PRELIMINARY DRAFT

SEWRPC Planning Report No. 15 (2nd Edition)
A Jurisdictional Highway System Plan for Walworth County

Continuation of
Chapter IV

APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA

The following text is proposed to be added to Chapter IV, Application of Jurisdictional Classification Criteria, *under the heading,* Public Reaction to the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan, *on page 3 of the draft chapter. It would follow the section which presented the preliminary recommended plan.*

Public Reaction to the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan

The following is a summary of the public reaction to the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. A document entitled, *Record of Public Comment: A Jurisdictional Highway System Plan for Walworth County--2035*, documented the oral comments made at a public informational meeting and hearing, and written comments received by letter, electronic mail, fax, and/or comment forms available on the study website and at a public informational meeting and hearing.

Summary of Comments And Responses

During the period of March 18, 2010, through May 10, 2010, a total of 141 persons provided comments regarding the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. Oral comments were provided during a public information meeting/hearing held on March 25, 2010. Written comments were provided on forms available at a public information meeting/hearing or via letter, electronic mail, fax, or through the Commission website (www.sewrpc.org). In addition, oral comment was provided at the April 9, 2009, and August 13, 2009, meetings of the Walworth County Jurisdictional Highway Planning Committee. At the April 9, 2009, meeting, a total of three persons inquired about or

provided comment on the long planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. At the August 13, 2009, meeting, a total of thirty-two persons asked questions or provided comment. All but one person inquired about or provided comment on the two alternative improvements to the USH 12 corridor between the Cities of Elkhorn and Whitewater—the long planned extension of the USH 12 freeway and the widening of the existing route of USH 12 from two to four traffic lanes.

Comments in Support of Specific Recommendations of the
Preliminary Recommended Year 2035 Walworth County
Jurisdictional Highway System Plan

The following are specific subjects addressed in the comments:

- A total of 123 persons expressed support for the plan continuing to recommend the long-planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater and/or support for the plan not recommending the widening of the existing route of USH 12 from two to four traffic lanes. Three of the total 123 persons suggested that the planned extension of the USH 12 freeway be initially constructed between its termini at STH 67 and CTH A. Three persons suggested that the planned extension of USH 12 be initially constructed as a two lane facility between the Cities of Elkhorn and Whitewater. Five persons suggested that Wisconsin Department of Transportation initiate work on the planned freeway as soon as possible. One person suggested that the Wisconsin Department of Transportation purchase the right-of-way along the officially mapped route of the planned extension of the USH 12 freeway. Two persons suggested that the planned route be adjusted to minimize the impacts to residences, businesses, and environmentally sensitive areas.

  In addition, the Commission received during and following the August 13, 2009, meeting of the Walworth County Jurisdictional Highway Planning Committee a copy of a signed petition with 944 signatures stating opposition to the alternative to widen the existing route of USH 12 between the Cities of Elkhorn and Whitewater. The Commission staff received the same signed petition with 32 additional signatures during the public informational meeting/hearing held on March 25, 2010, for the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. The Commission also received a copy of a signed petition with 25 signatures stating support for the plan continuing to recommend the long-planned extension of the USH 12 freeway

between the Cities of Elkhorn and Whitewater and for the plan not recommending the widening of the existing route of USH 12 from two to four traffic lanes, and requesting that the Walworth County Jurisdictional Highway Planning Committee contact the Wisconsin Department of Transportation to immediately initiate preliminary engineering for the planned extension of the USH 12 freeway.

Comments in Opposition to Specific Recommendations of the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan

A total of fifteen persons expressed opposition for the plan to continue to recommend the long-planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater and/or expressed support for the planned widening of the existing route of USH 12 between the Cities of Elkhorn and Whitewater. Four of the total fifteen persons suggested the existing route of USH 12 be initially widened between the termini of the USH 12 freeway at STH 67 to a point north of CTH A. One person suggested that neither alternative USH 12 improvement between the Cities of Elkhorn and Whitewater be shown on the Walworth County jurisdictional highway system plan. Rather than utilizing public funding on either of the two alternative improvements to USH 12 between the Cities of Elkhorn, one person suggested that public funds should be spent on maintaining the existing route of USH 12 between the Cities of Elkhorn and Whitewater, and one person suggested that public funds should be spent on other needed improvement projects within Walworth County. In addition, the Commission received at the April 9, 2009, meeting of the Walworth County Jurisdictional Highway Planning Committee a signed petition with 141 signatures stating opposition to the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater.

