignment of Alternative 11, and as well as the other alternative routes which include the City of Hartford's long-planned extension of Independence Avenue between CTH N and Arthur Road, are consistent with the City of Hartford Airport runway realignment and extension project (from 3,000 to 3,400 feet). The airport's master plan includes a further ultimate extension concept to 5,000 feet, with the extension occurring to the west. This would require the reliever route alignments for an extended Independence Avenue to be relocated about a quarter-mile to the west. In the alternative, to accommodate the ultimate runway extension concept, Main Street between Clover Road and Arthur Road could be relocated about a quarter-mile to the east. This would be addressed in preliminary engineering.

Source: SEWRPC.



STH 60 can no longer be relied upon as the sole east-west arterial through the Hartford/Slinger area, and there is a need for additional east-west arterial roadways. In addition, a parallel east-west arterial to STH 60 could provide an alternative route for vehicles travelling during times of construction or a major vehicular crash. Implementation of the STH 60 northern reliever route would begin the development of the grid of arterial streets and highways to serve existing and planned urban development in the Hartford/Slinger area, and to potentially reduce the amount of total and truck traffic and vehicle congestion on STH 60.

The evaluation of the eleven STH 60 reliever route alternatives is presented in Table 5. It is anticipated that the northern reliever route would predominately be a rural cross-section having two 12-foot traffic lanes with 10-foot shoulders (5 feet of paved shoulder and 5 feet of gravel shoulder), along with a 100-foot right-of-way (as shown on Figure 1). Figure 2 shows an example of how the reliever route with such a cross-section could look. The photo was taken along a section of CTH N northwest of CTH U, which was recently reconstructed with the same cross-section that is being assumed for the reliever route.

Based on the evaluation shown on Table 5, Alternatives 7, 9, and 11 were the only alternative STH 60 reliever routes that would be expected to divert enough total and truck traffic from STH 60 to reduce forecast year 2050 traffic congestion on STH 60. These three alternatives would have similar impacts to homes, businesses, and farmland and are estimated to have similar construction costs. While Alternative 7 is estimated to divert the most total traffic (ranging from 3,000 to 3,500 vehicles) from STH 60 and alleviate the most congestion along STH 60 (reducing the miles of congestion from 4.75 miles to 3.08 miles) than the other alternatives, it would have the highest construction cost (ranging between \$22.2 and \$23.7 million) mostly due to this alternative proposing the construction of a new bridge over IH 41. Alternatives 9 and 11 are expected to divert a similar number of vehicles (2,500 total vehicles) and trucks (1,000 trucks) from STH 60 in the Hartford downtown area on an average weekday. These two alternatives would also be expected to alleviate a similar amount of forecast year 2050 traffic congestion from STH 60 (reducing the miles of congestion from 4.75 miles to 3.66 miles), and would have similar impacts to residences, businesses, farmland, and environmentally sensitive lands. However, as much of the existing portion of Alternative 11 is on a county trunk highway, this alternative would have the least impact on the number of residences that currently reside along an existing local roadway.

With respect to jurisdictional transfers, much of the existing roadway that would be utilized for Alternatives 7 and 9 would require the transfer of roadway from local to county jurisdiction. Specifically, Alternative 7 would require the jurisdictional transfer of about 5.8 miles of Arthur Road to county jurisdiction, and Alternative 9 would require the jurisdictional transfer of 3.8 miles of portions of two roadways—Arthur Road and St. Lawrence Lane—to county jurisdiction. With respect to Alternative 11, much of the existing roadway that would be utilized for the reliever route—CTH K—is already under county jurisdiction. The exception would be that a small portion of Turtle Road may need to be transferred from local to county jurisdiction to avoid existing wetlands south of Turtle Road.

At the August 24, 2016 Washington County Board of Supervisors' Public Works Committee meeting, the Commission and Washington County staffs recommended that the Public Works Committee identify Alternative 11 as the reliever route alternative which should receive further study through a preliminary engineering and environmental impact study. As compared to Alternatives 7 and 9, Alternative 11 would have similar impacts on STH 60 traffic, right-of-way impacts, and construction costs, and would be located primarily on existing county trunk highway or new alignment. Like the other two alternatives, Alternative 11 includes the City of Hartford's long planned extension of Independence Avenue from CTH N to Arthur Road. Additionally, most of the remaining portions of Alternative 11 are on CTH K. The proposed cross-section for the rural portions of the northern reliever route are consistent with how Washington County would likely reconstruct CTH K, regardless of whether it is utilized as part of the reliever route. The Public Works Committee indicated general agreement with this recommendation, and Commission and Washington County staffs were directed to prepare the study planning report with this recommendation for consideration at the subsequent Public Works Committee meeting held on September 28, 2016.

Table 5

EVALUATION OF ALTERNATIVE STH 60 RELIEVER ROUTES (REVISED TO INCLUDE ALTERNATIVE 11)

Alternative Reliever Route ^a	Route Length Between STH 60/Goodland Road and STH 60/IH 41 (miles)	Travel Time Between STH 60/Goodland Road and STH 60/IH 41		Change in Year 2050 Average Weekday Traffic Volume on STH 60 ^b	Year 2050 Forecast STH 60 Traffic Congestion ^c		Number of Trucks Diverted from STH 60 Through Hartford Downtown
		Route Travel Time (minutes)	Ratio of Travel Time to STH 60		Miles of STH 60 Under Congestion	Percent of STH 60 Under Congestion	
1 - CTH U/CTH K (red)	13.3	15.3	1.13	-1,500 to -2,000	4.75	52	650
2 - Inner Hartford/STH 83 (blue)	14.8	19.0	1.41	0	4.75	52	0
3 - Arthur Rd/Frontage Rd (green)	14.0	16.9	1.25	-1,100 to -1,500	4.75	52	500
4 - Inner Hartford/STH 60 (orange)	10.9	16.7	1.24	0	4.75	52	0
5 - Arthur Rd/New Alignment A (black)	13.1	15.1	1.12	-1,500 to -2,000	4.75	52	700
6 - Arthur Rd/Kettle Moraine Rd (purple)	13.4	15.8	1.17	-1,100 to -1,500	4.75	52	500
7 - Arthur Rd/IH 41 Bridge (Yellow)	11.9	14.8	1.10	-3,000 to -3,500	3.08	33	800
8 - Arthur Rd/STH 83/STH 60 (pink)	13.8	18.0	1.33	-1,100 to -1,500	4.75	52	500
9 - Arthur Rd/New Alignment B (light blue)	12.9	14.8	1.10	-2,500	3.66	40	1,000
10 - Clover Rd/Kettle Moraine Rd/STH 60 (light green)	11.3	14.2	1.05	-3,500 to +2,000	5.68	62	1,050
11 - New Alignment C/CTH K (light purple)	12.9	14.8	1.10	-2,500	3.66	40	1,000

Alternative Reliever Route ^a	Right-of-way Acquisition				Number of Farm Fields Divided By Alternative Routes	Residences Located Along Alternatives	
	Number of Residences ^d	Number of Businesses ^d	Acres of Farmland	Total Acres		Number of Residences Located Along an Existing Local Roadway	Number of Residences Located Along an Existing County/State Trunk Highway
1 - CTH U/CTH K (red)	1 to 3	3 to 4	33.0	38.3	5	2	47
2 - Inner Hartford/STH 83 (blue)	21 to 22 ^e	3 to 5 (including a church) ^e	2.4	4.5	0	66	161
3 - Arthur Rd/Frontage Rd (green)	2 to 8	1	33.8	42.6	3	66	1
4 - Inner Hartford/STH 60 (orange)	18 to 19 ^e	2 (including a church) ^e	0.0	1.4	0	67	91
5 - Arthur Rd/New Alignment A (black)	1 to 6	1	41.7	53.8	7	27	12
6 - Arthur Rd/Kettle Moraine Rd (purple)	1 to 7	1	33.4	44.0	3	53	11
7 - Arthur Rd/IH 41 Bridge (Yellow)	4 to 12	1	33.8	43.9	3	72	2
8 - Arthur Rd/STH 83/STH 60 (pink)	0 to 3	0	23.9	27.2	3	21	28
9 - Arthur Rd/New Alignment B (light blue)	0 to 4	0	52.5	58.2	9	17	12
10 - Clover Rd/Kettle Moraine Rd/STH 60 (light green)	4 to 11	0	21.7	42.1	2	56	1
11 - New Alignment C/CTH K (light purple)	1 to 3	3 to 4	38.9	43.7	8	1	43

Table 5 (continued)

Alternative Reliever Route ^a	Impacts to Environmentally Sensitive Lands				Estimated Cost (\$ in millions)		
	Primary Environmental Corridor (Acres)	Secondary Environmental Corridor (Acres)	Isolated Natural Resource Areas (Acres)	Wetlands (Acres)	Construction ^f	Right-of-Way ^g	Total
1 - CTH U/CTH K (red)	0.0	1.9	1.4	2.7	\$16.2	\$1.2 to \$1.7	\$17.4 to \$17.9
2 - Inner Hartford/STH 83 (blue)	0.0	0.2	0.1	0.4	\$6.0	\$2.5 to \$2.8	\$8.5 to \$8.8
3 - Arthur Rd/Frontage Rd (green)	1.7	0.0	0.4	2.1	\$18.5	\$1.1 to \$2.1	\$19.6 to \$20.6
4 - Inner Hartford/STH 60 (orange)	0.0	0.0	0.0	0.0	\$0.7	\$1.6	\$2.3
5 - Arthur Rd/New Alignment A (black)	1.7	4.1	0.4	6.3	\$19.6	\$0.8 to \$1.5	\$20.5 to \$21.1
6 - Arthur Rd/Kettle Moraine Rd (purple)	1.7	0.0	0.4	2.1	\$16.7	\$0.8 to \$1.8	\$17.5 to \$18.5
7 - Arthur Rd/IH 41 Bridge (Yellow)	1.7	0.0	0.4	2.1	\$20.8	\$1.4 to \$2.9	\$22.2 to \$23.7
8 - Arthur Rd/STH 83/STH 60 (pink)	0.0	0.0	0.4	0.3	\$8.8	\$0.3 to \$0.8	\$9.2 to \$9.6
9 - Arthur Rd/New Alignment B (light blue)	0.0	1.7	0.9	0.9	\$21.1	\$0.6 to \$1.3	\$21.8 to \$22.4
10 - Clover Rd/Kettle Moraine Rd/STH 60 (light green)	10.1	0.0	1.0	10.2	\$15.2	\$1.2 to \$2.9	\$16.4 to \$18.1
11 - New Alignment C/CTH K (light purple)	0.0	1.8	1.4	2.9	\$18.5	\$1.2 to \$1.7	\$19.7 to \$20.2

^a Alternatives 7 through 10 were added following the public meeting on June 29, 2016, and were presented to the Washington County Public Works Committee on July 27, 2016. Alternative 11 was added in August 2016, and was presented to the Washington County Public Works Committee on August 24, 2016.

The alignment of Alternative 11, and as well the other alternative routes which include the City of Hartford's long-planned extension of Independence Avenue between CTH N and Arthur Road, are consistent with the City of Hartford Airport runway realignment and extension project (from 3,000 to 3,400 feet). The airport's master plan includes a further ultimate extension concept to 5,000 feet, with the extension occurring to the west. This would require the reliever route alignments for an extended Independence Avenue to be relocated about a quarter-mile to the west. In the alternative, to accommodate the ultimate runway extension concept, Main Street between Clover Road and Arthur Road could be relocated about a quarter-mile to the east. This would be addressed in preliminary engineering.

^b The year 2050 forecast average weekday traffic volume on STH 60 is 18,000 to 23,000 vehicles between Independence Avenue and Wilson Avenue, 25,000 to 29,000 vehicles between Wilson Avenue and STH 175, and 31,000 to 34,000 between STH 175 and STH 164.

^c About 4.75 miles of the 9.20 miles of STH 60 between Goodland Road and IH 41, or about 52 percent, would be under congestion based on year 2050 average weekday traffic volumes without a STH 60 northern (or southern) reliever route.

^d The lower end of the range of the acquisition of residences and businesses would be located within the right-of-way of the alternative reliever route, and the upper end of the range includes residences and businesses located within 15 feet of the right-of-way of the alternative route.

^e Assumes aligning State Street with Union Street west of Main Street. Another option would be to align State Street with Union Street east of Main Street, which would potentially reduce the number of residences that would be acquired by one to four residences, eliminate the need to acquire a church, and would add the acquisition of a business.

^f Construction costs include costs for preliminary and final engineering.

^g The range of estimated right-of-way cost is a result of the range of residences and businesses estimated for each alternative reliever route.

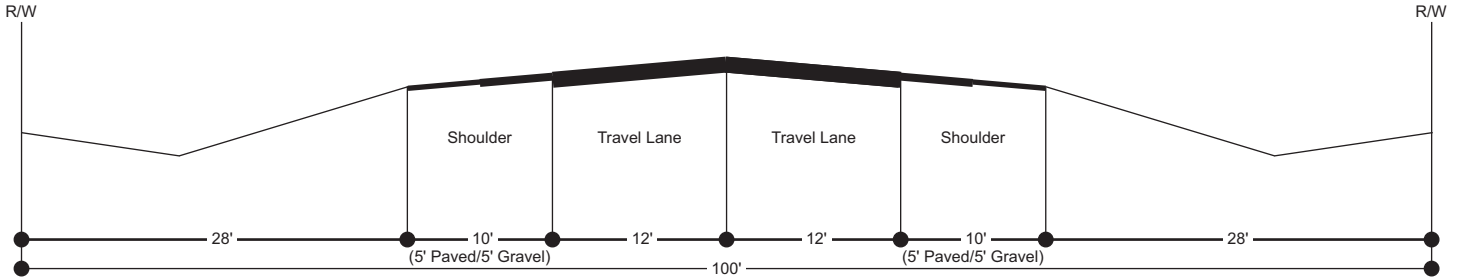
Source: SEWRPC.

POTENTIAL STH 60 IMPROVEMENTS

As indicated in the previous section, implementation of the STH 60 northern reliever route would begin the development of the grid of arterial streets and highways to serve existing and planned urban development in the Hartford/Slinger area, and to potentially reduce the amount of total and truck traffic and vehicle congestion on STH 60. However, it is not expected that implementation of a northern reliever route would eliminate all of the existing and forecast future congestion on this segment of STH 60.

Figure 1

TYPICAL RURAL CROSS-SECTION FOR STH 60 NORTHERN RELIEVER ROUTE



Source: SEWRPC.

Figure 2

CTH N NORTHWEST OF CTH U



Source: SEWRPC.

The year 2050 regional transportation plan recommends that the portion of STH 60 between Independence Avenue and Liberty Avenue be widened from two to four traffic lanes to address existing and forecast future traffic congestion along that segment. However, addressing the existing and forecast future traffic congestion along STH 60 between Goodland Road and IH 41 by widening the roadway from four to six traffic lanes, along with providing adequate turn lanes at all intersections, would require significant acquisition of residences and businesses, particularly

within the Hartford downtown area. The cost of providing the six travel lanes, along with turn lanes, and property acquisition may far exceed the cost of beginning the development of the grid of arterials to serve the Hartford/Slinger areas by constructing a STH 60 northern reliever route.

A number of lower-cost traffic engineering measures were suggested by local and State officials and the public that could be implemented along STH 60 between Goodland Road and IH 41 for improving traffic movement within the corridor, including signal coordination, improving traffic flow at intersections, and increasing the speed limit in the downtown area. These traffic engineering measures would be expected to have limited impact on improving STH 60 traffic flow, and would not be a long-term solution, particularly as development and traffic increases along the STH 60 corridor in the future. The following is an evaluation of the various lower-cost traffic engineering measures that were suggested for improving traffic flow on STH 60 through the Hartford/Slinger area:

- Signal Coordination – Traffic signal coordination along STH 60 could be considered at the following locations with less than desirable signal spacing:
 - Seven traffic signals from Liberty Avenue to Pike Lake Drive
 - Two traffic signals from STH 175 to STH 164

It can be expected that during the times of the day that portions of STH 60 experience congestion, signal coordination may breakdown and not operate as desired. In any case, if traffic signal coordination were to permit a vehicle to effectively travel at the speed limit along STH 60 between Goodland Road and IH 41 without any stopping, the travel time is estimated to be about 13.5 minutes, which is about the same travel time that was observed along this segment of STH 60 during the midday period. Thus, traffic signal coordination may have the potential to reduce the variability of STH 60 travel times, but may not be expected to significantly improve travel time on STH 60.

