

PRELIMINARY DRAFT

RECORD OF PUBLIC COMMENT RECEIVED AT PUBLIC INFORMATION MEETING FOR THE STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY

This document presents the public comment received on the STH 60 Northern Reliever Route Feasibility Study at a public information meeting held on Wednesday, June 29, 2016, in the Town of Hartford, and during a formal public comment period of June 16, 2016, through July 15, 2016. The purpose of the June 29, 2016, public information meeting was to gather information from the public regarding issues on STH 60 and to receive comment on potential alternative reliever routes and STH 60 improvements. This document presents the public comment received on the study. The comment received will be considered by Commission staff and Washington County officials as alternative reliever routes and improvements are developed and evaluated and as a final recommendation is prepared.

The document presents in a series of appendices:

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

The following section presents a summary of the public comments received via comment form and email during the formal public comment period of June 16, 2016, through July 15, 2016, and during the June 29, 2016, public information meeting in the Town of Hartford.

SUMMARY OF PUBLIC COMMENT RECEIVED

A total of 64 persons provided comments regarding issues related to STH 60 between the west municipal boundary of the City of Hartford and IH 41. Comment was provided on forms available at a public

information meeting held on June 29, 2016, via electronic mail or U.S. mail, or through the Commission's website (www.sewrpc.org/STH60Study). Map 1 shows the six potential alternative northern reliever routes presented at the June 29, 2016, public information meeting.

Opposition to Alternatives

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

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

Support of Alternatives

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

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

Other Suggestions

- Eight persons suggested that a southern STH 60 reliever route be considered rather than a northern route.
- Nine persons suggested coordination of the traffic signals along STH 60.
- Two persons suggested the widening of STH 60 through the City of Hartford downtown area.
- Eight persons suggested prohibiting left turns from STH 60 onto STH 83.

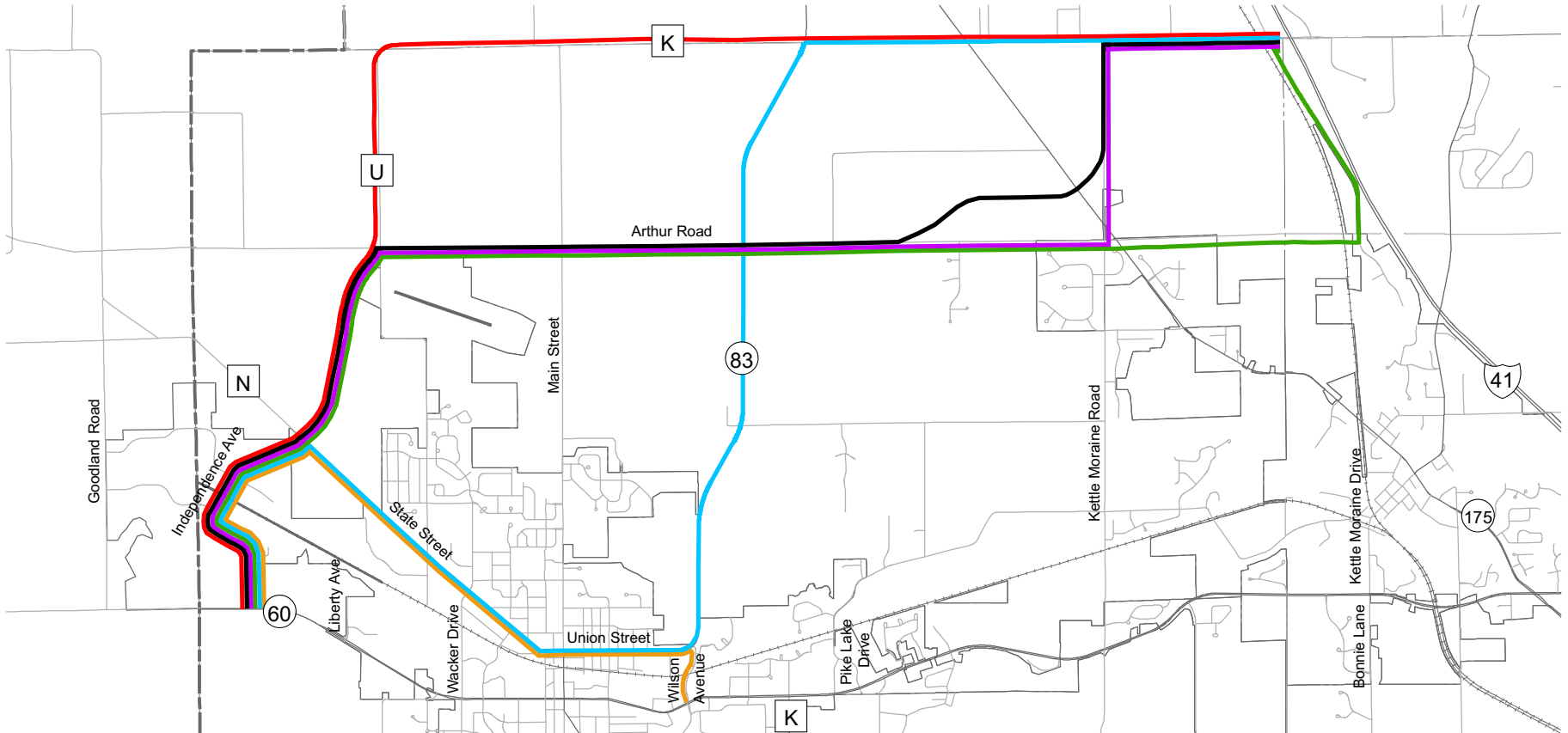
- One person suggested rerouting STH 83 to utilize Wilson Avenue.
- One person suggested adding a right turn lane on westbound STH 60 to northbound STH 175.
- Three persons suggested the use of signage to encourage trucks to stay on STH 60 to the Hartford Industrial Park, rather than utilizing STH 83.
- One person suggested increasing the speed limit on STH 60 from 25 mph to 35 mph through the City of Hartford downtown area.
- One person suggested widening the STH 60/STH 83 Intersection.
- One person expressed concerns with the current amount of truck traffic on Arthur Road.
- One person suggested improving the STH 175/CTH K Intersection.
- One person suggested improving the STH 60/STH 164 Intersection.

* * *

KRY/RWH/JAC
#232862
7/15/2016

Map 1

POTENTIAL ALTERNATIVE NORTHERN RELIEVER ROUTES PRESENTED AT JUNE 29, 2016, PUBLIC MEETING



POTENTIAL ALTERNATIVE ROUTES

- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4
- ALTERNATIVE 5
- ALTERNATIVE 6

Appendix A-1

COMMENTS SUBMITTED VIA COMMENT FORM DURING MEETING

Appendix A-1 presents the public comments received via comment form during the June 29, 2016, public information meeting in the Town of Hartford.

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name MAT CATAROLLO

Date 6-29-16

Address 4355 Pioneer Rd
Richfield, WI

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

Please use existing infrastructure as much as possible -

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) Brother - lives on (route)

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name HAROLD BAUER

Date June 29th 2016

Address 6010 HY K
HARTFORD WI

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

HY 60 Being the Main Route To Hartford
Use it. That's what it's for. Your 1st choice
and Best Choice

Comment on Alternative Reliever Routes and STH 60 Improvements:

2nd Consideration HY K To Kettle Moraine
Then Arthur Road west to west side
of Hartford

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name DONALD THIES

Date 6/29/16

Address 4266 BONMAIR TERR
SLINGER, WI 53086

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

HARTFORD IS A Bedroom Community, For Jobs in Milwaukee. Between 2:30 PM & 6:00 PM ^{WEST Bound} you need A STOP LIGHT TO CROSS over same goes from 6:00 AM to 9:00 AM EAST Bound. HARTFORD BUSINESS PARK IS ON THE WEST SIDE OF TOWN AND TO SEND TRUCKS NORTH WITH A PROMISE TO GO SOUTH ADDS MILEAGE & TIME TO THEIR TRAVEL. Time IS MONEY AS IS MILEAGE.

Comment on Alternative Reliever Routes and STH 60 Improvements:

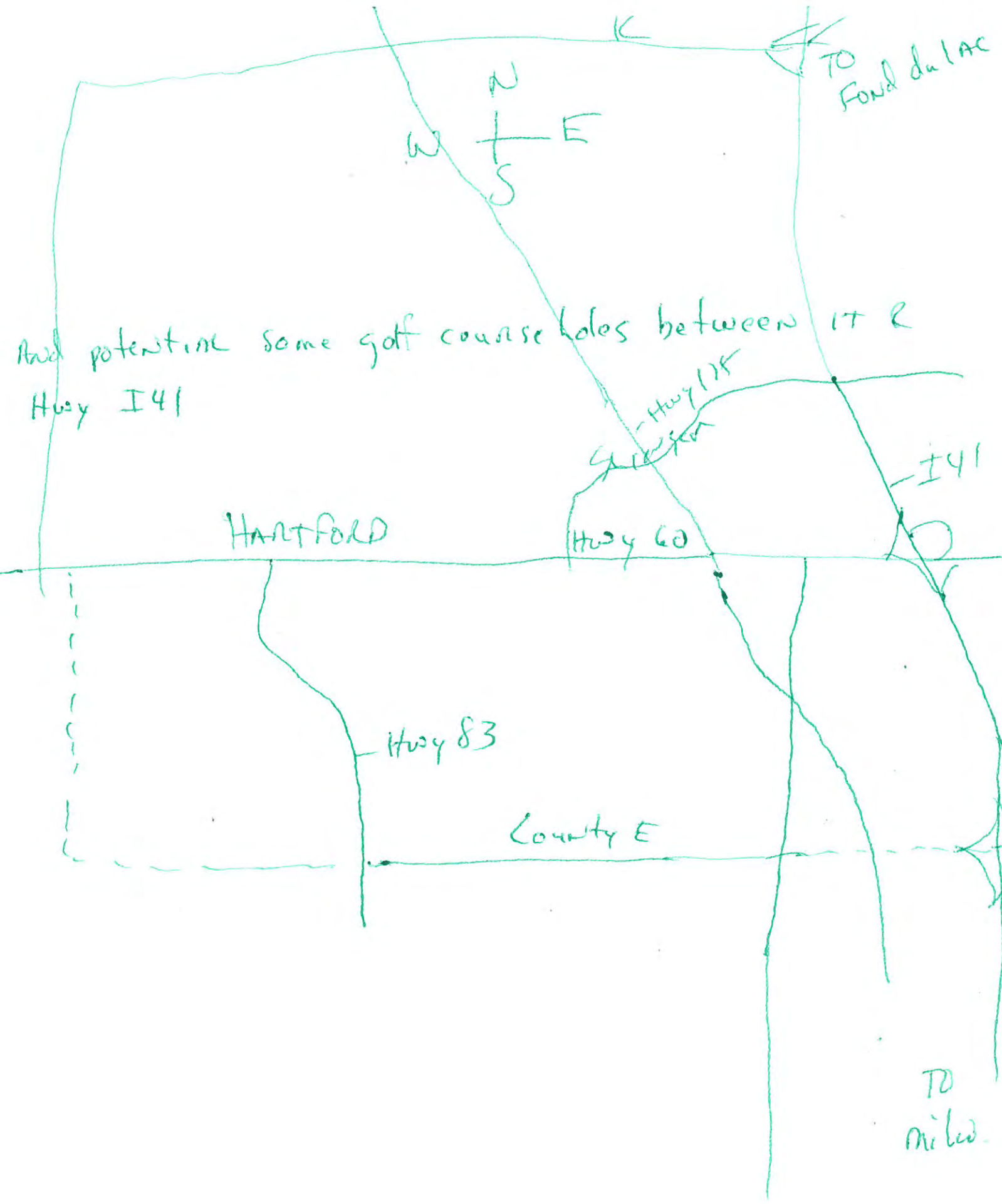
ALL The shown proposals have the By Pass (NORTHERN) FOR TRUCKS going NORTH of current Hwy 60 TO go SOUTH. THIS REASONING IS REALLY FAR FETCHED. TRUCKS WILL USE SHORTEST DISTANCE REGARDLESS. Nothing was shown tonight on a route south of HARTFORD County E. From Hwy 83 TO Hwy 164 IT IS A STRAIGHT SHOT. Yes A Hill would have to have A cut put in to reduce grade but on the east side of 164 there is only 1 house

(continue comments on back if more space is needed)

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

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

Thank you!



STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name _____

Date _____

Address _____

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

BEST ROUTE
K TO U

MAKES MOST SENSE

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Donna Kluge

Date 6/29/16

Address 430 Cedar St.
Hartford, Wis
53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

I live on Cedar St. and when I want to turn on Hwy 60. I have to wait forever to make my right turn. Then when I get to the stop lights on 60+83. I want to make a left turn. I sit and wait for 5 or 6 semis plus cars. Very frustrating.

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Gary Kenrath

Date 6-29-10

Address 6570 Aurora Rd.

Comments will also be accepted until July 15, 2016 via:

West Bend, WI 53090

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Traffic is presently and near future handled adequately.
Open up the I3 & I60 intersection in Hartford and
coordinate the stoplights and better sign the
preferred truck route to the industrial park

Comment on Alternative Reliever Routes and STH 60 Improvements:

The State will not fund it because traffic counts are not high enough.
I have driven truck in this part of the State for 40 years and no
truck owner or his drivers will go miles out of their way to take
a 2 lane road when they are passing up a 4 lane on their
way from the South.

This new highway would also put ~~and~~ large burden of
maintainence on the Highway Dept and its budget. Where it is
already stretched thin
(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Becky McMillan

Date 6-29-16

Address 6340 Arthur Rd

Comments will also be accepted until July 15, 2016 via:

Hartford WI

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

I realize Broan is an important business to the community of Hartford but it seems to me to be the City of Hartford's poor planning to put an industrial park so far from a major ~~highway~~ highway + why should the citizens of the Town - who chose a rural lifestyle, pay for the City's problem + I wish small businesses + farm business was as important to the city officials.

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

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

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

Thank you!

protected but the city of Watford can widen the road +
shore up the marsh + our property -

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name _____

Date _____

Address _____

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

CONCERN WITH ROUTE K LEADING INTO
KETTLE MORaine ROAD THAN ONTO ARTHUR AS
TRUCKS WOULD CONTINUE SOUTH ON KETTLE MORaine ROAD
TO 60 - VERY BAD IF THIS WAS TO HAPPEN - NOT
A GOOD ROUTE TO CONSIDER - KETTLE MORaine ROAD
SHOULD NEVER BE USED - EVEN FOR A SHORT ROUTE
TO ARTHUR

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Dennis Regan

Date 6/29/16

Address 595 Fairview Dr.

Hartford, WI 53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Dick Curro

Date 6/29/16

Address 982 CASCADE CIRCLE

Comments will also be accepted until July 15, 2016 via:

HARTFORD

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

CURRENTLY HWY 60 BETWEEN SLINGER AND HARTFORD INDUSTRIAL PARK IS VERY HEAVY IN TRUCKS AND CARS. IF YOU TRY TO GET TO HWY 41, IT CAN TAKE YOU UP TO 20 MINUTES WITH TRAFFIC AND STOP LIGHTS. I THINK THAT IS WAY TO HIGH. TURN SIGNALS ON HWY 83+60 ARE A NECESSITY TO TURN ON TO HWY 83. SIDE WALKS OR BIKE TRACK PAST WALMART WOULD BE VERY BENEFICIAL TO PEOPLE WHO LIVE CLOSE TO INDUSTRIAL PARK AND WORK THERE. I HAVE TAIE RIDING BIKE AND WILL NOT ANYMORE BECAUSE OF TRAFFIC AND NO WHERE TO RIDE

Comment on Alternative Reliever Routes and STH 60 Improvements:

I THINK THE ^{FOURTHER OUT} MORE OUT OF THE CITY YOU KEEP THE TRUCK ^{TRAFFIC, THE} SAFER AND LESS CONGESTION WE WILL HAVE ON HWY 60/83. I LIKE HWY 16 OUT TO WEST SIDE OF INDUSTRIAL PARK

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) FRIEND ON FACEBOOK

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Marlyss K Thiel Date 6/29/2016
Address 607 Kettle Moraine Comments will also be accepted until July 15, 2016 via:
Dr S

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Slinger 53086

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

I live on ~~the~~ Kettle Moraine Dr. It would be easier for me to go up Kettle Moraine Drive, turn on 175 and pick up reliever route to the west side of Hartford where Walmart is. I like Green Route. Downtown Hwy 60 from Pike Lake to Business Park in HT is very slow & congestion is high any time of day.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name DAKYL BEISTLE

Date 6-29-16

Address 4678 Hwy 175
HARTFORD

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

I THINK THE YELLOW RELIEVER ROUTE IS PROBABLY THE BEST AND CHEAPEST. PLUS ITS A CITY PROBLEM, LETS KEEP THE PROBLEM IN THE CITY. WHY YOU WANT TO WAIST SO MUCH FARM LAND. IS JUST CRAZY.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jim O'Brien
Address 185 W. Arthur Rd
Hartford WI

Date 6/29/16

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

~~my own expense~~ bottom line, No to Arthur Rd.

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

Newspaper Article _____; Radio or TV _____; Website ; Other (please specify) My own research.

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Bonnie Shepherd

Date 6-29-16

Address 6622 Arthur Rd

Comments will also be accepted until July 15, 2016 via:

Hartford WI

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Daniel Grisham Date 6-29-16

Address 6035 Cnty Rd K.

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

People have moved out to the towns for a peaceful and serene way of life not to have to dodge traffic and fear for their lives while trying to get to the mail box.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Mike Schmidt

Date 6-29-2016

Address 6032 County Rd K

Comments will also be accepted until July 15, 2016 via:

Hartford, WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

① In support of Route 4 using Wilson Ave - up grade to stop & go lights or Timming to move traffic (Round about instead of some Traffic lights) ② Rand 175 serve safety concerns

Comment on Alternative Reliever Routes and STH 60 Improvements:

Share cost to any Reliever Route by Hartford and Industrial Park users

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name John Shepherd

Date 6-29-16

Address 6622 Arthur Rd

Comments will also be accepted until July 15, 2016 via:

Hartford WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Reorganize traffic control on 60. Light patterns,
eliminate left turns. Add right turn lanes.
Increase speed to 35 thru town.

Comment on Alternative Reliever Routes and STH 60 Improvements:

Northern Route will not be effective

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Angie Horning

Date 6-29-16

Address 6466 St Lawrence Ln

Comments will also be accepted until July 15, 2016 via:

Hartford, WI

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

There are too many homes on Arthur Rd which are close to the road that will be effected. Please find another route.

(continue comments on back if more space is needed)

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Tom McMillan

Date 6/29

Address 6340 Arthur Rd

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

I personally experience no problems with
Highway 60.

Comment on Alternative Reliever Routes and STH 60 Improvements:

I don't see any hard information about the actual
roads needed. No matter which alternative the
road will be wider and promote faster traffic.
Roundabouts seem inevitable. We won't know the real
impact until the road is done.
We bought our property 7 years ago and were
told this was all resolved by the 2005 study.

(continue comments on back if more space is needed)

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jeffrey R. Metke

Date 6-29-2016

Address 655 Pine Terrace
Slinger, WI 53086

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jeff Mueller

Date 6-29-16

Address Brook Ntone
926 State Street
Hartford WI

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Current route is beyond designed safety limits.
Business expansion for the next 20 years cannot
occur and is not supported by the current route

Comment on Alternative Reliever Routes and STH 60 Improvements:

Preference is a northern route that is safe
efficient, least disruptive to rural homes + as
cost effective as possible.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Lucas Beck

Date 6-29-16

Address 7176 Arthur Road

Comments will also be accepted until July 15, 2016 via:

Hartford, WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

Its too high in cost and there are too many houses that would have to be bought in order to get the road and shoulder wide enough to support the increase in traffic. The amount of farm equipment would back up traffic worse than in the city. They aren't solving the problem the city is just pushing it north and out of there fair.

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) word of mouth

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Marcelino Roxas

Date 6/29/16

Address 4504 State Road 83

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

If Town of Hartford wants to improve 60, get the DOT to change the light cycle of 60 to run at least ~~400~~ 40% of traffic straight through. Arthur Road is obviously not the way to go - 1 tractor, 1 chopper, 1 chopper truck will stop all the traffic and make your fancy "reliever" route useless. Last thing anybody needs is their house plowed over and a compensation of 10% of what the homeowners need.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Gloria Gehl

Date 10-29-16

Address 10397 Hwy K
Hartford

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

Route should stay Hyko to ~~Independence~~ ^{Wacker Dr} to State.

Going North - Any route will disrupt wetlands & farmland & homes. There are bike riders / joggers north & a lot of farm machinery. We already have ↑ traffic with cement trucks & gravel trucks.

Gas lines & buried electric lines will be disturbed. Staying with Hyko disrupts none of the above.

(continue comments on back if more space is needed)

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Jacob Gehring

Date 6-24-16

Address 4830 Hwy 83 N

Comments will also be accepted until July 15, 2016 via:

Hartford WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Hwy 60 traffic would greatly improve with sequenced lights timed to promote traffic flow. Also there is no designation that trucks should not turn right on to main street (Hwy 83) and continue to wacker drive and beyond for truck traffic. Also left ~~turn~~ turns greatly disrupt traffic flow.

Comment on Alternative Reliever Routes and STH 60 Improvements:

The Hwy K route would disrupt the small community of St. Lawrence. The church cannot be disturbed in turn eliminating the little red restaurant the draws many from around as well as the many houses located right on the road through town. Hwy K and 83 is a very dangerous intersection with multiple accidents a year and instances with some being fledged to Milwaukee with serious injuries.

(continue comments on back if more space is needed)

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

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

All making traffic move to the north does is
take ~~the~~ city of Hartford's problem and dumping the
problem on the town of Hartford. Make Hwy 60
work for the ~~own~~ advantage of city of Hartford
and not penalize town of Hartford for these advantages.

