

**AMENDMENT TO THE  
WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY  
SYSTEM PLAN--2000**

**AS ADOPTED BY THE**

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

**JUNE 1990**

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**SUBJECT:** Certification of Amendment to the Adopted Regional Transportation Plan  
(Washington County Jurisdictional Highway Plan Amendments)

**TO:** The Legislative Bodies of Concerned Local Units of Government Within the Southeastern Wisconsin Region, namely: the County of Washington; the Cities of Hartford and West Bend; the Villages of Germantown, Jackson, Kewaskum, Newburg, and Slinger; and the Towns of Addison, Barton, Erin, Farmington, Germantown, Hartford, Jackson, Kewaskum, Polk, Richfield, Trenton, Wayne, and West Bend

This is to certify that at the annual meeting of the Southeastern Wisconsin Regional Planning Commission, held at the Washington County Courthouse, West Bend, Wisconsin, on the 20th day of June 1990, the Commission did by unanimous vote of all Commissioners present, being 13 ayes and 0 nays, and by appropriate Resolution, a copy of which is made a part hereof and incorporated by reference to the same force and effect as if it had been specifically set forth herein in detail, adopt an amendment to the regional transportation plan, which plan was originally adopted by the Commission on the 1st day of June 1978 as part of the master plan for the physical development of the Region. The said amendment to the regional transportation plan pertains to the functional and jurisdictional arterial street and highway system plan for Washington County and consists of the inventories, analyses, plans, and plan implementation findings and recommendations contained in the documents attached hereto and made a part hereof. Such action taken by the Commission is hereby recorded on, and is a part of, said plan, and the plan, as amended, is hereby transmitted to the constituent local units of government for consideration and implementation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal and cause the Seal of the Southeastern Wisconsin Regional Planning Commission to be hereto affixed. Dated at the City of Waukesha, Wisconsin, this 21st day of June 1990.

Frank F. Uttech, Chairman  
Southeastern Wisconsin Regional  
Planning Commission

ATTEST:

Kurt W. Bauer, Deputy Secretary

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**RESOLUTION NO. 90-11**

**RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AMENDING THE ADOPTED REGIONAL TRANSPORTATION PLAN, THAT PLAN BEING A PART OF THE MASTER PLAN FOR THE PHYSICAL DEVELOPMENT OF THE REGION COMPRISED OF THE COUNTIES OF KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH, WASHINGTON, AND WAUKESHA IN THE STATE OF WISCONSIN (WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLAN AMENDMENTS)**

WHEREAS, pursuant to Section 66.945(10) of the Wisconsin Statutes, the Southeastern Wisconsin Regional Planning Commission, at a meeting held on the 1st day of December 1966, duly adopted a regional transportation plan as documented in the three-volume SEWRPC Planning Report No. 7, The Land Use-Transportation Study; and

WHEREAS, at a meeting held on the 11th day of September 1975, the Commission duly adopted an amendment to the regional transportation plan consisting of the jurisdictional highway system plan for Washington County as documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County; and

WHEREAS, at a meeting held on the 1st day of June 1978, the Commission duly adopted the year 2000 regional transportation plan, which plan amended and extended the aforementioned regional transportation and Washington County jurisdictional highway system plans, such year 2000 plan being set forth in the two-volume SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000; and

WHEREAS, on June 2, 1987, the City of Hartford requested that the Commission consider further amendments to the Washington County jurisdictional highway system plan; and

WHEREAS, under the guidance of the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County, all work has been completed on a set of proposed amendments to the jurisdictional highway system plan for Washington County; and

WHEREAS, such amendments are documented in a SEWRPC report entitled, "Amendment to the Washington County Jurisdictional Highway System Plan—2000," dated November 1989; and

WHEREAS, said amendments were the subject of a public hearing held on September 12, 1989, in the City of West Bend; and

WHEREAS, after careful consideration of the public reaction to the amendments, the Technical Coordinating and Advisory Committee, acting on the 31st day of October 1989, recommended to the Washington County Board of Supervisors and the Southeastern Wisconsin Regional Planning Commission a final set of amendments as set forth in the aforementioned SEWRPC plan amendment document; and

WHEREAS, on the 17th day of April 1990, the recommended amendments to the Washington County jurisdictional highway system plan were formally adopted by the Washington County Board of Supervisors; and

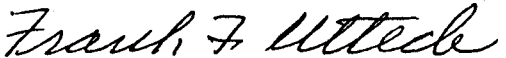
WHEREAS, Section 66.945(9) of the Wisconsin Statutes authorizes and empowers the Regional Planning Commission, as the work of making the whole master plan progresses, to amend, extend, or add to the master plan or carry any part or subject thereof into greater detail.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That the jurisdictional highway system plan for Washington County, being an integral component of the adopted regional transportation system plan, be and the same hereby is in all respects amended in the manner identified on Map 27, page 54, of the aforementioned SEWRPC document, a copy of which is attached hereto and made a part hereof.

SECOND: That a true, correct, and exact copy of this resolution, together with the aforementioned SEWRPC plan amendment document, shall be forthwith distributed to the local units of government in Washington County, the Washington County Board of Supervisors, the Wisconsin Department of Transportation, and the Federal Highway Administration.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the annual meeting of the Southeastern Wisconsin Regional Planning Commission held on the 20th day of June 1990, the vote being: Ayes 13; Nays 0.

  
Frank F. Uttech, Chairman

ATTEST:



Kurt W. Bauer, Deputy Secretary

**AMENDMENT TO THE WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY SYSTEM PLAN--2000**

This Document Amends SEWRPC Planning Report No. 23,  
A Jurisdictional Highway System Plan for Washington County, October 1974

Prepared by the

Southeastern Wisconsin Regional Planning Commission  
P. O. Box 1607  
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The preparation of this report was financed in part through a grant from the Wisconsin Department of Transportation and the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations.

November 1989

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## INTRODUCTION

On July 8, 1975, the Washington County Board of Supervisors adopted a jurisdictional highway system plan. That plan, set forth in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, was based upon a comprehensive study of the jurisdictional responsibilities for the construction, maintenance, and operation of arterial streets and highways in Washington County. Prepared under the guidance of a Technical and Intergovernmental 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 13 years since adoption of the Washington County jurisdictional highway system plan, some progress has been made toward implementation of the plan, and certain revisions have been made to that plan to take into account changing conditions. In July 1987, the Mayor of the City of Hartford approached the Commission with a request that the Washington County Jurisdictional Highway Planning Committee reexamine the arterial street and highway needs of the County, particularly with respect to the potential need for additional arterial capacity in the western portion of the County. In making the request, the Mayor pointed to recent events that have led to the creation of a new large industrial park on the west side of the City of Hartford, and noted that there was a perceived need in the Hartford community for better access from that park to the regional freeway system and, in particular, to the planned USH 41 Freeway east of Hartford. In response, the Commission indi-

cated that it would reconvene the Washington County Jurisdictional Highway System Planning Committee; conduct whatever study efforts may be necessary to address the Hartford area issue raised by the Mayor, as well as other needs that may be perceived throughout Washington County; and amend the County jurisdictional highway system plan as may be necessary.

The purpose of this report is four-fold. First, the report is intended to document the original Washington County jurisdictional highway system plan as adopted and amended to date. Second, the 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, the report is intended to document any proposed revisions to the plan emanating from the current study effort. Finally, the report is intended to serve as a re-description of the Washington County jurisdictional highway system plan for use in the preparation of a new regional highway system plan in 1989.

As an amendment to the aforereferenced SEWRPC Planning Report No. 23, this document is intended to be reviewed and approved by the Technical and Intergovernmental Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County; by the Highway Committee of the Washington County Board of Supervisors; by the Board itself; and by the Southeastern Wisconsin Regional Planning Commission as the designated metropolitan transportation planning organization for the urbanized areas in southeastern Wisconsin.

## BACKGROUND

### Original Washington County Jurisdictional Highway System Plan

The Washington County jurisdictional highway system plan adopted in 1975 was based upon the functional highway system recommended in the

original regional transportation plan.<sup>1</sup> That plan consisted of 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 plan that the Wisconsin Department of Transportation assume jurisdictional responsibility for all proposed freeways. The subsequently prepared Washington County jurisdictional highway system plan, then, together with similar plans for the six other counties comprising the Southeastern Wisconsin Region, represented a logical sequel to, and an implementation action recommended in, the original regional transportation system plan. In effect, the functional highway system plan 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 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 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 Washington County jurisdictional highway system plan is intended to help Washington County:

- Cope with the growing traffic demands within the County;
- Adjust the existing jurisdictional highway systems to changes in land use development along their alignment;
- Maintain an integrated county trunk highway system within the County;
- Adjust the existing jurisdictional highway system to better meet the major changes in traffic patterns taking place within the County; 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 Washington County jurisdictional highway system plan was based upon certain “functional” 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 function of each facility in the total arterial highway system. The particular function that a 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 facilities themselves. The specific functional criteria used for jurisdictional classification of arterial highways in Washington County are summarized in Table 1.

The criterion selected to best characterize trip service was 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., interregional transportation terminals, such as General Mitchell Field; regional shopping centers; higher educational facilities; and regional industrial centers. County trunk highway facilities should serve

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<sup>1</sup>See *SEWRPC Planning Report No. 7, The Regional 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-Transportation Plans—1990, November 1966.*



Table 1

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

Criteria		Arterial Type		
		I (state trunk)	II (county trunk)	III (local trunk) <sup>a</sup>
Trip Service	Average Trip Length (miles)	<u>Urban</u> 11.0 or more  <u>Rural</u> 41.0 or more	<u>Urban</u> 8 to 10.9  <u>Rural</u> Less than 41.0	<u>Urban</u> Less than 8.0  --
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 and air-carrier airports	<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 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 Type I and II arterials
	Recreational Facilities	<u>Urban and Rural</u> Connect and serve all state parks having a gross area of 500 acres or more	<u>Urban and Rural</u> Connect and serve regional parks and special recreational use areas of countywide significance	<u>Urban</u> Connect and serve community parks not served by Type 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 Type 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 minor community industrial centers not served by Type 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 county 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 Type I and II arterials
	Urban Areas	<u>Rural</u> Connect and serve urban areas of 2,500 or more population	<u>Rural</u> Connect and serve developed areas of 500 or more population	--
Operational Characteristics	System Continuity	<u>Urban and Rural</u> Interregional or regional continuity comprising total systems at the regional and state level	<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 2 miles	<u>Urban and Rural</u> Minimum 1 mile	<u>Urban</u> Minimum 0.5 mile
	Volume	<u>Urban</u> Minimum 4,000 vehicles per average weekday (1990 forecast)	<u>Urban</u> 1,500 to 3,999 vehicles per average weekday (1990 forecast)	<u>Urban</u> Less than 1,500 vehicles per average weekday (1990 forecast)
		<u>Rural</u> Minimum 2,000 vehicles per average weekday (1990 forecast)	<u>Rural</u> Less than 2,000 vehicles per average weekday (1990 forecast)	--
	Traffic Mobility	<u>Urban</u> Average overall travel speed <sup>d</sup> 30 to 70 miles per hour	<u>Urban</u> Average overall travel speed <sup>d</sup> 25 to 50 miles per hour	<u>Urban</u> Average overall travel speed <sup>d</sup> 20 to 40 miles per hour
<u>Rural</u> Average overall travel speed 40 to 70 miles per hour		<u>Rural</u> Average overall travel speed 30 to 60 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> Urban arterial facilities are 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, 1 mile; Type II arterial facility, 0.5 mile; Type III arterial facility, 0.25 mile.

<sup>c</sup> Urban arterial facilities are 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, 2 miles; Type II arterial facility, 1 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 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.

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 recommended jurisdictional highway system plan.<sup>2</sup> 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 Washington County adopted by the County Board of Supervisors on July 8, 1975, and by the Regional Planning Commission on September 11, 1975, is shown on Map 1. The arterial street and highway system recommended in the original plan totaled about 446 route miles of facilities. Of this total arterial system, 149 route miles, or about 33 percent, were proposed to comprise the state trunk highway system, representing a decrease of 38 route miles from the then existing system of state trunk highways and connecting streets. The system was expected to carry about 80 percent of the arterial traffic demand generated within Washington County. The 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 243 route

miles, or an additional 55 percent of the total arterial network. This system would represent an increase of 52 route miles over the then existing county trunk highway system. The county trunk highways were expected to carry about 16 percent of the arterial travel demand. The initially recommended county trunk system is identified by blue lines on Map 1.

Finally, the original plan recommended a local trunk highway system consisting of the remaining 54 route miles of arterial facilities, or about 12 percent of the total planned arterial network. The local trunk highways were expected to carry about 4 percent of the arterial travel demand. This recommended local system is identified by green lines on Map 1.

#### Second Generation Regional Transportation Plan—1978

The original Washington County jurisdictional highway system plan has been amended once, in the year 1978, upon the adoption by the Regional Planning Commission of the second generation regional transportation system plan.<sup>3</sup> While this second generation regional transportation system plan was adopted by the Regional Planning Commission on June 1, 1978, it was never formally adopted by the Washington County Board of Supervisors.

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, as well as changes in public attitudes toward the construction of additional freeways and bypass facilities.

With respect to Washington County, the basic structure of the original jurisdictional highway system plan was not significantly changed. The Jurisdictional Highway System Planning Com-

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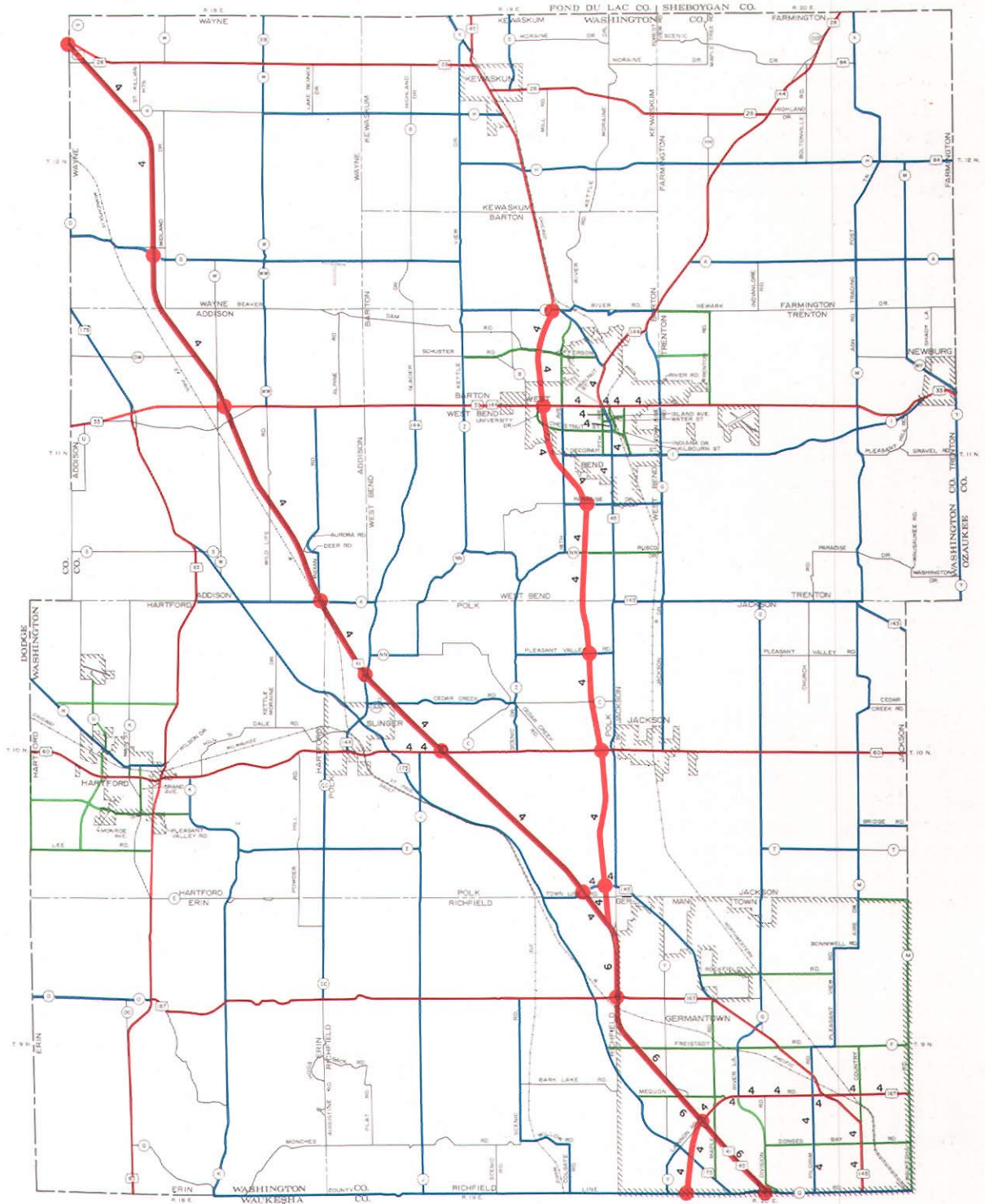
<sup>2</sup>See *SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.*

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<sup>3</sup>See *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.*

Map 1

**JURISDICTIONAL HIGHWAY SYSTEM PLAN  
FOR WASHINGTON COUNTY ADOPTED IN 1975**



**LEGEND**

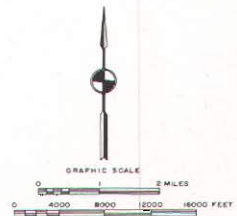
**FREEWAY**

- STATE TRUNK HIGHWAY
- INTERCHANGE

**STANDARD ARTERIAL**

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

- 4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



Source: SEWRPC.

mittee did, however, recommend that the following changes be made to the original plan:

1. The extreme northern section of the previously proposed Milwaukee metropolitan belt freeway extending from County Line Road north to the STH 41-45 Freeway in the Village of Germantown was eliminated. This was the only plan change that may be attributed to changed conditions elsewhere in the Region. In its place, the Committee recommended that the segment of Lannon Road from STH 175 to the USH 41-45 Freeway remain an arterial. As originally proposed, the belt freeway would have replaced the Lannon Road from STH 175 to USH 41-45.
2. STH 33 east of the City of West Bend was proposed in the revised plan to be realigned north of its present alignment in order to accommodate a proposed runway extension at the West Bend Airport. This change was made to coordinate the arterial street and highway system plan with the recommendations contained in the regional airport system plan.
3. STH 60 from the USH 45 Freeway west to the proposed STH 83 bypass of Hartford was recommended to be reconstructed as a four-lane arterial highway facility. Previously, the plan had recommended four lanes for this facility only between the USH 41 Freeway and STH 175 in the Village of Slinger.
4. STH 33 from the STH 45 Freeway west to CTH Z was recommended to be reconstructed as a four-lane facility. Previously, the plan had recommended this facility to provide for two travel lanes.
5. STH 45 from CTH D north to STH 28 was recommended to be reconstructed to provide for four travel lanes. Previously, the plan had recommended that this facility continue to provide two travel lanes.
6. CTH Q from Pilgrim Road west to the Richfield east town line was recommended in the revised plan to be reconstructed to provide for four travel lanes. Previously, the plan had recommended that this facility maintain two travel lanes.
7. The previously proposed extension of Kettle View Drive as a county trunk highway south of CTH V to STH 28 in the Town of Kewaskum was dropped from the plan.
8. Lovers Lane Road from STH 175 to STH 60 as an extension of CTH J in the Town of Polk was added to the plan as an arterial.
9. Several local arterial streets were added in the Village of Jackson area. These included Cedar Creek Road from former USH 45 (now CTH P) to Jackson Drive; Jackson Drive from STH 60 south to Sherman Road; Maple Road south from STH 60 to Sherman Road; and Sherman Road from former USH 45 east to Maple Road.

#### Overview of Current Plan

The jurisdictional highway system plan for Washington County, then, as amended to date by the Regional Planning Commission, is shown on Map 2. The arterial street and highway system recommended in the amended plan totals about 438 route miles of facilities. Of this total arterial system, 147 route miles, or about 34 percent, are proposed to comprise the state trunk highway system. This represents a decrease of 44 route miles over the present system<sup>4</sup> of state trunk highways and connecting streets. The state trunk system is expected to carry about 75 percent of the arterial traffic demand within the County. The current recommended state trunk highway system is identified by red lines on Map 2.

The county trunk highway system recommended in the plan, as amended, consists of about 232 route miles, or an additional 53 percent of the total arterial network. This system would represent an increase of 35 route miles over the existing county trunk highway system. The county trunk highways are expected to carry about 15 percent of the arterial travel demand within the county. The current recommended county trunk highway system is identified by blue lines on Map 2.

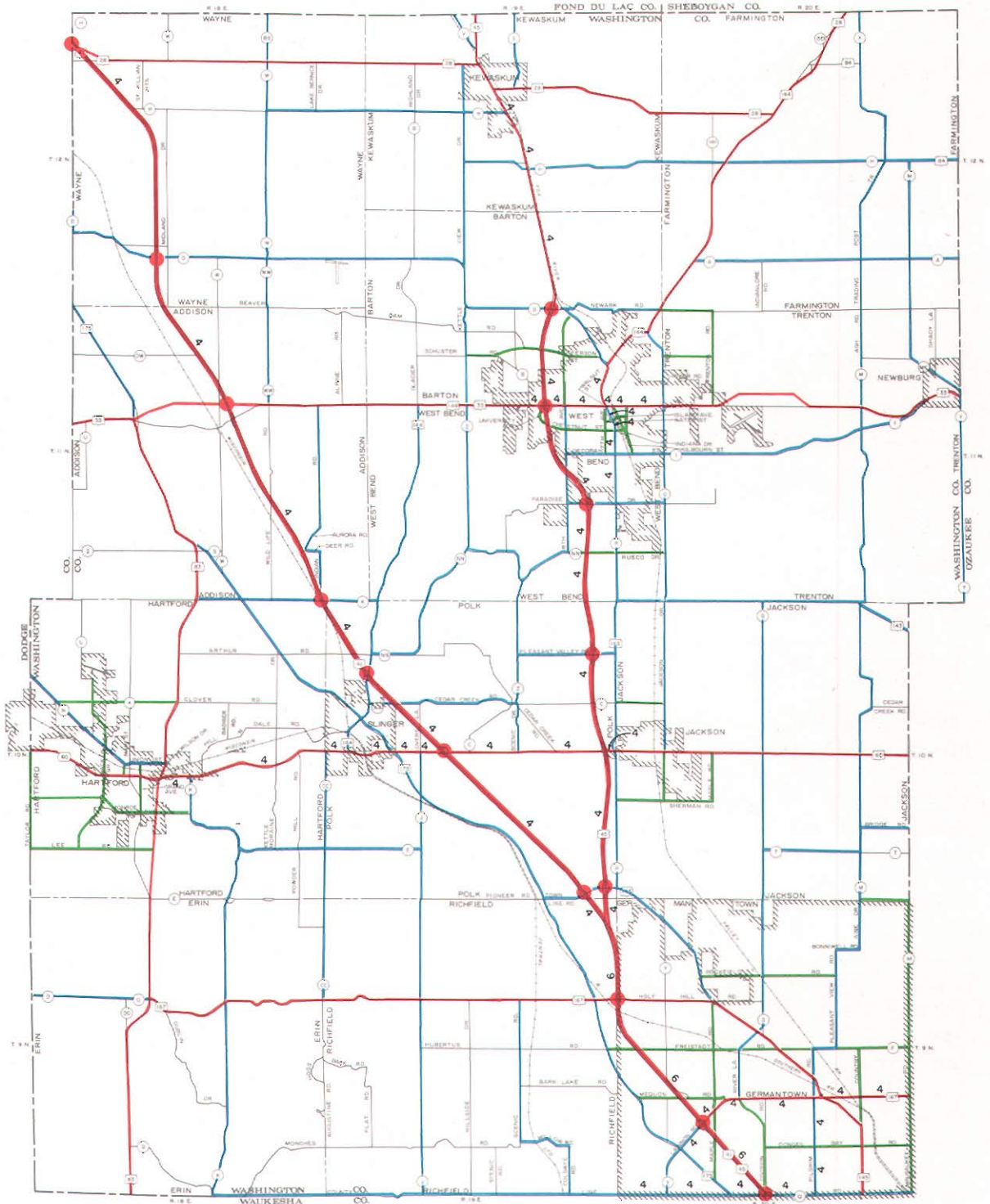
Finally, the amended plan current recommends local trunk highways consisting of the remaining 59 route miles of arterial facilities, or about

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<sup>4</sup>System as of December 31, 1987.

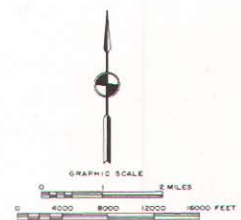


JURISDICTIONAL HIGHWAY SYSTEM PLAN  
FOR WASHINGTON COUNTY AS AMENDED IN 1978



LEGEND

- |   |   |                         |
|---|---|-------------------------|
| <b>FREEWAY</b>  | 4 | NUMBER OF TRAFFIC LANES |
|  |   | (2 WHERE UNNUMBERED)    |
| <b>STANDARD ARTERIAL</b>  |   |                         |
|  |   |                         |
|  |   |                         |
|  |   |                         |





13 percent of the total planned arterial network. This recommended local system is identified by green lines on Map 2.

## MAJOR PLAN IMPLEMENTATION ACTIONS TO DATE

### Functional Highway Improvements

Of the 438-mile total arterial street and highway network recommended for Washington County, about 342 miles, or 78 percent, are roads that may be categorized for functional improvement purposes by the term "system preservation"; that is, 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. An additional 68 miles, or 16 percent, may be categorized by the term "system improvement"; that is, existing facilities that over the plan implementation period will need to be reconstructed and widened to provide additional traffic carrying capacity, or for which construction of a replacement facility on new alignment is proposed. The remaining 28 miles, or 6 percent, may be categorized by the term "system expansion"; that is, totally new arterial highway facilities.

Those functional highway projects undertaken in Washington County since the adoption of the original jurisdictional highway system plan in 1975 and which fall into the system preservation, system improvement, and system expansion categories, as defined above, are identified in Table 2 and are shown on Map 3. Of the 20 projects identified, three fall into the system expansion category, two into the system improvement category, and the remaining 15 into the system preservation category. The three expansion projects consist of the new USH 45 Freeway from STH 145 to CTH D; the extension of Pilgrim Road from Mequon Road to Fond du Lac Road in the Village of Germantown; and the extension of Grand Avenue from Sumner Street to Union Street in the City of Hartford. The two improvement projects consist of the widening of Main Street (old USH 45) from Vine Street to Paradise Drive in the City of West Bend and the reconstruction and widening of Walnut and Water Streets from Island Drive to 7th Avenue, also in the City of West Bend. The 15 system preservation projects consist of the resurfacing of STH 33 from Trenton Road east to the Village of Newburg; the reconstruction of STH 33 from STH 144 to Island Drive; the resurfacing of

STH 28 from USH 41 to USH 45; the resurfacing of STH 60 from the west Washington County line to W. Park Drive; the resurfacing of former USH 45 from STH 145 to Paradise Drive; the reconstruction of CTH Q from CTH J to Colgate Road; the resurfacing of CTH D from Midland Drive to USH 45; the resurfacing of CTH V from USH 45 to the north Washington County line; the reconstruction of CTH NN from STH 144 to CTH Z; the reconstruction of CTH Z and CTH NN from Pleasant Valley Road to 18th Avenue; the resurfacing of Rockfield Road from Division Road to Pleasant View Road; the resurfacing of State Street from CTH U to Main Street; the resurfacing of Freistadt Road from STH 145 to CTH M; and the reconstruction of Island Drive from STH 33 to Water Street. In addition, CTH Q from STH 175 to Colgate Road was reconstructed to provide for two travel lanes as an interim step toward an ultimate four-lane pavement as recommended in the plan.

Taken together, the system improvement and expansion projects noted above total nearly 15 miles and represent about 15 percent of the total such miles of system improvement and expansion projects recommended in the plan as amended to date. The system preservation projects identified above total about 52 miles and represent about 15 percent of the system preservation work recommended in the plan. The status of all functional highway improvement projects by improvement category and by planned jurisdictional system is summarized in Table 3.

### Jurisdictional Highway Transfers

Progress made to date in implementing the jurisdictional transfer element of the Washington County plan are summarized in Table 4 and on Map 4. Of the 27 miles of highway proposed to be added to the state trunk highway system, including both new facilities and transfers of county or local facilities, nearly 16 miles have been added to date, or about 59 percent of the total proposed. The new state trunk highway facilities consist of the USH 45 Freeway from STH 145 to CTH D, and a combination of Mequon Road and Lannon Road from STH 145 to the USH 41 Freeway. In addition, Pilgrim Road from Mequon to Fond du Lac Road, a distance of 0.4 mile, was added to the state trunk highway system when a decision was made by the Wisconsin Department of Transportation to abandon as an arterial highway that portion of

Fond du Lac Road (STH 145) from Mequon Road northwesterly across the Wisconsin and Southern Railway to Pilgrim Road. This abandonment was not foreseen in the plan. Finally, STH 143 was routed over former USH 45 one mile south to Pleasant Valley Road and then west over Pleasant Valley Road to the new USH 45 freeway. Ultimately, all of existing STH 143 is proposed to be transferred to the county trunk highway system.

Of the 106 miles of highways proposed to be added to the county trunk highway system, nearly nine miles have been added to date. All of this mileage is represented by the transfer from the State to the County of portions of former USH 45 in the Towns of Barton, Polk, and West Bend.

Nearly five miles of former state trunk highway facilities have been transferred to local jurisdiction. These include former STH 167 from STH 145 to USH 41, transferred to the Village of Germantown<sup>5</sup>; and former USH 45 from STH 144 to E. Green Tree Road and from Paradise Drive to STH 33, transferred to the City of West Bend.<sup>6</sup> In addition, nearly one-quarter mile of new arterial facility has been added to the local arterial system consisting of N. Grand Avenue from Sumner Street to Union Street in the City of Hartford.

## PROPOSED PLAN REVISIONS

The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County met on April 26, 1988, and identified the following potential amendments to the county jurisdictional highway system plan which should be evaluated by the Commission staff for consideration by the Committee:

- The extension of existing and proposed CTH J north of STH 60 to CTH NN to provide a continuous arterial facility between IH 94 in Waukesha County and

<sup>5</sup>Ultimately, this segment is proposed to be returned to the state trunk highway system.

<sup>6</sup>Ultimately, these segments are proposed to be added to the county trunk highway system.

STH 33 in Washington County; and the potential conversion of this arterial facility between IH 94 and STH 33 to a state trunk highway facility.

- The extension and improvement of Trenton Road to provide a continuous arterial facility between STH 143 and STH 144.
- The widening to provide four traffic lanes of STH 33 west of CTH Z and east of River Road.
- An improved arterial connection between the northern terminus of the USH 45 Freeway bypass at CTH D and STH 144 and CTH A.
- Improvement of USH 45 between the terminus of the USH 45 Freeway bypass at CTH D and the Washington-Fond du Lac County line and potential improvements to Kettle View Drive.
- The extension of Maple Road between STH 175 and CTH Q, connecting Maple Road in the Village of Germantown in Washington County to the Village of Menomonee Falls in Waukesha County.
- Potential changes in the proposed alignment of the extension of Division Road between Mequon Road and Freistadt Road.
- Improvement of CTH Q between STH 175 and USH 41-45.
- The addition of Hillside Road to the jurisdictional plan and its conversion to a county trunk facility.
- Potential improvement of CTH H and review of potential changes in jurisdictional responsibility.
- East-west arterial facilities between the Hartford-Slinger area and USH 45 in addition to existing STH 60, and the conversion of Kettle Moraine Road between STH 60 and STH 175 to an arterial facility.

