

AMENDMENT TO THE

**WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY  
SYSTEM PLAN—2020**

AS ADOPTED BY THE

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

MARCH 2002

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Special acknowledgment is due Mr. Christopher T. Hiebert,  
SEWRPC Senior Engineer and Mr. David M. Jolicoeur,  
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**AMENDMENT TO THE WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY SYSTEM PLAN – 2020**

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  
W239 N1812 Rockwood Drive  
Waukesha, Wisconsin 53187-1607

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## **AMENDMENT TO THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

### **INTRODUCTION**

On July 8, 1975, the Washington County Board of Supervisors adopted an initial jurisdictional highway system plan. That plan, with a design year of 1990 and 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 an 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. The initial plan has been amended from time to time.

The purpose of this report is fourfold. First, the report is intended to document in summary form 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 as proposed to be further amended.

As an amendment to the aforereferenced SEWRPC Planning Report No. 23, this document is intended to be reviewed and approved by the Washington County Jurisdictional Highway Planning Committee, 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 official areawide planning agency for southeastern Wisconsin.

### **BACKGROUND**

#### Original Washington County Jurisdictional Highway System Plan

The original Washington County jurisdictional highway system plan adopted in 1975 and shown on Map A-1 in Appendix A was based upon the functional highway system recommended in the original regional transportation plan.<sup>1</sup> The original regional transportation plan was completed in 1966 with a design year of 1990 and 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 Washington County jurisdictional highway system plan, then, together with similar plans for

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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.

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 assign jurisdictional responsibility logically for the design, construction, operation, and maintenance of each of the groups to the state, county, and local levels of government. Thus, in addition to indicating needed improvements, each county jurisdictional highway system plan indicates which highway facilities should be the primary responsibility of state government, county government, and local government--city, village or town.

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 serve 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 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 trips of intermediate length being accommodated on county trunk highways.

With respect to the land uses connected and served, the criterion states that state trunk highways should serve land uses of areawide importance, for example, interregional transportation terminals, such as Milwaukee County's General Mitchell International Airport, regional shopping centers, higher educational facilities, and regional industrial centers. County trunk highway facilities should serve land uses of countywide importance, such as general aviation airports, county parks, large truck terminals, and subregional commercial and industrial centers. Local arterials should serve the land uses of local importance.

The criteria for the operational characteristics involve considerations of system continuity, spacing, traffic volume, traffic mobility, and access control. State trunk highways should form an integrated system, and be spaced at least two miles apart. State trunk highways should be the routes with the highest traffic volumes, and the facilities providing the highest travel speeds and the highest degree of access control. County trunk highways should form an integrated system together with the state trunk highways, and be spaced at least

one mile apart. County trunk highways would be the routes with intermediate levels of traffic volume, travel speed, and access control. Local arterials should form an integrated system together with the county trunk highways, with a spacing of at least 0.5 miles, and be the routes with the lowest levels of traffic volumes, travel speeds, and access control.

In the initial 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 by the taxpayers of the entire State, serve the longest trips and the most important land uses and carry the highest traffic volumes. State trunk highways principally serve traffic travelling through the County and between Washington County and other counties. The recommended county trunk highways, which are supported by county taxpayers, serve trips of intermediate length and intermediate traffic volumes. County trunk highways principally serve traffic between the municipalities of the County. The local trunk facilities, which are supported by municipal taxpayers, serve the shortest trips, serve locally-oriented land uses, and carry the lightest traffic volumes. Local trunk arterials principally serve travel within a municipality.

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 A-1. The arterial street and highway system recommended in the original plan totaled about 446 route miles of facilities. Of this total system, 149 route miles, or about 33 percent, were proposed to constitute the state trunk highway system, representing a decrease of 38 route miles over the then existing system of state trunk highways and connecting streets. The state trunk system was expected to carry about 80 percent of the anticipated arterial traffic demand generated in 1990 within Washington County. The recommended state trunk highway system is identified by red lines on Map A-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 in 1990. The initially recommended county trunk system is identified by blue lines on Map A-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 anticipated arterial travel demand in 1990. This recommended local system is identified by green lines on Map A-1.

#### Jurisdictional System Amendments

The amendments that have been made to the various county jurisdictional highway system plans have taken into account changes that have taken place at various points in time in southeastern Wisconsin since the adoption of the first-generation plan. These included changes in population and economic activity, in household formation rates, and in labor force participation rates, as well as changes in public attitudes toward the construction of freeways and bypass facilities. With respect to Washington County, however, the basic structure of the original jurisdictional highway system plan has not been significantly changed.

The first amendment of the original Washington County jurisdictional highway system plan occurred in 1978, upon the adoption by the Regional Planning Commission of the second-generation regional

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

transportation system plan.<sup>3</sup> The amended County jurisdictional highway system plan as of 1978 is shown on Map A-2 in Appendix A. 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 next amendment of the Washington County jurisdictional highway system plan occurred in 1990. This amendment was formally adopted by the Washington County Board of Supervisors on April 17, 1990.<sup>4</sup> The amended plan as of 1990 is shown on Map A-3 in Appendix A.

The Washington County jurisdictional highway system plan was amended again in 1994, upon adoption of the year 2010 third generation regional transportation system plan by the Commission.<sup>5</sup> (See Map A-4 in Appendix A) The regional transportation system plan, and attendant amended Washington County jurisdictional highway system plan as of 1994, were endorsed by the Washington County Jurisdictional Highway System Planning Committee in 1994 and adopted by the Washington County Board in 1995.

The most recent amendment of the Washington County jurisdictional highway system plan occurred in 1997, upon the extension of the design year 2010 regional transportation system plan to the design year 2020, and its adoption by the Commission.<sup>6</sup> (See Map 1) The currently recommended arterial street and highway system in Washington County totals about 468 route miles of facilities. Of this total arterial system, about 159 route miles, or about 34 percent, are proposed to comprise the state trunk highway system. This represents a decrease of 29 route miles over the present system of state trunk highways and connecting streets. The currently recommended state trunk highway system is identified by red lines on Map 1.

The county trunk highway system recommended in the plan consists of about 234 route miles, or about 50 percent of the total arterial network. This system would represent an increase of 35 route miles over the existing county trunk highway system. The currently recommended county trunk highway system is identified by blue lines on Map 1.

Finally, the plan recommends local trunk highways consisting of the remaining 75 route miles of arterial facilities, or about 16 percent of the total planned arterial network. This currently recommended local system is identified by green lines on Map 1.

The recommended highway system improvement and expansion projects are shown on Map 2 and summarized in Table 1. The recommended jurisdictional transfers are shown on Map 3 and summarized in Table 2. Of the recommended 468-mile total arterial street and highway network for Washington County, about 404 miles, or 86 percent, are roads that may be categorized for functional improvement purposes by the term "system preservation." Over the plan design period to the year 2020, these existing facilities should require no significant expansion of traffic carrying capacity, that is no provision of additional traffic lanes. An additional 43 miles, or 9 percent, may be categorized by the term "system improvement"; that is, existing facilities that over the plan implementation period likely will need to be

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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.

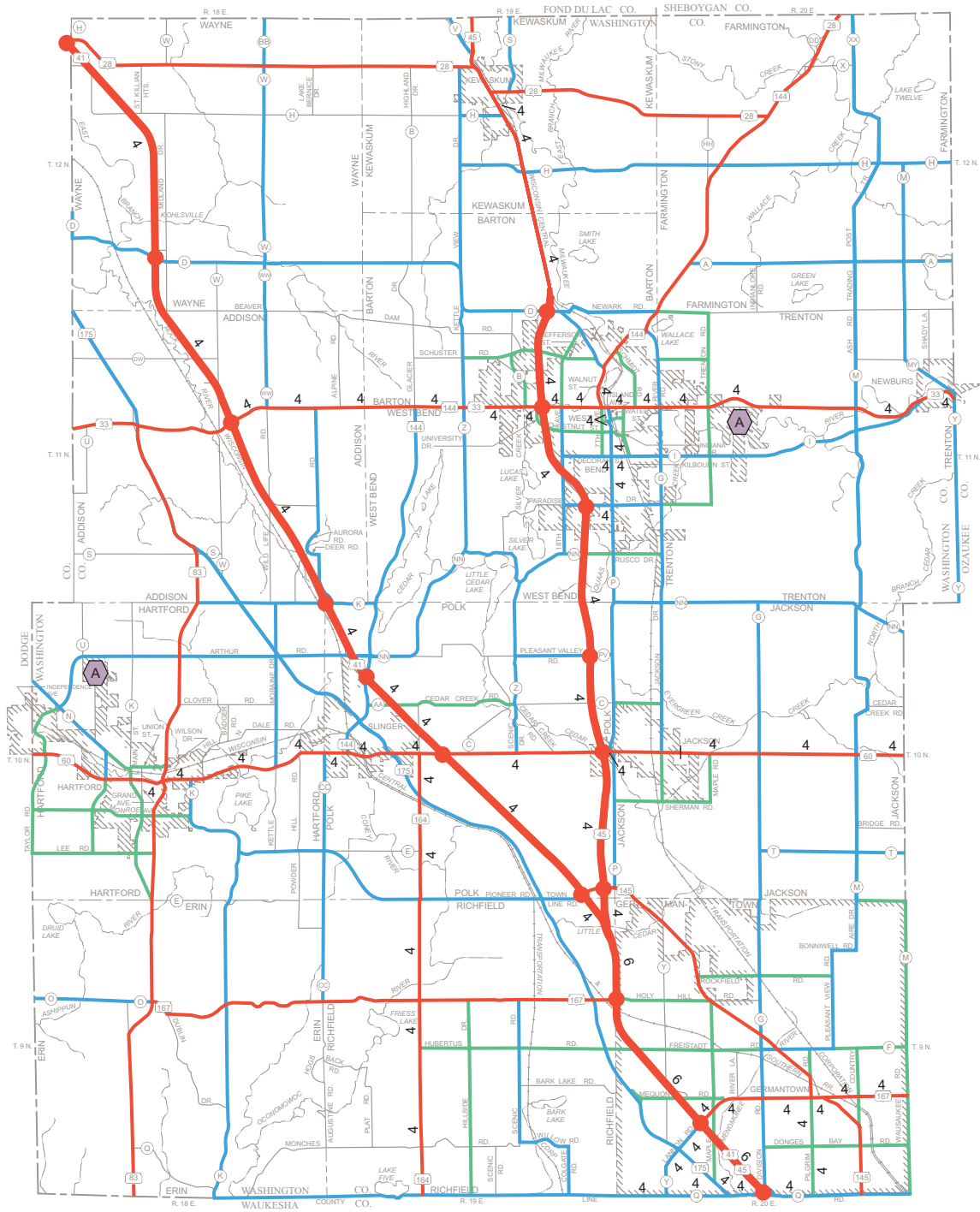
<sup>4</sup>See Amendment to the Washington County Jurisdictional Highway System Plan--2000, November 1989.

<sup>5</sup>See SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994.

<sup>6</sup>See SEWRPC Planning Report No. 46, A Regional Transportation Plan for Southeastern Wisconsin: 2020, December 1997.

# Map 1

## JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY AS AMENDED IN 1997



### FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

### STANDARD ARTERIAL

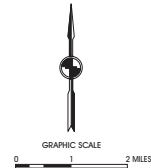
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

### INTERMODAL TERMINAL

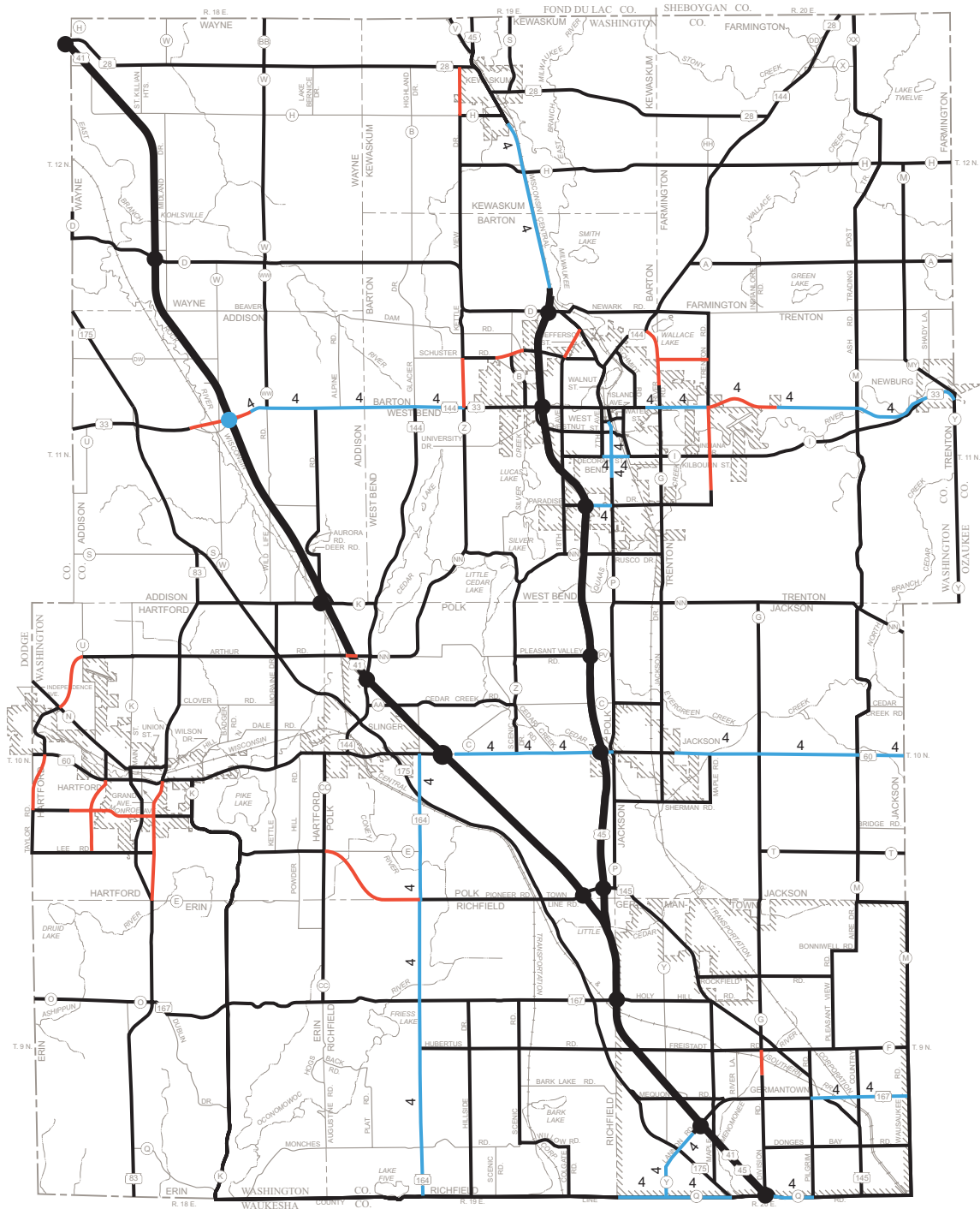
- ⬡ A - AIRPORT

Source: SEWRPC.



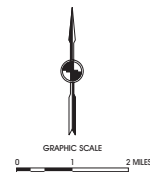
## Map 2

### CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE WASHINGTON COUNTY JURISDICTIONAL PLAN AS AMENDED IN 1997



#### ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)



Source: SEWRPC.

reconstructed and widened to provide additional traffic lanes for traffic carrying capacity. The remaining 21 miles, or 5 percent, may be categorized by the term "system expansion," that is, totally new arterial highway facilities.

**Table 1**

**CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AS AMENDED IN 1997**

Recommended Jurisdiction	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 45 STH 33 STH 33 STH 33 STH 60 STH 60 STH 164 (Lovers Lane Road) STH 167 CTH J	CTH D to Prospect Drive USH 41 to CTH Z Schmidt Road to Trenton Road Oak Road to Ozaukee County line USH 41 to CTH P Wilshire Drive to Ozaukee County line STH 60 to STH 175 Pilgrim Road to Ozaukee County line CTH Q to STH 175	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	STH 33 STH 83 STH 83	Trenton Road to Oak Road CTH E to Monroe Avenue Monroe Avenue to STH 60	Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
County	Widening	CTH Q CTH Q CTH Y Decorah Road Main Street Paradise Drive	Division Road to Pilgrim Road CTH Y to STH 175 CTH Q to USH 41/45 7 <sup>th</sup> Avenue to Indiana Avenue Vine Street to Walnut Street A point 1,250 feet west of USH 45 to Main Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	Arthur Road extension Arthur Road extension  Division Road extension Kettleview Drive extension Kettleview Drive extension Pioneer Road extension	CTH N to Arthur Road Arthur Road 250 feet west of USH 41 to Arthur Road 400 feet east of USH 41 Main Street to Freistadt Road CTH H to STH 28 STH 33 to Schuster Drive CTH J to CTH CC	Construct two lanes on new alignment Construct two lanes on new alignment  Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
Local	Expansion	Jefferson Street extension Monroe Avenue extension River Crest Drive extension N. River Road extension Schuster Drive extension Taylor Road extension Trenton Road extension Wacker Drive extension 18 <sup>th</sup> Avenue extension	Trenton Road to N. River Road Monroe Avenue to Pond Road CTH Q to Waukesha County line N. River Road to STH 144 Schuster Drive to Beaver Dam Road Pond Road to STH 60 STH 33 to Maple Road STH 60 to Lee Road Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

Source: SEWRPC

**MAJOR PLAN IMPLEMENTATION ACTIONS TO DATE**

Functional Highway Improvements

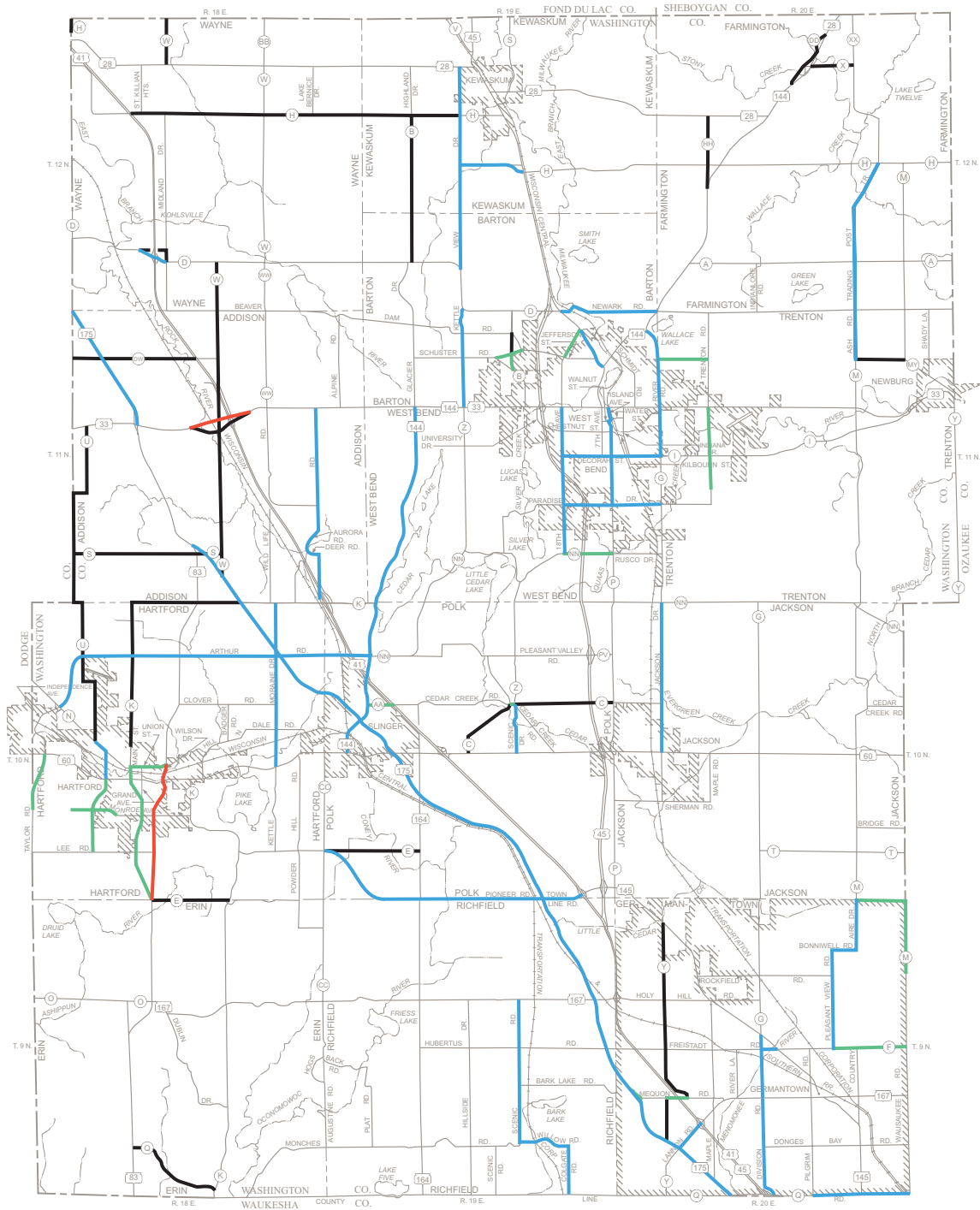
Those functional highway projects undertaken in Washington County since the adoption of the original jurisdictional highway system plan in 1975 and which fall into the system improvement and system expansion categories as defined above are identified in Table 3. These 15 system improvement and expansion projects total about 51 miles and are also shown on Map 4, along with about 193 miles of system preservation highway projects completed in Washington County since 1975 in accordance with the original jurisdictional highway system plan.

Jurisdictional Highway Transfers

Progress made to date in implementing the jurisdictional transfer element of the Washington County plan is summarized in Table 4 and on Map 5. Since 1975 approximately 27 miles of highway have been added to the state trunk highway system, including both new facilities and the transfers of county or local facilities. During the same time period, about 28 miles of state trunk highway were transferred to the County or local units of government. Thus the state trunk highway system has experienced a net decrease of about one mile. During the same time period, about 23 miles of facilities were added to the county

### Map 3

## CHANGES IN JURISDICTIONAL RESPONSIBILITY RECOMMENDED UNDER THE JURISDICTIONAL HIGHWAY SYSTEM FOR WASHINGTON COUNTY AS AMENDED IN 1997



**TRANSFERS TO:**

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

Source: SEWRPC.

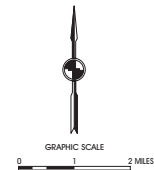




Table 2

**CHANGES IN JURISDICTIONAL RESPONSIBILITY FOR ARTERIAL STREETS  
AND HIGHWAYS UNDER THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM  
PLAN: AS AMENDED IN 1997**

Civil Division	Jurisdictional Responsibility		Facility	From	To
	Existing	Planned			
Town of Addison	New facility State trunk highway State trunk highway Local trunk highway State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	State trunk highway County trunk highway County trunk highway County trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial Local non-arterial Local non-arterial	STH 33 STH 175 STH 175 Aurora Road, Deer Road, Indian Drive STH 33 CTH U CTH S CTH K CTH DW CTH W	Rock River STH 83 West Town line STH 33 Rock River STH 33 CTH U STH 83 USH 41 STH 175	USH 41 CTH K STH 33 CTH K USH 41 South Town line CTH W Turtle Road West Town line North Town line
Town of Barton	New facility New facility Local trunk highway Local trunk highway Local trunk highway County trunk highway New facility New facility County trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial	Kettle View Drive extension N. River Road extension Kettle View Drive Kettle View Drive Newark Road/Lighthouse Drive CTH B Schuster Drive extension 18th Avenue CTH B CTH B	Schuster Drive City of West Bend North Town line CTH D CTH D Schuster Drive extension Schuster Drive City of West Bend CTH D CTH D	STH 33 STH 144 CTH D Schuster Drive STH 144 City of West Bend Beaver Dam Road CTH D North Town line Schuster Drive extension
Town of Erin	County trunk highway County trunk highway	Local non-arterial Local non-arterial	CTH Q CTH E	STH 83 STH 83	CTH K CTH K
Town of Farmington	Local trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway Local non-arterial Local non-arterial Local non-arterial	Trading Post Trail CTH HH CTH DD CTH X	CTH H STH 28 Along STH 144 STH 144	South Town line STH 144 -- CTH XX
Town of Germantown	County trunk highway	Local non-arterial	CTH Y	STH 145	North Town line
Town of Hartford	New facility State trunk highway Local trunk highway Local trunk highway New facility New facility New facility New facility State trunk highway County trunk highway County trunk highway County trunk highway	State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial Local non-arterial	New STH 83 STH 175 Kettle Moraine Drive Arthur Road Arthur Road extension Monroe Avenue extension Taylor Road extension Wacker Drive extension STH 83 CTH U CTH K CTH E	City of Hartford CTH K CTH K CTH U Independence Avenue Pond Road STH 60 STH 60 City of Hartford CTH N STH 83 STH 83	CTH E Village of Slinger STH 60 East Town line Arthur Road Monroe Avenue Pond Road Lee Road CTH E North Town line City of Hartford CTH K
Town of Jackson	Local trunk highway County trunk highway	County trunk highway Local trunk highway	Jackson Road CTH M	STH 143 Country Aire Drive	Village of Jackson East Town line
Town of Kewaskum	New facility New facility Local trunk highway Local trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway Local non-arterial Local non-arterial	CTH H extension Kettle View Drive Kettle View Drive Badger Road CTH B CTH H	USH 45 STH 28 CTH H Kettle View Drive CTH H Town of Wayne	Badger Road CTH H South Town line Prospect Drive South Town line Kettle View Road
Town of Polk	New facility State trunk highway State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial	Pioneer Road extension STH 144 STH 175 STH 175 Arthur Road Pioneer Road Scenic Drive Pleasant Valley Road CTH C CTH AA CTH E CTH C	Pioneer Road CTH K Village of Slinger STH 60 STH 144 USH 41 CTH C CTH Z Lilly Road STH 144 CTH CC STH 60	CTH CC Village of Slinger West Town line South Town line West Town line Pioneer Road extension STH 60 USH 45 CTH Z USH 41 CTH J CTH P
Town of Richfield	State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	STH 175 STH 175 Pioneer Road Scenic Drive Willow Creek Road Colgate Road	Village of Germantown STH 167 Pioneer Road extension STH 167 Scenic Drive Willow Creek Road	STH 167 North Town line USH 41 Willow Creek Road Colgate Road CTH Q
Town of Trenton	Local trunk highway Local trunk highway New facility New facility County trunk highway	County trunk highway County trunk highway Local trunk highway Local trunk highway Local non-arterial	Trading Post Trail S. River Road Jefferson Street extension Trenton Road/Maple Road CTH M	North Town line STH 33 West Town line STH 33 CTH M	CTH M CTH I Trenton Road Maple Road end CTH MY

Table 2 (continued)

Civil Division	Jurisdictional Responsibility		Facility	From	To
	Existing	Planned			
Town of Wayne	New facility State trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	CTH D realignment STH 28 CTH W CTH H CTH H CTH D	USH 41 USH 41 CTH D USH 41 North Town line USH 41	W. Beechnut Drive Mullen Lane South Town line East Town line West Town line CTH D
Town of West Bend	State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway	STH 144 18th Avenue Decorah Road S. River Road Paradise Drive Paradise Drive CTH NN	STH 33 CTH NN 18th Avenue STH 33 18th Avenue City of West Bend 18th Avenue	CTH K City of West Bend City of West Bend City of West Bend City of West Bend CTH G CTH P
Village of Germantown	New facility State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial Local non-arterial	Division Road extension STH 175 STH 175 Pleasant View Drive County Line Road County Line Road Bonniwell Road Freistadt Road Division Road Country Aire Drive Division Road Lannon Road CTH F CTH M CTH M CTH Y CTH Y CTH Y CTH F	Mequon Road Maple Road North corporate limits CTH F Pilgrim Road STH 145 Pleasant View Drive Division Road STH 167 Bonniwell Road Freistadt Road STH 175 Pleasant View Road Country Aire Drive CTH C Hill Top Drive STH 145 Mequon Road Mequon Road	Freistadt Road South corporate limits Maple Road Bonniwell Road STH 145 East corporate limits Country Aire Drive STH 145 CTH Q CTH C STH 145 USH 41-USH 45 East corporate limits East corporate limits End Goldendale Road Mequon Road STH 175 STH 175
Village of Jackson	Local trunk highway	County trunk highway	Jackson Road	STH 60	North corporate limits
Village of Kewaskum	New facility	County trunk highway	Kettle View Drive extension	STH 28	South corporate limits
Village of Slinger	State trunk highway State trunk highway County trunk highway	County trunk highway County trunk highway Local trunk highway	STH 175 STH 144 CTH AA	North corporate limits North corporate limits STH 144	South corporate limits STH 60 USH 41
City of Hartford	New facility Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility State trunk highway  State trunk highway County trunk highway County trunk highway	State trunk highway State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway  Local trunk highway Local non-arterial Local non-arterial	New STH 83 N. Wilson Avenue S. Wilson Avenue Arthur Road State Street Wacker Drive Monroe Avenue extension Grand Avenue, Main Street, Union Street Branch Street CTH U CTH K	Monroe Avenue STH 83 Monroe Avenue CTH U CTH U State Street West corporate limits North corporate limits  Main Street Arthur Road North corporate limits	North corporate limit Sumner Street South corporate limit East corporate limits Wacker Drive Sumner Street Willow Lane South corporate limits  Lincoln Avenue CTH N South corporate limits
City of Milwaukee	Local trunk highway	County trunk highway	County Line Road	West corporate limit	Wausaukee Road
City of West Bend	New facility New facility Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	S. River Road extension N. River Road extension Island Avenue S. River Road N. River Road N. Main Street Paradise Drive 18th Avenue Main Street Decorah Road	STH 33 Creek Road STH 33 CTH I STH 33 Green Tree Road 18th Avenue South corporate limits Island Avenue 18th Avenue	South corporate limits North corporate limits Main Street North corporate limits Creek Road Barton Avenue East corporate limits STH 33 Paradise Drive CTH I

Source: SEWRPC.

trunk highway system through the transfer of state or local facilities, including both new facilities and the transfer of state or local facilities. During the same time period, about 12 miles of county trunk highways were transferred to the State or local units of government. Thus, the county trunk highway system has experienced a net increase of about 11 miles. Finally, about seven miles of facilities were added to the local trunk highway system through the construction of new facilities or transfer of State or county facilities. During the same time period, about four miles of local arterials were transferred to the County or the State. Thus, the local trunk highway system has experienced a net increase of about three miles.

**Table 3**

**ARTERIAL STREET AND HIGHWAY SYSTEM IMPROVEMENT AND EXPANSION PROJECTS COMPLETED IN WASHINGTON COUNTY: 1975-1998**

Facility	Limits	Miles	Project Type
<b>State</b>			
USH 41	Dodge County Line to Richfield Interchange	21.00	Improvement
USH 45	STH 145 to CTH D	13.10	Expansion
STH 33	Meadow Lark Lane to CTH B	1.52	Improvement
STH 33	18 <sup>th</sup> Avenue to 7 <sup>th</sup> Avenue	0.80	Improvement
STH 60	STH 83 to USH 41	6.73	Improvement
Mequon Road (STH 167)	Lannon Road to Pilgrim Road	1.80	Improvement
Subtotal	--	44.95	--
<b>County</b>			
CTH Q	STH 175 to Menomonee River	0.24	Improvement
Main Street	Vine Street to Paradise Drive	0.50	Improvement
Pilgrim Road	Mequon Road (STH 167) to Fond du Lac Road	0.43	Expansion
Subtotal	--	1.17	--
<b>Local</b>			
18 <sup>th</sup> Avenue	Jefferson Street to Park Avenue	0.50	Expansion
Grand Avenue	Sumner Street to Union Street	0.23	Expansion
Independence Avenue	STH 60 to CTH N	1.33	Expansion
Island Drive	STH 33 to Main Street	0.35	Improvement
Maple Road	Freistadt Road to Lannon Road	1.25	Improvement
Pilgrim Road	Mequon Road (STH 167) to County Line Road (CTH Q)	2.00	Improvement
River Road	STH 33 to 0.20 mile south	0.20	Expansion
Subtotal	--	5.86	--
Total	--	51.98	--

**Source: SEWRPC.**

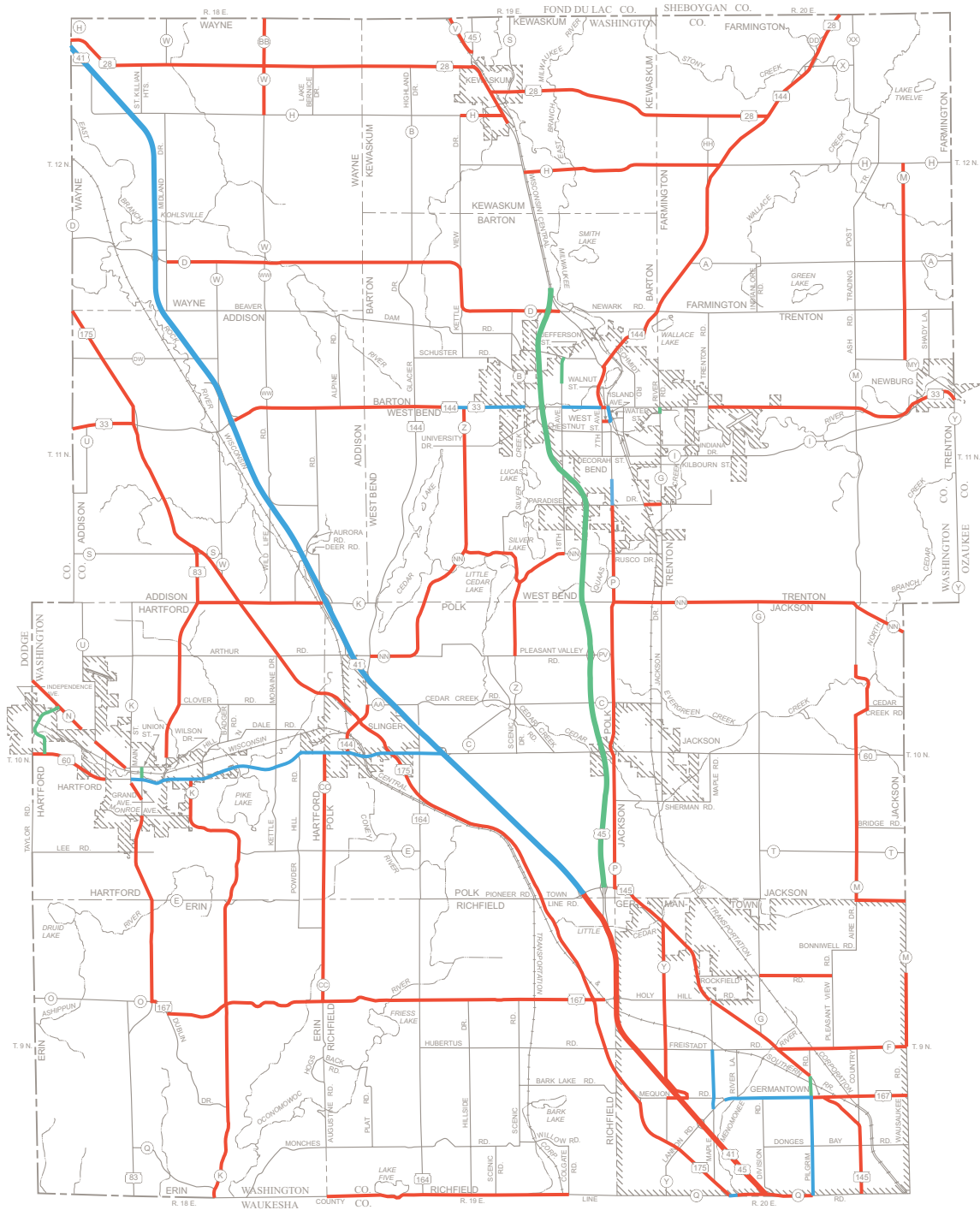
**PROPOSED PLAN REVISIONS**

The Technical Coordinating and Advisory Committee on Jurisdictional Highway Planning for Washington County met on September 22, 1999, and at that meeting identified the following potential changes to the adopted county jurisdictional highway system plan which should be evaluated by the Commission staff for Committee consideration:

- Add a new interchange on USH 45 at CTH NN in the Town of West Bend.
- Reconsider the jurisdictional transfer of Aurora Road, Deer Road, and Indian Road to the planned county trunk highway system in the Town of Addison.
- Realign the northeast-southwest runway at the West Bend Airport to eliminate the need to realign STH 33 between Trenton Road and Oak Road in the City of West Bend and the Town of Trenton.
- Review the State Statutes governing the jurisdictional transfer of facilities between the county and local units of government.
- Conduct a comparative analysis of the relative proportions of state, county, and local trunk highway system mileages within Washington County to selected other Southeastern Wisconsin counties.
- Remove Scenic Road, Willow Creek Road, and Colgate Road from the plan as arterials and planned county trunk highways in the Town of Richfield.

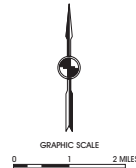
### Map 4

## ARTERIAL STREET AND HIGHWAY PROJECTS COMPLETED IN WASHINGTON COUNTY BY IMPROVEMENT CATEGORY: 1975-1998



- |                            |                         |
|----------------------------|-------------------------|
| <b>SYSTEM PRESERVATION</b> | <b>SYSTEM EXPANSION</b> |
| FREEWAY                    | FREEWAY                 |
| STANDARD ARTERIAL          | STANDARD ARTERIAL       |
| <b>SYSTEM IMPROVEMENT</b>  |                         |
| FREEWAY                    |                         |
| STANDARD ARTERIAL          |                         |

Source: SEWRPC.



**Table 4**

**JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED  
IN WASHINGTON COUNTY: 1975-1998**

Facility	Limits	Municipality	Length (miles)
Transfers to State/ New Facilities			
New State Facility			
USH 45	STH 145 to CTH D	Town of Barton, Polk, and West Bend	13.10
STH 28	Mullen Lane to Dodge County Line	Town of Wayne	1.05
STH 33	Old STH 33 to Old STH 33	Town of Addison	0.49
STH 145	Mequon Road to STH 145	Village of Germantown	0.08
County to State			
CTH J	STH 175 to CTH Q	Towns of Polk and Richfield	8.21
Pilgrim Road	STH 145 to STH 167	Village of Germantown	0.43
Local to State			
Lovers Lane Road	STH 60 to STH 175	Town of Polk	0.88
Mequon Road/ Lannon Road	STH 145 to USH 45	Village of Germantown	2.70
State Total	--	--	26.94
Transfers to County/ New Facilities			
New County Facility			
CTH D	Midland Drive to Old CTH D	Town of Wayne	0.52
CTH H	STH 28 to Badger Lane	Town of Wayne	0.08
CTH W	STH 33 to Old CTH W	Town of Addison	1.07
State to County			
USH 45	STH 145 to Paradise Drive	Towns of Polk and West Bend	7.90
USH 45	E. Green Tree Road to USH 45 Bypass	Town of Barton	0.90
STH 84	STH 28/144 to Ozaukee County Line	Town of Farmington	4.73
STH 143	USH 45 to Ozaukee County Line	Town of Jackson, Polk, Trenton, and West Bend	7.58
Local to County			
St. Anthony Road	CTH DW to CTH W	Town of Addison	0.41
County Total	--	--	23.19
Transfers to Local/ New Facilities			
New Local Facility			
N. Grand Avenue	Sumner Street to Union Street	City of Hartford	0.23
Independence Avenue	STH 60 to CTH N	City of Hartford	1.33
State to Local			
USH 45	STH 144 to E. Green Tree Road and STH 33 to Paradise Drive	City of West Bend	2.80
STH 167	STH 145 to USH 41	Village of Germantown	2.10
County to Local			
CTH F	STH 175 to Mequon Road	Village of Germantown	0.13
CTH I <sup>a</sup>	CTH M to STH 33	Town of Trenton, Village of Newburg	1.52
CTH OO	STH 83 to CTH O	Town of Erin	0.73
Total Local	--	--	8.84
Transfers to Local (Non-Arterial)			
State to Local (Non-Arterial)			
STH 28	Mullen Lane to Dodge County Line	Town of Wayne	0.63
STH 145	STH 145 to STH 167 and Pilgrim Road to 0.21 Mile South	Village of Germantown	0.29
County to Local (Non-Arterial)			
CTH D	Old CTH D to New CTH D	Town of Wayne	0.62
CTH W	STH 33 to USH 41	Town of Addison	1.05
Total Local (Non-Arterial)	--	--	2.59
Total	--	--	61.56

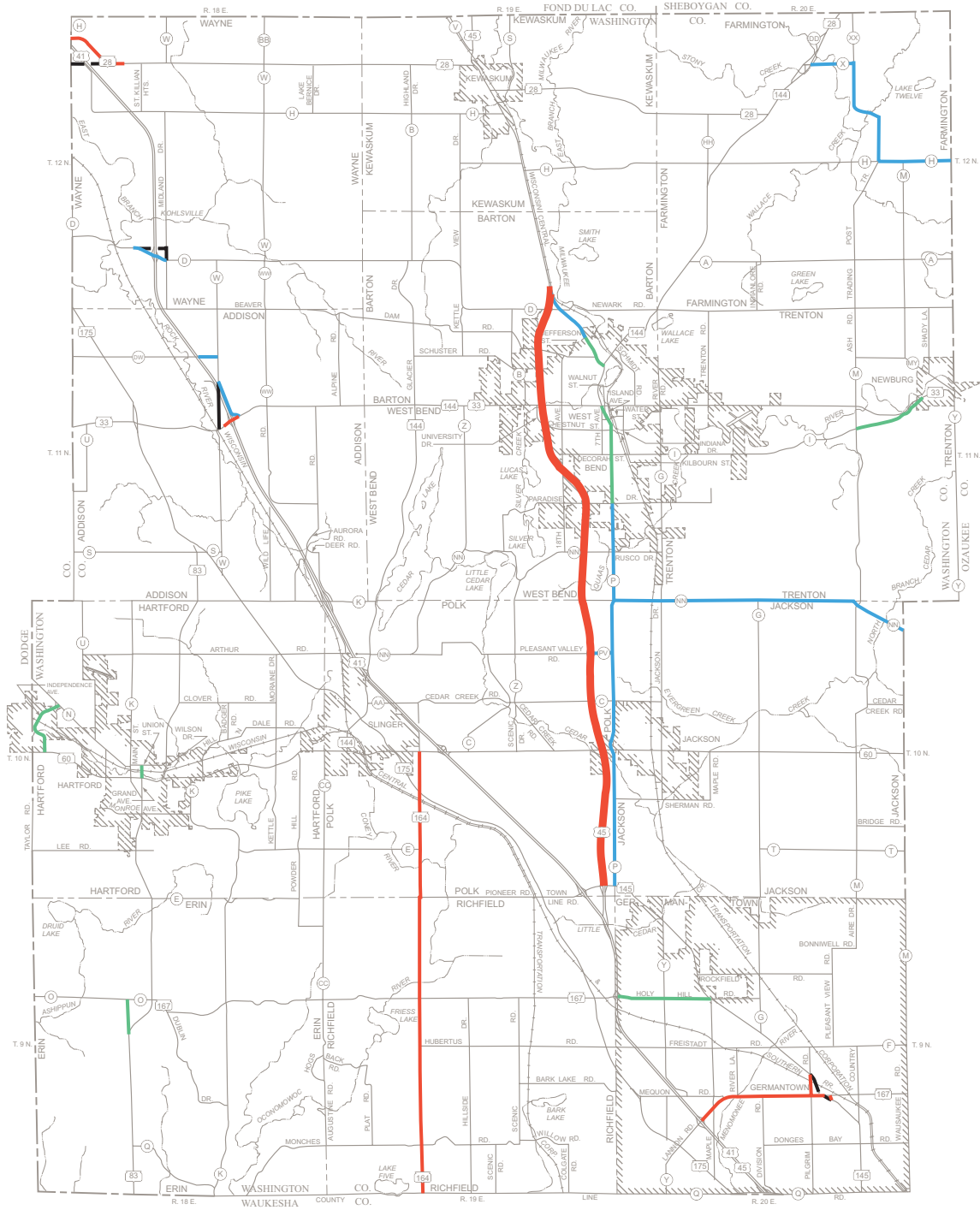
<sup>a</sup>This facility recommended to remain on county trunk highway system.

**Source: SEWRPC.**

- Retain CTH X between STH 28/STH 144 and STH 84, and add Jay Road between STH 84 and the east county line in the Town of Farmington as planned county trunk arterials.
- Remove N. River Road and its extension between STH 33 and STH 144 from the plan as an arterial and a planned county trunk highway in the Town of Barton and the City of West Bend.
- Add CTH S Between CTH U and CTH W in the Town of Addison as a planned arterial and county trunk highway.
- Add a new interchange on USH 41 at Freistadt Road in the Village of Germantown to the plan.
- Remove Newark Drive between CTH D and STH 144 from the plan as an arterial and a planned county trunk highway in the Town of Barton.

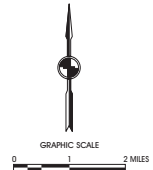
# Map 5

## JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WASHINGTON COUNTY: 1975-1998



**TRANSFERS TO:**

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



Source: SEWRPC.

- Reconsider the planned transfer to the local trunk highway system of CTH NN between 18<sup>th</sup> Avenue and CTH P in the Town of West Bend.
- Consider the transfer of STH 145 between STH 167 and USH 41 to the local trunk highway system in the Village and Town of Germantown.
- Consider the transfer of STH 83 between the south county line and STH 60 to the county or local trunk highway system.
- Consider the transfer of CTH CC between STH 167 and STH 60 in the Towns of Erin, Hartford, Polk, and Richfield to the local trunk highway system.
- Reconsider the planned transfer to the county trunk highway system of Kettle Moraine Drive between STH 60 and CTH K in the Town of Hartford.
- Remove the planned extension of Kettle View Drive between STH 33 and Schuster Road, and its planned jurisdiction as a county trunk highway in the Town of Barton.
- Add a new east-west arterial facility between CTH NN at Diefenbach Corners and CTH PV at CTH Z in the Town of Polk to the plan.
- Remove the planned extension of Schuster Road between a point west of CTH B and Beaver Dam Road in the Town of Barton.
- Remove the planned extension of Division Road between STH 167 and Freistadt Road in the Village of Germantown.
- Reconsider the planned transfer to the county trunk highway system of Arthur Road between CTH U and the east town line in the Town of Hartford.
- Consider the transfer of STH 83 between STH 60 and STH 175, and the transfer of STH 175 between STH 83 and STH 33 to the county in the City of Hartford and the Towns of Addison and Hartford.
- Remove the planned realignment of STH 83 south of the City of Hartford.
- Consider the need to provide four traffic lanes on CTH Q between STH 164 and CTH V.
- Add a new north-south arterial facility within the Wisconsin Central Transportation Corporation right-of-way through the Village of Kewaskum between approximately Sandy Ridge Road and CTH V.
- Add a USH 45 bypass west of the Village of Kewaskum, as a state trunk highway.
- Conduct an analysis of the financial impacts of the proposed jurisdictional transfers on the County and the local units of government.

Subsequent to the September 12, 1999 meeting, eleven additional issues were raised for Commission staff evaluation and comment:

- Report on the number and location of crashes on STH 175 between Lannon Road and Hubertus Road in the Town of Richfield and the Village of Germantown.
- Review a study commissioned by Washington County in the early 1990's identifying a corridor approximately 700 feet north of Newark Drive in the Town of Barton for a new facility that would serve the same function as Newark Drive.
- Reconsider the planned jurisdictional transfer of Badger Road between Kettle View Drive and USH 45 and Kettle View Drive and its extension between CTH H and STH 28 in the Town and Village of Kewaskum to the county trunk highway system.
- Consider the jurisdictional transfer of the segment of CTH Z and CTH NN that are concurrent on the north side of Little Cedar Lake in the Town of Polk to the local trunk system.
- Consider the jurisdictional transfer of STH 144 between STH 60 and STH 33 in the Towns of Polk and West Bend and the Village of Slinger to the local arterial system.
- Consider the jurisdictional transfer of CTH K between USH 41 and existing STH 144 to the local trunk highway system if STH 144 between STH 60 and STH 33 is transferred to the local arterial system in the Towns of Addison, Polk, and West Bend.
- Reconsider the planned jurisdictional transfer of Decorah Road between CTH M and STH 33 in the Town of Trenton and the Village of Newburg to the county trunk highway system.
- Reconsider the planned jurisdictional transfer of CTH M between Trading Post Trail and CTH MY to the local non-arterial system and the planned jurisdictional transfer of Trading Post Trail between CTH M and CTH H to the county trunk highway system in the Towns of Farmington and Trenton.
- Consider the jurisdictional transfer of Wausaukee Road between County Line Road and CTH F in the Village of Germantown to either the county or state trunk highway system given the substantial improvement of the interchange between USH 41/USH 45 and STH 145, and the construction of N. 124<sup>th</sup> Street between STH 145 and STH 100 in Milwaukee and Waukesha Counties.
- Reconsider the planned jurisdictional transfer of Pioneer Road in the Towns of Richfield and Polk to the county trunk highway system.
- Reconsider the proposed improvement of CTH Y (Lannon Road) between CTH Q and STH 175 and its jurisdictional transfer to the Village of Germantown if Maple Road is extended from STH 175 to CTH Q and STH 175 between CTH Q and STH 167 was improved to four traffic lanes.

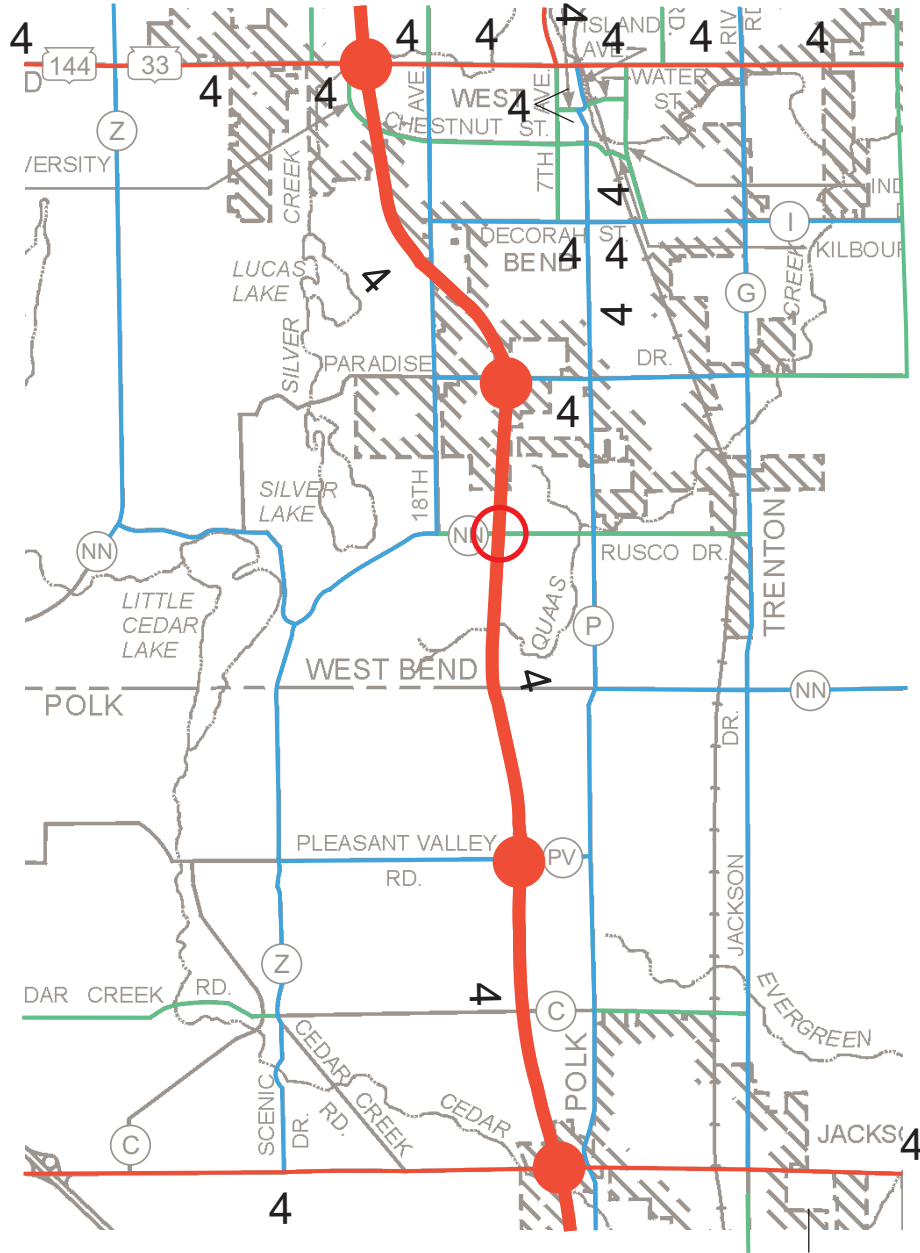
#### New Interchange on USH 45 at CTH NN in the Town of West Bend

A Washington County representative requested consideration of the provision of a new interchange on USH 45 at CTH NN in the Town of West Bend to provide improved access to the City of West Bend and environs. (See Map 6) The primary purpose of this proposed interchange is to improve access to the area in the vicinity of CTH NN. A new interchange would allow motorists who would otherwise be travelling on CTH P to travel an additional one to two miles on a freeway rather than a surface arterial. Travel speeds on






Map 6




PROPOSED CTH NN INTERCHANGE AT USH 45 IN THE TOWN OF WEST BEND

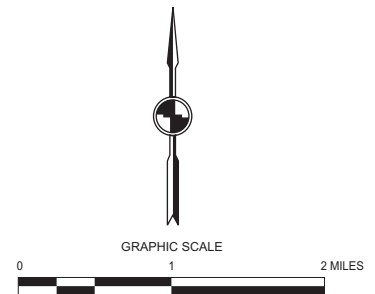


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  PROPOSED INTERCHANGE
- 4** NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

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



the freeway--65 miles per hour--are higher than surface arterial speeds--30 to 45 miles per hour. In addition, travel on a freeway is safer than travel on surface arterials.<sup>7</sup>

The USH 45 freeway has adequate design capacity (60,000 vehicles per average weekday) to carry both existing (27,600 vehicles per average weekday in 1999) and forecast future traffic volumes (39,500 vehicles per average weekday in 2020). In the design year 2020, an estimated 4,100 vehicles per average weekday would use a new interchange at CTH NN to or from the south and an estimated 1,700 vehicles per average weekday would use this interchange to and from the north. Of the estimated 4,100 vehicles per average weekday to and from the south at the new interchange, about 3,400 vehicles would be diverted from the USH 45 interchange at CTH PV in the design year 2020, or about 77 percent. An estimated 700 vehicles per average weekday to and from the south would be diverted from the USH 45 interchange at Paradise Drive in the design year 2020.

Adequate existing and probable future traffic carrying capacity exists on the surface arterials which serve and connect the existing USH 45 interchange at CTH PV. These arterials would principally carry the traffic which would otherwise be expected to use the proposed new USH 45 interchange with CTH NN between CTH PV and CTH NN. They include CTH PV from USH 45 to CTH P, and CTH P from CTH PV to Paradise Drive. The existing design capacity of CTH PV from USH 45 to CTH P is 13,000 vehicles per average weekday, the 1998 traffic volume was 1,400 vehicles per average weekday and the future year 2020 traffic volume is expected to be about 6,500 vehicles per average weekday. The existing design capacity of CTH P from CTH PV to Paradise Drive is also 13,000 vehicles per average weekday, the 1998 traffic volume ranged from 6,300 to 9,400 vehicles per average weekday, and the future year 2020 traffic volume is expected to be about 10,000 to 12,500 vehicles per average weekday. At some time beyond the year 2020 whether the proposed interchange is or is not constructed, the widening of CTH P to provide four traffic lanes may need to be considered.

Construction of a new interchange at CTH NN would cost an estimated \$8.4 million, not including right-of-way. Under current Wisconsin Department of Transportation cost sharing policy, it may be expected that Washington County would be required to fund 50 percent of all project costs including right-of-way.

The U. S. Department of Transportation, Federal Highway Administration (FHWA) has established a policy for the review and evaluation of requests to add freeway interchanges. Key requirements of this policy include: 1) a full evaluation of reasonable alternatives; 2) demonstration that the adjacent interchanges and surface arterials are incapable either of providing the necessary access or cannot be improved to accommodate future traffic demand; 3) demonstration that the new interchange would not have a significant adverse impact on the safety and operation of the freeway; and 5) consistency with local and regional land use and transportation plans. The FHWA has also established interchange spacing criteria requiring a minimum spacing of one mile between adjacent interchanges in urban areas and five miles between interchanges in rural areas.

