

**AMENDMENT TO THE**  
**WAUKESHA COUNTY**  
**JURISDICTIONAL HIGHWAY**  
**SYSTEM PLAN—2010**

**AS ADOPTED BY THE**  
**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

**DECEMBER 1995**

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**AMENDMENT TO THE WAUKESHA COUNTY  
JURISDICTIONAL HIGHWAY SYSTEM PLAN—2010**

**This Document Amends SEWRPC Planning Report No. 18,  
A Jurisdictional Highway System Plan for Waukesha County, January 1974**

Prepared by the

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# AMENDMENT TO THE WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN—2010

## INTRODUCTION

On May 20, 1975, the Waukesha County Board of Supervisors adopted a jurisdictional highway system plan. That plan, set forth in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County, January 1974, was based upon a comprehensive study of the highway improvement and expansion needs of the jurisdictional responsibilities for the construction, maintenance, and operation of the arterial street and highway system in Waukesha County. Prepared under the guidance of a Technical Coordinating and Advisory Committee consisting of Federal, State, county, and local officials, the plan was intended to help provide the County over time with an integrated highway transportation system that would effectively serve and promote a desirable land use pattern in the County; abate traffic congestion; reduce travel time and costs; and reduce accident exposure. The plan was intended to help concentrate appropriate resources and capabilities on corresponding areas of need, thus assuring the most effective use of public resources in the provision of highway transportation.

In the more than 15 years since adoption of the Waukesha County jurisdictional highway system plan, some progress has been made toward implementation of the plan, and certain changes have been made in that plan to take into account changing conditions. In October 1990, the Waukesha County Highway and Transportation Committee requested the Regional Planning Commission to reactivate the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County and to ask that Committee to reexamine the arterial street and highway needs of the County. In response, the Commission indicated that it would reconvene the Advisory Committee; conduct with the Committee the studies necessary to identify and consider needs that may not be addressed by the adopted Waukesha County jurisdictional highway system plan; and amend that plan as may be necessary.

This reexamination of the county jurisdictional highway system plan was deferred to 1993 so that the new planning effort could consider the results of a land use and transportation corridor plan being prepared for IH 94 between CTH T in the City of

Waukesha and the Waukesha-Jefferson county line; be coordinated with the preparation of a countywide development plan; and be coordinated with the preparation of a new regional transportation system plan.

The purpose of this report is fourfold. First, this report is intended to document in summary form the original Waukesha County jurisdictional highway system plan as adopted and amended to date. Second, this report is intended to summarize the major actions taken to date to implement both the functional highway improvement and the jurisdictional responsibility elements of the plan. Third, this report is intended to document any proposed revisions to the plan emanating from the current study effort. Finally, this report is intended to serve as a redescription of the Waukesha County jurisdictional highway system plan for use in the preparation of a new regional transportation system plan.

As an amendment to the aforereferenced SEWRPC Planning Report No. 18, this document is intended to be reviewed and approved by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County; by the Public Works Committee of the Waukesha County Board of Supervisors; by the County Board itself; and by the Southeastern Wisconsin Regional Planning Commission as the official areawide planning agency for Southeastern Wisconsin.

## BACKGROUND

### Original Waukesha County Jurisdictional Highway System Plan

The Waukesha County jurisdictional highway system plan adopted in 1975 was based upon the functional highway system recommended in the original regional transportation system plan.<sup>1</sup> The original jurisdictional highway system plan consisted of

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<sup>1</sup>*Documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume One, Inventory Findings: 1963, May 1965; Volume Two, Forecasts and Alternative Plans: 1990, June 1966; and Volume Three, Recommended Regional Land Use and Transportation Plans: 1990, November 1966.*

recommendations concerning the location, type, capacity, and service levels of the arterial street and highway facilities needed to serve the developing and changing Southeastern Wisconsin Region. Except for freeways, however, that original plan did not contain recommendations as to which levels and agencies of government should assume responsibility for the construction, operation, and maintenance of each of the various facilities included in the functional plan. It was recommended in the regional plan that the Wisconsin Department of Transportation assume jurisdictional responsibility for all proposed freeways. The subsequently prepared Waukesha County jurisdictional highway system plan, together with similar plans for the six other counties in the Southeastern Wisconsin Region, represented a logical sequel to, and an implementation action recommended by, the original regional transportation system plan. In effect, the functional highway system plan element prepared at the regional level was converted to a jurisdictional highway system plan on a county-by-county basis.

The primary purpose of jurisdictional highway system planning, in addition to identifying the arterial highway improvement and expansion necessary to meet existing and probable future needs, is to group into classes arterial streets and highways that serve similar functions and which, accordingly, should have similar design standards and levels of service. Once this classification process is completed, it is possible to logically assign jurisdictional responsibility for the design, construction, operation, and maintenance of each of the classification groups to the State, county, and local levels of government. Thus, each county jurisdictional highway system plan indicates which highway facilities should be the primary responsibility of State government, county government, and local—city, village, or town—government.

The jurisdictional highway system plans are intended to help the counties constituting the Southeastern Wisconsin Region to:

- Cope with the growing traffic demands;
- Adjust the existing jurisdictional highway systems to changes in land use development;
- Maintain an integrated county trunk highway system in each county;
- Adjust the existing jurisdictional highway system to better serve the major changes in traffic patterns taking place within the Region; and

- Achieve an equitable distribution of arterial street and highway development and maintenance costs and revenues among the various levels and agencies of government concerned.

The Waukesha County jurisdictional highway system plan was based upon certain specific criteria for jurisdictional classification; that is, the plan recommendations as to whether or not a given facility should be a State trunk highway, a county trunk highway, or a local arterial street or highway were based upon careful consideration of the existing and probable future functional characteristics of each facility as part of the total arterial highway system. The particular function that a given facility serves was defined by examining three basic characteristics of the facility: 1) the kinds of trips served; 2) the land uses connected and served; and 3) the operational characteristics of the facility itself. The specific functional criteria used for jurisdictional classification of arterial highways in Waukesha County are summarized in Table 1.

The criterion selected to best characterize trip service involved trip length. In general, this criterion states that the longest trips should be accommodated on State trunk highways and the shortest trips on local streets and highways, with the intermediate-length trips being accommodated on county trunk highways.

With respect to the land uses connected and served, the criteria state that State trunk highways should serve land uses of areawide importance—e.g., inter-regional transportation terminals, such as General Mitchell International Airport; regional shopping centers; higher educational facilities; and regional industrial centers. County trunk highway facilities should serve land uses of countywide importance, such as general-aviation airports, county parks, large truck terminals, and subregional commercial and industrial centers. Local arterials should serve the land uses of local importance.

The criteria for the operational characteristics involve considerations of system continuity, spacing, and traffic volume.

In the jurisdictional highway system planning process, careful analyses were made to identify the trips served by, the land uses served by, and the operational characteristics of, each facility. Application of the criteria to these data resulted in the original recommended jurisdictional highway system plan.<sup>2</sup>

<sup>2</sup>*Documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County, January 1974.*

Table 1

**SUMMARY OF FUNCTIONAL CRITERIA FOR JURISDICTIONAL CLASSIFICATION OF ARTERIAL HIGHWAYS IN WAUKESHA COUNTY**

Criterion	Arterial Type		
	I (State trunk)	II (county trunk)	III (local trunk) <sup>a</sup>
Trip Service Average Trip Length (miles)	<u>Urban</u> 12.0 or more <u>Rural</u> 18.0 or more	<u>Urban</u> 7.5 to 11.9 <u>Rural</u> Less than 18.0	<u>Urban</u> Less than 7.5
Land Use Service Transportation Terminals	<u>Urban<sup>b</sup> and Rural<sup>c</sup></u> Connect and serve interregional rail, bus, and major truck terminals; air-carrier airports; and seaports	<u>Urban<sup>b</sup> and Rural<sup>c</sup></u> Connect and serve freeway interchanges, general-aviation airports, pipeline terminals, major intraregional truck terminals, and rapid transit and modified rapid transit system loading and unloading points not served by Type I arterials	<u>Urban<sup>b</sup></u> Connect and serve truck terminals generating 250 or more truck trips per average weekday, and off-street parking facilities having a minimum of 150 parking spaces not served by Types I and II arterials
Recreational Facilities	<u>Urban and Rural</u> Connect and serve all State parks having a gross area of 500 or more acres	<u>Urban and Rural</u> Connect and serve regional parks and special recreational-use areas of countywide significance, such as zoological and botanical gardens, arenas and stadia seating a minimum of 10,000 persons not served by Type I arterials, and public recreation areas providing on-site parking for a minimum of 250 vehicles	<u>Urban</u> Connect and serve community parks not served by Types I and II arterials
Commercial Centers	<u>Urban and Rural</u> Connect and serve major retail and service centers	<u>Urban and Rural</u> Connect and serve community retail and service centers not served by Type I arterials	<u>Urban</u> Connect and serve neighborhood retail and service commercial centers not served by Types I and II arterials
Industrial Centers	<u>Urban and Rural</u> Connect and serve major regional industrial centers	<u>Urban and Rural</u> Connect and serve major community industrial centers not served by Type I arterials	<u>Urban</u> Connect and serve major community industrial centers not served by Types I and II arterials
Institutional	<u>Urban and Rural</u> Connect and serve universities, county seats, and State institutions	<u>Urban and Rural</u> Connect and serve institutions, accredited degree-granting colleges, public vocational schools, and community hospitals not served by Type I arterials	<u>Urban</u> Connect and serve city and village halls and high schools not served by Types I and II arterials
Urban Areas	<u>Rural</u> Connect and serve urban areas with population of 2,500 or more	<u>Rural</u> Connect and serve developed areas with population of 500 or more	--
Operational Characteristics System Continuity	<u>Urban and Rural</u> Interregional or regional continuity comprising total systems at the regional and State levels	<u>Urban and Rural</u> Intermunicipality and intercounty continuity comprising integrated systems at the county level	<u>Urban</u> Intracommunity continuity comprising an integrated system at the city or village level
Spacing	<u>Urban and Rural</u> Minimum two miles	<u>Urban and Rural</u> Minimum one mile	<u>Urban</u> Minimum 0.5 mile
Volume	<u>Urban</u> Minimum 9,000 vehicles per average weekday (2010 forecast) <u>Rural</u> Minimum 3,500 vehicles per average weekday (2010 forecast)	<u>Urban</u> 5,000 to 8,999 vehicles per average weekday (2010 forecast) <u>Rural</u> Minimum 3,500 vehicles per average weekday (2010 forecast)	<u>Urban</u> 5,000 vehicles per average weekday (2010 forecast) --

**Table 1 (continued)**

Criterion	Arterial Type		
	I (State trunk)	II (county trunk)	III (local trunk) <sup>a</sup>
Traffic Mobility	<u>Urban</u> Average overall travel speed <sup>d</sup> 30 to 70 miles per hour  <u>Rural</u> Average overall travel speed <sup>d</sup> 40 to 70 miles per hour	<u>Urban</u> Average overall travel speed <sup>d</sup> 25 to 50 miles per hour  <u>Rural</u> Average overall travel speed <sup>d</sup> 30 to 60 miles per hour	<u>Urban</u> Average overall travel speed <sup>d</sup> 20 to 40 miles per hour
Land Access Control	Full or partial control of access <sup>e,f</sup>	Partial control of access <sup>f</sup>	Minimum control of access <sup>g</sup>

<sup>a</sup>A rural subcategory for Type III arterials is not provided.

<sup>b</sup>An urban arterial facility is considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served: Type I and Type II arterial facilities, 0.5 mile; Type III arterial facility, 0.25 mile.

<sup>c</sup>A rural arterial facility is considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served: Type I arterial facility, two miles; Type II arterial facility, one mile.

<sup>d</sup>"Average overall travel speed" is defined as the sum of the distances traveled by all vehicles using a given section of highway during an average weekday divided by the sum of the actual travel times, including traffic delays.

<sup>e</sup>"Full control of access" is defined as the exercise of eminent domain or police power to control access so as to give preference to movement of through traffic by providing access connections only at selected public roads via grade-separated interchanges.

<sup>f</sup>"Partial control of access" is defined as the exercise of eminent domain or police power to control access so as to give preference to the movement of through traffic to a degree that, in addition to access connections at selected public roads, there may be some direct access to abutting land uses, with generally one point of reasonably direct access to each parcel of abutting land as these parcels existed at the time of an official declaration that partial control of access shall be exercised.

<sup>g</sup>"Minimum control of access" is defined as the exercise of eminent domain or police power to regulate the placement and geometrics of direct-access roadway connections as necessary for safety.

Source: SEWRPC.

In general, the recommended State trunk highways, which are supported primarily by the taxpayers of the entire State, serve the longest trips and the most important land uses and carry the highest traffic volumes. The recommended county trunk highways, which are supported primarily by county taxpayers, serve trips of intermediate length and intermediate traffic volumes. The local trunk facilities, which are supported primarily by municipal taxpayers, serve the shortest trips, serve locally oriented land uses, and carry the lightest traffic volumes.

The jurisdictional highway system plan for Waukesha County adopted by the County Board of Supervisors on May 20, 1975, and by the Regional Planning Commission on June 5, 1975, is shown on Map 1. The arterial street and highway system recommended in the original plan totaled about 747 route-miles of facilities. Of this total arterial system, 264 route-miles, or about 35 percent, were proposed to constitute the State trunk highway system,

representing an increase of 16 route-miles from the then-existing system of State trunk highways and connecting streets. The system was expected to carry about 67 percent of the arterial traffic demand generated within Waukesha County. The original recommended State trunk highway system is identified by red lines on Map 1.

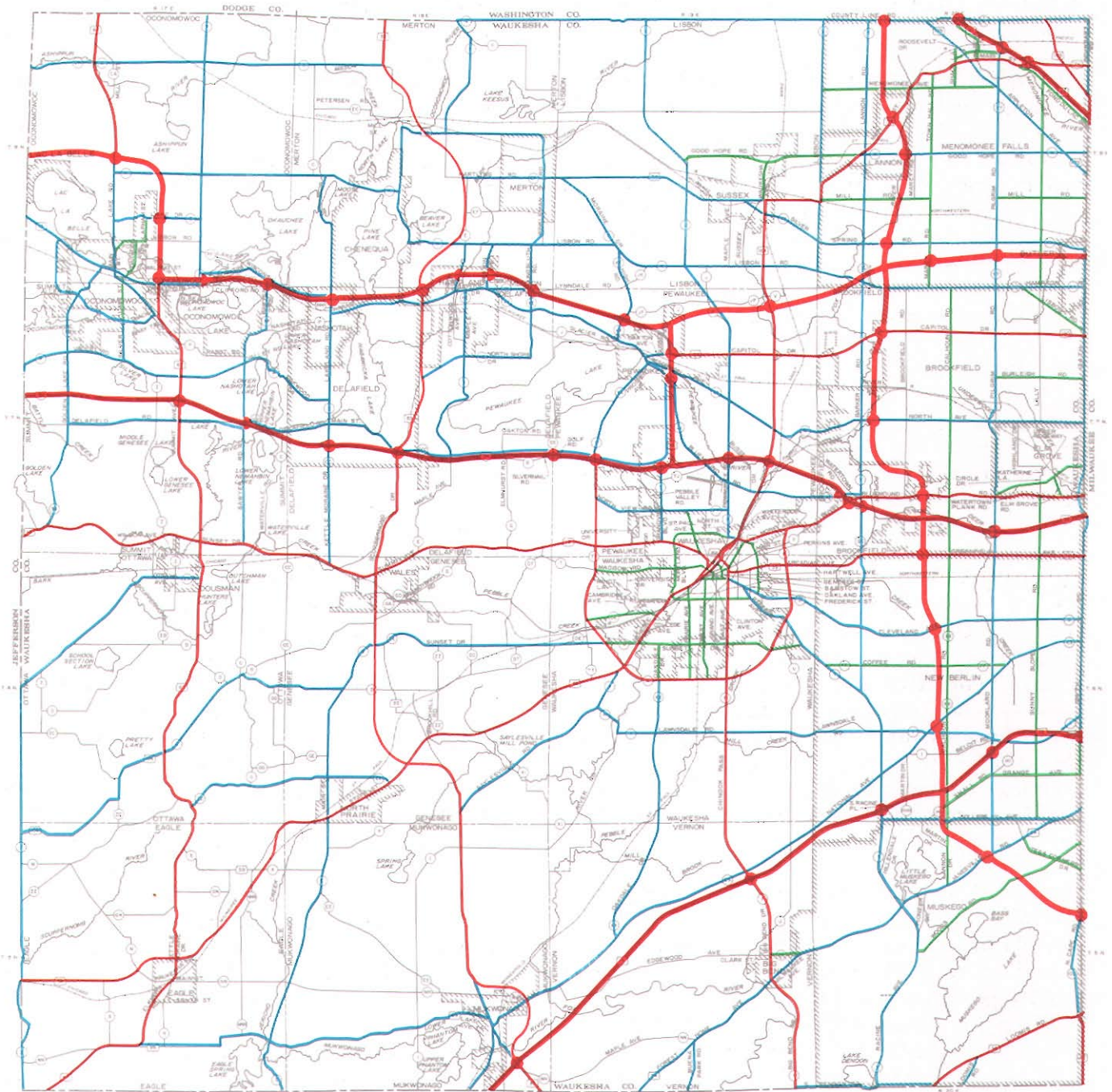
The county trunk highway system recommended in the original plan consisted of about 386 route-miles, or an additional 52 percent of the total planned arterial network. This system represented a reduction of 51 route-miles from the then-existing county trunk highway system. The county trunk highways were expected to carry about 25 percent of the arterial travel demand. The initially recommended county trunk highway system is identified by blue lines on Map 1.

The original plan recommended a local trunk highway system consisting of the remaining 97 route-



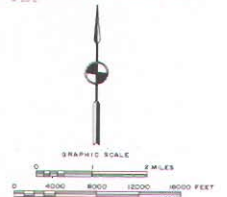
# Map 1

## JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY AS ADOPTED IN 1975



### LEGEND

- TYPE I (FREEWAY)
- TYPE I (STANDARD ARTERIAL)
- TYPE II (STANDARD ARTERIAL)
- TYPE III (STANDARD ARTERIAL)
- FREEWAY - STANDARD ARTERIAL INTERCHANGE



Source: SEWRPC.

miles of recommended arterial facilities, or about 13 percent of the total planned arterial network. The local trunk highways were expected to carry about 8 percent of the arterial travel demand. This recommended local system is identified by solid green lines on Map 1.

Finally, the original plan also recommended a system of prospective arterial highways consisting of 41 route-miles of facilities. These prospective arterial facilities were not expected to be required to serve then-existing or then-forecast travel demand through the year 1990. However, in anticipation of continued urbanization of Waukesha County beyond the year 1990, the prospective arterial routes were identified as routes which would logically serve the demand generated by such urban development. This recommended prospective arterial highway system is identified by dashed green lines on Map 1.

#### Revisions to the Original Plan

Since adoption, the Waukesha County jurisdictional highway system plan has been amended three times. A brief review of these amendments follows.

Second-Generation Regional Transportation System Plan—1978: The most extensive set of revisions to the original jurisdictional highway system plan for Waukesha County was made in the adoption of the second-generation regional transportation system plan.<sup>3</sup> The revisions, shown on Map 2, were adopted by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County on April 18, 1978, by the Regional Planning Commission on June 1, 1978, and by the Waukesha County Board of Supervisors on July 18, 1978.

The second-generation regional transportation system plan took into account changing conditions throughout Southeastern Wisconsin. These included changes in forecast levels of population and economic activity, household formation rates, and labor force participation rates, and, of particular importance within Waukesha County, changes in public attitudes regarding the construction of additional freeways.

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<sup>3</sup>*Documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000, Volume One, Inventory Findings, April 1975; and Volume Two, Alternative and Recommended Plans, May 1978.*

Of particular significance to the Waukesha County jurisdictional and highway system plan was the elimination from the second-generation regional transportation system plan of two major arterial street and highway improvements: the Bay Freeway and the Belt Freeway. The elimination from the plan of these two major new highway facilities resulted in numerous other changes to the functional highway system plan, that is, the recommended highway improvement and expansion, and the resulting reassessment of recommended jurisdictional responsibility for the entire arterial highway system.

Year 2000 Regional Transportation Plan Amendment—1982: The second set of revisions to the original Waukesha County jurisdictional highway system plan came about in 1982 and was made at the request of the Waukesha County Highway and Transportation Committee.<sup>4</sup> Concerned that development which had occurred between the adoption of the original Waukesha County jurisdictional highway system plan and 1982 may have altered the manner in which a number of facilities functioned, the Highway and Transportation Committee specifically identified certain street and highway facilities for review and analysis. The facilities selected are listed in Table 2 and included all the facilities identified in the original Waukesha County jurisdictional highway system plan as prospective arterials, and a number of other facilities as well. All the facilities selected for review were recommended to be added to the arterial system with the exception of CTH U from CTH F to Sunset Drive, which was recommended to remain a prospective arterial; and E. Main Street between N. Hartwell Avenue (STH 59) and E. Moreland Boulevard (USH 18); CTH G between CTH D and CTH CC; CTH CC between USH 18 and CTH G; and Lang Road between the Waukesha-Jefferson county line and STH 67, each of which was recommended to be added as a prospective arterial. The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County approved these changes on June 22, 1982. On December 2, 1982, and March 15, 1983, the Regional Planning Commission and the Waukesha County Board of Supervisors respectively adopted these changes.

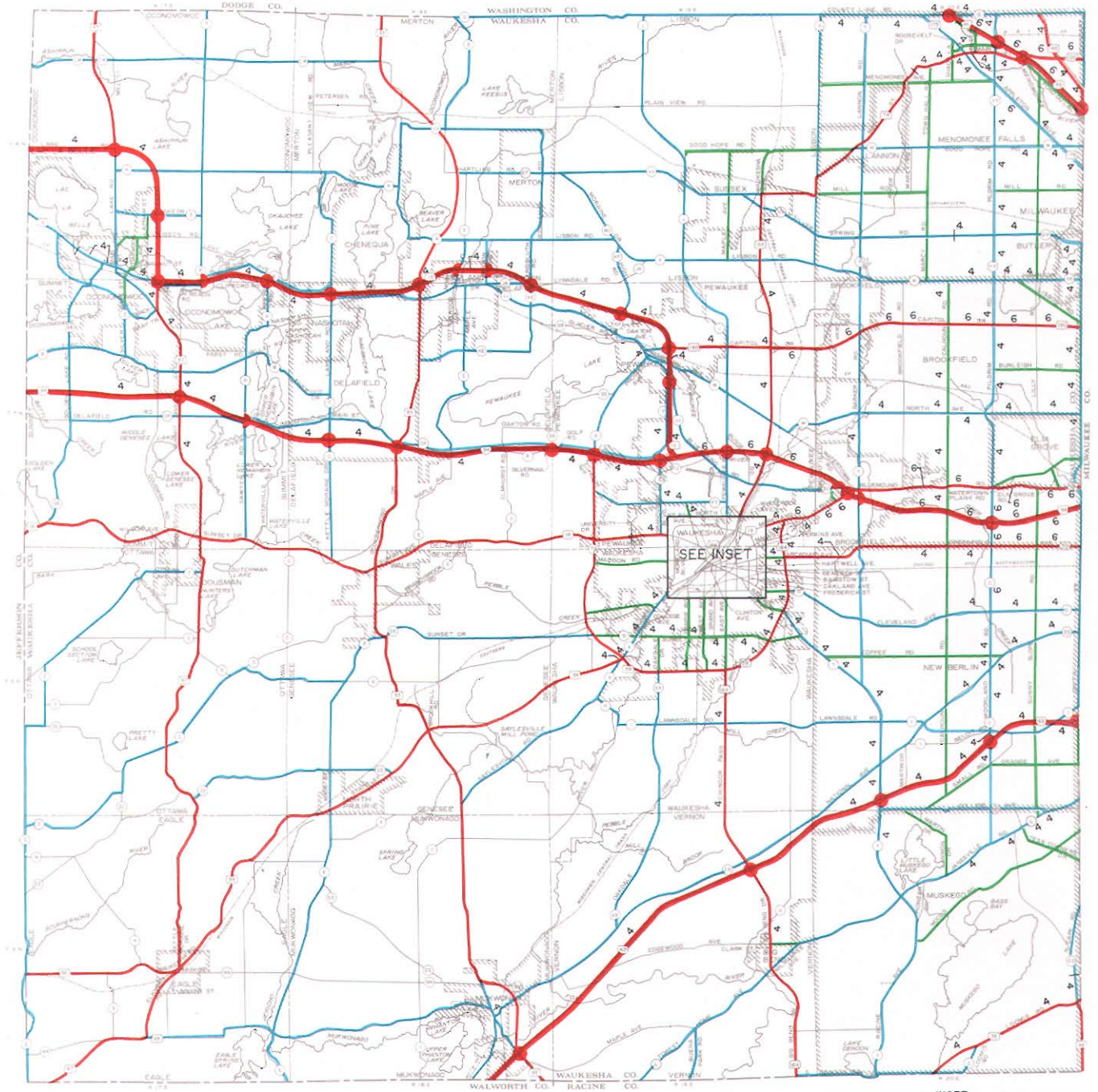
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<sup>4</sup>*Documented in the SEWRPC Amendment to the Regional Transportation Plan—2000, Waukesha County, December 1982.*



# Map 2

## JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY AS AMENDED IN 1978



### LEGEND

#### CURRENT PLAN

#### FREEWAY

— STATE TRUNK HIGHWAY

● INTERCHANGE

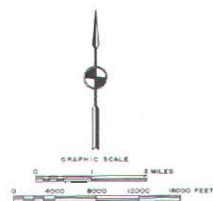
#### STANDARD ARTERIAL

— STATE TRUNK HIGHWAY

— COUNTY TRUNK HIGHWAY

— LOCAL TRUNK HIGHWAY

4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



### INSET

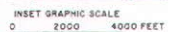
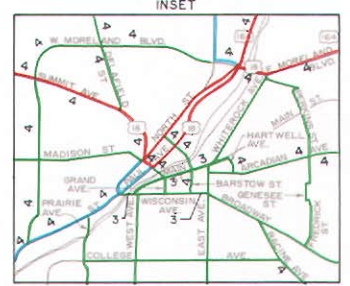


Table 2

FACILITIES SELECTED FOR REVIEW DURING THE WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN EVALUATION: 1982

Facility	Prospective Arterial Facilities	
	Termini	Location by Municipality
CTH D .....	CTH E to Sunset Drive (CTH DE)	Towns of Genesee and Waukesha
CTH F .....	STH 74 to Plain View Road	Towns of Merton and Lisbon
CTH I .....	STH 83 to Waukesha-Walworth county line	Town of Mukwonago
CTH U .....	CTH F to Sunset Drive	Towns of Vernon and Waukesha
CTH EE .....	CTH E to CTH I	Town of Mukwonago
CTH NN .....	STH 67 to STH 83	Towns of Eagle and Mukwonago; Villages of Eagle and Mukwonago
CTH SS .....	IH 94 to CTH G	Towns of Delafield and Pewaukee
CTH TJ .....	CTH T to CTH JJ	City of Waukesha; Town of Pewaukee
Plain View Road ...	CTH F to Town Line Road	Town of Lisbon
New Facility .....	CTH G to CTH T	Town of Pewaukee; Village of Pewaukee
New Facility .....	Town Line Road to Menomonee Avenue	Village of Menomonee Falls

Facility	Other Facilities	
	Termini	Location by Municipality
CTH G .....	CTH D to CTH CC	Town of Ottawa
CTH CC .....	USH 18 to CTH G	Towns of Genesee and Ottawa
CTH JK .....	CTH KE to CTH K	Towns of Delafield, Lisbon, Merton, and Pewaukee
Lang Road .....	Waukesha-Jefferson county line to STH 67	Town of Oconomowoc
E. Main Street .....	N. Hartwell Avenue (STH 59) to E. Moreland Boulevard (USH 18)	City of Waukesha; Town of Pewaukee
Springdale Road ...	STH 190 to USH 18	Cities of Brookfield and Waukesha; Towns of Brookfield and Pewaukee

Source: SEWRPC.

Jurisdictional Highway System Plan Reaffirmation:

In 1987 the Commission staff prepared a staff memorandum which redescribed the Waukesha County jurisdictional highway system plan and detailed the implementation to date of that plan.<sup>5</sup>

The memorandum presented a brief description of the jurisdictional highway system plan as amended; reviewed the progress which had been made toward plan implementation; and, finally, identified the remaining highway improvements and jurisdictional

transfers needed to complete the implementation of the amended jurisdictional highway system plan.

On July 28, 1987, the SEWRPC staff memorandum describing the Waukesha County jurisdictional highway system plan as amended to that date was presented to the Waukesha County Board of Supervisors. At that meeting, the County Board adopted a resolution reaffirming the Waukesha County jurisdictional highway system plan.

Year 2000 Regional Transportation Plan Amendment—1988:

The third change to the original Waukesha County jurisdictional highway system plan occurred in 1988 in response to functional and jurisdictional highway changes recommended for the Blue Mound Road (USH 18)-IH 94 corridor between STH 100 and CTH T by the Blue Mound Road

<sup>5</sup>See the 1987 SEWRPC Staff Memorandum entitled "Waukesha County Jurisdictional Highway System Plan: A Brief Review and Progress Report."

Table 3

**RECOMMENDED AMENDMENTS TO THE WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN UNDER THE BLUE MOUND ROAD-IH 94 CORRIDOR TRANSPORTATION SYSTEM PLAN<sup>a</sup>**

Plan Amendments	Facility	Limits	Description
Functional	Brookfield Road and its extension Calhoun Road Pewaukee Road and CTH J Springdale Road CTH JJ STH 164 USH 18 USH 18 Watertown Plank Road IH 94 IH 94 Sunnyslope Road	Greenfield Avenue to North Avenue USH 18 to Greenfield Avenue Moreland Boulevard to CTH M CTH JJ to North Avenue Kossow Road to CTH J Main Street to STH 59 Moorland Road to Main Street Main Street to Manhattan Drive North Avenue to Barker Road Calhoun Road STH 100 to CTH JJ Greenfield Avenue to USH 18	Add as two-traffic-lane arterial Improve to four traffic lanes Improve to four traffic lanes Improve to four traffic lanes Improve to four traffic lanes Improve to six traffic lanes Improve to eight traffic lanes Improve to six traffic lanes Add as two-traffic-lane arterial Add interchange Improve to eight traffic lanes Improve to four traffic lanes
Jurisdictional <sup>b</sup>	Springdale Road	CTH JJ to Capitol Drive	Change from local trunk to county trunk highway

<sup>a</sup>See SEWRPC Community Assistance Planning Report No. 151, A Transportation System Plan for the Blue Mound Road (USH 18) Corridor, December 1987.

<sup>b</sup>Two additional jurisdictional plan amendments were recommended by the Blue Mound Road (USH 18) Corridor Study Task Force but were not approved by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County. These jurisdictional plan amendments were: 1) the conversion of Moorland Road-Pilgrim Parkway-Pilgrim Road from IH 43 to USH 41/45 from a planned county trunk highway to a planned State trunk highway and the attendant conversion of Calhoun Road from the planned extension of Lawnsdale Road to Lisbon Road from a planned local trunk highway to a planned county trunk highway; and 2) the conversion of Main Street between Moreland Boulevard (USH 18) and CTH A from a planned local trunk highway to a planned State trunk highway. Both Moorland Road-Pilgrim Parkway-Pilgrim Road and Main Street, were recommended in the Blue Mound Road corridor plan to be converted to State trunk highways, as both segments clearly met the trip service and operational characteristics criteria for State trunk highways. For example, Main Street connects USH 18 and the STH 59 bypass around Waukesha, and carries heavy traffic volumes, functioning, in effect, as a bypass turning lane at the intersection of the bypass and USH 18. Moorland Road-Pilgrim Parkway-Pilgrim Road carries heavy traffic volumes on one of the few continuous north-south arterials in Waukesha County, and has urban development of regional importance along its length, including the New Berlin industrial park and the Brookfield Square Shopping Center area. The Jurisdictional Highway Planning Committee did not approve these two proposed jurisdictional plan amendments due to concerns of feasibility of implementation. The Wisconsin Department of Transportation was opposed to the conversion of the segment of Main Street between Moreland Boulevard (USH 18) and CTH A from a local to a State trunk highway based on its concern that this would result in a unique short stretch of State trunk highway of only about one mile in length. The Department concern with respect to Moorland Road-Pilgrim Parkway-Pilgrim Road was that conversion of that segment to a State trunk highway was not politically feasible.

Source: SEWRPC.

(USH 18) Corridor Study Task Force.<sup>6</sup> This Task Force, composed of elected and appointed officials from each concerned and affected municipality within the corridor, Waukesha County, and the Wisconsin Department of Transportation, guided the reevaluation of the land use and regional transportation system plans within the Blue Mound Road corridor in response to the massive and rapid changes in land use development within the corridor, which exceeded development levels envisioned in the then-adopted regional land use plan.

<sup>6</sup>Documented in SEWRPC Community Assistance Planning Report No. 151, A Transportation System Plan for the Blue Mound Road (USH 18) Corridor, December 1987.

The functional and jurisdictional changes recommended by the Blue Mound Road Corridor Study Task Force and approved on June 1, 1988, by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County are shown in Table 3. Because of the opposition to the plan recommendation to add an interchange on IH 94 at Calhoun Road by the City of Brookfield due to its effects on traffic and by the Wisconsin Department of Transportation due to belief that a split-diamond interchange between Calhoun and Brookfield Roads would be more desirable, there was no county, State, or Regional Planning Commission action on the corridor plan recommendations as a whole as they would amend the Waukesha County jurisdictional highway system plan. The only action taken, performed at the request of the Waukesha County Highway and Transpor-



tation Committee and concerned and affected municipal governments, was with respect to the recommended jurisdictional transfer from local to county government of Springdale Road between CTH JJ and Capitol Drive (STH 190). The Southeastern Wisconsin Regional Planning Commission, on June 20, 1988, approved the transfer of Springdale Road from CTH JJ to STH 190 from the local trunk highway system to the county trunk highway system.<sup>7</sup>

### Overview of Current Plan

The jurisdictional highway system plan for Waukesha County, then, as amended to date by the Regional Planning Commission, is shown on Map 3. The arterial street and highway system recommended in the amended plan totals about 757 route-miles of facilities. Of this total arterial system, 223 route-miles, or about 30 percent, are proposed to constitute the State trunk highway system. This represents a decrease of nine route-miles from the system of State trunk highways and connecting streets existing as of December 31, 1990. The State trunk highway system is expected to carry about 72 percent of the arterial travel demand within the County. The current recommended State trunk highway system is identified by red lines on Map 3.

The county trunk highway system recommended in the plan, as amended, consists of about 426 route-miles, or about 56 percent of the total planned arterial network. This system would represent an increase of 40 route-miles over the 1990 county trunk highway system. The county trunk highways are expected to carry about 22 percent of the arterial travel demand within the County. The current recommended county trunk highway system is identified by blue lines on Map 3.

Finally, the amended plan currently recommends a local trunk highway system consisting of the remaining 108 route-miles of arterial facilities, or about 14 percent of the total planned arterial network. This local trunk highway system is expected to carry about 6 percent of the arterial travel demand within the County. The recommended local system is identified by green lines on Map 3.

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<sup>7</sup>Documented in the SEWRPC Amendment to the Regional Transportation System Plan—2000, Waukesha County, June 1988.

It is important to recognize that this highway system plan was prepared within the context of the then-adopted second-generation, design year 2000 regional transportation system plan.<sup>8</sup> That is, the highway system improvement and expansion recommended in the highway system element of the regional plan represents the improvements needed to meet the traffic demands arising from the then-adopted regional land use plan which were not expected to be resolved with the substantial transit improvement and expansion and increased carpooling recommended in the then-adopted regional transportation system plan.

The transit element of the then-adopted regional transportation system plan, as shown on Map 4, recommended significant improvements to, and expansion of, the public transit system in Southeastern Wisconsin. Recommendations were provided for both rapid, or express, elements of the transit system and for local elements of the system. The rapid, or express, elements are intended to link the major commercial, industrial, institutional, and recreational activity centers to each other and to the various residential communities. Rapid transit services are characterized by relatively high operating speeds as well as preferential treatment, such as the provision of exclusive rights-of-way or reserved lanes. Such service generally has relatively low accessibility, that is, wide station spacings, which may vary from one-half mile to two miles or more. Local transit service is provided over arterial, collector, and local streets, generally by a grid system of lines at one-half-mile to one-mile spacing, with stops every one-eighth to one-quarter mile to accommodate passenger boarding and alighting.

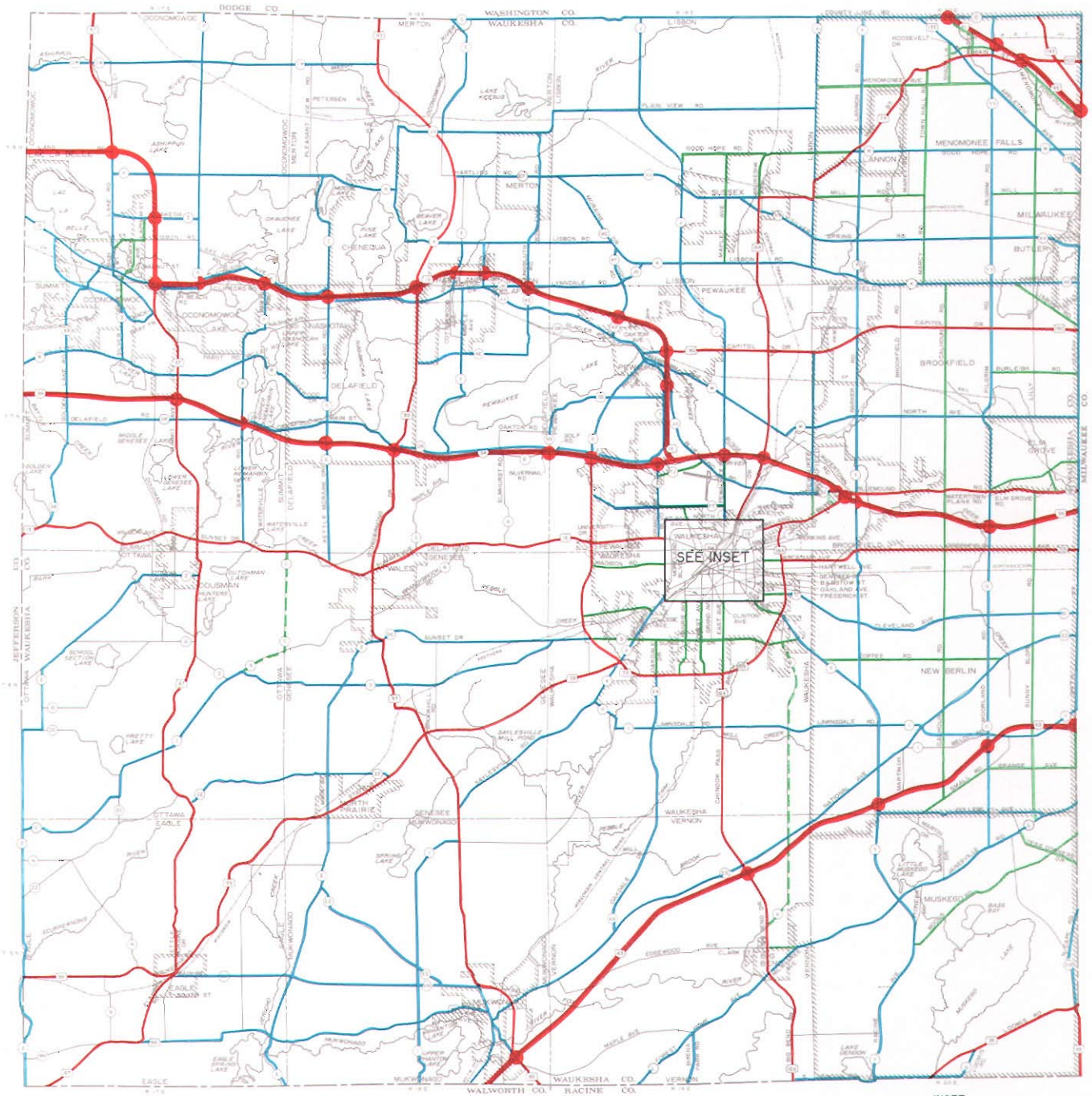
The design year 2000 regional transportation system plan recommended development of a system of

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<sup>8</sup>*The second-generation regional transportation system plan, adopted by the Commission in 1978, was superseded by Commission adoption in December 1994 of a third-generation, design year 2010 regional transportation system plan. This latter plan is documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994. Issues raised with regard to the recommended revision of the Waukesha County jurisdictional highway system plan during the preparation and testing of the new regional transportation system plan are described and addressed later in this document.*

Map 3

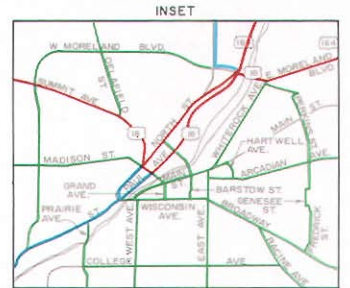
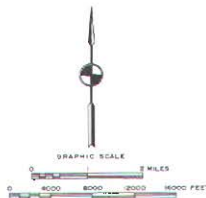
JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY AS AMENDED IN 1988



SEE INSET

LEGEND

- TYPE I ARTERIAL (FREEWAY-STATE TRUNK HIGHWAY)
- INTERCHANGE
- TYPE I ARTERIAL (STATE TRUNK HIGHWAY)
- TYPE II ARTERIAL (COUNTY TRUNK HIGHWAY)
- TYPE III ARTERIAL (LOCAL TRUNK HIGHWAY)
- - - PROSPECTIVE ARTERIAL

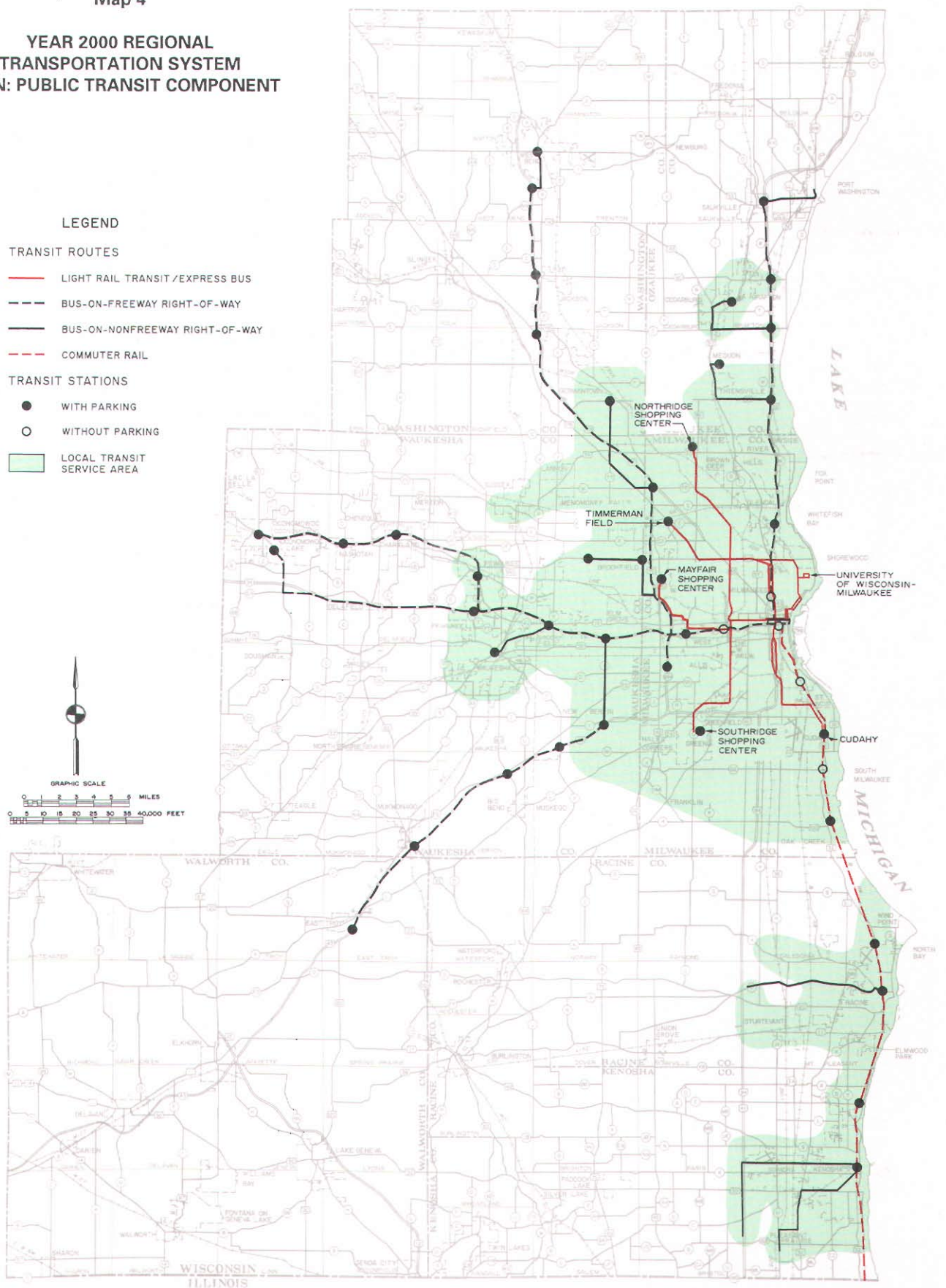
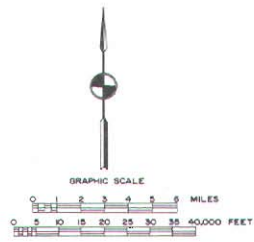




Map 4

**YEAR 2000 REGIONAL  
TRANSPORTATION SYSTEM  
PLAN: PUBLIC TRANSIT COMPONENT**

- LEGEND**
- TRANSIT ROUTES**
- LIGHT RAIL TRANSIT / EXPRESS BUS
  - BUS-ON-FREEWAY RIGHT-OF-WAY
  - BUS-ON-NONFREEWAY RIGHT-OF-WAY
  - COMMUTER RAIL
- TRANSIT STATIONS**
- WITH PARKING
  - WITHOUT PARKING
- LOCAL TRANSIT SERVICE AREA



Source: SEWRPC.



approximately 56 miles of rapid transit routes, all within Milwaukee County. The plan recommended the initial institution of limited-stop, express bus service on these routes, with eventual upgrading to light-rail transit recommended. The plan further recommended that the first corridor to be considered for such upgrading be the Northwest Corridor of Milwaukee County. These express bus/light-rail rapid transit routes were intended, under the plan, to provide significantly improved public transit service, connecting the various activity centers in Milwaukee County to each other and providing an attractive alternative mode of travel to the personal automobile.

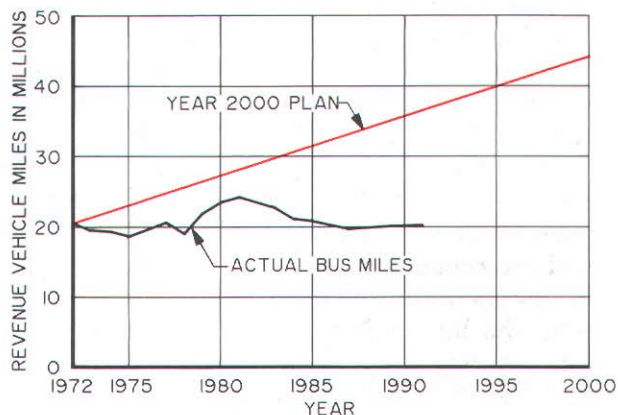
The rapid transit element of the plan also recommended the implementation of a commuter-rail line from the Milwaukee central business district through the Cities of St. Francis, Cudahy, South Milwaukee, Oak Creek, Racine, and Kenosha into the Chicago area. The commuter-rail line was proposed to be provided over the Chicago & North Western Transportation Company "Old Line," or lakefront railway line. The plan also identified potential routes for commuter-rail service in the Milwaukee-Oconomowoc and Milwaukee-Grafton corridors.

The plan also recommended the significant expansion and improvement of bus-on-freeway, or "freeway flyer," rapid transit services. The plan envisioned extension of such service from Milwaukee County into Ozaukee, Washington, Waukesha, Walworth, Racine, and Kenosha Counties. The expanded service would operate in both directions between the Milwaukee central business district and the outlying counties, thus providing for "reverse" commuting. The service was envisioned to operate with a limited number of intermediate stops to provide connections with the proposed express bus and light-rail routes in Milwaukee County and with local bus service. Importantly, the plan envisioned that the freeway flyer buses would receive preferential treatment on the Milwaukee-area freeway system as a result of the implementation of the freeway traffic management system proposed under the transportation system management component of the regional transportation system plan.

The plan recommended the ultimate extension of local transit service to all of the greater Milwaukee area, including northwestern and southern Milwaukee County, southern Ozaukee County, southeastern Washington County, and eastern Waukesha County, as well as the expansion of local transit service in the Kenosha, Racine, and Waukesha areas, to serve existing and planned development.

Figure 1

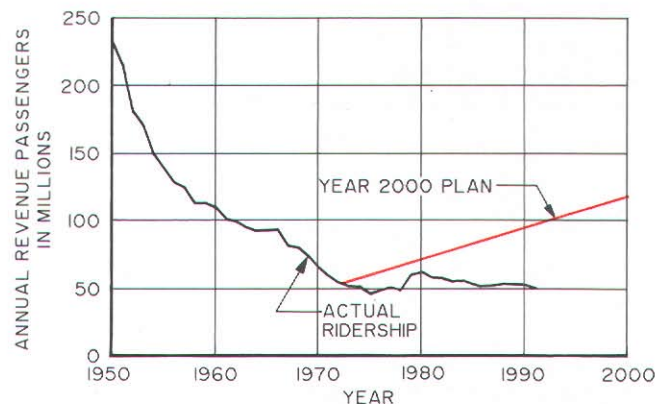
SOUTHEASTERN WISCONSIN URBAN PUBLIC TRANSIT SYSTEM BUS-MILES OF SERVICE PROVIDED: 1972-2000



Source: SEWRPC.

Figure 2

SOUTHEASTERN WISCONSIN URBAN PUBLIC TRANSIT SYSTEM RIDERSHIP: 1950-2000



Source: SEWRPC.

Thus, the public transit component of the year 2000 regional transportation system plan envisioned a substantially expanded and improved transit system. The public transit component of the plan envisioned the development of a true areawide transit system with a rapid transit element to serve a wide variety of trips and provide a competitive and attractive alternative to the automobile. Planned transit service levels, as measured by vehicle-miles of transit service provided, were proposed to be nearly twice as good as existing levels, as shown in Figure 1. The plan envisioned more than a doubling of the existing level of transit use in Southeastern Wisconsin, as shown in Figure 2.

Within Waukesha County, the plan proposed an expanded network of rapid and local bus routes. Rapid transit service was proposed to be provided over eight bus-on-freeway routes serving 15 public transit stations. Along with providing line-haul service between Waukesha County communities and the Milwaukee central business district, the bus-on-freeway routes were envisioned as collecting and distributing passengers on route extensions within the communities of Waukesha, Brookfield, New Berlin, and Menomonee Falls. The service was proposed to operate in both directions and be provided at 10- to 15-minute headways in the morning and afternoon peak periods, and 20- to 60-minute headways in the midday and evening off-peak periods. The bus-on-freeway service was proposed to connect not only with bus routes serving the Milwaukee central business district, but also with bus routes serving western Milwaukee County at the Wisconsin State Fair Park public transit station located near the intersection of S. 84th Street and IH 94. The plan also proposed a significant expansion of local bus service for the eastern urbanized portion of Waukesha County through the extension of local bus routes from Milwaukee County or the City of Waukesha to serve expanding areas of medium-density development within the communities of New Berlin, Brookfield, Elm Grove, Menomonee Falls, Waukesha, and Pewaukee. Even with the substantial expansion of transit services proposed under the plan, the majority of trips made within Waukesha County on an average weekday was expected to continue to be made by automobile, as less than 4 percent of the total person-trips generated within the County were expected to be made using the planned public transit services.