Extension of CTH J Between STH 60 and CTH NN and the Conversion Between IH 94 and STH 33 of CTH J, Lovers Lane Road, CTH NN, and CTH Z to a State Trunk Highway  
CTH J has long been recognized as an important arterial facility serving travel within Washing-

Table 2

**MAJOR ARTERIAL STREET AND HIGHWAY SYSTEM IMPROVEMENTS AND  
EXPANSION PROJECTS COMPLETED IN WASHINGTON COUNTY: 1975-1987**

Facility	Limits	Miles	Project Type
<b>State</b>			
STH 33 . . . . .	STH 144 to Island Drive	0.15	Preservation
STH 33 . . . . .	Trenton Road east to Village of Newburg	5.18	Preservation
STH 28 . . . . .	STH 144 to CTH S	5.80	Preservation
STH 28 . . . . .	USH 41 to USH 45	8.00	Preservation
STH 60 . . . . .	West Washington County Line to W. Park Drive	1.75	Preservation
USH 45 . . . . .	STH 145 to CTH D	13.10	Expansion
Subtotal	--	33.18	--
<b>County</b>			
USH 45 . . . . .	STH 145 to Paradise Drive	7.75	Preservation
CTH Q . . . . .	CTH J to Colgate Road	3.00	Preservation
CTH D . . . . .	Midland Drive to USH 45	9.00	Preservation
CTH NN . . . . .	STH 144 to CTH Z	3.00	Preservation
CTH V . . . . .	USH 45 to the North Washington County Line	0.90	Preservation
CTH Z, CTH NN . . . . .	Pleasant Valley Road to 18th Avenue	2.50	Preservation
Pilgrim Road . . . . .	Mequon Road to Fond du Lac Road	0.43	Expansion
Main Street . . . . .	Vine Street to Paradise Drive	0.50	Improvement
Subtotal	--	27.08	--
<b>Local</b>			
Rockfield Road . . . . .	Division Road to Pleasant View Road	1.50	Preservation
Walnut Street, Water Street . . . . .	Island Drive to Seventh Avenue	0.30	Improvement
State Street . . . . .	CTH U to Main Street	1.00	Preservation
Freistadt Road . . . . .	STH 145 to CTH M	2.70	Preservation
Grand Avenue . . . . .	Sumner Street to Union Street	0.23	Expansion
Island Drive . . . . .	STH 33 to Water Street	0.20	Preservation
Subtotal	--	5.93	--

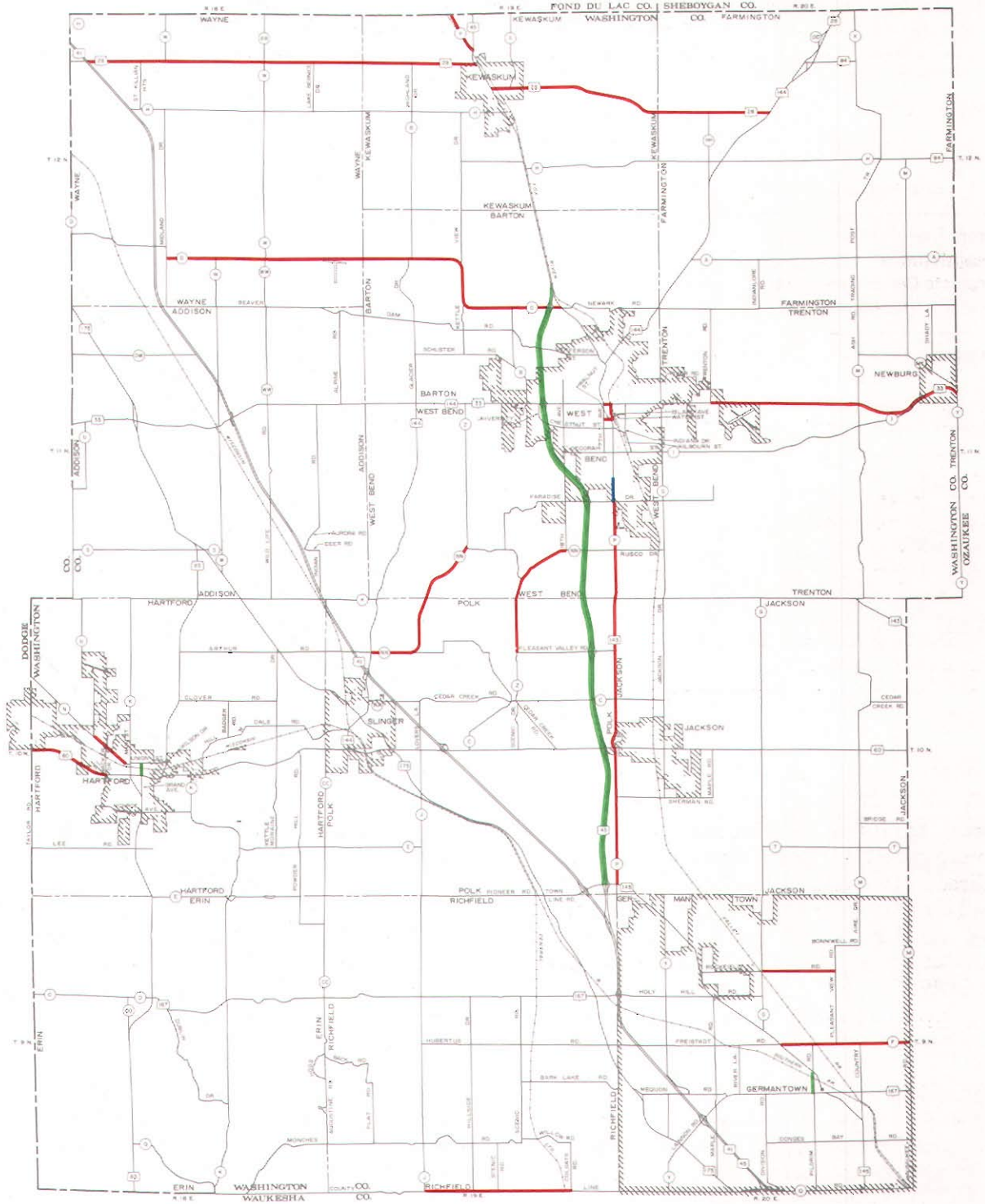
Source: SEWRPC.

ton and Waukesha Counties, as well as between these Counties. Improvements in the alignment of CTH J to eliminate two jogs in its alignment in Waukesha County were first recommended in 1966 by the Regional Planning Commission in the original regional transportation system plan, and were reaffirmed in 1974 by the Regional Planning Commission in the original Waukesha

County jurisdictional highway system plan, SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County, 1974. These alignment improvements were implemented by Waukesha County in 1985. As a result of these improvements, CTH J now provides a continuous direct two-lane arterial facility from the City of Waukesha northern

### Map 3

## ARTERIAL STREET AND HIGHWAY PROJECTS COMPLETED IN WASHINGTON COUNTY BY IMPROVEMENT CATEGORY: 1975-1987



#### LEGEND

##### SYSTEM PRESERVATION

- (NONE) FREEWAY
- STANDARD ARTERIAL

##### SYSTEM IMPROVEMENT

- (NONE) FREEWAY
- STANDARD ARTERIAL

##### SYSTEM EXPANSION

- FREEWAY
- STANDARD ARTERIAL

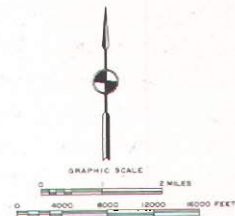


Table 3

**STATUS OF FUNCTIONAL HIGHWAY IMPROVEMENTS IN WASHINGTON COUNTY BY  
IMPROVEMENT CATEGORY AND PLANNED JURISDICTIONAL SYSTEMS: 1975-1987**

Improvement Category	Planned System			
	State Trunk Highway	County Trunk Highway	Local Trunk Highway	Total
<b>System Preservation</b>				
Length (miles) . . . . .	73.60	220.30	48.00	341.90
Projects Completed (miles) . . . . .	20.88	26.15	5.40	52.43
Percent Implemented . . . . .	28	12	11	15
<b>System Improvement</b>				
Length (miles) . . . . .	59.50	7.80	0.80	68.10
Projects Completed (miles) . . . . .	0.00	0.50	0.30	0.80
Percent Implemented . . . . .	0	6	38	1
<b>System Expansion</b>				
Length (miles) . . . . .	14.30	3.60	9.70	27.60
Projects Completed (miles) . . . . .	13.10	0.43	0.23	13.76
Percent Implemented . . . . .	92	12	2	50
<b>Total System</b>				
Length (miles) . . . . .	147.40	231.70	58.50	437.60
Projects Completed (miles) . . . . .	33.98	27.08	5.93	66.99
Percent Implemented . . . . .	23	12	10	15

Source: SEWRPC.

corporate limits at approximately Moreland Boulevard to STH 175 in Washington County. The direct extension of CTH J over existing Lovers Lane Road between STH 175 and STH 60 was recommended in 1974 in the original Washington County jurisdictional highway system plan, SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County.

The Jurisdictional Highway Planning Committee suggested that consideration be given to adding to the Washington County jurisdictional highway system the further extension of CTH J over existing Lovers Lane Road between STH 60 and Cedar Creek Road, and then on new alignment between Cedar Creek Road and CTH NN. With this extension, a continuous direct arterial facility would be provided between STH 33 in Washington County and IH 94 in Waukesha County. The Committee further requested that consideration be given to the conversion of this

arterial facility between STH 33 and an appropriate terminus in Waukesha County, such as IH 94 or USH 18 and STH 164, to a state trunk highway. It may be noted that the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Waukesha County has made a similar request for an analysis of the potential conversion of CTH J in Waukesha County to a state trunk highway.

A potential extension of CTH J between STH 60 and CTH NN is shown in Map 5. The alignment would generally follow existing Lovers Lane Road between STH 60 and Cedar Creek Road, and then be on new alignment approximately between Cedar Creek Road and CTH NN. The extension of CTH J would require a grade separation with USH 41 as USH 41 is planned to be converted from an expressway to freeway. The estimated construction cost of the CTH J extension between STH 60 and CTH NN, with a grade separation at USH 41, is \$4.2 million,



Table 4

## JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WASHINGTON COUNTY: 1975-1987

Facility	Limits	Municipality	Length (miles)
<b>Transfers to State/ New Facilities</b>			
New State Facility USH 45 .....	STH 145 to CTH D	Town of Barton, Polk, and West Bend	13.10
Local to State Mequon Road/ Lannon Road .....	STH 145 to USH 41	Village of Germantown	2.70
State Total	--	--	15.80
<b>Transfers to County/ New Facilities</b>			
State to County USH 45 .....	STH 145 to Paradise Drive E. Green Tree Road to USH 45 Bypass	Towns of Polk and West Bend	7.90
USH 45 .....		Town of Barton	0.90
County Total	--	--	8.80
<b>Transfers to Local/ New Facilities</b>			
State to Local STH 167 .....	STH 145 to USH 41 STH 144 to E. Green Tree Road and STH 33 to Paradise Drive	Village of Germantown	2.10
USH 45 .....		City of West Bend	2.80
New Facility N. Grand Avenue .....	Sumner Street to Union Street	City of Hartford	0.23
Local Total	--	--	5.13
Total	--	--	29.73

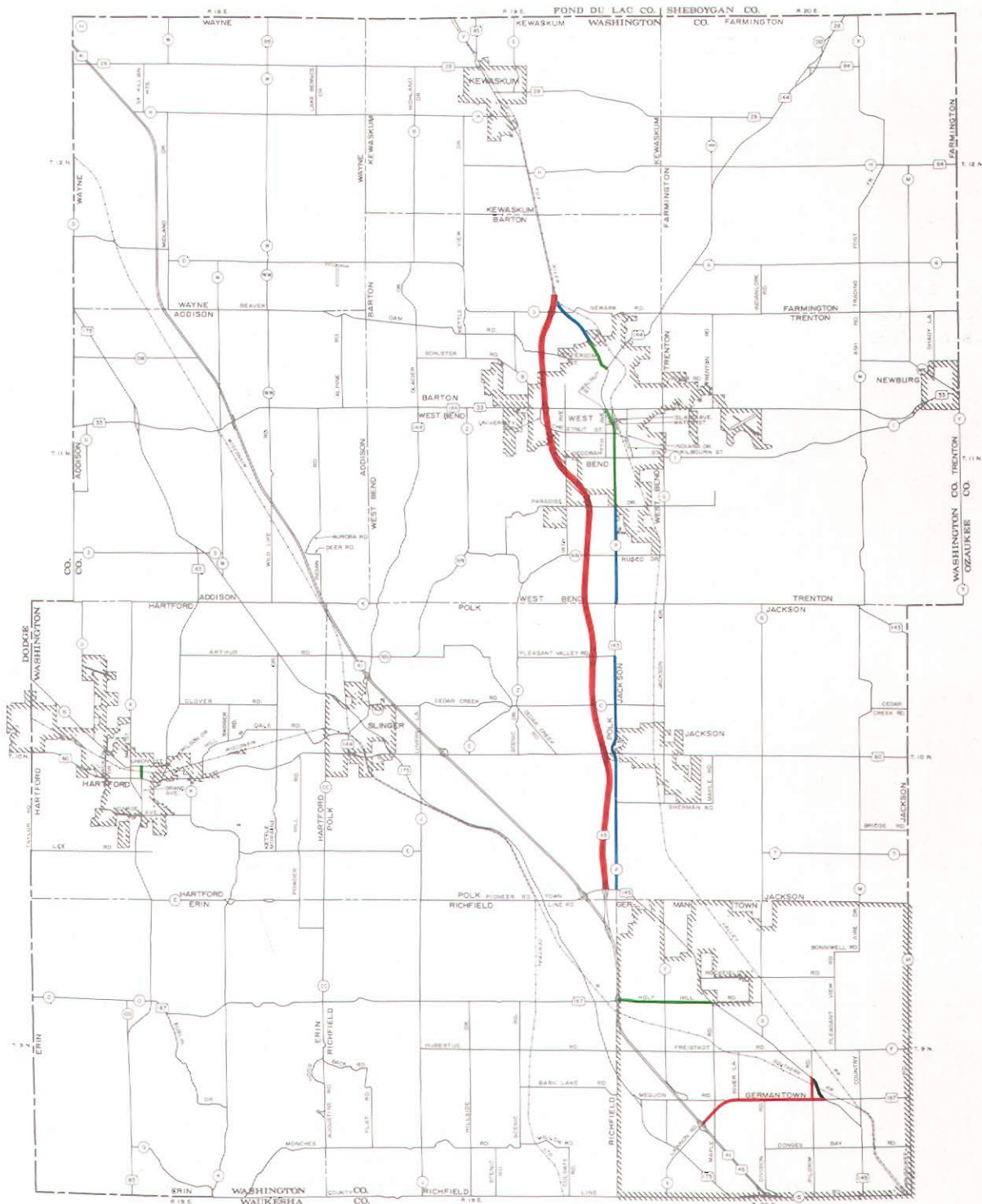
Source: SEWRPC.

including \$300,000 for right-of-way acquisition. This segment of CTH J is assumed to be constructed as a two-lane rural arterial with two 12-foot-wide traffic lanes and two 10-foot-wide shoulders on 130 feet of right-of-way, permitting potential future expansion to a divided four-lane roadway well beyond the year 2000. The traffic which may be expected to use the CTH J extension on an average weekday in the design year 2000 is shown on Map 6.

An option of this extension would be to provide an interchange on USH 41 with CTH J, as shown on Map 7. The traffic which may be expected to use CTH J with the new interchange on an average weekday in the design year 2000 is also shown on Map 8. The nearest existing interchanges are with existing STH 60, which would be about 0.6 mile southeast of CTH J extended; and existing STH 144, which would be about 1.5 miles northwest of CTH J extended.

# Map 4

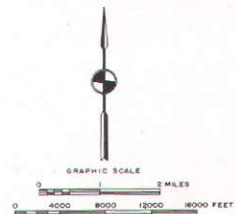
## JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WASHINGTON COUNTY: 1975-1987



### LEGEND

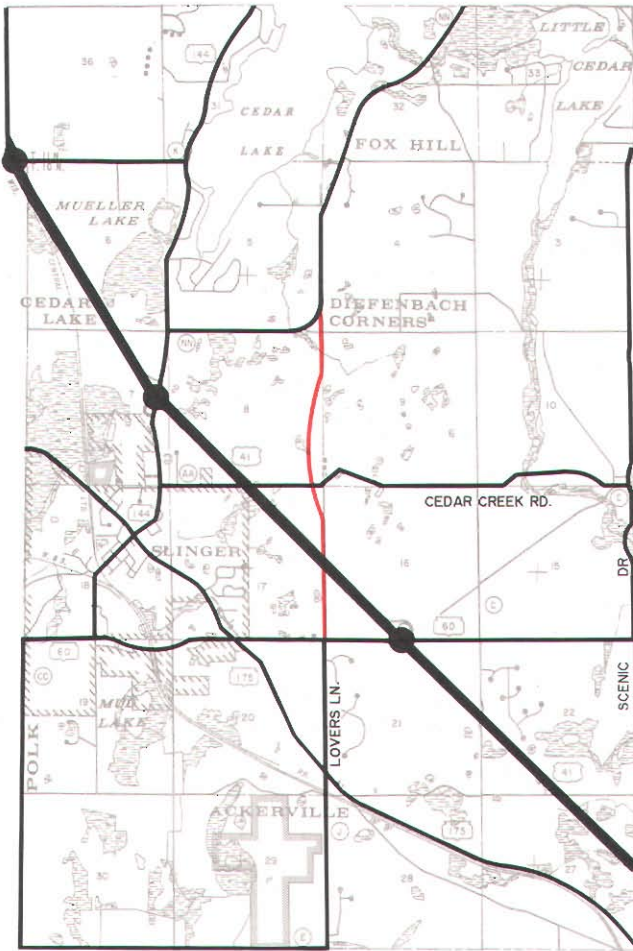
#### TRANSFERS TO:

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



Map 5

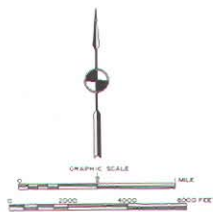
POTENTIAL EXTENSION OF CTH J BETWEEN STH 60 AND CTH NN



LEGEND

EXISTING AND PLANNED ARTERIAL STREET AND HIGHWAY SYSTEM

- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENTION

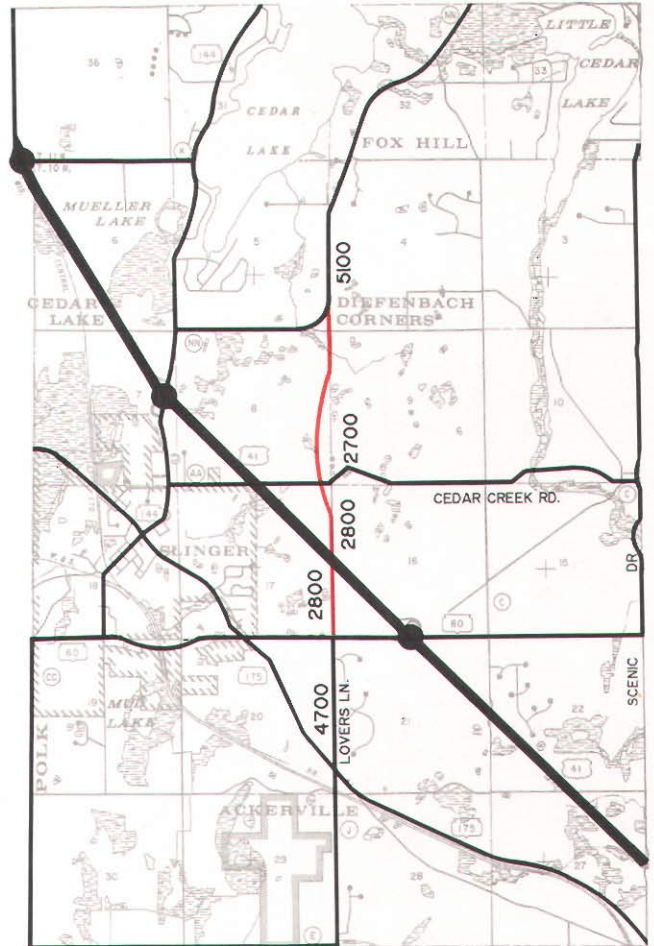


Source: SEWRPC.

These existing interchanges would provide reasonably direct service to CTH J traffic, and may be expected to have adequate capacity to serve existing and forecast year 2000 traffic without a new CTH J interchange. Of the four potential directional movements of traffic at a potential new interchange, as shown on Map 9, two are served more directly by existing inter-

Map 6

FORECAST AVERAGE WEEKDAY TRAFFIC ON THE CTH J EXTENSION

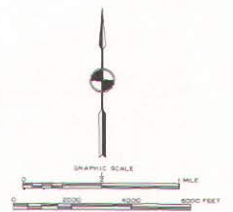


LEGEND

EXISTING AND PLANNED ARTERIAL STREET AND HIGHWAY SYSTEM

- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENTION

2800 FORECAST YEAR 2000 AVERAGE WEEKDAY TRAFFIC



Source: SEWRPC.

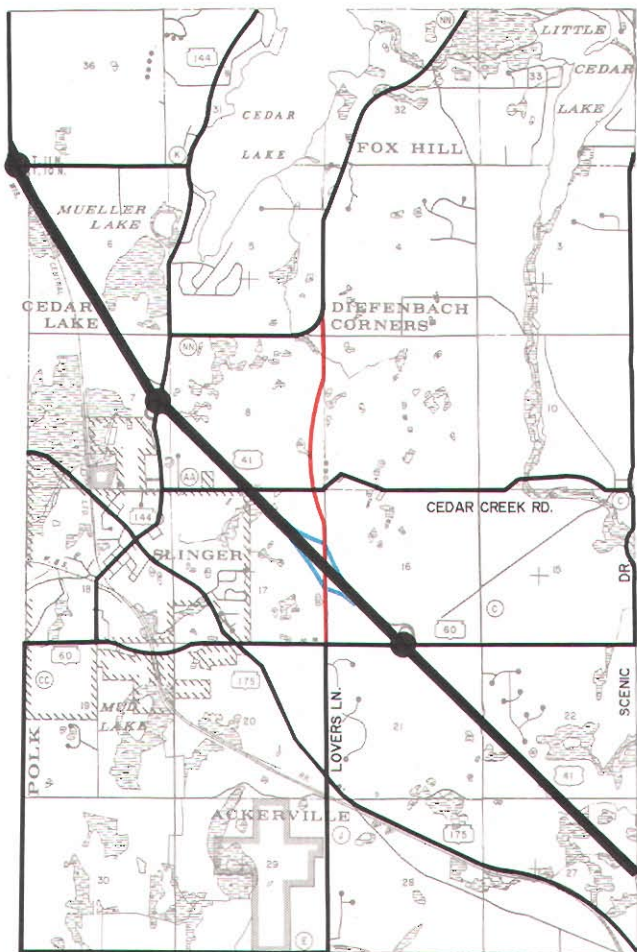
changes, and the other two movements without an interchange at CTH J would entail between 0.3 to 0.6 mile of indirection in travel and involve about 0.4 mile of travel on a surface arterial rather than a freeway. A new interchange with CTH J would be located so close to the existing STH 60 interchange that it would disrupt the operation of the STH 60 interchange, and of



Map 7

CTH J EXTENSION WITH POTENTIAL NEW INTERCHANGE

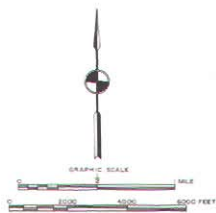
OPTION 1—FULL INTERCHANGE



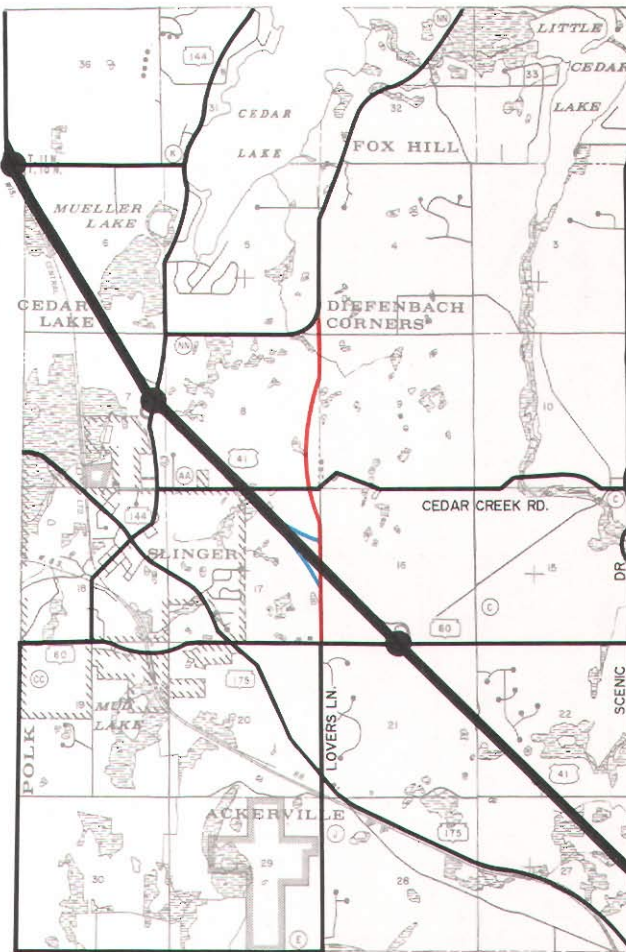
LEGEND

EXISTING AND PLANNED ARTERIAL STREET AND HIGHWAY SYSTEM

- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENTION
- NEW FREEWAY RAMPS TO PROVIDE FULL INTERCHANGE AT CTH J



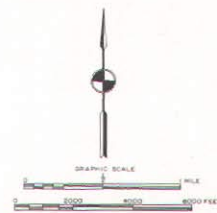
OPTION 2—HALF INTERCHANGE



LEGEND

EXISTING AND PLANNED ARTERIAL STREET AND HIGHWAY SYSTEM

- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENTION
- NEW FREEWAY RAMPS TO PROVIDE HALF INTERCHANGE AT CTH J



Source: SEWRPC.

USH 41 as well. This problem, however, could be minimized through the construction of auxiliary lanes between the existing interchange at STH 60 and the potential new interchange with CTH J. The potential interchange with auxiliary lanes may be expected to add \$3.4 million in

construction cost, including \$200,000 for right-of-way acquisition, to the CTH J extension. Also, additional costs may be attendant to the potential reconstruction of Washington County Sheriff's Department radio and microwave transmission tower.

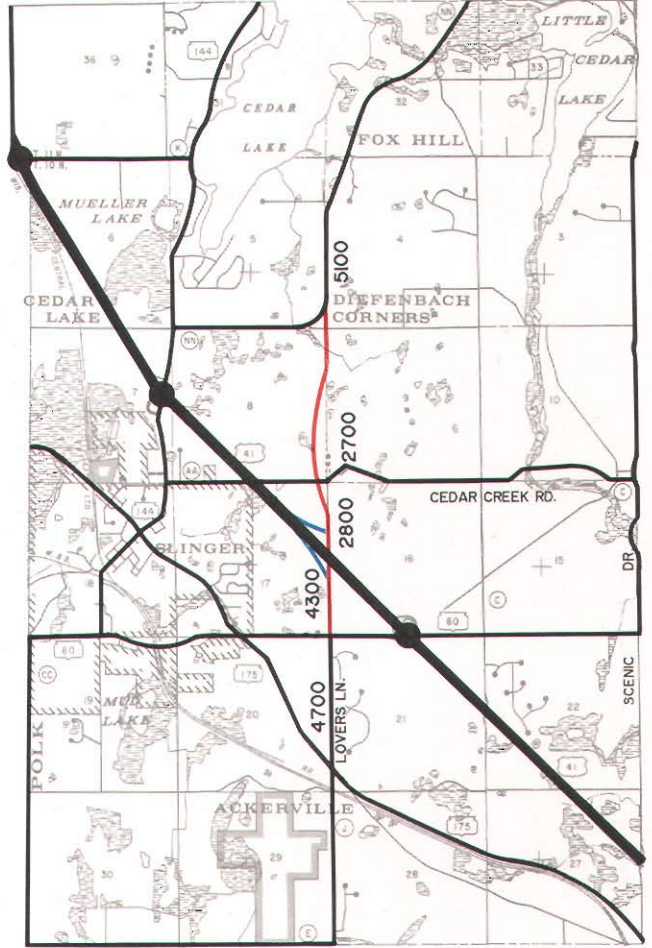
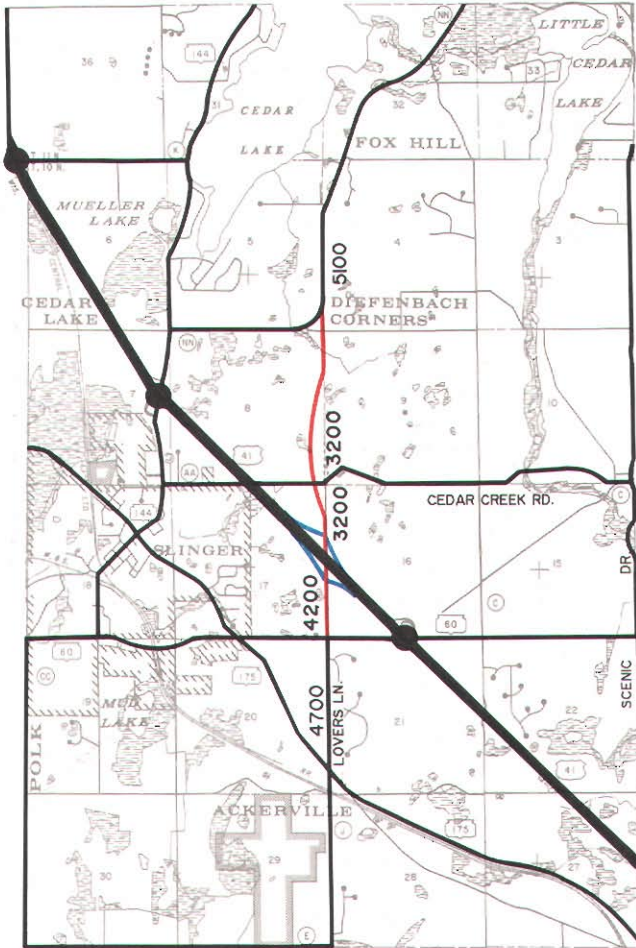


Map 8

FORECAST AVERAGE WEEKDAY TRAFFIC ON CTH J  
EXTENSION WITH A POTENTIAL CTH J INTERCHANGE WITH USH 41

OPTION 1—FULL INTERCHANGE

OPTION 2—HALF INTERCHANGE

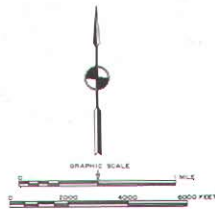


LEGEND

EXISTING AND PLANNED ARTERIAL  
STREET AND HIGHWAY SYSTEM

- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENSION
- NEW FREEWAY RAMPS TO PROVIDE FULL INTERCHANGE AT CTH J

4700 FORECAST YEAR 2000  
AVERAGE WEEKDAY TRAFFIC

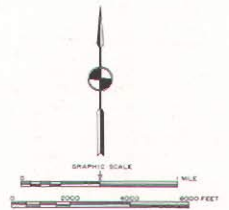


LEGEND

EXISTING AND PLANNED ARTERIAL  
STREET AND HIGHWAY SYSTEM

- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENSION
- NEW FREEWAY RAMPS TO PROVIDE HALF INTERCHANGE AT CTH J

4700 FORECAST YEAR 2000  
AVERAGE WEEKDAY TRAFFIC



Source: SEWRPC.

Also shown on Map 7 is another interchange alternative. It would provide only a half-interchange for traffic movement between CTH J extended and USH 41 to and from the northwest. These traffic movements, however,

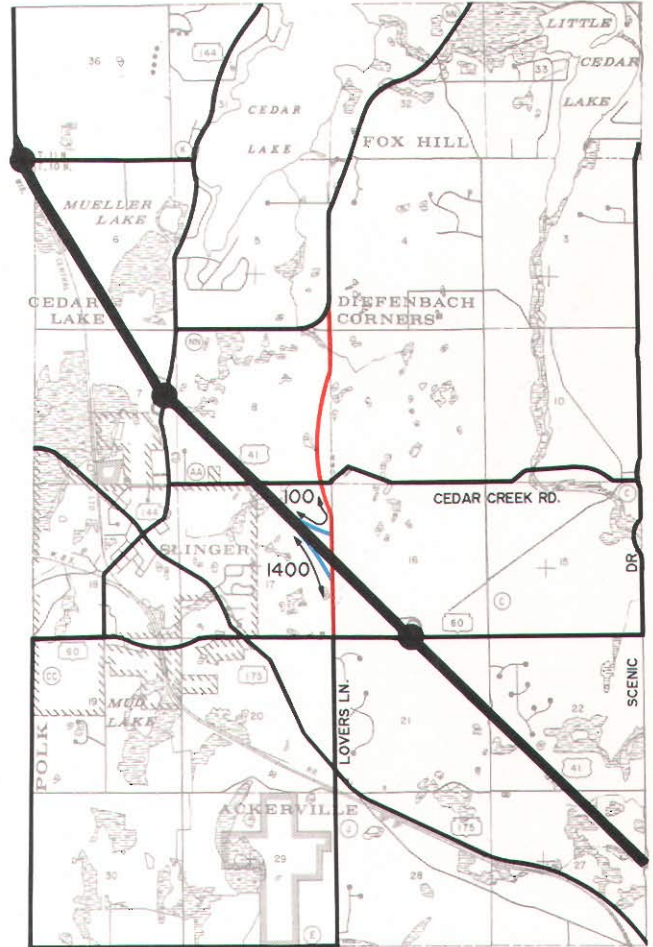
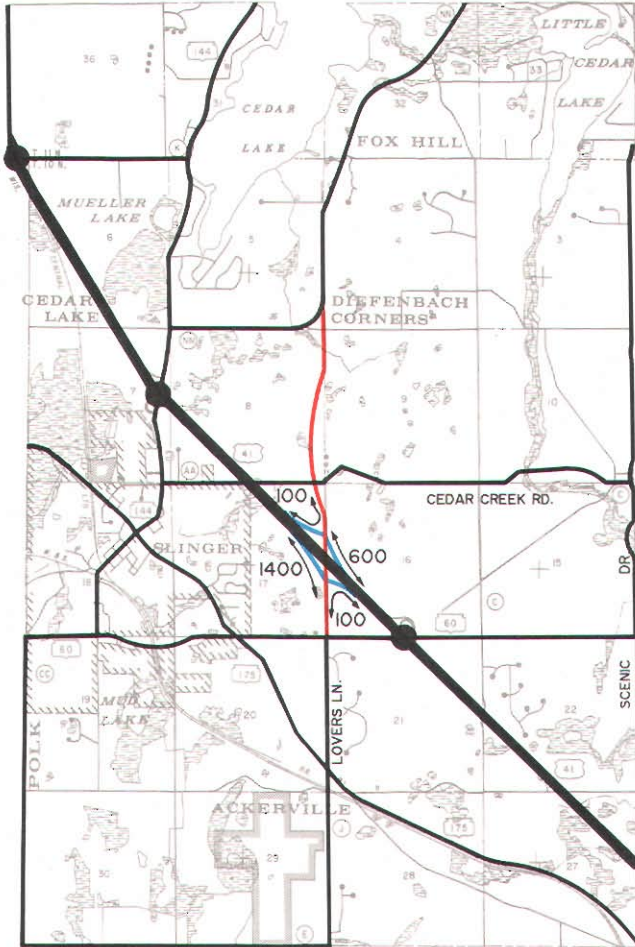
may be expected to represent the predominant traffic movements at the interchange, given the north-south orientation of CTH J, the northwest-southeast orientation of USH 41, and the proximity of the USH 45 freeway to the east of

Map 9

VEHICLE TRAFFIC MOVEMENTS AT THE POTENTIAL NEW INTERCHANGE ON THE CTH J EXTENSION

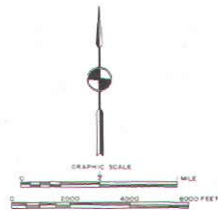
OPTION 1—FULL INTERCHANGE

OPTION 2—HALF INTERCHANGE



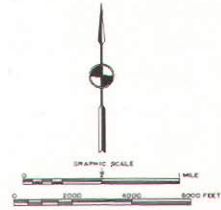
LEGEND

- EXISTING AND PLANNED ARTERIAL STREET AND HIGHWAY SYSTEM
- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENSION
- NEW FREEWAY RAMPS TO PROVIDE FULL INTERCHANGE AT CTH J
- ↷ VEHICULAR TRAFFIC MOVEMENTS AT THE INTERCHANGE
- 1400 FORECAST YEAR 2000 AVERAGE WEEKDAY TRAFFIC MAKING THE MOVEMENTS



LEGEND

- EXISTING AND PLANNED ARTERIAL STREET AND HIGHWAY SYSTEM
- FREEWAY
- STANDARD ARTERIAL
- FREEWAY INTERCHANGE
- POTENTIAL ALIGNMENT OF CTH J EXTENSION
- NEW FREEWAY RAMPS TO PROVIDE HALF INTERCHANGE AT CTH J
- ↷ VEHICULAR TRAFFIC MOVEMENTS AT THE INTERCHANGE
- 1400 FORECAST YEAR 2000 AVERAGE WEEKDAY TRAFFIC MAKING THE MOVEMENTS



Source: SEWRPC.



CTH J. This alternative interchange would add an estimated \$1.7 million in construction cost, including \$200,000 for right-of-way acquisition, to the CTH J extension.

The extension of CTH J would require the acquisition of a 6,500-foot-long right-of-way 130 feet wide from Arthur Road to a point about 1,100 feet north of USH 41, as shown on Map 10. The total right-of-way required would be 19.4 acres of land. Approximately 10.2 acres, or 53 percent of the total 19.4 acres required, consists of primary environmental corridor, including woodlands and steep slopes. The roadway extension may be expected to sever the primary environmental corridor. The extension of CTH J would also require the acquisition of one multi-family residential building and one business. The potential full interchange at CTH J would require the acquisition of an additional 3.1 acres of land and one multi-family residence. The potential half interchange would require the acquisition of an additional 2.7 acres of land and one multi-family residence.