"Stay in city of Hartford!"

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Dan Wolf

Date 6-29-16

Address 6507 Sunset DR.

Comments will also be accepted until July 15, 2016 via:

Allerton

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Addison

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Stay on 60

Comment on Alternative Reliever Routes and STH 60 Improvements:

Stay on Hwy 60

(continue comments on back if more space is needed)

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Raphael Roxas

Date 6-29-16

Address 4504 State Rd. 83

Hartford, WI 53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

Dear Sir/Madam,

I'm the oldest of 8 kids, and I just graduated from highschool. I'm heading to seminary in the fall,
but passing the farm on to my siblings is very important to me. We moved out to the 35.1 acre farm
on the NE corner of Hwy 83 and Arthur road 5 years ago. I and my siblings all show animals at County
Fair through 4-H and FFA. Our 100 year old farm house was built close to the intersection, and
if an intersection with a turn lane were to be built, we would lose our house. In addition, the
lost land would cause us to lose our Agricultural Preservation zoning, along with its tax cuts
and animal privileges. I believe that ~~there~~ a northern reliever route through Arthur Road will ^{over} →

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) word of mouth

Thank you!

impact too many families and farms to be reasonable.

Please keep in mind:

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

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Tim Schmitt

Date 7/29/16

Address 45964 Arthur Rd
Hartford

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name STEVE WERTZ

Date 6/29/16

Address 6045 CTY. RD. K
HARTFORD (TOWN)
WI, 53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

STH 60 Northern Reliever Route Feasibility Study

00

Comment Form

Name Tom Gehring
Address 5865 Hwy K
Hartford Wi
53027

Date 6/29/2016

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name RICHARD KATZ Date 6-29-16

Address 4521 Sherman Rd Comments will also be accepted until July 15, 2016 via:

Alger WI 53188

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

- #1 Use Hwy 60 it is already built for truck
- #2 Northern Route Arthur Rd affects ^{traffic} many houses and goes through swamps
- #3 93% of the truck traffic goes south then use the southern route initial proposal

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name _____

Date _____

Address _____

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E-mail: STH60Study@sewrpc.org

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P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Use alternate route No 4 will be only 1/2 cost than going through the country roads

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Steve Kratz

Date 6-29-16

Address Hwy 83
 Hartford WI

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

^{#4}
- Use highway 60 then the yellow route
Highway 60 was built with this
intention causes less disruption
to residents as those living on
Hwy 60 ~~are~~ the houses are
not near the highway

Comment on Alternative Reliever Routes and STH 60 Improvements:

- Make Hwy 60 through Hartford
without any left turn lanes on
downtown

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) Word of Mouth

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name ROBIN C. ROXAS

Date 6/29/16

Address 4504 SR 83
HARTFORD

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

The City of Hartford needs to solve this problem, NOT the county.
my family moved away from the city so we are well aware of traffic congestion. In
short Hwy. 60 has nowhere near the traffic capacity that would warrant a reliever
route.
(brookfield)

Comment on Alternative Reliever Routes and STH 60 Improvements:

rather than study current traffic behaviors + react, why not make the
truck drivers use the current northern routes (U & K → 41); (83 → K → 41)
(ARTHUR → 83 or → Kettle Moraine) & survey the truckers to see
if these are viable routes. Wouldn't it be a waste of money to build
a northern reliever route that would be 13.2 miles - 15 miles more
than the 9.2 miles currently taken via 60 & see if ~~they would~~ ^{them NOT} use it?
Jeff (Pres. of BRAAN) says, and I quote, "only 7% of my trucks (365 total
per day in 2015)

(continue comments on back if more space is needed)

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

Thank you!

go northbound. I bring this up because it is not logical for

93% of traffic for a company in the industrial park of Hartford

start from
Jeff. BROWN President.

to use a longer route to deliver & pick up

goods from a southern location! You can

build a reliever route but you can't necessarily make them take it!

The GPS-dependent truckers as well as those truckers who drive without them will always take the shorter route because it is less time — that would be

The Hwy. 60 route regardless of any reliever route. Just ask them!

From here, my proposal is ~~to~~ to make the current truckers

TRY the current proposals of reliever routes. Track their ^{driving} behavior/patterns

+ survey them... all of them not just the ones who will help your ^{desired.} statistics

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Kathleen Roxas

Date 6-29-16

Address 4504 State Rd 83

Comments will also be accepted until July 15, 2016 via:

Hartford, WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

Situating the industrial park on the west side of the City of Hartford was the decision of the City of Hartford. Town of Hartford residents, many of whom have made the conscious choice to raise their families in the countryside, should not have to have their houses, farmland, and neighborhoods taken away to solve this problem created by the City of Hartford.

If there is concern about traffic levels on 60, coordinate traffic signals + make left turns illegal at the intersection of 60 + Main St.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Lisa Stukt

Date 6/29/2016

Address 4680 Kettle Moraine Rd
Hartford WI 53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

→
more on back

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

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

Thank you!

Relieve route...

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Dwayne + Mary Butcher Date 6-29-16

Address 6070 Arthur Rd
Hartford WI
53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

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

Newspaper Article ; Radio or TV ; Website ; Other (please specify) Fought this 11 years ago, also!

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Shannon Stige

Date 6-29-16

Address 6567 Arthur Rd
Hartford, WI
53027

Comments will also be accepted until July 15, 2016 via:

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E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

(A) Comment on Issues on STH 60:

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

(B) Comment on Alternative Reliever Routes and STH 60 Improvements:

I really don't think this is good use of tax payer's money. Hwy 60 is a good flowing Hwy with direct East-West traffic. I know the racers and blinger business appreciate the trucks.

I also don't think it is necessary to disrupt the ^{country} homes and lives in the proposed

(continue comments on back if more space is needed)

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

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

Thank you!

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name TERONIA KABROWSKY

Date 6/29

Address 3316 LAKE DR

Comments will also be accepted until July 15, 2016 via:

HARTFORD 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Hope Krebs

Date 6/29/16

Address 6081 Hilldale Dr

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Rich Klink

Date 6-29-16

Address #640 HY 175

Comments will also be accepted until July 15, 2016 via:

HARIFORD WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

I Don't think it is needed I think it is more of a WANT!!!!
I would like to see what a southern route would look like.
IF IT DOES HAVE to be a Reliever Route from one of these presented
I would go for the Wilson Route preferred.
Running semis in County Roads where Farm Equipment Run
will be a big hazard and problem for traffic

Comment on Alternative Reliever Routes and STH 60 Improvements:

Check into Kettle Moraine to Clover then Run STRAIGHT through
to the industrial Park
Check into using Goodland Road instead of running through a
INDUSTRIAL PARK for running cars with trucks in there would
be a hazard.

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website _____; Other (please specify) BY Phone

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Eileen KLINK

Date 6-29-16

Address 4640 Hy 175

HARTFORD 53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

I don't think it is so much as a need, Rather it's a
want!!! We have all kind's of Roads around here. make use
of them dont Build more. There is no Truck that is going
to go North Before they go South.

Comment on Alternative Reliever Routes and STH 60 Improvements:

I would suggest Hy 60W To Wilson into the industrial
Park.

(continue comments on back if more space is needed)

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

Newspaper Article X; Radio or TV _____; Website _____; Other (please specify) By Phone

Thank you!

STH 60 Northern ~~Reliever~~ Route Feasibility Study

Bypass

Comment Form

Name Judy Schellinger Date 6/29/16

Address 5865 St. Lawrence Lane Comments will also be accepted until July 15, 2016 via:

Hartford

Web: www.sewrpc.org/STH60Study
E-mail: STH60Study@sewrpc.org
Fax: (262) 547-1103
Mail: SEWRPC
P.O. Box 1607
Waukesha, WI 53187

Comment on Issues on STH 60:

Trucks are use to present route. Who says they will use bypass?
It's all about greed! of Power
I support Yellow Route!

Comment on Alternative Reliever Routes and STH 60 Improvements:

What about loss of present farmland & long standing businesses lost? What about ~~the~~ loss of Township tax? Are roundabouts considered at Highway intersections - wide enough for farm, truck, bike and hikers? It's illegal for farm traffic to use road shoulders! How can farm & truck traffic both use bypass? What about noise pollution? Why does Brian have the power to "blackmail" Washington County? Why does Mark McLure have the power to eliminate Southern Route = \$\$\$ \$?

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

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

Thank you!

What about decrease in value of present homes & land?
What will be speed limit? Quicker for trucks to use present
Hwy 60 road? What about huge ^{Koch} pipeline crossing Arthur Rd
proposed route? Statistics from "2010 - 2014 proportion
truck traffic" of 9-10 percent is wrong. With new bypass
comes more housing & other vehicles - therefore why isn't
bypass built farther North. 2 Lane road won't
hold future traffic.

Why not Arthur Rd ~~to 144~~ ^{over} 41 to 144 (present Rd)
City of Hartford built houses to wet lands ~~so why~~ ^{so why} ~~can't~~

What is cost? Will Washington County residents
support increase in sales tax for purpose of
Brown blackmail?

Why not widen Hwy 60?

Why do we have to suffer this bypass, when
Hartford errored in building ~~an~~ Industrial
Park ~~off~~ on West side?

What about truck emissions for the people ~~are~~ affected
by Arthur Rd Rte.?

~~We don't~~ Town of Hartford doesn't have representative
on County board!

How are you going to provide safety for residents,
school buses & children?

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Dennis Hegy

Date 6/29/2016

Address 115 MARTIN DR.

Comments will also be accepted until July 15, 2016 via:

HARTFORD, WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

HARTFORD ALDEMAN

Comment on Issues on STH 60:

Truck traffic needs to be alleviated
in Hartford and on Hwy 60.

Comment on Alternative Reliever Routes and STH 60 Improvements:

Shortest, most direct route should
be chosen.

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Gabe Lachy

Date 6-29-16

Address 6565 Arthur Rd
Hartford 53207

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Make a rt. turn lane West bound on Hy 60 to
175 North bound

No left turn on Hy 60 @ Hy 83

Install left turn to Hy 83 south bound @
Wilson ave

Comment on Alternative Reliever Routes and STH 60 Improvements:

If you do the above, you don't need a reliever route

Town Vote NO! to any reliever route!

(continue comments on back if more space is needed)

How did you learn about this meeting? Newsletter _____; Flyer 6; Ad in Newspaper +;

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

Thank you!

Appendix A-2

COMMENTS SUBMITTED VIA EMAIL BEFORE MEETING

Appendix A-2 presents the public comments received via email before the June 29, 2016, public information meeting in the Town of Hartford.

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

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

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

[See Current Results](#)

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

comments:

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

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

[See Current Results](#)

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

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

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

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

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

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

Thank you for your consideration.

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

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

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

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

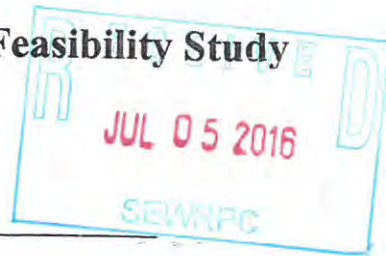
Andy Doberstein
217 Hunters Crossing North
Slinger, WI 53086

Appendix A-3

COMMENTS SUBMITTED VIA EMAIL OR U.S. MAIL AFTER MEETING

Appendix A-3 presents the public comments received via email or U.S. mail after the June 29, 2016, public information meeting in the Town of Hartford.