## MAJOR JURISDICTIONAL HIGHWAY SYSTEM PLAN IMPLEMENTATION ACTIONS TO DATE

### Functional Highway Improvements

Of the 757 miles of recommended arterial streets and highways for Waukesha County, about 633 miles, or 84 percent, are roads that may be categorized for functional improvement purposes by the term "system preservation." These roads are existing facilities that over the plan implementation period will require either no improvement, resurfacing only, or in some cases reconstruction to provide the same traffic-carrying capacity. Another 93 miles, or 12 percent, may be categorized by the term "system improvement." These roads are existing facilities that over the plan implementation period will need to be

reconstructed and widened to provide additional traffic lanes for expanded traffic-carrying capacity. The remaining 31 miles, or 4 percent, may be categorized by the term "system expansion." These roads would be totally new arterial highway facilities. Those functional highway projects which have been undertaken in Waukesha County since the adoption of the original jurisdictional highway system plan in 1975 and which fall into the system improvement and system expansion categories, as defined above, are identified in Table 4. These 31 system improvement and system expansion projects are also shown on Map 5, along with 51 system preservation highway projects completed in Waukesha County since 1975 in accordance with recommendations contained in the original jurisdictional highway system plan.

Taken together, the system improvement and expansion projects noted above total about 60 miles and represent about 49 percent of the total mileage of system improvement and expansion projects recommended in the plan as amended to date. The completed system preservation projects noted above total about 155 miles and represent about 24 percent of the system preservation work recommended under the plan. The status of all functional highway improvement projects by improvement category and by planned jurisdictional system classification is summarized in Table 5.

### Jurisdictional Highway Transfers

Progress made to date in implementing the jurisdictional transfer element of the Waukesha County plan, as amended, is summarized in Table 6 and on Map 6. The amended plan proposes a net reduction in the number of miles on the State trunk highway system to be accomplished through the transfer of selected facilities to the county trunk highway network. A total of about 53 miles was identified for transfer to the county trunk highway system from the State trunk highway system. Approximately 27 miles, or about 51 percent of this total, have been transferred, including former STH 24 from the Waukesha-Racine county line to the Waukesha-Milwaukee county line in the Cities of Muskego and New Berlin, the Village of Big Bend, and the Town of Vernon; former STH 59 from the STH 59 South Waukesha bypass to Harris Highland Drive in the City of Waukesha and Town of Waukesha; STH 74 from STH 83 to Locust Street in the Villages of Merton and Sussex and the Towns of Lisbon and Merton; and former STH 106 from the Waukesha-Jefferson county line to STH 67.



Table 4

**ARTERIAL STREET AND HIGHWAY SYSTEM IMPROVEMENT AND  
EXPANSION PROJECTS COMPLETED IN WAUKESHA COUNTY: 1975-1992**

Facility	Limits	Length (miles)	Project Type
<b>State</b>			
STH 67 .....	Lexington Drive to STH 16 in the City of Oconomowoc	1.1	Expansion
IH 94 .....	STH 16 to USH 18 in the Towns of Pewaukee and Brookfield	4.3	Improvement
USH 18 .....	STH 164 to Highland Drive in the City of Waukesha	0.5	Improvement
USH 18 .....	Manhattan Drive to Milwaukee County in the Cities of Brookfield and Waukesha, the Village of Elm Grove, and the Town of Brookfield	7.5	Improvement
STH 16 .....	IH 94 to STH 190 in the Town of Pewaukee	2.5	Improvement
STH 16 .....	Wisconsin Avenue to CTH P in the City of Oconomowoc, the Village of Oconomowoc Lake, and the Town of Oconomowoc	2.4	Improvement
STH 59 .....	CTH A to Sunset Drive in the City of Waukesha	2.0	Improvement
STH 74 .....	Menomonee River to Pilgrim Road (CTH YY) in the Village of Menomonee Falls	0.6	Improvement
STH 83 .....	W. Capitol Drive to STH 83 in the City of Delafield, the Village of Hartland, and the Towns of Delafield and Merton	1.0	Improvement
STH 83 .....	CTH DE to CTH G in the Town of Genesee	0.6	Improvement
STH 100 .....	Fond du Lac Avenue to Boundary Road in the Village of Menomonee Falls	1.7	Improvement
STH 164 .....	IH 94 to STH 190 in the Town of Pewaukee	2.1	Improvement
STH 164 .....	CTH ES to STH 59 in the City of Waukesha and the Towns of Waukesha and Vernon	4.6	Improvement
STH 190 .....	Brookfield Road to 145th Street in the City of Brookfield	2.7	Improvement
Subtotal	--	33.6	--
<b>County</b>			
North Street .....	Fuller Street to St. Paul Avenue in the City of Waukesha	0.1	Expansion <sup>a</sup>
STH 175 .....	CTH Q to Roosevelt Drive in the Village of Menomonee Falls	0.8	Improvement <sup>b</sup>
CTH I .....	CTH U to CTH Y in the City of New Berlin	0.9	Improvement
CTH J .....	Moreland Boulevard to IH 94 in the City of Waukesha and the Town of Pewaukee	1.8	Improvement
CTH J .....	CTH K to STH 190 in the Village of Pewaukee and the Towns of Pewaukee and Lisbon	2.5	Improvement
CTH O .....	IH 94 to IH 43 in the Cities of Brookfield and New Berlin	4.8	Improvement
CTH Y .....	CTH L to Pioneer Drive in the City of Muskego	0.7	Improvement
CTH ES .....	Calhoun Road to S. 124th Street in the City of New Berlin	3.6	Improvement
CTH JJ .....	CTH J to Kossow Road in the City of Waukesha and the Town of Pewaukee	3.1	Improvement
CTH VV .....	A point 0.1 mile west of CTH YY to N. 124th Street in the Villages of Butler and Menomonee Falls	2.3	Improvement
CTH YY .....	Roosevelt Drive to Kenwood Boulevard in the Village of Menomonee Falls	0.3	Improvement
CTH YY .....	STH 175 to CTH W in the Village of Menomonee Falls	1.6	Improvement
N. 124th Street .....	Watertown Plank Road to Burleigh Road in the City of Brookfield and the Village of Elm Grove	1.0	Improvement
Subtotal	--	23.5	--
<b>Local</b>			
Delafield Street .....	W. Moreland Boulevard to USH 18 in the City of Waukesha	0.4	Improvement
Kossow Road .....	CTH JJ to USH 18 in the City of Waukesha	0.4	Improvement
W. Moreland Boulevard .....	Madison Street to Dopp Street in the City of Waukesha	0.3	Improvement
Sunset Drive .....	CTH X to East Avenue in the City of Waukesha	2.1	Improvement
Subtotal	--	3.2	--
<b>Total</b>	--	<b>60.3</b>	--

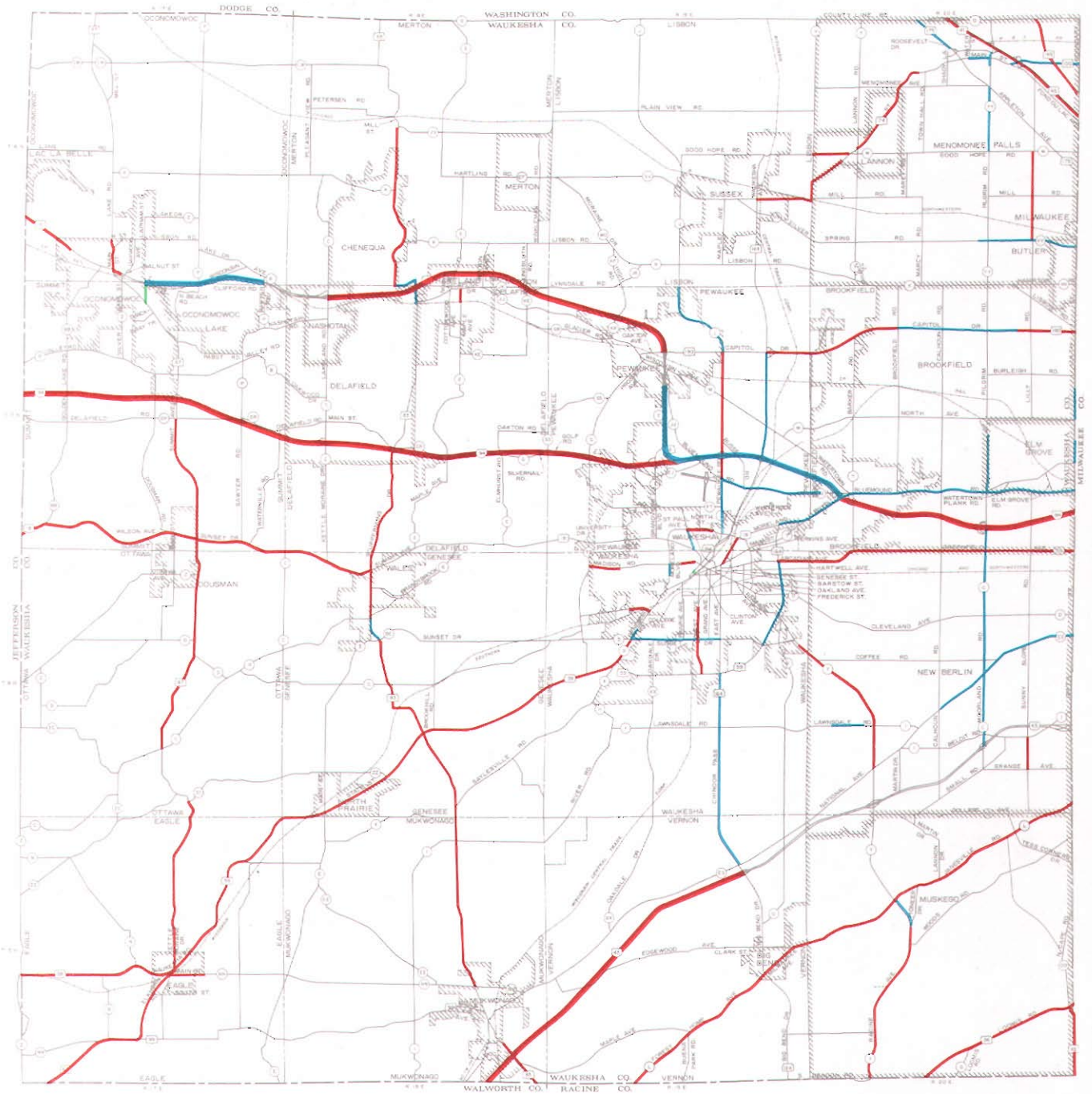
<sup>a</sup>This project was implemented by the City of Waukesha.

<sup>b</sup>This project was implemented by the Wisconsin Department of Transportation.

Source: SEWRPC.

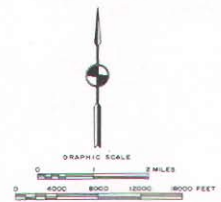
Map 5

ARTERIAL STREET AND HIGHWAY PROJECTS COMPLETED IN WAUKESHA COUNTY BY IMPROVEMENT CATEGORY: 1975-1992



LEGEND

- SYSTEM PRESERVATION
  - FREEWAY
  - STANDARD ARTERIAL
- SYSTEM IMPROVEMENT
  - FREEWAY
  - STANDARD ARTERIAL
- SYSTEM EXPANSION
  - (NONE) FREEWAY
  - STANDARD ARTERIAL



Source: Wisconsin Department of Transportation, Waukesha County Transportation Department, and SEWRPC.

Table 5

**STATUS OF FUNCTIONAL HIGHWAY IMPROVEMENTS IN WAUKESHA COUNTY BY  
IMPROVEMENT CATEGORY AND PLANNED JURISDICTIONAL CLASSIFICATION: 1975-1992**

Improvement Category	State Trunk Highway	County Trunk Highway	Local Trunk Highway	Total
<b>System Preservation</b>				
Standard Arterials				
Length (miles) .....	106.9	377.0	98.8	582.7
Projects Completed (miles) .....	76.6	30.3	8.8	115.7
Percent Implemented .....	71.7	8.0	8.9	19.9
Freeways				
Length (miles) .....	50.2	--	--	50.2
Projects Completed (miles) .....	39.4	--	--	39.4
Percent Implemented .....	78.5	--	--	78.5
<b>System Improvement</b>				
Standard Arterials				
Length (miles) .....	39.8	36.4	7.2	83.4
Projects Completed (miles) .....	23.3	23.4	3.2	49.9
Percent Implemented .....	58.5	64.3	44.4	59.8
Freeways				
Length (miles) .....	9.2	--	--	9.2
Projects Completed (miles) .....	9.2	--	--	9.2
Percent Implemented .....	100.0	--	--	100.0
<b>System Expansion</b>				
Standard Arterials				
Length (miles) .....	10.7	12.5	1.7	24.9
Projects Completed (miles) .....	1.1	0.1	0.0	1.2
Percent Implemented .....	10.3	0.8	0.0	4.8
Freeways				
Length (miles) .....	6.5	--	--	6.5
Projects Completed (miles) .....	0.0	--	--	0.0
Percent Implemented .....	0.0	--	--	0.0
<b>Total System</b>				
Length (miles) .....	223.3	425.9	107.7	756.9
Projects Completed (miles) .....	149.6	53.8	12.0	215.4
Percent Implemented .....	67.0	12.6	11.1	28.5

Source: SEWRPC.

The addition of new facilities to the State trunk highway system, including the transfer of former CTH A from USH 18 to CTH X in the City of Waukesha and Town of Waukesha, and of former CTH F from the STH 59 South Waukesha bypass to the Waukesha-Racine county line in the City of Waukesha, Village of Big Bend, and Towns of Vernon and Waukesha, totals approximately 17 miles. These changes offset slightly more than one-half of the reduction in State trunk highway mileage to date. The transfer of the remaining 26 miles from the State trunk highway system to the county trunk

highway system is expected to be very modestly offset by the transfer of about two miles of current county or local trunk highway facilities to the State trunk highway system.

The amended plan also proposes a net reduction in the number of miles on the county trunk highway system to be accomplished through the transfer of selected facilities to the local trunk highway system or through the deletion of selected facilities from the arterial street and highway system. Although the net reduction in county trunk highway mileage is rela-

Table 6

**JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS AND NEW  
FACILITIES COMPLETED IN WAUKESHA COUNTY: 1975-1992**

Facility	Limits	Location of Municipality	Length (miles)
<b>Transfers to State</b>			
<b>County to State</b>			
CTH A (now STH 59) .....	Arcadian Avenue (STH 59) to Genesee Road (STH 59)	City of Waukesha and Town of Waukesha	5.6
CTH A (now STH 164) .....	Arcadian Avenue (STH 59) to USH 18	City of Waukesha and Town of Waukesha	0.9
CTH F (now STH 164) .....	CTH A to the Waukesha-Racine county line	City of Waukesha, Village of Big Bend, and Towns of Vernon and Waukesha	9.9
Subtotal	--	--	16.4
<b>Local to State</b>			
E. Moreland Boulevard (now USH 18) .....	St. Paul Avenue to Whiterock Avenue	City of Waukesha	0.2
Subtotal	--	--	0.2
<b>Total</b>	--	--	<b>16.6</b>
<b>Transfers to County/New County Facilities</b>			
<b>State to County</b>			
STH 74 (now CTH VV) .....	STH 83 to Locust Street	Villages of Merton and Sussex and Towns of Lisbon and Merton	8.5
STH 24 (now CTH L) .....	Waukesha-Racine county line to the Waukesha-Milwaukee county line	Cities of Muskego and New Berlin, Village of Big Bend, and Town of Vernon	12.1
STH 106 (now CTH C) .....	Waukesha-Jefferson county line to STH 67	Towns of Eagle and Ottawa	4.3
Genesee Road (STH 59) (now CTH X) .....	CTH A to Harris Highland Drive	City of Waukesha and Town of Waukesha	1.9
Subtotal	--	--	26.8
<b>Local to County</b>			
Loomis Road (now CTH G) .....	STH 36 to the Waukesha-Racine county line	City of Muskego	0.7
Moorland Road (now CTH O) .....	STH 59 to IH 43	City of New Berlin	4.4
Barker Road (now CTH Y) .....	North corporate limits of the City of Brookfield to STH 190	Town of Brookfield	1.0
Delafield Road (now CTH DR) .....	CTH BB to Sawyer Road	Town of Summit	4.0
Sawyer Road (now CTH P) .....	USH 18 to CTH P	Town of Summit	4.2
Mapleton Road (now CTH CW) .....	CTH C to STH 83	Town of Merton	1.6
Hartling Road (now CTH EF) .....	CTH E to Dom Road	Town of Merton	0.7
Merton Avenue (now CTH KC) .....	Lisbon Avenue to CTH K	Village of Hartland and Town of Merton	1.0
Jungbluth Road (now CTH KE) .....	STH 16 to CTH K	Town of Merton	1.0
Winkleman Road (now CTH KE) .....	CTH EF to CTH K	Village of Merton and Town of Merton	1.6
Subtotal	--	--	20.2
<b>New County Facility</b>			
CTH J .....	STH 190 to CTH K	Village of Pewaukee and Towns of Lisbon and Pewaukee	2.5
Subtotal	--	--	2.5
<b>Total</b>	--	--	<b>49.5</b>
<b>Transfers to Local/New Local Facilities</b>			
<b>State to Local</b>			
USH 18 (now Whiterock Avenue) .....	Main Street to USH 18	City of Waukesha	0.7
STH 59 (now St. Paul Avenue/Main Street) .....	North Street to Harris Highland Drive <sup>a</sup>	City of Waukesha	0.8
STH 59 (now Arcadian Avenue) .....	CTH A to Main Street	City of Waukesha and Town of Waukesha	2.2
STH 59 (now East Avenue) .....	Arcadian Avenue to E. Main Street	City of Waukesha	0.1
STH 59-USH 18 (now Main Street) .....	Whiterock Avenue to Broadway	City of Waukesha	0.3
STH 59 (now Main Street) .....	Broadway to Wisconsin Avenue	City of Waukesha	0.3
USH 18 (now Clinton Street) .....	Broadway to Wisconsin Avenue	City of Waukesha	0.1
STH 59 (now Main Street) .....	Hartwell Avenue to Whiterock Avenue	City of Waukesha	0.1
STH 59 (now Hartwell Avenue) .....	Arcadian Avenue to Main Street	City of Waukesha	0.1
STH 83 (now Capitol Drive) .....	STH 83 to Vettleon Road	City of Delafield and Village of Chenequa	0.5
STH 74 (now Main Street) .....	Locust Street to STH 164 <sup>a</sup>	Village of Sussex	1.0
Subtotal	--	--	6.2

Table 6 (continued)

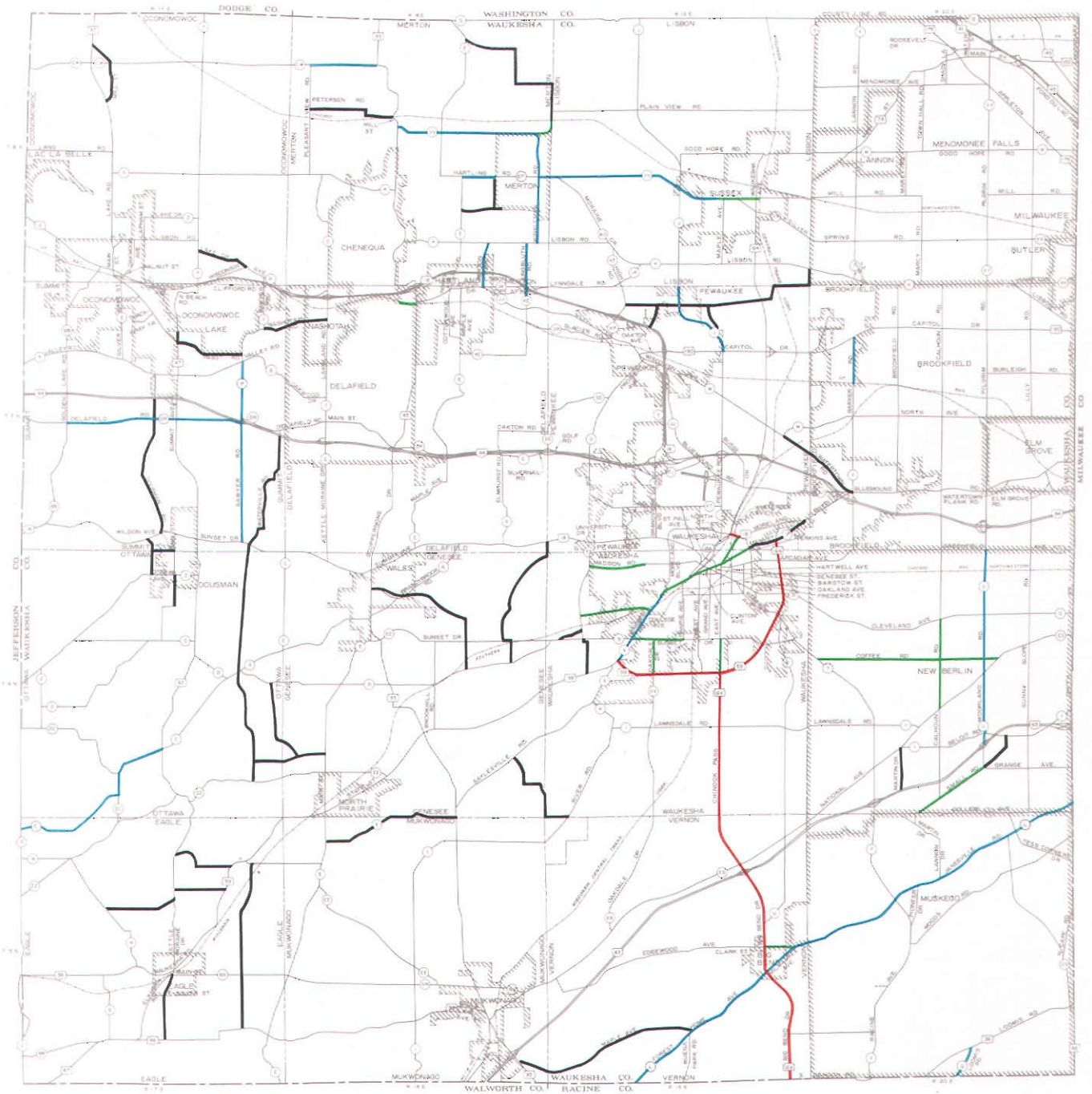
Facility	Limits	Location of Municipality	Length (miles)
<b>Transfers to Local/New Local Facilities (continued)</b>			
<b>County to Local</b>			
CTH FF (now Coffee Road)	CTH Y to CTH ES	City of New Berlin	4.1
CTH KX (now Calhoun Road)	CTH D to CTH ES	City of New Berlin	2.1
CTH HI (now Small Road)	CTH HH to Grange Avenue	City of New Berlin	1.8
CTH XX (now Oakdale Road)	Sunset Drive to STH 59	City of Waukesha and Town of Waukesha	0.8
CTH D (now Sunset Drive)	STH 59 to Prairie Avenue	City of Waukesha and Town of Waukesha	1.2
CTH DE (now Westmoreland Road)	CTH TT to CTH X	City of Waukesha and Town of Waukesha	1.6
CTH T (now Madison Street)	CTH TT to Western Avenue	City of Waukesha	1.3
CTH F (now East Avenue)	STH 59 to Sunset Drive	City of Waukesha	0.9
CTH U (now Edgewood Avenue)	CTH F to CTH L	Village of Big Bend and Town of Vernon	0.7
CTH F (now Center Oak Road)	STH 74 to Plainview Road <sup>a</sup>	Towns of Lisbon and Merton	0.9
Subtotal	--	--	15.4
<b>New Local Facility</b>			
North Street	Fuller Street to St. Paul Avenue <sup>a</sup>	City of Waukesha	0.1
Subtotal	--	--	0.1
<b>Total</b>	--	--	<b>21.7</b>
<b>Transfers to Local Nonarterial</b>			
<b>County to Local Nonarterial</b>			
CTH CA (now Mill Street/Main Street)	STH 67 0.4 mile north of CTH CW to STH 67 0.2 mile north of McMahon Road	Town of Oconomowoc	1.4
CTH EC (now Peterson Road)	Stonebank Road to STH 83	Town of Merton	2.3
CTH F (now Center Oak Road)	CTH E to Plainview Road	Village of Hartland	3.5
CTH PP (now Lake Drive)	CTH P to Wisconsin Avenue	Town of Oconomowoc	1.1
CTH P (now Nashotah Road)	CTH P to CTH C	City of Delafield, Village of Nashotah, and Town of Summit	1.6
CTH JF (now Lindsay Road)	CTH KF to STH 164	Town of Pewaukee	3.0
CTH V (now Weyer Road)	STH 164 to Duplainville Road	Town of Pewaukee	0.5
CTH V (now Duplainville Road)	Weyer Road to Town of Pewaukee northern limits	Town of Pewaukee	0.2
CTH V (now Weyer Road)	Duplainville Road to Town Line Road	Towns of Lisbon and Pewaukee	0.4
CTH V (now Town Line Road)	CTH K to Weyer Road	Village of Menomonee Falls and Town of Lisbon	0.4
CTH F (now Swan Road)	Town of Pewaukee northern limits to CTH J	Town of Pewaukee	2.9
CTH J (now Sussex Street)	Lindsay Road to Cecelia Drive	Village of Pewaukee and Town of Pewaukee	0.7
CTH SS (now Watertown Road)	W. North Avenue to CTH Y	Towns of Brookfield and Pewaukee	1.7
CTH DT (now Road DT)	USH 18 to CTH D	Towns of Delafield and Genesee	3.2
CTH DE (now Green Lane)	CTH DE to CTH TT	Town of Waukesha	0.7
CTH TT (now Merrill Hills Road)	CTH D to STH 59	Town of Waukesha	0.9
CTH GD (now Main Street)	Wales Road to Village of Wales eastern corporate limits	Village of Wales	1.1
CTH GD (now Boettcher Road)	Village of Wales eastern corporate limits to CTH D	Town of Genesee	2.5
CTH P (now Beach Road)	Village of Oconomowoc Lake southern corporate limits to Pabst Road	Town of Summit	0.4
CTH P (now Pabst Road)	Beach Road to CTH P	Village of Oconomowoc Lake and Town of Oconomowoc	1.4
CTH Z (now Dousman Road)	CTH B to USH 18	City of Oconomowoc and Town of Oconomowoc	3.7
CTH ZA (now Wilson Avenue)	Utica Road to Main Street	Village of Dousman and Towns of Ottawa and Summit	0.5
CTH ZB (now Utica Road)	USH 18 to CTH Z	Towns of Ottawa and Summit	0.8
CTH C (now Waterville Road)	CTH DR to CTH C	Towns of Oconomowoc and Ottawa	5.2
CTH GG (now Road GG)	CTH D to CTH GE	Towns of Genesee and Ottawa	1.7
CTH X (now Road X)	CTH E to STH 83	Towns of Genesee and Mukwonago	3.0
CTH XI (now Point Drive)	CTH X to CTH I	Towns of Genesee, Mukwonago, Vernon, and Waukesha	2.1
CTH Y (now Main Street)	Manhattan Drive to USH 18	City of Waukesha	1.4
CTH HHH (now Martin Road)	CTH ES to IH 43	City of New Berlin	1.0
CTH NN (now Maple Avenue)	STH 83 to CTH L	Towns of Mukwonago and Vernon	4.2
CTH NNN (now Sprague Road)	Road X to STH 99	Town of Eagle	4.0
CTH N (now South Street)	CTH NN to STH 99	Village of Eagle and Town of Eagle	1.6
CTH GN (now Wilton Road)	STH 67 to STH 59	Town of Eagle	1.2
CTH GN (now Wilton Road)	CTH N to STH 67	Town of Eagle	1.7
CTH X (now Road X)	STH 67 to STH 59	Town of Eagle	1.6
CTH HI (now Small Road)	Grange Avenue to CTH I	City of New Berlin	1.6
CTH G (now Road G)	CTH D to CTH ZZ	Town of Ottawa	2.8
CTH X (now Road X)	STH 59 to CTH E	Towns of Eagle and Mukwonago	3.0
CTH EF (now Dorn Road)	Rybeck Road to Hartling Road	Town of Merton	0.8
CTH GG (now Road GG)	CTH G to CTH GE	Town of Genesee and Ottawa	1.0
CTH GE (now Road GE)	Road GG to CTH E	Town of Genesee	0.8
CTH ZD (now Main Street)	CTH Z to CTH D	Village of Dousman and Town of Ottawa	1.8
Subtotal	--	--	75.4
<b>Total</b>	--	--	<b>75.4</b>
<b>Total All Transfers</b>	--	--	<b>163.2</b>

<sup>a</sup>This facility is part of the recommended county trunk highway system.



Map 6

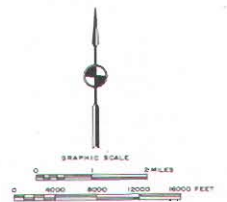
JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WAUKESHA COUNTY: 1975-1992



LEGEND

TRANSFERS TO:

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM



Source: SEWRPC.

tively small, about 10 miles, substantial realignment of the county trunk highway system has occurred, and substantial additional realignment remains. About 27 miles of former State trunk highways have been transferred to the county trunk highway system; about 20 miles of former local trunk highways have been transferred to the county trunk highway system; and about 16 miles of former county trunk highways have been transferred to the State trunk highway system.

Realignment of the existing county trunk highway system in accord with the planned jurisdictional highway system will require the transfer of about three miles to the State trunk highway system and about four miles to the local trunk highway system, as well as the deletion of about 56 miles of highways from the county trunk highway system which function as land access or collector facilities rather than arterials. These transfers and deletions will be offset by the transfer of about 26 miles of State trunk highways and about 55 miles of local trunk highways to the county trunk highway system, as well as the addition to the arterial street and highway system as county trunk highways of about 14 miles of new facilities and about nine miles of existing nonarterial facilities.

A total of about 22 miles has been added to the local trunk highway system, including about six miles transferred from the State trunk highway system. Most of the remaining 16 miles has been transferred from the county trunk highway system. Approximately four miles of existing county trunk highways are recommended for transfer to the local trunk highway system, and about one mile of new facility is recommended for addition to the arterial system as a local trunk highway.

## PROPOSED PLAN REVISIONS

The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County met on August 26, 1993, and at that meeting requested consideration of certain potential amendments to the county jurisdictional highway system plan which should be evaluated by the Commission staff for consideration. In addition, the Advisory Committee requested that consideration be given to a review of the criteria in the original jurisdictional highway system plan to be followed in the transfer of jurisdiction of roadways among State, county, and local governments. Also, the Committee asked that desirable roadway cross-sections be recommended

upon completion of the proposed amended plan for the urban and rural arterial roadways to be recommended in that plan. The issues raised by these requests are considered in the following sections of this report.

### Addition to the Plan of Glacier Road and Lindsay Road as Local Arterials

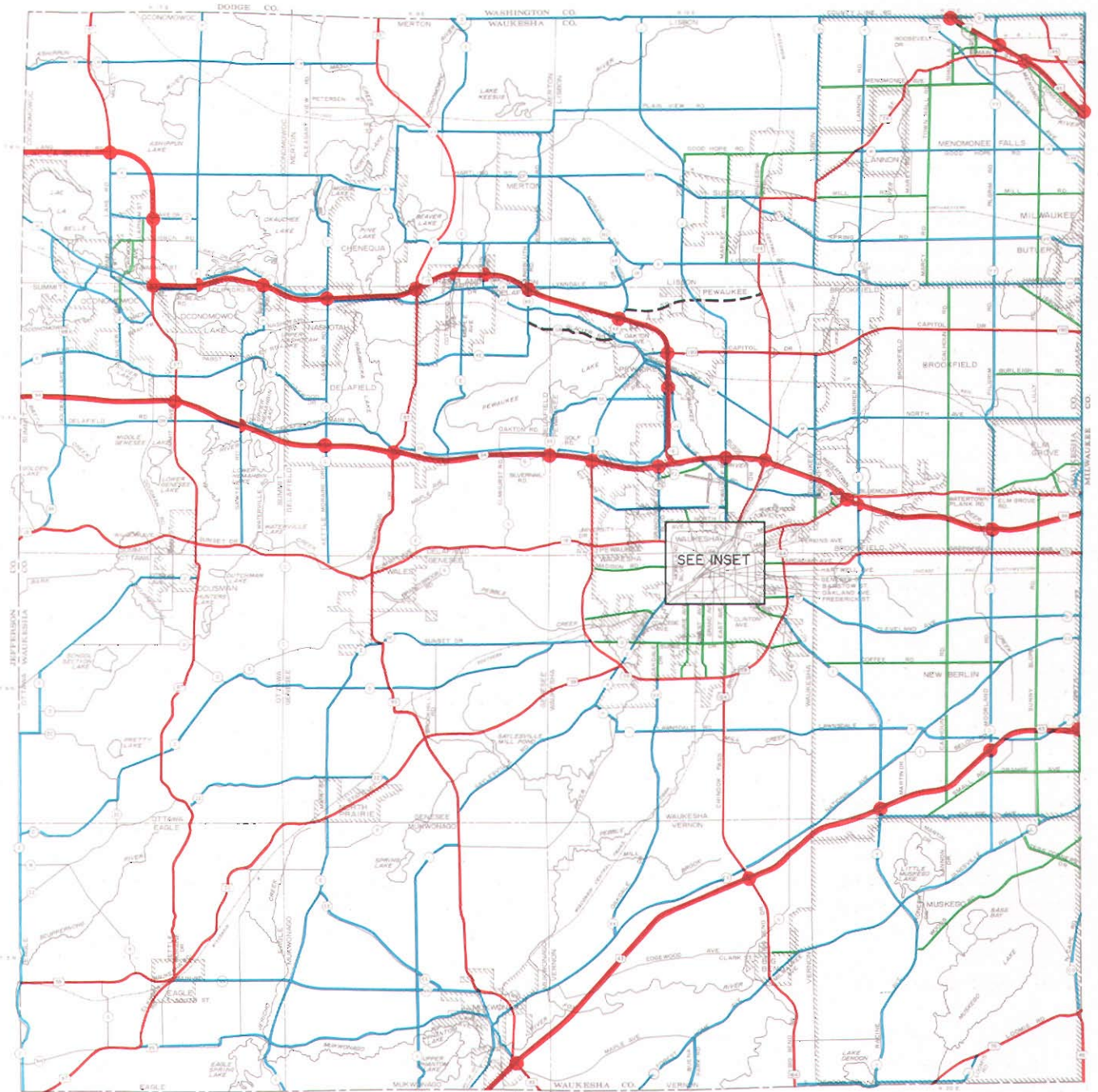
The Town of Pewaukee representative on the Advisory Committee requested that consideration be given to adding 1) Glacier Road between CTH KE and CTH JJ and 2) Lindsay Road between CTH KF and STH 164 as local arterials to the jurisdictional plan. These two roadways are shown on Map 7. The adopted Commission regional transportation system planning objectives and standards for the provision of arterial streets recommend one-half-mile spacing of arterial streets in areas of high-density urban development (7.0 to 17.9 dwelling units per net residential acre); one-mile spacing in areas of medium-density urban development (2.3 to 6.9 dwelling units per net residential acre); two-mile spacing in areas of low-density residential development (0.7 to 2.2 dwelling units per net residential acre); and at least a two-mile spacing in rural areas. The area served by Glacier Road currently includes, and is planned under the adopted regional land use plan to include, areas of medium-density and low-density urban development and rural areas. Glacier Road is located parallel to, and within one-half mile of, CTH JJ, which is an existing and planned arterial facility. The current and forecast year 2010 average weekday traffic volumes on the segment of CTH JJ in question are well within the current design capacity of CTH JJ. Because Glacier Road is not needed to provide additional arterial capacity and because nothing warrants changing its status to provide desirable arterial spacing, it is recommended that Glacier Road not be added to the county jurisdictional highway system plan as a local arterial.

Lindsay Road between CTH KF and STH 164 is located in an area planned under the adopted regional land use plan to remain in rural and open uses. The spacing of arterial facilities in such areas should be no closer than two miles. Lindsay Road is located parallel to Capitol Drive (STH 190) and Lisbon Road (CTH K), and the spacing between these parallel segments of Capitol Drive and Lisbon Road is two miles. These segments of Capitol Drive and Lisbon Road have sufficient traffic-carrying capacity to serve existing and forecast year 2010 average weekday traffic volumes. Because Lindsay Road is not needed to provide additional arterial capacity and because nothing warrants changing its status to



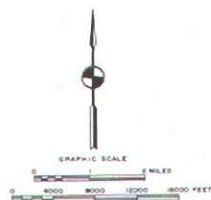
Map 7

LOCATION OF GLACIER ROAD AND LINDSAY ROAD WITH RESPECT TO THE CURRENT ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN

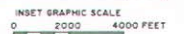


LEGEND

- TYPE I ARTERIAL (FREEWAY-STATE TRUNK HIGHWAY)
- INTERCHANGE
- TYPE I ARTERIAL (STATE TRUNK HIGHWAY)
- TYPE II ARTERIAL (COUNTY TRUNK HIGHWAY)
- TYPE III ARTERIAL (LOCAL TRUNK HIGHWAY)
- - - FACILITY PROPOSED FOR ADDITION TO THE ARTERIAL SYSTEM AS A LOCAL TRUNK HIGHWAY



INSET





provide desirable arterial spacing, it is recommended that Lindsay Road not be added to the county jurisdictional highway system plan as a local arterial.

Addition to the Plan of Sprague Road.

Road X and Shearer Road as County Arterials

The Town of Eagle representative on the Advisory Committee requested that consideration be given to adding to the plan as county arterials Sprague Road between STH 99 and STH 59, Road X between STH 67 and STH 83, and Shearer Road between STH 67 and the Town's southern limit (see Map 8). Sprague Road between STH 99 and STH 59 is located in an area planned under the adopted regional land use plan to remain largely in rural use. Sprague Road is located parallel to STH 59 and CTH E. The spacing between these parallel segments of STH 59 and CTH E is approximately two to three miles, which is appropriate arterial spacing for an area proposed to remain in rural uses. Sufficient arterial traffic-carrying capacity exists on STH 59 and CTH E to serve existing and forecast year 2010 average weekday traffic volumes. Because Sprague Road is not needed to provide additional arterial capacity and because nothing warrants changing its status to provide desirable arterial spacing, it is recommended that Sprague Road not be added to the county jurisdictional highway system plan as an arterial facility, and it is further recommended that the facility remain under local jurisdiction, as it is not an arterial facility.

Road X between STH 67 and STH 83 is located in an area planned under the adopted regional land use plan to remain largely in rural use. Road X is located parallel to STH 59 and CTH NN. The spacing between these parallel segments of STH 59 and CTH NN is approximately four miles, which is appropriate arterial spacing for an area proposed to remain in rural use. Both STH 59 and CTH NN have sufficient traffic-carrying capacity to accommodate existing and forecast year 2010 average weekday traffic volumes. Because Road X is not needed to provide additional arterial capacity and because nothing warrants changing its status to provide desirable arterial spacing, it is recommended that Road X not be added to the county jurisdictional highway system plan as an arterial facility, and it is further recommended that the facility remain under local jurisdiction, as it is not an arterial facility.

The last roadway segment requested by the Town of Eagle representative to be considered for addition to the county jurisdictional highway system plan as a county arterial is Shearer Road between STH 67 and

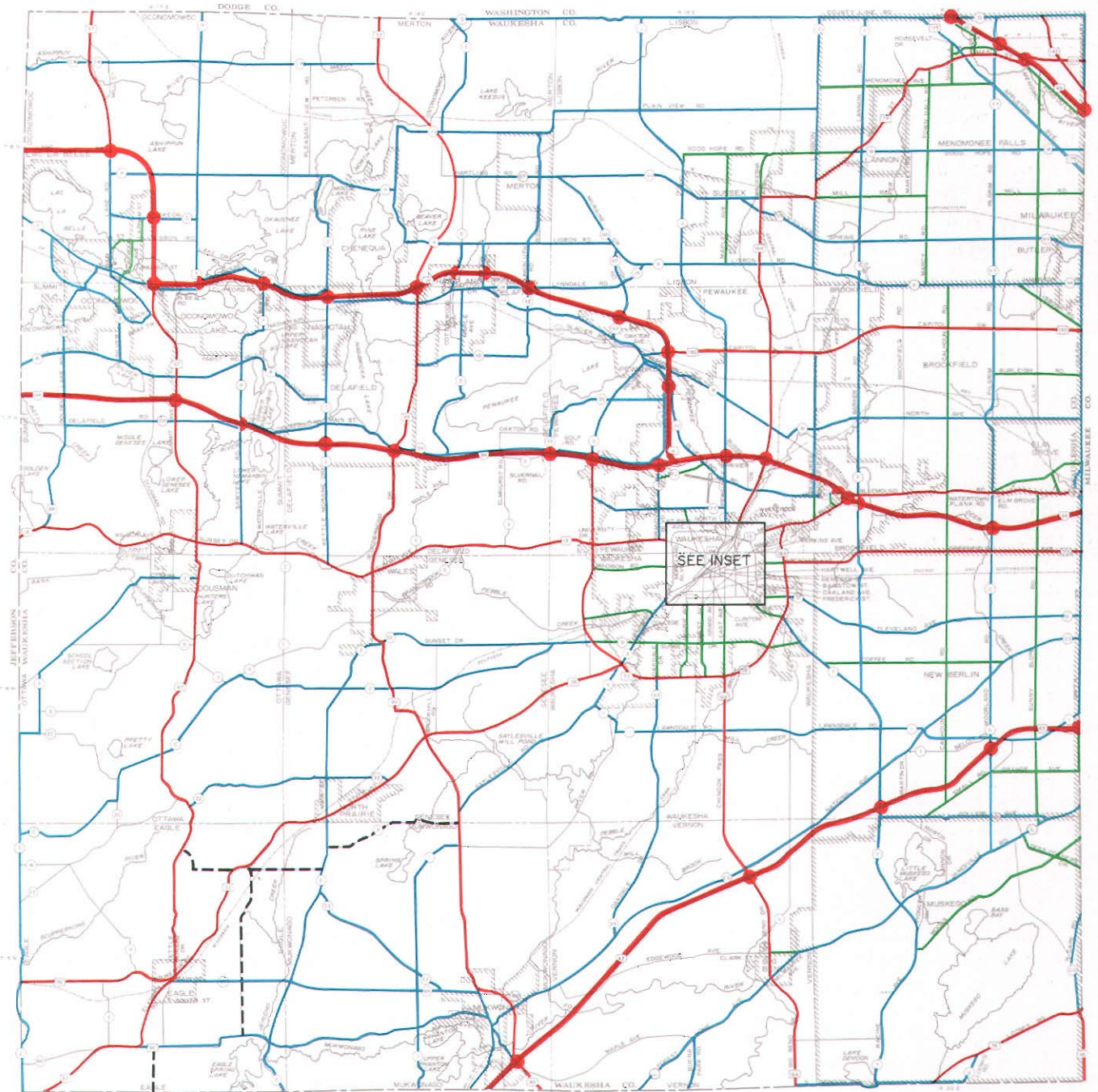
the Waukesha-Walworth county line at the southern Town limit. To provide the necessary continuous county arterial routing, the proposed county arterial routing would need to be extended along Shearer Road in Walworth County to CTH J, as shown on Map 9. Shearer Road is located in an area proposed under the adopted regional land use plan to remain in rural use. STH 67 and CTH E are located parallel to Shearer Road. The spacing between these parallel segments of STH 67 and CTH E is approximately four to seven miles, which is appropriate arterial spacing for an area of rural land use. These segments of STH 67 and CTH E have sufficient traffic-carrying capacity to accommodate existing and forecast year 2010 average weekday traffic volumes. It is recommended that Shearer Road not be added to the jurisdictional highway system plans in Waukesha and Walworth Counties, as such addition is not necessary to provide a desirable spacing of arterial facilities or to provide additional arterial capacity. It is further recommended that Shearer Road remain under local jurisdiction, as it is not an existing or planned future arterial facility.

Deletion from the Plan of CTH E between Golf Road and CTH KE

The Town of Delafield representative on the Advisory Committee requested that consideration be given to the removal of CTH E from the county jurisdictional highway system plan as an arterial facility between Golf Road and CTH KE, as shown on Map 10. The facility has undesirable horizontal and vertical curvature and provides significant land access to residential property along its length. CTH E is located within an area planned under the adopted regional land use plan for low-density urban uses and for rural uses. CTH E also serves, along with STH 83, which is located approximately one mile west of CTH E, to connect the Village of Hartland to IH 94. CTH E is not needed to provide desirable arterial spacing, nor is it needed to provide additional arterial traffic-carrying capacity. The only arterial function served by CTH E is to provide a direct route for traffic traveling between the southeastern portion of the Village of Hartland and IH 94. The planned extension of CTH KE between CTH E and STH 83, as recommended in the jurisdictional highway system plan, however, should serve and remove a substantial portion of this arterial traffic. Until this extension is built, CTH E will continue to serve this arterial traffic. As the plan does propose the extension of CTH KE, it is recommended that the segment of CTH E between Golf Road and CTH KE be deleted from the county jurisdictional highway system plan, and that this segment of CTH E be

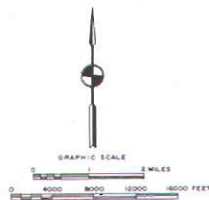
Map 8

LOCATION OF SPRAGUE ROAD, ROAD X, AND SHEARER ROAD WITH RESPECT TO THE CURRENT ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN



LEGEND

- TYPE I ARTERIAL (FREEWAY-STATE TRUNK HIGHWAY)
- INTERCHANGE
- TYPE I ARTERIAL (STATE TRUNK HIGHWAY)
- TYPE II ARTERIAL (COUNTY TRUNK HIGHWAY)
- TYPE III ARTERIAL (LOCAL TRUNK HIGHWAY)
- - - FACILITY PROPOSED FOR ADDITION TO THE ARTERIAL SYSTEM AS A LOCAL TRUNK HIGHWAY

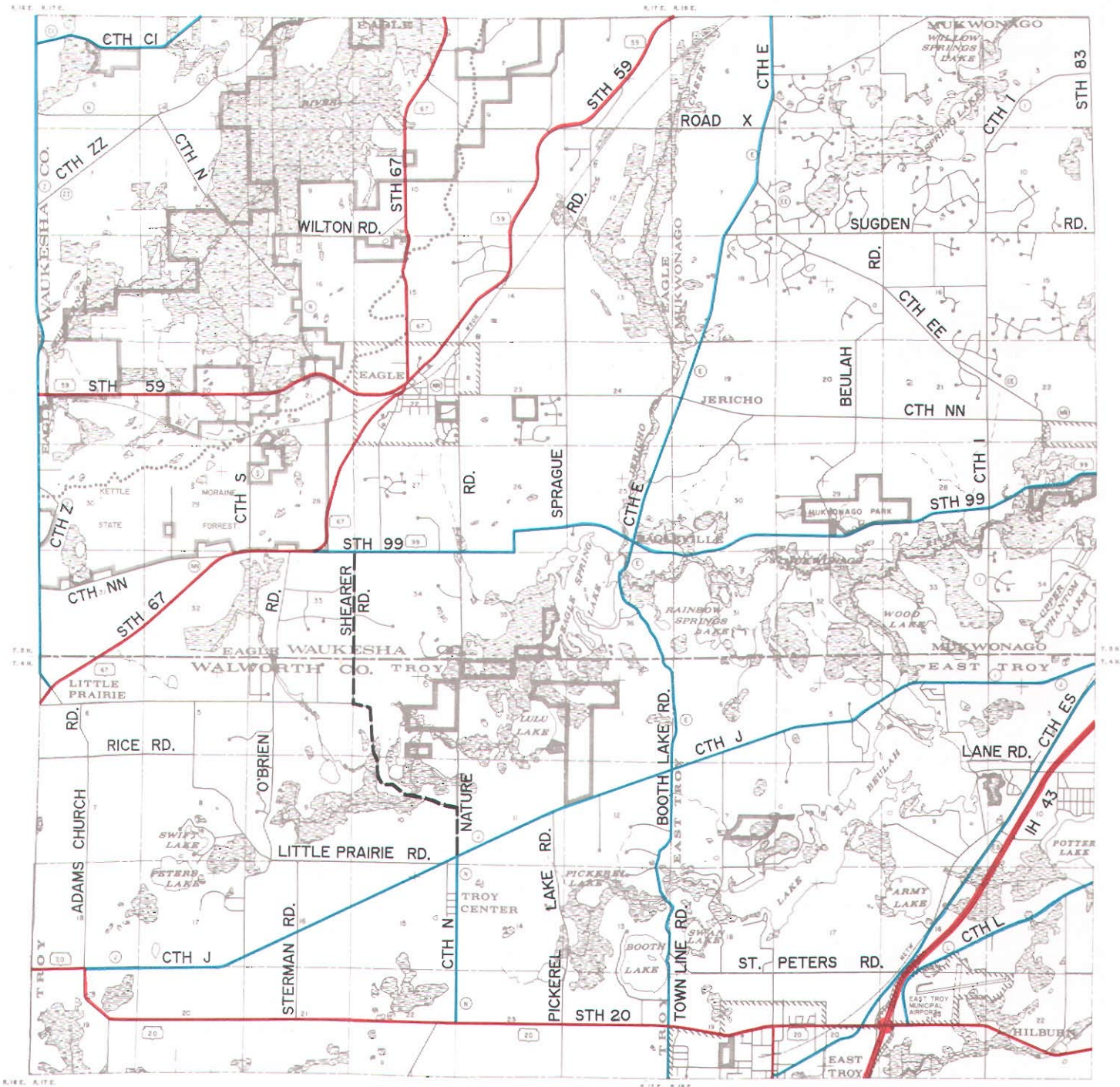


Source: SEWRPC.



Map 9

LOCATION OF SHEARER ROAD WITH RESPECT TO WAUKESHA AND WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLANS



LEGEND

- TYPE I ARTERIAL (FREEWAY-STATE TRUNK HIGHWAY)
- INTERCHANGE
- TYPE I ARTERIAL (STATE TRUNK HIGHWAY)
- TYPE II ARTERIAL (COUNTY TRUNK HIGHWAY)
- SHEARER ROAD

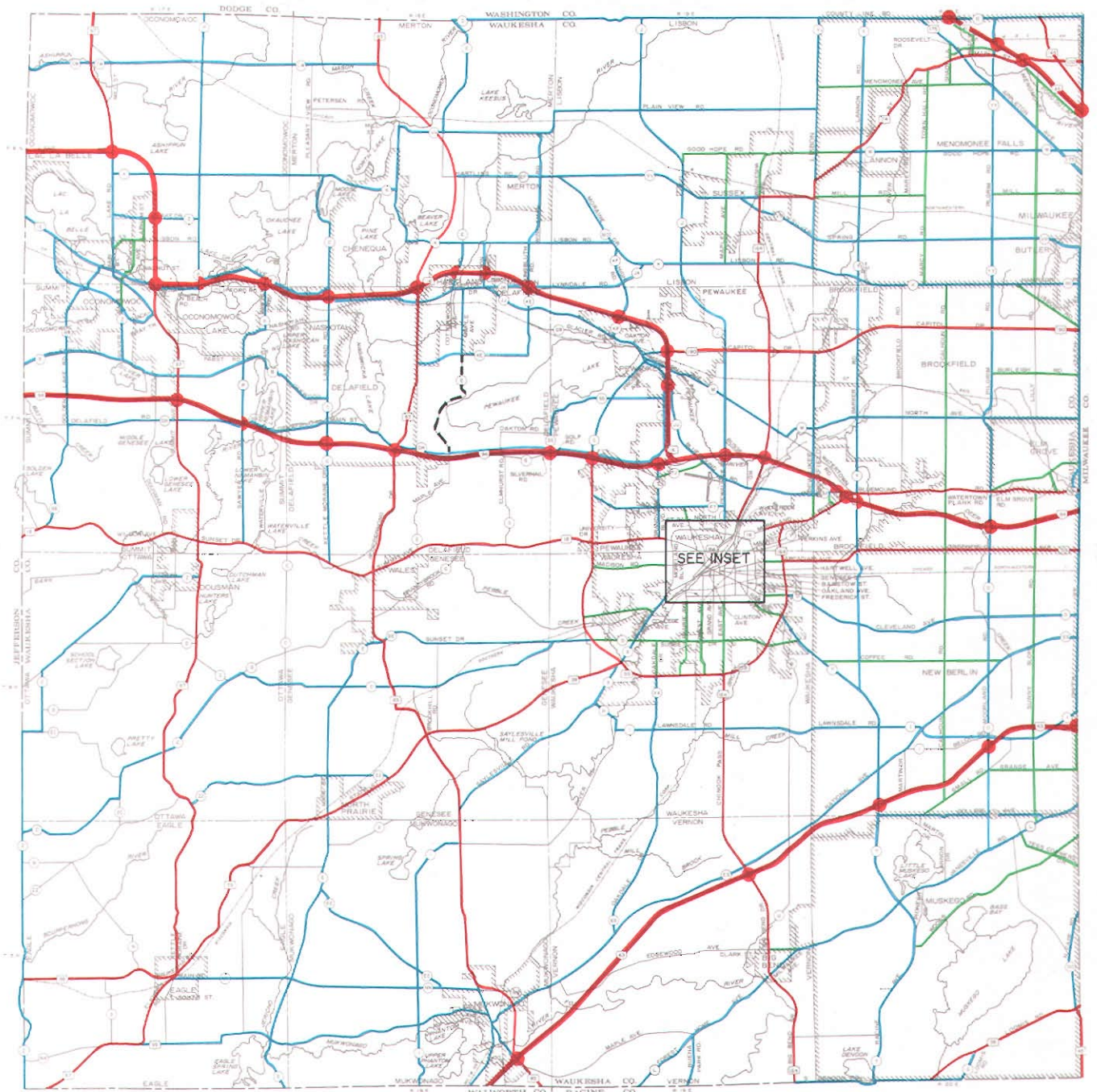


Source: SEWRPC.