The principal benefit of the CTH J extension between STH 60 and CTH NN would be to provide additional, and potentially improved, interchange between the areas shown on Map 11. This includes improved connection between an area including the northern and west central portions of the City of West Bend; the parts of the Town of Polk and Town of West Bend between Big Cedar Lake and USH 45; the parts of the Town of Barton, Addison, Wayne, and Kewaskum bounded by STH 33 on the south, CTH W and CTH WW on the west, STH 28 on the north, and Kettle View Drive on the east; and an area including the City of Hartford, Waukesha County, and locations reached by IH 94 to and from the west.

The principal existing and planned routes which traffic would take in the absence of the proposed CTH J extension are shown on Map 12. These alternative routes are compared to the potential route with the extension of CTH J in Table 5. It may be noted that the principal improvement in the routing of traffic occurs with respect to traffic to and from portions of the Towns of Polk and West Bend between USH 45 and Big Cedar Lake. However, there is limited existing development in this area and, as shown on Map 13, wetlands and primary environmental corridors may be expected to limit any future development.

Staff and Advisory Committee Recommendation: With respect to the proposed extension of CTH J between STH 60 and CTH NN, the estimated construction costs are an estimated \$4.2 million, including right-of-way. An estimated total of 19.4 acres of right-of-way would need to be acquired to provide a 130-foot-wide right-of-way for an estimated 6,500 feet. An estimated 53 percent, or 10.2 acres of the total right-of-way, would be considered primary environmental corridor, and the proposed roadway would sever the primary environmental corridor. In addition, one multi-family residence and one business would need to be acquired.







The principal benefit of the extension of CTH J is that it would provide for a more direct route from three areas in Washington County to the City of Hartford area, southern Washington County centered along CTH J, and locations in Waukesha County, and as well to IH 94 for traffic oriented to and from the west. The three areas in Washington County which would receive this benefit include northern and west central portions of the City of West Bend; an area in the Towns of Polk and West Bend bounded by STH 60 on the south, Big Cedar Lake on the west, STH 33 on the north, and USH 45 on the south; and an area in the far northwestern corner of Washington County bounded by STH 33 on the south, CTH W and CTH WW on the west, STH 28 on the north, and Kettle View Drive on the east. Review of the alternative existing and planned routes available to these three areas without the CTH J extension indicates that these alternative routes have adequate capacity to carry existing and forecast future year 2000 traffic. Thus, the extension of CTH J is not needed to provide relief to these routes from traffic congestion. However, the extension of CTH J would remove through traffic from STH 144 and STH 175 in the Village of Slinger.

The extension of CTH J particularly provides significantly shorter travel distances and travel times with respect to the area cited in the Towns of Polk and West Bend. With respect to northern and west central portions of the City of West Bend, the route using the potential extension of CTH J is about one minute and two miles shorter than an alternative route using USH 45; and represents reductions of about 10 and 20 percent, respectively. With respect to the area in the far northwestern corner of Washington



**POTENTIAL ALIGNMENT AND RIGHT-OF-WAY NEEDS OF THE EXTENSION OF CTH J**

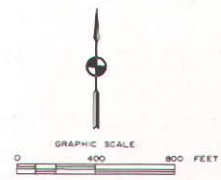


**LEGEND**

-  SUBURBAN RESIDENTIAL  
(0.2-0.6 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  LOW DENSITY RESIDENTIAL  
(0.7-2.2 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  RETAIL / COMMERCIAL
-  GOVERNMENTAL / INSTITUTIONAL
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  WETLANDS

**POTENTIAL ROADWAY EXTENSION**

-  INITIAL TWO-LANE ROADWAY CENTERLINE
-  130' RIGHT OF WAY

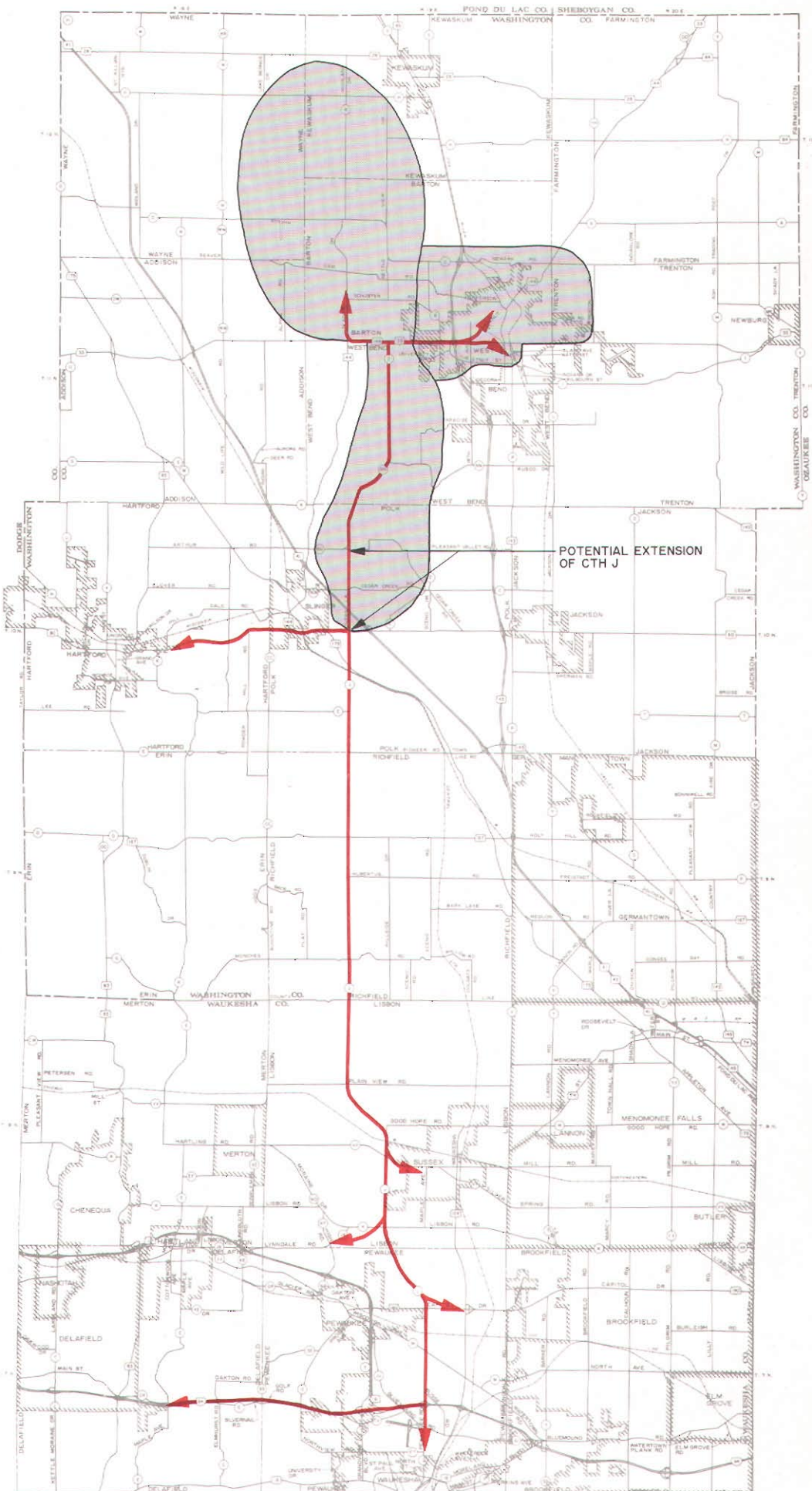


Source: SEWRPC.



Map 11

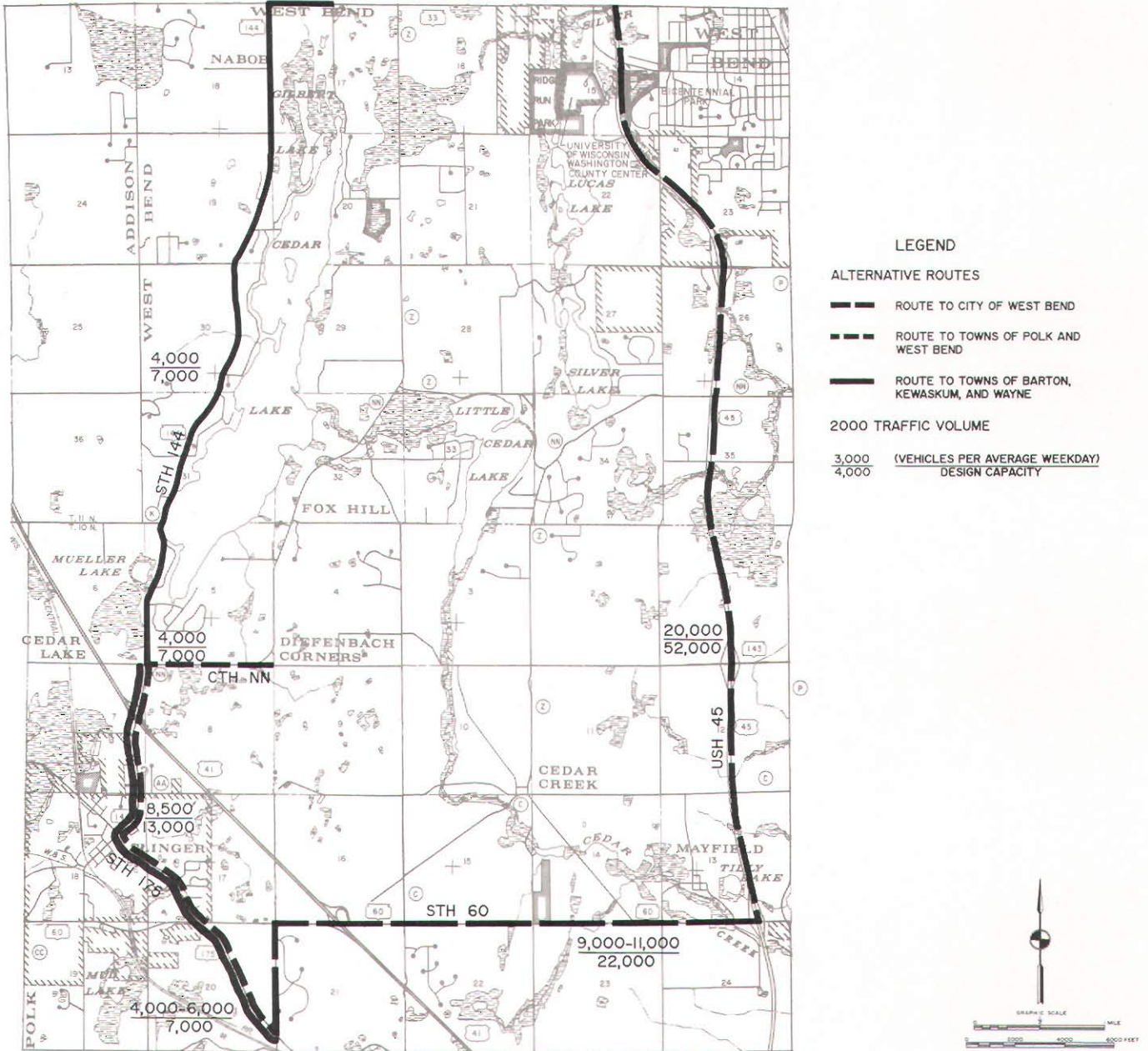
**PRINCIPAL AREAS  
SERVED BY THE  
POTENTIAL EXTENSION  
OF CTH J BETWEEN  
STH 60 AND CTH NN**



Source: SEWRPC.

Map 12

ALTERNATIVE ROUTES TO THE PROPOSED EXTENSION OF CTH J



Source: SEWRPC.

County north of STH 33, the route using the potential extension of CTH J is about two minutes and 0.2 mile shorter than an alternative route using STH 144 and STH 175, or about 20 percent and 3 percent reductions, respectively. With respect to the areas in the Towns of Polk and West Bend, the route using CTH J extended is about 3.4 minutes and 1.6 miles shorter than

alternative routes, representing reductions of about 100 percent and 50 percent, respectively. It is important to note that the areas of the Towns of Polk and West Bend which would benefit from the extension of CTH J have very limited existing development; and the primary environmental corridors and wetlands in these areas may be anticipated to limit future devel-



**Table 5**

**COMPARISON OF EXISTING ROUTES WITH A POTENTIAL NEW ROUTE OF AN EXTENDED CTH J**

Characteristics	Trips To and From West-Central Portion of City of West Bend <sup>a</sup>		Trips To and From Northern Portion of City of West Bend <sup>a</sup>		Trips To and From Area In Northwestern Washington County Bounded By By STH 28, Kettle View Drive, STH 33, and CTH WW/CTH W <sup>b</sup>		Trips To and From Area In Towns of Polk and West Bend Bounded by STH 33, USH 45, STH 60, and Big Cedar Lake <sup>c</sup>	
	Route Using CTH J Extended	Alternative Route of USH 45	Route Using CTH J Extended	Alternative Route of USH 45	Route Using CTH J Extended	Alternative Route of STH 144 and STH 175	Route Using CTH J Extended	Alternative Route of CTH NN, STH 144, and STH 175
Characteristics of Route to Intersection of CTH J and STH 175								
• Travel Time (minutes) . . . . .	12.3	13.4	12.3	13.4	10.4	12.3	3.2	6.6
• Distance (miles)								
On Surface Arterial . . . . .	10.1	4.6	10.1	4.6	8.9	9.1	2.8	4.4
On Freeway . . . . .	0.0	7.3	0.0	7.3	0.0	0.0	0.0	0.0
Total	10.1	11.9	10.1	11.9	8.9	9.1	2.8	4.4
• Turn Movements (number) . . . . .	1	3	1	3	1	2	0	3
• Available Forecast Year 2000 Design Capacity (ratio of year 2000 forecast average weekday traffic volume to roadway design capacity) . . . . .	--	USH 45 <u>20,000</u> 52,000	--	USH 45 <u>20,000</u> 52,000	--	STH 144 <u>4,000</u> 7,000 (between STH 33 and CTH NN)	--	CTH NN <u>4,000</u> 7,000
		STH 60 <u>9,000-11,000</u> 22,000		STH 60 <u>9,000-11,000</u> 22,000		STH 144 <u>8,500</u> 13,000 (between CTH NN and STH 175)		STH 144 <u>8,500</u> 13,000
						STH 175 <u>4,000-6,000</u> 7,000-13,000		STH 175 <u>4,000-6,000</u> 7,000-13,000

<sup>a</sup>The location selected to compare the alternative routes between the intersection of CTH J and STH 175 and this area is STH 33 and USH 45.

<sup>b</sup>The location selected to compare the alternative routes between the intersection of CTH J and STH 175 and this area is STH 33 at a midpoint between STH 144 and CTH Z.

<sup>c</sup>The location selected to compare the alternative routes between the intersection of CTH J and STH 175 and this area is CTH NN at Arthur Road.

Source: SEWRPC.

opment. Lastly, the amount of traffic forecast to use the proposed extension of CTH J is approximately 3,000 vehicles per average weekday in the design year 2000. Based on the estimated monetary travel time, vehicle operating costs, and vehicle accident savings that would be anticipated with this forecast amount of traffic using the extension of CTH J, it is estimated that the ratio of monetary benefits to costs of the CTH J extension would be 0.7. Therefore, support and funding from the Wisconsin Department of Transportation may be unlikely. It is recommended that the Washington County Jurisdictional Highway Planning Committee add the CTH J extension to the plan only if strong local support exists for the extension.

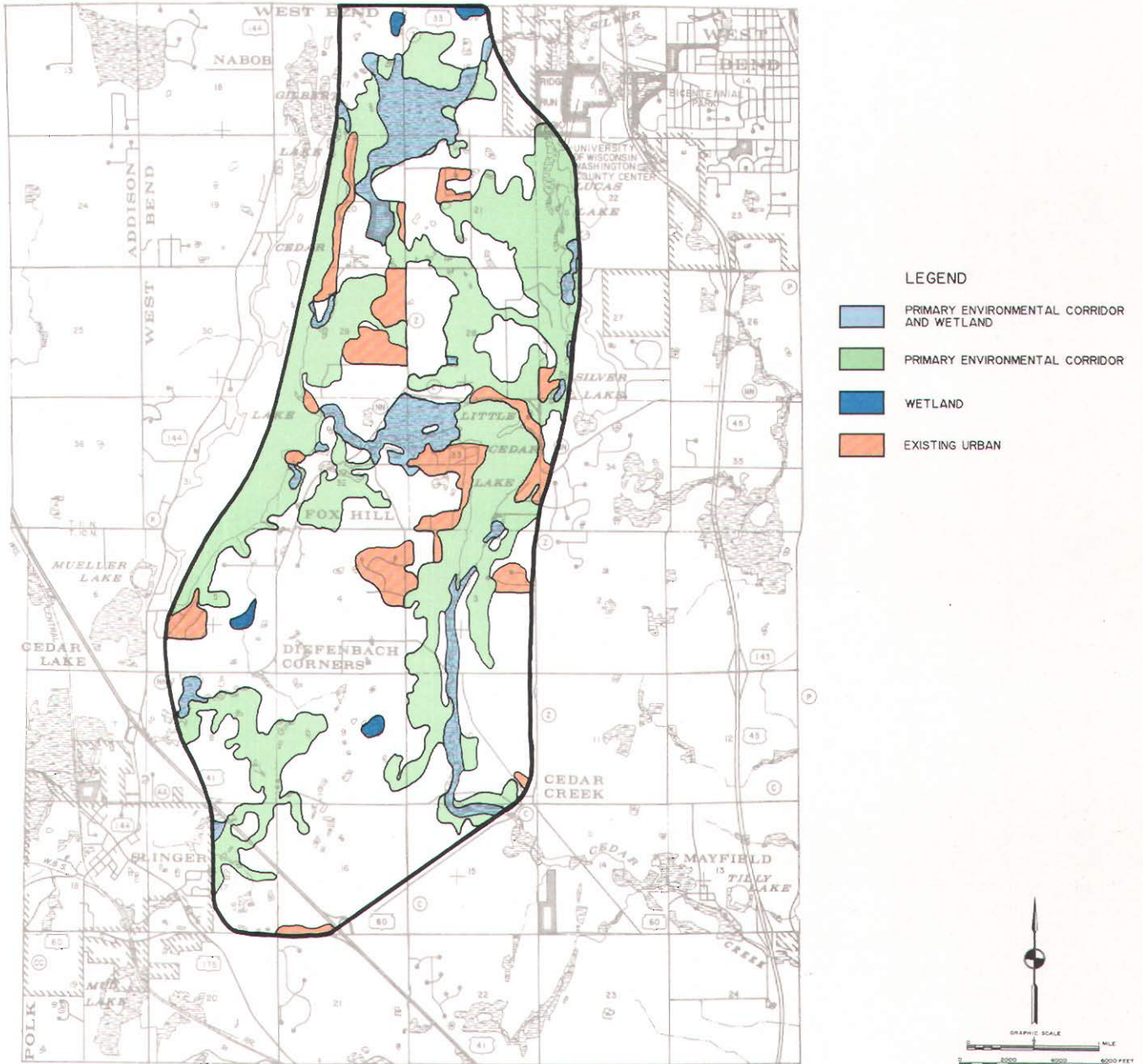
With respect to a potential new interchange on USH 41 with the extension of CTH J, the costs of such interchange are substantial, ranging from \$3.4 million for a full interchange to \$1.7 million for a half interchange. Under the full

interchange, 3.1 acres of additional right-of-way would be required for acquisition, along with one multi-family residence. With respect to the half interchange, 2.7 acres of additional right-of-way would be required for acquisition, along with one multi-family residence. Two existing interchanges are located relatively close to the proposed interchange of USH 41 with CTH J extended, including the STH 60 interchange, which is about 0.6 mile southeast of CTH J extended; and the STH 144 interchange, which is about 1.5 miles northwest of CTH J extended. These two existing interchanges have adequate capacity to serve existing and forecast average weekday traffic. Thus, the potential CTH J interchange is not needed to provide relief to the existing interchanges.

The potential interchange would have the benefit of providing direct movement from the USH 41 freeway to CTH J. Such direct connections are considered important for intensive

Map 13

EXISTING GENERALIZED LAND USE IN THE AREA BOUNDED BY STH 60 AND USH 41 ON THE SOUTH, BIG CEDAR LAKE ON THE WEST, STH 33 ON THE NORTH, AND CTH Z ON THE EAST



Source: SEWRPC.

industrial, office, commercial, and retail development. However, such development does not exist in this area and is not currently planned. In addition, of the four potential movements of traffic at a full interchange, two would be served more directly by existing interchanges, and the other two movements would only entail between

0.3 to 0.6 mile of indirection per vehicle, and involve about 0.4 mile of travel per vehicle on a surface arterial rather than a freeway.

The estimated annual benefit in the year 2000 for the 2,200 vehicles per average weekday anticipated to use a full interchange, based on

the reduction in travel indirection and the carrying of the traffic on a freeway rather than surface arterial, is \$225,000, including travel time, vehicle operating costs, and vehicle accident savings. Comparison of the monetary benefits of the full interchange to its construction costs over an estimated service life of 20 years indicates that the ratio of benefits to costs, or the benefit-cost ratio, is approximately 0.7. Similarly, the traffic forecast to use a half interchange is 1,500 vehicles per average week-day, and the estimated annual benefit in the year 2000 of the half interchange is \$110,000, and the estimated benefit-cost ratio of the half interchange is 0.7. Given the very substantial construction costs and the disruption entailed by the potential interchange, and the very modest benefits, it must be recognized that the construction of the potential full and half interchange is probably impractical, as support and funding from the Wisconsin Department of Transportation would not be likely. Therefore, the Commission staff recommends that potential full or half interchange with CTH J extended at USH 41 not be added to the Washington County jurisdictional highway system plan unless strong local support exists for the extension of CTH J and for a new interchange. Should the Washington County Jurisdictional Highway Planning Committee act to add the CTH J extension to the county jurisdictional highway plan and act to add a new interchange with CTH J extended at USH 41, then the interchange added should be the half interchange due to proximity of existing interchanges and the relative construction cost of, and traffic which would be carried by, a full interchange.

At their meeting of February 28, 1989, the Advisory Committee acted on a vote of 22 to 1 to add to the Washington County jurisdictional highway system plan the extension of CTH J between STH 41 and CTH NN, and to provide a half interchange on USH 41 with the CTH J extension.

The Washington and Waukesha County jurisdictional highway planning committees also requested that consideration be given to amending the current plans by converting existing and planned CTH J between STH 60 and an appropriate terminus in Waukesha County such as IH 94, or USH 18 and STH 164. The estimated existing and forecast year 2000 traffic on this stretch of CTH J is shown on Map 14. Current

and forecast traffic warrants the addition of CTH J to the state trunk highway system. With respect to facility spacing, the nearest planned state trunk highway in Washington County is four miles to the east and five miles to the west. In Waukesha County north of STH 74, a similar spacing exists; but south of STH 74, STH 164 is located within one to one and one-half miles of CTH J.

The Commission staff recommended the addition of CTH J in Washington County to the state trunk highway system between the Washington-Waukesha County line and STH 60. Should the Washington County Jurisdictional Highway Planning Committee determine to add the extension of CTH J to the county jurisdictional highway system plan, the Commission staff would further recommend that CTH J extended from STH 60 to STH 33 also be added to the state trunk highway system. The Commission staff also recommended the addition of CTH J in Waukesha County to the state trunk highway system to the Waukesha County jurisdictional highway system plan committee. The Waukesha County Committee may need to consider the removal of the portion of STH 164 which parallels CTH J from the state trunk highway system, and the potential rerouting of STH 74 at the present northern terminus of STH 164. The Waukesha County Committee will also need to consider the appropriate terminus for the proposed state trunk highway over CTH J. One possible terminus would be the intersection of Moreland Boulevard and North Street and St. Paul Avenue, which would connect the proposed state trunk highway not only with IH 94 but with USH 18 and STH 164.

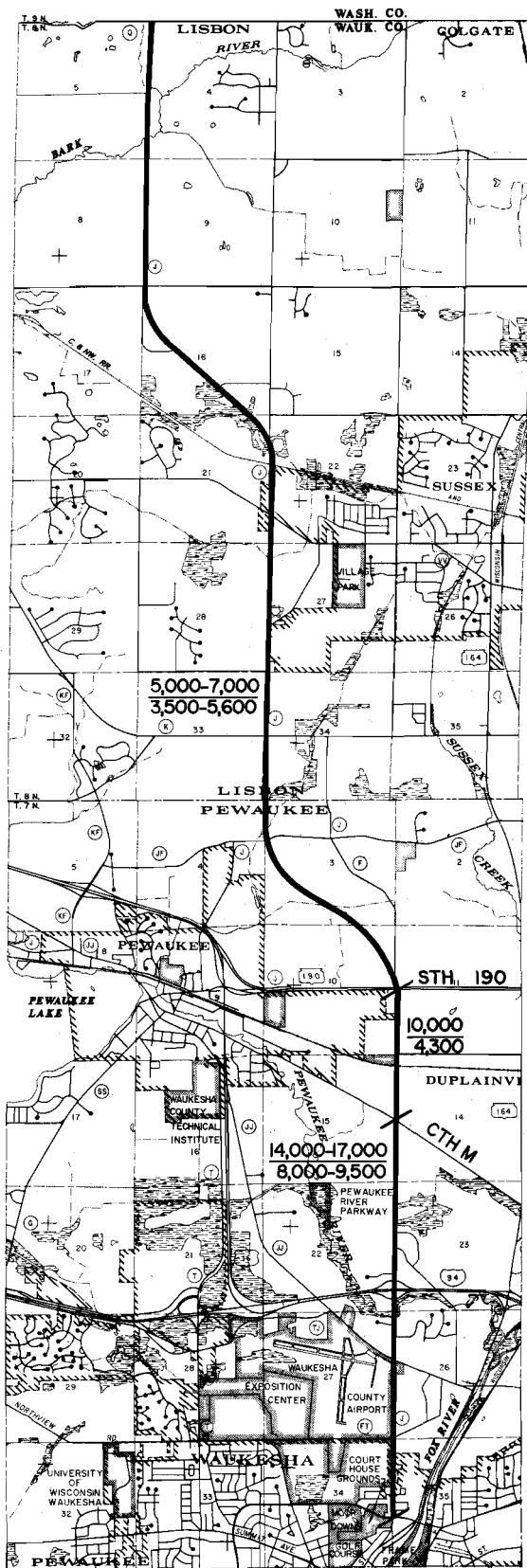
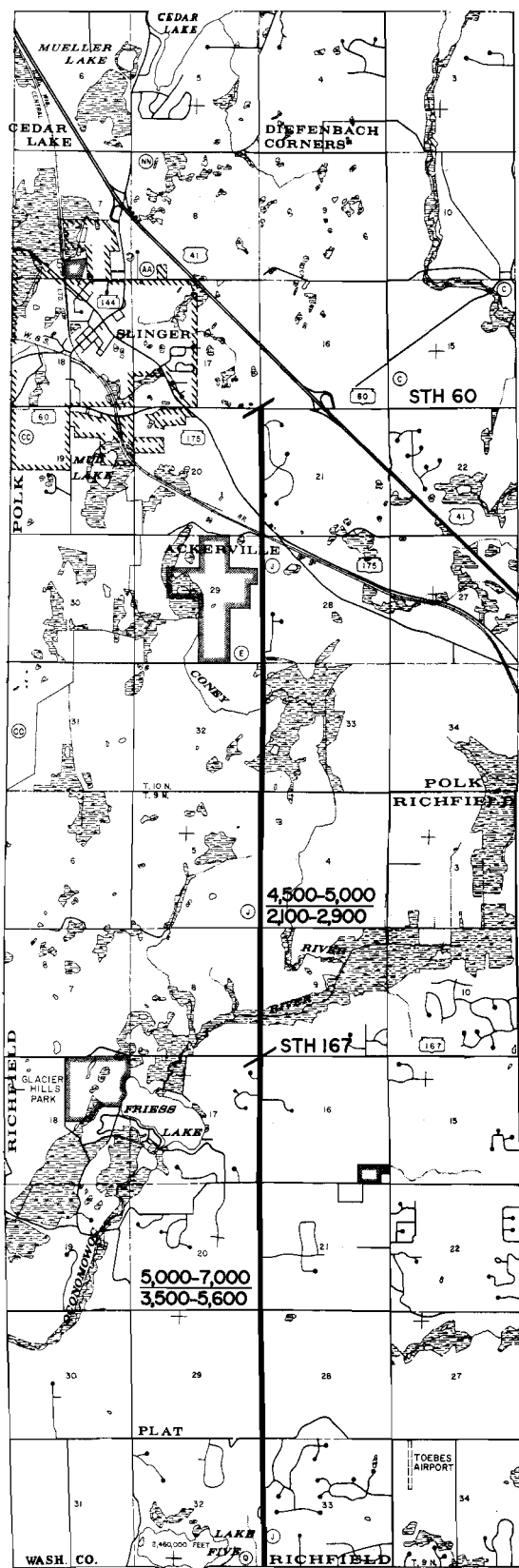
At their meeting of February 28, 1989, the Advisory Committee acted on a 21 to 2 vote to recommend to amend the Washington County jurisdictional highway system plan to provide for the conversion to a state trunk highway between the Washington County-Waukesha County line and STH 33 of CTH J, its extension between STH 175 and CTH NN, and CTH NN.

#### Extensions of Trenton Road Between STH 144 and STH 143

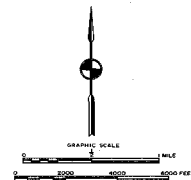
The Jurisdictional Highway Planning Committee suggested that consideration be given to adding extensions of Trenton Road between STH 144 and STH 143 to the county jurisdictional highway system plan in order to serve

Map 14

EXISTING AND FORECAST YEAR 2000 AVERAGE WEEKDAY TRAFFIC ON CTH J IN WASHINGTON AND WAUKESHA COUNTIES



**LEGEND**  
 AVERAGE WEEKDAY TRAFFIC VOLUMES  
 10,000 FORECAST YEAR 2000  
 4,300 EXISTING

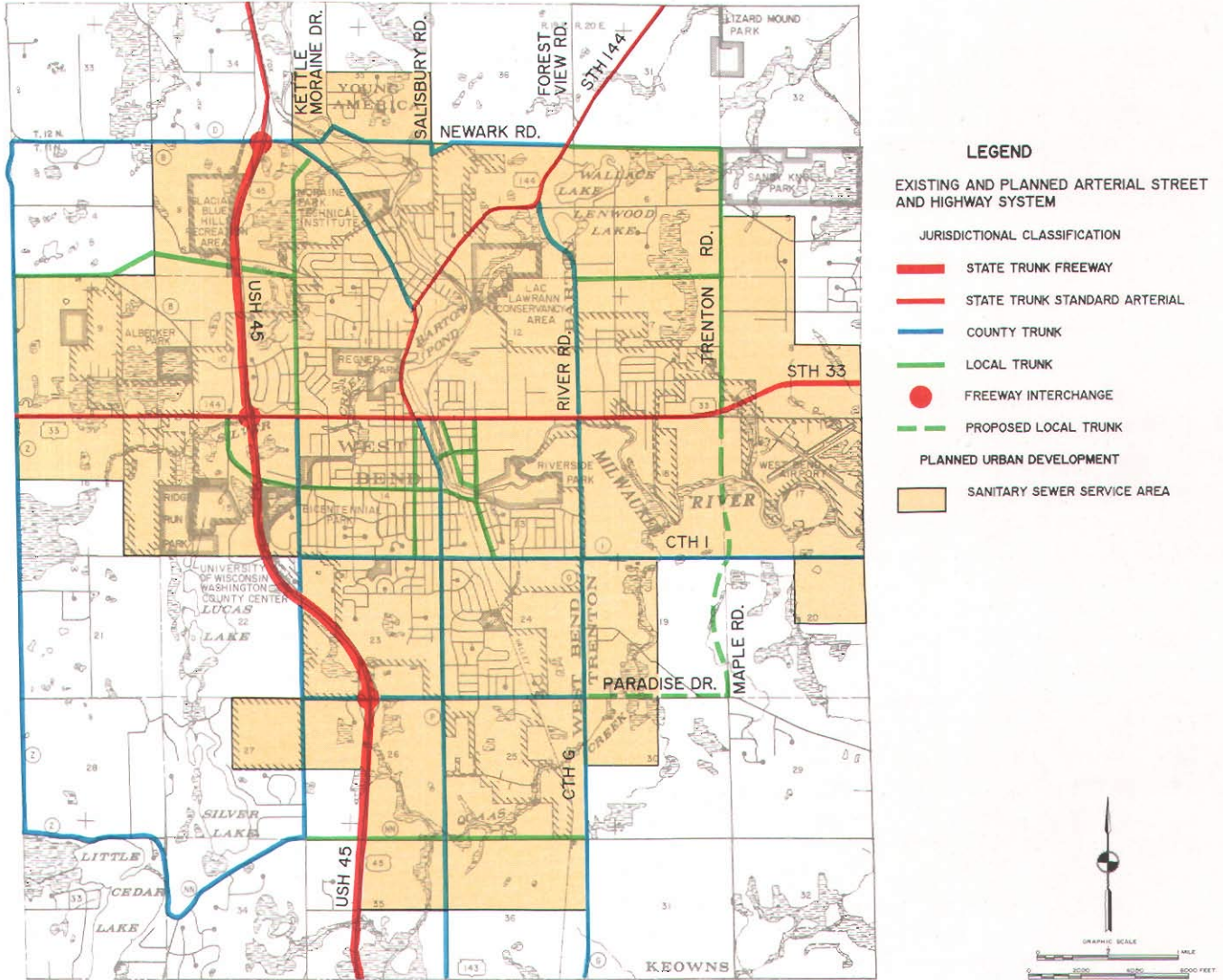


Source: SEWRPC.



Map 15

PLANNED URBAN DEVELOPMENT AND COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN IN THE CITY OF WEST BEND AREA



Source: SEWRPC.

potential future urban development east of the City of West Bend. Map 15 shows the current adopted jurisdictional highway system plan for the City of West Bend area and the planned extent of urban development in the City of West Bend area identified under a land use plan for the design year 2010 which is currently being prepared for the City of West Bend by the Commission. The limits of planned urban development shown are generally consistent with the currently planned sanitary sewer service area for the City of West Bend. Future urban development in the City of West Bend area is generally planned to occur at medium development

densities. Commission land use and transportation planning standards recommend that arterial streets be spaced at approximately one mile intervals in areas of medium density urban development. The far southeastern portion of the planned development in the City would not have such arterial spacing under the current jurisdictional highway system plan, and the extension of Trenton Road from STH 33 to Paradise Drive, and the extension of Paradise Drive between CTH G and Trenton Road, would be required in the future to provide a desirable spacing of arterial streets. Therefore, to provide a desirable spacing of arterial streets to meet the needs of



planned future development in the southeastern portion of the planned future City of West Bend area, it was recommended by the Commission staff that the extension of Trenton Road between STH 33 and Paradise Drive, and the extension of Paradise Drive between CTH G and Trenton Road extended, be added to the jurisdictional highway system plan. These two arterial streets would be added as local arterials, as their principal function would be to carry traffic within the planned future City of West Bend area. The estimated cost of the Trenton Road extension is \$2.7 million, including \$20,000 for right-of-way acquisition, and \$1.0 million for the Paradise Drive extension, including \$10,000 for right-of-way acquisition. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to recommend addition of these extensions of Trenton Road and Paradise Road as local arterials to the Washington County jurisdictional highway system plan.