The provision of a new interchange on USH 45 at CTH NN does not appear to satisfy the FHWA policy requirements as it cannot be demonstrated that: 1) the adjacent interchanges and surface arterials are incapable of providing the necessary access to meet existing and future traffic demand.

The Wisconsin Department of Transportation (WisDOT) follows the FHWA policy in its review and evaluation of requests to add freeway interchanges. The WisDOT also has not supported new interchanges

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<sup>7</sup> According to data provided by the Wisconsin Department of Transportation, the statewide average crash rate in 1998, including crashes with deer, was 71 total crashes per 100,000,000 vehicle miles of travel on rural freeways. The corresponding statewide average crash rate on urban freeways was 101 total crashes per 100,000,000 vehicle miles of travel, and the corresponding statewide average crash rate on county trunk highways was 193 total crashes per 100,000,000 vehicle miles of travel.

intended to allow local traffic to remain on the freeway for another mile or two rather than using the adjacent surface arterial system. Finally, the WisDOT requires a minimum of two mile gore<sup>8</sup> to gore spacing between interchanges. The proposed new interchange would violate the WisDOT policy with respect to the purpose of the interchange, and would also violate the interchange spacing standards of the WisDOT.

The provision of a new interchange on USH 45 at CTH NN violates both Federal Highway Administration and Wisconsin Department of Transportation policy. The provision of a new interchange would not be required to provide capacity relief at adjacent interchanges. Thus, it will be difficult to construct the proposed interchange. Finally, the Wisconsin Department of Transportation cost share policy would require that the County provide 50 percent of the funds necessary to construct the interchange. Accordingly, the Commission staff does not recommend the addition of this interchange to the jurisdictional highway plan.

#### Reconsider the Planned Jurisdiction of Aurora Road, Deer Road, and Indian Road

A member of the Washington County Board's Highway Committee requested that the planned jurisdictional transfer of Aurora Road, Deer Road, and Indian Road between STH 33 and CTH K in the Town of Addison to the county trunk highway system be reconsidered. (See Map 7). These facilities were recommended to become county trunk highways in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup>

It is recommended that these facilities be removed from the plan as arterials and, as well as, county trunk highways. The only reason to consider the retention of these facilities on the plan is that they provide indirect service to the USH 41 interchange at CTH K. However, even though these facilities do provide that indirect connection to the interchange, the existing and probable future function of these facilities is to serve principally as collector rather than arterial facilities, collecting and distributing traffic between local land access streets within the town and CTH K and STH 33. These facilities are not required to provide desirable arterial spacing, as they serve an area of rural and sub-urban density land uses. Because these facilities are not considered existing or future arterials, they should also not be recommended as county trunk highways. Moreover, these facilities do not serve the type of land uses which county trunk highways are expected to serve, nor are they required to provide county highway system continuity. The recommended removal these facilities from the plan both as county trunk highways and arterials would reduce both the planned arterial system mileage and the planned county trunk highway system mileage by 4.41 miles.

#### Retain STH 33 on Existing Alignment Adjacent to West Bend Municipal Airport

A representative from the Town of Trenton expressed concern over the proposed realignment of STH 33 between Trenton Road and the vicinity of Oak Road in the City of West Bend and the Town of Trenton. The proposed realignment is shown on the jurisdictional highway plan. The proposed realignment of STH 33 has been included in the jurisdictional highway plan because it has been a long-standing recommendation in the adopted regional and state airport system plans, and local airport master plans for the West Bend Municipal Airport going back as far as 1976.<sup>9</sup> The proposed highway realignment together with the recommended site improvement plan for the airport is shown on Map 8.

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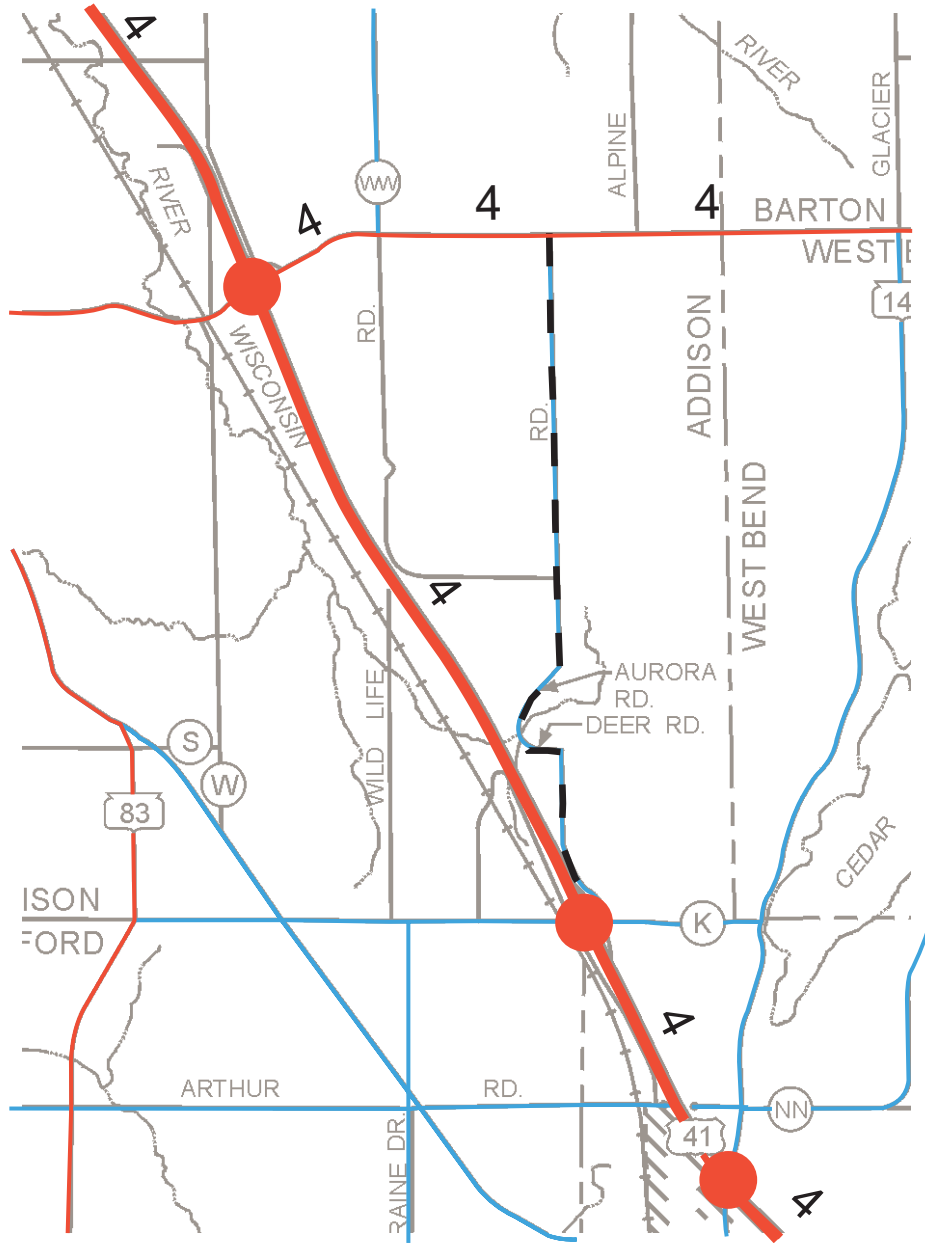
<sup>8</sup> *The gore is the point where the freeway on-or off-ramp meets the freeway mainline.*

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

<sup>9</sup> *See SEWRPC Planning Report No. 38 (2nd Edition), A Regional Airport System Plan for Southeastern Wisconsin 2010, November 1996.*

Map 7

AURORA, DEER, AND INDIAN ROADS IN THE TOWN OF ADDISON



**FREEWAY**

 STATE TRUNK HIGHWAY

 INTERCHANGE

**4** NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

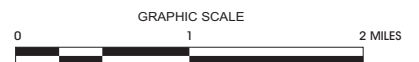
**STANDARD ARTERIAL**

 STATE TRUNK HIGHWAY

 COUNTY TRUNK HIGHWAY

 STUDY SEGMENT

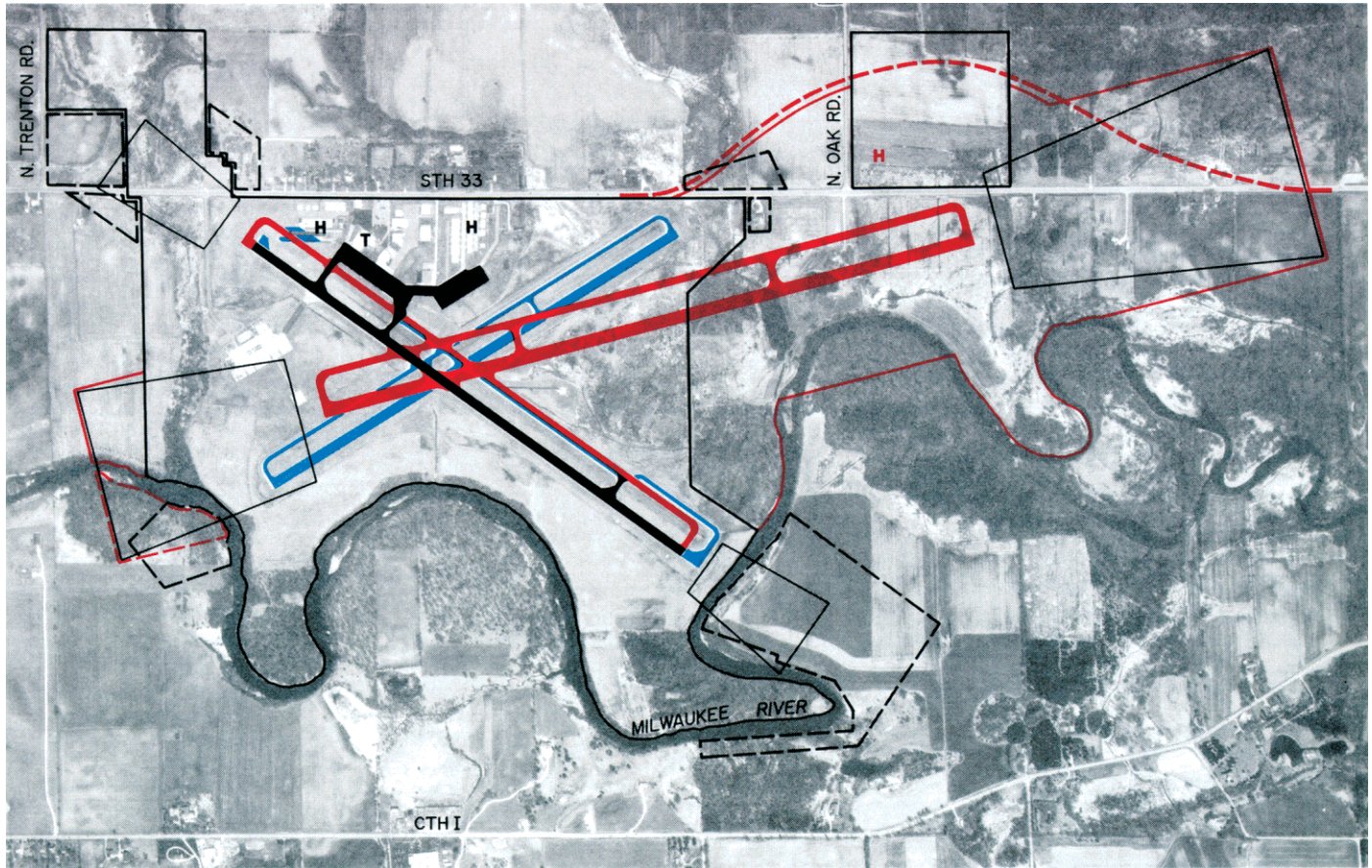
Source: SEWRPC.





# Map 8

## RECOMMENDED SITE IMPROVEMENT PLAN FOR WEST BEND MUNICIPAL AIRPORT: 2010



### LEGEND

#### AIRPORT FEATURES

EXISTING      PROPOSED



PAVED RUNWAYS, TAXIWAYS, AND APRONS



PROPERTY BOUNDARY



EASEMENT BOUNDARY



(NONE) TERMINAL-ADMINISTRATION BUILDING



AIRCRAFT HANGARS

#### FACILITIES TO BE REMOVED

PAVED RUNWAYS OR TAXIWAYS TO BE REMOVED

#### RUNWAY PROTECTION ZONE

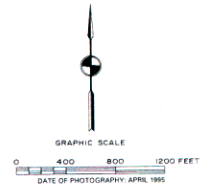
ULTIMATE RUNWAY PROTECTION ZONE AREA

#### HIGHWAY REALIGNMENT

APPROXIMATE LOCATION

NOTE: IN FEBRUARY 1995, THE CITY OF WEST BEND BEGAN WORK ON THE ENVIRONMENTAL ASSESSMENT REQUIRED FOR THE IMPLEMENTATION OF THE LONG-PROPOSED PRIMARY RUNWAY EXTENSION. IN MAY 1995, THE ADVISORY COMMITTEE GUIDING THE PREPARATION OF THE ENVIRONMENTAL ASSESSMENT CONCLUDED THAT THE ASSESSMENT SHOULD BE FOCUSED ON FIVE SPECIFIC ALTERNATIVES, ONE OF WHICH IS SHOWN ON THIS MAP. THE ENVIRONMENTAL ASSESSMENT IS STILL UNDER WAY AND THE CITY OF WEST BEND AND WISCONSIN DEPARTMENT OF TRANSPORTATION HAVE NOT YET DECIDED UPON A FINAL RECOMMENDED RUNWAY EXTENSION PLAN.

Source: SEWRPC.



West Bend Municipal Airport has been identified as one of eleven airports comprising the basic airport system for Southeastern Wisconsin and is essential to serving the existing and future aviation needs of the City of West Bend, Washington County, and the region. This will also allow the airport to continue functioning as a reliever airport for General Mitchell International Airport. The plans recommend that West Bend Municipal Airport, which is currently classified as a General Utility airport, be ultimately developed to Transport-Corporate airport standards. This would enable the airport to safely and effectively accommodate virtually all general aviation aircraft up to and including business and corporate jets under most weather conditions.

One of the major improvements necessary to accomplish this is the development of a new 5,500-foot long primary runway which is proposed to be implemented on a northeast-southwest alignment. Throughout the airport planning process for West Bend Municipal Airport, a large number of alternative airfield configurations which have included a variety of different runway alignments and orientations have been considered. None of the alternative configurations are without some land acquisition and disruption impacts as the existing airport site is constrained to the south by the Milwaukee River, to the west by existing urban development, and to the north by STH 33. Following careful examination and evaluation of various alternatives, including during preparation of the most recent Regional Airport System Plan and the most recent update of the Master Plan for the airport, the alternative shown on Map 8 was determined to be the option which was most practical, economical, and which would result in the fewest overall impacts.

Accordingly, the jurisdictional highway plan for Washington County includes the eventual realignment of STH 33 as a result of the recommendations for improving West Bend Municipal Airport that are included in the Regional Airport System Plan, the State Airport System Plan, and the Master Plan for the airport. In order to change the recommended realignment of STH 33, the issue of how best to plan for the improvements at West Bend Municipal Airport would have to be reopened, reexamined, and modified in the Airport Master, State, and regional plans. Therefore, the Commission staff continues to recommend that the county jurisdictional highway system plan include the realignment of STH 33 to accommodate the planned runway extension and orientation of the primary northeast-southwest runway at West Bend Municipal Airport.

#### Review the State Statutes Governing the Jurisdictional Transfer of Facilities Between the County and Local Governments

A Washington County representative requested a review of the State Statutes governing the jurisdictional transfer of facilities between the county and local units of government. The State Statute governing jurisdictional transfers between the county and local units of government has been evolving since 1925 when the State Legislature validated and confirmed as county trunk highways the system of highways previously selected by the county boards as county aid highways. Initially, the county highway system could be altered only by the county board through its highway committee subject to approval by the then State Highway Commission.<sup>10</sup> Under existing statutes, counties have less latitude in making additions to or deletions from the county trunk highway system. The pertinent current statute governing such jurisdictional transfers may be found in Chapter 83 of the Wisconsin Statutes. It is cited below with language specifically governing transfers shown in italics.

83.025 County trunk highways.

83.025(1)

(1)

83.025(1)(a)

(a) The systems of county trunk highways heretofore selected by county boards and approved by

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<sup>10</sup> *The former State Highway Commission is now the Wisconsin Department of Transportation and is referred to as the "Department" in the current Wisconsin State Statutes.*

the department are hereby validated. Changes may be made in the county trunk system by the county board as provided in this section. The county board in making the changes may order the county highway committee to lay out new highways and acquire the interests necessary by the procedures under s. 83.08. *A county board may not make additions to a county trunk system from a city or village street or town road without the consent of the department and of the governing body of the city, village or town in which the proposed addition is located. A county board may not make deletions from a county trunk system without the approval of the department, and, except as provided in this paragraph and par. (d), without the approval of the governing body of the city, village or town in which the proposed deletion is located or, in the case of a proposed deletion affecting more than one city, village or town, without the approval of a majority of the governing bodies of such cities, villages or towns.*

83.025(1)(b)

(b) The county board, or the county highway committee, shall, by conference with the boards or highway committees of adjoining counties, or otherwise, cause their respective county trunk systems to join so as to make continuous lines of travel between the counties. Any highway which is a part of the county trunk system shall, by virtue thereof, be a portion of the system of county aid highways.

83.025(1)(c)

(c) Any city or village street or portion thereof selected as a portion of the county trunk system prior to May 1, 1939, shall be a portion of the county trunk system. *All streets or highways in any city or village over which is routed a county trunk highway or forming connections through the city or village between portions of the county trunk highway system shall be a part of the county trunk system unless the governing body of the city or village, by resolution, removes the street or highway from the system, but the removal shall apply only to that portion of any street or highway which is situated wholly within the city or village.*

83.025(1)(d)

(d) *In counties having a population of 500,000 or more the county board may remove from the county trunk highway system any part thereof which lies within an incorporated village or city, but the removal shall not be effected until one year after annexation proceeding affecting the area in question has become final.*

83.025(1)(e)

(e) *Whenever a county has completed a functional and jurisdictional classification of highways and the classification plan has been approved by the county board, the local governing bodies and the department, those roads and streets allocated to the county's jurisdiction will be known as county trunk highways. Additions and deletions from the county trunks under this paragraph in the various municipalities may be made as provided pars. (a) and (d).*

It is apparent from the language in Section 83.025(1)(a) of the State Statutes, that counties having a population of less than 500,000 can neither add nor delete existing facilities without the approval of the affected municipality, and the approval of Wisconsin Department of Transportation. Conversely, cities and villages, under Section 83.025(1)(c), have the option to remove from the county trunk highway system that portion of any street or highway located entirely within the community's corporate limits.

Therefore, transfers initiated by the counties are likely only to be accomplished through negotiations. Typically, the local government would, through these negotiations, require the county to agree to resurfacing and/or minor rehabilitation of the facility, prior to its transfer to the local unit of government. In selected cases, where the jurisdictional highway system plan recommends that an existing county trunk highway revert to a local government and a facility under the jurisdiction of that same unit of government is recommended to become a county trunk highway, the negotiations should include the simultaneous

transfer of facilities. Finally, the Washington County jurisdictional highway system plan, recommends that capacity improvements identified for a facility be undertaken by the county prior to the transfer of a facility from the county to a local government, and after the transfer of a facility from a local government to the county.

Conduct a Comparative Analysis of Proportions of Highway System Mileages Within Washington County to Selected Other Southeastern Wisconsin Counties

A representative from the City of Hartford requested a comparative analysis of the relative proportions of state, county, and local trunk highway system mileages within Washington County to selected other Southeastern Wisconsin counties. The requested analysis compares Washington County to the other counties in the Southeastern Wisconsin region, except Milwaukee County, and four counties outside of the region including Dodge, Fond Du Lac, Jefferson and Sheboygan counties. An analysis of planned jurisdictional mileage was also conducted for counties within the region, again excluding Milwaukee County. Table 5 presents the findings with respect to state trunk highway mileage:

- The proportion of existing state trunk highway miles to the total street and highway miles on a county by county basis generally ranges from about 9 percent to 15 percent. Washington County is near the upper end of that range with state trunk highways comprising about 14 percent of the total street and highway miles in the County.
- The proportion of existing state trunk highway miles per one thousand acres of land on a county by county basis, ranges from about 0.5 to about 1.2. Washington County with 0.72 mile of state trunk highway per one thousand acres of land is near the middle of the range.
- The proportion of state trunk highway miles per one thousand population on a county by county basis, generally ranges from about 0.7 to about 2.9. Washington County is near the middle of the range with 1.76 miles of state trunk highway per one thousand population.
- The proportion of planned state trunk highway miles to total planned arterial mileage in the year 2020, on a county by county basis ranges from about 24 percent to about 46 percent. Washington County is near the middle with 34 percent.

Table 5

**COMPARATIVE ANALYSIS OF STATE TRUNK HIGHWAY MILEAGE**

County	Existing: 1998					1999 Population Estimates <sup>a</sup>	State Trunk Highway Miles per 1,000 Population	Planned: Design Year 2020		
	State Trunk Highway Miles	Total Street and Highway Miles	Percent State Trunk Highway Miles to Total Miles	Land Area (Acres)	State Trunk Highway Miles per 1,000 Acres of Land			Arterial Miles <sup>b</sup>		Percent Planned State Trunk Highway Miles of Total Planned Arterial Miles
								State Trunk Highway	Total	
Dodge	240.26	1988.93	12.1%	577,980	0.42	84,312	2.85	--	--	--
Fond Du Lac	231.53	1725.61	13.4%	464,359	0.50	96,678	2.39	--	--	--
Jefferson	415.34	1597.56	26.0%	360,291	1.15	74,004	5.61	--	--	--
Kenosha	128.08	1012.58	12.6%	178,164	0.72	142,407	0.90	103	356	28.9%
Ozaukee	84.59	879.77	9.6%	150,458	0.56	80,759	1.05	72	306	23.5%
Racine	168.31	1244.13	13.5%	217,944	0.77	188,904	0.89	160	426	37.6%
Sheboygan	166.47	1510.61	11.0%	330,850	0.50	112,063	1.49	--	--	--
Walworth	230.28	1480.89	15.6%	368,956	0.62	85,493	2.69	223	482	46.3%
Washington	200.93	1414.56	14.2%	278,833	0.72	113,859	1.76	159	468	34.0%
Waukesha	257.61	2778.93	9.3%	371,591	0.69	350,273	0.74	230	777	29.6%

<sup>a</sup>1999 Population Estimates based upon *Official Population Estimates, January 1, 1999*, Division of Energy and Intergovernmental Relations, Wisconsin Department of Administration, October, 1999.

<sup>b</sup>Based upon currently adopted Design Year 2020 Regional Transportation System Plan for Southeastern Wisconsin as documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997.

Source: SEWRPC



Based on the data set forth in Table 6 the following comparisons may be made for county trunk highway mileage:

- The percentage of the county trunk highway miles to the total street and highway miles on a county by county basis ranges from about 13 percent to about 30 percent. Washington County is near the lower end of the range with 13.8 percent county trunk highways. However, Walworth, Washington, Racine, Ozaukee and Waukesha Counties have very similar percentages of county trunk highways, ranging from 12.9 to 17.3 percent.
- The proportion of county trunk highway miles per one thousand acres of land on a county by county basis, ranges from about 0.5 to about 1.5. Washington County is near the lower end of the range with 0.70 mile of county trunk highway per one thousand acres of land.
- The proportion of county trunk highway miles per one thousand population on a county by county basis, ranges from about 0.9 to about 6.3. Washington County is near the lower end of the range with 1.7 miles of county trunk highway per one thousand population.
- The proportion of planned county trunk highway miles to total arterial mileage in the year 2020 on, a county by county basis generally ranges from about 36 percent to about 57 percent. Washington County is near the upper end of the range with 50 percent.

Table 6

COMPARATIVE ANALYSIS OF COUNTY TRUNK HIGHWAY MILEAGE

County	Existing: 1998					1999 Population Estimates <sup>a</sup>	County Trunk Highway Miles per 1,000 Population	Planned: Design Year 2020		
	County Trunk Highway Miles	Total Street and Highway Miles	Percent County Trunk Highway Miles of Total Miles	Land Area (Acres)	County Trunk Highway Miles per 1,000 Acres of Land			Arterial Miles <sup>b</sup>		Percent Planned County Trunk Highway Miles of Total Planned Arterial Miles
								County Trunk Highway	Total	
Dodge	527.32	1988.93	26.5%	577,980	0.91	84,312	6.25	--	--	--
Fond Du Lac	354.59	1725.61	20.5%	464,359	0.76	96,678	3.67	--	--	--
Jefferson	260.14	1597.56	16.3%	360,291	0.72	74,004	3.52	--	--	--
Kenosha	262.07	1012.58	25.9%	178,164	1.47	142,407	1.84	204	356	57.3%
Ozaukee	152.30	879.77	17.3%	150,458	1.01	80,759	1.89	155	306	50.7%
Racine	161.06	1244.13	12.9%	217,944	0.74	188,904	0.85	156	426	36.6%
Sheboygan	451.04	1510.61	29.9%	330,850	1.36	112,063	4.02	--	--	--
Walworth	200.15	1480.89	13.5%	368,956	0.54	85,493	2.34	239	482	49.6%
Washington	195.65	1414.56	13.8%	278,833	0.70	113,859	1.72	234	468	50.0%
Waukesha	389.17	2778.93	14.0%	371,591	1.05	350,273	1.11	413	777	53.2%

<sup>a</sup>1999 Population Estimates based upon *Official Population Estimates, January 1, 1999*, Division of Energy and Intergovernmental Relations, Wisconsin Department of Administration, October, 1999.

<sup>b</sup>Based upon currently adopted Design Year 2020 Regional Transportation System Plan for Southeastern Wisconsin as documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997.

Source: SEWRPC

Based on the data set forth in Table 7 the following comparisons may be made for local road mileage:

- The proportion of existing local road miles to the total street and highway miles on a county by county basis ranges from about 58 percent to about 77 percent. Washington County is near the middle of the range with 72 percent local road miles.
- The proportion of local road miles per one thousand acres of land on a county by county basis, ranges from about 2.1 to about 5.7. Washington County is near the middle with about 3.7 local road miles per one thousand acres of land.

- The proportion of local road miles per one thousand population on a county by county basis, ranges from about 4.4 to about 14.5. Washington County is near the middle of the range at 8.9 local road miles per one thousand population.
- The proportion of planned local (town, village and city) arterial road miles as a percentage of planned total arterial miles in the year 2020, on a county by county basis, values range from about 4 percent to about 26 percent. Washington County is near the middle of the range with 16 percent.

The analysis indicates that Washington County generally ranks near the middle of the ranges compared to selected Southeastern Wisconsin counties in terms of the proportion of miles by jurisdictional highway system. Thus, it may be concluded that on a proportional basis, the relative number of state, county, and local highway miles in Washington County are currently in the same general range of other Southeastern Wisconsin counties. Further, based upon the year 2020 regional transportation system plan, the relative number of planned state, county, and local highway miles in Washington County may be expected to be comparable to other Southeastern Wisconsin counties.

**Table 7**  
**COMPARATIVE ANALYSIS OF LOCAL ROAD MILEAGE**

County	Existing: 1998					1999 Population Estimates <sup>a</sup>	Local Road Miles per 1,000 Population	Planned: Design Year 2020		
	Local Road Miles	Total Street and Highway Miles	Percent Local Road Miles to Total Miles	Land Area (Acres)	Local Road Miles per 1,000 Acres of Land			Arterial Miles <sup>b</sup>		Percent Planned Local Trunk Highway Miles of Total Planned Arterial Miles
								Local Trunk Highway	Total	
Dodge	1220.54	1988.93	61.4%	577,980	2.11	84,312	14.48	--	--	--
Fond Du Lac	1139.49	1725.61	66.0%	464,359	2.45	96,678	11.79	--	--	--
Jefferson	921.24	1597.56	57.7%	360,291	2.56	74,004	12.45	--	--	--
Kenosha	622.43	1012.58	61.5%	178,164	3.49	142,407	4.37	49	356	13.8%
Ozaukee	642.88	879.77	73.1%	150,458	4.27	80,759	7.96	79	306	25.8%
Racine	914.76	1244.13	73.5%	217,944	4.20	188,904	4.84	110	426	25.8%
Sheboygan	892.56	1510.61	59.1%	330,850	2.70	112,063	7.96	--	--	--
Walworth	1050.46	1480.89	70.9%	368,956	2.85	85,493	12.29	20	482	4.1%
Washington	1017.98	1414.56	72.0%	278,833	3.65	113,859	8.94	75	468	16.0%
Waukesha	2132.15	2778.93	76.7%	371,591	5.74	350,273	6.09	134	777	17.2%

<sup>a</sup>1999 Population Estimates based upon *Official Population Estimates, January 1, 1999*, Division of Energy and Intergovernmental Relations, Wisconsin Department of Administration, October, 1999.

<sup>b</sup>Based upon currently adopted Design Year 2020 Regional Transportation System Plan for Southeastern Wisconsin as documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, December 1997.

**Source: SEWRPC**

**Reconsider the Planned Jurisdiction of Scenic Road, Willow Creek Road, and Colgate Road**

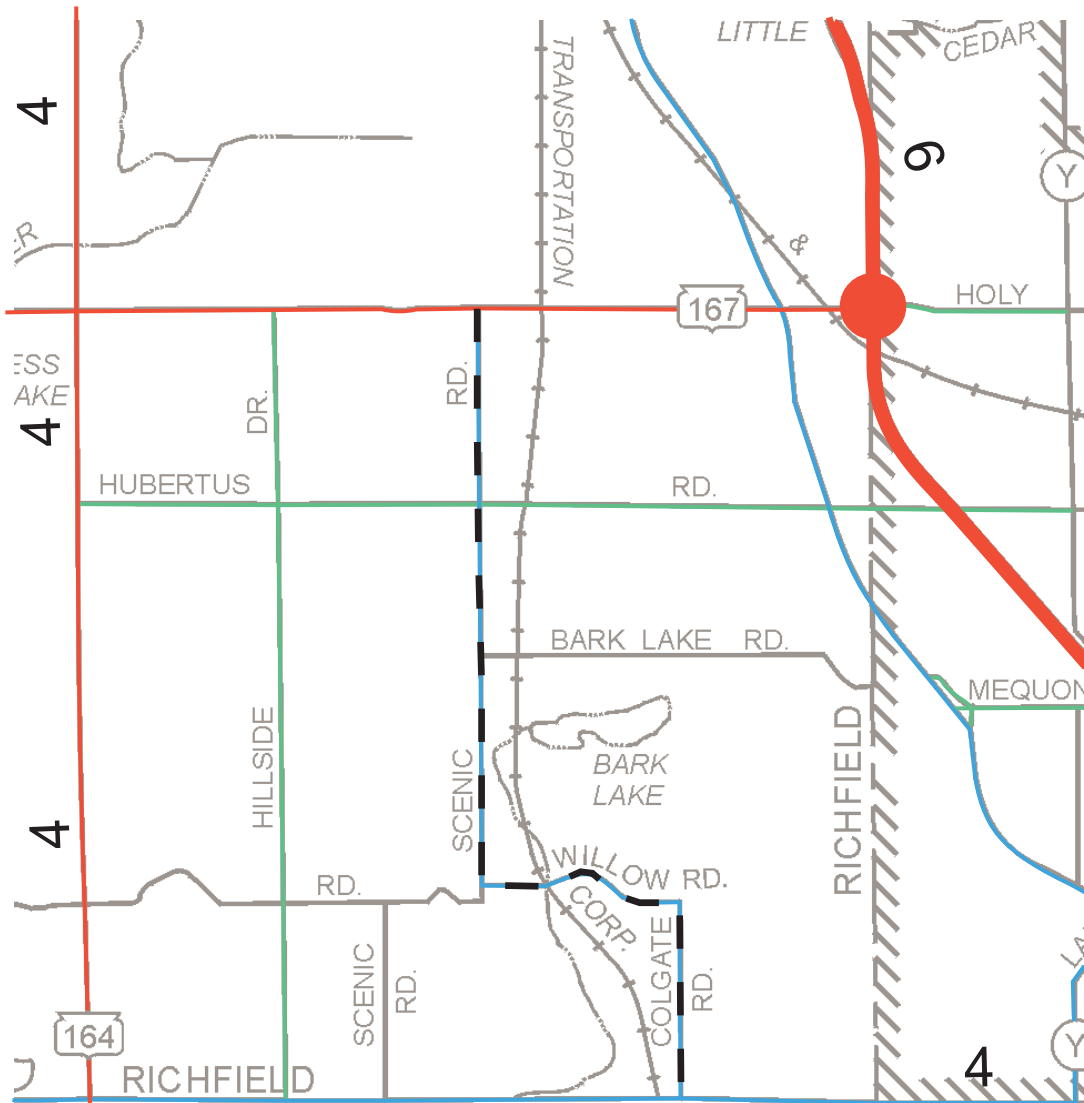
A representative from the Town of Richfield suggested considering the removal of Scenic Road, Willow Creek Road, and Colgate Road from the plan as arterials and planned county trunk highways in the Town of Richfield. These facilities, shown Map 9, were recommended to become county trunk highways in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup>

It is recommended that these facilities be removed from the plan as arterials and as well as county trunk highways. With respect to existing, as well as probable future function, these facilities serve principally as collector rather than arterial facilities, collecting and distributing traffic between local land access streets within the town and CTH Q and STH 167. These facilities are not required to provide desirable arterial spacing, as they serve an area of rural and sub-urban density land uses. Because these facilities are not considered existing or future arterials, they should also not be recommended as county trunk



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

Map 9





SCENIC, WILLOW CREEK, AND COLGATE ROADS IN THE TOWN OF RICHFIELD

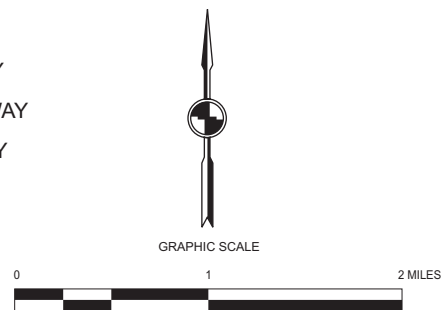


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
- 4** NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT



Source: SEWRPC.

highways. Moreover, these facilities do not serve the type of land uses which county trunk highways are expected to serve, and they are not needed to provide county highway system continuity.

The recommended removal of these facilities from the plan both as county trunk highways and arterials would reduce the planned arterial system and the county trunk highway system by 5.98 miles.

It is also recommended that Hubertus Road from STH 175 to STH 164, and Hillside Road from CTH Q to STH 167 be removed from the plan as arterials. With respect to function, they serve as collector rather than arterial facilities, and are not necessary to provide desirable arterial spacing in an area of rural and sub-urban density. However, all of these facilities--Hubertus Road, Hillside Road, Scenic Road, Willow Road and Colgate Road--serve an important function as collector facilities for the rural agricultural and rural residential areas they serve, carrying traffic between land access streets in the Town of Richfield and arterial streets.

#### Reconsider the Planned Jurisdiction of CTH X Between STH 28/STH 144 and CTH XX, and Jay Road Between CTH XX and the East County Line

A representative from the Town of Farmington suggested considering adding CTH X between STH 28/STH 144 and CTH XX, and Jay Road between CTH XX and the east county line in the Town of Farmington to the plan as planned county trunk arterials noting that CTH X and Jay Road provide a connection between STH 28/STH 144 in Washington County and STH 57 in Ozaukee County. These facilities, shown on Map 10, were not recommended as existing or planned arterial facilities, and were recommended to be transferred to town jurisdiction in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup>

With respect to existing, as well as probable future function, these facilities serve principally as collector rather than arterial facilities, collecting and distributing traffic between land access streets and STH 28/STH 144, CTH XX, and CTH M. These facilities are not required to provide desirable arterial spacing, as they serve an area of rural land uses.

As shown in Map 10, STH 144 in Sheboygan County parallels the proposed route between STH 144 and STH 57 about two miles north of the route of CTH X and Jay Road. This existing route of STH 144 would accommodate motorists destined to and from the north on STH 57. As shown in Map 11, CTH H in Ozaukee and Washington Counties generally parallels the proposed CTH X and Jay Road route between STH 144 and STH 57 to the south at a distance of about two to four miles. The existing route of CTH H would accommodate motorists destined to and from the south on STH 57. Thus, it may be concluded that there are adequate existing parallel arterial facilities currently connecting the two state trunk arterials, particularly as this is an area of rural land uses.

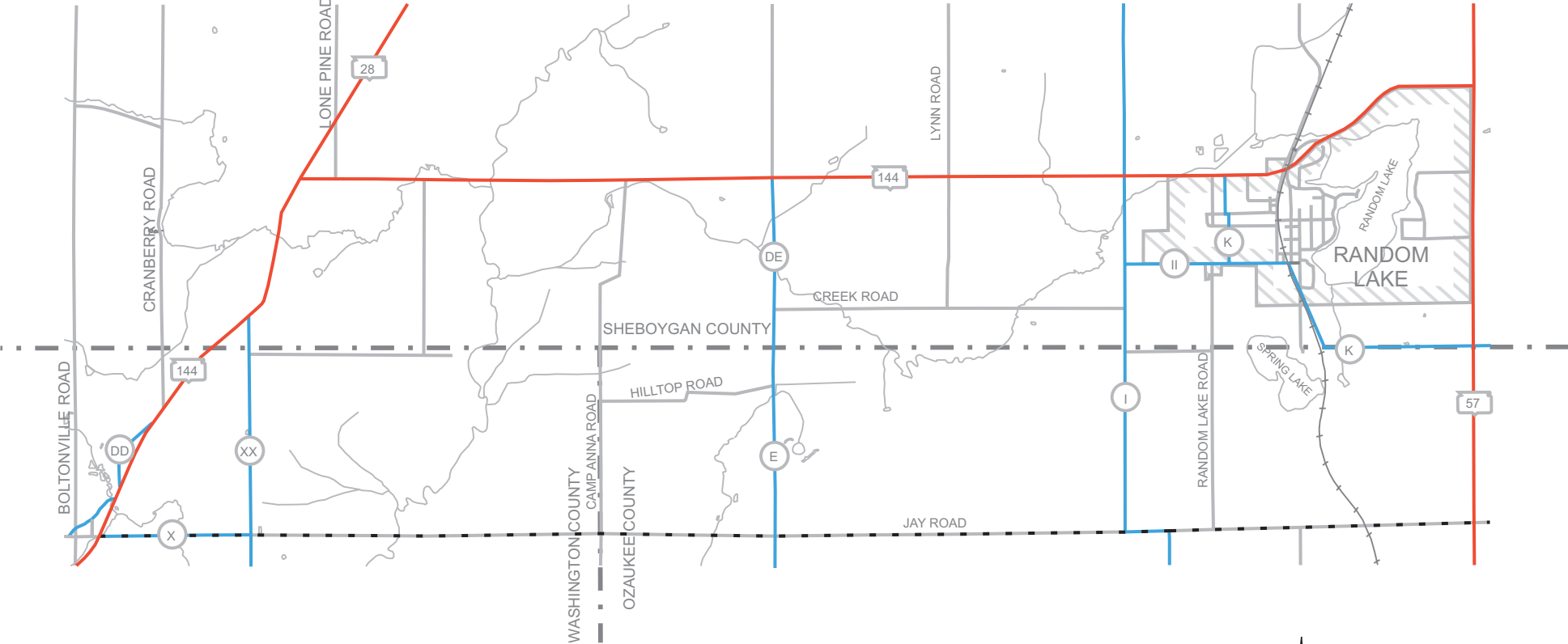
It is recommended that CTH X and Jay Road not be added to the plan as planned arterials or planned county trunk highways. These facilities do not serve an arterial function, and as well are not needed to serve land uses which should be served by a county trunk highway, or to provide county trunk highway spacing or system continuity. Existing facilities which generally parallel the proposed route of CTH X and Jay Road between STH 28/STH 144 and STH 57 currently connect the two state trunk arterials. Finally, because Section 83.025(1)(b) of the State Statutes requires that county trunk systems between adjacent counties "*be joined so as to make continuous lines of travel between the counties*", the addition of these facilities to the arterial system as county trunk highways in Washington County would require the addition of Jay Road to the county arterial system in Ozaukee County. Accordingly, it is recommended that these facilities not be added to the jurisdictional highway plan as arterials and county trunk highways at the present time. However, the Commission staff will raise this issue with the

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

Map 10

STH 144 IS AN EXISTING PARALLEL ROUTE TO PROPOSED CTH X AND JAY ROAD CONNECTION BETWEEN STH 28/STH 144 AND STH 57 NORTH OF CTH X AND JAY ROAD



LEGEND

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- STUDY SEGMENT

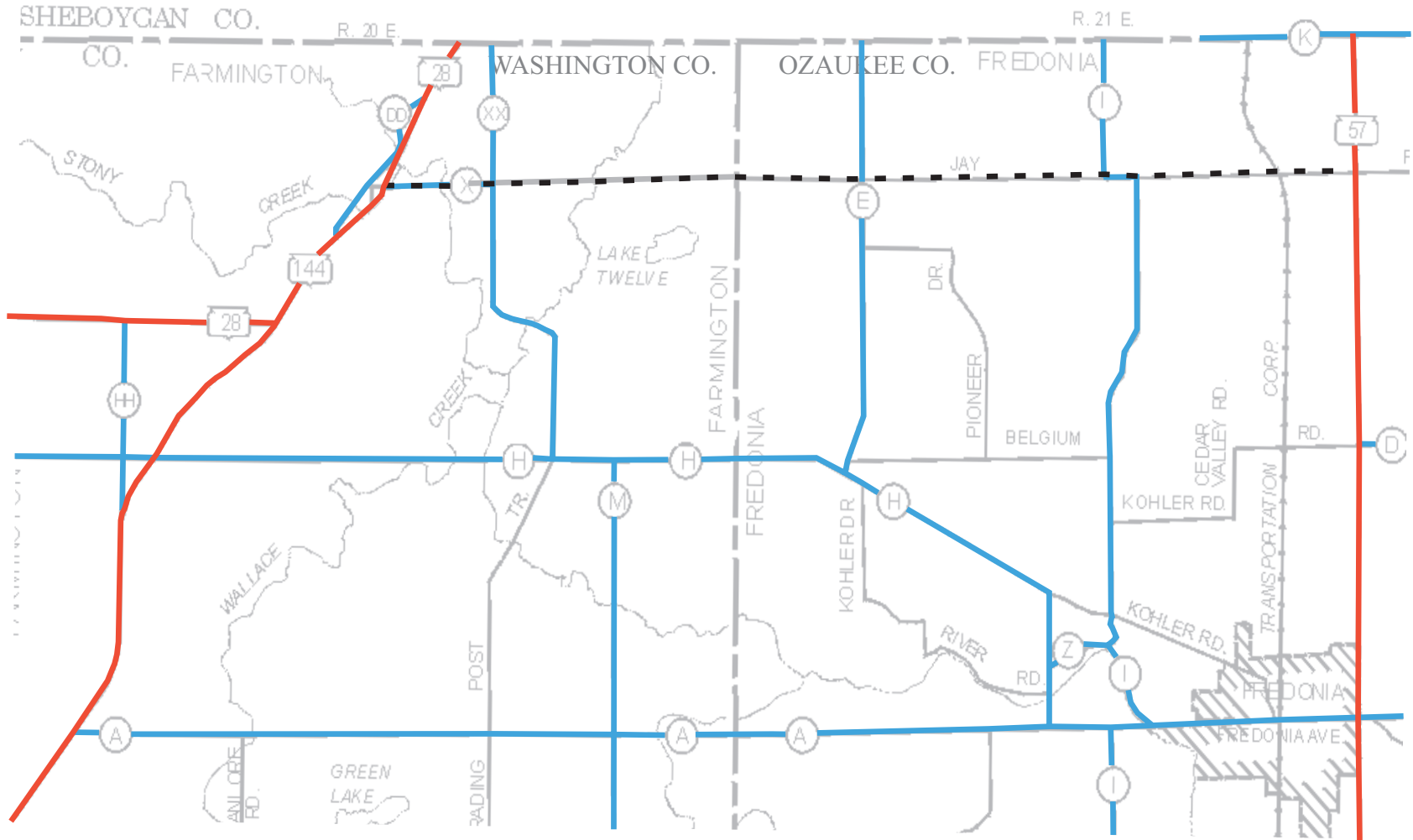
Source: SEWRPC



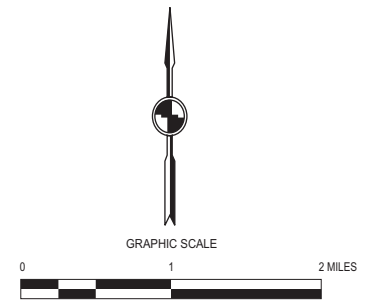
GRAPHIC SCALE



CTH H IS AN EXISTING PARALLEL ROUTE TO PROPOSED CTH X AND JAY ROAD CONNECTION BETWEEN STH 28/STH 144 AND STH 57 SOUTH OF CTH X AND JAY ROAD



- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- STUDY SEGMENT



Ozaukee County Jurisdictional Planning Highway Committee during the update of the Ozaukee County Jurisdictional Highway Plan. If that Committee indicates an interest in adding Jay Road to the county arterial system in Ozaukee County, the Commission staff will raise the issue again in Washington County.

#### Reconsider the Extension of North River Road Between STH 33 and STH 144

A representative from the Town of Barton suggested considering the removal of North River Road and its extension between STH 33 and STH 144 from the plan as an arterial and a planned county trunk highway in the Town of Barton and the City of West Bend. This facility and its extension, shown on Map 12, were recommended as a new arterial facility and county trunk highway in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> The proposed extension of N. River Road and its classification as a county trunk highway were reevaluated, reconsidered and reaffirmed during the preparation of a transportation system plan for the City of West Bend adopted in 1994.<sup>11</sup>

The extension of River Road is recommended to provide appropriate arterial spacing for planned urban development within the City of West Bend planned urban service area. It may be expected to provide capacity relief to STH 33 and STH 144. North River Road and its extension would also provide system continuity, permitting the extension of CTH G across STH 33 to STH 144.

The proposed extension of N. River Road would entail negative impacts. These include the potential displacement of three to five residences and the division of the property known as Lake Lenwood Beach and Campground, dependent upon the ultimate centerline alignment selected for this facility. The alignments considered during the preparation of the City's transportation system plan are shown on Map 13. The City's transportation system plan, in recognition of the potential negative impacts of the extension, recommended that a preliminary engineering study be undertaken to establish the definitive centerline alignment for the extension, in addition to recommending that N. River Road and its extension be retained on the plan. Further, the West Bend Common Council, in the resolution adopting the City's transportation system plan resolved to exclude Alternatives 1 and 2 from further consideration.

The extension of River Road is recommended as a county trunk highway to provide continuity of the planned county trunk highway route of N. River Road to STH 144. It is recommended that North River Road and its extension remain in the plan as an arterial and planned county trunk highway.

#### Reconsider the Planned Jurisdiction of CTH S Between CTH U and CTH W

A Washington County representative suggested considering the addition of CTH S between CTH U and CTH W in the Town of Addison to the plan as an arterial and to retain CTH S on the plan as a county trunk highway. This facility is shown on Map 14. County Trunk Highway S does marginally meet the criteria for an arterial facility and county trunk highway. Between STH 33 and STH 60, it is the only continuous east-west facility between STH 175 in Washington County and STH 67 in Dodge County.

Based upon this system continuity, it is recommended that CTH S be a planned arterial and county trunk highway on the jurisdictional plan between CTH U and existing STH 175. The segment of CTH S between existing STH 175 and CTH W is not recommended to be a planned arterial or a county trunk highway, as it would be a stub-end because CTH W is not a planned arterial or planned to be retained as

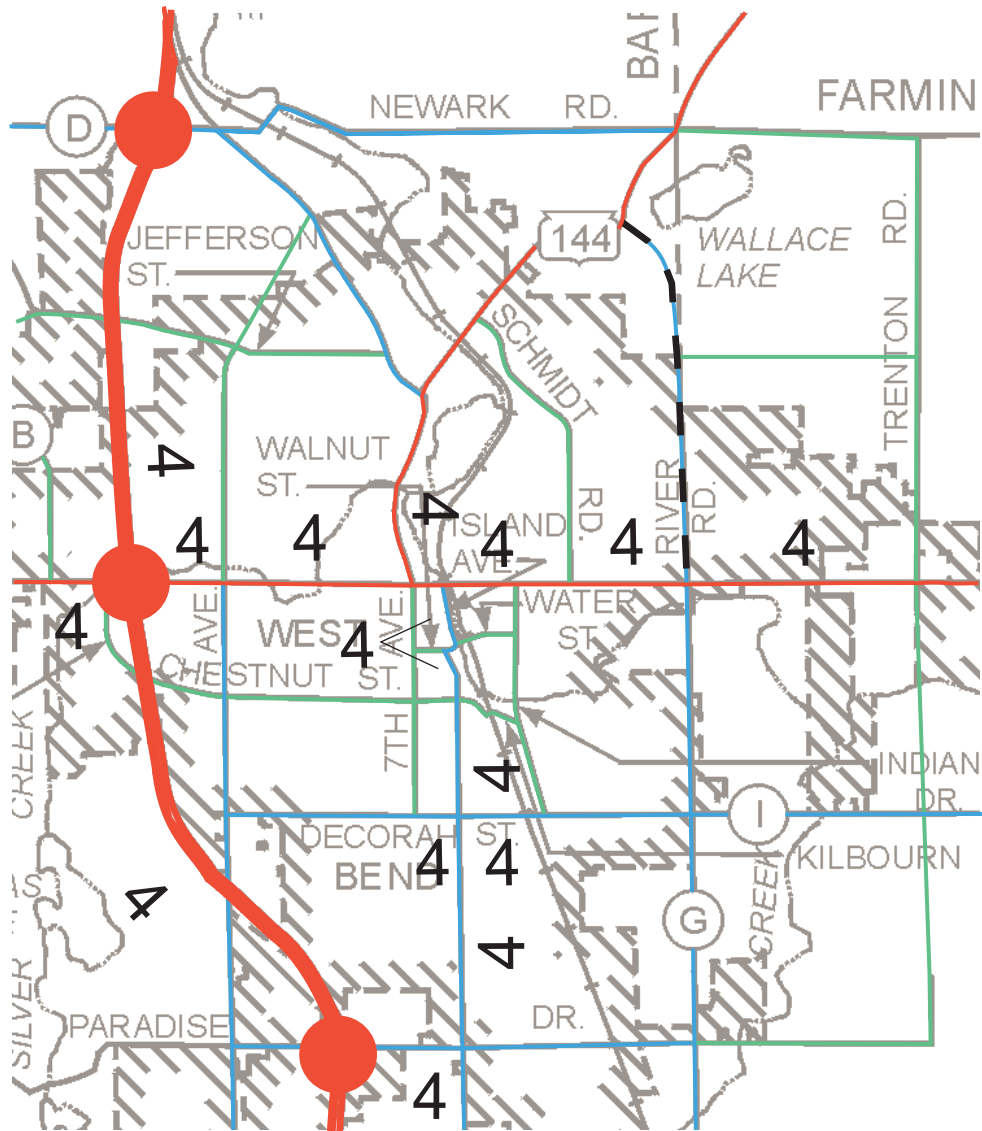
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<sup>2</sup> See SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.




<sup>11</sup> See SEWRPC Community Assistance Planning Report No. 210, City of West Bend Transportation System Plan: 2010, Washington County, Wisconsin, March 1994.

Map 12





NORTH RIVER ROAD AND ITS EXTENSION IN THE TOWN OF BARTON AND THE CITY OF WEST BEND



FREEWAY

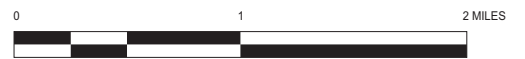
-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

STANDARD ARTERIAL

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT



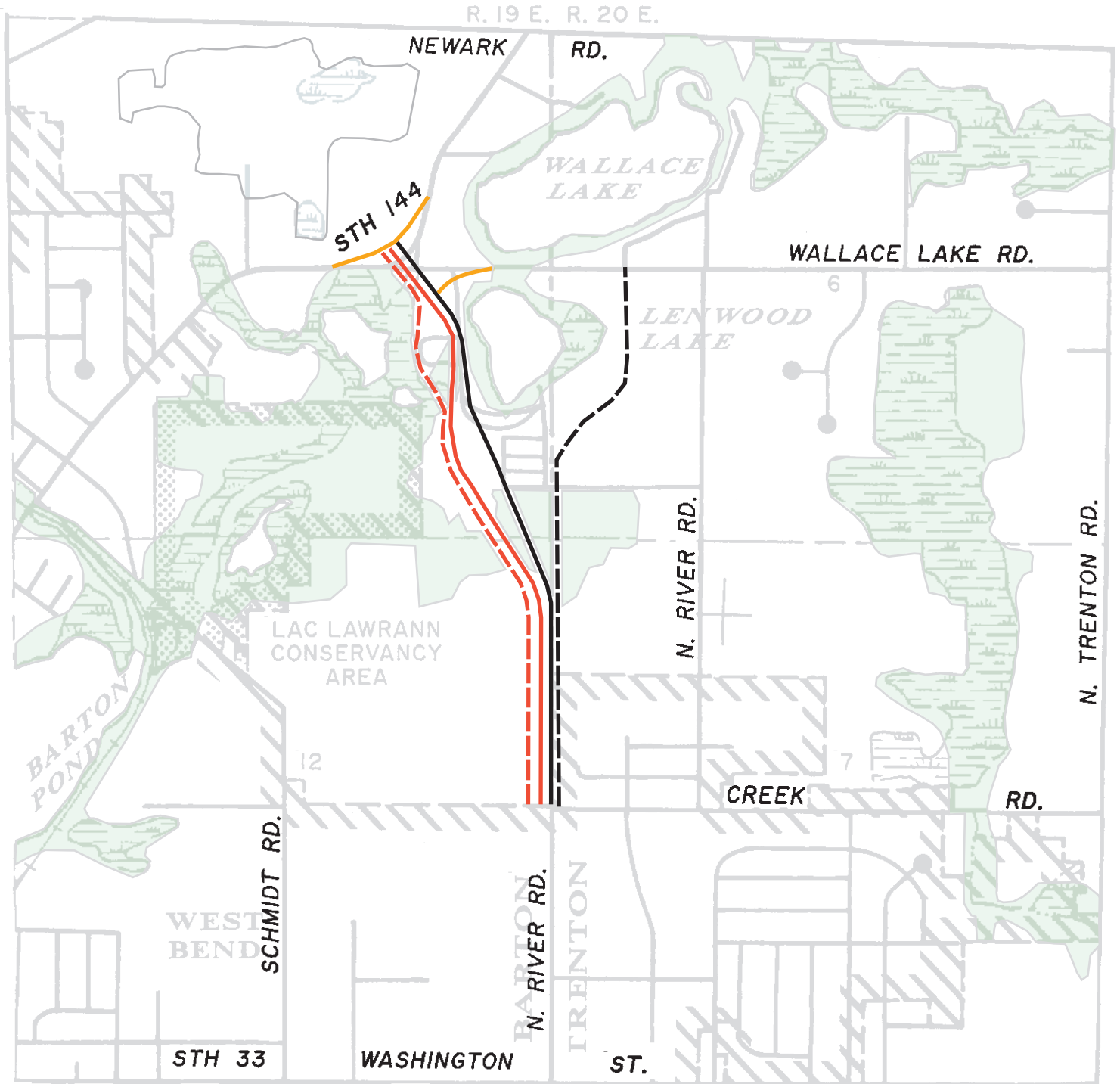
GRAPHIC SCALE



Source: SEWRPC.