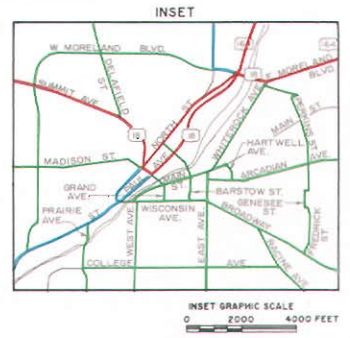
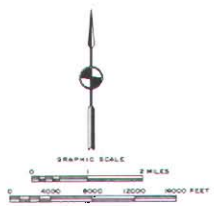
# Map 10

## LOCATION OF CTH E WITH RESPECT TO THE CURRENT ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN



### LEGEND

- TYPE I ARTERIAL (FREEWAY-STATE TRUNK HIGHWAY)
- INTERCHANGE
- TYPE II ARTERIAL (COUNTY TRUNK HIGHWAY)
- TYPE III ARTERIAL (LOCAL TRUNK HIGHWAY)
- CTH E



Source: SEWRPC.

recommended to be transferred from county to local jurisdiction, as it would not function as an arterial facility.

Transfer of CTH J from County to State Jurisdiction  
Representatives of several communities on the Advisory Committee requested consideration of the transfer of CTH J from county to State jurisdiction. The transfer of CTH J from county to State jurisdiction is consistent with recommendations in the SEWRPC Amendment to the Washington County Jurisdictional Highway System Plan—2000, adopted by the Commission in June 1990. The transfer of CTH J from county to State jurisdiction is warranted by the existing and forecast year 2010 average weekday traffic volumes on the facility; the overall travel speed provided, the average trip length, and the land uses served and connected. The principal function of this facility is to move traffic between the developing urban and suburban areas of Waukesha and Washington Counties, as well as to move traffic through Waukesha County. While this facility may be expected to serve intercounty traffic between Waukesha and Washington Counties, it will also serve intercounty traffic between Waukesha and Racine Counties, as shown on Map 11. This is the appropriate function of a State trunk highway. Therefore, it was recommended that CTH J from IH 94 to the Waukesha-Washington county line be transferred to the State trunk highway system with IH 94 serving as the connection to STH 164 to the south.

It may be noted, however, that the transfer of CTH J to the State trunk highway system would result in two State trunk highways, CTH J and STH 164, spaced approximately 0.9 to 1.8 miles apart between IH 94 and CTH K. This is less than the recommended spacing of at least two miles recommended in the criteria for the jurisdictional classification of facilities as State trunk highways. Because these two facilities provide virtually the same land use service and have similar traffic operational characteristics between IH 94 and CTH K, the forecast design year 2010 average weekday traffic volumes and estimated average trip length were compared to determine which facility should be properly designated the State trunk arterial.

Design year 2010 traffic volumes on CTH J between CTH K and IH 94 may be expected to range from 17,000 to 29,000 vehicles per average weekday. The average trip length may be expected to approximate 24 miles. Design year 2010 traffic volumes on STH 164 between CTH K and IH 94 may be expected

to range from 27,000 to 45,000 vehicles per average weekday. The average trip length may be expected to approximate 21 miles. Thus, both the forecast average weekday traffic volumes and the average trip lengths on each facility meet the criteria for classification as a State trunk highway. However, because the average trip length on CTH J is longer than on STH 164 between IH 94 and CTH K, and because CTH J provides for a more direct State trunk highway routing, it was recommended that CTH J be designated the State trunk highway and that STH 164 be converted to a county trunk highway between IH 94 and STH 190.

The Advisory Committee, at its meeting held on April 4, 1994, recommended that CTH J from the Waukesha-Washington county line south to central Waukesha County be transferred from the county trunk highway system to the State trunk highway system, but requested analysis of alternative connections between CTH J and existing STH 164. Advisory Committee representatives suggested that the alternatives to IH 94 to be considered for the connecting segment include CTH K, STH 190, and CTH JJ. As the sole remaining arterial facility between CTH K on the north and CTH JJ on the south, CTH M was also evaluated as a potential connecting segment.

Analyses of the alternative connecting segments indicated that IH 94 in the Waukesha area may be expected to provide traffic mobility superior to that of any of the other connecting segments considered with respect to travel speed, traffic safety, and accommodation of turning movements. Further, because CTH J and STH 164 may be expected to provide very similar travel times and traffic operational characteristics, it is unlikely that significant volumes of traffic would be diverted from CTH J to STH 164 on any of the other proposed connecting segments, particularly if CTH J is being utilized from the north to access IH 94 or destinations south of IH 94. Accordingly, the Commission staff continued to recommend the use of IH 94 to provide the connection between CTH J and STH 164.

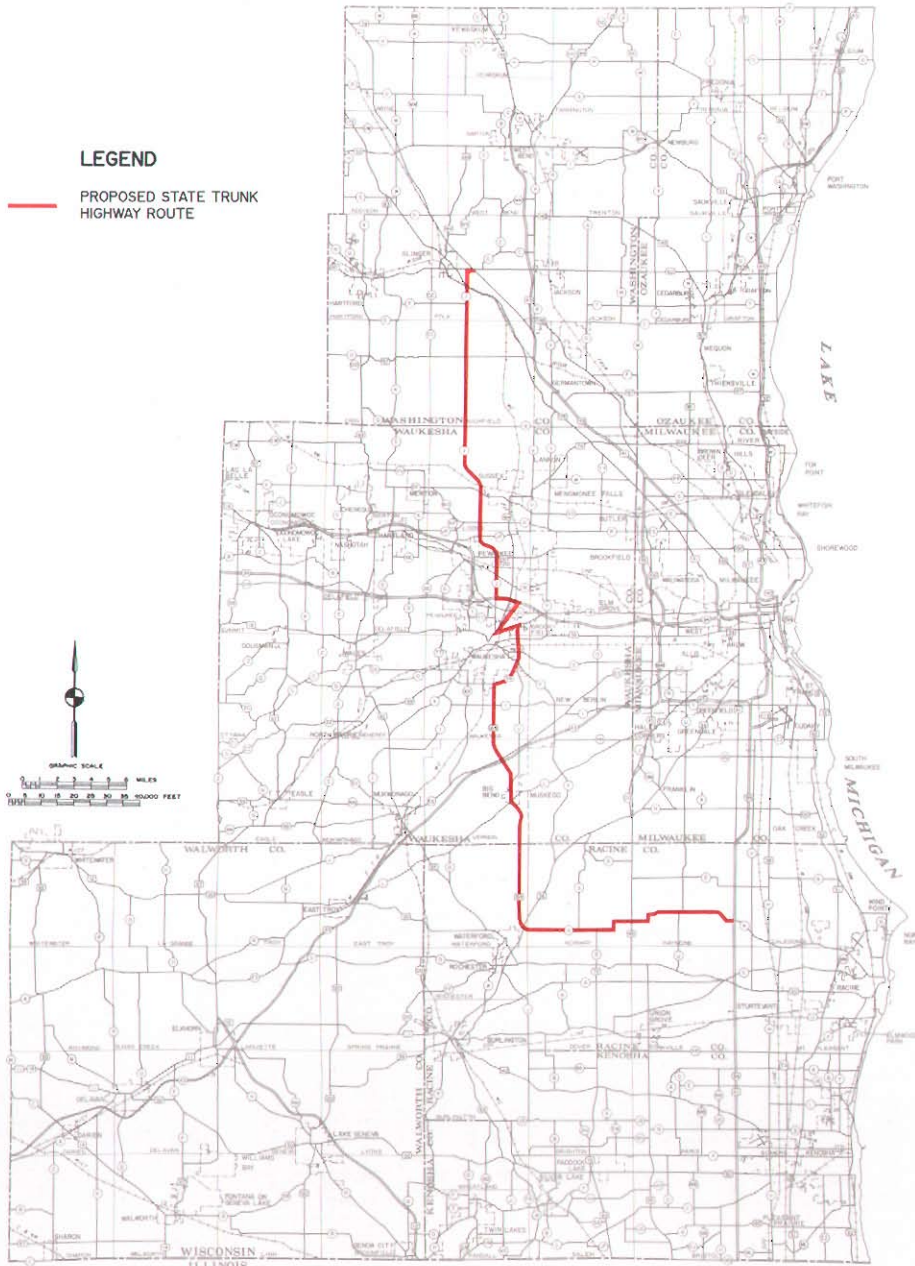
Attendant to the transfer of CTH J to the State trunk highway system, as noted above, it was recommended that STH 164 between IH 94 and STH 190 be transferred to the county trunk arterial system. The retention of this segment as a State trunk highway would provide less than the desired two-mile minimum spacing for State trunk arterials. Retaining STH 164 as a State trunk arterial between STH 190 and CTH K would, however, provide system continuity, and some of the left-turn movements



PROPOSED STATE TRUNK HIGHWAY ROUTE IN WASHINGTON, WAUKESHA, AND RACINE COUNTIES

LEGEND

PROPOSED STATE TRUNK HIGHWAY ROUTE

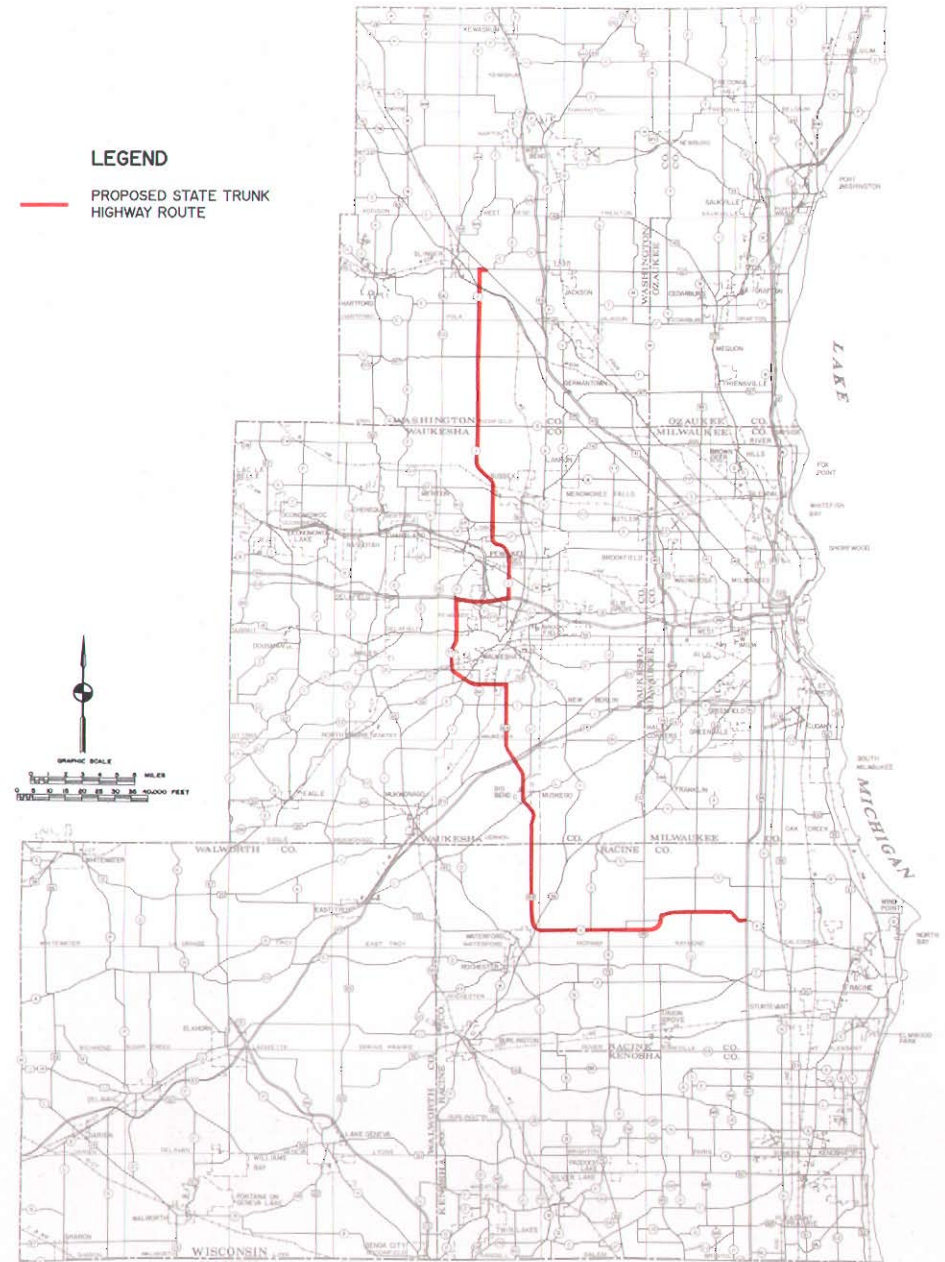


Source: SEWRPC.

ALTERNATIVE STATE TRUNK HIGHWAY ROUTE PROPOSED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION UTILIZING THE LONG-PLANNED WAUKESHA WEST BYPASS

LEGEND

PROPOSED STATE TRUNK HIGHWAY ROUTE



Source: SEWRPC.

attendant to an at-grade intersection would be eliminated by the interchange between STH 164 and STH 190.

At the June 1, 1994, Advisory Committee meeting, the Wisconsin Department of Transportation representative on the Committee indicated that the Department, after careful consideration, concurred with the original Commission staff recommendation to transfer CTH J to State jurisdiction between IH 94 and the Waukesha-Washington county line. This reflected recognition that the segment of CTH J under consideration for transfer would ultimately be part of a much longer State trunk highway route. However, the Department proposed that the connection between CTH J and STH 164 be routed westward on IH 94 to the proposed Waukesha West bypass, southward over that bypass to its proposed intersection with STH 59, and then eastward on STH 59 to its intersection with STH 164 on the south side of the City of Waukesha, as shown on Map 12.

Accordingly, the Department, at the June 1, 1994, meeting of the Advisory Committee, requested that the plan propose the transfer from county to State jurisdiction of CTH J between IH 94 and the Waukesha-Washington county line, and that the ultimate State trunk highway route, of which this segment of CTH J would become a part, include IH 94 to the Waukesha West bypass and the bypass itself. Because IH 94 would be expected to provide the best connecting segment for both an interim and the ultimate State trunk highway route, the Commission staff has continued to recommend that IH 94 be used to provide the connection. Further, the ultimate State trunk highway route proposed by the Department is recommended because it is more direct than the interim route south of IH 94 envisioned pending construction of the Waukesha West bypass.

Attendant to this ultimate State trunk highway routing, several additional jurisdictional transfers are recommended to promote system continuity. These transfers would include STH 164 from Moreland Boulevard (USH 18) to IH 94 to the county trunk highway system, and CTH J from Gascoigne Drive to IH 94 to the local arterial system. Pewaukee Road from Moreland Boulevard to Gascoigne Drive and Moreland Boulevard from Pewaukee Road to STH 164 would be retained on the local arterial system.

Also, at the June 1, 1994, meeting of the Advisory Committee, the Wisconsin Department of Transportation requested that attendant to the transfer of

CTH J from the County to the State, consideration be given to the jurisdictional transfer of 1) STH 74 between STH 164 and USH 41/45 and 2) STH 164 between STH 74 and USH 18. Design year 2010 traffic volumes on STH 74 may be expected to range from 9,500 to 20,000 vehicles per average weekday. Thus, STH 74 satisfies the volume criterion for classification as a State trunk highway. The average trip length on STH 74 is estimated at 15 miles, and thus meets the criterion for classification as a county trunk arterial. This segment of STH 74 generally meets the land use service criteria for classification as a State trunk highway. With respect to traffic mobility, the rural portions of this segment generally meet the criterion for classification as a State trunk highway, while the urban portions generally meet the criterion for classification as a county trunk highway. Finally, this segment of STH 74 meets the spacing criterion for classification as a State trunk highway.

The forecast average weekday volumes on STH 164 between STH 74 and USH 18 range from 13,000 to 45,000 vehicles, thus satisfying the volume criterion for classification as a State trunk highway. The average trip length on STH 164 approximates 19 miles, and thus meets the trip length criterion for classification as a State trunk highway. This segment of STH 164 also meets the land use service and traffic mobility criteria for classification as a State trunk highway. Finally, between STH 74 and CTH K, this segment of STH 164 meets the spacing criterion for classification as a State trunk highway. Between IH 94 and CTH K, the distance between CTH J, which is proposed to be transferred to the State trunk highway system, and STH 164 ranges from about 0.9 mile to 1.8 miles, less than the spacing criterion of 2.0 miles or greater.

Because STH 74 between STH 164 and USH 41/45 generally meets four of the five criteria for classification as a State trunk highway, it is recommended to be retained on the State trunk highway system. Because STH 164 between STH 74 and STH 190 also meets the criteria for classification as a State trunk highway, that segment is also recommended to be retained on the State trunk highway system.

As noted above, the segment of STH 164 between IH 94 and CTH K would not meet the spacing criterion for classification as a State trunk highway upon the transfer of CTH J to the State trunk highway system. However, to provide system continuity, it is nonetheless recommended that STH 164 be retained on the State trunk arterial system between

STH 74 and STH 190. It is further recommended that STH 164 between IH 94 and STH 190 be transferred to the county trunk highway system.

In summary, it is recommended that CTH J from IH 94 to the Waukesha-Washington county line be transferred from the county trunk highway system to the State trunk highway system consistent with the recommended transfer of CTH J to the State trunk highway system in Washington County; that STH 164 between IH 94 and STH 190 be transferred to the county trunk highway system; and that STH 74 from STH 164 to USH 41/45 and STH 164 from STH 74 to STH 190 be retained on the State trunk highway system.

Attendant to the ultimate use of the Waukesha West bypass as the State trunk highway routing of STH 164 around the City of Waukesha, several additional jurisdictional transfers are recommended to promote system continuity. These transfers would include STH 164 from Moreland Boulevard (USH 18) to IH 94 to the county trunk highway system; and CTH J from Gascoigne Drive to IH 94, and CTH FT from a point about 0.7 mile west of CTH J to CTH J to the local trunk highway system. Pewaukee Road from Moreland Boulevard to Gascoigne Drive, Moreland Boulevard from Pewaukee Road to STH 164, and Northview Road from CTH T to a point about 0.7 mile west of CTH J would be retained on the local trunk highway system. The proposed jurisdictions over these facilities under the currently adopted jurisdictional highway system plan and the jurisdictional changes recommended herein are shown, respectively, on Maps 13 and 14.

### Consideration of Recommended

#### Realignment of STH 83

The Wisconsin Department of Transportation representative on the Advisory Committee requested that the long-recommended realignment of STH 83 north of STH 16 in the Town of Merton be reevaluated. The Commission staff was asked to consider an alternative to the long-planned route which would generally follow the existing route of STH 83, but which would substantially improve the horizontal alignment just north of STH 16 and just north of CTH VV. The existing route of STH 83, the long-recommended realignment, and the alternative alignment improvements suggested by the Wisconsin Department of Transportation are shown on Map 15. The alternative alignment improvements would alleviate existing substandard horizontal alignment. The realignment north of CTH VV would also address

substandard clearance problems at the Chicago & North Western Transportation Company railway structure over STH 83.

Current and planned land uses abutting the existing route of STH 83 include low-density urban development—primarily low-density residential development, but also a small amount of commercial development—agricultural land, and primary environmental corridors. Current and planned land uses abutting the long-recommended route also include low-density urban development, agricultural land, and primary environmental corridors. No commercial land uses currently exist or are planned in this corridor. Current and planned land uses abutting the realignment just north of STH 16 proposed by the Wisconsin Department of Transportation include low-density urban development, agricultural land, and primary environmental corridors. Current and planned land uses abutting the realignment proposed just north of CTH VV include some commercial development as part of the low-density urban development, along with agricultural land and primary environmental corridors.

There is no intensive urban development, existing or planned, located along the segment of STH 83 long recommended for realignment in the Town of Merton which needs to be served. Unless carefully regulated through sound land use planning and control, the construction of a high-type arterial on the long-recommended alignment may be expected to encourage the conversion of adjacent land from rural to urban land uses. Such conversion would largely occur in areas not expected to be provided with urban services, including sanitary sewers. Such development is undesirable and should not be encouraged.

The principal function of STH 83 is to connect the City of Hartford and USH 41 in Washington County with communities in western Waukesha County and IH 94. The proposed transfer of CTH J to the State trunk highway system from the county trunk highway system between USH 41 and IH 94 would provide a parallel high-type arterial six to seven miles to the east of STH 83 which may be expected to provide a more direct connection between USH 41 and IH 94. Thus, the need to relocate STH 83 through the Town of Merton is partially obviated.

In 1991, average weekday traffic volumes on STH 83 in the Town of Merton and Village of Chenequa ranged from about 2,000 to about 4,000 vehicles. Forecast design year 2010 average weekday traffic volumes are estimated to range from 4,000 to about

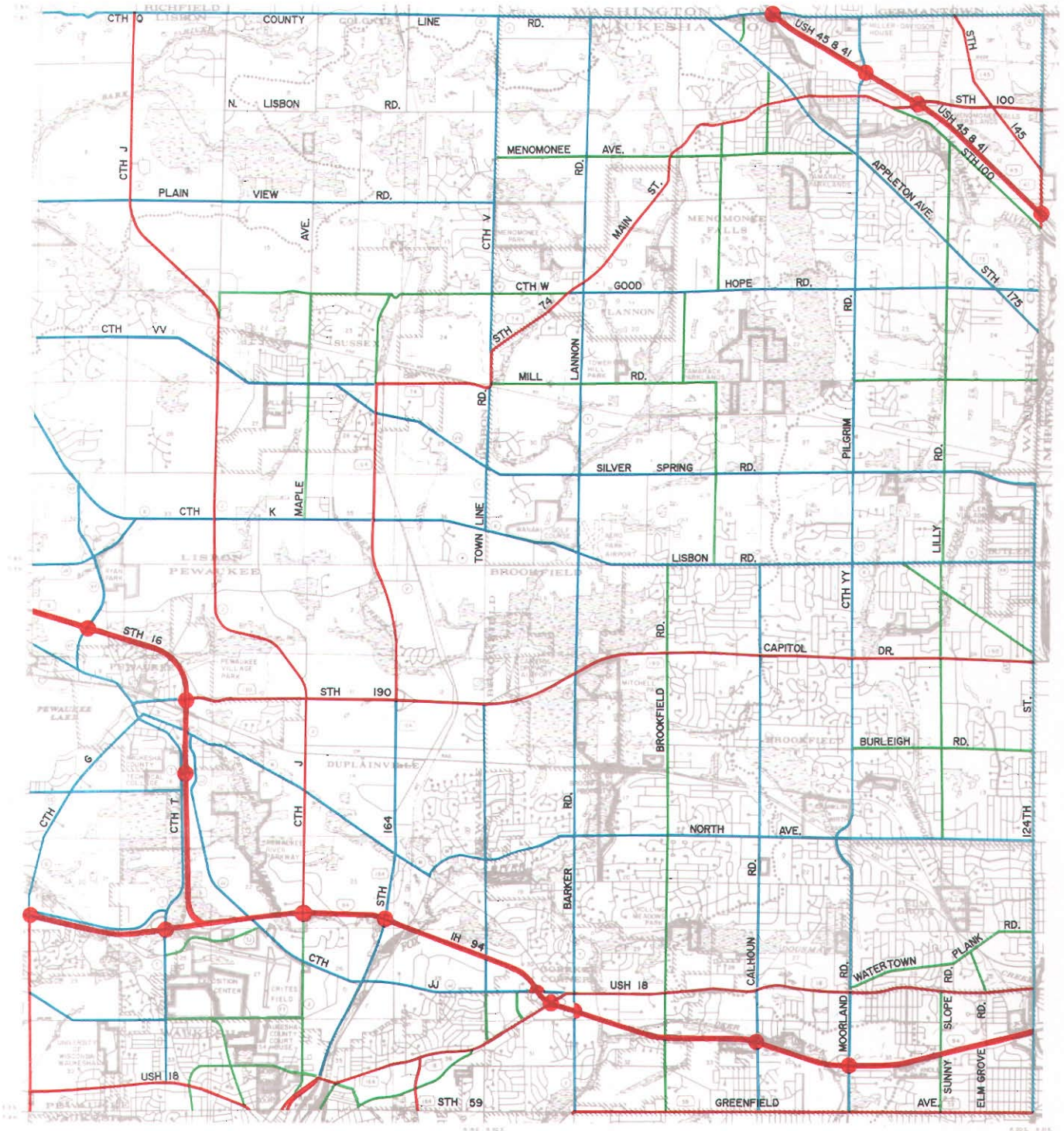






Map 14

PROPOSED JURISDICTIONAL CLASSIFICATION OF ARTERIAL STREETS AND HIGHWAYS IN NORTHEASTERN WAUKESHA COUNTY UNDER THE RECOMMENDED NEW JURISDICTIONAL HIGHWAY SYSTEM PLAN



LEGEND

- JURISDICTIONAL CLASSIFICATION
- STATE TRUNK FREEWAY
  - STATE TRUNK NONFREEWAY
  - COUNTY TRUNK
  - LOCAL TRUNK
  - FREEWAY-NONFREEWAY INTERCHANGE

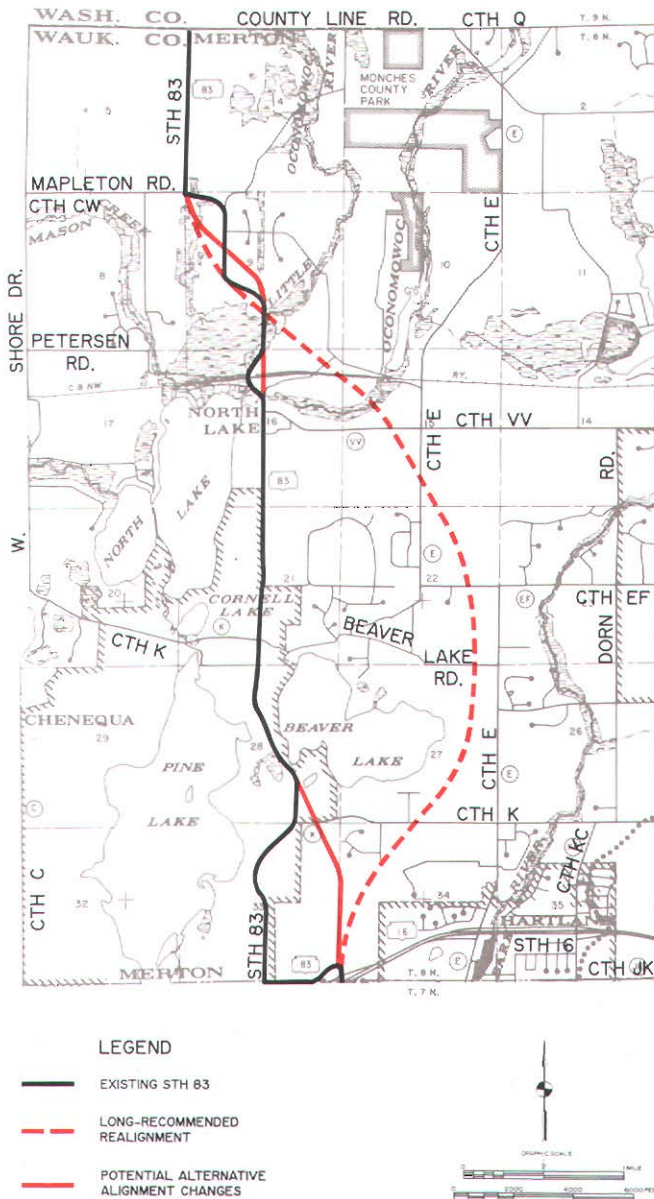


Source: SEWRPC.



Map 15

**EXISTING STH 83 ROUTE, LONG-RECOMMENDED REALIGNMENT OF STH 83, AND ALTERNATIVE ALIGNMENT MODIFICATIONS PROPOSED BY WISCONSIN DEPARTMENT OF TRANSPORTATION**



Source: Wisconsin Department of Transportation and SEWRPC.

6,000 vehicles. Thus, the 7,000-to-13,000-vehicles-per-average-weekday design capacity of the existing route may be expected to be adequate for both existing and forecast design year traffic volumes, and there is no need to relocate the highway to facilitate the provision of additional travel lanes.

Thus, because the long-recommended route is not required to serve existing or planned intensive urban development; because the planned transfer of CTH J

from the county to the State trunk arterial system would provide a parallel and more direct connection between USH 41 and IH 94; and because there should not be a need for relocation to facilitate the provision of added travel lanes based on existing or forecast design year 2010 average weekday traffic volumes, it is recommended that the proposed major realignment be eliminated from the plan.

At its meeting held on April 4, 1994, the Advisory Committee recommended that the long-planned realignment of STH 83 in the Town of Merton be deleted from the jurisdictional highway system plan. The Advisory Committee, however, made no recommendation with respect to which route STH 83 should follow, but requested estimates of construction costs and disruption attendant to 1) retaining STH 83 exclusively on its existing alignment and 2) generally retaining the existing alignment, but with improvements just north of STH 16 and between CTH VV and CTH CW. In addition, the Village of Chenequa's representative on the Committee requested that consideration be given to a series of improvements to north-south facilities paralleling STH 83 which have the potential to reduce the need for four traffic lanes on STH 83 through the Village for the foreseeable future.

Table 7 sets forth the estimated construction cost and disruption attendant to retaining STH 83 on its existing alignment. Table 8 sets forth the estimated construction costs for and disruption attendant to a route which would generally include STH 83 over its existing alignment but would include modest alignment improvements just north of STH 16 and between CTH VV and CTH CW, as shown on Map 15. It should be noted that a new facility alignment, as shown on the current jurisdictional highway system plan, is intended to represent a corridor in which a proposed new facility may be located. It is not intended to represent a definitive centerline alignment but, rather, one of the several alternative alignments which would likely be considered by the Wisconsin Department of Transportation during the conduct of a preliminary engineering study. Following completion of a preliminary engineering study, a definitive centerline alignment would be selected and incorporated into county and local plans and official maps.

Finally, for comparison purposes, the estimated cost of constructing the roadway on the long-planned alignment—also shown on Map 15—is set forth in Table 9. Because modest improvements to the existing alignment would substantially abate existing substandard horizontal alignment problems on STH 83 from STH 16 to CTH CW as well as the sub-

Table 7

## ROUTING STH 83 OVER THE EXISTING ROUTE

Segment	Disruption	Element	Construction Cost
Westbound Ramps at STH 16 to a Point about 1,000 Feet North of CTH CW	No right-of-way required	Resurface existing route	\$1,044,000
	No residences would be displaced No businesses would be displaced  The existing railway structure is in a primary environmental corridor and abuts wetlands to the south at the western end of the structure  Reconstruction of the railway structure at its existing location may require that railway operations be discontinued during the reconstruction because the proximity of wetlands may preclude the provision of a runaround	Replace existing structure carrying Chicago & North Western Transportation Company trackage over STH 83	655,000
Total	--	--	\$1,699,000

Source: Wisconsin Department of Transportation and SEWRPC.

standard horizontal clearance at the Chicago & North Western Transportation Company structure, it is recommended that STH 83 be routed over a modestly improved existing alignment. The estimated construction cost of implementing this recommendation may be expected to be \$5.6 million. It is further recommended that a preliminary engineering study be initiated as soon as practicable to establish a definitive centerline alignment, which should then be incorporated into county and local plans and official maps.

As previously noted, the Village of Chenequa's representative on the Advisory Committee requested consideration of improvements to north-south facilities paralleling the existing route of STH 83 through the Town of Merton and environs. The improvements would be intended to reduce the potential need to provide four traffic lanes on STH 83 through the Village for the foreseeable future. The parallel facilities identified by Village officials included CTH E, CTH J, CTH P, CTH KC, CTH KE, and Dorn Road.

The first parallel north-south facility to be considered was CTH E. Two specific proposed improvements to this facility were identified by Village of Chenequa officials: 1) elimination of the two 90-degree intersections between the north-south legs of CTH E and

Hartling Road (CTH EF), an east-west facility; and 2) the improvement of the existing one-half-diamond interchange between STH 16 and CTH E to a full-diamond interchange.

Two alternatives were considered to eliminate the two 90-degree intersections between CTH E and Hartling Road. The first alternative considered, as shown on Map 16, would provide two curves, each having a radius of about 700 feet, sufficient to permit a safe operating speed of about 40 miles per hour. The advantage of this alternative is the elimination of the two existing 90-degree intersections and the provision of relatively high travel speeds. The disadvantage of this alternative is the need to acquire right-of-way to construct the new roadway segments and the attendant costs. It is recommended that this alternative be implemented at an estimated cost of \$1 million, including the reconstruction of Hartling Road between the two new curves.

Also considered, but rejected, was a second alternative which would provide a new diagonal roadway connecting CTH E at its intersection with Hartling Road with existing CTH E approximately one-half mile north of Hartling Road. Because this alternative would require substantially more right-of-way than the other alternative considered; because it would

Table 8

**ROUTING STH 83 OVER THE EXISTING ROUTE WITH MODEST ALIGNMENT  
IMPROVEMENTS JUST NORTH OF STH 16 AND BETWEEN CTH VV AND CTH CW**

Segment	Disruption	Element	Estimated Construction Cost
Westbound Ramps at STH 16 to Thompson Lane	Acquire a strip of right-of-way 100 feet in width  One residence would be displaced No businesses would be displaced  Environmental corridor impacts: Would cross approximately 1,410 feet of primary environmental corridor  Prime agricultural lands: Would cross approximately 1,600 feet of prime agricultural land	Construct new two-traffic-lane rural roadway (Hill Street to Thompson Lane)	\$1,625,000
		Reconstruct existing two-traffic-lane rural roadway (STH 16 westbound ramps to Hill Street)	49,000
		Resurface the segment of the existing route to revert to local jurisdiction as nonarterial (new roadway to Thompson Lane)	340,000
		Subtotal	--
Thompson Lane to the Oconomowoc River	No impact	Resurface the segment of the existing route to remain on the State trunk arterial system	\$ 425,000
Subtotal	--	--	\$ 425,000
Oconomowoc River to the Little Oconomowoc River	Acquire a strip of right-of-way 100 feet in width  One residence would be displaced One business would be displaced; proposed route crosses lands of a second business, an operating gravel pit  May cross potential hazardous materials site dependent upon final design  Environmental corridor impacts: Would cross approximately 1,100 feet of primary environmental corridor, including 250 feet of wetlands within the primary environmental corridor	Construct new two-traffic-lane rural roadway (Oconomowoc River to the Little Oconomowoc River)	\$ 438,000
		Construct new structures:	
		<ul style="list-style-type: none"> <li>● STH 83 over Oconomowoc River 140,000</li> <li>● Chicago &amp; North Western Transportation Company trackage over STH 83 725,000</li> <li>● STH 83 over Little Oconomowoc River 82,000</li> </ul>	
		Wetland mitigation	4,000
Subtotal	--	--	\$1,389,000
Little Oconomowoc River to a Point about 950 Feet North	No right-of-way required  No residences would be displaced No businesses would be displaced  Primary environmental corridor abuts the entire segment and wetlands abut the entire segment on the east and about 770 feet of the segment on the west. Widening the existing pavement and shoulders from 22 feet and three feet, respectively, to desirable 24-foot and 10-foot widths, respectively, would adversely affect the wetlands	Reconstruct existing two-traffic-lane rural roadway (from Little Oconomowoc River to a point about 950 feet north)	\$ 126,000
		Wetland mitigation	17,000
Subtotal	--	--	\$ 143,000
A Point about 950 Feet North of the Little Oconomowoc River to a Point about 1,000 Feet North of CTH CW	Acquire a strip of right-of-way 100 feet in width  One residence would be displaced No businesses would be displaced	Construct new two-traffic-lane rural roadway (from a point about 950 feet north of the Little Oconomowoc River to a point about 650 feet north of CTH CW)	\$1,304,000



Table 8 (continued)

Segment	Disruption	Element	Estimated Construction Cost
A Point about 950 Feet North of the Little Oconomowoc River to a Point about 1,000 Feet North of CTH CW (continued)	Environmental corridor impacts: Would cross approximately 780 feet of primary environmental corridor and about an additional 500 feet of primary environmental corridor on the east, and would cross about 250 feet of wetlands within the primary environmental corridor	Reconstruct existing two-traffic-lane rural roadway (from a point about 650 feet north of CTH CW to a point about 1,000 feet north of CTH CW)	\$ 49,000
		Wetland mitigation	23,000
		Resurface the segment of the existing route to revert to local jurisdiction as nonarterial (from a point about 950 feet north of the Little Oconomowoc River to a point about 1,000 feet north of CTH CW)	221,000
Subtotal	--	--	\$1,597,000
Total	--	--	\$5,568,000

Source: Wisconsin Department of Transportation and SEWRPC.

bisect a single large parcel of land on a diagonal; and because it would not provide for substantially higher travel speeds than the recommended alternative, it was not recommended.

With respect to the Village's request for consideration of a traditional full-diamond interchange between CTH E and STH 16, it should be noted that all traffic movements permitted by a traditional diamond interchange are currently provided by means of the existing split-diamond interchange. That is, the eastbound "off" and westbound "on" movements are accommodated at CTH E, while the eastbound "on" and westbound "off" movements are accommodated at CTH KC. These two facilities, located approximately 0.6 mile apart, are connected by Hartbrook Drive, which provides a high level of traffic mobility between the two halves of the interchange.

The provision of a full interchange between STH 16 and CTH E would entail relocation of Hartbrook Drive at its intersection with CTH E to accommodate a westbound off-ramp. The new intersection would have to be located 500 feet north of its existing location, thereby disrupting existing parklands. The provision of an eastbound on-ramp from CTH E may also entail the disruption of existing parklands. This disruption of parklands virtually precludes the proposed highway construction. Further, construction of an eastbound on-ramp and a westbound off-ramp at this location would violate currently adopted Federal Highway Administration urban interchange

spacing standards of one mile by providing a full interchange at CTH E approximately 0.6 mile west of the partial interchange at CTH KC. Thus, it is not recommended that consideration be given to construction of a full interchange at CTH E.

It is, however, recommended that the operation of the intersections between Hartbrook Drive and CTH E and CTH KC be periodically reviewed and the installation of traffic signals considered as appropriate to optimize the operation of these intersections, thereby ensuring optimization of the operation of the split-diamond interchange.

With respect to the other facilities and improvements identified by Village of Chenequa officials, it may be noted that: 1) the realignment of CTH KE to provide a direct connection between Jungbluth Road (CTH KE) and Winkelman Road (CTH KE) at CTH K has long been recommended in the currently adopted county jurisdictional highway system plan and is recommended to be retained in the new, third-generation regional transportation system plan; and 2) CTH J has been recommended for transfer from county to State jurisdiction and the need to provide four traffic lanes for it identified. While no improvements to CTH P are contained in the long-range transportation system plan, it may be noted that CTH J, CTH P, and CTH KE each provide travel speeds similar to those on existing STH 83 and each has a full-diamond interchange with either STH 16 or IH 94. As a result, motorists would not be expected to divert to STH 83 even if modest alignment improvements to STH 83 are implemented.



Table 9

ROUTING STH 83 OVER THE LONG-RECOMMENDED ALIGNMENT THROUGH THE TOWN OF MERTON

Segment	Disruption	Element	Estimated Construction Cost
Westbound Ramps at STH 16 to a Point about 1,000 feet North of CTH CW	Acquire a strip of right-of-way 100 feet in width	Construct new two-traffic-lane rural roadway	\$ 8,073,000
	Crosses lands of Arrowhead High School One residence may be displaced Crosses lands of an operating gravel pit	Reconstruct existing two-traffic-lane rural roadway (STH 16 westbound ramps to Hill Street; and from a point 650 feet north of CTH CW to a point 1,000 feet north)	91,000
	Environmental corridor impacts: Would cross approximately 4,100 feet of primary environmental corridor and 1,650 feet of wetlands within the primary environmental corridor; 950 feet of secondary environmental corridor; and 380 feet of isolated natural area	Construct new structures: ● STH 83 over the Oconomowoc River ● STH 83 over the Chicago & North Western Transportation Company trackage ● STH 83 over the Little Oconomowoc River	461,000 499,000 142,000
	Prime agricultural lands: Would cross approximately 7,200 feet of prime agricultural land	Wetland mitigation	218,000
		Resurface existing route	1,044,000
Total	--	--	\$10,528,000

Source: Wisconsin Department of Transportation and SEWRPC.

The final improvement identified by Village of Chenequa officials was a direct connection between CTH KC and Dorn Road at CTH K. Dorn Road is neither an existing nor a planned arterial. Existing and future land uses abutting Dorn Road are expected to be largely agricultural in nature. Because the arterial spacing criterion in this area is satisfied—Dorn Road is located approximately one mile from both CTH E on the west and CTH KE on the east—it is not recommended that Dorn Road be added to the arterial system.

It should also be noted that a cemetery abuts CTH K at Dorn Road, making the southward extension of Dorn Road difficult. The two existing intersections of CTH KC with CTH K and Dorn Road with CTH K are spaced approximately 700 feet apart, which is adequate spacing. Because Dorn Road is anticipated to serve largely agricultural land use, traffic volumes may be expected to remain low. Thus, because Dorn Road is spaced an adequate distance from CTH KC; because it is expected to carry only low traffic volumes; and because it is not an arterial, it is not recommended that a direct connection between CTH KC and Dorn Road at CTH K be provided.

Summarizing the recommendations with respect to the long-recommended realignment of STH 83, then, it is recommended that the long-recommended realignment be eliminated from the jurisdictional highway system plan. It is further recommended that

consideration be given to retaining the existing STH 83 alignment modified by the alignment improvements intended to eliminate the existing substandard horizontal alignments just north of STH 16 and just north of CTH VV, and the substandard horizontal clearance at the existing Chicago & North Western Transportation Company structure. Endorsement of these recommendations would necessitate additional changes to the adopted jurisdictional highway system plan for system continuity. These changes are shown on Map 17.

Also recommended are: 1) alignment improvements to CTH E to eliminate two 90-degree intersections at Hartling Road (CTH EF); 2) the long-planned direct connection between Jungbluth Road (CTH KE) and Winkelman Road (CTH KE) at CTH K; and 3) the improvement of CTH J to provide four traffic lanes and its transfer to the State trunk highway system. Neither the provision of a traditional full-diamond interchange between CTH E and STH 16 nor a direct connection between CTH KC and Dorn Road at CTH K is recommended.

City of Oconomowoc Parkway

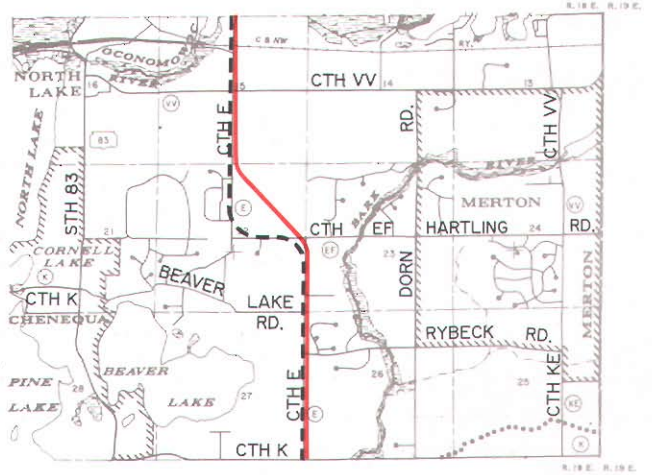
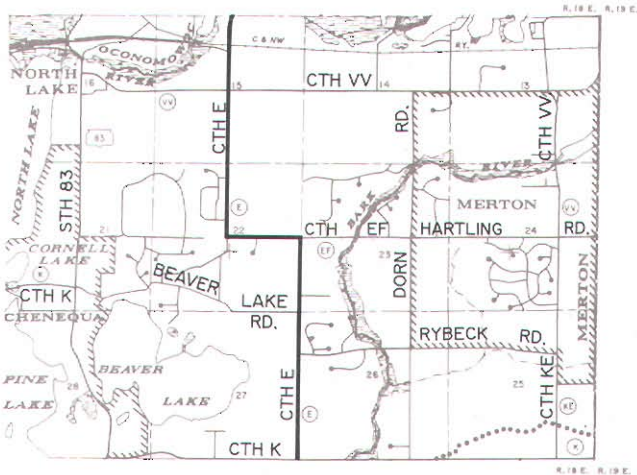
The City of Oconomowoc representative on the Advisory Committee requested that alternative alignments for the long-recommended new east-west arterial located in the southern portion of the City of Oconomowoc be considered and that its jurisdictional classification be reviewed. As shown on

Map 16

EXISTING AND POTENTIAL ALTERNATIVE ALIGNMENTS FOR CTH E AT ITS INTERSECTION WITH CTH EF IN THE TOWN OF MERTON

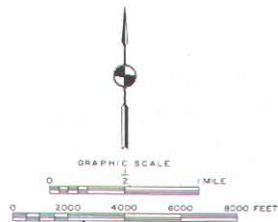
EXISTING ALIGNMENT OF CTH E

POTENTIAL ALTERNATIVE ALIGNMENTS FOR CTH E



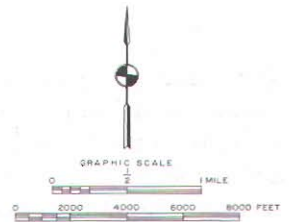
LEGEND

— EXISTING ALIGNMENT



LEGEND

- - - ALTERNATIVE ALIGNMENT ONE  
 — ALTERNATIVE ALIGNMENT TWO



Source: SEWRPC.

Map 18, the long-recommended alignment is coincident with Thackeray Trail immediately west of STH 67 in the existing jurisdictional highway system plan.

It should be noted that a new facility alignment, as shown in the jurisdictional highway system plan, is intended to represent a corridor in which a proposed new facility may be located. It is not intended to represent a definitive centerline alignment but, rather, one of the several alternative alignments which would be considered by an implementing agency during the conduct of a preliminary engineering study. Following completion of a preliminary engineering study, a definitive centerline alignment would be selected and incorporated into county and local plans and official maps. It should be noted that a preliminary engineering study for the long-recommended route has not yet been undertaken.

Absent a preliminary engineering study, a community may elect to base development decisions

based upon the alignment shown in the jurisdictional highway system plan. The City of Oconomowoc, during the preparation of a new comprehensive plan, reviewed the long-recommended alignment and determined that it was no longer feasible and identified a new corridor alternative, as shown on Map 18. While a preliminary engineering study must be conducted to establish a definitive centerline, the City may be expected to base future development decisions on the newly identified corridor.

The currently adopted jurisdictional plan designates the long-recommended route as a county trunk arterial. This classification was based in part on land use service to a community hospital and to a multi-community high school, neither of which would be served by the newly proposed corridor. The newly proposed corridor lies within the planned City sewer service area, and the predominant land use which may be expected to abut the newly proposed corridor is medium-density residential. Thus, it may be concluded that a facility in this corridor would

function primarily to serve expanding urban development in the City. The traffic to be served may therefore be expected to be largely local in nature.

Between STH 67 and CTH Z, the newly proposed corridor lies approximately 0.35 mile north of CTH B, a parallel arterial facility to the south. This spacing is substantially less than the desirable one-mile minimum spacing for county trunk arterials and the desirable one-half-mile minimum spacing for local arterials. Two arterial facilities this closely spaced would be undesirable at the level of urban development envisioned. Thus, consideration should be given to selecting a single facility to perform the needed arterial function.

City of Oconomowoc staff have indicated the City's intent to limit direct access to the proposed facility to improve traffic safety and preserve roadway capacity. The proposed speed limit on the new facility is 35 miles per hour. In comparison, direct access from abutting lands is permitted along CTH B between Dousman Road and CTH Z, reducing traffic safety and the roadway capacity of the facility. Thus, it may be concluded that the proposed new facility should be added to the arterial system and that CTH B from STH 67 to CTH Z be deleted. To provide system continuity, it is recommended that a facility in the newly proposed corridor be added to the arterial system as a county trunk arterial between STH 67 and CTH Z, as the segment of CTH B proposed for deletion is a county trunk arterial. Because the facility in the new corridor may be expected to serve expanding urban development within the City, the segment between CTH Z and STH 16 is recommended to be added to the arterial system as a local trunk arterial.

At its April 4, 1994, meeting, the Advisory Committee tabled consideration of the proposed jurisdictional transfers attendant to the implementation of the proposed Oconomowoc Parkway pending Commission staff analysis of issues raised by the City of Oconomowoc and Town of Summit Advisory Committee representatives. Specifically, the City of Oconomowoc Advisory Committee representative requested consideration of: 1) retaining Thackeray Trail and its extension between Summit Avenue and Silver Lake Street and 2) adding the entire proposed parkway to the County trunk highway system. By letter dated May 27, 1994, the Town of Summit concurred with the request to reconsider the recommended jurisdictional classification of the Oconomowoc Parkway as a local trunk highway. The

reasons cited for the need to reconsider the recommended jurisdictional classification included: 1) the potential for the parkway to divert traffic from the existing route of STH 16 through the City of Oconomowoc and 2) agreement by the developer of the Pabst Farms property to relocate Valley Road (CTH B) northward to intersect STH 67 opposite the proposed Oconomowoc Parkway, said relocation resulting in a continuous route from STH 16 providing for intercommunity travel and improved access to the interchange at CTH P and IH 94.

The proposed deletion of Thackeray Trail and its extension between Summit Avenue and Silver Lake Street was reconsidered. The land uses abutting Thackeray Trail are primarily medium-density residential, with a neighborhood shopping center located at its intersection with Summit Avenue. Thackeray Trail would be extended through lands currently vacant but which are planned to be converted to medium-density residential use. Although Thackeray Trail may upon its extension provide arterial service to Oconomowoc High School and the community shopping center, both the high school and the community shopping center are considered to be connected and served by the existing arterial system under the land use service criteria set forth in Table 1. Therefore, even upon its extension from its current terminus, it is anticipated that Thackeray Trail would continue to function primarily as a collector facility, collecting and distributing traffic from intersecting land access streets to the adjacent arterials. Thus, because Oconomowoc High School, the community shopping center, and existing and planned residential lands are connected and served by the existing arterial system and because it is anticipated that Thackeray Trail would function primarily as a collector facility, the Commission staff continues to recommend that Thackeray Trail and its extension between Summit Avenue and Silver Lake Street be deleted from the arterial system.