#### Improvement of STH 33 West of CTH Z and East of River Road

The Jurisdictional Highway Planning Committee suggested that consideration be given to amending the jurisdictional highway plan to incorporate the potential future need to provide additional traffic lanes on STH 33 west of CTH Z and east of River Road within Washington County. The present jurisdictional highway system plan recommends that four traffic lanes be provided on STH 33 between CTH Z and River Road. It should be noted that, to provide the four traffic lanes between CTH Z and River Road as recommended under the jurisdictional highway system plan, widening of the following segments of this stretch of STH 33 remain to be implemented: the segment between CTH Z and a point approximately 1,200 feet west of CTH B; a segment between 18th Avenue and 7th Avenue; and a segment between Schmidt Road and River Road.

Map 16 shows the existing 1986 and forecast year 2000 traffic volumes on STH 33 within Washington County, and compares the existing and forecast traffic volumes to existing roadway design capacity. Based on the existing and forecast traffic volumes, the segments of STH 33 between CTH Z and USH 41 and between River Road and the Washington-Ozaukee County line would generally warrant widening to four traffic lanes at an estimated construction cost of \$16 million, including right-of-way acquisition costs.

The Commission staff recommended revising the jurisdictional highway system plan to recommend the improvement of those two segments of STH 33 to provide four traffic lanes. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to recommend addition to the county jurisdictional highway system plan of the improvement of STH 33 to four traffic lanes between USH 41 and CTH Z and between River Road and the Washington-Ozaukee County line.

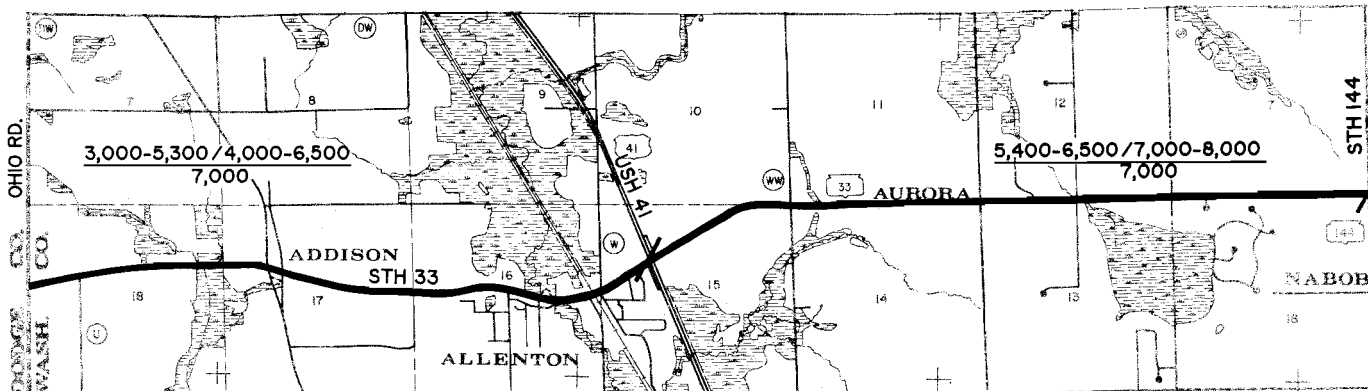
#### Improvement of the Arterial Connection Between STH 144 and the Northern Terminus of the USH 45 Freeway Bypass at CTH D and STH 144

The Jurisdictional Highway Planning Committee suggested that consideration be given to an improved arterial connection between STH 144 and the northern terminus of the USH 45 freeway bypass at CTH D along the northern limits of planned urban development in the City of West Bend area. Existing 1988 and forecast year 2000 traffic traveling between STH 144 and the USH 45 freeway bypass is estimated to be 300 and 1,500 vehicles per average weekday, respectively. Therefore, a two-lane arterial facility would be adequate to serve this traffic. As shown on Map 17, a connection between STH 144 and the USH 45 bypass is provided under the county jurisdictional highway system plan via Newark Road and its extension over Lighthouse Road. The jurisdictional highway system plan further proposed that Newark Road and its extension between STH 144 and the USH 45 freeway bypass be converted to a county trunk highway to properly reflect that its principal function would be to serve through traffic between municipalities within Washington County. It should also be noted that Newark Road generally lies along the northern limits of the planned future development of the City of West Bend and, as a result, would be an important arterial facility to serve that planned future development. The Commission staff recommended that Newark Road remain on the jurisdictional highway system plan as the arterial connection between STH 144 and the USH 45 freeway bypass and that it continue to be recommended to be converted to a county trunk highway. No new arterial connection between STH 144 and USH 45 would be added to the jurisdictional highway system plan. Implementation of this arterial connection would proceed with the conversion of Newark Road to a county

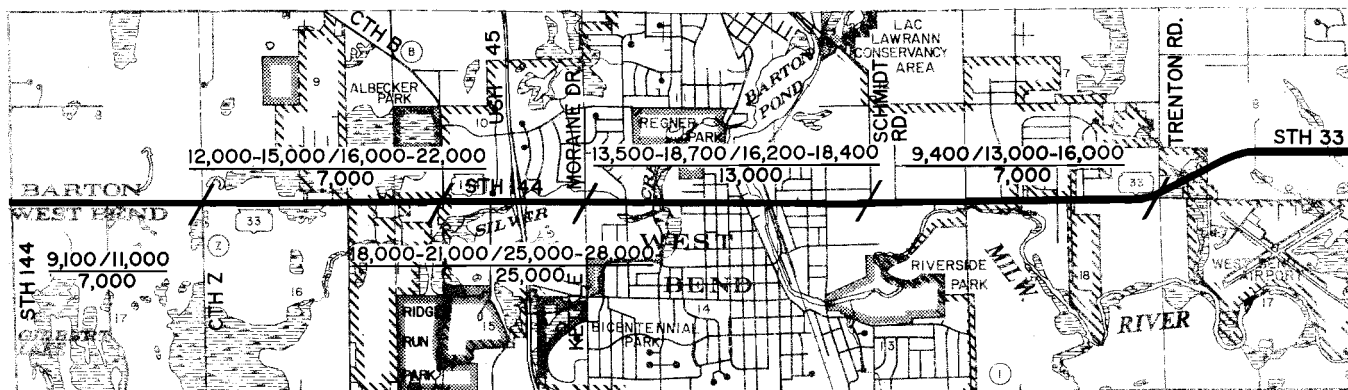
Map 16

COMPARISON OF EXISTING 1986 AND FORECAST YEAR 2000 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON STH 33 IN WASHINGTON COUNTY

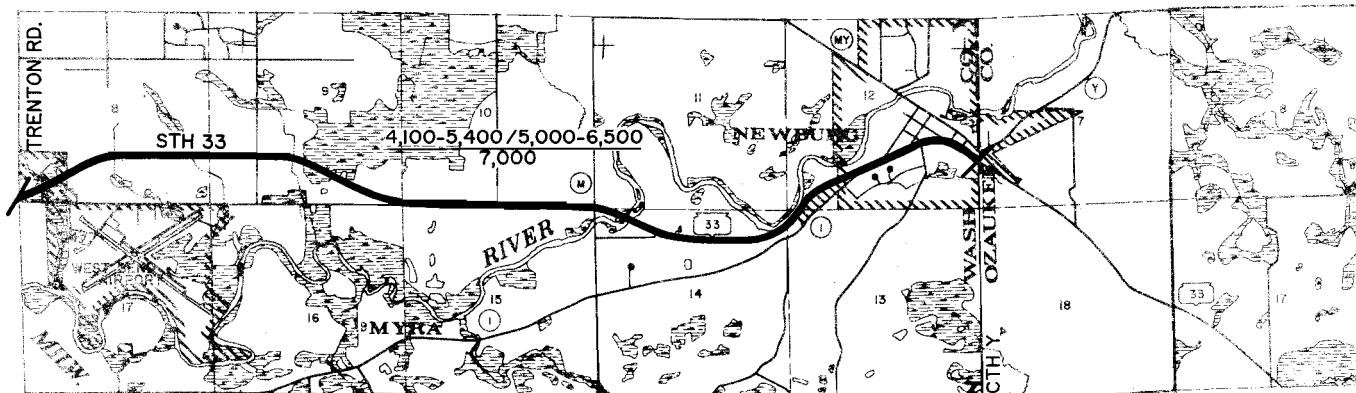
FROM OHIO ROAD (WEST COUNTY LINE) TO INTERSECTION WITH STH 144



FROM INTERSECTION WITH STH 144 TO TRENTON ROAD

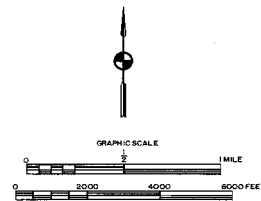
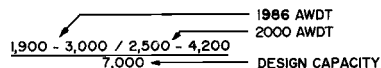


FROM TRENTON ROAD TO CTH Y (EAST COUNTY LINE)



LEGEND

AVERAGE WEEKDAY TRAFFIC VOLUMES



Source: SEWRPC.



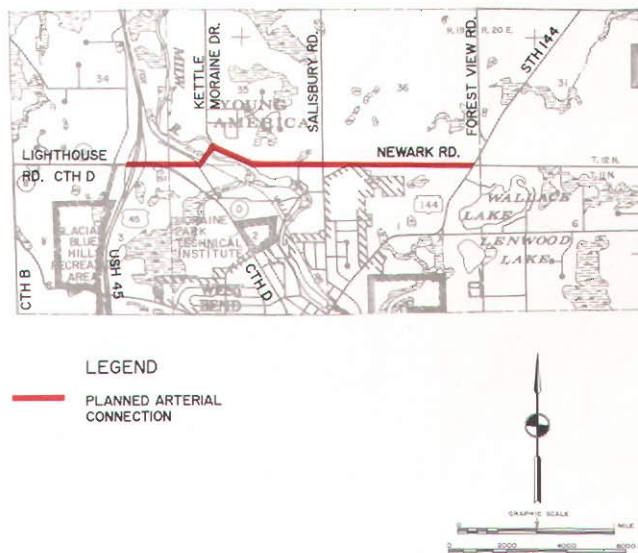
trunk highway and conducting of a preliminary engineering study by Washington County which would provide for the removal of the jog in Newark Road at Salisbury Road and the improvement of Newark Road/Lighthouse Road intersections with Kettle Moraine Drive and Sleepy Hollow Drive, plus provision of an arterial two-lane cross-section on Newark Road. It is estimated that the cost of the improvements necessary to provide the arterial connection along Newark Road and Lighthouse Drive would be \$2.1 million, including the cost of right-of-way, reconstruction of the entire segment to an adequate two-traffic-lane arterial cross-section, reconstruction to eliminate the jog in Newark Road at Salisbury Road, improving the intersection of Newark Road/Lighthouse Road and Kettle Moraine Drive, replacing the bridge over the Milwaukee River, and improving the intersection of Lighthouse Road and Sleepy Hollow Drive. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to reaffirm the Newark Road/Lighthouse Road connection between STH 144 and USH 45 as recommended in the adopted Washington County jurisdictional highway system plan.

Improvement of USH 45 Between the Terminus of the USH 45 Freeway Bypass at CTH D and the Washington County-Fond du Lac County Line

The Jurisdictional Highway Planning Committee noted that, with the completion of the initial two lanes of the USH 45 freeway bypass from USH 41 to CTH D, traffic on USH 45 north of CTH D in Washington County had increased, and noted the need for improvement of USH 45 north of CTH D. The current adopted Washington County jurisdictional highway system plan has since 1978 recommended that USH 45 be improved to provide four traffic lanes between CTH D and Main Street (STH 28) in the Village of Kewaskum. As shown on Map 18, the current 1986 traffic volumes on the segment of USH 45 between CTH D and the Village of Kewaskum southern corporate limits range from 7,100 to 8,500 vehicles per average weekday, which exceed the design capacity for a two-lane rural arterial. The forecast year 2000 average weekday traffic volume for this segment of roadway may be expected to be 11,000 vehicles per average weekday. Thus, a need exists for the timely implementation of the long planned improvement of USH 45 between CTH D and the Village of Kewaskum southern corporate limits to

Map 17

**ARTERIAL CONNECTION BETWEEN STH 144 AND THE NORTHERN TERMINUS OF THE USH 45 FREEWAY PROVIDED UNDER THE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



Source: SEWRPC.

provide a divided four-lane highway facility. Between the Village of Kewaskum southern corporate limits and Main Street, the current traffic volume is 9,500 vehicles per average weekday, and forecast year 2000 traffic volume is 14,000 vehicles per average weekday. The design capacity of this segment of roadway is 13,000 vehicles per average weekday with parking provided, and 17,000 vehicles per average weekday with parking prohibited. Thus, it will be necessary in the long-term future for an urban four-lane cross-section to be provided and for parking to be prohibited on this segment of USH 45 in the Village of Kewaskum. North of Main Street the existing two lanes on USH 45 may be expected to have adequate capacity to carry existing and forecast year 2000 traffic volumes.

Another planned improvement in the Village of Kewaskum area that is on the current adopted jurisdictional highway system plan and may be expected to relieve traffic on USH 45 in the Village of Kewaskum is the extension of Kettle View Drive between CTH H and STH 28. This arterial extension has not been implemented, but would provide relief to USH 45 and a desirable spacing of arterial streets in the planned Village of Kewaskum area.

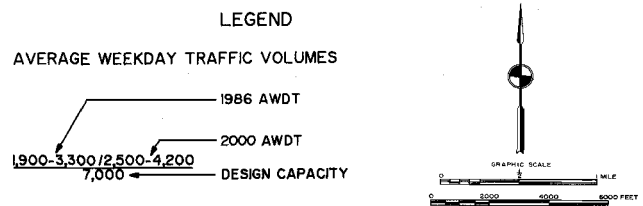
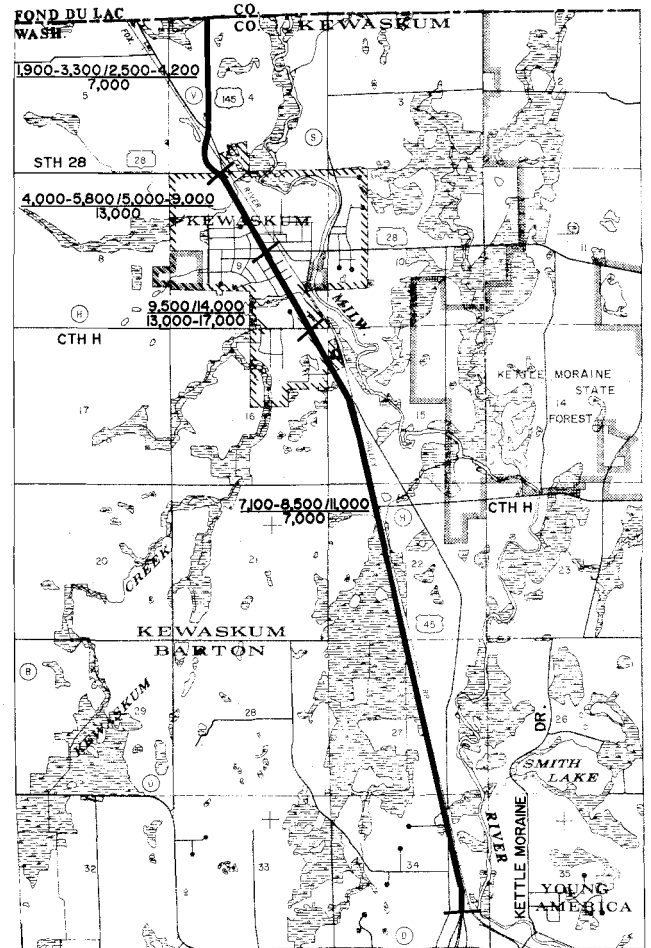
**COMPARISON OF EXISTING 1986 AND FORECAST YEAR 2000 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON USH 45 IN WASHINGTON COUNTY**

Therefore, no changes were recommended by Commission staff to the adopted jurisdictional highway system plan in this respect, but it was recommended that implementation actions by the State proceed quickly with respect to the improvement of USH 45 between CTH D and the Village of Kewaskum southern corporate limits to provide a divided four-traffic-lane roadway. Also, in the future, provision of a four-lane cross-section by the State between the Village's southern corporate limits and STH 28 will be necessary, along with actions by the Village to implement parking prohibitions; and, as well, actions by the County will be necessary in the future with respect to the implementation of the extension of Kettle View Drive between CTH H and STH 28. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to reaffirm the improvements to USH 45 north of CTH D recommended in the current adopted Washington County jurisdictional highway system plan.

Extension of Maple Road Between STH 175 and CTH Q Connecting Maple Road and the Village of Germantown in Washington County and the Village of Menomonee Falls in Waukesha County

At a meeting of the Waukesha County Jurisdictional Highway Planning Advisory Committee, the Waukesha County Committee suggested that consideration be given to amending the Waukesha County and Washington County jurisdictional highway system plans to add to the plan as a local arterial Maple Road between STH 175 and CTH Q in Washington County and Maple Road between CTH Q and Menomonee Avenue in Waukesha County. The Waukesha County Committee noted the potential future congestion at the intersection of CTH Q and STH 175 and suggested the extension of Maple Road as means of abating that congestion. This proposed plan amendment would entail the conversion of existing Maple Road in Waukesha County between Menomonee Avenue and CTH Q to an arterial street, and the construction of a new segment of Maple Road between STH 175 and CTH Q in Washington County.

Within both the Village of Germantown in Washington County and the Village of Menomonee Falls in Waukesha County, Maple Road generally lies beyond or along the limits of planned urban development. Moreover, the



Source: SEWRPC.

proposed extension of Maple Road may not be expected to provide substantial relief to STH 175 and the intersection of STH 175 and CTH Q. Therefore, it is recommended that Maple Road not be added as an arterial to the Washington County jurisdictional highway system plan between STH 175 and CTH Q. Rather, to provide



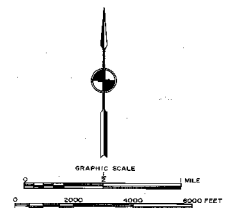
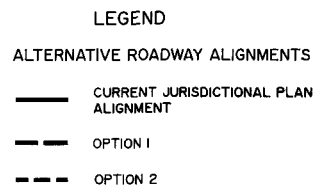
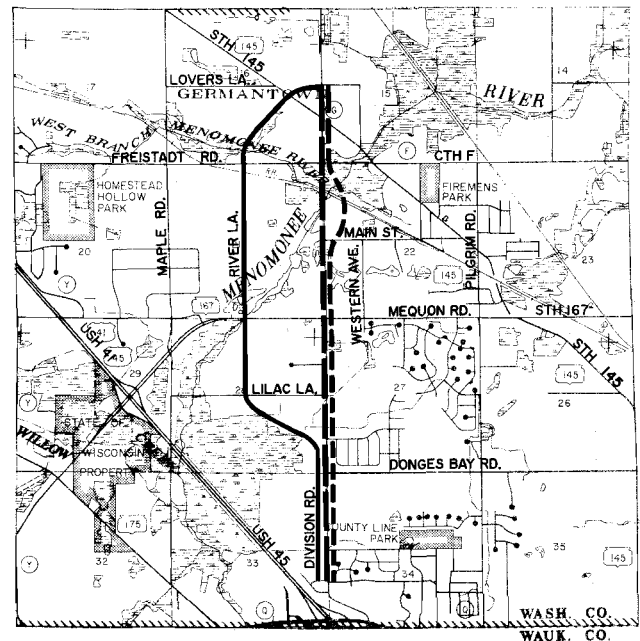
relief on STH 175 at the intersection of STH 175 and CTH Q, it was recommended by Commission staff that the Washington County jurisdictional highway system plan be amended to recommend the improvement of STH 175 to provide four traffic lanes between Maple Avenue and CTH Q; and it will be recommended to the Waukesha County Jurisdictional Highway Committee that STH 175 be improved to provide four traffic lanes between CTH Q and Shady Lane in Waukesha County. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to recommend addition to the Washington County jurisdictional highway system plan of the improvement of STH 175 to four traffic lanes between Maple Avenue and CTH Q.

Alignment of the Extension of Division Road Between Mequon Road (STH 167) and Freistadt Road

The county jurisdictional highway system plan since 1966 has recommended that a gap in Division Road between Mequon Road (STH 167) and Freistadt Road be eliminated and Division Road be made a continuous highway between CTH Q and STH 143. The alignment which is shown on the current jurisdictional highway system plan would provide a transition from Division Road south of Mequon Road to the west to River Road, and then provide a transition from River Road back to the east to Division Road, as shown on Map 19. Alternative alignments for the extension of Division Road have been suggested by the Village of Germantown staff and are also shown in Map 19. The alternatives suggested by the Village of Germantown staff would provide a more direct extension of Division Road. The three alternatives are compared in Table 6. The three alternative alignments are comparable with respect to construction costs and with respect to traffic service. It was recommended by Commission staff that the alignment shown on the jurisdictional highway system plan be a direct alignment as preferred by the Village of Germantown, as all alternatives are similar in terms of cost, service to traffic, and other impacts. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to reaffirm the extension of Division Road between Mequon Road (STH 167) and Freistadt Road recommended in the adopted Washington County jurisdictional highway system plan and to recommend the extension be provided on a generally direct alignment.

Map 19

**POTENTIAL ALIGNMENT OF RECOMMENDED EXTENSION OF DIVISION ROAD**



Source: SEWRPC.

Improvement of County Line Road (CTH Q) Between STH 175 and USH 41-45

The Jurisdictional Highway Planning Committee identified a need to improve County Line Road (CTH Q) between STH 175 and USH 41-45. The jurisdictional highway system plan recommends that four lanes be provided on this stretch of County Line Road. On the segment between USH 41-45 and River Crest Drive, County Line Road provides four traffic lanes and is constructed to a rural cross-section with a median and twin 28-foot-wide roadways and 10-foot-wide outer gravel shoulders; between River Crest Drive and a point 500 feet east of STH 175, County Line Road is constructed to an undivided rural cross-section providing four traffic lanes on 48 feet of pavement, with six-foot-wide gravel

Table 6

COMPARISON OF ALTERNATIVE ALIGNMENTS FOR THE EXTENSION OF DIVISION ROAD

Alternatives	Construction Costs	Disruption
<p>Current Jurisdictional Plan Alignment</p>	<p>\$4.8 million</p>	<p><u>New Roadway Connecting Division Road and River Lane (from Old Farm Road to Mequon Road)</u></p> <ul style="list-style-type: none"> <li>• New 80-foot-wide right-of-way of 5,300 feet in length</li> </ul> <p><u>River Lane (from Mequon Road to Freistadt Road)</u></p> <ul style="list-style-type: none"> <li>• 15 feet additional right-of-way between Mequon Road and 400 feet north of Mequon Road</li> </ul> <p><u>New Roadway Connecting River Lane and Division Road (from Freistadt Road to Division Road)</u></p> <ul style="list-style-type: none"> <li>• New 80-foot-wide right-of-way 3,900 feet in length</li> <li>• Would require taking of 80-foot-wide by 400-foot-long strip of low-quality environmental corridor/wetland</li> </ul>
<p>Direct Connection Between Mequon Road and Division Road Option 1</p>	<p>\$4.7 million</p>	<p><u>Division Road Extended (from Mequon Road to Freistadt Road)</u></p> <ul style="list-style-type: none"> <li>• New 80-foot-wide right-of-way of 5,280 feet in length</li> <li>• Would require taking/redesign of two holes of Lake Park Golf Course</li> <li>• Would require taking of an 80-foot-wide by 900-foot-long strip of low-quality wetland/environmental corridor south of Main Street; and an 80-foot-wide by 1,600-foot-long strip of high-quality wetland/environmental corridor north and south of Wisconsin &amp; Southern Railroad</li> <li>• Would require new crossing at Menomonee River</li> </ul>
<p>Direct Connection Between Mequon Road and Main Street Option 2</p>	<p>\$4.8 million</p>	<p><u>Division Road Extended (from Mequon Road to Freistadt Road)</u></p> <ul style="list-style-type: none"> <li>• New 80-foot-wide right-of-way of 6,200 feet in length</li> <li>• Would require taking of an 80-foot-wide by 700-foot-long strip from Haupt-Strasse Park</li> <li>• Would require taking of an 80-foot-wide by 900-foot-long strip of low-quality wetland/environmental corridor south of Main street; and an 80-foot-wide by 1,500-foot-long strip of high-quality wetland/environmental corridor north of Wisconsin &amp; Southern Railroad</li> <li>• Would require new crossing of Menomonee River</li> </ul>

Source: SEWRPC.

shoulders; and between STH 175 and a point 500 feet east of STH 175, County Line Road is constructed to provide four traffic lanes on an undivided 52-foot-wide urban cross-section. In 1990, the Wisconsin Department of Transportation will reconstruct the segment of County Line Road between STH 175 and a point 850 feet east of STH 175 as part of the reconstruction of STH 175 between St. Francis Drive and County Line Road. This 850-foot segment of County Line Road will be widened to a divided urban cross-section with twin 24-foot-wide roadways and a median. One median opening will be provided, which will be opposite the easternmost Mills Fleet Farm driveway and a driveway to the Tri-City National Bank.

The existing 1988 average weekday traffic volume on County Line Road (CTH Q) between STH 175 and USH 41-45 ranges from 14,300 to 16,200 vehicles per average weekday. Proposed development along this stretch of County Line Road may be expected to add to these existing traffic volumes in the short range, including additional development of the Riversbend residential community; an Arby's Restaurant; a proposed Riversbend Shopping Center; the Tri-City National Bank building; and the Indian Hills subdivision. Upon completion of these proposed developments, the average weekday traffic volume on County Line Road may be expected to increase to 16,000 to 18,000 vehicles per average weekday. The forecast year 2000 average weekday traffic volumes on this stretch of County Line Road may be expected to range from 20,000 to 23,000 vehicles per average weekday. The design capacity of an undivided four-lane roadway is 17,000 per average weekday, and of a divided four-lane roadway is 25,000 vehicles per average weekday.

Thus, there is a need in the long range and in the short range, as well, to improve the entire stretch of County Line Road (CTH Q) between STH 175 and USH 41-45 to a four-lane divided roadway. The remaining stretch of roadway which will require this improvement extends from approximately 850 east of STH 175 to River Crest Drive. This improvement has an estimated construction cost of \$500,000, including right-of-way acquisition costs. The improvement is consistent with the existing jurisdictional highway system plan, which recommends four traffic lanes on this stretch of County Line Road between STH 175 and USH 41-45. At their

meeting of February 28, 1989, the Advisory Committee acted unanimously to reaffirm the Washington County jurisdictional highway system plan which recommends the provision of four traffic lanes on County Line Road between STH 175 and USH 41-45.

#### Addition of Hillside Road to Jurisdictional Highway System as County Trunk Arterial

The Jurisdictional Highway Planning Committee suggested that consideration be given to adding Hillside Road between Good Hope Road in Waukesha County and CTH NN in Washington County to the jurisdictional highway system plan as a county trunk highway arterial. Hillside Road provides a direct route between Good Hope Road in Waukesha County to CTH NN in Washington County. Hillside Road is located one mile east of, and parallels, CTH J and its potential extension from Good Hope Road to CTH NN. In fact, Hillside Road directly connects with CTH J at Good Hope Road, and directly connects with the potential extension of CTH J at CTH NN. Hillside Road may merit consideration as a potential arterial as it does provide a direct route for approximately 16 miles from Good Hope Road to CTH NN. However, that same route is, as well, provided one mile to the west by CTH J and its potential extension. Moreover, Hillside Road is located in an area of rural and suburban development, and one mile spacing of arterials is desirable in urban areas with medium development densities. Existing traffic on Hillside Road is estimated to be under 1,000 vehicles per average weekday and forecast year 2000 traffic may as well generally be expected to be under 1,000 vehicles per average weekday. Thus, the Commission staff recommended that Hillside Road not be added to the jurisdictional highway system plan. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to recommend the amendment of the Washington County jurisdictional highway system plan through the addition to the plan as local arterials of Hillside Road between CTH Q and STH 167, and of Hubertus Road between CTH J and STH 167.

#### Review of CTH H and STH 28

The Jurisdictional Highway Planning Committee requested that the recommendations for CTH H and STH 28 in the jurisdictional highway system plan be reviewed. The jurisdictional highway system plan recommends that STH 28 remain a state trunk highway and that it



continue to provide two traffic lanes and that it be reconstructed as part of the improvement of USH 41 freeway to properly connect to a new freeway interchange. With respect to CTH H, the jurisdictional highway system plan recommends that CTH H between CTH W and STH 84 remain a county trunk highway and continue to provide two traffic lanes. The plan recommends that the segment of CTH H west of CTH W be dropped from the jurisdictional highway system plan and be converted to a local highway. The existing 1986 traffic volume on STH 28 is estimated to range from 1,200 to 6,000 vehicles per average weekday between USH 41 and STH 144, with the high end of the range of traffic volume occurring within the Village of Kewaskum between USH 45 and CTH S. Forecast average weekday traffic volume on STH 28 in the year 2000 may be expected to range from 1,600 to 9,000 vehicles per average weekday, with the high end of the traffic volume occurring within the Village of Kewaskum. The existing 1986 traffic volume on CTH H between CTH W and STH 144 was estimated to range from 1,000 to 2,700 vehicles per average weekday, with the high end of the traffic volume range occurring within the Village of Kewaskum. West of CTH W, the existing traffic volume on CTH H is estimated to be under 1,000 vehicles per average weekday. Forecast traffic volume on CTH H in the year 2010 between CTH W and STH 144 may be expected to range from 1,200 to 4,000 vehicles per average weekday; and on the segment of CTH H west of CTH W may be expected to remain under 1,000 vehicles per average weekday.

Based on the existing and forecast traffic volumes on STH 28 and CTH H, no change to the jurisdictional highway system plan was recommended by Commission staff. STH 28 is recommended to remain a state trunk highway and to carry two traffic lanes and to be reconstructed to provide an interchange with USH 41 when USH 41 is reconstructed to a freeway. CTH H is recommended to remain a county trunk highway between CTH W and STH 144 and to carry two traffic lanes. The segment of CTH H west of CTH W is recommended to be dropped from the county trunk highway system. At their meeting of February 28, 1989, the Advisory Committee acted unanimously to reaffirm the recommendations with respect to STH 28 and CTH H in the current adopted Washington County jurisdictional highway system plan.

#### New Arterial Connection Between the City of Hartford Area and USH 41

The Jurisdictional Highway Planning Committee suggested that consideration be given to providing new east-west arterial routes in addition to STH 60 between the City of Hartford area and USH 41. Between STH 83 and USH 41, STH 60 currently carries 8,800 to 15,500 vehicles per average weekday and may be expected to carry 13,000 to 19,000 vehicles per average weekday in the year 2000. This segment of STH 60 has long been planned, and is now programmed, to be improved to provide four traffic lanes. Parts of this segment of STH 60 will be improved to a four-lane divided roadway, and the remaining parts to a four-lane undivided roadway, with a center two-way left-turn lane. East of STH 83 through the City of Hartford, STH 60 currently carries 11,800 to 15,000 vehicles per average weekday, and is forecast to carry 14,000 to 18,000 vehicles per average weekday in the year 2000. The present two lanes on this segment of STH 60 could potentially be expanded to four lanes with parking prohibitions. The design capacity of the segment of STH 60 between STH 83 and USH 41, upon its programmed improvement, will be 20,000 to 25,000 vehicles per average weekday. The design capacity east of STH 83 is approximately 13,000 vehicles per average weekday, and could be expanded to 17,000 vehicles per average weekday with parking prohibition. Thus, forecast year 2000 traffic volumes on STH 60 may be expected to approach the design capacity of STH 60 unless alternative east-west routes are provided. In addition, the east-west arterial routes, or portions of those routes, will assist in providing a desirable spacing of arterials to support planned urban development in the Hartford-Slinger area.

The Jurisdictional Highway Planning Committee also suggested that consideration be given to adding Kettle Moraine Drive between STH 60 and STH 175 to the Jurisdictional highway system plan. The addition of Kettle Moraine Drive between STH 60 and STH 175 to the jurisdictional highway system plan as an arterial facility would assist in providing the desirable spacing of arterials in the planned Village of Slinger area. It would assist in providing approximately one-mile spacing of arterials in the village area which is planned generally at medium development densities, and the addition of Kettle Moraine Drive between STH 175 and

CTH K will provide a connection to the planned CTH K interchange with USH 41. Kettle Moraine Drive would principally serve the function of carrying traffic within the planned future Village of Slinger area. Its land uses served, traffic volume, and operational characteristics would be consistent with those of a local arterial.

Two alternatives were initially considered to provide additional east-west arterial routes between the City of Hartford area and USH 41. The first alternative, Alternative No. 1, is shown in Map 20; and the second alternative, Alternative No. 2, is shown in Map 21. Both these alternatives propose the same new east-west arterial route south of STH 60. This route would entail adding to the plan Pioneer Road as a county trunk arterial from STH 175 to CTH J; and adding to the plan a new roadway to provide a transition between Pioneer Road and CTH E. The estimated cost of the new transition roadway is \$1.7 million including right-of-way acquisition costs; and the estimated cost of providing an arterial cross-section on existing Pioneer Road between STH 175 and CTH J is \$2.6 million. Pioneer Road, CTH E, and the transition roadway connecting Pioneer Road and CTH E may be expected to carry approximately 3,000 vehicles per average weekday in the year 2000.