The reasons for opposing the long-planned extension of USH 12 freeway between the Cities of Elkhorn and Whitewater included potential impacts to environmentally sensitive lands and residences, the potential affect on property taxes, the belief that other arterial facilities have a greater need for improvement than the USH 12 corridor, the high cost of extending USH 12, and the potential loss of businesses along the existing route of USH 12 due to traffic being diverted to the planned freeway extension. The reasons for supporting the widening of the existing route of USH 12 between the Cities of Elkhorn and Whitewater included that it would alleviate congestion on USH 12, impact less residences

and environmentally sensitive areas, and better accommodate truck traffic travelling on STH 67 between the Cities of Elkhorn and Oconomowoc.

Response: The planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater has been recommended in State and regional plans since the mid-1960's, and in the original Walworth County jurisdictional highway system plan adopted in 1973. The Commission staff was requested by members of the Walworth County Jurisdictional Highway Planning Committee to consider the widening of the existing route of USH 12 from two to four lanes between the Cities of Elkhorn and Whitewater as an alternative to the long planned extension of the USH 12 freeway during the current update and reevaluation of the Walworth County jurisdictional highway system plan. An analysis of the two alternative improvements to USH 12 was conducted by Commission staff and presented to the Walworth County Jurisdictional Planning Committee for consideration. Following review and consideration of the analysis of the two alternatives, the Committee on a 14 to 5 vote recommended that the Walworth County jurisdictional highway system plan continue to recommend the long planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater, and to oppose the alternative of widening the existing route of USH 12 from two to four traffic lanes between the Cities of Elkhorn and Whitewater. In addition, the Committee further recommended that the Wisconsin Department of Transportation conduct as soon as possible the necessary preliminary engineering and environmental impact study of the USH 12 corridor between the Cities of Elkhorn and Whitewater.

The Walworth County jurisdictional highway system plan recommendation of the long planned extension of the USH 12 freeway is advisory, providing guidance to the public and governments in Walworth County and to the Wisconsin Department of Transportation. The actual improvement to USH 12 between the Cities of Elkhorn and Whitewater would be determined by the Wisconsin Department of Transportation during preliminary engineering and environmental study. During preliminary engineering and environmental study, the Department would consider a number of alternatives, including extension of the existing USH 12 freeway, the widening of USH 12 from two to four traffic lanes, and a do nothing alternative. When considering alternatives, the Department would attempt to minimize impacts on environmentally sensitive lands, agricultural lands, residences, and businesses. In addition, during preliminary engineering and

environmental impact study, the Department would provide substantial opportunities for public involvement prior to a final determination being made by the Department.

Three persons expressed concern over the route of the long-planned extension of the USH 12 freeway impacting the Kettle Moraine State Forest, specifically Bluff Creek.

Response: The route of the long-planned extension the USH 12 freeway recommended in the year 2035 regional transportation plan was refined between Kettle Moraine Drive and a point north of Bluff Creek to minimize the impacts on certain areas within the Kettle Moraine State Forest which have been designated as natural areas of statewide or greater significance, aquatic areas of statewide or greater significance, and/or rare species habitat associated with Bluff Creek. During preliminary engineering and environmental study for improvements to the USH 12 corridor between the Cities of Elkhorn and Whitewater, the Wisconsin Department of Transportation would attempt to minimize the impacts on environmentally sensitive lands, including the Kettle Moraine State Forest.

Fifteen persons questioned the number of impacts to residences and businesses under the alternative to widen the existing route of USH 12 between the Cities of Elkhorn and Whitewater provided in the comparison of USH 12 alternatives between the USH 12 and STH 67 interchange and CTH P. Nine of the total fifteen persons suggested that the analysis should include the number of residents and businesses impacted by the alternative to widen the existing route of USH 12 from two to four traffic lanes identified by concerned citizens along USH 12 and presented to the Walworth County Jurisdictional Highway Planning Committee at its August 13, 2009, meeting be documented in the report. Five persons questioned the estimate of costs provided for each alternative. One person suggested that the cost for relocating utilities should be included in the estimate of costs.