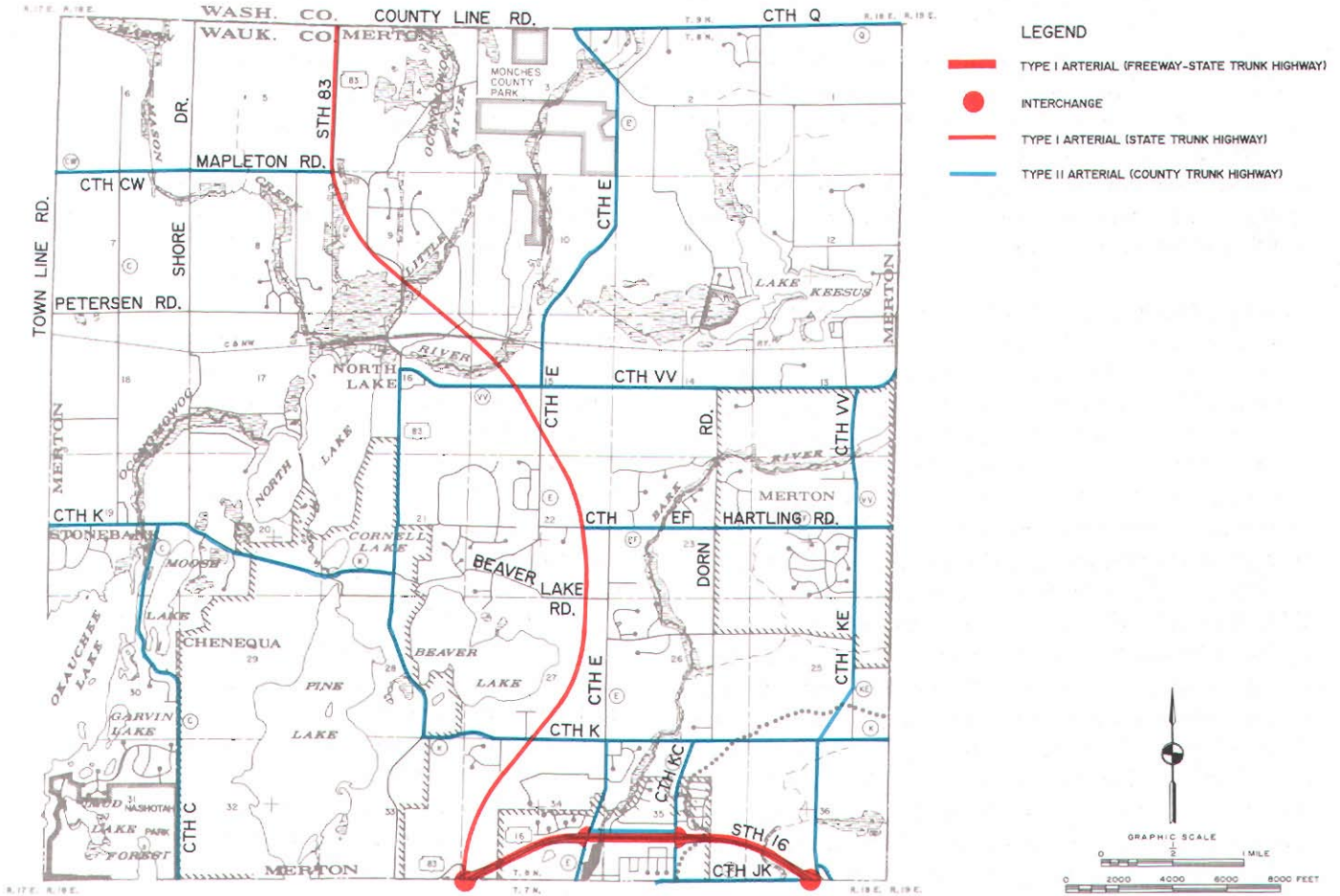
As requested by the City of Oconomowoc and the Town of Summit, the jurisdictional classification of the Oconomowoc Parkway was also reconsidered. It may be noted that the parkway may provide some capacity relief to STH 16 by eliminating the need for trips generated by existing and planned future development on the south and west sides of the City of Oconomowoc to use the existing route of STH 16. However, because IH 94: 1) is roughly parallel to STH 16 between Oconomowoc and Watertown, 2) permits travel speeds 10 to 15 miles per hour faster than STH 16 and 30 to 35 miles per hour faster than



Map 17

COMPARISON OF THE CURRENTLY ADOPTED PLAN AND RECOMMENDED AMENDED PLAN JURISDICTIONAL CLASSIFICATIONS IN THE TOWN OF MERTON RESULTING FROM DELETING THE LONG-RECOMMENDED STH 83 REALIGNMENT

CURRENTLY ADOPTED PLANNED JURISDICTIONAL CLASSIFICATIONS



the proposed parkway, 3) is safer, and 4) has limited access, it may be anticipated that motorists traveling from areas in southern Waukesha County would not cross IH 94 to use the parkway. Similarly, motorists from areas north of IH 94 and west of Waukesha County may be anticipated to travel south to utilize IH 94 rather than travel on STH 16 and the parkway. Thus, it may be concluded that the parkway will function primarily as a local arterial in support of existing and planned development on the south and west sides of the City of Oconomowoc and not to divert traffic from STH 16.

With respect to the provision of intercommunity travel, it may be noted that IH 94, STH 16, CTH DR,

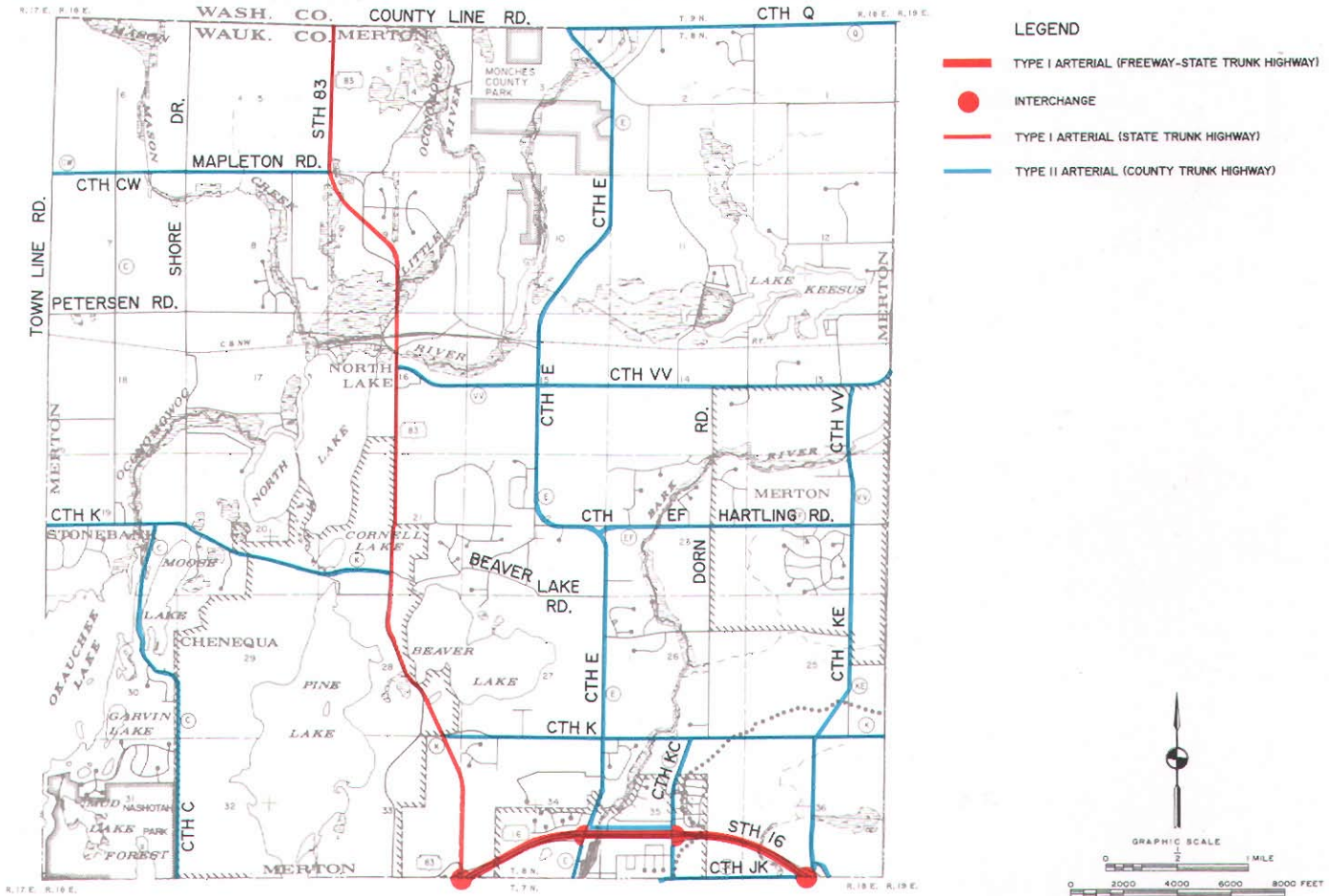
and CTH R currently provide for travel between the City of Oconomowoc and Town of Summit to the City of Delafield and Town of Delafield, the Villages of Hartland and Pewaukee, and other communities in central Waukesha County and beyond. Thus, a route consisting of the Oconomowoc Parkway and relocated Valley Road is not required to provide for intercommunity travel.

Diversion of traffic from the IH 94 interchange at STH 67 to the interchange at CTH P would not be considered likely because travel speeds on IH 94, which roughly parallels Valley Road between STH 67 and CTH P, would likely be 30 to 35 miles per hour faster than speeds on Valley Road itself. Thus, travel



Map 17 (continued)

RECOMMENDED AMENDED PROPOSED JURISDICTIONAL CLASSIFICATIONS



Source: SEWRPC.

between the City of Oconomowoc and the Town of Summit and destinations to the east would likely access IH 94 via the interchange at STH 67 rather than use Valley Road to access IH 94 at CTH P.

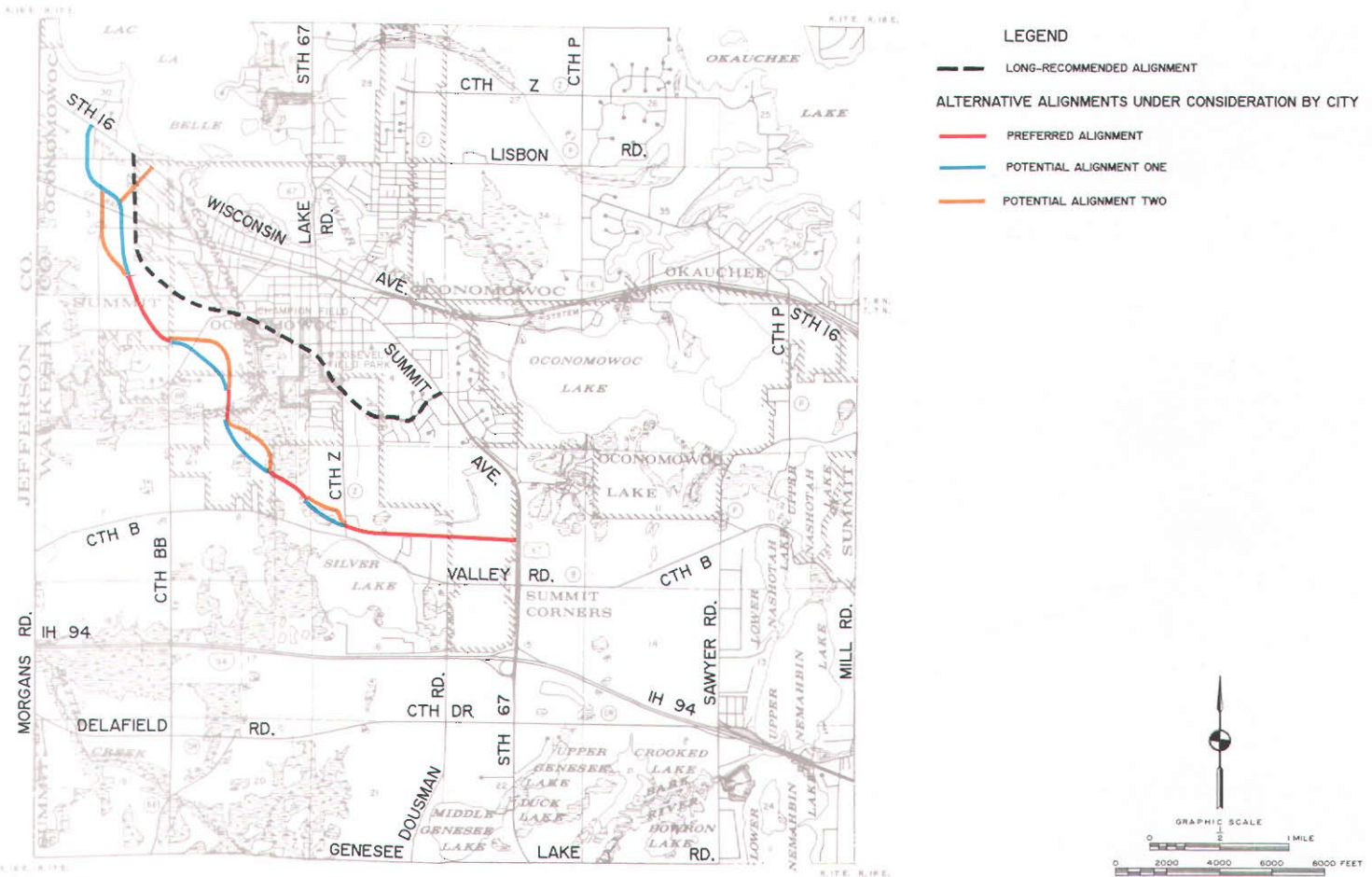
Finally, it may be noted that design year 2010 traffic volumes on the Oconomowoc Parkway may be expected to range from 3,000 to 5,000 vehicles per average weekday, and the average trip length is expected to range from eight to 12 miles, thereby satisfying the volume and trip length criteria for classification as a local trunk highway. Thus, because the forecast average weekday traffic volumes and the average trip length warrant classification of the

Oconomowoc Parkway as a local arterial, and because it is expected to function primarily to provide access to adjacent land uses whether or not Valley Road is relocated between STH 67 and CTH P, and because a route consisting of the Oconomowoc Parkway and a relocated Valley Road would not be needed to provide an intercommunity connection, the Commission staff continues to recommend that the Oconomowoc Parkway be classified as a local trunk highway. It is further recommended that relocated Valley Road between STH 67 and CTH P be jurisdictionally classified as a local trunk highway for the same reasons that the Oconomowoc Parkway is recommended to be a local trunk highway.



## Map 18

### LONG-RECOMMENDED AND ALTERNATIVE ALIGNMENTS PROPOSED BY THE CITY OF OCONOMOWOC FOR THE CITY OF OCONOMOWOC PARKWAY



Source: SEWRPC.

Also at the April 4, 1994, Advisory Committee meeting, the Town of Summit Advisory Committee representative requested consideration of deleting CTH B between the Waukesha-Jefferson county line and CTH Z from the arterial system, or, alternatively, transferring that segment of CTH B to the local trunk highway system. As may be seen on Map 18, CTH B roughly parallels IH 94 between one-half mile and one mile to the north. It may be noted, however, that between the Waukesha-Jefferson county line and STH 67, the only access to IH 94 is at its interchange with STH 67. Thus, although IH 94 is an arterial facility, access to it is controlled and no direct land access is provided within its corridor. Further, IH 94 constitutes a physical barrier which prevents access to the next east-west arterial to the south, CTH DR. Thus, it may be concluded that

CTH B should remain on the plan as an arterial facility in order to provide proper arterial spacing.

Existing land uses along CTH E between the Waukesha-Jefferson county line and CTH Z are primarily rural land uses. The planned land uses between the Waukesha-Jefferson county line and CTH BB are also rural. Between CTH BB and CTH Z, the planned land uses abutting CTH B are also rural on the south side of the roadway. On the north side of the roadway, the existing rural lands are expected to be converted to medium-density residential uses. It may be noted that CTH B between CTH BB and CTH Z is the southern boundary of the planned sanitary sewer service area for the City of Oconomowoc. In terms of land use service provided, this facility would

Table 10

PROPOSED JURISDICTIONAL TRANSFERS IN THE CITY OF OCONOMOWOC AND ENVIRONS

Facility	Limits		Jurisdiction		
	From	To	Existing	Adopted Year 2000 Plan	Proposed Year 2010 Plan
CTH B .....	Waukesha-Jefferson county line	CTH Z	County	County	Local
	CTH Z	STH 67	County	County	Local nonarterial
	STH 67	CTH P	County	County	Local
CTH Z .....	City of Oconomowoc corporate limit	CTH B	County	County	Local
CTH BB .....	Grandview Avenue	CTH DR	County	County	Local
Concord Road .....	STH 16	Grandview Avenue	Local	County	Local
Oconomowoc Parkway					
Long-Recommended Route .....	STH 16	Silver Lake Street	New facility	County	--
	Silver Lake Street	Existing terminus of Thackeray Trail	New facility	County	Local nonarterial
	Existing terminus of Thackeray Trail	STH 67	Local nonarterial	County	Local nonarterial
Newly Proposed Route .....	STH 16	STH 67	New facility	--	Local

Source: SEWRPC.

meet the criteria for classification as a local trunk arterial.

Forecast design year 2010 average weekday traffic volumes on CTH B between the Waukesha-Jefferson county line and CTH BB are not expected to show any increase from the existing 1,000 vehicles per average weekday. Average weekday traffic volumes on CTH B between CTH BB and CTH Z in the forecast design year 2010 are expected to increase to 3,000 vehicles per average weekday from the existing 1,500 vehicles per average weekday. Thus, forecast design year average weekday traffic volumes are well below the threshold for classification as a local trunk arterial of 5,000 vehicles per average weekday. Thus, it may be concluded that the segment of CTH B from the Waukesha-Jefferson county line to CTH Z should be retained on the plan as a local trunk arterial. For system continuity, this would require that the segment of the parkway between CTH Z and STH 67 previously recommended to be added to the plan as a county trunk arterial be added to the plan as a local trunk arterial. Similarly, for purposes of system continuity, CTH BB between CTH DR and CTH B should be deleted from the county trunk arterial system and added to the local trunk arterial system.

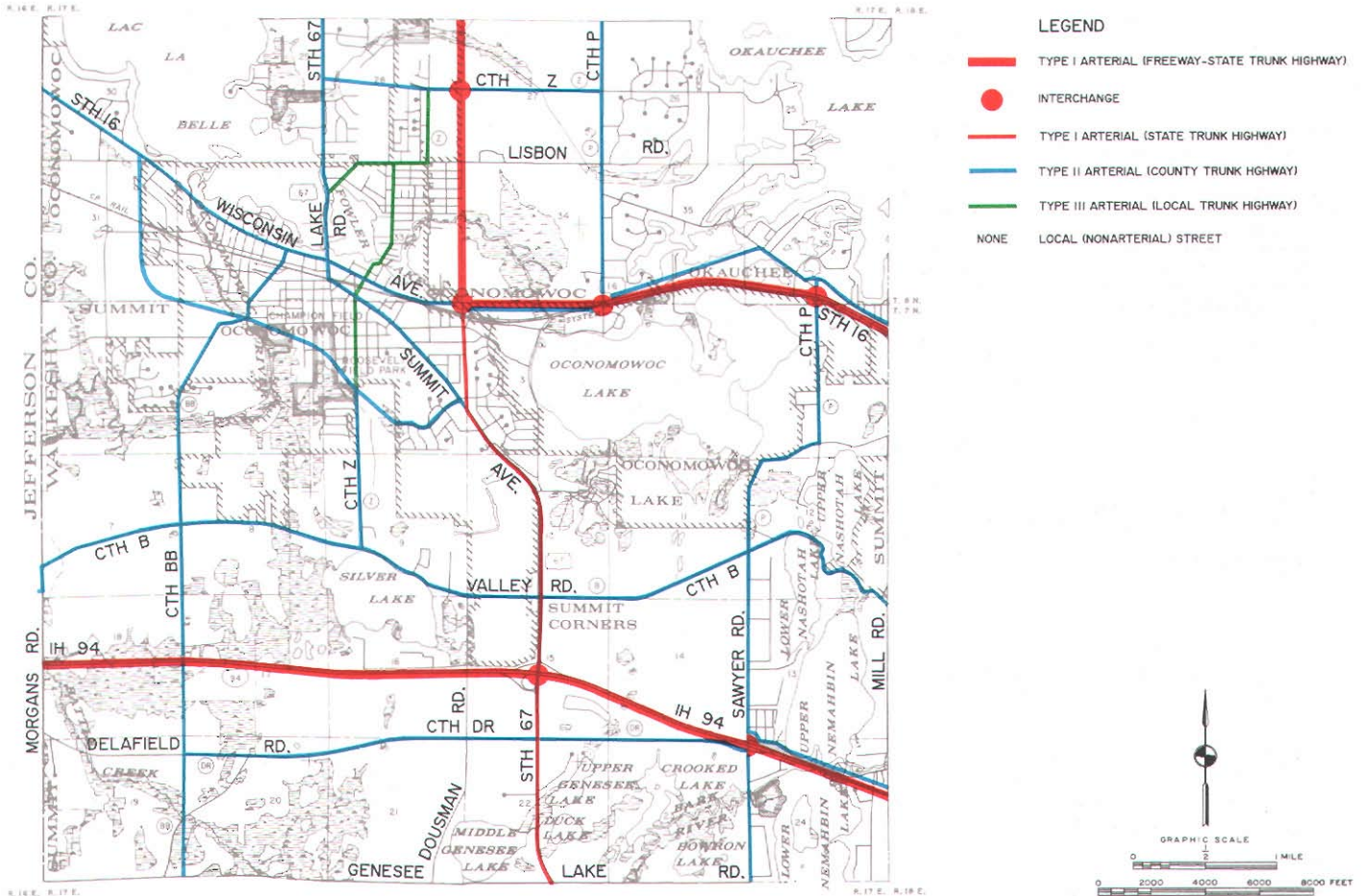
Finally, because the planned land uses abutting CTH Z between the City of Oconomowoc corporate limit and CTH B are expected to be medium-density residential uses by the design year 2010 and its main function may be expected to be the provision of service to this expanding urban development, it is recommended that the segment between the City of Oconomowoc corporate limit and the facility in the newly proposed corridor be deleted from the county trunk arterial system and added to the local trunk arterial system. The remainder of the segment from the new facility to CTH B should be retained on the county trunk arterial system to provide continuity between CTH B west of CTH Z and the new facility east of CTH Z. Because planned land uses abutting the route consisting of Concord Road between STH 16 and Grandview Avenue and CTH BB between Grandview Avenue and CTH B are expected to be medium-density residential uses by the design year 2010, it is also recommended that this route be deleted from the planned county arterial system and added to the local arterial system. The recommended jurisdictional transfers in the City of Oconomowoc and environs attendant to the proposed Oconomowoc Parkway are summarized in Table 10 and shown on Map 19.



Map 19

COMPARISON OF THE CURRENTLY ADOPTED PLAN AND RECOMMENDED AMENDED PLAN JURISDICTIONAL CLASSIFICATIONS IN THE CITY OF OCONOMOWOC AND ENVIRONS RESULTING FROM THE REALIGNMENT OF THE OCONOMOWOC PARKWAY

CURRENTLY ADOPTED PLANNED JURISDICTIONAL CLASSIFICATIONS



Reconsideration of the Proposed Improvement of STH 67 between IH 94 and CTH B

At the July 20, 1994, Advisory Committee meeting, the Town of Summit's representative on the Advisory Committee requested 1) that the proposed improvement of STH 67 to six traffic lanes be reconsidered and 2) that consideration be given to the improvement of CTH P to four traffic lanes between IH 94 and CTH B in light of the proposal to relocate Valley Road (CTH B) directly opposite the Oconomowoc Parkway at STH 67. During the conduct of the IH 94 West corridor study by the Commission staff in 1993, forecast design year 2010 average weekday traffic volumes on STH 67 between IH 94 and CTH B were

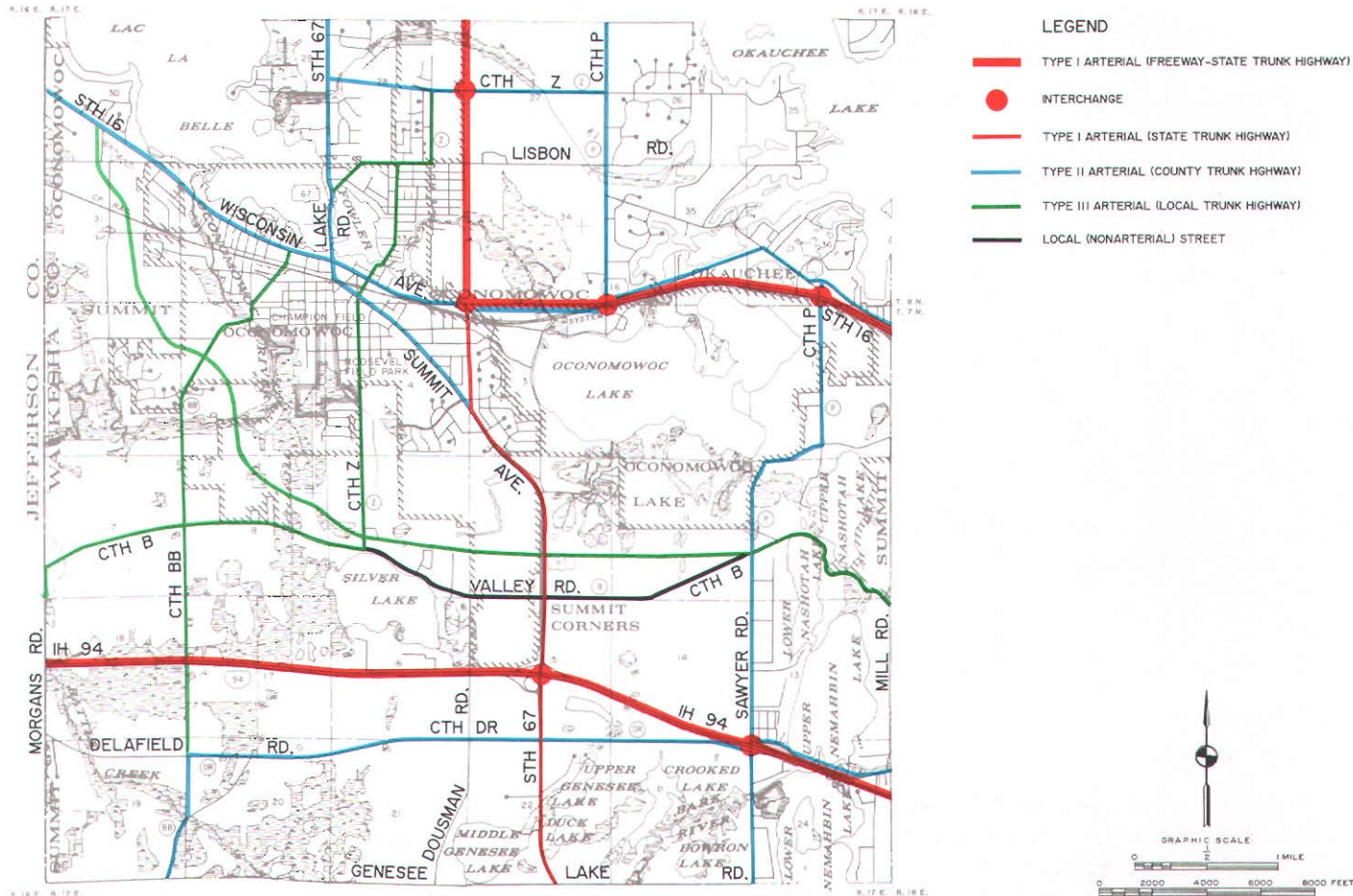
expected to approximate 23,600 vehicles under the recommended land use plan and about 37,500 vehicles at full buildout of the Pabst Farms site.<sup>9</sup> The forecast traffic volumes were confirmed during the preparation of the third-generation regional transportation system plan and are expected to approach

<sup>9</sup>See *SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, September 1994.*



Map 19 (continued)

RECOMMENDED AMENDED PROPOSED JURISDICTIONAL CLASSIFICATIONS



Source: SEWRPC.

the 25,000-vehicle-per-day roadway design capacity under the recommended land use plan and to substantially exceed design capacity upon full buildout.

Based upon the recommended land use plan, then, the design capacity of the existing roadway should be adequate to accommodate the forecast volumes through the planning period. However, given the proximity of existing CTH B, which currently provides and would continue to provide access to the existing development in the northwest quadrant of the IH 94 interchange with STH 67 to the interchange itself, it may be expected that substantial weaving would occur between vehicles on STH 67

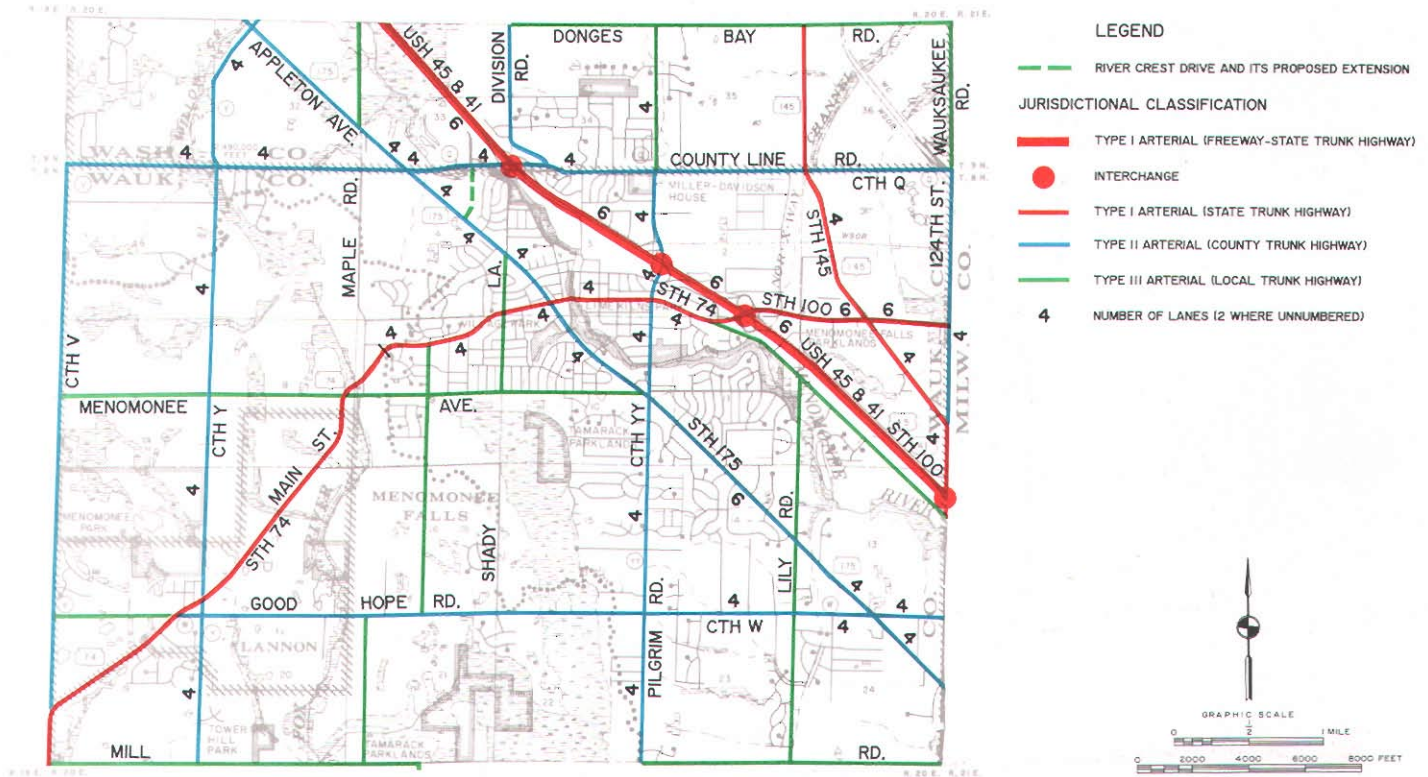
and vehicles entering STH 67 at the interchange and destined for the development in the northwest quadrant of the interchange. As planned development occurs in the northeast quadrant of the interchange, additional weaving may be anticipated.

Weaving tends to degrade a roadway's capacity because the ability to change lanes requires an adequate gap in the adjacent lane. As volumes approach design capacity, the number of acceptable gaps decreases and motorists tend to reduce speeds to await a gap without traveling beyond their exit. Finally, although not anticipated by the design year 2010, at full buildout, the forecast traffic



Map 20

RECOMMENDED ARTERIAL STREET AND HIGHWAY SYSTEM UNDER THE PRELIMINARY RECOMMENDED 2010 REGIONAL TRANSPORTATION SYSTEM PLAN NEAR THE STH 175-CTH Q INTERSECTION ON THE WAUKESHA-WASHINGTON COUNTY LINE



Source: SEWRPC.

volumes exceed not only the design capacity of a four-lane roadway, but of a six-lane roadway as well. If development proceeds faster than envisioned under the recommended land use plan, traffic volumes may be expected to exceed the design capacity of the roadway. Thus, because the forecast design year 2010 traffic volumes are expected to approach the typical design capacity of the existing roadway and because substantial weaving is expected to occur on STH 67 between IH 94 and CTH B which would degrade the design capacity of this roadway segment, it is recommended that the segment of STH 67 between IH 94 and CTH B be improved to six traffic lanes.

With respect to CTH P, it may be noted that forecast design year 2010 average weekday traffic volumes between IH 94 and CTH B may be expected to range between approximately 4,200 and 5,700 vehicles, less than the roadway design capacity of 7,000 vehicles per average weekday. Upon full buildout, which is not anticipated to occur during the planning period,

forecast average weekday traffic volumes may be expected to range between 6,000 and 11,400 vehicles. Thus, it is recommended that consideration be given to the reservation of sufficient right-of-way to ultimately provide four traffic lanes, but that two traffic lanes be provided through the end of the planning period.

Proposed Addition of River Crest Drive

The Village of Menomonee Falls representative on the Advisory Committee requested that consideration be given to adding River Crest Drive and its extension between Appleton Avenue (STH 175) and CTH Q (County Line Road) to the jurisdictional highway system plan for Waukesha County as a local arterial street. River Crest Drive, its proposed extension, and the currently adopted arterial system in the immediate vicinity are shown on Map 20.

As shown on Map 20, the proposed extension of River Crest Drive has the potential to eliminate travel indirection through the intersection of STH 175 and

CTH Q, and with Shady Lane provides local-arterial-route continuity south of STH 175 across STH 74 to Menomonee Avenue. This route has the potential to improve the operation of not only the STH 175-CTH Q intersection, but of the intersection of STH 74 and STH 175 as well, by reducing the volume of traffic entering these intersections. Thus, because of the route continuity with Shady Lane and because of the potential to improve the operation of the STH 175-CTH Q and STH 74-STH 175 intersections, it is recommended that River Crest Drive and its proposed extension between STH 175 and CTH Q be added to the arterial system as a local arterial.

#### ISSUES ADDRESSED IN THE PREPARATION OF THE THIRD-GENERATION REGIONAL TRANSPORTATION SYSTEM PLAN

Advisory Committee members requested that consideration be given to a number of issues which were evaluated during the preparation and testing of the new, third-generation regional transportation system plan. These issues and the ways in which they were addressed are described below.

##### Consideration of a New Interchange on IH 94 at Calhoun Road

The addition of a new freeway-to-surface-arterial interchange on IH 94 at Calhoun Road was among the issues raised during the preparation of the new, third-generation regional transportation system plan. It may be noted that this issue had been previously considered during the preparation of a transportation system plan for the Blue Mound Road (USH 18) corridor. Analyses conducted during the preparation of the third-generation regional transportation system plan reaffirmed the findings of the Blue Mound Road corridor plan.<sup>10</sup>

Analyses conducted during the preparation of that plan documented the need to provide capacity relief to the existing interchange at Moorland Road and IH 94. Average weekday traffic volumes utilizing the Moorland Road interchange in the forecast design year 2010 were expected to approximate 68,000 vehicles, which would necessitate not only reconstruction of the Moorland Road interchange, but the

widening of Moorland Road between Blue Mound Road and Greenfield Avenue (STH 59). A number of alternative interchange locations were considered and the proposed Calhoun Road interchange was determined to best provide capacity relief to the Moorland Road interchange.

Average weekday traffic volumes on Moorland Road between Blue Mound Road and Greenfield Avenue ranged from 33,300 to 33,700 vehicles in 1991, compared to 29,700 to 34,000 vehicles in 1986, when the Blue Mound Road corridor study was conducted. These volumes exceed the design capacity of the existing four-lane roadway, 25,000 vehicles per average weekday, and are approaching the design capacity of a six-lane roadway, 35,000 vehicles per average weekday. Without a new interchange at Calhoun Road, average weekday traffic volumes on Moorland Road may be expected to increase to approximately 41,000 to 47,000 vehicles and require the provision of an eight-traffic-lane facility. The average weekday traffic volume using the Moorland Road interchange in 1991 was 53,800 vehicles, compared to 47,000 vehicles in 1986. This increase represents about 32 percent of the 21,000-vehicle increase in traffic volume expected to be using the Moorland Road interchange by the forecast design year 2010 if no new interchange is provided.

The provision of a new interchange at Calhoun Road was projected to result in an estimated 30,000 to 34,000 vehicles per average weekday on Moorland Road between Blue Mound Road and Greenfield Avenue in the design year 2010, eliminating the need to provide eight traffic lanes on this roadway segment. Further, forecast design year 2010 average weekday traffic volumes using the Moorland Road interchange were expected to be about 47,000 vehicles, about the same as observed in 1987, thereby eliminating the need to reconstruct this interchange. Therefore, because the provision of a new interchange on IH 94 at Calhoun Road is anticipated to provide substantial capacity relief not only to the Moorland Road interchange but to Moorland Road between Blue Mound Road and Greenfield Avenue as well, its inclusion in the plan is recommended.

##### Consideration of the Jurisdictional Classification of Calhoun Road

At the request of the City of Brookfield representative on the Advisory Committee, the jurisdictional classification of Calhoun Road was reconsidered. Under the currently adopted county jurisdictional highway system plan, Calhoun Road is identified as a local trunk highway. It may be noted that the

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<sup>10</sup>Documented in SEWRPC Community Assistance Planning Report No. 151, A Transportation System Plan for the Blue Mound Road (USH 18) Corridor, December 1987.

currently adopted jurisdictional highway plan did not envision the provision of a new freeway-to-standard-arterial interchange at IH 94 and Calhoun Road.

The need for the interchange is set forth in the preceding section. In the conduct of the aforementioned Blue Mound Road corridor study, it was recommended that Calhoun Road between CTH I and CTH K be transferred from the local trunk arterial system to the county trunk arterial system. Forecast design year 2010 average weekday traffic volumes on Calhoun Road are expected to range from 8,000 vehicles to about 25,000 vehicles between CTH ES and CTH K and thus meet or exceed the volume criterion for classification as a county trunk arterial. Between Small Road and CTH ES, the average trip length, the forecast design year traffic volumes, land use service provided, and operational characteristics of Calhoun Road generally meet the criteria for classification as a local trunk highway.

Thus, it is recommended that Calhoun Road between CTH ES and CTH K be transferred to the county trunk highway system. It is further recommended that Calhoun Road between Small Road and CTH ES remain on the local trunk system.

#### Consideration of the Jurisdictional Classification of North Avenue

At the request of the City of Brookfield representative on the Advisory Committee, the jurisdictional classification of North Avenue was reconsidered. Under the currently adopted jurisdictional highway system plan, North Avenue is recommended to be classified as a county trunk arterial. Forecast design year 2010 average weekday traffic volumes are expected to range from about 11,000 vehicles to about 19,000 vehicles between Springdale Road and N. 124th Street, thereby meeting or exceeding the volume criterion for classification as a county trunk arterial. The average trip length is expected to approximate 11 miles on this segment of North Avenue, thus satisfying the trip length criterion for classification as a county trunk highway. This segment also satisfies the land use service criteria and the operational criteria for classification as a county trunk highway. Thus, the proposed jurisdictional classification of North Avenue as a county trunk arterial is reaffirmed.

It should also be noted that the forecast design year 2010 average weekday traffic volumes on North Avenue may be expected to range from about 16,000 to 19,000 vehicles between Barker Road and N. 124th Street and to approximate 11,000 vehicles from

Springdale Road to Barker Road. Between Barker Road and N. 124th Street, the forecast average weekday traffic volumes substantially exceed the roadway design capacity for a two-traffic-lane facility of about 13,000 vehicles per average weekday, reaffirming the need to provide four traffic lanes as recommended under the current county jurisdictional highway system plan. Between Springdale Road and Barker Road, the forecast average weekday traffic volumes are within the existing two-lane-roadway design capacity, thereby reaffirming the adequacy of the existing two traffic lanes recommended under the current jurisdictional highway system plan.

#### Addition to Plan of Center Drive between STH 59 and CTH L

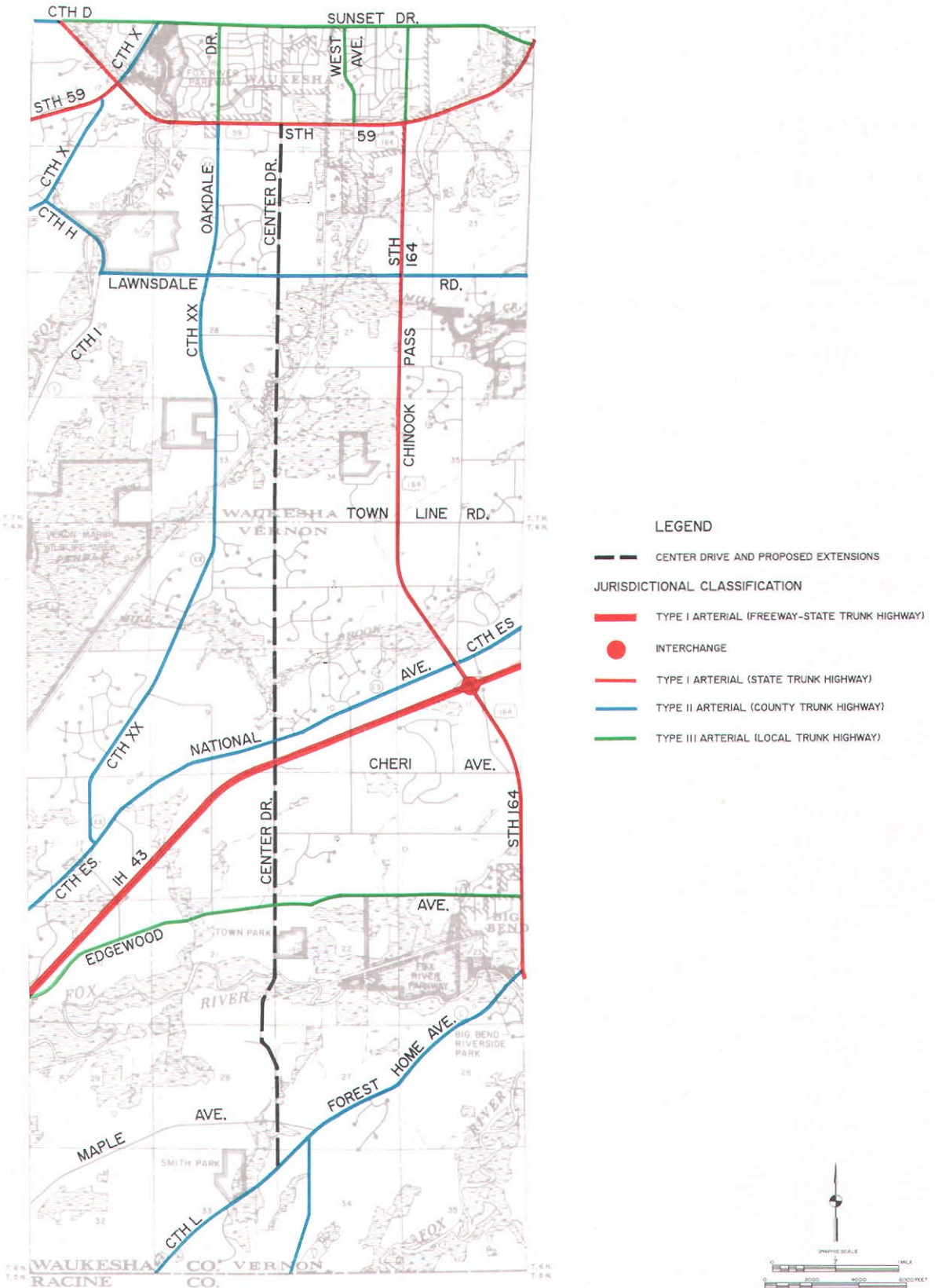
The Town of Waukesha representative on the Advisory Committee requested that consideration be given to adding to the jurisdictional highway system plan Center Drive and its extensions between STH 59 and CTH L as local arterials, as shown on Map 21. The adopted Commission regional transportation system planning objectives and standards for the provision of arterial streets recommend one-half-mile spacing of arterial streets in areas of high-density urban development (7.0 to 17.9 dwelling units per net residential acre); one-mile spacing in areas of medium-density urban development (2.3 to 6.9 dwelling units per net residential acre); two-mile spacing in areas of low-density residential development (0.7 to 2.2 dwelling units per net residential acre); and at least a two-mile spacing in rural areas. The area served by Center Drive currently includes and is planned under the adopted year 2010 regional land use plan to include areas of medium- and low-density urban development and rural and open areas, including wetlands.

From STH 59 to CTH ES, Center Drive and its planned extension are located parallel to and approximately midway between STH 164 and CTH XX, existing arterial facilities generally located between one and one-half to two miles apart. The current and forecast year 2010 average weekday traffic volumes on the existing arterials are within their respective existing and planned roadway design capacities. South of CTH ES, CTH L and Edgewood Avenue provide the necessary arterial services to lands expected to be largely rural or open in nature. Further, the current and forecast year 2010 average weekday traffic volumes on these arterials are within their respective existing and planned roadway design capacities. Extending Center Drive would result in substantial wetland disruption and require a new crossing of the Wisconsin Central Transportation



# Map 21

## LOCATION OF CENTER DRIVE AND ITS EXTENSIONS WITH RESPECT TO WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



Source: SEWRPC.

Corporation (former Soo Line) railway trackage, which in 1994 carried, on average, 18 trains per day. Thus, because Center Drive and its extensions would not be needed to provide additional capacity nor to provide desirable arterial spacing, and because the extensions would disrupt wetlands and require a new crossing of a busy railway line, it is recommended that Center Drive not be added to the county jurisdictional highway system plan as a local arterial.

#### Reconsideration of the Long-Recommended Improvement of Pilgrim Road and Pilgrim Parkway from Two to Four Traffic Lanes

The Advisory Committee requested that the long-recommended improvement of Pilgrim Road and Pilgrim Parkway from two to four traffic lanes be reconsidered. The current average weekday traffic volumes on Pilgrim Road and Pilgrim Parkway range between 7,100 and 13,700 vehicles. These volumes range from well below to just over the 13,000-vehicles-per-average-weekday design capacity of the existing two-lane roadway. Forecast design year 2010 average weekday traffic volumes are expected to range from 14,000 to 18,000 vehicles, generally exceeding the design capacity of the existing roadway. Thus, it is recommended that the long-recommended improvement of Pilgrim Road and Pilgrim Parkway from two to four traffic lanes be retained in the county jurisdictional highway system plan.

The City of Brookfield representative to the Advisory Committee requested that the long-recommended transfer of Pilgrim Road, Pilgrim Parkway, and Moorland Road to the county arterial system be reconsidered. Based upon forecast average weekday traffic volumes, average trip length, and land use service, these facilities meet the criteria for classification as a State trunk highway. However, during the conduct of the Blue Mound Road (USH 18) corridor study,<sup>11</sup> it was determined that the transfer of these facilities to the State trunk highway system was not politically feasible. Because these facilities constitute a single route used for longer trips, it is important that their planning, construction, maintenance, and operation be the responsibility of a single agency. Thus, it is recommended that transfer of Pilgrim Road, Pilgrim Parkway, and Moorland Road to the county trunk arterial system be reaffirmed.

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<sup>11</sup>See *SEWRPC Community Assistance Planning Report No. 151, A Transportation System Plan for the Blue Mound Road (USH 18) Corridor, December 1987.*

#### Consideration of the Improvement of USH 18 from Two to Four Traffic Lanes

The Town of Delafield representative on the Advisory Committee requested that consideration be given to the improvement of USH 18 between STH 83 and the City of Waukesha from two to four traffic lanes. Current average weekday traffic volumes are between 5,400 and 6,900 vehicles and thus are approaching the 7,000-vehicle design capacity of the two-lane rural roadway. The forecast design year 2010 average weekday traffic volumes on this facility range from 12,000 to 13,000 vehicles, and therefore may be expected to approach the design capacity of a two-lane roadway operating under conditions typical of an urban roadway. The existing two-lane roadway operates under rural conditions, but may be expected in the future to operate under urban conditions.

Because this segment of USH 18 may be expected to operate under urban conditions in the future, and because excess capacity exists on routes paralleling USH 18, including IH 94, CTH D, and CTH DE, the provision of four traffic lanes is not recommended at this time. It is recommended that consideration be given to the reservation of sufficient right-of-way to permit the eventual provision of four traffic lanes on this segment of USH 18.

#### Consideration of the Extension of Springdale Road

The Advisory Committee requested that consideration be given to the extension of Springdale Road from STH 190 to CTH K as an alternative to the long-recommended extension of Barker Road. The long-recommended extension of Barker Road constitutes one of the missing links of a route that would connect STH 36 in Racine County on the south with an interchange on USH 41/45 in Washington County on the north. This route also connects interchanges on IH 43 in southern Waukesha County and IH 94 in central Waukesha County. Along with CTH K in central Racine County and STH 167 between USH 41/45 and IH 43 in southern Washington and Ozaukee Counties, this route would be part of a longer route providing a needed bypass of Milwaukee County and the Milwaukee-area freeway system for oversize and/or overweight loads.

The extension of Springdale Road from STH 190 to CTH K would likely result in a substantially shorter route than that provided by the extension of Barker Road, as Springdale Road currently terminates at Moreland Boulevard (USH 18) in central Waukesha County and at CTH Q on the Waukesha-Washington county line. Substantial development on the south side of Moreland Boulevard may be expected to preclude the further extension of Springdale Road to the south. Further, Springdale Road does not

currently and is not planned to provide access to any area freeways via standard-arterial-to-freeway interchanges.

The advantage of extending Springdale Road rather than Barker Road involves the potential to reduce the impact on the wetlands located between STH 190 and CTH K from an estimated 8.2 acres to about 3.0 acres. Nevertheless, because the extension of Barker Road offers the potential to provide a continuous route from northern Racine County into southern Washington County; because the Barker Road route would provide access to IH 43, IH 94, and to USH 41/45; and because Barker Road would be part of a longer route for oversize and/or overweight loads, it is recommended that the long-planned extension of Barker Road be retained in the county jurisdictional highway system plan.

#### Consideration of the Improvement of Barker Road/Lannon Road from Two to Four Lanes

The Advisory Committee requested that consideration be given to the improvement of Barker Road/Lannon Road from two to four traffic lanes. Current and forecast design year 2010 average weekday traffic volumes are compared to the existing roadway design capacity from Racine Avenue (CTH Y) to CTH Q on Map 22. As shown on this map, the forecast design year 2010 average weekday traffic volumes equal or exceed the existing roadway design capacity on Barker Road from Racine Avenue (CTH Y) to North Avenue and on Lannon Road (CTH Y) between STH 74 and CTH Q. Thus, the provision of four traffic lanes is warranted on these roadway segments. Between Capitol Drive (STH 190) and CTH K, the forecast design year 2010 average weekday traffic volumes are expected to equal the design capacity of a two-lane rural roadway, and thus the provision of four lanes on this segment is also warranted. On the intervening roadway segments from North Avenue to STH 190 and from CTH K to STH 74, the forecast traffic volumes are expected to be below or approaching the design capacity of a two-lane roadway. Thus, of the total 15-mile segment under consideration, more than 10 miles warrant the provision of four traffic lanes and nearly two additional miles are approaching the need to provide four lanes. The remaining three miles may be divided into two subsegments of approximately equal length, separated by a segment where the provision of four traffic lanes would be desirable.