STH 60 Northern Reliever Route Feasibility Study



Comment Form

Name Heidi Seibert

Date 6-30-16

Address 3897 Thornapple Rd

Slinger WI 53086

(town of Hartford)

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

(continue comments on back if more space is needed)

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

Newspaper Article _____; Radio or TV _____; Website X; Other (please specify) social media

In fact, something needs to be done with all the semi's traveling Arthur Rd. Now! That road (between K & 83) is going to SHIT! It was NOT built for Semi's!!!! There is NO soft shoulder and definately not wide enough! I was run off the road 3 winters ago, because a Menasha truck would NOT move over into his own lane! Inexperienced driver, bad plowing job, I don't know. I never should have had to make the decision to take the ditch!!! The road also has very deep cracks all down that stretch!!!

FIX IT !!

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

Hello,

My name is Jewel Krebs and I live at 4680 Kettle Moraine Rd. Hartford, WI 53027. I was able to attend the informational meeting you held and wanted to let you know my comments on the proposed reliever routes options. I am very against many of the routes as they are along country roads and will cost a large amount of money to upgrade and maintain. They will also take away farmer's precious land that they farm and use for their livelihoods, land that is far more valuable to them than having it taken away for the benefit of some large corporations. The increase in noise and garbage for us farmers are more reasons to stop looking at these routes. We already have enough garbage and noise from local traffic that uses our roads. We are constantly picking up garbage debris from our yards and fields. we also need to be cautious of pulling out of our driveways because of vehicles traveling past - it would be more difficult to travel our roads if the traffic increases. With our farm equipment leaving one part of our property to another, this is increasing our risk for accidents to happen and injure the farmers. Several farms also have animals that do get out of the fencing. These animals do travel across the roads if they are not noticed right away.

There are many reasons for you to use the current system of Hwy 60:

This route was previously upgraded and only needs a few minor adjustments; in Slinger at Hwy 167 - the intersection has large potential for accidents as the 2 gas stations have a significant amount of traffic and the lanes in the road are not clearly marked or wide enough for turning vs traffic that heads straight.

There can be a route for trucks created around the city by utilizing Hwy K up to Monroe Avenue and back north again.

Thank you for your time,

Jewel Krebs

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name ARNOLD FEHRING

Date July 4 2016

Address 2987 OIL SPRING RD

Comments will also be accepted until July 15, 2016 via:

HARTFORD WIS. 53007

Web: www.sewrpc.org/STH60Study

TRUCK DRIVER & LIFE LONG RESIDENT
OF THE HARTFORD AREA.

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

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

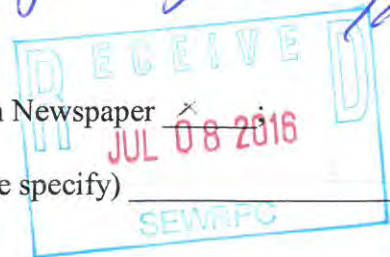
Comment on Alternative Reliever Routes and STH 60 Improvements:

The best By-Pass Route is: Hwy 41 - K Exit West thru St Lawrence, under 175 - K intersection w/ turn lanes and more building on N side of K for better & safer vision of traffic from the North (intersection now is a hazzard & unsafe as is), then continue West on K to State HWY 83, make a round about to maintain safety & traffic flow & eliminating stop signs. Continue West on K to County HWY "U" upgrading Brute Rd. Now continue South on HWY "U" past the WEST side of the airport & at

(continue comments on back if more space is needed)

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

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



Thank you!

the South West corner of the airport head straight south to the Hy Line Electric and use the right a way from Hy Line to HWY "N" and Industrial Park.

This is the most sensible way to make the route, by using the county roads as much as possible which have better road beds & right a way that is already there. By running US 41 North of HWY 60 at 40 MPH to HWY 11 exit and a straight shot west to HWY 11 and then south to Industrial Park is the most cost effective, feasible and common sensible way to run this reliever route.

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

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

Thank you for your time to look this over.
Concern resident of the Town of Hartford,
Arnold A. Peckring

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

comments:

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

FirstName1: Jamie
LastName1: Lang
Email: jamielang@charter.net
MailingAddress1: 5952 Arthur Road
Organization1:
City1: Hartford
State1: WI
Zipcode1: 53027
ClientIP: 68.114.246.190
SessionID: wmikburwqhfl1fb4s1tdvbfa

[See Current Results](#)

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

comments:

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

FirstName1: Laurie
LastName1: Malchow
Email: he_rains777@hotmail.com
MailingAddress1: 6029 Hwy K
Organization1:
City1: Hartford
State1: Wi
Zipcode1: 53027
ClientIP: 75.128.196.142
SessionID: ileh5ltetchdbtl03hcv1k4f

[See Current Results](#)

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

Dear SEWRPC,

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

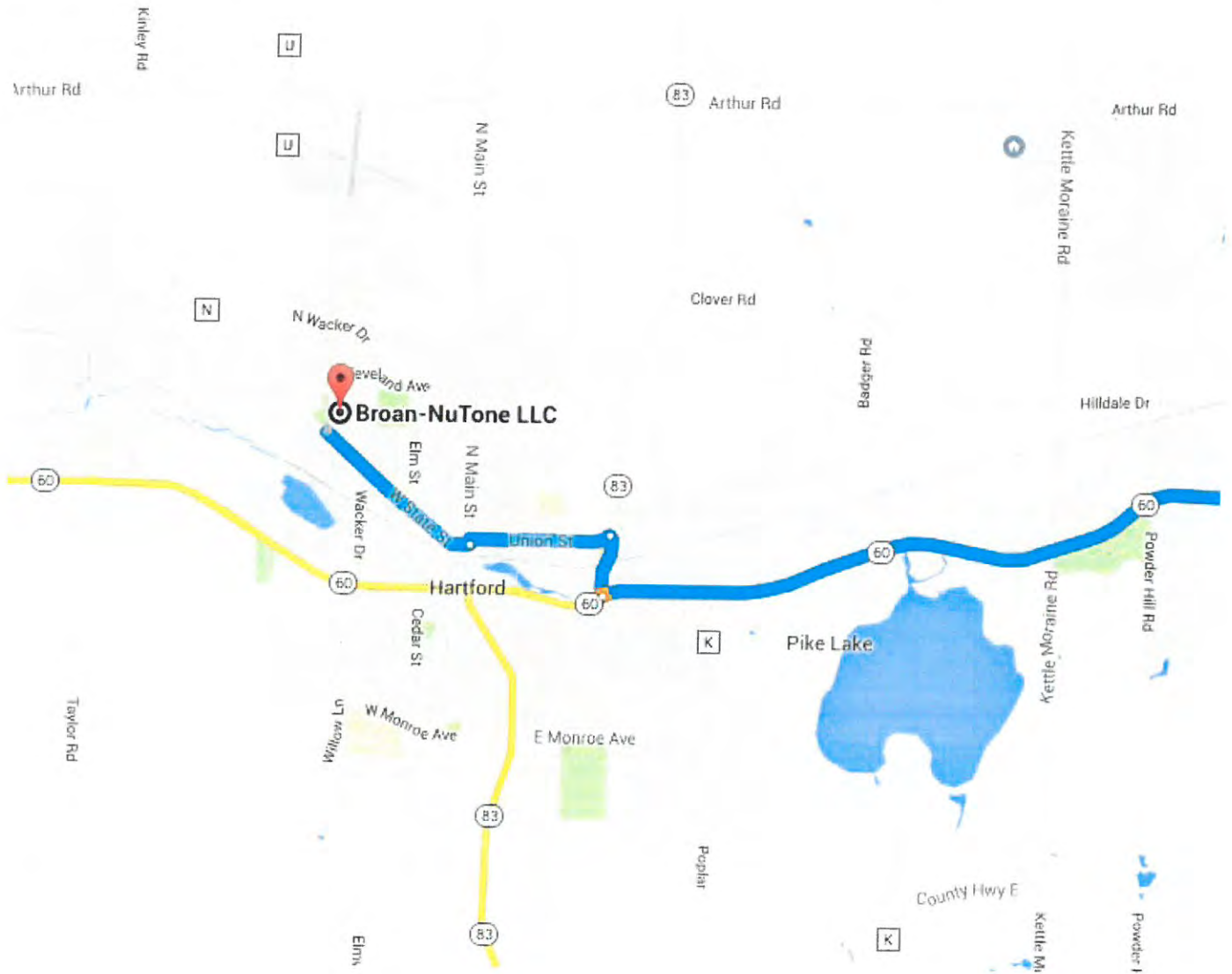
...Fact: Broan-NuTone will not lose jobs if this project falls through. They will keep the current location but will move their expansion facility elsewhere. Jobs WILL NOT be lost. IF the reliever route is forced through despite popular objection, homes WILL BE lost.

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

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

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

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



From: Gloria GEHL <ggehl04@msn.com>
Sent: Thursday, July 07, 2016 7:27 PM
To: STH60Study
Subject: Reliever route

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

Gloria Gehl
6397 Hwy K
Hartford.

Sent from Windows Mail



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

July 8, 2016

SEWRPC
P.O. Box 1607
Waukesha, WI 53187

To whom it may concern:


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

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

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

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

Cordially,


John J. Novak


Larry J. Schmidt

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name John J Novak

Date 7/7/2016

Address 4125 County Rd U

Comments will also be accepted until July 15, 2016 via:

Hartford, WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Owens Farm you want
to divide

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

See enclosed letter + maps

Comment on Alternative Reliever Routes and STH 60 Improvements:

(continue comments on back if more space is needed)

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

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

Thank you!