- Intersection Improvements – The following intersection improvements could be considered to improve traffic flow movement in the STH 60 corridor:
 - Add right turn lanes on STH 60 at its intersection with STH 175 – Currently, there is a through/right lane, a through lane, and a dedicated left turn lane in both directions of STH 60 at its intersection with STH 175. Adding a dedicated right turn lane on STH 60 at this intersection would improve traffic flow through the intersection by potentially decreasing the queuing of traffic in the existing through/right lane.
 - Add additional turn lanes on STH 164/Lovers Lane at their intersection with STH 60 – Currently, there are no dedicated left turn lanes on STH 164 (to the south) and Lovers Lane (to the north) at their intersection with STH 60. Adding dedicated left turn lanes has the potential to reduce the queuing on STH 164 and Lovers Lane at the intersection for through and left turning vehicles; however, any impact on STH 60 operation would be expected to be minimal.
- Increasing Speed Limits – Currently, the speed limits along STH 60 between Independence Avenue and IH 41 are generally appropriate for the existing roadway geometrics, adjacent land uses (urban and suburban), and the number of driveways along STH 60, particularly between Wacker Drive and Wilson Avenue in the Hartford downtown area. Increasing the speed limits along this segment of STH 60 would be expected to modestly decrease in travel times between Independence Avenue and IH 41, as drivers, in general, do not change their travelling speed to match the change in speed limit. Specifically, studies have shown that increasing any of the speed limits along STH 60 by 5 mph would only be expected to result in an increase in the average travel speed by about 1.5 mph. Also, increasing the speed limits along any segment of the STH 60 corridor may increase the number and severity of crashes along those segments. As such, the limited benefit of reducing travel times by increasing the speed limit along the STH 60 corridor may not justify the cost of the potential increase in crashes. However, a more detailed traffic engineering study would need to be conducted to more accurately estimate the effect of reducing travel times by increasing the speed limit (positive or negative).

- Installation of Signage in Hartford Downtown Area – Since the Commission and Washington County staffs met with officials from the City of Hartford in April of 2016, the City has installed signage along STH 60 near the Hartford downtown area directing trucks travelling to the industrial area along State Street to use Wacker Drive rather than Main Street (STH 83). As the signs were recently installed, it may be too early to determine their effectiveness of diverting trucks from STH 83 (Main Street). However, the City of Hartford and WisDOT could monitor over time whether the signage is effective in diverting trucks from utilizing STH 83 (Main Street). In addition to the signage already installed in the Hartford downtown area, signage could also be installed on State Street directing eastbound truck traffic to Wacker Drive.
- Providing a Traffic Signal at the Intersection of STH 60 and Independence Avenue – WisDOT staff indicated that southbound trucks on Independence Avenue turning onto eastbound STH 60 causes traffic movement issues at the intersection. However, it was also indicated that traffic signals are not warranted, based on the current traffic levels utilizing the intersection. The traffic at this intersection could be monitored over time, particularly if a northern reliever route is implemented, to determine whether traffic signals are warranted.

PREFERRED NORTHERN RELIEVER ROUTE

At its September 28, 2016, meeting, the Washington County Board of Supervisors' Public Works Committee identified reliever route Alternative 11 for further study to acquire more detailed costs and impacts of this alternative, and requested Washington County staff to conduct initial preliminary engineering work for this route. On January 24, 2017, the results of the initial preliminary engineering work for Alternative 11 were presented at a joint meeting of the Washington County Board of Supervisors' Executive and Public Works Committees.

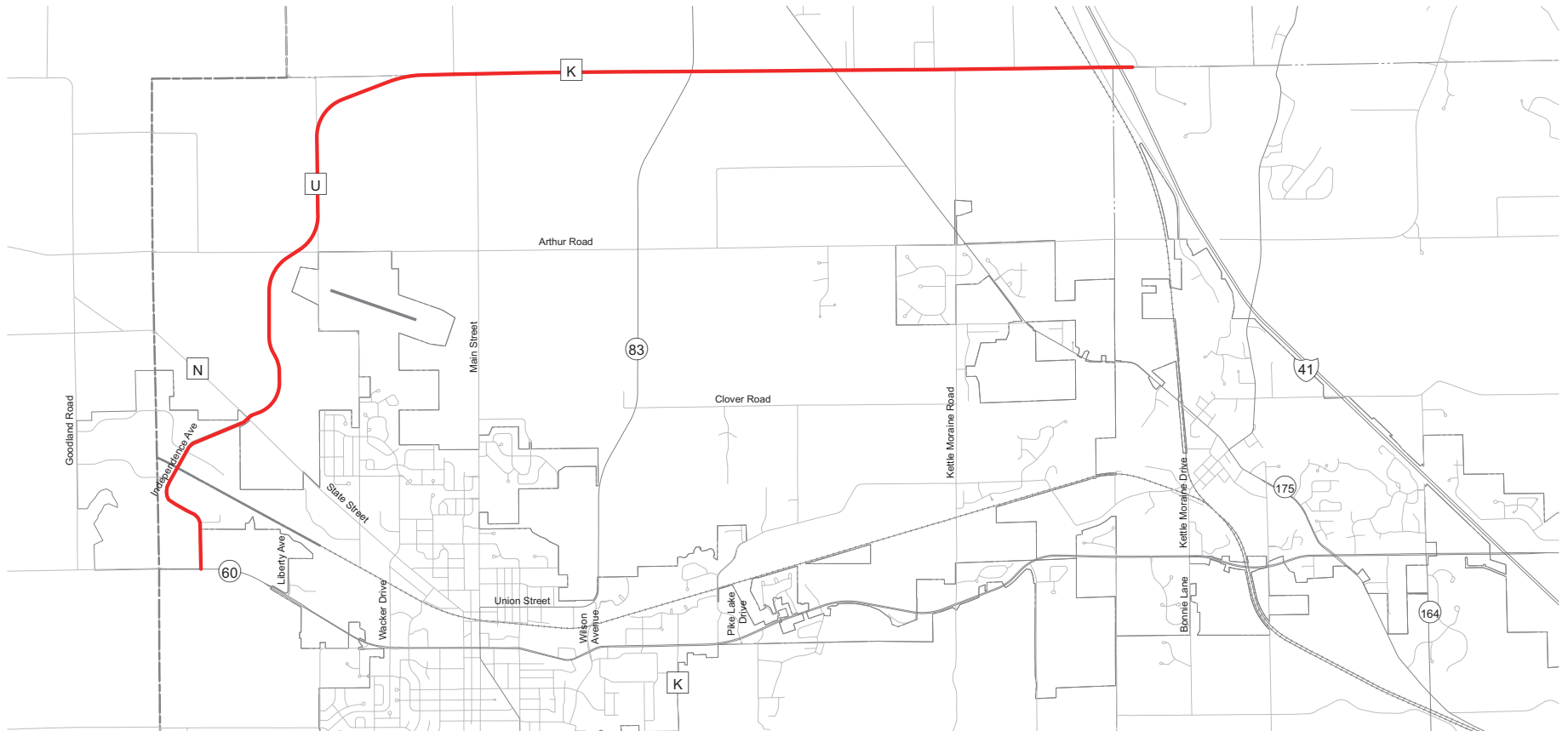
Map 12 shows Alternative 11 as refined through the initial preliminary engineering work performed by the County. As part of the initial preliminary engineering, the route for Alternative 11 was refined to utilize more existing roadway and minimize the impacts to environmentally sensitive areas and farmland. Washington County staff worked, as well, with the City of Hartford to refine the portion of Alternative 11 that would serve as an extension of Independence Avenue between CTH N and Arthur Road. The route refinements were also designed to avoid the potential extension of the Hartford airport runway.¹²

Table 6 shows the impacts and updated project cost of the refined Alternative 11 from the more-detailed initial preliminary engineering. The refined alignment reduces the impacts to environmentally sensitive lands, but impacts to farmland remain about the same. Additionally, impacts to the existing buildings in the St. Lawrence area were avoided under the refined Alternative 11. However, the cost estimate attendant to the refined alignment is about 20 percent higher than the planning-level cost estimates developed as part of the Commission's feasibility study. This was mainly due to Washington County wanting to ensure that sufficient costs were included for the accommodation of poor soils that likely exist along portions of the route expected to be on a new alignment.

¹² *The alignment for Alternative 11, developed as part of the Commission's feasibility study, is consistent with the planned City of Hartford Airport runway realignment and western extension project (from 3,000 to 3,400 feet). The airport's master plan includes a further ultimate western extension to 5,000 feet. This would require the Alternative 11 reliever route alignment for an extended Independence Avenue to be relocated about one quarter-mile further to the west relative to the original Alternative 11 alignment. With respect to the refined route for Alternative 11, Washington County, working with the City of Hartford, proposed an alignment for the extended Independence Avenue that would accommodate a potential 4,000-foot ultimate runway, rather than the planned 5,000-foot ultimate runway length included in the airport's master plan.*

Map 12

REFINED ALIGNMENT OF ALTERNATIVE 11 BASED ON INITIAL PRELIMINARY ENGINEERING WORK CONDUCTED BY WASHINGTON COUNTY



STH 60 RELIEVER ROUTE

— REFINED ALIGNMENT OF ALTERNATIVE 11 THROUGH INITIAL PRELIMINARY ENGINEERING WORK

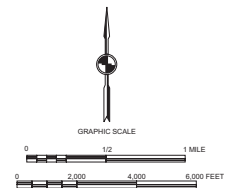


Table 6

**COMPARISON OF ALTERNATIVE 11 RECOMMENDED AS PART OF THE STH 60
NORTHERN RELIEVER ROUTE FEASIBILITY STUDY AND THE MODIFIED ALIGNMENT OF
ALTERNATIVE 11 BASED ON PRELIMINARY ENGINEERING WORK CONDUCTED BY WASHINGTON COUNTY**

Route	Route Length Between STH 60/Goodland Road and STH 60/IH 41 (miles)	Travel Time Between STH 60/Goodland Road and STH 60/IH 41		Change in Year 2050 Average Weekday Traffic Volume on STH 60 ^a	Year 2050 Forecast STH 60 Traffic Congestion ^b		Number of Trucks Diverted from STH 60 Through Hartford Downtown on an Average Weekday
		Route Travel Time (minutes)	Ratio of Travel Time to STH 60		Miles of STH 60 Under Congestion	Percent of STH 60 Under Congestion	
Alternative 11 - Route Developed in Feasibility Study	12.9	14.8	1.10	-2,500	3.66	40	1,000
Refined Alternative 11 - Through Initial Preliminary Engineering Work	13.1	14.5	1.08	-2,500	3.66	40	1,000

Route	Right-of-way Acquisition				Number of Farm Fields Divided By Alternative Routes	Residences Located Along Alternatives	
	Number of Residences ^c	Number of Businesses ^c	Acres of Farmland	Total Acres		Number of Residences Located Along an Existing Local Roadway	Number of Residences Located Along an Existing County/State Trunk Highway
Alternative 11 - Route Developed in Feasibility Study	1 to 3	3 to 4	38.9	43.7	8	1	43
Refined Alternative 11 - Through Initial Preliminary Engineering Work	0	0	37.4 ^d	41.5 ^d	6	1	45 ^d

Route	Impacts to Environmentally Sensitive Lands				Estimated Cost (\$ in millions)		
	Primary Environmental Corridor (Acres)	Secondary Environmental Corridor (Acres)	Isolated Natural Resource Areas (Acres)	Wetlands (Acres)	Construction	Right-of-Way	Total
Alternative 11 - Route Developed in Feasibility Study	0	1.8	1.4	2.9	\$18.5	\$1.2 to \$1.7	\$19.7 to \$20.2
Refined Alternative 11 - Through Initial Preliminary Engineering Work	0	1.8 ^d	0.2 ^d	2.0 ^d	\$22.9	\$1.0	\$23.9

^a The year 2050 forecast average weekday traffic volume on STH 60 is 18,000 to 23,000 vehicles between Independence Avenue and Wilson Avenue, 25,000 to 29,000 vehicles between Wilson Avenue and STH 175, and 31,000 to 34,000 vehicles between STH 175 to STH 164.

^b About 4.75 miles of the 9.20 miles of STH 60 between Goodland Road and IH 41, or about 52 percent, would be congested based on forecast year 2050 average weekday traffic volumes without a STH 60 northern (or southern) reliever route.

^c The lower end of the range includes residences and businesses that would be located within the right-of-way of the alternative reliever route, and the upper end of the range includes residences and businesses located within 15 feet of the right-of-way of the alternative route.

^d These values may differ than the values developed as part of the initial preliminary engineering work conducted for Alternative 11, as the methods and assumptions used as part of that work slightly differed from those utilized as part of this feasibility study.

Source: Washington County and SEWRPC.

The refined route for Alternative 11 and the results of its evaluation were made available to the public, and a public information meeting was held on January 31, 2017. At a joint meeting of the Executive and Public Works Committees held on February 7, 2017, the Executive Committee, but not the Public Works Committee, recommended that the Washington County Board of Supervisors request that the Commission amend the Washington County jurisdictional highway system plan and VISION 2050—the adopted year 2050 regional land use and transportation plan—to replace the currently planned STH 60 reliever route utilizing Arthur Road, Kettle Moraine Drive, and CTH K with the refined Alternative 11 reliever route (shown on Map 12) utilizing CTH U, Turtle Road, and CTH K. At its meeting held on February 14, 2017, the Washington County Board of Supervisors decided to reject the proposed amendment to the County’s jurisdictional plan and VISION 2050, thus, retaining in both plans the planned STH 60 reliever route that utilizes Arthur Road, Kettle Moraine Road, and CTH K, consistent with the recommendations of the Washington County east-west corridor study completed in 2005.

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Appendix A

SUMMARY OF RECORD OF PUBLIC COMMENT ON THE STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY

A public information meeting (PIM) was held on Wednesday, June 29, 2016, in the Town of Hartford, along with a formal public comment period of June 16, 2016, through July 15, 2016, to gather information from the public regarding issues on STH 60 and to receive comment on alternative reliever routes and STH 60 improvements. The PIM was held in an open house format with boards displaying the inventory information on the STH 60 corridor (including pavement history, traffic control, existing total/truck traffic volumes, traffic congestion, forecast future year 2050 traffic volume and congestion, vehicle crashes, and travel times), the goal, objectives, and criteria identified for evaluating the alternative reliever routes (as shown on Table 4 of this report), and the six reliever routes that were identified prior to the PIM (Alternatives 1 through 6 shown on Map 11 of this report). The comments received at the PIM and during the comment period were considered by Commission staff and Washington County officials as additional alternative reliever routes and improvements were developed and evaluated and as a final recommendations were prepared.

This appendix presents in a series of exhibits:

- Comments received during the formal public comment period of June 16, 2016, through July 15, 2016:
 - Comments received via comment form during the June 29, 2016, public information meeting (Exhibit A-1)
 - Comments received via e-mail before the June 29, 2016, public information meeting (Exhibit A-2)
 - Comments received via email or U.S. mail after the June 29, 2016, public information meeting (Exhibit A-3)
 - Comments posted on an aerial map showing the alternative STH 60 reliever routes identified to date the June 29, 2016, public information meeting (Exhibit A-4)
- Material announcing the public information meeting (Exhibit B)
- Sign-in sheets from the June 29, 2016, public information meeting (Exhibit C)
- Information displayed at the June 29, 2016, public information meeting (Exhibit D)

The following is a summary of the public comments received via comment form and email during the public comment period and during the June 29, 2016, PIM at the Town of Hartford Hall.

SUMMARY OF PUBLIC COMMENT RECEIVED

A total of 64 persons provided comments regarding issues related to STH 60 between Goodland Road and IH 41. Comment was provided on forms available at the PIM on June 29, 2016, via electronic mail or U.S. mail, or through the Commission's website.

Opposition to Alternatives

A total of 53 persons expressed opposition to a potential STH 60 northern reliever route. Of the people who opposed a reliever route, 13 persons specifically opposed the use of Arthur Road, and four persons specifically opposed the use of CTH K. Some of the comments made by those opposing to a STH 60 reliever route include the following:

- 13 persons indicated that they would support Reliever Route Alternative 4, a reliever route which would be located within the City of Hartford.
- One person indicated that they would support a route using Clover Road and its extension, Kettle Moraine Road, and STH 60.
- Three persons suggested the use of Goodland Road as part of a STH 60 northern reliever route.
- One person indicated opposition to any alternative reliever route that utilized Kettle Moraine Road.
- Seven persons indicated a concern that farming equipment traffic would disrupt traffic on the reliever routes.

Support of Alternatives

A total of 11 persons indicated their support for a northern STH 60 reliever route. Of the people who supported a reliever route:

- One person indicated that they particularly supported Reliever Route Alternative 1 and 2.
- One person indicated their support only for Reliever Route Alternative 3.
- Five persons indicated their support for only Reliever Route Alternative 1.
- One person indicated their support for any alternative reliever route using Arthur Road.
- One person indicated their support for an alternative reliever route using Arthur Road, a new bridge over IH 41, and STH 144.

Other Suggestions

In addition, a number of additional suggestions were made either at the PIM or during the public comment period:

- Eight persons suggested that a southern STH 60 reliever route be considered rather than a northern route.
- Nine persons suggested coordination of the traffic signals along STH 60.
- Two persons suggested the widening of STH 60 through the City of Hartford downtown area.
- Eight persons suggested prohibiting left turns from STH 60 onto STH 83.
- One person suggested rerouting STH 83 to utilize Wilson Avenue.
- One person suggested adding a right turn lane from westbound STH 60 to northbound STH 175.
- Three persons suggested the use of signage to encourage trucks to stay on STH 60 to the Hartford Industrial Park, rather than utilizing STH 83.
- One person suggested increasing the speed limit on STH 60 from 25 mph to 35 mph through the City of Hartford downtown area.
- One person suggested widening the STH 60/STH 83 Intersection.
- One person expressed concerns with the current amount of truck traffic on Arthur Road.
- One person suggested improving the STH 175/CTH K Intersection.
- One person suggested improving the STH 60/STH 164 Intersection.