The two alternatives differ with respect to new east-west arterial routes north of STH 60. Alternative No. 1, as shown on Map 20, basically proposes that the new east-west arterial route be provided over an extended Clover Road. The portion of Clover Road between STH 83 and the Washington-Dodge County line is proposed to be a county trunk highway. Traffic would be routed between the Hartford area and to and from the northwest via USH 41 over Clover Road, STH 83, and CTH K. This alternative entails the addition of Clover Road between STH 83 and Kettle Moraine Drive to the jurisdictional highway system plan, and the addition of Clover Road from the Washington-Dodge County line to CTH N to the jurisdictional highway system plan. The estimated construction cost of Clover Road between the Washington-Dodge County line and STH 83 is \$4.6 million, including right-of-way costs; and the provision of an arterial cross-section on existing Clover Road between STH 83 and Kettle Moraine Drive would entail a construction cost of \$1.6 million, including

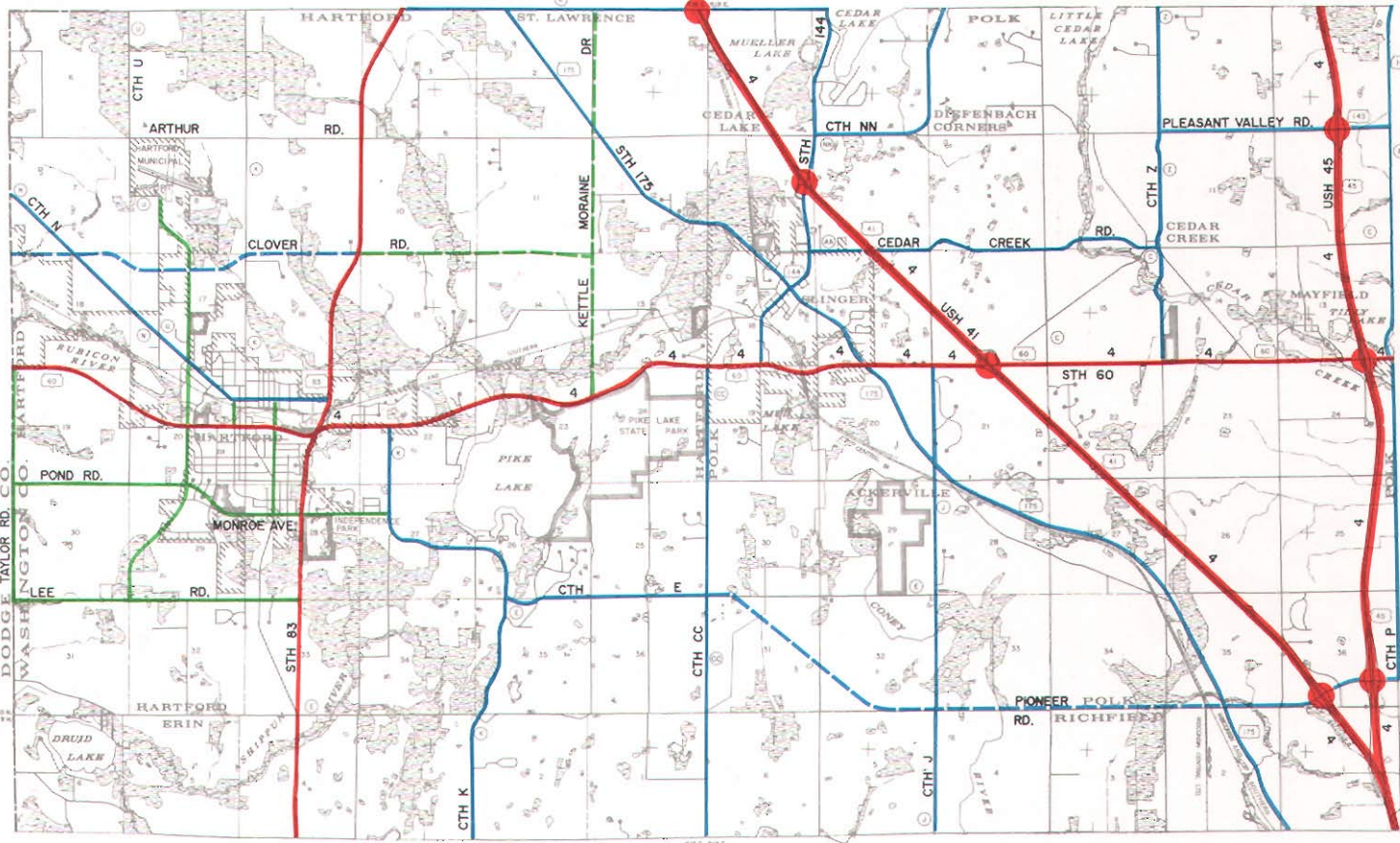
right-of-way costs. It should be noted that the extension of Clover Road between Wacker Drive and the Washington-Dodge County line will require the modification of neighborhood plans prepared by the City of Hartford. Under this alternative, Clover Road may be anticipated to carry approximately 5,000 vehicles per average weekday in the year 2000.

The other alternative, as shown in Map 21, would utilize Arthur Road as the east-west arterial connection north of STH 60 between the City of Hartford area and USH 41. This alternative would entail the addition of Arthur Road between the Washington-Dodge County line and STH 144 to the jurisdictional highway system plan, along with the addition of Clover Road between STH 83 and Kettle Moraine Drive and the addition of the extension of Wacker Drive from Clover Road to Arthur Road. Arthur Road has an estimated construction cost of \$7.3 million, including right-of-way, for conversion to an arterial cross-section and provision of grade separations at USH 41 and the Wisconsin Central Ltd. railway; and the construction of Clover Road between STH 83 and Wacker Drive, and conversion of the existing section of Clover Road from STH 83 to Kettle Moraine Drive, to an arterial cross-section has an estimated construction cost of \$4.5 million, including right-of-way. Under Alternative No. 2, it is proposed that Arthur Road from STH 144 to the Washington-Dodge County line be added to the plan as a county trunk arterial. Under this alternative, Arthur Road may be expected to carry approximately 3,500 vehicles per average weekday in the year 2000.

In comparing Alternatives No. 1 and 2 with respect to the proposed alternative east-west arterial routes north of STH 60, the costs of Alternative No. 1—using Clover Road—of \$6.2 million are less than the costs of Alternative No. 2—using Arthur Road—of \$11.8 million. In addition, Alternative No. 1 would provide arterial routes which are closer to the planned urban development in the City of Hartford area within the next 20 years. The arterial routes proposed under Alternative No. 1 would also provide approximately one-mile spacing of arterials in the City of Hartford area, which would be desirable for the planned medium density urban development in this area. The spacing provided by Arthur Road would provide approximately one- to two-mile arterial spacing. However, it

Map 20

REVISED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR THE CITY OF HARTFORD-VILLAGE OF SLINGER AREA WITH NEW EAST-WEST ARTERIAL ROUTES OF PIONEER ROAD AND CLOVER ROAD: ALTERNATIVE 1



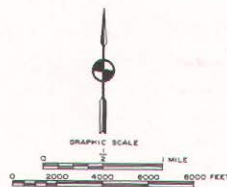
LEGEND

JURISDICTIONAL PLAN ARTERIAL FACILITIES

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

PROPOSED JURISDICTIONAL PLAN ADDITIONS

- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)



Source: SEWRPC.

should be noted that the route proposed under Alternative No. 2—using Arthur Road—would provide a more direct routing from USH 41 to the City of Hartford area.

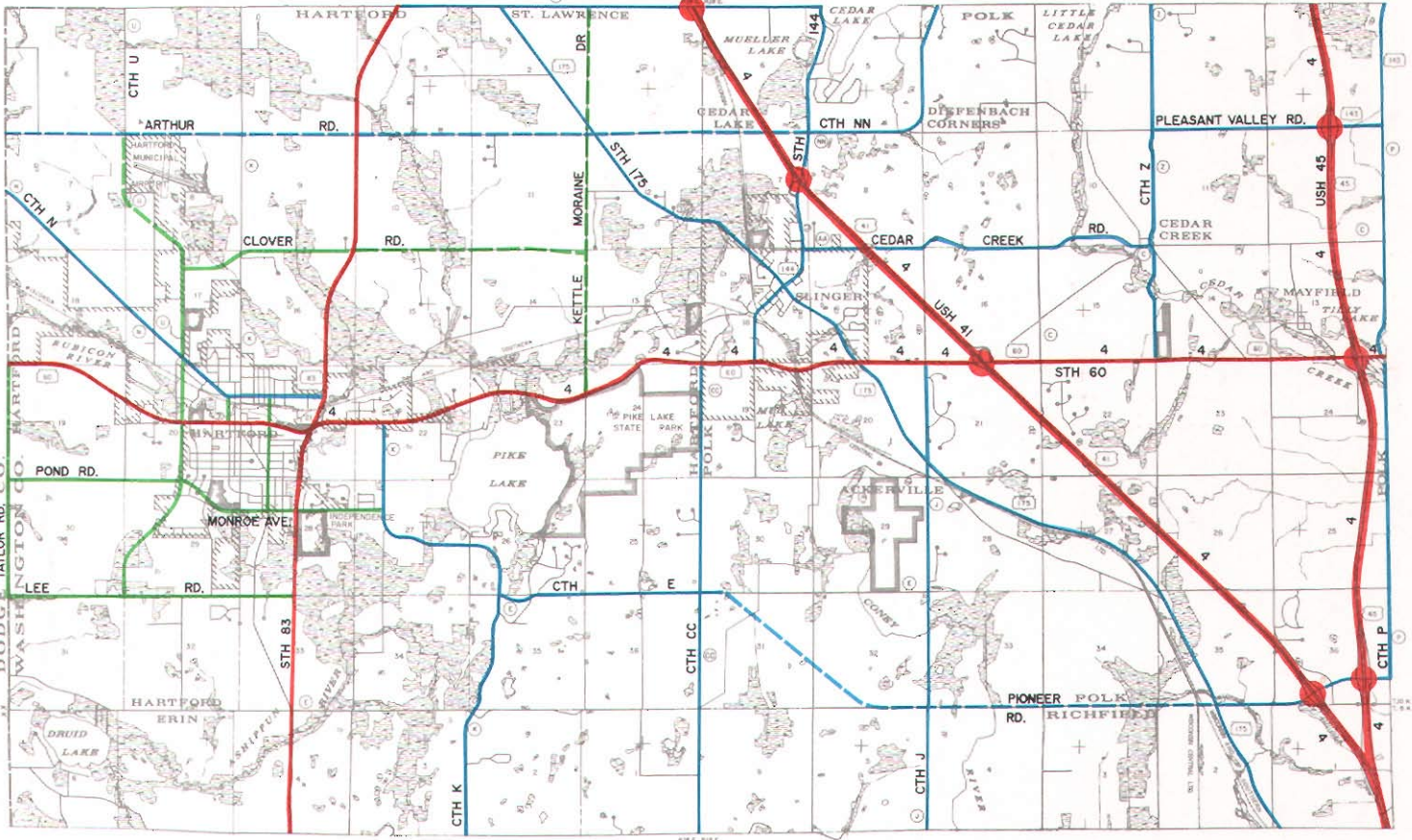
The Commission staff initially recommended the jurisdictional plan be amended to incorporate the changes recommended under Alternative No. 1—the addition of Pioneer Road and Clover Road as new east-west arterial routes. This alternative has a lower construction cost, provides routes closer to the planned development

in the City of Hartford area, and provides a desirable one mile spacing of arterials. If future development in the City of Hartford and Village of Slinger area beyond the year 2000 extends north of Clover Road, it may be desirable in the future to consider the addition of Arthur Road to the jurisdictional highway system plan and an extension of Wacker Drive between Clover Road and Arthur Road, as well. While these two facilities are not recommended at this time by Commission staff as part of the jurisdictional highway system plan, it will be important that



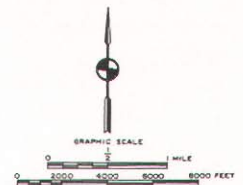
Map 21

REVISED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR THE CITY OF HARTFORD-VILLAGE OF SLINGER AREA WITH NEW EAST-WEST ARTERIAL ROUTES OF PIONEER ROAD AND ARTHUR ROAD: ALTERNATIVE 2



LEGEND

JURISDICTIONAL PLAN ARTERIAL FACILITIES		PROPOSED JURISDICTIONAL PLAN ADDITIONS	
	FREEWAY		COUNTY TRUNK HIGHWAY
	STATE TRUNK HIGHWAY		LOCAL TRUNK HIGHWAY
	COUNTY TRUNK HIGHWAY		NUMBER OF TRAFFIC LANES
	LOCAL TRUNK HIGHWAY		(2 WHERE UNNUMBERED)
	INTERCHANGE		



Source: SEWRPC.

the master planning for the Hartford municipal airport and the final design for the conversion of USH 41 to a freeway recognize the potential very long-range future need for Arthur Road to operate as an arterial and the possible extension of Wacker Drive. Specifically, the airport master planning area freeway design should incorporate the need to provide for continuity of Arthur Road in the very long range.

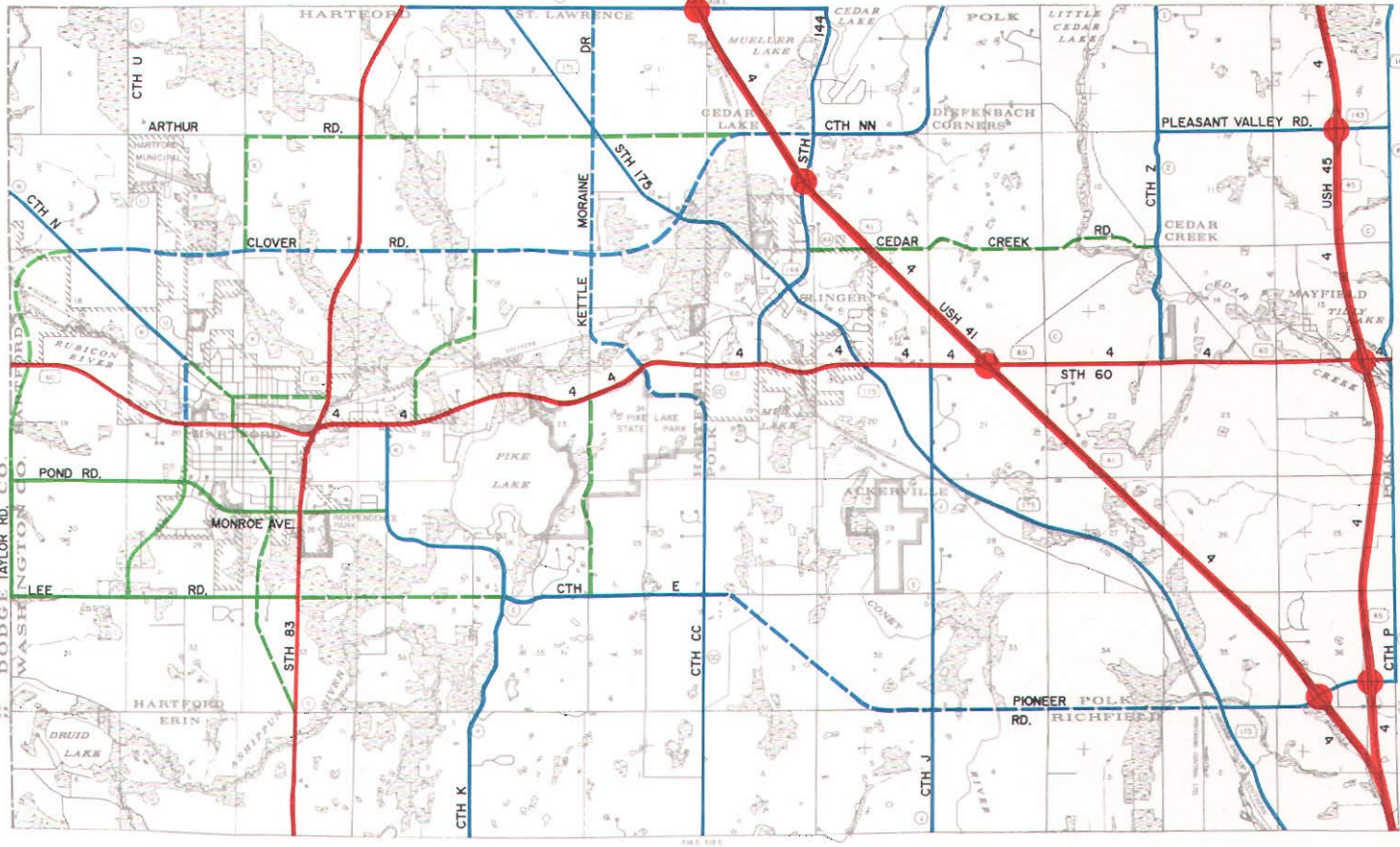
The City of Hartford requested consideration of a third alternative. This new alternative included elements of both of the two original

alternatives proposed by Commission staff. This third alternative was proposed at an inter-governmental meeting held on March 15, 1989, and attended by representatives of the City of Hartford, the Village of Slinger, the Town of Hartford, Washington County, and the South-eastern Wisconsin Regional Planning Commission. As shown on Map 22, this new alternative would provide a new east-west arterial connection to the north of the City of Hartford between the City of Hartford and USH 41 located along Clover Road. A new roadway connecting Clover Road and Arthur Road would be constructed to



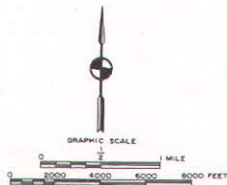
Map 22

REVISED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR THE CITY OF HARTFORD-VILLAGE OF SLINGER AREA: ALTERNATIVE 3, AS PROPOSED BY THE CITY OF HARTFORD



LEGEND

- |  |   |
|--|---|
| <b>JURISDICTIONAL PLAN ARTERIAL FACILITIES</b> | <b>PROPOSED JURISDICTIONAL PLAN ADDITIONS</b> |
| FREEWAY  | COUNTY TRUNK HIGHWAY                          |
| STATE TRUNK HIGHWAY                            | LOCAL TRUNK HIGHWAY                           |
| COUNTY TRUNK HIGHWAY                           | NUMBER OF TRAFFIC LANES                       |
| LOCAL TRUNK HIGHWAY                            | (2 WHERE UNNUMBERED)                          |
| INTERCHANGE                                    |   |



Source: SEWRPC.

provide a direct connection between Clover Road and the existing and planned STH 144 interchange with USH 41. Also under this alternative, Clover Road would be converted to a county trunk highway. The estimated construction cost of the proposed Clover Road east-west arterial connection is \$9.7 million, including \$2.5 million for the provision of grade separations at USH 41 and Wisconsin Central Ltd. railway; \$1.8 million for the provision of the new roadway connecting Arthur Road and Clover Road; \$1.6 million for the provision of an arterial cross section on Clover Road between STH 83 and Kettle

Moraine Drive; and \$3.8 million for the construction of a new section of Clover Road between STH 83 and CTH N. The changes which would need to be made to the current jurisdictional highway plan under this third alternative proposed by the City of Hartford are shown on Map 22.

Commission staff analysis of this third alternative indicated that the need for the proposed transition roadway between Kettle Moraine Drive and CTH CC would be marginal. This proposed new roadway may be expected to

remove only about 1,000 vehicles per average weekday in the plan design year from the section of STH 60 between Kettle Moraine Drive and CTH CC. The roadway would have a cost of about \$1.5 million and would require acquisition of about 1.1 miles of new right-of-way, including about 0.5 mile through Pike Lake State Park.

The Commission staff analyses also indicated that three related local arterials proposed by the City would not be needed within the plan design period: Arthur Road/CTH K between USH 41 and Clover Road extended, Kettle Moraine Drive between CTH E and STH 60, and the extension of Lee Road between STH 83 and CTH K. The land development which these potential local arterials would serve is not anticipated to occur during the plan design period. The City of Hartford staff acknowledged that the arterials would not be needed for the next 10 to 20 years, but would be needed for the ultimate development of the City of Hartford area.

Subsequent to the intergovernmental meeting, the Commission staff received a letter from the President of the Village of Slinger which indicated that the Village of Slinger agreed with all elements of the third alternative proposed by the City of Hartford, except for the proposed transition roadway to be provided between Kettle Moraine Drive and CTH CC.

The Commission staff, accordingly, recommended that the third alternative proposed by the City of Hartford be incorporated into the new county jurisdictional highway system plan, with the following changes: that the transition roadway between Kettle Moraine Drive and CTH CC not be included; and that the three proposed local arterial segments of Arthur Road/CTH K between USH 41 and Clover Road extended, Kettle Moraine Drive between STH 60 and CTH E, and Lee Road extended between STH 83 and CTH K not be included in the new plan, although these could be identified as potential arterials required beyond the plan design year 2000. This modified alternative, which is recommended by the Commission staff for adoption by the Advisory Committee, is shown in Map 23. At their meeting of July 25, 1989, the Advisory Committee acted unanimously to recommend amendment of the Washington County jurisdictional highway system plan to incorporate this modified alternative plan for east-west arterial routes for the Hartford-Slinger area.

## RECOMMENDED PRELIMINARY JURISDICTIONAL HIGHWAY SYSTEM PLAN TO BE TAKEN TO PUBLIC HEARING

The preliminary second generation Washington County jurisdictional highway system plan as recommended to be taken to the public hearing by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County is shown on Map 24. The plan envisions a proposed system of arterial facilities in Washington County that can meet existing and probable future traffic demands at an adequate level of service. 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.

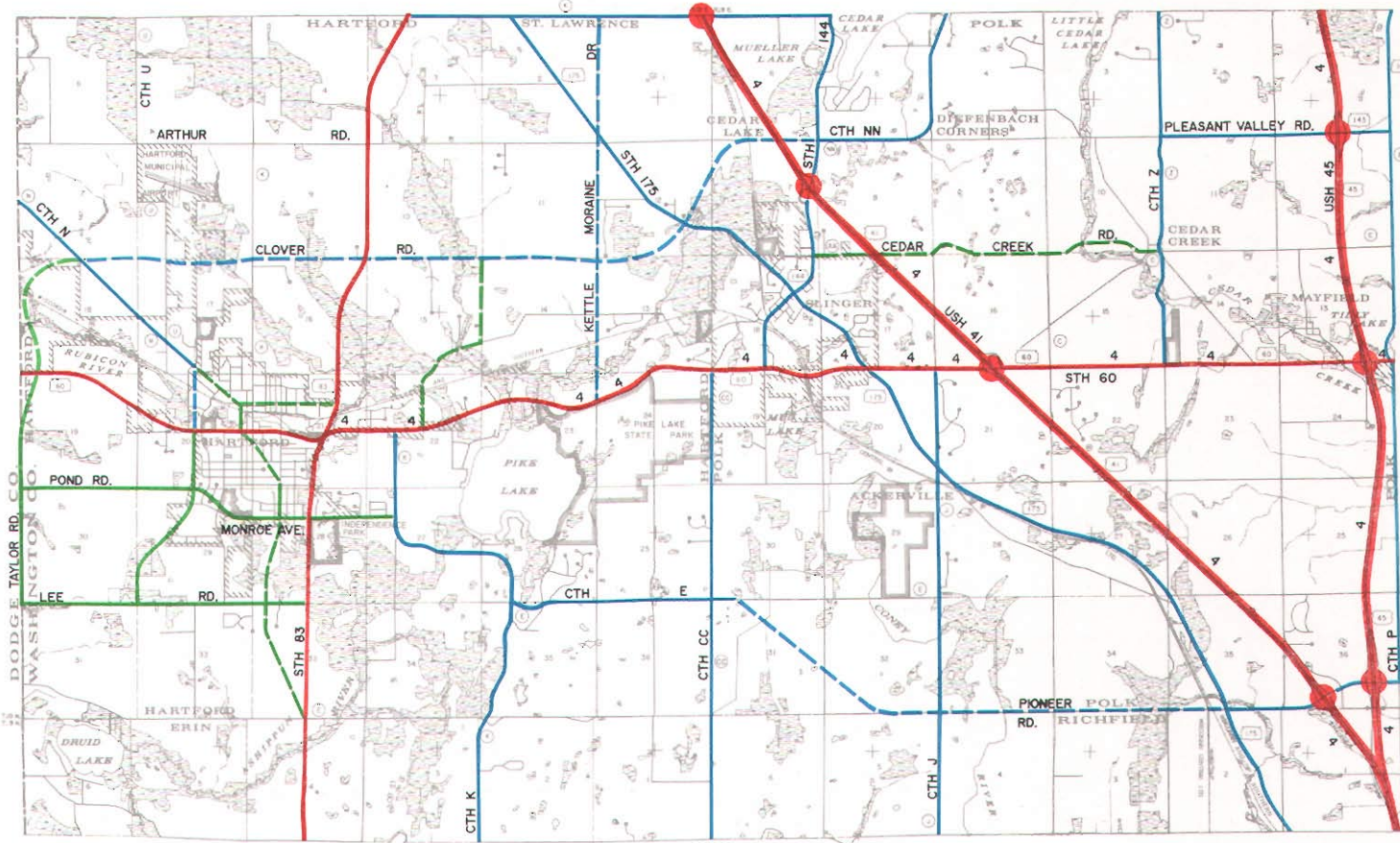
The major capacity improvements recommended under the preliminary new plan are shown on Map 25. These capacity improvements include widening of existing facilities to provide additional traffic lanes, and the construction of new arterial facilities. The recommended major capacity improvements are described in Table 7. The recommended changes in jurisdictional responsibility are shown on Map 26 and are listed in Table 8.

The recommended arterial system in the preliminary jurisdictional highway system plan as amended would include 476 miles of streets and highways, or about 33 percent of the expected 1,430-mile year 2000 total street and highway system in Washington County. The recommended state trunk highway element of the plan would include 164 miles of arterial facilities, or about 34 percent of the 476-mile planned arterial system. The recommended county trunk highway element of the plan would include 237 miles of arterial facilities, or about 50 percent of the 476-mile planned arterial system. The recommended local trunk highway element of the plan would include 75 miles of arterial facilities, or about 16 percent of the 476-mile planned arterial system. Table 9 presents a summary of the mileage of the planned arterial street and highway system by jurisdiction—state, county, and local—within each unit of government within Washington County. It may be noted



Map 23

REVISED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR THE CITY OF HARTFORD-VILLAGE OF SLINGER AREA AS RECOMMENDED BY COMMISSION STAFF AND ADVISORY COMMITTEE



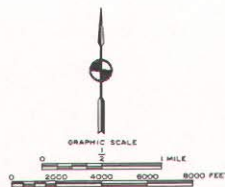
LEGEND

JURISDICTIONAL PLAN ARTERIAL FACILITIES

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

PROPOSED JURISDICTIONAL PLAN ADDITIONS

- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



Source: SEWRPC.

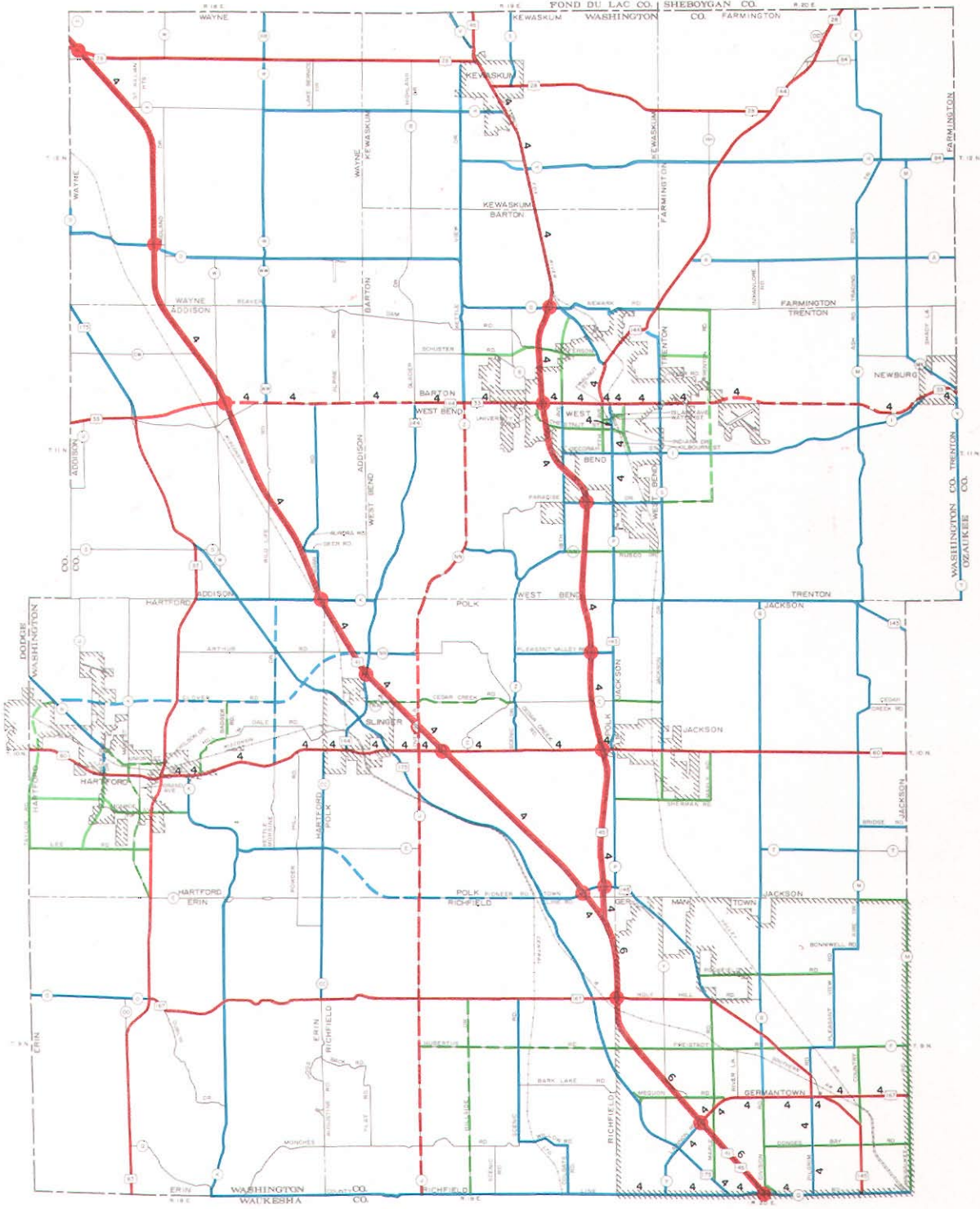
that, under the preliminary plan, the total mileage of state trunk highways in the County would decrease from 186 miles to 164 miles, or by about 12 percent; and the total mileage of county trunk highways would increase from 197 miles to 237 miles, or by about 20 percent.

Of the total 476 miles of the preliminary planned arterial system in Washington County, a total of

394 miles would require only preservation, or resurfacing and reconstruction; 56 miles would require improvement, or widening to provide additional traffic lanes; and 26 miles would consist of new facilities. Of the 56 miles of proposed improvement projects, 50 miles, or 90 percent, would be on the planned state trunk highway system; and six miles, or the remaining 10 percent, would be on the planned county



**RECOMMENDED PRELIMINARY WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY SYSTEM PLAN TO BE TAKEN TO PUBLIC HEARING**



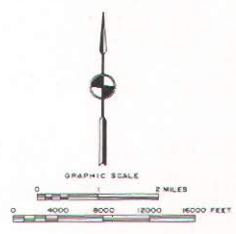
**LEGEND**

**CURRENT PLAN**

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

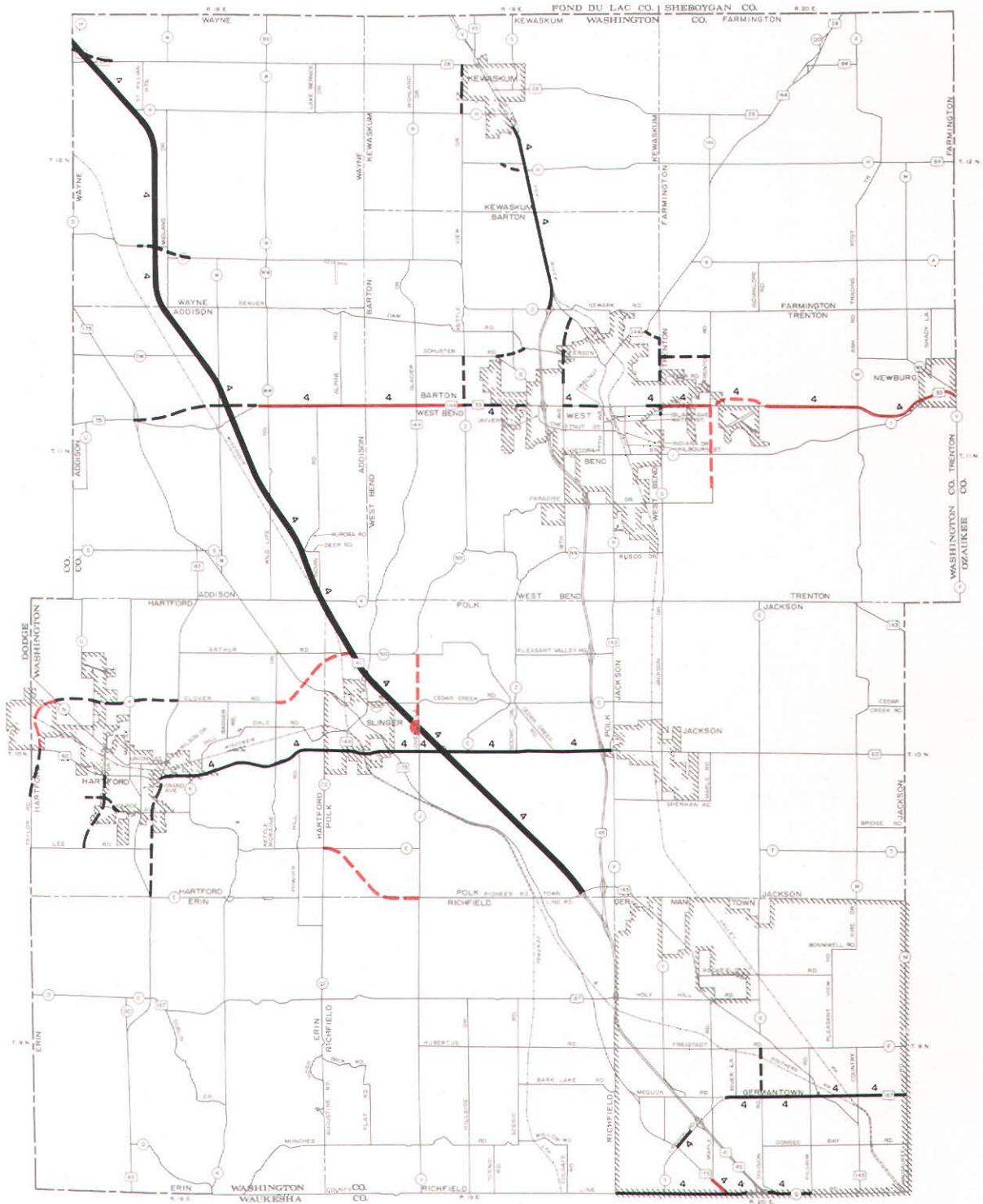
**NEW PLAN AMENDMENTS**

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- ◻ INTERCHANGE
- 4 NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)



Source: SEWRPC.

**CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE PRELIMINARY WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



**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 HALF INTERCHANGE

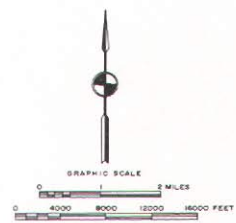


Table 7

**CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE PRELIMINARY AMENDED WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Jurisdiction	Facility	Termini	Description	Included in First Generation Plan	Implementation Priority <sup>a</sup>	
Existing Location (additional traffic lanes)	State	Wilson Drive to CTH P . . . . .	Widen from two to four traffic lanes	Yes	High	
		USH 41	Convert expressway to freeway	Yes	High	
		USH 45	CTH D to Village of Kewaskum . . . . .	Widen from two to four traffic lanes	Yes	High
		STH 167	Wausaukee Road to Maple Road . . . . .	Widen from two to four traffic lanes	Yes	Low
		STH 33	USH 41 to CTH Z . . . . .	Widen from two to four traffic lanes	No	Medium
		STH 33	CTH Z to CTH B . . . . .	Widen from two to four traffic lanes	Yes	High
		STH 33	18th Avenue to 7th Avenue . . . . .	Widen from two to four traffic lanes	Yes	High
		STH 33	Schmidt Road to River Road . . . . .	Widen from two to four traffic lanes	Yes	High
		STH 33	River Road to Trenton Road . . . . .	Widen from two to four traffic lanes	No	Medium
		STH 33	Oak Road to Ozaukee County . . . . .	Widen from two to four traffic lanes	No	Medium
	County	CTH Q	Townline Road to Pilgrim Road . . . . .	Widen from two to four traffic lanes	Yes	High/Low <sup>b</sup>
		STH 175	CTH Q to Maple Road . . . . .	Widen from two to four traffic lanes	No	High
		Lannon Road	STH 175 to USH 41-USH 45 . . . . .	Widen from two to four traffic lanes	Yes	Medium
New Location (new roadway)	State	Mullen Drive to Dodge County . . . . .	Construct two lanes on new alignment with freeway interchange	Yes	High	
		STH 33	Trenton Road to Oak Road . . . . .	Construct four lanes on new alignment	No	Medium
		STH 33	STH 175 to USH 41 . . . . .	Construct two lanes on new alignment with freeway interchange	Yes	High
		STH 83	CTH E to STH 60 . . . . .	Construct two lanes on new alignment	Yes	Low
		Lovers Lane	STH 60 to CTH NN . . . . .	Construct two lanes on new alignment with freeway interchange	No	Low
	County	CTH D	USH 41 to Beechnut Drive . . . . .	Construct two lanes on new alignment with freeway interchange	Yes	High
		CTH H extension	USH 45 to Badger Road . . . . .	Construct two lanes on new alignment	Yes	Low
		Clover Road extension	STH 83 to CTH N . . . . .	Construct two lanes on new alignment	No	High
		Clover Road extension	Kettle Moraine Drive to Arthur Road . . . . .	Construct two lanes on new alignment	No	Low
		Division Road extension	STH 167 to Freistadt Road . . . . .	Construct two lanes on new alignment	Yes	Low
		Kettleview Drive	STH 33 to Schuster Drive . . . . .	Construct two lanes on new alignment	Yes	Low
		Kettleview Drive	CTH H to STH 28 . . . . .	Construct two lanes on new alignment	Yes	Low
		Pioneer Road extension	Pioneer Road to CTH CC . . . . .	Construct two lanes on new alignment	No	Medium
		S. River Road extension	STH 33 to S. River Road . . . . .	Construct two lanes on new alignment	Yes	High
		N. River Road extension	N. River Road to STH 144 . . . . .	Construct two lanes on new alignment	Yes	Medium
	Local	Schuster Drive extension	Schuster Drive to Beaver Dam Road . . . . .	Construct two lanes on new alignment	Yes	Low
		18th Avenue extension	Park Avenue to CTH P . . . . .	Construct two lanes on new alignment	Yes	Medium
Jefferson Street extension		Trenton Road to N. River Road . . . . .	Construct two lanes on new alignment	Yes	Low	
Trenton Road extension		STH 33 to Maple Road . . . . .	Construct two lanes on new alignment	No	Low	
Taylor Road extension		Pond Road to STH 60 . . . . .	Construct two lanes on new alignment	Yes	Medium	
Taylor Road extension		STH 60 to CTH N . . . . .	Construct two lanes on new alignment	No	High	
Monroe Avenue extension		Monroe Avenue to Pond Road . . . . .	Construct two lanes on new alignment	Yes	Medium	
Wacker Drive extension		STH 60 to Lee Road . . . . .	Construct two lanes on new alignment	Yes	Low	

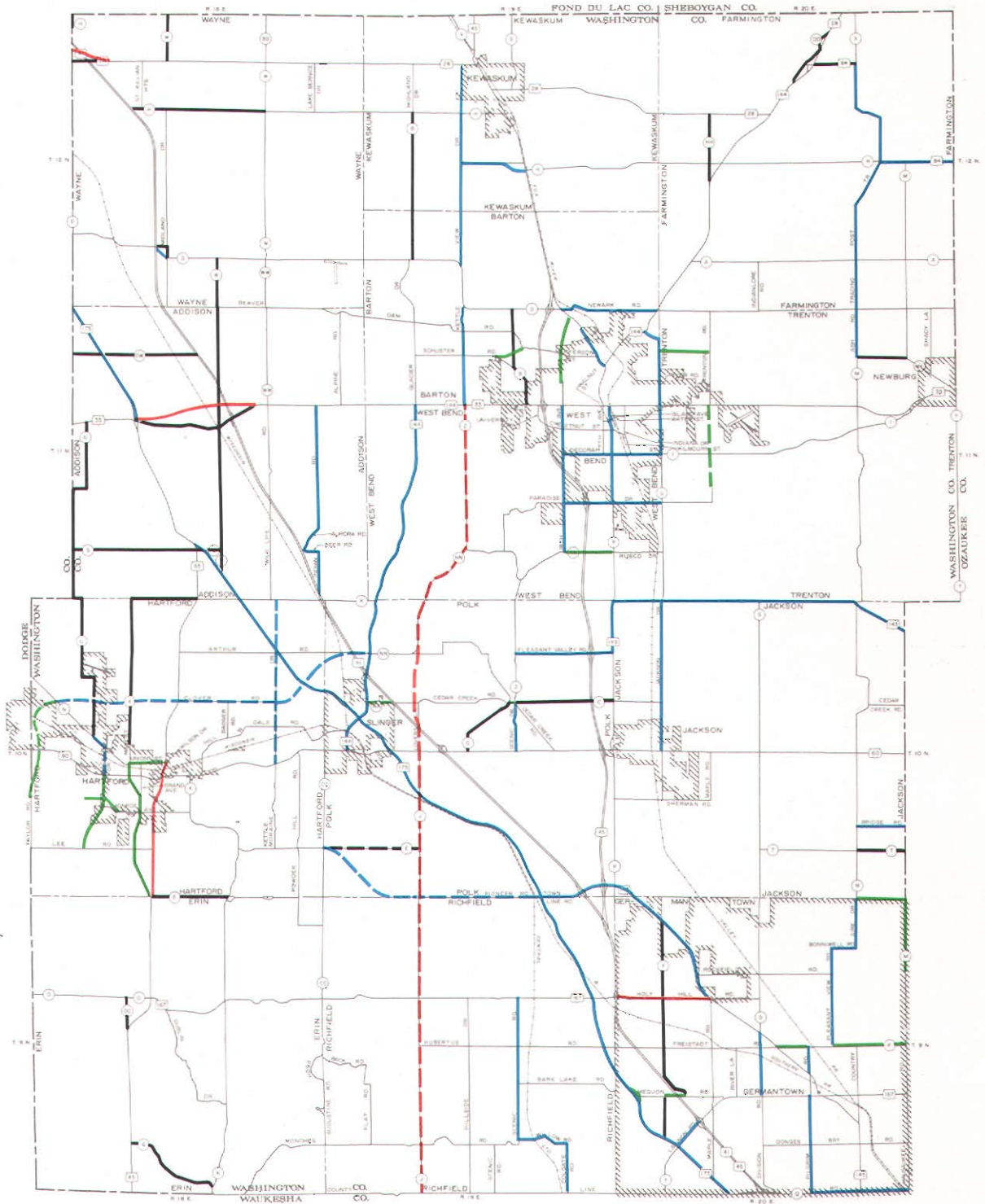
<sup>a</sup>The proposed implementation priority is dependent upon the need for the improvement to meet current traffic demand; the need for the improvement to meet future traffic demand and the anticipated timing of that demand; the need for the improvement to provide an integrated traffic route; and the potential economic development impacts of the improvement.

<sup>b</sup>High priority proposed for the segment between Townline Road and USH 41; low priority proposed for the segment between USH 41 and Pilgrim Road.

Source: SEWRPC.



**CHANGES IN HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY IN WASHINGTON COUNTY RECOMMENDED UNDER THE PRELIMINARY PLAN**



**LEGEND**

**CURRENT PLAN TRANSFERS TO:**

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

**NEW PLAN AMENDMENTS TRANSFERS TO:**

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

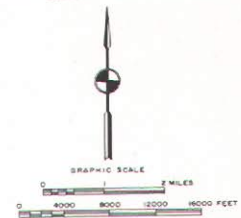




Table 8

**CHANGES IN HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY UNDER THE PRELIMINARY AMENDED COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN<sup>a</sup>**

Unit of Government	Jurisdiction		Facility	From	To	Distance (miles)	Included in First Generation Plan	
	Planned	Existing						
Town of Addison	State trunk highway	New facility	STH 33	STH 175	USH 41	1.90	Yes	
	County trunk highway	State trunk highway	STH 175	STH 83	CTH K	1.54	Yes	
	County trunk highway	State trunk highway	STH 175	West town line	STH 33	2.69	Yes	
	County trunk highway	Local trunk highway	Aurora Road, Deer Road, Indian Drive	STH 33	CTH K	4.15	Yes	
	Local nonarterial	State trunk highway	STH 33	STH 175	CTH WW	2.98	Yes	
	Local nonarterial	County trunk highway	CTH U	STH 33	South town line	2.86	Yes	
	Local nonarterial	County trunk highway	CTH S	CTH U	CTH W	3.05	Yes	
	Local nonarterial	County trunk highway	CTH K	STH 83	West town line	0.68	Yes	
	Local nonarterial	County trunk highway	CTH DW	USH 41	West town line	2.56	Yes	
	Local nonarterial	County trunk highway	CTH W	STH 175	North town line	5.47	Yes	
	Town of Barton	County trunk highway	New facility	Kettle View Drive extension	Schuster Drive	STH 33	1.00	Yes
County trunk highway		New facility	N. River Road extension	City of West Bend	STH 144	1.10	Yes	
County trunk highway		Local trunk highway	Kettle View Drive	North town line	CTH D	1.10	Yes	
County trunk highway		Local trunk highway	Kettle View Drive	CTH D	Schuster Drive	1.03	Yes	
County trunk highway		Local trunk highway	Newark Road/ Lighthouse Drive	CTH D	STH 144	2.05	Yes	
Local trunk highway		New facility	Schuster Drive extension	Schuster Drive	Beaver Dam Road	0.60	Yes	
Local trunk highway		New facility	18th Avenue	City of West Bend	CTH D	0.70	Yes	
Local nonarterial		County trunk highway	CTH B	CTH D	North town line	1.00	Yes	
Local nonarterial		County trunk highway	CTH B	CTH D	City of West Bend	1.56	Yes	
Town of Erin		Local nonarterial	County trunk highway	CTH Q	STH 83	CTH K	2.21	Yes
		Local nonarterial	County trunk highway	CTH OO	CTH O	STH 83	0.73	Yes
	Local nonarterial	County trunk highway	CTH E	STH 83	CTH K	0.79	Yes	
Town of Farmington	County trunk highway	State trunk highway	STH 84	CTH X	East town line	3.86	Yes	
	County trunk highway	Local trunk highway	Trading Post Trail	CTH H	South town line	3.17	Yes	
	Local nonarterial	State trunk highway	STH 84	STH 144	CTH X	0.87	Yes	
	Local nonarterial	County trunk highway	CTH HH	STH 28	STH 144	1.45	Yes	
	Local nonarterial	County trunk highway	CTH DD	Along STH 144	--	1.43	Yes	
Town of Germantown	County trunk highway	State trunk highway	STH 145	North town line	Village of Germantown	1.23	Yes	
	Local nonarterial	County trunk highway	CTH Y	STH 145	North town line	0.37	Yes	
Town of Hartford	State trunk highway	New facility	New STH 83	City of Hartford	CTH E	1.85	Yes	
	County trunk highway	New facility	Clover Road extension	STH 83	CTH N	2.20	No	
	County trunk highway	New facility	Clover Road extension	Kettle Moraine Drive	East town line	1.45	No	
	County trunk highway	State trunk highway	STH 175	CTH K	Village of Slinger	2.64	Yes	
	County trunk highway	Local trunk highway	Kettle Moraine Drive	CTH K	STH 60	3.38	No	
	County trunk highway	Local trunk highway	Clover Road	Kettle Moraine Drive	STH 83	2.02	No	
	Local trunk highway	New facility	Monroe Avenue extension	Pond Road	Monroe Avenue	0.30	Yes	
	Local trunk highway	New facility	Taylor Road extension	STH 60	Pond Road	1.05	Yes	
	Local trunk highway	New facility	Wacker Drive extension	STH 60	Lee Road	1.60	Yes	
	Local trunk highway	State trunk highway	STH 83	City of Hartford	CTH E	1.76	Yes	
	Local nonarterial	County trunk highway	CTH U	CTH N	North town line	2.14	Yes	
	Local nonarterial	County trunk highway	CTH K	STH 83	City of Hartford	3.57	Yes	
	Local nonarterial	County trunk highway	CTH E	STH 83	CTH K	0.80	Yes	
	Town of Jackson	County trunk highway	State trunk highway	STH 143	Town of Polk	CTH P	0.53	Yes
		County trunk highway	State trunk highway	STH 143	CTH P	East town line	3.88	Yes
County trunk highway		State trunk highway	STH 145	CTH P	Village of Germantown	0.51	Yes	
County trunk highway		Local trunk highway	Bridge Road	CTH M	East town line	1.00	Yes	
County trunk highway		Local trunk highway	Jackson Road	STH 143	Village of Jackson	2.60	Yes	
Local trunk highway		County trunk highway	CTH M	Country Aire Drive	East town line	0.51	Yes	
Local nonarterial		County trunk highway	CTH T	CTH M	East town line	1.00	Yes	
Town of Kewaskum		County trunk highway	New facility	CTH H extension	USH 45	Badger Road	0.35	Yes
	County trunk highway	New facility	Kettle View Drive	STH 28	CTH H	0.50	Yes	
	County trunk highway	Local trunk highway	Kettle View Drive	CTH H	South town line	2.02	Yes	
	County trunk highway	Local trunk highway	Badger Road	Kettle View Drive	Prospect Drive	1.00	Yes	
	Local nonarterial	County trunk highway	CTH B	CTH H	South town line	2.02	Yes	
	Town of Polk	State trunk highway	New facility	Lovers Lane extension	CTH NN	Cedar Creek Road	1.11	No
State trunk highway		County trunk highway	CTH J	STH 175	South town line	2.13	No	
State trunk highway		County trunk highway	CTH NN	North town line	Arthur Road	1.05	No	
State trunk highway		Local trunk highway	Lovers Lane	Cedar Creek Road	STH 60	1.01	No	
State trunk highway		Local trunk highway	Lovers Lane	STH 60	STH 175	0.88	No	
County trunk highway		New facility	Pioneer Road extension	Pioneer Road	CTH CC	1.60	No	
County trunk highway		New facility	Arthur Road extension	Arthur Road	West town line	0.35	No	
County trunk highway		State trunk highway	STH 145	USH 41	CTH P	0.60	Yes	
County trunk highway		State trunk highway	STH 144	CTH K	Village of Slinger	2.13	Yes	
County trunk highway		State trunk highway	STH 175	STH 60	West town line	0.39	Yes	
County trunk highway		State trunk highway	STH 143	USH 45	East town line	0.99	Yes	
County trunk highway		State trunk highway	STH 175	STH 60	South town line	4.53	Yes	
Local trunk highway		Local trunk highway	Arthur Road	STH 144	Wisconsin Central Railroad	0.55	No	
County trunk highway		Local trunk highway	Pioneer Road	USH 41	Pioneer Road extension	2.36	No	
County trunk highway		Local trunk highway	Scenic Drive	CTH C	STH 60	1.03	Yes	
County trunk highway		Local trunk highway	Pleasant Valley Road	CTH Z	USH 45	1.54	Yes	
Local trunk highway		County trunk highway	CTH C	Lilly Road	CTH Z	0.18	No	
Local trunk highway		County trunk highway	CTH AA	STH 144	USH 41	0.25	No	
Local nonarterial		County trunk highway	CTH E	CTH CC	CTH J	1.98	No	
Local nonarterial		County trunk highway	CTH C	STH 60	CTH P	3.41	Yes	

Table 8 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Distance (miles)	Included in First Generation Plan	
	Planned	Existing						
Town of Richfield	State trunk highway	County trunk highway	CTH J	North town line	CTH Q	6.08	No	
	County trunk highway	State trunk highway	STH 175	Village of Germantown	STH 167	1.58	Yes	
	State trunk highway	State trunk highway	STH 175	STH 167	North town line	2.34	Yes	
	County trunk highway	Local trunk highway	Pioneer Road	Pioneer Road extension	USH 41	1.87	No	
	County trunk highway	Local trunk highway	Scenic Drive	STH 167	Willow Creek Road	2.91	Yes	
	County trunk highway	Local trunk highway	Willow Creek Road	Scenic Drive	Colgate Road	1.07	Yes	
	County trunk highway	Local trunk highway	Colgate Road	Willow Creek Road	CTH Q	1.02	Yes	
Town of Trenton	County trunk highway	State trunk highway	STH 143	CTH G	CTH M	1.97	Yes	
	County trunk highway	Local trunk highway	Trading Post Trail	North town line	CTH M	1.01	Yes	
	County trunk highway	Local trunk highway	S. River Road	STH 33	CTH I	0.19	Yes	
	Local trunk highway	New facility	Jefferson Street extension	West town line	Trenton Road	1.03	Yes	
	Local trunk highway	New facility	Trenton Road/Maple Road	STH 33	Maple Road end	1.75	Yes	
	Local nonarterial	County trunk highway	CTH M	CTH M	CTH MY	1.00	Yes	
Town of Wayne	State trunk highway	New facility	STH 28 realignment	Mullen Lane	West town line	0.70	Yes	
	County trunk highway	New facility	CTH D realignment	USH 41	W. Beechnut Drive	0.60	Yes	
	Local nonarterial	State trunk highway	STH 28	USH 41	Mullen Lane	0.35	Yes	
	Local nonarterial	County trunk highway	CTH W	CTH D	South town line	1.01	Yes	
	Local nonarterial	County trunk highway	CTH W	STH 28	North town line	0.96	Yes	
	Local nonarterial	County trunk highway	CTH H	USH 41	CTH W	2.76	Yes	
	Local nonarterial	County trunk highway	CTH H	North town line	West town line	0.15	Yes	
	Local nonarterial	County trunk highway	CTH D	USH 41	CTH D	0.72	Yes	
Town of West Bend	State trunk highway	County trunk highway	CTH Z	STH 33	CTH NN	3.04	No	
	State trunk highway	County trunk highway	CTH NN	CTH Z	South town line	1.41	No	
	County trunk highway	State trunk highway	STH 144	STH 33	CTH K	4.21	Yes	
	County trunk highway	State trunk highway	STH 143	CTH P	CTH G	0.50	Yes	
	County trunk highway	Local trunk highway	18th Avenue	CTH NN	City of West Bend	1.51	Yes	
	County trunk highway	Local trunk highway	Decorah Road	18th Avenue	City of West Bend	0.08	Yes	
	County trunk highway	Local trunk highway	S. River Road	STH 33	City of West Bend	0.19	Yes	
	County trunk highway	Local trunk highway	Paradise Drive	18th Avenue	City of West Bend	0.51	Yes	
	County trunk highway	Local trunk highway	Paradise Drive	City of West Bend	CTH G	0.30	Yes	
	Local trunk highway	County trunk highway	CTH NN	18th Avenue	CTH P	1.02	Yes	
	Village of Germantown	State trunk highway	Local trunk highway	Holy Hill Road	USH 41-USH 45	STH 145	1.96	Yes
		County trunk highway	New facility	Division Road extension	Mequon Road	Freistadt Road	1.03	Yes
		County trunk highway	State trunk highway	STH 175	Maple Road	South corporate limit	0.43	Yes
County trunk highway		State trunk highway	STH 145	North corporate limit	Holy Hill Road	1.54	Yes	
County trunk highway		State trunk highway	STH 175	North corporate limit	Maple Road	3.13	Yes	
County trunk highway		Local trunk highway	Pleasant View Drive	CTH F	Bonniwell Road	2.02	Yes	
County trunk highway		Local trunk highway	County Line Road	Pilgrim Road	STH 145	0.97	Yes	
County trunk highway		Local trunk highway	Pilgrim Road	CTH F	STH 145	0.59	Yes	
County trunk highway		Local trunk highway	Bonniwell Road	Pleasant View Drive	Country Aire Drive	0.50	Yes	
County trunk highway		Local trunk highway	Pilgrim Road	CTH Q	STH 145	2.02	Yes	
County trunk highway		Local trunk highway	Country Aire Drive	Bonniwell Road	CTH C	1.00	Yes	
County trunk highway		Local trunk highway	Division Road	Freistadt Road	STH 145	0.29	Yes	
County trunk highway		Local trunk highway	Lannon Road	STH 175	USH 41-USH 45	0.71	Yes	
Local trunk highway		County trunk highway	CTH F	STH 145	Pilgrim Road	0.68	Yes	
Local trunk highway		County trunk highway	CTH F	Pleasant View Road	East corporate limit	1.51	Yes	
Local trunk highway		County trunk highway	CTH C	CTH M	East corporate limit	0.50	Yes	
Local trunk highway		County trunk highway	CTH M	CTH C	End	1.49	Yes	
Local trunk highway		County trunk highway	CTH Y	Hill Top Drive	Goldendale Road	0.44	Yes	
Local nonarterial		County trunk highway	CTH Y	STH 145	Mequon Road	3.50	Yes	
Local nonarterial		County trunk highway	CTH Y	Mequon Road	STH 175	0.91	Yes	
Local nonarterial		County trunk highway	CTH F	Mequon Road	STH 175	0.13	Yes	
Village of Jackson		County trunk highway	Local trunk highway	Jackson Road	STH 60	North corporate limit	0.52	Yes
Village of Kewaskum		County trunk highway	New facility	Kettle View Drive extension	STH 28	South corporate limit	0.50	Yes
Village of Slinger	County trunk highway	State trunk highway	STH 175	North corporate limit	South corporate limit	1.47	Yes	
	County trunk highway	State trunk highway	STH 144	North corporate limit	STH 60	1.17	Yes	
	Local trunk highway	County trunk highway	CTH AA	STH 144	USH 41	0.30	No	
City of Hartford	State trunk highway	New facility	New STH 83	Monroe Avenue	North corporate limit	0.34	Yes	
	Local trunk highway	Local trunk highway	N. Wilson Avenue	STH 83	Sumner Street	0.34	Yes	
	State trunk highway	Local trunk highway	S. Wilson Avenue	Monroe Avenue	South corporate limit	0.43	Yes	
	County trunk highway	New facility	Clover Road extension	CTH U	East corporate limit	0.26	Yes	
	County trunk highway	Local trunk highway	State Street	CTH U	Wacker Drive	0.28	Yes	
	County trunk highway	Local trunk highway	Wacker Drive	State Street	Sumner Street	0.60	No	
	Local trunk highway	New facility	Monroe Avenue extension	West corporate limit	Willow Lane	0.09	Yes	
	Local trunk highway	New facility	Clover Road extension	STH 60	CTH N	1.25	Yes	
	Local trunk highway	State trunk highway	Grand Avenue, Main Street, Union Street	North corporate limit	South corporate limit	1.52	Yes	
	Local trunk highway	State trunk highway	Branch Street	Main Street	Lincoln Avenue	0.46	Yes	
	Local nonarterial	County trunk highway	CTH U	Arthur Road	CTH N	1.02	Yes	
Local nonarterial	County trunk highway	CTH K	North corporate limit	South corporate limit	0.21	Yes		
City of West Bend	County trunk highway	New facility	S. River Road extension	STH 33	South corporate limit	0.13	Yes	
	County trunk highway	New facility	N. River Road extension	Creek Road	North corporate limit	0.15	Yes	
	County trunk highway	Local trunk highway	Island Avenue	STH 33	Main Street	0.35	Yes	
	County trunk highway	Local trunk highway	S. River Road	CTH I	North corporate limit	0.50	Yes	
	County trunk highway	Local trunk highway	N. River Road	STH 33	North corporate limit	0.64	Yes	
	County trunk highway	Local trunk highway	N. Main Street	Green Tree Road	Barton Avenue	0.68	Yes	
	County trunk highway	Local trunk highway	Paradise Drive	18th Avenue	East corporate limit	1.12	Yes	
	County trunk highway	Local trunk highway	18th Avenue	South corporate limit	STH 33	1.58	Yes	
	County trunk highway	Local trunk highway	Main Street	Island Avenue	Paradise Drive	1.69	Yes	
	County trunk highway	Local trunk highway	Decorah Road	18th Avenue	CTH I	1.93	Yes	
	Local trunk highway	New facility	18th Avenue extension	North corporate limit	Park Avenue	0.74	Yes	
	City of Milwaukee	County trunk highway	Local trunk highway	County Line Road	West corporate limit	Wausaukee Road	0.03	Yes

\*The jurisdictional transfers recommended should all be initiated as soon as possible, as the transfers will promote implementation of the recommended plan improvement.

Table 9

**ARTERIAL STREET MILEAGE BY JURISDICTION UNDER THE WASHINGTON  
COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AS AMENDED**

Jurisdiction	Planned Arterial Miles—Year 2000			
	State	County	Local	Total
City of Hartford . . . . .	4.17	1.44	5.48	11.09
City of West Bend . . . . .	6.46	9.07	6.70	22.23
Village of Germantown . . . . .	17.96	20.57	23.46	61.99
Village of Jackson . . . . .	1.22	0.68	1.01	2.91
Village of Kewaskum . . . . .	1.97	1.35	0.00	3.32
Village of Newburg . . . . .	0.79	1.26	0.00	2.05
Village of Slinger . . . . .	0.56	2.64	0.30	3.50
Town of Addison . . . . .	16.92	12.14	0.00	29.06
Town of Barton . . . . .	5.74	11.92	2.75	20.41
Town of Erin . . . . .	10.08	10.97	0.00	21.05
Town of Farmington . . . . .	9.70	21.06	0.00	30.76
Town of Germantown . . . . .	0.00	1.71	0.61	2.32
Town of Hartford . . . . .	8.69	21.09	9.73	39.51
Town of Jackson . . . . .	4.79	25.23	4.52	34.54
Town of Kewaskum . . . . .	8.09	11.07	0.00	19.16
Town of Polk . . . . .	25.64	23.56	2.91	52.11
Town of Richfield . . . . .	14.32	14.60	8.04	36.96
Town of Trenton . . . . .	5.42	18.67	7.08	31.17
Town of Wayne . . . . .	12.09	14.46	0.00	26.55
Town of West Bend . . . . .	9.17	13.79	1.97	24.93
<b>Total</b>	<b>163.78</b>	<b>237.28</b>	<b>74.56</b>	<b>475.62</b>

Source: SEWRPC.

trunk highway system.<sup>7</sup> Of the 26 miles of proposed new arterial facilities, six miles, or 23 percent, would be on the state trunk element of the plan; 11 miles, or 42 percent, on the county trunk element of the plan, and nine miles, or 35 percent, on the local trunk element of the plan.

Table 10 presents an estimate of the total cost of the preliminary jurisdictional highway system plan for Washington County as amended and taken to the public hearing. The estimate of the cost is conservatively high, as it does assume that all facilities which will require no improvement—that is, preservation—will be resurfaced once by the year 2000. In addition, it is assumed that all improvements on existing and new location would be implemented by the year 2000.

<sup>7</sup>Only those stretches of arterial facilities which were proposed to be widened to provide additional traffic lanes and the conversion of the USH 41 expressway to a freeway were defined as improvement projects. Also, only the construction of substantial new segments of arterial facilities were defined as expansion projects. Arterial roadways which merely require resurfacing or reconstruction—including reconstruction to an improved arterial cross-section, for example, providing shoulders, or parking lanes, or wider traffic lanes, or requiring reconstruction at intersections—were not identified as improvements or expansion projects under the plan. The costs for such work, however, were included in the plan.



Table 10

ESTIMATED COST TO THE YEAR 2000 OF THE PRELIMINARY  
AMENDED COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

Item	Planned Arterial Mileage—Year 2000			
	State	County	Local	Total
Preservation . . . . .	108.4	222.4	65.5	396.3
Improvement <sup>a</sup> . . . . .	49.5	3.9	0.0	53.4
Expansion <sup>b</sup> . . . . .	5.9	11.2	9.1	26.2
<b>Total</b>	<b>163.8</b>	<b>237.5</b>	<b>74.6</b>	<b>475.9</b>

Item	Estimated Construction Cost (including right-of-way)			
	State	County	Local	Total
Preservation . . . . .	\$ 24,181,000	\$32,168,000	\$14,298,000	\$ 70,647,000
Improvement <sup>a</sup> . . . . .	68,410,000	3,710,000	0	72,120,000
Expansion <sup>b</sup> . . . . .	8,100,000	15,490,000	13,670,000	37,260,000
<b>Total</b>	<b>\$100,691,000</b>	<b>\$51,368,000</b>	<b>\$27,968,000</b>	<b>\$180,027,000</b>

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

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

Source: SEWRPC.

The estimated expenditures attendant to the plan are presented by jurisdiction—state, county, and local—and in terms of costs which would be incurred within each unit of government. The estimated total construction cost of the plan, including right-of-way, to the year 2000 is \$180 million, including \$101 million for construction of state trunk highways, \$51 million for construction of county trunk highways, and \$28 million for construction of local trunk highways.

PUBLIC REACTION TO  
PRELIMINARY AMENDED  
JURISDICTIONAL HIGHWAY PLAN

The preliminary version of the new jurisdictional highway system plan for Washington County as approved by the Advisory Committee was presented for public review and comment at a public hearing held on September 12, 1989, at the University of Wisconsin-Washington County campus in West Bend, Wisconsin. Prior to this

hearing, the Commission prepared and distributed SEWRPC Newsletter, Volume 29, No. 4. The newsletter described the original jurisdictional highway system plan for Washington County and the amendments to the jurisdictional highway system plan proposed on a preliminary basis by the Advisory Committee. The capacity improvements recommended under the proposed new jurisdictional highway system plan were described, including the recommended relative priority of those improvements, as were the proposed jurisdictional transfers. The estimated cost of the new plan was presented, along with a review of potential funding sources.

The minutes of the public hearing were published for distribution to, and review by, the Advisory Committee. The minutes, which include all comments made by the public at the hearing along with attendance records, meeting announcements, written comments submitted subsequent to the hearing, and pertinent newspaper articles, are documented in Minutes of

Public Hearing on the Findings and Recommendations of the Second Generation Jurisdictional Highway System Plan for Washington County.

The record of the public hearing indicates substantial public opposition to the proposed amendment of the jurisdictional highway system plan which would extend CTH J north of STH 60 to CTH NN. Those indicating their opposition to this extension included the City of West Bend Common Council, the Town Board of the Town of West Bend, the Big Cedar Lake Sanitary District, the Big Cedar Lake Property Owners' Association, the West Bend Economic Development Corporation, the Village Board of the Village of Kewaskum, and a number of businesses from the City of West Bend area. In addition, 16 citizens spoke at the public hearing indicating their opposition to the proposed extension. In addition, petitions signed by over 500 persons opposing the extension of CTH J were received.

It should be noted that two persons spoke in favor of the extension of CTH J, but neither indicated their support for the potential segment of the CTH J extension between Cedar Creek Road and CTH NN. One citizen indicated his support for the extension of CTH J from STH 60 to USH 41 and the construction of the proposed half interchange with USH 41. The Clerk of the Village of Slinger indicated Village support for the extension of CTH J from STH 60 to Cedar Creek Road. He noted that, upon the long planned conversion of USH 41 from an expressway to a freeway, the extension of CTH J from STH 60 to Cedar Creek Road would be necessary to provide local access and fire protection service, particularly if the extension of Cedar Creek Road across USH 41 is not provided.

A number of comments were made concerning the relative priority of the highway improvements proposed in the new jurisdictional highway system plan. The City of West Bend Common Council and the West Bend Economic Development Corporation proposed that the following five improvement projects be implemented expeditiously in the following order: 1) the S. River Road extension; 2) the N. River Road extension; 3) reconstruction of Lovers Lane from STH 175 to STH 60; 4) widening of STH 33 to four traffic lanes from USH 41 to the Washington-Ozaukee County line; and 5) the conversion of USH 41 from an expressway to a

freeway. A Village of Germantown trustee, the Village of Germantown Public Works Director, and the Germantown Economic Development Corporation proposed that the improvement of STH 167 from the Washington-Ozaukee County line to USH 41 should receive a higher priority than the low priority proposed for this improvement in the preliminary plan. The Village of Kewaskum Common Council proposed that a high, rather than a low, priority should be assigned to the extension of Kettle View Drive between STH 28 and CTH H in the Village, and the extension of CTH H to directly connect with Badger Road at USH 45. A citizen suggested that the extension of N. River Road should receive a high, rather than a medium, priority among the potential improvements proposed in the plan. Lastly, with respect to priority, a Washington County Supervisor noted with respect to the plan that substantial expenditures would be necessary not only for proposed improvements and expansion of the county trunk highway system, but also for the necessary resurfacing and reconstruction to properly maintain the existing county trunk highway system. He indicated that it will be important for the County to balance the need to fund improvements with the need to fund the necessary resurfacing and reconstruction of the county trunk highway system.

A number of other comments were made with respect to the recommendations for specific facilities included in the new jurisdictional highway system plan. A citizen indicated opposition to the extension of Clover Road from Kettle Moraine Drive to Arthur Road, which would be part of the proposed new east-west arterial in the Hartford-Slinger area. In addition, subsequent to the meeting, petitions signed by 148 persons were received in opposition to the proposed conversion of Clover Road to a county trunk highway and the proposed extension of Clover Road to Arthur Road at USH 41. A letter from a citizen transmitting the petition suggested as alternative routes the existing CTH K route, or new routes south of Clover Road either north or south of STH 60.

The Village of Germantown Director of Public Works and a Village of Germantown trustee suggested the following changes to the plan: that Pilgrim Road remain a local trunk highway rather than be converted to a county trunk highway from CTH Q to Mequon Road, and

from STH 145 to Freistadt Road, as recommended in the plan; that the routing of STH 145 remain on Fond du Lac Avenue rather than follow the proposed re-routing over Holy Hill Road between Maple Road and USH 41-45; and that Division Road between STH 167 and CTH Q be proposed for conversion to a county trunk highway rather than remain a local trunk highway as is recommended in the plan. Village officials proposed that the stretch of Pilgrim Road remain a local trunk highway because the Village desires to restrict truck traffic on that facility and because the Village has committed its resources to the reconstruction of the roadway. Village officials suggested that the routing of STH 145 not be changed, and that Holy Hill Road remain a local road because the Village has committed its resources to the reconstruction of Holy Hill Road. Village officials suggested that Division Road between STH 167 and CTH Q be converted to a county trunk highway, as it would replace the proposed Pilgrim Road routing, and would extend a proposed county trunk highway from STH 167 through the County to the Washington-Waukesha County line. Also, the Village of Germantown Director of Public Works, a Village trustee, and the Germantown Economic Development Corporation suggested that a new interchange with USH 41-45 be added to the plan at Freistadt Road, citing its convenient location with respect to a proposed industrial park expansion; the potential traffic congestion relief it would provide to existing interchanges at Mequon Road and Holy Hill Road; and the potential to remove traffic from River Road and Mequon Road. The City of West Bend Common Council and West Bend Economic Development Corporation urged the County to prepare a financial plan to permit the implementation of the proposed jurisdictional highway system plan and the West Bend Common Council proposed that the County repeal its current policy of not accepting the transfer of local highways to county jurisdiction.