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Larry J. Schmidt

Date 7/7/16

Address 4125 County Rd U

Comments will also be accepted until July 15, 2016 via:

Hartford, WI 53027

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Rents Farm from

Mail: SEWRPC

John Novak

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

See enclosed letter + maps

Comment on Alternative Reliever Routes and STH 60 Improvements:

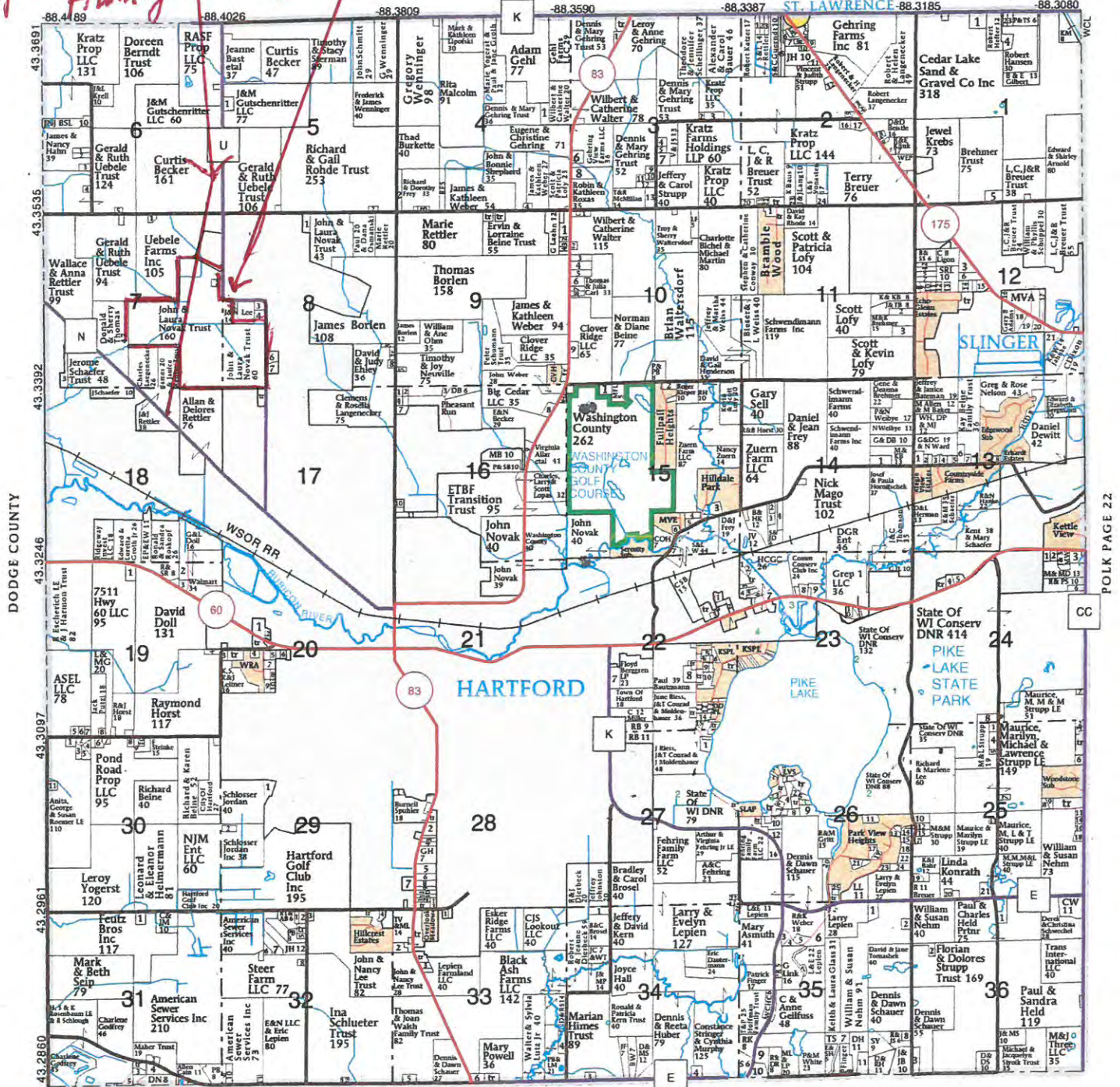
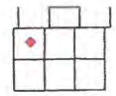
(continue comments on back if more space is needed)

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

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

*Proposed New Road
From your map*

Novak Schmitt Farm



Mi/De Excavating
 P.O. Box 365 • 255 South Ridge Street
 Hustisford, Wisconsin 53034

- Bulldozing
- Ditching
- House Basements
- Sewer Lines
- Water Lines
- Drainage Tiling
- Trucking
- Site Preparation
- Sand & Gravel
- Topsoil

MIKE KOCH
 OR
DEAN MUELLER
 (920) 349-3839

Serving Southern Wisconsin



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

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

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

STH 60 Northern Reliever Route Feasibility Study

Comment Form

Name Diane Williamson

Date 7-11-16

Address 4430 State Rd 83
Hartford, WI 53027

Comments will also be accepted until July 15, 2016 via:

Web: www.sewrpc.org/STH60Study

E-mail: STH60Study@sewrpc.org

Fax: (262) 547-1103

Mail: SEWRPC

P.O. Box 1607

Waukesha, WI 53187

Comment on Issues on STH 60:

Comment on Alternative Reliever Routes and STH 60 Improvements:

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

Poor planning moves the problem to the north.

(continue comments on back if more space is needed)

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

Thank you!

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

comments:

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

FirstName1: John
LastName1: Jung
Email: johnjung21@gmail.com
MailingAddress1: 3354 Lake Dr
Organization1:
City1: Hartford
State1: Wisconsin
Zipcode1: 53027
ClientIP: 75.129.131.59
SessionID: gmwetwgdes4v1mnhmlfyqacs

[See Current Results](#)

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

Dear Sirs and Madams,

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

Thank you for considering our comments.

Sincerely,

--

David J. Tennesen,
Income tax & estate specialist
Tennesen Accounting & Tax Service of Shorewood, Inc.
3496 N. Oakland Ave.
Milwaukee, WI 53211
Off. 414-964-6550 Ext. 202
Res. 414-332-7407
Fax 414-964-6559
davesdigest4life@cs.com

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

To Whom It May Concern:

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

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

Sincerely,
Millie Hilse

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

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

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

My reasons for this position:

- (1) This would provide the most straightforward and direct route of all options offered.
- (2) It is easy to locate and access for truck drivers not familiar with the area.
- (3) This alignment would also reduce non-truck traffic through Slinger and on STH 60 in Hartford by providing an easy access to Hartford for drivers from the West Bend area and points north and east.
- (4) This alignment would also provide a much-needed link to the "grid" system of roads in the Slinger area. The grid system has been conclusively proven to be the best and most efficient way of moving traffic through and within a given area. Emergency response times will also be greatly improved, enhancing public safety.
- (5) The present Arthur Road bridge over the railroad is insufficient as a highway bridge and is becoming unsafe. The Town of Polk has fewer resources to effect a replacement than a would a larger unit of government, and seems to show little interest in addressing the issue. Using this alignment for the truck route will accomplish the bridge replacement.
- (6) If the CTH K bridge over the railroad would ever be out of service for damage repair or maintenance, having a good road and bridge on this alignment provides an easy detour without adding to traffic in Slinger or a long detour via STH 33 in Allenton.

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

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

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

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

General topics:

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

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

(3) Truck route as a state project with jurisdiction tradeoffs: Perhaps the bypass could be arranged as a state project if the County would assume ownership of some present STH mileage that could just as

well be CTH. (perhaps STH 144 from I-41 to STH 33) and there may be some other candidates.

Thank you for considering these comments.

David A. Schwengel

Appendix A-4

COMMENTS POSTED ON AERIAL MAP DURING MEETING

Appendix A-4 documents the 28 public comments that were posted at specific locations on a large aerial map showing the six alternative STH 60 reliever routes identified to date during the June 29, 2016, public information meeting.

- (Posted near the intersection of CTH N and CTH U on aerial map): “May be better to take power lines from Enterprise Drive to CTH U.”
- (Posted near the intersection of STH 60 and CTH U on aerial map):
“Broan doesn’t expand:
 - No one loses their job.
 - No one loses their house.Broan makes another plant somewhere else and can create more jobs and products in an empty/open lot:
 - Perfect.”
- (Posted near the intersection of Main Street and Arthur Road on aerial map): “Please make certain the route supports needs for several decades of use.”
- (Posted near the intersection of STH 60 and Wilson Avenue on aerial map): “Let the City of Hartford solve its own problems. If Hwy 60 isn’t enough, the Wilson Ave/ State St route appears to be the best option.”
- (Posted near the intersection of STH 60 and STH 83 on aerial map): “Eliminate all left turns at Hwy 60 + Main. This will alleviate congestion.”
- (Posted near the intersection of STH 60 and Wilson Avenue on aerial map): “Option 4 appears to be most logical/economical choice and still shields historic downtown Hartford from truck traffic. Use 60’s 4 lanes. Leave rurals alone!”
- (Posted near the intersection of STH 60 and Pike Lake Drive on aerial map): “Coordinate stop lights on Hwy 60 to relieve congestion.”
- (Posted near the intersection of Kettle Moraine Road and Hilldale Drive on aerial map):
“Consider improving Kettle Moraine Rd to CTH status (CTH KM?) from Arthur Rd to 60 as a secondary or starter route.”
- (Posted south of Arthur Road and west of Kettle Moraine Road on aerial map): “Sending semis across Arthur Rd is dangerous for farmers driving tractors + pulling implements. How will following a tractor save a trucker time?”

- (Posted near the intersection of Kettle Moraine Road, Arthur Road, and STH 175 on aerial map): “This dangerous intersection should be rebuilt as a traffic circle”.
- (Posted near the intersection of Kettle Moraine Road, Arthur Road, and STH 175 on aerial map): “This is already a dangerous intersection. Running trucks through here would only make it worse.”
- (Posted east of Kettle Moraine Road, and south of CTH K on aerial map): “Sesquicentennial farms.”
- (Posted east of Kettle Moraine Road and north of Arthur Road on aerial map): “Don’t agree with K to Kettle Moraine Road as traffic would continue going south to 60 – real problem.”
- (Posted north of Arthur Road and east of Kettle Moraine Road on aerial map): Drawing of traffic scenario.
- (Posted south of Arthur Road and west of Addison Road on aerial map): “Alternative 3: preserves/protects the historic tranquility of the Village of St. Lawrence.”
- (Posted south of CTH K and west of Addison Road on aerial map): “If the route must be to the north of 60, the Hwy K route is the most direct, makes the most sense, and utilizes county roads.”
- (Posted south of CTH K and east of IH 41 on aerial map): “An efficient drive/route from Hwy 60 exit and I-41 to Independence Rd and 60 would not take a longer route when a shorter route with a wider road is currently/already available.”
- (Posted near IH-41 and Kettle Moraine Scenic Drive on aerial map): “Extend Alt. 3 straight across I-41 to connect with CTH NN. Reduces travel time considerably and avoids congestion at CTH K and Addison Rd.”
- (Posted west of IH-41 and Kettle Moraine Scenic Drive on aerial map): “Stay on route right away.”
- (Posted west of STH 175 and south of STH 60 on aerial map): “Right turn lane STH 60 to STH 175 north west bound.”
- (Posted near IH-41 and STH 60 on aerial map): “What trucker even if road existed would take a longer route?? Other routes 13.2 – 15 miles vs. 9.2 miles to Hartford [via STH 60]”
- (Posted north of Arthur Road east of STH 83 on aerial map): “Wetlands protected in this area; active farm business here.”
- (Posted north of Arthur Road and east of STH 83 on aerial map): Zoned AP- agricultural preservation- are you rezoning that?”
- (Posted south of Arthur Road and east of STH 83 on aerial map): “I don’t care just get it done!”
- (Posted north of Arthur Road and east of STH 83 on aerial map): “No Arthur Rd route.”

- (Posted south of Arthur Road and west of Kettle Moraine Road on aerial map): “Tractors/ Ag equipment are on Arthur Rd every day many times. Most drive 20 mph or slower. A semi that gets stuck behind a tractor and load will lose a lot of time.”
- (Posted north of Arthur Road and west of Kettle Moraine Road on aerial map): “Koch pipeline- not deep enough.”
- (Posted north of CTH K and east of IH-41 on aerial map): “Concern- Hwy K at 41- visual traffic. Can traffic flow properly without increase of accidents?”

