

Minutes of the

WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: January 12, 2016
TIME: 2:00 p.m.
PLACE: Conference Room 249
Washington County Highway Department
900 Lang Street
West Bend, WI

Members Present

Scott M. Schmidt Highway Commissioner, Washington County
Chairman
Kenneth R. Yunker Executive Director, SEWRPC
Secretary
Jessi Balcom..... Village Administrator, Village of Slinger
(Representing Russell Brandt)
Joseph Dautermann..... Mayor, City of Hartford
Justin Drew Director of Community Development, City of Hartford
Daniel R. Goetz..... Supervisor, Washington County Board of Supervisors
Joseph Gonnering..... Chairman, Town of Trenton
Ray Heidtke Chairman, Town of Jackson
Mike Heili President, Village of Newburg
Matt Heiser..... Village Administrator, Village of Kewaskum
T.J. Justice..... City Administrator/Director of Development, City of West Bend
Tim McElmeel Urban and Regional Planner, Southeast Region
(Representing Brett Wallace) Wisconsin Department of Transportation
Max Marechal City Engineer, City of West Bend
Paul Metz Chairperson, Town of Germantown
Mark Piotrowicz..... City Planner/Operations Manager, City of West Bend
Larry Ratayczak Director of Public Works, Village of Germantown
(Representing Dean Wolter)
Adam Schmitt Department of Public Works Supervisor, Village of Richfield
Albert Schulteis..... Chairman, Town of Polk
Jay Shambeau..... Administrator, Planning and Parks Department, Washington County

Guests and Staff Present

Michael Hahn..... Deputy Director, SEWRPC
Christopher Hiebert..... Chief Transportation Engineer, SEWRPC
James Haggerty..... Director of Public Works, Village of Slinger
Ryan W. Hoel..... Principal Engineer, SEWRPC
Tom Longtin State Program Engineer, Southeast Region
Wisconsin Department of Transportation
Debora Sielski..... Deputy Administrator, Planning and Parks Department, Washington County

ROLL CALL AND INTRODUCTIONS

Chairman Schmidt called the meeting of the Washington County Jurisdictional Highway Planning Committee to order at 2:00 p.m. Attendance was taken by circulating a sign-in sheet for signature. He then asked the Committee members, guests, and staff to introduce themselves.

REVIEW AND APPROVAL OF MINUTES OF THE MEETING HELD FEBRUARY 6, 2015

Mr. Justice made a motion to approve the minutes for the February 6, 2015 Committee meeting. The motion was seconded by Mr. Heidtke and was approved unanimously by the Committee.

PRESENTATION AND DISCUSSION ON VISION 2050 DETAILED ALTERNATIVE LAND USE AND TRANSPORTATION PLANS AND THEIR EVALUATION

Chairman Schmidt asked Mr. Yunker to present the VISION 2050 detailed alternative land use and transportation plans and their evaluation. Referring to the VISION 2050 alternatives handout, Mr. Yunker stated that the Commission staff developed and evaluated three detailed year 2050 land use and transportation plans. He stated that the Trend is a projection to the year 2050 of land use and transportation trends of the last 15 years, including lower density development and declines in public transit service. He stated that Alternatives I and II were developed based on public input from the initial visioning stage of VISION 2050 and include higher density land use development patterns and expanded public transit service. The three alternatives were evaluated and compared using a set of objectives and 50 criteria organized under four themes—healthy communities, mobility, cost and financial stability, and equitable access. He noted that public feedback on the alternatives and their evaluation, including comments from this Committee, will help determine which aspects of the alternatives will be included in the VISION 2050 Preliminary Recommended Plan. Committee members did not have any comments or questions during or following Mr. Yunker's review of the VISION 2050 alternatives and their evaluation.

DISCUSSION ON FUNCTIONAL IMPROVEMENTS TO THE WASHINGTON COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM TO BE CONSIDERED FOR THE VISION 2050 PRELIMINARY RECOMMENDED REGIONAL LAND USE AND TRANSPORTATION PLAN

Chairman Schmidt asked Mr. Yunker to present the Commission staff's analysis of Washington County arterial street and highway functional improvement issues raised by the Washington County Jurisdictional Highway Planning Committee at its previous meeting held on February 6, 2015.