Response: The table comparing the costs and impacts of the two alternative improvements to USH 12 between the Cities of Elkhorn and Whitewater as presented in the newsletter for the preliminary recommended year 2035 Walworth County jurisdictional highway system plan has been revised (see Table 1). A separate category was added to the table identifying the number of potentially disruptions to residences, businesses and institutions by each alternative improvement. A disruption is defined as any residential, commercial, or institutional lot located along or adjacent to each alternative improvement.

Table 1

COMPARISON OF USH 12 ALTERNATIVES BETWEEN THE USH 12 AND STH 67 INTERCHANGE AND CTH P

	Alternative Alignments		
Evaluation Measures	Long-Planned Freeway Route[a]		Existing USH 12 Route Without Long-Planned Freeway Route Widened to Provide Four Traffic Lanes
Right-of-Way Impacts			
Acquisitions/Relocations			
• Residential Structures	29[b]		10
• Commercial Structures	0		8
• Institutional Structures	- -		1
• Acres	491		66
Primary Environmental Corridors (acres)	44		21
Secondary Environmental Corridors (acres)	5		>1
Isolated Natural Area (acres)	15		- -
Wetlands (acres)	19		6
Prime Agricultural Land (acres)	291		34
Disruptions[c]			
• Residential Units	41 to 50[b]		173 to 205
• Commercial Structures	2		28 to 47
• Institutional Structures	0		3
	Initial Two-Traffic Lane Arterial without Grade Separation	Ultimate Four-Traffic Lane Freeway with Grade Separation	Four-Traffic Lane Arterial without Grade Separation
Capital Costs (2008 Dollars)			
Construction	$37,200,000	$100,000,000	$55,000,000
Right-of-Way	$16,700,000	$16,700,000	$9,200,000
Total	$53,900,000[d]	$116,700,000[d]	$64,200,000

[a] *The conceptual alignment of the long-planned freeway route has been refined from Kettle Moraine Drive to a point north of Bluff Creek to minimize the impact on certain areas within the Kettle Moraine State Forest which have been designated as natural areas of statewide or greater significance, aquatic areas of statewide or greater significance, and/or rare species habitat associated with Bluff Creek. Bluff Creek is a Class I trout stream with high-quality springs and associated calcareous fens running through a designated State Natural Area supporting threatened and endangered species.*

[b] *Should the conceptual alignment of the long-planned freeway route be refined to avoid the existing residential development east of Silver Lake, the number of residential structures potentially requiring acquisition or relocation could be reduced to three structures, and the number of disruptions to residential units could be reduced to a range of 11 to 16 units.*

[c] *Disruptions is defined as any residential unit, or commercial or institutional structure located within about 200 feet of the right-of-way required for each alternative.*

[d] *Does not include the $23.2 million estimated to reconstruct the existing USH 12 route between the Cities of Elkhorn and Whitewater maintaining two traffic lanes.*

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#143865 v4 - USH 12 Comparison

The estimate of project costs for each alternative improvement is at a level appropriate for County-wide and regional planning. The estimated project costs used in the analysis of alternatives were based on costs of other projects of similar types having been constructed throughout southeastern Wisconsin. The estimated project costs for each alternative included construction, engineering, contingencies, traffic control, storm water management facilities, and any clearing, grubbing, and grading within the right-of-way. However, utility relocation was not included in the estimated project cost for each alternative. Utility relocation would be borne by either the owner of the utility or the Department depending on whether the utility needing relocation was within the roadway right-of-way or an easement owned by the utility.

As the agency responsible for any improvement to USH 12 between the Cities of Elkhorn and Whitewater, the Wisconsin Department of Transportation would estimate the potential impacts and project costs for each alternative improvement to USH 12 in greater detail when conducting preliminary engineering and environmental impact study for improvements to the USH 12 corridor between the Cities of Elkhorn and Whitewater. The mitigation of potential impacts, including the potential impacts identified by the group of concerned citizens residing along USH 12, would also be addressed during the subsequent preliminary engineering and environmental studies.