Exhibit A-1

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Mr. Catazzoli Date: 6-29-16
 Address: 4385 Ponca Rd Comments will also be accepted until July 15, 2016 via:
Richfield, WI
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Please use existing infrastructure as much as possible -

Comment on Alternative Reliever Routes and STH 60 Improvements:

Alternative #1 looks to be the best bang for the buck -

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) Brother - lives on (route)

Thank you!

4232766

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Donald Miles Date: 6/29/16
 Address: 4266 Bonanza Hill Comments will also be accepted until July 15, 2016 via:
Stinger, WI 53086
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Hartford is a bedroom community, for jobs in Milwaukee. Between 2:30pm & 6:00pm you need a stop light to cross over some goes from 1.00 am to 5:00 am EAST bound. Hartford Business Park is on the west side of town and to send trucks north with a release to go south adds mileage & time to their travel. Time is money as is mileage.

Comment on Alternative Reliever Routes and STH 60 Improvements:

All the shown proposals have the by pass (northward) for trucks going north of current Hwy 60 to go south. This reasoning is really far fetched. Trucks will use shortest distance regardless. Nothing was shown to right on a route south of Hartford County E. From Hwy 83 to Hwy 64 it is a straight shot. Yes a hill would have to have a cut put in to reduce grade but on the east side of 64 there is only 1 house

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper X; Boys' Life
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

Thank you!

4232766

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: HAROLD BAUER Date: June 29th 2016
 Address: 6010 HY K Comments will also be accepted until July 15, 2016 via:
HARTFORD WI
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

HY 60 being the main route to Hartford
You at that what it's for your 1st choice
and 2nd choice

Comment on Alternative Reliever Routes and STH 60 Improvements:

2nd consideration HY K to Kettle Moraine
They another road west to west side
of Hartford

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

Thank you!

4232766

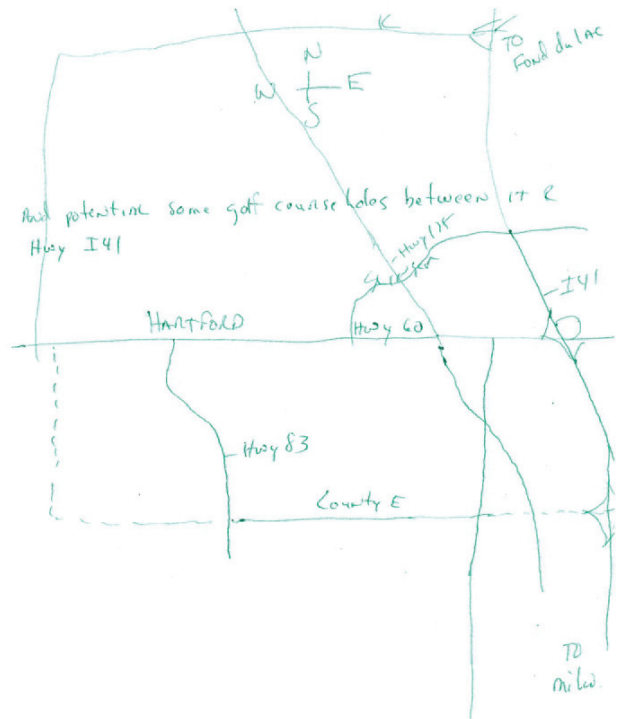


Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name _____ Date _____
 Address _____ Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

BEST ROUTE
 K TO J
 MAKE'S MOST SENSE

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

4232760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Cory Renoth Date 6-29-16
 Address 6570 Aurora Rd Comments will also be accepted until July 15, 2016 via:
West Bend, WI 53090
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Traffic is presently and near future handled adequately.
 Open up the J3 & 60 intersection in Hartford and
 coordinate the stop lights and better sign the
 preferred truck route to the industrial park

Comment on Alternative Reliever Routes and STH 60 Improvements:

The State will not fund it because traffic counts are not high enough.
 I have driven road in this part of the State for 40 years and no
 truck owner or his drivers will go miles out of their way to take
 a 2 lane road when they are paying up a 4 lane on their
 way from the South.
 This new highway would also get a large burden of
 maintenance of the Highway Dept and in budget. What is
 already stretch this
 (continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper ;
 Newspaper Article _____; Radio or TV ; Website _____; Other (please specify) _____

4232760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Donna Kluge Date 6/29/16
 Address 430 Cedar St Comments will also be accepted until July 15, 2016 via:
Hartford, WI
53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

I live on Cedar St. and when I want to
 turn on Hwy 60. I have to wait forever
 to make my right turn. Then when I get
 to the stop lights on 60 & 53. I want to
 make a left turn. I sit and wait for 5 or
 6 semis plus cars. Very frustrating

Comment on Alternative Reliever Routes and STH 60 Improvements:

I think the Arthur Route, would be an
 excellent reliever route, and I wish the
 police would patrol Hwy 60 & Cedar st. more
 cars & trucks on Cedar and Hwy 60 go
 thru the stop lights on Red.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper ;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

4232760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Andy McMillan Date 6-29-16
 Address 6340 Arthur Rd Comments will also be accepted until July 15, 2016 via:
Hartford WI
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

I realize Brown's an important business to the
 community of Hartford but it seems to me to
 be the City of Hartford's poor planning to put an
 industrial park so far from a major through highway
 + why should the citizens of the Town - who chose
 a rural lifestyle pay for the City's problem +
 I work small business + farm business was an important
 to the City of Clewis.

Comment on Alternative Reliever Routes and STH 60 Improvements:

I seriously oppose the reliever route going down Arthur Rd
 + seeing the number of farms (small business with businesses)
 that would be impacted - our farm depends on customers
 being able to get into our property - Put trucks going
 60+ mph (no matter what the posted speed limit will be) thru
 don't believe we will lose a lot of business - The marsh that
 runs through our property is supposed to be protected + our land
 is zoned for agricultural preservation - why would we want to lose it?
 (continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer ; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

4232760

Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

Protected but the city of Hartford can widen the road +
screen up the marshland our property -

I understand Brown has options to move out of the city -
People commute long distance to jobs use the time -

I don't want any of my tax dollars used for a project even
the state is interested in funding.

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Dennis Regan Date 6/29/16
Address 595 Fabvier Dr. Comments will also be accepted until July 15, 2016 via:
Hartford, WI 53027
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

It seems the traffic along Hwy 60 is just
going to increase, so it seems to make sense
to have some or make some options to
divert some of this traffic.

Comment on Alternative Reliever Routes and STH 60 Improvements:

Considering all the options, it looks like Alternative I
would be the most direct + cause the least
confusion. The purpose of any road is to move
traffic, and I think this would do it with the
least problems.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper
Newspaper Article ; Radio or TV ; Website ; Other (please specify)

023250

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name _____ Date _____
Address _____ Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

CINCINNATI W/ A ROUTE K LEADING INTO
KETTLE MORRIS ROAD THAN INTO ANOTHER AS
TRUCKS WOULD CONTINUE SOUTH ON KETTLE MORRIS ROAD
TO 60 - VERY BAD IF THIS WAS TO HAPPEN - NOT
A GOOD ROUTE TO COUNCIL BLUFFS - KETTLE MORRIS ROAD
SHOULD NEVER BE USED - EVEN FOR A SHORT ROUTE
TO ANOTHER

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper
Newspaper Article ; Radio or TV ; Website ; Other (please specify)

023250

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name DEK CORNO Date 6/29/16
Address 982 CASCADE CIRCLE Comments will also be accepted until July 15, 2016 via:
HARTFORD
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

CONSEQUENTLY HWY 60 BETWEEN SILVER AND HARTFORD INDUSTRIAL PARK
IS VERY HEAVY IN TRUCKS AND CARS. IF YOU TRY TO GET TO HWY 41, IT CAN
TAKE YOU OF TO 20 MINUTES WITH TRAFFIC AND STOP LIGHTS. I THINK THAT IS WAY
TO HIGH. TURN SIGNALS ON HWY 60 ARE AN NECESSITY TO TURN ON TO
HWY 83. SIDE WALKS OR BIKE TRACK (NOT WALKWAY) WOULD BE VERY BENEFICIAL
TO PEOPLE WHO LIVE CLOSE TO INDUSTRIAL PARK AND WORK THERE. I HAVE TAKE RIDE
BIKE AND WILL NOT ANIMOS BECAUSE OF TRAFFIC AND NO WHERE TO RIDE.

Comment on Alternative Reliever Routes and STH 60 Improvements:

IF THE MORE OF THE CITY YOU KEEP THE TRAFFIC ^{OUT} THE
SAFER AND LESS CONGESTION WE WILL HAVE ON HWY 60/83. I LIKE
HWY K OUT RD WEST SIDE OF INDUSTRIAL PARK

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper
Newspaper Article ; Radio or TV ; Website ; Other (please specify) FRIENDS OF FACTORY

023250

Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Mylyss K Thiel Date: 6/29/2016
Address: 604 Kettle Moraine
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

Trucks need to be taken off Hwy 60 and moved to relieve route to allow local traffic to travel more smoothly.

Comment on Alternative Reliever Routes and STH 60 Improvements:

Drive on Kettle Moraine Dr. It would be easier for me to go up Kettle Moraine Drive, turn on 175 and give up reliever routes to the west side of Highway 60 where Walnut is - like Green Pointe. Downtown Hwy 60 from Lake Lake to Business Park in HT is very slow & congestion is high any time of day.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper; Newspaper Article; Radio or TV; Website; Other (please specify)

Thank you!

4232760

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Jim O'Brien Date: 6/29/16
Address: 185 W Arthur Rd
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

It's a state Hwy for a reason, it was meant to tolerate high traffic volumes. It is also state funded and so would the majority of upkeep expenses.

Comment on Alternative Reliever Routes and STH 60 Improvements:

To recommend Arthur Rd as an alternate route is all but ridiculous. To put the onus on northern based / rural communities to take on the burden AND expense out of my pocket to pay for such a route is extremely hard to comprehend. He who even recommended Arthur road should be ashamed.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper; Newspaper Article; Radio or TV; Website; Other (please specify)

Thank you!

4232760

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Kyle Beistle Date: 6-29-16
Address: 4678 Hwy 175
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

[Blank comment area]

Comment on Alternative Reliever Routes and STH 60 Improvements:

I think the yellow reliever route is probably the best and cheapest. Plus its a city problem, less keep the problem in the city. Why you want to waste so much from land is just crazy!

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper; Newspaper Article; Radio or TV; Website; Other (please specify)

Thank you!

4232760

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Bonnie Shepherd Date: 6-29-16
Address: 6627 Arthur Rd
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

60 is 4 lane all the way already. Truck prefer direct route. That is were the business are that is where the truck traffic should be. If people and businesses are in town they should accept traffic in town. Why waste money?

Comment on Alternative Reliever Routes and STH 60 Improvements:

Any Alternative Route should run south of town. That is the direction most of it comes from and will stay. Long term thinking would be southern route.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper; Newspaper Article; Radio or TV; Website; Other (please specify)

Thank you!

4232760

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Daniel Grisham Date 6-29-16
Address 6035 City Rd K
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:
This should be the city of Hartford's problem not the township. The city was very poor in planning when wanting an industrial park not thinking far enough ahead to the traffic issues. Continued use of the newly rebuilt Hwy 60 is the best option.

Comment on Alternative Reliever Routes and STH 60 Improvements:
People have moved out to the towns for a peaceful and serene way of life not to have to dodge traffic and fear for their lives while trying to get to the mail box.

(continue comments on back if more space is needed)
How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper; Newspaper Article; Radio or TV; Website; Other (please specify) Neighbor
Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Mike Schmidt Date 6-29-2016
Address 6032 County Rd K Hartford, WI 53027
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:
1) In support of Route 4 using Wilson Ave - up grade to stop go lights or Timmy to merge traffic (Round about instead of some traffic lights) 2) Road 175 Speed safety concerns

Comment on Alternative Reliever Routes and STH 60 Improvements:
Shere cost to any Reliever Road by Hartford and Industrial Park users

(continue comments on back if more space is needed)
How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper X; Newspaper Article; Radio or TV; Website; Other (please specify)
Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name John Shepherd Date 6-29-16
Address 6622 Arthur Rd Hartford WI 53027
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:
Reorganize traffic control on 60 light patterns, eliminate left turns. Add right turn lanes, Increase speed to 35 thru town.

Comment on Alternative Reliever Routes and STH 60 Improvements:
Northern Route will not effective

(continue comments on back if more space is needed)
How did you learn about this meeting? Newsletter; Flyer; Ad in Newspaper; Newspaper Article; Radio or TV; Website; Other (please specify) Neighbor
Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Angela Harring Date 6-29-16
Address 6466 St Lawrence Ln Hartford, WI
Comments will also be accepted until July 15, 2016 via:
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:
Our property is on the corner of Arthur Rd and Saint Lawrence Ln. We have a small horse farm and cannot afford to lose any more land. We also do not want the heavy traffic on Arthur Rd with the noise, dirt and our animals barn cats & chickens possibly being killed.

Comment on Alternative Reliever Routes and STH 60 Improvements:
There are too many homes on Arthur Rd which are close to the road that will be effected. Please find another route.

(continue comments on back if more space is needed)
How did you learn about this meeting? Newsletter; Flyer V; Ad in Newspaper V; Newspaper Article; Radio or TV; Website; Other (please specify)
Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Tom McMillan Date 6/29
 Address 6340 Arthur Rd
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
I personally experience no problems with Highway 60.

Comment on Alternative Reliever Routes and STH 60 Improvements:
I don't see any hard information about the actual roads needed. No matter which alternative the road will be wider and promote faster traffic. Roundabouts seem inevitable. No way things in and out of our property 7 years ago and were told this was all resolved by the 2005 study.

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ;
 Newspaper Article ; Radio or TV ; Website ; Other (please specify) Neighbor
 Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jeff Mueller Date 6-29-16
 Address Brown Natone
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
Current route is beyond designed safety limits. Business expansion for the next 20 years cannot occur and is not supported by the current route

Comment on Alternative Reliever Routes and STH 60 Improvements:
Preference is a northern route that is safe efficient, least disruptive to rural homes + as cost effective as possible.

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ;
 Newspaper Article ; Radio or TV ; Website ; Other (please specify) email
 Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jeffrey R. Metke Date 6-29-2016
 Address 655 Pine Terrace
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
This is a conservative community. Media reports available to everyone have made it clear that Brown Manufacturing is pushing this reliever route with the promise of expansion. Some would claim this is "economic development". This is simply corporate welfare, and conservatives are not for any type of welfare.

Comment on Alternative Reliever Routes and STH 60 Improvements:
Looking at the six proposed routes only routes 2 and 1 respectively make sense. Route 2 makes the most sense because the roadbed of STH 83 is ^{already} engineered & built heavy truck traffic. Route 1 makes sense because it is direct from I-41 and stays on roads away from Hartford which if the goal is to reduce Hartford congestion, this would make the most sense.

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ;
 Newspaper Article ; Radio or TV ; Website ; Other (please specify)
 Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Lucas Ken? Date 6-29-16
 Address 7176 Arthur Road
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
 Hwy 60 was designed to handle the traffic in the city. Removing the traffic from the city would ruin alot of downtown business like when they do it up north it kills alot of the little towns. They need to figure out away around the interchange that is where it is the most congested so they need a route around there.

Comment on Alternative Reliever Routes and STH 60 Improvements:
Its too high in cost and there are too many houses that would have to be bought in order to get the road and shoulder wide enough to support the increase in traffic the amount of farm equipment would back up traffic worse than in the city. They aren't solving the problem the city is just pushing it north and out of their hair.

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ;
 Newspaper Article ; Radio or TV ; Website ; Other (please specify) word of mouth
 Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Marceline Brown Date 6/29/16
 Address 4504 State Road 83 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Just beside Brown's truck along the 60 route and the V-K route to cut down on 60 traffic if you're so worried about the safety of the kids on 60 running across the already-trunk road (Hwy 60). President of Brown also said he could put papers in the break room to influence the route of Truck Drivers.

Comment on Alternative Reliever Routes and STH 60 Improvements:

If Town of Hartford wants to improve 60 get the DOT to change the light cycle of 60 to run at least 40% of traffic straight through Arthur Road if obviously not the way to go - I think a chopper or chopper truck will stop all the traffic and make your fancy relief more useless. Last thing anybody needs is their house plowed over and a congestion of 10% of what the h.m. means need.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify)

023290

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jacob Gehring Date 6-29-16
 Address 4520 Hwy 83 W Hartford WI 53027 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Hwy 60 traffic would greatly improve with sequenced lights timed to promote traffic flow. Also there is not designation that trucks should not turn right on to main street (Hwy 83) and continue to wacker drive and beyond for truck traffic. Also left hand turns greatly disrupt traffic flow.

Comment on Alternative Reliever Routes and STH 60 Improvements:

The Hwy K route would disrupt the small community of St. Lawrence. The church cannot be disturbed without eliminating the little Red resturant the draws many from around as well as the many houses located right on the road through town. Hwy K and 83 is every dangerous intersection with multiple accidents a year and injuries with some being disabled to wheelchair with serious injuries.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify)

023290

Thank you!

over →

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Edna Gehl Date 6-29-16
 Address 1397 Hwy K Hartford Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

This is a city of Hartford issue. They made the problem. Moving traffic north will only cause congestion north of city - not solve anything.

What about going south. Is this all to keep Brown? Use #4 route.