[Secretary's Note: A document summarizing the Commission staff's initial response to functional improvement issues raised by the Washington County Highway Jurisdictional Committee is included with these minutes as Attachment A.]

Further Extension of Independence Avenue from Arthur Road to CTH K and Using Turtle Road/CTH K as an Alternative to Arthur Road for an East-West Arterial Facility North of the City of Hartland

Mr. Yunker stated that the planned extension of Independence Avenue between STH 60 and Arthur Road and the use of Arthur Road as an east-west arterial was included in the year 2035 regional transportation plan based on the recommendations of a feasibility study conducted by Washington County to identify potential alignments for east-west facilities north and south of the City of Hartford

and Village of Slinger. He noted that this alignment was selected from multiple alternative routes, based on estimated costs, traffic, and other impacts, and as well, extensive public involvement. Mr. Yunker further stated that, since there is no existing IH 41 interchange at Arthur Road, the year 2035 regional transportation plan recommended a realignment of Arthur Road west of Kettle Moraine Road extended to minimize impacts on existing residential development along Arthur Road. Mr. Yunker stated that it had been suggested that following CTH U and Turtle Road/CTH K as the northern east-west arterial route, rather than Arthur Road, would be an alternative east-west arterial route for traffic travelling between the Dodge Industrial Park area and the existing IH 41 interchange at CTH K.

Mr. Gonnering stated that the use of Turtle Road/CTH K as the northern east-west arterial route was considered as part of the feasibility study completed by Washington County in 2005. However, the use of Arthur Road was recommended for the northern route based, in part, on it being closer to the City of Hartford and based on it perhaps being more likely to attract more use by area businesses and residents. Mr. Gonnering noted that truck traffic in the City of Hartford has increased in the past ten years.

Mr. Drew stated that, since both of the routes being considered provide access to IH 41 via CTH K, the difference in length and travel times between the two routes is likely minimal.

Chairman Schmidt indicated that there are already trucks utilizing CTH K, noting that the existing cross-section is capable of supporting an increase in truck traffic. He noted that Arthur Road would need substantial improvements to make its cross-section capable of supporting increased truck traffic. Chairman Schmidt also expressed concern that the complex intersection of STH 175/Arthur Road/Kettle Moraine Road would need improvement to support higher traffic volumes.

Mr. Dautermann stated that the use of Arthur Road as part of the northern east-west arterial would require acquisition of right-of-way, which would increase project costs. He noted, however, that while project costs are a consideration, the primary goal of the northern east-west arterial would be to relieve truck traffic on STH 60 by providing a suitable route around the City of Hartford.

Chairman Schmidt suggested that the Preliminary Recommended Plan continue to show Arthur Road as the northern east-west arterial facility, but he stated that the Committee may need to meet again to further discuss the east-west arterial alternatives.

[Secretary's Note: Following the meeting, the Commission was asked by Washington County to evaluate alternative east-west arterial bypass routes north of the City of Hartford and the Village of Slinger, and potential improvements to STH 60 between the west County line and IH 41. This study is expected to be completed in August 2016, beyond the completion of the final recommended plan for VISION 2050. The VISION 2050 plan will be amended to reflect the results of the study.]

Planned Extension of Pioneer Road between Powder Hill Road and Slinger Road

Mr. Yunker stated that the planned extension of Pioneer Road between Powder Hill Road and Slinger Road was included in the year 2035 regional transportation plan based on the recommendations of a feasibility study conducted by Washington County to identify potential alignments for east-west facilities north and south of the City of Hartford. He further noted that this alignment was selected from multiple alternative routes, based on estimated costs, traffic, and other impacts, and as well,

extensive public involvement. Mr. Yunker added that the planned extension would provide system continuity, creating a 12-mile direct and continuous arterial between the Washington County line and IH 41. Mr. Yunker indicated Commission staff recommends that the planned extension of Pioneer Road between Powder Hill Road and Slinger Road be retained in the Preliminary Recommended Plan, if the extension is supported by Washington County and the affected and concerned local governments—the City of Hartford, the Villages of Richfield and Slinger, and the Towns of Erin, Hartford, and Polk.

Mr. Schmitt and Mr. Schulteis stated that both the Village of Richfield and the Town of Polk, respectively, are opposed to an extension of Pioneer Road between Powder Hill Road and Slinger Road.