<u>One person expressed opposition to the widening of USH 14 in Walworth County based on the potential impacts to farmland.</u>

Response: The preliminary recommended year 2035 Walworth County jurisdictional highway system plan does not recommend the widening of USH 14 between the Rock County line and the Illinois State line from two to four lanes. However, it does recommend the reservation of right-of-way to accommodate potential future improvement of the facility beyond the design year of the plan. During preliminary engineering and environmental study for the reconstruction of segments of USH 14 between the Rock County line and the Illinois State line, the Wisconsin Department of Transportation would consider a number of alternatives, including reconstruction without additional lanes, reconstruction with additional lanes, and doing nothing. When considering these alternatives, the

Department would attempt to minimize impacts to residences and businesses, agricultural lands, and environmentally sensitive areas.

One person expressed opposition to the widening of STH 50 between IH 43 and STH 67 based on potential impacts to businesses and residences, and suggested that a two-lane facility with a two-way left turn lane be constructed. One person expressed opposition to the widening of STH 50 between CTH F (south) and a point west of Geneva Street. The Town of Delavan chair expressed opposition to the planned widening of STH 50 between CTH F (south) and CTH F (north) based on the potential impacts to Delavan Lake, and requested that alternative routes be considered to divert traffic from this segment of STH 50. In addition, the Town of Delavan provided a signed petition with 225 signatures opposing the widening of STH 50 between CTH F (south) and CTH F (north) based on the potential impacts on businesses and residences, and on Delavan Lake, and requesting that alternative routes for STH 50 be considered to divert traffic from this segment of STH 50.

Response: The year 2035 regional transportation system plan and the preliminary recommended year 2035 Walworth County jurisdictional highway system plan recommends the provision of four traffic lanes on STH 50 between IH 43 and CTH F (south), based on the current year 2006 or the forecast year 2035 average weekday traffic volumes exceeding the design capacity of the existing two traffic lane facility. The plan also recommends the reservation of right-of-way to accommodate potential future improvement of the STH 50 beyond the year 2035 between CTH F (south) and a point west of Geneva Street based on forecast year 2035 average weekday traffic volumes approaching but not exceeding the design capacity of the existing two lane traffic facility. The forecast year 2035 traffic volumes are derived from projected travel based on the regional land use plan.

STH 50 between CTH F (south) and CTH F (north) is generally a two traffic lane roadway approximately 24 feet wide with an auxiliary lane and curb and gutter on the north side of STH 50, and a partial paved shoulder on the south side of STH 50. The current total paved width is about 33 to 40 feet. On the bridge over Delavan Lake, STH 50 is approximately 52 feet in width with two traffic lanes and two auxiliary lanes. The overall right-of-way width on this segment of STH 50 ranges from 66 to 85 feet. In 2006, average weekday traffic volumes on this stretch of STH 50 ranged from 14,000 to 18,000 vehicles, exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial. Forecast year 2035 average weekday traffic volumes on this

stretch of STH 50 ranges from 20,000 to 22,000 vehicles, also exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial.

Four traffic lanes could readily be provided within the existing right-of-way on STH 50 between CTH F (south) and CTH F (north). The right-of-way required for a four traffic lane undivided arterial (with no parking or auxiliary lanes) is typically a minimum of 66 feet with a desirable width of 80 feet. The 66-foot right-of-way would permit a 48-foot pavement width with nine feet on each side of the roadway for terrace. The 80-foot right-of-way would permit a 52-foot pavement width with 14-feet of terrace. In addition, the needed four traffic lanes could also be provided on the bridge crossing Delavan Lake, which currently has a 52-foot pavement width.

The potential effectiveness of diverting traffic from STH 50 between IH 43 and CTH F (south) is limited. The traffic on the segment of STH 50 between IH 43 and CTH F (south) is predominately traffic travelling between the City of Delavan and the Lake Geneva area, and between the City of Delavan and the Walworth/Fontana area. In particular, travel is predominately to and from the downtown Delavan area and the commercial development east of IH 43. Thus, a bypass could relieve STH 50 by serving traffic which has one trip end in the City of Delavan area and the other trip end outside of the Delavan area. Such a bypass must be located relatively close to the downtown Delavan area and the commercial development east of IH 43 to have the potential to attract any significant traffic. Given the size and location of Delavan Lake, the travel indirection attendant to a bypass south of Delavan Lake makes such a route likely infeasible. Mound Road located north of STH 50 could serve as a northern bypass route of STH 50. However, it would not be expected to divert enough traffic from those vehicles travelling to the City of Delavan area from the Walworth/Fontana on Geneva Lake area to eliminate the need for the provision of four traffic lanes on STH for between IH 43 and CTH F (south). The construction of an interchange on IH 43 at CTH F may attract additional traffic to STH 50 between CTH F (south) and CTH F (north) as vehicles with a trip end in the Walworth/Fontana area wanting to travel east on IH 43 may find it preferable to use the interchange at CTH F to access IH 43 rather than STH 67.

