



A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY

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Special acknowledgment is due Mr. Ryan W. Hoel, PE, SEWRPC
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RESOLUTION NO. 2009-02

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AMENDING THE ADOPTED YEAR 2035 REGIONAL TRANSPORTATION SYSTEM PLAN FOR SOUTHEASTERN WISCONSIN, THE PLAN BEING A PART OF THE MASTER PLAN FOR THE PHYSICAL DEVELOPMENT OF THE REGION CONSISTING OF THE COUNTIES OF KENOSHA, MILWAUKEE, OZAUKEE, RACINE, WALWORTH, WASHINGTON, AND WAUKESHA IN THE STATE OF WISCONSIN (WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN)

WHEREAS, in 2006, pursuant to Section 66.0309 of the *Wisconsin Statutes*, the Southeastern Wisconsin Regional Planning Commission adopted a regional transportation plan as documented in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*; and

WHEREAS, at the request of the Washington County Board of Supervisors, the Commission, in cooperation with Washington County, each city, village, and town within Washington County, the Wisconsin Department of Transportation, and the U.S. Department of Transportation-Federal Highway Administration, reviewed and reevaluated the Washington County jurisdictional highway system plan; and

WHEREAS, the review and reevaluation was based on a comprehensive study, guided by a Washington County Jurisdictional Highway Planning Committee, which included representatives from Washington County, each city, village, and town within Washington County, the Wisconsin Department of Transportation and the U.S. Department of Transportation-Federal Highway Administration; and

WHEREAS, the review and reevaluation of the jurisdictional highway system plan for Washington County is documented in SEWRPC Planning Report No. 23 (Second Edition), *A Jurisdictional Highway System Plan for Washington County*; and

WHEREAS, on the 28th day of February 2008 the amended year 2035 Washington County jurisdictional highway system plan was unanimously approved by the Washington County Jurisdictional Highway Planning Committee; and

WHEREAS, on the 9th day of December 2008, the amended year 2035 Washington County jurisdictional highway system plan was adopted by the Washington County Board of Supervisors; and

WHEREAS, under the provisions of Section 66.0309(9) of the *Wisconsin Statutes*, the Regional Planning Commission is authorized and empowered, as the work of making the whole master plan progresses, to amend, extend, or add to the master plan or carry any part or subject matter thereof into greater detail;

NOW THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That the year 2035 Washington County jurisdictional highway system plan, being an integral component of the adopted regional transportation plan, be and the same hereby is in all respects amended in the manner identified on Map 30, page 64, of the aforereferenced SEWRPC Planning Report No. 23 (Second Edition), *A Jurisdictional Highway System Plan for Washington County*, published in July 2008, a copy of which is attached hereto and made a part thereof.

Resolution No. 2009-02

SECOND: That a true, correct, and exact copy of this resolution and the aforereferenced planning report shall be forthwith distributed to the local units of government in Washington County, the Washington County Board of Supervisors, the Wisconsin Department of Transportation, and the Federal Highway Administration.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Southeastern Wisconsin Regional Planning Commission held on the 4th day of March 2009, the vote being: Ayes 11; Nays 0.



David L. Stroik, Chairman



Kenneth R. Yunker, Deputy Secretary

PLANNING REPORT
NUMBER 23
(2nd Edition)

A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY

Prepared by the

Southeastern Wisconsin Regional Planning Commission
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July 2008

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Washington County Highway Department

Commissioner: **Kenneth M. Pesch, P.E.**

To: Washington County Board of Supervisors
Southeastern Wisconsin Regional Planning Commission
Wisconsin Department of Transportation

The Washington County Board of Supervisors in 1975 adopted an initial Washington County jurisdictional highway system plan for the design year 1990. That plan was later amended on five occasions. Three of these amendments occurred upon the adoption of the major reevaluations of the regional transportation plan in 1978, 1994, and 1997, which extended the design period of the regional transportation plan and the Washington County jurisdictional highway system plan, first to the year 2000, then to the year 2010, and then to the year 2020. The current regional transportation plan was adopted by the Southeastern Wisconsin Regional Planning Commission on June 21, 2006, extending the plan design period to the year 2035. The design year 2035 regional transportation plan contains an up-to-date functional arterial street and highway system plan consisting of recommendations concerning the general location, type, capacity, and service levels of the arterial street and highway system. The regional transportation plan, however, did not reevaluate, but rather continues the recommendations of the design year 2020 Washington County jurisdictional highway system plan.

In July 2008, Commission staff, under the guidance of the Washington County Jurisdictional Highway Planning Committee, completed the work necessary to review, update, and extend to the year 2035 the Washington County jurisdictional highway system plan. The Washington County Jurisdictional Highway Planning Committee was formed to assist and advise Commission staff in this planning effort, and has representation from the cities, villages, and towns in Washington County, the County, as well as from the Federal and state levels. The Washington County jurisdictional highway system plan provides a review and reevaluation, and recommendations as to which levels and agencies of government should assume responsibility for the construction, operation, and maintenance of each of the various arterial facilities included in the plan to the year 2035. The Washington County jurisdictional highway plan also provides a review, as requested by the Washington County Jurisdictional Highway Planning Committee and Washington County local governments, of specific functional improvements—arterials to be widened with additional lanes and new arterials—recommended in the design year 2035 regional transportation plan. The Washington County jurisdictional highway system plan thus is intended to be a functional, as well as jurisdictional, arterial street and highway system plan for Washington County to the design year 2035. The findings and recommendations of this report were considered and unanimously approved by the Washington County Jurisdictional Highway Planning Committee.

The new Washington County jurisdictional highway system plan is advisory to the local governments in the County, Washington County itself, and the State of Wisconsin. Plan implementation will depend upon the willingness and ability of the State, county, and local governments to fund and put in place the recommended arterial street and highway improvements and implement recommended jurisdictional changes.

With the plan design period extended to the year 2035, the Washington County jurisdictional highway system plan provides Washington County a framework for implementing an integrated highway transportation system which would effectively serve and promote a desirable land use pattern within the County, abate traffic congestion, reduce travel time and costs, and reduce accident exposure. It would also serve to concentrate appropriate resources and capabilities on corresponding areas of need, assuring the most effective use of the total public resources in the provision of highway transportation.

The report and plans are hereby respectfully submitted for your careful consideration and, hopefully, adoption. Favorable action on the report and plan is respectfully urged by the Commission staff and by the Washington County Jurisdictional Highway Committee.

Very truly yours,

Kenneth M. Pesch
Chairman, Washington County Jurisdictional
Highway Committee

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Chapter I

INTRODUCTION

On July 8, 1975, the Washington County Board of Supervisors adopted an initial jurisdictional highway system plan. That plan, with a design year of 1990 and set forth in SEWRPC Planning Report No. 23, *A Jurisdictional Highway System Plan for Washington County*, was based upon a comprehensive study of the jurisdictional responsibilities for the construction, maintenance, and operation of arterial streets and highways in Washington County. Prepared under the guidance of an Advisory Committee consisting of Federal, State, county, and local officials, the plan was intended to help provide the County, over time, with an integrated highway transportation system that would effectively serve and promote a desirable land use pattern in the County, abate traffic congestion, reduce travel time and costs, and reduce crash exposure. The plan was intended to help concentrate appropriate resources and capabilities on corresponding areas of need, thus assuring the most effective use of public resources in the provision of highway transportation. The initial plan was prepared as a logical sequel to the 1990 seven-county regional transportation system plan. That plan focused on needed functional improvements to the regional arterial street and highway system, but, except for freeways, contained no recommendations as to which levels and agencies of government should assume jurisdictional responsibility for each of the facilities included in the functional plan.

Since its initial adoption in 1975, the Washington County jurisdictional highway system plan has been previously amended on five occasions. The first amendment of the original Washington County jurisdictional highway system plan occurred in 1978, upon the adoption by the Regional Planning Commission of the second-generation regional transportation plan.¹ While this second-generation regional transportation plan was adopted by the Regional Planning Commission on June 1, 1978, it was never formally adopted by the Washington County Board of Supervisors. The next amendment of the Washington County jurisdictional highway system plan occurred in 1989.² This amendment was formally adopted by the Washington County Board of Supervisors on April 17, 1990. The Washington County jurisdictional highway system plan was amended again in 1994, upon adoption of the year 2010 third-generation regional transportation plan by the Commission.³ The regional transportation plan, and attendant amended Washington County jurisdictional highway system plan as of 1994, were endorsed by the Washington County Jurisdictional Highway Planning Committee in 1994 and adopted by the Washington County Board in 1995. Another amendment of the Washington County jurisdictional highway system

¹See *SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000, Volume One, Inventory Findings, April 1975; and Volume Two, Alternative and Recommended Plans, May 1978.*

²See Amendment to the Washington County Jurisdictional Highway System Plan—2000, *November 1989.*

³See *SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, December 1994.*

plan occurred in 1997, upon the extension of the design year 2010 regional transportation plan to the design year 2020, and its adoption by the Commission.⁴ The most recent amendment of the Washington County jurisdictional highway system plan occurred in 2002.⁵

The latest review and re-evaluation of the regional land use and regional transportation plans by the Commission resulted in a fifth-generation design year 2035 regional land use plan, adopted by the Commission on June 21, 2006, and a fifth-generation design year 2035 regional transportation plan, also adopted by the Commission on June 21, 2006. In accordance with its advisory role, the Commission certified these plans to the constituent counties, cities, villages, and towns, as well as to certain state and Federal agencies, for endorsement and implementation.

The adopted regional transportation plan is set forth in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, June 2006. The regional transportation plan made recommendations regarding five key transportation elements: public transit, bicycle and pedestrian facilities, transportation system management, travel demand management, and arterial street and highways. The public transit element envisions significant improvement and expansion of public transit in Southeastern Wisconsin, including development within the Region of a rapid transit and express transit system, improvement of existing local bus service, and the integration of local bus service with the proposed rapid and express transit services. The bicycle and pedestrian facility element is intended to promote safe accommodation of bicycle and pedestrian travel, and encourage bicycle and pedestrian travel as an alternative to personal vehicle travel. The transportation systems management element includes measures intended to manage and operate existing transportation facilities to their maximum carrying capacity and travel efficiency, including: freeway traffic management, surface arterial street and highway traffic management, and major activity center parking management guidance. The travel demand management element includes measures intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. The arterial street and highway element recommends the improvements needed to address the residual congestion which may not be expected to be alleviated by proposed land use, transportation systems management, travel demand management, bicycle and pedestrian facilities, and public transit.

The regional transportation plan thus contains an up-to-date functional arterial street and highway system plan. This functional plan consists of recommendations concerning the general location, type, capacity, and service levels of the arterial street and highway facilities required to serve southeastern Wisconsin and Washington County to the year 2035. The regional transportation plan, however, did not reevaluate, but continues the recommendations from the current county jurisdictional highway system plans as to which levels and agencies of government should assume responsibility for the construction, operation, and maintenance of each of the various arterial facilities included in the plan. This Washington County jurisdictional highway system plan update will provide a review and reevaluation, and recommendations as to which level and agency of government should have jurisdictional responsibilities for each segment of arterial street and highway in Washington County. This review is required at this time in order to address changing traffic demands and patterns, to adjust the jurisdictional systems to changes in land use development patterns, and to assure the maintenance of an integrated network of state and county trunk highways as urban development continues within the county.

As the second edition of SEWRPC Planning Report No. 23, this document is intended to be reviewed and approved by the Washington County Jurisdictional Highway Planning Committee, by the Highway Committee of the Washington County Board of Supervisors, by the Board itself, and by the Southeastern Wisconsin Regional Planning Commission as the official areawide planning agency for Southeastern Wisconsin.

⁴See *SEWRPC Planning Report No. 46, A Regional Transportation Plan for Southeastern Wisconsin: 2020, December 1997*.

⁵See *Amendment to the Washington County Jurisdictional Highway System Plan—2020, March 2002*.

STUDY ORGANIZATION

This jurisdictional highway system planning effort is an update to the current jurisdictional highway system plan and was preceded by an intensive, comprehensive, areawide functional highway planning study as part of the design year 2035 regional transportation plan. The regional transportation plan provides almost all of the necessary basic planning and engineering data, as well as the basic traffic simulation models, essential to the jurisdictional highway system planning effort.

Advisory Committee Structure

Because any realignment in the jurisdictional highway system would affect the Federal, state, and local units of government concerned in many ways, it is essential to actively involve these units of government in the jurisdictional highway planning process. Such participation has been previously obtained within the county in connection with the original Washington County jurisdictional highway system plan and its subsequent amendments through the Washington County Jurisdictional Highway Planning Committee. That Committee has representation from the cities, villages, and towns in the County, the County, as well as from the Federal and state levels. A Washington County Jurisdictional Highway Planning Committee will, therefore, provide guidance and assistance to the staff during the course of this study. Specifically, this Committee is charged with assisting and advising the study staff on technical methods, procedures, and interpretations; assisting in the assembly and evaluation of planning and engineering data; assisting in the establishment, definition, and review of criteria; appraising alternative plans; and resolving any conflicts which might arise in plan preparations and selection. The Committee is intended to be a working committee and to actively involve the Federal, state, and local officials in the planning process. A complete committee membership list is set forth on the inside front cover of this report.

STUDY PURPOSE AND PLAN OBJECTIVES

The primary purpose of jurisdictional highway system planning is to group into classes arterial streets and highways that serve similar functions and which, accordingly, should have similar design standards and levels of service. Once this classification process is completed, it is possible to assign jurisdictional responsibility logically for the design, construction, operation, and maintenance of each of the groups to the state, county, and local levels of government. Thus, a county jurisdictional highway system plan indicates which highway facilities should be the primary responsibility of state government, county government, and local government—city, village, or town.

The Washington County jurisdictional highway system plan is intended to help Washington County:

- Cope with the growing traffic demands within the County;
- Adjust the existing jurisdictional highway systems to changes in land use development along their alignment;
- Maintain an integrated county trunk highway system within the County;
- Adjust the existing jurisdictional highway system to better serve the major changes in traffic patterns taking place within the County; and
- Achieve an equitable distribution of arterial street and highway development and maintenance costs and revenues among the various levels and agencies of government concerned.

The county jurisdictional highway system plan will also provide a review, as requested, of the functional highway improvements—arterials to be widened with additional lanes and new arterials—recommended in the regional transportation plan within Washington County.

SCHEME OF PRESENTATION

The findings and recommendations of this updated Washington County jurisdictional highway system planning process are documented in this report. Following this introductory chapter, Chapter II describes the existing arterial street and highway system and jurisdictional highway system in Washington County; reviews the functional improvements of the arterial system and jurisdictional transfers of arterials between the various units of government—state, county and local—completed over the past 30 years since 1975, the year the original Washington County jurisdictional highway system plan was adopted; and presents the recommendations of the recently completed regional transportation plan with respect to functional highway capacity improvements and jurisdictional transfers. Chapter III describes the jurisdictional classification criteria utilized in this Washington County jurisdictional highway system planning effort, which are intended to provide an objective and rational basis for the assignment of jurisdictional responsibility for the segments of the arterial street and highway system to the levels of government concerned—state, county and local. Chapter III also describes the current *State Statutes* governing the jurisdictional transfer of streets and highways. Chapter IV summarizes the application of the various jurisdictional classification criteria to the Washington County arterial street and highway system that were considered in the formulation of the preliminary and recommended jurisdictional highway system plan, and presents the preliminary recommended new Washington County jurisdictional highway system plan. Chapter V presents the final recommended Washington County jurisdictional highway system plan. Chapter VI summarizes the new Washington County jurisdictional highway system plan.

Chapter II

EXISTING AND PLANNED WASHINGTON COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM

INTRODUCTION

This chapter describes the existing and planned arterial street and highway system, including the existing and planned jurisdiction of that system, in Washington County. The functional improvements (new arterials and widened arterials) and jurisdictional transfers recommended in the design year 2035 regional transportation plan and the current Washington County jurisdictional highway system plan, are presented along with an evaluation of additional functional improvements and potential jurisdictional transfers identified by the Washington County Jurisdictional Highway Planning Committee for consideration during the preparation of this jurisdictional highway system plan. Based upon that evaluation, recommended changes are identified to the functional improvements in the jurisdictional highway system plan and regional transportation system plan.

ARTERIAL STREET AND HIGHWAY SYSTEM

Streets and highways may be functionally classified into three categories—arterial streets, land access streets, and collector streets—based upon the manner in which they function. Arterial streets are defined as streets and highways which are principally intended to provide a high degree of travel mobility, serving the through movement of traffic and providing transportation service between major subareas of an urban area or through the area. Together, the arterial streets should form an integrated, areawide system. Access to abutting property may be a secondary function of some types of arterial streets and highways, but it should always be subordinate to the primary function of traffic movement.

Land access streets are defined as streets which are intended to serve primarily as a means of access to abutting properties, principally serving the residential areas of a community.

Collector streets are defined as streets which are intended to serve primarily as connectors between the arterial system and the land access street system. In addition to collecting traffic from, and distributing traffic to, the land access streets, the collector streets usually provide the same principal function as land access streets, that of providing access to abutting property. As a result, collector and land access streets are sometimes combined and referred to as nonarterial, or local, streets.

The regional transportation plan and Washington County jurisdictional highway system plan address only the arterial street and highway element of the total street and highway system. Arterial streets and highways are the only element of the total street and highway system for which existing and future traffic volume, and the need for

additional traffic lanes or for a new arterial facility to relieve traffic, is a consideration in facility and system design. The definition of arterials has been determined by an evaluation of four major factors: 1) traffic characteristics—traffic volume and type, operating speeds, and average trip length; 2) physical characteristics—horizontal and vertical alignment, pavement width, and pavement types; 3) system integration—system continuity and facility spacing; and 4) land use service—the areawide significance of the land use activities served.

Arterial streets generally account for about 30 percent of the mileage of the total street and highway system, and carry about 90 percent of the total average weekday traffic in Southeastern Wisconsin. Arterial streets are generally recommended to be spaced at about one-half mile intervals in high-density areas, one-mile intervals in medium-density areas, two-mile intervals in low-density areas, and intervals of more than two miles in rural areas. To serve travel effectively, and to make efficient use of public resources, the arterial street system should be planned as an integrated system, irrespective of jurisdictional boundaries and jurisdictional responsibilities for streets and highways, with consideration of existing and future traffic volumes, and with traffic capacities fitted to serve those traffic volumes.

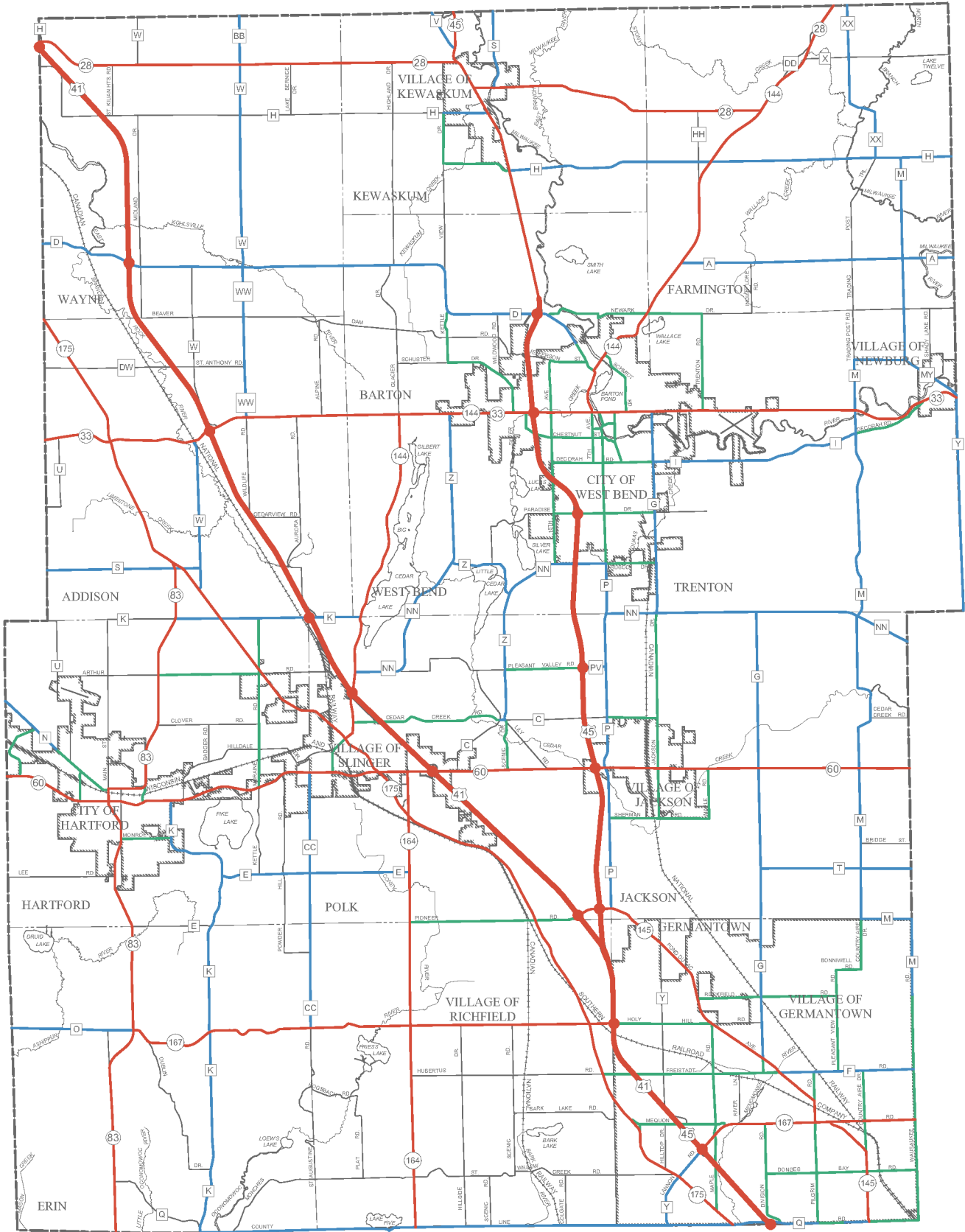
Together with local governments and the Wisconsin Department of Transportation, the Commission has defined the arterial street and highway system of Washington County and all of Southeastern Wisconsin over the past 40 years. The existing year 2005 arterial street and highway system in Washington County is displayed on Map 1. Over the past 30 years, the mileage of the arterial street and highway system in Washington County increased from 345 miles in 1975, the year the original Washington County jurisdictional highway system plan was adopted, to 427 miles in 2005, an increase of 82 miles, or about 24 percent.

ARTERIAL STREET AND HIGHWAY SYSTEM JURISDICTION

The jurisdictional classification of the arterial street and highway system identifies the level of government—State, county, or local—having responsibility for the design, construction, maintenance, and operation of each segment of the arterial street and highway system. The existing jurisdictional highway classification is the result of a long evolutionary process influenced by many complex political, administrative, financial, and engineering considerations and constraints. The Commission has attempted over the past 35 years to work cooperatively with local, State, and Federal governments to recommend changes in the jurisdictional classification of the arterial street and highway system so that the arterial street system of the Region may over time be grouped into more logical subsystems of jurisdictional responsibility with the appropriate streets and highways under the jurisdiction of each level of government—State, county, and local.

The county jurisdictional highway system plans prepared by the Commission are based upon criteria established by the Commission in cooperation with Federal, State, and local units of government and include: 1) trip service—the average trip length on each segment during an average weekday; 2) land use service—the areawide significance of land use activities to be connected and served; and 3) facility operational characteristics and system continuity, including facility spacing, traffic volume, traffic mobility, and land access. State trunk highways should be those facilities intended to provide the highest level of mobility, to serve trips with the longest length, to provide minimal land access, to serve land uses of regional and statewide significance, and to have interregional continuity. State trunk highways should be those arterial facilities which would principally serve travel through a county, and travel between counties. The State trunk highway system for Washington County in 2005, shown as red lines on Map 1, consists of 187.1 route-miles. County trunk highways should be those arterial facilities intended to provide an intermediate level of traffic mobility and land access, to serve land uses of countywide significance, and to have intercommunity continuity. County trunk highways should be those arterial facilities which would principally serve travel between the various municipalities of a county. The County trunk highway system for Washington County in 2005, shown as blue lines on Map 1, consists of 150.9 route-miles. These county trunk highways only represent those which have been functionally classified as arterial facilities in the regional transportation plan. The entire Washington County trunk highway system in 2005, including both arterials and nonarterials, consists of about 184 route-miles. Local or municipal arterial streets are intended to be those facilities that provide the lowest level of arterial traffic mobility and the highest degree of arterial land access, and which have intracommunity continuity and serve principally arterial travel within a

EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2005



EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM BY EXISTING JURISDICTION

FREEWAY

- STATE TRUNK
- INTERCHANGE

ARTERIAL STREET OR HIGHWAY

- STATE TRUNK
- COUNTY TRUNK
- LOCAL TRUNK

Source: SEWRPC.

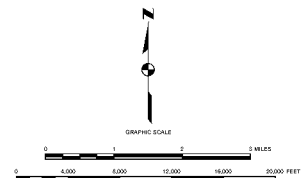


Table 1

ARTERIAL STREET AND HIGHWAY MILEAGE BY JURISDICTION IN WASHINGTON COUNTY: 2005

Jurisdiction	Existing Arterial Miles			
	State	County	Local	Total
City of Hartford.....	6.0	0.6	4.6	11.2
City of Milwaukee.....	0.0	0.0	0.1	0.1
City of West Bend.....	9.8	3.1	20.3	33.2
Village of Germantown	21.2	10.4	28.7	60.3
Village of Jackson.....	3.1	0.8	2.5	6.4
Village of Kewaskum	2.9	1.3	0.4	4.6
Village of Newburg	0.8	0.9	0.2	1.9
Village of Richfield ^a	18.3	4.1	1.8	24.2
Village of Slinger.....	8.8	0.3	2.2	11.3
Town of Addison.....	21.4	9.8	0.0	31.2
Town of Barton	5.9	5.7	4.5	16.1
Town of Erin.....	10.1	10.2	0.0	20.3
Town of Farmington.....	9.6	17.9	0.5	28.0
Town of Germantown	1.2	0.7	0.6	2.5
Town of Hartford.....	8.9	8.7	4.5	22.1
Town of Jackson.....	5.0	22.1	5.5	32.6
Town of Kewaskum	7.3	4.8	1.9	14.0
Town of Polk.....	23.8	11.1	6.7	41.6
Town of Trenton.....	4.4	16.1	3.5	24.0
Town of Wayne.....	12.0	12.1	0.0	24.1
Town of West Bend	6.6	10.2	0.1	16.9
Total	187.1	150.9	88.6	426.6

^aThe Town of Richfield was incorporated as a village on February 13, 2008.

Source: SEWRPC.

municipality. The local arterial street system for Washington County in 2005, shown as green lines on Map 1, consists of 88.6 route-miles. Table 1 presents the distribution of existing arterial street and highway mileage within Washington County in 2005 by State, county, and local jurisdictional classification.

REGIONAL TRANSPORTATION PLAN AND WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

The design year 2035 regional transportation plan presents a comprehensive, multi-modal, balanced, and integrated transportation plan which addresses the long range transportation needs and challenges that face the Region. The regional transportation plan contains five plan elements—public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways. The plan considers the forecast growth of the Region to the year 2035 in terms of jobs, population, and households. The plan also considers trends in travel, transportation system use, and transportation system development. Quantitative forecasts of the growth in regional travel and traffic to the year 2035 were prepared, and potential alternative transportation plans were quantitatively tested to evaluate and compare their ability to accommodate the forecast future travel and traffic. The year 2035 regional transportation plan explicitly considered the potential of more efficient land use and expanded public transit, systems management, bicycle and pedestrian facilities, and demand management to first alleviate traffic congestion. Highway improvements were only then considered to address any residual traffic congestion. Thus, the regional transportation plan contains an up-to-date functional arterial street and highway system plan for the Region and Washington County.

The Washington County jurisdictional highway system plan serves as a further refinement of the Washington County arterial street and highway element of the regional transportation plan. Once a functional plan consisting of recommendations concerning the general location, type, capacity, and service levels of arterial streets and highways has been identified, a jurisdictional highway system plan, as the first step toward plan implementation, specifies the governmental level and unit which should have responsibility for acquiring, constructing, maintaining, and operating each of the existing and proposed facilities which comprise the total physical system. The review and update of the Washington County jurisdictional highway system plan allows for amendment of the regional transportation plan to address changing traffic demands and patterns in Washington County, to adjust the recommended jurisdictional system to changes in land use and development patterns, and to assure the maintenance of an integrated network of state and county trunk highways as urban development continues within Washington County.

Functional Improvements Completed in Washington County Since Adoption of the First Washington County Jurisdictional Highway System Plan in 1975

The functional improvements recommended for the Washington County arterial street and highway system can be divided into three categories: system preservation, system improvement, and system expansion. System preservation refers to those facilities which are recommended to be resurfaced and reconstructed to their same traffic carrying capacity. System improvement refers to those facilities which are recommended to be widened with additional traffic lanes to provide additional traffic carrying capacity. System expansion refers to those facilities which are recommended as new arterial facilities.

Those system improvement and expansion functional highway projects undertaken in Washington County since the adoption of the original jurisdictional highway system plan in 1975 total about 63.5 miles and are identified in Table 2 and Map 2.

Current Functional Improvement Recommendations for Washington County

The functional, or capacity, improvements recommended within Washington County under the year 2035 regional transportation plan are displayed in Map 3 and Table 3. The adopted year 2035 regional transportation plan totals 460.7 arterial street and highway route-miles in Washington County. Approximately 91 percent, or 418.9 of these route-miles, are recommended as system preservation projects. Facilities recommended for system preservation should require no significant expansion of traffic carrying capacity, that is, no provision of additional through traffic lanes. Approximately 22.5 route-miles, or 5 percent, are recommended as system improvement projects. Facilities recommended for system improvement would need to be reconstructed and widened to provide additional traffic lanes for traffic carrying capacity. Approximately 19.3 route-miles, or about 4 percent, are recommended system expansion projects, or new arterial facilities. Facilities shown in orange on Map 3 represent those facilities where it is recommended that right-of-way be reserved to accommodate a potential future improvement to provide additional traffic carrying capacity. Based upon Commission staff analyses, these are facilities where future traffic volumes may be expected to approach, but not exceed, their design capacity by the year 2035.