Mr. Schulteis suggested that Pioneer Road between STH 175 and IH 41 be transferred to County Jurisdiction and improved to County trunk highway standards. Responding to an inquiry from Mr. Goetz, Mr. Schmitt indicated that the County has not initiated discussions with the Village of Richfield and the Town of Polk regarding the jurisdictional transfer of Pioneer Road between STH 175 and IH 41 from local to County jurisdiction.

Need for Four Traffic Lanes on STH 164 between County Line Road (CTH Q) and Pioneer Road

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of STH 164 between County Line Road (CTH Q) and Pioneer Road, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of STH 164 to accommodate possible future improvement of the facility beyond the design year of the plan. Committee members concurred with Commission staff's recommendation.

Responding to an inquiry from Chairman Schmidt, Mr. Yunker stated that the portion of STH 164 between Good Hope Road and CTH Q is proposed to be widened from two to four traffic lanes in Waukesha County under the Preliminary Recommended Plan.

Need for Four Traffic Lanes on Main Street (STH 60) between Industrial Drive and Maple Road

Mr. Yunker explained that the right-of-way along Main Street (STH 60) between Industrial Drive and a point 1,000 feet east of Jackson Drive (a segment of about 4,000 feet) in the Village of Jackson is constricted to 49.5 feet and that the existing roadway width is 36 feet. He noted that sidewalks are located immediately adjacent to the roadway curbs, and that utility poles, roadway signs, and mailboxes are located within the sidewalk, and that there are 84 residential and business structures which are distributed approximately equally on each side of the street and which generally are located a limited distance—about 30 feet—from the existing roadway curbs. Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to be essentially at the design capacity of STH 60 between Industrial Drive and Jackson Drive, and considering the potential impacts to adjacent residential and business structures from widening STH 60 from two to four traffic lanes, Commission staff recommends that the Preliminary Recommended Plan include the reservation of right-of-way along this segment of STH 60 to accommodate possible future improvement of the facility beyond the design year of the plan. Mr. Yunker further stated that as forecast year 2050 average weekday traffic volumes may be expected to approach, but not exceed, the design capacity of STH 60 between Jackson Drive and Maple Road, Commission staff recommends that the Preliminary

Recommended Plan as well include the reservation of right-of-way along this segment of STH 60 to accommodate possible future improvement of the facility beyond the design year of the plan.

Mr. Yunker stated that the Commission, working with this Committee, studied northern and southern bypass routes for STH 60 through the Village of Jackson as part of the review and update to the Washington County jurisdictional highway system plan completed in 2008. In addition, the Wisconsin Department of Transportation (WisDOT) had recently studied northern and southern bypass routes for STH 60 through the Village as part of a corridor study of STH 60 between the Village of Jackson and the Village of Grafton in Ozaukee County. He indicated that both studies concluded that such a bypass would not be feasible.

Mr. Gonnering stated traffic will only use the bypass if it is located close to the original route, and indicated that he would be opposed to the construction of a bypass on new alignment. He suggested that the use of existing roadways be used as an alternative route

Mr. Heidtke indicated that the Town of Jackson residents to the north and south of the Village of Jackson opposed the bypass alignments analyzed by WisDOT as part of the STH 60 corridor study. He added that the Village of Jackson would likely be opposed to any bypass on new alignment near STH 60, as it would that would potentially harm businesses that rely on attracting traffic travelling on existing STH 60.

Responding to an inquiry from Mr. Yunker, Mr. McElmeel stated that WisDOT did not conduct an origin-destination study on STH 60 as part of the corridor study. He added that WisDOT has suspended the STH 60 corridor study between the Village of Jackson and the Village of Grafton.

Mr. Heili suggested that a route of CTH P north from STH 60 to CTH NN, then CTH NN east into Ozaukee County to STH 60 could be utilized for an alternative route to STH 60 through the Village. Mr. Gonnering stated that CTH NN from the Washington-Ozaukee County line to CTH G (River Road) was improved to accommodate increased truck traffic. Chairman Schmidt added that the segment of CTH P between the CTH NN and STH 60 is proposed to be improved to accommodate trucks. Mr. Heidtke suggested that a route of CTH P north to Pleasant Valley Road, then Pleasant Valley Road east to CTH NN, and then CTH NN into Ozaukee County could be another potential alternative route that could be considered.