Currently, the Wisconsin Department of Transportation is conducting preliminary engineering and environmental study for the reconstruction of STH 50 between IH 43

and STH 67. The Department is considering a number of alternatives, including reconstruction at current capacity, and reconstruction with additional lanes. In addition, the Department considered, but dismissed, two alternatives to widening STH 50 that were suggested during the Department's public informational meetings held for the project—the construction of an interchange on IH 43 at CTH F to relieve traffic on STH 50, and the use of STH 67 as an alternative route to STH 50—as these two alternatives may not be expected to divert enough traffic from STH 50 to eliminate the need for the provision of four traffic lanes on STH 50. At the conclusion of preliminary engineering and environmental study a determination would be made as to how this segment of STH 50 would be reconstructed.

One person questioned the need of the Walworth County jurisdictional highway system planning effort given that the same issues were considered and addressed in the Walworth County comprehensive plan completed in November 2009.

Response: The Commission adopted in June 2006 the regional transportation plan, as set forth in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. The regional transportation plan contained an up-to-date functional arterial street and highway system plan which consists of recommendations concerning the general location, type, capacity, and service levels of the arterial street and highway facilities required to serve southeastern Wisconsin and Walworth County to the year 2035. The regional transportation plan, however, did not reevaluate, but continued the recommendations from the year 2020 county jurisdictional highway system plans as to which levels and agencies of government should assume responsibility for the construction, operation, and maintenance of each of the various arterial facilities included in the plan. In 2009, the Commission staff initiated effort for an update to the Walworth County jurisdictional highway system plan. This planning effort was intended to provide a review and reevaluation, and recommendations as to which level and agency of government should have jurisdictional responsibilities for each segment of the arterial street and highway in Walworth County. In addition, during and following the preparation of the year 2035 regional transportation system plan, the Walworth County Jurisdictional Highway Planning Committee and Walworth County local governments requested specific functional improvement issues that were also considered during the current Walworth County jurisdictional highway system planning effort.

In November 2009, the Walworth County Board of Supervisors adopted a comprehensive plan for Walworth County, as set forth in SEWRPC Community Assistance Planning Report No. 288, *A Multi-Jurisdictional Comprehensive Plan for Walworth County: 2035*. The comprehensive planning process was undertaken by Walworth County, 13 of 16 towns in the County, and the Commission. The year 2035 regional transportation system plan was incorporated into the County comprehensive plan. However, the comprehensive plan recognized the need for the review and reevaluation of the Walworth County jurisdictional highway system plan, and included a summary of the specific functional improvements and jurisdictional highway system plan recommendations from the regional transportation plan to be considered during the Walworth County jurisdictional highway system planning effort.

Comments Regarding Commission Solicitation of Public Comment

Seven persons questioned whether there was sufficient notice for the public informational meeting/hearing. One of the total seven persons suggested that meeting notices be sent to each affected business and residence. Two persons indicated having difficulty finding a meeting agenda on the Commission's webpage.

Response: The public informational meeting/hearing and public comment period for the preliminary recommended year 2035 Walworth County jurisdictional highway system plan was announced in paid newspaper display ads, in the study newsletter, and on the study website. The announcement for the meeting and public comment period was published in the main section of the Elkhorn Independent, the Whitewater Register, The Delavan Enterprise, the Lake Geneva Regional News, the Walworth/Fontana Times, and under the legal notices section of East Troy News. The notices were published on either March 18, 2010, or March 19, 2010—about a week prior to the public informational meeting/hearing held on March 25, 2010. The Commission staff typically notices public meetings for its planning efforts 5 to 10 business days prior to the scheduled meeting date. When given a longer notice period, the staff has received complaint that the meetings were noticed too far in advance of the meeting and that people find it difficult to remember to attend the meeting. In addition, the notice of a public meeting also announces the start of a public comment period which typically lasts for 30 days.