ALTERNATIVE ALIGNMENTS FOR THE EXTENSION OF N. RIVER ROAD BETWEEN CREEK ROAD AND STH 144 CONSIDERED DURING PREPERATION OF CITY OF WEST BEND TRANSPORTATION SYSTEM PLAN: 2010



PROPOSED NORTH RIVER ROAD EXTENSION

- ALTERNATIVE ONE
- ALTERNATIVE TWO
- - ALTERNATIVE THREE
- - ALTERNATIVE FOUR
- MINOR ROADWAY REALIGNMENTS

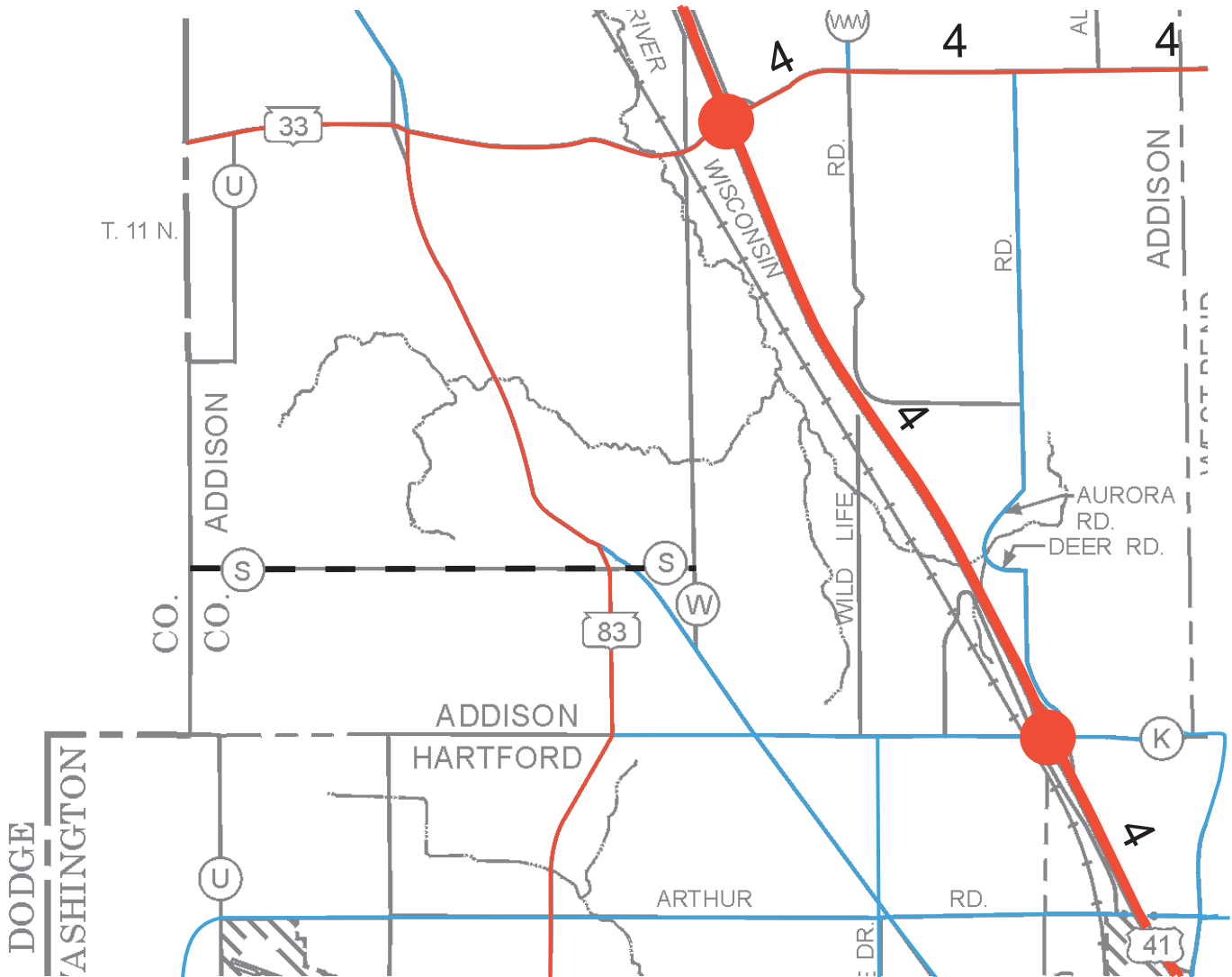
ENVIRONMENTAL CORRIDORS

- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- WETLAND



Source: SEWRPC

Map 14




CTH S IN THE TOWN OF ADDISON

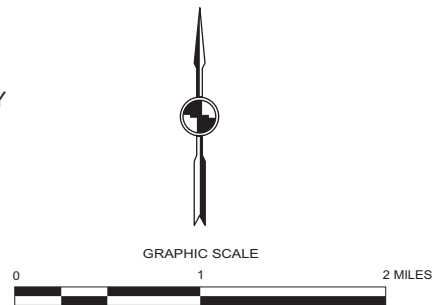


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
- 4** NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  STUDY SEGMENT



Source: SEWRPC.

a county trunk highway. This recommended action would add 2.7 miles of CTH S between STH 175 and CTH U to both the planned arterial system and county trunk highway system.

The Advisory Committee, at its meeting held on October 4, 2000, voted unanimously to retain CTH S between CTH U and CTH W as well as CTH W between STH 33 and CTH S on the plan as arterials and county trunk highways.

#### New Interchange on USH 41-USH 45 at Freistadt Road in the Village of Germantown

The Village of Germantown and Washington County representatives on the Advisory Committee requested consideration of the provision of a new interchange on USH 41-USH 45 at Freistadt Road in the Village of Germantown. (See Map 15) The primary purpose of this proposed interchange is to improve access to the area in the vicinity of Freistadt Road. In addition, Committee members suggested that traffic safety would be improved on STH 175 between Freistadt Road and Lannon Road if an interchange is constructed. A new interchange would allow motorists who would otherwise be travelling on STH 175--a surface arterial--to travel an additional one to two miles on the USH 41-USH 45 freeway. Travel speeds on the freeway--65 miles per hour--are higher than surface arterial speeds--30 to 45 miles per hour. In addition, travel on a freeway is safer than travel on surface arterials.<sup>7</sup>

The provision of an interchange at this location was considered during the preparation of an amendment to the Washington County Jurisdictional Highway System Plan in 1990 in response to comments received at the public hearing on the preliminary recommended plan. Commission staff analyses at that time indicated that, while the existing interchanges at Lannon Road and STH 167 (Holy Hill Road) may require the addition of traffic lanes, particularly turning lanes, and traffic signalization, a new interchange would not be necessary to provide traffic relief to accommodate existing or future traffic volumes. It was concluded that the connecting arterial facilities of Maple Road, Mequon Road, and STH 167 would also have adequate capacity to accommodate both existing and future traffic volumes. Finally, it was noted that industrial park travel to and from the southeast was expected to be the predominant travel direction and would not divert from the Lannon Road interchange to the Freistadt Road interchange, as the Lannon Road interchange offered a shorter route both with respect to travel time and travel distance. Accordingly, the Commission staff did not recommend the addition of an interchange at Freistadt Road. Nevertheless, the Advisory Committee, by a vote of 15 to 5 acted to add the interchange to the plan.

During the preparation of the 2010 regional transportation system plan in 1994, the planned interchange on USH 41-USH 45 at Freistadt Road was removed from the plan because the WisDOT indicated the interchange, even if included on the plan, would never be considered by WisDOT for implementation. An interchange at this location was not considered during preparation of the 2020 regional transportation system plan in 1997.

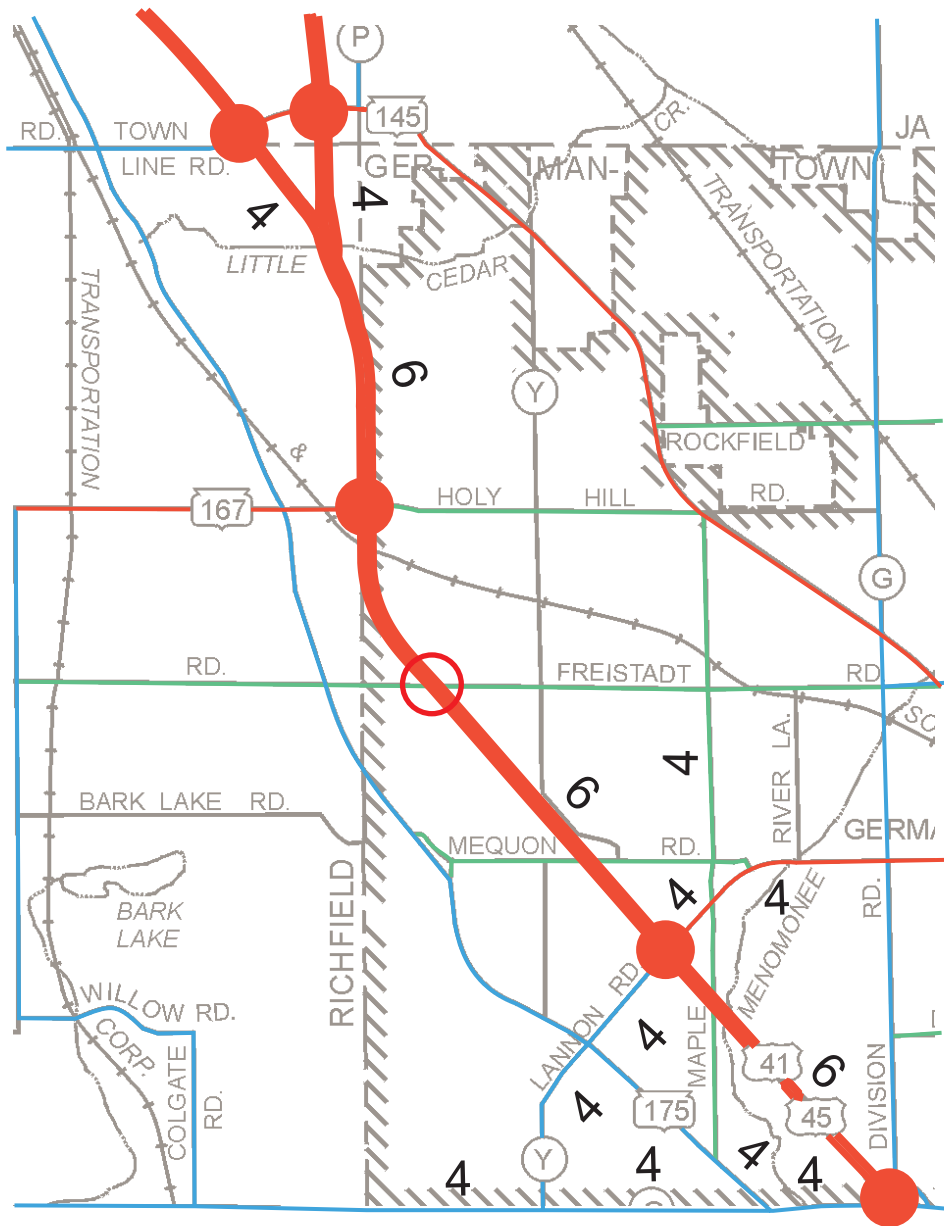
The USH 41/USH 45 freeway has adequate design capacity (90,000 vehicles per average weekday) to carry the existing traffic volume of about 60,000 vehicles per average weekday. By the forecast design year 2020 traffic volumes are expected to increase to about 96,200 vehicles per average weekday, or about 7 percent more than the freeway's design capacity. Motorists will experience some congestion and delay on the freeway including during peak traffic hours reduced ability to maneuver and change lanes, and reduced traffic speeds of 50 to 55 miles per hour. Due to the close spacing of the existing Lannon Road interchange and the proposed Freistadt Road interchange, the level of service at the ramp merge and

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<sup>7</sup> According to data provided by the Wisconsin Department of Transportation, the statewide average crash rate in 1998, including crashes with deer, was 71 total crashes per 100,000,000 vehicle miles of travel on rural freeways. The corresponding statewide average crash rate on urban freeways was 101 total crashes per 100,000,000 vehicle miles of travel, and the corresponding statewide average crash rate on county trunk highways was 193 total crashes per 100,000,000 vehicle miles of travel.

Map 15




**PROPOSED INTERCHANGE AT FREISTADT ROAD AND USH 41/45  
IN THE VILLAGE OF GERMANTOWN**

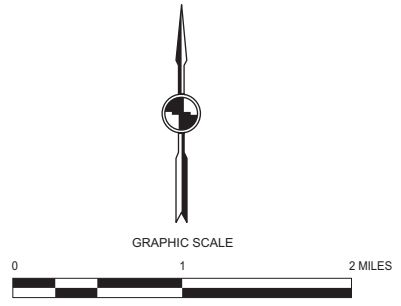


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  PROPOSED INTERCHANGE
- 4** NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

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



Source: SEWRPC.

diverge points at the Lannon Road interchange would be further degraded under the future traffic volumes by the provision of the proposed Freistadt Road interchange.

In the design year 2020, an estimated 7,700 vehicles per average weekday would use a new interchange at Freistadt Road to or from the south and an estimated 4,900 vehicles per average weekday would use this interchange to and from the north. However, of the estimated 7,700 vehicles per average weekday to and from the south at the new interchange about 5,300 vehicles would be diverted from the USH 41-USH 45 interchange at STH 167 (Holy Hill Road) in the design year 2020, or about 43 percent of the 12,200 vehicles per average weekday to and from the south at the STH 167 (Holy Hill Road) interchange if the new interchange is not constructed. Only an estimated 1,100 vehicles per average weekday to and from the south would be diverted from the USH 41-USH 45 interchange at Lannon Road in the design year 2020, to the new interchange at Freistadt Road or about 4 percent of the total traffic to and from the south at the Lannon Road interchange. Thus, it may be concluded that the proposed new interchange at Freistadt Road would provide very little capacity relief to the existing interchange at Lannon Road.

It may be noted that adequate existing and probable future traffic carrying capacity exists on the surface arterials which serve and connect the existing USH 41-USH 45 interchanges at Lannon Road and STH 167 (Holy Hill Road). These arterials include Lannon Road, Holy Hill Road (STH 167), Maple Road, and STH 175. The design capacity, 1998 traffic volumes and the future year 2020 traffic volumes on each of these segments is shown in Map 16.

Construction of a new interchange at Freistadt Road would cost an estimated \$8.9 million, not including right-of-way. Under current Wisconsin Department of Transportation cost sharing policy, it may be expected that Washington County would be required to fund 50 percent of all project costs including right-of-way.

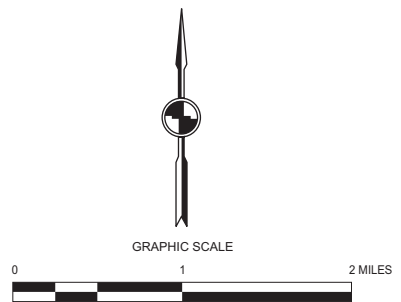
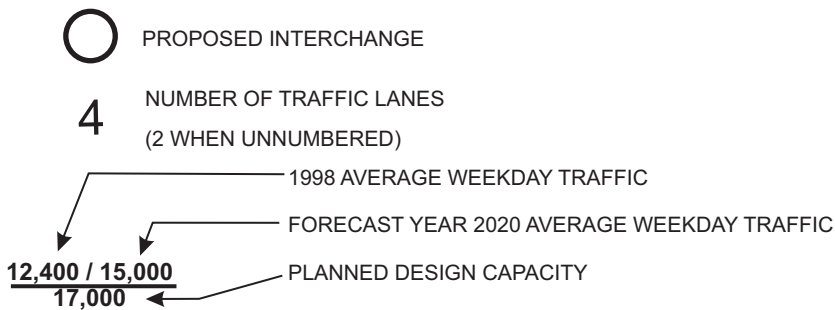
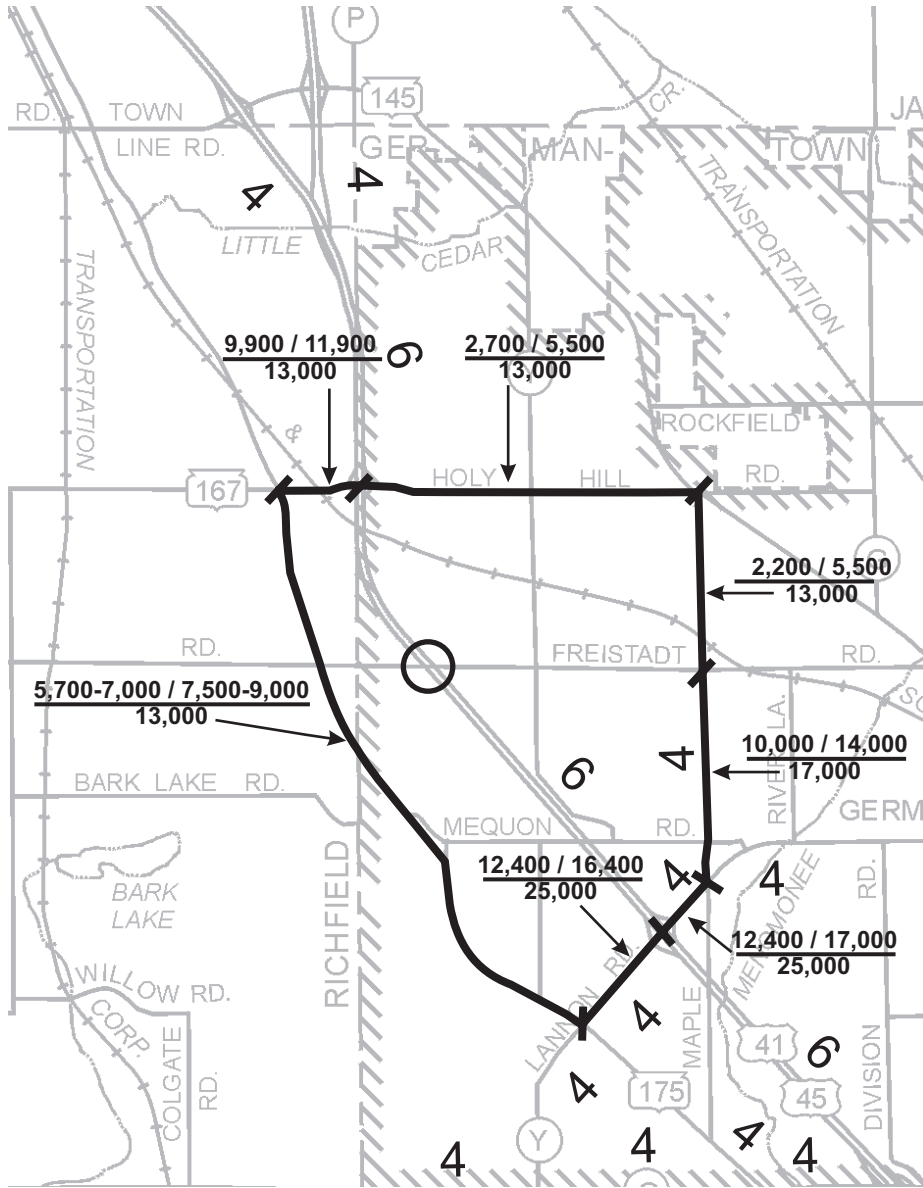
The U. S. Department of Transportation, Federal Highway Administration (FHWA) has established a policy for the review and evaluation of requests to add freeway interchanges. Key requirements of this policy include: 1) a full evaluation of reasonable alternatives; 2) demonstration that the adjacent interchanges and surface arterials are incapable either of providing the necessary access or cannot be improved to accommodate future traffic demand; 3) demonstration that the new interchange would not have a significant adverse impact on the safety and operation of the freeway; and 5) consistency with local and regional land use and transportation plans. The FHWA has also established interchange spacing criteria requiring a minimum spacing of one mile between adjacent interchanges in urban areas and five miles between interchanges in rural areas.

The provision of a new interchange on USH 41/USH 45 at Freistadt Road does not appear to satisfy the FHWA policy requirements as it cannot be demonstrated that: 1) the adjacent interchanges and surface arterials are incapable of providing the necessary access to meet existing and future traffic demand. The Wisconsin Department of Transportation (WisDOT) follows the FHWA policy in its review and evaluation of requests to add freeway interchanges. Further, the WisDOT does not support new interchanges intended to allow local traffic to remain on the freeway for another mile or two rather than using the adjacent surface arterial system. Finally, the WisDOT requires a minimum of two-mile gore to gore spacing between interchanges. The proposed new interchange would violate the WisDOT policy with respect to the purpose of the interchange, and would also violate the interchange gore spacing standards.

The provision of a new interchange on USH 41/USH 45 at Freistadt Road violates both Federal Highway Administration and Wisconsin Department of Transportation policy. The provision of a new interchange would not be required to provide capacity relief at adjacent interchanges. Thus, it will be difficult to construct the proposed interchange. Finally, the Wisconsin Department of Transportation cost share policy would require that the County provide 50 percent of the funds necessary to construct the interchange. Accordingly, the Commission staff does not recommend the addition of this interchange to the jurisdictional highway plan.

Map 16

**CURRENT AND FORECAST YEAR 2020 AVERAGE WEEKDAY TRAFFIC VOLUMES ON SELECTED ARTERIALS IN THE VICINITY OF THE PROPOSED INTERCHANGE AT FREISTADT ROAD AND USH 41/45 IN THE VILLAGE OF GERMANTOWN**



Source: SEWRPC.

Some Advisory Committee members identified the provision of a new interchange on USH 41/USH 45 at Freistadt Road as a potential solution to a traffic safety problem on STH 175 between Lannon Road and STH 167 (Holy Hill Road). A three and one-half year traffic crash history was collated for that segment of STH 175. The crash history covers the period from January 1, 1997 to June 30, 200, and the number of injury and property damage crashes is shown in Table 8 by year. There were no fatal crashes during this period.<sup>12</sup> The location of each crash is shown on Map 17. Based upon the number of crashes, the Commission staff recommends that the Wisconsin Department of Transportation undertake a detailed analysis of the crashes to determine if roadway geometric or operational improvements; roadside safety improvements; revisions to existing traffic control; or increased traffic enforcement could be implemented to improve traffic safety.

**Table 8**

**TRAFFIC CRASH HISTORY FOR STH 175 BETWEEN STH 167 (HOLY HILL ROAD)  
AND CTH Y (LANNON ROAD) FROM JANUARY 1, 1997 THROUGH JUNE 30, 2000**

**INJURY CRASHES**

1997							
MAP KEY NUMBER <sup>a</sup>	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH <sup>b</sup>		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
1	02/21/97	HEAD ON	SNOWY	DAY	LOST CONTROL	--	NO
2	04/12/97	RIGHT ANGLE	SNOWY	DAY	--	--	NO
3	05/13/97	RIGHT ANGLE	DRY	DAY	IMPROPER TURN	--	NO
4	06/11/97	REAR END	DRY	DAY	FOLLOWING TOO CLOSE	--	NO
5	07/03/97	SINGLE VEHICLE	DRY	DAY	IMPROPER OVERTAKE	IMPROPER TURN	NO
6	08/22/97	REAR END	WET	DAY	--	TOO FAST FOR CONDITIONS	NO
7	09/11/97	RIGHT ANGLE	DRY	DAY	INATTENTIVE DRIVING	--	NO
8	09/12/97	RIGHT ANGLE	DRY	DAY	FOLLOWING TOO CLOSE	--	NO
9	10/26/97	HEAD ON	DRY	STREET LIGHT	FAILURE TO YIELD	--	NO
10	11/04/97	SINGLE VEHICLE	WET	DAY	TOO FAST FOR CONDITIONS	--	NO
11	11/08/97	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
12	12/12/97	REAR END	WET	DAY	IMPROPER OVERTAKE	--	NO
13	12/24/97	HEAD ON	SNOWY	DARK	--	LEFT OF CENTER	NO

1998							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
14	01/31/98	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
15	02/27/98	REAR END	DRY	DAY	FOLLOWING TOO CLOSE	--	NO
16	05/09/98	REAR END	DRY	DAY	INATTENTIVE DRIVING	--	NO
17	10/23/98	RIGHT ANGLE	DRY	DAY	--	FAILURE TO YIELD	NO

1999							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
18	01/12/99	HEAD ON	SNOWY	DARK	LOST CONTROL	FOLLOWING TOO CLOSE	NO
19	02/27/99	RIGHT ANGLE	WET	DAY	--	FAILURE TO YIELD	NO
20	03/07/99	HEAD ON	DRY	DAY	FAILURE TO YIELD	--	NO
21	05/20/99	REAR END	DRY	DAY	FOLLOWING TOO CLOSE	--	NO
22	07/07/99	SINGLE VEHICLE	DRY	DAY	--	INATTENTIVE DRIVING	NO
23	08/05/99	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
24	11/04/99	REAR END	DRY	DUSK	INATTENTIVE DRIVING	--	YES
25	11/17/99	RIGHT ANGLE	DRY	DAY	--	DISREGARD TRAFFIC CONTROL	NO

2000							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
26	04/21/00	NONE REPORTED	DRY	DAY	FAILURE TO YIELD	--	NO

<sup>12</sup> No fatal accidents occurred on this segment of STH 175 between January 1, and June 15, 2000.

Table 8 (continued)

TRAFFIC CRASH HISTORY FOR STH 175 BETWEEN STH 167 (HOLY HILL ROAD)  
AND CTH Y (LANNON ROAD) FROM JANUARY 1, 1997 THROUGH JUNE 30, 2000

PROPERTY DAMAGE ONLY CRASHES

1997							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
27	01/09/97	SINGLE VEHICLE	SNOWY	DAY	--	--	NO
28	01/23/97	HEAD ON	SNOWY	DAY	FAILURE TO YIELD	--	NO
29	02/04/97	SINGLE VEHICLE	SNOWY	DAY	TOO FAST FOR CONDITIONS	--	NO
30	02/07/97	RIGHT ANGLE	DRY	STREET LIGHT	DISREGARD TRAFFIC CONTROL	DISREGARD TRAFFIC CONTROL	NO
31	02/09/97	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
32	02/21/97	SINGLE VEHICLE	ICY	DAY	--	--	NO
33	02/21/97	SINGLE VEHICLE	SNOWY	DUSK	LOST CONTROL	--	NO
34	02/25/97	REAR END	DRY	DAY	--	INATTENTIVE DRIVING	NO
35	02/27/97	HEAD ON	WET	DAY	FAILURE TO YIELD	--	NO
36	03/14/97	SINGLE VEHICLE	ICY	DAY	LOST CONTROL	--	NO
37	03/22/97	RIGHT ANGLE	DRY	DARK	FAILURE TO YIELD	--	NO
38	03/25/97	SINGLE VEHICLE	DRY	DARK	LOST CONTROL	--	NO
39	04/06/97	RIGHT ANGLE	WET	STREET LIGHT	INATTENTIVE DRIVING	--	NO
40	07/02/97	REAR END	DRY	DAY	INATTENTIVE DRIVING	--	NO
41	07/06/97	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
42	07/07/97	SINGLE VEHICLE	DRY	DARK	LOST CONTROL	--	YES
43	09/18/97	SIDESWIPE	DRY	DAY	EXCEEDING SPEED LIMIT	--	NO
44	10/12/97	SINGLE VEHICLE	DRY	DARK	TOO FAST FOR CONDITIONS	--	YES
45	10/15/97	SIDESWIPE	DRY	DAY	--	IMPROPER OVERTAKE	NO
46	10/19/97	SINGLE VEHICLE	DRY	STREET LIGHT	EXCEEDING SPEED LIMIT	--	YES
47	10/23/97	RIGHT ANGLE	WET	DARK	TOO FAST FOR CONDITIONS	--	NO
48	10/23/97	RIGHT ANGLE	WET	STREET LIGHT	INATTENTIVE DRIVING	INATTENTIVE DRIVING	NO
49	11/17/97	REAR END	DRY	DAY	IMPROPER TURN	--	NO

1998							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
50	01/04/98	SIDESWIPE	WET	DARK	LEFT OF CENTER	--	NO
51	01/28/98	REAR END	WET	DAY	TOO FAST FOR CONDITIONS	--	NO
52	05/20/98	RIGHT ANGLE	DRY	LIGHT	--	--	NO
53	06/07/98	NONE REPORTED	DRY	DAY	--	--	YES
54	06/19/98	REAR END	DRY	DAY	DRIVER CONDITION	--	YES
55	06/22/98	RIGHT ANGLE	DRY	DAY	--	INATTENTIVE DRIVING	NO
56	06/28/98	SINGLE VEHICLE	DRY	DAY	--	--	NO
57	07/06/98	REAR END	DRY	DAY	INATTENTIVE DRIVING	--	NO
58	07/15/98	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
59	08/18/98	SIDESWIPE	DRY	DAY	--	--	NO
60	09/13/98	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	FAILURE TO YIELD	NO
61	09/22/98	SINGLE VEHICLE	DRY	STREET LIGHT	TOO FAST FOR CONDITIONS	--	NO
62	10/19/98	SIDESWIPE	DRY	DAY	FAILURE TO YIELD	--	NO
63	10/27/98	RIGHT ANGLE	WET	DAY	FAILURE TO YIELD	--	NO
64	11/03/98	SINGLE VEHICLE	DRY	DAY	INATTENTIVE DRIVING	--	NO
65	12/17/98	RIGHT ANGLE	DRY	DAY	--	FAILURE TO YIELD	NO

1999							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
66	02/06/99	SINGLE VEHICLE	DRY	STREET LIGHT	--	--	NO
67	02/24/99	SIDESWIPE	WET	DAY	FOLLOWING TOO CLOSE	--	NO
68	02/28/99	RIGHT ANGLE	WET	DARK	FAILURE TO YIELD	--	YES
69	03/09/99	RIGHT ANGLE	SNOWY	DARK	TOO FAST FOR CONDITIONS	--	NO
70	03/09/99	SINGLE VEHICLE	SNOWY	DAY	LOST CONTROL	--	NO
71	05/01/99	SINGLE VEHICLE	DRY	DARK	DRIVER CONDITION	--	YES
72	05/04/99	REAR END	DRY	DAY	--	INATTENTIVE DRIVING	NO
73	05/22/99	RIGHT ANGLE	DRY	DAY	INATTENTIVE DRIVING	FAILURE TO YIELD	NO
74	06/21/99	RIGHT ANGLE	DRY	DAY	--	IMPROPER TURN	NO
75	07/19/99	RIGHT ANGLE	WET	DAY	--	FAILURE TO YIELD	NO
76	10/09/99	RIGHT ANGLE	DRY	DAY	--	FAILURE TO YIELD	NO
77	12/12/99	RIGHT ANGLE	DRY	DAY	--	INATTENTIVE DRIVING	NO
78	12/20/99	RIGHT ANGLE	WET	DARK	FAILURE TO YIELD	--	NO
79	12/22/99	RIGHT ANGLE	DRY	STREET LIGHT	--	INATTENTIVE DRIVING	NO
80	12/24/99	SINGLE VEHICLE	WET	DARK	--	--	NO

2000							
MAP KEY NUMBER	CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
					DRIVER 1	DRIVER 2	
81	01/30/00	REAR END	SNOWY	DARK	--	--	NO
82	03/30/00	REAR END	DRY	DAY	INATTENTIVE DRIVING	--	NO
83	04/14/00	SINGLE VEHICLE	DRY	DARK	--	--	NO
84	06/13/00	RIGHT ANGLE	DRY	DAY	--	FAILURE TO YIELD	NO

<sup>a</sup>The MAP KEY NUMBER refers to Map 17. "CRASHES ON STH 175 BETWEEN STH 167 (HOLY HILL ROAD) AND CTH Y (LANNON ROAD) FROM JANUARY 1, 1997 THROUGH JUNE 30, 2000.

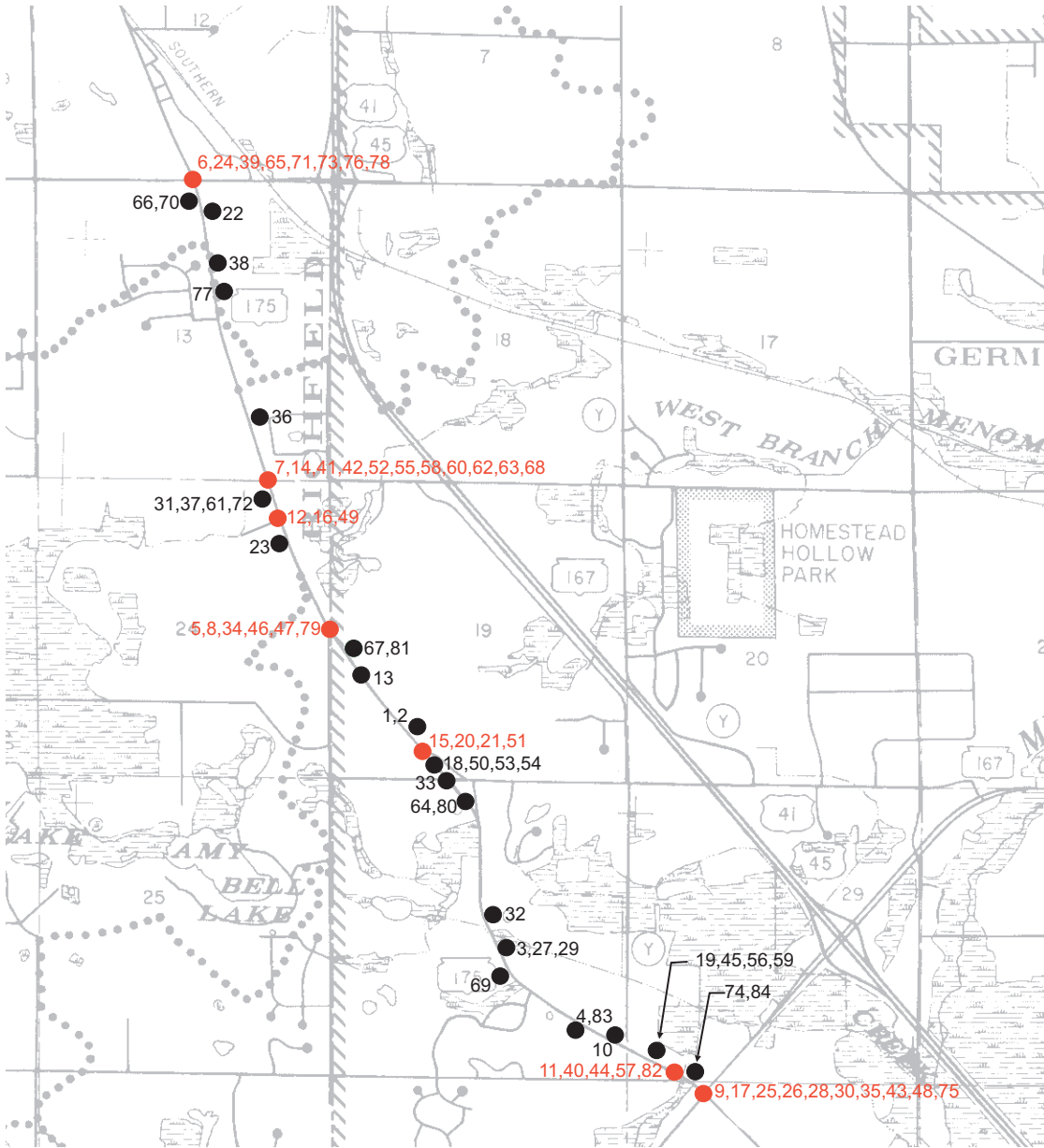
<sup>b</sup>As reported by the responding law enforcement personnel; where blank, no possible factor was reported.

Source: WisDOT and SEWRPC.



Map 17

CRASHES ON STH 175 BETWEEN STH 167 (HOLY HILL ROAD) AND CTH Y (LANNON ROAD) FROM JANUARY 1, 1997 THROUGH JUNE 30, 2000



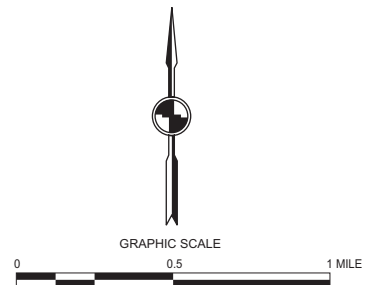
● INTERSECTION RELATED CRASHES

● NON-INTERSECTION RELATED CRASHES

12,29 CRASH NUMBER LISTED ON TABLE 8

NOTE: ACCIDENT NUMBERS 1 THROUGH 26 ARE INJURY ACCIDENTS,  
ACCIDENT NUMBERS 27 THROUGH 84 ARE PROPERTY DAMAGE ONLY ACCIDENTS

Source: SEWRPC



In response to a request from Advisory Committee members, a three and one-half year traffic crash history was also collated for the intersection of STH 145, Holy Hill Road, and Maple Road in the Village of Germantown. The crash history covers the period from January 1, 1997 to June 30, 2000 and the number of injury and property damage crashes is shown in Table 9 by year. There were no fatal crashes during this period. Committee members noted that the Wisconsin Department of Transportation and the Village of Germantown have been working together to address traffic safety concerns at this intersection, and that the speed limit had recently been lowered. A Village of Germantown representative stated that the lower speed limit has seemed to improve traffic operations at the intersection and that additional improvements at this intersection were likely not warranted at the present time based upon the crash history.

**Table 9**

**TRAFFIC CRASH HISTORY FOR STH 145 (FOND DU LAC AVENUE) AT THE INTERSECTION WITH MAPLE ROAD AND HOLY HILL ROAD FROM JANUARY 1, 1997 THROUGH JUNE 30, 2000**

**INJURY CRASHES**

1998						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH <sup>a</sup>		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
05/21/98	RIGHT ANGLE	DRY	STREET LIGHT	--	FAILURE TO YIELD	NO

1999						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
06/07/99	RIGHT ANGLE	DRY	STREET LIGHT	FAILURE TO YIELD	--	NO
10/08/99	SINGLE VEHICLE	DR	DAY	EXCEEDING SPEED LIMIT	--	NO

2000						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
02/18/00	SINGLE VEHICLE	SNOWY	DARK	TOO FAST FOR CONDITIONS	--	NO

**PROPERTY DAMAGE ONLY CRASHES**

1997						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
04/07/97	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
05/05/97	RIGHT ANGLE	WET	DAY	FAILURE TO YIELD	--	NO
05/16/97	SINGLE VEHICLE	DRY	DAY	INATTENTIVE DRIVING	--	NO
08/29/97	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
10/24/97	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
11/14/97	SINGLE VEHICLE	SNOWY	DARK	TOO FAST FOR CONDITIONS	--	NO
12/10/97	RIGHT ANGLE	SNOWY	DAY	--	FAILURE TO YIELD	NO

1998						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
09/22/98	SIDESWIPE	DRY	DARK	DRIVERCONDITION	--	YES

1999						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
01/02/99	RIGHT ANGLE	SNOWY	DAY	LOST CONTROL	--	NO
01/10/99	SINGLE VEHICLE	SNOWY	DAY	LOST CONTROL	--	NO
04/12/99	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
05/25/99	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
09/13/99	RIGHT ANGLE	DRY	DAY	--	FAILURE TO YIELD	NO
09/25/99	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
10/17/99	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
11/03/99	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO

2000						
CRASH DATE	COLLISION TYPE	ROADWAY CONDITION	LIGHT CONDITION	POSSIBLE DRIVER FACTORS CONTRIBUTING TO CRASH		ALCOHOL INVOLVED
				DRIVER 1	DRIVER 2	
04/06/00	RIGHT ANGLE	DRY	DAY	FAILURE TO YIELD	--	NO
05/09/00	HEAD ON	WET	DAY	FAILURE TO YIELD	--	NO
05/24/00	REAR END	DRY	DAY	--	INATTENTIVE DRIVING	NO

<sup>a</sup>As reported by the responding law enforcement personnel; where blank, no possible factor was reported

Source: WisDOT and SEWRPC.

#### Reconsider the Planned Jurisdiction of Newark Drive Between CTH D and STH 144

A representative from the Town of Barton suggested considering removing Newark Drive between CTH D and STH 144 from the plan with respect to its transfer of jurisdiction to Washington County. (See Map 18) This facility was recommended to become a county trunk highway in the original jurisdictional highway system plan for Washington County in 1975.<sup>2</sup>

The Newark Drive corridor between CTH D and STH 144 is included in the plan to provide an east-west arterial at a two-mile spacing from STH 33. Long range future planned urban development in the West Bend area extends to Newark Drive, and Newark Drive will be an important arterial facility to serve that future development. Newark Drive also functions as an arterial and as a future county trunk highway as it is one of the few arterial facilities with an interchange with USH 45.

At the October 4, 2000 Advisory Committee meeting, the Town of Barton representative questioned the need for the addition of Newark Drive to the arterial system as a county trunk highway. He expressed concern about the proximity of existing development and a cemetery to Newark Drive, as well as two 90-degree intersections between Newark Drive and Salisbury Road. The City of West Bend representatives indicated that while there may not be an existing need, an arterial facility will be needed in this corridor to support planned urban development and the traffic it may be expected to generate. It was noted that a feasibility study of various alternative alignments for a facility in the Newark Drive corridor had been undertaken in the early 1990's for Washington County.

In 1992, Washington County undertook a feasibility study of the Newark Drive corridor including the potential reconstruction of Newark Drive to county trunk highway standards. A task force was formed to guide and review the conduct of the feasibility study. Five alternative alignments were initially identified and are shown on Map 19. Alternatives One through Three proposed to use all or part of Newark Drive; Alternative One is the existing alignment. Alternatives Four and Five would essentially be located on new alignment in the Newark Drive corridor. Given their relative proximity to Newark Drive, each of the five alignments would provide the appropriate arterial spacing necessary to support the planned future urban development of the West Bend area. Each of the five alternatives would also function to provide an arterial connection between CTH D and STH 144.

Though the need to provide an arterial through this corridor does not currently exist, planned urban development in the West Bend area will create a need in the future. The conduct of a preliminary engineering study should be undertaken as soon as possible to establish the definitive centerline alignment of the proposed facility within the corridor. It may be expected that such a study would consider a range of alternative alignments including, but not necessarily limited to those alignments identified in the feasibility study. Identification of the preferred alignment would serve notice that an arterial facility is necessary within the corridor and help protect the right of way from further development.

Accordingly, it is recommended that a facility in the Newark Drive corridor be retained on the plan as a planned arterial and a county trunk highway. It is also recommended that a preliminary engineering study be undertaken as soon as possible to determine the definitive centerline alignment for this facility, and that once established, it should be made part of Washington County's Official Map and the City of West Bend's Official Map. Finally, it is also recommended that the Town of Barton have significant input during the conduct of the preliminary engineering study to establish the alignment of this facility.

#### Reconsider the Planned Transfer of CTH NN Between 18<sup>th</sup> Avenue and CTH P

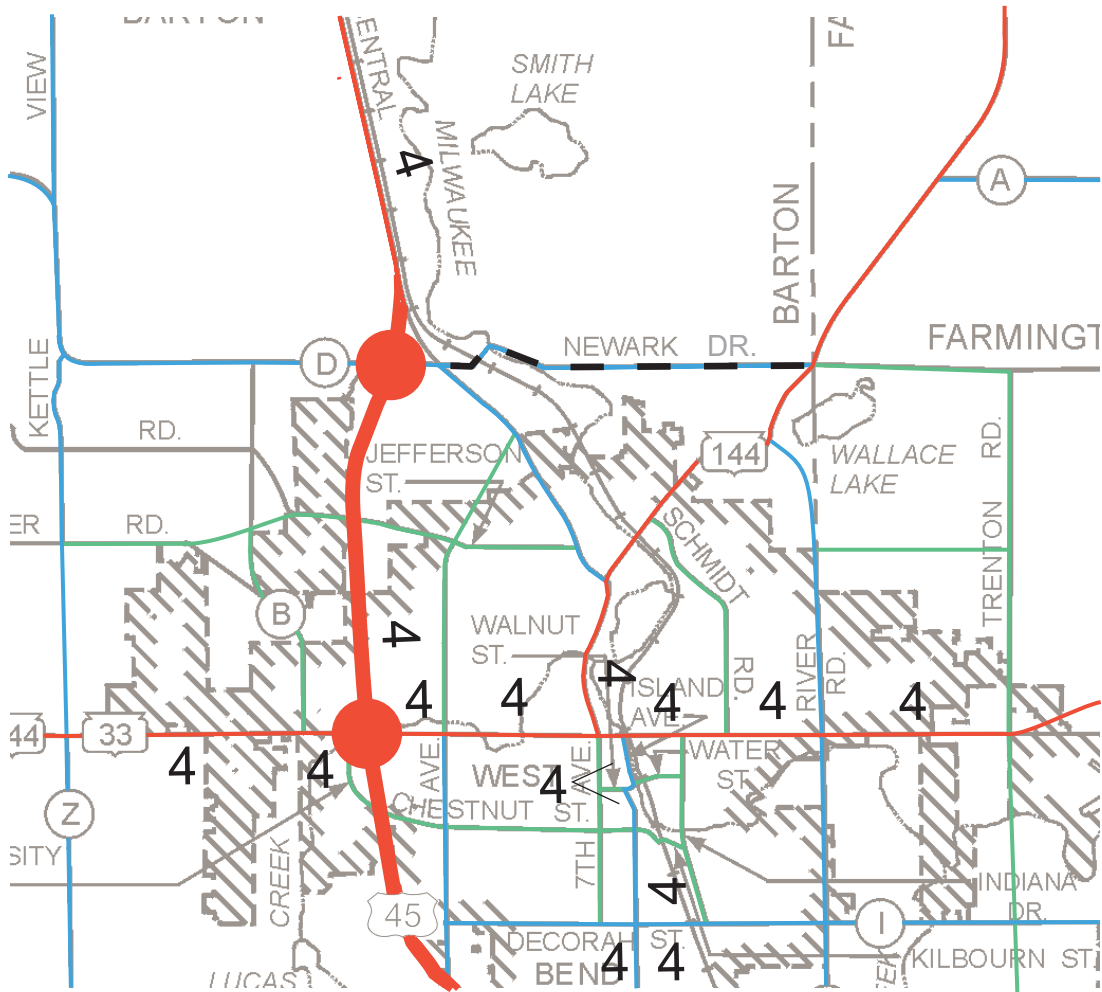
The representative from the Town of West Bend suggested reconsidering the planned transfer to the local trunk highway system of CTH NN between 18<sup>th</sup> Avenue and CTH P in the Town of West Bend. (See

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

Map 18





NEWARK DRIVE BETWEEN CTH D AND STH 144  
IN THE TOWN OF BARTON



**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT

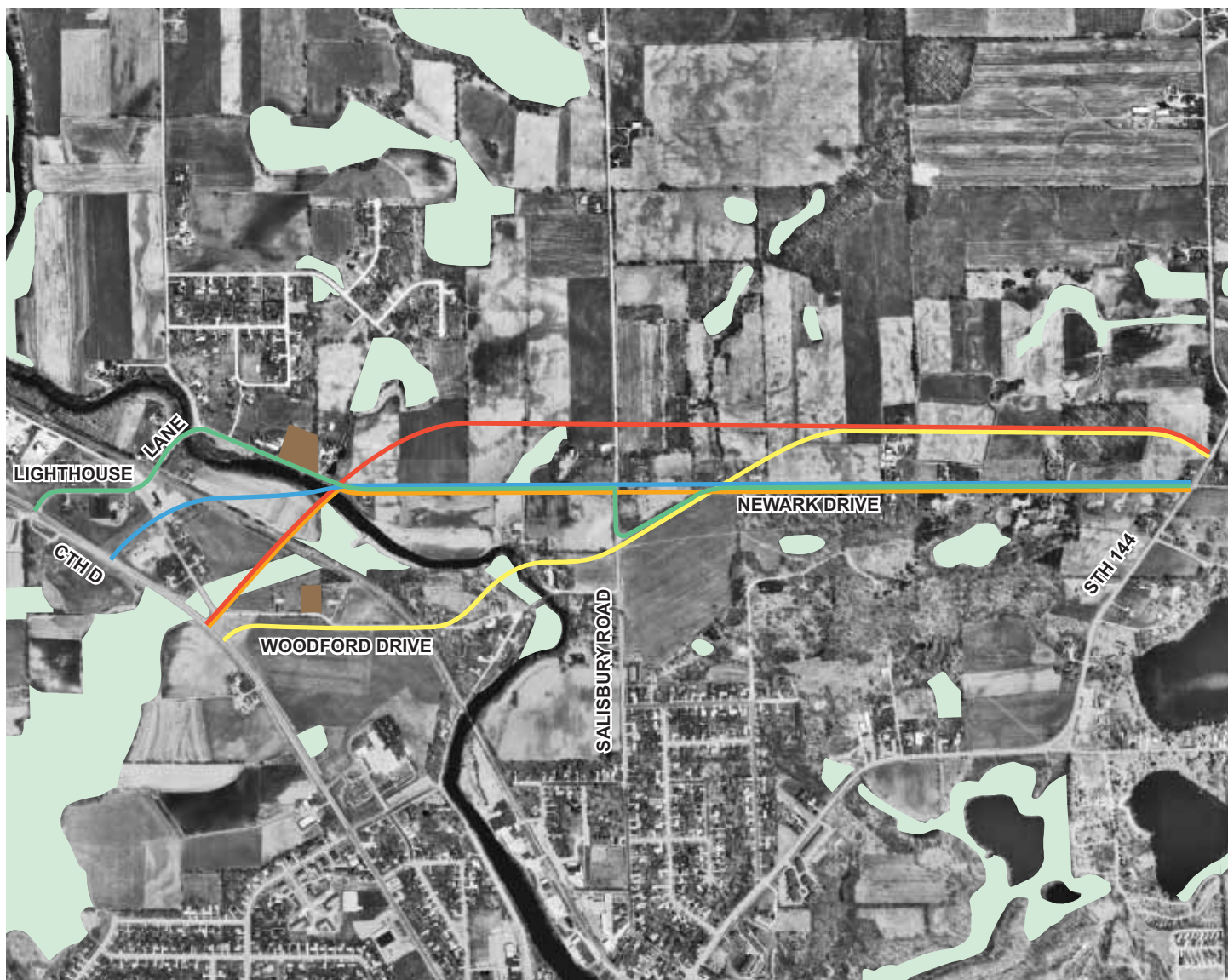


GRAPHIC SCALE

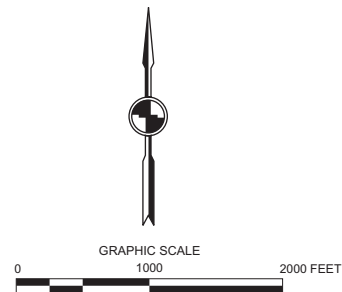


Source: SEWRPC.

PROPOSED NEWARK DRIVE RIGHT-OF-WAY ALTERNATIVES AS SHOWN IN  
ENGINEERING FEASIBILITY STUDY FOR NEWARK DRIVE TABLETOP PLAN



- Alternative 1 (Currently adopted JHSP)
- Alternative 2
- Alternative 3
- Alternative 4
- Alternative 5
- Wetlands
- Cemetery



Map 20) This jurisdictional transfer was recommended in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup>

The planned sanitary sewer service area and planned future urban development for the City of West Bend and environs for the design year 2020--adopted in 1998--extends to CTH NN between 18<sup>th</sup> Avenue and CTH P. CTH NN may be expected to primarily function in the future as an arterial in support of this planned urban development in the City of West Bend. The trips served by this facility, then, may be expected to be largely intracommunity rather than intercommunity and are best served by a local trunk highway. In addition, there is no substantial reason for this segment of CTH NN to remain a county trunk highway--connector to a freeway interchange, service of land uses, or county highway system route continuity.

It is recommended that this facility continue to be planned to transfer from the county trunk arterial system to the local trunk arterial system.

At the October 4, 2000 Advisory Committee meeting, a Washington County representative on the Committee stated that he concurred with the Commission staff analysis with respect to the planned transfer of CTH NN between 18<sup>th</sup> Avenue and CTH P, but that this transfer may result in a discontinuity problem as one end of CTH P – at Rusco Road – and one end of CTH NN – at 18<sup>th</sup> Avenue – would no longer be connected to either another existing county trunk highway or a state trunk highway. It was suggested that to address this, additional segments of the county trunk highway system be transferred to the local units of government: CTH NN between CTH Z and 18<sup>th</sup> Avenue, and the segment of CTH P between Rusco Road and the Town of West Bend south town line. It was noted that 18<sup>th</sup> Avenue and Main Street between CTH NN and STH 33 are planned county trunk highways under the currently adopted jurisdictional highway system plan and would provide county trunk highway system continuity.

There is no provision within the State Statutes mandating county trunk highway system continuity, with the exception of Section 83.025(1)(b), which does require that the county trunk systems between adjacent counties “*be joined so as to make continuous lines of travel between counties*”. In fact, Section 83.025(1)(c) of the State Statutes grants cities and villages the authority to remove from the county trunk highway system any segment of a county trunk highway located wholly within the corporate limits of the city or village.

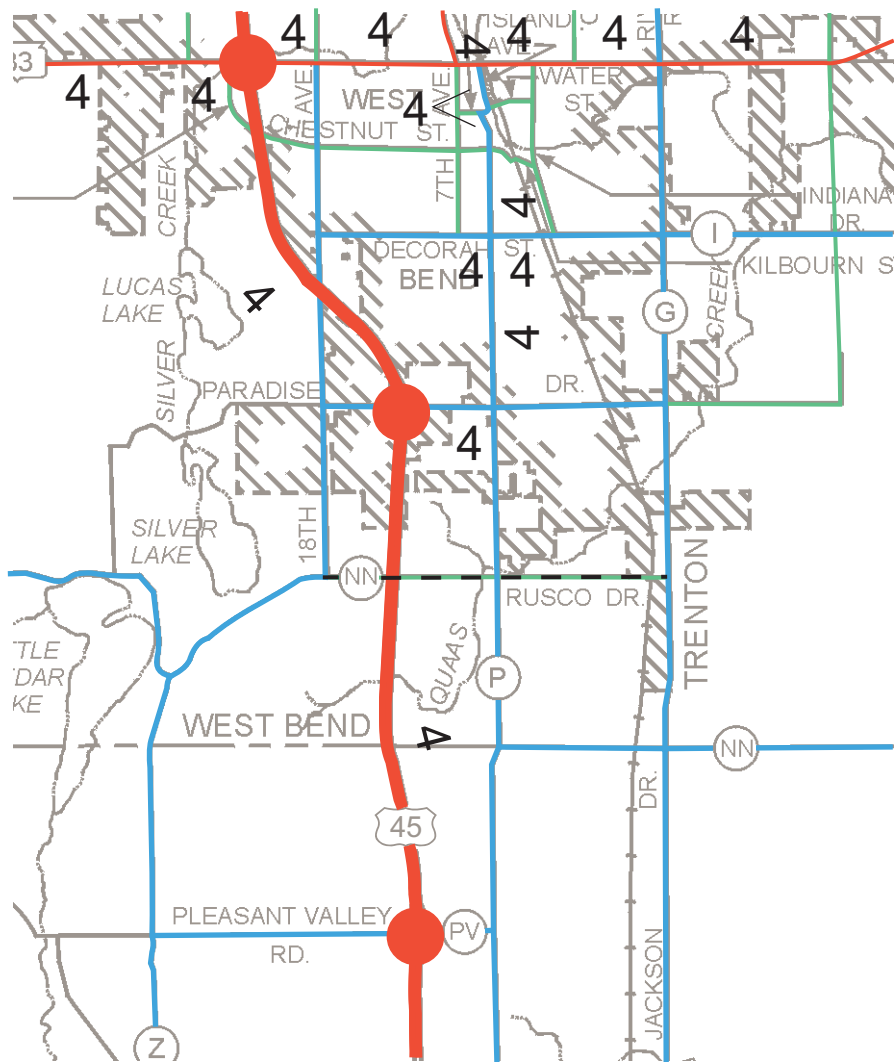
There are many examples throughout Southeastern Wisconsin including Washington County where existing county trunk highways currently terminate at some point other than another county trunk or a state trunk highway. These include CTH K, CTH N, and CTH U in the City of Hartford, and CTH B and CTH D in the City of West Bend. Two county trunk highways, CTH H and CTH AA had direct connections to USH 41 prior to its conversion from an expressway to a freeway. Today, each of these county trunk highways ends at the USH 41 freeway even though the roadways on which the county trunk highways are routed continue over USH 41, and neither is connected to USH 41 via an interchange.

The jurisdictional highway system plans prepared by the Commission staff for the seven Counties in Southeastern Wisconsin including Washington County, however, have long recommended that the county trunk highway system be continuous crossing municipal boundaries and terminating only at another county trunk or state trunk highways. Facilities would be signed and marked as county trunk highways within cities and villages. Both Main Street and 18<sup>th</sup> Avenue between CTH NN and STH 33 are planned county trunk highways under the currently adopted jurisdictional highway plan, as shown on Map 20. Thus, neither CTH P nor CTH NN would be “stub ended” under planned conditions, and any concern with regard to county highway system continuity would be obviated following implementation of the recommendations set forth in the current jurisdictional highway system plan.