The provision of four traffic lanes over the entire segment would provide for a desired level of roadway continuity not only within this segment but as far

south as CTH L in southern Waukesha County and north and east to IH 43 in Ozaukee County. Therefore, it is recommended that Barker Road/Lannon Road be improved from two to four traffic lanes between Racine Avenue (CTH Y) and CTH Q.

#### Consideration of the Improvement of STH 164 to Six Traffic Lanes between Moreland Boulevard and IH 94

At the request of the City of Waukesha representative on the Advisory Committee, the need to improve STH 164 from Moreland Boulevard to IH 94 from four to six traffic lanes was evaluated. Existing average weekday traffic volumes on this segment of STH 164 range from about 28,500 to 30,700 vehicles, compared to a roadway design capacity of 25,000 vehicles per average weekday. Forecast design year 2010 average weekday traffic volumes are expected to range from 30,000 to 34,000 vehicles. Because both the existing and forecast average weekday traffic volumes exceed the design capacity of the existing four-lane divided roadway, it is recommended that STH 164 between Moreland Boulevard and IH 94 be improved to provide six traffic lanes.

#### Other Functional Improvements Identified during the Preparation of the Third-Generation Regional Transportation System Plan

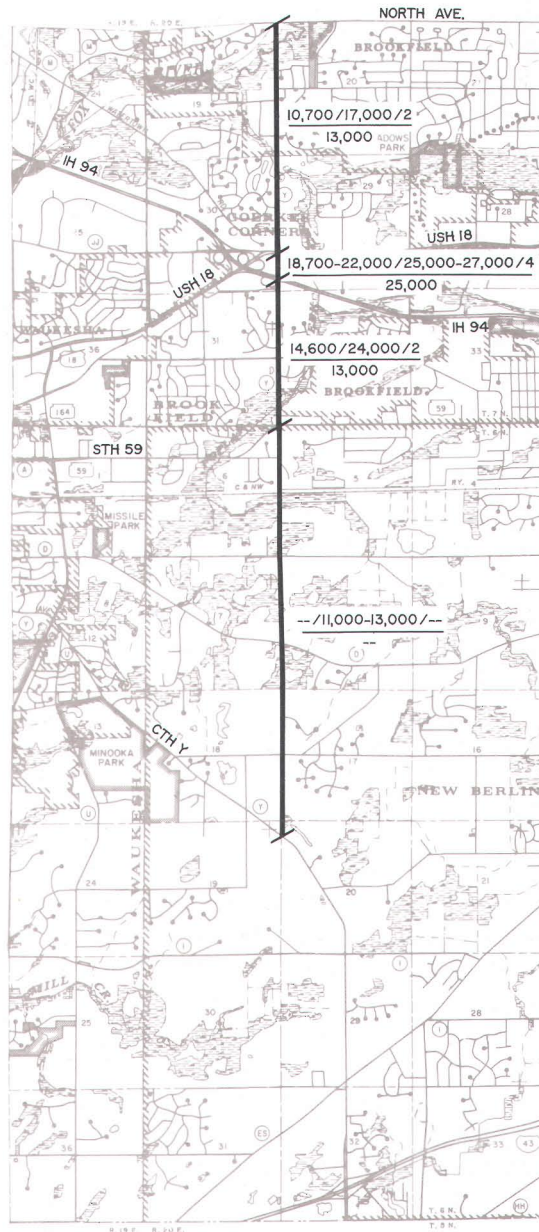
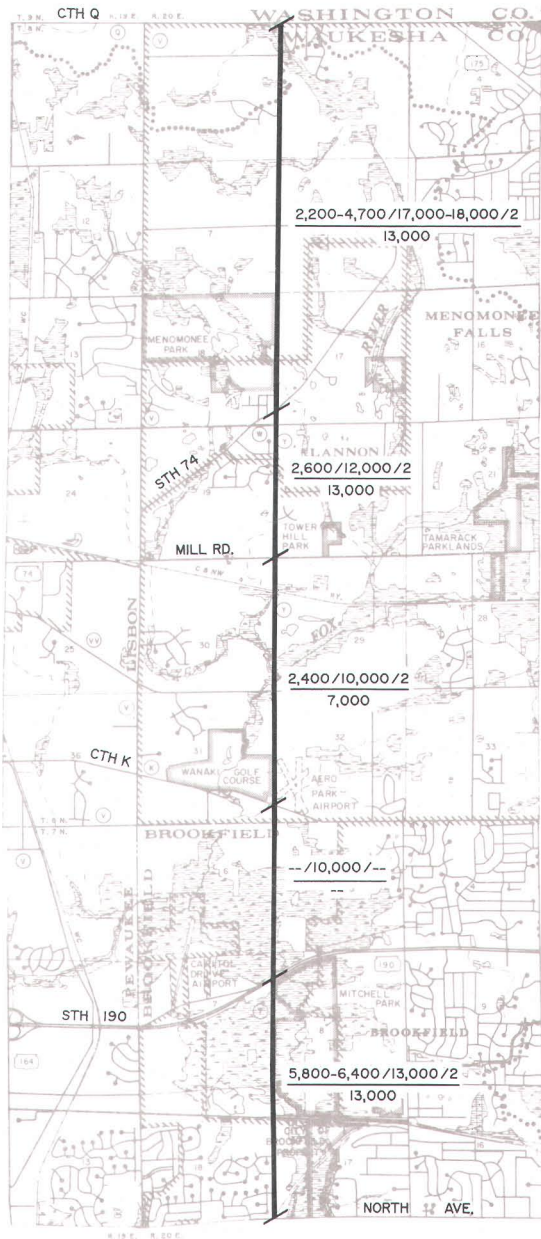
As alluded above, the reevaluation and update of the currently adopted Waukesha County jurisdictional highway system plan and the preparation of the third-generation regional transportation system plan for Southeastern Wisconsin were concurrent. The findings and recommendations contained in the third-generation regional transportation system plan were consistent with the findings and recommendations with respect to those issues specifically identified by the Advisory Committee for evaluation in the jurisdictional highway system plan update.

During the preparation of the third-generation regional transportation system plan, the Commission availed itself of new socio-economic and land use data, prepared and adopted a third-generation regional land use plan, and completed a third definitive inventory of travel habits and patterns within the Region. The completion of the comprehensive travel inventory in 1991 permitted the preparation of new forecasts of travel. These new forecasts, for the year 2010, indicated that changes beyond those already identified in response to issues raised by Advisory Committee members would be necessary not only in Waukesha County but throughout the Region.



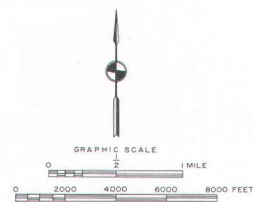
Map 22

COMPARISON OF CURRENT AND FORECAST DESIGN YEAR 2010 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON BARKER ROAD/LANNON ROAD AND ITS EXTENSIONS BETWEEN RACINE AVENUE (CTH Y) AND COUNTY LINE ROAD (CTH Q)



**LEGEND**

- BARKER ROAD AND PROPOSED EXTENSIONS
- AVERAGE WEEKDAY TRAFFIC VOLUMES**
- 1991 ADWT
- FORECAST YEAR 2010 ADWT
- EXISTING NUMBER OF LANES
- EXISTING DESIGN CAPACITY



Source: SEWRPC.

It may be noted that these functional highway improvements are necessary to abate residual congestion or congestion expected to remain despite the significant expansion and improvements of public transit service within the Region. Under the preliminary regional transportation system plan, overall transit service in the Region would be increased by 72 percent between 1991 and 2010 as measured by

the number of revenue vehicle-miles of service operated. Within Waukesha County, the third-generation regional transportation system plan proposes to improve bus rapid transit service from the Milwaukee central business district to 20 transit stations in Waukesha County, including 18 transit stations with parking and two transit stations without parking. The plan also proposes improve-

ment and expansion of the local fixed-route transit service currently provided by the City of Waukesha and Waukesha County, including reductions in peak-travel-period headways to 30 minutes on all routes; extending the hours of system operation to include weekday and Saturday evenings until 10:00 p.m.; and extending bus routes to serve areas of development in eastern Waukesha County contiguous to areas currently served by transit. The plan further calls for a supplemental corridor study to determine the feasibility of providing commuter railway passenger train service over the CP Rail System (former Chicago, Milwaukee, St. Paul & Pacific Railroad) trackage between downtown Milwaukee and the City of Oconomowoc.

At the July 20, 1994, Advisory Committee meeting, the functional highway system improvements set forth in the preliminary new recommended regional transportation system plan with respect to Waukesha County were presented to the Advisory Committee for reaction and to identify any changes to the plan desired by the Committee. At that meeting, the Advisory Committee acted unanimously to endorse these functional highway system amendments to the current Waukesha County jurisdictional highway system plan proposed in the preliminary recommended third-generation regional transportation system plan and set forth in Table 11.

#### PROVISION OF A CONTINUOUS COUNTY TRUNK HIGHWAY SYSTEM

At the request of the Advisory Committee, the Commission staff reexamined the need and desirability of providing a continuous county trunk highway system through incorporated cities and villages in Waukesha County. If each of the jurisdictional highway systems—State, county, local—is to function as an integrated subsystem, then the responsibility for the operation and maintenance of each of the individual facilities constituting the subsystem, as well as the design and construction of these facilities, must ultimately rest with the level and agency of government having the greatest basic interest in these facilities. It is, therefore, considered desirable, if not essential, that the county trunk highway system be made continuous throughout the County and its incorporated municipalities. In addition to introducing undesirable discontinuities into the county trunk highway system, and thereby violating principles of sound system management, the termination of county trunk highways within cities and villages would create inequities in the distri-

bution of maintenance costs. These inequities would result in the shift from the County to the local units of government of nearly the full burden of maintaining facilities designed to serve heavy volumes of through traffic between land uses of countywide importance, such as general-aviation airports, county parks, large truck terminals, and commercial and industrial centers.

In addition, the proper functioning of an entire highway route requires that sufficient roadway design capacity be provided on each segment of the route to meet existing and anticipated traffic. This can best be accomplished if the County is responsible for the entire route of a county trunk highway. Such continuity would clearly be more difficult to achieve if individual municipalities are responsible for segments of a route. Similarly, to properly function, the entire route must have appropriate accommodation for truck traffic and be consistent with respect to regulations, such as speed limits.

Several potential disadvantages of a discontinuous county trunk highway, such as Pilgrim Road-Pilgrim Parkway-Moorland Road, include: 1) the potential imposition of differing regulations by the different responsible units of government on their respective segments of the facility, including regulations relating to the prohibition of trucking and parking, as well as speed limits; 2) the potential for each municipality to construct different roadway cross-sections; 3) the potential for each municipality to hold differing perspectives on the need for roadway improvement; 4) the inability to effect improvements on facilities located along the boundary lines of municipalities; and 5) the potential for snow removal and minor maintenance to be inefficient and accomplished inconsistently along the route, depending on the importance of the facility to the residents of each municipality.

The ultimate responsibility for a facility should rest with a single unit of government in order to ensure continuous, uniformly desirable operating conditions along the entire length of that facility. All operations or actions that will have a long-term effect on traffic capacity and level of service should be encompassed within this responsibility. The Commission staff therefore recommended that the county trunk highway system be made continuous through all incorporated areas within the County. Such a policy would ensure that county trunk highways are constructed and maintained with adequate capacity, desirable operating conditions are maintained, and responsible control of access is provided and preserved.

Table 11

**CHANGES PROPOSED UNDER THE PRELIMINARY RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN AND ENDORSED BY THE TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON JURISDICTIONAL HIGHWAY PLANNING FOR WAUKESHA COUNTY AS PROPOSED AMENDMENTS TO THE CURRENT WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN WITH RESPECT TO FUNCTIONAL IMPROVEMENTS**

Category of Proposed Change	Facility Name	Termini	Rationale for Proposed Change
Facility Proposed to Be Added to Plan	Brookfield Road extension	STH 59 to USH 18	Facility extension is required to provide adequate arterial spacing
	Calhoun Road interchange with IH 94	Calhoun Road at IH 94	New interchange needed to relieve congestion on interchanges at Barker Road and Moorland Road
	Main Street	Hartwell Avenue to USH 18	Existing facility operates as an arterial and is required to serve travel demand based on regional land use plan; segment between STH 164 and USH 18 requires widening from two to four lanes to serve travel demand based on regional land use plan
	Moorland Road extension	Planned termini at CTH L to Durham Road at Woods Road	Facility extension required to eliminate travel indirection and meet travel demand based on regional land use plan
Facility Proposed to Be Deleted from Plan	CTH E	CTH DR to CTH KE	Facility not required to function as an arterial
	CTH I realignment	CTH ES to CTH O	Existing alignment found adequate to serve travel demand
	Marcy Road extension	Mill Road to CTH W	Existing arterial network found adequate to serve travel demand; environmental impacts on wetlands make extension problematic
	Muskego Dam Road extension	Kelsey Road to CTH G	Existing arterial network found adequate to serve travel demand
	Prairie Avenue	City of Waukesha southern corporate limit to Sunset Drive	Existing arterial network found adequate to serve travel demand; environmental impacts on wetlands make extension south to STH 59 problematic
	Prairie Avenue extension	STH 59 to City of Waukesha southern corporate limit	Existing arterial network found adequate to serve travel demand; environmental impacts on wetlands make extension problematic
	Richfield Way and Water Street	CTH Q to STH 74	Facility not required to function as an arterial
	Roosevelt Drive	Shady Lane to Pilgrim Road	Facility not required to function as an arterial
Facility Where Improvement Recommendation Is Proposed to Be Changed	IH 94	CTH G to STH 16	Facility maintenance at four lanes changed to widening to six lanes to serve travel demand based on regional land use plan
	STH 59	Calhoun Road to Waukesha-Milwaukee county line	Facility widening to six lanes changed to widening to four lanes based upon travel demand derived from regional land use plan
	STH 67	USH 18 to IH 94	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	STH 83	USH 18 to Heritage Drive	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	STH 83	Nagawicka Road to STH 16	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	CTH D	STH 59/164 to Calhoun Road	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	CTH J	IH 94 to Waukesha-Washington county line	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan



**Table 11 (continued)**

Category of Proposed Change	Facility Name	Termini	Rationale for Proposed Change
Facility Where Improvement Recommendation Is Proposed to Be Changed (continued)	CTH K	CTH Y to Calhoun Road	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	CTH Y	STH 74 to Waukesha-Washington county line	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	CTH TT	MacArthur Road to USH 18	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	CTH VV	STH 164 to a point 0.5 mile east of Marcy Road	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	Calhoun Road	CTH ES to STH 59	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	Calhoun Road	STH 190 to CTH K	Facility widening to four lanes changed to maintenance of a two-lane facility; widening to four lanes would not be required to serve travel demand based on regional land use plan
	Meadowbrook Road	Northview Road to IH 94	Facility maintenance at two lanes changed to widening to four lanes to serve travel demand based on regional land use plan
	Waukesha West bypass	STH 59 to MacArthur Road and USH 18 to Northview Road	Construction of facility with four rather than two travel lanes needed to serve travel demand based on regional land use plan

Source: SEWRPC.

The County would have the option of contracting with the cities and villages concerned for maintenance on county trunk highways on a full cost reimbursement basis. Maintenance items on county trunk highways eligible for reimbursement should include:

1. Physical maintenance of the roadway pavement surfaces and structures, including crack sealing, patching, resurfacing, sweeping, and curb and gutter repair.
2. Physical maintenance of storm sewers located within the highway right-of-way, including cleaning.
3. Snow plowing and ice control between curbs, including removal of snow at bus stops, intersections, and at other locations as required to maintain traffic service.
4. Physical maintenance of traffic control devices, including signs, signals, safety lights, and pavement markings. The cost of maintaining

safety lighting shall be determined by a proration of costs based upon the proration of fixtures installed for traffic service at intersections of two county trunk highways to the total fixtures along the county trunk route.

5. Physical maintenance of existing trees located within the highway right-of-way, and mowing grass on medians and shoulders.

The County would not, however, participate in the maintenance of sidewalks or driveways, the care of new trees planted under permit, the care of ornamental flowers and shrubs, or in the maintenance of sprinkler systems or related water service. It is also recommended that the County assume either direct administration or oversight of the following operational control measures on county trunk highway facilities: 1) issuance of driveway permits, 2) control of advertising signs, 3) maintenance of road signage, 4) establishment of speed zoning, 5) issuance of special permits, 6) prohibition of parking as required to provide necessary traffic capacity, and 7) installation of traffic control signals. The County may, at its

option, delegate the administration of these operational controls to the local municipalities. Such delegation would normally parallel the contracting for maintenance service.

Because of the parallels which exist between the functions of the State and county trunk arterial systems, it is also recommended that the connecting street concept be abandoned and that the State trunk highway system be made continuous through all incorporated areas within the County. The ultimate responsibility of the maintenance and operation of the State trunk arterials is recommended to rest with the Wisconsin Department of Transportation. The State would continue to contract with the County for nonfreeway State trunk arterial maintenance, or with those cities and villages having demonstrated capability and desire to perform the maintenance function and which continue to meet State-established standards for such maintenance. The State would continue to contract with the County for maintenance of the freeway system. Eligible maintenance items and operational control devices would be identical to those set forth above for county trunk arterials, with the decision to delegate responsibilities and authority on the State trunk arterial system resting with the Wisconsin Department of Transportation.

Implementation of these recommendations would not only provide for a more equitable distribution of the burden of maintaining arterial facilities of areawide importance, but would also place the operational control of these facilities on the level and agency of government that has the greatest interest in, and the resources available for, these facilities.

#### REALIGNMENT OF JURISDICTIONAL RESPONSIBILITIES

In Wisconsin, realignment of the State trunk highway system is made a State-local function pursuant to Sections 84.02(3) and 84.02(8) of the Wisconsin Statutes. The Wisconsin Department of Transportation is therein empowered to make additions to the State trunk highway system by entering into jurisdictional transfer agreements with concerned county and local units of government. Any jurisdictional transfer agreement must be approved by both the Department and the concerned county or local unit of government before the transfer becomes effective. The agreement should specify any terms and conditions regarding the rehabilitation of the highway to

be transferred as negotiated and agreed upon by the Department and the county or local unit of government.

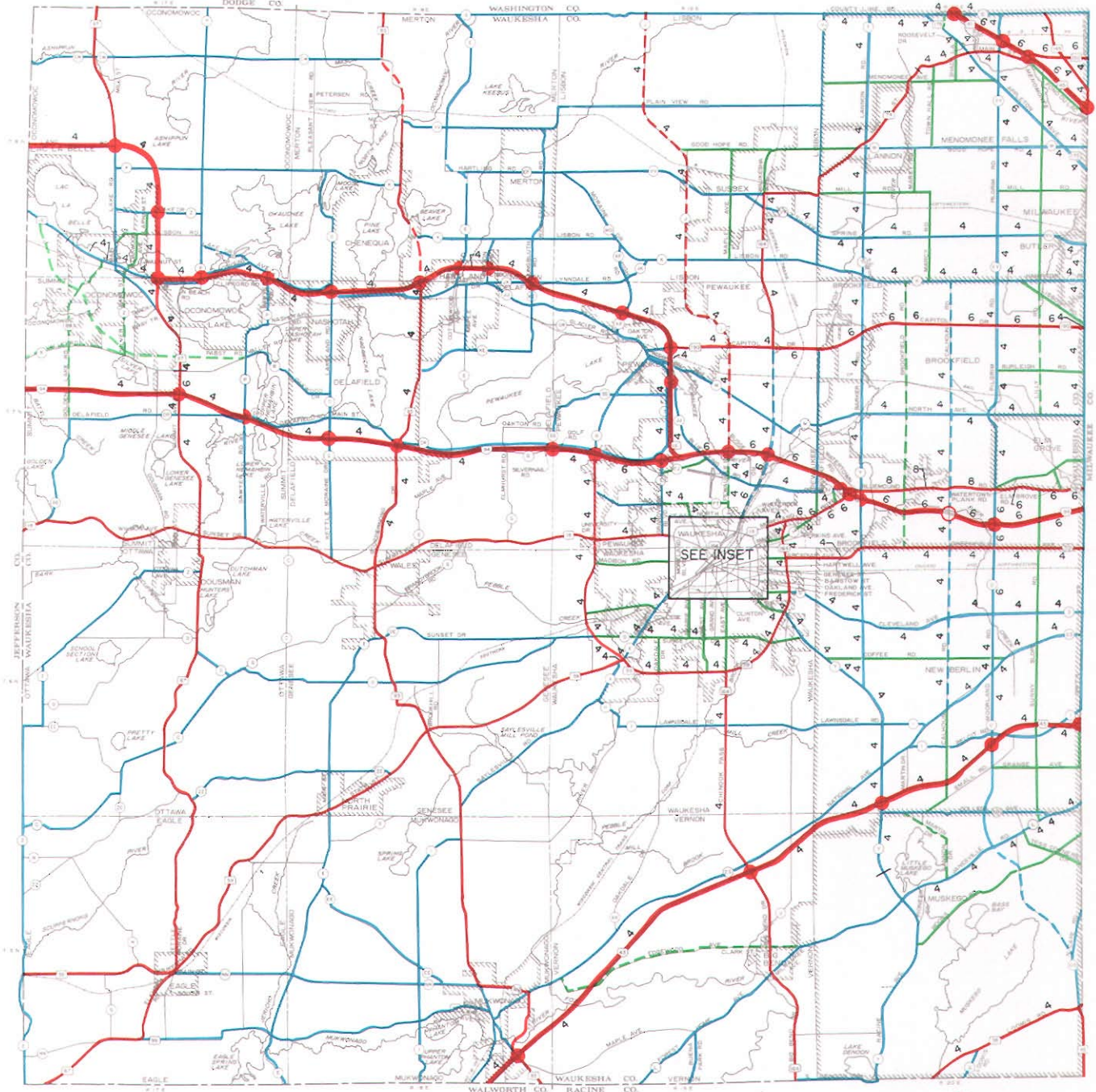
Realignment of the county trunk highway system is a joint State-county function pursuant to Section 83.025 of the Wisconsin Statutes. This section requires the county board, when making additions to the county trunk highway system, to obtain the consent of the Wisconsin Department of Transportation. This section further requires the county board to obtain the consent of both the Department and the concerned local municipality when making deletions from the county trunk highway system except that, in the case of a deletion affecting multiple municipalities, only a majority of the municipalities concerned must consent.

The Technical Coordinating and Advisory Committees on Jurisdictional Highway Planning have long recommended that jurisdictional transfers should only occur upon joint agreement of all levels and units of government involved. They have further recommended that the higher level of government, for example, the State with respect to a State-county transfer, and the county with respect to a county-local transfer, should accept responsibility for the improvement of all roadways prior to their transfer. That is, the State, for example, would be responsible for the rehabilitation of a State trunk highway prior to its transfer to a county or local government, and the State would also be responsible for the improvement of a county or local highway to be transferred to the State.

#### RECOMMENDED PRELIMINARY SECOND-GENERATION JURISDICTIONAL HIGHWAY SYSTEM PLAN

A preliminary recommended second-generation Waukesha County jurisdictional highway system plan was prepared based upon the analyses conducted for and recommendations of the preliminary third-generation regional transportation system plan, as those analyses and recommendations were modified by Committee action. Map 23 shows the preliminary recommended plan year 2010 jurisdictionally classified arterial street and highway system for Waukesha County. The amendments to the currently adopted plan to be incorporated in the preliminary second-generation jurisdictional highway system plan are set forth in Table 12.

**PRELIMINARY RECOMMENDED DESIGN YEAR 2010  
WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



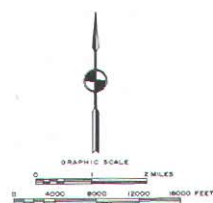
**LEGEND**

**CURRENT PLAN**

- FREEWAY**
- STATE TRUNK HIGHWAY
- INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

**NEW PLAN AMENDMENTS**

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



**INSET**





Table 12

**RECOMMENDED AMENDMENTS TO THE WAUKESHA COUNTY  
JURISDICTIONAL HIGHWAY SYSTEM PLAN AS TAKEN TO PUBLIC HEARING**

Functional Plan Amendments

- The addition as a State arterial of the STH 83 realignment from STH 16 to Thompson Lane
- The addition as a State arterial of the STH 83 realignment from CTH VV to CTH CW
- The addition of a new interchange on IH 94 at Calhoun Road
- The addition as a county arterial of the Moorland Road extension from CTH L to Durham Road
- The addition as a county arterial of CTH I from CTH ES to CTH O
- The addition as a county arterial of Durham Road from CTH L to CTH OO
- The addition as a county arterial of Lake Drive from CTH P to CTH R
- The addition as a local arterial of Brookfield Road and its extension from STH 59 to USH 18
- The addition as a local arterial of the Marcy Road extension from Mill Road to CTH W
- The addition as a local arterial of Main Street from Hartwell Avenue to USH 18
- The addition as a local arterial of Lilly Road from North Avenue to Hampton Road
- The addition as a local arterial of Edgewood Avenue from CTH ES to STH 164
- The addition as a local arterial of Lannon Drive from CTH L to Martin Drive
- The addition as a local arterial of Martin Drive from CTH HH to Lannon Drive
- The addition as a local arterial of the Oconomowoc Parkway from STH 16 to STH 67
- The addition as a local arterial of the CTH B realignment from STH 67 to CTH P
- The deletion of the long-planned STH 83 realignment from USH 16 to CTH CW
- The deletion of CTH B from CTH Z to CTH P
- The deletion of CTH E from CTH DR to CTH KE
- The deletion of the planned CTH I realignment from CTH ES to CTH O
- The deletion of the planned Marcy Road extension from Mill Road to CTH W
- The deletion of the planned Muskego Dam Road extension from Kelsey Road to CTH G
- The deletion of Prairie Avenue and its extension from STH 59 to Sunset Drive
- The deletion of Richfield Way and Water Street from CTH Q to STH 74
- The deletion of Roosevelt Drive from Shady Lane to Pilgrim Road
- The deletion of Small Road from Calhoun Road to Moorland Road
- The deletion of Muskego Dam Road and its extension from CTH Y to CTH G
- The deletion of Thackeray Trail and its extension from STH 16 to STH 67
- The improvement of IH 94 from CTH G to STH 16 to provide six traffic lanes
- The improvement of STH 67 from USH 18 to IH 94 to provide four traffic lanes
- The improvement of STH 67 from IH 94 to CTH B to provide six traffic lanes
- The improvement of STH 83 from USH 18 to Heritage Drive to provide four traffic lanes
- The improvement of STH 83 from Nagawicka Road to STH 16 to provide four traffic lanes
- The improvement of STH 164 from USH 18 to IH 94 to provide six traffic lanes
- The improvement of CTH D from STH 59/164 to Calhoun Road to provide four traffic lanes
- The improvement of CTH J from IH 94 to the Waukesha-Washington county line to provide four traffic lanes
- The improvement of CTH K from CTH Y to Calhoun Road to provide four traffic lanes
- The improvement of CTH Y from STH 74 to the Waukesha-Washington county line to provide four traffic lanes

**Table 12 (continued)**

Functional Plan Amendments (continued)
<ul style="list-style-type: none"> <li>● The improvement of CTH VV from STH 164 to a point 0.5 mile east of Marcy Road to provide four traffic lanes</li> <li>● The improvement of Barker Road from STH 59 to USH 18 to provide four traffic lanes</li> <li>● The improvement of Barker Road from North Avenue to STH 190 to provide four traffic lanes</li> <li>● The improvement of Calhoun Road from STH 190 to CTH K to provide four traffic lanes</li> <li>● The improvement of Calhoun Road from CTH ES to STH 59 to provide four traffic lanes</li> <li>● The improvement of Grandview Boulevard from USH 18 to Northview Road to provide four traffic lanes</li> <li>● The improvement of Main Street from STH 164 to USH 18 to provide four traffic lanes</li> <li>● Change the proposed construction of the Barker Road extension from Lincoln Avenue to STH 59 to provide four traffic lanes rather than two traffic lanes</li> <li>● Change the proposed construction of the Barker Road extension from STH 190 to CTH K to provide four traffic lanes rather than two traffic lanes</li> <li>● Change the proposed improvement of Johnson Road from Coffee Road to Lincoln Avenue to provide four traffic lanes rather than two traffic lanes</li> <li>● Change the proposed construction of the Johnson Road extension from Racine Avenue (CTH Y) to Coffee Road to provide four traffic lanes rather than two traffic lanes</li> <li>● Change the proposed improvement of Meadowbrook Road from Northview Road to IH 94 to provide four traffic lanes rather than the maintenance of two traffic lanes</li> <li>● Change the proposed improvement of CTH TT from MacArthur Road to USH 18 to provide four traffic lanes rather than the maintenance of two traffic lanes</li> <li>● Change the proposed construction of the Waukesha West bypass from STH 59 to MacArthur Road and from USH 18 to MacArthur Road and from USH 18 to Northview Road to provide four traffic lanes rather than two traffic lanes</li> <li>● Change the proposed improvement of STH 59 from Calhoun Road to the Waukesha-Milwaukee county line to provide four traffic lanes rather than six traffic lanes</li> <li>● Change the proposed improvement of Calhoun Road from STH 190 to CTH K to the maintenance of two traffic lanes rather than four traffic lanes</li> </ul>

Jurisdictional Plan Amendments
<ul style="list-style-type: none"> <li>● Change the recommended jurisdiction of STH 164 from State to county trunk highway from USH 18 to STH 190</li> <li>● Change the recommended jurisdiction of CTH J from county to State trunk highway from IH 94 to the Waukesha-Washington county line</li> <li>● Change the recommended jurisdiction of CTH B from county to local trunk highway from the Waukesha-Jefferson county line to CTH Z</li> <li>● Change the recommended jurisdiction of CTH J from county to local trunk highway from Gascoigne Drive to IH 94</li> <li>● Change the recommended jurisdiction of CTH Z from county to local trunk highway from CTH B to the southern corporate limit of the City of Oconomowoc</li> <li>● Change the recommended jurisdiction of CTH BB from county to local trunk highway from CTH DR to the southern corporate limit of the City of Oconomowoc</li> <li>● Change the recommended jurisdiction of CTH FT from county to local trunk highway from a point about 0.7 mile west of CTH J to CTH J</li> <li>● Change the recommended jurisdiction of Calhoun Road from local to county trunk highway from CTH ES to CTH K</li> <li>● Change the recommended jurisdiction of Moreland Boulevard from county to local trunk highway from Pewaukee Road to USH 18</li> <li>● Change the recommended jurisdiction of Northview Road from county to local trunk highway from CTH T to a point about 0.7 mile west of CTH J</li> <li>● Change the recommended jurisdiction of Pewaukee Road from county to local trunk highway from Moreland Boulevard to Gascoigne Drive</li> </ul>

Source: SEWRPC.

The plan envisions a system of arterial facilities in Waukesha County that can meet existing and probable future traffic demands effectively and efficiently. The plan identifies the location and configuration of the arterial system and recommends the number of traffic lanes required on each segment of the system. The plan also recommends the level of government which should be responsible in each case for the construction, operation, and maintenance of each facility making up the arterial system.

The arterial street and highway system in Waukesha County would be expanded by 59 miles, or 8 percent, from 716 miles in 1991 to 775 miles in the year 2010. This represents an increase of 18 miles of additional arterial streets and highways in the County compared to the system envisioned under the current jurisdictional highway system plan. The increase in arterial mileage would come about through the construction of 26 new miles of facilities and through the conversion of 33 miles of previously nonarterial facilities to arterial status to accommodate expected traffic volumes and to provide the spacing of arterial facilities necessary to properly structure planned urban development.

The capacity improvements proposed for the arterial street and highway system under the preliminary recommended jurisdictional highway system plan for Waukesha County are shown on Map 24 and listed in Table 13. As shown on the map, the plan provides for two types of capacity improvement: system expansion, or the construction of new arterial facilities, and system improvement, or the widening of facilities to provide significant additional capacity. Table 14 and Map 25 show the recommended changes in highway system jurisdictional responsibility in Waukesha County under the preliminary recommended county jurisdictional highway system plan.

The recommended 775-mile arterial street and highway system would constitute about 28 percent of the 2,768-mile total street and highway system expected to serve Waukesha County by the year 2010. About 230 miles, or nearly 30 percent of the planned arterial system in Waukesha County, would be classified as State trunk highways, including State connecting streets; about 416 miles, or 54 percent, would be classified as county trunk highways; and the remaining 129 miles, or about 16 percent, would be classified as local arterials. Table 15 presents a summary of the mileage of the planned arterial street and highway system by proposed jurisdiction, State, county, and local, within each municipality in Waukesha County. It may be

noted that under the recommended plan, the total mileage of State trunk highways in the County would decrease from about 232 miles to about 230 miles, or by less than 1 percent. The total mileage of county trunk highways in the County would increase from about 384 miles to about 416 miles, or by about 8 percent.

Of the total 775 miles of the arterial system in Waukesha County proposed under the recommended plan, approximately 616 miles, or about 80 percent, would require only preservation, or resurfacing or reconstruction without the provision of additional capacity; about 133 miles, or about 17 percent, would require improvement, or widening to provide traffic lanes; and about 26 miles, or about 3 percent, would consist of new facilities. Of the 133 miles of proposed improvement projects, 57 miles, or 43 percent, would be on the planned State trunk highway system; 74 miles, or 56 percent, would be on the planned county trunk highway system; and two miles, or 1 percent, would be on the planned local trunk highway system. Of the 26 miles of proposed new arterial facilities, nine miles, or 35 percent, would be on the planned State trunk highway system; 10 miles, or 38 percent, would be on the planned county trunk highway system; and seven miles, or 27 percent, would be on the planned local trunk highway system.

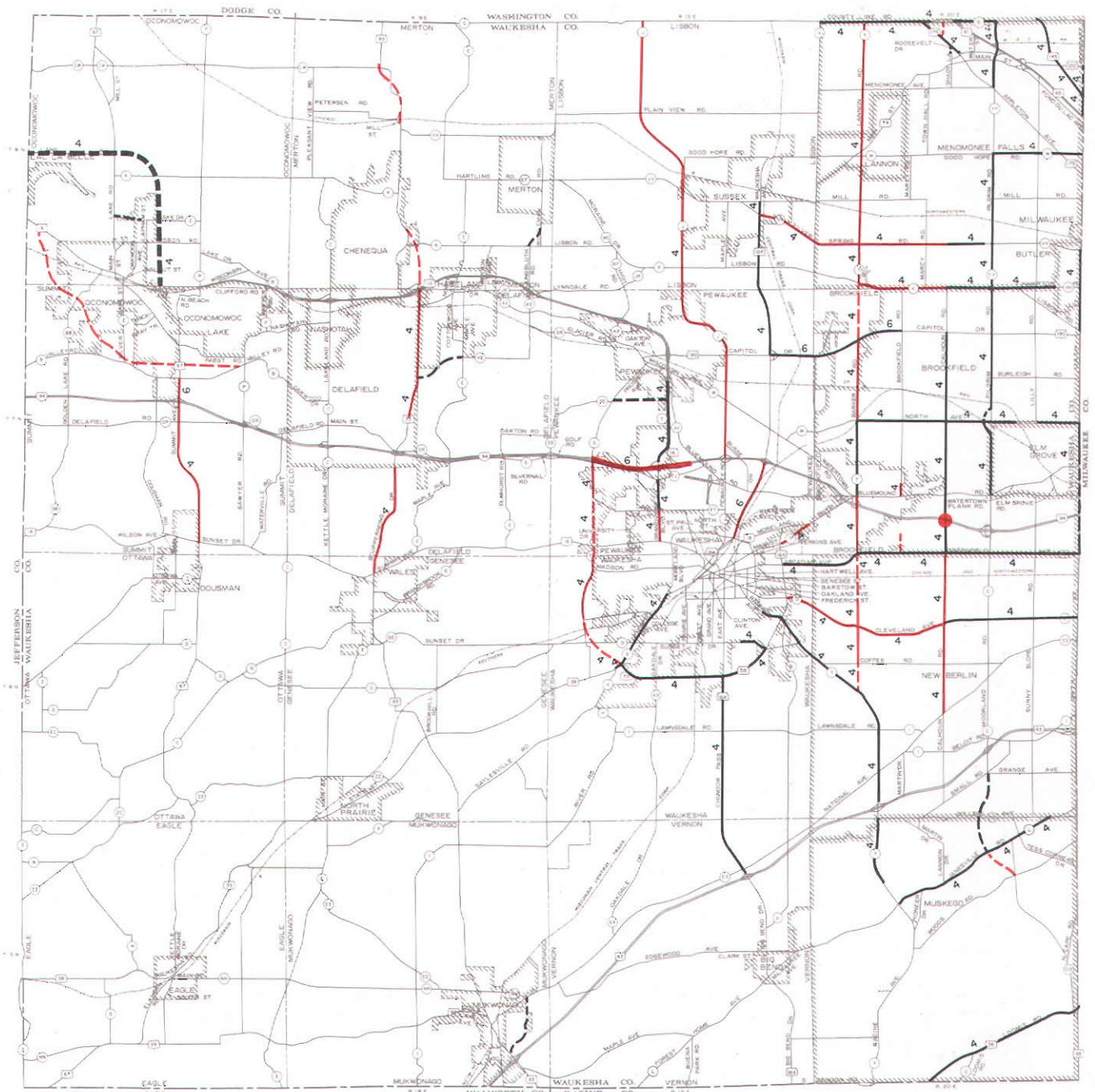
Table 16 presents an estimate of the total costs of the recommended arterial system plan for Waukesha County. This estimate assumes that all facilities requiring only preservation will be resurfaced once by the year 2010. In addition, it is assumed that all improvements on existing or new alignments will be implemented by the year 2010. The estimated costs are presented by recommended jurisdiction, State, county, or local. The estimated cost of the recommended system to the year 2010 is \$691 million, including \$390 million for State trunk highways, \$239 million for county trunk highways, and \$62 million for local arterials.

#### **PUBLIC HEARING ON PRELIMINARY NEW REGIONAL TRANSPORTATION SYSTEM PLAN IN WAUKESHA COUNTY AND PRELIMINARY NEW JURISDICTIONAL HIGHWAY SYSTEM PLAN**

The preliminary new regional transportation system plan, of which the Waukesha County jurisdictional highway system plan is intended to be an integral part, was presented for public review and comment at a public informational meeting and public hearing held on July 28, 1994, at the Waukesha County



**CAPACITY IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM UNDER THE PRELIMINARY RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**



**LEGEND**

4 NUMBER OF LANES  
(2 WHERE UNNUMBERED)

**CURRENT PLAN**

— EXISTING LOCATION (WIDENING)

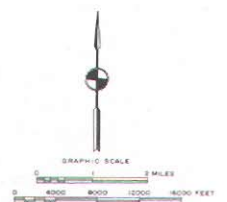
- - - NEW LOCATION

**NEW PLAN AMENDMENTS**

— EXISTING LOCATION (WIDENING)

- - - NEW LOCATION

● NEW FREEWAY INTERCHANGE



Source: SEWRPC.

Table 13

**FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY UNDER THE PRELIMINARY RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**

Improvement Type	Facility	Termini	Description	Included in First-Generation Plan	Implementation Priority	
Widening State	IH 94	CTH G to STH 16	Widen from four to six traffic lanes	No	High	
	STH 36	Waukesha-Racine county line to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	Yes	High	
	STH 59	CTH X to Sunset Drive	Widen from two to four traffic lanes	Yes	High	
	STH 59	STH 164 to CTH O	Widen from two to four traffic lanes	Yes	Medium	
	STH 59	CTH O to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	No	High	
	STH 67	CTH B to IH 94	Widen from four to six traffic lanes	No	Low	
	STH 67	IH 94 to USH 18	Widen from two to four traffic lanes	No	Low	
	STH 83	Nagawicka Road to STH 16	Widen from two to four traffic lanes	No	Low	
	STH 83	IH 94 to USH 18	Widen from two to four traffic lanes	No	Medium	
	STH 145	Fond du Lac Avenue to Waukesha-Washington county line	Widen from two to four traffic lanes	Yes	Low	
	STH 164	STH 74 to STH 190	Widen from two to four traffic lanes	Yes	High	
	STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes	Yes	High	
	STH 175	Roosevelt Drive to CTH Q	Widen from two to four traffic lanes	No	Low	
	STH 190	STH 164 to Brookfield Road	Widen from four to six traffic lanes	Yes	High	
	CTH J	Rockwood Drive to Waukesha-Washington county line	Widen from two to four traffic lanes	No	High	
	CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes	No	High	
	Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes	No	High	
	County	STH 164	USH 18 to IH 94	Widen from four to six traffic lanes	No	Medium
		CTH D	STH 59 to CTH O	Widen from two to four traffic lanes	No	Low
CTH D		CTH O to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	Yes	Medium	
CTH K		CTH Y to Calhoun Road	Widen from two to four traffic lanes	No	Low	
CTH L		CTH Y to CTH HH	Widen from two to four traffic lanes	Yes	Medium	
CTH Q		CTH V to STH 175	Widen from two to four traffic lanes	Yes	Medium	
CTH Q		USH 41/45 to Pilgrim Road	Widen from two to four traffic lanes	Yes	Low	
CTH T		Northview Road to Silvermail Road	Widen from two to four traffic lanes	No	Medium	
CTH T		Golf Road to CTH SS extension	Widen from two to four traffic lanes	Yes	Medium	
CTH W		CTH YY to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	Yes	High	
CTH X		STH 59 to Moreland Boulevard	Widen from two to four traffic lanes	Yes	Medium	
CTH Y		Hillendale Drive to STH 164	Widen from two to four traffic lanes	Yes	Medium	
CTH Y		STH 59 to North Avenue	Widen from two to four traffic lanes	No	High/medium	
CTH Y		North Avenue to STH 190	Widen from two to four traffic lanes	No	Low	
CTH Y		CTH K to CTH Q	Widen from two to four traffic lanes	No	Low	
CTH VV		STH 164 to a point 0.5 mile east of Marcy Road	Widen from two to four traffic lanes	No	Low	
CTH VV		A point 0.5 mile east of Marcy Road to Bette Drive	Widen from two to four traffic lanes	Yes	High	
CTH YY		Lisbon Road to CTH W	Widen from two to four traffic lanes	Yes	Low	
Calhoun Road		CTH ES to STH 59	Widen from two to four traffic lanes	No	Low	
Calhoun Road		STH 59 to STH 190	Widen from two to four traffic lanes	Yes	High/medium	
Grandview Boulevard		USH 18 to Northview Road	Widen from two to four traffic lanes	No	Low	
Hampton Road		Lisbon Road to 132nd Street	Widen from two to four traffic lanes	Yes	Low	
Pilgrim Road		STH 175 to Waukesha-Washington county line	Widen from two to four traffic lanes	Yes	High	
Pilgrim Road		USH 18 to Lisbon Road	Widen from two to four traffic lanes	Yes	Medium	
124th Street		STH 145 to USH 41/45	Widen from two to four traffic lanes	Yes	Medium	
124th Street		CTH VV to STH 190	Widen from two to four traffic lanes	Yes	High	
124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes	Yes	Low		
Local	Brookfield Road	USH 18 to a point approximately 1,000 feet north	Widen from two to four traffic lanes	No	High	
	Lilly Road	CTH VV to Hampton Road	Widen from two to four traffic lanes	No	Low	
	Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes	Yes	Low	
	Main Street	STH 164 to USH 18	Widen from two to four traffic lanes	No	High	
	Racine Avenue	Downing Drive to STH 59/164	Widen from two to four traffic lanes	Yes	Medium	
	Sunset Drive	Tenny Avenue to STH 59/164	Widen from two to four traffic lanes	Yes	Medium	
Expansion State	IH 94	Calhoun Road	Construct new interchange	No	High	
	STH 16/67 bypass	Wisconsin Avenue to Waukesha-Jefferson county line	Construct four lanes on new alignment	Yes	High	
	STH 83 realignment	STH 16 to Thompson Lane	Construct two lanes on new alignment	No	Medium	
	STH 83 realignment	Kilbourne Road to CTH CW	Construct two lanes on new alignment	No	Low	
	Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment	Yes	Medium	
	Waukesha West bypass	CTH X to MacArthur Road	Construct four lanes on new alignment	Yes	High	
	Waukesha West bypass	Northview Road to USH 18	Construct four lanes on new alignment	Yes	High	

Table 13 (continued)

Improvement Type	Facility	Termini	Description	Included in First-Generation Plan	Implementation Priority
Expansion (continued) County	CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment	Yes	Medium
	CTH KE extension	CTH E to STH 83	Construct two lanes on new alignment	Yes	Medium
	CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment	Yes	Low
	CTH SS extension	CTH G to CTH T	Construct two lanes on new alignment	Yes	High
	Barker Road extension	STH 59 to Lincoln Avenue	Construct two lanes on new alignment	Yes	Medium
	Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment	Yes	Medium
	Lake Drive extension	Lapham Street to STH 67	Construct four lanes on new alignment	Yes	Medium
	Moorland Road extension	Grange Avenue to CTH L	Construct two lanes on new alignment	Yes	Medium
	Moorland Road extension	CTH L to Durham Road	Construct two lanes on new alignment	No	Medium
	124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment	Yes	High
	124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment	Yes	Low
	Local	CTH B realignment	STH 67 to CTH P	Construct two lanes on new alignment	No
Brookfield Road extension		Davidson Road to STH 59	Construct two lanes on new alignment	No	Low
Oconomowoc Parkway		STH 67 to STH 16	Construct two lanes on new alignment	Yes	High/medium
River Crest Drive		Shady Lane to Village of Germantown	Construct two lanes on new alignment	No	Medium
Shady Lane extension		St. Thomas Drive to STH 175	Construct two lanes on new alignment	Yes	High
Sunnyslope Road extension		CTH HH to CTH L	Construct two lanes on new alignment	Yes	Low

Source: SEWRPC.

Exposition Center, Waukesha, Wisconsin. Prior to this hearing, the Commission prepared and distributed the May-June 1994 issue of the SEWRPC Newsletter (Vol. 34, No. 3), which described the capacity improvements recommended under the preliminary regional transportation system plan. The functional highway system amendments proposed under that regional plan to be made to the current county jurisdictional highway system plan were identified. Other elements of the new regional transportation system plan were also reviewed. The estimated cost of implementing the preliminary recommended plan was presented, along with a review of potential funding sources.

In addition to the public informational meeting and public hearing, briefings on the preliminary regional transportation system plan and the proposed amendments to the current county jurisdictional highway system plan were presented upon request to staff of the Village of Menomonee Falls and the City of Waukesha Common Council.

A record of the public hearings on the regional transportation system plan, including transcripts of the hearings, attendance records, written comments submitted before, at, and after the hearings, and pertinent newspaper articles, was distributed to and reviewed by the Advisory Committee. A total of 56

people attended the July 28, 1994, informational meeting and hearing on the plan, with 23 people speaking at the hearing.

The record of the public hearing indicates that a number of comments were made in support of the preliminary recommended regional transportation system plan. Support for the plan was voiced by the Waukesha County Economic Development Corporation, the Waukesha Area Chamber of Commerce, and the City of New Berlin, as well as by interested and concerned individual citizens. The comments received indicated that the plan has an appropriate balance between the highway and public transit elements. In addition to expressing support for the plan in general, the Waukesha Area Chamber of Commerce voiced support for the following specific projects: 1) the improvement of STH 164 south of the City of Waukesha and its extension into Racine County; 2) the improvement and extension of Barker Road/Lannon Road from CTH Y to CTH Q; 3) the improvement of CTH J from IH 94 to USH 41; and 4) construction of the Waukesha West bypass from STH 59 to IH 94.