Mr. Yunker suggested that the Preliminary Recommended Plan include no functional improvements for the section of STH 60 between Industrial Drive and a point 1,000 feet east of Jackson Drive, and that a note would be added to the map indicating that Commission staff would analyze potential bypasses of STH 60 in the Village of Jackson, including reviewing the studies previously conducted by the Commission staff and WisDOT on the effectiveness of a northern and southern bypass of the Village of Jackson.

[Secretary's Note: The current and forecast traffic volumes are approaching or at the design capacity of STH 60 between Industrial Drive and a point about 1,000 feet east of Jackson Drive in the Village of Jackson. WisDOT had considered alternative northern and southern bypass routes of STH 60 through the Village of Jackson as part of their suspended STH 60 corridor study. The bypass alternatives were dismissed due, in part, to the strong public opposition against them. The Commission had

considered alternative northern and southern bypasses of STH 60 as part of the review and update of the Washington County jurisdictional highway system plan completed in 2008, but these alternatives were dismissed as they were not likely to divert a significant amount of traffic from STH 60. The Commission staff recommends that the Final Recommended Plan include the reservation of right-of-way along STH 60 between Industrial Drive and a point about 1,000 feet east of Jackson Drive to accommodate a possible future improvement of the facility.]

Planned Realignment of USH 45 within the Former Railroad Right-of-Way in the Village of Kewaskum

Mr. Yunker stated that the planned realignment of USH 45 within the former railroad right-of-way through the Village of Kewaskum was studied at the specific request of the Village and recommended as a new arterial facility in a 2002 amendment to the year 2020 jurisdictional highway system plan for Washington County. He noted that the purpose of including the realignment of USH 45 in the plan was to provide additional traffic carrying capacity in a corridor paralleling existing USH 45, which would permit the retention of on-street parking along the existing route. Mr. Yunker explained that the existing cross-section of USH 45 can accommodate the existing and forecast future year 2050 average weekday traffic volumes, with the exception of the segment of USH 45 between Mohawk Road (CTH H) and Main Street (STH 28). He further stated that this segment of USH 45 is approximately 48 feet wide, with two traffic lanes and two parking lanes, which is wide enough to permit an additional traffic lane by restricting parking during periods when the roadway experiences congestion due to high traffic volumes.

Mr. Yunker indicated that as the existing alignment and roadway cross-section of USH 45 between CTH H east and CTH V can accommodate anticipated future traffic volumes, Commission staff recommends that the Preliminary Recommended Plan not include the realignment of USH 45 within the former railroad right-of-way. He noted that the Village of Kewaskum may need in the future to consider implementing peak period parking restrictions on USH 45 between Mohawk Road and Main Street to accommodate future traffic volumes. Mr. Heiser indicated agreement with not including in the Preliminary Recommended Plan the realignment of USH 45 within the former railroad right-of-way in the Village of Kewaskum.

Responding to an inquiry by Mr. Heiser, Mr. Yunker stated that the planned north-south extension of Kettle View Drive between CTH H and USH 45 west of the Village would provide a desirable grid of arterial streets at the appropriate one-mile spacing to serve the planned development in the northern and western portions of the Village, including a planned industrial park north of STH 28 and west of USH 45 and CTH V.

In addition to the Commission staff's analysis of Washington County arterial street and highway functional improvement issues raised by the Committee, included in Attachment A, the Commission staff proposed additional functional improvement changes for the Committee to consider.

Need for Four Traffic Lanes on STH 33 between IH 41 and STH 144

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of STH 33 between IH 41 and STH 144, Commission staff recommends that the Preliminary Recommended Plan include the widening of this segment of STH 33 from two to four travel lanes. Committee members concurred with Commission staff's recommendation.

Need for Four Traffic Lanes on S. River Road between E. Washington Street (STH 33) and Paradise Drive

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to exceed the design capacity of River Road between STH 33 and Paradise Drive, Commission staff recommends that the Preliminary Recommended Plan include the provision of four traffic lanes on River Road. Mr. Justice indicated that the City of West Bend supports this recommendation. He added that the segment of River Road between STH 33 and Decorah Road currently has four traffic lanes, or is wide enough to provide four traffic lanes. Mr. Yunker stated that Commission staff would review the existing cross-section of River Road between Decorah Road and STH 33, and would include in the Preliminary Recommended Plan the appropriate functional improvement based on the existing cross-section.