The Commission staff evaluated the suggested transfers. The transfer of CTH NN between CTH Z and 18<sup>th</sup> Avenue, and of CTH P and CTH NN between Rusco Road and the Town of West Bend south town

Map 20





CTH NN BETWEEN 18TH AVENUE AND CTH P  
IN THE TOWN OF WEST BEND

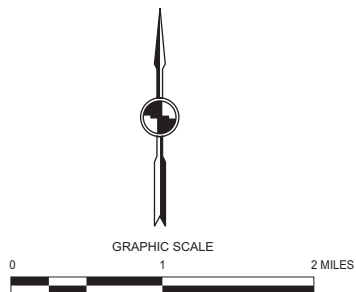


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT





line, would violate the concept of a continuous county trunk highway system as set forth in the currently adopted jurisdictional plan, and would require other changes in that plan. At a minimum the planned transfer of both Main Street and 18<sup>th</sup> Avenue between Rusco Drive and Paradise Drive would then also have to be removed from the jurisdictional plan.

Both Main Street and 18<sup>th</sup> Avenue currently carry and are expected to continue to carry forecast year 2020 traffic volumes which satisfy the criteria for classification as arterial highways within the City of West Bend. However, the traffic volumes on each of these facilities within the City are substantially greater – 3,000 to 4,000 vehicles per average weekday – than the volumes on these respective facilities outside the City. A substantial portion of the traffic on these facilities within the City is intracommunity in nature, and these facilities may function more as local arterials than county arterials.

Removing Main Street and 18<sup>th</sup> Avenue between Rusco Road and STH 33 from the planned county trunk system would also necessitate the consideration of removing Decorah Road and Paradise Drive from the planned county trunk system. As with Main Street and 18<sup>th</sup> Avenue, Decorah Road also carries substantially more traffic – about 3,000 vehicles per average weekday – within the City of West Bend than it does outside the City. Thus, it may be concluded that a substantial portion of the traffic on this facility within the City is intracommunity in nature, and that this facility functions more as a local arterial than a county arterial. Because Paradise Drive provides a connection to the interchange with USH 45, it functions to facilitate intercommunity and interregional travel via USH 45. Because of this connection, it should continue to be a part of the planned county trunk highway system. Accordingly, the Commission staff recommends that Paradise Drive between 18<sup>th</sup> Avenue and CTH G and 18<sup>th</sup> Avenue between CTH NN and Paradise Drive be retained as part of the planned county trunk arterial system. It is further recommended that 18<sup>th</sup> Avenue between Paradise Drive and STH 33, CTH P between the West Bend south town line and STH 33, and Decorah Road between 18<sup>th</sup> Avenue and CTH G be retained on the arterial system as local trunk highways rather than county trunk highways. The revised recommended arterial system for selected facilities in the City of West Bend and environs is shown on Map 21.

#### Consider the Transfer of STH 145 Between STH 167 and USH 41 to the County or Local Trunk Highway System

The Wisconsin Department of Transportation requested that consideration be given to the jurisdictional transfer of STH 145 between STH 167 and USH 41 in the Town and Village of Germantown from the state trunk highway system to the local trunk highway system. (See Map 22). This facility was recommended for transfer from the state to the county between Holy Hill Road and USH 41, and to remain a state trunk highway between Holy Hill Road and STH 167 in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> However, in response to comments received at the public hearing held to consider the preliminary recommended new jurisdictional highway plan during the preparation of the jurisdictional highway plan amendment in 1989, the Advisory Committee voted 18 to 2 to retain STH 145 on the state trunk highway system between STH 167 and USH 41. Thus, the entire segment of STH 145 between STH 167 (Mequon Road) and USH 41 is currently recommended under the county jurisdictional highway system plan to remain a state trunk highway under the current jurisdictional highway system plan.

This segment of STH 145 between STH 167 and USH 41 is routed parallel to the USH 41-45 freeway, and is located within 1 to 3 miles of the freeway. As a result STH 145 does not carry any traffic travelling through Washington County, and principally carries local traffic within the Germantown area and Washington County. The traffic volumes and the trip lengths of traffic, carried by this segment of STH 145 do not warrant a state trunk highway, nor do the land uses served by this segment of STH 145. This segment of STH 145 would best meet criteria for classification as a county trunk arterial; therefore it

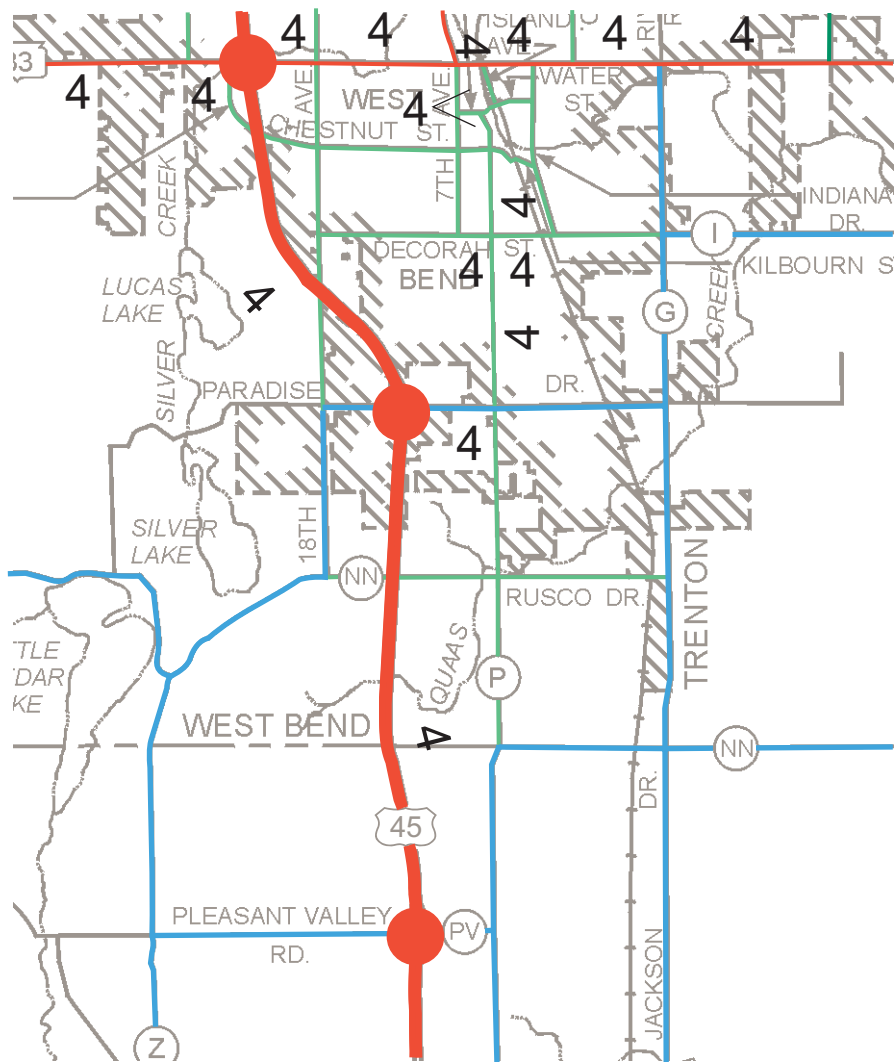
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<sup>2</sup> See SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.



Map 21

**PROPOSED REVISIONS IN JURISDICTION OF SELECTED FACILITIES IN THE CITY OF WEST BEND AND ENVIRONS**



**FREEWAY**

STATE TRUNK HIGHWAY



INTERCHANGE

4

NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

STATE TRUNK HIGHWAY

COUNTY TRUNK HIGHWAY

LOCAL TRUNK HIGHWAY



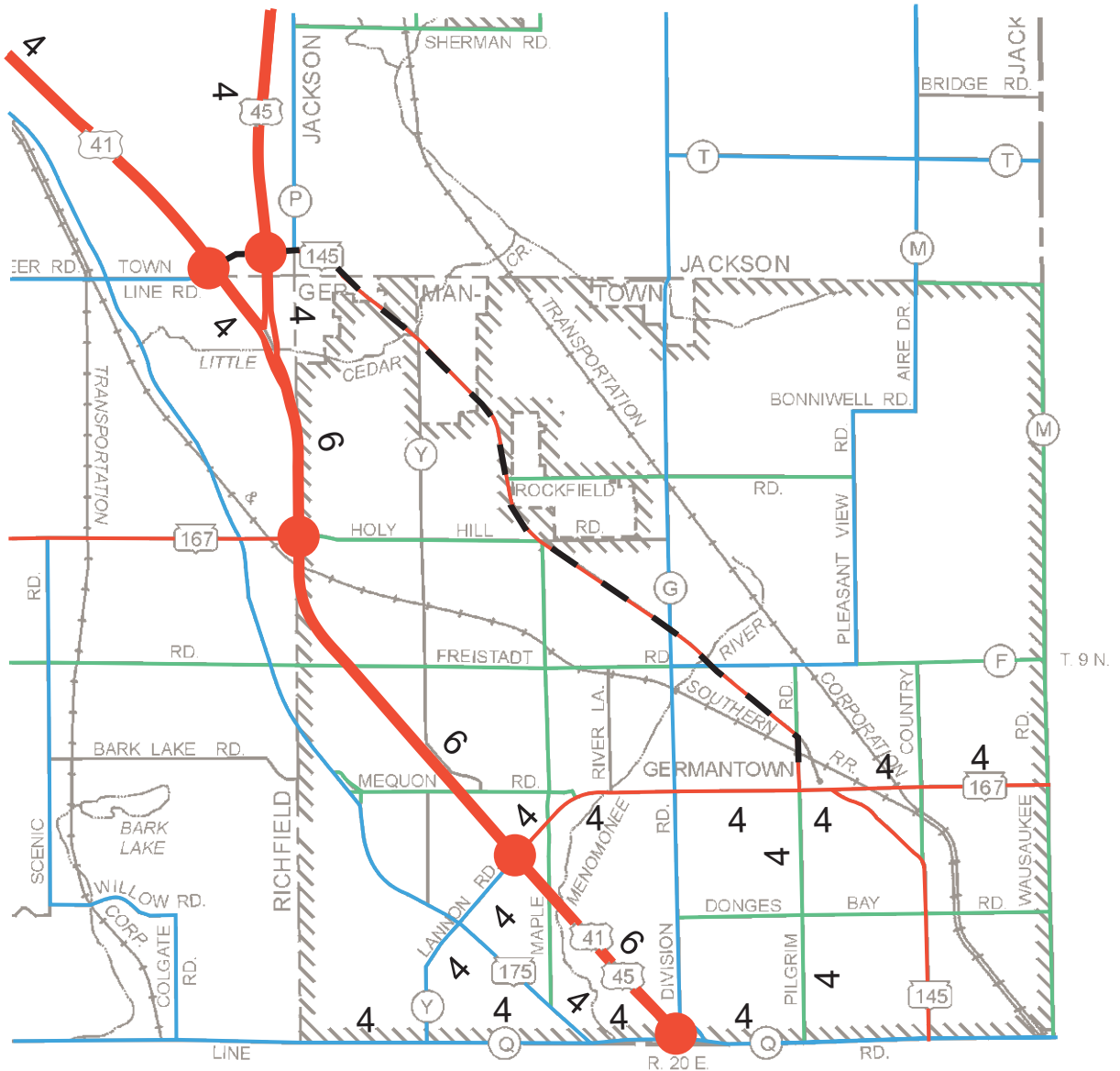
GRAPHIC SCALE






Source: SEWRPC.

Map 22





STH 145 BETWEEN STH 167 AND USH 41 IN THE VILLAGE AND TOWN OF GERMANTOWN

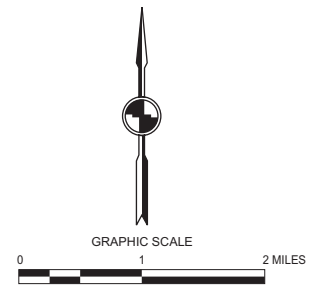


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT



Source: SEWRPC.

is the recommended that this facility be recommended for transfer to the planned county trunk highway system from the state trunk highway system. This would reduce the state trunk highway system mileage by 7.41 miles while increasing the county trunk highway system mileage by 7.41 miles.

Consider the Transfer of STH 83 Between the South County Line and STH 60 to the County or Local Trunk Highway System

In response to the deletion of the STH 83 bypass north of STH 16 from State, regional, and County plans, the Village of Chenequa in Waukesha County has identified a potential alternative of converting State Trunk Highway 83 north of State Trunk Highway 16 to a local street or county trunk highway. This proposal has not been considered further by the Wisconsin Department of Transportation, and it has not been considered as a potential amendment of the Waukesha County jurisdictional highway system plan.

However, since such a proposed jurisdictional transfer would as well affect Washington County, and this review of the Washington County jurisdictional highway system plan was underway, it was considered appropriate to consider this proposed change in jurisdiction for the connecting segment of State Trunk Highway 83 in Washington County, as shown on Map 23. This segment of STH 83 in Washington County as well as the connecting segment in Waukesha County do meet the criteria for continued classification as a state trunk highway including traffic volume and trip length of traffic carried. The facility connects and serves urban areas providing direct linkages between the City of Hartford and communities in Waukesha County, as well as connections to the State Trunk Highway 16 and IH 94. State Trunk Highway 83 also meets spacing and system continuity criteria, and it is recommended that this facility continue to be recommended in the Washington County Jurisdictional Highway System plan as a state trunk highway.

Consider the Transfer of CTH CC Between STH 167 and STH 60 to the Local Trunk Highway System

A Washington County representative requested that consideration be given to the transfer of CTH CC between STH 167 and STH 60 in the Towns of Erin, Hartford, Polk, and Richfield from the county trunk arterial system to the local trunk highway system. This facility--shown in Map 24--was part of the planned county trunk arterial system under the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> However, this segment of County Trunk Highway CC carries predominantly local traffic and a relatively modest amount of traffic, under 850 vehicles per average weekday. It may be expected in the future to continue to carry a modest amount of traffic, because County Trunk Highway CC is located within two miles of the major arterial facilities of State Trunk Highway 164 to the east and County Trunk Highway K to the west. These two facilities carry the intercounty and intercommunity travel within this corridor. In addition, the land uses served by County Trunk Highway CC do not warrant a county trunk highway. While CTH CC abuts Pike Lake State Park, CTH CC does not provide access to the state park.

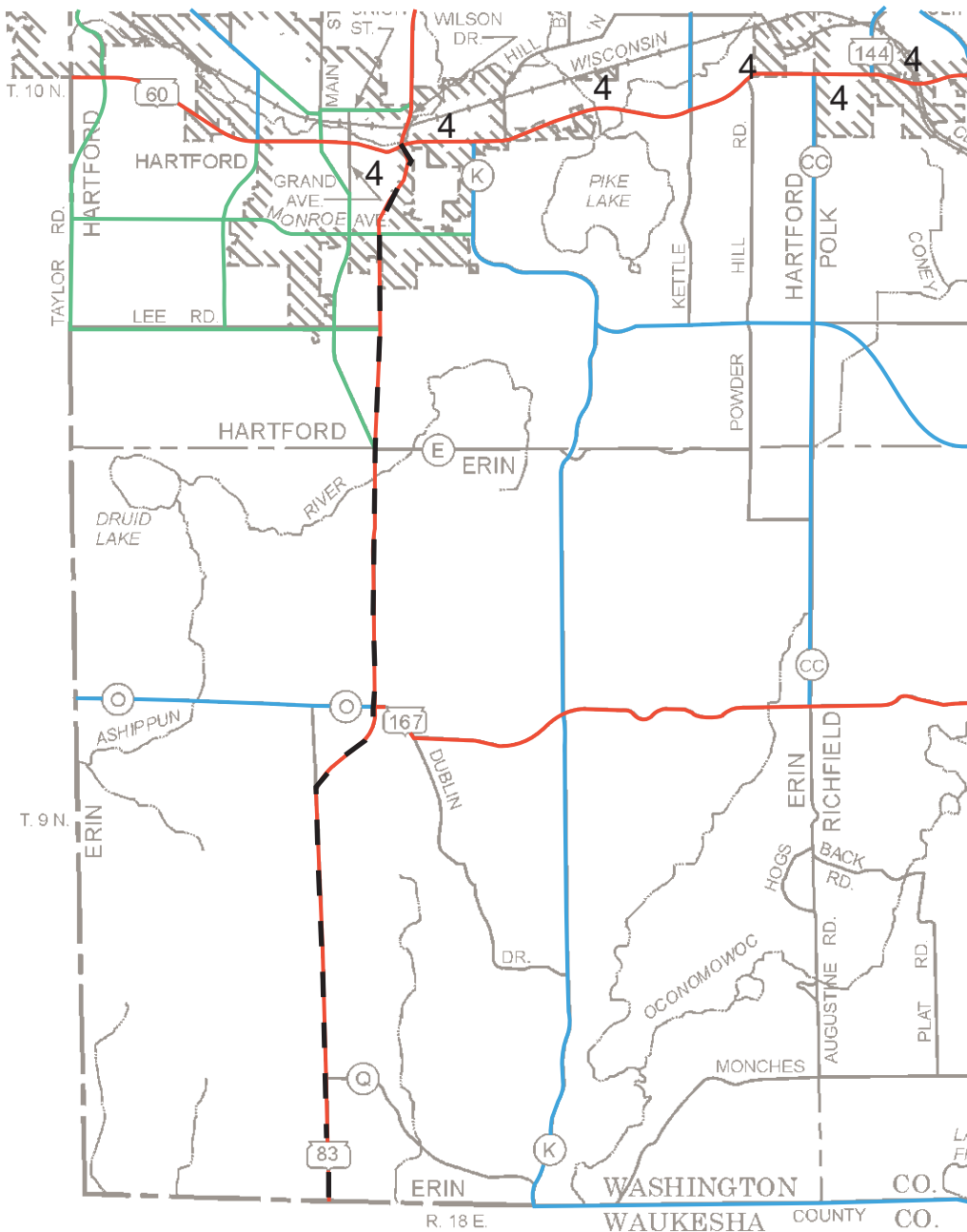
Therefore, because County Trunk Highway CC is closely paralleled by two major county and state arterials, carries a modest amount of traffic which is predominantly local, and does not serve land uses warranting a county trunk highway, it is recommended that County Trunk Highway CC be proposed for transfer in the jurisdictional plan from the county trunk system to the local trunk arterial system. This proposed transfer of jurisdiction from the county to the local units of government would reduce the county trunk arterial system and increase the local trunk arterial system by about 5.06 miles respectively. Of that 5.06 miles about 1.03 miles would be transferred to the Towns of Erin and Richfield, about 1.25 miles to the Town of Polk, about 1.5 miles to the Town of Hartford, and about 0.25 miles to the Village of Slinger.

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

Map 23

STH 83 BETWEEN THE SOUTH COUNTY LINE AND STH 60 IN THE TOWNS OF ERIN AND HARTFORD AND THE CITY OF HARTFORD



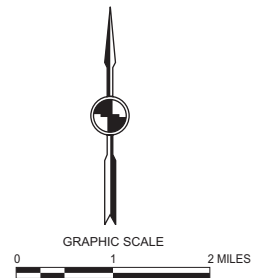
**FREEWAY**

4 NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

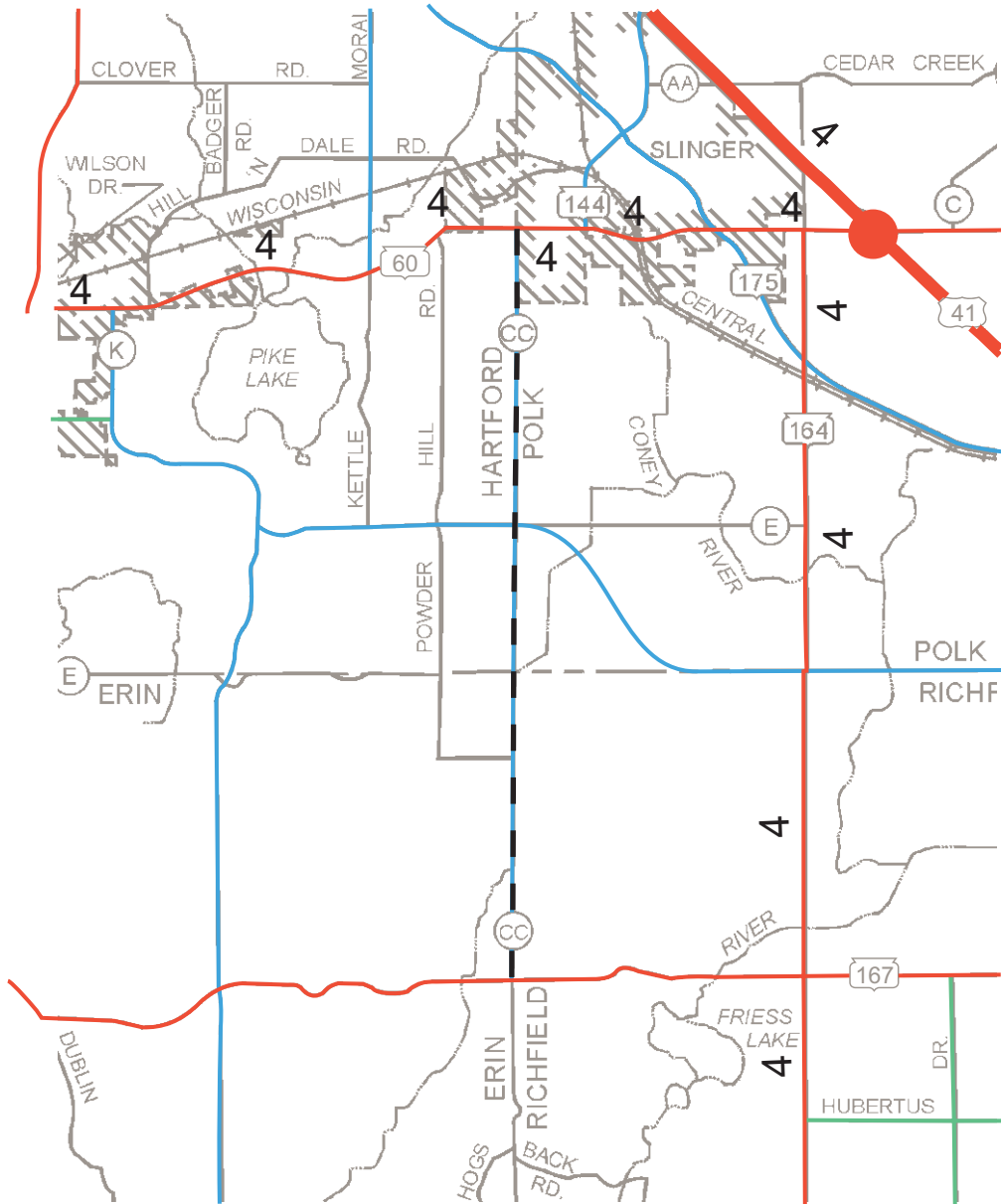
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- STUDY SEGMENT

Source: SEWRPC.



Map 24

CTH CC BETWEEN STH 167 AND STH 60 IN THE TOWNS OF ERIN, HARTFORD, POLK, AND RICHFIELD



**FREEWAY**

— STATE TRUNK HIGHWAY

● INTERCHANGE

4 NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

— STATE TRUNK HIGHWAY

— COUNTY TRUNK HIGHWAY

— LOCAL TRUNK HIGHWAY

— STUDY SEGMENT



GRAPHIC SCALE



### Reconsider the Planned Transfer of Kettle Moraine Drive Between STH 60 and CTH K to the County Trunk Highway System

The representative from the Town of Hartford suggested reconsidering the planned transfer to the county trunk highway system of Kettle Moraine Drive between STH 60 and CTH K. (See Map 25) This facility was not identified as an arterial in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> It was added to the arterial system and to the planned county trunk highway system during the preparation of an amendment to the year 2000 Washington County jurisdictional highway plan in 1989.

This segment of Kettle Moraine Drive does not operate as an arterial under current conditions, and it is not needed to perform as a county trunk highway under current conditions. It may be expected that this segment of Kettle Moraine Drive will function in the future as an arterial based upon the planned urban development of the Village of Slinger and the City of Hartford which will extend urban development continuously between the two municipalities. This segment of Kettle Moraine Drive is not needed under current or future conditions to provide route continuity on the county trunk highway system. Moreover, longer distance intercommunity and intercounty travel may be expected to be carried on parallel major routes of US Highway 41 and STH 175 to east and STH 83 to the west. It is recommended that Kettle Moraine Drive be included on the county jurisdictional highway system plan as a planned arterial, and that its planned jurisdiction be shown as a local rather than county arterial.

### Provide a New East-West Arterial Between CTH NN and CTH PV

The Village of Slinger representative suggested considering adding a new direct east-west arterial facility between CTH NN at Diefenbach Corners and CTH PV at CTH Z in the Town of Polk to the current jurisdictional highway plan as shown on Map 26. As shown on Map 26, there are segments of existing facilities—Arthur Road and Pleasant Valley Road--which could potentially be utilized in part to provide this route, along with a segment of new roadway.

The principal objective of this proposed new facility would appear to be to permit direct travel from Arthur Road to USH 45 and CTH P. However, the amount of traffic which may be expected to use this new facility is limited, projected at about 1,000 to 1,500 vehicles per weekday. Also, the new arterial facility would not serve urban development, as it would be located in an area of rural agricultural and rural residential uses.

Because the forecast design year 2020 average weekday traffic volumes using the proposed facility are modest, and the estimated modest traffic diversion from parallel arterial facilities would neither eliminate or postpone the need for planned improvements to the existing arterial system, and because the proposed arterial is not needed to serve the existing and planned rural land uses, the Commission staff recommends that the proposed new facility not be added to the plan.

### Reconsider the Planned Extension of Kettle View Drive Between STH 33 and Schuster Road

The Town of Barton representative suggested reconsidering the planned extension of Kettle View Drive between STH 33 and Schuster Road. (See Map 27) This facility was part of the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> The need for this facility was reaffirmed during the preparation of the West Bend transportation system plan.

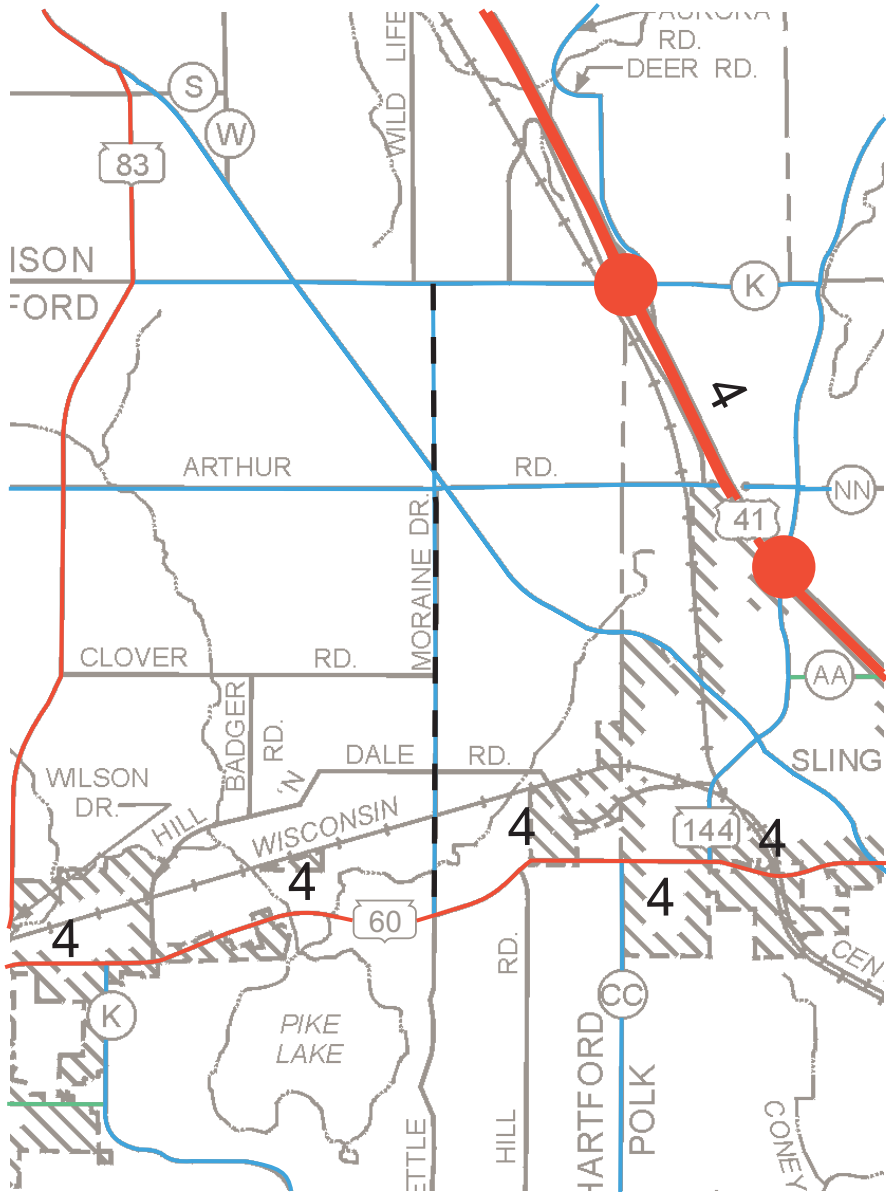
During the preparation of a year 2010 transportation system plan for the City of West Bend in 1994, the lack of a facility in the Kettle View Drive corridor between STH 33/STH 144 and Schuster Road was

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

Map 25

KETTLE MORAINE DRIVE BETWEEN STH 60 AND CTH K IN THE TOWN OF HARTFORD



**FREEWAY**

— STATE TRUNK HIGHWAY

● INTERCHANGE

4 NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

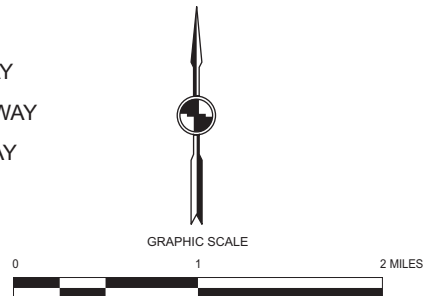
**STANDARD ARTERIAL**

— STATE TRUNK HIGHWAY

— COUNTY TRUNK HIGHWAY

— LOCAL TRUNK HIGHWAY

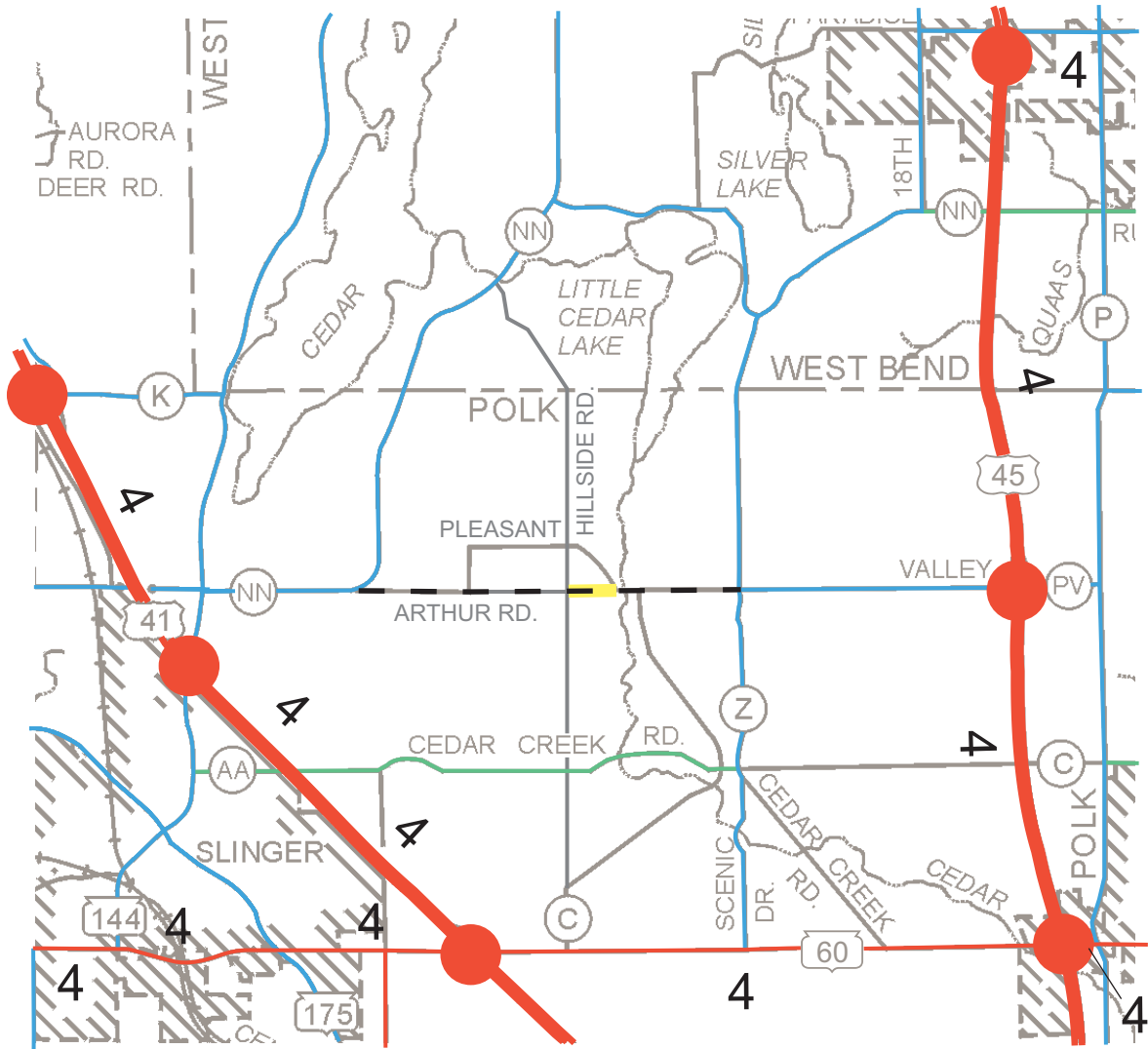
— STUDY SEGMENT





Source: SEWRPC.

Map 26






NEW EAST-WEST ARTERIAL BETWEEN CTH Z AND CTH NN IN THE TOWN OF POLK

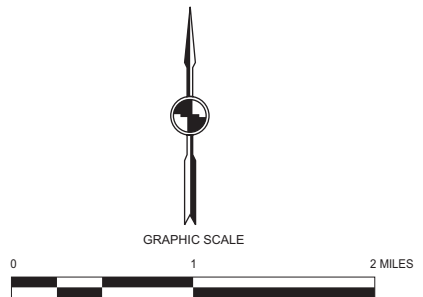


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
- 4** NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT
-  NEW CONSTRUCTION

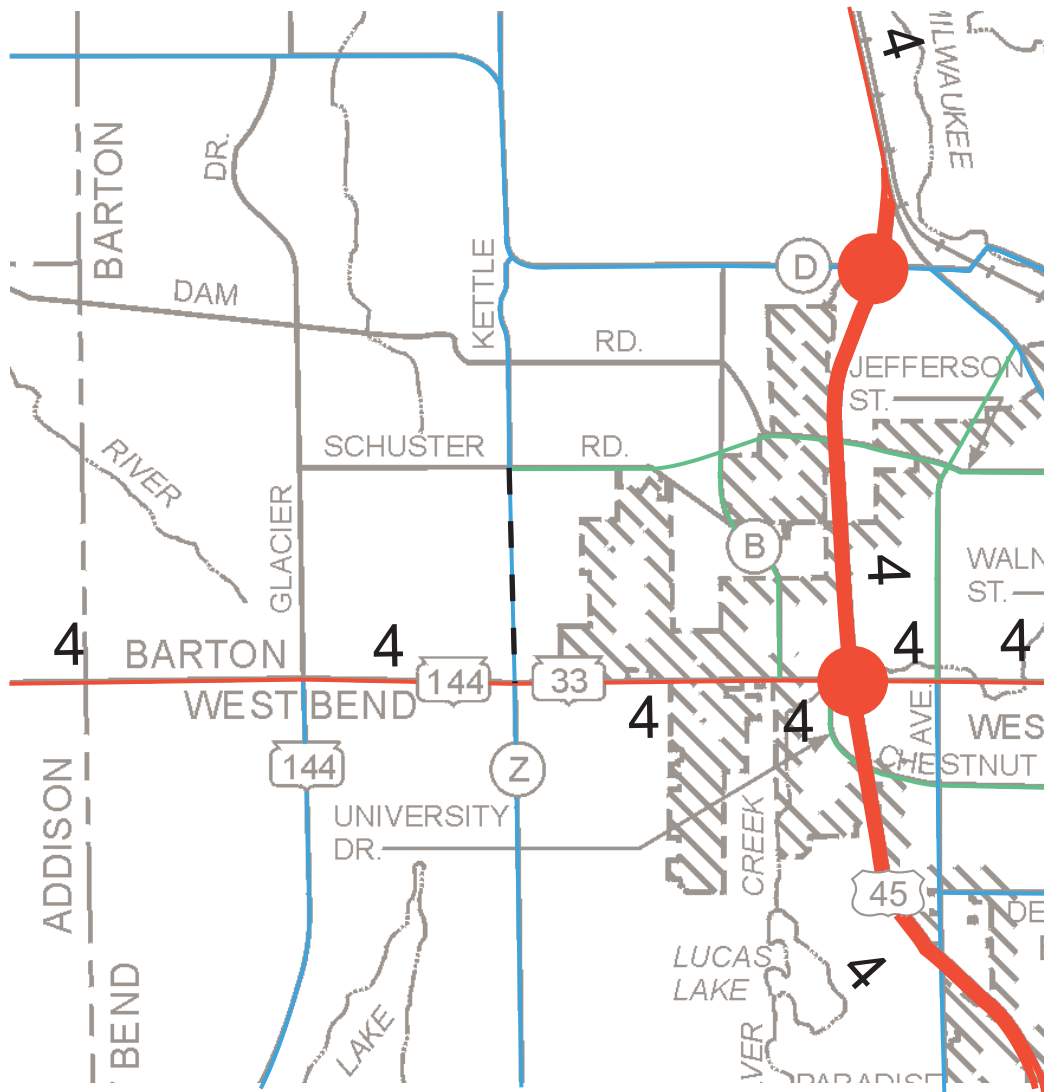


Source: SEWRPC.



Map 27

KETTLE VIEW DRIVE EXTENSION BETWEEN STH 33 AND SCHUSTER ROAD IN THE TOWN OF BARTON



**FREEWAY**

— STATE TRUNK HIGHWAY

● INTERCHANGE

4 NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

— STATE TRUNK HIGHWAY

— COUNTY TRUNK HIGHWAY

— LOCAL TRUNK HIGHWAY

— STUDY SEGMENT



GRAPHIC SCALE



identified as an arterial spacing deficiency based upon the planned areal extent of urban development proposed in the City's adopted year 2010 land use plan.<sup>11</sup> The absence of this facility would result in travel indirection. Accordingly, the City's transportation system plan recommended the extension of Kettle View Drive between STH 33 and Schuster Road. The transportation system plan for the City of West Bend including the extension of Kettle View Drive was adopted by the City of West Bend Common Council in August, 1994.

Therefore, it is recommended that the planned extension of Kettle View Drive between STH 33 and Schuster Road be retained on the county jurisdictional highway system plan.

#### Reconsider the Planned Extension of Schuster Road Between Beaver Dam Road and a Point West of CTH B

The Town of Barton representative suggested reconsidering the planned extension of Schuster Road between a point west of CTH B and Beaver Dam Road in the Town of Barton as shown Map 28. This facility was part of the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup>

During the preparation of a year 2010 transportation system plan for the City of West Bend in 1994, the lack of a facility in the Schuster Road Corridor between Beaver Dam Road and a point west of CTH B was identified as an arterial spacing deficiency based upon the planned areal extent of urban development proposed in the City's adopted year 2010 land use plan.<sup>9</sup> Further, it was concluded that the absence of this facility would result in future travel indirection. Accordingly, the City's transportation system plan recommended the extension of Schuster Road between Beaver Dam Road and a point west of CTH B as a local trunk highway. The transportation system plan for the City of West Bend was adopted by the City of West Bend Common Council in August 1994.

This extension is located within the planned sanitary sewer service area for the City of West Bend and environs for the design year 2020.<sup>13</sup> Thus, this facility would support the planned development and would reduce travel distance and travel time. Because the design year 2020 land use plan indicates that this area to be served by the extension is planned primarily for residential development, it is anticipated that Schuster Road and its extension will be used primarily to accommodate intracommunity travel.

Therefore, it is the recommendation of the Commission staff that the extension of Schuster Road remain in the plan as a local trunk highway.

#### Reconsider the Planned Extension of Division Road Between STH 167 and Freistadt Road

The Village of Germantown representative suggested reconsidering the planned extension of Division Road between STH 167 (Mequon Road) and Freistadt Road in the Village of Germantown as shown on Map 29. The original jurisdictional highway system plan for Washington County adopted in 1975, did not recommend this extension of Division Road. The direct extension was first recommended in the 1989 plan amendment, and was proposed by the Village.

Previous plans had recommended that River Lane located one-half mile to the west of the proposed Division Road extension serve instead as a north-south arterial. The extension of Division Road involves

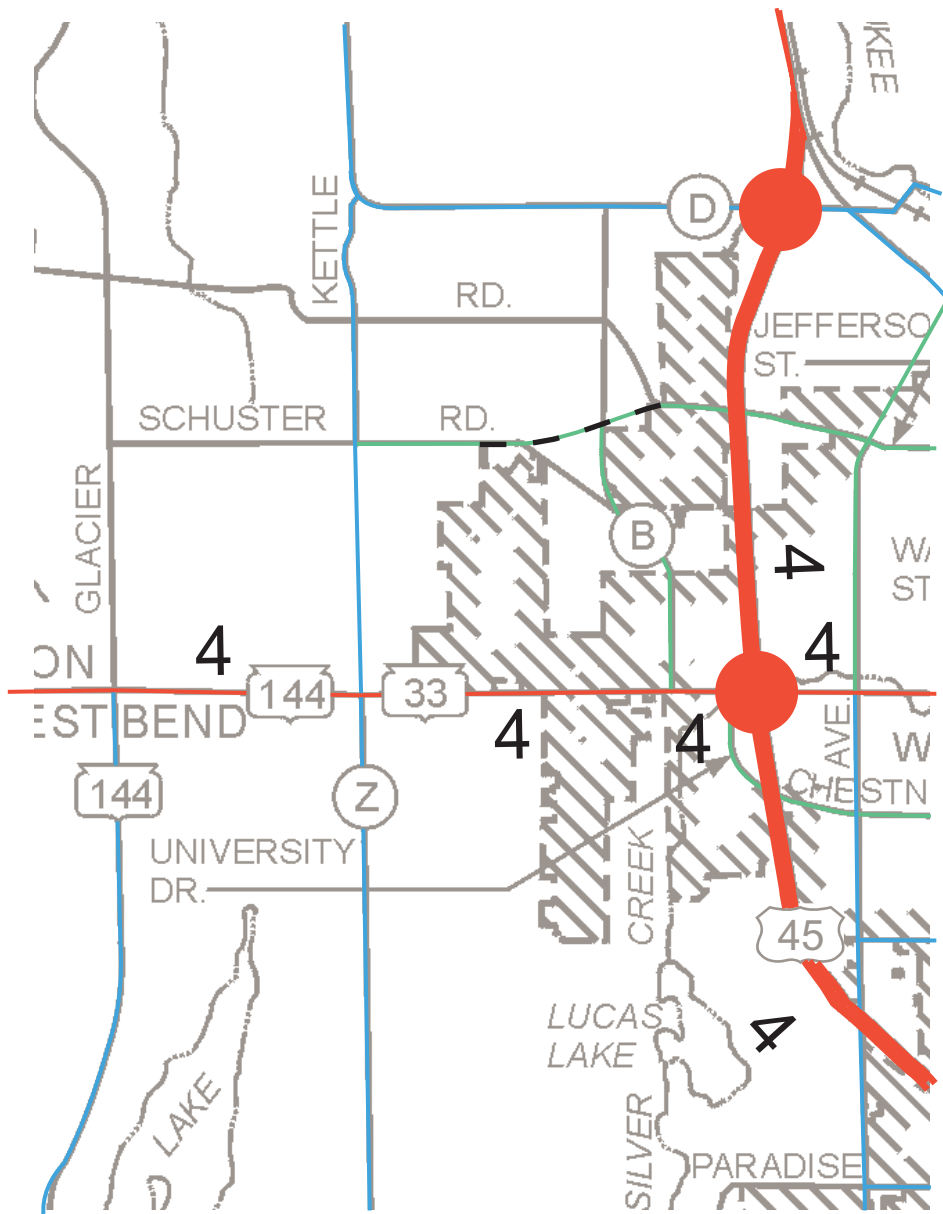
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<sup>11</sup> See SEWRPC Community Assistance Planning Report No. 210, City of West Bend Transportation System Plan:2010, Washington County, Wisconsin March 1994.




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

<sup>13</sup> See SEWRPC Community Assistance Planning Report No. 35 (2nd Edition), Sanitary Sewer Service Area for the City of West Bend and Environs, June 1998.





**SCHUSTER ROAD EXTENSION BETWEEN BEAVER DAM ROAD AND A POINT WEST OF CTH B IN THE TOWN OF BARTON**

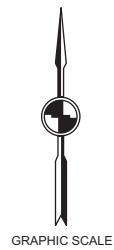


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE
-  NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

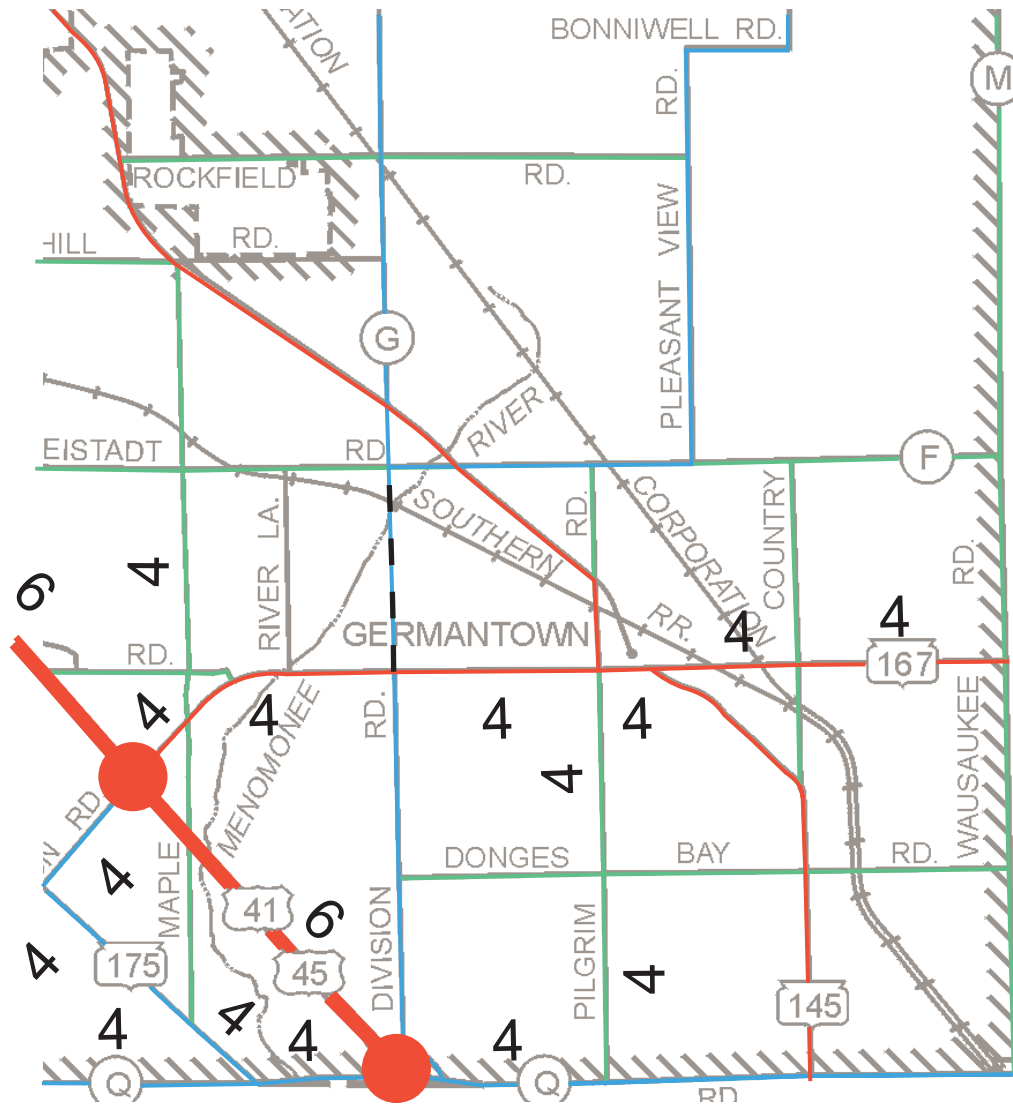
-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT



Source: SEWRPC.

Map 29

**DIVISION ROAD EXTENSION BETWEEN STH 167 AND  
FREISTADT ROAD IN THE VILLAGE OF GERMANTOWN**

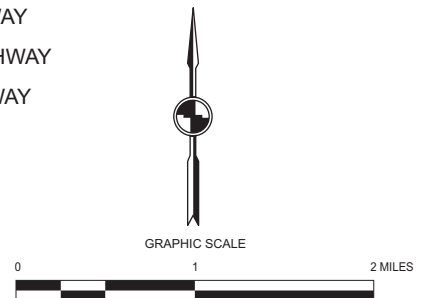


**FREEWAY**

- STATE TRUNK HIGHWAY
- INTERCHANGE
- 4 NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

**STANDARD ARTERIAL**

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- STUDY SEGMENT



Source: SEWRPC.

disruption of a park and golf course, a new railroad crossing, a crossing of the Menomonee River, and a crossing of a primary environmental corridor. Due to its impacts, it is recommended that River Lane replace the Division Road extension as a planned arterial.

Reconsider the Proposed East-West Arterial Connection Via Arthur Road Between the City of Hartford and USH 41 in the STH 60 Corridor

It was suggested that the proposed Arthur Road east-west arterial connection between the City of Hartford and Village of Slinger and US Highway 41 be reconsidered again. The Arthur Road arterial was not part of the original Washington County Jurisdictional Highway Plan adopted in 1975, but was added to the plan as part of the Jurisdictional Highway Plan amendment of 1989. The Arthur Road connection was added to the plan to provide future capacity relief to State Trunk Highway 60 between the City of Hartford and the Village of Slinger and US Highway 41. Since the suggestion to reconsider the Arthur Road connection, the City of Hartford and Town of Hartford have agreed on the need to further consider the Arthur Road arterial. Also, the City of Hartford and Village of Slinger have initiated actions towards the implementation of this facility. It is recommended that no change in the county jurisdictional highway system plan be considered until the City of Hartford and Village of Slinger in Washington County have completed recent initiatives towards potential implementation.

Consider the Jurisdictional Transfer of STH 83 Between STH 60 and STH 175 and the Transfer of STH 175 Between STH 83 and STH 33 to the County in the City of Hartford and the Towns of Addison and Hartford

The Wisconsin Department of Transportation representative suggested considering the jurisdictional transfer of STH 83 between STH 60 and STH 175, and the transfer of STH 175 between STH 83 and STH 33 to the County in the City of Hartford and the Towns of Addison and Hartford. These facilities were recommended to be state trunk highways in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> These facilities are shown on Map 30.

These facilities are located in a rural area of the County, with the exception of a segment of STH 83 south of Clover Road which is located within the planned sanitary sewer service area boundaries for the City of Hartford. The current sanitary sewer service area plan for the City of Hartford--adopted in May 1995--extends to the design year 2010.<sup>14</sup> These segments of STH 83 and STH 175 are located about two to four miles west of USH 41, and provide a direct northerly route to USH 41 from the Hartford area and carry some traffic between Washington County and other counties.

Existing land uses abutting STH 175 between STH 83 and STH 33 are largely agricultural or other open lands with some residential lands. Additionally, existing land uses abutting STH 83 between Clover Road and STH 175 are also largely agricultural and other open lands with some residential lands. However, existing land uses abutting STH 83 south of Clover Road generally consist of single and multi-family residential, institutional, commercial, industrial, park and recreation lands, and some agricultural and other open lands. Under the City of Hartford's neighborhood plans for the design year 2010,<sup>15</sup> this portion of STH 83 will continue to serve these land uses, with the existing agricultural and other open lands abutting STH 83 are planned to be converted to residential and park and recreation lands. Providing access to industrial and commercial land uses within the urbanized area of the City of Hartford would satisfy the land use criteria for classification as a state trunk highway.

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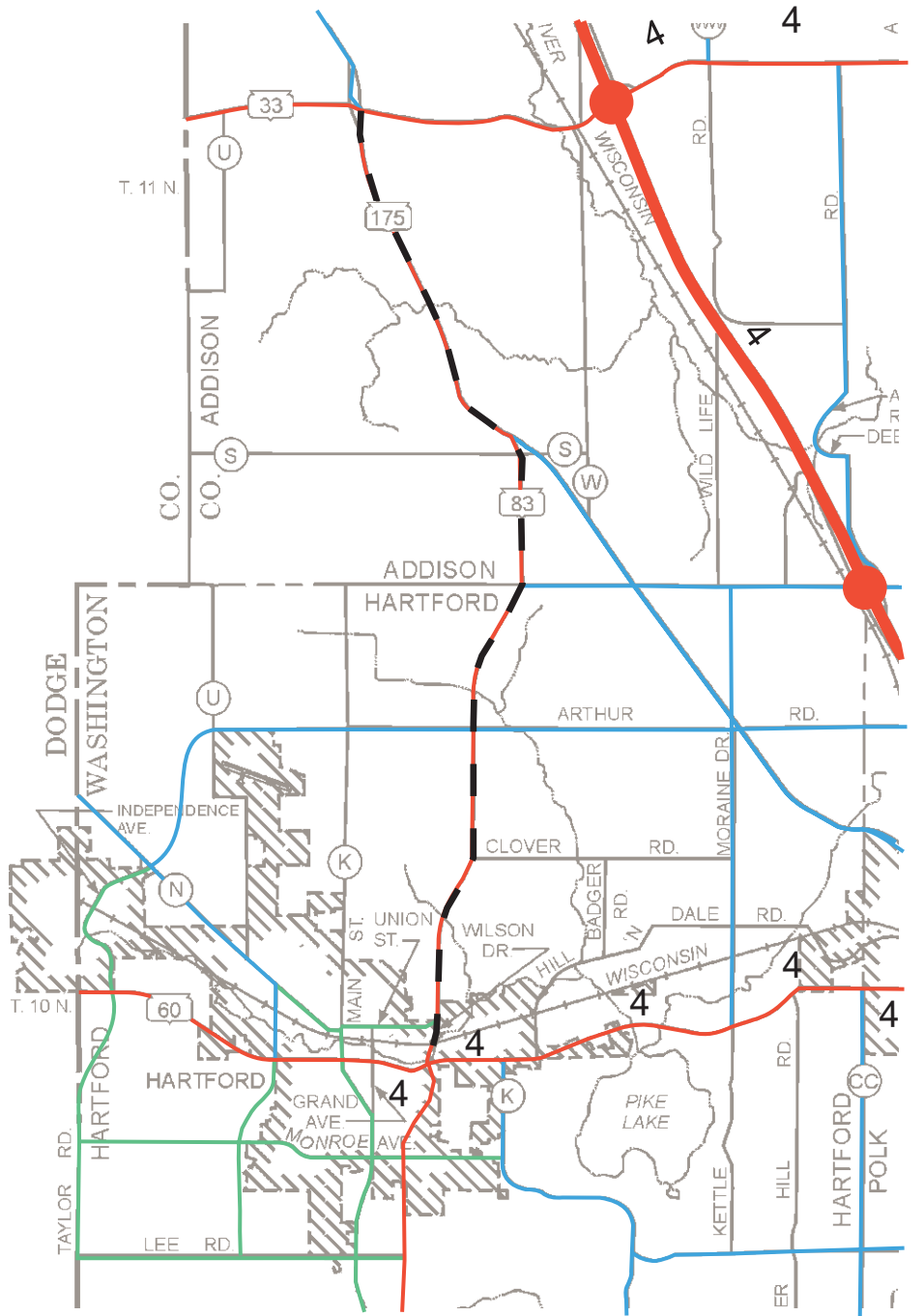
<sup>2</sup> See *SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.*

<sup>14</sup> See *SEWRPC Community Assistance Planning Report No. 92 (2nd Edition), Sanitary Sewer Service Area for the City of Hartford and Environs, June 1995.*

<sup>15</sup> See *Hartford, Wisconsin Neighborhood Plans, Dodge and Washington Counties, adopted February 10, 1998.*

Map 30

STH 83 AND STH 175 BETWEEN STH 60 AND STH 33 IN THE CITY OF HARTFORD AND THE TOWNS OF ADDISON AND HARTFORD



FREEWAY

STATE TRUNK HIGHWAY

INTERCHANGE

4 NUMBER OF TRAFFIC LANES  
(2 WHEN UNNUMBERED)

Source: SEWRPC.