The meeting and public comment period was also noticed in a newsletter prepared by Commission staff that summarized the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. The newsletter was distributed using a variety of methods:

- Mailed to about 20 interested persons
- Mailed to all County Supervisors, and City, Village, and Town chief elected officials, and to a number of City Alderpersons, Village Trustees, and Town Supervisors in Walworth County
- Mailed to all County, City, Village, and Town Clerks and Administrators in Walworth County
- Mailed to a list of media contacts throughout Walworth County
- Published on the study website
- Distributed at the public informational meeting/hearing

The meeting and public comment period was also noticed on the study website (www.sewrpc.org/walwjhsp) that was established for the study. The website also provides summary information, draft report chapters, study newsletters, agenda and minutes of study Advisory Committee meetings, and display boards and the presentation from the public informational meeting/hearing.

For those unable to attend the public informational meeting/hearing, comments on the preliminary recommended year 2035 Walworth County jurisdictional highway system plan could have been submitted to Commission staff through April 17, 2010. Comments could have been submitted via letter, e-mail, fax, or comment form available on the Commission's website.

In addition, the public was permitted to provide comment by the Walworth County Jurisdictional Highway Planning Committee at their meetings, which were held on April 9, 2009, July 16, 2009, August 12, 2009, and November 4, 2009. The Committee representing each city, village, and town within Walworth County, the County itself, and the Wisconsin Department of Transportation guided the jurisdictional highway planning effort. Comments were provided at the April 9, 2009, and August 13, 2009, Committee meetings. At the April 9, 2009, meeting, three persons inquired about or provided

comments on the long planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. In addition, a signed petition was provided to Commission staff with 141 signatures stating opposition to the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. At its August 13, 2009, meeting, the Committee permitted members of the public in attendance to give comment in a "town hall" format on the two alternative improvements for USH 12 between the Cities of Elkhorn and Whitewater—the long-planned extension of the USH 12 freeway and the widening of the existing route of USH 12. At that meeting, a total of thirty-two persons asked questions or provided comment. All but one person inquired about or provided comment on the two alternative improvements to the USH 12 corridor between the Cities of Elkhorn and Whitewater—the long planned extension of the USH 12 freeway and the widening of the existing route of USH 12 from two to four traffic lanes. In addition, a signed petition was provided to Commission staff with 944 signatures stating opposition to the alternative to widen the existing route of USH 12 between the Cities of Elkhorn and Whitewater.

The Commission's public participation process is evaluated following completion of all of its planning efforts. Thus, following the completion of the Walworth County jurisdictional highway system plan, the process used during the planning effort will be evaluated, and any suggestions made during the planning effort would be considered and evaluated. Based on the evaluation, the Commission staff may recommend revisions and additions to the public participation process utilized in its planning efforts.

In addition, the public will also have an opportunity to provide public comment during preliminary engineering and environmental study conducted by the Wisconsin Department of Transportation for improvements to USH 12 between the Cities of Elkhorn and Whitewater. The alternatives considered by the Department would likely include extension of the existing USH 12 freeway, the widening of the existing route of USH 12 from two to four traffic lanes, and doing nothing.

Other Comments and Suggestions

One person suggested that safety improvements be made to the intersection of USH 12 and CTH A. One person expressed opposition to a roundabout being considered by the Wisconsin Department of

Transportation for the intersection of USH 12 and CTH A. One person suggested that safety improvements be made to the intersection of USH 12 and STH 20.

Response: While one of the objectives of the year 2035 regional transportation system plan is a multi-modal transportation system which reduces accident exposure and provides for increased safety, specific intersection treatment recommendations are at an inappropriate level of detail for a regional transportation plan and jurisdictional highway system plan, and are the responsibility of the level of government having jurisdiction of the roadway facility where the intersection is located.

Two persons suggested that an alternative truck route for USH 14 be established along either CTH C or CTH K and then along STH 67 to divert truck traffic around the Villages of Darien and Walworth.

Response: The jurisdictional transfer of either CTH K or CTH C between USH 14 and STH 67 to State jurisdiction was considered by Commission staff during preparation of the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. However, it was recommended that the year 2035 Walworth County jurisdictional highway system plan continue to recommend that both CTH K and CTH C between USH 14 and STH 67 remain under County jurisdiction based on application of the jurisdictional criteria used to develop the preliminary recommended year 2035 jurisdictional highway system plan.