#### ADVISORY COMMITTEE REACTION TO PUBLIC COMMENTS

Based upon review of the public reaction to the preliminary plan, the Advisory Committee at a meeting held on October 31, 1989, took the following actions to produce a recommended plan:

- The extension of CTH J from USH 41 to CTH NN was eliminated from the system plan by the Advisory Committee on a 20 to 1 vote. The public opposition to this proposal was substantial and support was limited. Also, the Wisconsin Department of Transportation stated strong opposition to this extension. In addition, Commission staff analysis of this extension indicated that its anticipated benefits were relatively modest compared to its costs. The principal benefits were provision of a more direct route from selected areas in Washington County to the City of Hartford, southern Washington County, and locations in Waukesha County. The roadway extension was not needed to provide existing or future relief from traffic congestion to existing and planned facilities. The costs of the extension included an estimated construction cost of \$1.8 million, as well as the disruption of a primary environmental corridor.

The extension of CTH J from STH 60 to USH 41 and the potential half interchange between CTH J and USH 41 to and from the northwest were left in the plan by the Advisory Committee on a 15 to 6 vote. Public opposition to this segment of the extension of CTH J was expressed at the public hearing. The Wisconsin Department of Transportation had also stated their opposition to this potential extension and interchange. Commission staff analyses indicated that the benefits of the connection of CTH J to USH 41 would be relatively modest compared to its costs. The potential extension and half interchange would have the benefit of providing direct movement from the USH 41 freeway to CTH J, and providing continuity along CTH J/Lovers Lane Road at the planned USH 41 freeway for the provision of emergency services. However, the existing STH 60 interchange serves CTH J and would involve only one additional turning movement and about 0.3 to 0.6 mile of indirection per vehicle trip, as the existing STH 60 interchange has sufficient capacity to accommodate both existing and forecast future traffic. The estimated construction cost of this extension and the half interchange is \$3.9 million.

- With respect to the relative priority of capacity improvements, the Advisory Com-

mittee unanimously recommended the schedule set forth in Table 11, including the extension of CTH J from STH 60 to USH 41. With respect to the proposed relative priority of capacity improvements, it is important to note that the table only addresses the relative priority of the recommended capacity improvements. The relative priority of necessary resurfacing and reconstruction projects, in relation to capacity improvement projects, is not addressed. This type of priority is most appropriately addressed in the preparation of capital improvement programs by each implementing level and unit of government, including the Wisconsin Department of Transportation, Washington County, and the cities, villages, and towns within Washington County. The capital improvement programs should be prepared for a time period of about five years and should identify the resurfacing and reconstruction projects as well as the capacity improvement projects which are proposed to be undertaken in each year of the five-year program period. The capital improvement programs will need to consider the physical condition of existing facilities, including pavement surface condition and drainage, in addition to existing and future traffic volume and capacity, the need for an integrated highway system, and potential economic development impacts.

- With respect to the proposed new Clover Road-Arthur Road arterial including the proposed new transition roadway connecting Clover Road to Arthur Road, the Advisory Committee unanimously approved changes in the proposed alignment to minimize the impacts on existing development. The principal change in the alignment would involve the location of the transition roadway which would be relocated from east of Kettle Moraine Drive to west of Kettle Moraine Drive. It should be noted that the final location of Clover Road and Arthur Road and, importantly, the transition roadway, should be established in a subsequent preliminary engineering study which would be conducted by the proposed implementing agency, Washington County.
- The Advisory Committee unanimously approved the following changes in the

recommended jurisdictional responsibility of arterial roadways in the Village of Germantown: the segment of Division Road between CTH Q and STH 167 was changed to a county trunk highway from a local trunk highway; and the segment of Pilgrim Road between CTH Q and STH 167 and between Fond du Lac Road and Freistadt Road was changed to a local from a county trunk highway. Also, to provide continuity in the county trunk highway system, the Committee recommended that the segment of Freistadt Road from Pilgrim Road to Division Road be a county trunk highway, rather than a local trunk highway. It should be noted that, based upon application of the adopted criteria including traffic volume, vehicle trip length, land uses served and connected, and system continuity, particularly with respect to county trunk highway systems in adjacent counties, Pilgrim Road should be classified as a county trunk highway. However, the Village of Germantown has indicated that it would oppose the addition of the segment of Pilgrim Road concerned to the county trunk highway system, and implementation of such a change would, therefore, be difficult.

- With respect to the proposed routing of STH 145 between Maple Road and USH 45, the Advisory Committee recommended on an 18 to 2 vote that the routing of STH 145 be retained over its existing routing on Fond du Lac Avenue and not be transferred to Holy Hill Road. Holy Hill Road would remain a local trunk highway. Commission staff analysis indicated that either roadway could carry the state trunk highway. Holy Hill Road had been recommended in the previous plan in order to provide continuity for the routing of STH 167 to avoid its being routed over the USH 41-45 freeway.
- The Advisory Committee recommended on a 15 to 5 vote that an additional interchange with USH 41-45 be added at Freistadt Road. Commission staff analyses indicated that the existing interchanges with USH 41-45 to the north and south of Freistadt Road, that is, Holy Hill Road and Lannon Road, respectively, may be expected to accommodate the existing and probable future traffic loadings without requiring an additional interchange at Freistadt Road to provide



relief from traffic congestion. The existing interchanges may require improvement, however, including addition of traffic lanes and traffic control, including installation of traffic signals. In addition the arterial facilities of Maple Road, Mequon Road, and Holy Hill Road may be expected to have sufficient capacity to accommodate existing and future traffic volumes. Mequon Road east of Maple Road, however, will require widening to four traffic lanes, which has been long proposed, to adequately serve existing and future traffic volumes. The widening of Mequon Road, together with the planned extension of Division Road, may be expected to relieve the congestion problem identified by Village of Germantown officials at the intersection of River Lane and Mequon Road. To further relieve traffic on River Lane, the proposed industrial park will need to be carefully designed so that industrial traffic is directed toward Maple Road rather than River Lane. It should be noted that, even with a proposed interchange at Freistadt Road, the shortest route for traffic to and from the southeast in both time and travel distance to the existing Village industrial park and the proposed expansion of the industrial park will be via the existing interchange with Lannon Road rather than via a route utilizing the proposed interchange. The proposed interchange would have an estimated construction cost of \$4.0 million.

The Advisory Committee also considered the proposed construction of an interchange at CTH K as has long been recommended under the Washington County jurisdictional highway system plan. Such an interchange is being considered by the Wisconsin Department of Transportation in a preliminary engineering study initiated in 1989 for the conversion of USH 41 to a freeway. The Wisconsin Department of Transportation has determined that such an interchange could entail substantial construction costs, potentially as high as \$5.3 million, if constructed at CTH K; and entail substantial environmental impacts if constructed to the north of CTH K at approximately Aurora Road and Deer Road. The cost of such an interchange alternative is estimated to range from \$2.8 to \$3.8 million. A potential interchange at CTH K is anticipated to have relatively modest use, that is, only about 1,400 vehicles per average weekday under current conditions and

2,000 vehicles per average weekday under probable future design year conditions. The importance of the CTH K interchange is diminished under the new jurisdictional plan because of the addition to the new plan of a new east-west arterial consisting of Arthur Road and Clover Road. The Advisory Committee acted unanimously to delete from the plan the interchange of USH 41 with CTH K, retaining, however, a grade separation at USH 41 and CTH K.

In addition, the Advisory Committee acted to reconsider the new recommendation in the preliminary plan which proposed construction of a transition roadway between CTH E and Pioneer Road to provide a direct southerly route between USH 41 and the Hartford area. The new transition roadway, however, was retained on the final plan on a 13 to 6 vote.

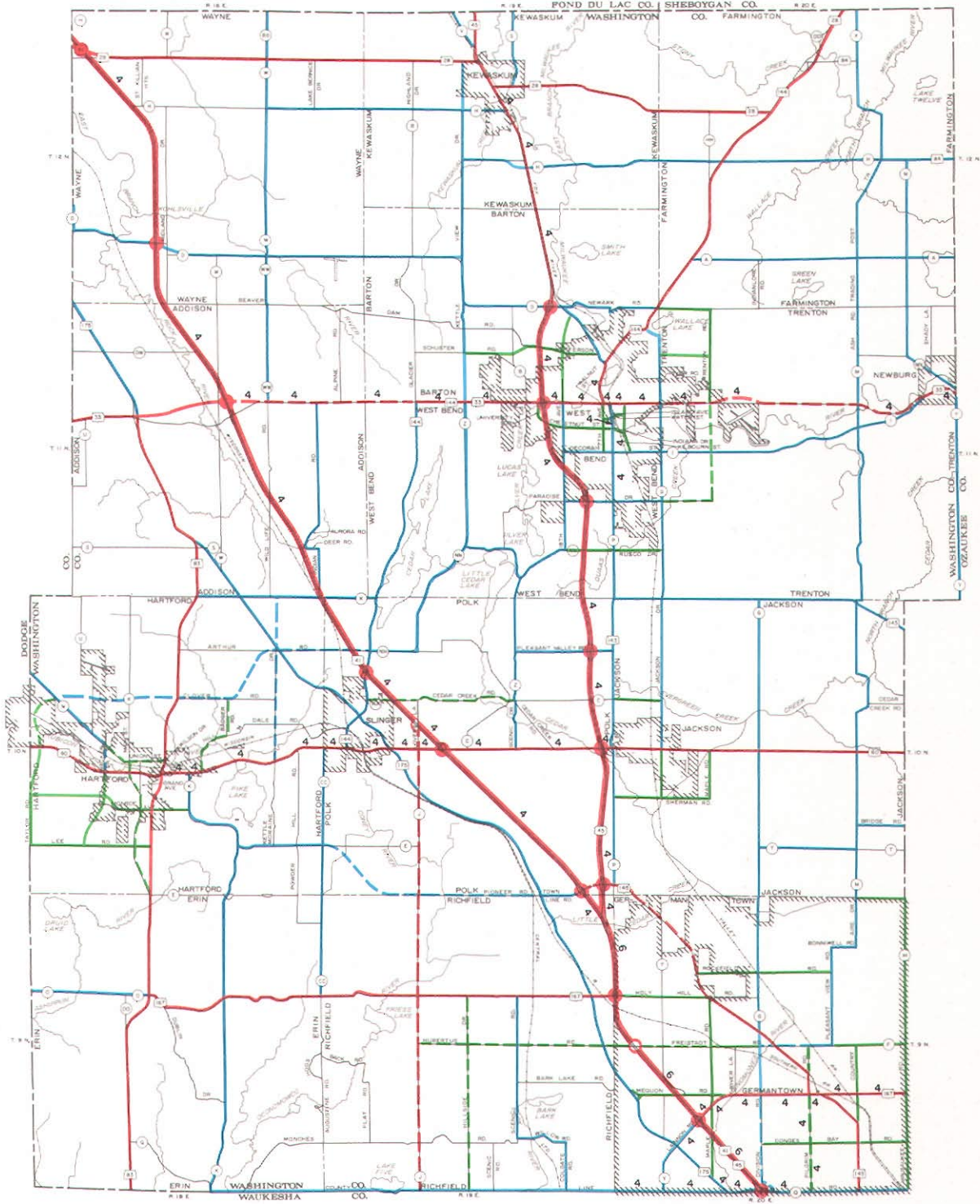
#### FINAL RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN

The final second generation Washington County jurisdictional highway system plan as recommended by the Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County is shown on Map 27. The plan envisions a proposed system of arterial facilities in Washington County that can meet existing and probable future traffic demands at an adequate level of service. 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 major capacity improvements recommended under the new plan are shown on Map 28. These capacity improvements include widening of existing facilities to provide additional traffic lanes and the construction of new arterial facilities. The recommended major capacity improvements are described in Table 11. The recommended changes in jurisdictional responsibility are shown on Map 29 and are listed in Table 12.

The recommended arterial system in the jurisdictional highway system plan as amended would include 474 miles of streets and highways, or about 33 percent of the expected 1,430-mile year

**FINAL RECOMMENDED WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY SYSTEM PLAN**



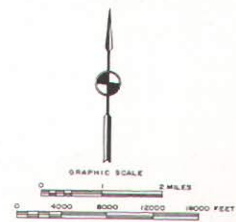
**LEGEND**

**CURRENT PLAN**

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

**NEW PLAN AMENDMENTS**

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



Source: SEWRPC.

Table 11

**CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE FINAL NEW WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Jurisdiction	Facility	Termini	Description	Included in First Generation Plan	Implementation Priority <sup>a</sup>			
Existing Location (additional traffic lanes)	State	USH 41	STH 145 to Dodge County . . . . .	Convert expressway to freeway	Yes	High		
		USH 45	CTH D to Village of Kewaskum . . . . .	Widen from two to four traffic lanes	Yes	High		
		STH 33	CTH Z to CTH B . . . . .	Widen from two to four traffic lanes	Yes	High		
		STH 33	18th Avenue to 7th Avenue . . . . .	Widen from two to four traffic lanes	Yes	High		
		STH 33	Schmidt Road to River Road . . . . .	Widen from two to four traffic lanes	Yes	High		
		STH 60	Wilson Drive to CTH P . . . . .	Widen from two to four traffic lanes	Yes	High		
		Lovers Lane Road	STH 175 to USH 41 . . . . .	Improve to arterial standards and provide half interchange with USH 41	No	High		
		STH 167	Wausaukee Road to Maple Road . . . . .	Widen from two to four traffic lanes	Yes	High/low <sup>b</sup>		
		STH 33	USH 41 to CTH Z . . . . .	Widen from two to four traffic lanes	No	Medium		
		STH 33	River Road to Trenton Road . . . . .	Widen from two to four traffic lanes	No	Medium		
		STH 33	Oak Road to Ozaukee County . . . . .	Widen from two to four traffic lanes	No	Medium		
		County	STH 175 CTH Q Lannon Road	CTH Q to Maple Road . . . . .	Widen from two to four traffic lanes	No	High	
				Townline Road to Pilgrim Road . . . . .	Widen from two to four traffic lanes	Yes	High/low <sup>c</sup>	
STH 175 to USH 41-45 . . . . .	Widen from two to four traffic lanes			Yes	Medium			
New Location (new roadway)	State	USH 41	Freistadt Road . . . . .	Construct new interchange	No	Medium		
		STH 28	Mullen Drive to Dodge County . . . . .	Construct two lanes on new alignment with freeway interchange	Yes	High		
		STH 33	STH 175 to USH 41 . . . . .	Construct two lanes on new alignment with freeway interchange	Yes	High		
		STH 33	Trenton Road to Oak Road . . . . .	Construct four lanes on new alignment	No	Medium		
		STH 83	CTH E to STH 60 . . . . .	Construct two lanes on new alignment	Yes	Low		
		County	CTH D	USH 41 to Beechnut Drive . . . . .	Construct two lanes on new alignment with freeway interchange	Yes	High	
				Clover Road extension	STH 83 to CTH N . . . . .	Construct two lanes on new alignment	No	High
				S. River Road extension	STH 33 to S. River Road . . . . .	Construct two lanes on new alignment	Yes	High
				Pioneer Road extension	Pioneer Road to CTH CC . . . . .	Construct two lanes on new alignment	No	Medium
				N. River Road extension	N. River Road to STH 144 . . . . .	Construct two lanes on new alignment	Yes	Medium
CTH H extension	USH 45 to Badger Road . . . . .			Construct two lanes on new alignment	Yes	Low		
Clover Road extension	Badger Road to Arthur Road . . . . .			Construct two lanes on new alignment	No	Low		
Division Road extension	STH 167 to Freistadt Road . . . . .			Construct two lanes on new alignment	Yes	Low		
Local	Kettleview Drive Kettleview Drive	STH 33 to Schuster Drive . . . . .	Construct two lanes on new alignment	Yes	Low			
		CTH H to STH 28 . . . . .	Construct two lanes on new alignment	Yes	Low			
		Taylor Road extension	STH 60 to CTH N . . . . .	Construct two lanes on new alignment	No	High		
		18th Avenue extension	Park Avenue to CTH P . . . . .	Construct two lanes on new alignment	Yes	Medium		
		Taylor Road extension	Pond Road to STH 60 . . . . .	Construct two lanes on new alignment	Yes	Medium		
		Monroe Avenue extension	Monroe Avenue to Pond Road . . . . .	Construct two lanes on new alignment	Yes	Medium		
Local	Jefferson Street extension Schuster Drive extension Trenton Road extension Wacker Drive extension	Trenton Road to N. River Road . . . . .	Construct two lanes on new alignment	Yes	Low			
		Schuster Drive to Beaver Dam Road . . . . .	Construct two lanes on new alignment	Yes	Low			
		STH 33 to Maple Road . . . . .	Construct two lanes on new alignment	No	Low			
		STH 60 to Lee Road . . . . .	Construct two lanes on new alignment	Yes	Low			

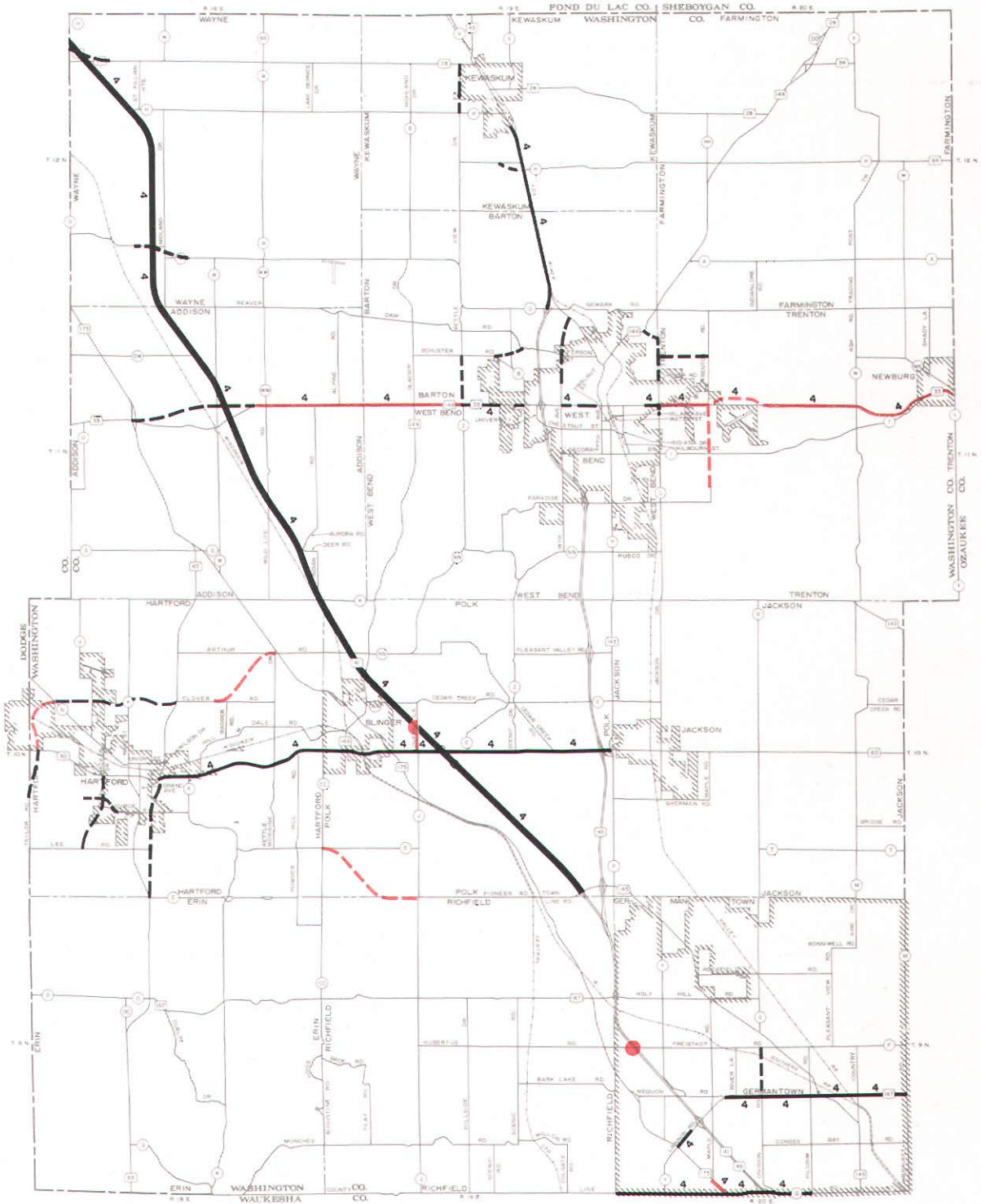
<sup>a</sup>The proposed implementation priority is dependent upon the need for the improvement to meet current traffic demand; the need for the improvement to meet future traffic demand and the anticipated timing of that demand; the need for the improvement to provide an integrated traffic route; and the potential economic development impacts of the improvement.

<sup>b</sup>High priority proposed for the segment between Maple Road and Fond du Lac Avenue; low priority proposed for segment between Wausaukee Road and Fond du Lac Avenue.

<sup>c</sup>High priority proposed for the segment between Townline Road and USH 41; low priority proposed for the segment between USH 41 and Pilgrim Road.

Source: SEWRPC.

**CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE FINAL WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**



**LEGEND**

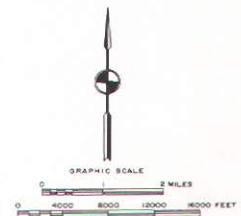
4 NUMBER OF LANES  
(2 WHERE UNNUMBERED)

**CURRENT PLAN**

- EXISTING LOCATION (WIDENING)
- - - NEW LOCATION

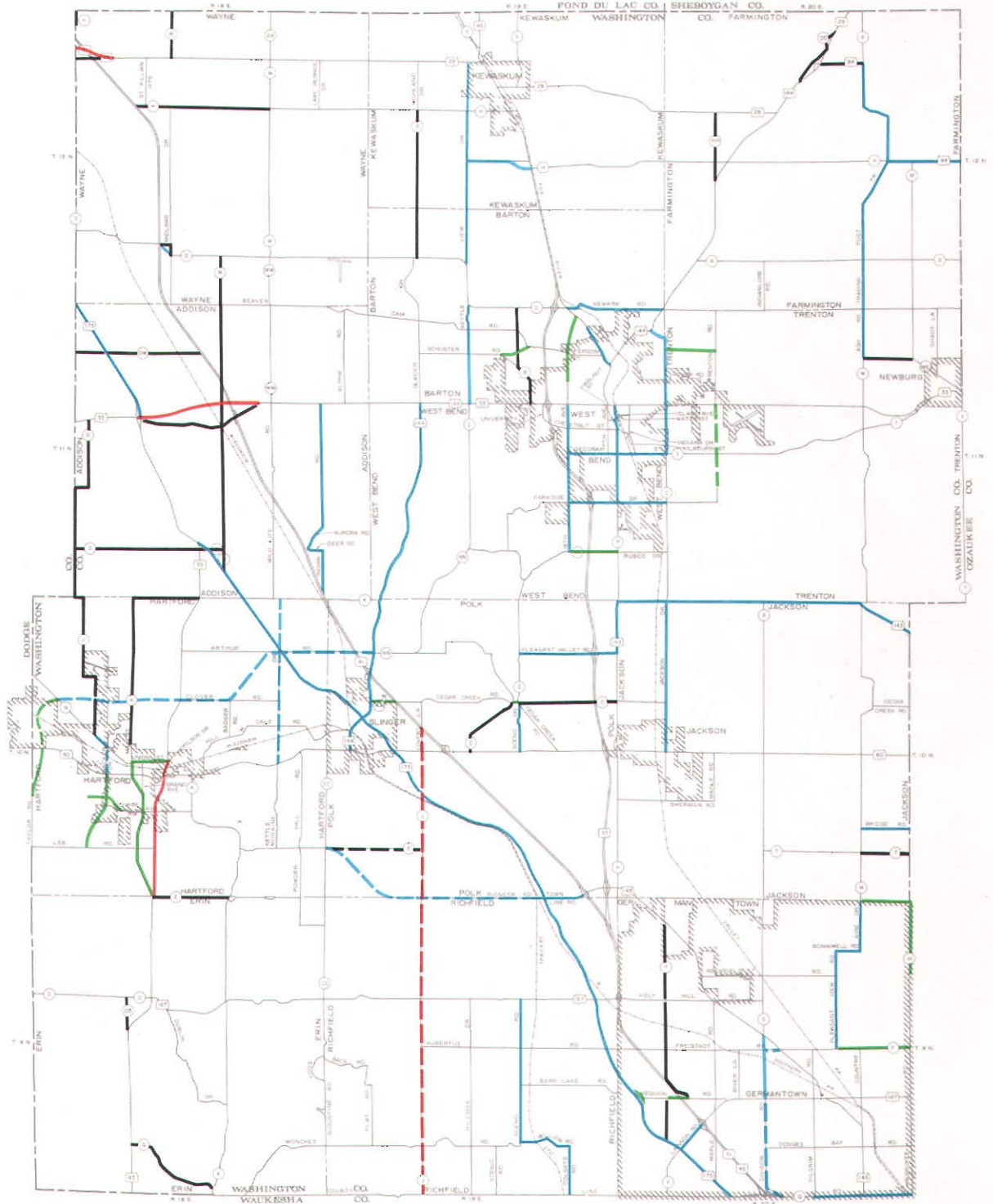
**NEW PLAN AMENDMENTS**

- EXISTING LOCATION (WIDENING)
- - - NEW LOCATION
- NEW FREEWAY HALF INTERCHANGE
- NEW FREEWAY INTERCHANGE

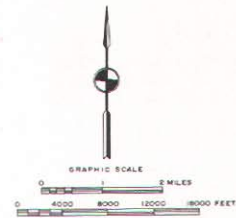




**CHANGES IN HIGHWAY SYSTEM JURISDICTIONAL RESPONSIBILITY  
IN WASHINGTON COUNTY RECOMMENDED UNDER FINAL PLAN**



- LEGEND**
- |                                   |  |
|-----------------------------------|--|
| <b>CURRENT PLAN TRANSFERS TO:</b> | <b>NEW PLAN AMENDMENTS TRANSFERS TO:</b> |
| STATE TRUNK HIGHWAY SYSTEM        | STATE TRUNK HIGHWAY SYSTEM               |
| COUNTY TRUNK HIGHWAY SYSTEM       | COUNTY TRUNK HIGHWAY SYSTEM              |
| LOCAL TRUNK HIGHWAY SYSTEM        | LOCAL TRUNK HIGHWAY SYSTEM               |
| LOCAL (NON-ARTERIAL) SYSTEM       | LOCAL (NON-ARTERIAL) SYSTEM              |



Source: SEWRPC.

Table 12

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

Unit of Government	Jurisdiction		Facility	From	To	Distance (miles)	Included in First Generation Plan	
	Planned	Existing						
Town of Addison	State trunk highway	New facility	STH 33	STH 175	USH 41	1.90	Yes	
	County trunk highway	State trunk highway	STH 175	STH 83	CTH K	1.54	Yes	
	County trunk highway	State trunk highway	STH 175	West town line	STH 33	2.69	Yes	
	County trunk highway	Local trunk highway	Aurora Road, Deer Road, Indian Drive	STH 33	CTH K	4.15	Yes	
	Local nonarterial	State trunk highway	STH 33	STH 175	CTH WW	2.98	Yes	
	Local nonarterial	County trunk highway	CTH U	STH 33	South town line	2.86	Yes	
	Local nonarterial	County trunk highway	CTH S	CTH U	CTH W	3.05	Yes	
	Local nonarterial	County trunk highway	CTH K	STH 83	West town line	0.88	Yes	
	Local nonarterial	County trunk highway	CTH DW	USH 41	West town line	2.56	Yes	
	Local nonarterial	County trunk highway	CTH W	STH 175	North town line	5.47	Yes	
	Town of Barton	County trunk highway	New facility	Kettle View Drive extension	Schuster Drive	STH 33	1.00	Yes
		County trunk highway	New facility	N. River Road extension	City of West Bend	STH 144	1.10	Yes
County trunk highway		Local trunk highway	Kettle View Drive	North town line	CTH D	1.10	Yes	
County trunk highway		Local trunk highway	Kettle View Drive	Schuster Drive	CTH D	1.03	Yes	
County trunk highway		Local trunk highway	Newark Road/Lighthouse Drive	CTH D	STH 144	2.05	Yes	
Local trunk highway		New facility	Schuster Drive extension	Schuster Drive	Beaver Dam Road	0.60	Yes	
Local trunk highway		New facility	18th Avenue	City of West Bend	CTH D	0.70	Yes	
Local nonarterial		County trunk highway	CTH B	CTH D	North town line	1.00	Yes	
Local nonarterial		County trunk highway	CTH B	CTH D	City of West Bend	1.56	Yes	
Town of Erin		Local nonarterial	County trunk highway	CTH Q	STH 83	CTH K	2.21	Yes
	Local nonarterial	County trunk highway	CTH OO	CTH O	STH 83	0.73	Yes	
	Local nonarterial	County trunk highway	CTH E	STH 83	CTH K	0.79	Yes	
Town of Farmington	County trunk highway	State trunk highway	STH 84	CTH X	East town line	3.86	Yes	
	County trunk highway	Local trunk highway	Trading Post Trail	CTH H	South town line	3.17	Yes	
	Local nonarterial	State trunk highway	STH 84	STH 144	STH X	0.87	Yes	
	Local nonarterial	County trunk highway	CTH HH	STH 28	STH 144	1.45	Yes	
	Local nonarterial	County trunk highway	CTH DD	Along STH 144	--	1.43	Yes	
Town of Germantown	Local nonarterial	County trunk highway	CTH Y	STH 145	North town line	0.37	Yes	
Town of Hartford	State trunk highway	New facility	New STH 83	City of Hartford	CTH E	1.85	Yes	
	County trunk highway	New facility	Clover Road extension	STH 83	CTH N	2.20	No	
	County trunk highway	New facility	Clover Road extension	Badger Road	Arthur Road	1.45	No	
	County trunk highway	State trunk highway	STH 175	CTH K	Village of Slinger	2.64	Yes	
	County trunk highway	Local trunk highway	Kettle Moraine Drive	CTH K	STH 60	3.88	No	
	County trunk highway	Local trunk highway	Clover Road	Badger Road	STH 83	1.01	No	
	County trunk highway	Local trunk highway	Arthur Road	Badger Road extension	East town line	1.01	No	
	Local trunk highway	New facility	Monroe Avenue extension	Pond Road	Monroe Avenue	0.30	Yes	
	Local trunk highway	New facility	Taylor Road extension	STH 60	Pond Road	1.05	Yes	
	Local trunk highway	New facility	Wacker Drive extension	STH 60	Lee Road	1.60	Yes	
	Local trunk highway	State trunk highway	STH 83	City of Hartford	CTH E	1.76	Yes	
	Local nonarterial	County trunk highway	CTH U	CTH N	North town line	2.14	Yes	
	Local nonarterial	County trunk highway	CTH K	STH 83	City of Hartford	3.57	Yes	
	Local nonarterial	County trunk highway	CTH E	STH 83	CTH K	0.80	Yes	
	Town of Jackson	County trunk highway	State trunk highway	STH 143	Town of Polk	CTH P	0.53	Yes
County trunk highway		State trunk highway	STH 143	CTH P	East town line	3.68	Yes	
County trunk highway		Local trunk highway	Bridge Road	CTH M	East town line	1.00	Yes	
County trunk highway		Local trunk highway	Jackson Road	STH 143	Village of Jackson	2.60	Yes	
Local trunk highway		County trunk highway	CTH M	Country Aire Drive	East town line	0.51	Yes	
Local nonarterial		County trunk highway	CTH T	CTH M	East town line	1.00	Yes	
Town of Kewaskum	County trunk highway	New facility	CTH H extension	USH 45	Badger Road	0.35	Yes	
	County trunk highway	New facility	Kettle View Drive	STH 28	CTH H	0.50	Yes	
	County trunk highway	Local trunk highway	Kettle View Drive	CTH H	South town line	2.02	Yes	
	County trunk highway	Local trunk highway	Badger Road	Kettle View Drive	Prospect Drive	1.00	Yes	
	Local nonarterial	County trunk highway	CTH B	CTH H	South town line	2.02	Yes	
	Town of Polk	State trunk highway	County trunk highway	CTH J	STH 175	South town line	2.13	No
State trunk highway		Local trunk highway	Lovers Lane	USH 41	STH 60	0.50	No	
State trunk highway		Local trunk highway	Lovers Lane	STH 60	STH 175	0.88	No	
County trunk highway		New facility	Pioneer Road extension	Pioneer Road	CTH CC	1.60	No	
County trunk highway		New facility	Arthur Road extension	Arthur Road	West town line	0.35	No	
County trunk highway		State trunk highway	STH 144	CTH K	Village of Slinger	2.13	Yes	
County trunk highway		State trunk highway	STH 175	STH 60	West town line	0.39	Yes	
County trunk highway		State trunk highway	STH 143	USH 45	East town line	0.99	Yes	
County trunk highway		State trunk highway	STH 175	STH 60	South town line	4.53	Yes	
County trunk highway		Local trunk highway	Arthur Road	STH 144	West town line	1.01	No	
County trunk highway		Local trunk highway	Pioneer Road	USH 41	Pioneer Road extension	2.36	No	
County trunk highway		Local trunk highway	Scenic Drive	CTH C	STH 60	1.03	Yes	
County trunk highway		Local trunk highway	Pleasant Valley Road	CTH Z	USH 45	1.54	Yes	
Local trunk highway		County trunk highway	CTH C	Lilly Road	CTH Z	0.18	No	
Local trunk highway		County trunk highway	CTH AA	STH 144	USH 41	0.25	No	
Local nonarterial		County trunk highway	CTH E	CTH CC	CTH J	1.98	No	
Local nonarterial		County trunk highway	CTH C	STH 60	CTH P	3.41	Yes	

Table 12 (continued)