[Secretary's Note: River Road between Paradise Drive and STH 33 has an urban cross-section and is 50 feet in width, with four traffic lanes provided between STH 33 and Kilbourn Avenue and two traffic lanes with two parking lanes provided between Kilbourn Avenue and Decorah Road. Four traffic lanes could be provided on the segment of River Road between Kilbourn Avenue and Decorah Road by restricting parking during peak times of the day. As such, the Preliminary Recommended Plan (as shown on Attachment B) includes the widening of River Road between Decorah Road and Paradise Drive, and the maintaining of the existing cross-section of River Road between Decorah Road and STH 33.]

Need for Four Traffic Lanes on S. Main Street between Walnut Street and W. Decorah Road

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of S. Main Street between Walnut Street and W. Decorah Road, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of S. Main Street to provide essentially the same capacity. Mr. Piotrowicz stated that widening S. Main Street from two to four traffic would require acquisition of a number of homes. Mr. Yunker stated that Commission staff would meet with the City of West Bend to further discuss this segment of S. Main Street.

[Secretary's Note: Following the meeting, Commission staff met with City of West Bend staff to discuss the issue of the need for four traffic lanes on Main Street between Walnut Street and Decorah Road. At that meeting, the City of West Bend staff concurred with the Commission staff's recommendation that the Preliminary Recommended Plan (as shown on Attachment B) includes the resurfacing or reconstruction of this segment of Main Street to provide the existing two traffic lanes.]

Need for Four Traffic Lanes on Decorah Road between S. 7th Avenue and S. Indiana Avenue

Mr. Yunker stated as forecast year 2050 average weekday traffic volumes may be expected to be below the design capacity of Decorah Road between S. 7th Avenue and S. Indiana Avenue, Commission staff recommends that the Preliminary Recommended Plan include resurfacing or reconstruction of this segment of Decorah Road to provide essentially the same capacity. Mr. Yunker stated that Commission staff would meet with the City of West Bend to further discuss this segment of Decorah Road.

[Secretary's Note: Following the meeting, Commission staff met with City of West Bend staff to discuss the issue of the need for traffic lanes on Decorah Road between S. 7th Avenue and S. Indiana Avenue. At that meeting, the City of West Bend staff concurred with the Commission staff's recommendation that the Preliminary Recommended Plan (as shown on Attachment B) includes the resurfacing or reconstruction of this segment of Decorah Road to provide the existing two traffic lanes.]

Mr. Justice stated that, following Meijer's announcement that it will build a new store along S. Main Street (CTH P) south of Parkway Drive, there have been a number of inquiries regarding additional development in this area. He said the additional traffic volumes generated by the new Meijer store and other potential development in this area may result in a need to widen CTH P from two to four traffic lanes between Humar Street and CTH NN. Mr. Yunker stated that Commission staff will ensure that the proposed Meijer store development is included in the land use element of the Preliminary Recommended Plan and will analyze the potential need to widen this segment of CTH P.

[Secretary's Note: The land use plan proposed under the Preliminary Recommended Plan incorporates the proposed Meijer store development proposed in the City of West Bend. As forecast year 2050 average weekday traffic volumes may be expected to approach or exceed the design capacity of CTH P between Humar Street (south of Paradise Drive) and CTH NN, the Preliminary Recommended Plan (as shown on Attachment B) includes the widening of CTH P from two to four traffic lanes between Humar Street and CTH NN.]

[Secretary's Note: Attachment B to these minutes shows the functional improvements to the arterial street and highway system in Racine County under the year 2050 Preliminary Recommended Plan.]

NEXT MEETING

Mr. Yunker stated that the next meeting of this Committee will be scheduled after the Preliminary Recommended Plan has been completed.

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Gonnering, seconded by Mr. Shambeau, and carried unanimously, the meeting was adjourned at 3:30 pm.