Appendix B

MATERIAL USED TO ANNOUNCE THE PUBLIC INFORMATION MEETING

Appendix B presents the materials used to announce the June 29, 2016, public information meeting in the Town of Hartford.

Thursday, June 16, 2016

MILWAUKEE • WISCONSIN
JOURNAL SENTINEL

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY

PUBLIC INFORMATION MEETING

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

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

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

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

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

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

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

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

WNAXLP 4548226-01

**STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY
PUBLIC INFORMATION MEETING**

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

WNAXLP

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY PUBLIC INFORMATION MEETING

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

Express News
June 18, 2016

Appendix C

SIGN-IN SHEETS FROM THE PUBLIC INFORMATION MEETING

Appendix C presents the sign-in sheets collected from the June 29, 2016, public information meeting in the Town of Hartford.

SIGN-IN ROSTER

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility StudyJune 29, 2016
Town of Hartford Hall
3360 Highway K
Hartford, Wisconsin

Name	Address	Community
1. [Signature]	Parky Mch	
2. Scott W. Schindler	900 LANG ST	WEST BEND
3. MAT CATARZOZZI	4355 Pioneer Rd	Richfield
4. Kathleen Roxas	4504 State Rd 83	Hartford
5. ROBIN C. ROXAS	4504 SR 83	HARTFORD
6. Kris Wiaty	211 KANSAS	Huricon
7. KURT SCHROEDER	405 TWEEDE	HUSTISFORD
8. Hal + Alice	6010 Hwy K	Hartford
9. AL STELTZ	5991 Hwy K	HARTFORD 53027
10. David Camps	221 East Av	Finn Ridge
11. KEN WERTZ	4123 BENDON TOW	SHAWAN
12. Donna Kling	430 Cedar St	Hartford
13. Lisa Stult	41680 Little Maraine Rd	Hartford
14. Robert Hefter	5499 Hwy K	Hartford
15. Jake Gehring	4830 Hwy 53 N	Hartford
16. James R. Weber	4295 Hwy 83 North	Hartford
17. Michael Schmidt	6032 County Rd K	Hartford W. 53027
18. JOHN SHEPHERD	6622 ARTHUR	
19. KEVIN FRAUNDORF	6723 CITY RD K	HARTFORD, WI 53027
20. Lisa Kerber	747 Dakota Dr.	Hartford 53027
21. Jeff Minella	726 State Street	Hartford "
22. Pam Watkins	6980 Arthur Rd	Hartford, WI 53027
23. Dan Grisham	6035 City Rd K	Hartford
24. [Signature]	[Signature]	[Signature]
25. Judy Schelling	5865 St. Lawrence Lane	Hartford 53027
26. Ashley Dehning	5910 City Rd K	Hartford 53027
27. Nicholas Curcio	962 CASCADE CIRCLE	HARTFORD
28. Tiffany Fogle	186 Hester's Xing N	Singer
29. [Signature]	6307 Summit Dr	Uniontown
30. Angel Gutelman	7105 Arthur Rd	Hartford

SIGN-IN ROSTER

NAME
ADDRESS
COMMUNITY

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility Study

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

NAME
ADDRESS
COMMUNITY
Community

31. ~~Mike Seibert~~
32. Mike Seibert
33. ~~Mike Seibert~~
34. ~~Mike Seibert~~
35. ~~Robert Kucapad~~
36. Raphael Roxas 4504 State Rd 83 Hartford
37. Marlene Romo 4504 State Rd 83 Hartford
38. ~~Hawthorn 5500~~ 1010 Hwy Hartford WI
39. ~~AK Mura~~ 6043 ARTHUR RD HARTFORD
40. Becky McMillan 6340 Arthur Rd Hartford
41. TOM NIEBLER 62 N JOHNSON ST. "
42. DONALD THIES 4266 Bonmarl TOWN SLINGER WI
43. JOY THOMAS 534 GRAND AVE, HARTFORD
44. Lucas Lee 7176 Arthur Road Hartford, WI
45. ~~Patricia Ziegler~~ 4295 Hwy 8371. Hartford WI
46. ~~Marilyn Bellows~~ Hartford WI
47. Janet C. Hedder 51199th, WI 53086
48. Bernice Shepherd 622 Arthur Hartford 53027
49. ~~Gabe Kooker~~ 6585 Arthur Rd Hartford 53027
50. ~~Ernie Bristol~~ 478 Hwy 145 Hartford 53027
51. John Bergang 127 E. Sumner ST County Supervisor
52. ~~Phyllis Hill~~ 1399 Hwy Hartford, 53027
53. ~~Janet Hill~~ 1022 Honeycucke Rd 53027
54. ~~Reck Gunders~~ 301 Winter Slinger 53086 County Supervisor
55. ~~Chris Kocman~~ 2712 E Sumner ST HARTFORD 53027
56. ~~Paul Bantzmann~~ 6281 State Rd 60 Town of Hartford
57. ~~Bob Reigel~~ 1588 Parkview Dr Richfield
58. ~~John Kocman~~ 1318 E President Hartford
59. ~~J.D. Seibert~~ N105W16136 Brook Hollow, GERMANTOWN
60. ~~Larry A Schmidt~~ 4125 Hwy U Hartford

SIGN-IN ROSTER

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility StudyJune 29, 2016
Town of Hartford Hall
3360 Highway K
Hartford, Wisconsin

	NAME	ADDRESS	COMMUNITY
61.	STEVE WERTZ	6045 COUNTY ROAD K	TOWN/HARTFORD
62.	William Schupp	5943 Arthur Rd	Town/Hartford
63.	David Lehman	2987 Old Springs Rd	Town of Hartford
64.	Greg	4521 Sherman	
65.	Jim Schmidt	5964 Arthur Rd	Hartford
66.	Tom McMillan	6340 Arthur Rd	Hartford
67.	Bob Wolf	W633 102nd Rd	Epikoon
68.	Maurice Strupp	3075 Bunker Hill Rd	Winger 53086
69.	Hope Krebs	6081 Hilldale Dr	Hartford 53027
70.	Jerome Kabanosky	3316 Lakewood	HARTFORD 53027
71.	Susan Yogenat	7690 Lee Rd	Kenosha 53027
72.	Dennis W. M.	258 W. Summer St.	Hartford 53027
73.	Shannon Stige	6567 Arthur Rd.	H. 53027
74.	Dan Caldwell	174 Myrtle Circle #3	W Bend 53095
75.	Charlotte Larson	4475 Hwy 60,	Stange, WI 53086
76.	Justin Long	5952 Arthur Rd.	
77.	Gina + Tim Harron	7115 Arthur Rd	Hartford
78.	Bill Ohm	4214 N. main	HARTFORD 53027
79.	Ron Krebs	5323 Apache Tr	Hartford
80.	Karen Kenta	3625 Mayfield Rd	Richfield
81.	Richard Klunk	4640 Hwy 175	HARTFORD WI 53027
82.	Mac	416 1/2 - Rd	Hartford 53027
83.			
84.			
85.			
86.			
87.			
88.			
89.			
90.			

SIGN-IN ROSTER

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility StudyJune 29, 2016
Town of Hartford Hall
3360 Highway K
Hartford, Wisconsin
Address

	Name	Address	Community
91.	Tom Lappin	7273 W Waterford Rd	Hartford
92.	Paul Muehlen	6029 Hwy-K	Hartford, WI 53027
93.	Andy Debersten	217 Hankers Hwy	53086
94.	JIM HAGGERTY	302 Slinger Rd	Slinger WI 53086
95.	Dennis Regan	595 Fairview Dr	Hartford, WI 53027
96.	KAROLINA HANSEN	1245 Fairfield Ln	Hartford 53027
97.	MICHAEL HANSEN	1245 Fairfield Ln	Hartford 53027
98.	LARRY GOEBEL	5369 Woodstone Dr	Slinger WI 53027
99.	SELOME BREUER	5448 ARTHUR RD	SLINGER, WIS
100.	Dominic Henry	115 Madison Trl	Hartford
101.	Michael W. W. W. W. W.	1199 Hwy K	Rubicon
102.	Markus Fred	601 Kettle Machine Rd S	Slinger
103.	JOHN HAYES	920 W Hollis Avenue	
104.	Dale Schmitt	500 Schmitt Rd	West Bend
105.	Jerry Ziegler	3351 Lake Dr	Hartford
106.	Cary Konrath	6570 Aurora Rd	West Bend, WI 53090
107.	D. G. G. G. G. G.	1807 Cnty Rd K	Hartford
108.	Scott G. G. G. G.	555 Hankers Hwy	Slinger
109.	Jacob Wenzel	6014 County Rd K	Hartford WI.
110.	Dan Wenzel	6014 County Rd K	Hartford WI
111.	Mike Bandy	186 S-River Rd	West Bend
112.	Don Wolf	6507 Sunset Dr	Alton Addison
113.	BOB CARROLL	604 FAIRVIEW DR	HARTFORD
114.	KAROLINA WAHNER	6816 ARTHUR RD	HARTFORD WI
115.	Tim Michalak	459 Abbott Ave	Hartford 53027
116.	BERNARD HERBE	7236 ARTHUR RD	HARTFORD
117.	Keith Krebs	5380 Deer rd	Hartford
118.	Jewel Krebs	4850 Kettle Machine rd	Hartford
119.	Edwin Klink	4646 HY FIS	HARTFORD 53027
120.			

SIGN-IN ROSTER

Public Information Meeting
STH 60 Northern Reliever Route
Feasibility StudyJune 29, 2016
Town of Hartford Hall
3360 Highway K
Hartford, Wisconsin

	NAME	ADDRESS	COMMUNITY
121.	Jim & Dawn O'Brien	185 W. Arthur Rd	Slinger/Hartford
122.	Justin Brown	109 W. Main St	Hartford
123.	Tom Gehring	5865 Hwy K	Hartford
124.	Walter Schanorenberg	3425 High Rd	HARTFORD
125.	Don Kerber	747 Dakota	Hartford
126.	Way Schilling	5865 St. Lawrence	Hartford
127.	Tom Nelson	2816 Robinwood	Hartford
128.	Kris Rizzo	1523 Quaternary Ln	West Bend
129.	Richard Berg	4321 Shamrock Rd	Slinger WI
130.	Kenny Baus	5980 Arthur Rd	Hartford
131.	JOHN JUNG	3354 Lake Dr	HARTFORD
132.	Diane Williamson	4430 State Rd 83	Hartford
133.	John Emke	Daily News	
134.	Becky Cleland	2633 Pond Rd	Rubicon
135.	Gene & Pat Hoeth	6124 State Rd 60	Hartford
136.	John J. Kovalch	3075 Hwy 83 N	Hartford 53027
137.	Jody King	1166 Hunters Crsg N	Slinger 53086
138.	DAN SIEG	1567 ARTHUR RD	HARTFORD WI 53027
139.	Mark Schutz	5112 Hwy K	Hartford 53027
140.	JIM MILLER	439 NORTHWINDY	HARTFORD 53027
141.	DeWayne/Mary Butcher	6070 Arthur Rd.	Hartford 53027
142.	Dale Jeanne	759 E Summer	Hartford 53027
143.	Tom Carter	426 W PROSPECT	HARTFORD 53027
144.	Deer Thompson	735 PARKER	HARTFORD
145.	Jeffrey Mathe	1255 F. Terrace	Slinger WI 53086
146.	Kevin S. S.	5801 Middle St	Hartford WI
147.	Tom Result	783 E Summer St	Hartford WI
148.	Angie Horner	6466 St. Lawrence	Hartford
149.	Marion (Note)	7459 Pond Rd	Hartford
150.			