Potential Functional Improvements to be Addressed During the Washington County Jurisdictional Highway System Plan Review and Update

The design year 2035 regional transportation plan was considered and approved by the Washington County Jurisdictional Highway Planning Committee as part of the preparation of the year 2035 regional transportation plans. The Washington County Jurisdictional Highway Planning Committee and Washington County local governments requested the following functional improvement issues to be further considered, during the current Washington County jurisdictional highway system planning effort:

- Consider alternatives to address existing and future traffic congestion problems on STH 60 through the Village of Jackson;
- Consider the use of existing Creek Road as an arterial between River Road and Trenton Road, rather than construction of a new arterial; and

Table 2

ARTERIAL STREET AND HIGHWAY SYSTEM IMPROVEMENT AND EXPANSION PROJECTS COMPLETED IN WASHINGTON COUNTY: 1975-2005

Facility	Limits	Miles	Project Type ^a
State			
USH 41	Dodge County Line to Richfield Interchange ^b	21.0	Improvement
USH 45	STH 145 to CTH D	12.6	Expansion
USH 45	CTH D to CTH H	3.0	Improvement
STH 33	East Bank of Rock River to USH 41	0.6	Improvement
STH 33	Meadow Lark Lane to CTH B	1.5	Improvement
STH 33	18 th Avenue to 7 th Avenue	0.8	Improvement
STH 33	Schmidt Road to Wildwood Road	1.4	Improvement
STH 60	Pond Road to USH 41	7.4	Improvement
Mequon Road (STH 167)	Lannon Road to Pilgrim Road	1.8	Improvement
Subtotal	--	50.1	--
County			
CTH Q	Amy Belle Road to River Crest Drive	2.8	Improvement
River Road	STH 33 to 0.20 mile south	0.2	Expansion
Subtotal	--	3.0	--
Local			
18 th Avenue	Jefferson Street to Park Avenue	0.5	Expansion
Independence Avenue	STH 60 to CTH N	1.3	Expansion
Main Street	Paradise Drive to Decorah Road	1.0	Improvement
Maple Road	Freistadt Road to Lannon Road	1.2	Improvement
Monroe Avenue	Wacker Drive to STH 83	1.3	Expansion
Paradise Drive	18 th Avenue to Main Street	1.0	Improvement
Pilgrim Road	Mequon Road (STH 167) to County Line Road (CTH Q)	2.0	Improvement
Pilgrim Road	Mequon Road (STH 167) to Fond du Lac Avenue	0.4	Expansion
Veterans Avenue	STH 33 to Main Street	0.4	Improvement
Wacker Drive	Monroe Avenue to STH 60	0.8	Expansion
Wilson Avenue	STH 60 to Lincoln Avenue	0.5	Expansion
Subtotal	--	10.4	--
Total	--	63.5	--

^aImprovement projects refer to those projects which were widened to provide additional traffic carrying capacity, or other improvement which significantly expands capacity, such as the conversion from an expressway to a freeway. Expansion projects refer to those projects where construction of a new arterial facility had been completed.

^bThe Richfield Interchange refers to the system interchange where the USH 41 and USH 45 freeways diverge in the Town of Richfield.

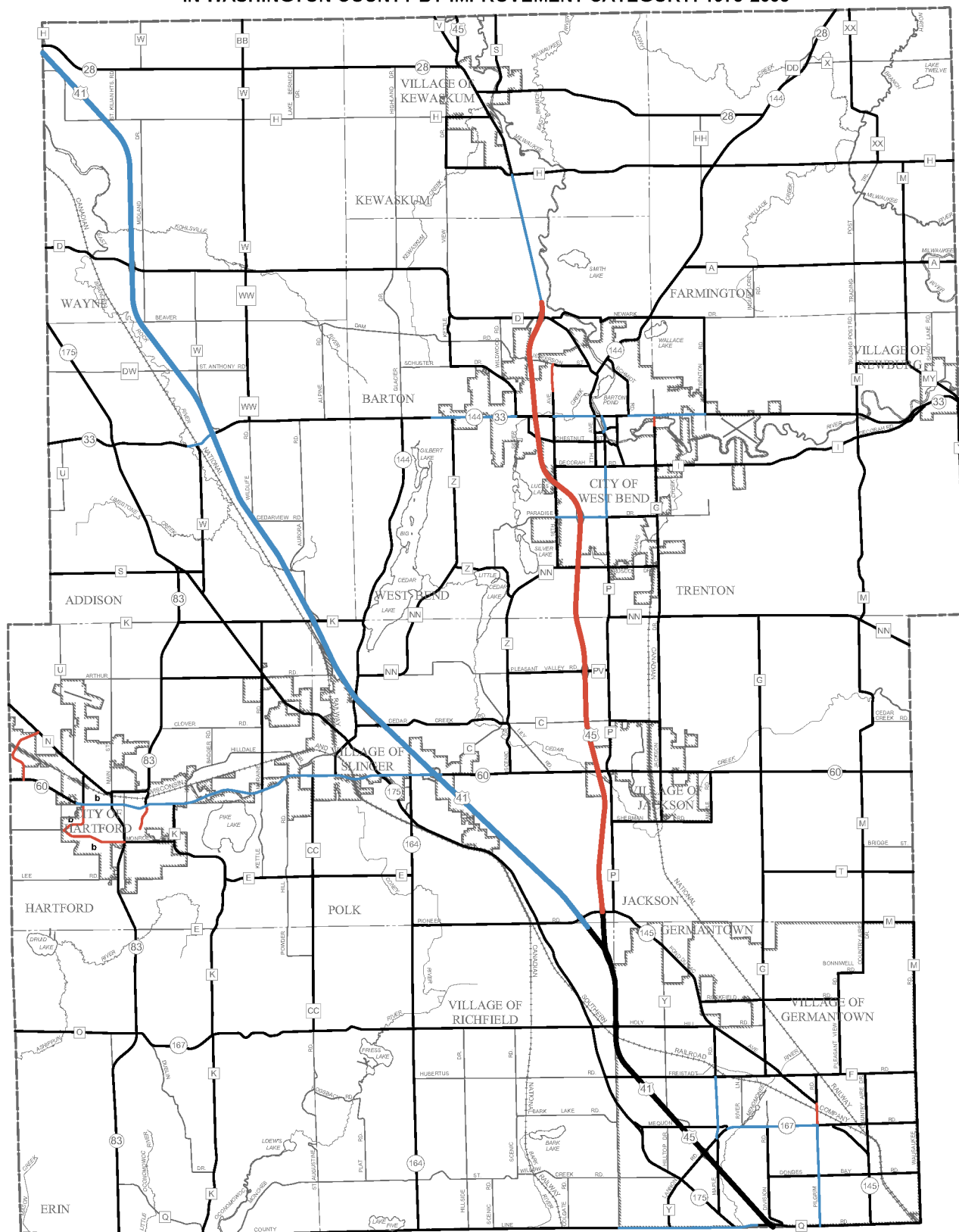
Source: SEWRPC.

- Reconsider the planned reserve right-of-way recommendation to accommodate a future improvement of STH 33 between STH 144 and USH 41.

At their September 13, November 8, 2007, and February 21, 2008 meetings members of the Washington County Jurisdictional Highway Planning Committee asked for review of the following functional issues:

- Reconsider the planned extension of N. River Road between Creek Road and STH 144;
- Reconsider the planned extension of Division Road between STH 167 and Freistadt Road;
- Consider the addition of Wildwood Road between the planned extension of Schuster Drive and CTH D as a planned arterial;
- Consider Cedar Lane between STH 145 and CTH G as an alternative to the planned arterial route of Rockfield Road between STH 145 and CTH G;

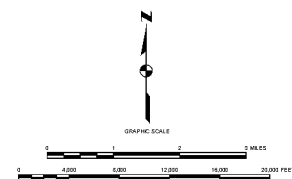
ARTERIAL STREET AND HIGHWAY PROJECTS COMPLETED
IN WASHINGTON COUNTY BY IMPROVEMENT CATEGORY: 1975-2005



- NEW ARTERIALS
- ARTERIALS WIDENED TO PROVIDE ADDITIONAL TRAFFIC LANES^a
- OTHER EXISTING ARTERIALS

^a ALSO INCLUDES THE IMPROVEMENT OF USH 41 NORTH OF RICHFIELD INTERCHANGE FROM EXPRESSWAY TO FREEWAY.

^b PROJECTS THAT HAVE BEEN IMPLEMENTED OR UNDER CONSTRUCTION SINCE 2005.



Source: SEWRPC.

Table 3

**CAPACITY IMPROVEMENTS IN WASHINGTON COUNTY
RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**

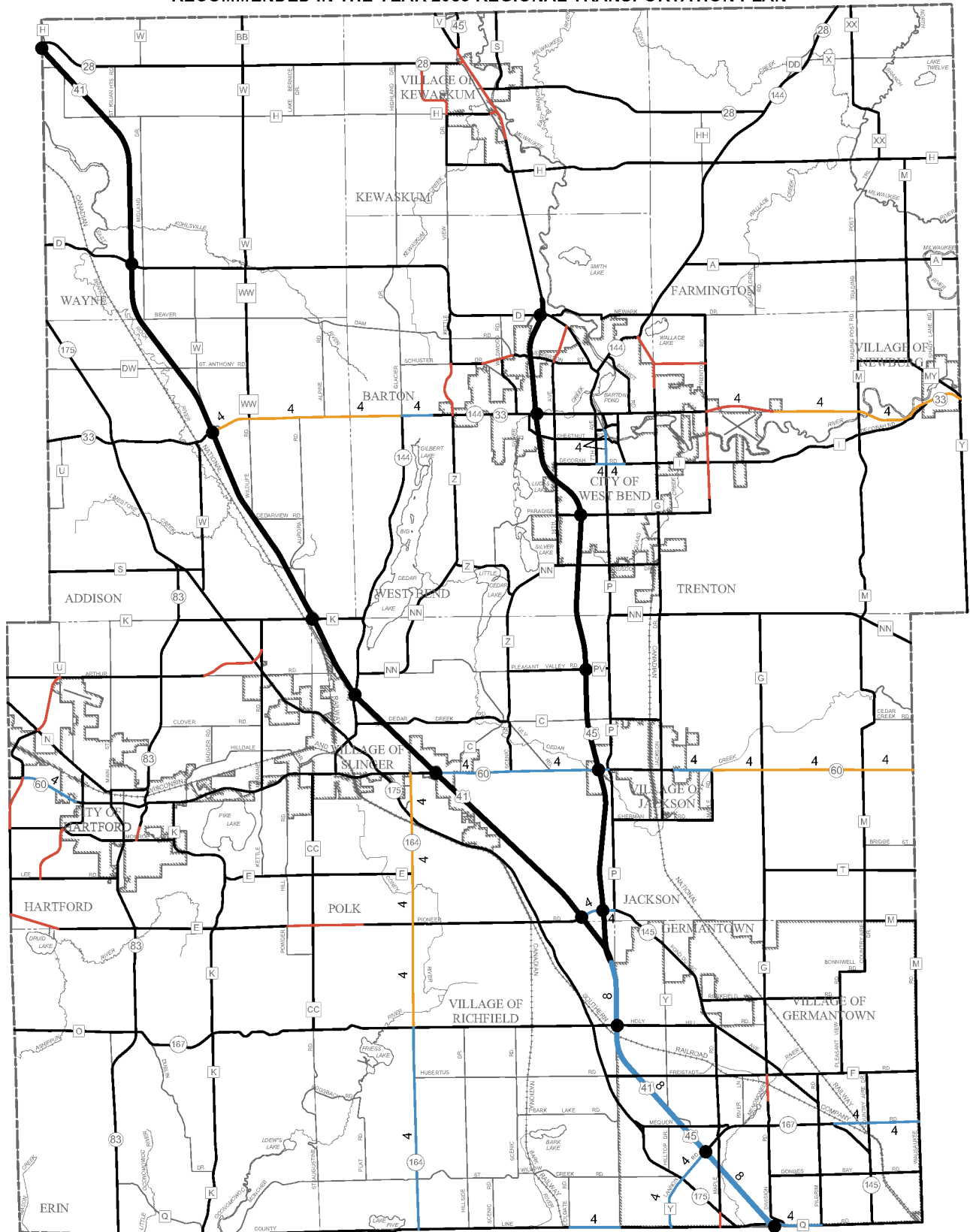
Recommended Jurisdiction ^a	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 41/45 STH 33 STH 60 STH 60 STH 60 STH 164 STH 167	CTH Q to Richfield Interchange STH 144 to 600 feet east of Riesch Drive Independence Avenue to Pond Road USH 41 to CTH P Wilshire Drive to Maple Road CTH Q to STH 167 STH 145 to Ozaukee County line	Widen from six to eight traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	USH 45 relocation STH 28 extension STH 33 relocation STH 83 relocation	Sandy Ridge Road to CTH V USH 45 to Relocated USH 45 Trenton Road to Oak Road Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment Construct two lanes on new alignment
County	Widening	STH 145 CTH Q CTH Q CTH Y	USH 41 to CTH P Division Road to Pilgrim Road Colgate Road to Amy Belle Road CTH Q to USH 41/45	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	Arthur Road extension Division Road extension N. River Road extension Pioneer Road extension Taylor Road extension Waterford Road	Arthur Road to Kettle Moraine Road Main Street to Freistadt Road Creek Road to STH 144 Pioneer Road to Powder Hill Road Pond Road to STH 60 Waterford Road to Taylor Road	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
Local	Widening	Decorah Road Main Street	7th Avenue to Indiana Avenue Decorah Road to Walnut Street	Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	CTH H extension Arthur Road extension Jefferson Street extension Kettle View Drive extension Kettle View Drive extension Maple Road extension Schuster Drive extension Trenton Road extension Wacker Drive extension 18th Avenue extension	USH 45 to Relocated USH 45 CTH N to Arthur Road Trenton Road to N. River Road extension CTH H to STH 28 STH 33 to Schuster Drive CTH Q to STH 175 Schuster Drive to Beaver Dam Road 1,700 feet south of STH 33 to 1,600 feet north of Paradise Drive Monroe Avenue to Lee Road Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

^aThe jurisdictional responsibility recommendations in the year 2035 regional transportation plan are based on the year 2020 jurisdictional highway system plan for Washington County.

Source: SEWRPC.

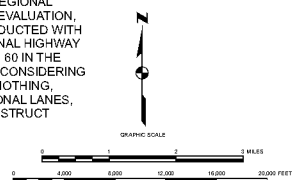
- Reconsider the planned alternative USH 45 route through the Village of Kewaskum;
- Review the available right-of-way for the planned alternative USH 45 route in the Village of Kewaskum;
- Consider the addition of an extension of Kettle View Drive between STH 28 and USH 45 in the Village and Town of Kewaskum;
- Consider the need for four traffic lanes on 18th Avenue between Paradise Drive and Decorah Road in the City of West Bend;
- Consider the need for four traffic lanes on Rusco Drive between CTH P and CTH G in the City and Town of West Bend;

**CAPACITY IMPROVEMENTS IN WASHINGTON COUNTY
RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION 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)
- INTERCHANGE
- FREeway INTERCHANGE

SUBSEQUENT TO COMPLETION OF THE REGIONAL TRANSPORTATION PLAN UPDATE AND REEVALUATION, MORE DETAILED ANALYSES WILL BE CONDUCTED WITH THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE ADDRESSING STH 60 IN THE VILLAGE OF JACKSON AND POTENTIALLY CONSIDERING VARIOUS ALTERNATIVES INCLUDING DO-NOTHING, RESTRICT PARKING, WIDEN WITH ADDITIONAL LANES, CONSTRUCT BYPASS, AND IMPROVE/CONSTRUCT PARALLEL ARTERIALS.



Source: SEWRPC.

- Consider the addition of CTH C as an arterial between STH 60 and CTH Z and the deletion of Scenic Road as an arterial between STH 60 and CTH Z; and
- Consider the need for reservation of right-of-way to provide six traffic lanes on USH 45 between the USH 41/45 split and STH 60.

In addition, at the November 26, 2007, Washington County Multi-Jurisdictional Comprehensive Planning Land Use and Transportation Workgroup Element meeting, and the December 18, 2007, Washington County Multi-Jurisdictional Comprehensive Planning Advisory Committee Meeting, the Commission staff was asked to review the following additional functional issues:

- Consider the addition of Midland Drive between CTH D and STH 28 as an arterial in the Town of Wayne;
- Consider the need for six traffic lanes on USH 41 between the USH 41/45 split and STH 60; and
- Reconsider the need for the planned extension of Kettle View Drive between STH 33 and Schuster Drive.

Consider Alternatives to Address Existing and Future Traffic Congestion Problems on STH 60 through the Village of Jackson

The year 2035 regional transportation plan identifies the need to consider the improvement of STH 60 to four traffic lanes from IH 43 in Ozaukee County to Independence Avenue in Washington County. This need on some segments of STH 60 is based on existing traffic volumes which exceed the design capacity of the existing two traffic lane arterial roadway of 14,000 vehicles per average weekday, and in others on forecast future year 2035 traffic volumes. Some of these segments of STH 60 will require widening to add two traffic lanes, while others may add the proposed lanes through parking restrictions. On some segments of STH 60, the regional plan recommends the reservation of right-of-way to accommodate four traffic lanes, because year 2035 traffic volumes may be expected to approach, but not exceed, the two lane arterial design capacity. And, some segments of STH 60 are already improved to four traffic lanes.

The segment of STH 60 in the Village of Jackson area between CTH P and Maple Drive currently provides two traffic lanes and carries existing or future forecast year 2035 traffic volumes which exceed the design capacity of those lanes. The regional transportation plan identified this as a segment of STH 60 which should be studied in more detail in the Washington County jurisdictional highway system plan due to its constricted right-of-way, and the potential need to consider alternatives to the widening of this segment of STH 60.

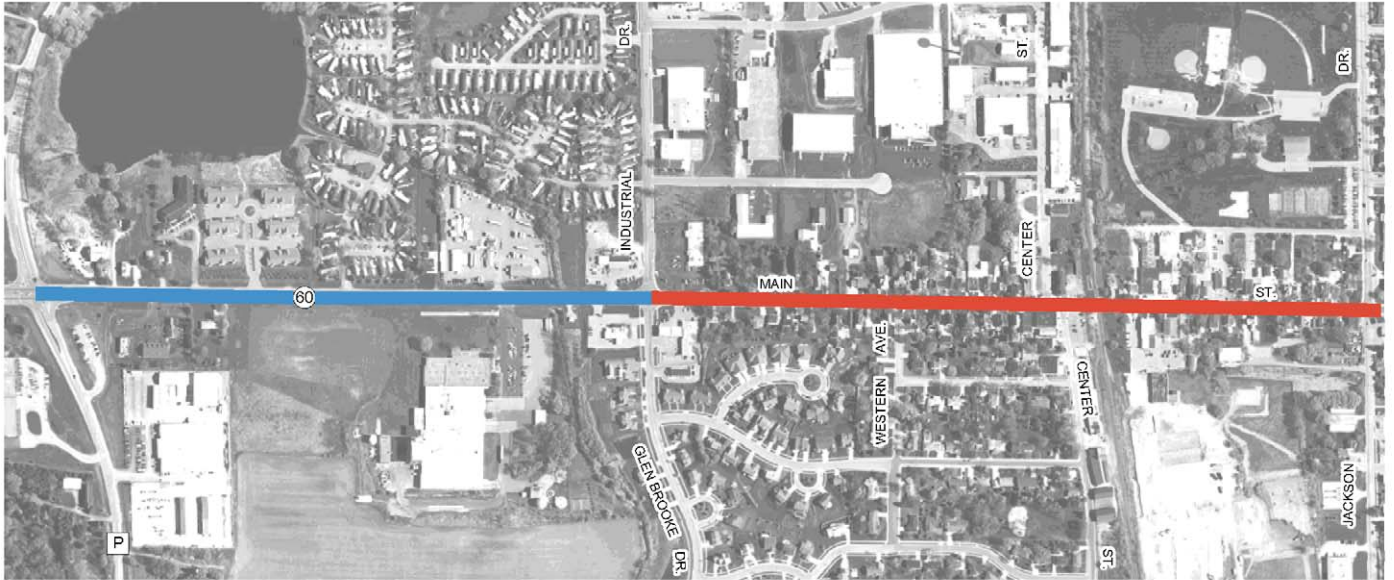
Map 4 displays the existing right-of-way of STH 60 between CTH P and Maple Drive. Between CTH P and Industrial Drive and between Maple Road and a point about 1,000 feet east of Jackson Drive, the right-of-way is more than adequate for four traffic lanes. The right-of-way required for a four traffic lane undivided arterial (with no parking or auxiliary lanes) is typically a minimum of 66 feet with a desirable width of 80 feet. The 66-foot right-of-way would permit a 48-foot pavement width with nine feet on each side of the roadway for terrace and sidewalk. The 80-foot right-of-way would permit a 52-foot pavement width with 14-feet of terrace and sidewalk. 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. This segment of STH 60 was reconstructed in 1992.

Map 5 displays the existing and forecast future year 2035 traffic volumes on STH 60 between CTH P and Maple Road. On the constricted segment of STH 60 between Industrial Drive and a point 1,000 feet east of Jackson Drive, the estimated existing average weekday traffic volume is 14,400 vehicles per average weekday, marginally greater than the design capacity of the existing two traffic lanes, and the forecast year 2035 traffic volume is

Map 4

STH 60 RIGHT-OF-WAY IN THE VILLAGE OF JACKSON

CTH P - JACKSON DRIVE



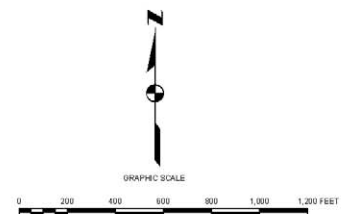
JACKSON DRIVE - MAPLE ROAD



RIGHT-OF-WAY

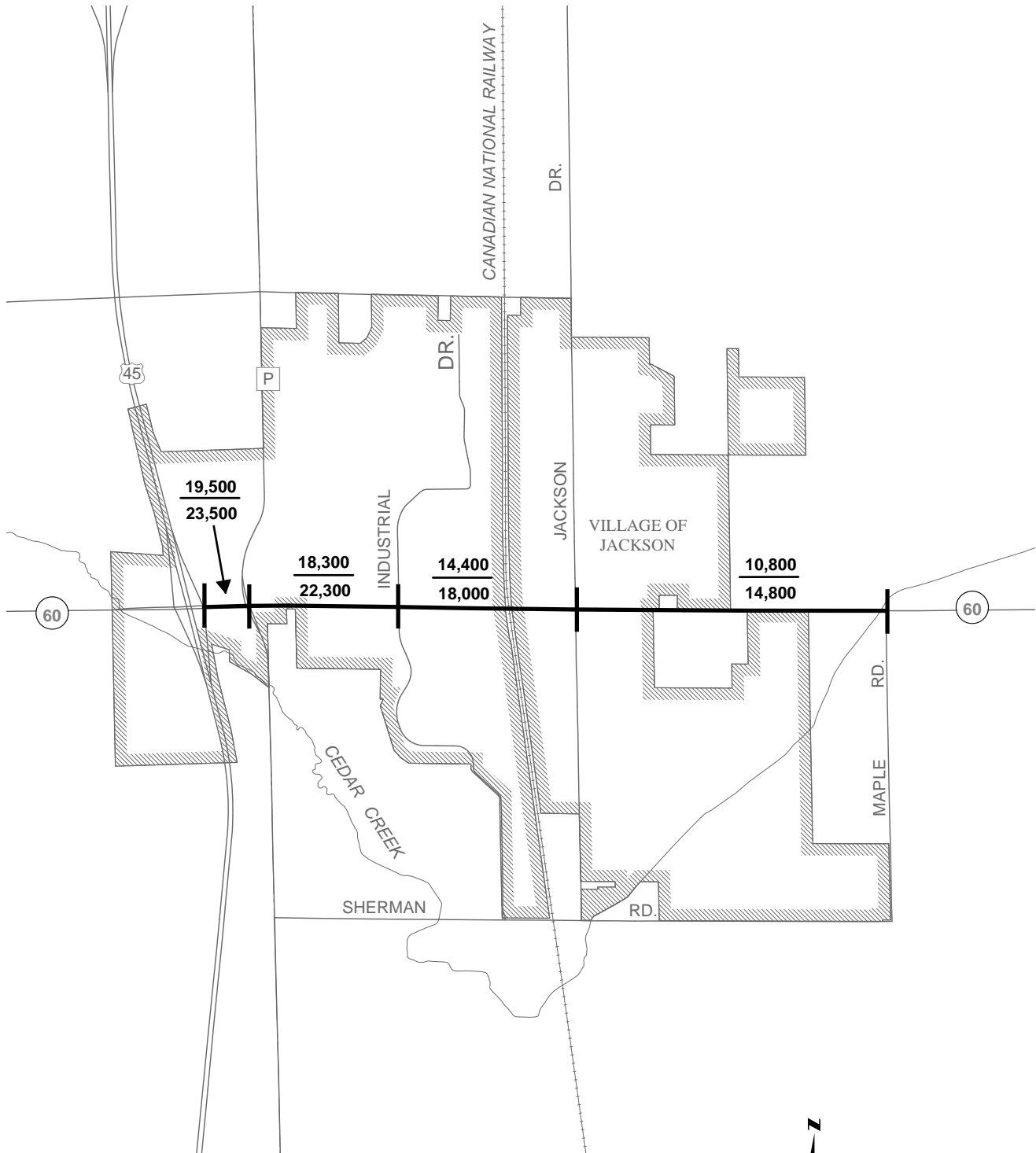
-  49.5 FEET
-  84.5 FEET
-  100 TO 120 FEET

Source: SEWRPC



Map 5

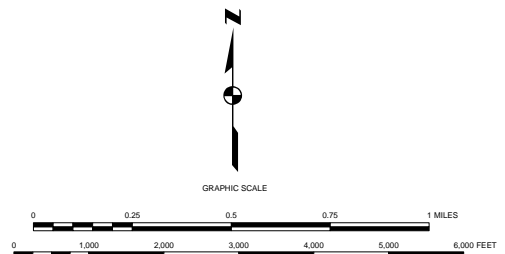
EXISTING YEAR 2005 AND FORECAST YEAR
2035 AVERAGE WEEKDAY TRAFFIC VOLUMES ON STH 60 IN THE VILLAGE OF JACKSON



AVERAGE WEEKDAY TRAFFIC VOLUMES

$\frac{18,300}{22,300}$ 2005 AWDT
2035 AWDT

Source: SEWRPC.



18,000 vehicles per average weekday. Review of the traffic volumes and patterns on STH 60 indicates that a significant portion of the traffic on STH 60 has one trip end in the Village of Jackson.

A number of alternatives to widening this constricted segment of STH 60 from two to four traffic lanes were considered. One alternative that was considered but was rejected was the development of local collector street connections which would permit Village of Jackson traffic to access STH 60 at the eastern and western ends of the constricted section of STH 60 (CTH P or Industrial Drive on the west and Eagle Drive or Ridgeway Drive on the east). This option would reduce traffic on the constricted section of STH 60 and promote access where STH 60 could be widened to four traffic lanes. Such connections, however, cannot readily be developed. The Canadian National Railway line located in the center of the Village has historically limited, and continues to limit, the construction of such connections. The need to discourage industrial traffic on residential streets is another constraint. The potential change in character of a residential street from a land access to collector function is yet another constraint.

Another alternative considered, but rejected, was the construction of a STH 60 bypass. To minimize impacts, the potential routes for a bypass could either be located on new alignment located about two or more miles north or south of STH 60, or possibly one mile south on Sherman Road or one mile north on Cedar Creek Road with connecting transition roadway segments to STH 60. All of these potential routes would require a new interchange with USH 45, which may be expected to present interchange spacing problems and concerns with existing USH 45 interchanges, and possibly make these new routes infeasible. Also, it is unlikely significant traffic would be expected to divert from the existing route of STH 60 to the possible bypass routes given the likely substantial indirection on the higher speed routes on new alignment and the likely more moderate speed on potential routes on existing Sherman or Cedar Creek Roads.

As noted earlier, the constricted section of STH 60 was reconstructed in 1992 to a width of 36 feet with a service life of about 50-60 years. Therefore, it is recommended that:

- The Regional Planning Commission work with the Village of Jackson and the Wisconsin Department of Transportation to identify, evaluate, and recommend traffic engineering improvements that may be implemented in the short, medium, and long term on the constricted segment of STH 60.
- The Village of Jackson in their review and approval of development should encourage local street layout and design which would encourage traffic to and from the west to use CTH P for access to and egress from STH 60, and traffic to and from the east to use Maple Road, Eagle Drive, or Ridgeway Drive for access to and egress from STH 60.
- The constricted segment of STH 60 was reconstructed in 1992 and may be expected to have a service life of about 50-60 years, which is beyond the design year of 2035 of this plan. It is recommended that, should redevelopment occur along the constructed segment of STH 60 over the next 30 years, the Village should preserve the additional right-of-way to permit the widening of STH 60 from two to four traffic lanes upon its eventual reconstruction. The desirable amount of additional right-of-way would be 16 feet. It is further recommended that the county jurisdictional highway system plan recommend for STH 60 in the Village of Jackson area widening from two to four traffic lanes between CTH F and Industrial Drive, reserving right-of-way for potential future widening beyond the year 2035 between Industrial Drive and a point 1,000 feet east of Jackson Drive, and widening from two to four traffic lanes from that point to Maple Road.

Consider the Use of Existing Creek Road as an Arterial between River Road and Trenton Road Rather than Construction of a New Arterial

As shown on Map 3, which displays the functional, or capacity, improvements in Washington County recommended in the year 2035 regional transportation plan, the extension of River Road from its current terminus at Creek Road to STH 144 and the construction of a new east-west arterial connecting Trenton Road and the planned extension of River Road to approximately midway between STH 33 and Newark Drive are recommended

to provide a grid of arterial streets at approximately the desirable one-mile spacing in the northeastern portion of the West Bend area. Both the proposed new east-west arterial and the extension of River Road were recommended as new arterial facilities in the original jurisdictional highway system plan for Washington County adopted in 1975, and are recommended in the City of West Bend comprehensive plan.¹

Both of these proposed new arterials are recommended to provide the desirable arterial spacing for planned future urban development in the northeastern portion of the West Bend area, consistent with the West Bend area planned future sanitary sewer service area. The elements shown in the regional plan and county jurisdictional highway system plan for the east-west arterial and also for the River Road extension and as well for all proposed new arterials are conceptual, indicating the need for an arterial to be provided along the general route shown. It is expected that alternative alignments would be considered during preliminary engineering, including use of existing streets and highways. With respect to the proposed east-west arterial, alternative alignments should be considered, including new alignments and existing Creek Road and Wallace Lake Road. Creek Road and Wallace Lake Road would entail a reduced need to acquire right-of-way, but would change the character of the existing roadway, provide more access than desirable on an arterial roadway, and would not provide the desirable one-mile spacing of arterials. Preliminary engineering would desirably occur before substantial development occurs in the area, with final engineering and construction occurring as development takes place.