By law, the Wisconsin Department of Transportation cannot restrict trucks from using facilities under its jurisdiction. In order to restrict trucks from utilizing USH 14 through the Villages of Darien and Walworth, the segment of USH 14 between IH 43 and the Illinois state line would have to be transferred to local jurisdiction. However, based on application of the jurisdictional criteria, Commission staff has recommended that USH 14 between IH 43 and the Illinois state line remain under State jurisdiction.

The recommendations contained in the Walworth County jurisdictional highway system plan as to which unit of government—State, county, or local—should have jurisdictional of each segment of arterial street and highway are advisory. Thus, should the Wisconsin Department of Transportation, Walworth County, and the local municipalities in southwest Walworth County agree, either CTH K or CTH C between USH 14 and STH

67 could be transferred to State jurisdiction, and portions of USH 14 between IH 43 and the Illinois state line could be transferred to local jurisdiction.

In regards to a diversion of traffic from the Village of Walworth, the preliminary recommended year 2035 Walworth County jurisdictional highway system plan recommends the reservation of right-of-way to accommodate a future rerouting of STH 67 that would bypass the Villages of Walworth and Fontana on Geneva Lake that would potentially be needed beyond the year 2035. It is expected that the Wisconsin Department of Transportation would consider the need to divert traffic from the Village of Walworth when conducting preliminary engineering and environmental impact study for the eventual reconstruction of either USH 14 and STH 67 in southwestern Walworth County.

In regards to the diversion of traffic from the Village of Darien, the year 2035 regional transportation plan had recommended the extension of Foundry Road to USH 14. This recommendation would have been expected to provide capacity relief to the Village center and specifically the intersection of CTH X and USH 14. However, this recommendation was reconsidered as part of the Walworth County jurisdictional highway system plan effort as the intersection of the planned extension of Foundry Road and USH 14 would provide neither the desirable (1,320 feet) nor minimum (1,000 feet) separation between the ramp and a new public road as specified in the Wisconsin Department of Transportation guidelines for access control. Consequently, Commission staff recommended that the Walworth County jurisdictional highway system plan no longer identify the extension of Foundry Road between Madison Street and USH 14, and instead identify Madison Street between Foundry Road and Badger Parkway, and Badger Parkway between Madison Street and USH 14 as an arterial facility. Badger Parkway was constructed to accommodate heavier truck traffic and traffic volumes, and has an exclusive left turn lane on the northeast bound approach to its intersection with USH 14. In addition, Foundry Road and Madison Street could be connected with a long-radius roadway segment to eliminate the right-angle turns at the intersection. These facilities would also be expected to provide some traffic relief to the Village center. However, there would still be truck traffic through the Village center from trucks travelling through the Village on USH 14.

Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan

Following review and consideration of the public comments received, the Walworth County Jurisdictional Highway Planning Committee approved a final recommended year 2035 Walworth County jurisdictional highway system, with no changes to the preliminary recommended plan, as documented in Chapter V of this report. Specifically, the Committee determined to:

- Retain the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater;
- Retain the planned widening of STH 50 between IH 43 and CTH F (south) from two to four traffic lanes;
- Retain the reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate possible future widening of the facility with additional lanes beyond the design year 2035 of the plan;
- Retain the reservation of right-of-way along USH 14 between the Rock County line and the Illinois State line to accommodate possible future improvement and some realignment of the facility beyond the design year 2035 of the plan; and
- Retain the planned jurisdiction of CTH K and CTH C between USH 14 and STH 67 as a County arterial

on the final recommended year 2035 Walworth County jurisdictional highway system plan.

This text was written assuming Walworth County Jurisdictional Highway Planning Committee approval of the final recommended year 2035 Walworth County jurisdictional highway system plan. The Commission staff recommends that action be taken by the Committee to approve the preliminary recommended year 2035 Walworth County jurisdictional highway system plan as the final recommended year 2035 Walworth County jurisdictional highway system plan. This text will need to be revised should the Committee approve the final recommended year 2035 Walworth County jurisdictional highway system plan with changes discussed and agreed upon by the Committee to the preliminary recommended jurisdictional highway system plan.

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