Respectfully submitted,

Kenneth R. Yunker
Secretary

**ANALYSIS OF WASHINGTON COUNTY ARTERIAL STREET AND HIGHWAY
FUNCTIONAL IMPROVEMENT ISSUES RAISED BY THE WASHINGTON COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Members of the Washington County Jurisdictional Highway Planning Committee identified at their February 6, 2015, meeting functional improvement—widening and new facilities—issues for the Washington County arterial street and highway system to be considered as part of VISION 2050—a major update to the regional land use and transportation plans. The following are the Commission staff's initial response to the functional improvement issues raised:

- ***Consider the Further Extension of Independence Avenue from Arthur Road to CTH K and Using Turtle Road/CTH K as an Alternative to Arthur Road for a Northern East-West Arterial Facility***
 - The planned extension of Independence Avenue between STH 60 and Arthur Road and the use of Arthur Road as an east-west arterial was included in the year 2035 regional transportation plan based on the recommendations of a feasibility study conducted by Washington County to identify potential alignments for east-west facilities north and south of the City of Hartford. This alignment was selected from multiple alternative routes, based on estimated costs, traffic, and other impacts, and as well, extensive public involvement.
 - Arthur Road would provide an east-west arterial along the edge of the planned urban development in the northern City of Hartford area. However, as there is no existing IH 41 interchange at Arthur Road, there would be some misdirection for traffic travelling between the Dodge Industrial Park area on the west side of the City of Hartford and the existing IH 41 interchange at CTH K. To minimize the misdirection, the year 2035 regional transportation plan recommended a realignment of Arthur Road between Kettle Moraine Road and Badger Road extended.
 - Further extending Independence Avenue from Arthur Road to CTH K and using Turtle Road/CTH K as the northern east-west arterial route, rather than Arthur Road, would provide a more direct route for traffic travelling between the Dodge Industrial Park area and the existing IH 41 interchange at CTH K.
 - Commission staff recommendation: It is recommended that the preliminary recommended year 2050 regional transportation plan recommend the extension of Independence Avenue from Arthur Road to Turtle Road/CTH K and the addition of Turtle Road/CTH K between the extension of Independence Avenue and STH 83 to the planned Washington County arterial street and highway system. It is also recommended that Arthur Road, including its planned realignment, between the Washington County line and Kettle Moraine Road be removed from the planned Washington County arterial street and highway system.
- ***Reconsider the Planned Extension of Pioneer Road between Powder Hill Road and Slinger Road***
 - The planned extension of Pioneer Road between Powder Hill Road and Slinger Road was included in the year 2035 regional transportation plan based on the recommendations of a feasibility study conducted by Washington County to identify potential alignments for east-west facilities north and south of the City of Hartford. This alignment was selected from multiple alternative routes, based on estimated costs, traffic, and other impacts, and as well, extensive public involvement.

- The planned extension would provide system continuity creating a direct and continuous arterial from IH 41 on the east to Taylor Road on the Washington County Line (approximately 12 miles).
- Commission staff recommendation: The extension of Pioneer Road between Powder Hill Road and Slinger Road was first included in the year 2035 regional transportation plan based on the recommendations of a feasibility study conducted by Washington County. The Commission staff would recommend that the planned extension of Pioneer Road between Powder Hill Road and Slinger Road be retained in the preliminary recommended year 2050 regional transportation plan, if the extension is supported by Washington County and the affected and concerned local governments—City of Hartford, the Villages of Richfield and Slinger, and the Towns of Erin, Hartford, and Polk.
- ***Reconsider the Planned Widening of STH 164 from Two to Four Traffic Lanes between CTH Q and Pioneer Road***
 - Existing average weekday design capacity: 14,000
 - Existing year 2013 average weekday traffic volume:
 - CTH Q to STH 167: 9,500
 - STH 167 to Pioneer Road: 7,500
 - Forecast year 2050 average weekday traffic volume:
 - CTH Q to STH 167: 11,500 to 12,500
 - STH 167 to Pioneer Road: 11,000
 - Commission staff recommendation: As the forecast year 2050 average weekday traffic volumes may be expected to approach but not exceed the design capacity of this segment of STH 164 by the design year 2050, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along STH 164 between CTH Q and Pioneer Road to accommodate possible future improvement of the facility beyond the design year of the plan.
- ***Consider the Widening of STH 60 between Industrial Drive and Maple Road***
 - Existing average weekday design capacity: 14,000
 - Existing year 2013 average weekday traffic volume:
 - Industrial Drive to Jackson Drive: 13,000
 - Jackson Drive to Maple Road: 11,000
 - Forecast year 2050 average weekday traffic volume:
 - Industrial Drive to Jackson Drive: 14,500
 - Jackson Drive to Maple Road: 13,500
 - Between Industrial Drive and a point 1,000 feet east of Jackson Drive (a segment of about 4,000 feet) the right-of-way of STH 60 is constricted to 49.5 feet and the existing roadway width is 36 feet. Sidewalks are located immediately adjacent to the roadway curbs and utility poles, roadway signs, and mailboxes are located within the sidewalks. On this stretch of STH 60, there are 84 residential and business structures which are distributed approximately equally on each side of the street and are generally located a limited distance – about 30 feet – from the existing roadway curbs.