Comment on Alternative Reliever Routes and STH 60 Improvements:

Route should stay Hwy 60 to ~~the~~ ^{Wacker Dr} State.
 Going North - Any route will disrupt wetlands & farm land & homes. There are bike riders / loggers north & a lot of farm machinery. We already have ↑ traffic with cement trucks & gravel trucks. Gas lines & buried electric lines will be disturbed.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify)

023290

Thank you!

All making traffic move to the north does is take town's city of Hartford's problem and dump's the problem on the town of Hartford. Make Hwy 60 work for the ~~advice~~ ^{advice} of city of Hartford and not paralyze town of Hartford for these ~~advice~~ ^{advice}.
 "Stay in city of Hartford!"

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Don Wolf Date 6-29-16
 Address 6507 Sunset DR Comments will also be accepted until July 15, 2016 via:
Allston
Addison
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Stay on 60

Comment on Alternative Reliever Routes and STH 60 Improvements:

Stay on Hwy 60

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper
 Newspaper Article ; Radio or TV ; Website ; Other (please specify) _____

423766

Thank you!

impact too many families and farms to be reasonable.

Please keep in mind:

- Any reliever route through Arthur road will cost my family its home.
- There is a large amount of slow moving agricultural traffic on Arthur Road. Semis will lose a lot of time when they are stuck behind a tractor.
- Northern reliever routes are all longer (time and mileage) than Hwy 60
- Many semis go past our house every day and take Arthur west to the industrial parks. This is happening despite not having an existing route.

I recommend Reliever Route #4, if a route must be had. #4 affects the fewest people and cleans up an ugly part of town.

The reliever route problem is a city problem. It should stay in and be handled by the city.

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Raphael Rozas Date 6-29-16
 Address 4504 State Rd 83 Comments will also be accepted until July 15, 2016 via:
Hartford, WI 53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

I believe that, with light synchronization, traffic on 60 is manageable and safe. Statistics on the poster boards at this info meeting show that there has only been one accident with a cyclist, and no accidents with pedestrians so far on Hwy 60.

Comment on Alternative Reliever Routes and STH 60 Improvements:

Dear Sir/Madam,
I'm the eldest of 8 kids, and I just graduated from high school. I'm heading to seminary in the Fall, but passing the farm on to my siblings is very important to me. We moved out to the 35+ acre farm on the W. corner of Hwy 83 and Arthur road 5 years ago. I and my siblings all grew animals at County Fair through 4-H and FFA. Our 100 year old barn house was built close to the intersection, and if an intersection with a turn lane were to be built, we would lose our house. In addition, the lost land would cause us to lose our Agricultural Preservation zoning, along with its tax cuts and animal privileges. I believe that ~~the~~ a northern reliever route through Arthur Road will ^{ever} →

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer ; Ad in Newspaper _____
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) word of mouth

423766

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Tim Schmitt Date 7/29/16
 Address 65964 Arthur Rd Comments will also be accepted until July 15, 2016 via:
Hartford
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

There are no issues. Use Hwy 60 like it was designed. Eliminate left turn lanes and traffic will flow. That's just part of city living. Hwy 60 improvement will be the most cost effective route.

Comment on Alternative Reliever Routes and STH 60 Improvements:

No alternative is needed. Hartford was not smart enough to put industry on east side of town where it belongs. Now DEAL with it inside city limits.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

423766

Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name STEVE WERTZ Date 6/29/16
 Address 6045 CTY. RD. K Comments will also be accepted until July 15, 2016 via:
HARTFORD (TOWN)
WI, 53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

I FEEL THAT THE CITY OF HARTFORD WHOSE
INDUSTRIAL PARK & COMPANIES WITHIN SHOULD BEAR THE
BRUNT OF THAT TRAFFIC ALONG THE NEWLY REBURISHED
4 LANE HWY 60 AND OPTION 4 WOULD BE THE MOST
LOGICAL & LIKELY MOST ECONOMICAL ROUTE TO UTILIZE.

Comment on Alternative Reliever Routes and STH 60 Improvements:

AGAIN - THE CITY BENEFITS FINANCIALLY FROM THE
BUSINESSES IN THE INDUSTRIAL PARK & SHOULD
HAPPILY ACCOMODATE THE TRAFFIC, I BOUGHT MY
PROPERTY IN THE QUIET/RURAL VILLAGE OF ST. LAWRENCE
SO AS NOT TO BE SUBJECTED TO CITY/INDUSTRIAL
TRAFFIC. OPTION 4 STILL GIVES THE CITY RELIEF
FROM TRUCK TRAFFIC DOWNTOWN AND UTILIZES 4 LANES
ON HWY 60!

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper X;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) NEIGHBOR

432760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Tom Gehring Date 6/29/2016
 Address 5865 Hwy K Comments will also be accepted until July 15, 2016 via:
Hartford WI
53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Use the Yellow Route,
it will cost the least.
Keep them on 60.

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article X; Radio or TV _____; Website _____; Other (please specify) _____

432760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name RICHARD KIDZ Date 6-29-16
 Address 4521 Sherman Rd Comments will also be accepted until July 15, 2016 via:
Waukesha WI 53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

How Hwy 60 it is already built for truck,
#2 Northern Route. Arthur Rd approx
many houses and goes through swamps
#3 93% of the truck traffic goes south
then use the southern route initial
proposal

Comment on Alternative Reliever Routes and STH 60 Improvements:

#4 For any route you should stay on road
right away
#5 Be careful of the gas pipeline Coke Pipeline
#6 Synchronize the lights on Hwy 60
#7 Stop and rest trucks in downtown
Hartford at the stop lights to improve
flow on Hwy 60
#8 as the yellow route and you will have
less opposition = Route #4

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) word of mouth

432760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name _____ Date _____
 Address _____ Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
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 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Use alternate route #4 will be only 1/4 cost than
going through the country roads

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article ✓; Radio or TV _____; Website _____; Other (please specify) _____

432760

Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Steve Kratz Date 6-29-16
 Address Hay 83 Comments will also be accepted until July 15, 2016 via:
Hartford WI
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
 - use highway 60 then the yellow route #4
 Highway 60 was built with the intention causes less disruption to residents as those living on Hwy 60 are the houses are not near the highway

Comment on Alternative Reliever Routes and STH 60 Improvements:
 - Make Hwy 60 through Hartford without any left turn lanes on downtown

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) Word of Mouth
 Thank you!

423290

go northbound. I bring this up because it is not logical for 93% of traffic for a company in the industrial park of Hartford start from Jeff. Brown provided to use a longer route to deliver & pick up goods from a southern location! You can build a reliever route but you can't necessarily make them take it! The GPS-dependent providers as well as those truckers who drive without them will always take the shorter route because it is less time - that would be the Hwy. 60 route regardless of any reliever route. Just ask them!

From here, my proposal is ~~to~~ to make the current truckers driving TRY the current proposals of reliever routes. Track their behavior, gather + survey them... all of them not just the ones who will help your statistics desired.

On another note, the Arthur Road expansion/upgrade will destroy my home, especially if it is a "two-lane upgrade with 12-foot lanes (x2) & 10-foot gravel shoulders (x2)". My family runs a firm business from there & it is a bet that the compensation for destroying my home will NEVER replace 1) the value of my home, 2) the acreage lost that I need to run my farm, 3) the cost of interim housing while I rebuild, to name a few.

I don't have a choice, the Arthur Road reliever route, according to another resident who has studied this since the 1990's says it will affect over 90 residents. Surely other routes will affect much fewer.

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Robin C. Roxas Date 6/29/16
 Address 4504 SR 83 Comments will also be accepted until July 15, 2016 via:
HARTFORD
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
 - The City of Hartford needs to solve this problem, NOT the county.
 - My family moved away from the city so we see well more of traffic congestion in (Hartford).
 - Short Hwy. 60 has nowhere near the traffic capacity that would warrant a reliever route.

Comment on Alternative Reliever Routes and STH 60 Improvements:
 - rather than study current traffic behaviors + react, why not make the truck drivers use the current northern routes (U & K -> 411); (85 -> K -> 411) (Astrak -> 83 or -> K & Main) & survey the truckers to see if these are viable routes. Wouldn't it be a waste of money to build a northern reliever route that would be 15.2 miles - 15 miles more than the 9.2 miles currently taken via 60 & see if they would use it? Jeff (Bro. of Brown) says, and I quote, "only 7% of my trucks (365 total per day in 2015) use it."

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter _____; Flyer X; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____
 Thank you!

423290

P.T.O.

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Kathleen Roxas Date 6-29-16
 Address 4504 State Rt 83 Comments will also be accepted until July 15, 2016 via:
Hartford WI 53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:
 - Traffic flow on 60 as it currently stands is a vast improvement over when we lived in Brookfield. There, during peak afternoon ~~week~~ weekday traffic, sitting 3-4 light cycles at traffic lights is quite common on and near Blenheim Rd. That is despite a 5-7 lane road. If there is concern with traffic levels on Hwy 60 in Hartford, it would seem as though coordinating traffic light timing and eliminating left turn lanes, especially at 60 + Main, would solve the supposed congestion issue and save millions in taxpayer money.

Comment on Alternative Reliever Routes and STH 60 Improvements:
 - Situating the industrial park on the west side of the City of Hartford was the decision of the City of Hartford. Town of Hartford residents, many of whom have made the conscious choice to raise their families in the countryside, should not have to have their houses farmland, and neighborhood taken away to solve this problem created by the City of Hartford.
 - If there is concern about traffic levels on 60, coordinate traffic signals + make left turn illegal at the intersection of 60 + Main St.

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter _____; Flyer ✓; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) neighbor
 Thank you!

423290

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Lisa Stult Date 6/29/2016
 Address 4180 Little Moraine Rd Comments will also be accepted until July 15, 2016 via:
Hartford WI 53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

This STH 60 has been improved to handle the future traffic already. There are a few logical ways to make the traffic flow better - signs, making left turn lanes not existent in down town, ~~rather than the~~ ~~Waukesha~~ ~~that~~ ~~can~~ ~~be~~ ~~utilized~~ ~~better~~ - not create unnecessary roads. Hartford can currently handle the city level of traffic. ^{with adjustments} Most trucks will continue to use STH 60 as the travel time and ^{weight} ~~weight~~ is less than other routes.

Comment on Alternative Reliever Routes and STH 60 Improvements:

All routes would impact many people and be a huge cost for ^{an issue} ~~sewer~~ that can be alleviated correctly using already existing STH 60. Most of these routes impact the safety of all residents along those routes. Farming equipment and their operators use these roads many hours a day - going between 5 and 30 mph. You risk their safety by sending trucks traveling 50-75 mph their way. Widening this route takes away people's front yards, making their families outdoor quality of life non-existent.

(continue comments on back if more space is needed) more in back

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify) Facebook

623290

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name DeWayne + Mary Butcher Date 6-29-16
 Address 6070 Arthur Rd Comments will also be accepted until July 15, 2016 via:
Hartford WI
53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

- Need to keep trucks from turning between STH 60 + Main St. (83).
 - STH 60 is a 4 lane highway, main thoroughfare through Hartford, designed to handle its traffic, NOT A PROBLEM.

Comment on Alternative Reliever Routes and STH 60 Improvements:

- Waste of taxpayer money, its a "want" not a "need", should only be built if referendum passes ~~in~~ in favor of it.
 - 85% - 90% of traffic (trucks) have southern destination, probably would not use a northern reliever route anyway.
 - Arthur Rd has alot of farm equipment traffic, moving slowly, + taking up most of roadway, definite hazard with "reliever route traffic".
 - Study + travel times were not done when they were following a tractor or combine!

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify) Fought this 11 years ago, also!

623290

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Shannon Stege Date 6-29-16
 Address 6167 Arthur Rd Comments will also be accepted until July 15, 2016 via:
Hartford, WI
53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

The recent improvements to Hwy 60 between Wilson and Pike Lakes have been great. The only issue, I see is some congestion at main street which could easily be remedied by purchasing the required space there. I also think timing of lights along Hwy 60.

Comment on Alternative Reliever Routes and STH 60 Improvements:

I really don't think that is good use of tax payer's money. Hwy 60 is a good flowing Hwy with direct East-West traffic. I know the farmers and bling business appreciate the trucks. I also don't think it is necessary to disrupt ^{country} ~~the~~ ~~homes~~ and lives in the proposed.

(continue comments on back if more space is needed)
 How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify)

623290

Thank you!

Relieve route...

Also, the Koch pipeline runs West to East under Hwy 175 and Little Moraine Rd. These routes mostly run right over this - causing safety issues underground. This pipeline cannot handle large trucks. Use of option 4 - the yellow route is the best option! The ~~best~~ ~~traffic~~ Crashes outline - crashes will still happen, just now they will be in our front yard causing us injury and loss of revenue. Also, these routes will reduce how many tillable acres the farmers can use, reducing their ability to farm - a huge cost that needs to be accounted for.

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

A) could be adjusted to improve flow.
 Also why doesn't Hwy 83 go north of Hwy 60
 at Wilson St?

B) reliever route areas. The impact on these
 folks will be more than just the loss of their
 land and any buildings in the way. The value
 of those properties will decline. How will
 the Town of Hartford compensate for this significant
 decrease in property values?
 How does Washington county work with
 Dodge county to pay for and service a
 new route north on Goodland Road?

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Hope Krebs Date 6/29/16
 Address 6081 Hilldale Dr
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Why isn't the in-city alternative routes being
 posted as "main" routes - this is a CITY
 PROBLEM that needs a city solution.

Hwy 60 is our "main" route that needs to be built up
 to help attract more businesses not broken down

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

4232760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name JEROME KABROWSKY Date 6/29
 Address 3216 CARL DR
HARTFORD 53027
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

WE NEED FOR ALTERNATIVE ROUTE FOR MANY
 YEARS SINCE THE DEVELOPMENT OF THE
 INDUSTRIAL PARK ON WEST END OF TOWN -
 ESPECIALLY THE PRINTING PLANT. ALTERNATE ROUTE
 SHOULD HAVE BEEN PLANNED THEN ESPECIALLY SINCE
 THE HIGH PERCENT OF PRODUCT THAT GOES TO THE SOUTH
 OF HARTFORD.

Comment on Alternative Reliever Routes and STH 60 Improvements:

SHOULD HAVE CONSIDERED A ROUTE
 SOUTH TOWARDS OCONOMOWOC TOWARDS
 I 94 OR HWY 167. THE NORTHERN ROUTE
 MAY BE QUICKER TO HWY 41 BUT THE TRUCKERS
 STILL HAVE TO GO SOUTH ON HWY 41!

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper X;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

4232760

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Rich Link Date 6-29-16
 Address 4640 HWY 175
HARTFORD WI 53027
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

I DON'T THINK IT IS NEEDED I THINK IT IS MORE OF A WANT!!!!
 I WOULD LIKE TO SEE WHAT A FOUR LANE ROUTE WOULD LOOK LIKE.
 IF IT DOES HAVE TO BE A RELIEVER ROUTE FROM ONE OF THESE PROBLEMS
 I WOULD GO FOR THE WILSON ROUTE PROPOSED
 RUNNING SEASIS IN COUNTRY ROADS WHERE FARM EQUIPMENT RUN
 WILL BE A BIG HAZARD AND PROBLEM FOR TRAFFIC

Comment on Alternative Reliever Routes and STH 60 Improvements:

CHECK INTO HETTLER MOBILE TO CLOSER THEN RUN STRAIGHT THROUGH
 TO THE INDUSTRIAL PARK
 CHECK INTO USING GOODLAND ROAD INSTEAD OF RUNNING THROUGH A
 INDUSTRIAL PARK FOR RUNNING CARS WITH TRUCKS IN THERE WOULD
 BE A HAZARD

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) BY PHONE

4232760

Thank you!

Exhibit A-1 (continued)

Comments Submitted via Comment Form During June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Gabe Lachin Date 6-29-16
Address 6565 Arthur Rd Comments will also be accepted until July 15, 2016 via:
Hartford 53207
Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1105
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

Make a rt. turn lane West bound on Hwy 60 to
175 North bound
No left turn on Hwy 60 @ Hwy 83
Install left turn to Hwy 83 south bound @
Wilson ave

Comment on Alternative Reliever Routes and STH 60 Improvements:

If you do the above, you don't need a reliever route
Town Vote NO! to any reliever route!

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ;
Newspaper Article ; Radio or TV ; Website ; Other (please specify) _____

3232750

Thank you!

Exhibit A-2

Comments Submitted via Email Before June 29, 2016, Public Information Meeting

From: website@sewrpc.org
Sent: Thursday, June 16, 2016 11:39 AM
To: STH60Study
Subject: Northern Hartford Reliever Route Comment Form

comments:

Apparently the city of Hartford thought this problem would fix itself when they started those industrial parks, this is not new and people have been complaining for years and no one would listen, now all of a sudden it's a problem. One easy way to lessen the problem for now is the lights, the amount of time you wait on 60 for a light to change is terrible and that is with no cross traffic at all, 60 and 83 is really bad going east on the hill there are times only one truck can make it through the green light and it's already changing. When one car leaving Wal-Mart can stop 20 cars on a state highway you have a problem. These are only a couple examples of these lights. Recently in the Milwaukee Journal there was an article from the USDOT that stop and go lights are now the most inefficient since they were invented, they must be driven through Hartford and Slinger is no better.