STANDARD ARTERIAL

STATE TRUNK HIGHWAY

COUNTY TRUNK HIGHWAY

LOCAL TRUNK HIGHWAY

STUDY SEGMENT



GRAPHIC SCALE



The existing 1998 average weekday traffic (AWDT) on STH 175 between STH 83 and STH 33 is about 2,300 vehicles per weekday. The existing 1998 AWDT on STH 83 between Clover Road and STH 33 is about 2,600 vehicles per weekday. For the design year 2020, it is anticipated that the AWDT on these two facilities will increase, to 4,300 to 5,300 vehicles per weekday. The urban segment of STH 83, between STH 60 and Clover Road had a 1998 AWDT of about 3,700 vehicles, and is anticipated in the design year 2020, to carry about 4,800 to about 5,400 vehicles per weekday.

Based upon review of the two facilities, STH 83 between STH 60 and STH 175, and STH 175 between STH 83 and STH 33, may marginally satisfy the criteria for classification as a state trunk highway, and it is recommended that these two facilities remain in the plan as state trunk highways.

#### Planned Re-Alignment of STH 83 Between CTH E and STH 60

The Wisconsin Department of Transportation Representative suggested reconsidering the planned re-alignment of STH 83 south of the City of Hartford, citing the presence of wetlands south of the City of Hartford which would be traversed by the proposed alignment. This conceptual re-alignment was recommended in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup>

The proposed realignment of STH 83--shown on Map 31-- is expected to be routed over Wilson Avenue within the City of Hartford. This route is much more direct through the City of Hartford reducing the length of the existing route by about 1.1 miles from about 3.7 miles to about 2.6 miles. Only two roadway segments remain to be constructed before this plan recommendation can be fully implemented. One is a 0.3 mile segment approximately between Monroe Avenue and Lincoln Avenue, and is scheduled for construction in 2002. The second segment is about 1.3 miles in length and extends from STH 83 near its intersection with CTH E to existing Wilson Avenue north of Lee Road.

The second segment would likely traverse an area of wetlands south of the City of Hartford. If extended in a straight line as conceptually shown in the current jurisdictional highway plan, about 0.35 miles of this segment would traverse the wetlands. This distance may be reduced by modestly shifting the roadway alignment, thereby minimizing any disturbance of wetlands.

Accordingly, the Commission staff recommends that the proposed realignment of STH 83 between CTH E and STH 60 be retained in the plan.

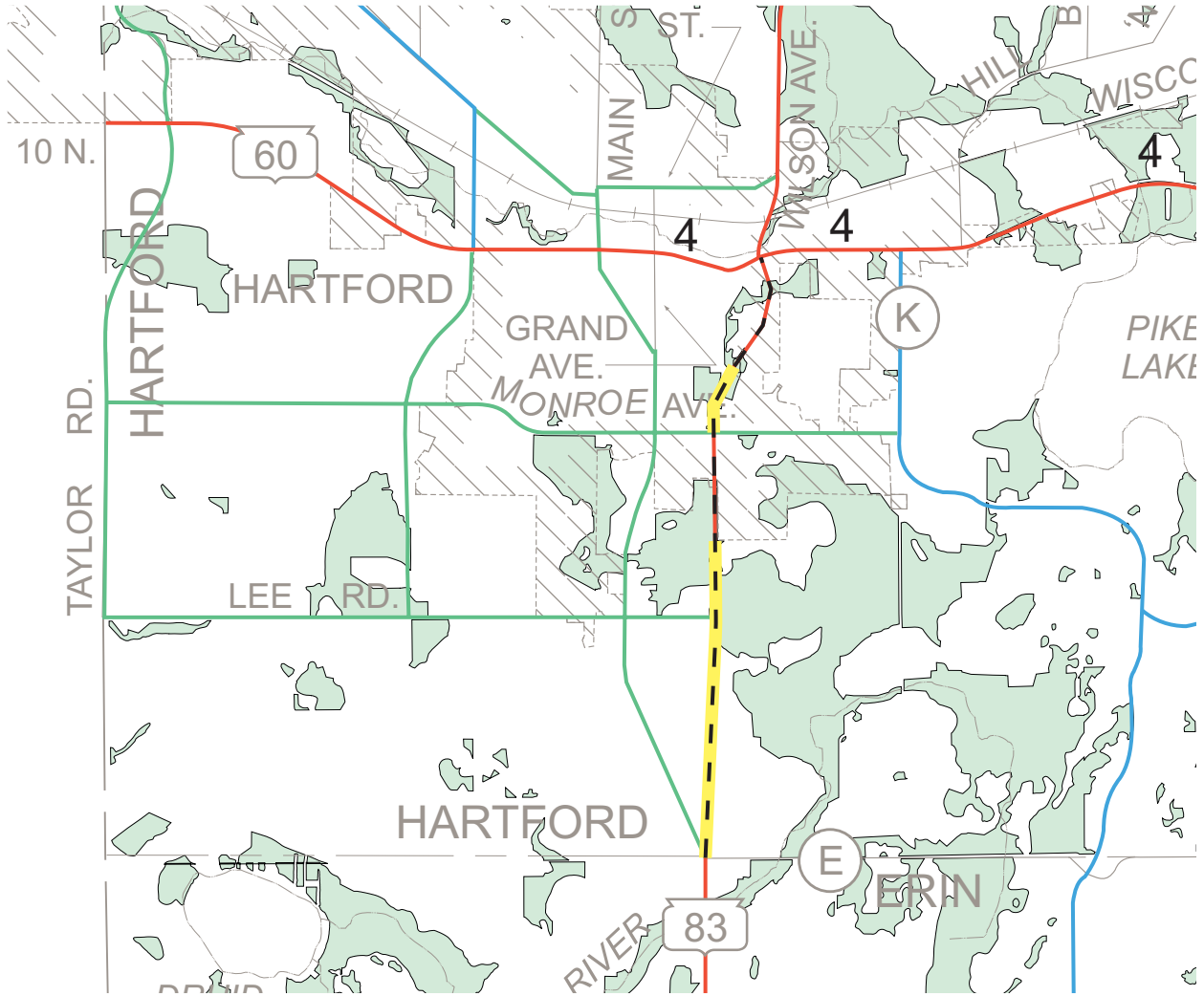
#### Improvement of CTH Q Between STH 164 and CTH V

A Washington County representative requested that consideration be given to the improvement of CTH Q between STH 164 and CTH V in Waukesha County from a two-traffic lane cross-section to a four-traffic lane cross section. As shown in Map, 32 the current 1998 traffic volumes on the segment of CTH Q range from 7,100 to 12,000 vehicles per average weekday. The forecast year 2020 average weekday traffic volume for this segment of roadway may be expected to range from 9,500 to 14,200 vehicles per average weekday. The design capacity of this stretch of CTH Q particularly under future conditions may be expected to be 9,000 or 13,000 vehicles per weekday. Thus, the year 2020 volumes are expected to exceed design capacity for the segment of CTH Q between CTH V and Colgate Road. Accordingly, the Commission staff recommends that the plan be amended to include the provision of four-traffic lanes on CTH Q between CTH V and Colgate Road.








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

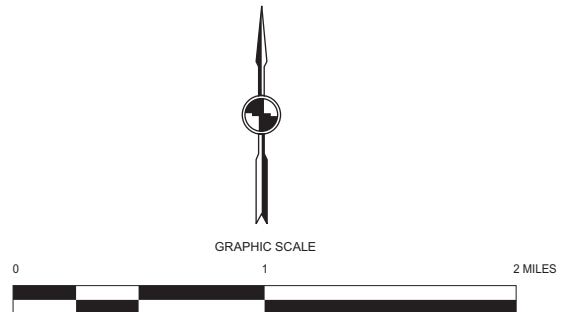
RE-ALIGNMENT OF STH 83 SOUTH OF STH 60



STANDARD ARTERIAL

-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT
-  NEW CONSTRUCTION
-  NUMBER OF LANES  
(2 WHEN UNNUMBERED)
-  WETLANDS

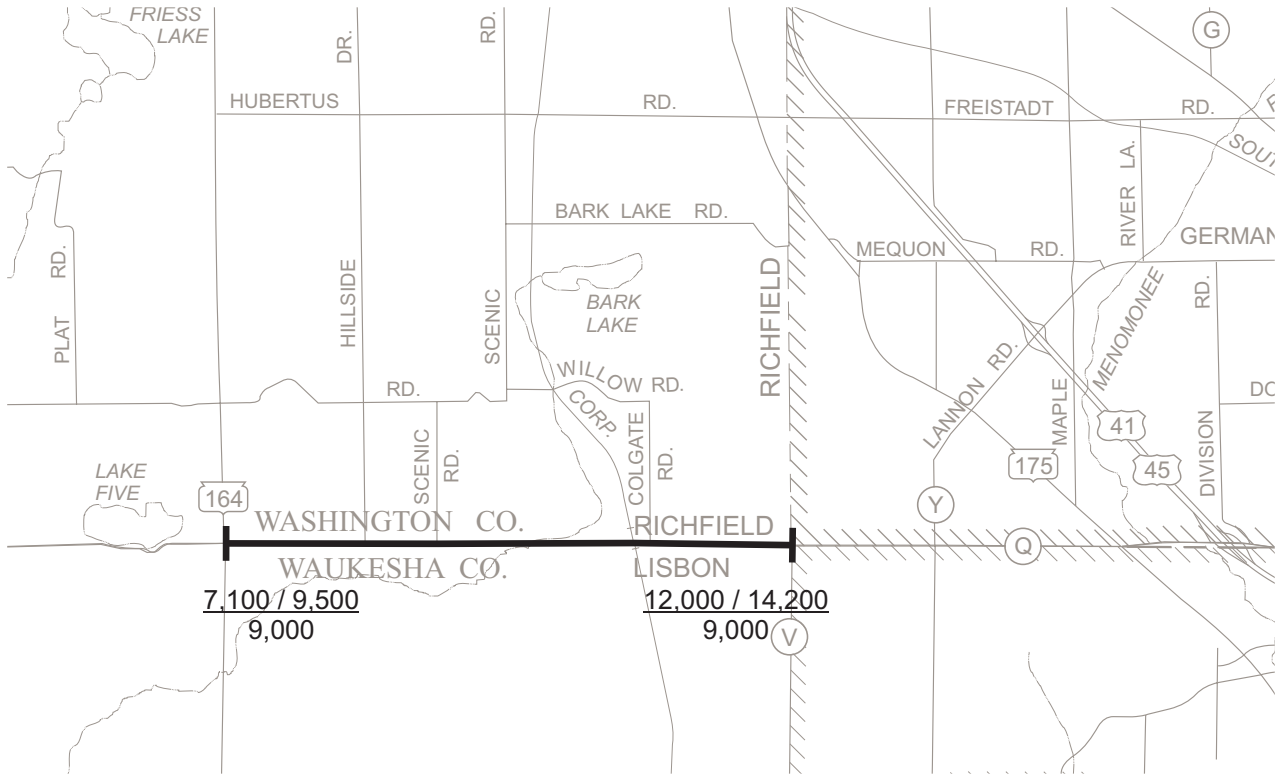
Source: SEWRPC.



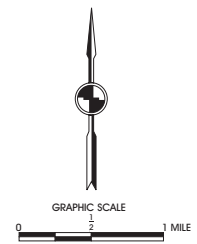
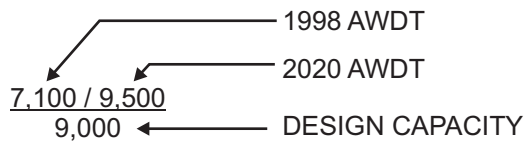


Map 32

COMPARISON OF EXISTING 1998 AND FORECAST YEAR 2020 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON CTH Q IN WASHINGTON COUNTY



AVERAGE WEEKDAY TRAFFIC VOLUMES



Source: SEWRPC.

### Consider Alternative USH 45 Routes Through the Village of Kewaskum

The Village of Kewaskum representative requested that consideration be given to alternative routes for USH 45 through the Village. The existing route of USH 45 through the Village was part of the original jurisdictional highway system plan for Washington county adopted in 1975.<sup>2</sup> The original jurisdictional highway plan was amended in 1978 with the adoption of the second generation regional transportation system plan for the design year 2000, which recommended the provision of four traffic lanes on USH 45 south of STH 28 (Main Street).<sup>3</sup> The purpose of providing an alternative route is to add additional traffic carrying capacity in a corridor paralleling existing USH 45 which would permit the retention of parking on the existing route.

In 1998, the average weekday traffic volume on USH 45 ranged between 15,400 and 16,400 vehicles per average weekday from CTH H to STH 28 (Main Street) in the Village of Kewaskum. These volumes exceed the 13,000 vehicle per day threshold typically considered to be the design capacity of a two traffic lane urban facility such as USH 45 in the Village. When traffic volumes exceed the roadway design capacity, motorists on the subject facility and on intersecting street approaches experience delays along with increased travel times and increased air pollutant emissions. Under the regional transportation system plan, parking on USH 45 would be prohibited to permit the provision of a four traffic lane facility having a design capacity of 17,000 vehicles per day. Thus, existing traffic volumes exceed the current design capacity and are approaching the planned design capacity of USH 45.

Two alternatives to provide additional capacity in the USH 45 corridor were identified for consideration, and both alternatives call for re-routing USH 45. One alternative USH 45 route would involve providing a western alignment including the extension of Kettle View Drive from CTH H to USH 45. The extension of Kettle View Drive from CTH H to STH 28 has long been recommended in the regional transportation system plan to provide capacity relief to existing USH 45 and would also provide desirable arterial spacing in support of planned urban development within the Village.<sup>16</sup> The other alternative USH 45 route would involve constructing a new roadway within the Wisconsin Central Transportation Corporation right-of-way. These alternatives are shown in Maps 33 and 34, respectively.

The length of the proposed route on the west side of the Village is approximately 4.1 miles. In comparison, the distance between the same beginning and end points on the existing USH 45 route approximates 3.0 miles. Because motorists prefer the most direct and shortest travel time path, and because of the significant travel distance disparity between the proposed route and the existing USH 45 route, a route further west which would increase the travel distance was not considered.

The other alternative considered for a rerouted USH 45 in the Village of Kewaskum was the Wisconsin Central Transportation Corporation right-of-way. The Wisconsin Central Transportation Corporation (WC) has proposed abandoning an approximately 24 mile segment of railroad right-of-way between the Village of Eden on the north and the City of West Bend on the south. The proposed relocation of USH 45 within the WC right-of-way would begin at approximately Sandy Ridge Road on the south, and would continue north within the right-of-way approximately 2.5 miles where it would rejoin existing USH 45 alignment. It should be noted that the WC right-of-way of the entire 24 mile long segment is also being considered for the provision of a recreational trail by the Wisconsin Department of Natural Resources.

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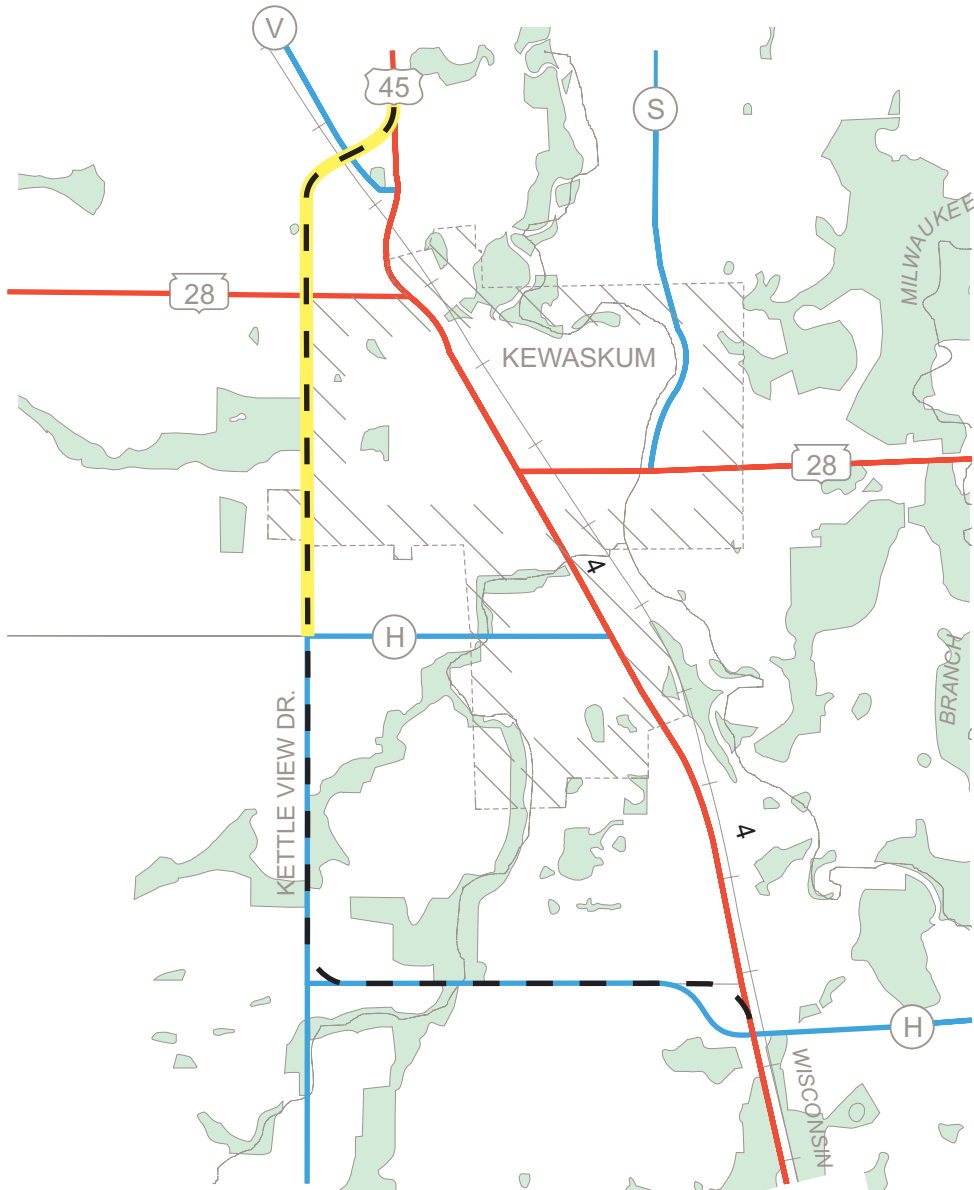
<sup>2</sup> See SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan For Washington County, October 1974.

<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.

<sup>16</sup> See SEWRPC Community Assistance Planning Report No. 214, A Land Use and Street System Plan For the Village of Kewaskum: 2010, September 1997.

Map 33

POTENTIAL WESTERN ALTERNATIVE ROUTE FOR USH 45 THROUGH THE VILLAGE OF KEWASKUM



STANDARD ARTERIAL

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- STUDY SEGMENT
- NEW CONSTRUCTION
- WETLAND

Source: SEWRPC.

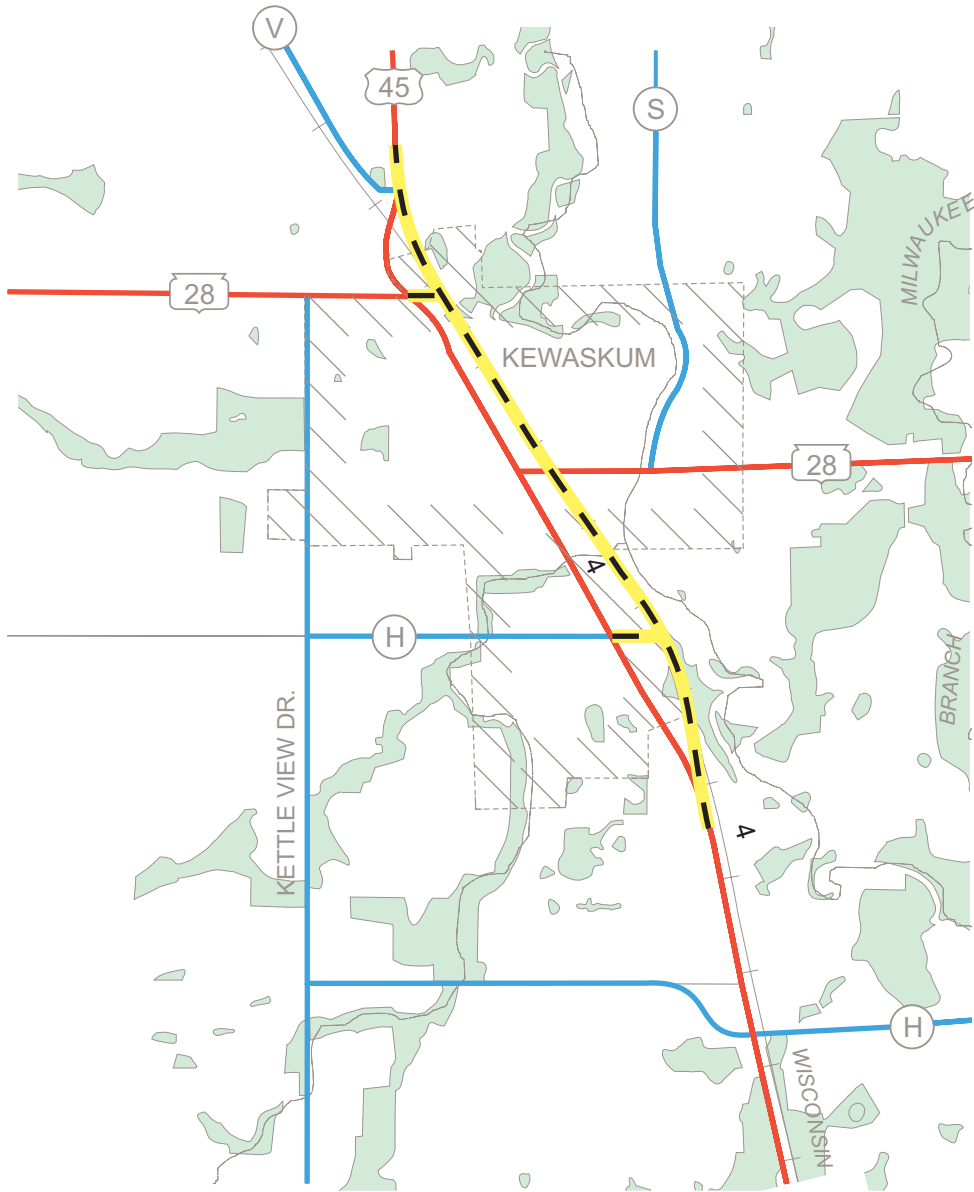


GRAPHIC SCALE



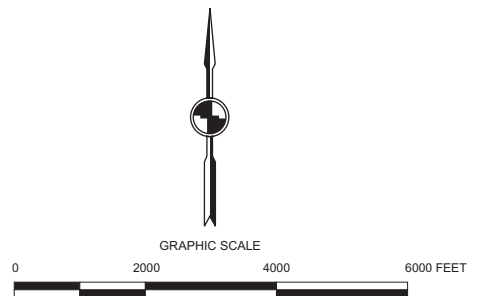
Map 34

POTENTIAL WISCONSIN CENTRAL TRANSPORTATION CORPORATION ALTERNATIVE ROUTE FOR USH 45 THROUGH THE VILLAGE OF KEWASKUM



- STANDARD ARTERIAL
- STATE TRUNK HIGHWAY
  - COUNTY TRUNK HIGHWAY
  - LOCAL TRUNK HIGHWAY
  - STUDY SEGMENT
  - NEW CONSTRUCTION
  - WETLAND

Source: SEWRPC.



Under this alternative, the distance between the same beginning and end points on the existing USH 45 route is virtually the same.

In the design year 2020, an estimated 6,700 trips on an average weekday may be expected to enter from all directions and travel through the Village using USH 45 for at least part of its trip. Of those 6,700 trips, an estimated 1,200 trips, or about 18 percent would, use the route on the west side of the Village. In comparison, an estimated 6,200 trips, or about 93 percent, would use the route located in the WC right-of-way. Thus, it may be concluded that the WC right-of-way has the greater potential to divert traffic from the existing route of USH 45 and, thus, the alternative on the west side of the Village is not recommended for further consideration as a USH 45 bypass. In addition, the existing, committed and planned residential development along Kettle View Drive probably would constrain the development of a new state trunk highway route. The alternative route using Kettle View Drive would, however, be expected to provide an alternate route to either existing USH 45 or USH 45 relocated to the WC right-of-way for traffic travelling between areas west and south of the Village and areas west and north of the Village. Thus, it may be expected to provide modest capacity relief to existing USH 45, and the planned extension between CTH H and STH 28 is recommended to be retained in the plan as a county trunk highway.

The forecast year 2020 average weekday traffic volume expected to be diverted from existing USH 45 to this proposed new route would be about 13,500 vehicles per average weekday between CTH H and STH 28. This volume modestly exceeds the design capacity of a two-traffic lane urban roadway. However, because there would likely be only five public street intersections, and because access to abutting properties would be very limited, the roadway may be expected to be sufficient for the forecast volume. It represents about 82 percent of the 16,500 vehicles per average weekday in the year 2020 traffic which may be expected on USH 45 if the proposed new route is not implemented.

The WC right-of-way either traverses or abuts several environmental corridors through the Village of Kewaskum including wetlands, primary and secondary environmental corridors, and the Milwaukee River flood plain. Even though the WC trackage already crosses these corridors, the roadway may negatively impact these corridors because of its wider cross-section. Additionally, the Milwaukee River abuts the eastern edge of the right-of-way approximately 150 feet south of the Kewaskum Creek crossing.

One advantage of utilizing the WC right-of-way is that only five public streets would intersect that right-of-way within the Village, thereby ensuring a minimum number of potential interruptions to the USH 45 traffic stream. Another advantage of providing a new facility within the WC right-of-way, is that the marginal access could be strictly controlled, thereby preserving the roadway design capacity and further enhancing the traffic flow and safety. Another advantage of providing a new facility within the WC right-of-way is that a new roadway in this corridor would be expected to divert sufficient traffic from the existing route in the year 2020 to permit the retention of parking on existing USH 45. The disadvantage is that given the forecast volume on the proposed new route, four-traffic lanes may need to be considered to be provided.

The cost of providing the proposed new roadway under this alternative is an estimated \$ 9.7 million. This cost includes an estimated \$ 8.8 million in construction costs and \$ 0.9 million land acquisition costs. Four residences and one business may be expected to be displaced if this alternative is implemented.

Because the alternative route for USH 45 proposed to be located in the Wisconsin Central Transportation Corporation right-of-way has the potential to divert sufficient traffic from the existing route to permit the retention of parking on the existing route and to enhance future traffic flow and safety for motorists on the state trunk highway route, it is recommended that it be added to the plan as a two lane arterial and state trunk highway. Upon implementation, the existing parallel route of USH 45 would be expected to be a non-arterial, and should be transferred to the Village. A preliminary engineering study should be conducted as soon as possible to more precisely determine the costs and environmental impacts. The

Wisconsin Department of Transportation preliminary engineering study should consider the inclusion of a recreational trail in the design with connections to the north and south, and also consider a roadway design which could permit the conversion of auxiliary lanes to traffic lanes to provide an ultimate four lane facility.

Reconsider the Planned Jurisdiction of Badger Road Between Kettle View Drive and USH 45 and of Kettle View Drive and Its Extension Between CTH H and STH 28

The Washington County representative requested that the planned jurisdictional transfer of Badger Road, between Kettle View Drive, and USH 45 and of Kettle View Drive and its extension between CTH H and STH 28 be reconsidered. (See Map 35). These facilities were recommended in the original Jurisdictional Highway System plan for Washington County adopted in 1975.<sup>2</sup>

The urban service area of the Village of Kewaskum is expected to extend west from USH 45 to Kettle View Drive and south from CTH H to Badger Road by the year 2010. Thus, both Badger Road between USH 45 and Kettle View Drive, and Kettle View Drive along with its planned extension between Badger Road and STH 28 will be required to provide desired arterial support at about one-mile arterial spacing for the planned urban development.

Badger Road between USH 45 and Kettle View Drive and Kettle View Drive between Badger Road and STH 28 may be expected to provide modest capacity relief to USH 45 serving traffic between areas west and north of the Village of Kewaskum and areas south and west of the Village of Kewaskum. These facilities thus will be expected to serve trips having intermediate length and would carry intermediate traffic volumes. Thus, these facilities may be expected to meet the trip length and traffic volume criteria for classification as county trunk highways. Accordingly, the Commission staff recommends that these facilities be retained on the planned county trunk arterial system. The remaining segment of Kettle View Drive between CTH D and Badger Road is also recommended to be transferred to the county trunk arterial system to provide system continuity.

The currently adopted Jurisdictional Highway System plan also recommends that CTH H between USH 45 and Kettle View Drive be retained on the county trunk highway system. Under that original Jurisdictional Highway System plan CTH H was classified as a county trunk highway largely because at least half its length was outside the urban service area of the Village of Kewaskum. The entire study segment however is expected to be within the urban service area by the design year 2010. Further, trips of intermediate trip length are expected to use Kettle View Drive and Badger Road rather than this segment of CTH H. Finally, the addition of Badger Road and the retention of CTH H on the county trunk arterial system would result in one- mile spacing between county trunk arterials in the Village of Kewaskum. There is no need to provide county trunk highway arterials at one-mile spacing within in the Village. Accordingly, the Commission staff recommends that CTH H between Kettle View Drive and USH 45 be retained on the arterial system, but that its jurisdictional classification be changed from a county trunk highway to a local trunk highway.

Consider the Jurisdictional Transfer of a Segment of CTH Z and CTH NN on the North Side of Little Cedar Lake to the Local Trunk Arterial System

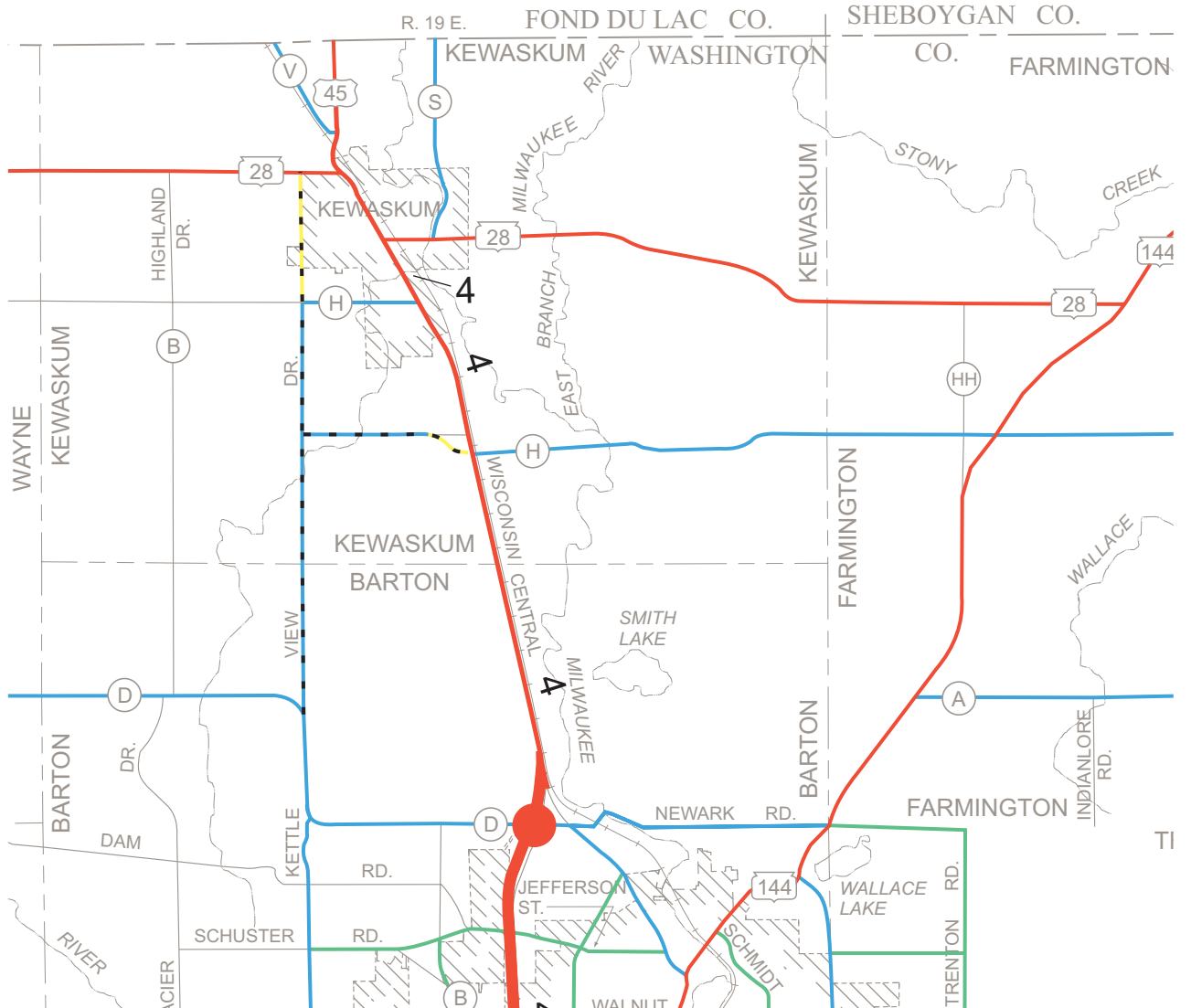
A Washington County representative suggested considering the jurisdictional transfer of the concurrent segment of CTH Z and CTH NN on the north side of Little Cedar Lake to the local trunk arterial system. (See Map 36). This roadway segment was recommended to be part of the county trunk arterial system in the original Jurisdictional Highway System plan for Washington County adopted in 1975.<sup>2</sup>

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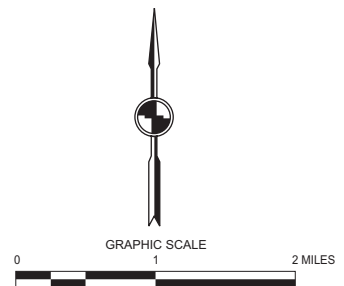
<sup>2</sup> See SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.

Map 35

**BADGER ROAD BETWEEN KETTLE VIEW DRIVE AND USH 45 AND KETTLE VIEW DRIVE AND ITS EXTENSION BETWEEN CTH D AND STH 28 IN THE VILLAGE OF KEWASKUM AND THE TOWNS OF BARTON AND KEWASKUM**



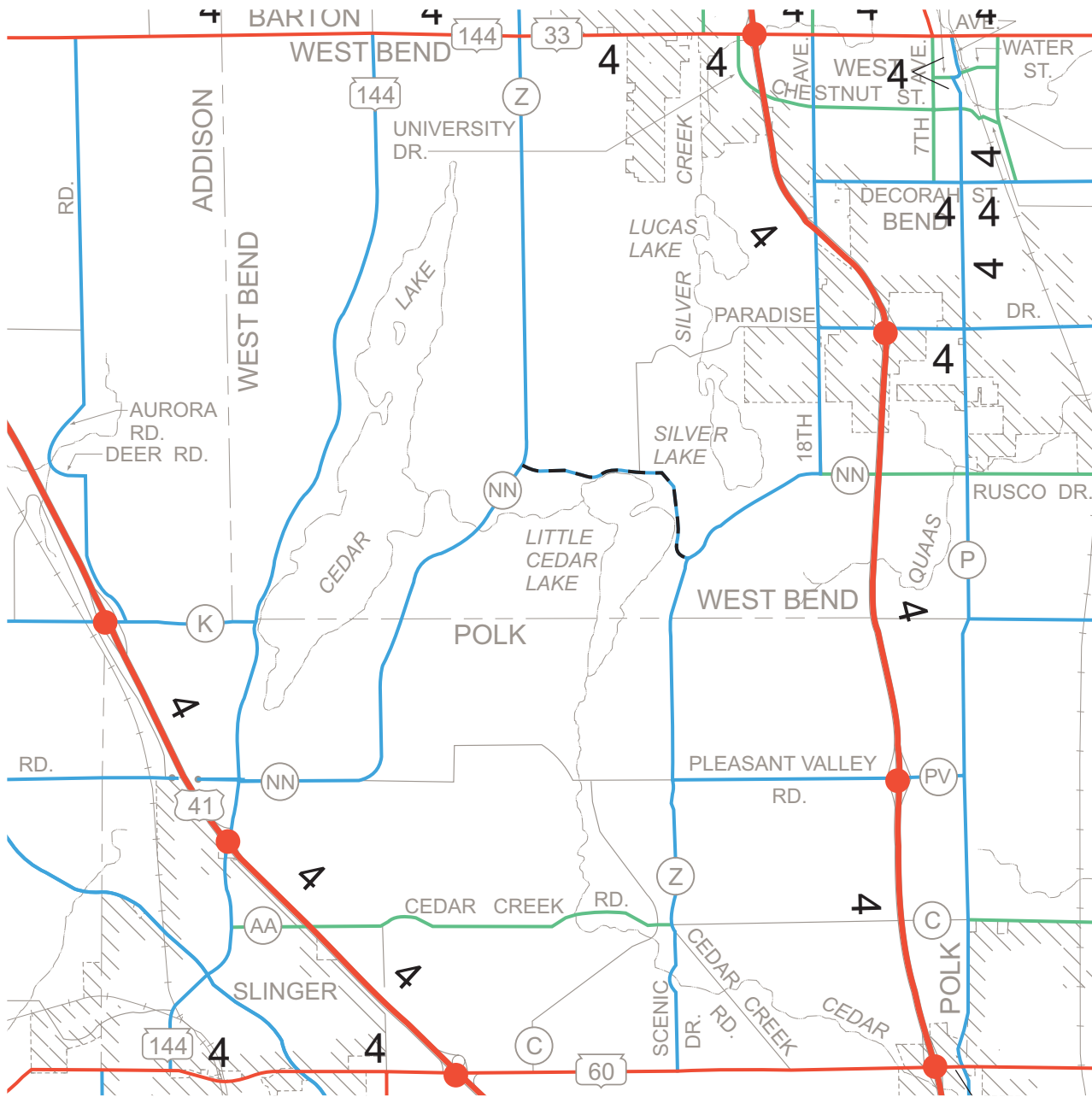
- FREEWAY**
- STATE TRUNK HIGHWAY
  - INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
  - COUNTY TRUNK HIGHWAY
  - LOCAL TRUNK HIGHWAY
  - STUDY SEGMENT
  - NEW CONSTRUCTION
  - 4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



Source: SEWRPC.

Map 36

CONCURRENT SEGMENT OF CTH Z AND CTH NN  
ON THE NORTH SIDE OF LITTLE CEDAR LAKE  
IN THE TOWN OF WEST BEND



FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

STANDARD ARTERIAL

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



GRAPHIC SCALE



Source: SEWRPC.



Although somewhat indirect, CTH NN does provide desirable arterial spacing as the only east-west intercommunity route between STH 60 and STH 33 in the central part of the county. The study segment also provides continuity between two county trunk arterials—CTH Z and CTH NN. The study segment currently carries approximately 2,500 vehicles per average weekday satisfying the traffic volume criteria for classification as a county trunk arterial. Accordingly, because the study segment provides desirable arterial spacing, provides for system continuity, and carries intermediate traffic volumes, the Commission staff recommends that the roadway segment over which CTH Z and CTH NN are routed concurrently along the north side of Little Cedar Lake be retained on the county trunk highway system. However, this segment of CTH NN/CTH Z does not now meet county trunk highway standards, and should not be expected to meet these standards in the future. This segment of CTH NN/CTH Z also serves a land access function providing access to residences abutting Little Cedar Lake.

#### Consider the Jurisdictional Transfer of STH 144 Between STH 60 and STH 33 to the Local Trunk Arterial System.

A Washington County Representative requested that the consideration be given to transferring STH 144 between STH 60 and STH 33 to the local trunk arterial system rather than the county trunk arterial system. (See Map 37). The study segment of STH 144 was recommended to become a county trunk highway in the original Jurisdictional Highway System plan for Washington County adopted in 1975.<sup>2</sup>

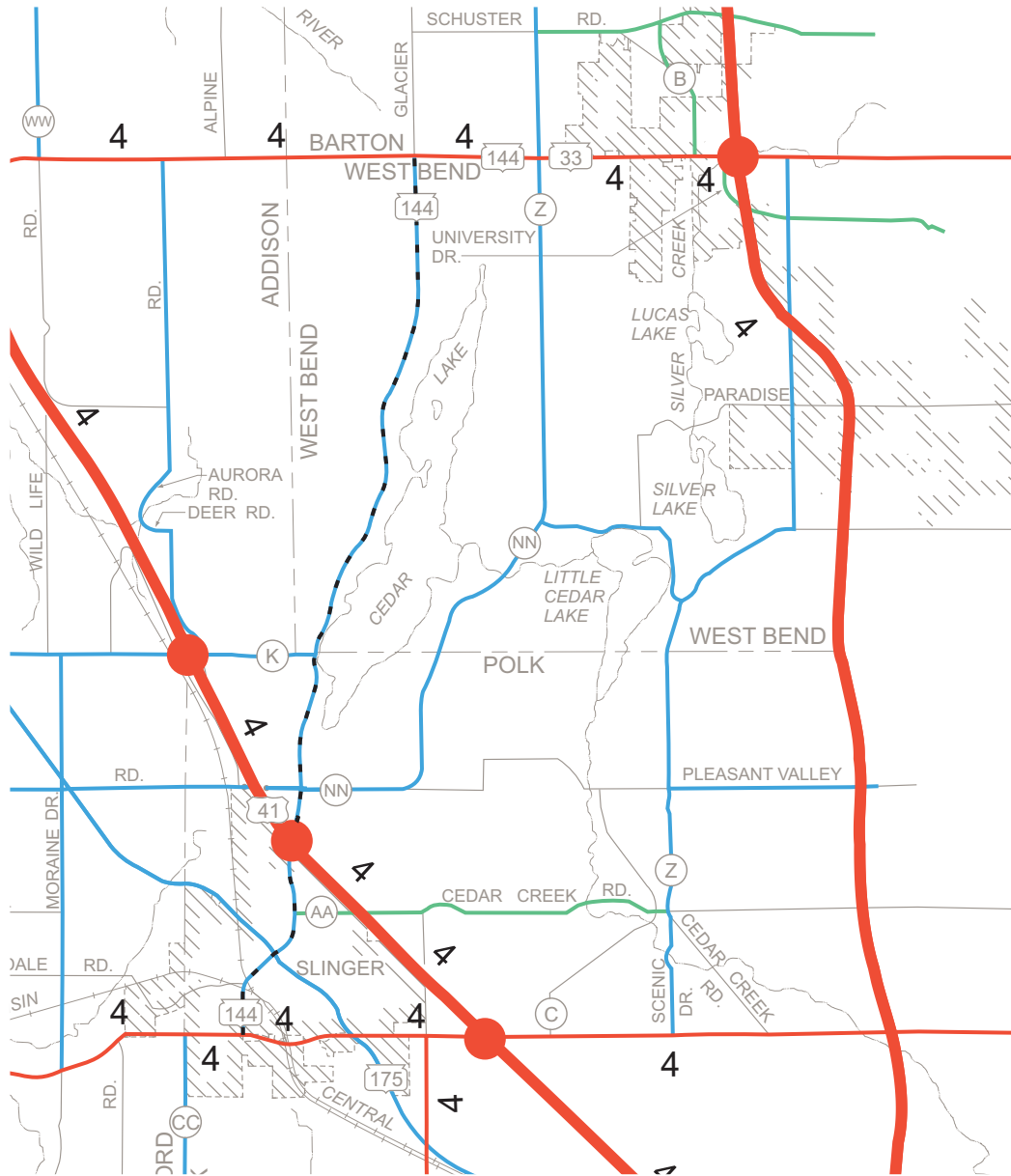
The segment of STH 144 between STH 60 and USH 41 lies within the planned urban service area for the Village of Slinger. Although this segment of STH 144 does provide a direct connection to an interchange with USH 41, it functions primarily to serve intracommunity trips within the Village of Slinger, particularly south of STH 175. Accordingly, the Commission staff recommends that the segment of STH 144 between STH 60 and USH 41 be retained on the arterial system, but as a local trunk highway rather than a county trunk highway.

The Commission staff conducted a license plate survey on STH 144 in March 2001 to determine the number of vehicles which would represent “through” traffic, as opposed to “local” traffic. Through traffic would be considered traffic which would be travelling through on STH 144 between STH 33 on the north and CTH K on the west or CTH NN to the south. Such through traffic would be traffic typical of that on a county trunk highway or state trunk highway. License plate data were collected for a 12 hour period at three locations: on STH 144 immediately south of STH 33, STH 144 immediately south of CTH NN, and CTH K immediately east of USH 41. Vehicles observed at only one of the three locations were considered to have one end of their trip in the area generally bounded by STH 33 on the north, CTH NN on the south, Cedar Lake on the East, and Aurora Road on the west. These trips would not be considered through trips. Vehicles observed at two of the three locations within a 15 minute period were considered to be travelling through the area generally bounded by STH 33 on the north, CTH NN on the south, Cedar Lake on the east, and Aurora Road on the west and should be served by a county trunk highway or state trunk highway.

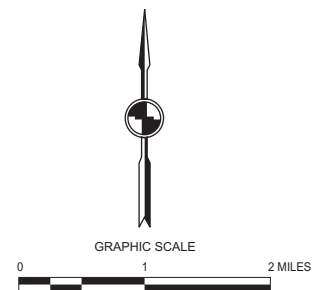
Of the 3,000 vehicles observed during the 12 hour period on STH 144 just south of STH 33, 185 vehicles, or approximately 6 percent, were observed on CTH K just east of USH 41, and an additional 205 vehicles, or approximately 7 percent were observed on STH 144 just south of CTH NN. Thus, it may be concluded that only about 13 percent of the traffic on STH 144 is traveling through the area generally bounded by STH 33 on the north, CTH NN on the south, Cedar Lake on the east, and Aurora Road on the west. Therefore, based on the origins and destinations of the traffic using STH 144 between STH 33 and CTH NN, this stretch of STH 144 should be a municipal rather than a state trunk or county trunk highway. In addition, this stretch of STH 144 is only about 1 mile west of the route of CTH Z/CTH NN which has been improved to county trunk highway standards. Accordingly, the Commission staff recommends that the current jurisdictional highway plan be modified and that STH 144 be recommended for transfer to the local trunk highway system rather than the county trunk highway system between CTH NN and CTH K in the Town of Polk and between CTH K and STH 33 in the Town of West Bend.

Map 37

STH 144 BETWEEN STH 60 AND STH 33 IN THE VILLAGE OF SLINGER AND THE TOWNS OF POLK AND WEST BEND



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



Source: SEWRPC.

### Consider the Jurisdictional Transfer of CTH K Between USH 41 and Existing STH 144 to the Local Trunk Arterial System

A Washington County representative requested that consideration be given to the jurisdictional transfer of CTH K between USH 41 and existing STH 144 to the local trunk arterial system if the Commission staff analysis indicated that STH 144 between STH 60 and STH 33 be transferred to the local trunk rather than the county trunk arterial system. The study segment of CTH K is shown on Map 38. It was recommended to be retained on the county trunk arterial system in the original Jurisdictional Highway System plan for Washington County adopted in 1975.<sup>2</sup>

The planned jurisdiction of CTH K between USH 41 and existing STH 144 was reviewed in light of the Commission staff recommendation to modify the current jurisdictional highway plan by transferring existing STH 144 between STH 33 and CTH NN to the local trunk highway system rather than the county trunk highway system. The recommended transfer of that segment of STH 144 to the local arterial system would result in county trunk highway system discontinuity with CTH K east of USH 41 ending at a local trunk highway. In order to provide more desirable system continuity, the Commission staff recommends that CTH K between STH 144 and USH 41 also be transferred to the local arterial system with the appropriate segments transferred to the Town of Addison, the Town of Polk, and the Town of West Bend.

### Reconsider the Planned Jurisdictional Transfer of Decorah Road Between CTH M and STH 33 to the County Trunk Arterial System

A Washington County representative requested the reconsideration of the planned jurisdictional transfer of Decorah Road between CTH M and STH 33 to the county trunk arterial system. (See Map 39). This facility was recommended to be retained on the county trunk arterial system in the original Jurisdictional Highway System plan for Washington County adopted in 1975.<sup>2</sup>

Decorah Road between CTH M and STH 33 lies within the planned urban service area for the Village of Newburg. State Trunk Highway 33, rather than the study segment of Decorah Road, would be expected to serve intercommunity travel between the Village of Newburg and the communities to the west, as STH 33 is located one-half mile or less to the north of Decorah Road. However, the Milwaukee River lies between CTH I (Decorah Road) and STH 33 west of CTH M. There are no existing or planned Milwaukee River crossings between CTH M and Trenton Road (located three miles west of CTH M) and the river prevents travel that occurs south of the Milwaukee River between the Village of Newburg and communities west and south of the Village south from using STH 33. Rather, such travel may be expected to use CTH I (Decorah Road). However, between CTH M and the Village of Newburg, STH 33 is located within one-half mile of CTH M. Accordingly, the Commission staff recommends that the jurisdictional highway plan be amended to retain this segment of Decorah Road between CTH M and STH 33 on the local trunk arterial system.

### Reconsider the Planned Jurisdictional Transfer of CTH M Between Trading Post Trail and CTH MY and of Trading Post Trail Between CTH M and CTH H

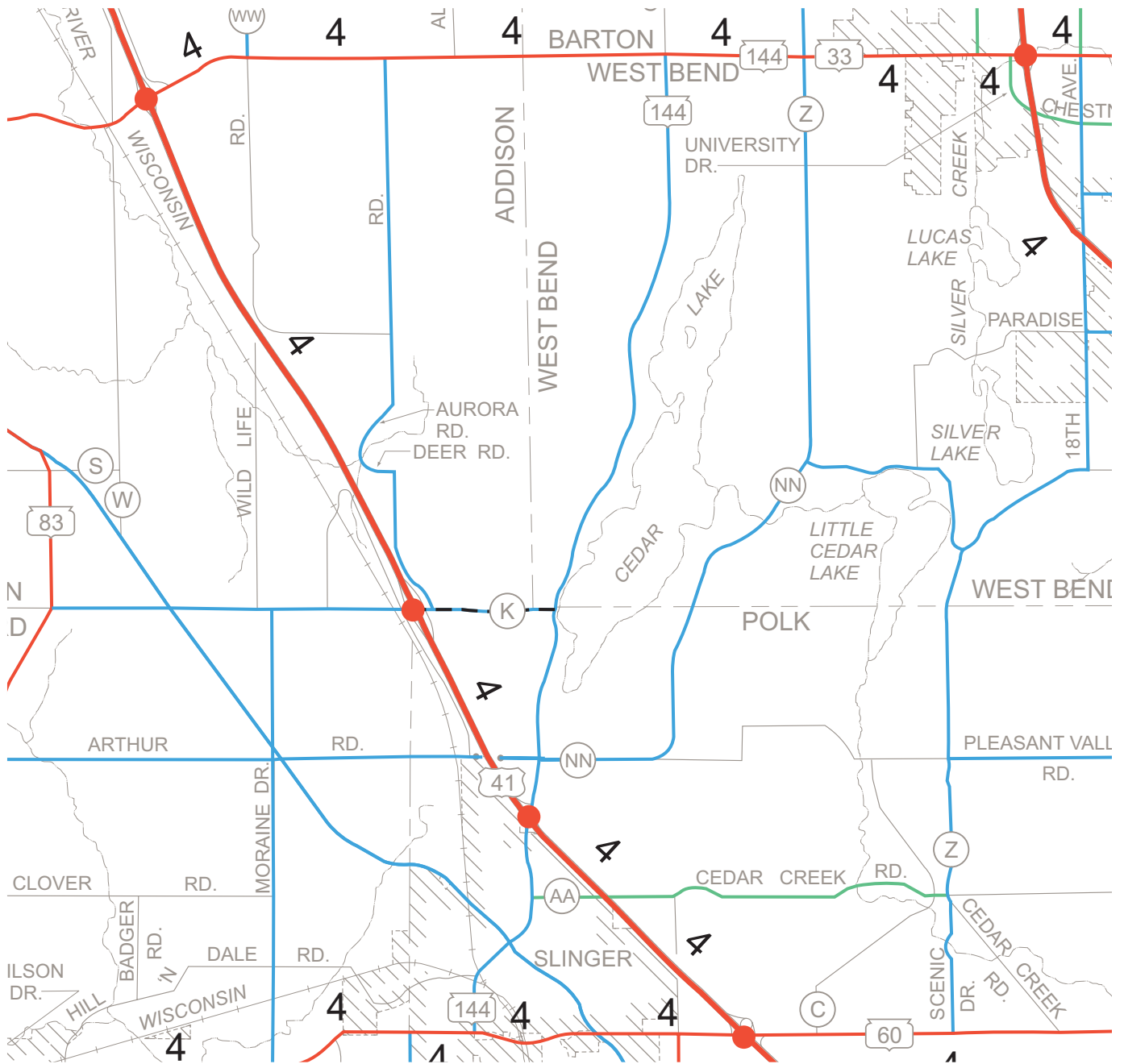
A Washington County representative requested reconsideration of the planned jurisdictional transfer of CTH M between Trading Post Trail and CTH MY to the local nonarterial system and the planned jurisdictional transfer of Trading Post Trail between CTH M and CTH H to the county trunk arterial system. (See Map 36). These transfers were recommended in the original Jurisdictional Highway System plan for Washington County adopted in 1975.<sup>2</sup>

The transfer of Trading Post Road to the county trunk arterial system would result in one-mile spacing between existing CTH M and Trading Post Road. Because existing and planned land uses which abut these two facilities are agricultural and rural density residential, there is no reason based on land uses served to

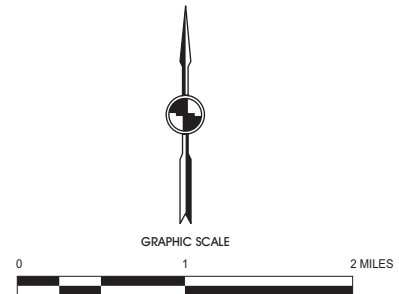
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<sup>2</sup> See SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.

CTH K BETWEEN STH 144 AND USH 41 IN THE TOWNS OF ADDISON AND WEST BEND



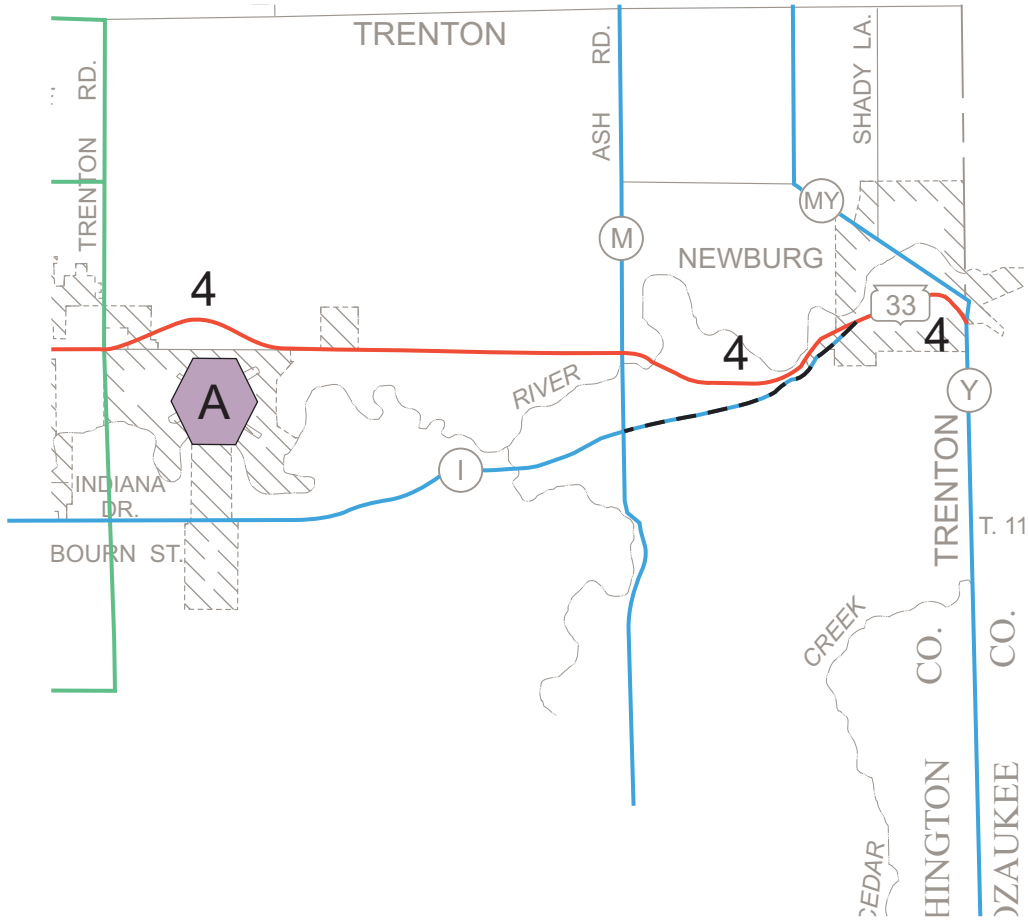
- FREEWAY**
- STATE TRUNK HIGHWAY
  - INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
  - COUNTY TRUNK HIGHWAY
  - LOCAL TRUNK HIGHWAY
  - STUDY SEGMENT
  - NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)





Source: SEWRPC.