- Commission staff recommendation: Based on the forecast year 2050 average weekday traffic volumes may be expected to be essentially at the design capacity of STH 60 between Industrial Drive and Jackson Drive and the potential impacts to adjacent residential and business structures, it is recommended that the preliminary recommended year 2050 regional transportation plan include the reservation of right-of-way along STH 60 between Industrial Drive and Jackson Drive.

Additionally, as the forecast year 2050 average weekday traffic volumes may be expected to approach the design capacity of STH 60 between Jackson Drive and Maple Road by the design year 2050, it recommended that the preliminary recommended year 2050 regional transportation plan as well include the reservation of right-of-way along STH 60 between Industrial Drive and Maple Road to accommodate possible future improvement of the facility beyond the design year of the plan.

- ***Reconsider the Planned Realignment of USH 45 within the Former Railroad Right-of-Way in the Village of Kewaskum***

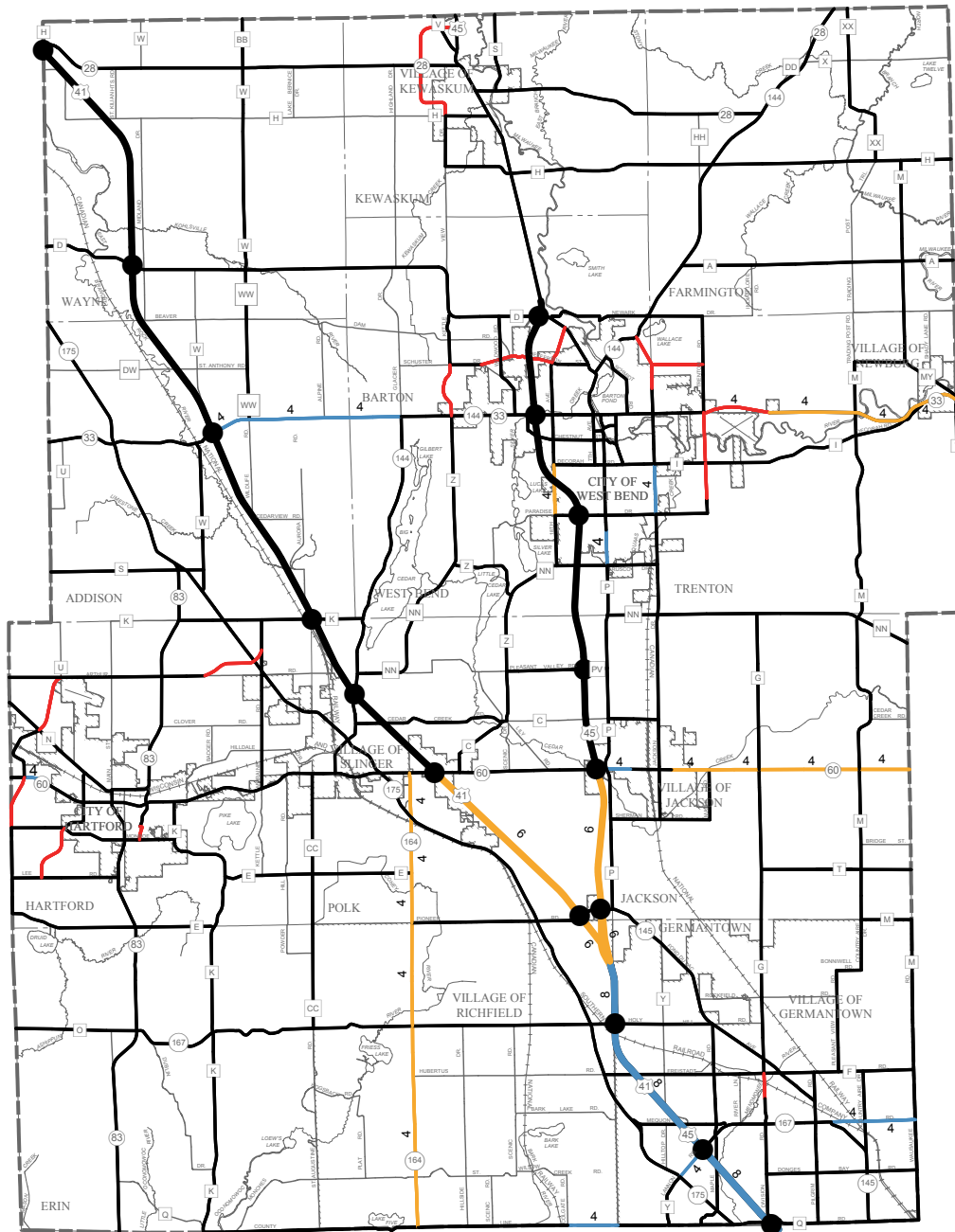
- Existing average weekday design capacity:
 - CTH H east to CTH H (Mohawk Road): 21,000 to 27,000
 - CTH H (Mohawk Road) to CTH V: 14,000
- Existing year 2013 average weekday traffic volume:
 - CTH H east to CTH H (Mohawk Road): 16,500
 - CTH H (Mohawk Road) to STH 28 (Main Street): 16,000
 - STH 28 (Main Street) to STH 28 east: 10,500
 - STH 28 east to CTH V: 6,500
- Forecast year 2050 average weekday traffic volume:
 - CTH H east to CTH H (Mohawk Road): 17,500
 - CTH H (Mohawk Road) to STH 28 (Main Street): 17,500
 - STH 28 (Main Street) to STH 28 east: 13,500
 - STH 28 east to CTH V: 11,000
- The realignment of USH 45 within the former railroad right-of-way through the Village of Kewaskum was studied at the specific request of the Village of Kewaskum, and recommended as a new arterial facility in the year 2020 amendment to the jurisdictional highway system plan for Washington County completed in 2002. The purpose of adding the alternative route to the plan was to provide additional traffic carrying capacity in a corridor paralleling existing USH 45 which would permit the retention of parking on the existing route.
- With the exception of the segment of USH 45 between CTH H (Mohawk Road) and STH 28 (Main Street) the existing cross-section of USH 45 can accommodate the existing year 2013 and forecast future year 2050 average weekday traffic volumes.
- Between CTH H (Mohawk Road) and STH 28 (Main Street), USH 45 is an approximately 48 foot wide urban roadway with two travel lanes and two parking lanes. Thus, the roadway is wide enough to permit an additional travel lane by restricting parking during peak periods to provide the additional capacity during times of congestion.