FirstName1: Dave
LastName1: Witzlib
Email: dpwitzlib@yahoo.com
MailingAddress1: W1019 Marys Ct.
Organization1: taxpayer
City1: Rubicon
State1: WI
Zipcode1: 53078
ClientIP: 97.83.222.149
SessionID: mbx03jlf4trh00ht3ovamkke

[See Current Results](#)

1

From: Bob Kieckhefer <bobk2951@gmail.com>
Sent: Tuesday, June 28, 2016 1:40 PM
To: STH60Study
Subject: Hartford Northern Route Comment

We stridently oppose using Arthur Road or any other Northern Route to change traffic on State Highway 60 for several reasons.

Most importantly, the City of Hartford chose to locate the Industrial Park at its current location because Dodge County had lower pollution tolerances than Washington County. The City knowingly created an industrial park for Quad Graphics in a location that REQUIRED heavy truck traffic through the City. Signicast Corporation located there (and chose to expand their operation there) knowing the same. These businesses were fully aware of the issue. A TIF district was created by the City to channel taxes toward improvement of the area for them. No tax dollars should be spent to correct a situation that multi-million dollar corporations with competent CEOs entered into fully aware of the geographical issues.

Secondly, a northern route will most certainly negatively impact the rural surroundings along County Highway K and Arthur Road. With an already heavily traveled State Highway 60, there is no reason to alter a rural area simply to lower the costs for several multi-million dollar corporations to ease their transportation burden.

Lastly, State Highway 60 already exists. It has been rebuilt to accommodate heavy trucking. The City of Hartford has made several alterations to it since the Industrial Park was created. Since they (the City) created the Park and have altered the State Highway previously, why did they not accommodate trucking?

Please do not appease either the City or Corporate interests by burdening residents or the Town of Hartford and the Village of Slinger with a problem created solely to benefit the City of Hartford and said Corporate interests.

Thank you for your consideration.

Bob and Jacki Kieckhefer
6018 Honeysuckle Lane
Hartford, WI 53027
(262)224-2951

1

From: website@sewrpc.org
Sent: Tuesday, June 28, 2016 12:07 PM
To: STH60Study
Subject: Northern Hartford Reliever Route Comment Form

comments:

The only route I would be in support of is by taking Hy 60 to Hy K south then connect Hy K to Lee Road. I live just north of Arthur road on St Lawrence Lane and in no way want the by pass in my area. We also need to protect the farmland for future generations. This is a problem caused by the city of Hartford do to past bad planning practices. Why is it always easier for the city to gobble up the town and put their interest ahead of the Town of Hartford residents? It is also funny that I just found out about this just prior to the June 29th meeting. It also seems that the City of Hartford did their best to keep this under the radar from the people it would affect the most. If the city needs the by pass take it south PLEASE.

FirstName1: Michael
LastName1: Steger
Email: Msteger@messercutting.com
MailingAddress1: 6406 St Lawrence Lane
Organization1: Town of Hartford Resident
City1: Hartford
State1: WI
Zipcode1: 53027
ClientIP: 66.175.199.126
SessionID: hifhml1ze42rexewezfbempw

[See Current Results](#)

1

From: Doberstein, Andy <Andy.Doberstein@U-Line.com>
Sent: Wednesday, June 29, 2016 10:38 AM
To: STH60Study
Subject: Comment on HWY 60 study

I am in opposition to the consideration of a northern reliever route for a variety of reasons. My points are outlined below.

1. The City of Hartford is receiving taxes from the businesses proposing this route. The complete benefit is for Hartford. Do not impose the cost of this on the rest of the County.
2. Hartford chose to locate the industrial park on the West side of town which probably was because it was the cheapest place to locate and most advantageous for the city. They should foot the bill of reconstructing the EXISTING STATE HIGHWAY through town to handle any traffic needs that exist.
3. The Hartford Downtown is not a destination place outside of a single restaurant. Further reducing traffic for downtown and other businesses along the HWY 60 corridor will be at great detriment to the sustainability of those other businesses.
4. Increasing traffic at the HWY K exit will pose a safety risk for the many children that attend Addison Elementary School.
5. Creation of a new roadway in proximity to or along the current Arthur Road will destroy farmland, apparent wetlands, and significantly disrupt the lives of many residents. The Hartford Area Development Corporation and City of Hartford obviously value a few businesses more than surrounding residents and natural areas.
6. The proposed Northern Route adds mileage, fuel consumption, and time to any traffic going to Hartford from the South. Reasonable estimates would assume most traffic is coming and going from the South so a Southern Reliever Route would make much more sense if any was needed at all. Previous opposition to a Southern Route was very strong and this option was dropped. It should be brought back into consideration.
7. HWY 60 is a State Highway and should be maintained to allow the necessary traffic. Traveling west from Grafton the City of Hartford is hardly a bottleneck or safety concern. If the State, County, or local Hartford officials cared about safety they would invest money into this roadway through Jackson before addressing anything in Hartford.

Andy Doberstein
217 Hunters Crossing North
Slinger, WI 53086

1

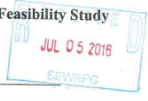
Exhibit A-3

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Heidi Seibert Date 6-30-16
 Address 3897 Thornapple Rd
Slinger WI 53084
(town of Hartford)
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187



Comment on Issues on STH 60:

Hwy 60 was built for heavy (trucks) traffic!!! That's why it was made a 4 lane Hwy. ① make Hwy 60 NO left turns where there are no turn arrows! ② Have all controlled intersections timed correctly. ③ Use the green arrows for turns if they are there!! (The intersection of K & Hwy 60 half the time the arrows do NOT work!)

Comment on Alternative Reliever Routes and STH 60 Improvements:

I believe a reliever route to the South of Hartford would be more effective! If only 7% of traffic goes or comes from the North, why on god's green earth would you make a reliever route to the north? Hwy E would be a much better option yet the meeting on 6-29-16 didn't even have south of Hwy 60 on their maps!! WHAT? I know several people that would LOVE a bypass because they commute to the Milwaukee area to work. But driving North first is not an option. →

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify) social media

Thank you!

423760

From: lkrebs@bertramwireless.com
 Sent: Saturday, July 02, 2016 11:39 AM
 To: STH60Study
 Subject: Reliever Route Comments

Hello,

My name is Jewel Krebs and I live at 4680 Kettle Moraine Rd. Hartford, WI 53027. I was able to attend the informational meeting you held and wanted to let you know my comments on the proposed reliever routes options. I am very against many of the routes as they are along country roads and will cost a large amount of money to upgrade and maintain. They will also take away farmer's precious land that they farm and use for their livelihoods, land that is far more valuable to them than having it taken away for the benefit of some large corporations. The increase in noise and garbage for us farmers are more reasons to stop looking at these routes. We already have enough garbage and noise from local traffic that uses our roads. We are constantly picking up garbage debris from our yards and fields. We also need to be cautious of pulling out of our driveways because of vehicles traveling past - it would be more difficult to travel our roads if the traffic increases. With our farm equipment leaving one part of our property to another, this is increasing our risk for accidents to happen and injure the farmers. Several farms also have animals that do get out of the fencing. These animals do travel across the roads if they are not noticed right away. There are many reasons for you to use the current system of Hwy 60: This route was previously upgraded and only needs a few minor adjustments: in Slinger at Hwy 167 - the intersection has large potential for accidents as the 2 gas stations have a significant amount of traffic and the lanes in the road are not clearly marked or wide enough for turning vs traffic that heads straight. There can be a route for trucks created around the city by utilizing Hwy K up to Monroe Avenue and back north again.

Thank you for your time,

Jewel Krebs

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name ARNOLD FEHRING Date July 4 2016
 Address 2987 OIL SPRING RD
HARTFORD WIS 53027
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Hwy 60 is a great improvement from what it was. But it needs more improvement to make it safer. At the Mill Street stop & intersection the lights need to be replaced with a round about for improve traffic flow & safety. Then after the round about, build a 4 lane hwy out to Independence Dr & make an additional round about to improve traffic flow & safety coming out & in to Industrial Park then continue back to 2 lane hwy eliminating curb & adding a safe shoulder.

Comment on Alternative Reliever Routes and STH 60 Improvements:

The best By-Pass Route is: Hwy 91-K Exit West then St Lawrence, widen 175-K intersection w/ turn lanes and merge building on N side of K for better & safer vision of traffic from the North (intersection now is a bypass & unsafe area), then continue West on K to State HWY 93, make a round about to maintain safety & traffic flow & eliminating city signs. Continue West on K to County HWY "11" upgrading Route Rd. Then continue South on HWY "11" just the WEST side of the airport & etc.

How did you learn about this meeting? Newsletter ; Flyer ; Ad in Newspaper ; Newspaper Article ; Radio or TV ; Website ; Other (please specify)

Thank you!

423760

In fact, something needs to be done with all the semi's traveling Arthur Rd. Now! That road (between K & 93) is going to SHIT! It was NOT built for Semi's!!!! There is NO soft shoulder and definitely not wide enough! I was run off the road 3 winters ago, because a Menasha truck would NOT move over into his own lane! Inexperienced driver, bad plowing job, I don't know. I never should have had to make the decision to take the ditch!!! The road also has very deep cracks all down that stretch!!!

FIX IT!!

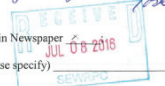


Exhibit A-3 (continued)

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting

the South West corner of the airport had straight south to the Key Bank Electric and use the right a way from Key Bank to HWY N and Industrial Park.

This is the most sensible way to make the route, by using the county roads as much as possible which have better road beds & right a way that is already there. By running US 41 North of HWY 60 at 70 MPH to HWY K exit and a straight shot west to HWY U and then south to Industrial Park is the most cost effective, feasible and common sense way to run the reliever route.

This also keeps the Town of Hartford from losing a lot of state aid for its roads & keeps heavy populated areas safe in the town. Also this Northern most route will retain most of the rural character of the Town of Hartford.

Thank you for your time to look this over.

*P.S. Could you send me the results of your study?
Thank You.*

*Concern resident of the town of Hartford,
Arnold A. Lehning*

From: website@sewrpc.org
Sent: Tuesday, July 05, 2016 12:03 PM
To: STH60Study
Subject: Northern Hartford Reliever Route Comment Form

I live on Highway K as you travel into the small town of St. Lawrence from the west. We have a great deal of traffic at this time especially during the week. When it rains we have a flood of water coming into our driveway from the town area and it often will wash out landscaping as well. Our approach is standard but issues still occur. Also the intersection of Hwy K and 175 is very narrow with business very close to the streets often obscures the vision of traffic to the south traveling northbound. It is a dangerous section at times a traffic light would have to be placed and building would have to be moved. We have the Historical church and the Little Red Inn that has been an icon to this small quaint community for many many years. My concern is the destruction of another small town for the expansion of big businesses and that has me concerned also for the value of my property and the safety of those who walk this streets and the children. I hope and pray this does not destroy our small community as what happened in Allenton a few years earlier. Lets go rural with the route and avoid destruction of our wonderful little town of St. Lawrence.

comments:

FirstName1: Laurie
LastName1: Malchow
Email: he_rains777@hotmail.com
MailingAddress1: 6029 Hwy K
Organization1:
City1: Hartford
State1: WI
Zipcode1: 53027
ClientIP: 75.128.196.142
SessionID: ileh5tetchdbt103hev1k4f
[SeeCurrentResults](#)

From: website@sewrpc.org
Sent: Monday, July 04, 2016 6:05 PM
To: STH60Study
Subject: Northern Hartford Reliever Route Comment Form

Arthur Road is not the solution to the traffic problem on Hwy 60. By creating an Arthur Road bypass, it would affect our property value and bring more traffic to our area which would make it less safe for our children to walk and bike on the road. We already get multiple individuals speeding on a daily basis. Creating a bypass would increase the traffic which in turn results in more accidents, speeding, potential crime, etc... In winter our road has many snowdrifts and less snow plowing than the city. In regards to the bypass, I do not feel that individuals would want to go further north just to turn and go west/southwest. Most will want to cut across and use Hwy 60. The other option we have heard of was following the high voltage electric pole lines through the backyards on Arthur Road. This would split our 10 acres in half and would devalue our property greatly. It will also affect farmers and a horse pasture. It would also run parallel to Arthur Road and St. Lawrence Lane. This does not seem like it would be the best option.

comments:

FirstName1: Jamie
LastName1: Lang
Email: jamielang@charter.net
MailingAddress1: 5952 Arthur Road
Organization1:
City1: Hartford
State1: WI
Zipcode1: 53027
ClientIP: 68.114.246.190
SessionID: wnikburwqhfl1fb4s1tdvbf
[SeeCurrentResults](#)

From: Mr. Robin Roxas <roxasrobin@live.com>
Sent: Wednesday, July 06, 2016 10:25 PM
To: STH60Study
Subject: NO to Hwy.60 Northern Reliever Route

Dear SEWRPC,

Thank you for giving us the forum on June 29 in the Town of Hartford to give our comments and ask questions. I found it interesting that...

...when talking to Washington County Board members, they were always playing "devil's advocate" with our comments. Were they steering our opinions to a certain bias on the matter or were they really interested in what we had to say?

...the overwhelming consensus of the attending crowd was that this project should be opposed/stopped.

...only the President of Broan-NuTone was the only Hartford Industrial Park company that bothered coming to the meeting. Understandably so since he says that half of the trucks currently driving Hwy.60 are to/from Broan.

...the history of this project roots itself in the City of Hartford planning its industrial park very poorly in relation to the interstate and that now, the Town of Hartford is shouldering the pressure from the City and Washington County with regards to this decision. Keep the problem in the City of Hartford!

...my family moved out of the city to get away from the noise and traffic and now this problem is pushing the city problems to the town. Hopefully, the wise judgment of SEWRPC and the Washington County Board will hear the numerous and the overwhelming majority of the Town of Hartford saying "NO" to this project.

...no reliever routes were proposed in the feasibility study from the south of Hartford despite the fact that a GPS powered by either Google or MapQuest would give you three possible routes from a starting point originating from the south (e.g. Germantown or Milwaukee) to the intersection of Independence Ave and Hwy.60 (Industrial Park area)—the main one being Hwy. 60, another being Highway K and another one involving Pioneer Road.

...that no feasibility study ever surveyed the truck drivers as to whether or not they would take a northern reliever route that would (A) take longer time; (B) be a longer route; (C) manually override the suggestion of an electronic GPS system that would propose both a shorter drive time and a shorter mileage.

...some truckers who came to the June 29 meeting stated that they would refuse to drive a longer route to get to the same destination. Fact: driving times would add two - five minutes and up to 5.8 miles more (from exit to Hartford Industrial Park = 9.2 miles now via Hwy. 60 or 15 miles now via Hwy. K) taking a northern reliever route according to SEWRPC statistics.

...no traffic counters (tubes on the road) were ever placed on Arthur Road despite a total of three out of six, 50%, of the proposed alternate routes running through Arthur Road. A COMPLETE feasibility study would have at least proposed the amount of traffic currently running through each of the alternate routes proposed and

Exhibit A-3 (continued)

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting

an extrapolated statistic of how that would increase should traffic be diverted northward to these routes. I would suggest this particular data collection if this reliever route project is to be a balanced and fair.

...Hwy.60 to Hartford Industrial Park = 9.2 miles. All of her northern alternate routes are longer, ranging from 13.2 miles and the longest being 15 miles. Why were no southern routes ever proposed?

...Pres. Jeff ___ of Broan-NuTone stated that only 7% of his trucks head northward from Hartford. 93% head southward toward distribution centers in the Milwaukee area. Again...why were no southern reliever routes proposed?

...When asked if Pres. Jeff ___ of Broan-NuTone has ever mandated that some of his trucks attempt the alternate routes proposed he said, "No." His proposed solution was to "put a memo in the truckers' break room" to do so. [not exactly coming across as "mandatory"]

...No other Hartford Industrial Park company representatives showed up to the meeting except Broan-NuTone. Not even Wal-Mart, not QuadGraphics, not C&W, not Tr Iron, etc. No other company came to endorse/support the northern reliever route project.

...A Town of Hartford resident mentioned that Arthur Road has a buried high-pressure natural gas-line. Mr. Kenneth Yunker of SEWRPC admitted that nothing of that nature ever showed up in the feasibility study. Fact: more money will be needed to handle that obstacle if an Arthur Road route is forced through.

...Mr. Bulawa of the Washington County Board, when asked if a comparison study was made to compare how many residents were affected (as in land being seized and/or altered) by each proposed route, was unaware of the number and stated further that that information was currently being investigated. [if this exact study was done in the past (2005?) why was this information not investigated and information presented in the current feasibility study? This lack of awareness gives the impression that the affected residents' best interests are not a high priority in this project.] Once again, if this study is to be balanced and fair, this data should be collected and heavily considered in the decision.

...Currently, the northern alternate routes proposed are being used by numerous farm vehicles (machinery, implements, and tractors), all of which will slow general traffic down. Mr. Kratz of Kratz Farms who manages and maintains +/- 6000 acres of farmland in the area quoted at least 200 of his slow-moving farm vehicles use Arthur Road alone on a daily basis. Upgrading Arthur Road to a high-speed two lane highway will NOT encourage trucks, especially semi-trucks, to use these proposed northern-reliever routes if they encounter these slow-moving farm vehicles on the road.