Reconsider the Planned Reserve Right-of-Way Recommendation to Accommodate a Future Improvement along STH 33 between STH 144 and USH 41

As shown on Map 6, the current year 2004 traffic volumes on this segment of STH 33 range from 9,500 to 10,200 vehicles per average weekday. The forecast year 2035 average weekday traffic volumes for this segment of STH 33 may be expected to range from 12,000 to 13,000 vehicles per average weekday. The design capacity of this segment of STH 33 is 14,000 vehicles per average weekday. Thus, traffic volumes may be expected to approach but not exceed the design capacity of this segment of STH 33 by the design year of the plan, 2035. The forecast year 2035 traffic volumes are derived from projected travel based upon the regional land use plan. Therefore, it is recommended that the plan recommend the reservation of right-of-way along STH 33 between STH 144 and USH 41 to accommodate possible future improvement of the facility beyond the design year of the plan. This recommendation will be revisited as the Commission monitors traffic counts taken by the Wisconsin Department of Transportation on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

Reconsider the Planned Extension of N. River Road between Creek Road and STH 144

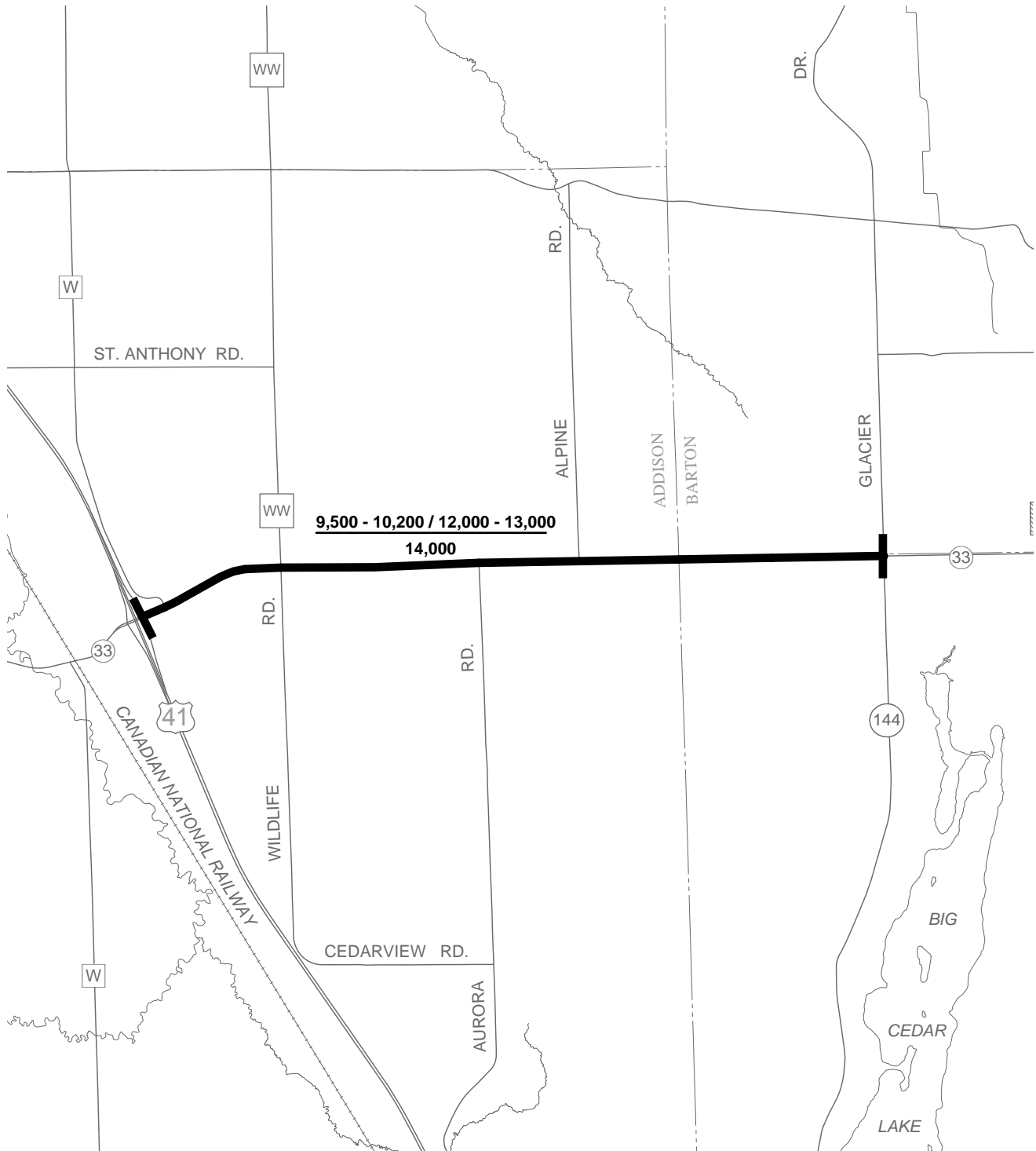
The year 2035 regional transportation plan and Washington County jurisdictional highway system plan recommends the extension of N. River Road between existing Creek Road and STH 144 to provide a grid of arterial streets at approximately one-mile spacing in the northeastern portion of the West Bend area (see Map 7). This recommendation is not new, as this extension of River Road was recommended as a new arterial facility in the original jurisdictional highway system plan for Washington County adopted in 1975. The proposed extension of N. River Road was reevaluated, reconsidered, and reaffirmed during the preparation of a transportation system plan for the City of West Bend adopted in 1994² and is included in the City of West Bend comprehensive plan¹.

¹*City of West Bend, 2020 Comprehensive Plan for the City of West Bend, Washington County, Wisconsin, April 2004.*

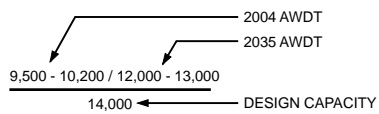
²*See SEWRPC Community Assistance Planning Report No. 210, City of West Bend Transportation System Plan: 2010, Washington County, Wisconsin, March 1994.*

Map 6

COMPARISON OF EXISTING YEAR 2004 AND FORECAST YEAR 2035 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON STH 33 IN WASHINGTON COUNTY



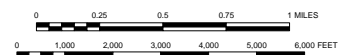
AVERAGE WEEKDAY TRAFFIC VOLUMES



Source: SEWRPC.

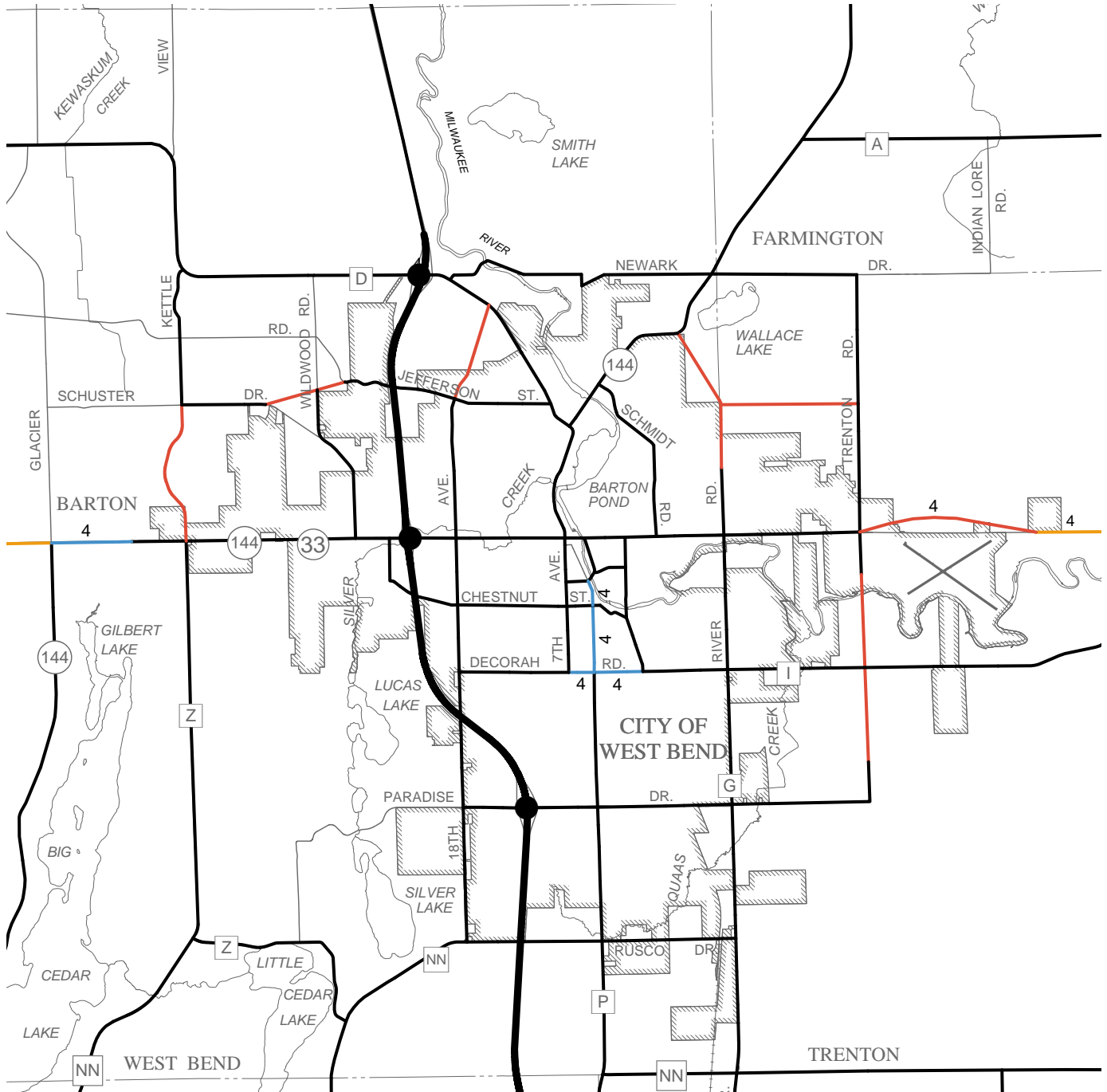


GRAPHIC SCALE



Map 7

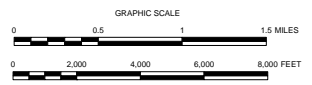
CAPACITY IMPROVEMENTS RECOMMENDED IN THE
YEAR 2035 REGIONAL TRANSPORTATION PLAN IN THE WEST BEND AREA



ARTERIAL STREET OR HIGHWAY

- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- 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



Source: SEWRPC.

The extension of N. River Road is recommended to provide the desirable spacing for planned future development in the northeastern portion of the West Bend area, consistent with the West Bend area planned future sanitary sewer service area (see Map 8). The proposed alignment shown of the N. River Road extension is conceptual, indicating the need for an arterial to be provided along the general route shown as urban development within the City of West Bend planned urban service area occurs. This planned arterial may be expected to provide capacity relief to STH 33 and STH 144. North River Road and its planned extension would also provide system continuity, permitting an extension of CTH G across STH 33 to STH 144.

The proposed extension of N. River Road would entail negative impacts, including the potential displacement of residences and the division of the Lake Lenwood Beach and Campground, dependent upon the ultimate centerline alignment selected for the proposed extension. A preliminary engineering study should be undertaken by the City of West Bend, in cooperation with the Towns of Barton and Trenton, to establish the centerline alignment for the extension. The alternatives considered should include, as shown on Map 9, a new alignment generally as shown on the existing jurisdictional plan, a combination of a new alignment and existing Wallace Lake Road, and existing alignments of Creek Road, Marcia Avenue, River Road, and Wallace Lake Road.

It is recommended that the final new jurisdictional highway plan map continue to show, in conceptual fashion, both the proposed new north-south arterial and a proposed new connecting east-west arterial on new alignments. The Towns of Barton and Trenton are on record as opposing the construction of these facilities on new alignments. That recorded opposition has been reflected on the final recommended jurisdictional highway plan maps.

Reconsider the Planned Extension of Division Road between STH 167 and Freistadt Road

The original jurisdictional highway system plan for Washington County adopted in 1975 did not recommend the extension of Division Road between STH 167 and Freistadt Road. The extension of Division Road between STH 167 and Freistadt Road was first recommended in the 1989 plan amendment, and was proposed by the Village of Germantown.

The Commission staff reconsidered this planned extension during preparation of the design year 2020 Washington County jurisdictional highway system plan amendment which was completed in 2002. At that time, the Commission staff recommended, as had been recommended in previous plans, that River Lane serve as a north-south arterial between STH 167 and Freistadt Road. River Lane is located one-half mile to the west of the proposed Division Road extension (see Map 10). However, during the preparation of the year 2020 Washington County jurisdictional highway system plan amendment, at the Advisory Committee meeting held on November 1, 2000, Village of Germantown representatives requested that the proposed extension of Division Road remain in the plan, noting that the proposed extension is identified on Village maps and that the Village of Germantown intended to pursue implementation of the proposed extension. The retention of the proposed Division Road extension was approved unanimously by the Advisory Committee. The proposed extension of Division Road is also included in the Village of Germantown comprehensive plan³

Given the foregoing, the Commission staff recommends that the proposed extension of Division Road remain in the plan. This recommendation is based upon the Village of Germantown's inclusion of the Division Road extension in the Village of Germantown comprehensive plan. It is further recommended that the Village, in cooperation with Washington County, conduct a preliminary engineering study, considering alternatives including the direct extension of Division Road and existing River Lane.

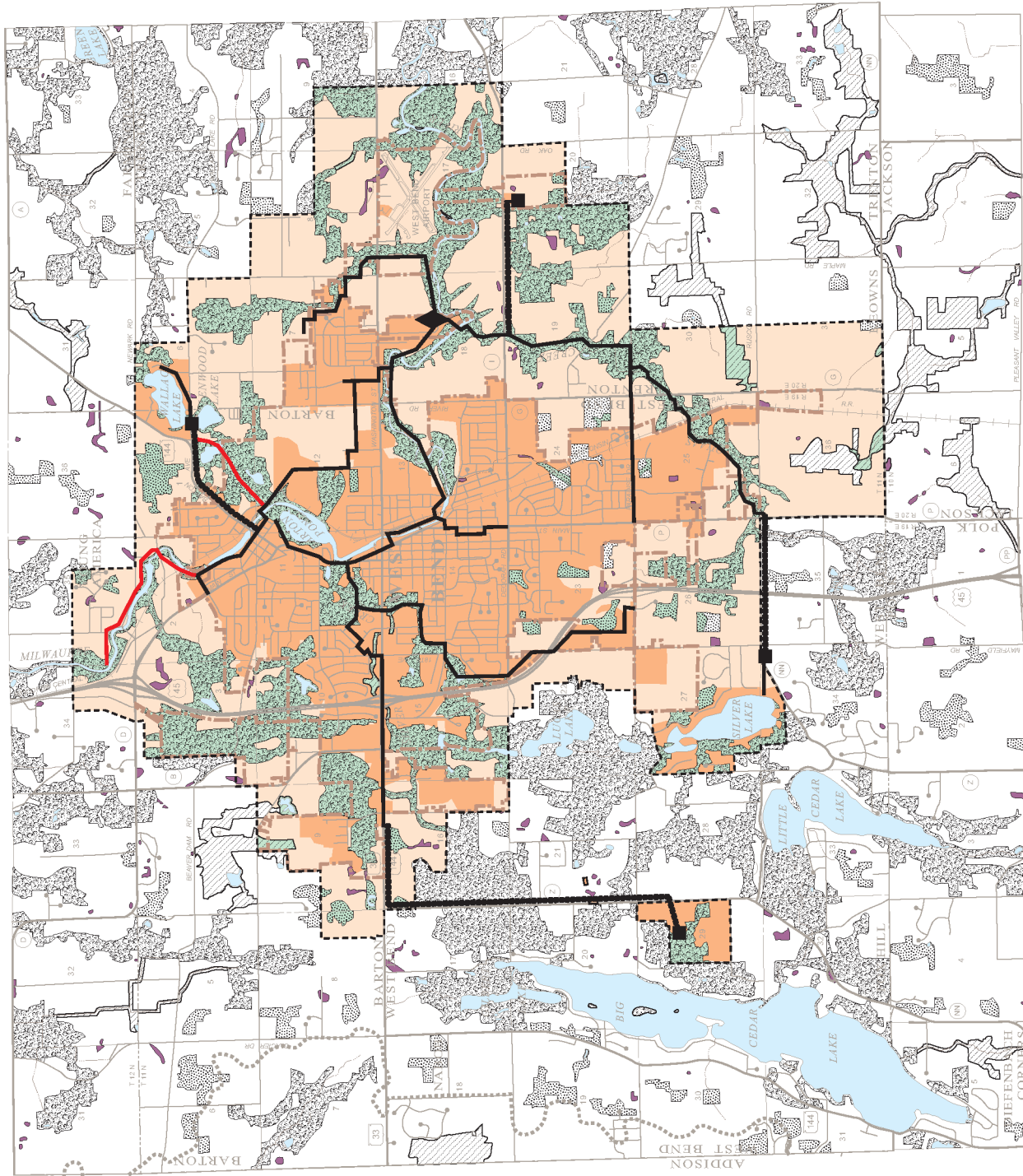
Consider the Addition of Wildwood Road between the Planned Extension of Schuster Drive and CTH D as a Planned Arterial

In an existing or planned urban area of medium density, it is recommended to provide a grid of arterial streets at approximately one-mile spacing. The addition of Wildwood Road between the planned extension of Schuster

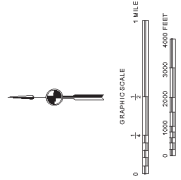
³ See *Village of Germantown, Village of Germantown 2020 Smart Growth Plan, October 2004.*

Map 8

**CITY OF WEST BEND PLANNED
SANITARY SEWER SERVICE AREA: 2020**



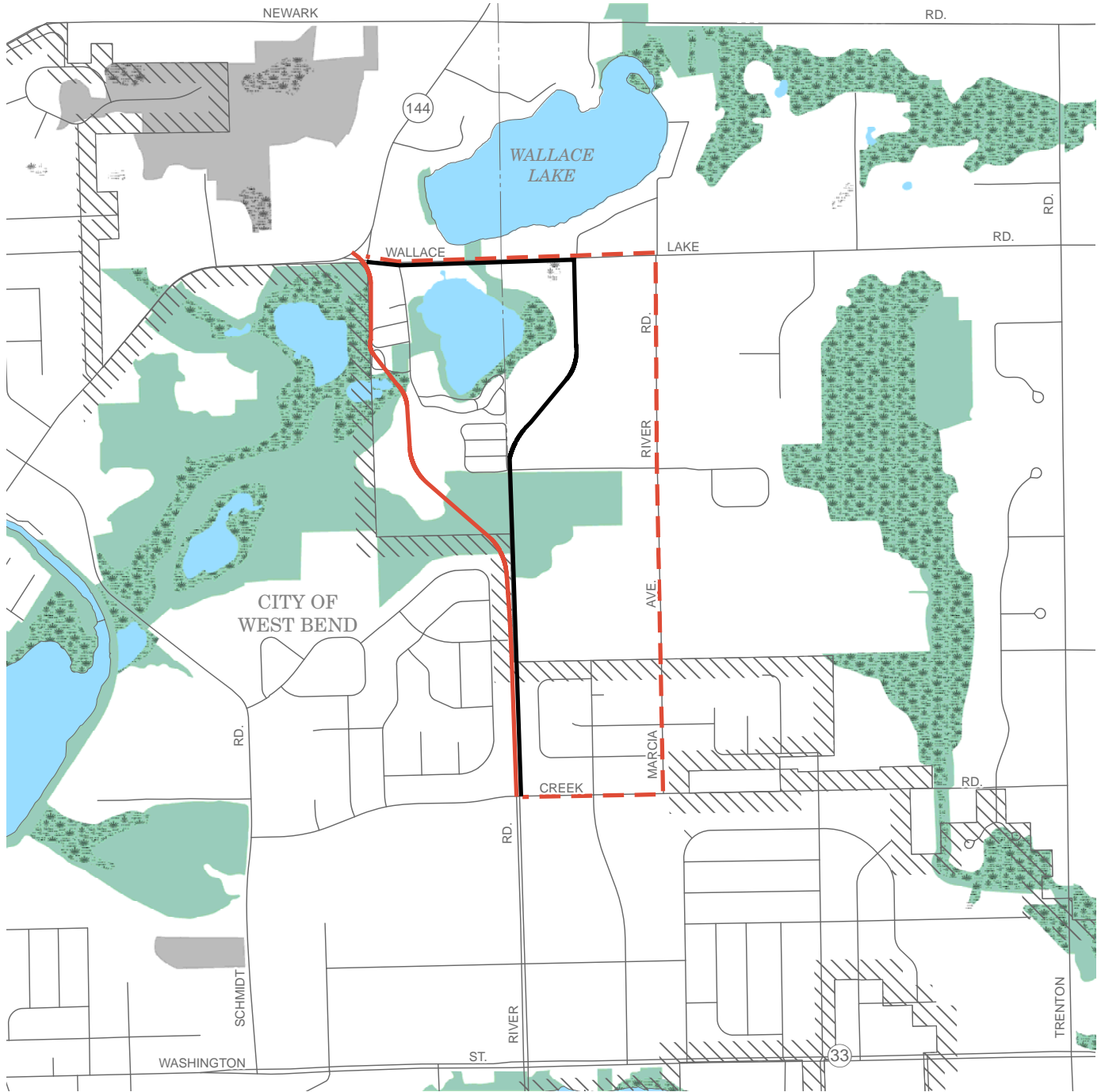
- PRIMARY ENVIRONMENTAL CORRIDOR
- SECONDARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- WETLANDS AND SURFACE WATER AREAS LESS THAN FIVE ACRES IN SIZE
- EXISTING SANITARY SEWER SERVICE AREA: 1995
- PLANNED SANITARY SEWER SERVICE AREA: 2020
- PLANNED SANITARY SEWER SERVICE AREA BOUNDARY
- LANDS WITHIN THE PLANNED SANITARY SEWER SERVICE AREA INELIGIBLE FOR SEWER SERVICE
- EXISTING PUBLIC SEWAGE TREATMENT FACILITY
- EXISTING TRUNK SEWER
- EXISTING FORCE MAIN
- EXISTING PUMPING STATION
- PROPOSED TRUNK SEWER
- 1995 CITY OF WEST BEND CIVIL DIVISION BOUNDARY



Source: SEWRPC.

Map 9

ALTERNATIVE ALIGNMENTS FOR THE EXTENSION OF N. RIVER ROAD BETWEEN CREEK ROAD AND STH 144 IN THE CITY OF WEST BEND AREA RECOMMENDED TO BE CONSIDERED DURING PRELIMINARY ENGINEERING



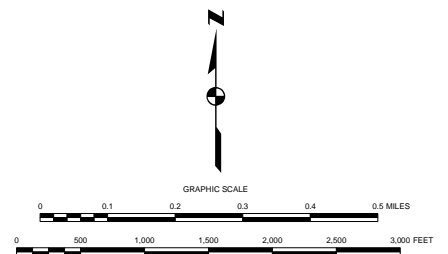
PROPOSED NORTH RIVER ROAD EXTENSION

- ALTERNATIVE ONE
- ALTERNATIVE TWO
- - - ALTERNATIVE THREE

ENVIRONMENTAL CORRIDORS

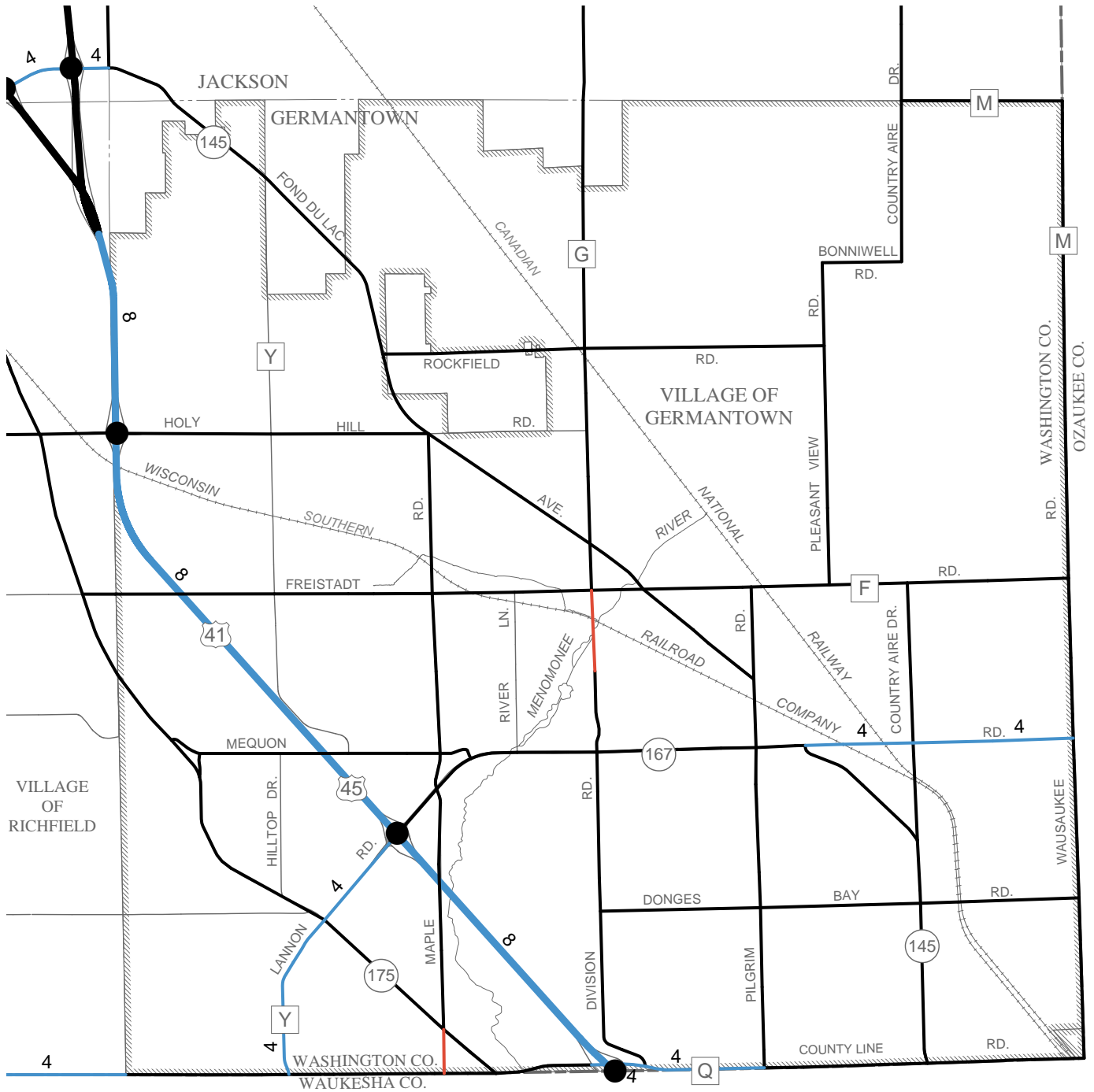
- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREA
- SURFACE WATER
- WETLAND

Source: SEWRPC.



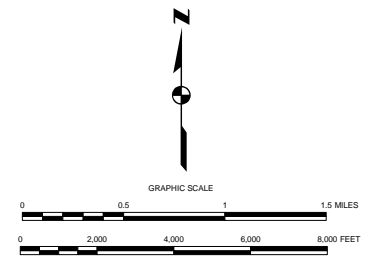
Map 10

CAPACITY IMPROVEMENTS RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN IN THE GERMANTOWN AREA



- ARTERIAL STREET OR HIGHWAY**
- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
 - 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



Source: SEWRPC.

Drive and CTH D would further provide that desirable one-mile spacing in the northwestern portion of the West Bend area (see Map 11).

It is recommended that existing Wildwood Road between the planned extension of Schuster Drive and CTH D be added to the plan as an arterial, as it may be expected that this facility will serve as an arterial as the northwestern portion of the West Bend area develops from rural and sub-urban densities to urban densities. The addition of this facility to the regional transportation plan and Washington County jurisdictional highway system plan would increase the planned arterial system by 0.86 miles.

Consider Cedar Lane between STH 145 and CTH G as an Alternative to the Planned Arterial Route of Rockfield Road between STH 145 and CTH G

The Town of Germantown asked that the need for Rockfield Road between STH 145 and Pleasant View Drive to serve as an arterial be reviewed, and that if needed, Cedar Lane between STH 145 and CTH G be considered as an alternative. The year 2035 regional transportation plan and Washington County jurisdictional highway system plan recommend Rockfield Road between STH 145 and Pleasant View Drive as an east-west arterial in the northern portion of the Germantown area (see Map 12). Rockfield Road is located 1.5 miles north of Freistadt Road which is generally the northern boundary of planned urban development in the Germantown area. Rockfield Road currently does not function as an arterial, and may not warrant designation as an arterial by the year 2035 based on planned development. Therefore, it is recommended that Rockfield Road between STH 145 and Pleasant View Drive be removed from the jurisdictional plan as a planned east-west arterial route in the northern portion of the Germantown area.

Consider the Addition of an Extension of Kettle View Drive between STH 28 and USH 45 in the Village and Town of Kewaskum

The Town of Kewaskum asked that consideration be given to further extending Kettle View Drive north of STH 28 to USH 45. The proposed extension would assist in providing a desirable grid of arterial streets at approximately one-mile spacing in the northern portion of the Kewaskum area, consistent with planned development in the Kewaskum future sanitary sewer service area (see Map 13). The proposed extension would specifically serve a planned industrial park north of STH 28 and west of USH 45 and CTH V. Therefore, it is recommended that the county jurisdictional highway system plan recommend the extension of the Kettle View Drive between STH 28 and USH 45. Map 14 shows a potential conceptual alignment for the extension. A preliminary engineering study should be undertaken by the Village of Kewaskum, in cooperation with the Town of Kewaskum, to establish the centerline alignment for the extension, with the jurisdictional plan showing a potential conceptual alignment for the proposed extension of Kettle View Drive between STH 28 and USH 45.