The public hearing record indicates that a number of comments were voiced in opposition to all proposed highway improvement and expansion identified in the preliminary new regional transportation system



Table 14

CHANGES IN RECOMMENDED HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE PRELIMINARY RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010<sup>a</sup>

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
Town of Brookfield	County trunk highway County trunk highway Local trunk highway	Local trunk highway New facility Local nonarterial	Springdale Road Extension of Barker Road Brookfield Road	CTH JJ STH 190 Northern Town limits	STH 190 Village of Menomonee Falls Southern Town limits	Yes Yes No
Town of Delafield	County trunk highway County trunk highway Local nonarterial Local nonarterial Local nonarterial Local nonarterial Local nonarterial	State trunk highway New facility County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Frontage Road (Golf Road) Extension of CTH KE CTH E Silvernail Road (CTH G) Elmhurst Road (CTH G) Brandy Brook Road (CTH G) CTH GR	Town of Pewaukee STH 83 CTH KE Elmhurst Road (CTH G) Silvernail Road (CTH G) USH 18 CTH KE	CTH E CTH E USH 18 CTH SS USH 18 Town of Genesee Town of Pewaukee	Yes Yes No Yes Yes Yes Yes
Town of Eagle	County trunk highway County trunk highway Local nonarterial Local nonarterial Local nonarterial Local nonarterial Local nonarterial	State trunk highway Local nonarterial County trunk highway Local nonarterial County trunk highway County trunk highway County trunk highway	STH 99 Little Prairie Road CTH N CTH S CTH NN CTH ZC CTH ZZ	STH 67 CTH NN Waukesha-Jefferson county line STH 59 Waukesha-Jefferson county line Town of Ottawa Waukesha-Jefferson county line	Town of Mukwonago Waukesha-Walworth county line STH 59 STH 67 STH 67 CTH ZZ Town of Ottawa	Yes Yes Yes Yes Yes Yes Yes
Town of Genesee	Local nonarterial Local nonarterial	County trunk highway County trunk highway	CTH C Brandy Brook Road (CTH G)	USH 18 Town of Delafield	CTH G Town of Ottawa	Yes Yes
Town of Lisbon	State trunk highway County trunk highway	County trunk highway Local trunk highway	CTH J Plain View Road	Waukesha-Washington county line Center Oak Road	Town of Pewaukee Town Line Road	No Yes
Town of Merton	State trunk highway State trunk highway  State trunk highway County trunk highway County trunk highway Local nonarterial Local nonarterial	New facility New facility  New facility Local trunk highway New facility State trunk highway County trunk highway	STH 83 STH 83  STH 83 Center Oak Road Extension of CTH KE STH 83 CTH KE	Oconomowoc River Point 950 feet north of Little Oconomowoc River STH 16 Plain View Road CTH K Village of Chenequa Point 0.5 mile north of CTH K	Little Oconomowoc River CTH CW  Village of Chenequa Village of Merton CTH KE STH 16 CTH K	No No  No Yes Yes No Yes
Town of Mukwonago	State trunk highway County trunk highway Local nonarterial	New facility State trunk highway County trunk highway	STH 83 (Mukwonago bypass) STH 99 CTH I	IH 43 Village of Mukwonago Town of Vernon	CTH NN Town of Eagle STH 83	Yes Yes Yes
Town of Oconomowoc	State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local nonarterial Local nonarterial	New facility State trunk highway State trunk highway Local trunk highway Local nonarterial New facility	STH 16/67 (Oconomowoc bypass) STH 16 STH 67 Wisconsin Avenue Lake Drive Oconomowoc Parkway	STH 67 at STH 16 City of Oconomowoc STH 16 Oconomowoc bypass CTH R CTH P STH 16	Waukesha-Jefferson county line Waukesha-Jefferson county line City of Oconomowoc CTH P CTH R Town of Summit	Yes Yes Yes Yes Yes No
Town of Ottawa	Local nonarterial Local nonarterial Local nonarterial Local nonarterial Local nonarterial	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	CTH C Brandy Brook Road (CTH C) CTH D CTH ZC CTH ZC CTH ZZ	USH 18 Eastern Town limits CTH Z CTH Z CTH C Town of Eagle	CTH G CTH D STH 67 CTH C Town of Eagle STH 67	Yes Yes Yes Yes Yes Yes
Town of Pewaukee	State trunk highway State trunk highway State trunk highway State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial	County trunk highway County trunk highway Local trunk highway Local trunk highway New facility State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway New facility County trunk highway County trunk highway County trunk highway County trunk highway	CTH TT CTH J Meadowbrook Road Meadowbrook Road Waukesha West bypass STH 164 Frontage Road (Golf Road) Northview Road Springdale Road Extension of CTH SS CTH J CTH FT CTH TJ CTH GR	USH 18 Town of Lisbon IH 94 City of Waukesha Northview Road STH 190 City of Waukesha Meadowbrook Road CTH JJ CTH G City of Waukesha Point about 0.7 mile west of CTH J City of Waukesha Town of Delafield	Town of Waukesha IH 94 City of Waukesha Northview Road USH 18 City of Waukesha Town of Delafield City of Waukesha STH 190 CTH T IH 94 CTH J CTH JJ Village of Pewaukee	Yes No Yes Yes Yes No Yes Yes Yes Yes No No Yes Yes
Town of Summit	County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial Local nonarterial	State trunk highway New facility County trunk highway County trunk highway County trunk highway New facility County trunk highway County trunk highway	STH 16 Valley Road (CTH B) relocation CTH B CTH BB CTH Z Oconomowoc Parkway CTH B CTH B	CTH P STH 67 Waukesha-Jefferson county line CTH DR CTH B Town of Oconomowoc CTH Z STH 67	City of Oconomowoc CTH P CTH Z City of Oconomowoc City of Oconomowoc STH 67 City of Oconomowoc CTH P	Yes No No No No No No No
Town of Vernon	County trunk highway Local nonarterial Local nonarterial	Local trunk highway County trunk highway County trunk highway	Center Drive Guthrie Road (CTH U) CTH I	CTH L Town of Waukesha Town of Waukesha	Waukesha-Racine county line STH 164 Town of Mukwonago	Yes Yes Yes

Table 14 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
Town of Waukesha	State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial Local nonarterial Local nonarterial	County trunk highway New facility County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	CTH TT Waukesha West bypass Broadway (CTH D) Sunset Drive (CTH D) Racine Avenue (CTH Y) CTH I Guthrie Road (CTH U) Guthrie Road (CTH U)	Town of Pewaukee MacArthur Road City of Waukesha CTH TT City of Waukesha Lawnsdale Road CTH Y City of Waukesha	MacArthur Road STH 59 STH 59 CTH X City of Waukesha Town of Vernon City of Waukesha Town of Vernon	Yes Yes Yes Yes Yes Yes Yes Yes
Village of Butler	County trunk highway	Local trunk highway	124th Street	Northern Village corporate limits	Southern Village corporate limits	Yes
Village of Chenequa	State trunk highway County trunk highway Local nonarterial	New facility Local trunk highway State trunk highway	STH 83 Vettelson Drive STH 83	CTH K CP Rail System right-of-way Thompson Lane	Thompson Lane City of Delafield Town of Merton	No Yes No
Village of Elm Grove	County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway New facility	North Avenue Pilgrim Parkway 124th Street Extension of 124th Street	City of Brookfield North Avenue City of Brookfield City of Brookfield	Waukesha-Milwaukee county line USH 18 Knoll Road Knoll Road	Yes Yes Yes Yes
Village of Hartland	County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway New facility	Vettelson Drive Capitol Drive Extension of CTH KE	City of Delafield Vettelson Drive STH 83	Capitol Drive CTH KC Town of Delafield	Yes Yes Yes
Village of Menomonee Falls	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial Local nonarterial Local nonarterial	State trunk highway Local trunk highway County Line Road Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility New facility Local nonarterial New facility Local trunk highway Local trunk highway Local nonarterial Local nonarterial	STH 175 Boundary Road County Line Road Lisbon Road Hampton Avenue Pilgrim Road Extension of Boundary Road Extension of Lannon Road River Crest Drive Extension of River Crest Drive Extension of Shady Lane Roosevelt Drive Water Street Richfield Way	Waukesha-Milwaukee county line County Line Road Pilgrim Road Calhoun Road Lisbon Road County Line Road STH 100 STH 100 CTH K STH 175 Shady Lane STH 175 Shady Lane STH 74 Water Street	Waukesha-Washington county line STH 100 Boundary Road Hampton Avenue Village of Butler STH 175 STH 145 City of Brookfield Shady Lane Village of Germantown Thomas Drive Pilgrim Road Richfield Way Village of Germantown	Yes Yes Yes Yes Yes Yes Yes Yes No No Yes No No No
Village of Mukwonago	State trunk highway State trunk highway County trunk highway County trunk highway	County trunk highway New facility State trunk highway State trunk highway	CTH NN STH 83 (Mukwonago bypass) Rochester Street (STH 83) STH 99	Mukwonago bypass Northern Village corporate limits CTH NN Town of Mukwonago	STH 83 Southern Village corporate limits Mukwonago bypass Rochester Street (STH 83)	Yes Yes Yes Yes
Village of Nashotah	County trunk highway	Local trunk highway	Rasmus Drive	CTH C	City of Delafield	Yes
Village of Pewaukee	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility	Capitol Drive Oakton Avenue Prospect Avenue Wisconsin Avenue Extension of CTH SS	Oakton Avenue Capitol Drive Wisconsin Avenue Eastern Village corporate limits Eastern Village corporate limits	STH 16 Wisconsin Avenue Town of Pewaukee Western Village corporate limits Western Village corporate limits	Yes Yes Yes Yes Yes
Village of Sussex	State trunk highway County trunk highway	County trunk highway Local trunk highway	CTH J Main Street	Northern Village corporate limits Locust Street	Southern Village corporate limits STH 164	No Yes
Village of Wales	Local nonarterial	County trunk highway	Brandy Brook Road (CTH G)	Eastern Village corporate limits	Western Village corporate limits	Yes
City of Brookfield	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility	Barker Road Calhoun Road Lisbon Road Hampton Avenue Moorland Road North Avenue Pilgrim Parkway Pilgrim Road 124th Street 124th Street Springdale Road Extension of 124th Street	Northern City corporate limits STH 59 Calhoun Road Lisbon Road USH 18 Town of Pewaukee North Avenue Lisbon Road Village of Elm Grove Robinwood Street STH 190 Northern City corporate limits	Southern City corporate limits CTH K Hampton Avenue Village of Butler STH 59 Waukesha-Milwaukee county line USH 18 North Avenue Village of Butler Village of Elm Grove Southern City corporate limits Robinwood Street	Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
City of Delafield	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway	Main Street Milwaukee Street Oakwood Drive Vettelson Drive Vettelson Drive	Town of Summit Main Street Town of Summit Village of Nashotah Village of Chenequa	Milwaukee Street STH 83 CTH C CP Rail System right-of-way Village of Hartland	Yes Yes Yes Yes Yes
City of Muskego	County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway	Local trunk highway New facility New facility Local nonarterial Local nonarterial Local nonarterial New facility	S. Denoon Road Extension of Moorland Road Extension of Moorland Road Durham Road Martin Drive Lannon Drive Extension of Sunnyslope Road	Crowbar Drive CTH HH CTH L Woods Road CTH HH Martin Drive CTH HH	CTH Y CTH L Durham Road CTH OO Lannon Drive CTH L CTH L	Yes Yes No No No No No Yes

Table 14 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
City of New Berlin	County trunk highway	Local trunk highway	Calhoun Road	CTH ES	STH 59	No
	County trunk highway	Local trunk highway	Johnson Road	STH 59	Point 0.4 mile south of STH 59	Yes
	County trunk highway	Local trunk highway	Johnson Road	Lincoln Avenue	Coffee Road	Yes
	County trunk highway	Local trunk highway	Moorland Road	IH 43	Grange Avenue	Yes
	County trunk highway	Local trunk highway	124th Street	Northern City corporate limits	Layton Avenue	Yes
	County trunk highway	New facility	Extension of Johnson Road	Point 0.4 mile south of STH 59	Lincoln Avenue	Yes
	County trunk highway	New facility	Extension of Johnson Road	Coffee Road	CTH Y	Yes
	County trunk highway	New facility	Extension of Moorland Road	Southern City corporate limits	Grange Avenue	Yes
City of Oconomowoc	State trunk highway	New facility	STH 16/67 (Oconomowoc bypass)	Southern City corporate limits	Northern City corporate limits	Yes
	County trunk highway	State trunk highway	STH 16	Eastern City corporate limits	Western City corporate limits	Yes
	County trunk highway	State trunk highway	STH 67	Northern City corporate limits	STH 16	Yes
	County trunk highway	Local trunk highway	Summit Avenue	Thackeray Trail	STH 16	Yes
	County trunk highway	Local nonarterial/new facility	Lake Drive/Fairview Road	STH 67	Lapham Street	Yes
	Local trunk highway	County trunk highway	CTH Z	Marigold Street	Lake Drive	No
	Local trunk highway	New facility	Oconomowoc Parkway	Northern City corporate limits	Eastern City corporate limits	No
	Local nonarterial	County trunk highway	CTH B	Eastern City corporate limits	Western City corporate limits	No
City of Waukesha	State trunk highway	County trunk highway	CTH TT	Northern City corporate limits	Southern City corporate limits	Yes
	State trunk highway	Local trunk highway	Meadowbrook Road	Northern City corporate limits	Southern City corporate limits	Yes
	County trunk highway	State trunk highway	STH 164	USH 18	Town of Pewaukee	No
	County trunk highway	State trunk highway	Frontage Road (Golf Road)	CTH T	Town of Pewaukee	Yes
	County trunk highway	Local trunk highway	Grandview Boulevard	USH 18	Northview Road	Yes
	County trunk highway	Local trunk highway	North Street	USH 18	St. Paul Avenue	Yes
	County trunk highway	Local trunk highway	Northview Road	Town of Pewaukee	CTH T	Yes
	County trunk highway	Local trunk highway	St. Paul Avenue	Harris Highland Drive	USH 18	Yes
	County trunk highway	Local trunk highway	Sunset Drive (CTH D)	CTH X	Western City corporate limits	Yes
	Local trunk highway	County trunk highway	CTH J	Gascoigne Drive	Town of Pewaukee	Yes
	Local trunk highway	County trunk highway	CTH FT	Point about 0.7 mile west of CTH J	CTH J	No
	Local trunk highway	Local nonarterial	Main Street	Hartwell Avenue	Moreland Boulevard	Yes
	Local trunk highway	County trunk highway	CTH TJ	CTH T	Town of Pewaukee	Yes
	Local nonarterial	County trunk highway	Guthrie Road (CTH U)	Northern City corporate limits	Southern City corporate limits	Yes
	Local nonarterial	County trunk highway	CTH TJ	Meadow Lane	CTH T	Yes

<sup>a</sup>The jurisdictional transfers recommended should all be initiated as soon as possible, as the transfers will promote implementation of the recommended plan improvements.

Source: SEWRPC.

plan. Comments voiced in opposition to all highway improvement or expansion were generally accompanied by comments supporting further expansion of public transit. A number of comments voiced opposition to the provision of light-rail rapid transit service.

The public hearing record also indicates that a number of comments were voiced in opposition to specific highway improvements or expansion projects. Specifically, opposition was expressed with regard to the following highway improvement or expansion projects: 1) the widening of STH 67 from USH 18 to IH 94; 2) the widening of STH 164 from IH 43 to STH 59; 3) the widening of Racine Avenue (CTH Y) from Hillendale Drive to Downing Drive; 4) the construction of a new interchange on IH 94 at Calhoun Road; and 5) the modest alignment changes proposed for STH 83 between STH 16 and CTH CW in lieu of the long-planned realignment.

The record of the public hearing also indicates that a number of comments were voiced in support of

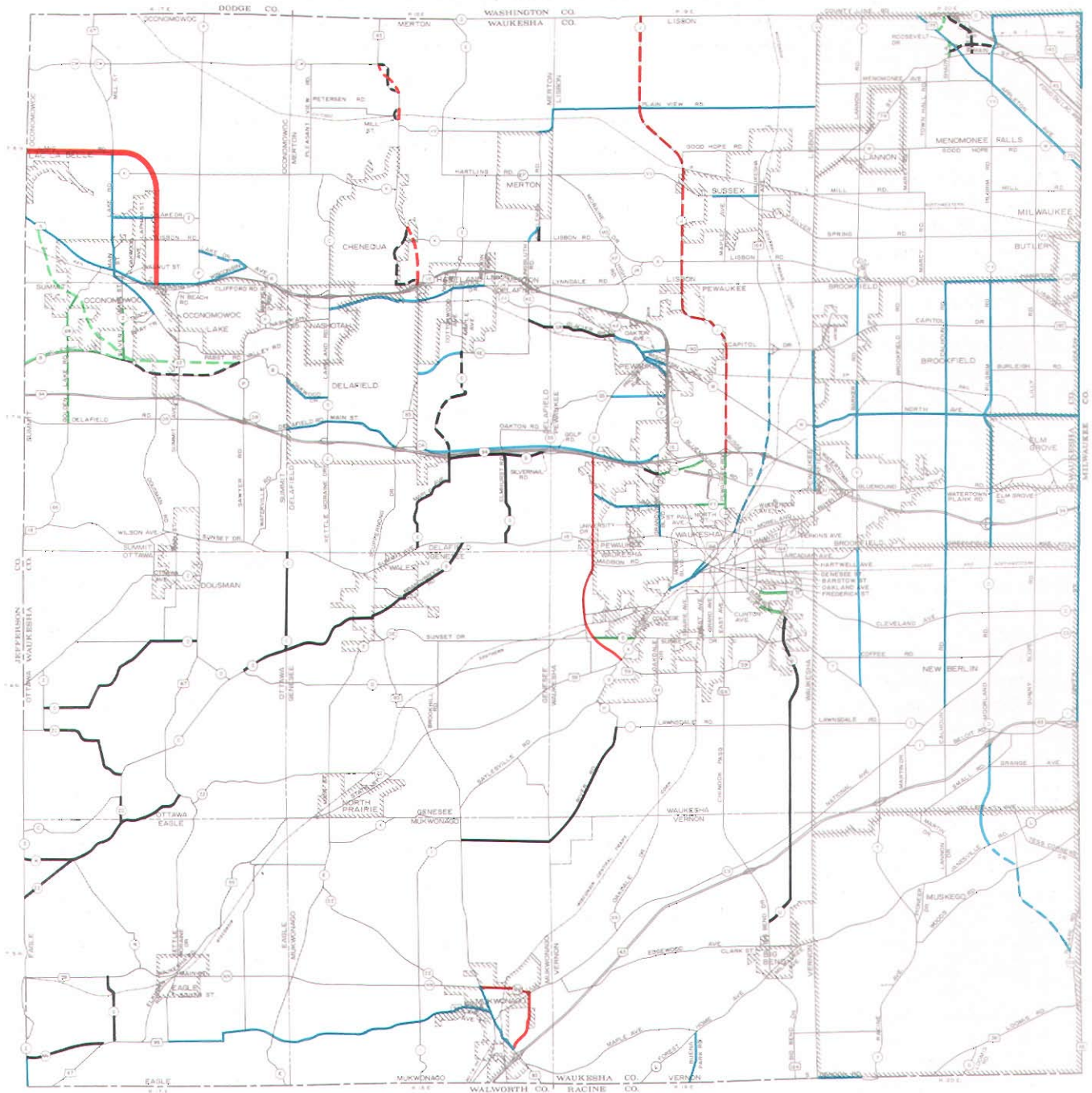
specific highway improvement or expansion projects. Specifically, support was voiced by the Village of Chenequa for the retention of the long-planned STH 83 realignment between STH 16 and CTH CW. Support was also expressed for the extension of Barker Road.

The public hearing record also indicates that comments were made both in support of and in opposition to the proposed Waukesha West bypass from STH 59 to IH 94.

Finally, during the briefings, two additional issues were raised. Town of Summit officials requested consideration of the reconstruction of the existing half-diamond interchange on IH 94 at CTH P to provide a full-diamond interchange in support of development proposed for the Pabst Farms site. City of Waukesha officials, citing increased traffic volumes on CTH X between CTH H and STH 59 as a result of the opening of a new high school in 1993, requested that consideration be given to the improvement of CTH X to provide four traffic lanes.



**CHANGES IN RECOMMENDED HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE PRELIMINARY RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**



**LEGEND**

**CURRENT PLAN TRANSFERS TO:**

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM

**NEW PLAN AMENDMENT TRANSFERS TO:**

- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- - - LOCAL (NONARTERIAL) SYSTEM

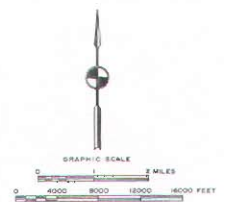


Table 15

**ARTERIAL STREET MILEAGE BY JURISDICTION UNDER THE PRELIMINARY  
RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**

Municipality	Planned Arterial Miles: 2010			
	State Trunk Highway	County Trunk Highway	Local Trunk Highway	Total
City of Brookfield .....	13.21	24.03	13.31	50.55
City of Delafield .....	6.65	8.76	--	15.41
City of Muskego .....	4.73	22.59	8.21	35.53
City of New Berlin .....	10.38	41.97	15.36	67.71
City of Oconomowoc .....	1.93	5.39	6.59	13.91
City of Waukesha .....	11.85	7.30	31.35	50.50
Village of Big Bend .....	0.84	0.85	0.45	2.14
Village of Butler .....	--	2.26	--	2.26
Village of Chenequa .....	3.27	2.89	--	6.16
Village of Dousman .....	1.01	0.78	--	1.79
Village of Eagle .....	2.37	0.69	--	3.06
Village of Elm Grove .....	2.05	2.32	2.65	7.02
Village of Hartland .....	2.66	5.87	--	8.53
Village of Lac La Belle .....	--	--	--	--
Village of Lannon .....	2.87	3.18	0.84	6.89
Village of Menomonee Falls .....	11.93	35.70	21.23	68.86
Village of Merton .....	--	3.20	--	3.20
Village of Mukwonago .....	1.47	4.27	--	5.74
Village of Nashotah .....	1.12	2.62	--	3.74
Village of North Prairie .....	1.77	1.00	--	2.77
Village of Oconomowoc Lake .....	0.14	2.49	--	2.63
Village of Pewaukee .....	4.34	5.36	--	9.70
Village of Sussex .....	2.32	2.68	3.67	8.67
Village of Wales .....	2.06	0.22	--	2.28
Town of Brookfield .....	5.45	4.86	0.85	11.16
Town of Delafield .....	9.33	11.13	--	20.46
Town of Eagle .....	14.07	12.19	--	26.26
Town of Genesee .....	12.60	19.02	--	31.62
Town of Lisbon .....	7.62	26.43	3.17	37.22
Town of Merton .....	5.29	22.15	--	27.44
Town of Mukwonago .....	8.00	23.86	--	31.86
Town of Oconomowoc .....	10.86	23.85	1.49	36.20
Town of Ottawa .....	6.76	16.17	--	22.93
Town of Pewaukee .....	19.90	24.91	2.66	47.47
Town of Summit .....	16.70	14.68	8.87	40.25
Town of Vernon .....	13.31	15.54	5.35	34.20
Town of Waukesha .....	11.38	14.94	2.82	29.14
<b>Total</b>	<b>230.24</b>	<b>416.15</b>	<b>128.87</b>	<b>775.26</b>

Source: SEWRPC.

Table 16

ESTIMATED CAPITAL COST TO THE YEAR 2010 OF THE PRELIMINARY  
RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

Item	Planned Arterial Mileage: 2010			
	State	County	Local	Total
Preservation .....	163.8	332.6	119.7	616.1
Improvement <sup>a</sup> .....	57.3	73.9	1.8	133.0
Expansion <sup>b</sup> .....	9.1	9.7	7.4	26.2
<b>Total</b>	<b>230.2</b>	<b>416.2</b>	<b>128.9</b>	<b>775.3</b>

Item	Estimated Construction Cost <sup>c</sup>			
	State	County	Local	Total
Preservation .....	\$233,059,600	\$ 84,639,400	\$42,467,600	\$360,166,600
Improvement <sup>a</sup> .....	115,788,000	135,562,600	3,441,000	254,791,600
Expansion <sup>b</sup> .....	41,503,200	18,942,600	15,958,100	76,403,900
<b>Total</b>	<b>\$390,350,800</b>	<b>\$239,144,600</b>	<b>\$61,866,700</b>	<b>\$691,362,100</b>

<sup>a</sup>Widening to provide additional traffic lanes on existing arterials.

<sup>b</sup>Construction of new facilities.

<sup>c</sup>All figures are expressed in constant 1994 dollars, and include right-of-way acquisition costs.

Source: SEWRPC.

ADVISORY COMMITTEE  
REACTION TO PUBLIC COMMENTS

Based upon careful review of the public reaction to the preliminary new regional transportation system plan, the Advisory Committee, at a meeting on October 4, 1994, took action to endorse a final recommended County jurisdictional highway system plan which included the recommendations set forth in the preliminary county jurisdictional highway system plan, modified or reaffirmed as follows:

- The deletion of the long-planned STH 83 realignment between STH 16 and CTH CW was reaffirmed and the proposed modest realignment between STH 16 and Thompson Lane and CTH VV and CTH CW was retained, as the latter realignment may be expected to eliminate the existing horizontal and vertical alignment problems at a substantially lower cost than that of the long-planned realignment.

- The proposed reconstruction of the existing half-diamond interchange on CTH P at IH 94 to provide a full-diamond interchange was added to the plan to support the development planned at the Pabst Farms site. The need for this improvement was identified during the conduct of a corridor study centered on IH 94 in western Waukesha County.<sup>12</sup> This action was consistent with the endorsement of the recommendations of the corridor study by the Intergovernmental Coordinating and Technical Advisory Committee for the IH 94 West Freeway Corridor Development Plan at its August 30, 1994, meeting.

<sup>12</sup>Documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, September 1994.



- The proposed improvement of CTH X from CTH H to STH 59 was added to the plan. Although the forecast design year 2010 average weekday traffic volumes on this segment of CTH X are expected to approximate 11,000 vehicles, or somewhat less than the 13,000-vehicles-per-average-weekday design capacity, the major sewer and water system extensions to accommodate the construction of Waukesha West High School, opened in 1993, would also facilitate new residential development in the area. Thus, future traffic loadings have the potential to increase beyond those forecast based upon the adopted regional land use plan. Further, the improvement of this segment of CTH X may be expected to facilitate travel to and from the high school, thereby improving traffic safety on this roadway segment.

In addition, the Advisory Committee on Jurisdictional Highway Planning considered the comments made in support of, and/or in opposition to, the previously identified highway improvements recommended in the preliminary second-generation county jurisdictional highway system plan. The proposed improvement of STH 67 from USH 18 to IH 94 to provide four traffic lanes was retained in the plan to provide sufficient roadway capacity to accommodate the anticipated increases in average weekday traffic resulting from proposed new development at the Pabst Farms site both north and south of IH 94. The proposed improvements of STH 164 from IH 43 to STH 59 and of Racine Avenue (CTH Y) from Hillendale Drive to Downing Drive to provide four traffic lanes were retained in the plan to provide sufficient roadway capacity to accommodate both existing average weekday traffic volumes and the anticipated increases in average weekday traffic resulting from development envisioned in the adopted regional land use plan. The proposed new interchange on IH 94 at Calhoun Road was also retained in the plan because it was expected to provide substantial capacity relief not only to the existing interchange on IH 94 at Moorland Road, but to Moorland Road itself. The proposed Waukesha West bypass was also retained in the plan, primarily because of its ability to provide capacity relief to existing arterials in the City of Waukesha. Further, it was noted that the Waukesha West bypass lies within the City of Waukesha sewer service area and would provide the required arterial support to development anticipated to occur on the City's west side. Finally, it may be noted that implementation of this proposed project is supported by all levels of government concerned, including the City, County, and State.

## FINAL RECOMMENDED SECOND-GENERATION JURISDICTIONAL HIGHWAY SYSTEM PLAN

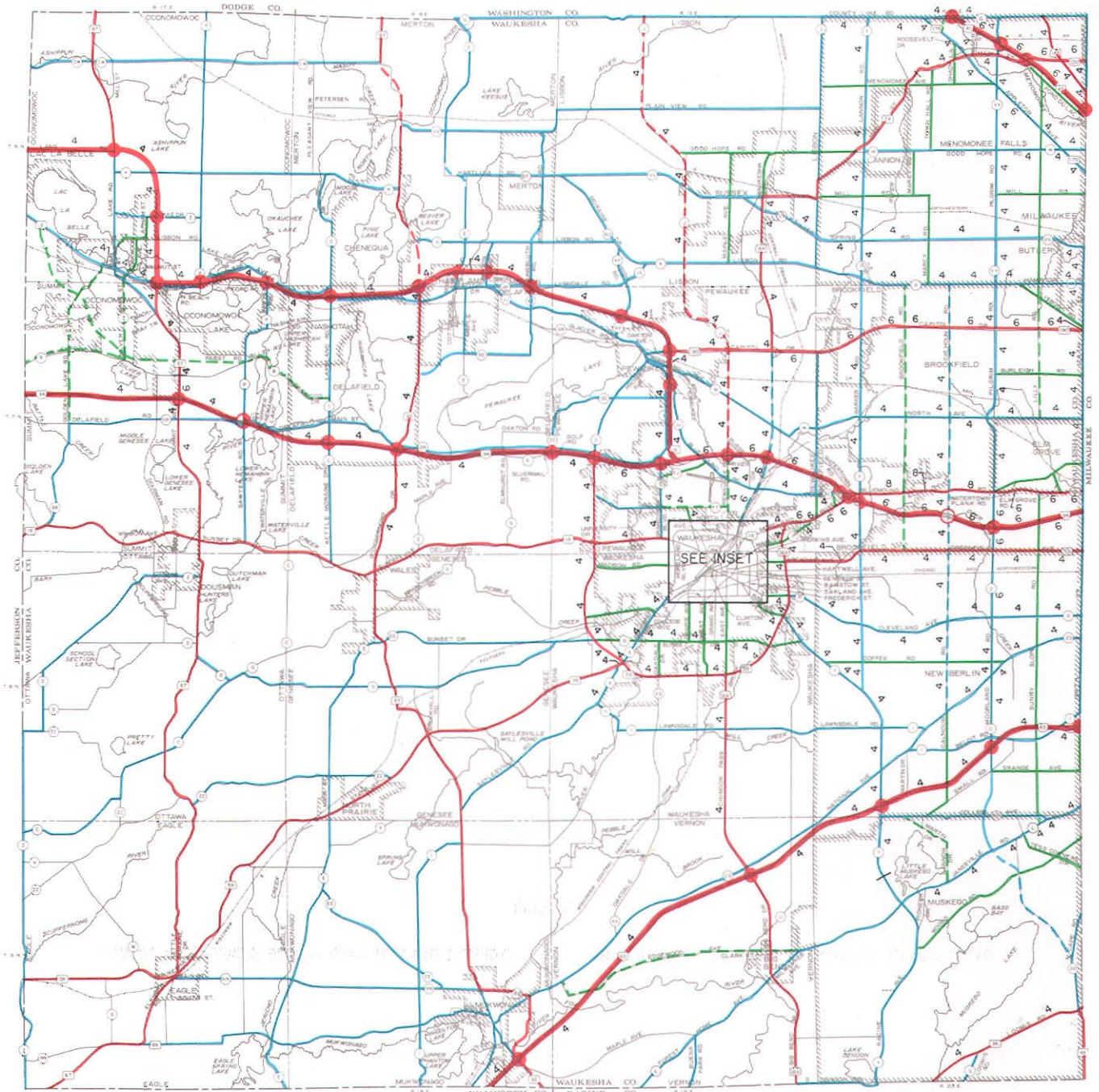
The final second-generation Waukesha County jurisdictional highway system plan, as recommended by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County, is shown on Map 26. The plan identifies the location and configuration of the various facilities constituting the arterial system and recommends the number of traffic lanes required on each segment of the system. The plan also recommends the level of government which should be responsible for the construction, operation, and maintenance of each facility making up the arterial system. The plan envisions a system of arterial facilities in Waukesha County that can meet existing and probable future traffic demands effectively and efficiently.

The major capacity improvements recommended under the plan are shown on Map 27 and listed in Table 17. These improvements include widenings of existing facilities to provide additional traffic lanes and the construction of new arterial facilities. The recommended changes in jurisdictional responsibility are shown on Map 28 and are listed in Table 18.

The final recommended arterial system would consist of 774 miles of streets and highways, or about 28 percent of the 2,768-mile total street and highway system expected to serve Waukesha County by the year 2010. The recommended State trunk highway element of the plan would consist of 230 miles of arterial facilities, or about 30 percent of the 774-mile planned arterial system. The recommended county trunk highway element of the plan would consist of 413 miles of arterial facilities, or about 53 percent of the 774-mile planned arterial system. The recommended local trunk highway element of the plan would consist of 131 miles of arterial facilities, or about 17 percent of the 774-mile planned arterial system. Table 19 presents a summary of the mileage of the planned arterial street and highway system by proposed jurisdiction, State, County, and local, within each unit of government within Waukesha County. It may be noted that under the plan, the total mileage of State trunk highways in the County would decrease from about 232 miles to about 230 miles, or less than 1 percent. The total mileage of county trunk highways would increase from 384 to 413 miles, or by about 8 percent.

Of the total 774 miles of the planned arterial system in Waukesha County, 614 miles, or 79 percent, would require only preservation, or resurfacing and reconstruction; 134 miles, or 17 percent, would require

FINAL RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010



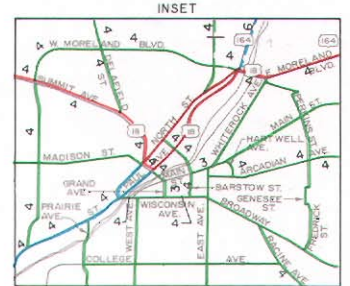
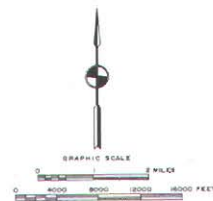
LEGEND

CURRENT PLAN

- FREEWAY
  - STATE TRUNK HIGHWAY
  - INTERCHANGE
- STANDARD ARTERIAL
  - STATE TRUNK HIGHWAY
  - COUNTY TRUNK HIGHWAY
  - LOCAL TRUNK HIGHWAY

NEW PLAN AMENDMENTS

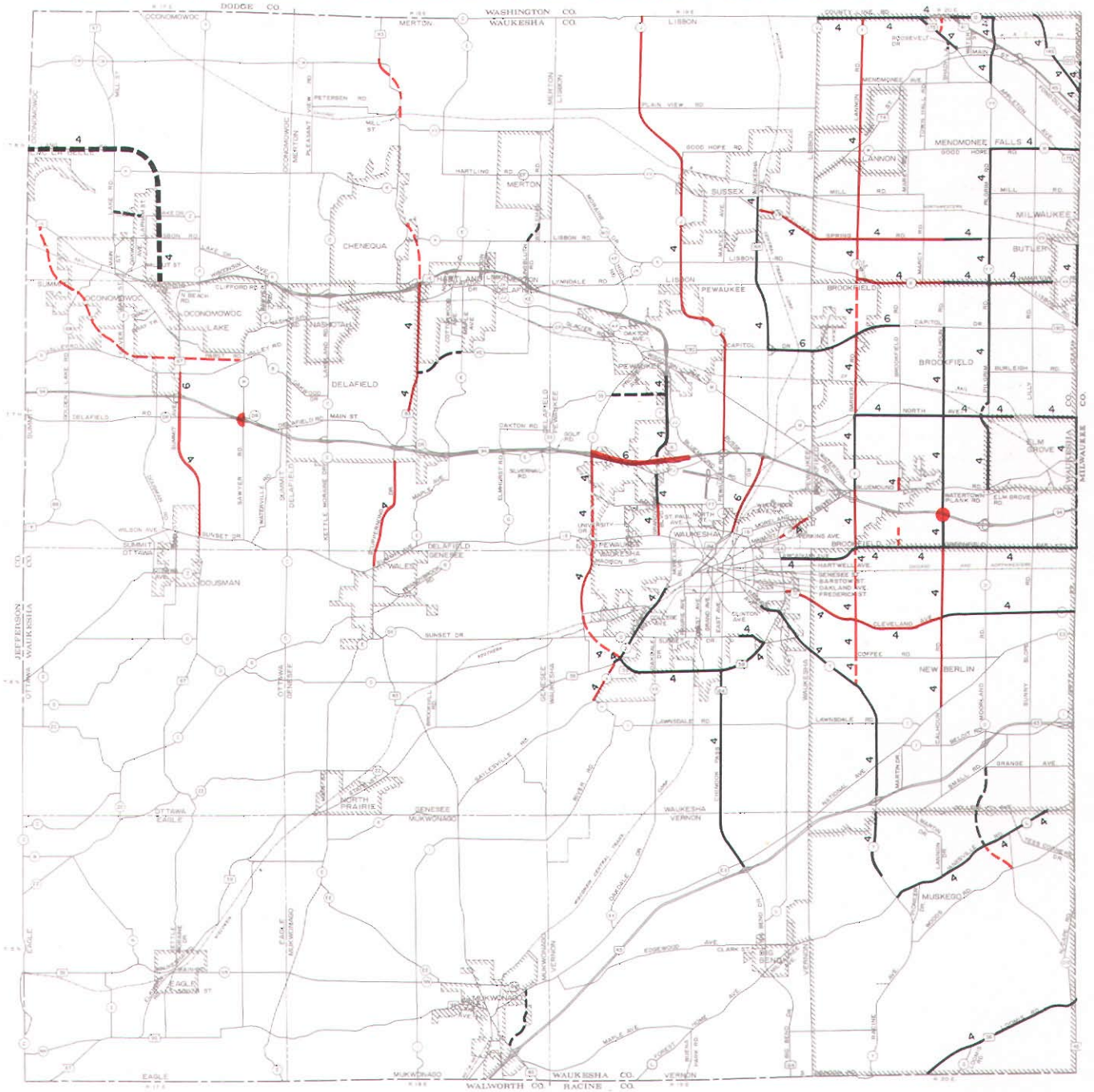
- FREEWAY
  - INTERCHANGE
  - HALF INTERCHANGE
- STANDARD ARTERIAL
  - STATE TRUNK HIGHWAY
  - COUNTY TRUNK HIGHWAY
  - LOCAL TRUNK HIGHWAY
- 4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)





# Map 27

## RECOMMENDED CAPACITY IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM UNDER THE FINAL RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010



### LEGEND

4 NUMBER OF LANES  
(2 WHERE UNNUMBERED)

#### CURRENT PLAN

— EXISTING LOCATION (WIDENING)

— NEW LOCATION

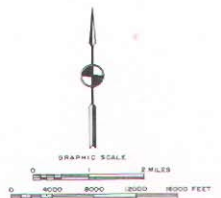
#### NEW PLAN AMENDMENTS

— EXISTING LOCATION (WIDENING)

— NEW LOCATION

● NEW FREEWAY INTERCHANGE

◐ NEW FREEWAY HALF INTERCHANGE



Source: SEWRPC.



Table 17

**FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY UNDER THE FINAL RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**

Improvement Type	Facility	Termini	Description	Included in First-Generation Plan	Implementation Priority
Widening State	IH 94	CTH G to STH 16	Widen from four to six traffic lanes	No	High
	STH 36	Waukesha-Racine county line to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	Yes	High
	STH 59	CTH X to Sunset Drive	Widen from two to four traffic lanes	Yes	High
	STH 59	STH 164 to CTH O	Widen from two to four traffic lanes	Yes	Medium
	STH 59	CTH O to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	No	High
	STH 67	CTH B to IH 94	Widen from four to six traffic lanes	No	Low
	STH 67	IH 94 to USH 18	Widen from two to four traffic lanes	No	Low
	STH 83	Nagawicka Road to STH 16	Widen from two to four traffic lanes	No	Low
	STH 83	IH 94 to USH 18	Widen from two to four traffic lanes	No	Medium
	STH 145	Fond du Lac Avenue to Waukesha-Washington county line	Widen from two to four traffic lanes	Yes	Low
	STH 164	STH 74 to STH 190	Widen from two to four traffic lanes	Yes	High
	STH 164	STH 59 to CTH ES	Widen from two to four traffic lanes	Yes	High
	STH 175	Roosevelt Drive to CTH Q	Widen from two to four traffic lanes	No	Low
	STH 190	STH 164 to Brookfield Road	Widen from four to six traffic lanes	Yes	High
	CTH J	Rockwood Drive to Waukesha-Washington county line	Widen from two to four traffic lanes	No	High
	CTH TT	MacArthur Road to USH 18	Widen from two to four traffic lanes	No	High
		Meadowbrook Road	Northview Road to IH 94	Widen from two to four traffic lanes	No
County	STH 164	USH 18 to IH 94	Widen from four to six traffic lanes	No	Medium
	CTH D	STH 59 to CTH O	Widen from two to four traffic lanes	No	Low
	CTH D	CTH O to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	Yes	Medium
	CTH K	CTH Y to Calhoun Road	Widen from two to four traffic lanes	No	Low
	CTH L	CTH Y to CTH HH	Widen from two to four traffic lanes	Yes	Medium
	CTH Q	CTH V to STH 175	Widen from two to four traffic lanes	Yes	Medium
	CTH Q	USH 41/45 to Pilgrim Road	Widen from two to four traffic lanes	Yes	Low
	CTH T	Northview Road to Silvernail Road	Widen from two to four traffic lanes	No	Medium
	CTH T	Golf Road to CTH SS extension	Widen from two to four traffic lanes	Yes	Medium
	CTH W	CTH YY to Waukesha-Milwaukee county line	Widen from two to four traffic lanes	Yes	High
	CTH X	CTH H to STH 59	Widen from two to four traffic lanes	No	Medium
	CTH X	STH 59 to Moreland Boulevard	Widen from two to four traffic lanes	Yes	Medium
	CTH Y	Hillendale Drive to STH 164	Widen from two to four traffic lanes	Yes	Medium
	CTH Y	STH 59 to North Avenue	Widen from two to four traffic lanes	No	High/medium
	CTH Y	North Avenue to STH 190	Widen from two to four traffic lanes	No	Low
	CTH Y	CTH K to CTH Q	Widen from two to four traffic lanes	No	Low
	CTH VV	STH 164 to a point 0.5 mile east of Marcy Road	Widen from two to four traffic lanes	No	Low
	CTH VV	A point 0.5 mile east of Marcy Road to Bette Drive	Widen from two to four traffic lanes	Yes	High
	CTH YY	Lisbon Road to CTH W	Widen from two to four traffic lanes	Yes	Low
	Calhoun Road	CTH ES to STH 59	Widen from two to four traffic lanes	No	Low
	Calhoun Road	STH 59 to STH 190	Widen from two to four traffic lanes	Yes	High/medium
	Grandview Boulevard	USH 18 to Northview Road	Widen from two to four traffic lanes	No	Low
	Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes	Yes	Low
	Pilgrim Road	STH 175 to Waukesha-Washington county line	Widen from two to four traffic lanes	Yes	High
	Pilgrim Road	USH 18 to Lisbon Road	Widen from two to four traffic lanes	Yes	Medium
	124th Street	STH 145 to USH 41/45	Widen from two to four traffic lanes	Yes	Medium
	124th Street	CTH VV to STH 190	Widen from two to four traffic lanes	Yes	High
124th Street	North Avenue to Watertown Plank Road	Widen from two to four traffic lanes	Yes	Low	
Local	Brookfield Road	USH 18 to a point approximately 1,000 feet north	Widen from two to four traffic lanes	No	High
	Lilly Road	CTH VV to Hampton Road	Widen from two to four traffic lanes	No	Low
	Lisbon Road	Calhoun Road to Hampton Road	Widen from two to four traffic lanes	Yes	Low
	Main Street	STH 164 to USH 18	Widen from two to four traffic lanes	No	High
	Racine Avenue	Downing Drive to STH 59/164	Widen from two to four traffic lanes	Yes	Medium
	Sunset Drive	Tenny Avenue to STH 59/164	Widen from two to four traffic lanes	Yes	Medium
Expansion State	IH 94	Calhoun Road	Construct new interchange	No	High
	IH 94	CTH P	Reconstruct existing half-diamond interchange to full-diamond interchange	No	Low
	STH 16/67 bypass	Wisconsin Avenue to Waukesha-Jefferson county line	Construct four lanes on new alignment	Yes	High
	STH 83 realignment	STH 16 to Thompson Lane	Construct two lanes on new alignment	No	Medium
	STH 83 realignment	Kilbourne Road to CTH CV	Construct two lanes on new alignment	No	Low
	Mukwonago bypass	IH 43 to CTH ES	Construct two lanes on new alignment	Yes	Medium
	Waukesha West bypass	CTH X to MacArthur Road	Construct four lanes on new alignment	Yes	High
Waukesha West bypass	Northview Road to USH 18	Construct four lanes on new alignment	Yes	High	

Table 17 (continued)

Improvement Type	Facility	Termini	Description	Included in First-Generation Plan	Implementation Priority
Expansion (continued) County	CTH Y extension	STH 190 to CTH K	Construct four lanes on new alignment	Yes	Medium
	CTH KE extension	CTH E to STH 83	Construct two lanes on new alignment	Yes	Medium
	CTH KE realignment	CTH K to a point about 800 feet north	Construct two lanes on new alignment	Yes	Low
	CTH SS extension	CTH G to CTH T	Construct two lanes on new alignment	Yes	High
	Barker Road extension	STH 59 to Lincoln Avenue	Construct two lanes on new alignment	Yes	Medium
	Johnson Road extension	Coffee Road to CTH Y	Construct four lanes on new alignment	Yes	Medium
	Lake Drive extension	Lapham Street to STH 67	Construct four lanes on new alignment	Yes	Medium
	Moorland Road extension	Grange Avenue to CTH L	Construct two lanes on new alignment	Yes	Medium
	Moorland Road extension	CTH L to Durham Road	Construct two lanes on new alignment	No	Medium
	124th Street extension	STH 100 to STH 145	Construct four lanes on new alignment	Yes	High
124th Street extension	Watertown Plank Road to STH 59	Construct two lanes on new alignment	Yes	Low	
Local	CTH B realignment	STH 67 to CTH P	Construct two lanes on new alignment	No	Low
	Brookfield Road extension	Davidson Road to STH 59	Construct two lanes on new alignment	No	Low
	Oconomowoc Parkway	STH 67 to STH 16	Construct two lanes on new alignment	Yes	High/medium
	River Crest Drive	Shady Lane to Village of Germantown	Construct two lanes on new alignment	No	Medium
	Shady Lane extension	St. Thomas Drive to STH 175	Construct two lanes on new alignment	Yes	High
	Sunnyslope Road extension	CTH HH to CTH L	Construct two lanes on new alignment	Yes	Low

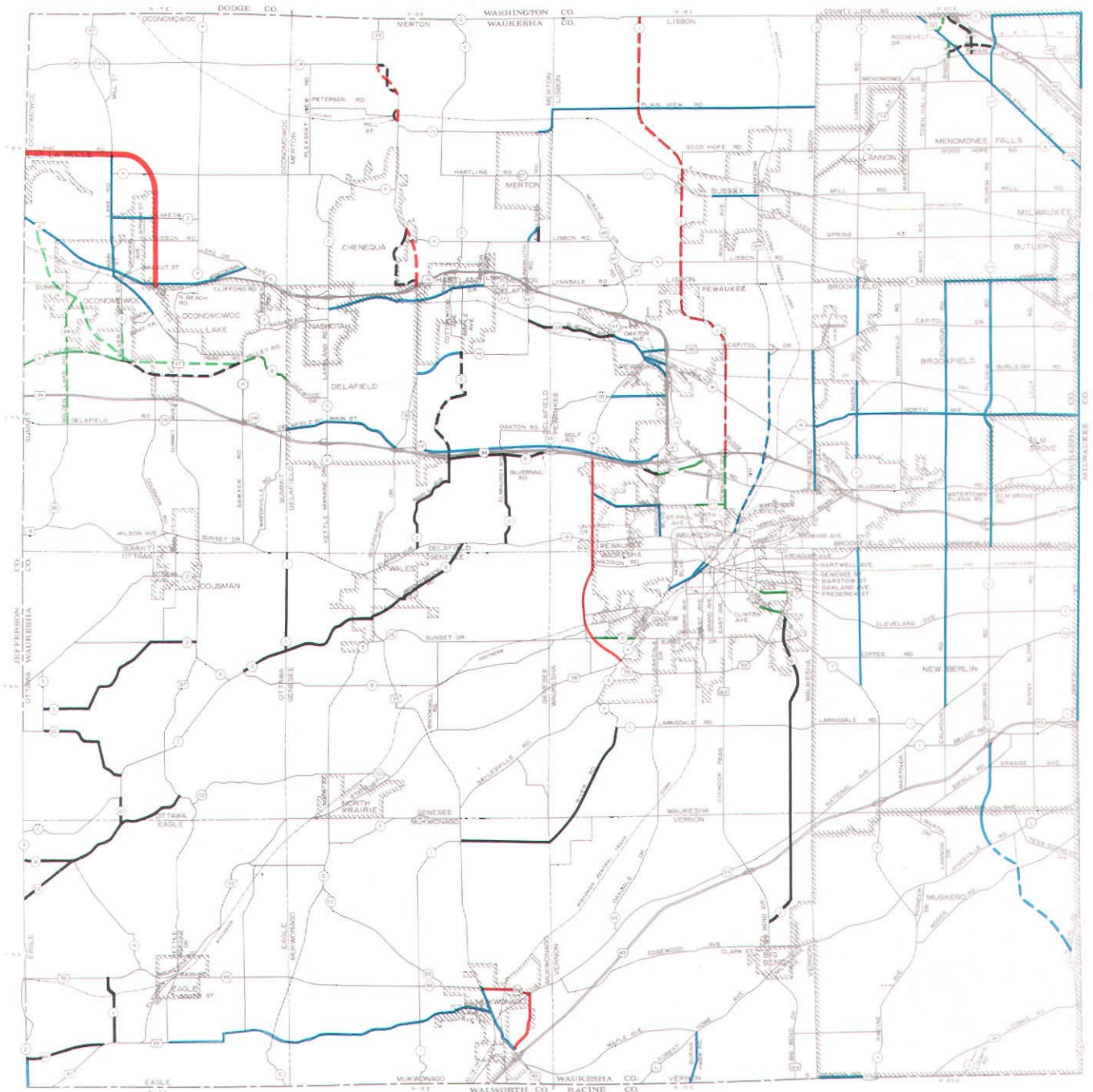
Source: SEWRPC.

improvement, or widening to provide additional traffic lanes; and 26 miles, or 4 percent, would consist of new facilities (see Table 20). Of the 134 miles of proposed improvement projects, 57 miles, or 43 percent, would be on the planned State trunk highway system; 75 miles, or 56 percent, would be on the planned county trunk highway system; and two miles, or 1 percent, would be on the planned local trunk highway system. Of the 26 miles of proposed new arterial facilities, nine miles, or 35 percent, would be on the State trunk highway system; 10 miles, or 38 percent, would be on the county trunk highway system; and seven miles, or 27 percent, would be on the local arterial system.

About 11.38 million vehicle-miles of travel may be expected to occur on an average weekday on all streets and highways within Waukesha County by the year 2010. Of this total, 10.28 million vehicle-miles of travel, or 90 percent, may be expected to occur on the recommended arterial street system, and the remainder on local, collector, and land access streets. Figures 3 and 4 indicate the proportion of total travel anticipated under the recommended plan expected to be carried on each element of the total street and highway system within Waukesha County. The recommended State trunk highway system may

be expected to carry 6.02 million of the total 10.28 million vehicle-miles of travel anticipated to occur on the arterial system on an average weekday within Waukesha County by the year 2010. Thus, about 30 percent of the total arterial street and highway system mileage may be expected to carry 59 percent of the total arterial travel demand. The recommended county trunk highway system may be expected to carry an additional 3.41 million vehicle-miles of travel. Thus, about 53 percent of the total arterial street and highway mileage may be expected to carry 33 percent of the total arterial travel demand. The remaining 0.85 million vehicle-miles of travel, or 8 percent of the total arterial travel, may be expected to be carried on the proposed local arterial system. It should be noted that the nonarterial portion of the recommended total street and highway system in Waukesha County, the local, collector, and land access streets, may be expected to carry only about 1.1 million vehicle-miles on an average weekday by the year 2010, or about 10 percent of the vehicle-miles of travel on the total street and highway system of the County. Thus, the nonarterial street system, representing about 72 percent of the mileage of the total street and highway system, may be expected to carry only 10 percent of the total travel demand in the year 2010.