...According to Pres. Jeff of Broan-NuTone, in 2015, the company put 365 trucks on the road per day. When proposed to Pres. Jeff to send some of his trucks up to the alternate routes just to try it out, he countered that "it would not be safe" for the residents in the area. Widening the road but still keeping it two lanes will not only encroach further into people's properties but it would further endanger the residents as (a) the speed limit would be higher and (b) the residents would be conducting their home activities closer to the road!

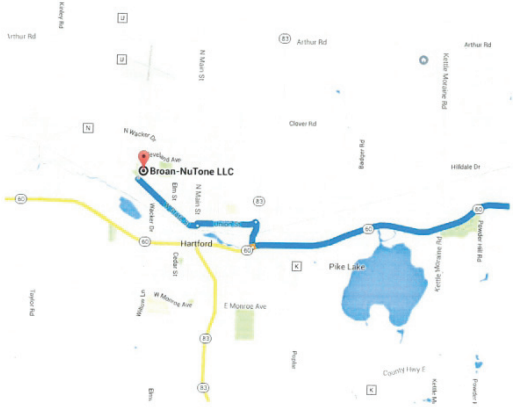
...Fact: Broan-NuTone will not lose jobs if this project falls through. They will keep the current location but will move their expansion facility elsewhere. Jobs WILL NOT be lost. IF the reliever route is forced through despite popular objection, homes WILL BE lost.

...In a previous study a resident of the Town of Hartford made an informal count of 93 residents/families being affected by a northern reliever route through Kettle Moraine and Arthur Roads. By comparison, diverting traffic around downtown Hartford via Highway 60 & State Street would affect (via seizing land and bulldozing residences) five residents. I drove the downtown route myself and actually counted seven residences that would be affected. 93 Town of Hartford residents vs. 7 City of Hartford residents--this statistic should have some bearing on the decision of the County if, in fact, they are making the final decision based on the best interest of the residents of the county.

In short, I OPPOSE the northern reliever route but I would be OPEN and possibly support a southern reliever route since that also agrees with what GPS maps would suggest to truckers who are really the ones we are accommodating here.

From: Andy Doberstein <ajdob76@gmail.com>
Sent: Thursday, July 07, 2016 7:02 PM
To: STH60Study
Subject: proposed alternate reliever route

I would request the group looks into this proposed alternate northern reliever route. The disruption lies completely in the City of Hartford and is the shortest route that accomplishes the task of reducing the congestion.



From: Gloria GEHL <ggeh04@msn.com>
Sent: Thursday, July 07, 2016 7:27 PM
To: STH60Study
Subject: Reliever route

I am a town of Hartford resident and did attend the meeting. The most obvious reliever route would to use Hwy 60 (already designed to handle the traffic) to Wacker drive, north to State street to the Industrial Park.

Gloria Gehl
6397 Hwy K
Hartford.

Sent from Windows Mail

Exhibit A-3 (continued)

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting



John J. Novak & Larry J. Schmidt
4125 County Road U
Hartford, Wisconsin 53027
262-673-4129
262-673-9527



July 8, 2016

SEWRPC
P.O. Box 1607
Waukesha, WI 53187

To whom it may concern:

John Novak and I have some concerns regarding your STH 60 northern reliever route. First 4 out of 6 of your alternative routes run right thru the farm John owns and we have been farming for the passed 24 years. The City of Hartford has had ample opportunity in the past to set up this reliever route, they refused to plan for the future then by putting all the housing out this way and now they want a reliever route immediately. For instance Wacker Drive could have meet up with County K to the east instead of going west and connecting to County U. Now because of the City's poor planning we have to possibly give up part of our business and our way of life. This make us very angry and it seems we do not have a say in what happens to our land. We are already losing some of our land for the Hartford Airport Expansion and now this.

Another concern is that in the past 5 years we have replaced many of the drain tiles that run thru this farm, these tiles also drain water from the airport and other area farms. All we are asking is that you please do not drop a road in the middle our

business. We do not want odd shaped fields and crossing roads is dangers with that much truck traffic.

If you insist on going to the north why not use roads that are already there. For example: Goodland to Arthur to Kettle Moraine to County K. Although these small country roads were never built to handle this truck traffic. Hwy 60 was planned and built to handle this traffic. Downtown Hartford is narrow but if the trucks stay on Hwy 60 until Wacker Drive or even Independence Ave. they should not have any traffic problems.

Cordially,

John J. Novak
John J. Novak

Larry J. Schmidt
Larry J. Schmidt

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name John J. Novak Date 7/7/2016
Address 4125 County Rd U Comments will also be accepted until July 15, 2016 via:
Hartford, WI 53027 Web: www.sewrpc.org/STH60Study
Owns Farm you want E-mail: STH60Study@sewrpc.org
to divide Fax: (262) 547-1103
Mail: SEWRPC P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

See enclosed letter + maps

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;

Newspaper Article _____; Radio or TV _____; Website Face Book; Other (please specify) _____

423290

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Larry J. Schmidt Date 7/7/16
Address 4125 County Rd U Comments will also be accepted until July 15, 2016 via:
Hartford, WI 53027 Web: www.sewrpc.org/STH60Study
Roads from farm E-mail: STH60Study@sewrpc.org
John Novak Fax: (262) 547-1103
Mail: SEWRPC P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

See enclosed letter + maps

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper _____;

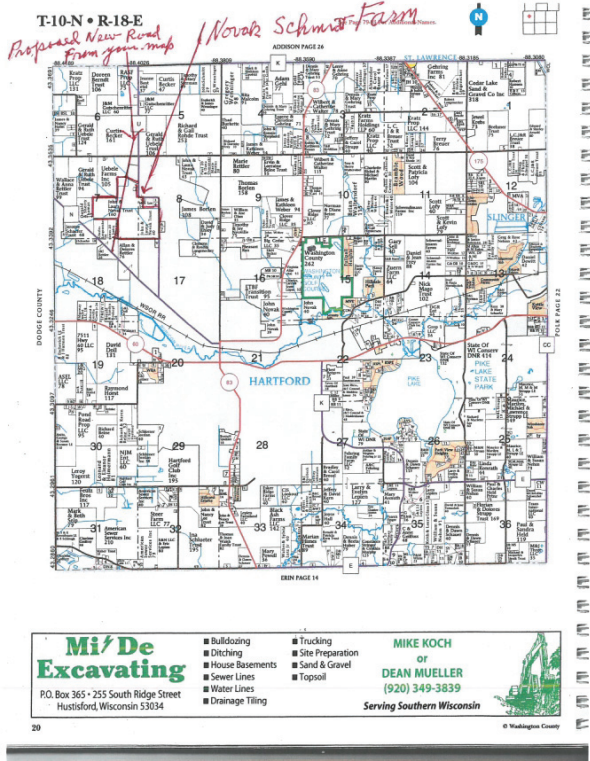
Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) Face Book

423290

Thank you!

Exhibit A-3 (continued)

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting



07/12/2016 11:49 2626732907 BOOSTER PAGE 0 / 81

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name: Diane Williamson Date: 7-11-16
 Address: 4430 State Rd 83
Hartford, WI 53027
 Comments will also be accepted until July 15, 2016 via:
 Web: www.sewrpc.org/STH60Study
 E-mail: STH60Study@sewrpc.org
 Fax: (262) 547-1103
 Mail: SEWRPC
 P.O. Box 1607
 Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

I don't like Arthur Road as an option. It creates numerous safety issues on Arthur Road and State Road 83. It will turn into another "problem" road just like ~~Arthur~~ Highway 60.
Poor planning moves the problem to the north.

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer _____; Ad in Newspaper X; The Recorder
 Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) _____

4202708

Thank you!

From: Janis Spiel <spiel2@charter.net>
 Sent: Friday, July 08, 2016 9:46 AM
 To: STH60Study
 Subject: Reliever route

As a taxpayer in Town of Hartford and a resident for over 30 years I would like to voice my opposition to the HwyK /Arthur Rd. reliever route. The biggest reason I see to reject this route is the fact that most truckers will continue to use Hwy 60. It makes no sense to disrupt the 59 driveways along this route, the school buses that use this route and the rural and farm feeling enjoyed by many just to satisfy the city of Hartford. I agree that this is their problem and they should continue to improve Hwy 60 so the truckers can get to their destination on the West side of Hartford. That is where the city council put the industrial park and the new Walmart complex. Let them figure out how to get there. I say NO to the Hwy K reliever route.

Gary and Janis Spiel
 4929 Hwy 144
 Hartford, WI. 53027

From: website@sewrpc.org
 Sent: Tuesday, July 12, 2016 12:31 PM
 To: STH60Study
 Subject: Northern Hartford Reliever Route Comment Form

Who will use the bypass?? If 9% of traffic on Hwy 60 – What percent of that is from the Industrial Park?? Maybe half? And what percent of that will actually use the bypass? Maybe half? This will result in a net 2.25% decrease in traffic on Hwy 60. Definitely not worth the Millions of dollar this will cost. If you want to reduce traffic on Hwy 60, then you will need a southern route. You will need to determine what percent of truck traffic will be heading south on Hwy 41. You will get at least the same reduction in truck traffic – probably more, say 5%, and at least that much non-truck traffic (5%). For a 10% decrease. This may still not be worth the cost? BUT DON'T waste taxpayer money on a northern route!

comments:
 First Name1: John
 Last Name1: Jung
 Email: johnjung21@gmail.com
 Mailing Address1: 3354 Lake Dr
 Organization1:
 City1: Hartford
 State1: Wisconsin
 Zipcode1: 53027
 ClientIP: 75.129.131.59
 SessionID: gmwetwgedes4v1mmhmlfyqacs
[See Current Results](#)

Exhibit A-3 (continued)

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting

From: David J. Tennesen <davesdigest4life@cs.com>
Sent: Thursday, July 14, 2016 10:30 AM
To: STH60Study
Cc: Rick Gundrum
Subject: Rerouting traffic around Hartford

Dear Sirs and Madams,

My wife and I visit Hartford on a somewhat regular basis and we are property owners on a nearby lake. We are not in favor of a truck route which would take a northern route and disrupt the rural area around St. Lawrence and Arthur Road. Very much of that area is agricultural and we want it to stay that way.

Thank you for considering our comments.

Sincerely,

□□
David J. Tennesen,
Income tax & estate specialist
Tennesen Accounting & Tax Service of Shorewood, Inc.
3496 N. Oakland Ave.
Milwaukee, WI 53211
Off. 414 □ 9646550 Ext. 202
Res. 414 □ 3327407
Fax 414 □ 9646559
davesdigest4life@cs.com

1

From: millie hilse <overthehilse4920@gmail.com>
Sent: Thursday, July 14, 2016 4:10 PM
To: STH60Study
Subject: Arthur Road Expansion Proposal

To Whom It May Concern:

I understand there is a proposal to widen Arthur Road in Hartford - and once again destroy more of our pristine farmland and rural "country atmosphere". I am totally against this proposal as I like getting out of the city with my grandchildren to enjoy seeing the cows grazing in their pastures, the farms along the way selling produce or inviting one to "pick your own" berries. I cannot understand why the Hartford council would need or want to follow through with this proposal when it is not a necessity. It is more important to keep the beauty of this area free of more concrete or asphalt!

I pray you will see how our rural areas keep disappearing into so-called man-made "improvements". Please work to keep Arthur Road as is and save the taxpayers some money!

Sincerely,
Millie Hilse

1

From: David Schwengel <cnw401@yahoo.com>
Sent: Friday, July 15, 2016 3:14 PM
To: STH60Study
Subject: My comments

I attended the open house meeting on June 29th and found it very informative. Thanks for hosting this event.

I wish to go on record as strongly in favor of the truck route/reliever road project. Moreover, in keeping with verbal comments and note-paper suggestions I offered at the meeting, I wish to speak in favor of the routing alternative that uses Arthur Road over the west edge of I-41, including a new bridge over the Canadian National Railroad. However, I do not favor the portion of this alternative that routes traffic north to CTH K using Addison Road. For a variety of reasons, I would strongly urge that the truck route continue over I-41 on the Arthur Road alignment, ending the project at the STH 144/CTH NN intersection.

My reasons for this position:

(1) This would provide the most straightforward and direct route of all options offered.

(2) It is easy to locate and access for truck drivers not familiar with the area.

(3) This alignment would also reduce non-truck traffic through Slinger and on STH 60 in Hartford by providing an easy access to Hartford for drivers from the West Bend area and points north and east.

(4) This alignment would also provide a much-needed link to the "grid" system of roads in the Slinger area. The grid system has been conclusively proven to be the best and most efficient way of moving traffic through and within a given area. Emergency response times will also be greatly improved, enhancing public safety.

(5) The present Arthur Road bridge over the railroad is insufficient as a highway bridge and is becoming unsafe. The Town of Polk has fewer resources to effect a replacement than a would a larger unit of government, and seems to show little interest in addressing the issue. Using this alignment for the truck route will accomplish the bridge replacement.

(6) If the CTH K bridge over the railroad would ever be out of service for damage repair or maintenance, having a good road and bridge on this alignment provides an easy detour without adding to traffic in Slinger or a long detour via STH 33 in Allenton.

1

(7) The area of the I-41/CTH K/Addison Road interchange and intersection is chaotic enough right now without adding hundreds of daily trucks. Due to the close spacing of intersections and ramps, poor sightlines due to the railroad bridge guardrails and other factors, the CTH K/Addison intersection should be reconstructed as a roundabout and the intersection/ramp areas at CTH K should be equipped with LED streetlights.

(8) The intersection of STH 175/Arthur Road/Kettle Moraine Road should be reconstructed as a traffic circle with street lights. This intersection is terrible. Adequate land exists for such a project, which should be a state project on STH 175.

(9) Kettle Moraine Drive from Arthur Road to STH 60 should be rebuilt to CTH standards and probably designated CTH KM. This road could be a starter route for the bypass, and serve as a secondary option for truck drivers to access STH 60 and use the truck stop. It would also help with traffic movement for all traffic. While I served with Railroad Commission some years ago, I did the investigation on the WSOR railroad crossing north of STH 60 and recommended gates and lights. Part of my reasoning was the natural tendency of this road to draw traffic to/from STH 60. If such a reconstruction is done, the crossing area should be modified to 4 lanes to allow trucks making a required stop to pull over. If the present signals need to be replaced with cantilevered lights, the present signals should be adequate for re-use at Wilson Drive in Hartford.

(10) The intersection of the truck route and STH 83 should be considered for a roundabout with LED street lights.

General topics:

(1) The new LED street lights use a fraction of the power of old sodium lights, but provide a much better illumination. In the adverse weather conditions so common around here, especially in snow, roundabouts and ramp entrances/exits can be hard to see, especially for older drivers (of which there are more every year). With other cars around at night, glare from headlights makes it even worse if the area is dark. This is especially true for people with cataracts, even small ones like mine. I think lights are worth their cost.

(2) Roundabouts are great. I was so happy when the Paradise Drive/CTH G installation was done back around 2004. (I live nearby). Accidents are way down, travel here is easier and faster.

(3) Truck route as a state project with jurisdiction tradeoffs: Perhaps the bypass could be arranged as a state project if the County would assume ownership of some present STH mileage that could just as well be CTH. (perhaps STH 144 from I-41 to STH 33) and there may be some other

2

Exhibit A-3 (continued)

Comments Submitted via Email or U.S. Mail After June 29, 2016, Public Information Meeting

candidates.

Thank you for considering these comments.

David A. Schwengel

3

Exhibit A-4

Comments Posted on Aerial Map During June 29, 2016, Public Information Meeting

(Posted near the intersection of CTH N and CTH U on aerial map): "May be better to take power lines from Enterprise Drive to CTH U."

(Posted near the intersection of STH 60 and CTH U on aerial map):

"Broan doesn't expand:

No one loses their job.

No one loses their house.

Broan makes another plant somewhere else and can create more jobs and products in an empty/open lot:

Perfect."

(Posted near the intersection of Main Street and Arthur Road on aerial map): "Please make certain the route supports needs for several decades of use."

(Posted near the intersection of STH 60 and Wilson Avenue on aerial map): "Let the City of Hartford solve its own problems. If Hwy 60 isn't enough, the Wilson Ave/ State St route appears to be the best option."

(Posted near the intersection of STH 60 and STH 83 on aerial map): "Eliminate all left turns at Hwy 60 + Main. This will alleviate congestion."

(Posted near the intersection of STH 60 and Wilson Avenue on aerial map): "Option 4 appears to be most logical/economical choice and still shields historic downtown Hartford from truck traffic. Use 60's 4 lanes. Leave rurals alone!"

(Posted near the intersection of STH 60 and Pike Lake Drive on aerial map): "Coordinate stop lights on Hwy 60 to relieve congestion."

(Posted near the intersection of Kettle Moraine Road and Hilldale Drive on aerial map):

"Consider improving Kettle Moraine Rd to CTH status (CTH KM?) from Arthur Rd to 60 as a secondary or starter route."

(Posted south of Arthur Road and west of Kettle Moraine Road on aerial map): "Sending semis across Arthur Rd is dangerous for farmers driving tractors + pulling implements. How will following a tractor save a trucker time?"

(Posted near the intersection of Kettle Moraine Road, Arthur Road, and STH 175 on aerial map): "This dangerous intersection should be rebuilt as a traffic circle".