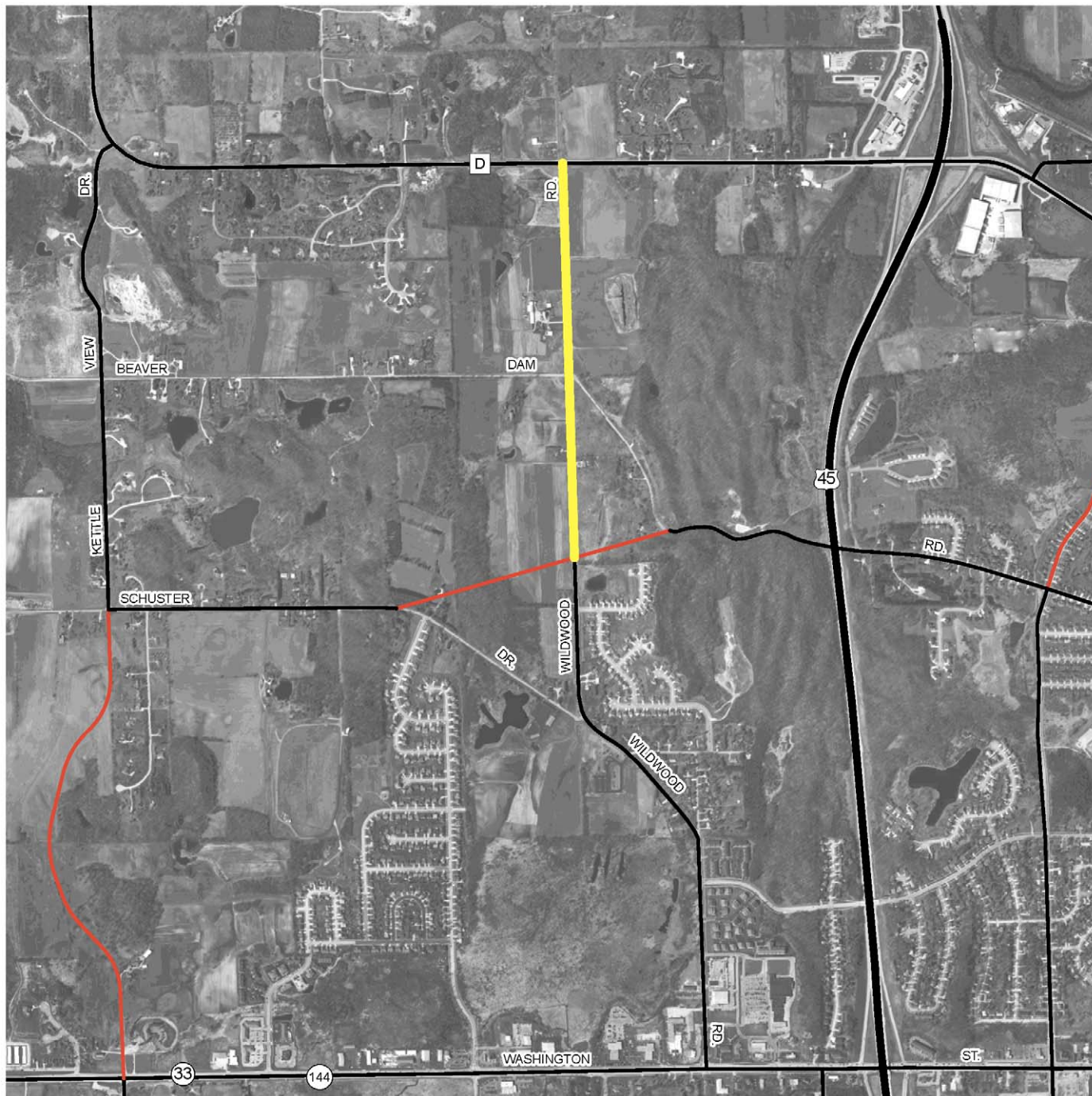
Reconsider the Planned Alternative USH 45 Route Through the Village of Kewaskum

The Village of Kewaskum asked that the planned alternative USH 45 route along the former Chicago & Northwestern Railway (C&NW) right-of-way be reconsidered. This recommendation is not new, as the alternative USH 45 route 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 add additional traffic carrying capacity in a corridor paralleling existing USH 45 which would permit the retention of parking on the existing route.

In 2004, the average weekday traffic volume on USH 45 was 17,600 vehicles per average weekday from CTH H to STH 28 in the Village of Kewaskum. This volume exceeds the 14,000 vehicles per average weekday design capacity of a two traffic lane facility such as USH 45 in the Village. When traffic volumes exceed the roadway design capacity, motorists on the facility and on intersecting street approaches experience delays along with increased travel times and increased air pollutant emissions. The design capacity of a four lane undivided arterial facility is 18,000 vehicles per average weekday. Thus, even if parking restrictions were implemented through the Village to utilize USH 45 as a four lane undivided arterial, the existing traffic volumes are approaching the design capacity of such a facility.

Map 11

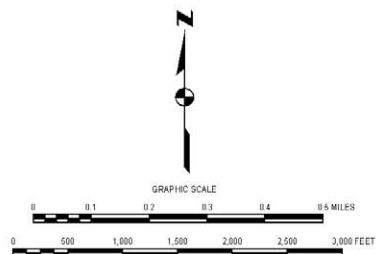
WILDWOOD ROAD BETWEEN THE PLANNED EXTENSION OF SCHUSTER DRIVE AND CTH D



ARTERIAL STREET OR HIGHWAY

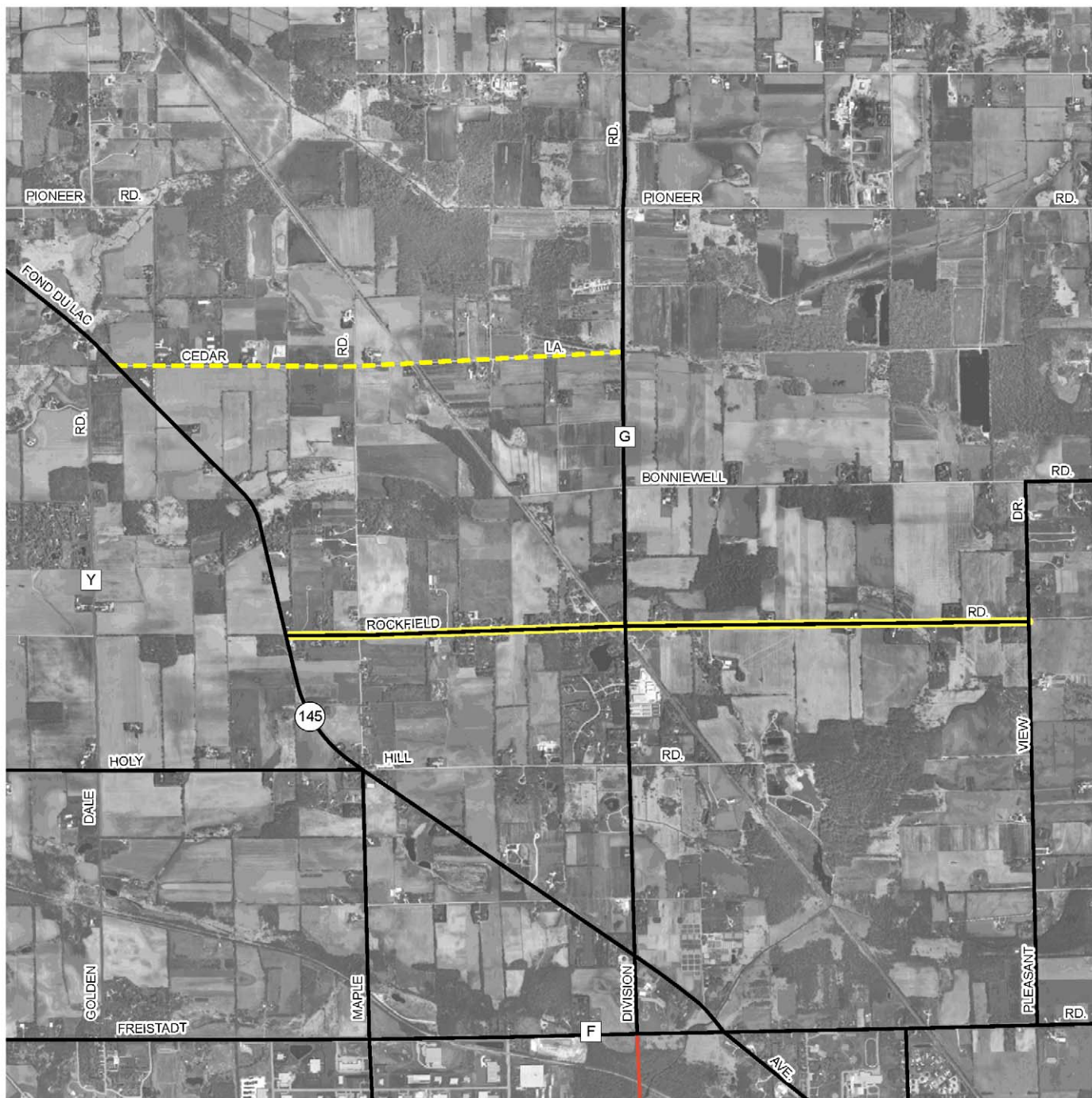
- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- POTENTIAL SEGMENT TO BE OPERATED AS AN ARTERIAL

Source: SEWRPC.



Map 12

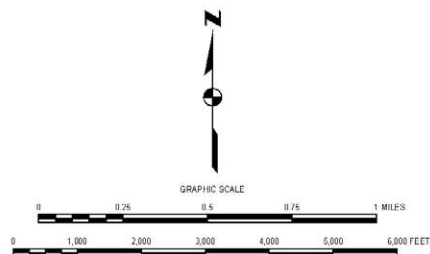
ROCKFIELD ROAD BETWEEN STH 145 AND PLEASANT VIEW DRIVE IN THE GERMANTOWN AREA



ARTERIAL STREET OR HIGHWAY

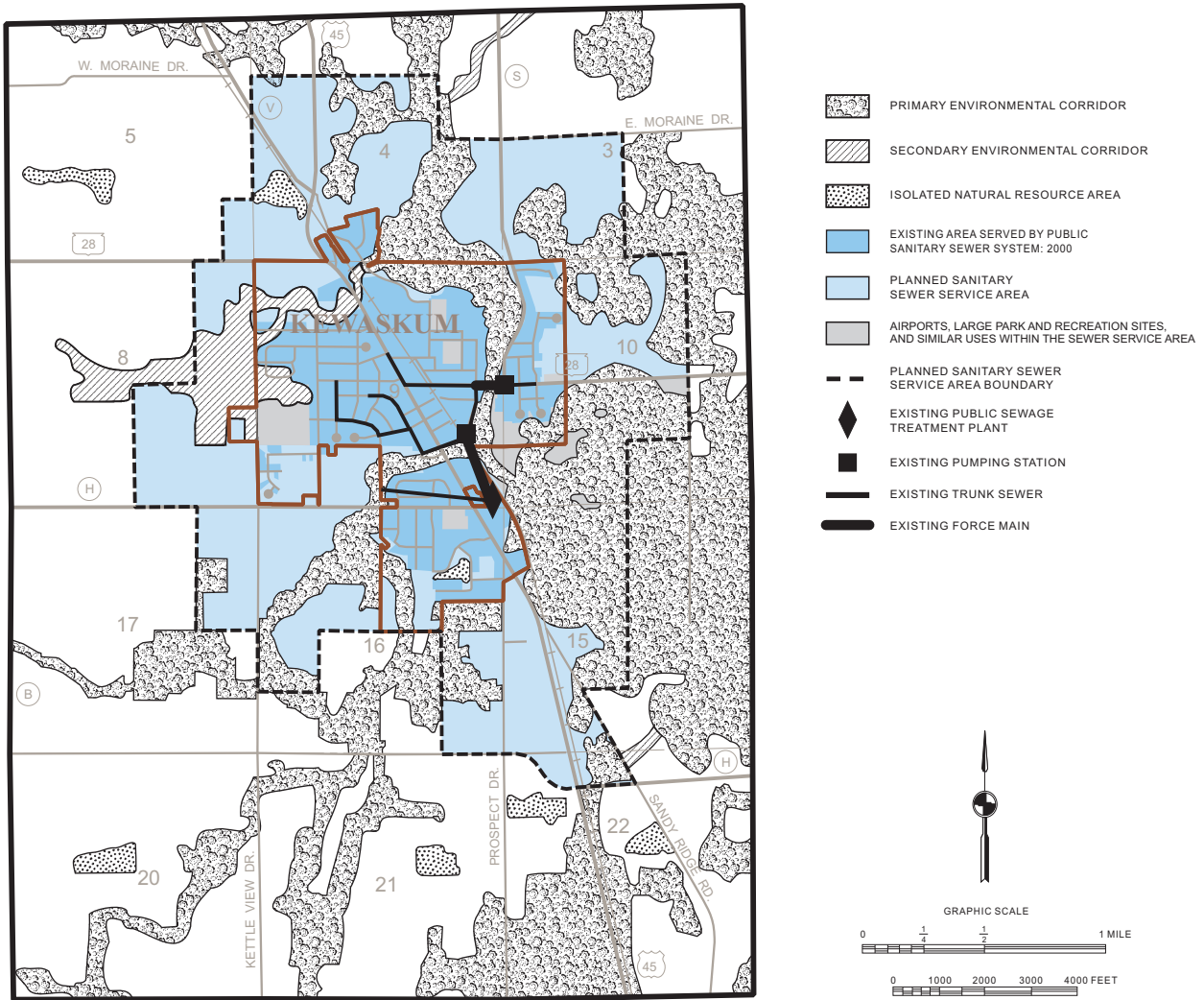
- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- STUDY SEGMENT
- - - POTENTIAL SEGMENT TO BE OPERATED AS AN ARTERIAL

Source: SEWRPC.



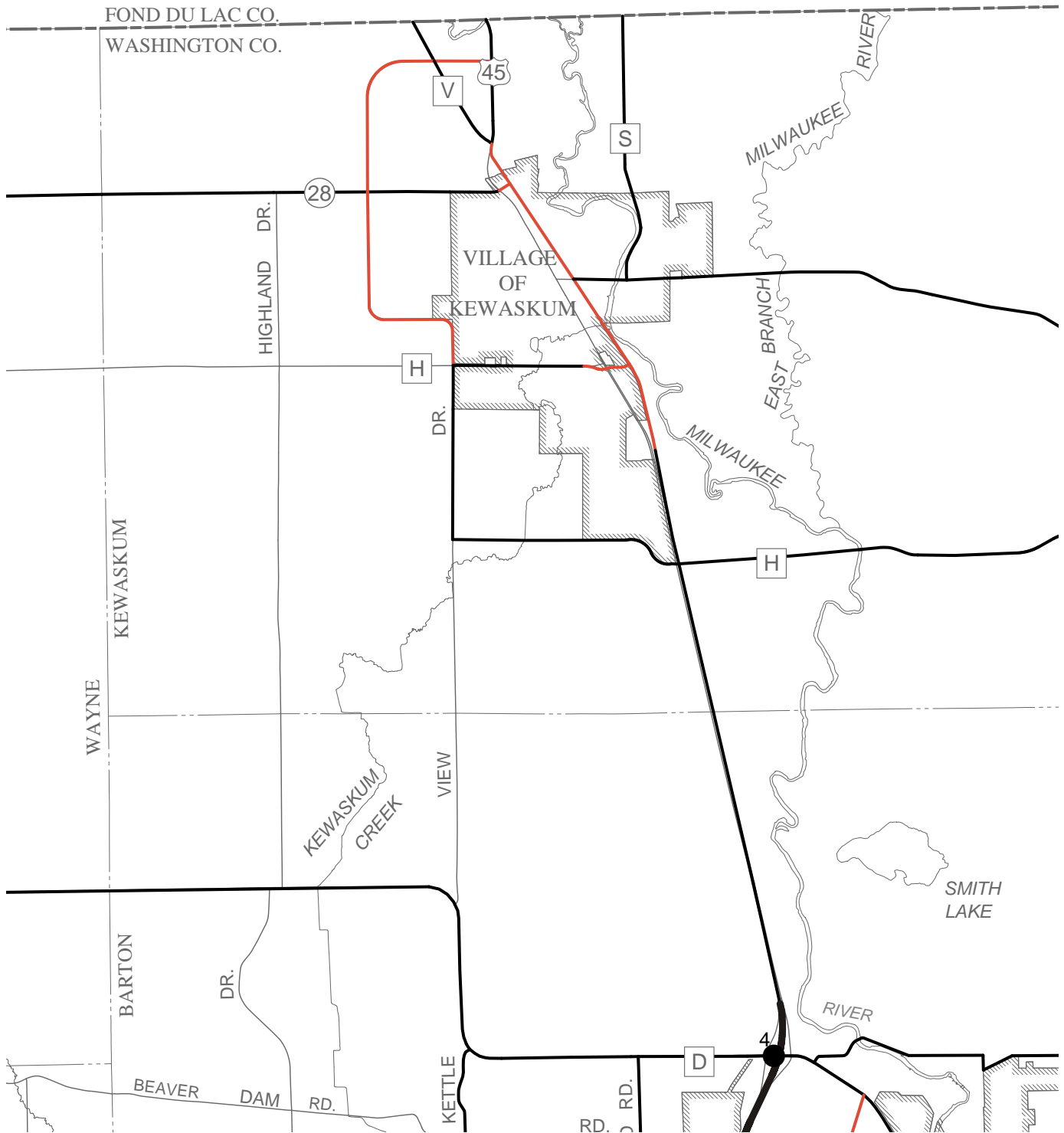
Map 13

VILLAGE OF KEWASKUM SANITARY SEWER SERVICE AREA: 2020



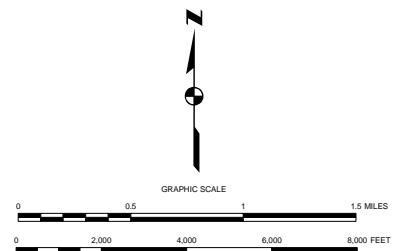
Source: SEWRPC.

**CAPACITY IMPROVEMENTS RECOMMENDED IN THE
YEAR 2035 REGIONAL TRANSPORTATION PLAN IN THE KEWASKUM AREA**



- ARTERIAL STREET OR HIGHWAY
 - NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- FREWAY INTERCHANGE
 - EXISTING

Source: SEWRPC.



During preparation of the year 2020 amendment to the Washington County jurisdictional highway system plan, Commission staff evaluated two alternative USH 45 routes through the Village—a western alternative and the alternative on the former C&NW railway right-of-way. Through application of the Commission travel simulation models—currently and during preparation of the year 2020 amendment—it was demonstrated that a western alternative generally along the planned extension of Kettle View Drive may not be expected to divert enough traffic from existing USH 45 to provide any significant capacity relief. Conversely, an alternative along the former C&NW railway right-of-way has demonstrated, both currently and during preparation of the year 2020 amendment, the potential to divert significant traffic from the existing USH 45 route. The C&NW railway right-of-way alternative may be expected to divert enough traffic from the existing USH 45 route by the year 2035 that future year 2035 average weekday traffic volumes on existing USH 45 may be expected to be less than the design capacity of a two lane arterial—14,000 vehicles per average weekday.

The proposed alternative USH 45 route within the former Chicago & Northwestern Railway (C&NW) right-of-way would begin at approximately Sandy Ridge Road on the south, continuing north within the right-of-way for approximately 2.5 miles where it would rejoin the existing USH 45 alignment (see Map 15). Currently, the former C&NW railway right-of-way is owned by the State of Wisconsin. In 2004, the Wisconsin Department of Natural Resources entered into an agreement with Washington County to develop and maintain approximately 12 miles of the right-of-way in Washington County as part of the Eisenbahn State Trail. The official opening of the Washington County portion of the Eisenbahn State Trail was in April 2006. Approximately five miles of the Eisenbahn State Trail in Washington County are paved, and seven miles are crushed limestone. The development of the Eisenbahn State Trail within the former C&NW railway right-of-way has raised the concern of whether there is sufficient right-of-way to accommodate an arterial facility and the Eisenbahn State Trail through the Village of Kewaskum. The former C&NW railway right-of-way is 100 feet wide through the Village of Kewaskum and along the entire 2.5 mile alignment identified as the proposed alternative route (see Map 15). The existing 100-foot right-of-way would be adequate to accommodate both an arterial facility and a separate two-way bicycle/pedestrian trail. Figure 1 displays a potential cross-section which could accommodate an arterial facility and a separate two-way bicycle/pedestrian trail within a 100-foot right-of-way.

Therefore, it is recommended that the jurisdictional highway plan continue to recommend the proposed alternative USH 45 route along the former C&NW railway right-of-way.

***Consider the Need for Four Traffic Lanes on 18th Avenue
between Paradise Drive and Decorah Road in the City of West Bend***

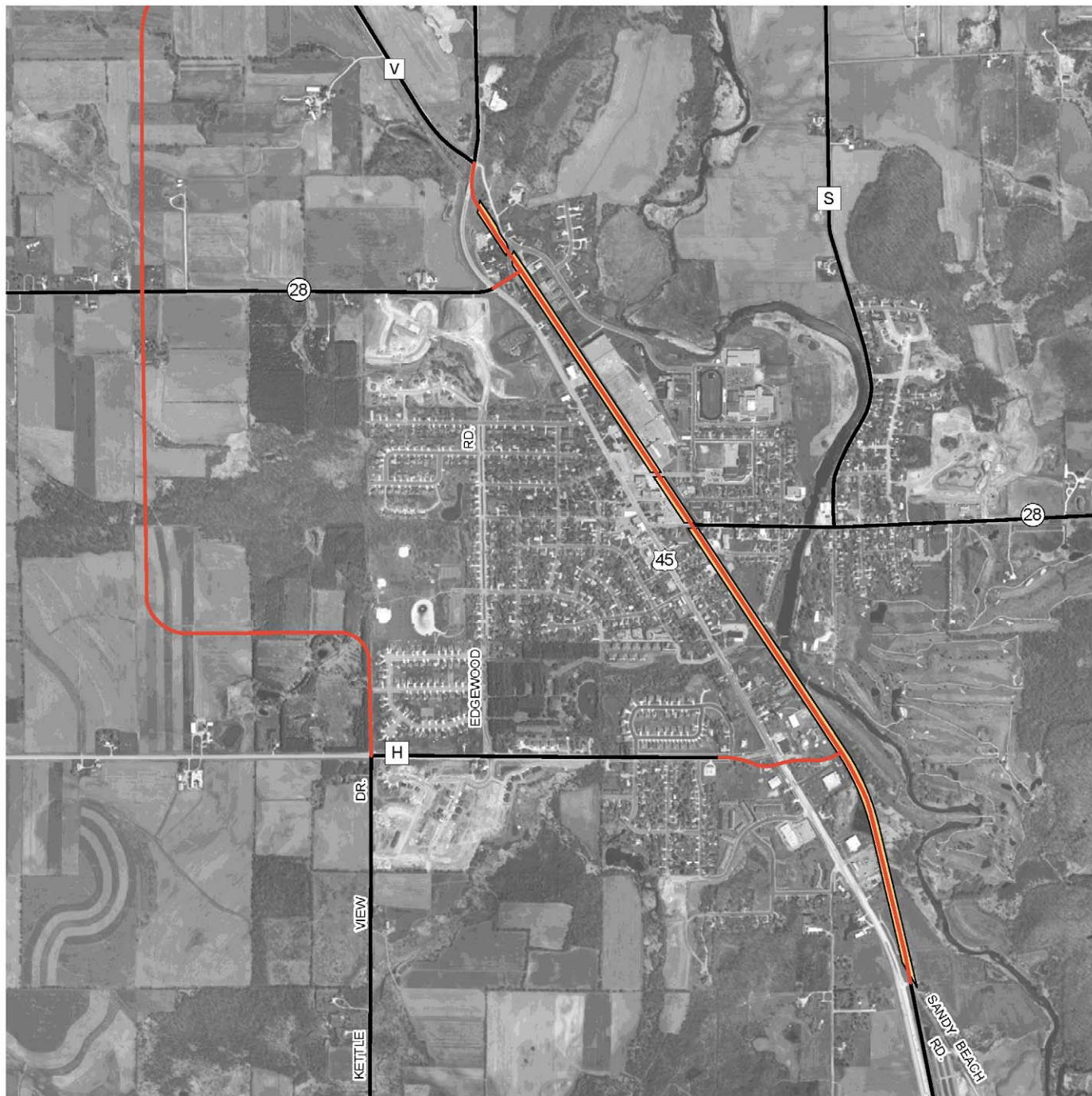
The City of West Bend asked that the need for four traffic lanes on 18th Avenue between Paradise Drive and Decorah Road be considered. As shown on Map 16, the current year 2004 average weekday traffic volume on this segment of 18th Avenue is 7,000 vehicles per average weekday. The forecast year 2035 average weekday traffic volume on this segment of 18th Avenue may be expected to be 9,000 vehicles per average weekday. The design capacity of this segment of 18th Avenue is 14,000 vehicles per average weekday. Thus, traffic volumes may be expected to approach, but not exceed the design capacity of this segment of 18th Avenue by the design year 2035 of the plan. Therefore, it is recommended that the plan recommend the reservation of right-of-way along 18th Avenue between Paradise Drive and Decorah Road to accommodate possible future improvement of the facility beyond the design year of the plan. This recommendation will be revisited as the Commission monitors traffic counts taken by the Wisconsin Department of Transportation on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

***Consider the Need for Four Traffic Lanes on Rusco Drive
between CTH P and CTH G in the City and Town of West Bend***

The City of West Bend asked that the need for four traffic lanes on Rusco Drive between CTH P and CTH G be considered (see Map 17). The existing average weekday traffic volume on Rusco Drive is less than 3,000 vehicles per weekday, and the forecast year 2035 average weekday traffic volume for this segment of Rusco Drive may be expected to be 4,000 vehicles per average weekday. The design capacity of this segment of Rusco Drive is

Map 15

PLANNED ALTERNATIVE USH 45 ROUTE ALONG THE FORMER C & NW RAILWAY RIGHT-OF-WAY IN THE VILLAGE OF KEWASKUM



ARTERIAL STREET OR HIGHWAY

- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- EXISTING RAILROAD RIGHT-OF-WAY PLANNED TO BE USED FOR USH 45 ROUTE

Source: SEWRPC.

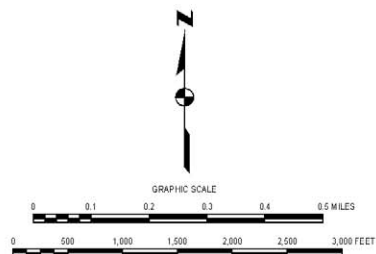
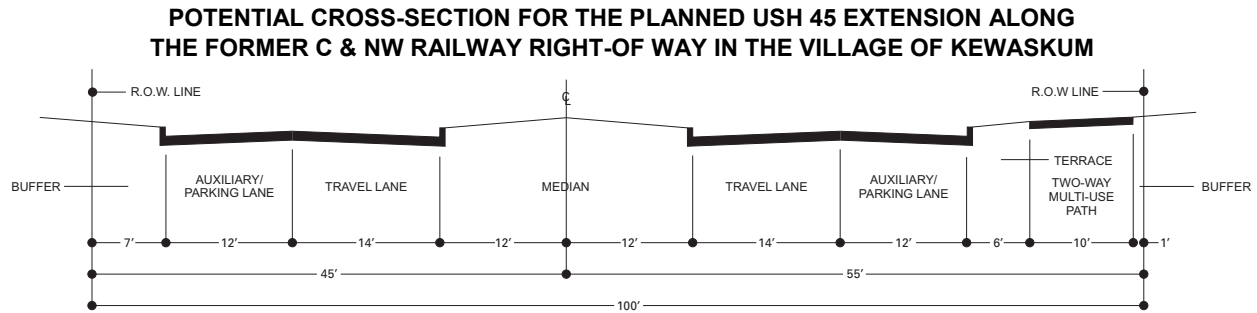


Figure 1



Note: The 2035 regional transportation plan recommends that the proposed realignment of USH 45 in the Village of Kewaskum be constructed as a two-lane roadway. The design life of a new facility would be approximately 50 to 60 years—extending beyond the year 2035. Thus, if ultimately traffic volumes on USH 45 in the Village of Kewaskum increase to a level that a 4-lane roadway is warranted, the auxiliary/parking lanes could be restriped as travel lanes.

Source: SEWRPC.

14,000 vehicles per average weekday. Thus, traffic volumes may not be expected to approach or exceed the design capacity of this segment of Rusco Drive by the design year of the plan, 2035. Therefore, it is recommended that the plan continue to recommend the maintenance of the existing two traffic lanes on Rusco Drive between CTH P and CTH G. This recommendation will be revisited as the Commission monitors traffic counts taken by the Wisconsin Department of Transportation on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

Consider the Use of CTH C as an Arterial between STH 60 and CTH Z Rather than Scenic Road

The year 2035 regional transportation plan and Washington County jurisdictional highway system plan recommends Scenic Road as an arterial facility between STH 60 and CTH Z to provide a grid of arterial streets at approximately two-mile spacing in a rural portion of Washington County (see Map 18). This recommendation is not new, as Scenic Road was recommended as an arterial facility in the original jurisdictional highway system plan for Washington County adopted in 1975.

The Town of Polk asked the Commission staff to reconsider the designation of Scenic Road as an arterial, and as an alternative, consider CTH C as an arterial between STH 60 and CTH Z. CTH C would provide more desirable arterial spacing for existing and planned future development in the eastern portion of the Slinger area, consistent with the Slinger area planned future sanitary sewer service area (see Map 19), than would Scenic Road. Current year 2004 traffic volumes on CTH C between STH 60 and CTH Z are 2,000 vehicles per average weekday while year 2004 traffic volumes on Scenic Road between STH 60 and CTH Z are 200 vehicles per weekday.