Map 39






DECORAH ROAD BETWEEN CTH M AND STH 33 IN THE TOWN OF TRENTON

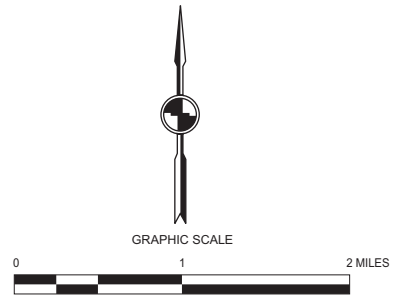


**FREEWAY**

-  STATE TRUNK HIGHWAY
-  INTERCHANGE

**STANDARD ARTERIAL**

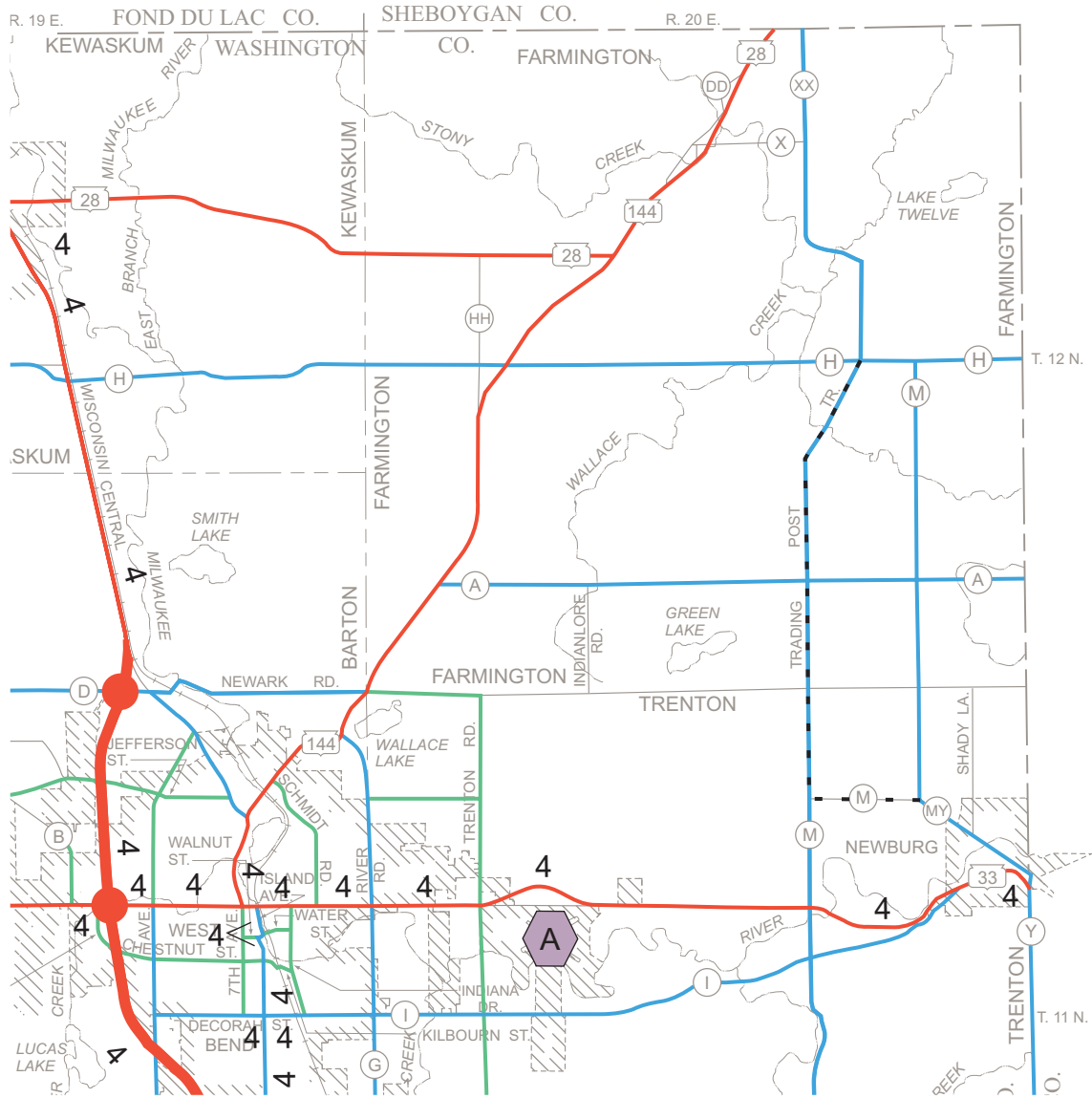
-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT
-  NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



Source: SEWRPC.

Map 40

**CTH M BETWEEN TRADING POST TRAIL AND CTH MY  
AND TRADING POST TRAIL BETWEEN CTH M AND CTH H  
IN THE TOWNS OF FARMINGTON AND TRENTON**



**FREEWAY**

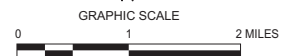
- STATE TRUNK HIGHWAY
- INTERCHANGE

**STANDARD ARTERIAL**

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

**INTERMODAL TERMINAL**

- ⬡ A - AIRPORT



Source: SEWRPC.

provide one-mile arterial spacing in this area. Accordingly, the Commission staff recommends that Trading Post Trail between CTH M and CTH H be dropped from the jurisdictional highway system plan as both a county trunk highway and an arterial. The Commission staff also recommends that the existing segment of CTH M, between Trading Post Trail, and CTH MY be retained on the jurisdictional highway system plan as an arterial and as part of the county trunk highway system.

Consider the Jurisdictional Transfer of Wausaukee Road Between County Line Road and CTH F to the County or State Trunk Arterial System and the Retention of CTH M (Wausaukee Road) Between CTH F and CTH M (Pioneer Road) on the County Trunk Arterial System

Advisory Committee members requested that consideration be given to the jurisdictional transfer of Wausaukee Road between County Line Road and CTH F to either the county or state arterial system given the improvement of the USH 41-USH 45 interchange with N. 124<sup>th</sup> Street and the construction of N. 124<sup>th</sup> Street between STH 145 and STH 100. The Advisory Committee also requested that the study segment be extended to the south to include the segment of N. 124<sup>th</sup> Street between STH 100 (Brown Deer Road) and County Line Road in Milwaukee and Waukesha Counties. Finally, the Advisory Committee requested that the currently recommended jurisdictional transfer of CTH M (Wausaukee Road) between CTH F and CTH M (Pioneer Road) be reconsidered.

The study segment of Wausaukee Road is shown on Map 41. The segment of Wausaukee Road between County Line Road and CTH F was recommended to remain a local trunk arterial, and the segment of CTH M (Wausaukee Road) between CTH F and CTH M (Pioneer Road) along with the segment of CTH M (Pioneer Road) between Country Aire Drive and CTH M (Wausaukee Road) was recommended to be transferred to the local trunk arterial system in the original Jurisdictional Highway System Plan for Washington County adopted in 1975<sup>2</sup>. The original regional transportation plan, upon which the original Washington County and the other six county jurisdictional plans were based, did recommend the improvement of this USH 41/USH 45 interchange and the construction of the N. 124<sup>th</sup> Street extension between the interchange and STH 100 (Brown Deer Road). These plans recommended that Wausaukee Road remain a local arterial with the interchange improvement and the N. 124<sup>th</sup> Street extension. North 124<sup>th</sup> Street is currently recommended to be transferred to the county trunk arterial system between STH 145 and County Line Road.

As shown on Map 41, N. 124<sup>th</sup> Street and Wausaukee Road south of STH 167 are generally located only one mile east of existing STH 145. The addition of the study segment south of STH 167 to the state trunk highway system would, however, result in approximately one mile spacing between two adjacent state trunk arterials. This would violate the desired minimum spacing of two miles between adjacent state trunk arterial facilities. Given the proximity of the study segment to existing STH 145, both routes would serve essentially the same lands that existing STH 145 currently serves between STH 145 and STH 167. Because of their proximity and the fact that each would serve essentially the same lands, it may be concluded that there is no reason for two such closely spaced state trunk arterials.

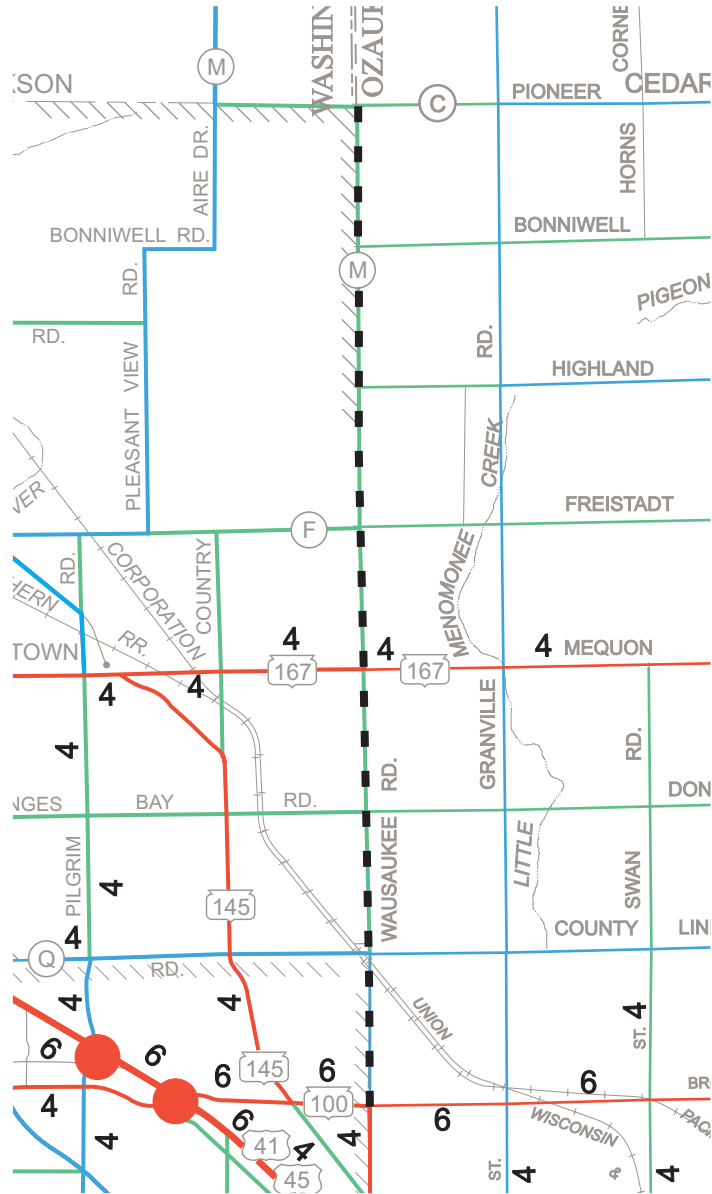
A route comprised of N. 124<sup>th</sup> Street and Wausaukee Road would however, meet criteria for classification as a county trunk highway providing a direct route to an interchange with USH 41/USH 45. Accordingly, it recommended that these facilities be transferred to the county trunk highway system between STH 100 and STH 167. It is also recommended that the existing route of CTH M – Wausaukee Road between CTH F (Freistadt Road) and Pioneer Road, and Pioneer Road between Country Aire Drive and Wausaukee Road be retained on the county trunk highway system and that Pleasant View Road, Bonniwell Road, and Country Aire Drive between CTH F and CTH M (Pioneer Road) remain local trunk highways rather than being transferred to the county trunk highway system. Finally, the segment of CTH F (Freistadt Road) between Pleasant View Road and Wausaukee Road should be retained on the county trunk highway system. The

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

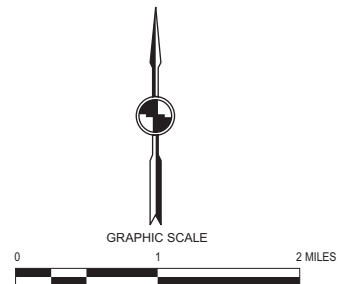
Map 41

WAUSAUKEE ROAD BETWEEN COUNTY LINE ROAD AND CTH F  
IN THE VILLAGE OF GERMANTOWN



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

Source: SEWRPC





recommended amended state, county and local trunk highway system is shown on Map 42, including the changes that should occur in Ozaukee and Waukesha Counties.

When compared to the currently adopted jurisdictional highway plan for Washington County, the transfers recommended herein would result in approximately a 2.0 mile net increase in the planned county trunk highway system, and a 2.0 mile net decrease in the local arterial system. It must be noted, however, that these recommendations would impact Ozaukee and Washington Counties; the Cities of Mequon and Milwaukee; and the Village of Germantown. Each of the parties must agree to the proposed plan amendment before it may be formally made part of Washington County's jurisdictional highway plan. The Commission staff will work with the affected units of government to amend the plan.

#### Reconsider the Planned Jurisdictional Transfer of Pioneer Road to the County Trunk Arterial System

A Washington County representative suggested that the planned jurisdictional transfer of Pioneer Road between USH 41 and STH 164 to the county trunk highway system to be reconsidered. (See Map 43) The segment of Pioneer Road between USH 41 and STH 175 was recommended to become a county trunk highway in the original jurisdictional highway system plan for Washington County adopted in 1975.<sup>2</sup> The segment of Pioneer Road between STH 175 and STH 164 was added to the County's Jurisdictional Highway System Plan in 1990.<sup>4</sup> Also in 1990, the transition roadway between Pioneer Road and CTH E at CTH CC was recommended.

A new east-west arterial route which included the subject segment of Pioneer Road was added to the arterial system in 1990 following extensive study of alternatives to provide additional capacity in the STH 60 corridor between STH 83 and USH 41. STH 60 between STH 83 and USH 41 is currently carrying average weekday traffic volumes that equal or modestly exceed its existing and planned roadway design capacity. Thus, the need to provide additional traffic carrying capacity in the STH 60 corridor remains. In addition, the proposed east-west arterial route, or portions of this route would be expected to assist in providing desirable spacing of arterials to support planned urban development in the Hartford and Slinger areas. Finally, Pioneer Road provides direct service to the interchange on USH 41. Accordingly, the Commission staff recommends that Pioneer Road remain part of the planned county trunk highway system.

#### Reconsider the Planned Jurisdictional Transfer Lannon Road Between STH 175 and USH 41-USH 45 and The Planned Improvement of Lannon Road (CTH Y) Between CTH Q and STH 175, and of Lannon Road Between STH 175 and USH 41-USH 45; and Consider the Transfer of Lannon Road (CTH Y) to The Local Arterial System in the Village of Germantown

A representative of the Village of Germantown requested that the planned jurisdictional transfer of Lannon Road between STH 175 and USH 41/USH 45 from the Village of Germantown to Washington County, and the planned improvement of Lannon Road (CTH Y) between CTH Q and STH 175 and of Lannon Road between STH 175 and USH 41/USH 45 from two to four traffic lanes be reconsidered. The representative also requested that consideration be given to the transfer of Lannon (CTH Y) between CTH Q and STH 175 from the county arterial system to the local arterial system. The representative stated that, as part of the analysis and evaluation of this issue, it should be assumed that Maple Road would be extended from CTH Q to STH 175 thereby providing an alternative to Lannon Road (CTH Y) between CTH Q and STH 175. Thus, there are two separate issues to be considered: 1) a review of the need for the proposed functional improvement of Lannon Road between CTH Q and USH 41/USH 45, and 2) a review of the planned jurisdiction of Lannon Road between CTH Q and USH 41/USH 45. The study segment of Lannon Road is shown on Map 44. The study segment and its relation to the surrounding arterial system, and, in particular, its relationship to the planned CTH Y corridor through Waukesha County and to STH 167 in Washington and Ozaukee Counties is shown on Map 45.

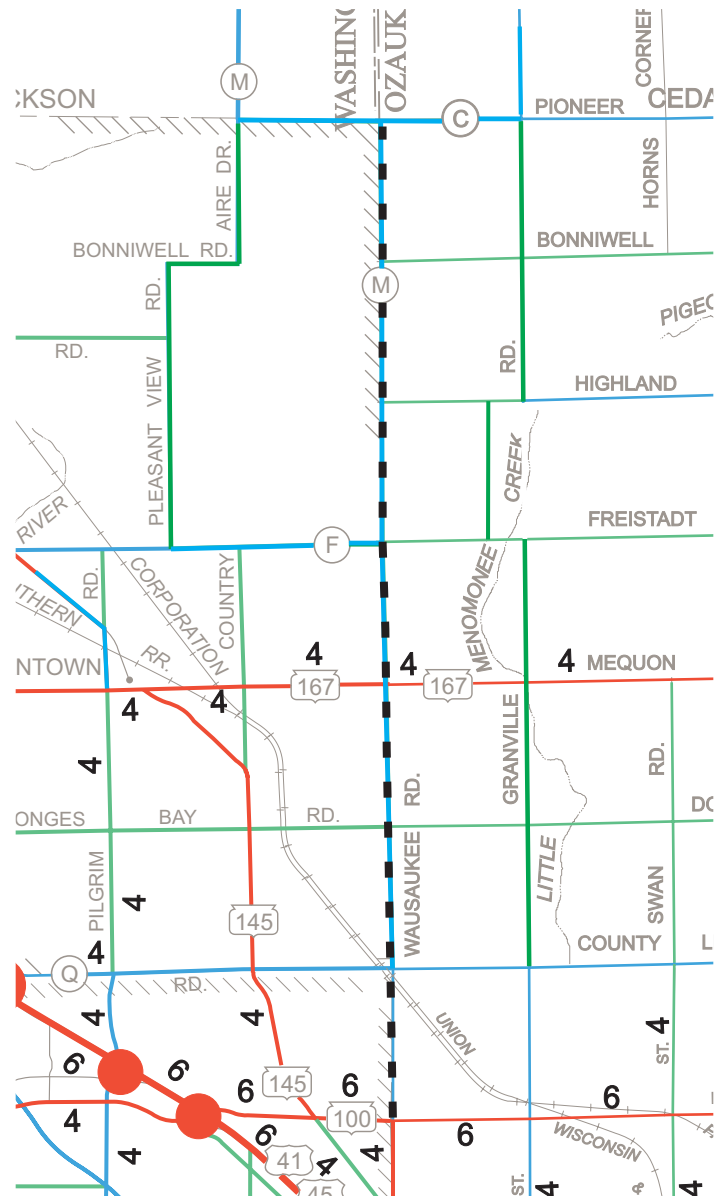
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<sup>2</sup> See *SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County, October 1974.*

<sup>4</sup> See *Amendment to the Washington County Jurisdictional Highway System Plan--2000, November 1989.*

Map 42

RECOMMENDED AMENDED JURISDICTIONAL HIGHWAY SYSTEM IN THE N. 124TH STREET AND WAUSAUKEE ROAD CORRIDOR



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



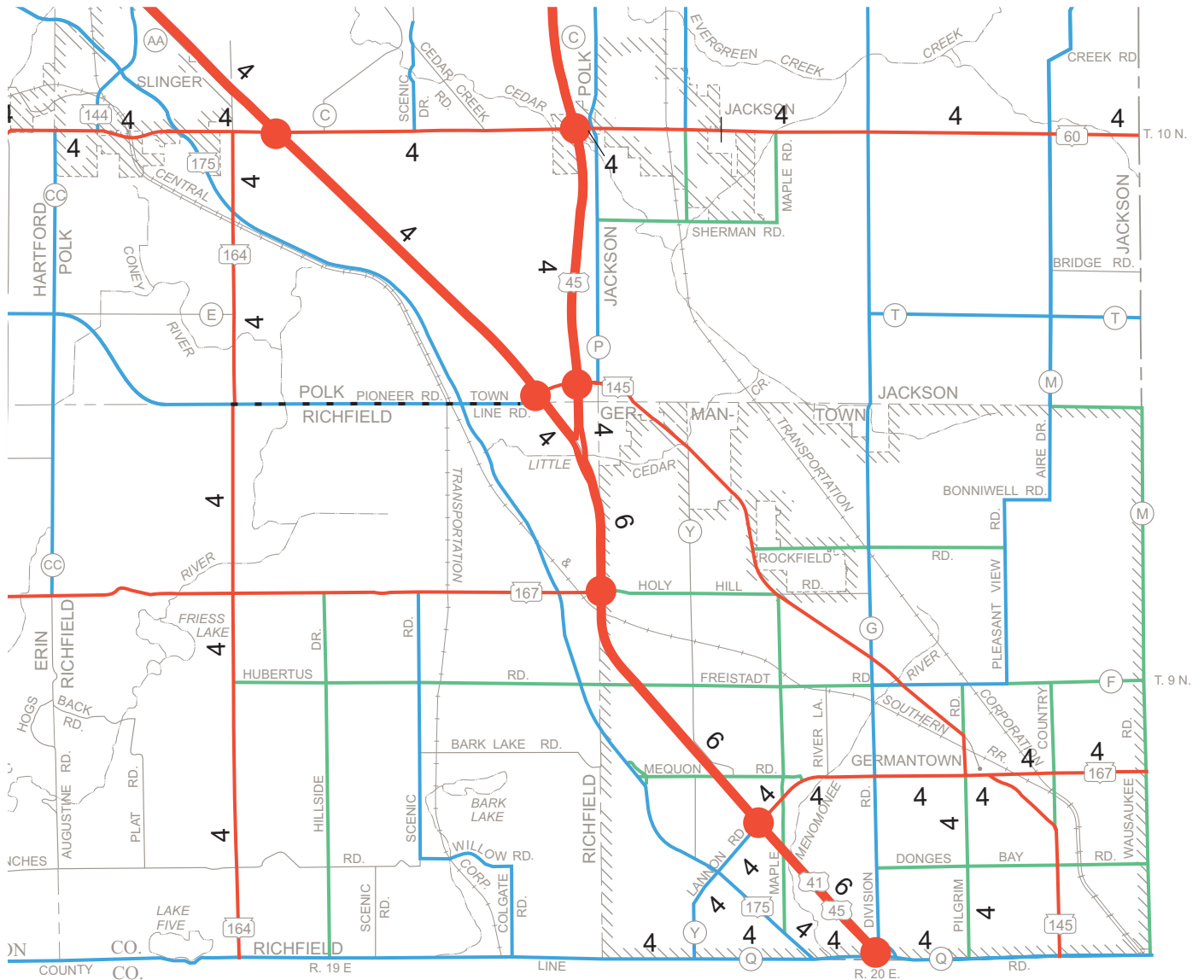
GRAPHIC SCALE



Source: SEWRPC

Map 43

PIONEER ROAD IN THE TOWNS OF POLK AND RICHFIELD



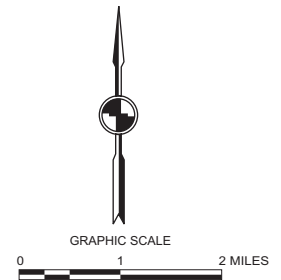
**FREEWAY**

- STATE TRUNK HIGHWAY
- INTERCHANGE

**STANDARD ARTERIAL**

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- - - STUDY SEGMENT

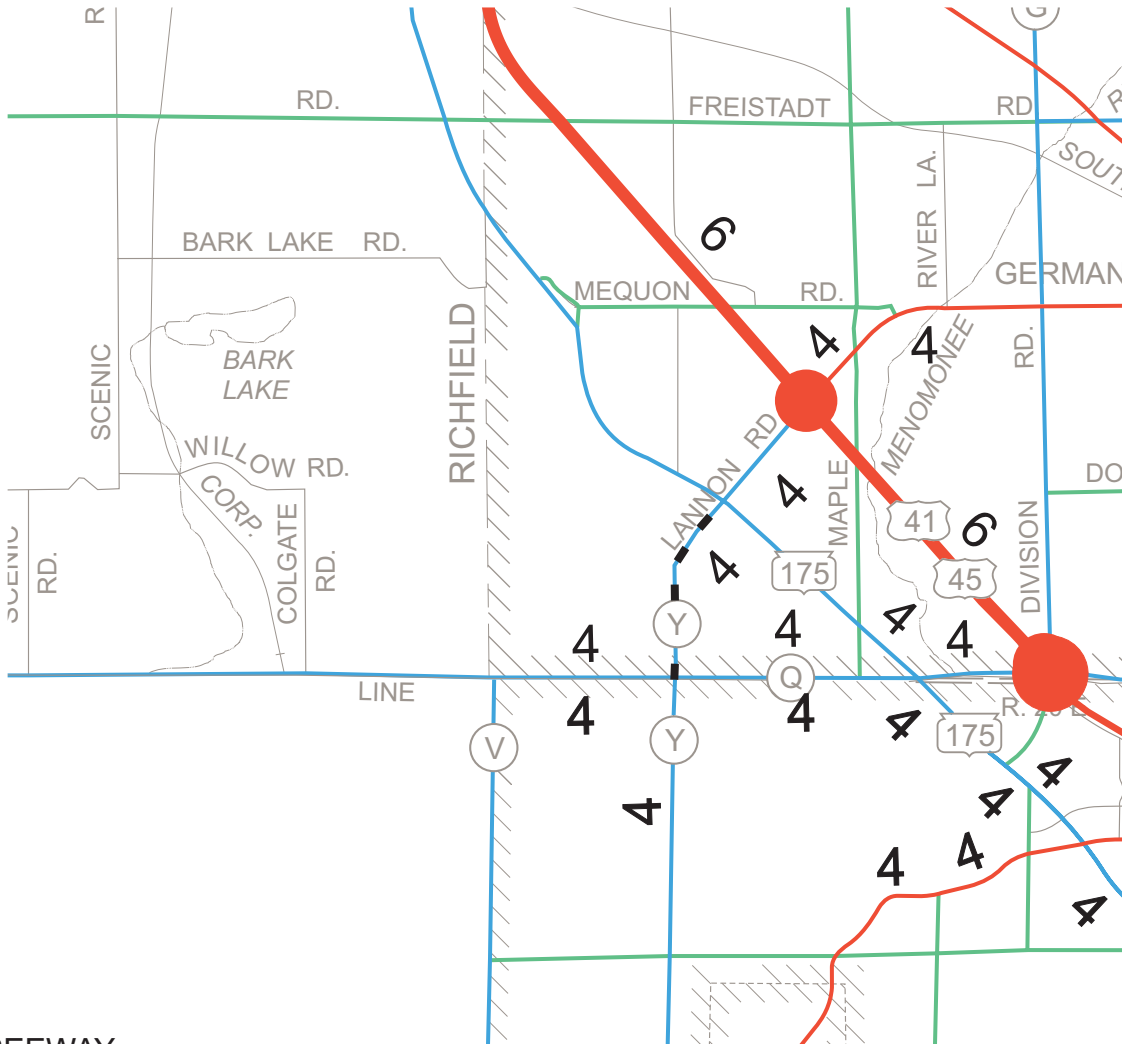
**4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



Source: SEWRPC.

Map 44

CTH Y/ LANNON ROAD BETWEEN STH 175 AND CTH Q IN THE VILLAGE OF GERMANTOWN



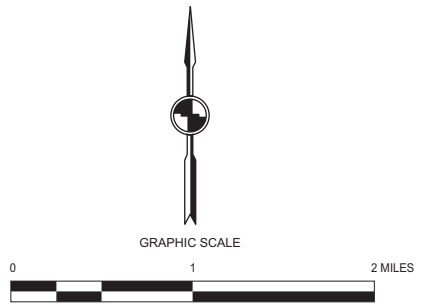
**FREEWAY**

- STATE TRUNK HIGHWAY
- INTERCHANGE

**STANDARD ARTERIAL**

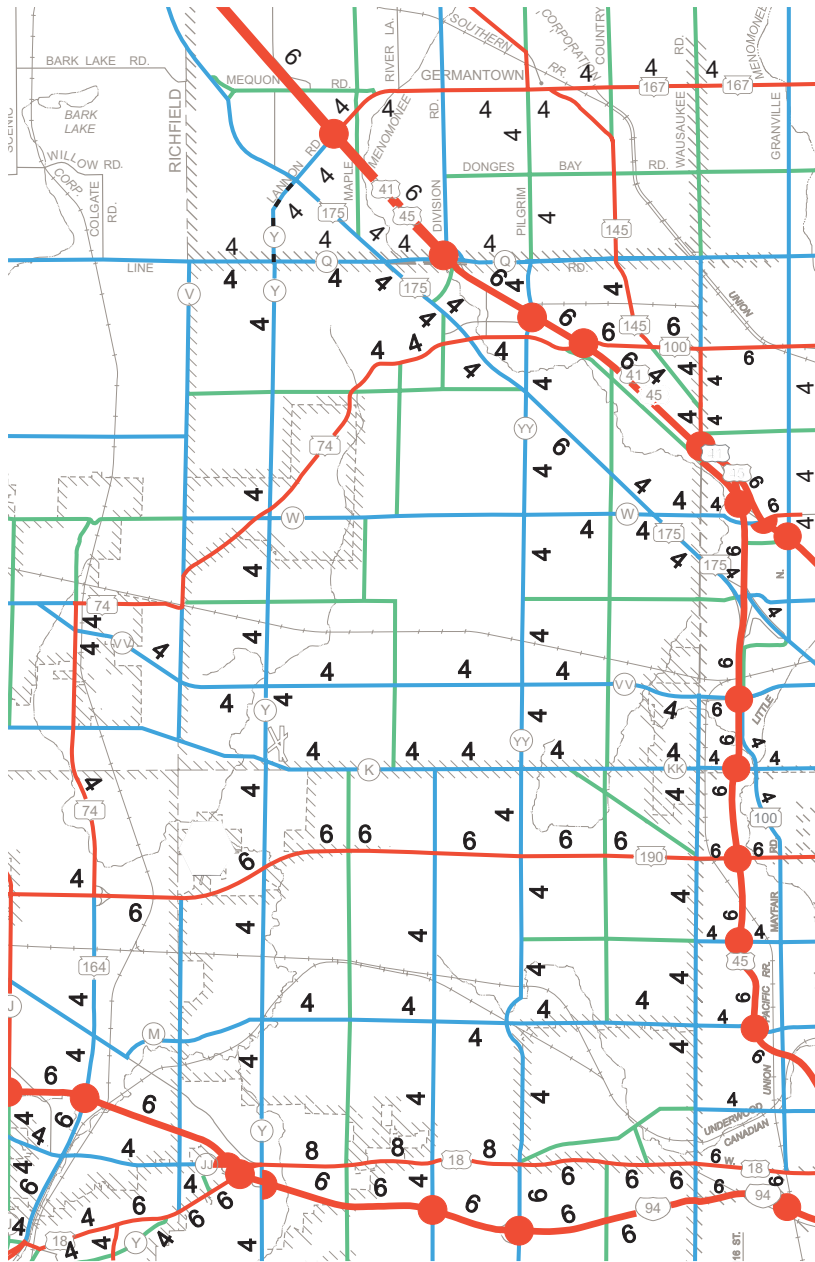
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- - - STUDY SEGMENT
- 4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

Source: SEWRPC



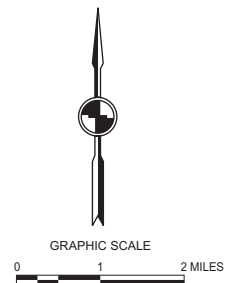
Map 45

CTH Y CORRIDOR IN WASHINGTON AND WAUKESHA COUNTIES



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

Source: SEWRPC.



### *Review of The Need For Functional Improvements*

The adopted Washington County Jurisdictional Highway Plan recommends the functional improvement of Lannon Road between CTH Q and USH 41/USH 45 to provide four traffic lanes. The primary consideration with respect to functional improvements is the need to provide adequate roadway capacity to accommodate both existing and probable future average weekday traffic volumes. The existing year 1998 average weekday traffic volume on the study segment of Lannon Road is about 7,800 vehicles per average weekday. This volume would not warrant the provision of four traffic lanes as it is well below the current roadway design capacity of 13,000 vehicles per average weekday. However, by the plan design year 2020, the average weekday traffic volume is expected to approximate 18,000 vehicles per average weekday, and thus would exceed the roadway's design capacity.

The proposed extension of Maple Road would not be expected to divert sufficient traffic from Lannon Road between CTH Q and STH 175 to eliminate the need to provide four traffic lanes on Lannon Road. This is due largely to the fact that much of the traffic on this segment of Lannon Road either originates in or is destined to areas west of CTH Y and south of CTH Q in Waukesha County which would continue to use Lannon Road rather than bypassing it to use Maple Road extended.

The future need to provide four traffic lanes on Lannon Road between CTH Q and USH 41/USH 45 in Washington County is not dependent upon the planned extension to form a continuous route of segments of Lannon Road, Barker Road, and Johnson Road in Waukesha County. Although forecast traffic volumes on Lannon Road in Washington County may be expected to be reduced by as many as 4,000 vehicles per average weekday less if Lannon Road, Barker Road, and Johnson Road are not extended in Waukesha County, the design year average weekday traffic volume may be expected to modestly exceed the design capacity of a two traffic lane roadway. Accordingly, the Commission staff continues to recommend that the proposed functional improvement of Lannon Road between CTH Q and USH 41/USH 45 to provide four traffic lanes in the future be retained as part of the County's jurisdictional highway plan to accommodate the future traffic demand. It is further recommended that any construction activity which may be undertaken on Lannon Road in the near term to improve either the existing cross-section or horizontal or vertical alignment be undertaken in such a manner so as to facilitate the provision of four traffic lanes in the future.

### *Review of The Planned Jurisdiction*

The primary consideration with respect to roadway jurisdiction is the manner in which a facility is expected to function in relation to the remainder of the roadway system in the surrounding area. A local trunk arterial is an arterial which functions primarily to serve relatively short trips; i.e., those trips having both trip ends within the community in which the arterial is located. Indeed, the facility itself is generally in the range of two to three miles in length, and does not generally facilitate travel either through a community, or between communities. The land uses served by a local trunk arterial are generally either residential or neighborhood commercial in nature.

In comparison, a county trunk arterial provides a link between communities within a single county or communities within adjacent counties. Because county trunk arterials serve trips whose length reflects travel adjacent communities rather than travel within a community, the trip lengths on the county trunk arterial system exceed the trip lengths on the local trunk arterial system. While the land uses served by a county trunk arterial may include residential and neighborhood commercial land uses, they also serve land uses of countywide importance such as county parks.

Lannon Road between CTH Q and USH 41/USH 45 not only connects to an interchange at USH 41/USH 45, but provides a direct connection to STH 167 at USH 41/USH 45. In turn, STH 167 ultimately provides a direct connection with an interchange with IH 43 in eastern Ozaukee County. In addition, Lannon Road connects directly with Lannon Road (CTH Y) in Waukesha County. Thus, Lannon Road provides intercommunity connectivity and functions as a county trunk arterial. Under the currently adopted regional transportation system plan, certain missing segments of Lannon Road, Barker Road and

Johnson Road are recommended to be constructed, thus creating a route serving six Waukesha County communities, the Village of Germantown in Washington County, and the City of Mequon in Ozaukee County. Interchanges with IH 43 and IH 94 in Waukesha County, would also be served. This would further reinforce the intercommunity connectivity of CTH Y. Even if the missing segments of Lannon, Barker, and Johnson Roads are never constructed, this stretch of Lannon Road would provide intercounty connectivity. Accordingly, the Commission staff recommends that Lannon Road (CTH Y) between CTH Q and STH 175, and Lannon Road between STH 175 and USH 41/USH 45 be retained on the county trunk arterial system.

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

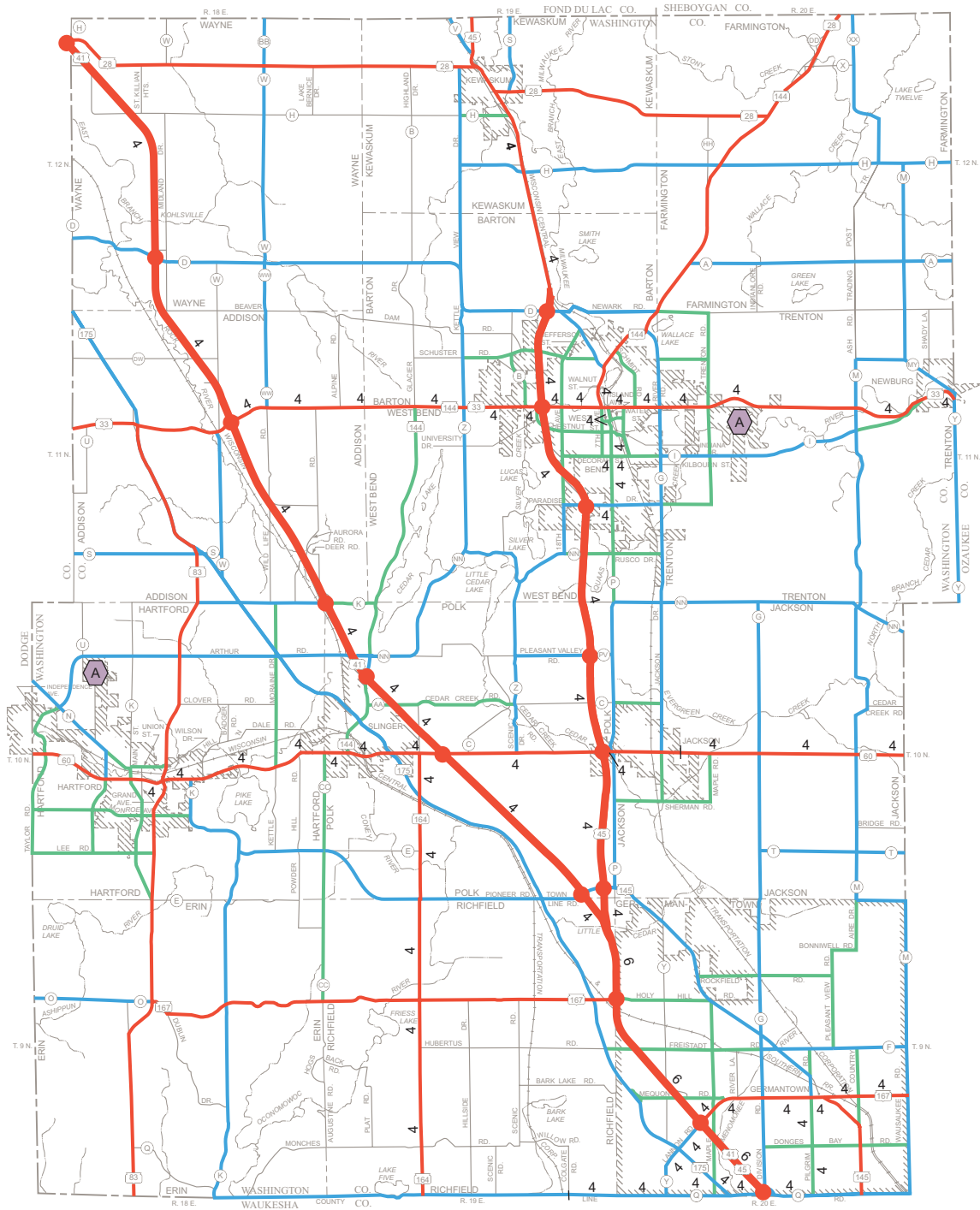
The preliminary third generation Washington county jurisdictional highway system plan as recommended to be taken to public hearing by the Washington County Jurisdictional Highway Planning Committee is shown on Map 46. The plan envisions a proposed system of arterial facilities in Washington County that 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 47. 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 10. The recommended changes in jurisdictional responsibility are shown on Map 48 and are listed in Table 11.

The recommended arterial system in the preliminary jurisdictional system plan as amended would include 458 miles of streets and highways, or about 27 percent of the expected 1,702-mile year 2020 total street and highway system in Washington County. The recommended state trunk highway element of the plan would include 153 miles of arterial facilities, or about 33 percent of the 458-mile planned system. The recommended county trunk highway element of the plan would include 209 miles of arterial facilities, or about 46 percent of the 458-mile planned system. The recommended local trunk highway element of the plan would include 96 miles of arterial facilities, or about 21 percent of the 458-mile planned system. Table 12 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 preliminary plan, the total mileage of state trunk highways in the county would decrease from 164 miles to 153 miles, or by about 7 percent; and the total mileage of county trunk highways would decrease from 237 miles to 209 miles, or about 12 percent.

Map 46

RECOMMENDED PRELIMINARY WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



**FREEWAY**

- STATE TRUNK HIGHWAY
- INTERCHANGE

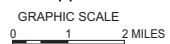
**STANDARD ARTERIAL**

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

- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

**INTERMODAL TERMINAL**

- ⬡ A - AIRPORT

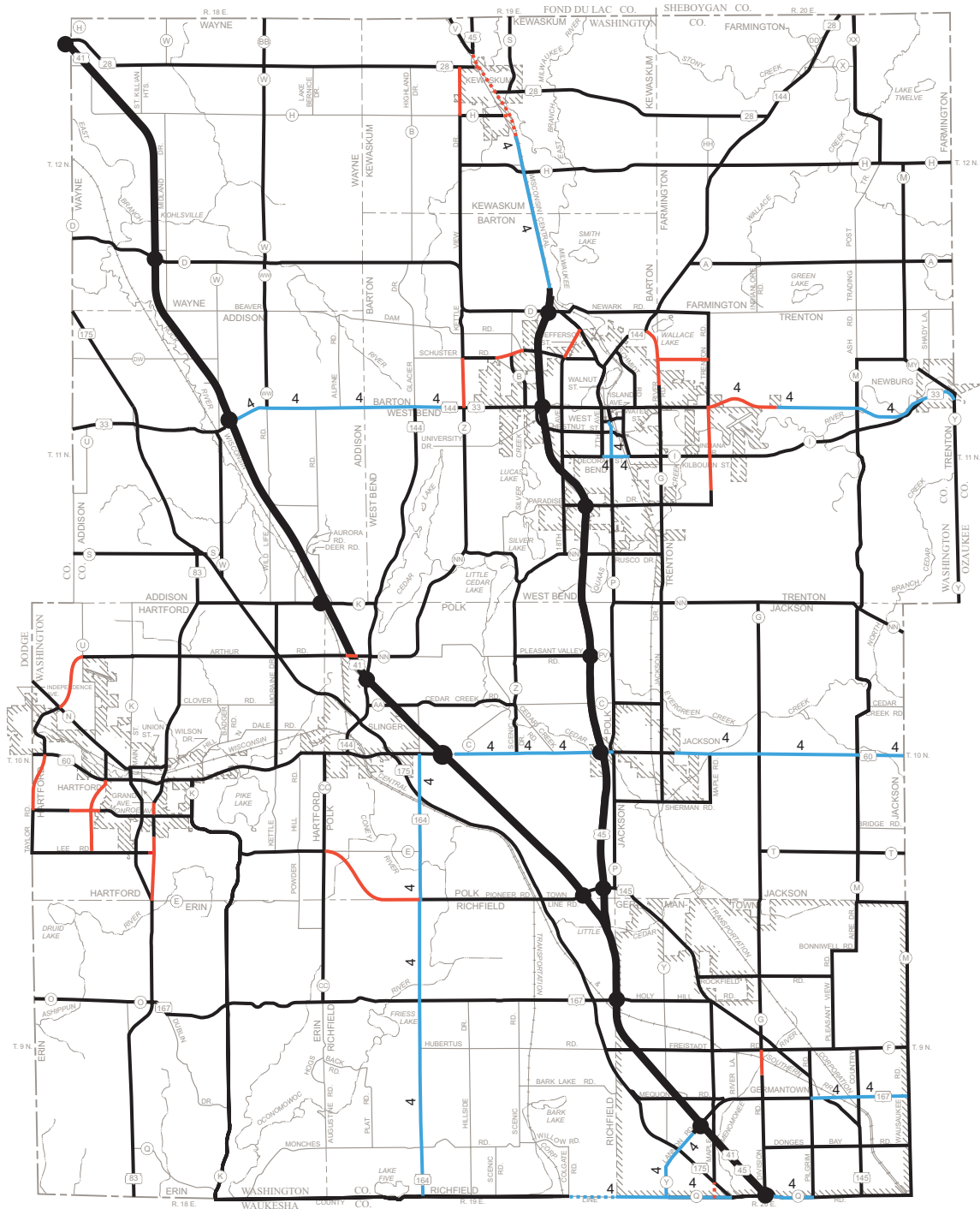


Source: SEWRPC.



# Map 47

## CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE PRELIMINARY WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLAN



CURRENT PLAN

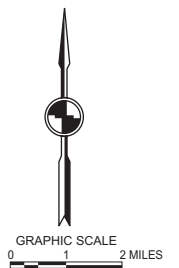
NEW PLAN AMENDMENTS

**ARTERIAL STREET OR HIGHWAY**

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

**ARTERIAL STREET OR HIGHWAY**

- ⋯ NEW
- ⋯ WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY



Source: SEWRPC.

**Table 10**

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

Recommended Jurisdiction	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 45 STH 33 STH 33 STH 60 STH 60 STH 164 (Lovers Lane Road) STH 164 STH 167	CTH D to Prospect Drive USH 41 to CTH Z Oak Road to Ozaukee county line USH 41 to CTH P Wilshire Drive to Ozaukee county line STH 60 to STH 175 CTH Q to STH 175 Pilgrim Road to Ozaukee county line	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	USH 45 relocation STH 28 extension STH 33 relocation STH 83 relocation STH 83 relocation	Sandy Ridge Road to CTH V USH 45 to Relocated USH 45 Trenton Road to Oak Road CTH E to Wilson Avenue Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
County	Widening	CTH Q CTH Q CTH Y Paradise Drive	Division Road to Pilgrim Road CTH Y to STH 175 CTH Q to USH 41/45 A point 1,250 feet east of USH 45 to Main Street	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	Arthur Road extension Arthur Road extension  Division Road extension Kettle View Drive extension Kettle View Drive extension Pioneer Road extension N. River Road extension	CTH N to Arthur Road Arthur Road 250 feet west of USH 41 to Arthur Road 400 feet east of USH 41 Main Street to Freistadt Road CTH H to STH 28 STH 33 to Schuster Drive CTH J to CTH CC N. River Road to STH 144	Construct two lanes on new alignment Construct two lanes on new alignment  Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
Local	Widening	Decorah Road Main Street	7th Avenue to Indiana Avenue Decorah Road to Walnut Street	Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	CTH H extension Jefferson Street extension Lee Road extension  Maple Road extension Monroe Avenue extension  Schuster Drive extension Taylor Road extension Trenton Road extension Wacker Drive extension 18th Avenue extension	USH 45 to Relocated USH 45 Trenton Road to N. River Road A point 1,425 feet east of existing STH 83 to relocated STH 83 CTH Q to STH 175 Monroe Avenue to Pond Road  Schuster Drive to Beaver Dam Road Pond Road to STH 60 STH 33 to Maple Road STH 60 to Lee Road Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment  Construct two lanes on new alignment Construct two lanes on new alignment  Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

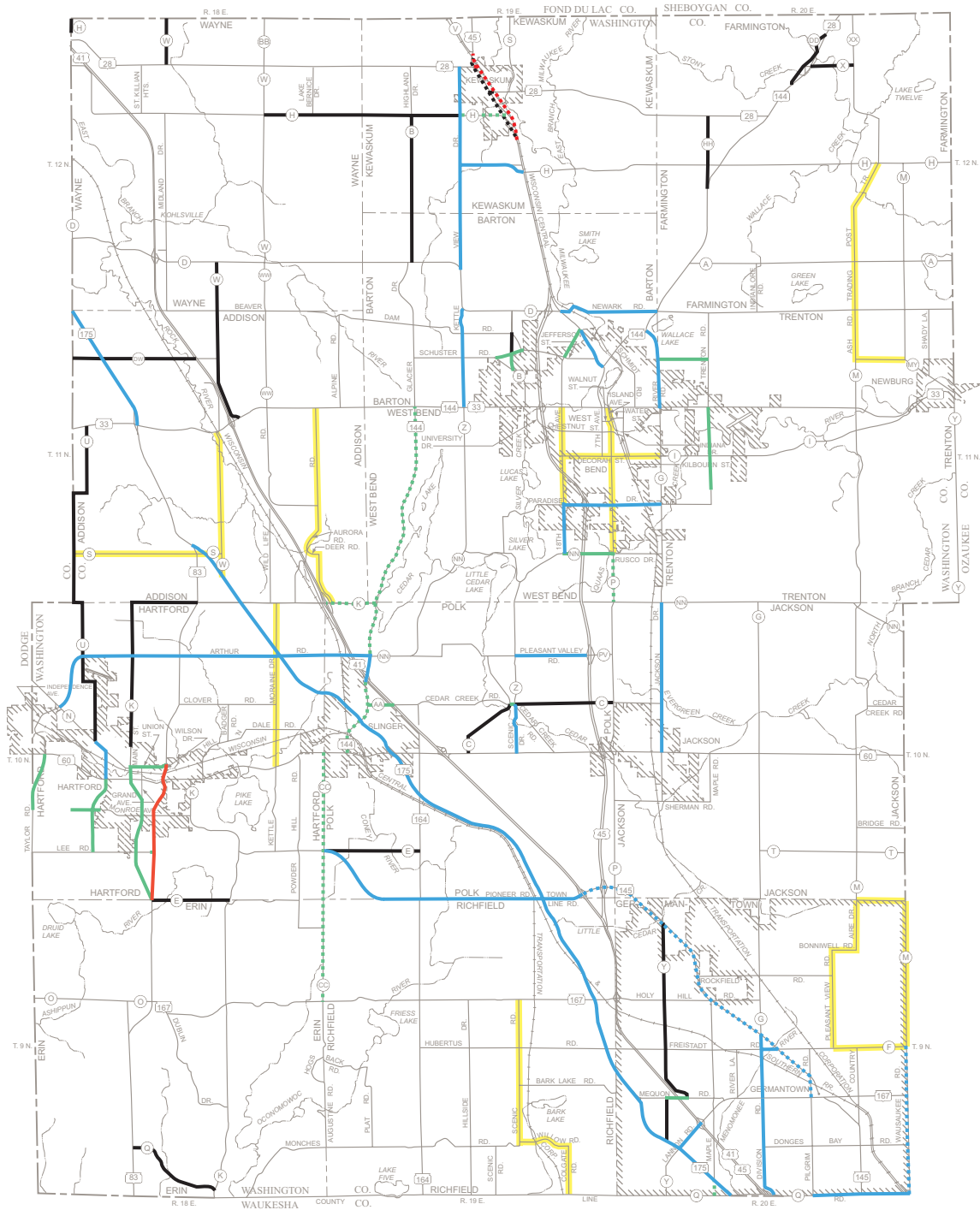
Source: SEWRPC

Of the total 458 miles of the preliminary planned arterial system, a total of 401 miles would require only preservation, or resurfacing and reconstruction; 37 miles would require improvement, or widening to provide additional traffic lanes; and 20 miles would consist of new facilities. Of the 37 miles of proposed improvement projects, 32 miles, or about 86 percent, would be on the planned state trunk highway system; and 4 miles, or about 11 percent, would be on the planned county trunk highway system; the remaining 3 percent would be on the planned local trunk highway system<sup>17</sup>. Of the 20 miles of proposed new arterial facilities, 5 miles, or 25 percent, would be on the state trunk element of the plan; 7 miles, or 35 percent, would be on the county trunk element of the plan; and 8 miles, or 40 percent, would be on the local trunk element of the plan.

<sup>17</sup> Only those stretches of arterial facilities which were proposed to be widened to provide additional traffic lanes were defined as improvement projects. Also, only the construction of substantial new segments of arterial facilities were defined as expansion projects. Arterial facilities 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.

# Map 48

## CHANGES IN JURISDICTIONAL RESPONSIBILITY RECOMMENDED IN WASHINGTON COUNTY UNDER THE PRELIMINARY PLAN



### 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
- PREVIOUSLY RECOMMENDED JURISDICTIONAL TRANSFER HAS BEEN DROPPED

Source: SEWRPC.