Unit of Government	Jurisdiction		Facility	From	To	Distance (miles)	Included in First Generation Plan
	Planned	Existing					
Town of Richfield	State trunk highway	County trunk highway	CTH J	North town line	CTH Q	6.08	No
	County trunk highway	State trunk highway	STH 175	Village of Germantown	STH 167	1.58	Yes
	County trunk highway	State trunk highway	STH 175	STH 167	North town line	2.34	Yes
	County trunk highway	Local trunk highway	Pioneer Road	Pioneer Road extension	USH 41	1.87	No
	County trunk highway	Local trunk highway	Scenic Drive	STH 167	Willow Creek Road	2.91	Yes
	County trunk highway	Local trunk highway	Willow Creek Road	Scenic Drive	Colgate Road	1.07	Yes
	County trunk highway	Local trunk highway	Colgate Road	Willow Creek Road	CTH Q	1.02	Yes
	County trunk highway	Local trunk highway	Colgate Road	Willow Creek Road	CTH Q	1.02	Yes
Town of Trenton	County trunk highway	State trunk highway	STH 143	CTH G	CTH M	1.97	Yes
	County trunk highway	Local trunk highway	Trading Post Trail	North town line	CTH M	1.01	Yes
	County trunk highway	Local trunk highway	S. River Road	STH 33	CTH I	0.19	Yes
	Local trunk highway	New facility	Jefferson Street extension	West town line	Trenton Road	1.03	Yes
	Local trunk highway	New facility	Trenton Road/Maple Road	STH 33	Maple Road end	1.75	Yes
	Local nonarterial	County trunk highway	CTH M	CTH M	CTH MY	1.00	Yes
Town of Wayne	State trunk highway	New facility	STH 28 realignment	Mullen Lane	West town line	0.70	Yes
	County trunk highway	New facility	CTH D realignment	USH 41	W. Beechnut Drive	0.60	Yes
	Local nonarterial	State trunk highway	STH 28	USH 41	Mullen Lane	0.35	Yes
	Local nonarterial	County trunk highway	CTH W	CTH D	South town line	1.01	Yes
	Local nonarterial	County trunk highway	CTH W	STH 28	North town line	0.96	Yes
	Local nonarterial	County trunk highway	CTH H	USH 41	CTH W	2.76	Yes
	Local nonarterial	County trunk highway	CTH H	North town line	West town line	0.15	Yes
	Local nonarterial	County trunk highway	CTH D	USH 41	CTH D	0.72	Yes
	Local nonarterial	County trunk highway	CTH D	USH 41	CTH D	0.72	Yes
	Local nonarterial	County trunk highway	CTH D	USH 41	CTH D	0.72	Yes
Town of West Bend	County trunk highway	State trunk highway	STH 144	STH 33	CTH K	4.21	Yes
	County trunk highway	State trunk highway	STH 143	CTH P	CTH P	0.50	Yes
	County trunk highway	Local trunk highway	18th Avenue	CTH NN	City of West Bend	1.51	Yes
	County trunk highway	Local trunk highway	Decorah Road	18th Avenue	City of West Bend	0.08	Yes
	County trunk highway	Local trunk highway	S. River Road	STH 33	City of West Bend	0.19	Yes
	County trunk highway	Local trunk highway	Paradise Drive	18th Avenue	City of West Bend	0.51	Yes
	County trunk highway	Local trunk highway	Paradise Drive	City of West Bend	CTH G	0.30	Yes
	Local trunk highway	County trunk highway	CTH NN	18th Avenue	CTH P	1.02	Yes
	Local trunk highway	County trunk highway	CTH NN	18th Avenue	CTH P	1.02	Yes
	Local trunk highway	County trunk highway	CTH NN	18th Avenue	CTH P	1.02	Yes
	Local trunk highway	County trunk highway	CTH NN	18th Avenue	CTH P	1.02	Yes
Village of Germantown	County trunk highway	New facility	Division Road extension	Mequon Road	Freistadt Road	1.03	Yes
	County trunk highway	State trunk highway	STH 175	Maple Road	South corporate limit	0.43	Yes
	County trunk highway	State trunk highway	STH 175	Maple Road	North corporate limit	3.13	Yes
	County trunk highway	Local trunk highway	Pleasant View Drive	CTH F	Bonniwell Road	2.02	Yes
	County trunk highway	Local trunk highway	County Line Road	Pilgrim Road	STH 145	0.97	Yes
	County trunk highway	Local trunk highway	County Line Road	STH 145	East corporate limit	0.00	Yes
	County trunk highway	Local trunk highway	Bonniwell Road	Pleasant View Drive	Country Aire Drive	0.50	Yes
	County trunk highway	Local trunk highway	Freistadt Road	STH 145	River Road	0.80	No
	County trunk highway	Local trunk highway	Division Road	STH 167	CTH Q	2.07	No
	County trunk highway	Local trunk highway	Country Aire Drive	Bonniwell Road	CTH C	1.00	Yes
	County trunk highway	Local trunk highway	Division Road	Freistadt Road	STH 145	0.29	Yes
	County trunk highway	Local trunk highway	Lannon Road	STH 175	USH 41-45	0.71	Yes
	County trunk highway	Local trunk highway	CTH F	STH 145	Pilgrim Road	0.88	Yes
	Local trunk highway	County trunk highway	CTH F	Pleasant View Road	East corporate limit	1.51	Yes
	Local trunk highway	County trunk highway	CTH C	CTH M	East corporate limit	0.50	Yes
	Local trunk highway	County trunk highway	CTH M	CTH C	End	1.49	Yes
	Local trunk highway	County trunk highway	CTH Y	Hill Top Drive	Goldendale Road	0.44	Yes
	Local nonarterial	County trunk highway	CTH Y	STH 145	Mequon Road	3.50	Yes
	Local nonarterial	County trunk highway	CTH Y	Mequon Road	STH 175	0.91	Yes
	Local nonarterial	County trunk highway	CTH F	Mequon Road	STH 175	0.13	Yes
Local nonarterial	County trunk highway	CTH F	Mequon Road	STH 175	0.13	Yes	
Village of Jackson	County trunk highway	Local trunk highway	Jackson Road	STH 60	North corporate limit	0.52	Yes
Village of Kewaskum	County trunk highway	New facility	Kettle View Drive extension	STH 28	South corporate limit	0.50	Yes
Village of Stinger	County trunk highway	State trunk highway	STH 175	North corporate limit	South corporate limit	1.47	Yes
	County trunk highway	State trunk highway	STH 144	North corporate limit	STH 60	1.17	Yes
	Local trunk highway	County trunk highway	CTH AA	STH 144	USH 41	0.30	No
City of Hartford	State trunk highway	New facility	New STH 83	Monroe Avenue	North corporate limit	0.34	Yes
	State trunk highway	Local trunk highway	N. Wilson Avenue	STH 83	Sumner Street	0.34	Yes
	State trunk highway	Local trunk highway	S. Wilson Avenue	Monroe Avenue	South corporate limit	0.43	Yes
	County trunk highway	New facility	Clover Road extension	CTH U	East corporate limit	0.26	Yes
	County trunk highway	Local trunk highway	State Street	State Street	Wacker Drive	0.28	Yes
	County trunk highway	Local trunk highway	Wacker Drive	State Street	Sumner Street	0.60	No
	Local trunk highway	New facility	Monroe Avenue extension	West corporate limit	Willow Lane	0.09	Yes
	Local trunk highway	New facility	Clover Road extension	STH 60	CTH N	1.25	Yes
	Local trunk highway	State trunk highway	Grand Avenue, Main Street, Union Street	North corporate limit	South corporate limit	1.52	Yes
	Local trunk highway	State trunk highway	Branch Street	Main Street	Lincoln Avenue	0.46	Yes
	Local nonarterial	County trunk highway	CTH U	Arthur Road	CTH N	1.02	Yes
	Local nonarterial	County trunk highway	CTH K	North corporate limit	South corporate limit	0.21	Yes
	City of West Bend	County trunk highway	New facility	S. River Road extension	STH 33	South corporate limit	0.13
County trunk highway		New facility	N. River Road extension	Creek Road	North corporate limit	0.15	Yes
County trunk highway		Local trunk highway	Island Avenue	STH 33	Main Street	0.35	Yes
County trunk highway		Local trunk highway	S. River Road	CTH I	North corporate limit	0.50	Yes
County trunk highway		Local trunk highway	N. River Road	STH 33	North corporate limit	0.64	Yes
County trunk highway		Local trunk highway	N. Main Street	Green Tree Road	Barton Avenue	0.68	Yes
County trunk highway		Local trunk highway	Paradise Drive	18th Avenue	East corporate limit	1.12	Yes
County trunk highway		Local trunk highway	18th Avenue	South corporate limit	STH 33	1.58	Yes
County trunk highway		Local trunk highway	Main Street	Island Avenue	Paradise Drive	1.69	Yes
County trunk highway		Local trunk highway	Decorah Road	18th Avenue	CTH I	1.93	Yes
Local trunk highway		New facility	18th Avenue extension	North corporate limit	Park Avenue	0.74	Yes
Local trunk highway		New facility	18th Avenue extension	North corporate limit	Park Avenue	0.74	Yes
Local trunk highway		New facility	18th Avenue extension	North corporate limit	Park Avenue	0.74	Yes
Local trunk highway		New facility	18th Avenue extension	North corporate limit	Park Avenue	0.74	Yes
City of Milwaukee	County trunk highway	Local trunk highway	County Line Road	West corporate limit	Wausaukee Road	0.03	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 improvement.

Table 13

**ARTERIAL STREET MILEAGE BY JURISDICTION UNDER THE FINAL  
WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AS AMENDED**

Jurisdiction	Planned Arterial Miles—Year 2000			
	State	County	Local	Total
City of Hartford . . . . .	4.17	1.44	5.48	11.09
City of West Bend . . . . .	6.46	9.07	6.70	22.23
Village of Germantown . . . . .	17.54	19.57	24.88	61.99
Village of Jackson . . . . .	1.22	0.68	1.01	2.91
Village of Kewaskum . . . . .	1.97	1.35	0.00	3.32
Village of Newburg . . . . .	0.79	1.26	0.00	2.05
Village of Slinger . . . . .	0.56	2.64	0.30	3.50
Town of Addison . . . . .	16.92	12.14	0.00	29.06
Town of Barton . . . . .	5.74	11.92	2.75	20.41
Town of Erin . . . . .	10.08	10.97	0.00	21.05
Town of Farmington . . . . .	9.70	21.06	0.00	30.76
Town of Germantown . . . . .	1.23	0.48	0.61	2.32
Town of Hartford . . . . .	8.69	21.09	9.73	39.51
Town of Jackson . . . . .	5.30	24.72	4.52	34.54
Town of Kewaskum . . . . .	8.09	11.07	0.00	19.16
Town of Polk . . . . .	23.57	24.01	2.91	50.49
Town of Richfield . . . . .	14.32	14.60	8.04	36.96
Town of Trenton . . . . .	5.42	18.67	7.08	31.17
Town of Wayne . . . . .	12.09	14.46	0.00	26.55
Town of West Bend . . . . .	4.72	18.24	1.97	24.93
<b>Total</b>	<b>158.58</b>	<b>239.72</b>	<b>76.07</b>	<b>474.37</b>

Source: SEWRPC.

2000 total street and highway system in Washington County. The recommended state trunk highway element of the plan would include 158 miles of arterial facilities, or about 33 percent of the 474-mile planned arterial system. The recommended county trunk highway element of the plan would include 240 miles of arterial facilities, or about 51 percent of the 474-mile planned arterial system. The recommended local trunk highway element of the plan would include 76 miles of arterial facilities, or about 16 percent of the 474-mile planned arterial system. Table 13 presents a summary of the mileage of the planned arterial street and highway system by jurisdiction—state, county, and local—within each unit of government within Washington County. It may be noted that, under the plan, the total mileage of state trunk highways in the

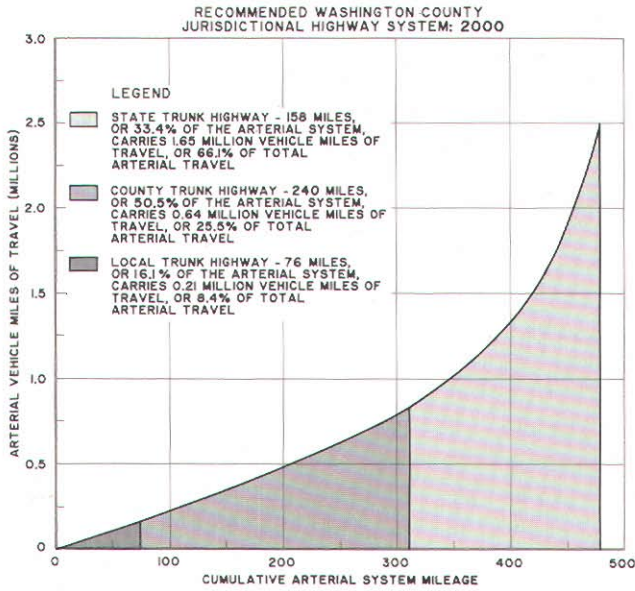
County would decrease from 186 miles to 158 miles, or by about 15 percent; and the total mileage of county trunk highways would increase from 197 miles to 249 miles, or by about 22 percent.

Of the total 474 miles of the planned arterial system in Washington County, a total of 395 miles would require only preservation, or resurfacing and reconstruction; 52 miles would require improvement, or widening to provide additional traffic lanes; and 27 miles would consist of new facilities. Of the 52 miles of proposed improvement projects, 48 miles, or 92 percent, would be on the planned state trunk highway system; and four miles, or the remaining 8 percent, would be on the planned county trunk highway system. Of the 27 miles of

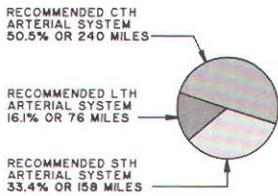


Figure 1

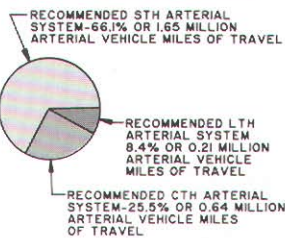
RELATIONSHIP BETWEEN ARTERIAL VEHICLE MILES OF TRAVEL AND ARTERIAL SYSTEM MILEAGE



DISTRIBUTION OF MILEAGE ON THE STATE, COUNTY, AND LOCAL TRUNK HIGHWAY ARTERIAL SYSTEMS: 2000



DISTRIBUTION OF ARTERIAL VEHICLE MILES OF TRAVEL ON THE STATE, COUNTY, AND LOCAL TRUNK HIGHWAY ARTERIAL SYSTEMS: 2000



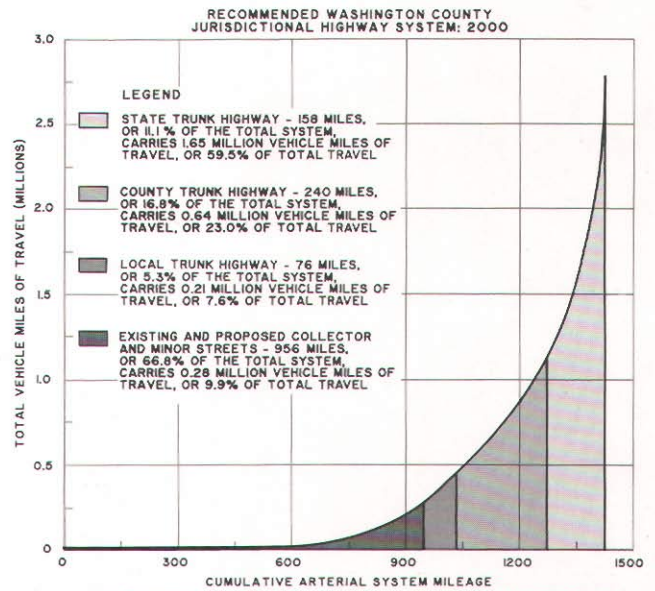
Source: SEWRPC.

proposed new arterial facilities, seven miles, or 26 percent, would be on the state trunk element of the plan; 11 miles, or 41 percent, on the county trunk element of the plan, and nine miles, or 33 percent, on the local trunk element of the plan.

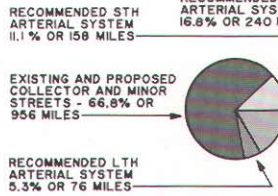
The total vehicle miles of travel which may be expected to occur on an average weekday on all streets and highways within Washington County in the year 2000 is forecast to be 2.78 million vehicle miles of travel. Of this total, 90 percent, or 2.50 million vehicle miles of travel, may be expected to occur on the recommended arterial street system; the remainder on collector and land access streets. Figures 1 and 2 indicate the portion of this total anticipated travel which may be expected to be carried on each element

Figure 2

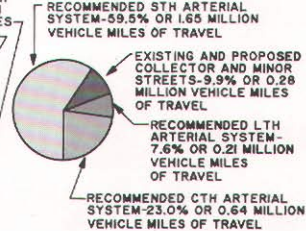
RELATIONSHIP BETWEEN TOTAL VEHICLE MILES OF TRAVEL AND TOTAL MILEAGE



DISTRIBUTION OF MILEAGE ON THE TOTAL STREET AND HIGHWAY SYSTEM: 2000



DISTRIBUTION OF VEHICLE MILES OF TRAVEL ON THE TOTAL STREET AND HIGHWAY SYSTEM: 2000



Source: SEWRPC.

of the total street and highway system within Washington County. It may be noted that the recommended state trunk highway system may be expected to carry approximately 1.64 million of the total 2.50 million arterial miles of travel anticipated to occur on an average weekday within Washington County in the year 2000. Thus, approximately 33 percent of the total planned arterial street and highway mileage within the County may be expected to carry approximately 66 percent of the total arterial travel demand. The proposed county trunk highway system may be expected to carry an additional 0.64 million vehicle miles of travel. Thus, an additional 51 percent of the total planned arterial street and highway mileage may be expected to carry an additional 26

Table 14

**ESTIMATED COST TO THE YEAR 2000 OF THE FINAL WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AS AMENDED**

Item	Planned Arterial Mileage—Year 2000			
	State	County	Local	Total
Preservation . . . . .	102.6	225.0	67.0	394.6
Improvement <sup>a</sup> . . . . .	48.2	3.9	0.0	52.1
Expansion <sup>b</sup> . . . . .	6.8	10.8	9.1	26.7
<b>Total</b>	<b>158.6</b>	<b>239.7</b>	<b>76.1</b>	<b>474.4</b>

Item	Estimated Construction Cost (including right-of-way)			
	State	County	Local	Total
Preservation . . . . .	\$23,548,000	\$35,171,000	\$11,641,000	\$ 70,360,000
Improvement <sup>a</sup> . . . . .	68,800,000	3,710,000	0	71,910,000
Expansion <sup>b</sup> . . . . .	6,760,000	15,150,000	13,670,000	35,580,000
<b>Total</b>	<b>\$98,717,000</b>	<b>\$54,031,000</b>	<b>\$25,311,000</b>	<b>\$178,059,000</b>

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

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

Source: SEWRPC.

percent of the total arterial travel demand. The remaining 0.22 million arterial vehicle miles of travel, or 9 percent of the total arterial traffic demand, may be expected to be carried on the proposed local trunk arterial system. Lastly, it may be noted that the nonarterial portion of the total street and highway system in Washington County, or the collector and land access streets, may be expected to carry only about 0.28 million vehicle miles of on an average weekday in the year 2000, or only about 10 percent of the total vehicle miles of travel on the total street system. Thus, the nonarterial street system, representing about 67 percent of the total mileage of the total street and highway system, may be expected to carry only 10 percent of the total travel demand in the year 2000.

Thus, the plan identifies all the streets and highways in Washington County which are now, and will be in the year 2000, the key carriers of heavy traffic. In addition, the plan has assigned

those facilities which carry the heaviest volumes of through traffic, and which will entail the most substantial need and costs for improvement, to the State. Implementation of the plan may be expected to assure that existing and planned land use development and attendant traffic demand in Washington County will be well served in the future; and that the resources of state, county, and local governments will be directed toward meeting the transportation needs on facilities of appropriate concern to each of those levels of government.

Table 14 presents an estimate of the total cost of the jurisdictional highway system plan for Washington County as amended. The estimate of the cost is conservatively high, as it does assume that all facilities which will require no improvement—that is, preservation—will be resurfaced once by the year 2000. In addition, it is assumed that all improvements on existing and new location would be implemented by the

**Table 15**

**ESTIMATED ANNUAL COST AND LOCAL FUNDING REQUIRED BY LEVEL AND UNIT OF GOVERNMENT OF THE FINAL WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AS AMENDED**

Unit of Government	Total Cost of Plan as Amended	Annual Cost		Estimated Annual Nonlocal Funding			Estimated Annual Local Funding Required		Historic Average Annual Local Street Construction Expenditures <sup>f</sup>
		10-Year Schedule	20-Year Schedule	Federal and State Aids <sup>d</sup>	State Aid Payments to Local Government <sup>e</sup>		10-Year Schedule	20-Year Schedule	
					10-Year Schedule	20-Year Schedule			
State	\$ 98,717,000	\$ 9,871,700	\$4,935,850	\$6,700,000	\$ --	\$ --	\$ --	\$ --	\$ --
County	\$ 54,031,000	\$ 5,403,100	\$2,701,550	\$ 313,640	\$1,526,838	\$716,373	\$3,562,622	\$1,671,537	\$ 636,930
<b>Local</b>									
Town of Addison	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Town of Barton	2,083,000 <sup>a</sup>	208,300	104,150	11,000	47,352	22,356	149,948	70,794	0
Town of Erin	0	0	0	0	0	0	0	0	0
Town of Farmington	0	0	0	0	0	0	0	0	0
Town of Germantown	52,000	5,200	2,600	2,440	662	38	2,098	122	0
Town of Hartford	4,617,000 <sup>b</sup>	461,700	230,850	38,920	101,467	46,063	321,313	145,867	0
Town of Jackson	384,000 <sup>c</sup>	38,400	19,200	18,080	4,877	269	15,443	851	55,366
Town of Kewaskum	0	0	0	0	0	0	0	0	26,828
Town of Polk	271,000	27,100	13,550	11,640	3,710	458	11,750	1,452	0
Town of Richfield	683,000	68,300	34,150	32,160	8,674	478	27,466	1,512	0
Town of Trenton <sup>a</sup>	7,761,000 <sup>a</sup>	776,100	388,050	28,320	179,467	86,335	568,313	273,395	0
Town of Wayne	0	0	0	0	0	0	0	0	0
Town of West Bend	167,000 <sup>a</sup>	16,700	8,350	7,890	2,117	113	6,703	357	0
Village of Germantown	3,464,000	346,400	173,200	93,840	60,614	19,046	191,946	60,314	257,830
Village of Jackson	182,000	18,200	9,100	4,040	3,398	1,214	10,762	3,846	30,590
Village of Kewaskum	0	0	0	0	0	0	0	0	22,952
Village of Newburg	0	0	0	0	0	0	0	0	0
Village of Slinger	54,000	5,400	2,700	1,200	1,008	360	3,192	1,140	56,696
City of Hartford	3,212,000	321,200	160,600	21,920	71,827	33,283	227,453	105,397	34,542
City of West Bend	2,373,000	237,300	118,650	26,800	50,520	22,044	159,980	69,806	206,758
<b>Subtotal</b>	<b>\$ 25,303,000</b>	<b>\$ 2,530,300</b>	<b>\$1,265,150</b>	<b>\$ 298,240</b>	<b>\$ 535,694</b>	<b>\$232,058</b>	<b>\$1,696,366</b>	<b>\$ 734,852</b>	<b>\$ 691,562</b>
<b>Total</b>	<b>\$178,051,000</b>	<b>\$17,805,100</b>	<b>\$8,902,550</b>	<b>\$7,311,880</b>	<b>\$2,062,532</b>	<b>\$948,431</b>	<b>\$5,258,988</b>	<b>\$2,406,389</b>	<b>\$1,328,492</b>

<sup>a</sup> These costs represent an investment in local trunk highways needed to serve urban growth in the West Bend area which is anticipated to occur outside the current corporate limits of the City of West Bend.

<sup>b</sup> These costs represent an investment in local trunk highways needed to serve urban growth in the Hartford area which is anticipated to occur outside the current corporate limits of the City of Hartford.

<sup>c</sup> These costs represent an investment in local trunk highways needed to serve urban growth in the Jackson area which is anticipated to occur outside the current corporate limits of the Village of Jackson.

<sup>d</sup> Federal and state aids to the County assume an estimated \$3,000 per mile per year of Federal Aid Urban (FAU) funds for county trunk highways in urban areas; and \$135,000 per year in Federal Aid Secondary (FAS) funds for county trunk highways in rural areas. Federal and state aids to local governments assumes \$3,000 per mile per year for local arterial highways. Federal and state aids assumed for state trunk highways is based on the average annual expenditures over the years 1983 to 1988.

<sup>e</sup> Annual state aid payments assumed are based on current reimbursement formula of 30 percent of local transportation costs for counties, and 24 percent of local transportation costs of cities, villages, and towns.

<sup>f</sup> Average local expenditures for years 1986 and 1987 as reported to Wisconsin Department of Revenue. Reduced by 30 percent for County and 24 percent for cities, villages, and towns to reflect state aid payment.

Source: SEWRPC.

year 2000. The estimated expenditures attendant to the plan are presented by jurisdiction—state, county, and local—and, with respect to the costs which would be incurred within each unit of government. The estimated total construction cost of the plan, including right-of-way, to the year 2000 is \$178 million including \$98 million for construction of state trunk highways, \$54 million for construction of county trunk highways, and \$25 million for construction of local trunk highways.

Table 15 presents an estimate of the annual cost of implementing the state trunk highway element of the plan on 10-year and 20-year schedules. The estimated annual cost is \$9.9 million on a 10-year schedule and \$4.9 million on a 20-year schedule. Table 15 also presents an estimate of the future funding for state trunk highways available on an annual basis within Washington County. As potential funding consists of discretionary funding, including Federal Aid Primary funds and state transportation

funds, any estimate of the potential availability of future funding must be uncertain. The estimate of \$6.7 million is the average funding for state trunk highway improvements in Washington County over the past six years. This level has ranged from \$0.9 million to \$14.4 million. If it is assumed that the average funding level would remain stable in constant dollars, the estimated state trunk highway funding shortfall would approximate \$3.2 million on a 10-year schedule of completion. There would be no shortfall on a 20-year schedule of completion.

Table 15 also presents an estimate of the annual cost of implementing the county trunk highway element of the plan on 10-year and 20-year schedules. The estimated annual cost is \$5.4 million on a 10-year schedule and \$2.7 million annually on a 20-year schedule. A source of funding other than local for the improvement of county arterials in rural areas is the Federal Aid Secondary (FAS) program, and for local and county arterials in urban areas is the Federal Aid Urban (FAU) program. Another source of nonlocal funding is the State's reimbursement of local transportation costs, which currently is 30 percent of county transportation costs and 24 percent of city, village, and town transportation costs. For analytical purposes, it has been assumed that the Federal Aid Secondary fund and Federal Aid Urban fund allocation would remain stable in constant dollars at the current 1988 level and the State reimbursement of local transportation costs would also remain at the current percentages. The estimated local funding required for county trunk highways approximates \$3.6 million in 1988 dollars under a 10-year completion schedule, and \$1.7 million in 1988 dollars under a 20-year completion schedule. Table 15 also provides an estimate for each unit of government concerned of the costs of the local arterial element of the plan which, on a 10-year schedule, is \$2.5 million annually; and on a 20-year schedule is \$1.3 million annually. The principal source of nonlocal funding for these local arterials is Federal Aid Urban and Federal Aid Secondary funds. The estimated required local funding for local units of government is \$1.7 million on a 10-year completion schedule and \$0.7 million on a 20-year completion schedule.

The estimated required annual county and local funding for plan implementation may be compared in Table 15 to the average annual expen-

ditures by the local units of government in Washington County for street construction in the years 1986 and 1987 as reported to the Wisconsin Department of Revenue. It should be noted that these reported costs of road construction include both arterial and nonarterial facilities, and have been reduced to reflect state reimbursement of a percentage of local costs. The estimated county and local funding required for plan implementation on a 10-year completion schedule of \$5.3 million annually substantially exceeds the reported annual expenditures of \$1.3 million for road construction by county and local governments in Washington County. That funding, on a 20-year schedule of \$2.4 million annually, also exceeds the reported annual expenditure of \$1.3 million for road construction by county and local governments. Of that total, \$0.6 million, or about 46 percent, represents county funding, and \$0.7 million, or about 54 percent, represents municipal funding.

The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County requested that potential funding sources to meet the estimated county and local costs of implementing the jurisdictional highway system plan be identified. One funding alternative is the property tax, which funds a substantial share of the existing county and local arterial highway construction costs in Washington County. As already noted, the estimated county and local costs of plan implementation on a 10-year completion schedule is \$5.3 million, and on a 20-year completion schedule is \$2.4 million in constant 1988 dollars. The estimated equalized property value in Washington County in 1988 was \$2.6 billion in 1988 dollars, not including the value of property in tax incremental financing districts. To fully fund local and county costs of the plan—discounting for the purpose of this analysis costs currently incurred—on a 10-year completion schedule would require a property tax levy for arterial highway improvements of about \$2.02 per \$1,000 for the 10-year completion schedule, and \$0.92 per \$1,000 for the 20-year completion schedule. This may be compared to the total county property tax rate in Washington County in 1988 of \$3.98 per \$1,000, and the range of city, village, and town property tax rates of \$1.08 to \$11.48 per \$1,000.

An alternative funding source would be a "wheel tax", which represents an addition to the state



vehicle registration fee of \$25. 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 estimated revenue which would be collected in Washington County through a \$20 additional automobile and truck registration fee—a fee which would result in a total \$45 state and county vehicle registration fee—would be \$1.2 million in 1988 dollars for the current level of 59,000 automobile and light truck registrations in Washington County, and \$1.8 million in the year 2000 based upon a year 2000 forecast level of 90,000 vehicle registrations. A \$20 wheel tax would generate about 63 percent of the total county and local funding necessary to implement the plan on a 20-year schedule of completion, and about 28 percent of the total funding necessary to implement the plan on a 10-year schedule of completion.

Another alternative, but one which would require legislation, would be an add-on motor fuel tax at the county level. The current 1988 state motor fuel tax is \$0.209 per gallon and the federal motor fuel tax is \$0.09 per gallon. An add-on motor fuel tax of \$0.05 could be expected to generate approximately \$2.2 million annually in 1988 dollars under current conditions, and \$3.5 million annually in the year 2000 in 1988 dollars.<sup>8</sup> This would represent about 50 percent of the total annual local and county funds necessary to implement the plan on a 10-year completion schedule and over 100 percent of the total annual local and county funds necessary to implement the plan on a 20-year completion schedule.

Another alternative would be the use of a sales tax to fund capital expenditures within Washington County, including those associated with highways. State law permits counties to levy a 0.5 percent sales tax. Walworth County is the only county in southeastern Wisconsin which levies such a tax at this time, although a number

of other counties in southeastern Wisconsin have considered such a tax. Such a tax may be expected to currently generate in Washington County approximately \$2.5 million per year in 1988 dollars. Assuming that such sales tax revenues would increase with the number of households residing in the County, the expected revenue in the year 2000 could be expected to approximate \$3.6 million in 1988 dollars. This would represent 57 percent of the required county and local funding of capital expenditures for highways on a 10-year schedule of completion, and about 125 percent on a 20-year schedule of completion.

Another funding alternative would be the use of special assessments, or impact fees. Impact fees are fees required from new land development which results in the need for additional transportation improvements. Generally, such fees can only be imposed if the improvement needed is directly a result of the new development. A similar type of funding source is a special assessment. Under this type of funding source, 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. To estimate the funding which 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 such fees and assessments may have implications for the promotion of economic development, as they would entail fees required of new development. Such fees are typically applied only in those parts of the nation in which the entire metropolitan area is experiencing rapid growth.

The analysis of plan costs and potential funding by level of government indicates potentially adequate funding at the state level, but substantial shortfalls in funding at the county and municipal levels. In the absence of specific action at the county and municipal level, the county and municipal funding shortfalls and the recent state policy initiative of requiring local cost-sharing on state highway projects may be expected to

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<sup>8</sup>*This estimate assumes that the taxes generated statewide by an add-on motor fuel tax would be distributed to local governments based on vehicle registration within the local units of government. Vehicle registrations may be expected to represent a reasonable estimate of the relative amount of motor fuel used and purchased within a subarea of the State.*

militate against timely implementation of the plan. State highway projects may proceed slowly as county and municipal governments struggle with cost-sharing due to funding difficulties; county and municipal highway projects may proceed slower as available county and local funds are used on state projects; and jurisdictional transfers will proceed at an extremely slow pace as county and municipal governments refuse to assume additional responsibilities in the face of funding problems, regardless of the logic or desirability entailed. Therefore, it is recommended that Washington County and its municipalities work to reach a consensus with respect to a specific funding mechanism to meet the growing highway needs in the County; and that the State, in view of the severe local funding shortfalls and its local cost-sharing policy, assist in the resolution of the local highway funding problem.

## PLAN IMPLEMENTATION

Recommended plan actions are listed in the following paragraphs 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 Washington County, and utilize the plan as a guide in the review of requests for realignment of the various federal aid systems and in the administration and granting of federal aids for highway improvement within the County.
2. Cooperate in, and approve the adjustment of, the federal aid systems to the recommended amended jurisdictional highway system plan.

### State Level

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

1. Endorse and integrate the recommended jurisdictional highway system plan into the state long-range highway system plan,

including the addition to the state trunk highway system of CTH J.

2. Seek, in cooperation with the Washington County Board and appropriate local officials, the implementation of the jurisdictional transfers with respect to the state trunk, county trunk, and local trunk systems, as recommended in the jurisdictional highway system plan and listed in Table 12.
3. Proceed with right-of-way acquisition and facility construction to implement the recommended jurisdictional highway system plan, including the improvements listed in Table 11.
4. Seek, in cooperation with the Washington County Board and appropriate local officials, the realignment of the federal aid systems; specifically, the designation of planned state trunk highway routes as Federal Aid Primary routes; the designation of planned county and local arterial routes in urban areas as Federal Aid Urban routes; and the designation of planned county arterial routes in rural areas as Federal Aid Secondary routes.

### Regional Level

Southeastern Wisconsin Regional Planning Commission: It is recommended that the Southeastern Wisconsin Regional Planning Commission act to formally 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 Washington County jurisdictional highway system plan.

### County Level

Washington County Board: It is recommended that the Washington County Board, upon recommendation of the Washington County Highway Committee:

1. Adopt the recommended jurisdictional highway system plan as a guide to future 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 trunk, county trunk, and local trunk systems, as recommended in the jurisdictional highway system plan and listed in Table 12.

3. Proceed with right-of-way acquisition and facility construction as necessary to implement recommended jurisdictional highway system plan, including the improvements listed in Table 11.
4. Seek, in cooperation with the Wisconsin Department of Transportation and appropriate local officials, the realignment of the federal aid systems.
5. Establish, with the approval of the municipalities as they are affected, a modified "official" map, pursuant to Section 80.64 of the Wisconsin Statutes, identifying the location and necessary right-of-way of all planned state and county trunk highways.
6. The Washington County Board should, by resolution, request the Wisconsin Department of Transportation to place CTH J and its extension on the official state trunk highway system.

#### Local Level

1. The city common councils, village boards, and town boards within Washington County should act to adopt the recommended jurisdictional highway system plan as a guide to highway system development within their area of jurisdiction. It is further suggested that the respective local planning commissions adopt and integrate the recommended jurisdictional highway system plan into the local master plans and certify such adoption to their local governing body.
2. The city common councils, village boards, and town boards within Washington 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. Proceed with right-of-way acquisition and facility construction to implement the recommended jurisdictional highway sys-

tem plan, including the improvements listed in Table 11.

4. Seek, in cooperation with the Washington County Board and the Wisconsin Department of Transportation, the implementation of the jurisdictional transfers with respect to the state, county, and local trunk systems as recommended in the jurisdictional highway system plan and listed in Table 12.
5. Seek, in cooperation with the Washington County Board and the Wisconsin Department of Transportation, the realignment of the federal aid systems.
6. The city councils, village boards, and town boards should, by resolution, request the Wisconsin Department of Transportation to place CTH J on the official state trunk highway system.

#### SUMMARY

Adoption and implementation of the Washington County jurisdictional highway system plan recommended in this report would provide the County with an integrated highway transportation system which will effectively serve the existing, and promote a desirable future, land use pattern; meet the 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. It 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 provide a sound basis for the establishment of long-range fiscal policies and for the systematic programming of arterial street and highway improvements within Washington 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 intergovernmental coordination necessary 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.