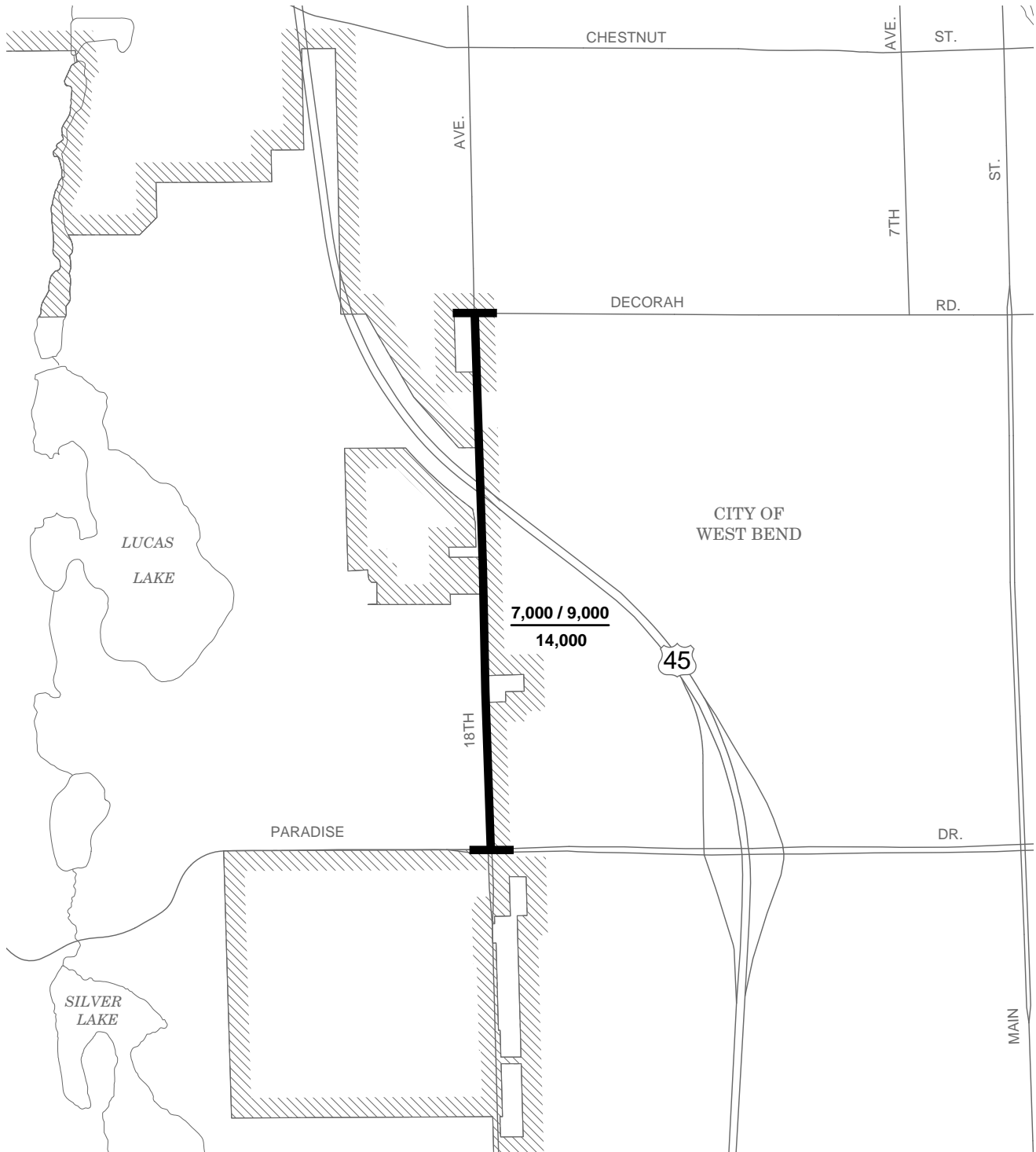
It is therefore recommended that the jurisdictional plan map identify CTH C between STH 60 and CTH Z as an arterial route and that Scenic Road between STH 60 and CTH Z be recommended as a nonarterial facility.

Consider the Addition of Midland Drive between CTH D and STH 28 as an Arterial in the Town of Wayne

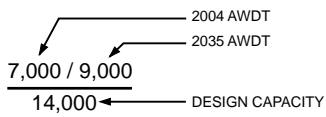
The Town of Wayne asked that the need for Midland Drive between CTH D and STH 28 to serve as an arterial be considered. In rural areas, such as the Town of Wayne, it is recommended that arterial facilities be provided at intervals of no less than two miles in each direction. Midland Drive is generally located 0.25 to 1.0 miles east of USH 41 (see Map 20). Additionally, Midland Road currently does not function as an arterial and may not be expected to warrant designation as an arterial by the year 2035 based on planned development in the Town of Wayne. Therefore, it is recommended that Midland Drive between CTH D and STH 28 remain as a local nonarterial in the Town of Wayne.

Map 16

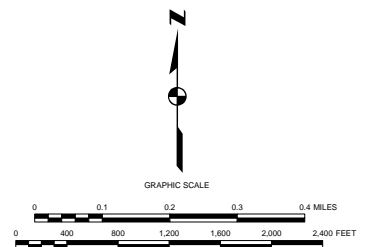
COMPARISON OF EXISTING YEAR 2004 AND FORECAST YEAR 2035 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON 18TH AVENUE IN THE WEST BEND AREA



AVERAGE WEEKDAY TRAFFIC VOLUMES

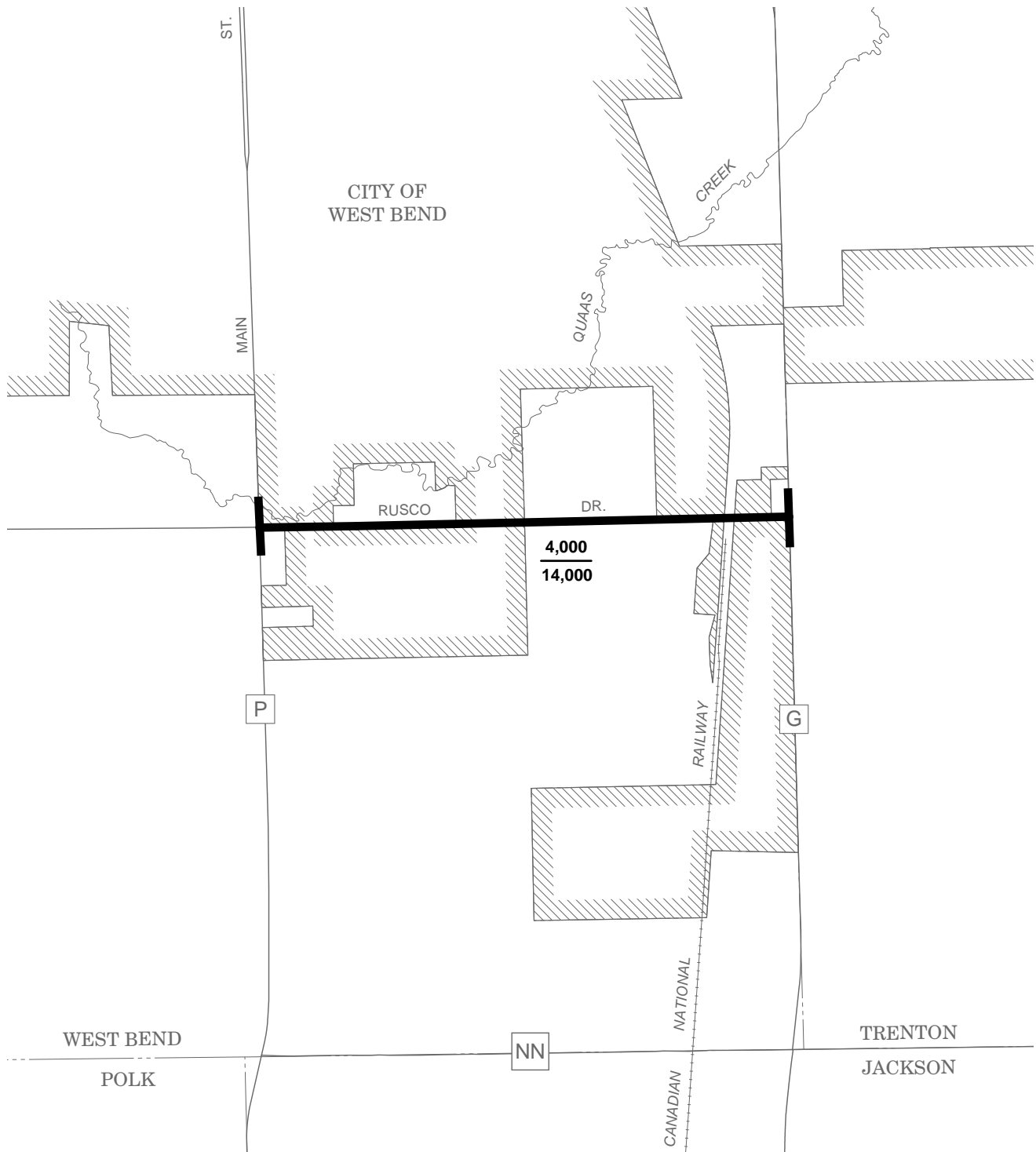


Source: SEWRPC.



Map 17

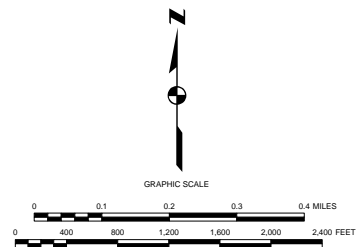
COMPARISON OF FORECAST YEAR 2035 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON RUSCO DRIVE IN THE WEST BEND AREA



AVERAGE WEEKDAY TRAFFIC VOLUMES

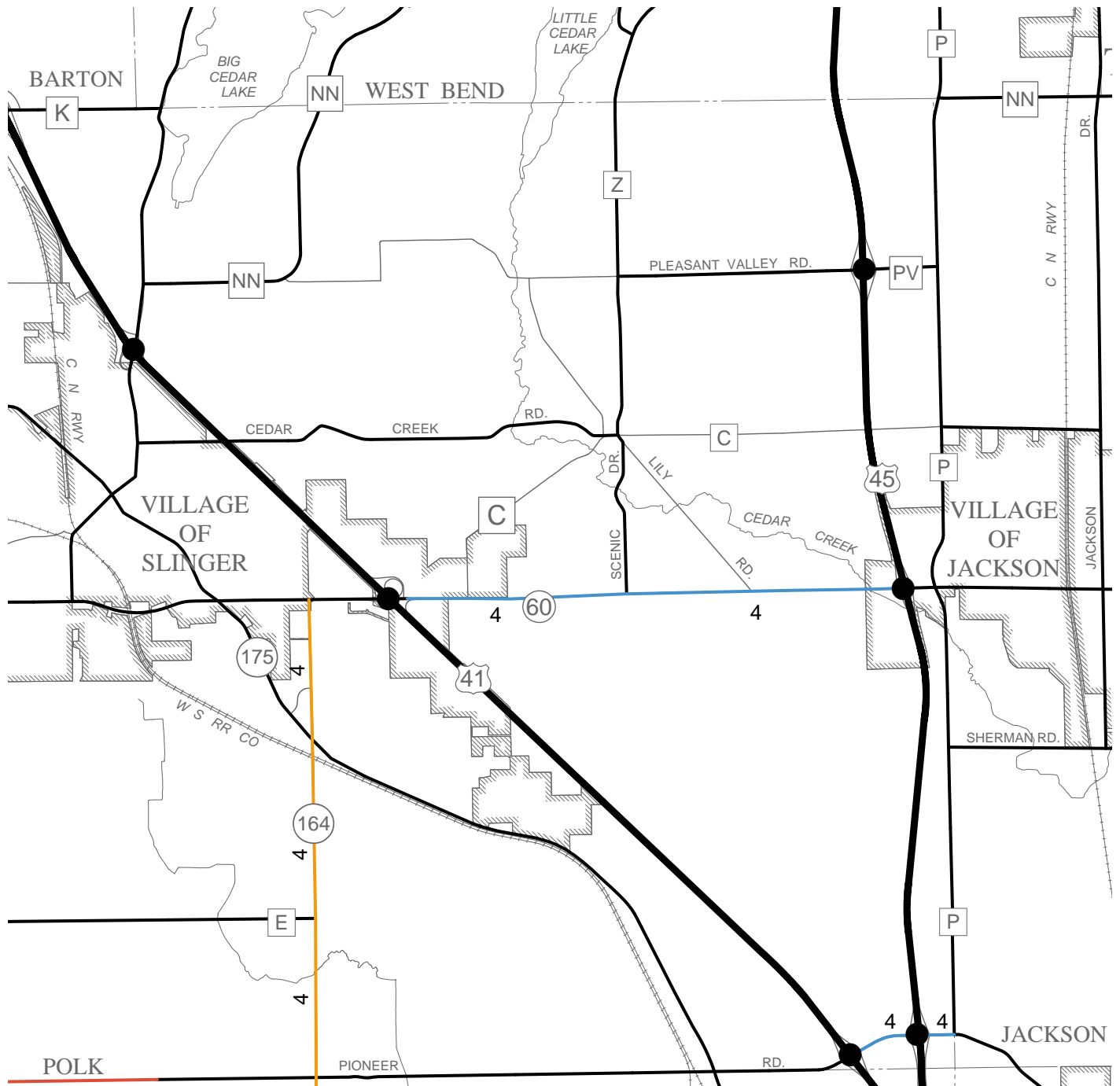
<u>4,000</u>	2035 AWDT
14,000	DESIGN CAPACITY

Source: SEWRPC.



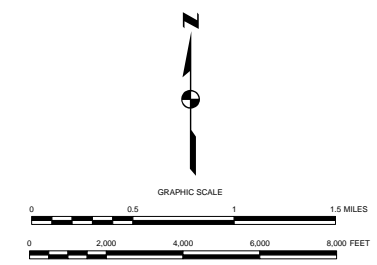
Map 18

**CAPACITY IMPROVEMENTS RECOMMENDED IN THE
YEAR 2035 REGIONAL TRANSPORTATION PLAN IN THE EASTERN SLINGER AREA**



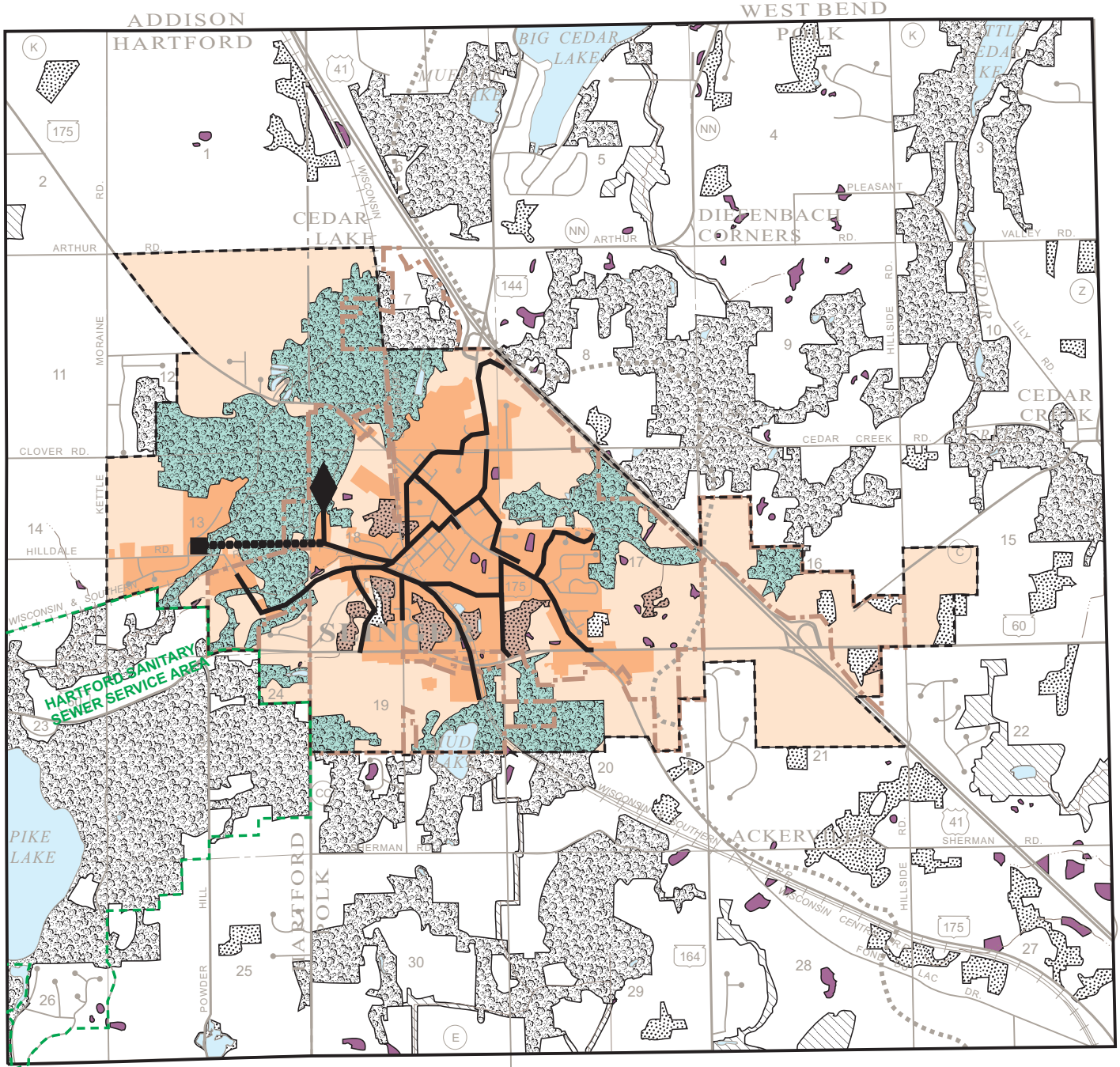
- ARTERIAL STREET OR HIGHWAY**
- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
 - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
 - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
 - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

- 4** NUMBER OF LANES (2 WHERE UNNUMBERED)
- FREEWAY INTERCHANGE
- EXISTING

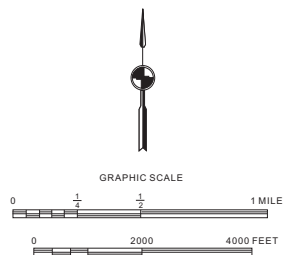


Source: SEWRPC.

VILLAGE OF SLINGER PLANNED SANITARY SEWER SERVICE AREA: 2020



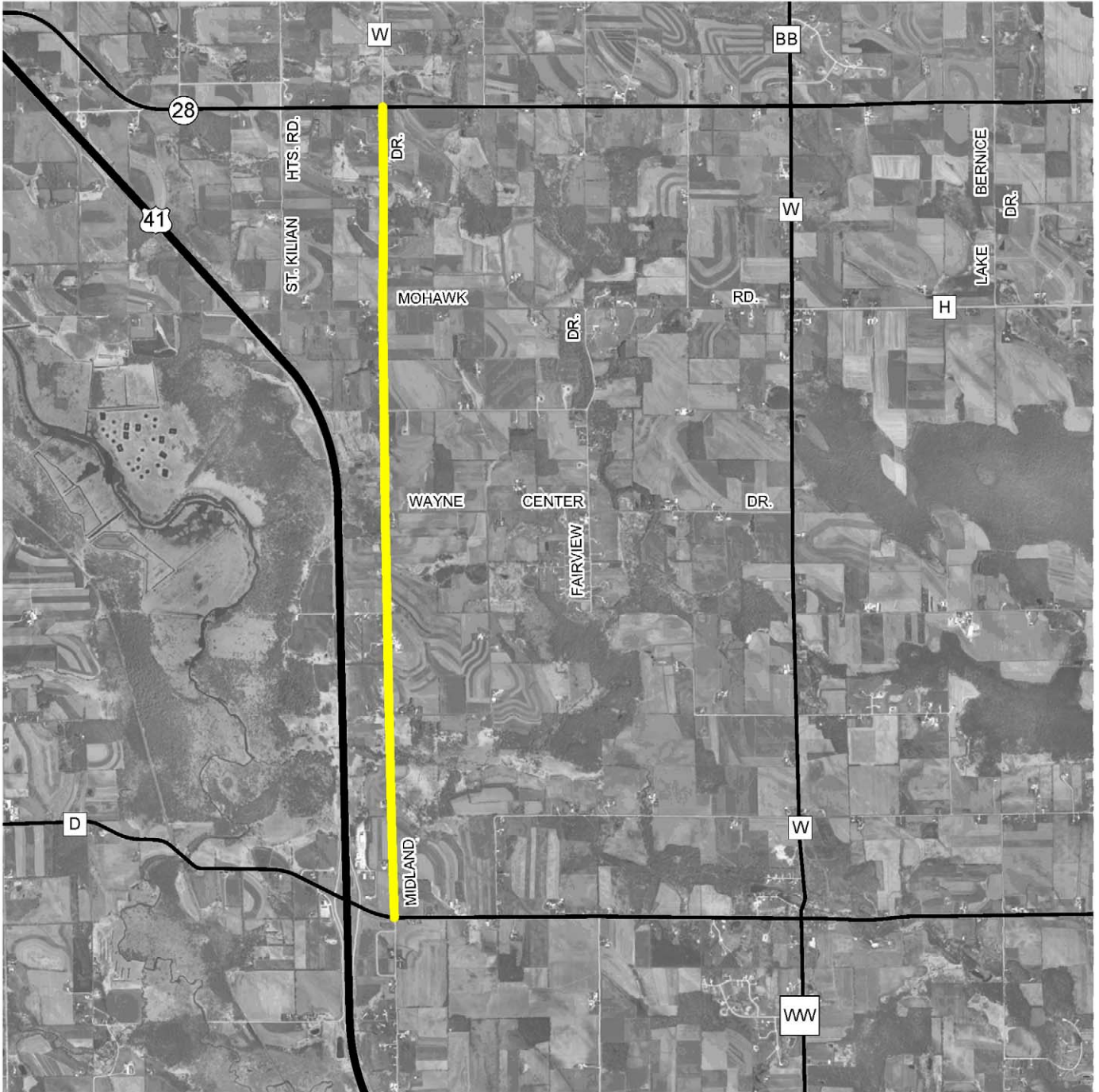
- | | | | |
|--|---|--|--|
| | PRIMARY ENVIRONMENTAL CORRIDOR | | EXISTING AREA SERVED BY PUBLIC SANITARY SEWER SYSTEM: 1995 |
| | SECONDARY ENVIRONMENTAL CORRIDOR | | PLANNED SANITARY SEWER SERVICE AREA: 2020 |
| | ISOLATED NATURAL RESOURCE AREA | | PLANNED SANITARY SEWER SERVICE AREA BOUNDARY |
| | WETLANDS AND SURFACE WATER AREAS LESS THAN FIVE ACRES IN SIZE | | EXISTING PUBLIC SEWERAGE TREATMENT FACILITY |
| RESTRICTIONS ON SEWERED DEVELOPMENT | | | EXISTING TRUNK SEWER |
| | PRIMARY ENVIRONMENTAL CORRIDORS WITHIN THE PLANNED SANITARY SEWER SERVICE AREA: THE EXTENSION OF SEWERS TO SERVE NEW DEVELOPMENT IS CONFINED TO LIMITED RECREATIONAL AND INSTITUTIONAL USES AND RURAL-DENSITY RESIDENTIAL DEVELOPMENT IN AREAS OTHER THAN WETLANDS, FLOODLANDS, SHORELANDS, AND STEEP SLOPES. | | EXISTING FORCE MAIN |
| | PORTIONS OF SECONDARY ENVIRONMENTAL CORRIDORS AND ISOLATED NATURAL RESOURCE AREAS WITHIN THE PLANNED SANITARY SEWER SERVICE AREA WHICH ARE COMPRISED OF WETLANDS, FLOODLANDS, SHORELANDS, AND STEEP SLOPES: THE EXTENSION OF SEWERS TO SERVE NEW DEVELOPMENT IN THESE AREAS IS NOT PERMITTED. | | EXISTING PUMPING STATION |
| | | | VILLAGE OF SLINGER CIVIL DIVISION BOUNDARY |



Source: SEWRPC.

Map 20

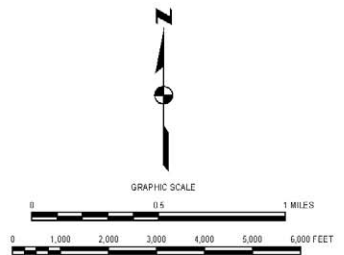
MIDLAND DRIVE BETWEEN CTH D AND STH 28 IN THE TOWN OF WAYNE



ARTERIAL STREET OR HIGHWAY

- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- POTENTIAL SEGMENT TO BE OPERATED AS AN ARTERIAL

Source: SEWRPC.



***Consider the Need for Six Traffic Lanes on
USH 41 between the USH 41/45 Split and STH 60***

Washington County asked that the need for six traffic lanes on USH 41 between the USH 41/45 split and STH 60 be considered. As shown on Map 21, the current year 2006 average weekday traffic volume on this segment of USH 41 is 42,000 vehicles per average weekday. The forecast year 2035 average weekday traffic volumes for this segment of USH 41 may be expected to be 56,000 vehicles per average weekday. The design capacity of this segment of USH 41 is 60,000 vehicles per average weekday. Thus, traffic volumes may be expected to approach, but not exceed the design capacity of this segment of USH 41 by the design year of the plan, 2035. The forecast year 2035 traffic volumes are derived from projected travel based upon the regional land use plan. Therefore, it is recommended that the plan recommend the reservation of right-of-way along USH 41 between the USH 41/45 split and STH 60 to accommodate possible future improvement of the facility beyond the design year of the plan. This recommendation will be revisited as the Commission monitors traffic counts taken by the Wisconsin Department of Transportation on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

***Reconsider the Need for the Planned Extension of
Kettle View Drive between STH 33 and Schuster Drive***

The year 2035 regional transportation plan and Washington County jurisdictional highway system plan recommends the extension of Kettle View Drive between STH 33 and Schuster Drive to provide a grid of arterial streets at approximately one-mile spacing in the western portion of the West Bend area (see Map 22). This recommendation is not new, as this extension of Kettle View Drive was recommended as a new arterial facility in the original jurisdictional highway system plan for Washington County adopted in 1975. The proposed extension of Kettle View Drive was reevaluated, reconsidered, and reaffirmed during the preparation of a transportation system plan for the City of West Bend adopted in 1994⁴ and is included in the City of West Bend comprehensive plan⁵.

The extension of Kettle View Drive is recommended to provide the desirable spacing for planned future development in the western portion of the West Bend area, consistent with the West Bend area planned future sanitary sewer service area (see Map 8). Utilization of existing Glacier Drive would not provide the desirable arterial spacing, as it would be located about one mile from the planned urban development. Kettle View Drive and its planned extension would also provide system continuity, permitting an extension of CTH Z across STH 33 to CTH D. There are some isolated natural resource areas located along the potential alignment of the Kettle View Drive extension. It would be possible to locate the extension and avoid impact on these areas. A potential conceptual proposed alignment of the Kettle View Drive extension is shown on Map 22.

A preliminary engineering study should be undertaken by the City of West Bend, in cooperation with the Town of Barton, to establish the centerline alignment for the extension. It is recommended that the jurisdictional plan continue to show, in conceptual fashion, the proposed extension of Kettle View Drive between STH 33 and Schuster Drive, recognizing that alternative alignments will be considered during preliminary engineering.

***Consider the Need to Reserve Right-of-Way for Six Traffic
Lanes on USH 45 between the USH 41/45 Split and STH 60***

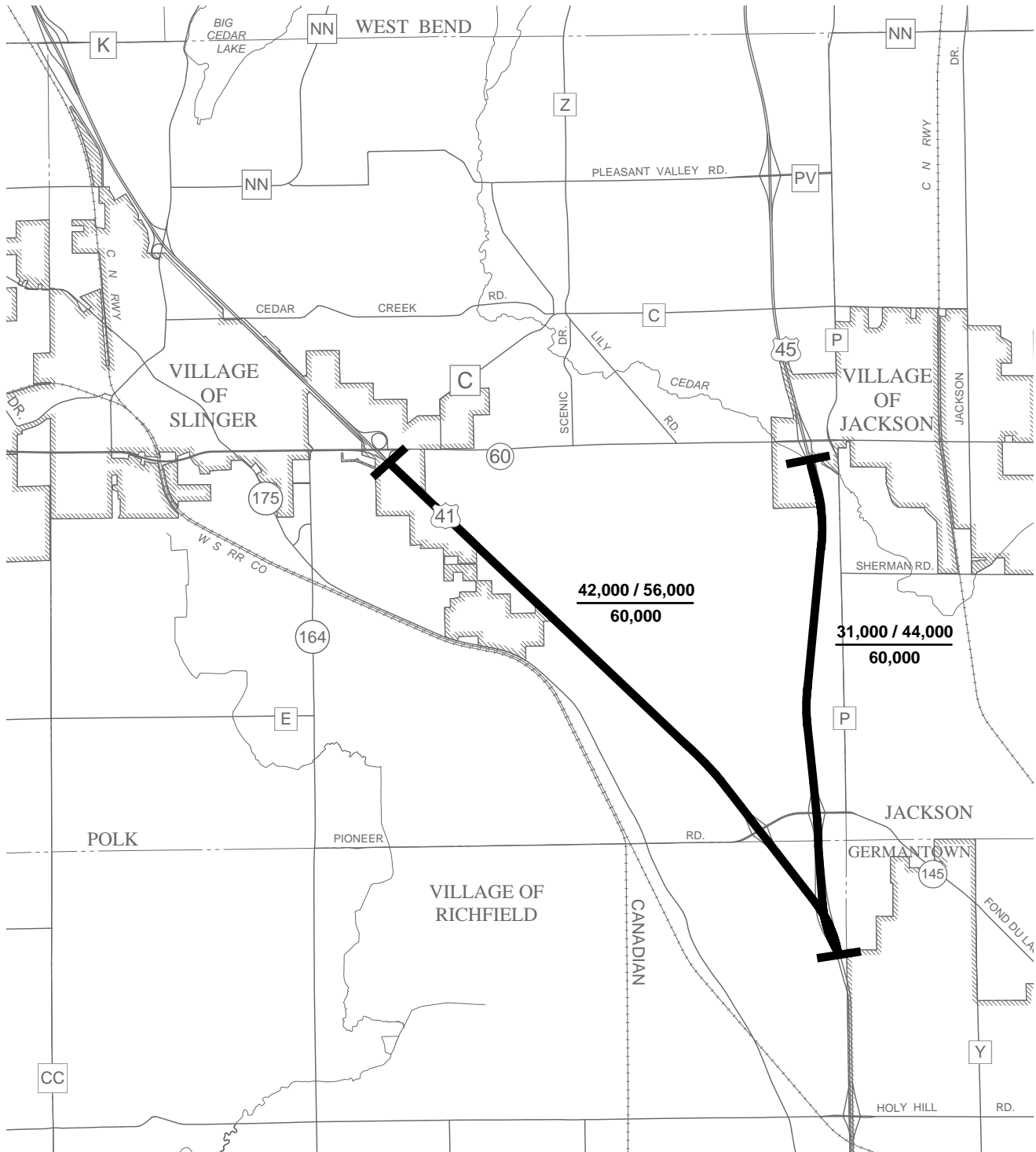
Washington County asked that the need to reserve right-of-way for six traffic lanes on USH 45 between the USH 41/45 split and STH 60 beyond the year 2035 be considered. As shown on Map 21, the current year 2006 average weekday traffic volume on this segment of USH 41 is 31,000 vehicles per average weekday. The forecast year 2035 average weekday traffic volumes for this segment of USH 45 may be expected to be 44,000 vehicles per

⁴See *SEWRPC Community Assistance Planning Report No. 210*, City of West Bend Transportation System Plan: 2010, Washington County, Wisconsin, *March 1994*.

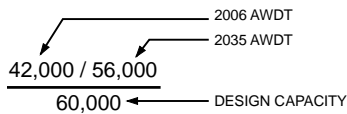
⁵See *City of West Bend, 2020 Comprehensive Plan for the City of West Bend*, Washington County, Wisconsin, *April, 2004*.