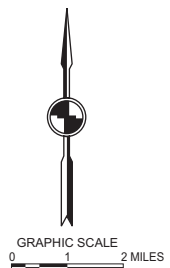


Table 11

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

Civil Division	Jurisdictional Responsibility		Facility	From	To
	Existing	Planned			
Town of Addison	State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	STH 175 STH 175 CTH K CTH U CTH W CTH DW	STH 83 West Town line STH 83 STH 33 STH 33 USH 41	CTH K STH 33 Turtle Road South Town line North Town line West Town line
Town of Barton	New facility New facility Local trunk highway Local trunk highway County trunk highway New facility New facility County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local non-arterial	Kettle View Drive extension N. River Road extension Kettle View Drive Kettle View Drive Newark Road/Lighthouse Drive CTH B Schuster Drive extension 18th Avenue CTH B	Schuster Drive City of West Bend North Town line CTH D CTH D Schuster Drive extension Schuster Drive City of West Bend Schuster Drive extension	STH 33 STH 144 CTH D Schuster Drive STH 144 City of West Bend Beaver Dam Road CTH D North Town line
Town of Erin	County trunk highway County trunk highway County trunk highway	Local non-arterial Local non-arterial Local trunk highway	CTH Q CTH E CTH CC	STH 83 STH 83 STH 167	CTH K CTH K North Town Line
Town of Farmington	County trunk highway County trunk highway County trunk highway	Local non-arterial Local non-arterial Local non-arterial	CTH HH CTH DD CTH X	STH 28 STH 144 south STH 144	STH 144 STH 144 north CTH XX
Town of Germantown	State trunk highway	County trunk highway	STH 145	Village of Germantown	North Town line
Town of Hartford	New facility State trunk highway Local trunk highway New facility New facility New facility New facility New facility New facility State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	New STH 83 STH 175 Arthur Road Arthur Road extension Monroe Avenue extension Taylor Road extension Wacker Drive extension Lee Road extension STH 83 CTH CC CTH U CTH K CTH E	City of Hartford CTH K CTH U CTH N Pond Road STH 60 STH 60 A point east of existing STH 83 City of Hartford South Town line CTH N STH 83 STH 83	CTH E Village of Slinger East Town line Arthur Road Monroe Avenue Pond Road Lee Road Relocated STH 83 CTH E STH 60 North Town line City of Hartford CTH K
Town of Jackson	State trunk highway Local trunk highway	County trunk highway County trunk highway	STH 145 Jackson Road	CTH P Village of Jackson	South Town line CTH NN
Town of Kewaskum	New facility New facility New facility New facility Local trunk highway Local trunk highway County trunk highway State trunk highway State trunk highway County trunk highway County trunk highway	State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	Relocated USH 45 Relocated USH 45 CTH H extension Kettle View Drive Kettle View Drive Badger Road CTH H USH 45 USH 45 CTH B CTH H	Sandy Ridge Road Village of Kewaskum Existing USH 45 STH 28 CTH H Kettle View Drive Kettle View Drive Sandy Ridge Road Village of Kewaskum CTH H Town of Wayne	Village of Kewaskum CTH V Badger Road CTH H South Town line Prospect Drive Village of Kewaskum Village of Kewaskum CTH V South Town line Kettle View Road
Town of Polk	New facility State trunk highway State trunk highway State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local non-arterial Local non-arterial Local non-arterial Local trunk highway Local non-arterial Local non-arterial Local trunk highway Local trunk highway	Pioneer Road extension STH 144 STH 145 STH 175 STH 175 Arthur Road Pioneer Road Scenic Drive Pleasant Valley Road CTH C CTH C CTH E CTH K CTH CC	Pioneer Road CTH K USH 41 Village of Slinger STH 60 STH 144 USH 41 CTH C CTH Z Lilly Road STH 60 CTH CC USH 41 South Town line	CTH CC Village of Slinger CTH P West Town line South Town line West Town line Pioneer Road extension STH 60 USH 45 CTH Z CTH P CTH J STH 144 Village of Slinger
Town of Richfield	State trunk highway Local trunk highway County trunk highway	County trunk highway County trunk highway Local trunk highway	STH 175 Pioneer Road CTH CC	Village of Germantown Pioneer Road extension STH 167	North Town line USH 41 North Town line
Town of Trenton	Local trunk highway New facility New facility	County trunk highway Local trunk highway Local trunk highway	S. River Road Jefferson Street extension Trenton Road/Maple Road	STH 33 West Town line STH 33	CTH I Trenton Road Maple Road end

**Table 11 (continued)**

Civil Division	Jurisdictional Responsibility		Facility	From	To
	Existing	Planned			
Town of Wayne	County trunk highway County trunk highway County trunk highway County trunk highway	Local non-arterial Local non-arterial Local non-arterial Local non-arterial	CTH H CTH H CTH W CTH W	CTH W North Town line STH 28 CTH D	East Town line West Town line North Town line South Town line
Town of West Bend	State trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway	STH 144 18th Avenue Paradise Drive Paradise Drive CTH K CTH P CTH NN	STH 33 CTH NN 18th Avenue City of West Bend USH 41 CTH NN 18th Avenue	CTH K City of West Bend City of West Bend CTH G STH 144 South Town line CTH P
Village of Germantown	New facility New facility State trunk highway State trunk highway State trunk highway State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local non-arterial Local non-arterial	Division Road extension Maple Road extension STH 175 STH 175 STH 145 STH 145 STH 145 County Line Road County Line Road Freistadt Road Division Road Lannon Road Wausaukee Road CTH Y CTH Y CTH Y	Mequon Road CTH Q Maple Road North corporate limits STH 167 CTH Y County Line Road Pilgrim Road STH 145 Division Road CTH Q STH 175 City of Milwaukee Hill Top Drive STH 145 Mequon Road	Freistadt Road STH 175 South corporate limits Maple Road Town of Germantown North corporate limit STH 167 STH 145 East corporate limits STH 145 STH 145 USH 41-USH 45 CTH F Goldendale Road Mequon Road STH 175
Village of Jackson	Local trunk highway	County trunk highway	Jackson Road	STH 60	North corporate limits
Village of Kewaskum	New facility New facility New facility New facility County trunk highway State trunk highway	State trunk highway State trunk highway Local trunk highway County trunk highway Local trunk highway Local non-arterial	Relocated USH 45 STH 28 extension CTH H extension Kettle View Drive extension CTH H USH 45	South corporate limits Existing USH 45 Existing USH 45 STH 28 Village of Kewaskum South corporate limits	North corporate limits Relocated USH 45 Relocated USH 45 South corporate limits USH 45 North corporate limits
Village of Slinger	State trunk highway State trunk highway County trunk highway County trunk highway	County trunk highway Local trunk highway Local trunk highway Local trunk highway	STH 175 STH 144 CTH AA CTH CC	North corporate limits North corporate limits STH 144 South corporate limits	South corporate limits STH 60 USH 41 STH 60
City of Hartford	New facility Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility State trunk highway  State trunk highway County trunk highway County trunk highway	State trunk highway State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway  Local trunk highway Local non-arterial Local non-arterial	New STH 83 N. Wilson Avenue S. Wilson Avenue Arthur Road State Street Wacker Drive Monroe Avenue extension Grand Avenue, Main Street, Union Street Branch Street CTH U CTH K	Monroe Avenue STH 83 Monroe Avenue CTH U CTH U State Street West corporate limits North corporate limits  Main Street Arthur Road North corporate limits	North corporate limit Sumner Street South corporate limit East corporate limits Wacker Drive Sumner Street Willow Lane South corporate limits  Lincoln Avenue CTH N South corporate limits
City of Milwaukee	Local trunk highway Local trunk highway	County trunk highway County trunk highway	County Line Road Wausaukee Road	West corporate limit South corporate limit	Wausaukee Road North corporate limit
City of West Bend	New facility County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway	County trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway	N. River Road extension CTH B CTH NN N. River Road N. Main Street Paradise Drive	Creek Road South corporate limits West corporate limits STH 33 Green Tree Road 18th Avenue	North corporate limits North corporate limits East corporate limits Creek Road Barton Avenue East corporate limits

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

**Source: SEWRPC.**

**Table 12**

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

Jurisdiction	Planned Arterial Miles – Year 2020			Total
	State	County	Local	
City of Hartford .....	4.64	1.75	5.85	12.24
City of Milwaukee .....	0.00	0.12	0.00	0.12
City of West Bend .....	8.28	5.39	15.67	29.34
Village of Germantown .....	13.26	25.23	24.03	62.52
Village of Jackson .....	2.20	1.39	1.30	4.89
Village of Kewaskum .....	2.53	1.02	0.44	3.99
Village of Newburg .....	0.79	0.99	0.27	2.05
Village of Slinger .....	1.50	1.75	2.44	5.69
Town of Addison .....	17.00	13.61	0.42	31.03
Town of Barton .....	6.06	12.04	2.58	20.68
Town of Erin .....	10.08	9.94	1.03	21.05
Town of Farmington .....	9.70	17.89	0.00	27.59
Town of Germantown .....	0.00	1.72	0.61	2.33
Town of Hartford .....	8.26	16.26	14.06	38.58
Town of Jackson .....	4.56	25.14	3.71	33.41
Town of Kewaskum .....	8.29	8.51	0.54	17.34
Town of Polk .....	20.83	20.74	5.54	47.11
Town of Richfield .....	14.22	6.70	1.24	22.16
Town of Trenton .....	4.94	16.91	7.88	29.73
Town of Wayne .....	12.23	12.14	0.00	24.37
Town of West Bend .....	3.24	10.23	8.22	21.69
<b>Total</b>	<b>152.61</b>	<b>209.47</b>	<b>95.83</b>	<b>457.91</b>

Source: SEWRPC

Table 13 presents an estimate of the total cost of the preliminary jurisdictional highway plan for Washington County as amended and taken to the public hearing. The estimate of the cost assumes that all facilities which will require no improvement—that is, preservation—will be resurfaced once by the year 2020. In addition, it is assumed that all improvements on existing and new location would be implemented by the year 2020.

**Table 13**

**ESTIMATED COST TO THE YEAR 2020 OF THE PRELIMINARY AMENDED WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Item	Planned Arterial Mileage – Year 2020			Total
	State	County	Local	
Preservation .....	115.7	197.9	87.1	400.7
Improvement <sup>a</sup> .....	32.3	4.2	0.9	37.4
Expansion <sup>b</sup> .....	4.6	7.4	7.9	19.9
<b>Total</b>	<b>152.6</b>	<b>209.5</b>	<b>95.9</b>	<b>458.0</b>

Item	Estimated Construction Cost (including right-of-way)			Total
	State	County	Local	
Preservation .....	\$53,211,000	\$49,792,000	\$25,130,000	\$128,133,000
Improvement <sup>a</sup> .....	61,636,000	7,992,000	1,827,000	71,455,000
Expansion <sup>b</sup> .....	8,990,000	12,240,000	13,095,000	34,325,000
<b>Total</b>	<b>\$123,837,000</b>	<b>\$70,024,000</b>	<b>\$40,052,000</b>	<b>\$233,913,000</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 2020 is \$234 million, including \$124 million for construction of state trunk highways, \$70 million for construction of county highways, and \$40 million for construction of local highways.

## **PUBLIC REACTION TO PRELIMINARY AMENDED JURISDICTIONAL HIGHWAY PLAN**

The preliminary version of the new jurisdictional highway system plan for Washington County as tentatively approved by the Advisory Committee was presented for public review and comment at a public informational meeting and hearing held on June 27, 2001, at the Washington County Fair Park Pavilion in the Town of Polk. Prior to this hearing the Commission prepared and distributed SEWRPC Newsletter, Volume 40, No. 2. The newsletter described the original and current jurisdictional highway system plans for Washington County and the amendments to the jurisdictional highway system plan being preliminarily recommended by the Advisory Committee. The arterial street and highway capacity improvements recommended under the proposed new jurisdictional highway system plan were described, as were the proposed jurisdictional transfers. The estimated cost of the new plan was also presented, and compared to historic highway expenditures within Washington County.

Fifty-eight people attended the public hearing, and fourteen persons offered oral comments on the preliminary new jurisdictional highway system plan. A summary of the comments received on the new preliminary plan was published in a memorandum, and was distributed to the Advisory Committee for their review. The summary includes comments made by the public at the hearing along with attendance records, meeting announcements, all written comments received, and pertinent newspaper articles.

### Public Hearing and Comments on the Findings and Recommendations of the Preliminary Amended Jurisdictional Highway System Plan for Washington County

The comments received on the preliminary plan at the public hearing and in correspondence may be divided into five categories, including comments regarding the proposed widening of STH 164 between the Waukesha/Washington County Line and STH 60 and the proposed widening of STH 33 between USH 41 and the Rock River; comments regarding the proposed widening of Lannon Road from two to four lanes between CTH Q and USH 41/45, comments regarding the proposed extension of Pioneer Road west of STH 164 to directly connect with CTH E; comments regarding the proposed extensions of Kettle View Drive between STH 33 and Schuster Road and between CTH H and STH 28 and its transfer in jurisdiction between STH 33 and STH 28 from a local to a county trunk highway; and comments regarding the proposed jurisdictional transfer of STH 144 from a state trunk highway to a local street between STH 33 and CTH NN, and of CTH K from a county trunk highway to a local street between STH 144 and USH 41.

The record of the public hearing indicates opposition to the proposed widening of STH 164 between the Waukesha/Washington County line and STH 60 from two to four traffic lanes. Those stating their opposition included representatives of two organizations, the Sierra Club and Stop Unnecessary Road Expansion (S.U.R.E.). In addition, five citizens spoke at the public hearing stating their opposition to the proposed widening of STH 164 to four traffic lanes. Also, S.U.R.E., the Sierra Club, the Big Cedar Lake Property Owners Association, Inc., and the Town of Erin, as well as four citizens, submitted written comments opposing the improvement of STH 164 to accommodate four traffic lanes.

One citizen spoke in favor of the widening of STH 164 to accommodate four traffic lanes, and also the other recommended roadway capacity improvements in the preliminary plan. A business owner from the Village of Slinger also spoke in favor of the widening of STH 164 to four traffic lanes.

Two citizens and a representative of S.U.R.E. stated their opposition to the planned extension of Pioneer Road west of STH 164 to directly connect to CTH E. In addition, one citizen submitted a written comment opposing this extension of Pioneer Road.

Two citizens and the representatives of S.U.R.E. and the Sierra Club stated their opposition to the widening of Lannon Road between CTH Q and USH 41/45 from two to four traffic lanes.

A representative of S.U.R.E. and the Big Cedar Lake Property Owners Association Inc. stated opposition to the extensions of Kettle View Drive between STH 33 and Schuster Road and between CTH H and STH 28.

The Director of Public Works of the Town of West Bend submitted a resolution approved by the Town Board that opposes the proposed jurisdictional transfer of STH 144 from CTH NN to STH 33 from the State to the Town as well as the transfer of CTH K from the USH 41 to STH 144 from the County to the Town.

A representative of S.U.R.E. stated opposition to the proposed widening to four lanes of STH 33 from USH 41 to the Rock River.

### **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 December 6, 2001, took the following actions to produce a recommended plan:

- With respect to the proposed widening in the preliminary plan of STH 164 between the Washington/Waukesha County line and STH 60 and of STH 33 between USH 41 and the Rock River from two to four traffic lanes, both of these proposed widenings were recommended in the current jurisdictional highway system plan for Washington County. The Wisconsin Department of Transportation has recently completed preliminary engineering and a draft Environmental Impact Statement (EIS) for this segment of STH 164, and has recommended implementation of the proposed widening, as the future traffic volumes on STH 164 increase to warrant widening with additional lanes. The Wisconsin Department of Transportation is nearing completion of final engineering and design for this segment of STH 33, having completed preliminary engineering and environmental assessment. Accordingly, the Commission staff recommended that the proposed widenings of STH 164 and STH 33 should remain in the jurisdictional highway system plan. At its December 6, 2001 meeting, the Advisory Committee voted unanimously to accept the Commission staff recommendation to retain the proposed widenings of STH 164 and STH 33.
- With respect to the proposed widening of Lannon Road between CTH Q and USH 41/45 from two to four traffic lanes, Commission staff analysis indicated that the design year 2020 average weekday traffic volume on this segment of Lannon Road would exceed the capacity of 13,000 vehicles per average weekday for a two-lane arterial facility. This analysis indicated that forecast traffic volumes on Lannon Road would exceed the current two lane roadway design capacity whether or not missing segments of Lannon Road and Barker Road between USH 41/45 in Washington County and CTH Y in Waukesha County are constructed to form a continuous route. Estimated current year 1998 average weekday traffic volumes of 7,400 to 11,500 vehicles per average weekday do not at this time warrant the provision of four traffic lanes. Because the forecast year 2020 average weekday traffic volumes are expected to exceed the existing roadway design capacity of Lannon Road, the Commission staff recommended that the proposed widening of Lannon Road remain in the jurisdictional highway system plan. At its December 6, 2001 meeting, the Advisory Committee voted unanimously to accept the Commission staff recommendation to retain the proposed widening of Lannon Road.



- With respect to the proposed extension of Pioneer Road west of STH 164 to connect with CTH E, Commission staff noted that the proposed new facility was added to the jurisdictional highway system plan to provide a more direct, safer route between USH 41 and the City of Hartford. As shown on Map 49, the planned new facility would eliminate two right-angle turning maneuvers at the intersections of CTH E with STH 164 and of Pioneer Road with STH 164. In addition, this proposed new roadway would remove east-west traffic between the City of Hartford and USH 41 from STH 164 between CTH E and Pioneer Road.

However, STH 164 is planned to be widened to four traffic lanes which may be expected to accommodate this additional traffic, and the planned median on STH 164 may be expected to accommodate turning traffic between STH 164 and CTH E and Pioneer Road. In addition, development has occurred, and is continuing in the area of the planned extension of Pioneer Road. Lastly, Washington County did conduct a feasibility study of this planned extension, and upon its conclusion, determined not to pursue further implementation at that time.

The Commission staff recommended that the planned extension of Pioneer Road be removed from the plan, and that existing CTH E be retained on the plan as an arterial and county trunk highway to STH 164 as shown on Map 50. At its December 6, 2001 meeting, the Advisory Committee by a vote of eight ayes and six nays determined to retain the planned extension of Pioneer Road as it was in the preliminary recommended plan, and as shown on Map 49.

- With respect to the proposed extensions of Kettle View Drive between STH 33 and Schuster Road, and between CTH H and STH 28, the Commission staff noted that the proposed extensions of Kettle View Drive were added to the original jurisdictional highway system plan to provide the desired spacing between arterial facilities in support of planned development of the West Bend area and Kewaskum area, respectively. (See Maps 51 and 52.)

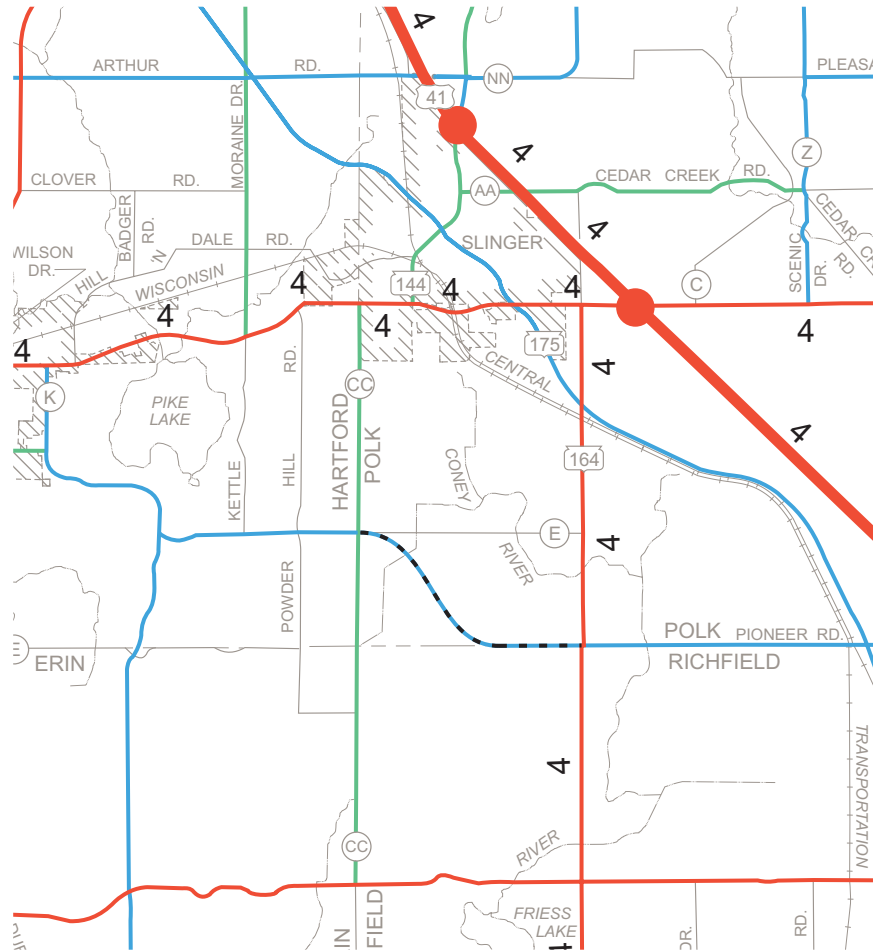
The planned extension of Kettle View Drive between STH 33 and Schuster Road together with the existing segment of Kettle View Drive between Schuster Road and CTH D would support planned urban development in the City of West Bend. Traffic on this segment of Kettle View Drive may be expected to be comprised largely of local traffic generated by the planned urban development.

Similarly, the planned extension of Kettle View Drive from CTH H to STH 28 may be expected to support planned urban development in the Village of Kewaskum. Traffic on this segment of Kettle View Drive may be comprised largely of local traffic generated by the planned urban development.



The segment of Kettle View Drive between CTH D and CTH H is currently recommended in the Washington County Jurisdictional Highway System Plan as a planned arterial and county trunk highway, as it would provide another connection in addition to USH 45 between the communities of Kewaskum and West Bend, which is a more direct connection between the western portion of these communities, and as well a more direct connection, than USH 45 between these two communities and the Hartford and Slinger areas. However, USH 45 is only one to two miles east of Kettle View Drive. Moreover, USH 45 when improved to four traffic lanes as programmed between CTH D and the Village of Kewaskum and as an existing four lane freeway south of CTH D, has more than adequate capacity to accommodate existing and probable future traffic volumes. Moreover, USH 45 as a four lane arterial and freeway will provide a faster travel route than Kettle View Drive. Also, the lands in the corridor adjacent to the segment of Kettle View Drive between CTH D and CTH H are planned to remain in agricultural uses.

# Map 49





## RECOMMENDED PIONEER ROAD EXTENSION UNDER THE PRELIMINARY RECOMMENDED PLAN



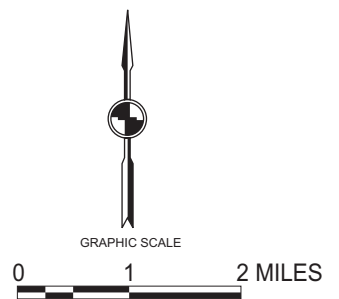
### FREEWAY

-  STATE TRUNK HIGHWAY
-  INTERCHANGE

### STANDARD ARTERIAL

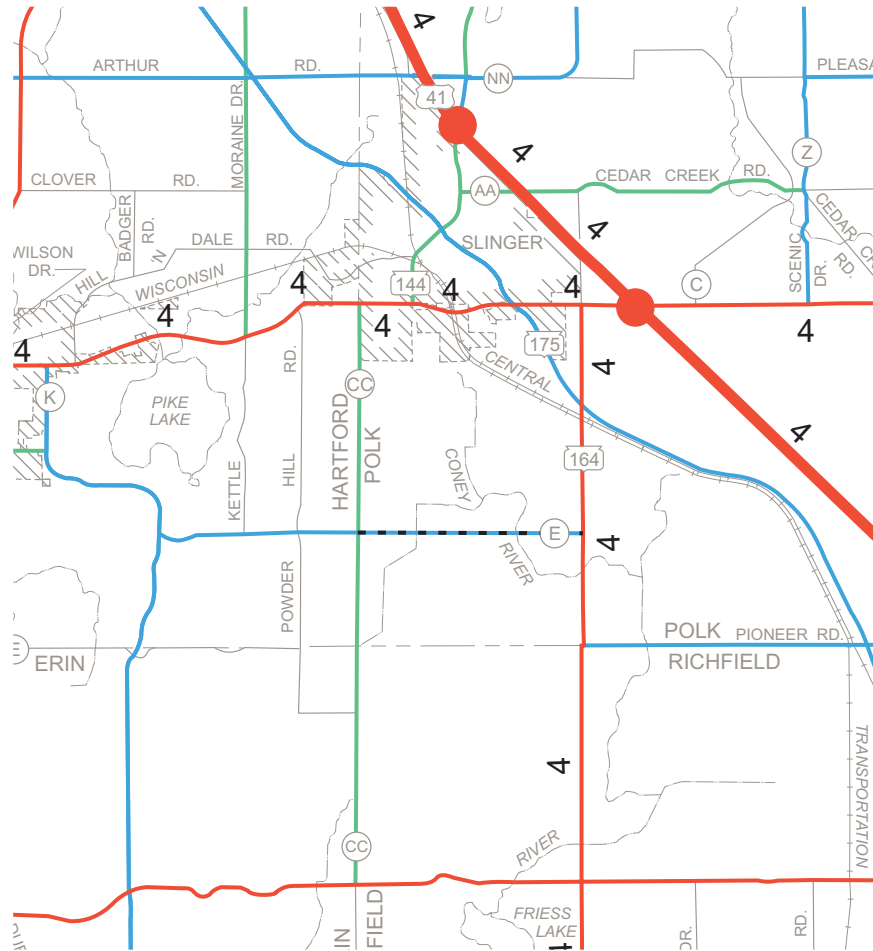
-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT

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



# Map 50

## RECOMMENDED EXISTING ROUTE BETWEEN CTH E AND PIONEER ROAD FOLLOWING THE PUBLIC HEARING



### FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

### STANDARD ARTERIAL

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- STUDY SEGMENT
- 4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

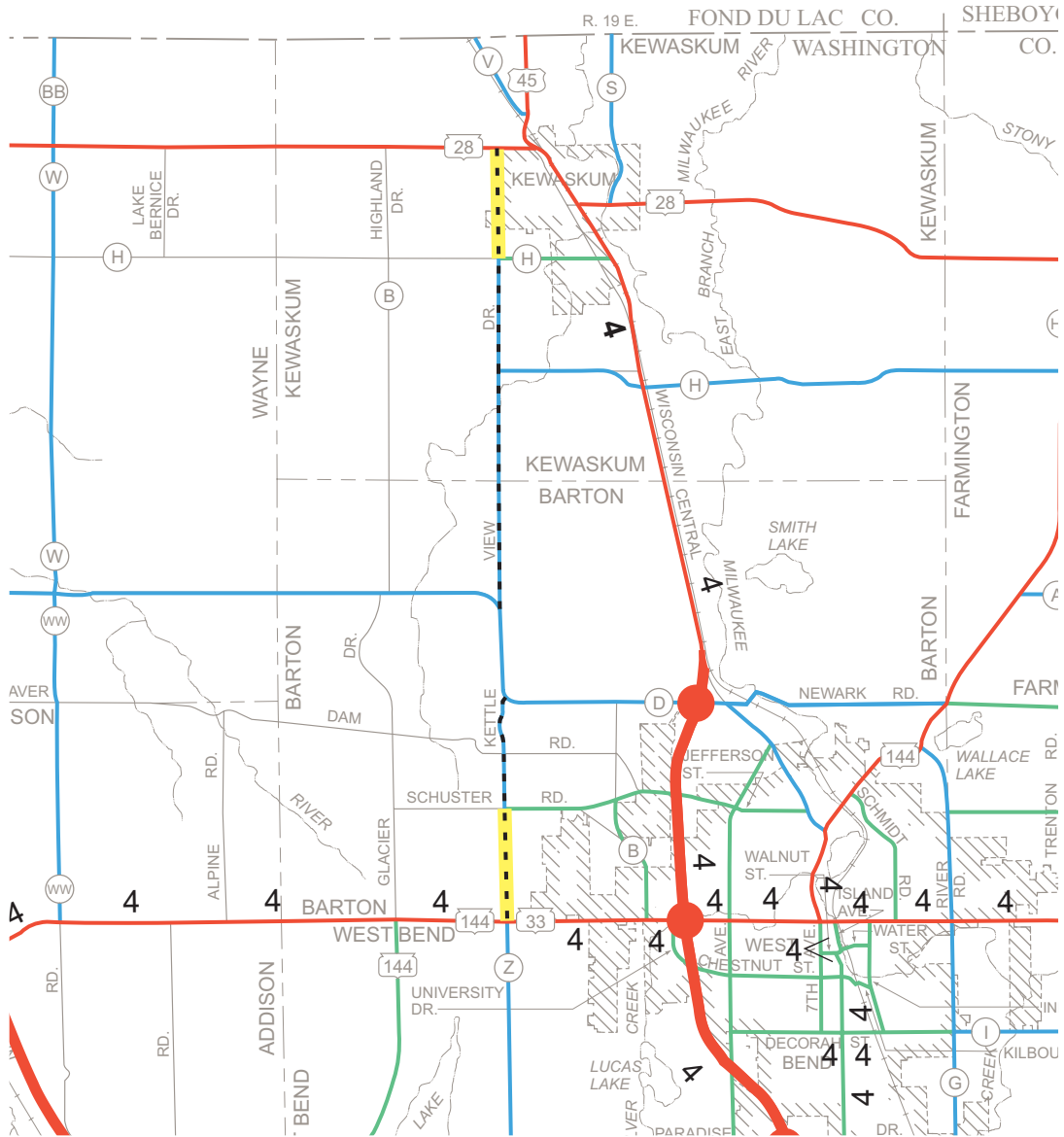








GRAPHIC SCALE

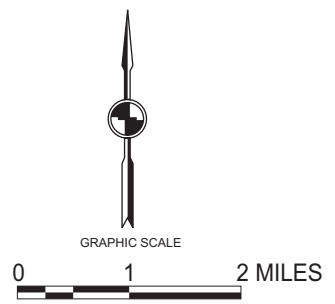


Map 51

**RECOMMENDED JURISDICTION OF KETTLE VIEW DRIVE  
AND ITS EXTENSIONS UNDER THE PRELIMINARY RECOMMENDED PLAN**

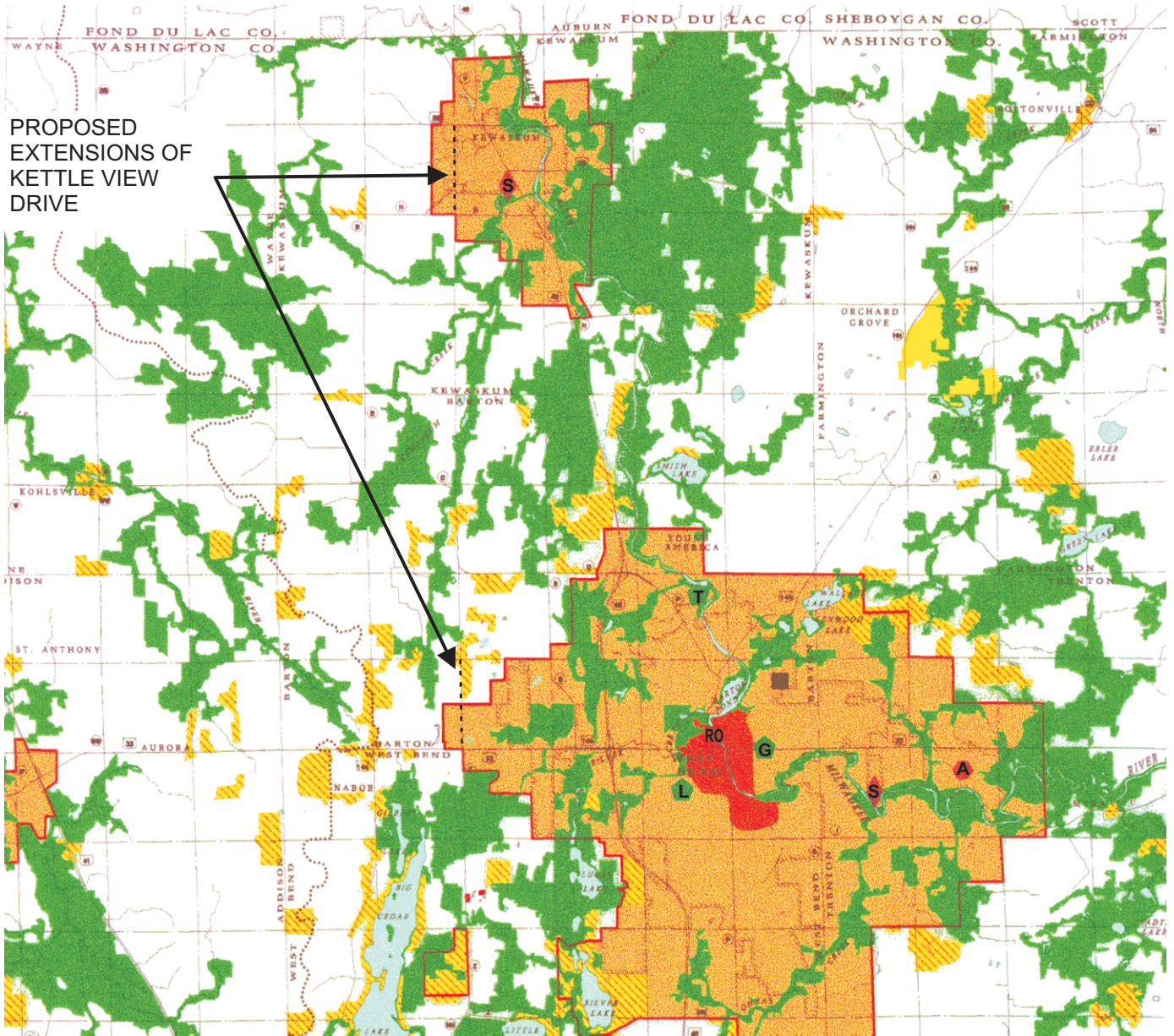


- FREEWAY**
-  STATE TRUNK HIGHWAY INTERCHANGE
- STANDARD ARTERIAL**
-  STATE TRUNK HIGHWAY
-  COUNTY TRUNK HIGHWAY
-  LOCAL TRUNK HIGHWAY
-  STUDY SEGMENT
-  PROPOSED EXTENSIONS OF KETTLE VIEW DRIVE
- 4** NUMBER OF TRAFFIC LANES (2 WHERE UNNUMBERED)











Map 52







YEAR 2020 REGIONAL LAND USE PLAN - KEWASKUM AND WEST BEND AREAS AND PROPOSED EXTENSIONS OF KETTLE VIEW DRIVE

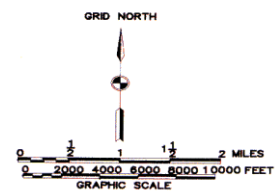


PRIMARY LAND USES

-  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)
-  MEDIUM DENSITY RESIDENTIAL  
(2.3-6.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  HIGH DENSITY RESIDENTIAL  
(7.0-17.9 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  AGRICULTURAL AND RURAL DENSITY RESIDENTIAL LAND
-  SURFACE WATER
-  PLANNED SANITARY SEWER SERVICE AREA (DECEMBER 1999)

MAJOR CENTERS

-  MAJOR COMMERCIAL CENTER  
R-RETAIL  
O-OFFICE
-  MAJOR INDUSTRIAL CENTER
-  MAJOR OUTDOOR RECREATION CENTER  
M-MULTI-USE SITE  
S-SPECIAL PURPOSE SITE (NONE)
-  MAJOR TRANSPORTATION CENTER  
A-AIRPORT  
B-BUS TERMINAL (NONE)  
R-PASSENGER RAIL TERMINAL (NONE)  
S-SEAPORT (NONE)
-  MAJOR UTILITY CENTER  
S-PUBLIC SEWAGE TREATMENT PLANT  
E-ELECTRICAL POWER GENERATION PLANT
-  MAJOR GOVERNMENTAL OR INSTITUTIONAL CENTER  
G-COUNTY, STATE, OR FEDERAL ADMINISTRATIVE OFFICE  
M-MEDICAL (NONE)  
U-UNIVERSITY (NONE)  
T-TECHNICAL/VOCATIONAL  
L-LIBRARY  
C-CULTURAL/ENTERTAINMENT (NONE)



Source: SEWRPC.



Therefore, the Commission staff recommended a number of changes to the county jurisdictional highway system plan. As shown on Map 53, the two extensions were recommended to remain on the plan but as local arterials. The segment of Kettle View Drive between CTH D and Badger Road was recommended to be removed from the plan as an arterial and proposed county trunk highway. At its December 6, 2001 meeting, the Advisory Committee unanimously voted to accept the Commission staff recommendation to retain the two extensions of Kettle View Drive as local arterials and to remove the segment of Kettle View Drive between CTH D and Badger Road from the plan. The Advisory Committee further recommended that a note be added to the plan map stating that if the planned new USH 45 route within the Village of Kewaskum is not implemented, the planned extension of Kettle View Drive between STH 28 and CTH H, existing Kettle View Drive between CTH H and Badger Road, and existing Badger Road and its planned extension between Kettle View Drive and USH 45 should be planned county trunk arterials, rather than planned local trunk arterials.

- With respect to opposition expressed regarding the proposed jurisdictional transfer of STH 144 between CTH NN and STH 33 and the proposed jurisdictional transfer of CTH K between USH 41 and STH 144 to the affected Towns, Commission staff analysis, based upon a license plate survey, determined that these facilities are used primarily for intracommunity trips and that the amount of through travel on these facilities is minimal. The survey indicated that 87 percent of the total average weekday traffic on these facilities had at least one trip end to or from lands abutting these facilities. Therefore, the Commission staff recommended that these facilities be transferred to the local trunk arterial system under the jurisdiction of the Towns of Addison, Polk, and West Bend. At its December 6, 2001 meeting, the Advisory Committee by a vote of thirteen ayes and one naye accepted the Commission staff recommendation STH 144 between CTH NN and STH 33 as well as CTH K between USH 41 and STH 144 be transferred to the local trunk arterial system.

## **FINAL RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN**

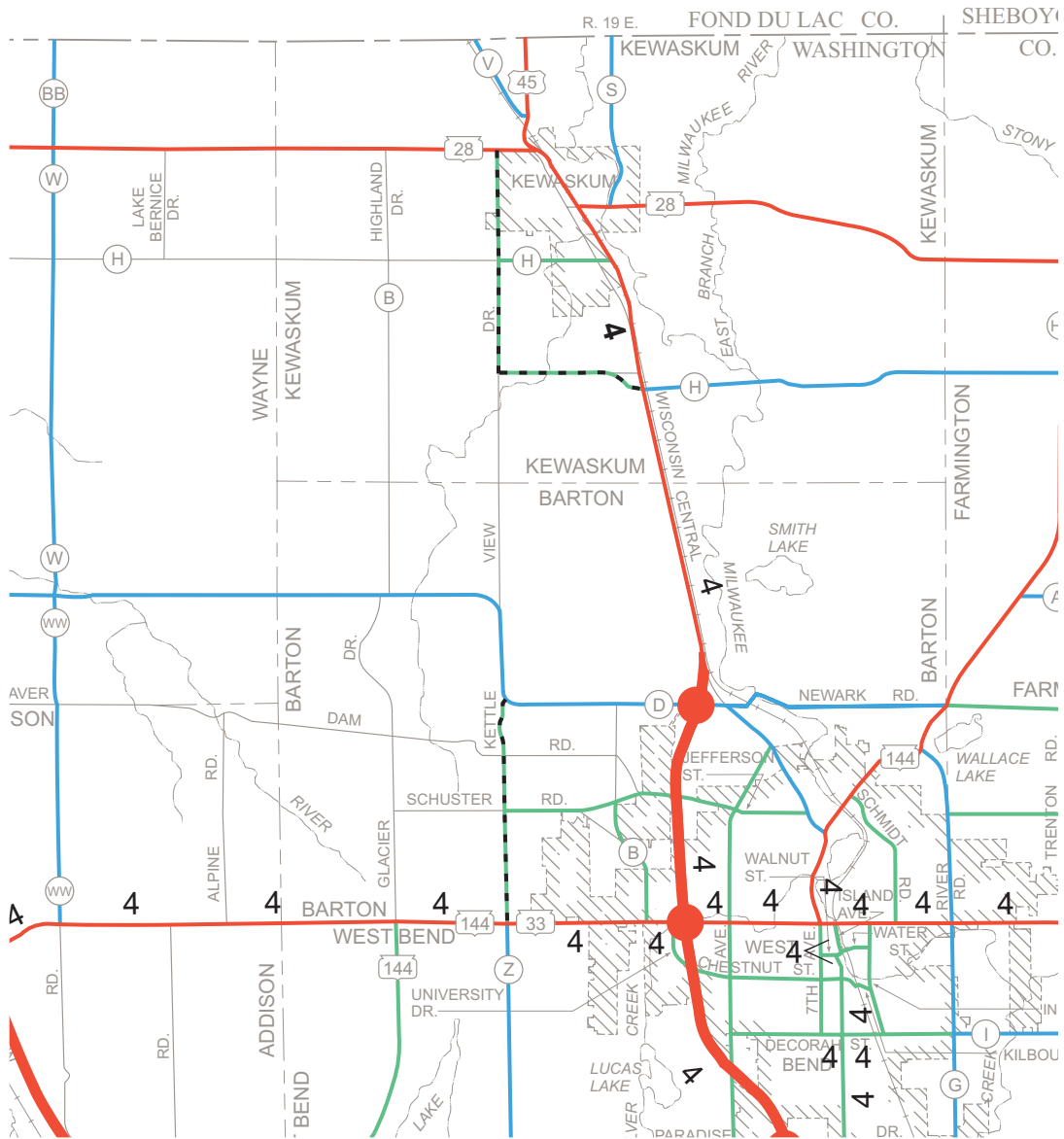
The final amended generation Washington County jurisdictional highway system plan as recommended by the Washington County Jurisdictional Highway Planning Committee is shown on Map 54. The plan envisions a proposed system of arterial facilities in Washington County that can meet existing and probable 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 55. 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 14. The recommended changes in jurisdictional responsibility are shown on Map 56 and are listed in Table 15.

The recommended arterial system in the jurisdictional highway system plan as amended would include approximately 456 miles of streets and highways, or about 27 percent of the expected 1,702-mile year 2020 total street and highway system in Washington County. The recommended state trunk highway element of the plan would include 153 miles of arterial facilities, or about 34 percent of the 456-mile planned arterial system. The recommended county trunk highway element of the plan would include 202 miles of arterial facilities, or about 44 percent of the 456-mile planned arterial system. The recommended local trunk highway element of the plan would include 101 miles of arterial facilities, or about 22 percent of the 456-mile planned arterial system. Table 16 presents a summary of the mileage of the planned arterial street and

### Map 53

## RECOMMENDED JURISDICTION OF KETTLE VIEW DRIVE AND ITS EXTENSIONS FOLLOWING THE PUBLIC HEARING

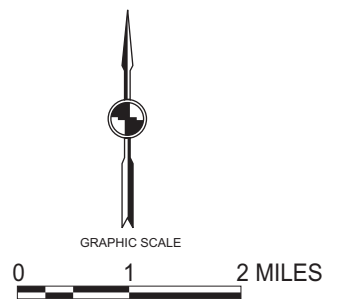


#### FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

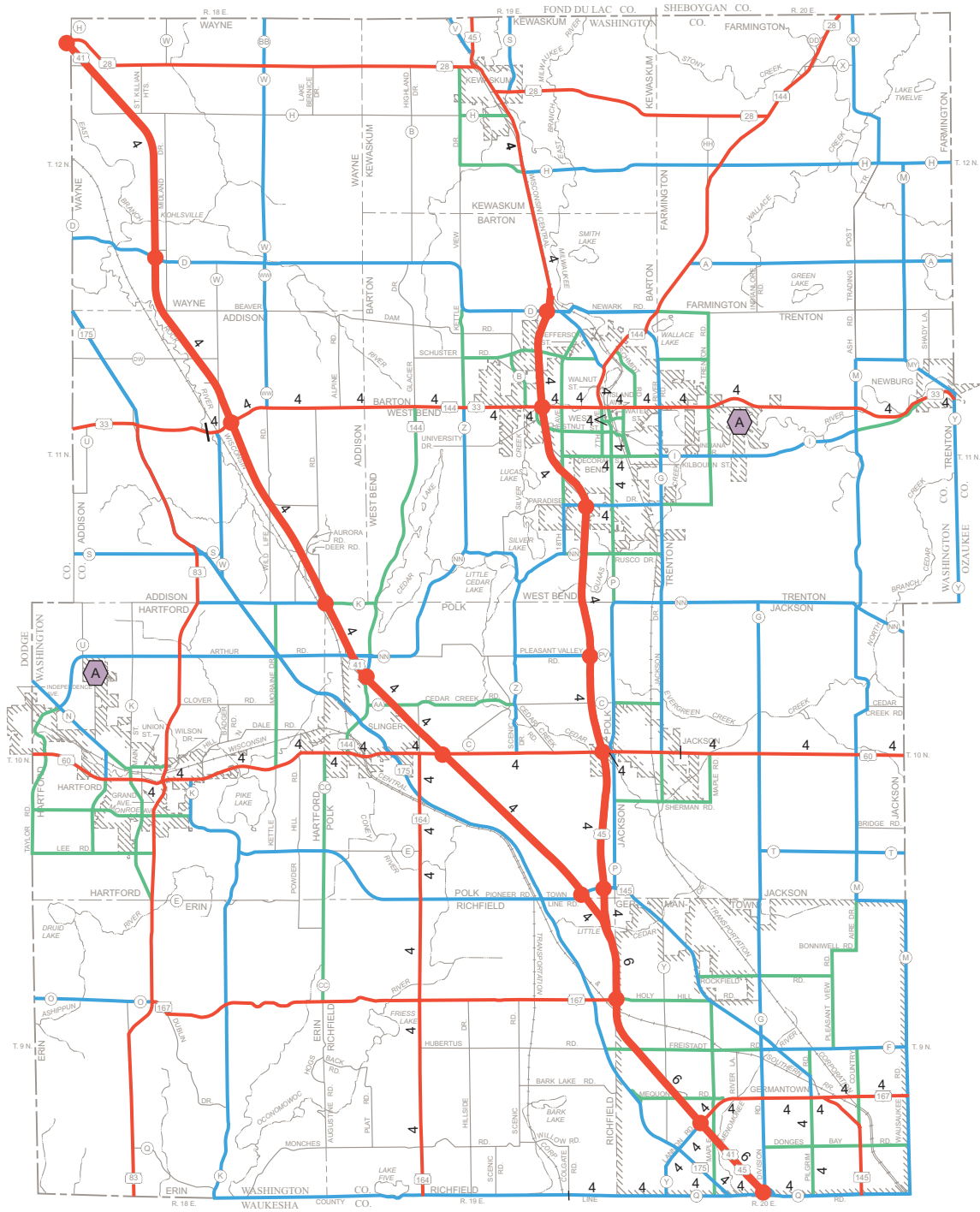
#### STANDARD ARTERIAL

- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- - - STUDY SEGMENT
- 4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



# Map 54

## FINAL RECOMMENDED WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



### FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

### STANDARD ARTERIAL

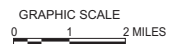
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY

- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

### INTERMODAL TERMINAL

- ⬡ A - AIRPORT

If the planned new route of USH 45 within the Village of Kewaskum is not implemented, the planned extension of Kettle View Drive between STH 28 and CTH H, existing Kettle View Drive between CTH and Badger Road, and existing Badger Road and its planned extension between Kettle View Drive and USH 45 should be planned county trunk arterials, and not planned local trunk arterials.

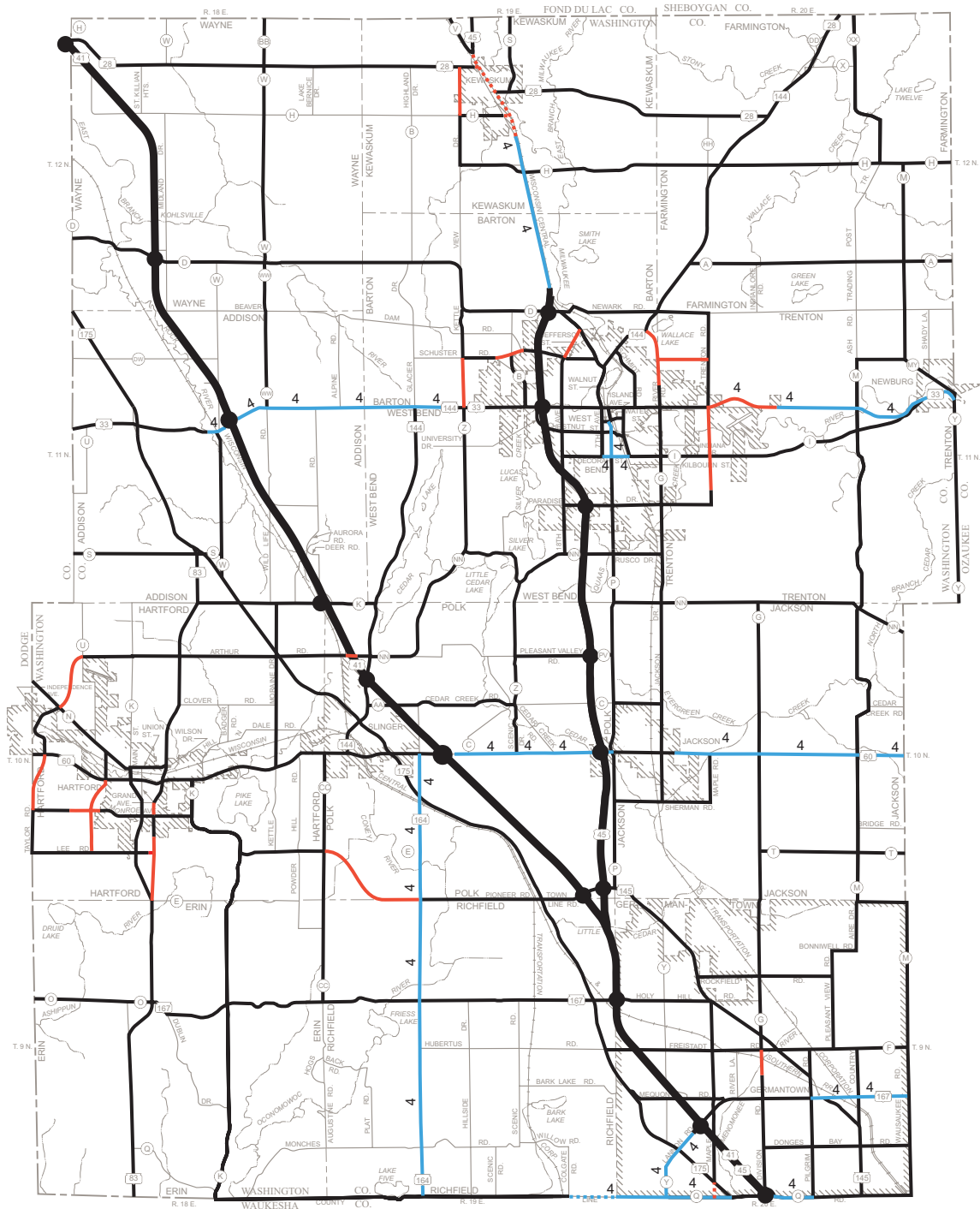


Source: SEWRPC.



# Map 55

## CAPACITY IMPROVEMENTS RECOMMENDED UNDER THE FINAL WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLAN



CURRENT PLAN

NEW PLAN AMENDMENTS

**ARTERIAL STREET OR HIGHWAY**

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR IMPROVED FACILITY (2 LANES WHERE UNNUMBERED)

**ARTERIAL STREET OR HIGHWAY**

- ⋯ NEW
- ⋯ WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY



GRAPHIC SCALE  
0 1 2 MILES

Source: SEWRPC.

Table 14

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

Recommended Jurisdiction	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 45 STH 33 STH 33 STH 33 STH 60 STH 60 STH 164 (Lovers Lane Road) STH 164 STH 167	CTH D to Prospect Drive Rock River to USH 41 USH 41 to CTH Z Oak Road to Ozaukee county line USH 41 to CTH P Wilshire Drive to Ozaukee county line STH 60 to STH 175 CTH Q to STH 175 Pilgrim Road to Ozaukee county line	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	USH 45 relocation STH 28 extension STH 33 relocation STH 83 relocation STH 83 relocation	Sandy Ridge Road to CTH V USH 45 to Relocated USH 45 Trenton Road to Oak Road CTH E to Wilson Avenue Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
County	Widening	CTH Q CTH Q CTH Y	Division Road to Pilgrim Road CTH Y to STH 175 CTH Q to USH 41/45	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	Arthur Road extension Arthur Road extension  Division Road extension N. River Road extension Pioneer Road extension	CTH N to Arthur Road Arthur Road 250 feet west of USH 41 to Arthur Road 400 feet east of USH 41 Main Street to Freistadt Road N. River Road to STH 144 Pioneer Road to CTH CC	Construct two lanes on new alignment Construct two lanes on new alignment  Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
Local	Widening	Decorah Road Main Street	7th Avenue to Indiana Avenue Decorah Road to Walnut Street	Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	CTH H extension Jefferson Street extension Kettle View Road extension Kettle View Road extension Lee Road extension  Maple Road extension Monroe Avenue extension Schuster Drive extension Taylor Road extension Trenton Road extension Wacker Drive extension 18th Avenue extension	USH 45 to Relocated USH 45 Trenton Road to N. River Road CTH H to STH 28 STH 33 to Schuster Drive A point 1,425 feet east of existing STH 83 to relocated STH 83 CTH Q to STH 175 Monroe Avenue to Pond Road Schuster Drive to Beaver Dam Road Pond Road to STH 60 STH 33 to Maple Road STH 60 to Lee Road Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment  Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

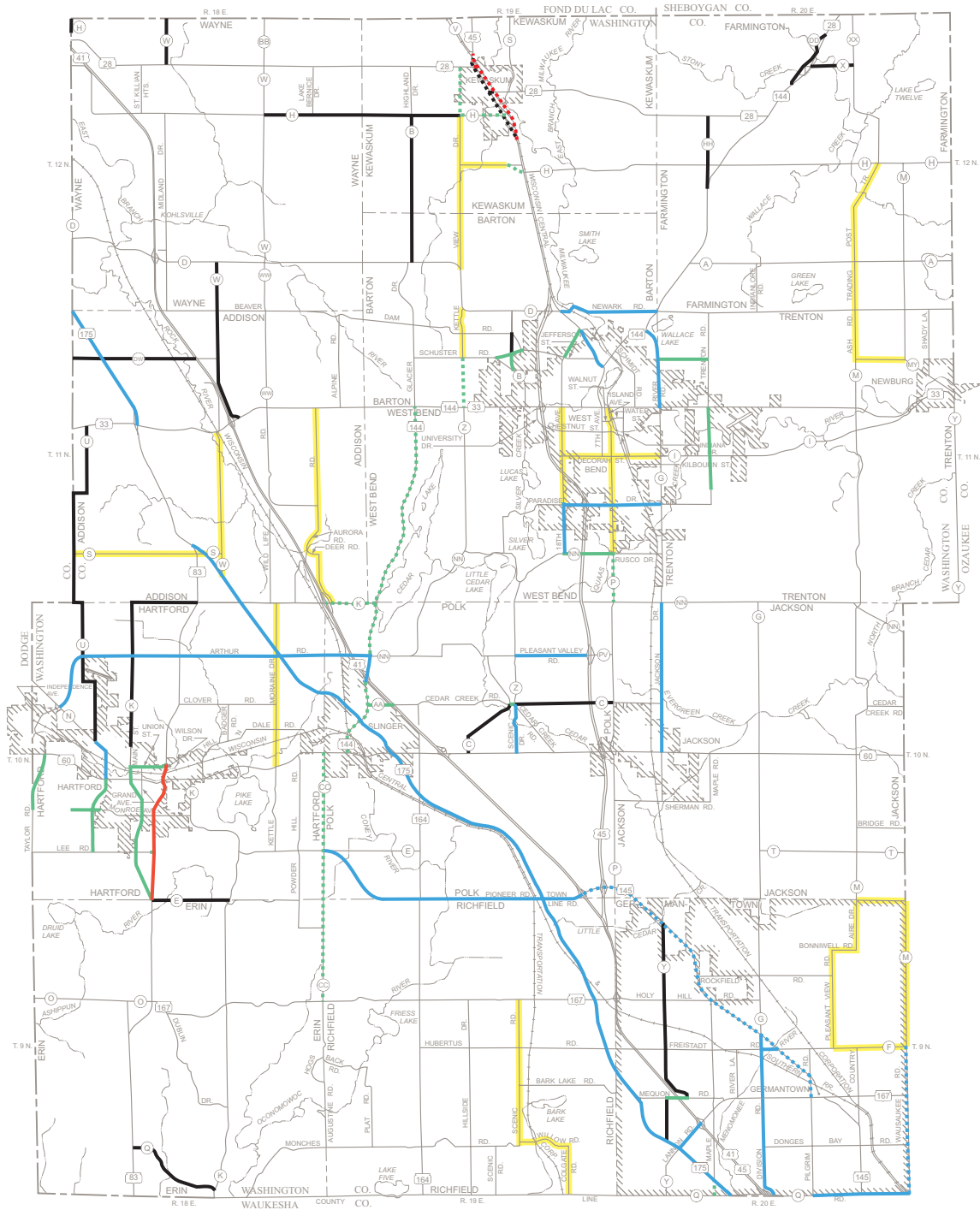
Source: SEWRPC.

highway system by jurisdiction – state, county, and local – within each unit of government within Washington County. It maybe noted that, under the plan, the total mileage of state trunk highways in the County would decrease from the current 188 miles to 153 miles, or by about 19 percent; and the total mileage of county trunk highways would increase from the current 196 miles to 202 miles, or by about 3 percent; and the total mileage of local trunk highways would increase from 96 miles to 101 miles, or by about 5 percent.

Of the total 456 miles of planned arterial system in Washington County, a total of 398 miles would require only preservation, or resurfacing and reconstruction; 38 miles would require improvement, or widening to provide additional traffic lanes; and 20 miles would consist of new facilities. Of the 38 miles of proposed improvement projects, 33 miles, or 87 percent, would be on the planned state trunk highway system; four miles, or 10 percent, would be on the planned county trunk highway system; and the remaining one mile, or 3 percent, would be on the planned local trunk highway system. Of the 20 miles of new arterial facilities, four miles, or 20 percent, would be on the state trunk element of the plan; six miles, or 30 percent, would be on the county trunk element of the plan; and the remaining 10 miles, or 50 percent, would be on the local trunk element of the plan.

# Map 56

## CHANGES IN JURISDICTIONAL RESPONSIBILITY RECOMMENDED IN WASHINGTON COUNTY UNDER THE FINAL PLAN



### 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
- PREVIOUSLY RECOMMENDED JURISDICTIONAL TRANSFER HAS BEEN DROPPED

Source: SEWRPC.