- Commission staff recommendation: As the existing alignment and roadway cross-section of USH 45 between CTH H and CTH V can accommodate anticipated future traffic volumes, Commission staff recommends that the preliminary recommended year 2050 regional transportation plan not include the realignment of USH 45 within the former railroad right-of-way. The Village may need to consider implementing peak period parking restrictions on USH 45 between CTH H (Mohawk Road) and STH 28 (Main Street) to accommodate the existing as well as anticipated future year traffic volumes.

* * *

KRY/CTH/RWH/AMA
#228205 V3

FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: YEAR 2050 PRELIMINARY RECOMMENDED PLAN



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF LANES (2 WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Commission staff was asked by Washington County to evaluate alternative east-west arterial bypass routes north of the City of Hartford and Village of Slinger, and potential improvements to STH 60 between the west county line and IH 41. The study is expected to be completed in August 2016, beyond the completion of the final year 2050 regional transportation plan. Should the results of this analysis differ from the final plan, it will be amended to reflect the results of the study.

2. Commission staff was asked by the Washington County Jurisdictional Highway Planning Committee, at their January 12, 2016 meeting to review studies completed that evaluated the effectiveness of bypassing STH 60 through the Village of Jackson. The result of studies conducted by SEWRPC and WisDOT indicated that a northern or southern bypass of STH 60 would not be effective in diverting traffic from this segment of STH 60. The results of these studies will be presented to the Washington County Committee. Any functional improvement changes requested by the Committee with respect to STH 60 in the Village of Jackson will be incorporated into the final recommended regional transportation plan.



GRAPHIC SCALE