Map 21

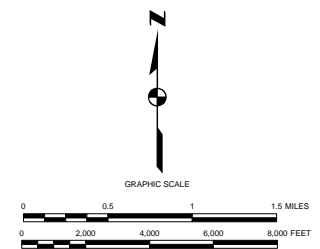
COMPARISON OF EXISTING YEAR 2006 AND FORECAST YEAR 2035 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON USH 41 AND USH 45 BETWEEN STH 60 AND USH 41/USH 45 SPLIT



AVERAGE WEEKDAY TRAFFIC VOLUMES

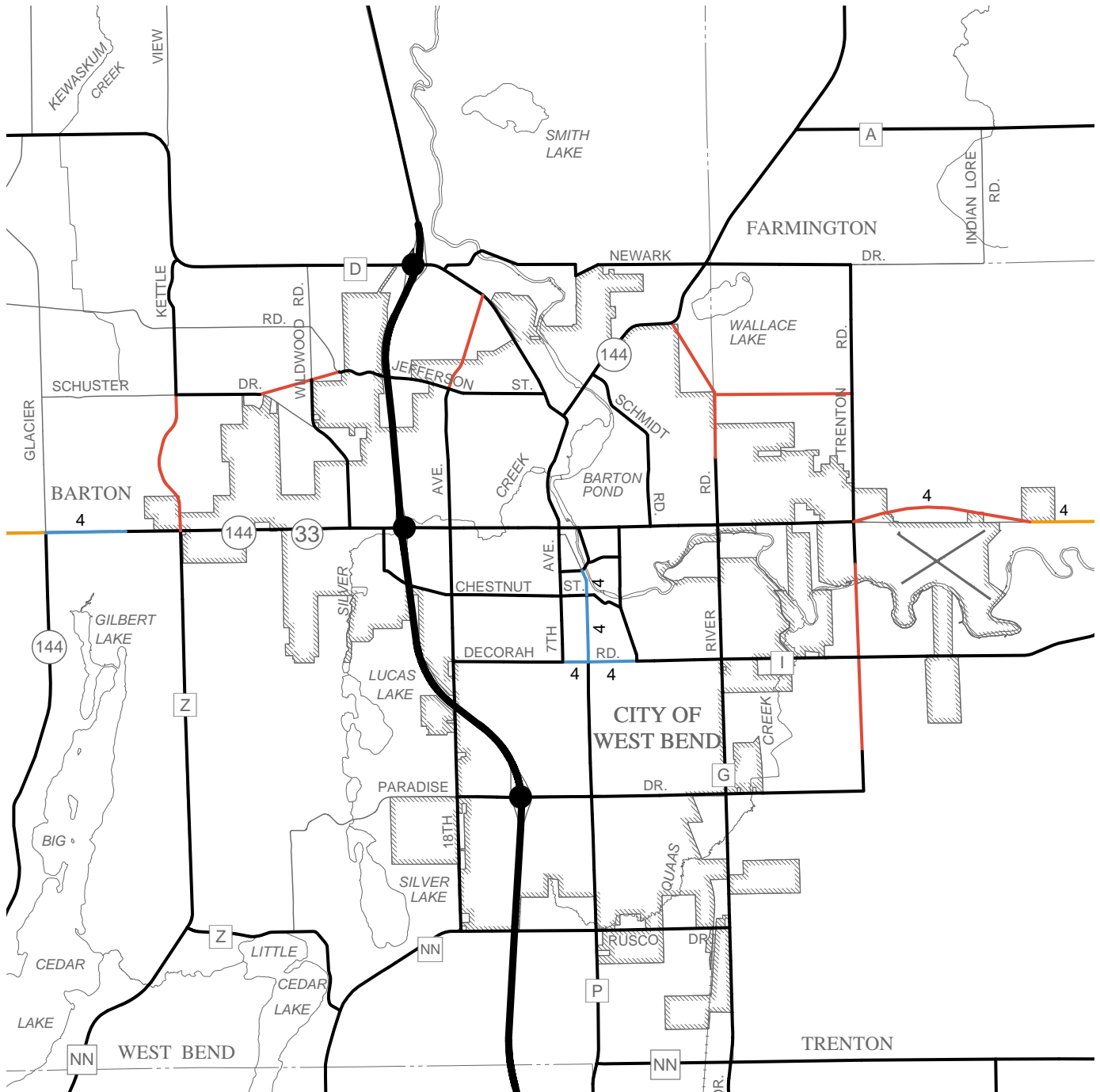


Source: SEWRPC.



Map 22

CAPACITY IMPROVEMENTS RECOMMENDED IN THE
YEAR 2035 REGIONAL TRANSPORTATION PLAN IN THE WEST BEND AREA



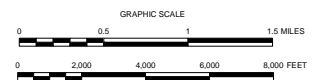
ARTERIAL STREET OR HIGHWAY

- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- 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



Source: SEWRPC.

average weekday. The design capacity of this segment of USH 41 is 60,000 vehicles per average weekday. Thus, traffic volumes may be expected to approach, but not exceed the design capacity of this segment of USH 45 by the design year of the plan, 2035. The forecast year 2035 traffic volumes are derived from projected travel based upon the regional land use plan. Therefore, it is recommended that the plan recommend the reservation of right-of-way along USH 45 between the USH 41/45 split and STH 60 to accommodate possible future improvement of the facility beyond the design year of the plan. This recommendation will be revisited as the Commission monitors traffic counts taken by the Wisconsin Department of Transportation on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

Capacity Improvements Recommended in the Year 2035 Washington County Jurisdictional Highway System Plan

Map 23 shows the capacity improvements in Washington County recommended in the year 2035 regional transportation plan including all changes approved by the Washington County Jurisdictional Highway Planning Committee. Also identified on Map 23 are concerns about, and opposition to, specific recommended improvements identified by Committee members.

Jurisdictional Highway Transfers Completed in Washington County Since Adoption of the First Washington County Jurisdictional Highway System Plan in 1975

Progress made to date in implementing the jurisdictional transfer element of the Washington County plan is summarized in Table 4 and Map 24. Since 1975, approximately 27.2 miles of highway have been added to the state trunk highway system, including both new facilities and the transfer of county or local facilities. During the same time period, about 26.2 miles of state trunk highway were transferred to the County or local units of government. Thus, the state trunk highway has experienced a net increase of about 1.0 miles. During the same time period, about 24.2 miles of facilities were added to the county trunk highway system through the transfer of State or local facilities, including both new facilities and the transfer of State or local facilities. During the same time period, about 28.4 miles of county trunk highways were transferred to the State or local units of government. Thus, the county trunk highway system has experienced a net decrease of about 4.2 miles. Finally, about 12.5 miles of facilities were added to the local arterial system through the construction of new facilities or transfer of State or county facilities. During the same time period, about 6.6 miles of local arterials were transferred to the county or the State. Thus, the local arterial system has experienced a net increase of about 5.9 miles.

Current Jurisdictional Transfer Recommendations for Washington County

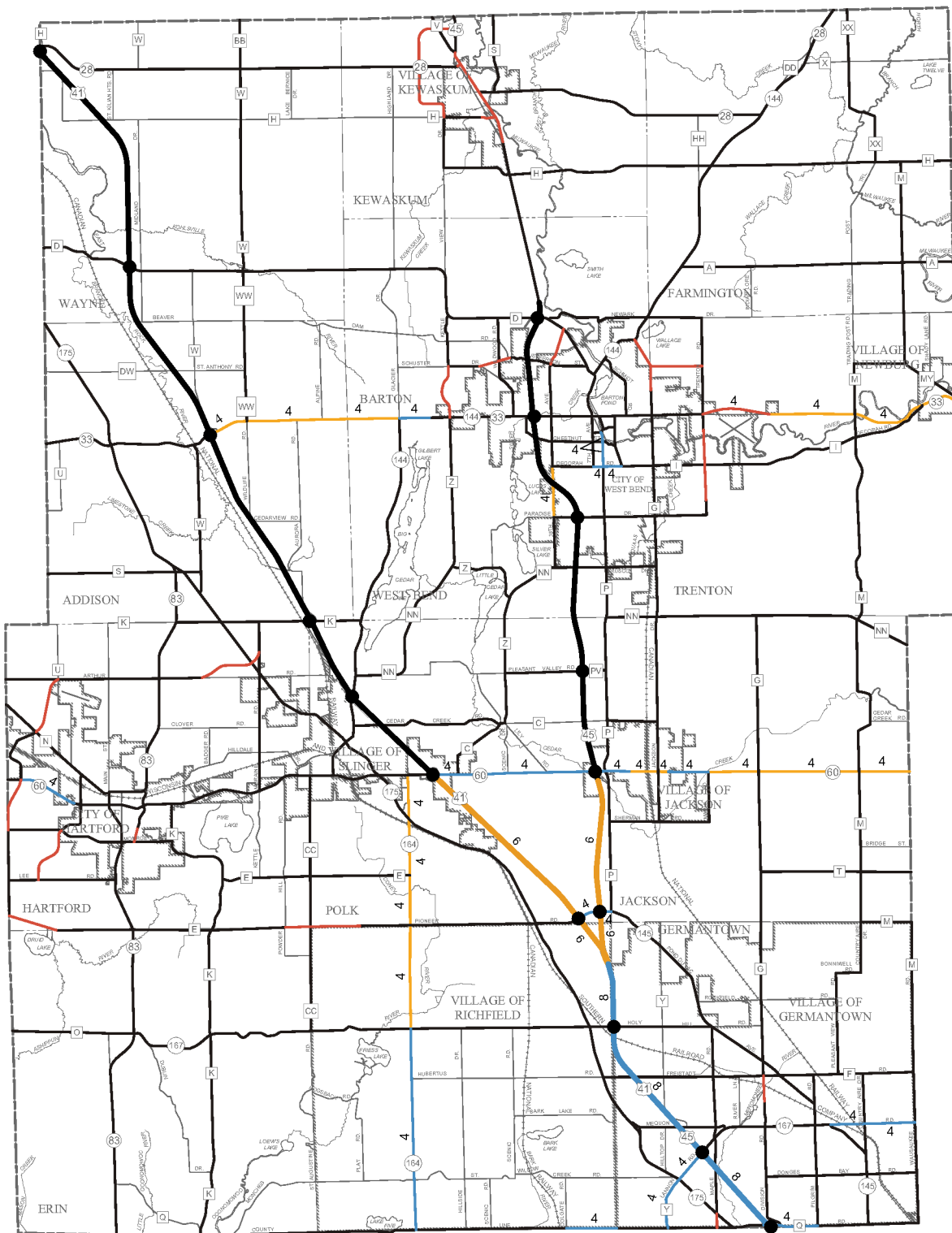
Map 25 displays the current Washington County jurisdictional highway system plan, which includes the functional improvement recommendations in the year 2035 regional transportation plan and the functional improvements recommended earlier in the chapter, and extends to the year 2035 jurisdictional responsibility recommendations from the year 2020 Washington County jurisdictional highway system plan. Map 26 displays the changes in planned jurisdictional responsibility under the current Washington County jurisdictional highway system plan. The review of those jurisdictional responsibility recommendations are the primary subject of this report.

Potential Jurisdictional Highway Transfers to be Addressed During the Washington County Jurisdictional Highway System Plan Review and Update

The Washington County jurisdictional highway system plan update will provide a review, reevaluation, and recommendations as to which level and agency of government should have jurisdictional responsibility for each segment of arterial street and highway in Washington County through the development and application of jurisdictional classification criteria. In addition, members of the Washington County Jurisdictional Highway Planning Committee have requested specific consideration be given to the following facilities:

- Reconsider the proposed transfer to the County of Newark Drive and Lighthouse Lane between CTH D and STH 144;
- Reconsider the proposed transfer to the County of Pioneer Road between Slinger Road and USH 41;
- Reconsider the proposed transfer to local jurisdiction of CTH H between CTH W and USH 45;

CAPACITY IMPROVEMENTS RECOMMENDED IN THE YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

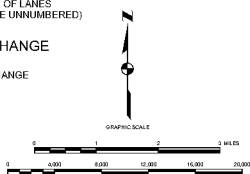


ARTERIAL STREET OR HIGHWAY
 NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)

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
 INTERCHANGE



RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.
 FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.
 OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOWLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.
 WAUSHARA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST AUGUSTINE ROAD AND CTH I FROM STH 175 TO COLGATE ROAD.
 WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST-WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND THE TOWNS OF ERIN AND POLK EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

THE VILLAGE OF GERMAN TOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

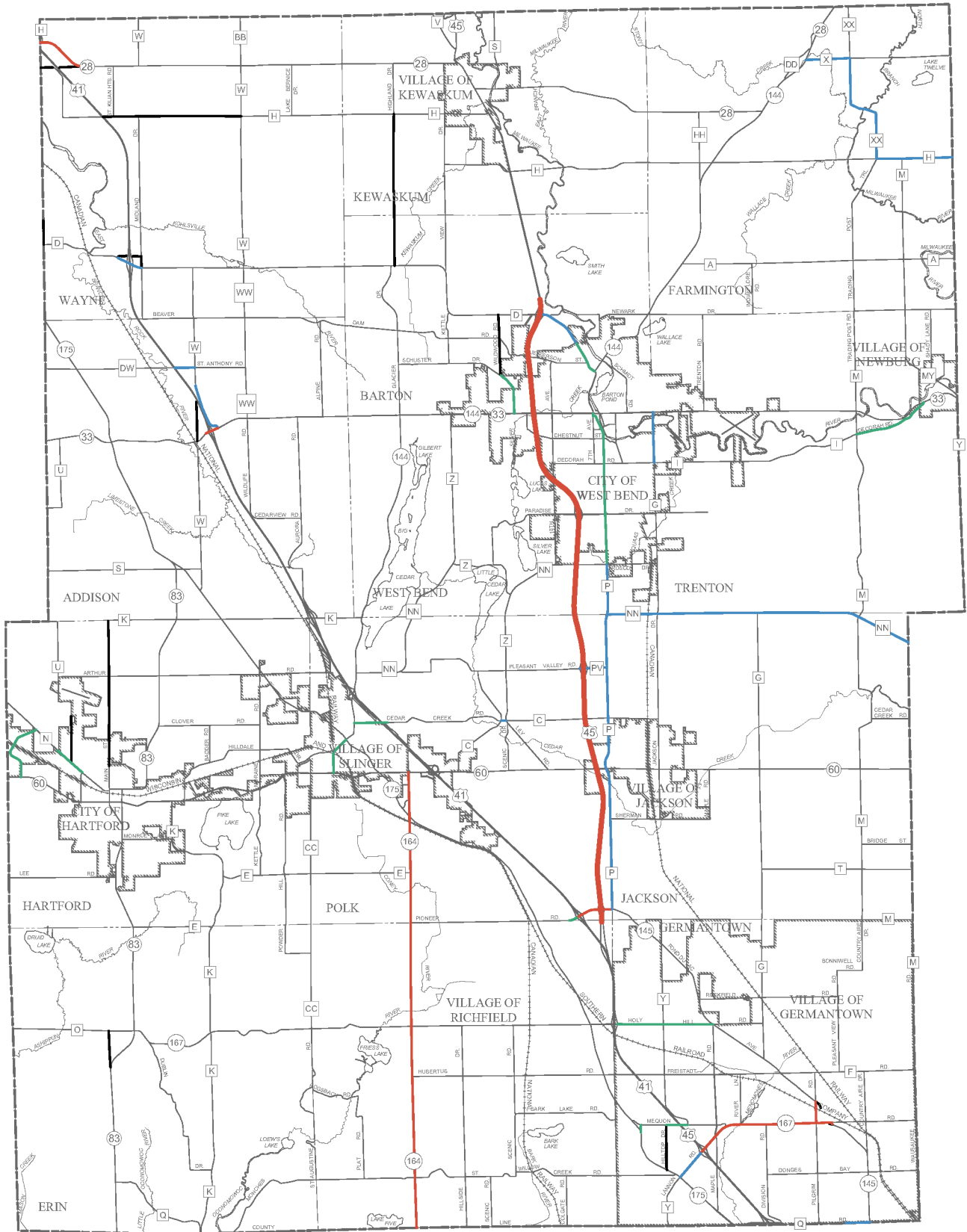
THE PLANNED ALIGNMENT FOR THE PLANNED NORTH-SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY, CTH Q BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DOOSE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 80 RATHER THAN A COUNTY ARTERIAL FACILITY.

JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WASHINGTON COUNTY: 1975-2005



TRANSFERS TO:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- LOCAL (NONARTERIAL) SYSTEM

Source: SEWRPC.

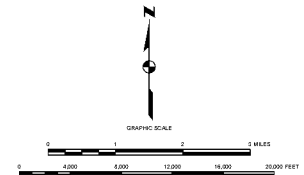


Table 4

JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WASHINGTON COUNTY: 1975-2005

Facility	Limits	Municipality	Length (miles)
Transfers to State/ New Facilities			
New State Facility			
USH 45	STH 145 to CTH D	Towns of Barton, Polk, and West Bend, Village of Jackson, and City of West Bend	12.6
STH 28	Mullen Lane to Dodge County Line	Town of Wayne	1.1
STH 33	Old STH 33 to CTH W	Town of Addison	0.5
STH 145	Mequon Road to STH 145	Village of Germantown	0.1
STH 145	USH 41 to CTH P	Town of Polk	0.7
County to State			
CTH J	STH 175 to CTH Q	Town of Polk and Village of Richfield	8.2
Pilgrim Road	STH 145 to STH 167	Village of Germantown	0.4
Local to State			
Lovers Lane Road	STH 60 to STH 175	Town of Polk	0.9
Mequon Road/ Lannon Road	STH 145 to USH 45	Village of Germantown	2.7
Total State	--	--	27.2
Transfers to County/ New Facilities			
New County Facility			
CTH D	Midland Drive to Old CTH D	Town of Wayne	0.5
CTH W	STH 33 to Old CTH W	Town of Addison	1.1
State to County			
USH 45	STH 145 to Paradise Drive	Towns of Polk and West Bend, and City of West Bend	7.9
USH 45	E. Green Tree Road to USH 45 Bypass	Town of Barton	0.9
STH 84	STH 28/144 to Ozaukee County Line	Town of Farmington	4.7
STH 143	USH 45 to Ozaukee County Line	Towns of Jackson, Polk, Trenton, and West Bend	6.1
Local to County			
County Line Road	0.1 Miles West of Emerald Lane to STH 145	Village of Germantown	0.5
Lannon Road	STH 175 to USH 45	Village of Germantown	0.6
Pleasant Valley Road	USH 45 to CTH P	Town of Polk	0.5
River Road	CTH I to STH 33	City and Town of West Bend	1.0
St. Anthony Road	CTH DW to CTH W	Town of Addison	0.4
Total County	--	--	24.2
Transfers to Local/ New Facilities			
New Local Facility			
Independence Avenue	STH 60 to CTH N	City of Hartford	1.3
Pioneer Road	0.2 Miles East of Mayfield Road to USH 41	Town of Polk	0.2
State to Local			
USH 45	STH 144 to E. Green Tree Road and STH 33 to Paradise Drive	City of West Bend	2.8
STH 144	STH 60 to STH 175	Village of Slinger	0.8
STH 167	STH 145 to USH 41	Village of Germantown	2.1
County to Local			
CTH B	STH 33 to Schuster Road	City of West Bend, Town of Barton	0.9
CTH F	STH 175 to Mequon Road	Village of Germantown	0.1
CTH I	CTH M to STH 33	Town of Trenton, Village of Newburg	1.5
CTH N	Falcon Drive to Wacker Avenue	City of Hartford	0.7
CTH P ^a	Rusco Drive to Paradise Drive	City of West Bend	1.0
CTH Y	Hilltop Drive to CTH Y	Village of Germantown	0.4
CTH AA	STH 144 to USH 41	Village of Slinger	0.7
Total Local	--	--	12.5

Table 4 (continued)

Facility	Limits	Municipality	Length (miles)
Transfers to Local (Nonarterial)			
State to Local (Nonarterial)			
STH 28	Mullen Lane to Dodge County Line	Town of Wayne	0.6
STH 145	STH 145 to STH 167 and Pilgrim Road to 0.21 Mile South	Village of Germantown	0.3
County to Local (Nonarterial)			
CTH B	Schuster Road to CTH D	Town of Barton	1.2
CTH B	CTH D to CTH H	Town of Barton, Town of Kewaskum	3.0
CTH D	Old CTH D to New CTH D	Town of Wayne	0.6
CTH D	West Bend Road to Hunter's Lane	Town of Wayne	0.5
CTH H	USH 41 to CTH W	Town of Wayne	2.7
CTH K	Hidden Creek View to Turtle Road	City of Hartford and Town of Hartford	2.9
CTH U	State Street to 0.4 Miles North of N. Wacker Drive	City of Hartford and Town of Hartford	0.9
CTH W	STH 33 to USH 41	Town of Addison	1.1
CTH Y	STH 175 to Mequon Road	Village of Germantown	0.9
CTH OO	STH 83 to CTH O	Town of Erin	0.7
Total Local (Nonarterial)	--	--	15.4
Total	--	--	79.3

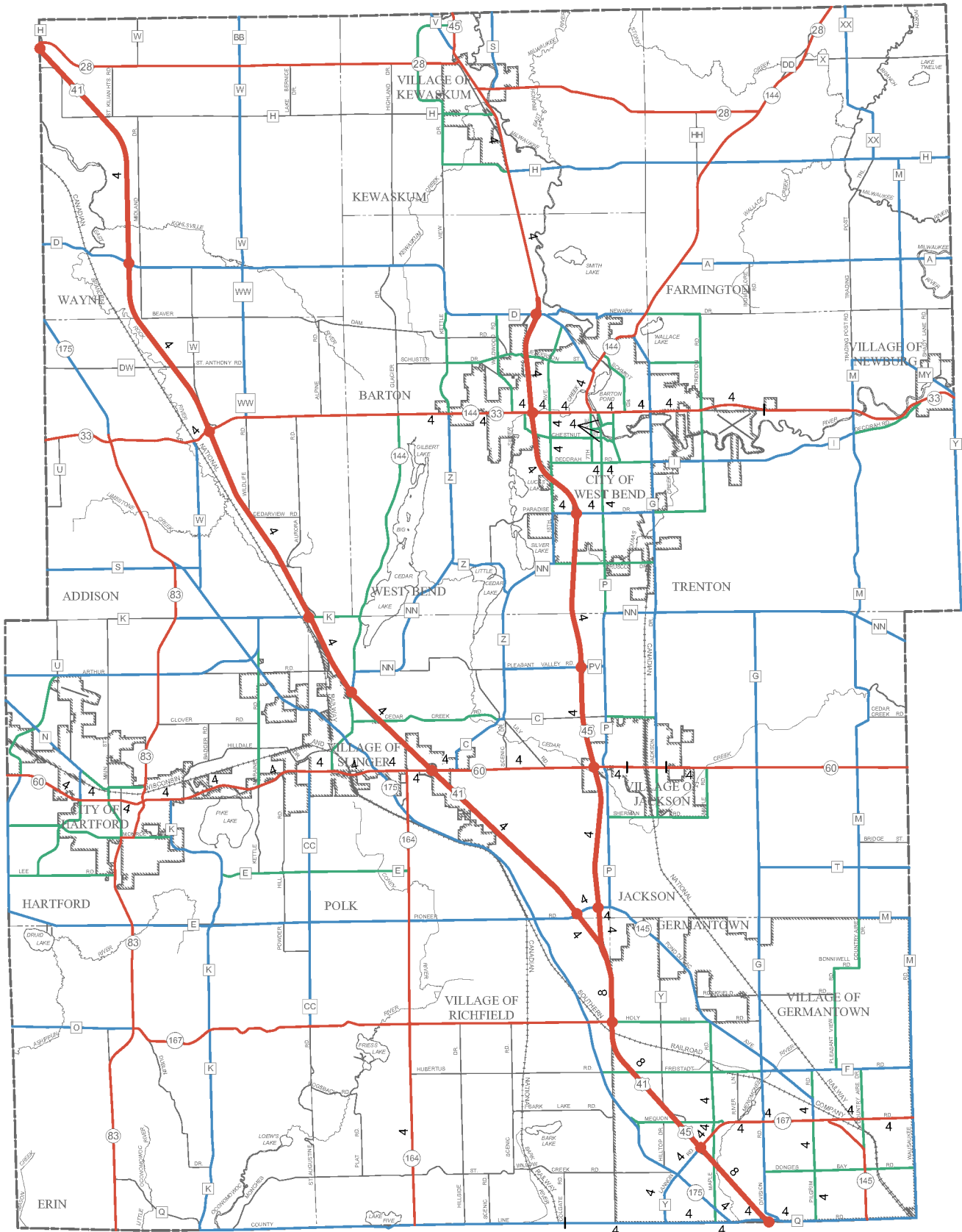
^aThe segment of CTH P from Rusco Drive to Paradise Drive was part of the former route of USH 45, which was transferred from the State of Wisconsin to Washington County prior to being transferred from the county to the City of West Bend.

Source: SEWRPC.

- Reconsider the proposed transfer to local jurisdiction of CTH C between STH 60 and CTH P;
- Reconsider the proposed local jurisdiction of Kettle View Drive between Badger Road and CTH H and its planned extension between CTH H and STH 28, and of Badger Road between Kettle View Drive and USH 45;
- Reconsider the planned routing of CTH W between STH 28 and the Fond Du Lac County line;
- Reconsider the planned local jurisdiction of CTH X between STH 144 and CTH XX;
- Reconsider the proposed transfer to the County of Paradise Drive between 18th Avenue and USH 45, and of 18th Avenue between CTH NN and Paradise Drive;
- Reconsider the planned county jurisdiction of CTH O between the Dodge County line and STH 83; and
- Reconsider the planned county jurisdiction of Division Road between STH 145 and CTH Q.

The development of jurisdictional classification criteria which provides an objective and rational basis for the assignment of jurisdictional responsibility for the various segments of the existing and planned arterial street and highway system in Washington County is documented in Chapter III of this report. The application of those jurisdictional classification criteria to the Washington County functional arterial street and highway system plan is documented in Chapter IV of this report. Following the application of the jurisdictional classification criteria discussion in Chapter IV, the individual analyses, based upon those jurisdictional classification criteria, will be provided on the above jurisdictional issues.

CURRENT JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY: 2035



FREEWAY

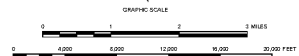
- STATE TRUNK
- INTERCHANGE

ARTERIAL STREET AND HIGHWAY

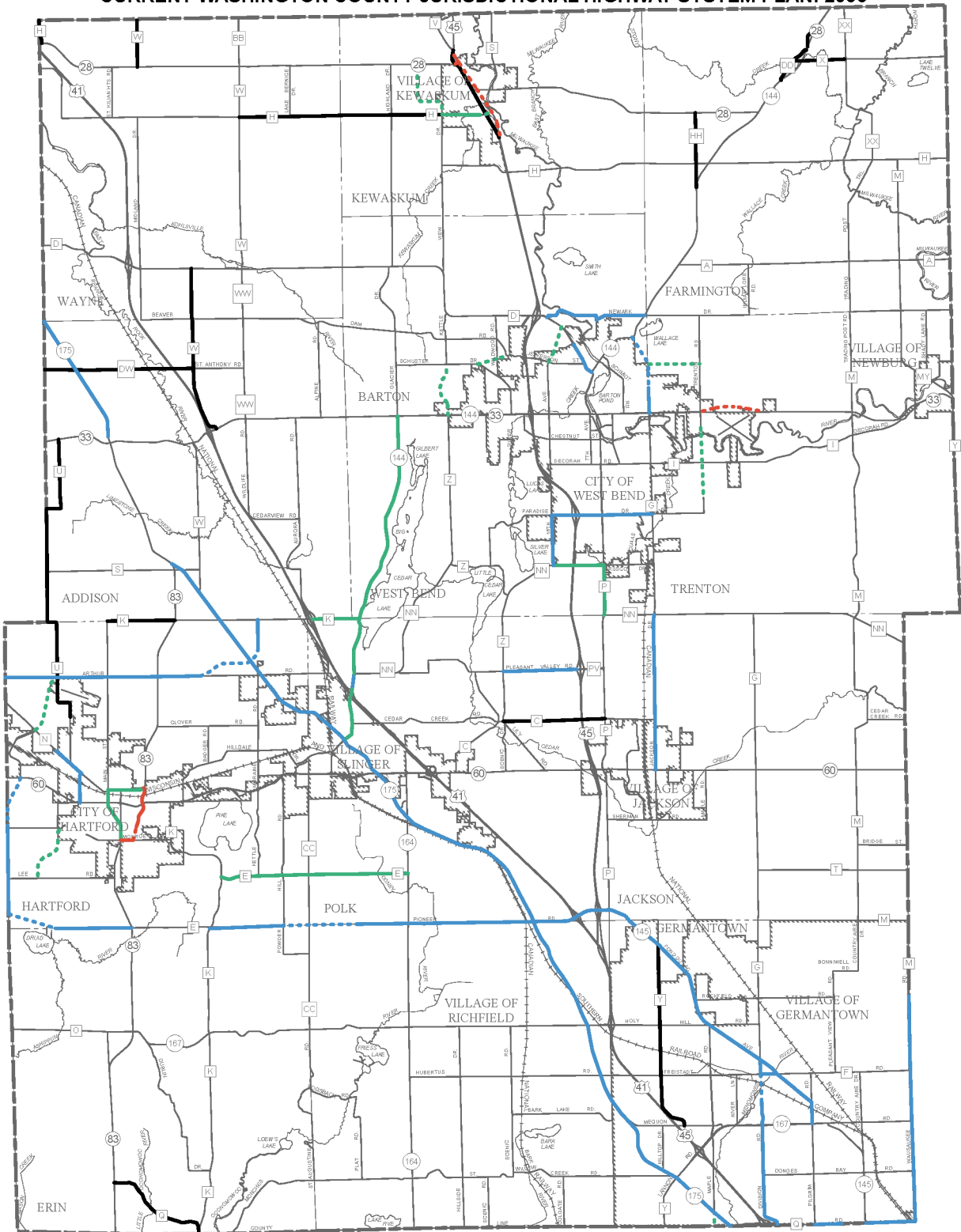
- STATE TRUNK
- COUNTY TRUNK
- LOCAL TRUNK

4 NUMBER OF LANES (2 WHERE UNNUMBERED)

NOTE: THE JURISDICTIONAL CLASSIFICATION RECOMMENDATIONS IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN ARE BASED ON THE YEAR 2020 JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY.



CHANGES IN JURISDICTIONAL RESPONSIBILITY RECOMMENDED UNDER THE CURRENT WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN: 2035

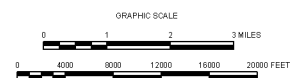


TRANSFER TO:

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

NEW FACILITY:

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



Source: SEWRPC

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Chapter III

JURISDICTIONAL CLASSIFICATION CRITERIA

INTRODUCTION

Arterial street and highway facilities should form an integrated system over relatively large areas comprised of many local units of government. The degree of areawide importance of the individual facilities comprising the arterial system varies. Consequently, it becomes necessary to assign jurisdictional responsibility for the various existing and proposed facilities comprising the total system to the various levels and units of government involved.