Appendix D

INFORMATION DISPLAYED AT THE PUBLIC INFORMATION MEETING

Appendix D presents the information that was displayed at the June 29, 2016, public information meeting in the Town of Hartford.

STH 60 NORTHERN RELIEVER ROUTE FEASIBILITY STUDY

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

Background

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

PREFERRED NORTHERN RELIEVER ROUTE IDENTIFIED IN 2005 STUDY



STUDY STEPS

1 Problem Identification

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

2 Goal Formulation

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

3 Inventory

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

4 Identification of Alternatives

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

5 Evaluation of Alternatives

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

6 Recommendations

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

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

PUBLIC INFORMATION MEETING JUNE 29, 2016

What is Presented Tonight

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

What Remains to be Done

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

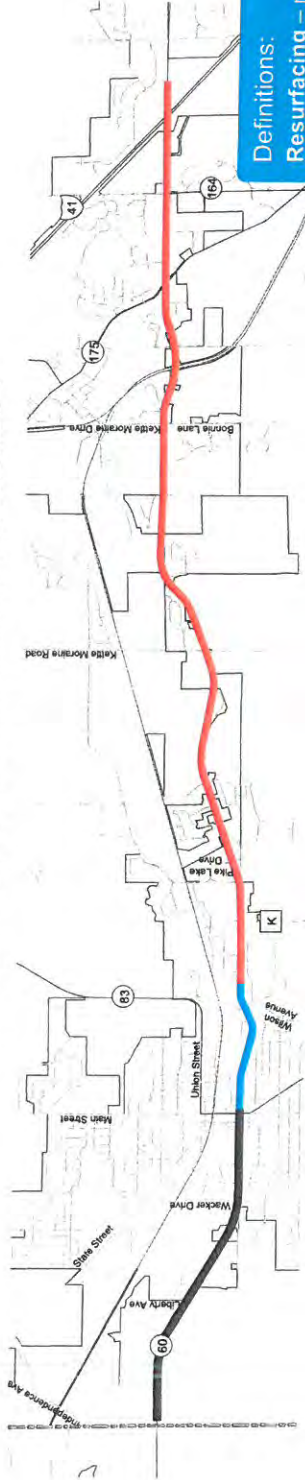
Comments Requested Tonight

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

STH 60 PAVEMENT HISTORY

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

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



Definitions:
Resurfacing – removing and overlaying a layer of pavement
Reconditioning – resurfacing plus spot repair of failed base below the pavement
Reconstruction – removal and replacement of the entire pavement structure

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



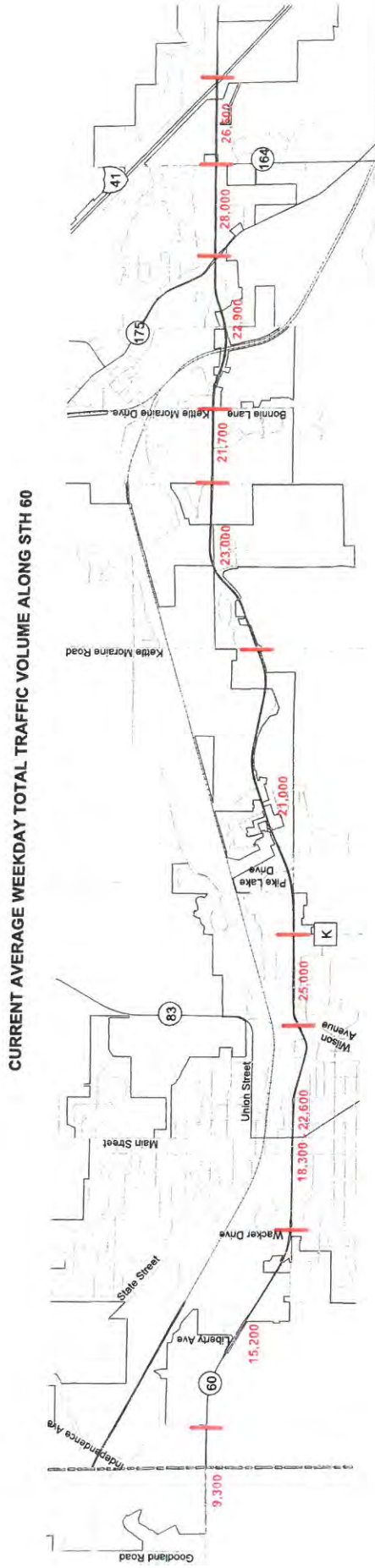
TRAFFIC CONTROL

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

TRAFFIC CONTROL ALONG STH 60



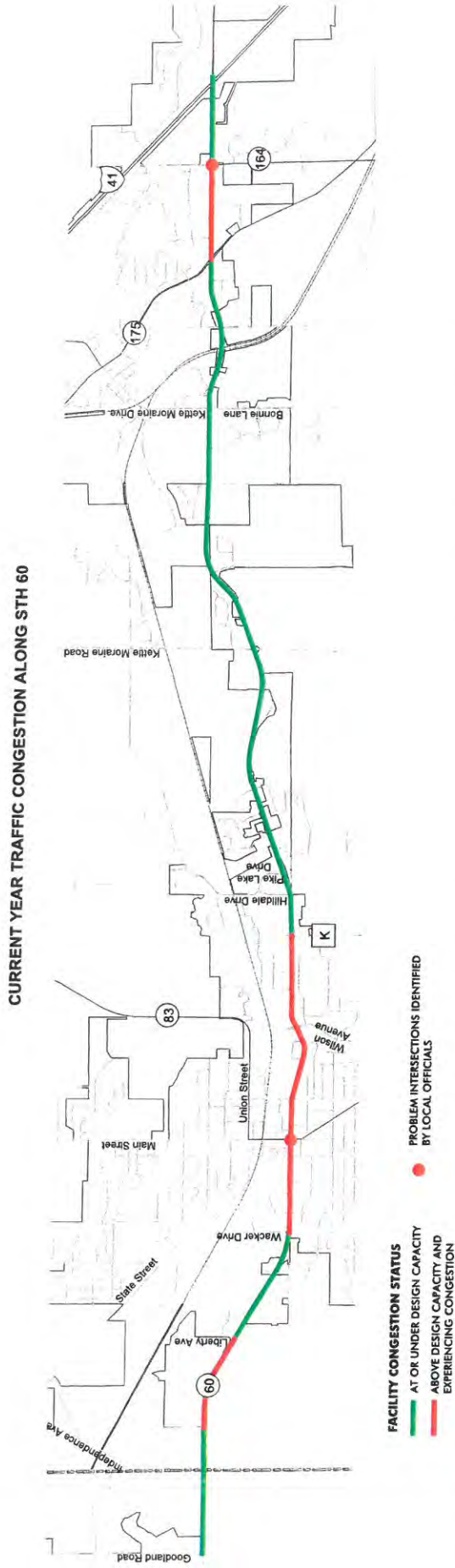
CURRENT TOTAL AND TRUCK TRAFFIC VOLUME ALONG STH 60



Specific Truck Data:

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

CURRENT TRAFFIC CONGESTION ALONG STH 60



● When traffic volume exceeds the design capacity of a roadway, it experiences traffic congestion, typically, during the peak traffic times of an average weekday. Congestion can result in slower traffic speeds between controlled intersections and longer delays and queues at controlled intersections.

● During meetings with local officials, two intersections were identified as experiencing congestion, or delay: the intersection of STH 60 and STH 83 and the intersection of STH 60 and STH 164

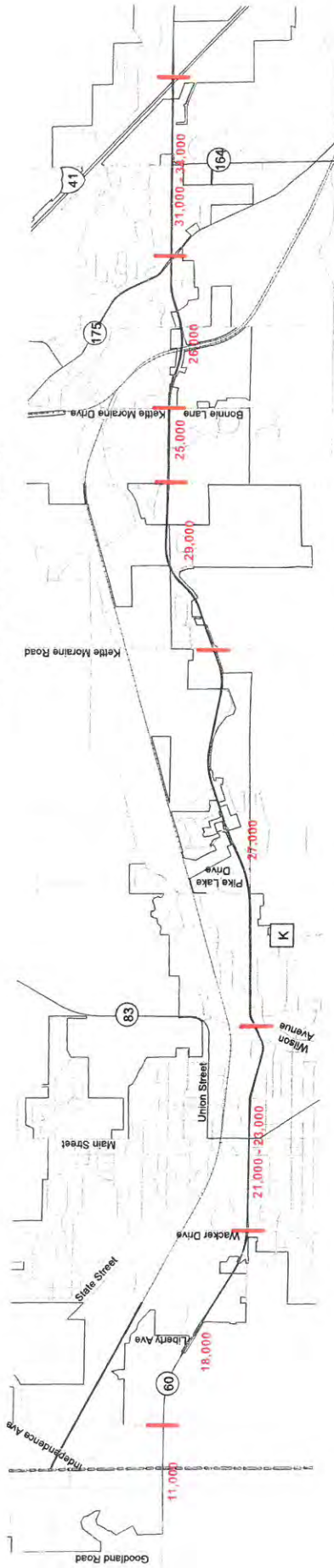
ESTIMATED STH 60 DESIGN CAPACITY

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

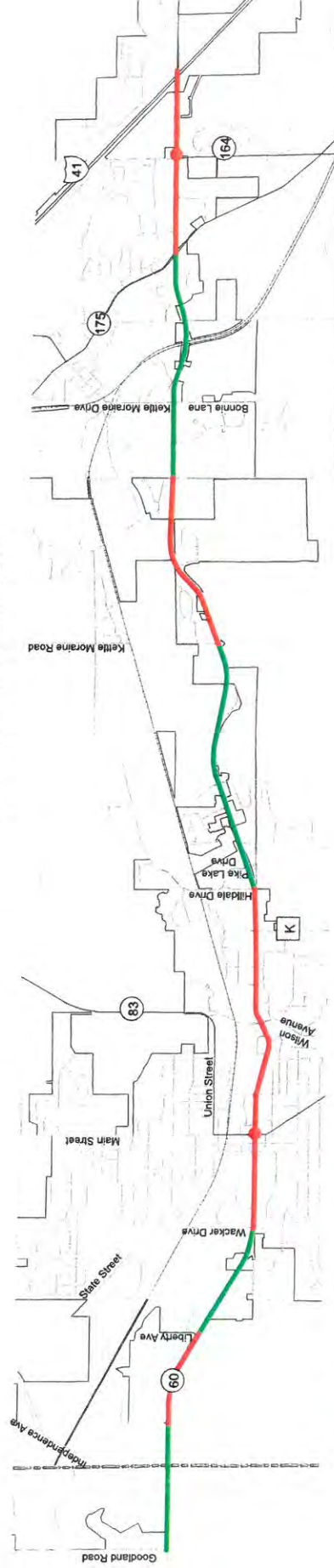
^aWhile portions of this segment have a four-lane, TWTL cross-section, development and/or direct access by abutting properties is limited. Therefore a design capacity of 27,000 was assigned to the full segment.