**CHANGES IN RECOMMENDED HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE FINAL RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**



**LEGEND**

**CURRENT PLAN TRANSFERS TO:**

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM

**NEW PLAN AMENDMENT TRANSFERS TO:**

- - - STATE TRUNK HIGHWAY SYSTEM
- - - COUNTY TRUNK HIGHWAY SYSTEM
- - - LOCAL TRUNK HIGHWAY SYSTEM
- - - LOCAL (NONARTERIAL) SYSTEM

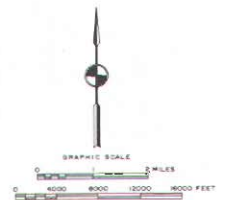




Table 18

**CHANGES IN RECOMMENDED HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE FINAL RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010<sup>a</sup>**

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
Town of Brookfield	County trunk highway County trunk highway Local trunk highway	Local trunk highway New facility Local nonarterial	Springdale Road Extension of Barker Road Brookfield Road	CTH JJ STH 190 Northern Town limits	STH 190 Village of Menomonee Falls Southern Town limits	Yes Yes No
Town of Delafield	County trunk highway County trunk highway Local nonarterial Local nonarterial Local nonarterial Local nonarterial Local nonarterial	State trunk highway New facility County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Frontage Road (Golf Road) Extension of CTH KE CTH E Silvernail Road (CTH G) Elmhurst Road (CTH G) Brandy Brook Road (CTH G) CTH GR	Town of Pewaukee STH 83 CTH KE Elmhurst Road (CTH G) Silvernail Road (CTH G) USH 18 CTH KE	CTH E CTH E USH 18 CTH SS USH 18 Town of Genesee Town of Pewaukee	Yes Yes No Yes Yes Yes Yes
Town of Eagle	County trunk highway County trunk highway Local nonarterial Local nonarterial Local nonarterial Local nonarterial	State trunk highway Local nonarterial County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	STH 99 Little Prairie Road CTH N CTH S CTH NN CTH ZC CTH ZZ	STH 67 CTH NN Waukesha-Jefferson county line STH 59 Waukesha-Jefferson county line Town of Ottawa Waukesha-Jefferson county line	Town of Mukwonago Waukesha-Walworth county line STH 59 STH 67 STH 67 CTH ZZ Town of Ottawa	Yes Yes Yes Yes Yes Yes Yes
Town of Genesee	Local nonarterial Local nonarterial	County trunk highway County trunk highway	CTH C Brandy Brook Road (CTH G)	USH 18 Town of Delafield	CTH G Town of Ottawa	Yes Yes
Town of Lisbon	State trunk highway County trunk highway	County trunk highway Local trunk highway	CTH J Plain View Road	Waukesha-Washington county line Center Oak Road	Town of Pewaukee Town Line Road	No Yes
Town of Merton	State trunk highway State trunk highway  State trunk highway County trunk highway County trunk highway Local nonarterial Local nonarterial	New facility New facility  New facility Local trunk highway New facility State trunk highway County trunk highway	STH 83 STH 83  STH 83 Center Oak Road Extension of CTH KE STH 83 CTH KE	Oconomowoc River Point 950 feet north of Little Oconomowoc River STH 16 Plain View Road CTH K Village of Chenequa Point 0.5 mile north of CTH K	Little Oconomowoc River CTH CW  Village of Chenequa Village of Merton CTH KE STH 16 CTH K	No No  No Yes Yes No Yes
Town of Mukwonago	State trunk highway County trunk highway Local nonarterial	New facility State trunk highway County trunk highway	STH 83 (Mukwonago bypass) STH 99 CTH I	IH 43 Village of Mukwonago Town of Vernon	CTH NN Town of Eagle STH 83	Yes Yes Yes
Town of Oconomowoc	State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local nonarterial	New facility State trunk highway State trunk highway Local trunk highway Local nonarterial New facility	STH 16/67 (Oconomowoc bypass) STH 16 STH 67 Wisconsin Avenue Lake Drive Oconomowoc Parkway	STH 67 at STH 16 City of Oconomowoc STH 16 Oconomowoc bypass CTH R CTH P STH 16	Waukesha-Jefferson county line Waukesha-Jefferson county line City of Oconomowoc CTH P CTH R Town of Summit	Yes Yes Yes Yes Yes No
Town of Ottawa	Local nonarterial Local nonarterial Local nonarterial Local nonarterial Local nonarterial	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	CTH C Brandy Brook Road (CTH C) CTH D CTH ZC CTH ZC CTH ZZ	USH 18 Eastern Town limits CTH Z CTH Z CTH C Town of Eagle	CTH G CTH D STH 67 CTH C Town of Eagle STH 67	Yes Yes Yes Yes Yes Yes
Town of Pewaukee	State trunk highway State trunk highway State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial	County trunk highway County trunk highway Local trunk highway Local trunk highway New facility State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway New facility County trunk highway County trunk highway County trunk highway Local nonarterial	CTH TT CTH J Meadowbrook Road Meadowbrook Road Waukesha West bypass STH 164 Frontage Road (Golf Road) Northview Road Springdale Road Extension of CTH SS CTH J CTH FT CTH TJ CTH GR	USH 18 Town of Lisbon IH 94 City of Waukesha Northview Road STH 190 City of Waukesha Meadowbrook Road CTH JJ CTH G City of Waukesha Point about 0.7 mile west of CTH J City of Waukesha Town of Delafield	Town of Waukesha IH 94 City of Waukesha Northview Road USH 18 City of Waukesha Town of Delafield City of Waukesha STH 190 CTH T IH 94 CTH J CTH JJ Village of Pewaukee	Yes No Yes Yes Yes No Yes Yes Yes Yes No No Yes Yes
Town of Summit	County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial Local nonarterial	State trunk highway New facility County trunk highway County trunk highway County trunk highway County trunk highway New facility County trunk highway County trunk highway	STH 16 Valley Road (CTH B) relocation CTH B CTH B CTH BB CTH Z Oconomowoc Parkway CTH B CTH B	CTH P STH 67 Waukesha-Jefferson county line CTH P CTH DR CTH B Town of Oconomowoc CTH Z STH 67	City of Oconomowoc CTH P CTH Z City of Delafield City of Oconomowoc City of Oconomowoc STH 67 City of Oconomowoc CTH P	Yes No No No No No No No No
Town of Vernon	County trunk highway Local nonarterial Local nonarterial	Local trunk highway County trunk highway County trunk highway	Center Drive Guthrie Road (CTH U) CTH I	CTH L Town of Waukesha Town of Waukesha	Waukesha-Racine county line STH 164 Town of Mukwonago	Yes Yes Yes

Table 18 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
Town of Waukesha	State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial Local nonarterial Local nonarterial	County trunk highway New facility County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	CTH TT Waukesha West bypass Broadway (CTH D) Sunset Drive (CTH D) Racine Avenue (CTH Y) CTH I Guthrie Road (CTH U) Guthrie Road (CTH U)	Town of Pewaukee MacArthur Road City of Waukesha CTH TT City of Waukesha Lawnsdale Road CTH Y City of Waukesha	MacArthur Road STH 59 STH 59 CTH X City of Waukesha Town of Vernon City of Waukesha Town of Vernon	Yes Yes Yes Yes Yes Yes Yes Yes
Village of Butler	County trunk highway	Local trunk highway	124th Street	Northern Village corporate limits	Southern Village corporate limits	Yes
Village of Chenequa	State trunk highway County trunk highway Local nonarterial	New facility Local trunk highway State trunk highway	STH 83 Vettelson Drive STH 83	CTH K CP Rail System right-of-way Thompson Lane	Thompson Lane City of Delafield Town of Merton	No Yes No
Village of Elm Grove	County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway New facility	North Avenue Pilgrim Parkway 124th Street Extension of 124th Street	City of Brookfield North Avenue City of Brookfield City of Brookfield	Waukesha-Milwaukee county line USH 18 Knoll Road Knoll Road	Yes Yes Yes Yes
Village of Hartland	County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway New facility	Vettelson Drive Capitol Drive Extension of CTH KE	City of Delafield Vettelson Drive STH 83	Capitol Drive CTH KC Town of Delafield	Yes Yes Yes
Village of Menomonee Falls	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local nonarterial Local nonarterial Local nonarterial	State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility New facility Local nonarterial New facility New facility Local trunk highway Local trunk highway Local trunk highway	STH 175 Boundary Road County Line Road Lisbon Road Hampton Avenue Pilgrim Road Extension of Boundary Road Extension of Lannon Road River Crest Drive Extension of River Crest Drive Extension of Shady Lane Roosevelt Drive Water Street Richfield Way	Waukesha-Milwaukee county line County Line Road Pilgrim Road Calhoun Road Lisbon Road County Line Road STH 100 CTH K STH 175 Shady Lane STH 175 Shady Lane STH 74 Water Street	Waukesha-Washington county line STH 100 Boundary Road Hampton Avenue Village of Butler STH 175 STH 145 City of Brookfield Shady Lane Village of Germantown Thomas Drive Pilgrim Road Richfield Way Village of Germantown	Yes Yes Yes Yes Yes Yes Yes Yes No No Yes No No No
Village of Mukwonago	State trunk highway State trunk highway County trunk highway County trunk highway	County trunk highway New facility State trunk highway State trunk highway	CTH NN STH 83 (Mukwonago bypass) Rochester Street (STH 83) STH 99	Mukwonago bypass Northern Village corporate limits CTH NN Town of Mukwonago	STH 83 Southern Village corporate limits Mukwonago bypass Rochester Street (STH 83)	Yes Yes Yes Yes
Village of Nashotah	County trunk highway	Local trunk highway	Rasmus Drive	CTH C	City of Delafield	Yes
Village of Pewaukee	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility	Capitol Drive Oakton Avenue Prospect Avenue Wisconsin Avenue Extension of CTH SS	Dakton Avenue Capitol Drive Wisconsin Avenue Eastern Village corporate limits Eastern Village corporate limits	STH 16 Wisconsin Avenue Town of Pewaukee Western Village corporate limits Western Village corporate limits	Yes Yes Yes Yes Yes
Village of Sussex	State trunk highway County trunk highway	County trunk highway Local trunk highway	CTH J Main Street	Northern Village corporate limits Locust Street	Southern Village corporate limits STH 164	No Yes
Village of Wales	Local nonarterial	County trunk highway	Brandy Brook Road (CTH G)	Eastern Village corporate limits	Western Village corporate limits	Yes
City of Brookfield	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility	Barker Road Calhoun Road Lisbon Road Hampton Avenue Moorland Road North Avenue Pilgrim Parkway Pilgrim Road 124th Street 124th Street Springdale Road Extension of 124th Street	Northern City corporate limits STH 59 Calhoun Road Lisbon Road USH 18 Town of Pewaukee North Avenue Lisbon Road Village of Elm Grove Robinwood Street STH 190 Northern City corporate limits	Southern City corporate limits CTH K Hampton Avenue Village of Butler STH 59 Waukesha-Milwaukee county line USH 18 North Avenue Village of Butler Village of Elm Grove Southern City corporate limits Robinwood Street	Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes
City of Delafield	County trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway Local trunk highway Local trunk highway Local trunk highway	Main Street Milwaukee Street Vettelson Drive Vettelson Drive	Town of Summit Main Street Village of Nashotah Village of Chenequa	Milwaukee Street STH 83 CP Rail System right-of-way Village of Hartland	Yes Yes Yes Yes
City of Muskego	County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway	Local trunk highway New facility New facility Local nonarterial Local nonarterial Local nonarterial New facility	S. Denoon Road Extension of Moorland Road Extension of Moorland Road Durham Road Martin Drive Lannon Drive Extension of Sunnyslope Road	Crowbar Drive CTH HH CTH L Woods Road CTH HH Martin Drive CTH HH	CTH Y CTH L Durham Road CTH OO Lannon Drive CTH L CTH L	Yes Yes No No No No No Yes

Table 18 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Included in First-Generation Plan
	Planned	Existing				
City of New Berlin	County trunk highway	Local trunk highway	Calhoun Road	CTH ES	STH 59	No
	County trunk highway	Local trunk highway	Johnson Road	STH 59	Point 0.4 mile south of STH 59	Yes
	County trunk highway	Local trunk highway	Johnson Road	Lincoln Avenue	Coffee Road	Yes
	County trunk highway	Local trunk highway	Moorland Road	IH 43	Grange Avenue	Yes
	County trunk highway	Local trunk highway	124th Street	Northern City corporate limits	Layton Avenue	Yes
	County trunk highway	New facility	Extension of Johnson Road	Point 0.4 mile south of STH 59	Lincoln Avenue	Yes
	County trunk highway	New facility	Extension of Johnson Road	Coffee Road	CTH Y	Yes
	County trunk highway	New facility	Extension of Moorland Road	Southern City corporate limits	Grange Avenue	Yes
City of Oconomowoc	State trunk highway	New facility	STH 18/67 (Oconomowoc bypass)	Southern City corporate limits	Northern City corporate limits	Yes
	County trunk highway	State trunk highway	STH 16	Eastern City corporate limits	Western City corporate limits	Yes
	County trunk highway	State trunk highway	STH 67	Northern City corporate limits	STH 16	Yes
	County trunk highway	Local trunk highway	Summit Avenue	Thackeray Trail	STH 16	Yes
	County trunk highway	Local nonarterial/new facility	Lake Drive/Fairview Road	STH 67	Lapham Street	Yes
	Local trunk highway	County trunk highway	CTH Z	Marigold Street	Lake Drive	No
	Local trunk highway	New facility	Oconomowoc Parkway	Northern City corporate limits	Eastern City corporate limits	No
	Local nonarterial	County trunk highway	CTH B	Eastern City corporate limits	Western City corporate limits	No
City of Waukesha	State trunk highway	County trunk highway	CTH TT	Northern City corporate limits	Southern City corporate limits	Yes
	State trunk highway	Local trunk highway	Meadowbrook Road	Northern City corporate limits	Southern City corporate limits	Yes
	County trunk highway	State trunk highway	STH 164	USH 18	Town of Pewaukee	No
	County trunk highway	State trunk highway	Frontage Road (Golf Road)	CTH T	Town of Pewaukee	Yes
	County trunk highway	Local trunk highway	Grandview Boulevard	USH 18	Northview Road	Yes
	County trunk highway	Local trunk highway	North Street	USH 18	St. Paul Avenue	Yes
	County trunk highway	Local trunk highway	Northview Road	Town of Pewaukee	CTH T	Yes
	County trunk highway	Local trunk highway	St. Paul Avenue	Harris Highland Drive	USH 18	Yes
	Local trunk highway	County trunk highway	Sunset Drive (CTH D)	CTH X	Western City corporate limits	Yes
	Local trunk highway	County trunk highway	CTH J	Gascoigne Drive	Town of Pewaukee	Yes
	Local trunk highway	County trunk highway	CTH FT	Point about 0.7 mile west of CTH J	CTH J	No
	Local trunk highway	Local nonarterial	Main Street	Hartwell Avenue	Moreland Boulevard	Yes
	Local trunk highway	County trunk highway	CTH TJ	CTH T	Town of Pewaukee	Yes
	Local nonarterial	County trunk highway	Guthrie Road (CTH U)	Northern City corporate limits	Southern City corporate limits	Yes
	Local nonarterial	County trunk highway	CTH TJ	Meadow Lane	CTH T	Yes

<sup>a</sup>The jurisdictional transfers recommended should all be initiated as soon as possible, as the transfers will promote implementation of the recommended plan improvements.

Source: SEWRPC.

Thus, it may be concluded that the plan properly identifies all the streets and highways in Waukesha County which are now, and may be expected to be in the year 2010, the principal carriers of heavy traffic. In addition, the plan properly assigns to the State the responsibility for those facilities which may be expected to carry the heaviest volumes of through traffic and which will entail the most substantial need for, and costs of, improvement. The plan similarly assigns the responsibility for the next most important arterial facilities to the County. Implementation of the plan may be expected to promote a desirable land use pattern in the County, to abate traffic congestion, to reduce travel time and costs, to reduce accident exposure, and to help concentrate appropriate governmental resources and capabilities on corresponding areas of need, thus assuring the most effective use of public resources in the provision of highway transportation.

Table 20 presents an estimate of the total capital cost of the recommended jurisdictional highway system plan for Waukesha County. This estimate assumes that all facilities requiring only preservation will be resurfaced once by the year 2010. In addition, it is

assumed that all improvements on existing or new alignments will be implemented by the year 2010. The estimated costs are presented by recommended jurisdiction, State, county, or local. The estimated capital cost of the recommended system to the year 2010, including right-of-way acquisition and expressed in constant 1994 dollars, is \$694 million, including \$392.4 million for State trunk highways, \$243.3 million for county trunk highways, and \$58.3 million for local arterials.

The estimated total average annual maintenance cost to the year 2010 of the recommended plan, expressed in constant 1994 dollars, is \$12.7 million, including \$5.6 million for State trunk highways; \$4.0 million for county trunk highways; and \$3.1 million for local arterials. Maintenance costs include expenditures for a range of activities typified by pavement crack sealing and patching; curb and gutter repair; storm sewer cleaning and repair; sweeping; snow plowing and ice control; and maintenance of traffic control devices.

Table 21 presents an estimate of the total annual capital cost of implementing the State trunk high-



Table 19

**ARTERIAL STREET MILEAGE BY JURISDICTION UNDER THE FINAL  
RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2010**

Municipality	Planned Arterial Miles: 2010			
	State Trunk Highway	County Trunk Highway	Local Trunk Highway	Total
City of Brookfield .....	13.21	24.03	13.31	50.55
City of Delafield .....	6.65	7.47	1.29	15.41
City of Muskego .....	4.73	22.59	8.21	35.53
City of New Berlin .....	10.38	41.97	15.36	67.71
City of Oconomowoc .....	1.93	5.39	6.59	13.91
City of Waukesha .....	11.85	7.30	31.35	50.50
Village of Big Bend .....	0.84	0.85	0.45	2.14
Village of Butler .....	--	2.26	--	2.26
Village of Chenequa .....	3.27	2.89	--	6.16
Village of Dousman .....	1.01	0.78	--	1.79
Village of Eagle .....	2.37	0.69	--	3.06
Village of Elm Grove .....	2.05	2.32	2.65	7.02
Village of Hartland .....	2.66	5.87	--	8.53
Village of Lac La Belle .....	--	--	--	--
Village of Lannon .....	2.87	3.18	0.84	6.89
Village of Menomonee Falls .....	11.93	35.70	21.23	68.86
Village of Merton .....	--	3.20	--	3.20
Village of Mukwonago .....	1.47	4.27	--	5.74
Village of Nashotah .....	1.12	2.62	--	3.74
Village of North Prairie .....	1.77	1.00	--	2.77
Village of Oconomowoc Lake .....	0.14	2.49	--	2.63
Village of Pewaukee .....	4.34	5.36	--	9.70
Village of Sussex .....	2.32	2.68	3.67	8.67
Village of Wales .....	2.06	0.22	--	2.28
Town of Brookfield .....	5.45	4.86	0.85	11.16
Town of Delafield .....	9.33	11.13	--	20.46
Town of Eagle .....	14.07	12.19	--	26.26
Town of Genesee .....	12.60	19.02	--	31.62
Town of Lisbon .....	7.62	26.43	3.17	37.22
Town of Merton .....	5.29	22.15	--	27.44
Town of Mukwonago .....	8.00	23.86	--	31.86
Town of Oconomowoc .....	10.86	22.76	1.49	35.11
Town of Ottawa .....	6.76	16.17	--	22.93
Town of Pewaukee .....	19.90	24.91	2.66	47.47
Town of Summit .....	16.70	13.67	9.88	40.25
Town of Vernon .....	13.31	15.54	5.35	34.20
Town of Waukesha .....	11.38	14.94	2.82	29.14
<b>Total</b>	<b>230.24</b>	<b>412.76</b>	<b>131.17</b>	<b>774.17</b>

Source: SEWRPC.

way element of the final recommended second-generation plan on a 16-year schedule. The figures set forth in this table and in the following discussion are expressed in constant 1994 dollars. The estimated total annual capital cost of this element is \$24.5 million over the 16-year plan implementation

period. Table 21 also presents an estimate of the future funding that may be expected to become available on an average annual basis for the improvement and reconstruction of State trunk highways in Waukesha County. Since the potential funding includes discretionary Federal and State

Table 20

ESTIMATED CAPITAL COST TO THE YEAR 2010 OF THE FINAL  
RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

Item	Planned Arterial Mileage: 2010			
	State	County	Local	Total
Preservation .....	163.8	328.1	122.0	613.9
Improvement <sup>a</sup> .....	57.3	75.0	1.8	134.1
Expansion <sup>b</sup> .....	9.1	9.7	7.4	26.2
<b>Total</b>	<b>230.2</b>	<b>412.8</b>	<b>131.2</b>	<b>774.2</b>

Item	Estimated Construction Cost <sup>c</sup>			
	State	County	Local	Total
Preservation .....	\$233,059,600	\$ 88,328,200	\$38,913,200	\$360,301,000
Improvement <sup>a</sup> .....	115,788,000	136,032,200	3,441,000	255,261,200
Expansion <sup>b</sup> .....	43,503,200	18,942,600	15,958,100	78,403,900
<b>Total</b>	<b>\$392,350,800</b>	<b>\$243,303,000</b>	<b>\$58,312,300</b>	<b>\$693,966,100</b>

<sup>a</sup>Widening to provide additional traffic lanes on existing arterials.

<sup>b</sup>Construction of new facilities.

<sup>c</sup>All figures are expressed in constant 1994 dollars, and include right-of-way acquisition costs.

Source: SEWRPC.

funding, any estimate of future funding is necessarily uncertain. Annual funding provided for State trunk highway improvements in Waukesha County during the five-year period from 1988 through 1992 ranged from \$12.3 million to \$38.6 million per year, or an annual average of \$26.5 million. If it is assumed that the historic average annual funding level is maintained as authorized to the State of Wisconsin under the Federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), there should be no State trunk highway funding shortfall over a 16-year completion schedule.

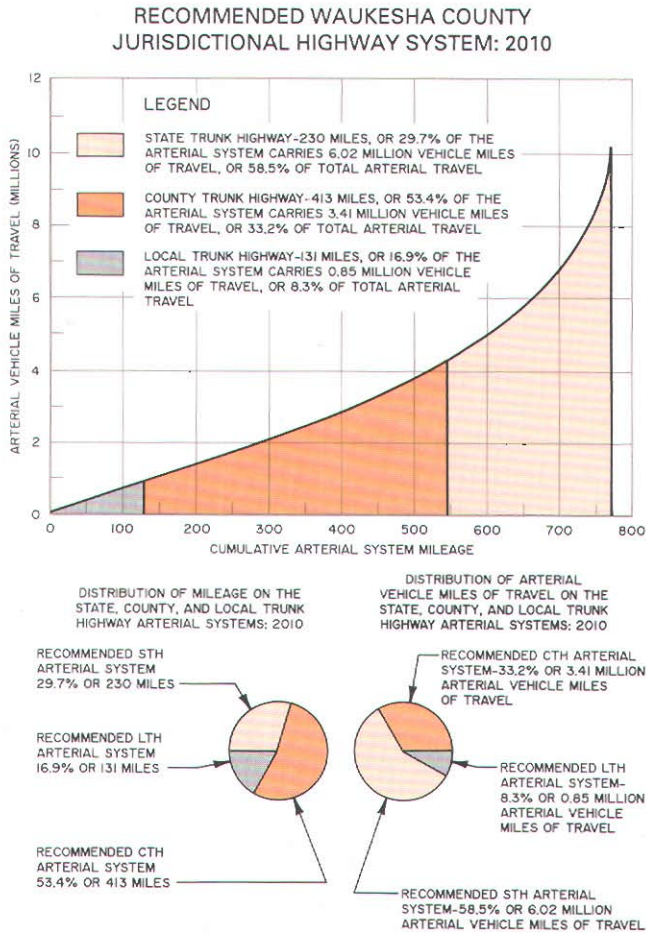
Table 21 also presents an estimate of the total annual capital cost of implementing the county trunk highway element of the plan on a 16-year schedule. The estimated total annual capital cost of this element is \$15.2 million over the 16-year implementation period. Potential sources of funding for the improvement of county arterials in rural and urban areas include the Federal Surface Transportation Program funds and the State County Highway Improvement Program funds. Another potential source of funding is the State's reimbursement of county transportation costs, which currently is

established at 27.6 percent of county transportation costs and 22.2 percent of city, village, and town transportation costs. For analytical purposes, it has been assumed that the Federal Surface Transportation Program fund and State County Highway Improvement Program fund allocations will remain stable in constant dollars at the 1994 level and that the State reimbursement of county transportation costs will also remain stable at the current percentages. It may thus be estimated that \$7.1 million annually in State and Federal funds would be available to the County on a 16-year completion schedule. Thus, the Waukesha County funding required would approximate \$8.1 million per year, expressed in constant 1994 dollars, over a 16-year completion schedule.

Table 21 also provides an estimate of the total capital costs of the local arterial element of the plan to the cities, villages, and towns within Waukesha County. On a 16-year schedule, the local arterial total capital costs are estimated to be \$3.7 million per year. The principal sources of State and Federal funding for local arterials are Federal Surface Transportation Program funds, State Local Road

Figure 3

RELATIONSHIP BETWEEN ARTERIAL VEHICLE-MILES OF TRAVEL AND ARTERIAL SYSTEM MILEAGE



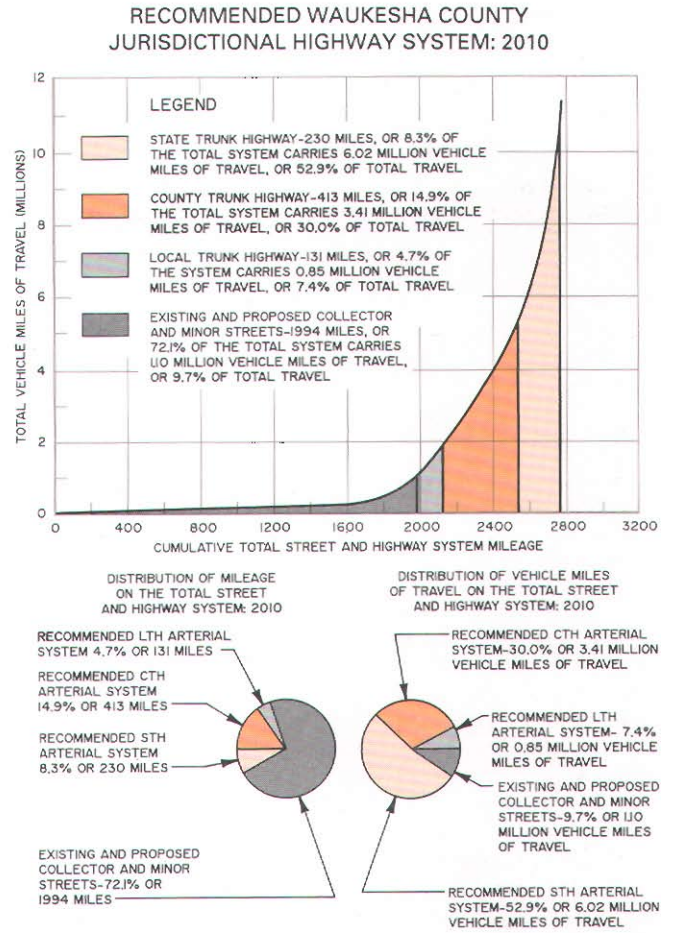
Source: SEWRPC.

Improvement Program funds, and State reimbursement of local transportation costs. Assuming full use of estimated available Federal and State aids, the estimated required local funding is \$1.6 million per year on a 16-year completion schedule.

The estimated county and local cost for operations and maintenance of the planned arterial system is \$7.1 million annually over the plan implementation period. The principal source of State funding is reimbursement of local transportation costs. For analytical purposes, it has been assumed that State reimbursement of county and local roadway operating and maintenance costs would remain stable at current percentages. It may thus be estimated that \$1.8 million annually in State general transportation aid would be available to the County and the

Figure 4

RELATIONSHIP BETWEEN TOTAL VEHICLE-MILES OF TRAVEL AND TOTAL SYSTEM MILEAGE



Source: SEWRPC.

municipalities within the County. Thus, the county and local funding required would be approximately \$5.3 million annually, expressed in constant 1994 dollars, over the plan implementation period.

The estimated required annual county and local funding for the capital costs involved in plan implementation is compared in Table 21 to the estimated average annual expenditures by county and local government in Waukesha County for arterial street and highway construction in the years 1991 and 1992. The estimated county and local funding required for planned preservation, improvement, and expansion on a 16-year schedule of \$9.7 million annually substantially exceeds the reported historic annual expenditure of \$5.5 million for road construction by county and local governments. Assum-



Table 21

**ESTIMATED ANNUAL CAPITAL COST OF AND FUNDING REQUIRED BY THE FINAL RECOMMENDED WAUKESHA COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN, BY LEVEL OF GOVERNMENT<sup>a</sup>**

Level of Government	Total Capital Cost of Plan as Amended	Annual Capital Cost 16-Year Schedule	Estimated Annual Nonlocal Funding		Estimated Annual Local Funding Required 16-Year Schedule	Estimated Historic Average Annual Local Street Construction Expenditures <sup>d</sup>
			Federal and State Aids <sup>b</sup>	State Aid Payments to Local Governments <sup>c</sup> 16-Year Schedule		
State .....	\$392,400,000	\$24,500,000	\$26,500,000	--	--	--
County .....	243,300,000	15,200,000	4,000,000	\$3,100,000	\$8,100,000	\$4,600,000
Local .....	58,300,000	3,700,000	1,700,000	400,000	1,600,000	900,000
<b>Total</b>	<b>\$694,000,000</b>	<b>\$43,400,000</b>	<b>\$32,200,000</b>	<b>\$3,500,000</b>	<b>\$9,700,000</b>	<b>\$5,500,000</b>

<sup>a</sup>All figures are expressed in constant 1994 dollars.

<sup>b</sup>Federal and State aids to Waukesha County assumed for county trunk arterial highways and local arterial highways assume annual Federal Surface Transportation Program funds remain constant at the authorized level for Federal fiscal year 1995, and that the State's County Highway Improvement Program and Local Road Improvement Program funding levels remain constant. Federal and State aid levels assumed for State trunk highways are based upon the average annual expenditures over the years 1988 through 1992.

<sup>c</sup>Annual State aid payments assumed are based on current reimbursement formula of 27.6 percent of local transportation costs for counties and 22.2 percent of local transportation costs for cities, villages, and towns.

<sup>d</sup>Average local expenditures for years 1991 and 1992 as reported to the Wisconsin Department of Revenue. Reduced by 27.6 percent for the County and 22.2 percent for cities, villages, and towns to reflect State aid payment.

Source: SEWRPC.

ing the continuation of that expenditure level over the plan implementation period, the county and local governments involved would need to meet an estimated annual shortfall of \$4.2 million arising from capital costs. In addition, the estimated county and local funding required for operations and maintenance of the planned arterial system of \$5.3 million annually over the plan implementation period substantially exceeds the reported historic annual expenditure of \$3.0 million for roadway operations and maintenance reported by county and local governments. Assuming the continuation of that expenditure level over the plan implementation period, the county and local governments would need to meet an estimated annual shortfall of \$2.3 million arising from operating and maintenance costs. Thus, the total annual shortfall to county and local governments approximates \$6.5 million.

Potential funding sources to meet this shortfall were identified. One funding alternative is continued reliance on the property tax, which already funds a substantial share of the county and the local highway construction costs in the County. As

already noted, the estimated average annual county and local shortfall arising from the capital and operating and maintenance expenditures involved in plan implementation on a 16-year completion schedule totals \$6.5 million, expressed in constant 1994 dollars. The equalized property value in Waukesha County in 1993 was approximately \$17.2 billion, not including the value of property in tax-incremental-financing districts. To fully fund the estimated \$6.5 million average annual shortfall, a property-tax levy for arterial highway improvements and operations and maintenance of \$0.38 per \$1,000 over the 16-year completion schedule would be required. This may be compared to the total county property-tax rate in Waukesha County in 1993 of \$3.16 per \$1,000 and the range of city, village, and town tax rates of \$1.21 to \$10.77 per \$1,000.<sup>13</sup>

<sup>13</sup>In 1993, there was a slightly higher Waukesha County property-tax rate—\$3.45 per \$1,000—for municipalities without a public library.

An alternative funding source would be a "wheel tax," which represents an addition to the State vehicle-registration fee of \$40. State law permits such an additional fee to be levied by counties, and the fees collected may be shared by counties with local municipalities. In addition, cities, villages, and towns are permitted to levy an additional wheel-tax fee. The revenue that could be collected in Waukesha County through an additional automobile and truck registration fee of \$28.70 per vehicle, a fee which would result in a total \$68.70 State and county vehicle-registration fee, would be about \$5.7 million in 1994 dollars for the current level of 197,100 automobile and light truck registrations in Waukesha County, and about \$7.3 million in the year 2010 based on a year 2010 forecast of 255,900 vehicle registrations. A \$28.70 wheel tax would thus meet the shortfall entailed by the capital and operating and maintenance expenditures needed to implement the plan on a 16-year completion schedule.

Another alternative, but one which would require legislation, is the "add-on" motor-fuel tax at the county level. The 1994 State motor-fuel tax was \$0.232 per gallon and the Federal motor-fuel tax was \$0.183 per gallon. An add-on motor-fuel tax of \$0.037 per gallon could be expected to generate approximately \$5.6 million annually within Waukesha County under current conditions and, if indexed to general price inflation and vehicle motor-fuel efficiency, may be expected to generate approximately \$7.4 million annually, in constant 1994 dollars, by the year 2010.<sup>14</sup> This would thus generate the county and local funding needed to cover the shortfall entailed by capital and operating and maintenance expenditures needed to implement the plan on a 16-year completion schedule.<sup>15</sup>

Another alternative would be the use of a sales tax to fund the estimated annual capital and operating and maintenance expenditures. State law permits counties to levy a 0.5 percent sales tax. Assuming that the revenues generated by a sales tax would

increase with the number of households located within Waukesha County, a sales tax of 0.23 percent may be expected to generate approximately \$5.9 million per year, in constant 1994 dollars, under current conditions, and to generate approximately \$7.0 million per year, in constant 1994 dollars, in the year 2010. Thus, an additional 0.23 percent sales tax would generate the funding needed to cover the county and local shortfall entailed by the capital and operating and maintenance expenditures required to implement the plan on a 16-year completion schedule.

Another funding alternative would be the use of special assessments or impact fees. Impact fees are fees required from new land development that results in the need for additional transportation improvements. Generally, such fees can be imposed only if the need for the improvement is a direct result of the new development. A similar type of funding source is a special assessment. Under this type of funding, those who benefit from an improvement can be assessed a portion of the improvement costs based upon the benefit received. Such a funding mechanism generally works well on local land access and collector streets, as each abutting property owner receives a similar benefit of access to the street system. However, for arterial streets, special assessments are difficult to apply because much of the benefit accrues primarily to through traffic and not to abutting property owners. An estimate of the funding that may be developed from impact fees or special assessments would entail detailed land use and traffic studies on a corridor, subarea, or facility basis. It should be noted that

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<sup>14</sup>This estimate assumes that the revenue involved is generated statewide by an add-on motor-fuel tax to be distributed to local governments based on vehicle registrations within their respective jurisdictions. Vehicle registrations may be expected to represent a reasonable estimate of the relative amount of motor fuel used and purchased within any given subarea of the State.

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<sup>15</sup>The estimate of a \$0.037 add-on motor-fuel tax needed to fund the anticipated shortfall in county and local highway expenditures set forth in this report is \$0.009 less than a similar estimate set forth in Table 279, page 614, of SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, published in December 1994. The difference between the two estimates may be attributed to the use of different historical time periods in the analysis of county and local highway expenditure patterns—two years in the case of this county jurisdictional highway system plan and five years in the case of the regional transportation system plan. The two-year period of analysis yielded a higher future county and local highway revenue estimate and, consequently, a lower estimated shortfall.

such fees and assessments may have implications for the promotion of economic development, as they would impose extra costs upon new development. Such fees are typically applied only in those parts of the Nation in which an entire metropolitan area is experiencing rapid growth.

The analysis of plan costs and potential funding by level of government indicates potential funding shortfalls at the county and municipal levels over the 16-year plan implementation period. Therefore, timely implementation of the plan may require that Waukesha County and its municipalities work to reach consensus with respect to a specific funding mechanism to meet the growing highway needs in the County.

The SEWRPC Study Committee which guided the Regional Transportation Authority (RTA) feasibility study completed in 1990, the findings and recommendations of which are documented in SEWRPC Memorandum Report No. 38, A Regional Transportation Authority Feasibility Study for Southeastern Wisconsin, November 1990, recommended that an RTA be created for the seven-county Southeastern Wisconsin Region. The RTA was envisioned to have responsibilities to raise nonproperty-tax-based revenues and distribute these revenues to existing county and local highway and transit agencies. It was further envisioned that the RTA funding levels would be sufficient to implement the agreed-upon regional transportation plan, and to remove county and local expenditures for arterial streets and highways and for transit from the property tax. The recommended RTA was created by State legislation in 1991. Under the legislation, any county board in the Region was permitted by resolution to withdraw from the RTA between June 30, 1993, and December 31, 1993. Six of the seven concerned county boards voted to withdraw from the RTA; consequently, the RTA was disbanded in September 1994.

#### ANALYSIS OF THE FISCAL IMPACTS ON WAUKESHA COUNTY AND LOCAL UNITS OF GOVERNMENT IN THE COUNTY ATTENDANT TO THE RECOMMENDED JURISDICTIONAL TRANSFER OF ARTERIAL AND NONARTERIAL STREETS AND HIGHWAYS

The SEWRPC Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County requested that an analysis be

conducted of the likely fiscal impacts associated with the jurisdictional transfers recommended in the second-generation jurisdictional highway system plan. The impact analysis was to focus on Waukesha County as a unit of government, and individually upon each of the cities, villages, and towns in the County. No impact analysis attendant to the State level of government was undertaken given the conclusion set forth in the preceding section of this report that there should be no funding shortfall for State trunk highway maintenance and improvement over the 16-year plan implementation period. The Advisory Committee took note, however, that there would remain substantial funding shortfalls at the county and local levels of government, and directed that the analysis focus on the extent to which those shortfalls would be affected within each civil division if the proposed jurisdictional transfers were made.

#### Procedures and Assumptions

##### Underlying the Fiscal Impact Analysis

In structuring the fiscal impact analysis, the following procedures were used and assumptions made:

1. Timing of Transfers and Civil Division Limits  
For the purpose of the analysis, it was assumed that all jurisdictional transfers recommended in the plan would be effected simultaneously and immediately and would, therefore, be based on current civil division limits. This simplifying assumption was made since it was impossible to predict changes in municipal corporate limit lines over the 16-year plan implementation period in relation to the jurisdictional highway systems. While the simultaneous and immediate jurisdictional transfer of all facilities proposed in the plan is unlikely, it is believed that the costs and benefits associated with those transfers may be expected to occur over time in rough proportion to those calculated no matter when the jurisdictional transfers are effected. Changes in municipal limits over time could, however, affect the distribution of the costs and benefits.
2. Period of Analysis  
A 16-year period of analysis—1995 through 2010—was used. All data presented attendant to costs and revenues associated with the jurisdictional transfers were expressed on an average annual basis over that 16-year period.



**Table 22**

**ESTIMATED FINANCIAL IMPACT, IN CONSTANT 1994 DOLLARS, ON WAUKESHA COUNTY OF TRANSFERRING JURISDICTION OVER ARTERIAL HIGHWAYS TO THE STATE OF WISCONSIN AS PROPOSED IN THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY**

Data Attendant to Transfer of Arterial Highways from Waukesha County to State of Wisconsin	
Category of Data	Number or Amount
Miles of Arterial Highways Transferred . . . . .	14.18
Annual Cost to Waukesha County for Operating and Maintaining the Transferred Highways <sup>a</sup> . . . . .	\$ 201,100
Annual General Transportation Aids Received by Waukesha County for the Transferred Highways <sup>b</sup> . . . . .	55,500
Annual Net Operation and Maintenance Reduction in Cost to Waukesha County . . . . .	145,600
Average Annual Capital Cost to Waukesha County if Highways Had Not Been Transferred . . . . .	\$1,528,800
Total Average Annual Reduction in Cost to Waukesha County Resulting from Transfers of Highways to State . . . . .	\$1,674,400

<sup>a</sup>Based upon an average operation and maintenance cost per mile of \$14,160 derived from historical expenditure data over the six-year period from 1988 through 1993.

<sup>b</sup>Based upon a State reimbursement rate of 27.62 percent.

Source: SEWRPC.

**3. Jurisdictional Transfers of Arterials between Waukesha County and the State**

The first procedural step was to assume that all jurisdictional transfers of arterials between Waukesha County and the Wisconsin Department of Transportation were made. It was further assumed that any improvements recommended on present State trunk highway facilities to be transferred to county jurisdiction would be made at the expense of the State. In order to focus on costs to Waukesha County, data attendant to transfers from the County to the State were developed and are set forth in Table 22. About 14 miles of present county trunk highways are proposed to be transferred to the State. The average annual reduction in cost to Waukesha County attendant to these transfers is estimated at nearly \$1.7 million in constant 1994 dollars.

**4. Jurisdictional Transfers of Nonarterials between the State, Waukesha County, and the Local Governmental Units**

The second procedural step was to assume that all jurisdictional transfers attendant to nonarterials were made. In all cases, these facilities are to be returned to the local units of government in which the facilities are located. This includes about two miles of existing State trunk highways which in the plan are recommended to be relocated, and nearly 55 miles of existing county trunk highways which presently do not function and which are not expected to function as arterials by the plan design year. In the case of all of these facilities, it was assumed that either the State or the County would recondition, as necessary, these facilities before transferring them to local jurisdiction. Data attendant to the transfers of the nonarterial facilities are set forth in Table 23. An average annual reduction in operation and maintenance costs to Waukesha County of about \$140,000 would be associated with these transfers. Concomitantly, these transfers would result in average annual increases in operating costs to the local units of government concerned in the amounts identified in Table 23. All dollar figures in this table are expressed in constant 1994 dollars.

**5. Jurisdictional Transfers of Arterials between Waukesha County and the Local Governmental Units**

The third procedural step focused on the approximately 544-mile network of arterial facilities that in the recommended plan are proposed to be under the jurisdiction of either Waukesha County or the local units of government in which the facilities are located. This network is what would remain after completing the jurisdictional transfers outlined in the preceding two paragraphs. To determine the fiscal impacts on Waukesha County and the local units of government concerned of effecting the recommended transfers on this network of facilities, an analysis was made of the costs and revenues that would be associated with carrying out the functional improvements identified in the recommended plan for each facility, both under the current jurisdiction and under the planned jurisdiction. It was further assumed that needed reconditioning of current State or county trunk

Table 23

**ESTIMATED FINANCIAL IMPACT, IN CONSTANT 1994 DOLLARS, ON WAUKESHA COUNTY AND LOCAL GOVERNMENTAL UNITS IN WAUKESHA COUNTY OF TRANSFERRING NONARTERIAL HIGHWAYS TO LOCAL GOVERNMENTAL UNITS AS PROPOSED IN THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY**

Affected Jurisdiction	Data Attendant to Transfer of Nonarterial Highways from Waukesha County or State of Wisconsin to Local Governmental Units	
	Category of Data	Number or Amount
Waukesha County	Miles of nonarterial highways transferred <sup>a</sup> .....	54.8
	Annual cost to Waukesha County for operating and maintaining the transferred highways <sup>b</sup> .....	\$194,000
	Annual general transportation aids received by Waukesha County for the transferred highways <sup>c</sup> .....	53,600
	Annual net reduction in operation and maintenance cost to Waukesha County .....	140,400
City of Oconomowoc	Miles of nonarterial highways transferred .....	0.4
	Annual cost to City of Oconomowoc for operating and maintaining the transferred highways <sup>d</sup> .....	\$ 1,800
	Annual general transportation aids received by City of Oconomowoc for the transferred highways <sup>e</sup> .....	400
	Annual net increase in cost to City of Oconomowoc for operating and maintaining the transferred highways .....	1,400
City of Waukesha	Miles of nonarterial highways transferred .....	1.0
	Annual cost to City of Waukesha for operating and maintaining the transferred highways <sup>f</sup> .....	\$ 7,400
	Annual general transportation aids received by City of Waukesha for the transferred highways <sup>e</sup> .....	1,600
	Annual net increase in cost to City of Waukesha for operating and maintaining the transferred highways .....	5,800
Village of Chenequa	Miles of nonarterial highways transferred .....	1.2
	Annual cost to Village of Chenequa for operating and maintaining the transferred highways <sup>g</sup> .....	\$107,700
	Annual general transportation aids received by Village of Chenequa for the transferred highways <sup>e</sup> .....	23,900
	Annual net increase in cost to Village of Chenequa for operating and maintaining the transferred highways .....	83,800
Village of Wales	Miles of nonarterial highways transferred .....	1.3
	Annual cost to Village of Wales for operating and maintaining the transferred highways <sup>h</sup> .....	\$ 10,100
	Annual general transportation aids received by Village of Wales for the transferred highways <sup>e</sup> .....	2,200
	Annual net increase in cost to Village of Wales for operating and maintaining the transferred highways .....	7,900
Town of Delafield	Miles of nonarterial highways transferred .....	9.8
	Annual cost to Town of Delafield for operating and maintaining the transferred highways <sup>i</sup> .....	\$ 35,400
	Annual general transportation aids received by Town of Delafield for the transferred highways <sup>e</sup> .....	7,900
	Annual net increase in cost to Town of Delafield for operating and maintaining the transferred highways .....	27,500

**Table 23 (continued)**

Affected Jurisdiction	Data Attendant to Transfer of Nonarterial Highways from Waukesha County or State of Wisconsin to Local Governmental Units	
	Category of Data	Number or Amount
Town of Eagle	Miles of nonarterial highways transferred .....	11.0
	Annual cost to Town of Eagle for operating and maintaining the transferred highways <sup>l</sup> .....	\$ 28,900
	Annual general transportation aids received by Town of Eagle for the transferred highways <sup>e</sup> .....	6,400
	Annual net increase in cost to Town of Eagle for operating and maintaining the transferred highways .....	22,500
Town of Genesee	Miles of nonarterial highways transferred .....	4.6
	Annual cost to Town of Genesee for operating and maintaining the transferred highways <sup>k</sup> .....	\$ 17,500
	Annual general transportation aids received by Town of Genesee for the transferred highways <sup>e</sup> .....	3,900
	Annual net increase in cost to Town of Genesee for operating and maintaining the transferred highways .....	13,600
Town of Merton	Miles of nonarterial highways transferred .....	1.2
	Annual cost to Town of Merton for operating and maintaining the transferred highways <sup>l</sup> .....	\$ 6,500
	Annual general transportation aids received by Town of Merton for the transferred highways <sup>e</sup> .....	1,400
	Annual net increase in cost to Town of Merton for operating and maintaining the transferred highways .....	5,100
Town of Mukwonago	Miles of nonarterial highways transferred .....	2.0
	Annual cost to Town of Mukwonago for operating and maintaining the transferred highways <sup>m</sup> .....	\$ 6,100
	Annual general transportation aids received by Town of Mukwonago for the transferred highways <sup>e</sup> .....	1,400
	Annual net increase in cost to Town of Mukwonago for operating and maintaining the transferred highways .....	4,700
Town of Ottawa	Miles of nonarterial highways transferred .....	10.5
	Annual cost to Town of Ottawa for operating and maintaining the transferred highways <sup>n</sup> .....	\$ 41,800
	Annual general transportation aids received by Town of Ottawa for the transferred highways <sup>e</sup> .....	9,300
	Annual net increase in cost to Town of Ottawa for operating and maintaining the transferred highways .....	32,500
Town of Pewaukee	Miles of nonarterial highways transferred .....	1.3
	Annual cost to Town of Pewaukee for operating and maintaining the transferred highways <sup>o</sup> .....	\$ 2,700
	Annual general transportation aids received by Town of Pewaukee for the transferred highways <sup>e</sup> .....	600
	Annual net increase in cost to Town of Pewaukee for operating and maintaining the transferred highways .....	2,100



**Table 23 (continued)**

Affected Jurisdiction	Data Attendant to Transfer of Nonarterial Highways from Waukesha County or State of Wisconsin to Local Governmental Units	
	Category of Data	Number or Amount
Town of Summit	Miles of nonarterial highways transferred .....	2.4
	Annual cost to Town of Summit for operating and maintaining the transferred highways <sup>D</sup> .....	\$ 8,800
	Annual general transportation aids received by Town of Summit for the transferred highways <sup>e</sup> .....	2,000
	Annual net increase in cost to Town of Summit for operating and maintaining the transferred highways .....	6,800
Town of Vernon	Miles of nonarterial highways transferred .....	3.5
	Annual cost to Town of Vernon for operating and maintaining the transferred highways <sup>q</sup> .....	\$ 12,200
	Annual general transportation aids received by Town of Vernon for the transferred highways <sup>e</sup> .....	2,700
	Annual net increase in cost to Town of Vernon for operating and maintaining the transferred highways .....	9,500
Town of Waukesha	Miles of nonarterial highways transferred .....	6.6
	Annual cost to Town of Waukesha for operating and maintaining the transferred highways <sup>r</sup> .....	\$ 38,100
	Annual general transportation aids received by Town of Waukesha for the transferred highways <sup>e</sup> .....	8,500
	Annual net increase in cost to Town of Waukesha for operating and maintaining the transferred highways .....	29,600

<sup>a</sup>The plan recommends that as may be necessary Waukesha County resurface or otherwise repair an existing nonarterial county trunk highway before transferring jurisdiction of that highway to the local unit of government concerned. Based upon costs of \$203,000 and \$448,000 per mile for rural and urban cross-sections, respectively, it is estimated that Waukesha County would incur on an average annual basis over the period 1995 to 2010 a cost of \$706,000 in carrying out this plan recommendation. These costs, however, would also be incurred if Waukesha County were to retain jurisdiction of the facilities concerned.

<sup>b</sup>Based upon an average operation and maintenance cost per mile of \$3,540 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>c</sup>Based upon a State reimbursement rate of 27.62 percent.

<sup>d</sup>Based upon an average operation and maintenance cost per mile of \$4,600 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>e</sup>Based upon a State reimbursement rate of 22.2 percent.

<sup>f</sup>Based upon an average operation and maintenance cost per mile of \$7,360 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>g</sup>Based upon an average operation and maintenance cost per mile of \$89,750 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>h</sup>Based upon an average operation and maintenance cost per mile of \$7,750 derived from historic expenditure data over the six-year period 1988 to 1993.

**Footnotes to Table 23 (continued)**

<sup>i</sup>Based upon an average operation and maintenance cost per mile of \$3,610 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>j</sup>Based upon an average operation and maintenance cost per mile of \$2,630 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>k</sup>Based upon an average operation and maintenance cost per mile of \$3,800 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>l</sup>Based upon an average operation and maintenance cost per mile of \$5,420 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>m</sup>Based upon an average operation and maintenance cost per mile of \$3,050 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>n</sup>Based upon an average operation and maintenance cost per mile of \$3,980 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>o</sup>Based upon an average operation and maintenance cost per mile of \$2,060 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>p</sup>Based upon an average operation and maintenance cost per mile of \$3,650 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>q</sup>Based upon an average operation and maintenance cost per mile of \$3,490 derived from historic expenditure data over the six-year period 1988 to 1993.

<sup>r</sup>Based upon an average operation and maintenance cost per mile of \$5,770 derived from historic expenditure data over the six-year period 1988 to 1993.

Source: SEWRPC.

highway facilities to be transferred to local jurisdiction would be done at the expense of the State or County prior to transfer. This permitted a comparison of the costs and revenues concerned under both jurisdictional scenarios, and enabled a determination to be made of the net effect on Waukesha County and on each of the local governmental units concerned of transferring jurisdiction of the facilities concerned.

Table 24 identifies the costs and revenues that would be incurred if the functional improvements were to be carried out by the governmental units presently having jurisdiction. Table 25 identifies the costs and revenues that would be incurred if the functional improvements were to be carried out by the governmental units proposed in the plan to have jurisdiction. The data provided in Table 26 are

derived from the data set forth in Tables 24 and 25 and compare the costs and revenues for each jurisdiction under both jurisdictional scenarios, current and planned. All dollar figures in these tables are expressed in constant 1994 dollars.

It should be noted that the cost and revenue data set forth in Tables 24 and 25 are dependent in part upon assumptions concerning the availability of State general transportation aids. Summary data on such aids currently paid to Waukesha County and to all local governments in the County are set forth in Table 27. In 1994, State general transportation aids received per mile in Waukesha County averaged \$5,460, ranging from a low of \$920 per mile in the Town of Delafield to a high of \$73,360 per mile in the Village of Chenequa. Such State transportation aids

Table 24

**COSTS AND REVENUES, IN CONSTANT 1994 DOLLARS, ASSOCIATED WITH IMPLEMENTATION OF THE COUNTY AND LOCAL ARTERIAL HIGHWAY FUNCTIONAL IMPROVEMENTS INCLUDED IN THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY BY MUNICIPALITY: ASSUMING EXISTING JURISDICTIONAL RESPONSIBILITIES<sup>a</sup>**

Unit of Government	Number of Arterial Miles under Current Jurisdiction <sup>b</sup>	Average Annual Cost of Improving and Maintaining Arterial Facilities 1995 to 2010 (16 years)			Average Annual Anticipated Funding Availability 1995 to 2010 (16 years)				Cost-Revenue Comparison Excess (+) or Shortfall (-)
		Capital	Operation and Maintenance <sup>c</sup>	Total	Federal and State Capital Aids <sup>d</sup>	State General Transportation Aids <sup>e</sup>	Local Funds (existing trends) <sup>f</sup>	Total	
Waukesha County	356.11	\$10,532,100	\$3,202,100	\$13,734,200	\$3,316,300	\$2,875,300	\$5,081,500	\$11,273,100	\$-2,461,100
<b>Cities</b>									
Brookfield	36.68	\$ 2,650,800	\$ 594,700	\$ 3,245,500	\$ 551,800	\$ 598,000	\$ 360,300	\$ 1,510,100	\$-1,735,400
Delafield	5.38	83,400	78,500	161,900	55,700	23,600	28,900	108,200	-53,700
Muskego	11.67	284,300	154,700	439,000	125,800	69,500	86,600	281,900	-157,100
New Berlin	25.08	1,213,100	538,300	1,751,400	339,300	313,500	224,200	877,000	-874,400
Oconomowoc	6.48	448,700	119,400	568,100	71,000	110,400	100,400	281,800	-286,300
Waukesha	33.03	1,071,600	972,900	2,044,500	445,000	355,100	780,000	1,580,100	-464,400
<b>Villages</b>									
Big Bend	0.45	\$ 12,900	\$ 10,300	\$ 23,200	\$ 5,800	\$ 3,900	\$ 2,500	\$ 12,200	\$ -11,000
Butler	1.14	131,200	42,800	174,000	23,300	33,500	21,500	78,300	-95,700
Chenequa	0.20	2,600	35,900	38,500	2,500	8,000	21,500	32,000	-6,500
Dousman	--	--	--	--	--	--	--	--	--
Eagle	--	--	--	--	--	--	--	--	--
Elm Grove	4.97	248,300	177,100	425,400	63,900	80,300	53,700	197,900	-227,500
Hartland	2.21	64,200	77,400	141,600	27,300	25,400	48,400	101,100	-40,500
Lac La Belle	--	--	--	--	--	--	--	--	--
Lannon	0.84	24,200	4,800	29,000	9,700	4,300	2,900	16,900	-12,100
Menomonee Falls	25.43	819,400	1,065,900	1,885,300	288,600	354,500	457,700	1,100,800	-784,500
Merton	--	--	--	--	--	--	--	--	--
Mukwonago	--	--	--	--	--	--	--	--	--
Nashotah	0.27	3,600	1,400	5,000	2,900	500	1,600	5,000	0
North Prairie	--	--	--	--	--	--	--	--	--
Oconomowoc Lake	--	--	--	--	--	--	--	--	--
Pewaukee	4.19	130,900	86,400	217,300	44,500	38,400	95,200	178,100	-39,200
Sussex	3.51	101,300	54,800	156,100	38,400	26,100	82,000	146,500	-9,600
Wales	--	--	--	--	--	--	--	--	--
<b>Towns</b>									
Brookfield	1.73	\$ 54,400	\$ 64,300	\$ 118,700	\$ 19,900	\$ 21,900	\$ 22,000	\$ 63,800	\$ -54,900
Delafield	--	--	--	--	--	--	--	--	--
Eagle	--	--	--	--	--	--	--	--	--
Genesee	--	--	--	--	--	--	--	--	--
Lisbon	9.15	133,300	54,800	188,100	91,800	21,400	17,300	130,500	-57,600
Merton	--	--	--	--	--	--	--	--	--
Mukwonago	--	--	--	--	--	--	--	--	--
Oconomowoc	1.49	236,100	23,400	259,500	18,600	53,500	600	72,700	-186,800
Ottawa	--	--	--	--	--	--	--	--	--
Pewaukee	3.45	98,100	28,400	126,500	36,400	20,000	24,600	81,000	-45,500
Summit	2.00	337,500	29,200	366,700	20,400	76,900	--	97,300	-269,400
Vernon	6.74	92,900	94,000	186,900	66,100	26,800	71,400	164,300	-22,600
Waukesha	1.73	76,200	39,900	116,100	22,800	20,700	11,700	55,200	-60,900
<b>Total</b>	<b>543.93</b>	<b>\$18,851,100</b>	<b>\$7,551,400</b>	<b>\$26,402,500</b>	<b>\$5,687,800</b>	<b>\$5,161,500</b>	<b>\$7,596,500</b>	<b>\$18,445,800</b>	<b>\$-7,956,700</b>

<sup>a</sup>Further assuming that all county or local arterial facilities recommended for State jurisdiction have been transferred to the State; that all State facilities recommended for county or local jurisdiction have been improved and transferred; and that all nonarterials presently under Waukesha County jurisdiction have been transferred to local jurisdiction.