The preparation of an areawide plan for the physical development of the total transportation system must necessarily precede any assignment of jurisdictional responsibility. A plan for the physical improvement of the transportation system is required to identify the existing arterial street and highway system, determine its existing deficiencies, and recommend specific additions and improvements required to serve existing and forecast traffic demands. This physical, or functional, plan for the Washington County highway system is shown on Map 23 of Chapter II of this report. After such a functional transportation plan has been prepared, it becomes necessary, as the first step toward plan implementation, to specify the governmental level and unit which should have responsibility for constructing, maintaining, and operating each of the existing and proposed facilities which comprise the street and highway system. That is, the functional highway plan must be converted to a jurisdictional plan if plan implementation is to be achieved. It thus becomes necessary to develop a set of criteria which may be used as a basis for the assignment of jurisdictional responsibility for the various facilities comprising the arterial street and highway system.

PURPOSE AND OBJECTIVE OF THE CRITERIA

The purpose of the jurisdictional classification criteria is to provide an objective and rational basis for the assignment of jurisdictional responsibility to the various levels of government concerned for the various segments of the existing and proposed arterial street and highway system. The objective of the recommended criteria is to identify subsystems within the arterial street and highway system which are integral parts of the overall system, and which are continuous within themselves or in conjunction with other "higher" subsystems, but which vary with respect to the types of trips served, the degree of traffic mobility provided, and the types of land use areas served.

ARTERIAL SUBCLASSIFICATION

Three levels of government—state, county, and local (municipal)—have jurisdictional responsibility for the planning, design, construction, operation, and maintenance of highway facilities within Washington County. Therefore, all segments of the arterial street and highway system (existing and proposed) should be classified into one of three categories: state trunk, county trunk, and local trunk.

State Trunk Arterials

State trunk arterials should include all routes of statewide and regionwide importance within the urban or rural areas of the county. These state trunk arterials are intended to connect land uses of statewide and regionwide significance and provide the highest level of traffic mobility, that is, the highest speeds and lowest degree of land access service. These state trunk arterials should have regional or interregional system continuity. These state trunk arterials should serve the longest trips made in Washington County, particularly trips through Washington County and between Washington County and other counties.

County Trunk Arterials

County trunk arterials should include all those routes which are intended to serve land uses of countywide importance and provide an intermediate level of traffic mobility, an intermediate level of land access service, and intercommunity system continuity. These county trunk arterials should in particular serve travel between the communities of Washington County.

Local Trunk Arterials

Local trunk arterials should include all those routes within the county which are intended to provide the lowest level of arterial traffic mobility, the highest degree of arterial land access service, and intracommunity system continuity. These local trunk arterials are intended to serve predominately travel within the communities of Washington County.

CRITERIA

Criteria for the jurisdictional classification of the arterial street and highway system can be developed from three basic characteristics of the arterial facilities: 1) the trips served, 2) the land uses served, and 3) the operational characteristics of the facilities themselves.

Trip Service Criteria

Trip length on each segment of arterial street and highway was recommended as the criteria for jurisdictional classification of arterials with respect to the type of trips served. Figure 2 presents a curve plotted to provide a graphical representation of the relationship between the arterial street segment average trip lengths and cumulative arterial system mileage. Break points were identified on the curve and used to select trip length ranges representative of each jurisdictional classification type: state, county, and local. The break points identified the trip length ranges which should be served by each facility type, and marked the points beyond which a relatively high increase in facility type mileage would accommodate only a relatively small increase in trip length range. The year 2035 average trip length ranges recommended as criteria for arterial classification are presented in Table 5.

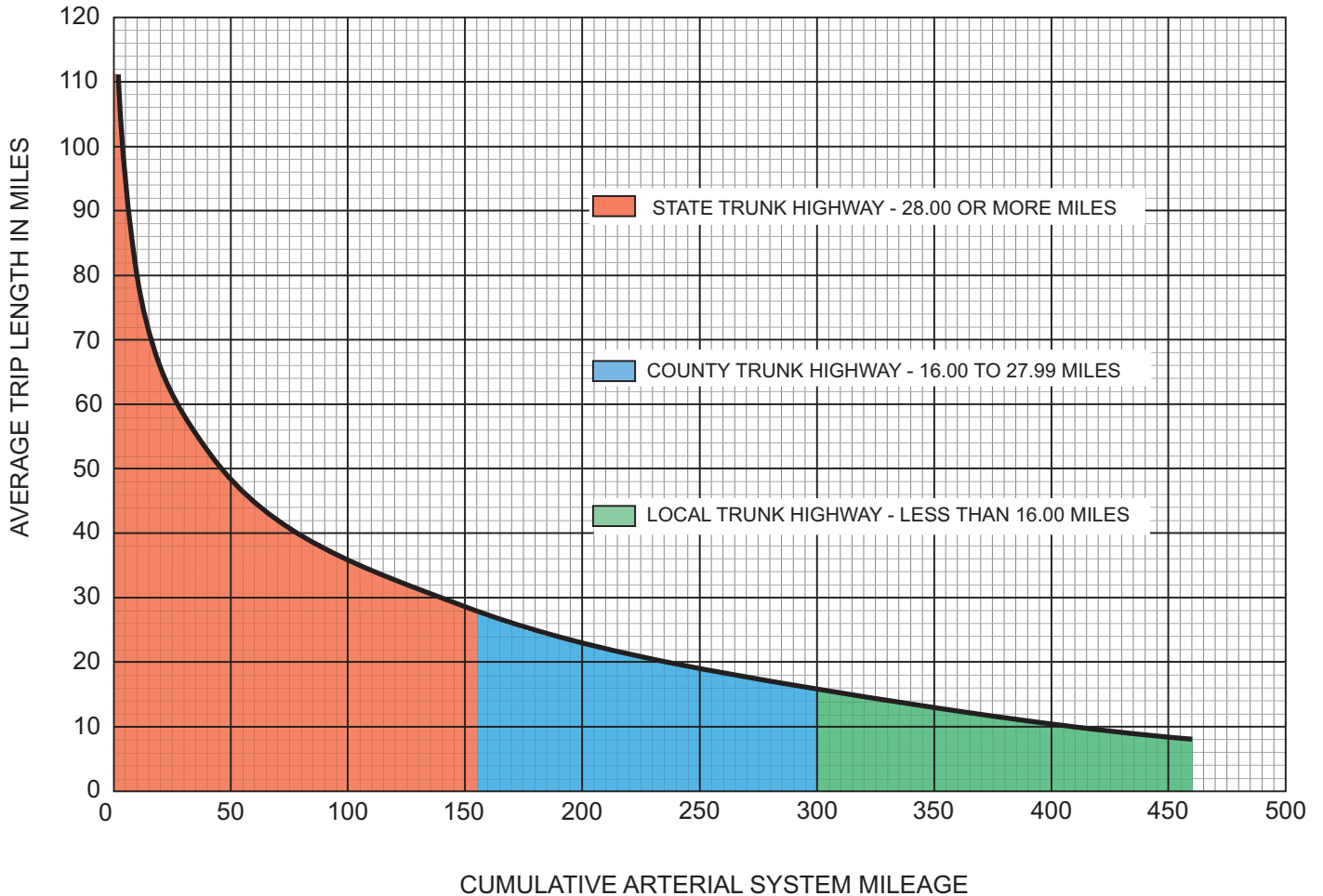
Land Use Service Criteria

Land use service criteria for the jurisdictional classification of arterials was recommended to consider the land use activities to be connected and served by the various jurisdictional classifications. For the purpose of such criteria, the term "connect and serve" was defined as follows:

- A state trunk arterial facility was considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area was available within a maximum over-the-road distance of one mile from the main vehicular entrance to the land use to be served.

Figure 2

RELATIONSHIP BETWEEN AVERAGE TRIP LENGTH AND CUMULATIVE ARTERIAL MILES ON THE WASHINGTON COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM: 2035



Source: SEWRPC.

- A county trunk arterial facility was considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area was available within a maximum over-the-road distance of one-half mile of the main vehicular entrance to the land use to be served.
- A local trunk arterial facility was considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area was available within a maximum over-the-road distance of one-quarter mile of the main vehicular entrance to the land use to be served.

The land use activities to be considered as properly influencing jurisdictional classification of arterial highway systems should be those which, either through their individual or aggregate effects, interact strongly with the need for transportation facilities and which, by their nature, are normally grouped into concentrations which form major traffic generators. These include major transportation centers, major outdoor recreation centers, major economic activity centers, and major governmental and institutional centers. The following criteria with respect to each of these land use classifications were recommended for the Washington County jurisdictional highway system planning study:

Table 5

AVERAGE TRIP LENGTH CRITERIA FOR JURISDICTIONAL CLASSIFICATION

Arterial Type	Average Trip Length (Miles)
State Trunk	28.00 or More
County Trunk	16.00 to 27.99
Local Trunk	Less than 16.00

Source: SEWRPC.

1. Transportation Terminals

- a. State Trunk Arterials – State trunk arterial facilities should connect and serve intercity passenger rail, intercity passenger bus, and major truck terminals;¹ and commercial seaports and airports.²
- b. County Trunk Arterials – County trunk arterial facilities should connect and serve freeway interchanges, general-aviation airports,³ pipeline terminals, and rapid transit stations and park-ride lots not served by state trunk arterials.

- c. Local Trunk Arterials – Local trunk arterial facilities should connect and serve rapid transit stations and park-ride lots not served by state trunk and county trunk arterials.

2. Outdoor Recreation Centers

- b. State Trunk Arterials – State trunk arterial facilities should connect and serve all state parks and those public and private recreational facilities of interregional and statewide importance with a gross site area of 250 acres or more.
- c. County Trunk Arterials – County trunk arterial facilities should connect and serve those public and private recreational facilities of regional and countywide importance with a gross site area between 100 and 250 acres and county fairgrounds not served by state trunk arterials.
- d. Local Trunk Arterial – Local trunk arterial facilities should connect and serve community parks⁴ with a gross site area between 25 and 100 acres not served by state trunk and county trunk arterials.

3. Economic Activity Centers

- a. State Trunk Arterials – State trunk arterial facilities should connect and serve major economic activity centers.⁵

¹A major interregional truck terminal is herein defined as a complex of contiguous, concentrated land uses generating 250 or more interregional truck trips per average weekday.

²A commercial airport is herein defined as a public airport intended to serve primarily commercial local service and air-carrier aircraft providing service to the general public on a regularly scheduled basis between major cities of the country.

³A general-aviation airport is herein defined as a publicly owned and operated airport or private airport open to public use and recommended to remain in operation under the regional airport system plan.

⁴A community park is herein defined as an outdoor recreation area having a broad range of recreational facilities on one site having a gross size ranging from 25 to 100 acres.

⁵A major economic activity center is herein defined as areas containing concentrations of commercial and/or industrial land having at least 3,500 total employees or 2,000 retail employees.

- b. County Trunk Arterials – County trunk arterial facilities should connect and serve sub-regional general purpose centers,⁶ sub-regional retail⁷ and community retail centers,⁸ sub-regional office centers,⁹ and sub-regional industrial centers¹⁰ not served by state trunk arterials.
- c. Local Trunk Arterials – Local trunk arterial facilities should connect and serve neighborhood retail¹¹ and “village” retail¹² centers and minor community industrial centers¹³ not served by state trunk and county trunk arterials.

4. Governmental and Institutional Centers

- a. State Trunk Arterials – State trunk arterial facilities should connect and serve major universities/colleges¹⁴, technical colleges, medical complexes¹⁵, and major cultural centers.
- b. County Trunk Arterials – County trunk arterial facilities should connect and serve colleges¹⁶ and community hospitals¹⁷, county courthouses, county office complexes, and State and Federal buildings not served by state trunk arterials.

⁶A sub-regional general purpose center is herein defined as an existing or officially designated concentration of commercial, industrial, and/or office land providing employment for at least 1,000 persons.

⁷A sub-regional retail center is herein defined as an existing or officially designated concentration of retail and service uses having a gross site area of at least 15 acres, serving a community or group of communities, and is anchored by one or more large discount department, appliance, electronics, or home supply stores.

⁸A community retail and service center is herein defined as an existing or officially designated concentration of retail and service uses having a gross site area of at least 15 acres, serving 10,000 to 75,000 persons, or serving four or more neighborhoods, and is anchored by a large grocery store (greater than 40,000 square feet) and includes other businesses such as a hardware store, bank, chain video rental store, and in some cases may include a large discount department or similar store.

⁹A sub-regional office center is herein defined as an existing or officially designated concentration of office use having a gross site area of at least 20 acres and providing at least 1,000 office jobs.

¹⁰A sub-regional industrial center is herein defined as an existing or officially designated concentration of manufacturing, wholesaling, and related use establishments having a gross site area of at least 100 acres and providing employment for at least 1,000 persons.

¹¹A neighborhood retail and service center is herein defined as an existing or officially designated concentration of retail uses having a gross site area ranging from five to 15 acres, serving 4,000 to 10,000 persons, serving one or portions of several residential neighborhoods, and includes a small grocery store (less than 40,000 square feet) or a large drug store/variety store (greater than 8,000 square feet) along with other businesses, such as a beauty parlor or laundromat.

¹²A “village” retail and service center is herein defined as an existing or officially designated concentration of retail and service uses having a gross site area ranging from five to 15 acres and includes clusters of smaller retail and service establishments that comprise long-standing “village” commercial centers.

¹³A minor community industrial center is herein defined as an existing or designated concentration of manufacturing, wholesaling, and related use establishments ranging from 20 to 100 acres or providing employment for 300 to 1,500 persons.

¹⁴A major university/college is herein defined as a university or college with an enrollment of 4,500 or more students.

¹⁵A medical complex is herein defined as a medical center or hospital with 600 or more inpatient beds.

¹⁶A college is herein defined as a college with an enrollment of less than 4,500 students.

¹⁷A community hospital is herein defined as a hospital with less than 600 inpatient beds.

- b. Local Trunk Arterials – Local trunk arterial facilities should connect and serve city and village halls, high schools, and municipal complexes not served by state trunk and county trunk arterials.

Criteria Relating to Operational Characteristics

Criteria for the jurisdictional classification of arterials relating to operational characteristics are recommended to include consideration of system continuity, facility spacing, traffic volume, traffic mobility, and land access.

System Continuity

The various arterial subsystems should form integrated systems within themselves or in conjunction with the other subsystems. The individual facilities comprising any given subsystem should be directly routed so as to provide the shortest travel paths practicable through the arterial network. The following criteria, with respect to system continuity, were recommended for the Washington County jurisdictional highway system planning study:

1. State Trunk Arterials – State trunk arterial facilities should have interregional or regional continuity comprising total systems at the regional and state level.
2. County Trunk Arterials – County trunk arterial facilities should have intermunicipality and intercounty continuity comprising integrated systems at the county level.
3. Local Trunk Arterials – Local trunk arterial facilities should have intracommunity continuity comprising an integrated system at the city or village level.

Spacing

The location and geometric configuration of highway systems must be properly related to the land uses to be served and should be determined from areawide traffic analyses which consider both existing and probable future traffic loadings derived from existing and proposed land use patterns. Nevertheless, some general criteria may be established with respect to the minimum spacing of various types of facilities based upon good land use planning principles, as well as operational characteristics and engineering constraints. The following criteria, with respect to minimum spacing, were recommended for the Washington County jurisdictional highway system planning study.

1. State Trunk Arterials – State trunk arterial facilities should generally be located no closer than two miles to, and approximately parallel with, another state trunk facility.
2. County Trunk Arterials – County trunk arterial facilities should generally be located no closer than one mile to, and approximately parallel with, a state trunk facility or another county trunk facility.
3. Local Trunk Arterial– Local trunk arterial facilities should generally be located no closer than one-half mile to, and approximately parallel with, a state trunk, county trunk, or another local trunk facility.

The year 2035 regional transportation plan recommends arterial spacing of one-half mile in high density urban areas, one mile in medium density urban areas, two miles in low density urban and sub-urban areas, and more than two miles in rural areas.

Volume

Although traffic volume alone provides little indication of the function of an arterial facility, it can, in conjunction with other criteria, be an important functional and jurisdictional criterion. Table 6 summarizes the criteria with respect to future design year 2035 traffic volume recommended for the Washington County jurisdictional highway planning study. Figure 3 presents a curve plotted to provide a graphical representation of the relationship between traffic volume and cumulative arterial system mileage. Break points were identified on the curve and used to select traffic volume ranges representative of each jurisdictional classification type.

Table 6

**AVERAGE WEEKDAY TRAFFIC VOLUME
CRITERIA FOR JURISDICTIONAL CLASSIFICATION**

Arterial Type	Average Weekday Traffic Volume (Vehicles)
State Trunk	12,000 or More
County Trunk	4,000 to 11,999
Local Trunk	Less than 4,000

Source: SEWRPC.

arterial facility should be considered in the jurisdictional classification of the arterial facility. The following criteria with respect to land access control were recommended for the Washington County jurisdictional highway system planning study:

1. State Trunk Arterials – All state trunk arterials should have full or partial control of access^{18, 19}
2. County Trunk Arterials – All county trunk arterials should have at least partial control of access.²⁰
3. Local Trunk Arterials – All local trunk arterials should have at least minimum control of access.²¹

Table 8 summarizes the functional criteria recommended for the jurisdictional classification of arterial highways in Washington County.

OTHER FACTORS

In the application of the foregoing criteria to the delineation of a jurisdictional highway system presented in Chapter IV, several other factors must be considered, including legal constraints, financial constraints, and boundary line facility coordination. Other factors may include the extent of heavy truck traffic from industry, mineral extraction operations, or truck terminals.

STATE STATUTES GOVERNING JURISDICTIONAL TRANSFERS

The *Wisconsin State Statutes* identify the requirements for the jurisdictional transfer of streets and highways in the State of Wisconsin. Chapter 83, “County Highways,” and Chapter 84, “State Trunk Highways, Federal Aid,” of the *Wisconsin State Statutes* contain the specific language regarding the jurisdictional transfer of streets and highways between the State, county, and municipal levels of government.

¹⁸Full control of access is herein defined as the control of access so as to give preference to the movement of through traffic by providing access connections only at selected public roads via grade-separated interchanges.

¹⁹Partial control of access is herein defined as the control of access so as to give preference to the movement of through traffic to a degree that, in addition to access connections at selected public roads, there may be some direct access to abutting land uses, with generally one point of reasonably direct access to each parcel of abutting land as the parcels existed at the time of an official declaration that partial control of access shall be exercised.

²⁰See definition of partial control of access as stated in footnote 19.

²¹Minimum control of access is herein defined as the regulation of the placement and geometry of direct access roadway connections as necessary for safety.

Traffic Mobility

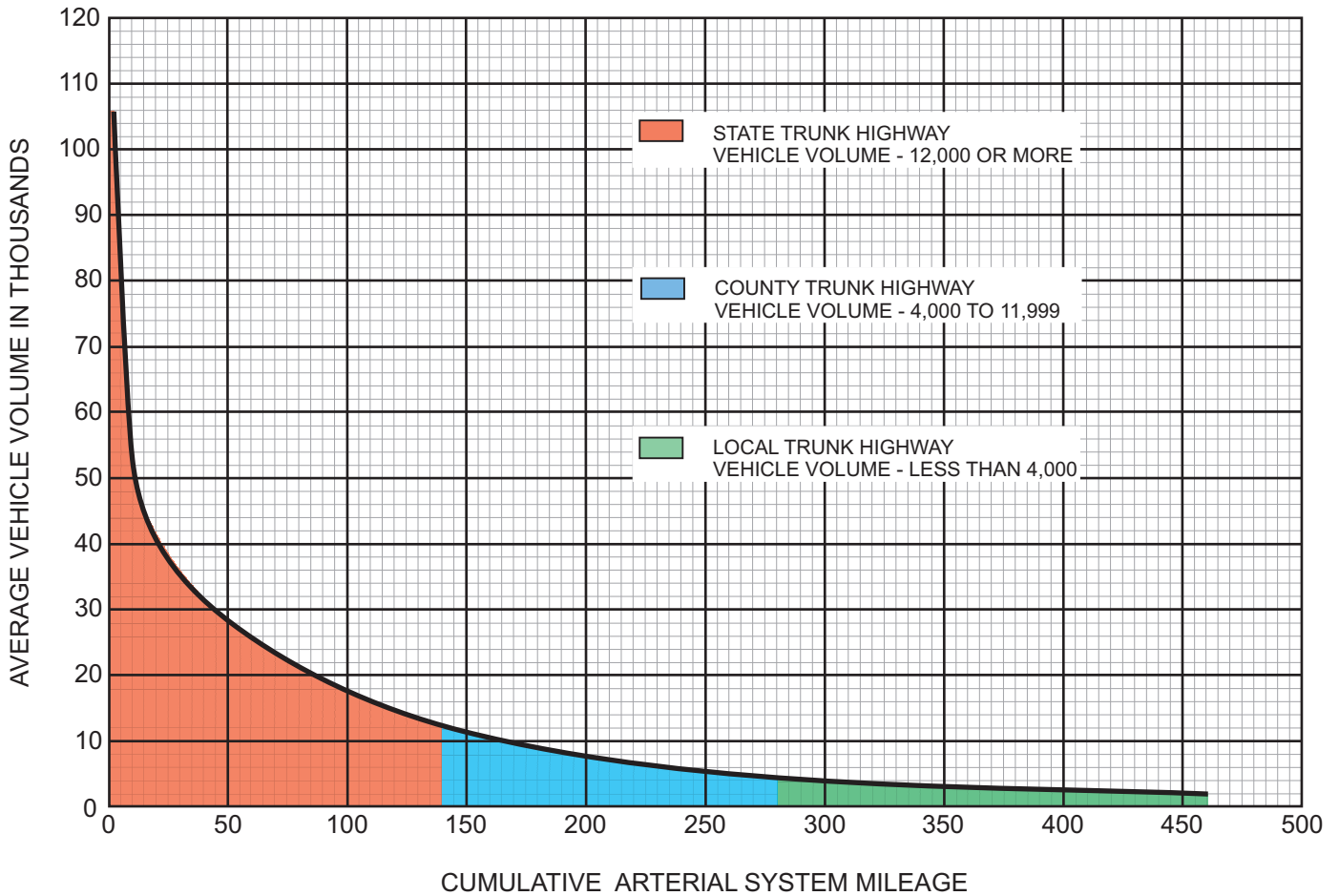
Traffic mobility criteria should consider that the longer the trip the more critical the time of travel, and generally require higher speeds on the routes of highest arterial function. The criteria with respect to traffic mobility shown in Table 7 were recommended for the Washington County jurisdictional highway system planning study.

Land Access

Two of the basic functions performed by street systems—traffic mobility and land access—are inherently conflicting. The land access function of arterial facilities should be subordinate to the traffic mobility function. The degree of access control on an

Figure 3

RELATIONSHIP BETWEEN AVERAGE WEEKDAY VEHICLE VOLUME AND CUMULATIVE ARTERIAL MILES ON THE WASHINGTON COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM: 2035



Source: SEWRPC.

Table 7

TRAFFIC MOBILITY CRITERIA FOR JURISDICTIONAL CLASSIFICATION

Arterial Type	Posted Speed Limit (Miles per Hour)	
	Urban	Rural
State Trunk	35 to 65	50 to 65
County Trunk	30 to 55	45 to 55
Local Trunk	25 to 40	35 to 45

Source: SEWRPC.

Based upon a review of the *Wisconsin State Statutes* governing the jurisdictional transfer of streets and highways in Wisconsin, with one exception, a governmental entity cannot unilaterally transfer (add or delete) an existing road, street, or highway to another governmental entity's jurisdiction. The jurisdictional transfer process identified in the *Wisconsin State Statutes* generally requires the following:

- Jurisdictional transfers between the Wisconsin Department of Transportation and a county requires the approval of both the Wisconsin Department of Transportation and the county board;
- Jurisdictional transfers between the Wisconsin Department of Transportation and a city, village and/or town requires the approval of both the Wisconsin Department of Transportation and the governing body of any affected cities, villages, and/or towns; and

Table 8

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

Criteria		Arterial Type		
		State Trunk	County Trunk	Local Trunk
Trip Service	Average Trip Length (Miles)	28.0 or More	16.0 to 27.9	Less than 16.0
Land Use Service	Transportation Terminals	Connect and serve intercity rail, intercity bus, and major truck terminals and commercial seaports and airports.	Connect and serve freeway interchanges, general aviation airports, pipeline terminals, and rapid transit stations not served by state trunk arterials.	Connect and serve park-ride lots not served by state trunk or county trunk arterials.
	Recreational Facilities	Connect and serve public parks having a gross site area of 250 acres or more, special use sites, and nature study sites.	Connect and serve public parks with a gross site area between 100 and 250 acres not served by state trunk arterials.	Connect and serve public parks with a gross site area between 25 and 100 acres not served by state trunk or county trunk arterials.
	Economic Activity Centers	Connect and serve regional general employment centers with at least 3,500 total jobs, regional retail centers with at least 2,000 retail jobs, regional office centers with at least 3,500 office jobs, and regional industrial centers with at least 3,500 industrial jobs.	Connect and serve sub-regional general purpose centers with at least 1,000 jobs, sub-regional retail centers with a gross site area of at least 15 acres serving a community or group of communities, community retail centers with a gross site area of at least 15 acres serving 10,000 to 75,000 persons, sub-regional office centers with a gross site area of at least 20 acres and at least 1,000 office jobs, and sub-regional industrial centers with a gross site area of at least 100 acres and at least 1,000 industrial jobs not served by state trunk arterials.	Connect and serve neighborhood retail centers with a gross site area between five and 15 acres serving 4,000 to 10,000 persons, "village" retail and service centers with a gross site area between five and 15 acres, and local industrial centers with a gross site area of 20 to 100 acres with 300 to 1,000 industrial jobs not served by state trunk or county trunk arterials.
	Institutional Centers	Connect and serve medical complexes with 600 or more inpatient beds, major universities/colleges, technical colleges, and major cultural centers.	Connect and serve colleges with less than 4,500 students, hospitals with less than 600 inpatient beds, county courthouses, county office complexes, and State and Federal buildings not served by state trunk arterials.	Connect and serve high schools, municipal complexes, and city, village, or town halls not served by state trunk or county trunk arterials.

Source: SEWRPC.

- Jurisdictional transfers between the county and a city, village, and/or town requires the approval of the county board, the governing body of any affected cities, villages, and/or towns, and the Wisconsin Department of Transportation.

The exception where the above jurisdictional transfer process need not be followed is as follows:

- A city or village may, by resolution, remove from the county trunk highway system that portion of a county trunk highway which is situated wholly within the city or village municipal boundaries.

SUMMARY

For planning purposes, street and highway systems are divided into functional subsystems according to the primary type of service individual facilities provide. Such a classification is essential to sound transportation planning because it identifies the primary function which a particular facility should serve, as well as providing a means for defining travel routes for movement through the total system. Jurisdictional classification criteria are intended to provide an objective and rational basis for the assignment of jurisdictional responsibility for various segments of the existing and proposed arterial street and highway system to the various government levels concerned. The state, county, and local levels of government have direct jurisdictional responsibility for the planning, design, construction, operation, and maintenance of street and highway facilities in Washington County.

All segments of the total (existing and proposed) arterial street and highway system in Washington County are proposed to be classified into one of three categories: state trunk; county trunk; and local trunk. The criteria to guide this classification include land uses served, and the operational characteristics of the facilities themselves. Trip length ranges which should be served by each facility type were delineated under the trip service criteria. Land use activities to be connected and served by the various arterial subclassifications were recommended under the land use service criteria including, transportation centers, outdoor recreation centers, economic activity centers, and governmental and institutional centers. Criteria relating to operational characteristics were recommended to include consideration of system continuity, facility spacing, traffic volume, traffic mobility, and land access.

In general, state trunk arterials should serve routes of statewide and regionwide importance within the urban or rural areas of the county. These state trunk arterials are intended to connect land uses of statewide and regionwide significance and provide the highest level of traffic mobility, that is, the highest speeds and lowest degree of land access service. These state trunk arterials should have regional or interregional system continuity. These state trunk arterials should serve the longest trips made in Washington County, particularly trips through Washington County and between Washington County and other counties.

County trunk arterials should include all those routes which are intended to serve land uses of countywide importance and provide an intermediate level of traffic mobility, an intermediate level of land access service, and intercommunity system continuity. These county trunk arterials should in particular serve travel between the communities of Washington County.

Local trunk arterials should include all those routes within the county which are intended to provide the lowest level of arterial traffic mobility, the highest degree of arterial land access service, and intracommunity system continuity. These local trunk arterials are intended to serve predominately travel within the communities of Washington County.

Chapter IV

APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA

INTRODUCTION

The application of the criteria for jurisdictional highway classification as set forth in Chapter III of this report required an analysis for each segment of the arterial street and highway system of the trip lengths to be served by each segment, the existing and proposed land uses to be served by each segment, and of the operational characteristics of each arterial segment, including traffic volume. The specific procedure to establish the initial proposed jurisdictional classification of each arterial street and highway facility in Washington County involved three steps.

In the first step, each arterial facility was classified in terms of the trip service criterion of trip length. In the second step, each arterial facility was classified in terms of the land use criteria. In the third step, these two sets of jurisdictional classifications were combined and refined through the application of the operational characteristics criteria, including system continuity and facility spacing, to produce a preliminary recommended jurisdictional highway system plan. The preliminary recommended jurisdictional classification of the arterial facilities was then further refined by Commission staff and Committee consideration.