(Posted near the intersection of Kettle Moraine Road, Arthur Road, and STH 175 on aerial map): "This is already a dangerous intersection. Running trucks through here would only make it worse."

(Posted east of Kettle Moraine Road, and south of CTH K on aerial map): "Sesquicentennial farms."

(Posted east of Kettle Moraine Road and north of Arthur Road on aerial map): "Don't agree with K to Kettle Moraine Road as traffic would continue going south to 60 – real problem."

(Posted north of Arthur Road and east of Kettle Moraine Road on aerial map): Drawing of traffic scenario.

(Posted south of Arthur Road and west of Addison Road on aerial map): "Alternative 3: preserves/protects the historic tranquility of the Village of St. Lawrence."

(Posted south of CTH K and west of Addison Road on aerial map): "If the route must be to the north of 60, the Hwy K route is the most direct, makes the most sense, and utilizes county roads."

(Posted south of CTH K and east of IH 41 on aerial map): "An efficient drive/route from Hwy 60 exit and I-41 to Independence Rd and 60 would not take a longer route when a shorter route with a wider road is currently/already available."

(Posted near IH-41 and Kettle Moraine Scenic Drive on aerial map): "Extend Alt. 3 straight across I-41 to connect with CTH NN. Reduces travel time considerably and avoids congestion at CTH K and Addison Rd."

(Posted west of IH-41 and Kettle Moraine Scenic Drive on aerial map): "Stay on route right away."

(Posted west of STH 175 and south of STH 60 on aerial map): "Right turn lane STH 60 to STH 175 north west bound."

(Posted near IH-41 and STH 60 on aerial map): "What trucker even if road existed would take a longer route?? Other routes 13.2 – 15 miles vs. 9.2 miles to Hartford [via STH 60]"

(Posted north of Arthur Road east of STH 83 on aerial map): "Wetlands protected in this area; active farm business here."

(Posted north of Arthur Road and east of STH 83 on aerial map): Zoned AP- agricultural preservation- are you rezoning that?"

(Posted south of Arthur Road and east of STH 83 on aerial map): "I don't care just get it done!"

(Posted north of Arthur Road and east of STH 83 on aerial map): "No Arthur Rd route."

(Posted south of Arthur Road and west of Kettle Moraine Road on aerial map): "Tractors/ Ag equipment are on Arthur Rd every day many times. Most drive 20 mph or slower. A semi that gets stuck behind a tractor and load will lose a lot of time."

(Posted north of Arthur Road and west of Kettle Moraine Road on aerial map): "Koch pipeline- not deep enough."

(Posted north of CTH K and east of IH-41 on aerial map): "Concern- Hwy K at 41- visual traffic. Can traffic flow properly without increase of accidents?"

Exhibit B

Material Used to Announce June 29, 2016, Public Information Meeting

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY
PUBLIC INFORMATION MEETING

At the request of Washington County, the Southeastern Wisconsin Regional Planning Commission is conducting a feasibility study of a northern reliever route to STH 60 between the western limits of the City of Hartford and IH 41.

The purpose of the study is to address concerns of increasing traffic volume, congestion, and safety problems on STH 60 between the western limits of the City of Hartford and IH 41, and in particular, the effect of increasing truck traffic. The study will identify and evaluate potential STH 60 northern reliever routes and improvements to STH 60.

A public information meeting is being held to gather information from the public regarding issues on STH 60 and to receive comment on potential alternative reliever routes and STH 60 improvements. The meeting will be in an open house format with display boards presenting inventory information on the STH 60 corridor, including total and truck traffic volumes, traffic congestion, travel times, and pedestrian and vehicle crashes, and the potential alternative northern reliever routes and STH 60 improvements identified to date. The public meeting will be held:

Wednesday, June 29, 2016, 5:00-7:00 pm
Town of Hartford Hall
3360 Highway K, Hartford, WI

Persons with special needs are asked to contact the SEWRPC offices at (262) 547-6721 a minimum of 48 hours in advance of the meeting date so that appropriate arrangements can be made regarding site access, mobility, materials review or interpretation, questions or comments, or other needs.

More information on the STH 60 Northern Reliever Route Study may be obtained from the SEWRPC website: www.sewrpc.org/STH60Study, or by calling (262) 547-6721.

Comments will be accepted through July 15, 2016, and can be provided in written form at the meeting, electronically via email or through the STH 60 Reliever Route Feasibility Study webpage (www.sewrpc.org/STH60Study), or via letter to the following address:

Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103 e-mail: STH60Study@sewrpc.org
WNAAXLP 486228-01

Milwaukee Journal Sentinel June 16, 2016

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY
PUBLIC INFORMATION MEETING

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Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103 e-mail: STH60Study@sewrpc.org
WNAAXLP

The Daily News June 16, 2016

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY
PUBLIC INFORMATION MEETING

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Southeastern Wisconsin Regional Planning Commission, P.O. Box 1607, Waukesha, Wisconsin 53187-1607
Phone: 262-547-6721 Fax: 262-547-1103 e-mail: STH60Study@sewrpc.org

Express News June 18, 2016

Exhibit C

Sign-In Sheets From June 29, 2016, Public Information Meeting

SIGN-IN ROSTER

Public Information Meeting
 STH 60 Northern Reliever Route
 Feasibility Study

June 29, 2016
 Town of Hartford Hall
 3360 Highway K
 Hartford, Wisconsin

Name	Address	Community
1. [Signature]	Paity Mdn	
2. Scott M. Schmidt	900 LANG ST	WEST BEND
3. MAT CATAROZZOLI	4355 Pioneer Rd	Richfield
4. Kathleen Roxas	4504 State Rd 83	Hartford
5. ROBIN C. ROXAS	4504 SR 83	HARTFORD
6. Kris Watny	2H Kansas	Huricon
7. Kurt Schoessel	405 Tweed	HUSTISFORD
8. Hal + Alice	6010 Hwy K	Hartford
9. AL STELTZ	5991 Hwy K	HARTFORD 53027
10. David Callias	221 East Av	Farm Ridge
11. KEVIN WERTZ	4123 BURNHAM TATE	SLINGER
12. Donna Kling	430 Cedar St.	Hartford
13. Lisa Stult	41280 Kettle Marame Rd	Hartford
14. Robert Hefter	5499 HWY K	Hartford
15. Jake Gehring	4830 Hwy 83 N	Hartford
16. James B. Weber	4295 H483 North	Hartford
17. Michael Schmidt	6032 County Rd K	Hartford W. 53027
18. JOHN SHEPHERD	6622 ARTHUR RD	
19. KEVIN FRAUNDORF	6723 CTY RD K	HARTFORD, WI 53027
20. Lisa Kerber	747. Dakota Dr.	Hartford 53027
21. Jeff Murrell	726 State Street	Hartford "
22. Pam Watkins	6980 Arthur Rd	Hartford, WI. 53027
23. Dan Grisham	6035 Cnty Rd K	Hartford
24. [Signature]	[Signature]	[Signature]
25. Judy Schelling	5865 St. Lawrence Lane	Hartford 53027
26. Shirley Dehning	5910 Cnty Rd. K	Hartford 53027
27. Nicholas Curro	482 CASCADE CIRCLE	HARTFORD
28. Tiffany Fogle	186 Hunters Xing N	Slinger
29. Bob Wolf	6507 Summit Dr.	Albenton
30. Angel Rintelman	7005 Arthur Rd	Hartford

Exhibit C (continued)

Sign-In Sheets From June 29, 2016, Public Information Meeting

SIGN-IN ROSTER

NAME	ADDRESS	COMMUNITY
31. <i>Shirley Meyer</i>		
32. Mike Seibert		
33. <i>B. Seibert</i>		
34. Heidi Seibert		
35. <i>Garret Kenopas</i>		
36. Raphael Roxas 4504 State Rd. 83	Hartford	
37. Marcelino Roxas 4504 State Rd. 83	Hartford	
38. <i>Harold Bacon</i>	5010 Hwy Hartford WI	
39. <i>AK Mann</i>	6043 ARTHUR RD HARTFORD	
40. Becky McMillan 6340 Arthur Rd	Hartford	
41. TOM NIEBLER 68 N. JOHNSON ST.	"	
42. DONALD THOMAS 4266 BONMARL TERR	Slinger WI	
43. JOY THOMAS 534 GRAND AVE,	HARTFORD	
44. Lucas <i>all</i> 7176 Arthur Road	Hartford, WI	
45. <i>Kathy Weber</i>	4295 Hwy 83 N. Hartford WI	
46. <i>Mandy Bellone</i>	Hartford WI	
47. Janet C. Hedev Slinger, WI	53086	
48. Bonnie Shepherd 6622 Arthur	Hartford 53027	
49. Gabe Lahn 6585 Arthur Rd	Hartford 53027	
50. <i>DAVID BEISTLE</i>	4678 Hwy 175 HARTFORD 53027	
51. John Bulawa 127 E Summer ST	County Supervisor	
52. <i>Gloria Muhl</i>	1397 Hwy. Hartford, 53027	
53. <i>Jim P. Payne</i>	1272 Honeysuckle Rd. 53027	
54. <i>Rick Gund</i>	301 Winter Slinger 53086	County Chair
55. Chris Boerman 2712 E Summer ST	HARTFORD 53027	
56. Paul Bantzmann 6289 State Rd 60	Town of Hartford	
57. <i>Deb Reinhold</i>	1388 Parkview Dr. Richfield	
58. <i>Julie Majanski</i>	318 E Prospect Hartford	
59. <i>J.D. Smith</i>	N105W16136 Brook Hollow, GERMANTOWN	
60. <i>Larry A. Schmitt</i>	4125 Hwy W Hartford	

Exhibit C (continued)

Sign-In Sheets From June 29, 2016, Public Information Meeting
SIGN-IN ROSTER

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility Study

June 29, 2016
Town of Hartford Hall
3360 Highway K
Hartford, Wisconsin

	NAME	ADDRESS	COMMUNITY
61.	STEVE WERTZ	6045 COUNTY ROAD K	TOWN/HARTFORD
62.	Wileen Schuppel	5443 Arthur Rd	Town/Hartford
63.	David Lehning	2987 Oil Spring Rd	Town of Hartford
64.	Jim Schmitt	4521 Sherman	
65.	Jim Schmitt	5964 Arthur Rd	Hartford
66.	Tom McMillan	6340 Arthur Rd	Hartford
67.	Bob Wolf	W633 102nd Rd	Evilston
68.	Maurice Strupp	3075 Borden Hill Rd	Slinger 53086
69.	Hope Krebs	6081 Hildale Dr	Hartford 53027
70.	STEFAN KABZLOWSKY	3316 LAKE DR	HARTFORD 53027
71.	Susan Yogerst	7690 Lee Rd	IXONIA 53027
72.	Dennis Wild	258 W. Summer St.	Hartford 53027
73.	Shannon Stage	6567 Arthur Rd. H.	53027
74.	Dennis Colding	174 Maple Circle #3	W Bend 53095
75.	Charlotte Lester	4475 Hwy 60, Slinger, WI	53086
76.	Justin Long	5952 Arthur Rd.	
77.	Gina + Tim Harmon	7115 Arthur Rd	Hartford
78.	Bill Ohm	4214 N. main	HARTFORD 53027
79.	Ron Krebs	5323 Apache Tr	Hartford
80.	Karen Kenta	2625 Mayfield Rd	Richfield
81.	RICHARD BLINK	4640 HY 175	HARTFORD WI 53027
82.	McClintock	4118 Maple - 139	Hartford 53027
83.			
84.			
85.			
86.			
87.			
88.			
89.			
90.			

Exhibit C (continued)

Sign-In Sheets From June 29, 2016, Public Information Meeting
SIGN-IN ROSTER

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility Study

June 29, 2016
Town of Hartford Hall
3360 Highway K
Hartford, Wisconsin

	NAME	ADDRESS	COMMUNITY
121.	Jim & Dawn O'Brien	185 W. Arthur Rd	Slinger/Hartford
122.	Justin Drew	109 N. Main St	Hartford
123.	Tom Gehring	5865 Hwy K	Hartford
124.	Tom SCANORBERG	3425 HIGH RD	HARTFORD
125.	Don Kerber	747 Dakota	Hartford
126.	Wm Schilling	5865 St. Lawrence Dr	Hartford
127.	Tom Hosok	2816 Robin Circle	Hartford
128.	Kia Aliso	1523 Quaintwood Ln	West Bend
129.	Richard Berg	4321 Shamrock Pl	Slinger WI
130.	Kenny Baus	5980 Arthur Rd	Hartford
131.	JOHN JUNG	3354 Lake Dr	HARTFORD
132.	Diane Williamson	4430 State Rd 83	Hartford
133.	John Emke	Daily News	
134.	Becky Cleland	4633 Pond Rd	Rubicon
135.	Gene & Pat Hoeft	6124 State Rd 60	Hartford
136.	John J. Kovalch	3025 Hg 83 N	Hartford 53027
137.	Jody King	1166 Hunters Crsg N	Slinger 53086
138.	DAN STEG	4567 ARTHUR RD	HARTFORD, WI 53027
139.	Mark Schutz	5112 Hwy K	Hartford 53027
140.	Jim MILLER	439 NORTHVIEW CT	HARTFORD 53027
141.	Dewayne/Mary Butcher	6070 Arthur Rd.	Hartford 53027
142.	Deb LeJeune	759 E Sumner	Hartford 53027
143.	John Carter	426 W PERSPECT	HARTFORD 53027
144.	John Gunnemann	7355 PARKER	HARTFORD
145.	Jeffrey Metke	1655 Pine Terrace	Slinger WI 53086
146.	Brian Krebs	6081 Hilldale Dr	Hartford WI
147.	Tom Brault	793 E Sumner St	Hartford WI
148.	Angie Horner	6466 St. Lawrence	Hartford
149.	Brian Nott	7459 Pond Rd	Hartford
150.			

Exhibit D

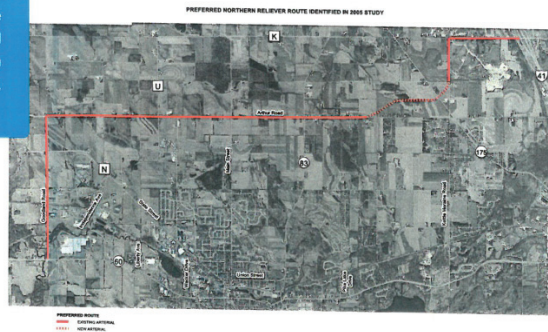
Information Displayed at June 29, 2016, Public Information Meeting

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY

- At the request of Washington County, the Southeastern Wisconsin Regional Planning Commission is conducting a feasibility study of a northern reliever route to STH 60 between the western limits of the City of Hartford and IH 41.
- This study is a response to a request from the Hartford Area Development Corporation to the Washington County Board Chairperson, which was prompted by their concerns of increasing traffic volume, congestion, and safety problems on STH 60, and in particular, the effect of increasing truck traffic.
- The study will identify and evaluate potential STH 60 northern reliever routes and improvements to STH 60, and will be conducted in cooperation with concerned and affected local governments, Washington County, and the Wisconsin Department of Transportation (WisDOT).

Background

This study is an update of a Washington County study that was completed in 2005, which considered and evaluated a number of alternative STH 60 northern reliever routes. A preferred northern reliever route was identified (as shown on the map to the right) as part of the 2005 study, but was not implemented by the County.



STUDY STEPS

1 Problem Identification

The Commission staff and Washington County staff will meet with officials from local concerned and affected governments, WisDOT, and the Hartford Area Development Corporation to identify and discuss the problems with traffic movement on STH 60.

2 Goal Formulation

Based on the problems identified, goals to be achieved by a potential northern reliever routes and potential improvements to STH 60 will be identified.

3 Inventory

Existing conditions of STH 60 will be documented, including total and truck traffic volume, traffic congestion, travel times, and pedestrian and vehicular traffic volumes. In addition, forecasts of probable future traffic volume on STH 60 will be prepared.

4 Identification of Alternatives

Potential alternative northern reliever routes will be identified for evaluation, with consideration given to alternative routes and STH 60 improvements suggested in the problem identification element of the study.

5 Evaluation of Alternatives

The identified potential alternative northern reliever routes, along with potential STH 60 improvements, will be evaluated and compared with respect to their attainment of the goals and criteria developed under a previous step of the study.

6 Recommendations

Based upon the evaluation of the potential northern reliever routes and STH 60 improvements, Commission staff working with Washington County staff will develop preliminary recommendations with respect to a northern reliever route and STH 60 improvements.

The preliminary recommended northern reliever route and STH 60 improvements will be reviewed with the Washington County Board of Supervisors, officials of concerned and affected local governments, the Hartford Area Development Corporation, and WisDOT.