<sup>b</sup>In those cases where new arterial street extensions are proposed in the plan, it was assumed that the government having current jurisdiction over the facility to be extended would assume jurisdiction over the extension as well.

<sup>c</sup>Operation and maintenance costs were developed uniquely for Waukesha County and each local governmental unit based upon reported expenditures over the six-year period 1988 through 1993. The average operation and maintenance cost per mile for arterials, collectors, and local streets was computed based upon a 1982 report from a special gubernatorial committee studying State general transportation aids. This report recommends that aids for arterial and collector facilities be paid, respectively, at four times and two times the rate for local streets. Thus, the cost to operate and maintain the arterial system was inferred to be four times the cost of maintaining and operating local streets. The 1994 Wisconsin Department of Transportation functional classification of facilities was used to determine the miles of arterials, collectors, and local streets to determine costs per mile. This estimating technique was required because there are no cost-accounting data available exclusively attendant to the operation and maintenance of arterial streets and highways at the local governmental level.

<sup>d</sup>Estimate assumes that annual Federal Surface Transportation Program and State Local Road Improvement Program funding levels remain constant at authorized 1995 levels.

<sup>e</sup>Estimate assumes that general transportation aids from the State will approximate reimbursement levels of 27.6 percent for Waukesha County and 22.2 percent for the cities, villages, and towns in the County.

<sup>f</sup>Estimate is based upon an examination of existing funding trends over the period 1988 through 1993.

Source: SEWRPC.

Table 25

**COSTS AND REVENUES, IN CONSTANT 1994 DOLLARS, ASSOCIATED WITH IMPLEMENTATION OF THE COUNTY AND LOCAL ARTERIAL HIGHWAY FUNCTIONAL IMPROVEMENTS INCLUDED IN THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY BY MUNICIPALITY: ASSUMING PLANNED JURISDICTIONAL RESPONSIBILITIES<sup>a</sup>**

Unit of Government	Number of Arterial Miles under Planned Jurisdiction <sup>b</sup>	Average Annual Cost of Improving and Maintaining Arterial Facilities 1995 to 2010 (16 years)			Average Annual Anticipated Funding Availability 1995 to 2010 (16 years)				Cost-Revenue Comparison Excess (+) or Shortfall (-)
		Capital	Operation and Maintenance <sup>c</sup>	Total	Federal and State Capital Aids <sup>d</sup>	State General Transportation Aids <sup>e</sup>	Local Funds (existing trends) <sup>f</sup>	Total	
Waukesha County . . . . .	412.76	\$15,249,900	\$3,979,700	\$19,229,600	\$4,000,000	\$4,203,400	\$5,081,500	\$13,284,900	\$-5,944,700
<b>Cities</b>									
Brookfield . . . . .	13.31	\$ 327,800	\$ 215,800	\$ 543,600	\$ 177,800	\$ 81,200	\$ 360,300	\$ 619,300	\$ +75,700
Delafield . . . . .	1.29	14,500	18,800	33,300	20,000	3,000	28,900	51,900	+18,600
Muskego . . . . .	8.21	140,600	108,800	249,400	102,300	32,700	86,600	221,600	-27,800
New Berlin . . . . .	15.36	295,300	329,700	625,000	193,200	95,900	224,200	513,300	-111,700
Oconomowoc . . . . .	6.59	388,900	121,400	510,300	78,800	95,800	100,400	275,000	-235,300
Waukesha . . . . .	31.35	914,900	923,400	1,838,300	472,000	303,300	780,000	1,555,300	-283,000
<b>Villages</b>									
Big Bend . . . . .	0.45	\$ 12,900	\$ 10,300	\$ 23,200	\$ 5,800	\$ 3,900	\$ 2,500	\$ 12,200	\$ -11,000
Butler . . . . .	--	--	--	--	--	--	21,500	21,500	+21,500
Chenequa . . . . .	--	--	--	--	--	--	21,500	21,500	+21,500
Dousman . . . . .	--	--	--	--	--	--	--	--	--
Eagle . . . . .	--	--	--	--	--	--	--	--	--
Elm Grove . . . . .	2.65	76,300	94,500	170,800	33,200	30,500	53,700	117,400	-53,400
Hartland . . . . .	--	--	--	--	--	--	48,400	48,400	+48,400
Lac La Belle . . . . .	--	--	--	--	--	--	--	--	--
Lannon . . . . .	0.84	24,200	4,800	29,000	9,700	4,300	2,900	16,900	-12,100
Menomonee Falls . . . . .	21.23	474,600	889,800	1,364,400	247,200	248,000	457,700	952,900	-411,500
Merton . . . . .	--	--	--	--	--	--	--	--	--
Mukwonago . . . . .	--	--	--	--	--	--	--	--	--
Nashotah . . . . .	--	--	--	--	--	--	1,600	1,600	+1,600
North Prairie . . . . .	--	--	--	--	--	--	--	--	--
Oconomowoc Lake . . . . .	--	--	--	--	--	--	--	--	--
Pewaukee . . . . .	--	--	--	--	--	--	95,200	95,200	+95,200
Sussex . . . . .	3.67	105,600	57,300	162,900	43,600	26,500	82,000	152,100	-10,800
Wales . . . . .	--	--	--	--	--	--	--	--	--
<b>Towns</b>									
Brookfield . . . . .	0.85	\$ 43,800	\$ 31,600	\$ 75,400	\$ 13,600	\$ 13,700	\$ 22,000	\$ 49,300	\$ -26,100
Delafield . . . . .	--	--	--	--	--	--	--	--	--
Eagle . . . . .	--	--	--	--	--	--	--	--	--
Genesee . . . . .	--	--	--	--	--	--	--	--	--
Lisbon . . . . .	3.17	57,400	28,200	85,600	36,100	11,000	17,300	64,400	-21,200
Merton . . . . .	--	--	--	--	--	--	--	--	--
Mukwonago . . . . .	--	--	--	--	--	--	--	--	--
Oconomowoc . . . . .	1.49	236,100	23,400	259,500	18,600	53,500	600	72,700	-186,800
Ottawa . . . . .	--	--	--	--	--	--	--	--	--
Pewaukee . . . . .	2.66	--	21,900	21,900	45,200	--	24,600	69,800	+47,900
Summit . . . . .	9.88	337,500	144,100	481,600	93,200	86,200	--	179,400	-302,200
Vernon . . . . .	5.35	74,600	74,600	149,200	58,600	20,100	71,400	150,100	+900
Waukesha . . . . .	2.82	76,200	65,100	141,300	38,900	22,700	11,700	73,300	-68,000
<b>Total</b>	<b>543.93</b>	<b>\$18,851,100</b>	<b>\$7,143,200</b>	<b>\$25,994,300</b>	<b>\$5,687,800</b>	<b>\$5,335,700</b>	<b>\$7,596,500</b>	<b>\$18,620,000</b>	<b>\$-7,374,300</b>

<sup>a</sup>Further assuming that all county or local arterial facilities recommended for State jurisdiction have been transferred to the State; that all State facilities recommended for county or local jurisdiction have been improved and transferred; and that all nonarterials presently under Waukesha County jurisdiction have been transferred to local jurisdiction.

<sup>b</sup>Assumes that all jurisdictional transfers between Waukesha County and the local units of government in the County attendant to arterial streets and highways recommended in the new plan have been effected.

<sup>c</sup>Operation and maintenance costs were developed uniquely for Waukesha County and each local governmental unit based upon reported expenditures over the six-year period 1988 through 1993. The average operation and maintenance cost per mile for arterials, collectors, and local streets was computed based upon a 1982 report from a special gubernatorial committee studying State general transportation aids. This report recommends that aids for arterial and collector facilities be paid, respectively, at four times and two times the rate for local streets. Thus, the cost to operate and maintain the arterial system was inferred to be four times the cost of maintaining and operating local streets. The 1994 Wisconsin Department of Transportation functional classification of facilities was used to determine the miles of arterials, collectors, and local streets to determine costs per mile. This estimating technique was required because there are no cost-accounting data available exclusively attendant to the operation and maintenance of arterial streets and highways at the local governmental level.

<sup>d</sup>Estimate assumes that annual Federal Surface Transportation Program and State Local Road Improvement Program funding levels remain constant at authorized 1995 levels.

<sup>e</sup>Estimate assumes that general transportation aids from the State will approximate reimbursement levels of 27.6 percent for Waukesha County and 22.2 percent for the cities, villages, and towns in the County.

<sup>f</sup>Estimate is based upon an examination of existing funding trends over the period 1988 through 1993.



Table 26

**ESTIMATED FINANCIAL IMPACT, IN CONSTANT 1994 DOLLARS, OF TRANSFERRING  
JURISDICTION OVER ARTERIAL STREETS AND HIGHWAYS BETWEEN WAUKESHA COUNTY  
AND LOCAL GOVERNMENTS IN THE COUNTY AS PROPOSED IN THE RECOMMENDED  
JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY**

Unit of Government	Number of Arterial Street and Highway Miles			Average Annual 1995-2010 Cost-Revenue Comparison		
	Under Current Jurisdiction	Under Planned Jurisdiction	Change	Excess (+) or Shortfall (-) under Existing Jurisdiction	Excess (+) or Shortfall (-) under Planned Jurisdiction	Change in Excess or Shortfall
Waukesha County .....	356.11	412.76	+56.65	\$-2,461,100	\$-5,944,700	\$-3,483,600
<b>Cities</b>						
Brookfield .....	36.68	13.31	-23.37	\$-1,735,400	\$ +75,700	\$+1,811,100
Delafield .....	5.38	1.29	-4.09	-53,700	+18,600	+72,300
Muskego .....	11.67	8.21	-3.46	-157,100	-27,800	+129,300
New Berlin .....	25.08	15.36	-9.72	-874,400	-111,700	+762,700
Oconomowoc .....	6.48	6.59	+0.11	-286,300	-235,300	+51,000
Waukesha .....	33.03	31.35	-1.68	-464,400	-283,000	+181,400
<b>Villages</b>						
Big Bend .....	0.45	0.45	0.00	\$ -11,000	\$ -11,000	\$ 0
Butler .....	1.14	--	-1.14	-95,700	+21,500	+117,200
Chenequa .....	0.20	--	-0.20	-6,500	+21,500	+28,000
Dousman .....	--	--	--	--	--	--
Eagle .....	--	--	--	--	--	--
Elm Grove .....	4.97	2.65	-2.32	-227,500	-53,400	+174,100
Hartland .....	2.21	--	-2.21	-40,500	+48,400	+88,900
Lac La Belle .....	--	--	--	--	--	--
Lannon .....	0.84	0.84	0.00	-12,100	-12,100	0
Menomonee Falls .....	25.43	21.23	-4.20	-784,500	-411,500	+373,000
Merton .....	--	--	--	--	--	--
Mukwonago .....	--	--	--	--	--	--
Nashotah .....	0.27	--	-0.27	0	+1,600	+1,600
North Prairie .....	--	--	--	--	--	--
Oconomowoc Lake .....	--	--	--	--	--	--
Pewaukee .....	4.19	--	-4.19	-39,200	+95,200	+134,400
Sussex .....	3.51	3.67	+0.16	-9,600	-10,800	-1,200
Wales .....	--	--	--	--	--	--
<b>Towns</b>						
Brookfield .....	1.73	0.85	-0.88	\$ -54,900	\$ -26,100	\$ +28,800
Delafield .....	--	--	--	--	--	--
Eagle .....	--	--	--	--	--	--
Genesee .....	--	--	--	--	--	--
Lisbon .....	9.15	3.17	-5.98	-57,600	-21,200	+36,400
Merton .....	--	--	--	--	--	--
Mukwonago .....	--	--	--	--	--	--
Oconomowoc .....	1.49	1.49	0.00	-186,800	-186,800	0
Ottawa .....	--	--	--	--	--	--
Pewaukee .....	3.45	2.66	-0.79	-45,500	+47,900	+93,400
Summit .....	2.00	9.88	+7.88	-269,400	-302,200	-32,800
Vernon .....	6.74	5.35	-1.39	-22,600	+900	+23,500
Waukesha .....	1.73	2.82	+1.09	-60,900	-68,000	-7,100
<b>Total</b>	<b>543.93</b>	<b>543.93</b>	<b>0.00</b>	<b>\$-7,956,700</b>	<b>\$-7,374,300</b>	<b>\$ +582,400</b>

Source: SEWRPC.

Table 27

**SUMMARY DATA ATTENDANT TO STATE GENERAL TRANSPORTATION AIDS PAID TO LOCAL GOVERNMENTS IN WAUKESHA COUNTY**

Unit of Government	Total Public Streets, Roads, and Highways under County or Local Government Jurisdiction: 1993 (miles)	Average Annual Reported Expenditures over the Six-Year Period 1988 to 1993					Reported Cost per Mile		State General Transportation Aids Received in 1994		
		Maintenance	Construction	Police	Other	Total	Maintenance	Total	Total	State Aid Received per Mile	Percent of Total Expenditures Reimbursed
Waukesha County	384.26	\$ 3,220,800	\$ 4,077,600	\$ 4,420,800	\$ 0	\$ 11,719,200	\$ 8,380	\$ 30,500	\$ 3,209,900	\$ 8,350	27.39
<b>Cities</b>											
Brookfield	248.70	\$ 1,427,700	\$ 2,219,000	\$ 1,348,900	\$ 113,700	\$ 5,109,300	\$ 5,740	\$ 20,540	\$ 1,135,800	\$ 4,570	22.23
Delafield	42.96	223,500	81,100	383,800	33,800	722,200	5,200	16,810	160,600	3,740	22.23
Muskego	117.07	537,900	624,400	695,500	71,600	1,929,400	4,590	16,480	428,900	3,660	22.23
New Berlin	197.27	1,448,000	889,700	1,786,300	165,800	4,289,800	7,340	21,750	953,600	4,830	22.23
Oconomowoc	44.83	291,500	978,100	467,200	130,000	1,866,800	6,500	41,640	415,000	9,260	22.23
Waukesha	188.75	2,065,500	3,457,000	2,200,300	868,900	8,591,700	10,940	45,520	1,909,900	10,120	22.23
<b>Villages</b>											
Big Bend	6.01	\$ 42,700	\$ 4,400	\$ 86,300	\$ 15,000	\$ 148,400	\$ 7,100	\$ 24,690	\$ 35,200	\$ 5,860	23.72
Butler	11.08	134,400	170,600	402,800	26,200	734,000	12,130	66,250	188,700	17,030	25.71
Chenequa	1.37	110,400	34,000	362,800	700	507,900	80,580	370,730	100,500	73,360	19.79
Dousman	4.84	50,600	16,300	77,300	5,300	149,500	10,450	30,890	27,700	5,720	18.53
Eagle	6.88	40,500	2,500	50,700	14,100	107,800	5,890	15,670	22,200	3,230	20.59
Elm Grove	42.59	515,100	85,000	764,400	37,700	1,402,200	12,090	32,920	311,700	7,320	22.23
Hartland	24.55	294,600	445,000	414,300	155,300	1,309,200	12,000	53,330	291,000	11,850	22.23
Lac La Belle	3.13	11,300	500	10,700	0	22,500	3,610	7,190	5,200	1,660	23.11
Lannon	4.16	10,200	9,700	40,300	20,800	81,000	2,450	19,470	24,800	5,960	30.62
Menomonee Falls	157.95	2,370,500	1,806,300	1,997,200	55,100	6,229,100	15,010	39,440	1,384,700	8,770	22.23
Merton	8.98	9,800	37,800	21,800	2,000	71,400	1,090	7,950	15,900	1,770	22.23
Mukwonago	18.41	198,500	224,300	375,700	86,900	885,400	10,780	48,090	195,100	10,600	22.04
Nashotah	7.06	16,900	25,000	11,900	2,700	56,500	2,390	8,000	11,500	1,630	20.35
North Prairie	8.24	48,000	57,900	29,300	5,600	140,800	5,830	17,090	16,200	1,970	11.51
Oconomowoc Lake	6.42	20,200	29,800	236,800	0	286,800	3,150	44,670	63,800	9,940	22.25
Pewaukee	22.58	176,500	569,900	266,900	47,000	1,060,300	7,820	46,960	235,700	10,440	22.23
Sussex	24.46	135,800	598,100	129,800	194,700	1,058,400	5,550	43,270	230,800	9,440	21.81
Wales	17.56	84,800	7,100	0	29,400	121,300	4,830	6,910	27,000	1,540	22.26
<b>Towns</b>											
Brookfield	34.49	\$ 396,000	\$ 308,300	\$ 321,300	\$ 57,400	\$ 1,083,000	\$ 11,480	\$ 31,400	\$ 113,700	\$ 3,300	10.50
Delafield	49.22	173,000	74,400	53,900	4,000	305,300	3,510	6,200	45,100	920	14.77
Eagle	29.77	77,800	43,800	300	0	121,900	2,610	4,090	38,000	1,280	31.17
Genesee	62.42	210,900	0	1,600	1,800	214,300	3,380	3,430	79,600	1,280	37.14
Lisbon	75.26	348,800	175,600	38,400	3,100	565,900	4,630	7,520	125,800	1,670	22.23
Merton	62.15	347,900	3,300	55,000	14,100	420,300	5,600	6,760	82,200	1,320	19.56
Mukwonago	51.60	156,800	1,700	59,600	0	218,100	3,040	4,230	65,800	1,280	30.17
Oconomowoc	64.28	265,400	103,600	313,000	7,800	689,800	4,130	10,730	125,100	1,950	18.14
Ottawa	33.82	128,000	4,500	0	0	132,500	3,780	3,920	43,100	1,270	32.53
Pewaukee	67.93	134,000	497,500	151,300	138,100	920,900	1,970	13,560	189,700	2,790	20.60
Summit	45.85	175,300	60,600	244,400	1,900	482,200	3,820	10,520	91,300	1,990	18.93
Vernon	69.03	220,000	526,200	600	0	746,800	3,190	10,820	104,300	1,510	13.97
Waukesha	57.07	336,300	120,900	1,000	11,100	469,300	5,890	8,220	70,100	1,230	14.94
<b>Total</b>	<b>2,303.00</b>	<b>\$ 16,455,900</b>	<b>\$ 18,371,500</b>	<b>\$ 17,822,200</b>	<b>\$ 2,321,600</b>	<b>\$ 54,971,200</b>	<b>\$ 7,150</b>	<b>\$ 23,870</b>	<b>\$ 12,575,200</b>	<b>\$ 5,460</b>	<b>22.88</b>

Source: SEWRPC.

represent an average of nearly 23 percent of total public road expenditures throughout the County, ranging from a low of 10.5 percent in the Town of Brookfield to a high of 37.1 percent in the Town of Genesee.

Results of the Fiscal Impact Analysis

Based upon the data set forth in Tables 22 through 27, it is possible to estimate the overall fiscal impact on Waukesha County and on each of the local units of government in the County if the jurisdictional transfers of streets and highways recommended in the plan were to be made. These impacts are set forth in Tables 28, 29, and 30, and are summarized

below. All dollar figures in these tables and in the following discussion are expressed in constant 1994 dollars.

1. Impact on Waukesha County

In 1994, Waukesha County had a county trunk highway system of about 385 miles. As shown in Table 28, about 84 miles are recommended to be deleted from that system; about 112 miles are recommended to be added to that system. This would result in a new county trunk highway system of nearly 413 miles. This represents an increase of about 28 miles, or 7 percent, over the current system.

Also as shown in Table 28, it is estimated that county costs would be reduced by about \$1.7 million annually by the recommended transfers of county trunk highways to State jurisdiction. It is further estimated that county costs would be reduced by about \$140,000 annually by the recommended transfer of county trunk highways to local jurisdictions. It is also estimated that Waukesha County would incur an increase in costs resulting from the recommended transfer to the County of arterial highways from the State and local governments of about \$3.5 million annually. The net increase in cost to Waukesha County owing to the jurisdictional transfers recommended in the plan would thus approximate \$1.7 million annually.

2. Impact on Local Governmental Units

The net changes in street and highway mileage under local jurisdiction and the fiscal impacts associated with the jurisdictional transfers recommended in the plan for each of the cities, villages, and towns in Waukesha County are set forth in Table 29. There are 37 local units of government in the County. The jurisdictional transfers would affect 27 of these local units of government. Among those 27, the City of Brookfield would experience the greatest reduction in street and highway mileage under local jurisdiction, having its system reduced by about 23 miles. The Towns of Eagle, Ottawa, and Summit would experience the greatest additions, each having over 10 miles added to their respective systems.

As shown in Table 30, all six cities in the County, as well as six villages, Butler, Elm Grove, Hartland, Menomonee Falls, Nashotah, and Pewaukee, and four towns, Brookfield, Lisbon, Pewaukee, and Vernon, would experience an annual average reduction in costs if the jurisdictional transfers recommended in the plan were made. On an average annual basis, these cost reductions would range from a high of about \$1.8 million in the City of Brookfield to a low of about \$1,600 in the Village of Nashotah. Three villages, Chenequa, Sussex, and Wales, and eight towns, Delafield, Eagle, Genesee, Merton, Mukwonago, Ottawa, Summit, and Waukesha, would experience an increase in costs if the

Table 28

**ESTIMATED IMPACT ON WAUKESHA COUNTY OF IMPLEMENTING THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY**

Highway System Impact	
Item	Number of Miles
Current County Trunk Highway System . . . . .	384.74
Proposed Deletions from System	
To State Trunk System . . . . .	14.18
To Local Arterial System . . . . .	15.76
To Local Nonarterial System . . . . .	54.10
Total	84.04
Proposed Additions to System	
From State Trunk System . . . . .	28.24
From Local Arterial System . . . . .	63.35
From Local Nonarterial System . . . . .	10.77
New Facilities . . . . .	9.70
Total	112.06
Recommended County Trunk Highway System . . . . .	412.76
Net Change from Current System . . . . .	+28.02

Fiscal Impact (constant 1994 dollars)	
Item	Amount
Average Annual Reduction in Costs Resulting from Transfers of Highways to State . . . . .	\$1,674,400 <sup>a</sup>
Average Annual Reduction in Costs Resulting from Transfers of Nonarterial Highways to Local Governments . . . . .	140,400 <sup>b</sup>
Subtotal	\$1,814,800
Average Annual Increase in Costs Resulting from Transfers of Arterial Highways from State and between County and Local Governments . . . . .	\$3,483,600 <sup>c</sup>
Net Average Annual Increase in Costs to Waukesha County Owing to Jurisdictional Transfers <sup>d</sup> . . . . .	\$1,668,800

<sup>a</sup>From Table 22. Cost reductions estimated over the period 1995 to 2010.

<sup>b</sup>From Table 23. Cost reductions estimated over the period 1995 to 2010.

<sup>c</sup>From Table 26. Cost increases estimated over the period 1995 to 2010.

<sup>d</sup>For the period 1995 to 2010.

Source: SEWRPC.

Table 29

**ESTIMATED IMPACT, IN CONSTANT 1994 DOLLARS, ON LOCAL GOVERNMENTAL UNITS OF IMPLEMENTING THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY**

Unit of Government	Net Change in Streets and Highways under Local Jurisdiction (miles)	Fiscal Impact: 1995 to 2010	
		Item	Amount
<b>Cities</b>			
Brookfield .....	-23.37	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	\$1,811,100
Delafield .....	-4.09	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	72,300
Muskego .....	-3.46	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	129,300
New Berlin .....	-9.72	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	762,700
Oconomowoc .....	+0.51	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	51,000
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	1,400
		Net average annual reduction in cost owing to jurisdictional transfers	49,600
Waukesha .....	-0.68	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	181,400
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	5,800
		Net average annual reduction in cost owing to jurisdictional transfers	175,600
<b>Villages</b>			
Butler .....	-1.14	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	\$ 117,200
Chenequa .....	+1.00	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	28,000
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	83,800
		Net average annual increase in cost owing to jurisdictional transfers	55,800
Elm Grove .....	-2.32	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	174,100
Hartland .....	-2.21	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	88,900
Menomonee Falls .....	-4.20	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	373,000
Nashotah .....	-0.27	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	1,600
Pewaukee .....	-4.19	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	134,400
Sussex .....	+0.16	Average annual increase in cost resulting from transfer of arterial highways <sup>a</sup>	1,300
Wales .....	+1.30	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	7,900



Table 29 (continued)

Unit of Government	Net Change in Streets and Highways under Local Jurisdiction (miles)	Fiscal Impact: 1995 to 2010	
		Item	Amount
<b>Towns</b>			
Brookfield .....	-0.88	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	\$ 28,800
Delafield .....	+9.80	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	27,500
Eagle .....	+11.00	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	22,500
Genesee .....	+4.60	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	13,600
Lisbon .....	-5.98	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	36,400
Merton .....	+1.20	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	5,100
Mukwonago .....	+2.00	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	4,700
Ottawa .....	+10.50	Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	32,500
Pewaukee .....	+0.51	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	93,400
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	2,100
		Net average annual reduction in cost owing to jurisdictional transfers	91,300
Summit .....	+10.28	Average annual increase in cost resulting from transfer of arterial highways <sup>a</sup>	32,800
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	6,800
		Total average annual increase in cost owing to jurisdictional transfers	39,600
Vernon .....	+2.11	Average annual reduction in cost resulting from transfer of arterial highways <sup>a</sup>	23,500
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	9,500
		Net average annual reduction in cost owing to jurisdictional transfers	14,000
Waukesha .....	+7.69	Average annual increase in cost resulting from transfer of arterial highways <sup>a</sup>	7,100
		Average annual increase in cost of maintaining transferred nonarterial highways <sup>b</sup>	29,600
		Total average annual increase in cost owing to jurisdictional transfers	36,700

<sup>a</sup>From Table 26.

<sup>b</sup>From Table 23.

Source: SEWRPC.

Table 30

**SUMMARY OF FISCAL IMPACTS ASSOCIATED WITH MAKING THE JURISDICTIONAL TRANSFERS PROPOSED IN THE RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WAUKESHA COUNTY<sup>a</sup>**

Waukesha County	Local Governmental Units in Waukesha County		
	No Fiscal Impact	Positive Fiscal Impact (average annual reduction in costs over the period 1995 to 2010 owing to jurisdictional transfers)	Negative Fiscal Impact (average annual increase in costs over the period 1995 to 2010 owing to jurisdictional transfers)
Average Annual Increase in Costs over the Period 1995 to 2010 Owing to Jurisdictional Transfers: \$1,668,800	Villages	Cities	Villages
	Big Bend	Brookfield \$1,811,100	Chenequa \$55,800
	Dousman	Delafield 72,300	Sussex 1,300
	Eagle	Muskego 129,300	Wales 7,900
	Lac La Belle	New Berlin 762,700	Towns
	Lannon	Oconomowoc 49,600	Delafield \$27,500
	Merton	Waukesha 175,600	Eagle 22,500
	Mukwonago	Villages	Genesee 13,600
	North Prairie	Butler \$ 117,200	Merton 5,100
	Oconomowoc Lake	Elm Grove 174,100	Mukwonago 4,700
	Towns	Hartland 88,900	Ottawa 32,500
	Oconomowoc	Menomonee Falls 373,000	Summit 39,600
		Nashotah 1,600	Waukesha 36,700
		Pewaukee 134,400	
		Towns	
		Brookfield \$ 28,800	
		Lisbon 36,400	
	Pewaukee 91,300		
	Vernon 14,000		

NOTE: Due to two factors, the positive and negative fiscal impacts identified in this table will not balance each other. First, State road aid reimbursements are higher for counties than for cities, villages, and towns. The analysis reflects the assumed continuation of State reimbursement of 27.6 percent of all street and highway construction and maintenance costs to counties and of 22.2 percent to cities, villages, and towns. Thus, the assumed transfer of a given arterial street or highway changes the amount of State aid received and alters the fiscal impact. Second, the estimated unit maintenance costs used in the analysis reflect actual costs that differ between each municipality and Waukesha County. Thus, the assumed transfer of a given arterial street or highway changes the estimated maintenance cost and also alters the fiscal impact.

<sup>a</sup>All figures in this table are expressed in constant 1994 dollars.

Source: SEWRPC.

jurisdictional transfers were to be effected. Such increases would range from a high of about \$55,800 annually in the Village of Chenequa to a low of about \$1,300 in the Village of Sussex. There would be no fiscal impact on nine villages, Big Bend, Dousman, Eagle, Lac La Belle, Lannon, Merton, Mukwonago, North Prairie, and Oconomowoc Lake, nor on one town, Oconomowoc.

**OPERATION OF PROPOSED CONTINUOUS COUNTY TRUNK HIGHWAY SYSTEM**

Implementation of the jurisdictional transfers recommended in the plan are intended to result in an integrated county trunk highway system con-

tinuous through not only the unincorporated towns, but the incorporated cities and villages as well. Many of the jurisdictional transfers recommended in the plan are proposed to achieve such route continuity. This would facilitate the development of an arterial system capable of accommodating inter-community traffic at a uniformly desirable level of service.

Achieving the desired continuous county trunk highway system will require that Waukesha County and the local units of government reach agreement on the jurisdictional transfers. In some cases, it may be found desirable to achieve, as part of the jurisdictional transfer, agreement that Waukesha County will in turn contract with the local unit of government concerned for the routine maintenance of the

facilities involved. Accordingly, it is recommended that the new jurisdictional highway system plan specifically recognize the need for and desirability of the adoption of a policy whereby such contractual maintenance can be achieved if and when Waukesha County and individual local units of government agree that it would be mutually advantageous to do so. Under such a policy, Waukesha County would reimburse the local government for the documented cost of maintaining the county facilities within the local corporate limits. It is recommended that upon adoption of the new plan, Waukesha County formulate and adopt such a maintenance agreement policy. It is suggested in this respect that the policy provide that Waukesha County will reimburse the local unit of government concerned for such items as:

1. Physical maintenance of the roadway pavement surfaces and structures, including crack sealing, patching, resurfacing, sweeping, and curb and gutter repair.
2. Physical maintenance of storm sewers located within the highway right-of-way, including cleaning.
3. Snow plowing and ice control between curbs, including removal of snow at bus stops, intersections, and other locations as required to maintain traffic service.
4. Physical maintenance of traffic control devices, including signs, signals, safety lights, and pavement markings.
5. Physical maintenance of existing trees located within the highway right-of-way, and mowing grass on medians and shoulders.

Excluded from the above are such items as the maintenance of sidewalks or driveways; the care of ornamental flowers and shrubs; the care of newly planted trees; and the maintenance of sprinkler systems.

In formulating such a policy, Waukesha County should also consider whether or not to delegate by agreement to a local unit of government the administration of certain operational control measures attendant to the transferred facilities. That delegation could be structured in such a way as to require the application of county standards to such matters as: 1) the issuance of driveway permits; 2) the

control of advertising signs; 3) the maintenance of road signage; 4) the establishment of speed zones; 5) the issuance of special permits; 6) the prohibition of parking; and 7) the installation of traffic control signals.

## PLAN IMPLEMENTATION

Recommended plan implementation actions are listed below by level of government concerned.

### Federal Level

U. S. Department of Transportation, Federal Highway Administration: It is recommended that the U. S. Department of Transportation, Federal Highway Administration:

1. Acknowledge the recommended amended jurisdictional highway system plan for Waukesha County.
2. Utilize the plan as a guide in the administration and granting of Federal aids for highway improvement within the County.
3. Review and approve the request to add a new interchange to IH 94 at Calhoun Road in the City of Brookfield, and to improve the existing interchange between IH 94 and CTH P from a half-diamond to a full-diamond interchange.

### State Level

Wisconsin Department of Transportation: It is recommended that the Wisconsin Department of Transportation:

1. Endorse the recommended jurisdictional highway system plan and integrate the plan into the State long-range highway system plan, including the addition to the State trunk highway system of CTH J and the Waukesha West bypass; construction of a new Calhoun Road interchange with IH 94; improvement of the existing CTH P interchange with IH 94; the recommended construction of the STH 16/STH 67 Oconomowoc bypass; the recommended improvement of IH 94, STH 164, STH 175, and STH 190; and the deletion from the State official map of the long-planned realignment of STH 83.
2. Seek, in cooperation with the Waukesha County Board and appropriate local officials,

the implementation of the jurisdictional transfers with respect to the State, county, and local trunk highway systems as recommended in the jurisdictional highway system plan.

3. Proceed with preliminary engineering, right-of-way acquisition, and facility construction to implement the recommended jurisdictional highway system plan.

#### Regional Level

Southeastern Wisconsin Regional Planning Commission: It is recommended that the Southeastern Wisconsin Regional Planning Commission act formally to adopt the recommended jurisdictional highway system plan as an integral part of the master plan for the Region, constituting an amendment to the regional transportation plan and to the Waukesha County jurisdictional highway system plan.

#### County Level

Waukesha County: It is recommended that the Waukesha County Board, upon recommendation of the Waukesha County Public Works Committee:

1. Adopt the recommended jurisdictional highway system plan as a guide to highway facility development within the County.
2. Seek, in cooperation with the Wisconsin Department of Transportation and local units of government, the implementation of the jurisdictional transfers with respect to the State, county, and local trunk highway systems, as recommended in the jurisdictional highway system plan.
3. Proceed with preliminary engineering, right-of-way acquisition, and facility construction as necessary to implement the recommended jurisdictional highway system plan.
4. Modify, with the approval of the municipalities as they are affected, the County's official map, pursuant to Section 80.64 of the Wisconsin Statutes, identifying the local and necessary right-of-way of all planned State and county trunk highways.
5. By resolution, ask the Wisconsin Department of Transportation to place CTH J and the Waukesha West bypass on the official State trunk highway system; delete from the State

official map the long-planned STH 83 realignment; proceed with the planned improvements of construction of a new Calhoun Road interchange with IH 94, the improvement of the existing CTH P interchange with IH 94, the recommended construction of the STH 16/ STH 67 Oconomowoc bypass and the Waukesha West bypass, and the recommended improvement of IH 94, STH 164, STH 175, and STH 190, including the conduct of necessary preliminary engineering for the projects; identify the improvements as candidate major projects; and enumerate, schedule, and fund the projects for construction.

#### Local Level

1. The city common councils, village boards, and town boards within Waukesha County should act to adopt the recommended jurisdictional highway system plan as a guide to highway system development within their respective areas of jurisdiction. It is further suggested that the respective local plan commissions adopt and integrate the recommended jurisdictional highway system plan into their respective local master plans and certify such adoption to their respective local governing bodies.
2. The city common councils, village boards, and town boards within Waukesha County should act to approve a county official map prepared in conformance with the recommended jurisdictional highway system plan, and establish local official maps including the State, county, and local trunk highway facilities.
3. The city common councils, village boards, and town boards within Waukesha County should proceed with preliminary engineering, right-of-way acquisition, and facility construction to implement the recommended jurisdictional highway system plan.
4. The city common councils, village boards, and town boards within Waukesha County should seek, in cooperation with the Waukesha County Board and the Wisconsin Department of Transportation, the implementation of the jurisdictional transfers with respect to the State, county, and local trunk highway systems as recommended in the jurisdictional highway system plan.



5. The city common councils, village boards, and town boards within Waukesha County should, by resolution, ask the Wisconsin Department of Transportation to place CTH J and the Waukesha West bypass on the official State trunk highway system; delete from the State official map the long-planned STH 83 realignment; proceed with the planned improvements of construction of a new Calhoun Road interchange with IH 94, the improvement of the existing CTH P interchange with IH 94, the recommended construction of the STH 16/STH 67 Oconomowoc bypass and the Waukesha West bypass, and the recommended improvement of IH 94, STH 164, STH 175, and STH 190, including the conduct of necessary preliminary engineering; identify the improvements as candidate major projects; and enumerate, schedule, and fund the projects for construction.

#### SUMMARY

Adoption and implementation of the Waukesha County jurisdictional highway system plan recommended in this report would provide the County

with an integrated highway transportation system which can effectively serve the existing, and promote a desirable future, land use pattern; meet the existing and anticipated future travel demand at an adequate level of service; abate traffic congestion; reduce travel time and costs between component parts of the County and the Region; and reduce accident exposure. Such adoption and implementation would serve to concentrate appropriate resources and capabilities on corresponding areas of need, assuring a more effective use of the total public resources in the provision of highway transportation and providing a sound basis for the establishment of long-range fiscal policies and for the systematic programming of arterial street and highway improvements within Waukesha County. It would also provide a basis for the more efficient planning and design of the total arterial street and highway system, for the efficient multi-jurisdictional management of that system, and for the attainment of the intergovernmental coordination essential to the cooperative development of the system. Finally, it should provide a more equitable distribution of highway improvement, maintenance, and operating costs among the various levels and agencies of government concerned.

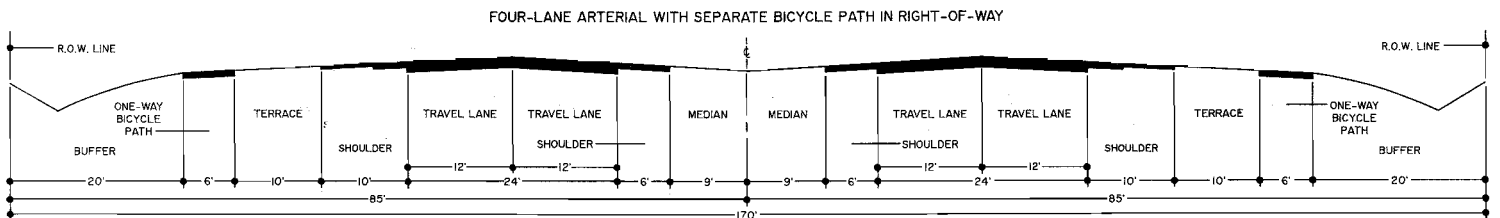
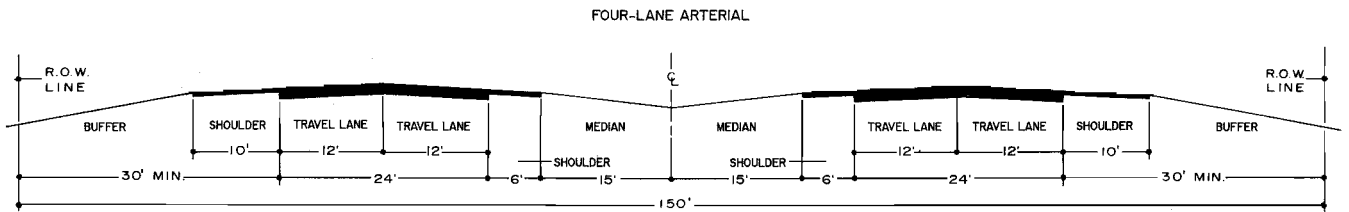
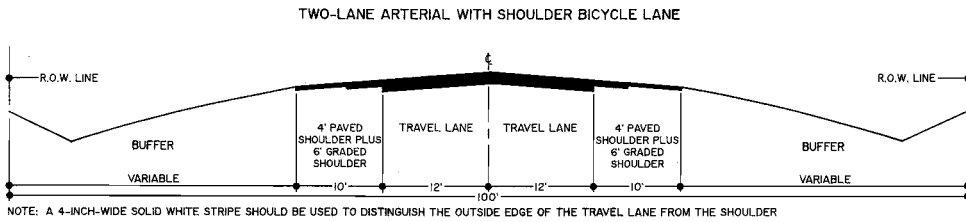
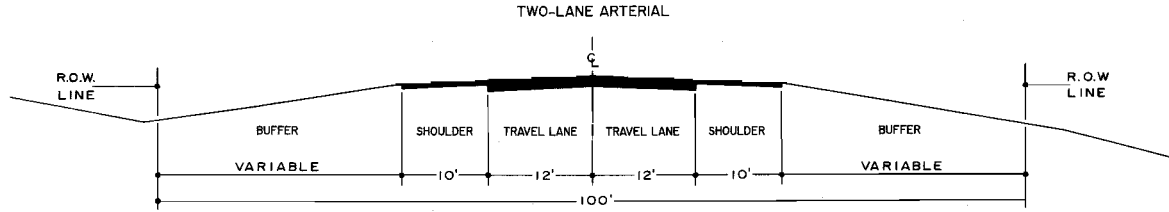
## **APPENDIX**

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# Appendix A

## TYPICAL RURAL AND URBAN STREET AND HIGHWAY CROSS-SECTIONS

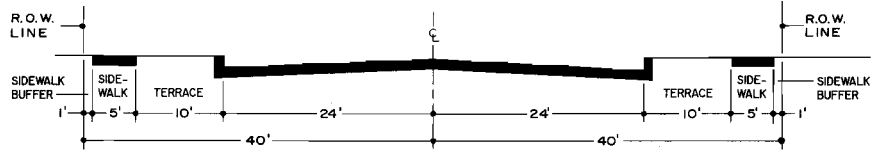
### TYPICAL RURAL-AREA CROSS-SECTIONS



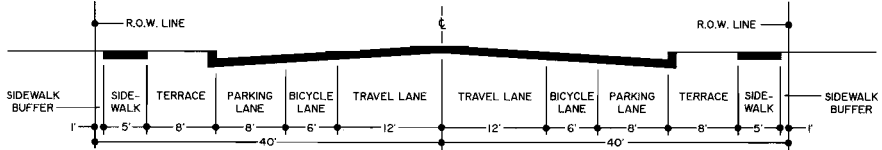


# TYPICAL URBAN-AREA CROSS-SECTIONS

**TWO-LANE UNDIVIDED ARTERIAL**  
(TWO TRAFFIC LANES AND TWO PARKING LANES OR FOUR TRAFFIC LANES)

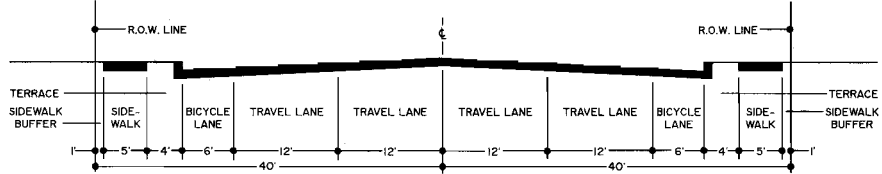


**TWO-LANE UNDIVIDED ARTERIAL WITH PARKING LANE AND BICYCLE LANE**



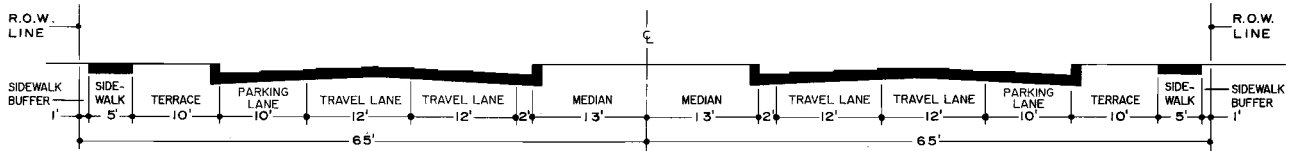
NOTE: A 6-INCH-WIDE SOLID WHITE STRIPE SHOULD BE USED TO DISTINGUISH THE TRAVEL LANE FROM THE BICYCLE LANE. A 4-INCH-WIDE SOLID WHITE STRIPE OR MARKED PARKING STALLS SHOULD BE USED TO DISTINGUISH THE BICYCLE LANE FROM THE PARKING LANE.

**FOUR-LANE UNDIVIDED ARTERIAL WITH BICYCLE LANE**

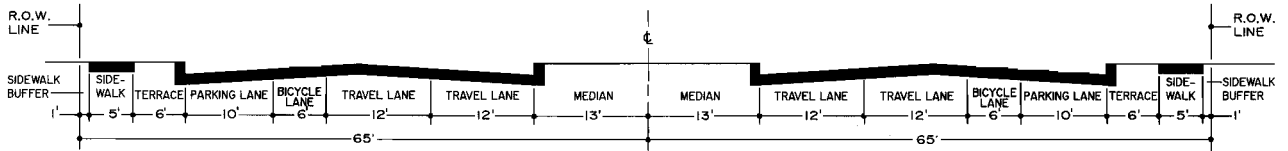


NOTE: A 6-INCH-WIDE SOLID WHITE STRIPE SHOULD BE USED TO DISTINGUISH THE OUTSIDE TRAVEL LANE FROM THE BICYCLE LANE. THE TERRACE SHOULD BE WIDENED TO NINE FEET IF ADEQUATE RIGHT-OF-WAY IS AVAILABLE.

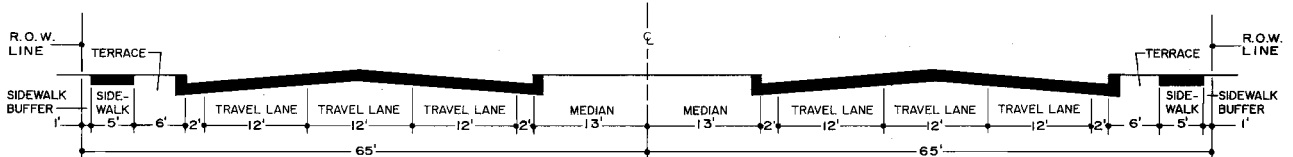
**FOUR-LANE DIVIDED ARTERIAL**  
(FOUR TRAFFIC LANES AND TWO PARKING LANES)



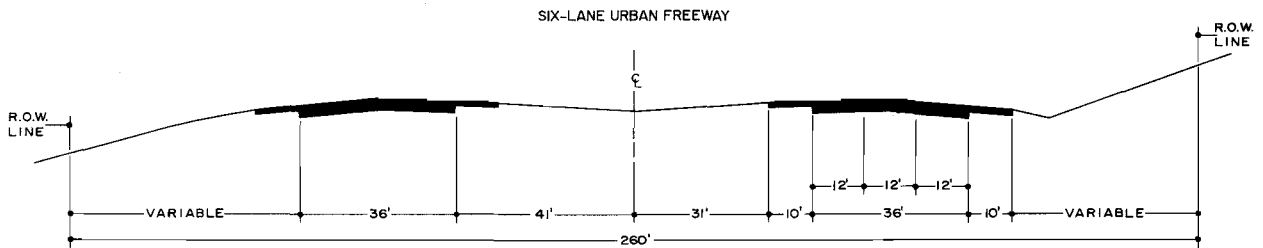
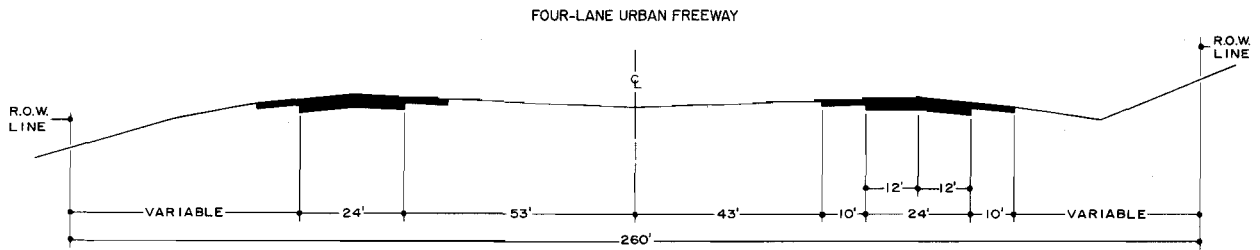
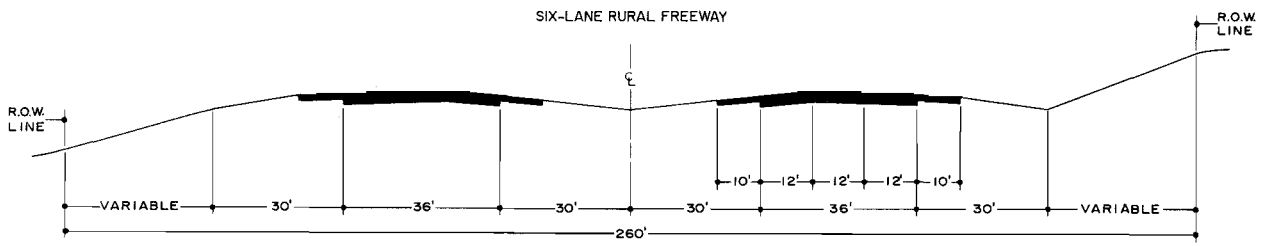
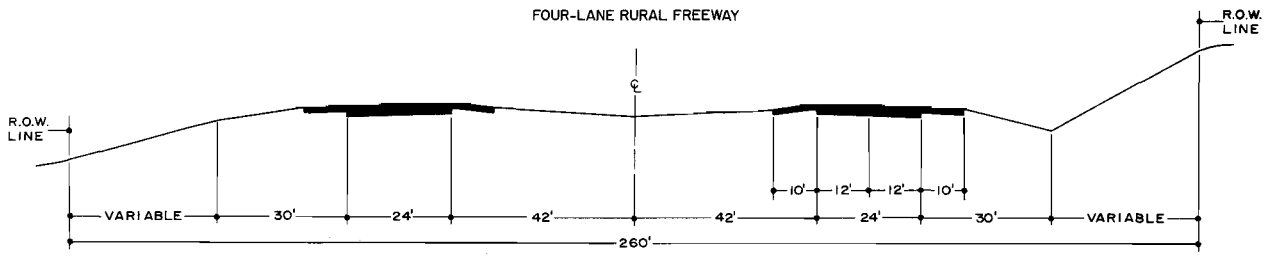
**FOUR-LANE DIVIDED ARTERIAL WITH PARKING LANE AND BICYCLE LANE**



**SIX-LANE DIVIDED ARTERIAL**



## TYPICAL RURAL- AND URBAN-AREA FREEWAY CROSS-SECTIONS



Source: SEWRPC.