FUTURE TOTAL TRAFFIC VOLUME AND CONGESTION ALONG STH 60

FORECAST YEAR 2050 AVERAGE WEEKDAY TOTAL TRAFFIC VOLUME ALONG STH 60



FORECAST YEAR 2050 TRAFFIC CONGESTION ALONG STH 60



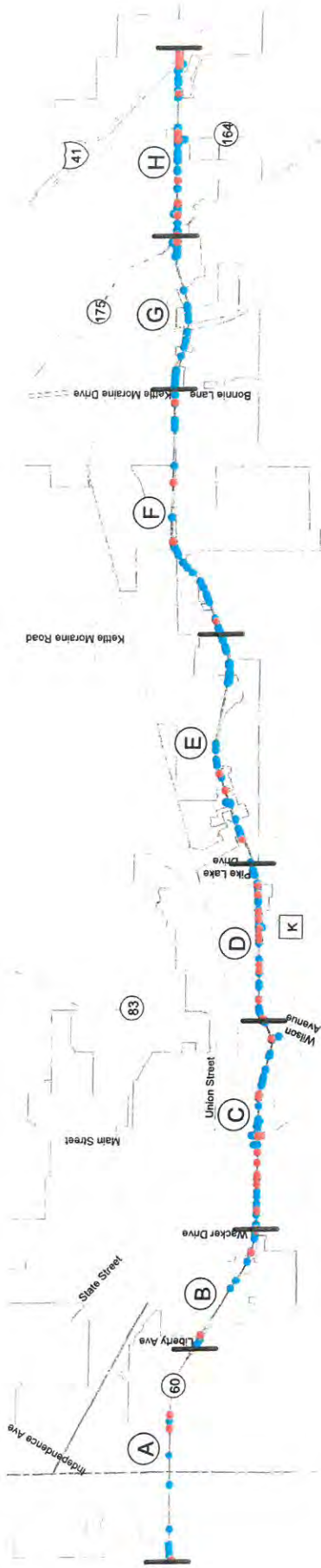
FACILITY CONGESTION STATUS
 AT OR UNDER DESIGN CAPACITY
 ABOVE DESIGN CAPACITY

PROBLEM INTERSECTIONS IDENTIFIED BY LOCAL OFFICIALS

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

TOTAL VEHICULAR CRASHES ALONG STH 60

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



STH 60 BETWEEN WASHINGTON COUNTY LINE AND IH 41

- VEHICULAR CRASHES INVOLVING TRUCKS (67 CRASHES)
- OTHER VEHICULAR CRASHES (625 CRASHES)

OTHER CRASHES IN NORTHERN HARTFORD/SLINGER AREA

- VEHICULAR CRASHES INVOLVING TRUCKS
- OTHER VEHICULAR CRASHES

ROADWAY SEGMENT

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

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

Segment	Total Crashes		Crashes Involving Pedestrians		Crashes Involving Bicyclists		Crashes Involving All Vehicles		Crashes Involving a Fatality or Observed Injury	
	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles	Total Number	Crash Rate per 100 Million Vehicle Miles
A	35	125.6	0	0.0	1	3.6	8	21.5	0	0.0
B	36	238.5	0	0.0	0	0.0	2	13.3	0	0.0
C	194	443.0	9	20.6	2	4.6	16	36.5	12	31.9
D	107	284.5	2	5.3	4	10.9	12	31.9	0	0.0
E	60	106.1	1	1.8	1	1.8	13	23.0	0	0.0
F	53	119.5	1	2.3	0	0.0	11	24.8	0	0.0
G	87	123.5	0	0.0	0	0.0	9	16.6	0	0.0
H	140	281.0	0	0.0	0	0.0	25	50.2	0	0.0
Total	682	210.2	13	3.9	8	2.4	94	28.6	12	3.1

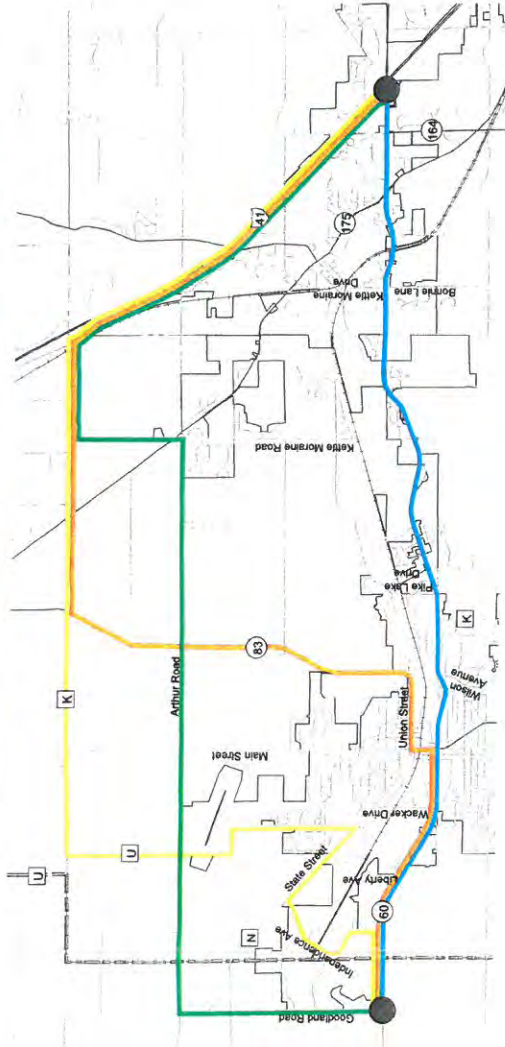
Crashes Involving Trucks:

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

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

COMPARISON OF EXISTING TRAVEL TIMES

TRAVEL ROUTES FOR NORTHERN HARTFORD RELIEVER ROUTE FEASIBILITY STUDY



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

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

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

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

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

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

Goal

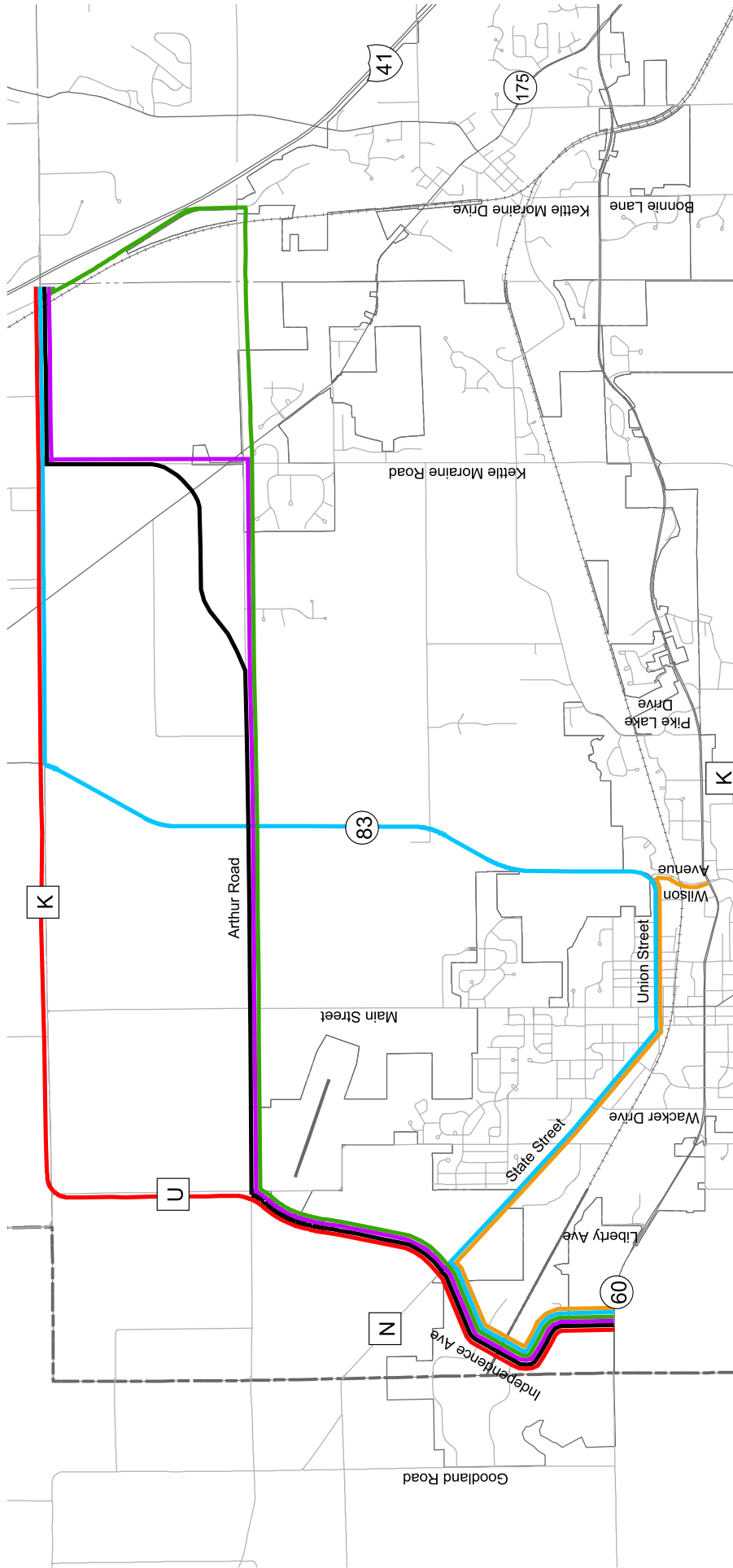
Enhance the livability and safety of the Hartford and Slinger areas, and thereby encourage continued economic development and expansion

Objectives and Criteria

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

ALTERNATIVES IDENTIFIED TO DATE

POTENTIAL ALTERNATIVE NORTHERN RELIEVER ROUTES IDENTIFIED TO DATE



POTENTIAL ALTERNATIVE ROUTES

- ALTERNATIVE 1
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4
- ALTERNATIVE 5
- ALTERNATIVE 6

Thank You For Attending

Ways to Comment on STH 60 Issues and Northern Reliever Routes

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

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
Waukesha, Wisconsin 53187-1607
Fax: 262-547-1103
e-mail: STH60Study@sewrpc.org
- Comments can be made on stick-it notes and placed on the large aerial maps at the appropriate location.
- Comments can also be made at the Commission's website: sewrpc.org/STH60Study

Remaining Steps

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