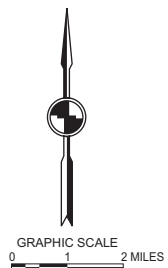


Table 15

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

Civil Division	Jurisdictional Responsibility		Facility	From	To
	Existing	Planned			
Town of Addison	State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	STH 175 STH 175 CTH K CTH U CTH W CTH DW	STH 83 West Town line STH 83 STH 33 STH 33 USH 41	CTH K STH 33 Turtle Road South Town line North Town line West Town line
Town of Barton	New facility Local trunk highway County trunk highway New facility New facility New facility County trunk highway	County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial	N. River Road extension Newark Road/Lighthouse Drive CTH B Kettle View Drive extension Schuster Drive extension 18th Avenue CTH B	City of West Bend CTH D Schuster Drive extension Schuster Drive Schuster Drive City of West Bend Schuster Drive extension	STH 144 STH 144 City of West Bend STH 33 Beaver Dam Road CTH D North Town line
Town of Erin	County trunk highway County trunk highway County trunk highway	Local non-arterial Local non-arterial Local trunk highway	CTH Q CTH E CTH CC	STH 83 STH 83 STH 167	CTH K CTH K North Town Line
Town of Farmington	County trunk highway County trunk highway County trunk highway	Local non-arterial Local non-arterial Local non-arterial	CTH HH CTH DD CTH X	STH 28 STH 144 south STH 144	STH 144 STH 144 north CTH XX
Town of Germantown	State trunk highway	County trunk highway	STH 145	Village of Germantown	North Town line
Town of Hartford	New facility State trunk highway Local trunk highway New facility New facility New facility New facility New facility New facility State trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	New STH 83 STH 175 Arthur Road Arthur Road extension Monroe Avenue extension Taylor Road extension Wacker Drive extension Lee Road extension  STH 83 CTH CC CTH U CTH K CTH E	City of Hartford CTH K CTH U CTH N Pond Road STH 60 STH 60 A point east of existing STH 83 City of Hartford South Town line CTH N STH 83 STH 83	CTH E Village of Slinger East Town line Arthur Road Monroe Avenue Pond Road Lee Road Relocated STH 83  CTH E STH 60 North Town line City of Hartford CTH K
Town of Jackson	State trunk highway Local trunk highway	County trunk highway County trunk highway	STH 145 Jackson Road	CTH P Village of Jackson	South Town line CTH NN
Town of Kewaskum	New facility New facility New facility New facility County trunk highway State trunk highway State trunk highway County trunk highway County trunk highway	State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial Local non-arterial Local non-arterial Local non-arterial	Relocated USH 45 Relocated USH 45 Badger Road extension Kettle View Drive CTH H USH 45 USH 45 CTH B CTH H	Sandy Ridge Road Village of Kewaskum Existing USH 45 STH 28 Kettle View Drive Sandy Ridge Road Village of Kewaskum CTH H Town of Wayne	Village of Kewaskum CTH V Badger Road CTH H Village of Kewaskum Village of Kewaskum CTH V South Town line Kettle View Road
Town of Polk	State trunk highway State trunk highway State trunk highway State trunk highway Local trunk highway Local trunk highway New facility Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local non-arterial Local trunk highway Local trunk highway	STH 144 STH 145 STH 175 STH 175 Arthur Road Pioneer Road Pioneer Road Extension Scenic Drive Pleasant Valley Road CTH C CTH C CTH K CTH CC	CTH K USH 41 Village of Slinger STH 60 STH 144 USH 41 Pioneer Road CTH C CTH Z Lilly Road STH 60 USH 41 South Town line	Village of Slinger CTH P West Town line South Town line West Town line STH 164 CTH CC STH 60 USH 45 CTH Z CTH P STH 144 Village of Slinger
Town of Richfield	State trunk highway Local trunk highway County trunk highway	County trunk highway County trunk highway Local trunk highway	STH 175 Pioneer Road CTH CC	Village of Germantown Pioneer Road extension STH 167	North Town line USH 41 North Town line
Town of Trenton	Local trunk highway New facility New facility	County trunk highway Local trunk highway Local trunk highway	S. River Road Jefferson Street extension Trenton Road/Maple Road	STH 33 West Town line STH 33	CTH I Trenton Road Maple Road end

**Table 15 (continued)**

Civil Division	Jurisdictional Responsibility		Facility	From	To
	Existing	Planned			
Town of Wayne	County trunk highway County trunk highway County trunk highway County trunk highway	Local non-arterial Local non-arterial Local non-arterial Local non-arterial	CTH H CTH H CTH W CTH W	CTH W North Town line STH 28 CTH D	East Town line West Town line North Town line South Town line
Town of West Bend	State trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway	Local trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway	STH 144 18th Avenue Paradise Drive Paradise Drive CTH K CTH P CTH NN	STH 33 CTH NN 18th Avenue City of West Bend USH 41 CTH NN 18th Avenue	CTH K City of West Bend City of West Bend CTH G STH 144 South Town line CTH P
Village of Germantown	New facility New facility State trunk highway State trunk highway State trunk highway State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway	County trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local non-arterial Local non-arterial	Division Road extension Maple Road extension STH 175 STH 175 STH 145 STH 145 STH 145 County Line Road County Line Road County Line Road Freistadt Road Division Road Lannon Road Wausaukee Road CTH Y CTH Y CTH Y	Mequon Road CTH Q Maple Road North corporate limits STH 167 CTH Y County Line Road Pilgrim Road STH 145 Division Road CTH Q STH 175 City of Milwaukee Hill Top Drive STH 145 Mequon Road	Freistadt Road STH 175 South corporate limits Maple Road Town of Germantown North corporate limit STH 167 STH 145 East corporate limits STH 145 STH 145 USH 41-USH 45 CTH F Goldendale Road Mequon Road STH 175
Village of Jackson	Local trunk highway	County trunk highway	Jackson Road	STH 60	North corporate limits
Village of Kewaskum	New facility New facility New facility New facility County trunk highway State trunk highway	State trunk highway State trunk highway Local trunk highway Local trunk highway Local trunk highway Local non-arterial	Relocated USH 45 STH 28 extension CTH H extension Kettle View Drive extension CTH H USH 45	South corporate limits Existing USH 45 Existing USH 45 STH 28 Village of Kewaskum South corporate limits	North corporate limits Relocated USH 45 Relocated USH 45 South corporate limits USH 45 North corporate limits
Village of Slinger	State trunk highway State trunk highway County trunk highway County trunk highway	County trunk highway Local trunk highway Local trunk highway Local trunk highway	STH 175 STH 144 CTH AA CTH CC	North corporate limits North corporate limits STH 144 South corporate limits	South corporate limits STH 60 USH 41 STH 60
City of Hartford	New facility Local trunk highway Local trunk highway Local trunk highway Local trunk highway Local trunk highway New facility State trunk highway  State trunk highway County trunk highway County trunk highway	State trunk highway State trunk highway State trunk highway County trunk highway County trunk highway County trunk highway Local trunk highway Local trunk highway  Local trunk highway Local non-arterial Local non-arterial	New STH 83 N. Wilson Avenue S. Wilson Avenue Arthur Road State Street Wacker Drive Monroe Avenue extension Grand Avenue, Main Street, Union Street Branch Street CTH U CTH K	Monroe Avenue STH 83 Monroe Avenue CTH U CTH U State Street West corporate limits North corporate limits  Main Street Arthur Road North corporate limits	North corporate limit Sumner Street South corporate limit East corporate limits Wacker Drive Sumner Street Willow Lane South corporate limits  Lincoln Avenue CTH N South corporate limits
City of Milwaukee	Local trunk highway Local trunk highway	County trunk highway County trunk highway	County Line Road Wausaukee Road	West corporate limit South corporate limit	Wausaukee Road North corporate limit
City of West Bend	New facility County trunk highway County trunk highway Local trunk highway Local trunk highway Local trunk highway	County trunk highway Local trunk highway Local trunk highway County trunk highway County trunk highway County trunk highway	N. River Road extension CTH B CTH NN N. River Road N. Main Street Paradise Drive	Creek Road South corporate limits West corporate limits STH 33 Green Tree Road 18th Avenue	North corporate limits North corporate limits East corporate limits Creek Road Barton Avenue East corporate limits

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

Source: SEWRPC.

Table 16

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

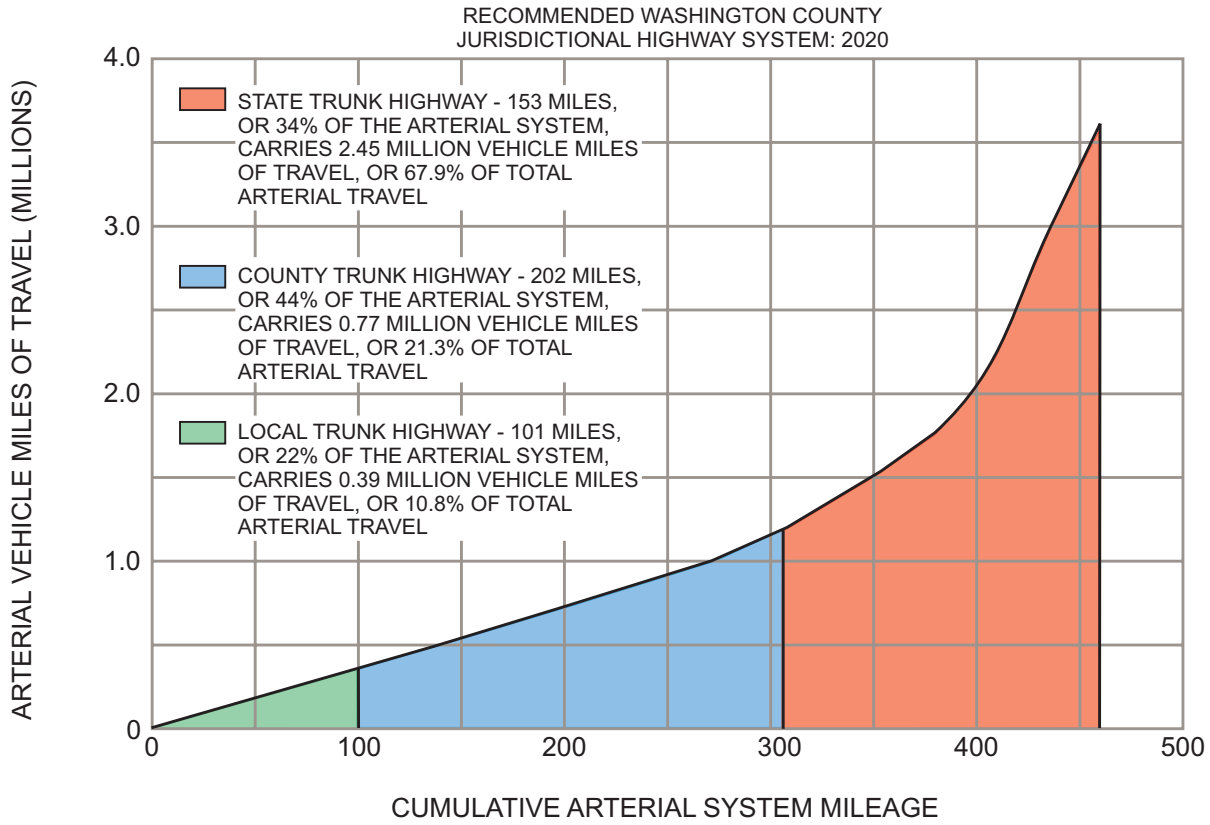
Jurisdiction	Planned Arterial Miles – Year 2020			
	State	County	Local	Total
City of Hartford .....	4.64	1.75	5.85	12.24
City of Milwaukee .....	0.00	0.12	0.00	0.12
City of West Bend .....	8.28	5.39	15.67	29.34
Village of Germantown .....	13.26	25.23	24.03	62.52
Village of Jackson .....	2.20	1.39	1.30	4.89
Village of Kewaskum .....	2.53	0.52	0.94	3.99
Village of Newburg .....	0.79	0.99	0.27	2.05
Village of Slinger .....	1.50	1.75	2.44	5.69
Town of Addison .....	17.00	13.61	0.42	31.03
Town of Barton .....	6.06	8.91	4.61	19.58
Town of Erin .....	10.08	10.44	1.03	21.55
Town of Farmington .....	9.70	17.89	0.00	27.59
Town of Germantown .....	0.00	1.72	0.61	2.33
Town of Hartford .....	8.26	16.26	14.06	38.58
Town of Jackson .....	4.56	25.14	3.71	33.41
Town of Kewaskum .....	8.29	4.64	3.40	16.33
Town of Polk .....	20.83	20.82	5.54	47.19
Town of Richfield .....	14.22	6.70	1.24	22.16
Town of Trenton .....	4.94	16.91	7.88	29.73
Town of Wayne .....	12.23	12.14	0.00	24.37
Town of West Bend .....	3.24	10.23	8.22	21.69
<b>Total</b>	<b>152.61</b>	<b>202.55</b>	<b>101.22</b>	<b>456.38</b>

Source: SEWRPC.

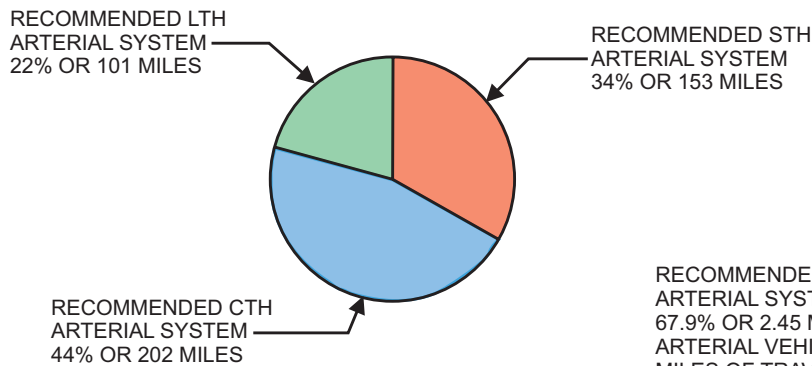
The total vehicle miles of travel which may be expected to occur on an average weekday on all streets and highways within Washington County in the year 2020 is forecast to be 4.11 million vehicle miles of travel. Of this total, 88 percent, or 3.61 million vehicle miles of travel, may be expected to occur 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 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 2.45 million of the total 3.61 million arterial miles of travel anticipated to occur on an average weekday within Washington County in the year 2020. Thus, approximately 34 percent of the total planned arterial street and highway system may be expected to carry approximately 68 percent of the total arterial travel demand. The proposed county trunk highway system may be expected to carry an additional 0.77 million vehicle miles of travel. Thus, an additional 44 percent of the total planned arterial street and highway mileage may be expected to carry an additional 21 percent of the total arterial travel demand. The remaining 0.39 million arterial vehicle miles of travel, or 11 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 12 percent of the total vehicle miles of travel on the total street system. Thus, the nonarterial street system, representing about 73 percent of the total mileage of the total street and highway system, may be expected to carry only 12 percent of the total travel demand in the year 2020.

Figure 1

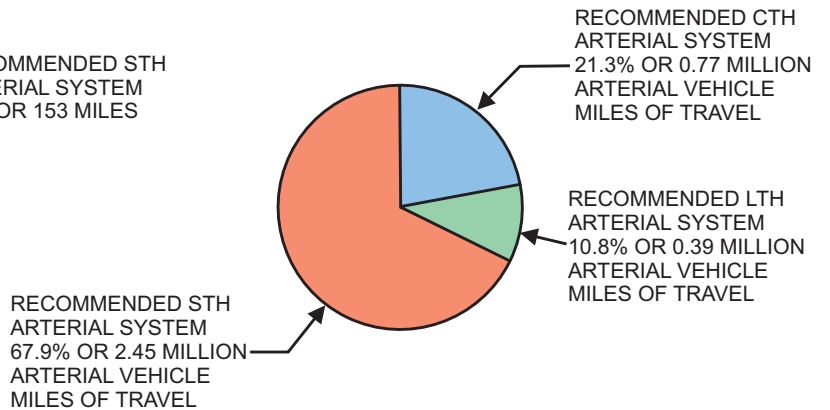
**RELATIONSHIP BETWEEN ARTERIAL VEHICLE MILES OF TRAVEL AND ARTERIAL SYSTEM MILEAGE**



DISTRIBUTION OF MILEAGE ON THE STATE, COUNTY, AND LOCAL TRUNK HIGHWAY ARTERIAL SYSTEM: 2020



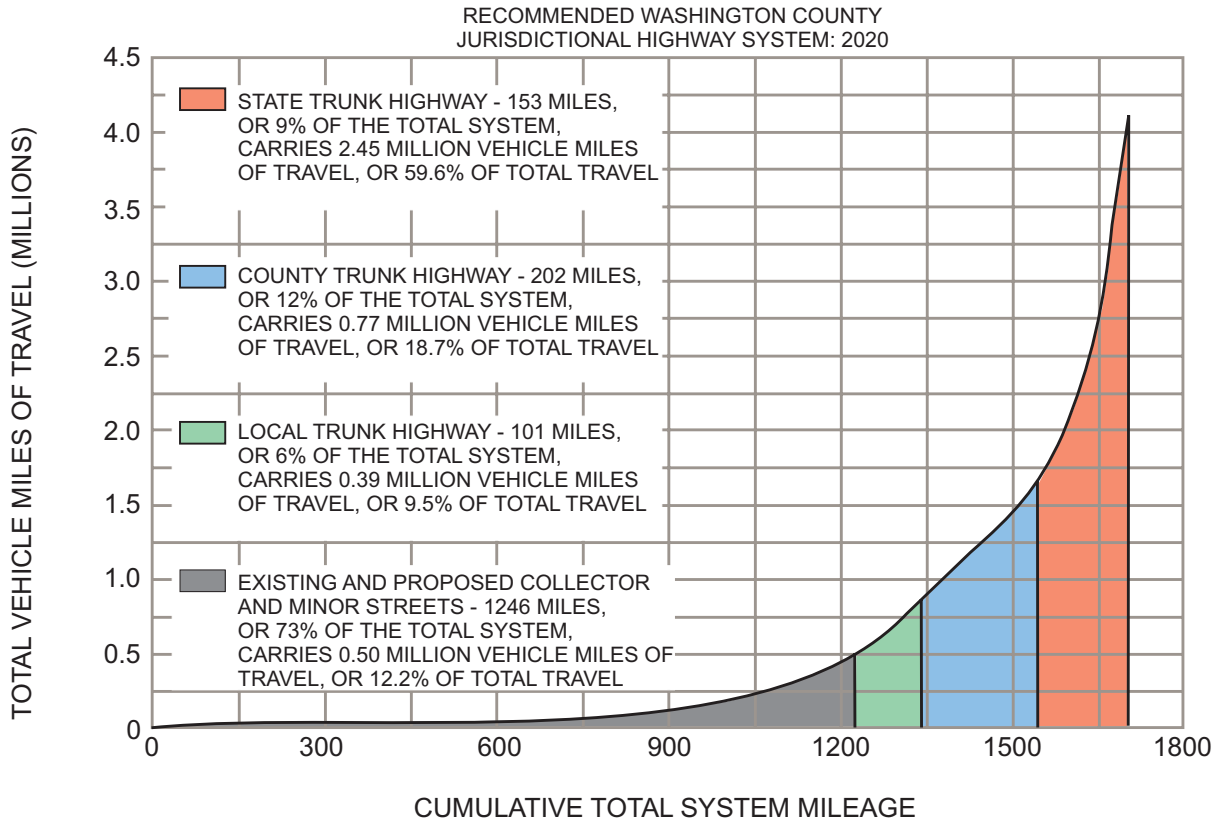
DISTRIBUTION OF ARTERIAL VEHICLE MILES OF TRAVEL ON THE STATE, COUNTY, AND LOCAL TRUNK HIGHWAY ARTERIAL SYSTEM: 2020



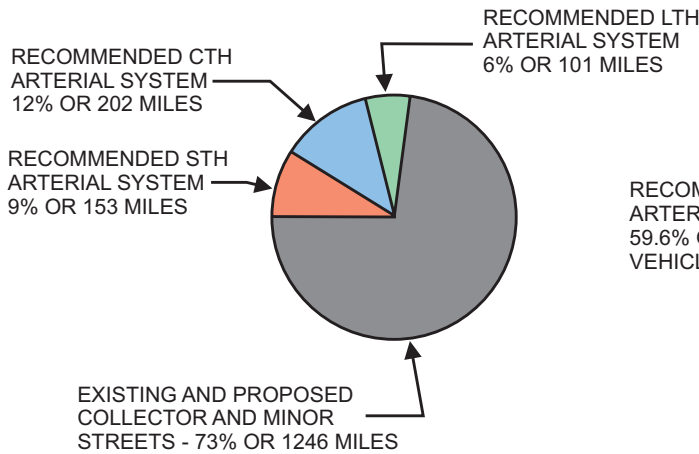
Source: SEWRPC.

Figure 2

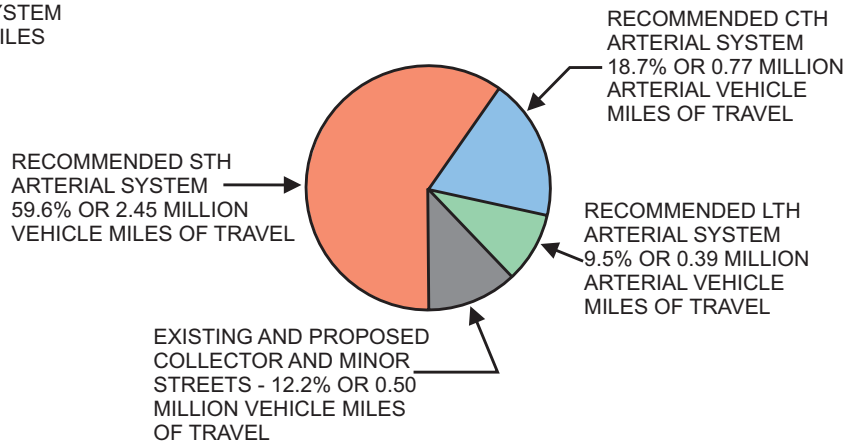
RELATIONSHIP BETWEEN TOTAL VEHICLE MILES OF TRAVEL AND TOTAL SYSTEM MILEAGE



DISTRIBUTION OF MILEAGE ON THE TOTAL STREET AND HIGHWAY SYSTEM: 2020



DISTRIBUTION OF VEHICLE MILES OF TRAVEL ON THE TOTAL STREET AND HIGHWAY SYSTEM: 2020



Source: SEWRPC.



Thus, the plan identifies all the streets and highways in Washington County which are now, and will be in the year 2020, the key carriers of heavy traffic. In addition, the plan has assigned those facilities which carry the heaviest volumes of through traffic, and which 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 the 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 17 presents an estimate of the total cost of implementation of the new jurisdictional highway system plan for Washington County. The estimate of the cost assumes that all facilities that will require no improvement – that is, preservation – will be resurfaced once by the plan design year 2020. The estimated expenditures attendant to the plan are presented in terms of the costs that would be incurred at each level of government. The estimated total construction cost of the plan, including right-of way costs, to the year 2020, expressed in constant 1999 dollars, is about \$234 million, or an average annual cost of about \$11.8 million on a 20-year completion schedule. The estimated \$234 million cost of the plan includes about \$124 million for the construction of State trunk highways, about \$65 million for the construction of County trunk highways, and about \$45 million for the construction of local trunk highways. The estimated average annual cost of implementing the State trunk highway element of the plan on a 20-year completion schedule is about \$6.2 million, expressed in constant 1999 dollars. The estimated average annual funding provided for State trunk highway improvements in Washington County over the past six years has been about \$5.8 million. Thus, the estimated necessary average annual funding to implement the State trunk highway element of the amended plan exceeds historical funding levels by only \$0.4 million annually, or about percent.

The estimated average annual cost of implementing the County trunk highway element of the plan on a 20-year schedule, expressed in constant 1999 dollars, is about \$3.3 million. The portion of this average annual cost which may not be expected to be met by State and Federal aids, and which will therefore require funding by the County approximates \$2.0 million annually, expressed in constant 1999 dollars under a 20-year completion schedule. The estimated average annual cost of the local arterial element of the plan, expressed in constant 1999 dollars is about \$2.3 million. The estimated required local funding for such total costs, expressed in constant 1999 dollars, is about \$1.6 million annually on a 20-year completion schedule, with the remaining \$0.7 million of such average annual costs being funded by Federal and State aids. Thus, the estimated required annual County and local funding for County and local arterial plan implementation on a 20-year completion schedule is about \$3.6 million, expressed in constant 1999 dollars. This County and local funding required for a 20-year implementation schedule nearly equals, and only slightly exceeds the estimated average annual expenditure of \$3.4 million for arterial road construction by County and local governments in Washington County over the last three years. The estimated County and local funding required exceeds these recent historical County and local expenditures by \$0.2 million annually, or about 6 percent. Of the total \$3.4 million in such recent annual arterial system expenditures, about 95 percent came from County funding and about 5 percent came from local funding.

## **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.

Table 17

**ESTIMATED COST TO THE YEAR 2020 OF THE FINAL WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN AS AMENDED**

Item	Planned Arterial Mileage – Year 2020			
	State	County	Local	Total
Preservation.....	115.4	193.3	89.8	398.5
Improvement <sup>a</sup> .....	32.6	4.2	1.2	38.0
Expansion <sup>b</sup> .....	4.6	5.1	10.2	19.9
<b>Total</b>	<b>152.6</b>	<b>202.6</b>	<b>101.2</b>	<b>456.4</b>

Item	Estimated Construction Cost (including right-of-way)			
	State	County	Local	Total
Preservation.....	\$53,028,000	\$48,755,000	\$25,623,000	\$127,406,000
Improvement <sup>a</sup> .....	62,350,000	7,992,000	2,583,000	72,925,000
Expansion <sup>b</sup> .....	8,990,000	8,335,000	17,120,000	34,445,000
<b>Total</b>	<b>\$124,368,000</b>	<b>\$65,082,000</b>	<b>\$45,326,000</b>	<b>\$234,776,000</b>

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

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

Source: SEWRPC.

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.
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 15.
3. Proceed with right-of-way acquisition and facility construction to implement the recommended jurisdictional highway system plan, including the improvements listed in Table 14.

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 15.
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 14.
4. 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.

#### 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 system plan, including the improvements listed in Table 14.
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 15.

#### **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.

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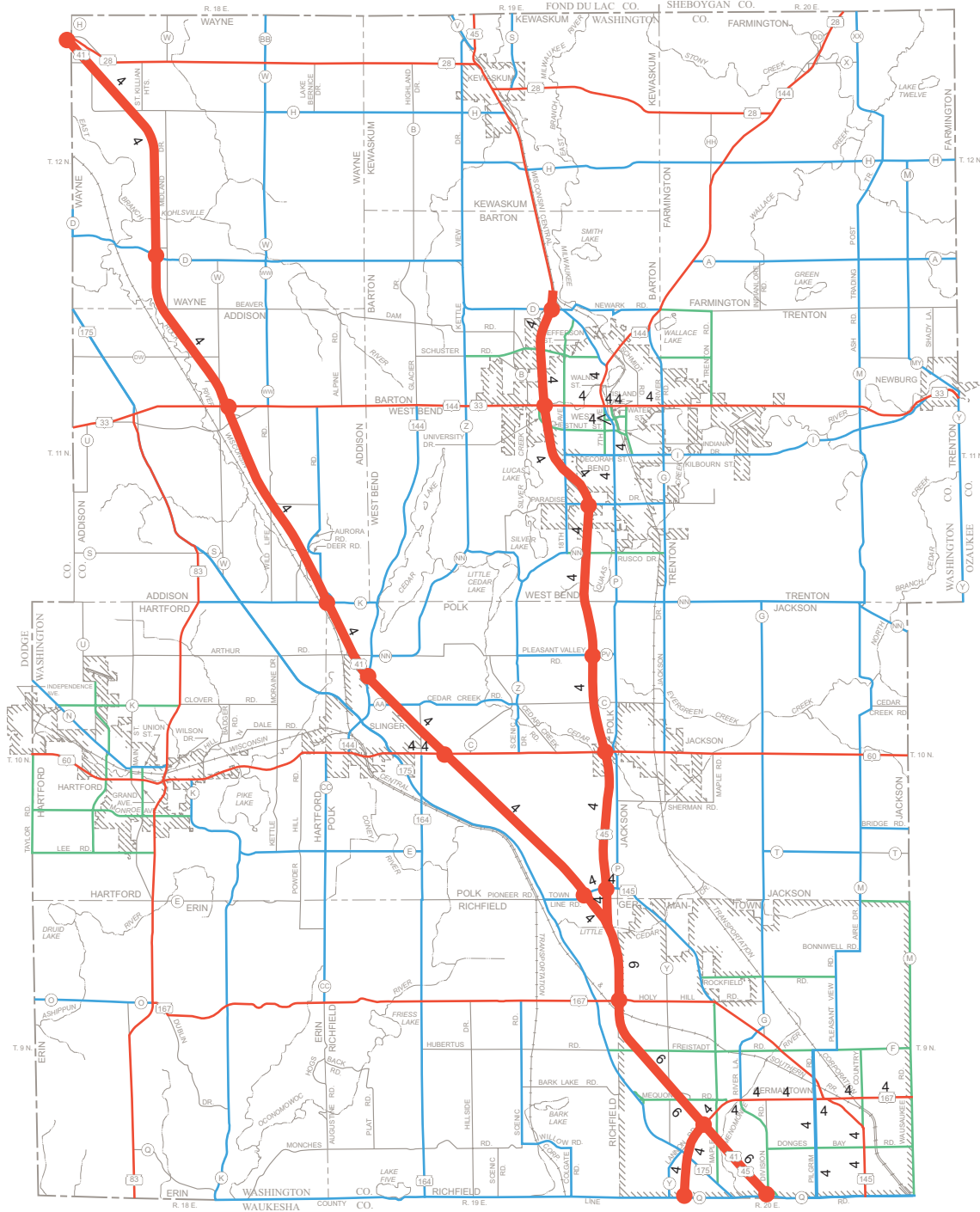
## **APPENDICES**

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WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLANS TO DATE

Map A-1

JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY AS ADOPTED IN 1975



**FREEWAY**

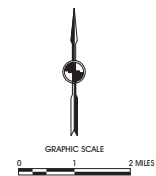
- STATE TRUNK HIGHWAY
- INTERCHANGE

**STANDARD ARTERIAL**

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

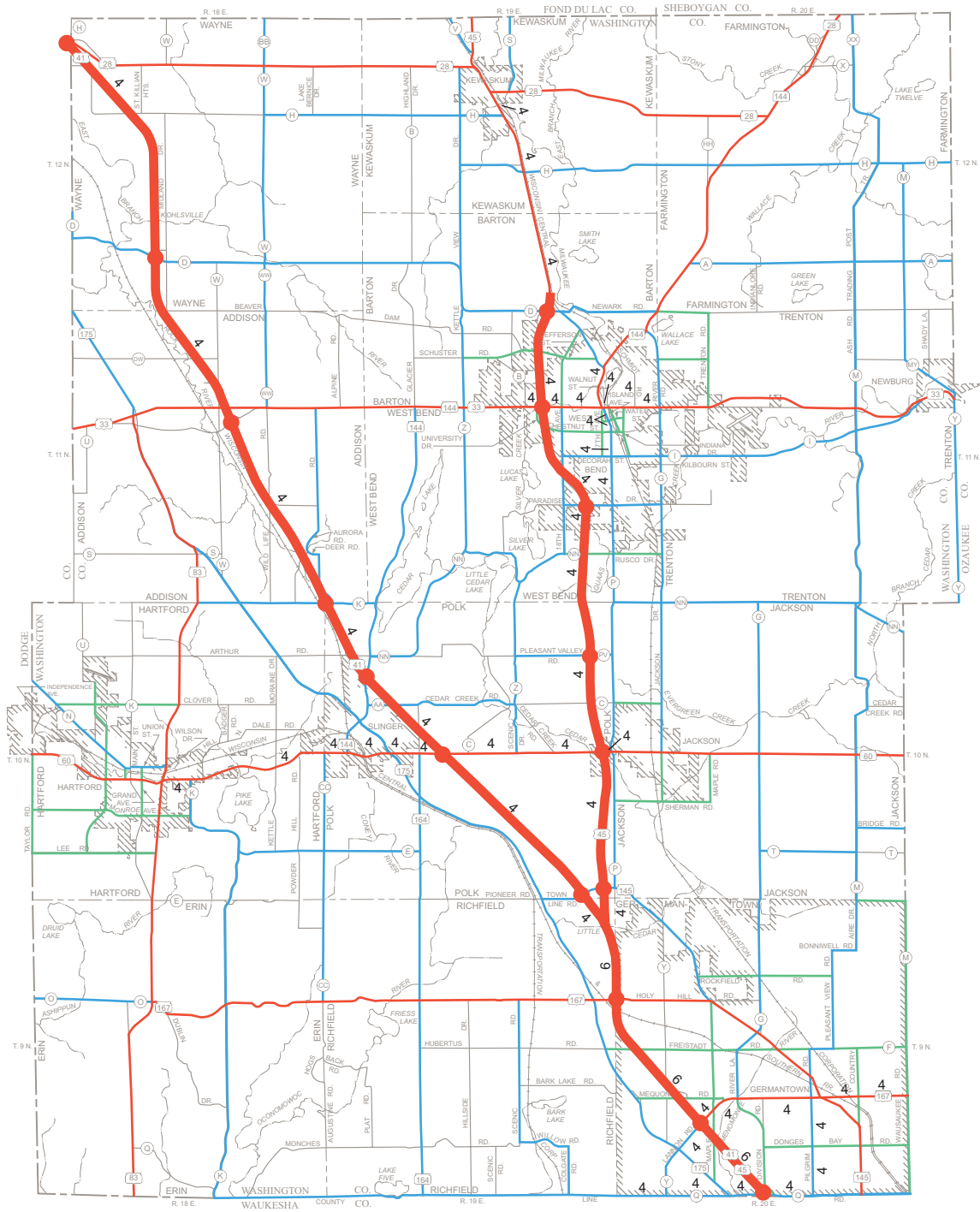
- 4** NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

Source: SEWRPC.



# Map A-2

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



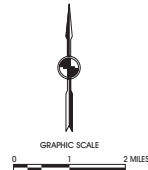
### FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

### STANDARD ARTERIAL

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

- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

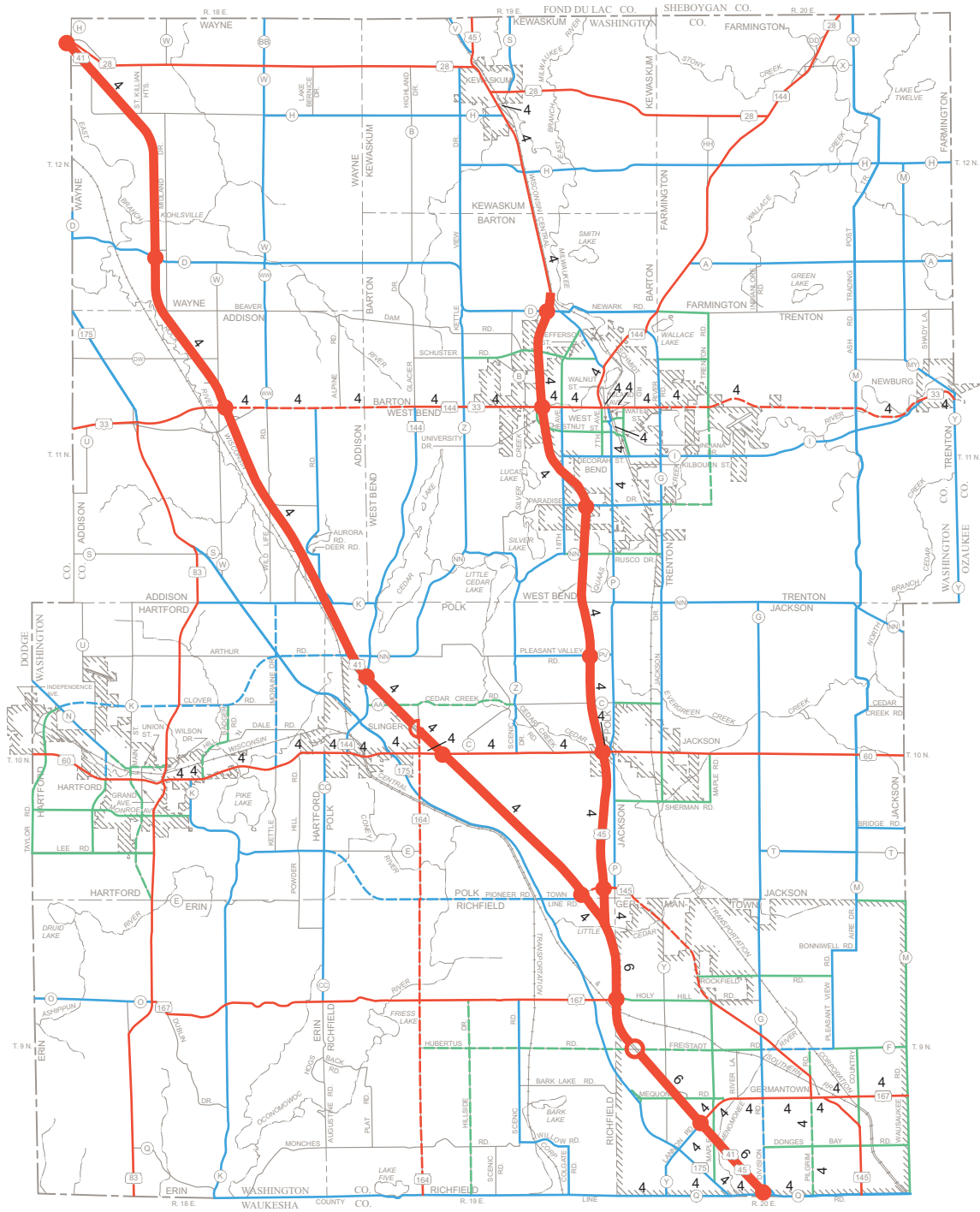


Source: SEWRPC.



# Map A-3

## JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY AS AMENDED IN 1990



### CURRENT PLAN

#### FREEWAY

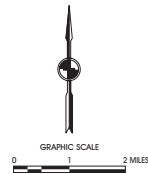
- STATE TRUNK HIGHWAY
- INTERCHANGE

#### STANDARD ARTERIAL

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

### NEW PLAN AMENDMENTS

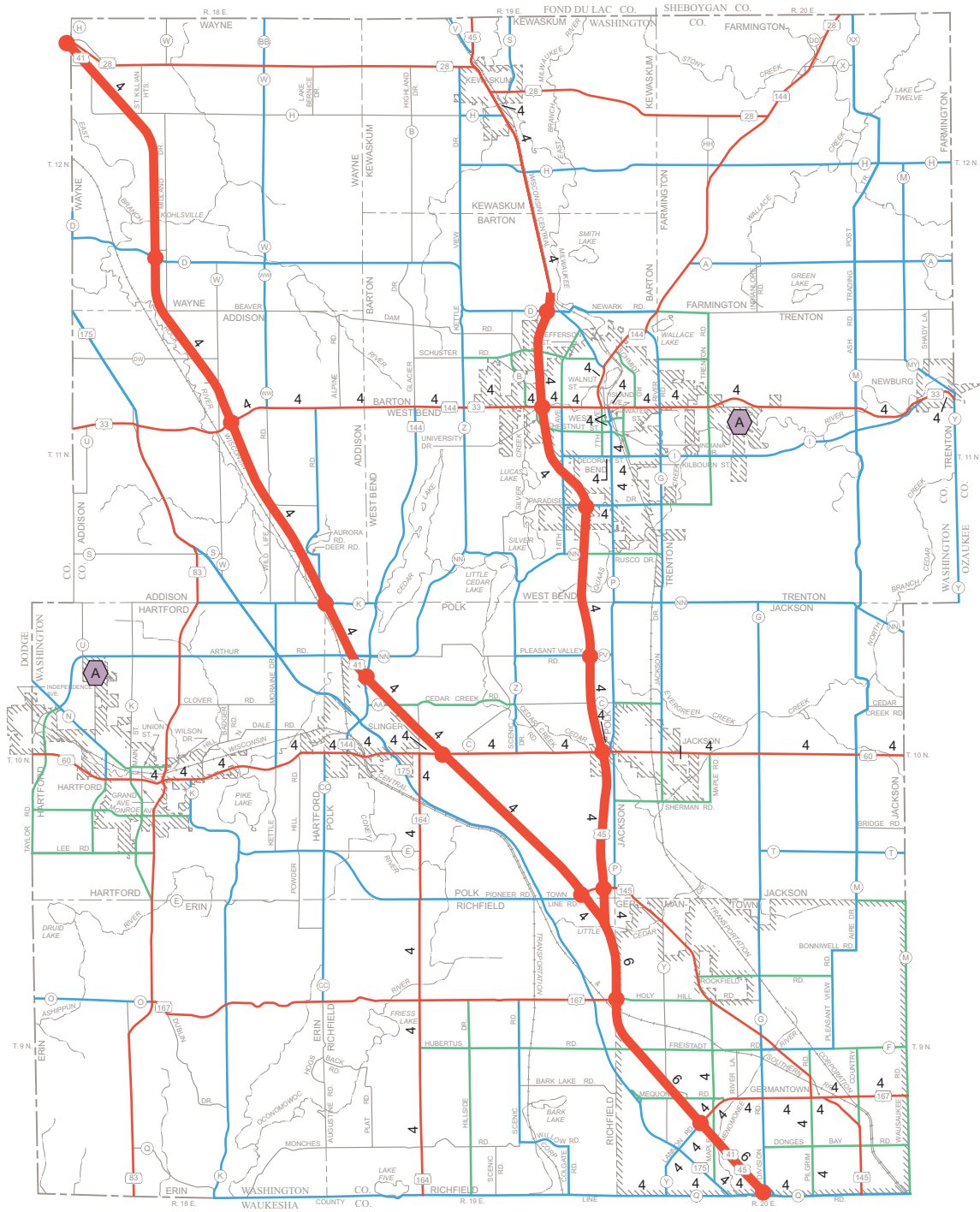
- - - STATE TRUNK HIGHWAY
- - - COUNTY TRUNK HIGHWAY
- - - LOCAL TRUNK HIGHWAY
- INTERCHANGE
- ◐ HALF INTERCHANGE
- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)



Source: SEWRPC.

# Map A-4

## JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY AS AMENDED IN 1994



### FREEWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

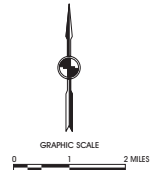
### STANDARD ARTERIAL

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

- 4 NUMBER OF TRAFFIC LANES  
(2 WHERE UNNUMBERED)

### INTERMODAL TERMINAL

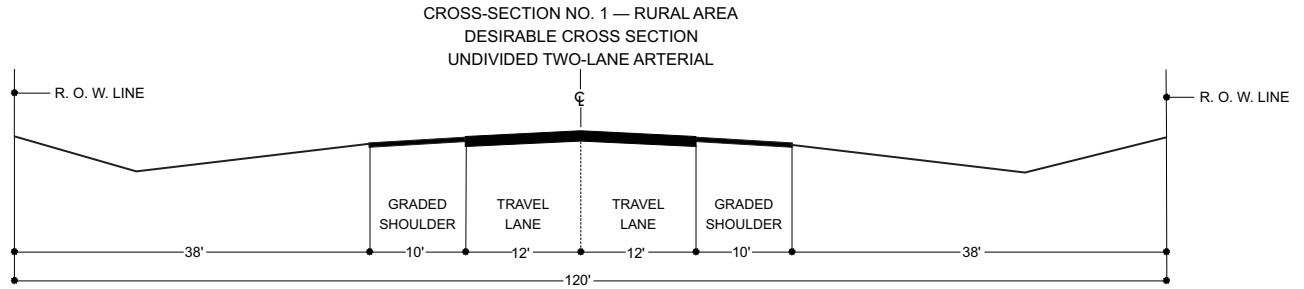
- ⬡ A - AIRPORT



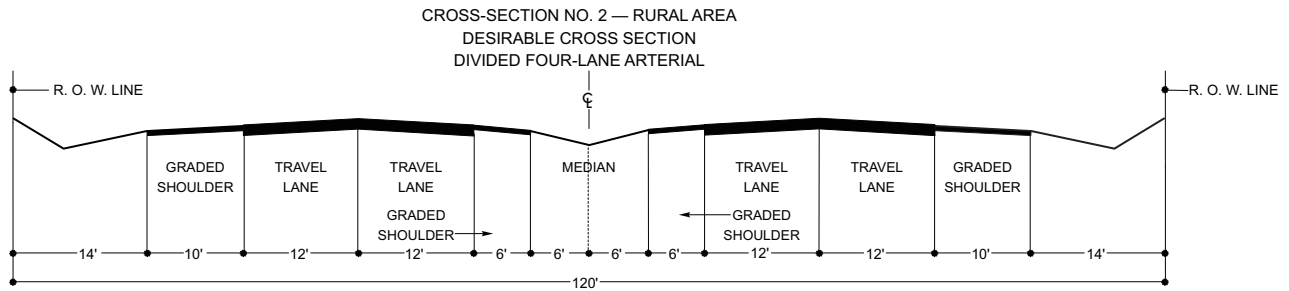
Source: SEWRPC.

## Appendix B

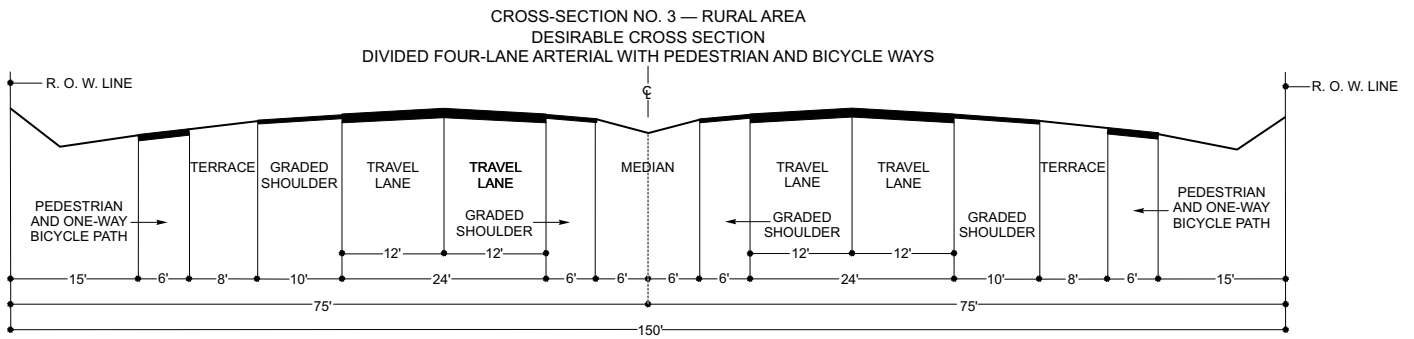
### DESIRABLE RURAL AND URBAN ARTERIAL STREET AND HIGHWAY CROSS-SECTIONS



NOTE: IF BICYCLE WAYS ARE TO BE PROVIDED, A MINIMUM OF FOUR FEET OF EACH SHOULDER SHOULD BE PAVED.



NOTE: IF BICYCLE WAYS ARE TO BE PROVIDED, A MINIMUM OF FOUR FEET OF EACH OUTSIDE SHOULDER SHOULD BE PAVED.

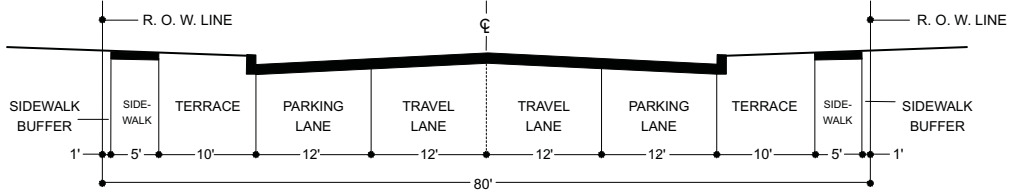


NOTE: AN 8-TO 12-FOOT WIDE TWO-DIRECTIONAL BICYCLE WAY ON ONE SIDE OF THE ROADWAY MAY BE PROVIDED IN PLACE OF THE TWO ONE-DIRECTIONAL PEDESTRIAN AND BICYCLE PATHS SHOWN.

Appendix B (continued)

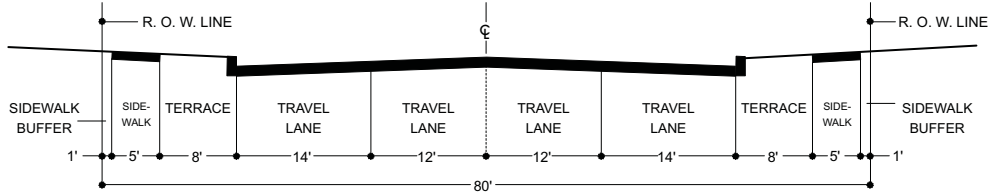
DESIRABLE RURAL AND URBAN ARTERIAL STREET AND HIGHWAY CROSS-SECTIONS

CROSS-SECTION NO. 4 — URBAN AREA  
DESIRABLE CROSS SECTION  
UNDIVIDED TWO-LANE ARTERIAL WITH PARKING LANES



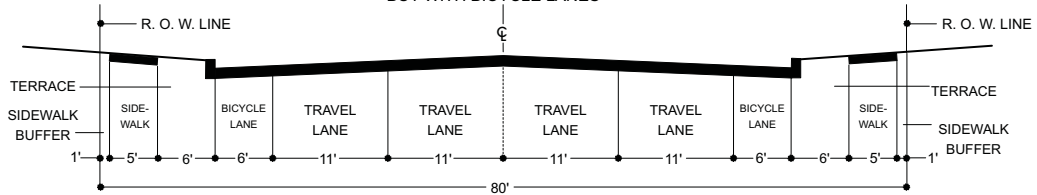
NOTE: ON THIS CROSS SECTION, BICYCLE TRAFFIC SHARES MOTOR VEHICLE TRAVEL LANES.

CROSS-SECTION NO. 5 — URBAN AREA  
DESIRABLE CROSS SECTION  
UNDIVIDED FOUR-LANE ARTERIAL WITHOUT PARKING LANES



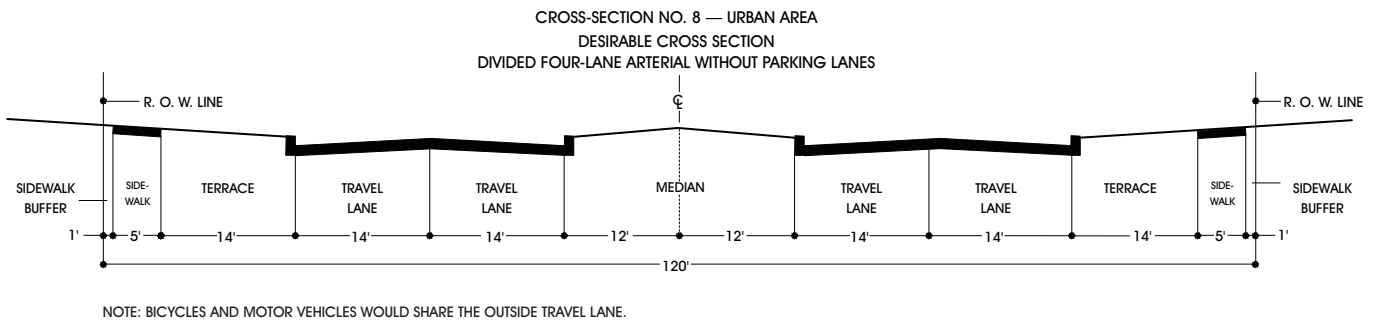
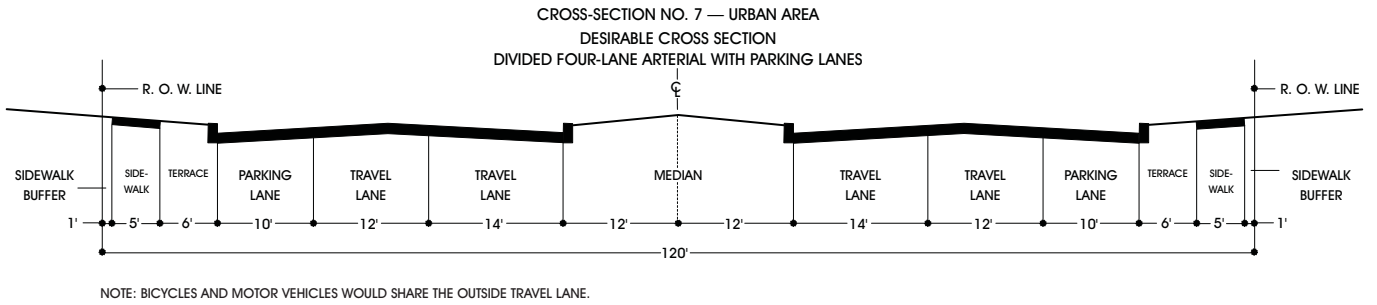
NOTE: ON THIS CROSS SECTION, BICYCLE TRAFFIC SHARES THE OUTSIDE MOTOR VEHICLE TRAVEL LANES.

CROSS-SECTION NO. 6 — URBAN AREA  
DESIRABLE CROSS SECTION  
UNDIVIDED FOUR-LANE ARTERIAL WITHOUT PARKING  
BUT WITH BICYCLE LANES



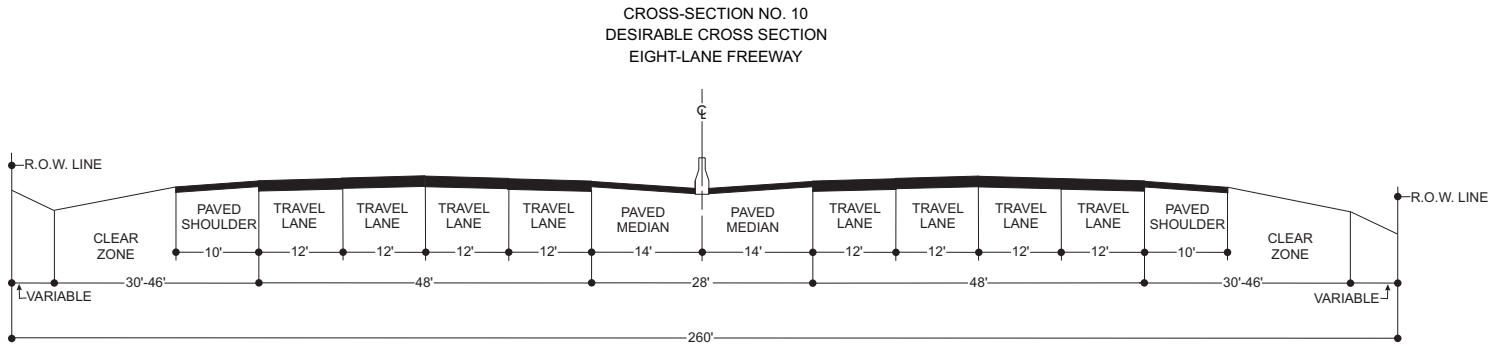
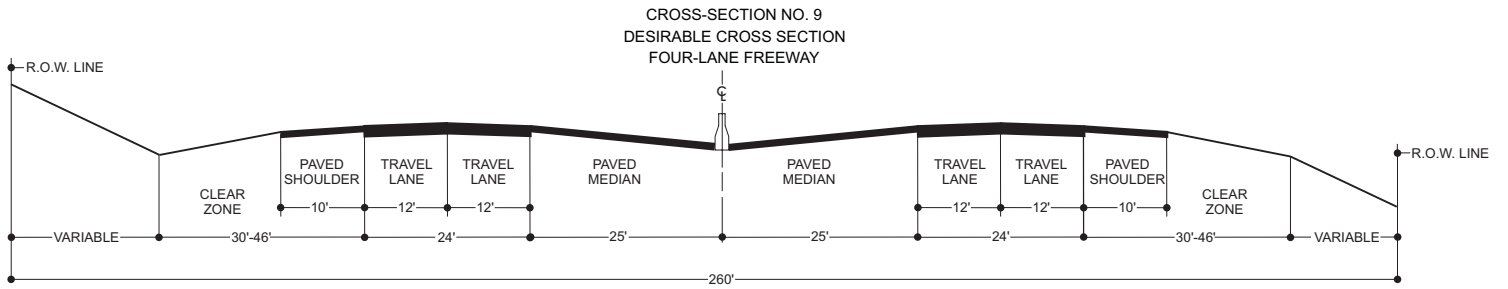
Appendix B (continued)

DESIRABLE RURAL AND URBAN ARTERIAL STREET AND HIGHWAY CROSS-SECTIONS



Appendix B (continued)

DESIRABLE FREEWAY CROSS-SECTIONS<sup>a</sup>



<sup>a</sup>These cross-sections were established during the conduct of a regional freeway reconstruction study (See SEWRPC Planning Report No. 47, *A Regional Freeway Reconstruction System Plan For Southeastern Wisconsin*). The clear zone width may vary dependent upon freeway design speed, curvature, side slope shape, and forecast traffic volumes. In cut sections the clear zone also depends on the ditch slope, and in fill sections it is also dependent upon the recovery area available.

Source: SEWRPC.