Exhibit D (continued)

Information Displayed at June 29, 2016, Public Information Meeting

PUBLIC INFORMATION MEETING JUNE 29, 2016

What is Presented Tonight

- Inventory of STH 60 (truck and traffic volumes, traffic congestion, travel times, vehicular and truck crashes)
- Potential goals and criteria to be used to compare and evaluate Alternative STH 60 Reliever Routes
- Potential Alternative Reliever Routes identified to date

What Remains to be Done

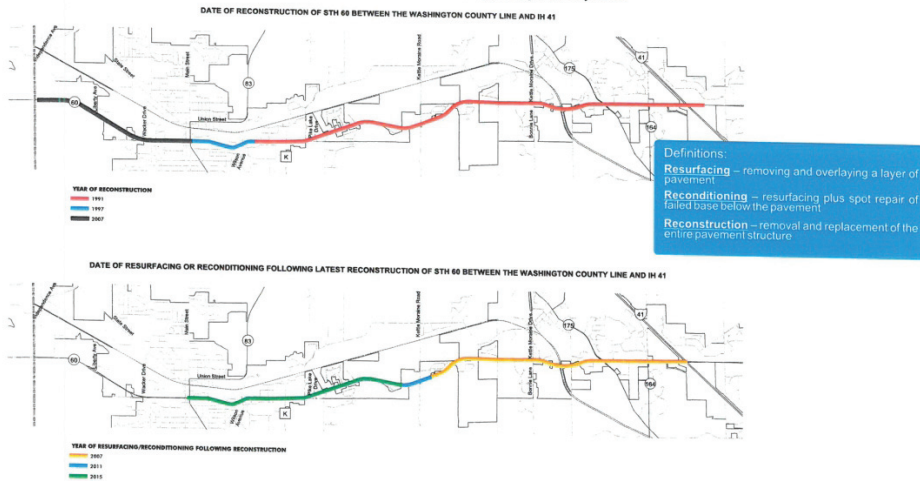
- Comparison and Evaluation of Alternative STH 60 Northern Reliever Routes
- Selection by Washington County of Preferred Alternative STH 60 Northern Reliever Route(s) and STH 60 improvements

Comments Requested Tonight

- Input on issues related to STH 60
- Comment on potential alternative reliever routes and improvements to STH 60

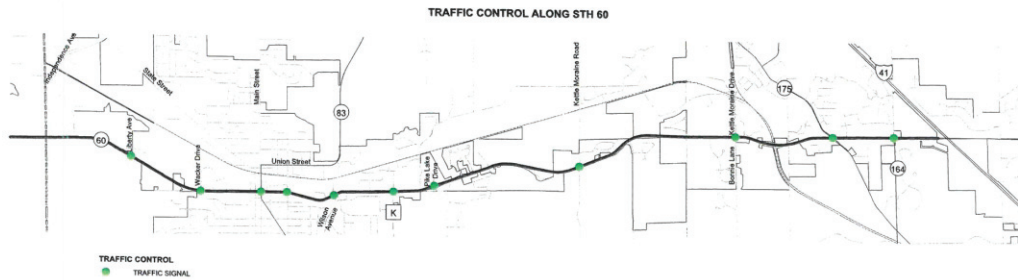
STH 60 PAVEMENT HISTORY

- Pavements have a design life ranging from 50 to 60 years before they need to be replaced or reconstructed.
- Because of traffic use (particularly trucks) and changes in weather (freeze and thaw), it is necessary to improve the conditions of the pavement surface through resurfacing or reconditioning. The first rehabilitation typically occurs 20 to 30 years following a roadway construction or reconstruction, with subsequent rehabilitation occurring every 8 to 18 years.

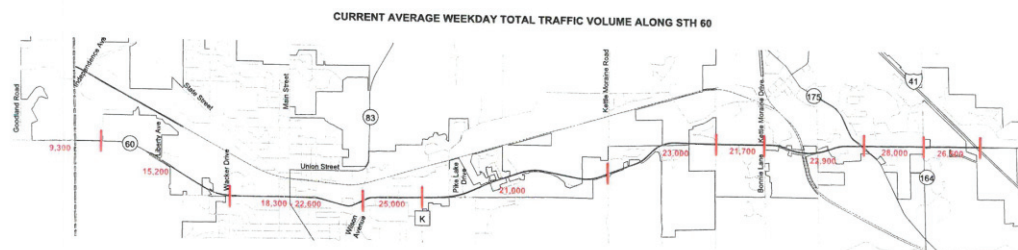


TRAFFIC CONTROL

- The traffic control along a roadway can affect its travel time (desired traffic signal spacing is one mile or more and acceptable traffic signal spacing is one-half mile or more)
- STH 60 between Liberty Avenue and Pike Lake Drive has a signal spacing of 0.4 miles per traffic signal (less than the acceptable spacing of 0.5 miles)
- Between Pike Lake Drive and STH 164, STH 60 has a signal spacing of 1.1 miles (meeting desired signal spacing of 1.0 miles)
- Traffic signals on STH 60 are owned and operated by either the City of Hartford or the Wisconsin Department of Transportation
- There is currently no traffic signal coordination of the signals along STH 60



CURRENT TOTAL AND TRUCK TRAFFIC VOLUME ALONG STH 60



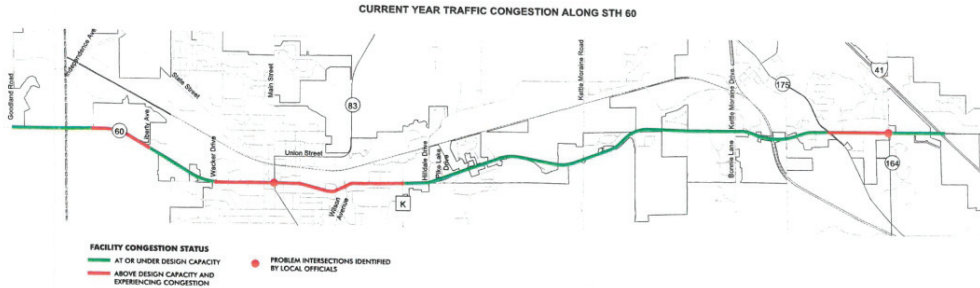
Specific Truck Data:

- Truck traffic represents about 9 to 10 percent of total traffic on STH 60.
- Of the trucks traveling to the Hartford-Slinger area on STH 60, 7 percent travel through the area, that is, travel on STH 60 between Goodland Road and IH 41 without a destination within the Hartford-Slinger area. Therefore, a significant proportion of the trucks traveling on STH 60 (over 90 percent) have at least one trip end in the Hartford-Slinger area.
- Truck information provided by Hartford Area Industries:
 - A survey of seven large companies in the Hartford Industrial Park on the west side of the City of Hartford indicated that they generate about 1,300 truck trips per day
 - 75 to 85 percent of the two largest freight generators in the Hartford Industrial Park travel on STH 60 to/from destinations south of the Hartford area.

Exhibit D (continued)

Information Displayed at June 29, 2016, Public Information Meeting

CURRENT TRAFFIC CONGESTION ALONG STH 60



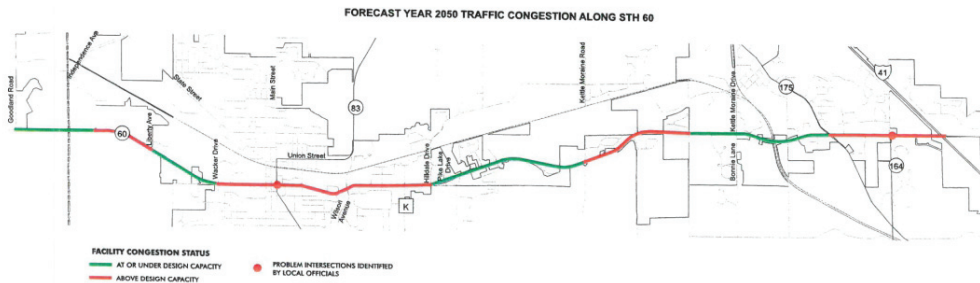
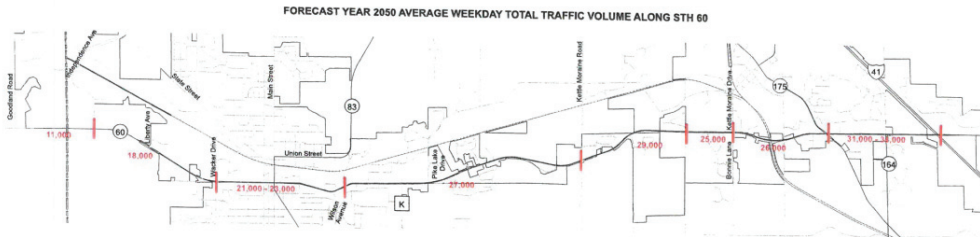
- When traffic volume exceeds the design capacity of a roadway, it experiences traffic congestion, typically, during the peak traffic times of an average weekday. Congestion can result in slower traffic speeds between controlled intersections and longer delays and queues at controlled intersections.
- During meetings with local officials, two intersections were identified as experiencing congestion, or delay: the intersection of STH 60 and STH 83 and the intersection of STH 60 and STH 164

ESTIMATED STH 60 DESIGN CAPACITY

Segment	Facility Type	Design Capacity (Average Weekday Traffic Volume)
Goodland Road to Liberty Avenue	Two-lane	14,000
Liberty Avenue to Wilson Avenue	Four-lane Undivided	18,000
Wilson Avenue to Hilldale Drive	Four-lane with Two-Way Left Turn Lane (TWTL)	21,000
Hilldale Drive to IH 41	Four-Lane Divided/TWTL*	27,000

*While portions of this segment have a four-lane TWTL cross-section, development and/or direct access by abutting properties is limited. Therefore a design capacity of 27,000 was assigned to the full segment.

FUTURE TOTAL TRAFFIC VOLUME AND CONGESTION ALONG STH 60



- Based on forecast year 2050 average weekday total traffic volumes, two additional segments of STH 60 would operate under congestion during the peak traffic times of an average weekday—between CTH K and Hilldale Drive, between Kettle Moraine Road and CTH CC, and between STH 164 and IH 41

Exhibit D (continued)

Information Displayed at June 29, 2016, Public Information Meeting

TOTAL VEHICULAR CRASHES ALONG STH 60

TOTAL VEHICULAR CRASHES ALONG STH 60 BETWEEN THE GOODLAND ROAD AND IH 41: 2010-2014



STH 60 BETWEEN WASHINGTON COUNTY LINE AND IH 41

- VEHICULAR CRASHES INVOLVING TRUCKS (87 CRASHES)
- OTHER VEHICULAR CRASHES (825 CRASHES)

OTHER CRASHES IN NORTHERN HARTFORD/DUNSTER AREA

- VEHICULAR CRASHES INVOLVING TRUCKS
- OTHER VEHICULAR CRASHES

(A) ROADWAY SEGMENT

NOTES: 1. Truck crashes include incidents where either vehicle involved is a single unit truck, single trailer truck, multi-trailer truck, or non-articulated truck.

2. Crashes within 250 feet of STH 60 at intersections with public roadways were included in the crashes identified to be considered with the methodology used by WisDOT for calculating the crash rates of a roadway.

Total Vehicular Crashes:

- Crash rates for all vehicular crashes exceed the State average for similar roadway types on STH 60 between Goodland Road and Liberty Avenue (Segment A), between Wacker Drive and Wilson Avenue (Segment C), and between STH 175 and IH 41 (Segment H)
- Rates of crashes involving a fatality or observed injury exceed the State average for similar roadway types on STH 60 between Goodland Road and Liberty Avenue (Segment A), between Pike Lake Drive and Kettle Moraine Drive (Segments E and F), and between STH 175 and IH 41 (Segment H)

Crashes Involving Trucks:

- The proportion of truck crashes along STH 60 between Wacker Drive and Wilson Avenue (13 percent) and between STH 175 and IH 41 (11 percent) exceeds the proportion of trucks traveling on these segments of STH 60 (about 9-10 percent)
- There were no crashes involving both a truck and a pedestrian and only one crash involving both a truck and a bicyclist from 2010 to 2014

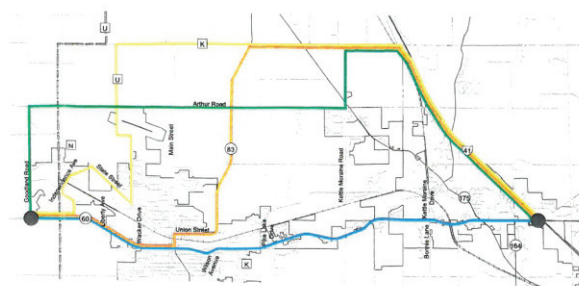
TOTAL VEHICULAR AND TRUCK CRASHES ALONG STH 60 BETWEEN GOODLAND ROAD AND IH 41: 2010-2014

Segment	Total Crashes		Crashes Involving Trucks		Crashes Involving a Fatality or Observed Injury	
	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles
A	35	128.6	0	0.0	1	3.5
B	36	238.0	0	0.0	0	0.0
C	188	449.0	9	20.0	2	4.8
D	107	284.5	2	5.3	4	10.6
E	89	146.1	1	1.8	1	1.8
F	53	119.0	1	2.3	0	0.0
G	87	123.0	0	0.0	0	0.0
H	140	281.0	0	0.0	0	0.0
Total	892	210.2	13	3.3	8	2.4

Segment	Total Crashes		Crashes Involving Trucks		Crashes Involving a Fatality or Observed Injury	
	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles
A	1	7.4	0	0.0	0	0.0
B	2	4.0	0	0.0	0	0.0
C	25	97.1	8	30.0	1	3.7
D	11	29.2	0	0.0	0	0.0
E	3	5.3	0	0.0	0	0.0
F	4	9.0	0	0.0	0	0.0
G	3	5.5	0	0.0	0	0.0
H	15	30.1	0	0.0	1	2.0
Total	67	20.4	8	2.5	1	0.3

COMPARISON OF EXISTING TRAVEL TIMES

TRAVEL ROUTES FOR NORTHERN HARTFORD RELIEVER ROUTE FEASIBILITY STUDY



AVERAGE TRAVEL TIMES (IN MINUTES) FOR SELECTED EXISTING ROUTES BETWEEN GOODLAND ROAD AND THE IH 41 INTERCHANGE WITH STH 60

Route	Length (Miles)	Direction	Mid Day Travel Times
STH 60 (Blue)	9.2	Eastbound	14
		Westbound	13
Goodland Road/Arthur Road/Kettle Moraine Road/CTH K/IH 41 (Green)	13.5	Eastbound	17
		Westbound	17
STH 60/STH 83/CTH K/IH 41 (Orange)	13.7	Eastbound	16
		Westbound	16
STH 60/Independence Avenue/State Street/CTH U/Turtle Road/CTH K/IH 41 (Yellow)	15.0	Eastbound	19
		Westbound	19

- The travel time on STH 60 is affected by the level of traffic volume and congestion along the route. Congestion can result in reduced speeds between the signalized intersections or increased delay at the signalized intersections.
- The likelihood that traffic would divert from STH 60 to a northern reliever route would, in part be dependent on the travel time on the reliever route being competitive to the travel time on STH 60 (within a few minutes).

Exhibit D (continued)

Information Displayed at June 29, 2016, Public Information Meeting

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY GOAL, OBJECTIVES, AND CRITERIA

STH 60 is the only direct and continuous route between the Hartford and Slinger areas and currently experiences heavy truck and total traffic volumes and traffic congestion. Failure to alleviate the traffic congestion and heavy truck volumes can be expected to affect livability and safety in the Hartford and Slinger areas, and hinder economic development and expansion.

Listed below is the overall goal which a northern reliever route would attempt to address. Under the goal, a number of objectives are proposed which would measure the extent to which potential northern reliever routes may achieve this overall goal. These objectives are proposed to be used to design, evaluate, and compare northern reliever route alternatives. Under each objective, specific criteria are proposed which would measure the achievement of each proposed objective. It is unlikely that any one proposed reliever route would best meet each of the objectives and criteria. Certain objectives and criteria may be complementary; however, other objectives and criteria may be conflicting. Consideration will need to be given to a comparison of how well each proposed route achieves each objective, followed by resolution through balancing competing objectives. In addition, an overall evaluation of each alternative reliever route proposal may need to be made on the basis of cost.

Goal

Enhance the livability and safety of the Hartford and Slinger areas, and thereby encourage continued economic development and expansion

Objectives and Criteria

- 1) **Provide Alternate Route with Comparable Travel Time to STH 60**
 - Ratio of Alternative Route Travel Time to STH 60 Travel Time
- 2) **Reduce STH 60 Traffic Volume and Alleviate STH 60 Traffic Congestion**
 - STH 60 Average Weekday Traffic Volume
 - STH 60 Traffic Congestion--Average weekday traffic volume compared to design capacity
 - Potential to divert truck traffic from STH 60
- 3) **Minimize Construction Cost**
 - Estimated Construction Cost
- 4) **Minimize Impact of Alternative Route**
 - Right-of-way Acquisitions
 - Number of Residences
 - Number of Businesses
 - Acres of Farmland
 - Total Acres
 - Number of Farms Divided by Alternative Routes
 - Residences Located Along Alternative Route

Thank You For Attending

Ways to Comment on STH 60 Issues and Northern Reliever Routes

- Comment cards are available at the sign-in table and on the table with the comment box. Comment cards can be handed to Commission or County staff, placed in the comment box, or mailed, faxed or emailed to the Commission:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Fax: 262-547-1103
e-mail: STH60Study@sewrpc.org

- Comments can be made on stick-it notes and placed on the large aerial maps at the appropriate location.
- Comments can also be made at the Commission's website: sewrpc.org/STH60Study

Remaining Steps

- Comparison and Evaluation of Alternative STH 60 Northern Reliever Routes
- Identification of Preferred Alternative STH 60 Northern Reliever Route(s) by Commission and County staff