TRIP SERVICE JURISDICTIONAL CLASSIFICATIONS

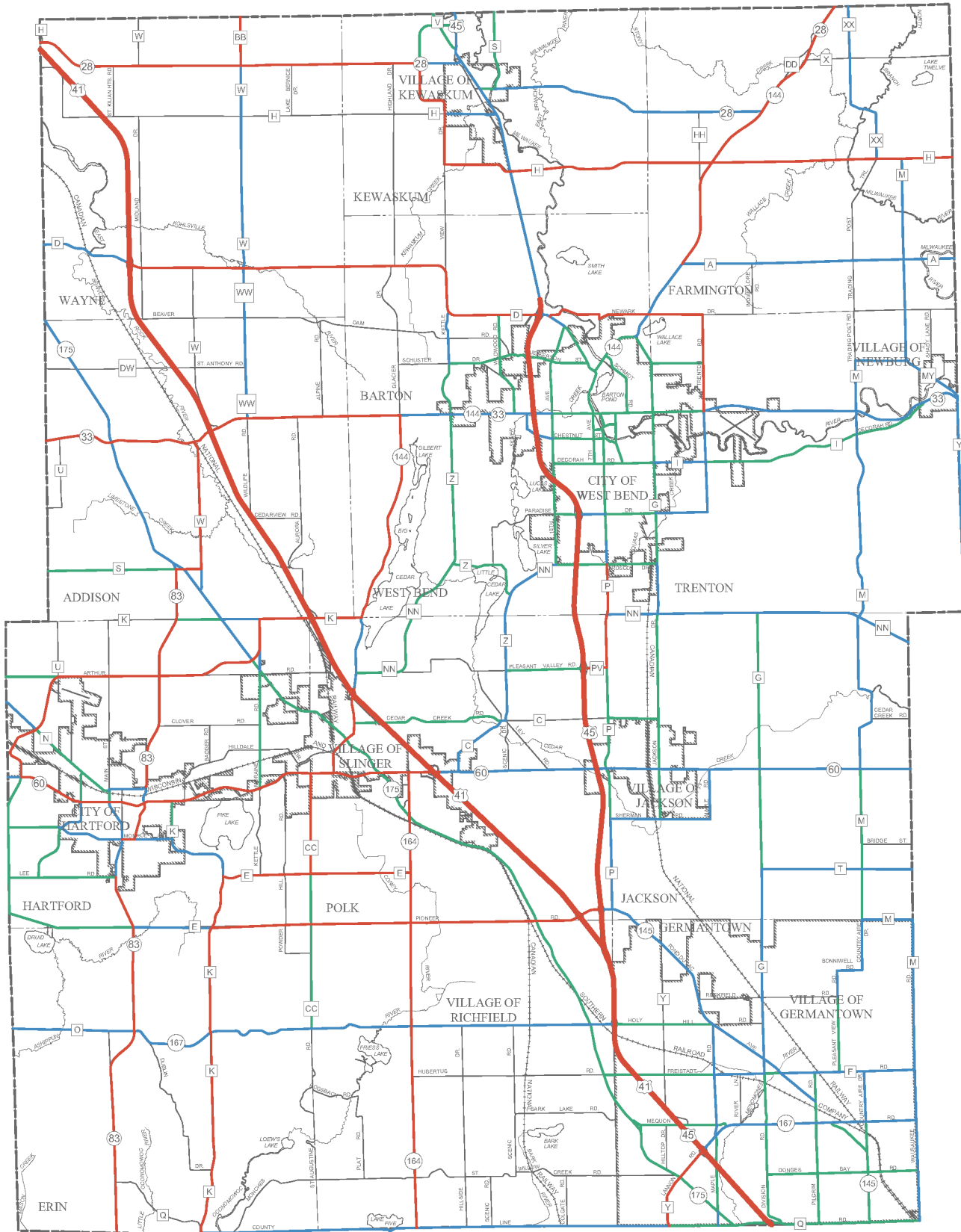
Using the average trip length of the traffic which could be expected to occur on each segment of the arterial system, each segment of the arterial system was classified as a state trunk, county trunk, or local trunk arterial facility, in accordance with the previously established trip service criteria. The resulting classification is shown on Map 27.

The classifications delineated by application of the trip service criteria generally reflect the relative level of service provided on the arterial street and highway system. Arterial facilities providing the highest level of service, characterized by free flow traffic conditions—that is, freeways—exhibit the longest average trip lengths, and were, therefore, classified into the highest trip service facility type. Similarly, the facilities providing the lowest level of service—that is, at-grade arterials in areas with high land use intensities—exhibited the shortest average trip lengths, less than 16 miles, and were therefore, classified into the lowest trip service facility type.

LAND USE SERVICE JURISDICTIONAL CLASSIFICATION

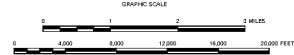
The jurisdictional classification for land use service was defined by first identifying the existing and future land uses to be connected and served including transportation terminals, recreational facilities, commercial centers,

JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY BASED ON AVERAGE TRIP LENGTH: 2035



AVERAGE TRIP LENGTH (MILES)	
—	STATE TRUNK - FREEWAY 28.00 OR MORE
—	STATE TRUNK - ARTERIAL 28.00 OR MORE
—	COUNTY TRUNK ARTERIAL 16.00 TO 27.99
—	LOCAL TRUNK ARTERIAL LESS THAN 16.00

APPLICATION OF THE TRIP LENGTH CRITERIA ALONE RESULTED IN THE CLASSIFICATION OF THE TOTAL ARTERIAL STREET AND HIGHWAY SYSTEM INTO THE THREE JURISDICTIONAL SUBSYSTEMS SHOWN ON THIS MAP. THE AVERAGE TRIP LENGTH FOR THE STATE TRUNK ARTERIALS IS 28 MILES OR MORE; FOR THE COUNTY TRUNK ARTERIALS, 16.00 TO 27.99 MILES; AND FOR THE LOCAL ARTERIALS, LESS THAN 16.00 MILES.



Source: SEWRPC.

industrial centers, and institutional land uses. These land uses are shown on Map 28. The total arterial street and highway system was then classified, with those arterial facilities which best connected and served each of the state trunk land use areas delineated as potential state trunk highways. Those arterials which best interconnected with the potential state trunk highways and best connected and served the county trunk land use areas were then identified as potential county trunk highways, and the remaining arterial facilities were classified as local trunk arterial streets and highways, as shown on Map 28.

DEVELOPMENT OF THE JURISDICTIONAL HIGHWAY SYSTEM PLAN

Through the procedures previously described, two separate groups of potential state trunk, county trunk, and local trunk arterial subsystems were established, one by application of the trip service criteria, and the other by application of the land use service criteria. A preliminary recommended jurisdictional highway system classification was developed through the application of the criteria relating to the operational characteristics of each facility, including system continuity, facility spacing, traffic volume, traffic mobility, and land access, to these two groups of subsystems. In order to facilitate the application of the traffic volume criteria, a third group of subsystems, shown on Map 29, was identified by application of the traffic volume criteria previously established.

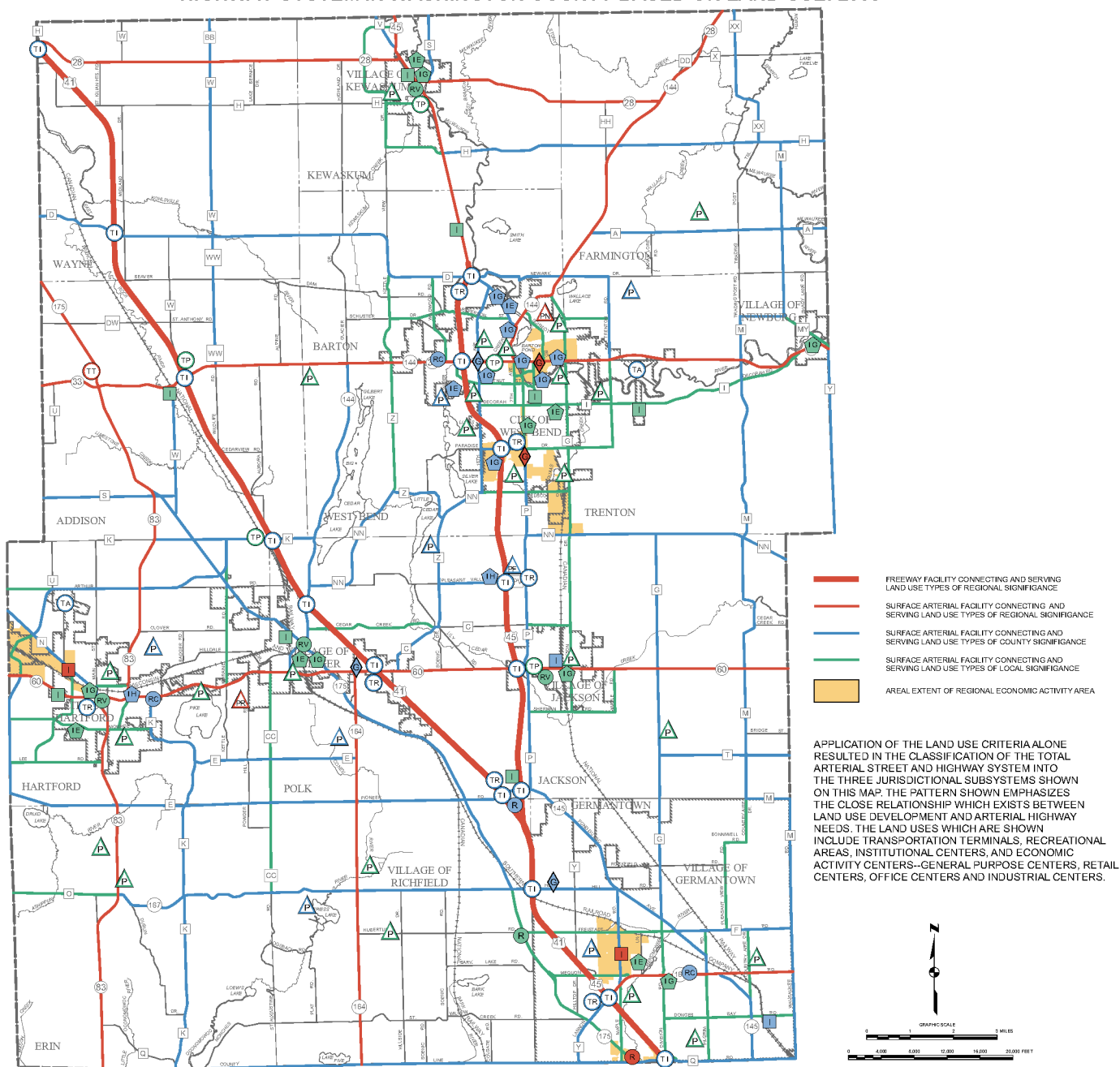
As shown on Map 30, the total arterial street and highway system was thus objectively and rationally classified into state trunk, county trunk, and local trunk subsystems, which are integral parts of the overall system and which are within themselves continuous, but which vary with respect to the types of trip lengths served, the types of land use areas served, and the degree of traffic mobility provided. The state trunk, county trunk, and local trunk subsystems shown on Map 30 thus constitute a preliminary recommended year 2035 Washington County jurisdictional highway system plan. Map 31 shows the jurisdictional transfers that would need to occur to implement the plan over the next 30 years. Table 9 provides a comparison of the arterial and nonarterial street and highway mileage in Washington County under existing year 2005 conditions and under the preliminary recommended year 2035 Washington County jurisdictional highway system plan.

SPECIFIC CONSIDERATION OF JURISDICTIONAL CLASSIFICATION OF FACILITIES IDENTIFIED BY THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

The Washington County Jurisdictional Highway Planning Committee requested the following existing or planned arterial facilities be given specific consideration with respect to their planned jurisdiction:

- Newark Drive and Lighthouse Lane between CTH D and STH 144;
- Pioneer Road between Slinger Road and USH 41;
- CTH H between CTH W and USH 45;
- CTH C between STH 60 and CTH P;
- Kettle View Drive between Badger Road and STH 28 and Badger Road between Kettle View Drive and USH 45;
- CTH W between STH 28 and the Washington County-Fond du Lac County line;
- CTH X between STH 144 and CTH XX;
- Paradise Drive between 18th Avenue and USH 45 and 18th Avenue between CTH NN and Paradise Drive;
- CTH O between STH 83 and the Washington County-Dodge County line; and

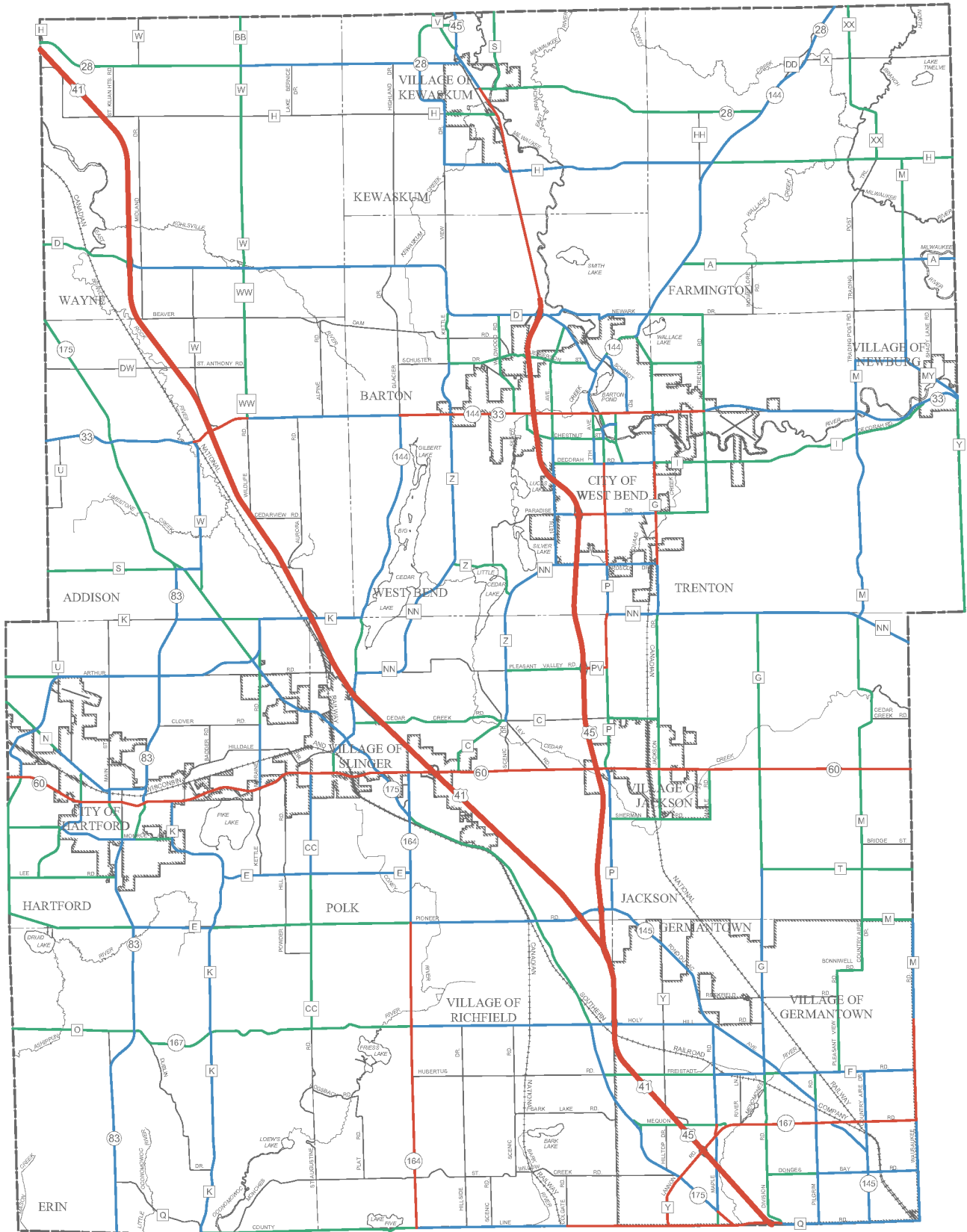
JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY BASED ON LAND USE: 2035



LAND USE TYPE	TRANSPORTATION TERMINALS	RECREATIONAL AREAS	ECONOMIC ACTIVITY AREAS				INSTITUTIONAL CENTERS
			GENERAL PURPOSE CENTER	RETAIL CENTERS	OFFICE CENTERS	INDUSTRIAL CENTERS	
I (OF REGIONAL SIGNIFICANCE)	TR INTERCITY PASSENGER RAIL TERMINALS	PA PUBLIC PARK	RG REGIONAL GENERAL PURPOSE CENTER	RR REGIONAL RETAIL CENTER	RO REGIONAL OFFICE CENTER	RI REGIONAL INDUSTRIAL CENTER	IRH MEDICAL COMPLEXES
	TB INTERCITY BUS PASSENGER TERMINAL	PS SPECIAL USE SITE					IC UNIVERSITIES/ COLLEGES, TECHNICAL COLLEGES
	TT TRUCK TERMINAL	NA NATURE STUDY SITE					IC MAJOR CULTURAL CENTERS
	TA AIRPORT-COMMERCIAL						
	TS SEAPORT-COMMERCIAL						
II (OF COUNTY SIGNIFICANCE)	TI FREEWAY INTERCHANGE	PA PUBLIC PARKS	SG SUB-REGIONAL GENERAL PURPOSE CENTER	SR SUB-REGIONAL RETAIL CENTER	SO SUB-REGIONAL OFFICE CENTER	SI SUB-REGIONAL INDUSTRIAL CENTER	IRH HOSPITAL
	TA GENERAL AVIATION AIRPORT	PC COUNTY FAIRGROUNDS		RC COMMUNITY RETAIL CENTER			IC COUNTY COURTHOUSE, COUNTY OFFICE COMPLEX, STATE AND FEDERAL OFFICE BUILDINGS
	TP PIPELINE TERMINAL						IC COLLEGE
	TR RAPID TRANSIT STATION						
III (OF LOCAL SIGNIFICANCE)	TP PARK-RIDE LOT	PA PUBLIC PARKS		NR NEIGHBORHOOD RETAIL CENTER		LI LOCAL INDUSTRIAL CENTER	IC CITY OR VILLAGE HALL, MUNICIPAL COMPLEX
				RV 'VILLAGE' RETAIL AND SERVICE CENTER			IC HIGH SCHOOL

Source: SEWRPC.

JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY BASED ON AVERAGE WEEKDAY VEHICLE VOLUME: 2035



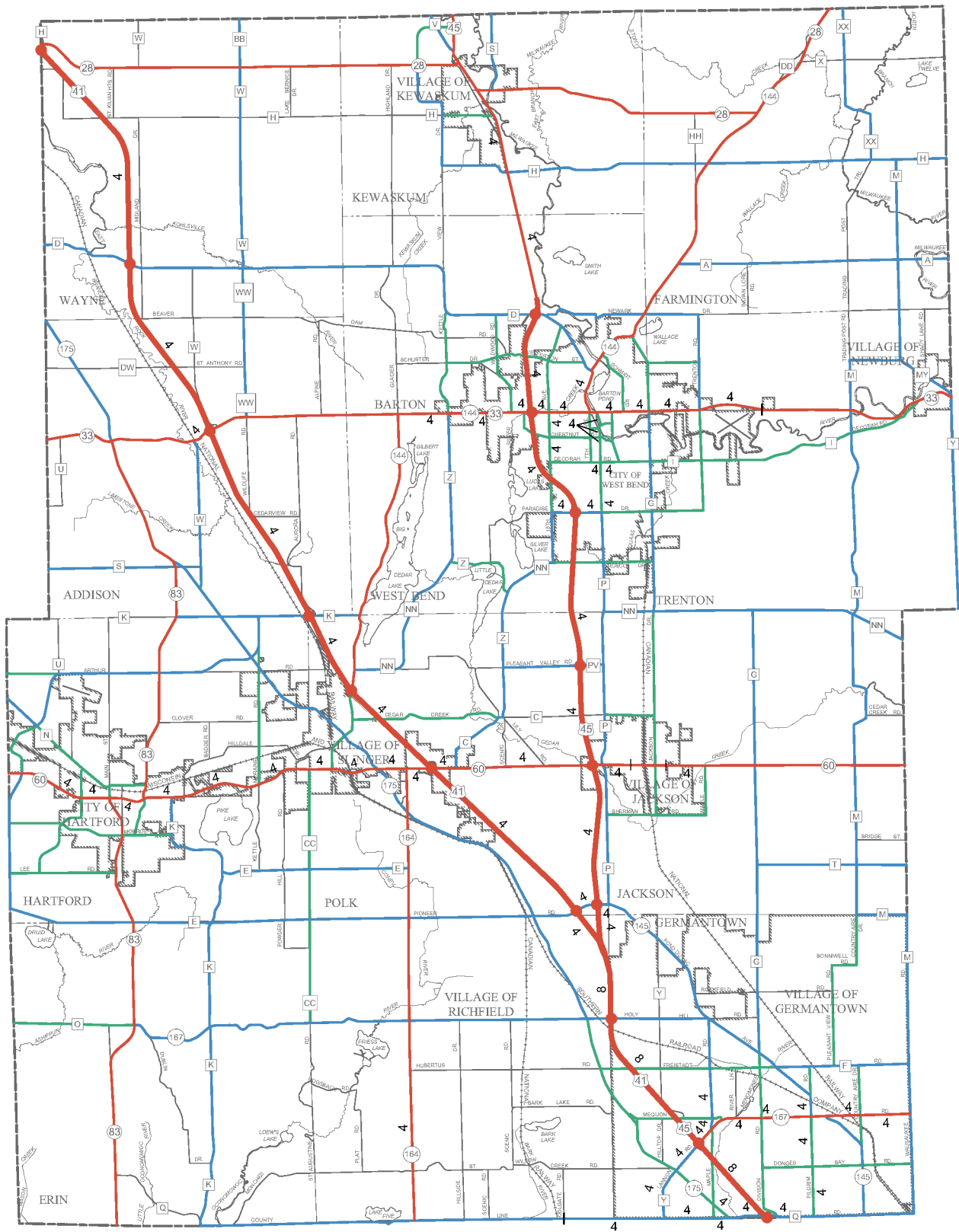
AVERAGE TRIP LENGTH (MILES)	
—	STATE TRUNK - FREEWAY 12,000 OR MORE
—	STATE TRUNK - ARTERIAL 12,000 OR MORE
—	COUNTY TRUNK ARTERIAL 4,000 TO 11,999
—	LOCAL TRUNK ARTERIAL LESS THAN 4,000

APPLICATION OF THE VEHICLE VOLUME CRITERIA ALONE RESULTED IN THE CLASSIFICATION OF THE TOTAL ARTERIAL STREET AND HIGHWAY SYSTEM INTO THE THREE JURISDICTIONAL SUBSYSTEMS SHOWN ON THIS MAP. THE AVERAGE WEEKDAY TRAFFIC VOLUME FOR THE STATE TRUNK ARTERIALS IS 12,000 OR MORE; FOR THE COUNTY TRUNK ARTERIALS, 4,000 TO 11,999; AND FOR THE LOCAL ARTERIALS, LESS THAN 4,000.

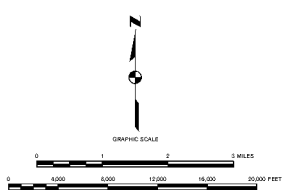


Source: SEWRPC.

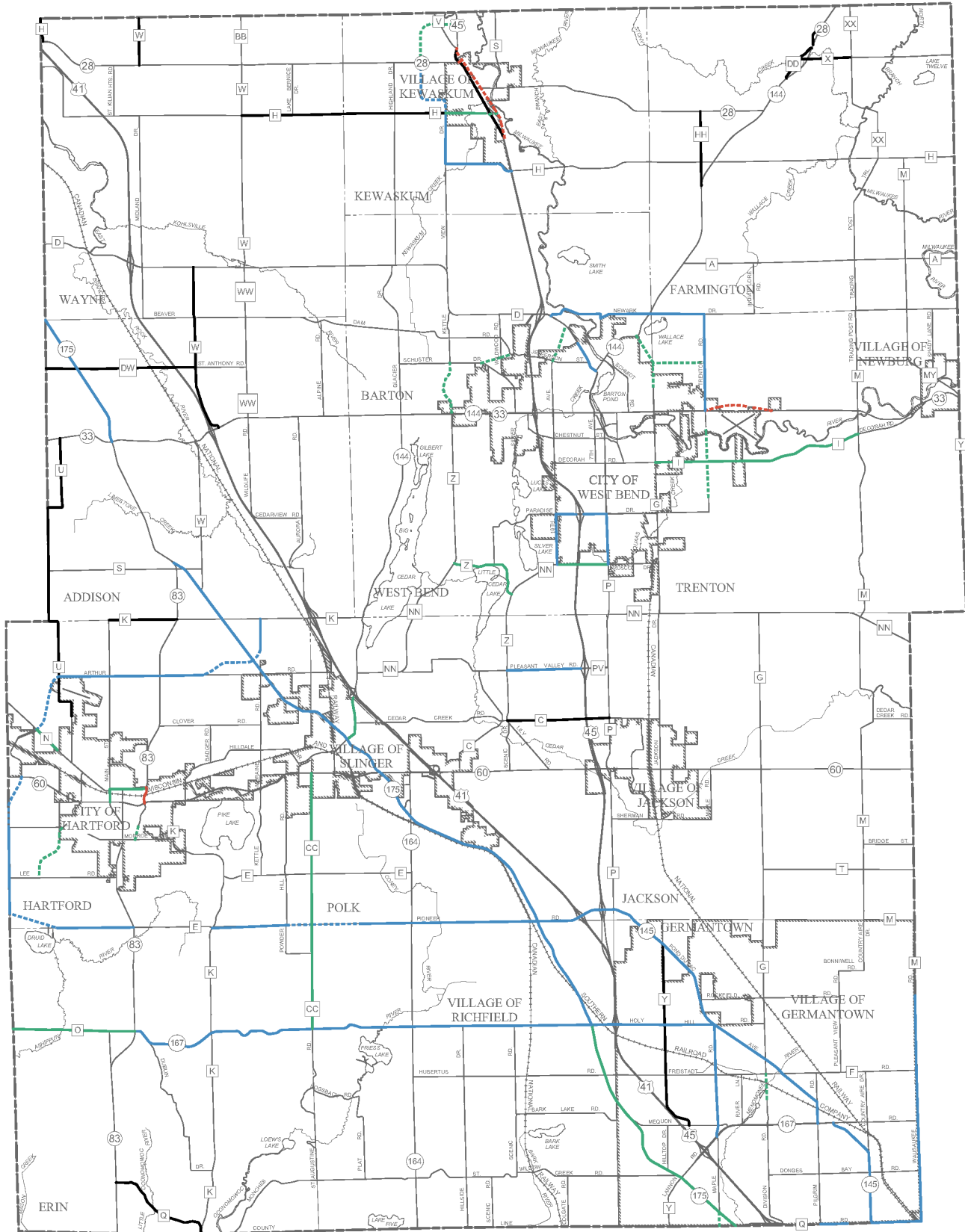
PRELIMINARY RECOMMENDED YEAR 2035
 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



- FREEWAY**
- STATE TRUNK
- INTERCHANGE
- ARTERIAL STREET OR HIGHWAY**
- STATE TRUNK
- COUNTY TRUNK
- LOCAL TRUNK
- 4** NUMBER OF LANES
(2 WHERE UNNUMBERED)



CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE PRELIMINARY
RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



- | | |
|-----------------------------|-----------------------------|
| TRANSFER TO: | NEW FACILITY: |
| STATE TRUNK HIGHWAY SYSTEM | STATE TRUNK HIGHWAY SYSTEM |
| COUNTY TRUNK HIGHWAY SYSTEM | COUNTY TRUNK HIGHWAY SYSTEM |
| LOCAL TRUNK HIGHWAY SYSTEM | LOCAL TRUNK HIGHWAY SYSTEM |
| LOCAL (NON-ARTERIAL) SYSTEM | |

NOTE: THE NON-ARTERIAL COUNTY TRUNK HIGHWAYS SHOWN IN BLACK ON THE MAP CURRENTLY DO NOT FUNCTION AS ARTERIAL FACILITIES AND MAY NOT BE EXPECTED TO FUNCTION AS AN ARTERIAL BY THE YEAR 2035, AND THEREFORE ARE PROPOSED FOR TRANSFER TO LOCAL GOVERNMENTS.

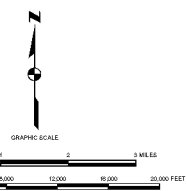


Table 9

**COMPARISON OF WASHINGTON COUNTY STREET AND HIGHWAY MILEAGE
UNDER EXISTING YEAR 2005 CONDITIONS AND THE PRELIMINARY
RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM**

Year	State ^a	County			Local			Total		
	Arterial	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total
2005	187	151	33	184	89	1,044	1,133	427	1,077	1,504
2035	145	212	0	212	103	1,064 ^b	1,167	461	1,064 ^b	1,525

^a Includes Interstate, United States, State Trunk and connecting highways under state jurisdiction.

^b Does not include new nonarterial roadway constructed after existing year 2005.

Source: Wisconsin Department of Transportation and SEWRPC.

- Division Road between STH 145 and CTH Q

At their November 8, 2007, meeting, members of the Washington County Jurisdictional Highway Planning Committee asked for additional consideration be given with respect to the following planned jurisdictions:

- N. River Road and its extension between STH 33 and STH 144;
- Trenton Road and Newark Drive between STH 33 and STH 144;
- CTH XX between CTH H and the Washington County-Sheboygan County line; and
- STH 144 between USH 41 and STH 33.

At their January 17, 2008, meeting, members of the Washington County Jurisdictional Highway Planning Committee asked for additional consideration be given with respect to the following planned jurisdictions:

- STH 83 between STH 60 and STH 175;
- STH 175 between STH 83 and STH 33;
- CTH K between STH 83 and STH 175;
- CTH D between STH 144 and USH 45.

Newark Drive and Lighthouse Lane between CTH D and STH 144

The year 2020 Washington County jurisdictional highway system plan recommended that these facilities located in the northern portion of the West Bend area be transferred from local to county jurisdiction. Based on the application of jurisdictional criteria for the design year 2035, these facilities would meet the trip service (trip length) criteria for state trunk arterial classification. With respect to land use service criteria, these facilities connect and serve a freeway interchange and Moraine Park Technical College, which meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of the facilities including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, these facilities would be classified as county trunk arterial facilities. Therefore, it is recommended in the preliminary plan that Newark Drive and Lighthouse Lane between CTH D and STH 144 be identified in the plan as county trunk arterials.

Pioneer Road between Slinger Road and USH 41

The year 2020 Washington County jurisdictional highway system plan recommended that this facility located on the Polk-Richfield town line be transferred from local to county jurisdiction. Based on the application of jurisdictional criteria for the design year 2035, these facilities would meet trip service (trip length) criteria for state trunk arterial classification. With respect to land use service criteria, the facility connects and serves a freeway interchange, which meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of the facilities including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, the facility would be classified a county trunk arterial. Therefore, it is recommended in the preliminary plan that Pioneer Road between Slinger Road and USH 41 be identified in the plan as a county trunk arterial.

CTH H between CTH W and USH 45

The year 2020 Washington County jurisdictional highway system plan recommended that this facility located in northern Washington County be transferred from county to local jurisdiction. The existing and planned arterial street and highway system in Washington County for the year 2035 as set forth in Chapter II identifies CTH H between CTH W and USH 45 as two separate segments: one between CTH W and Kettle View Drive classified as nonarterial, and the other between Kettle View Drive and USH 45 as arterial. With respect to CTH H between CTH W and Kettle View Drive, this facility has been functionally classified as a nonarterial based upon its location in a rural area, facility spacing criteria, and traffic volume—currently 900 vehicles per average weekday. As a general rule, it is recommended that arterial facilities in rural areas should generally be spaced at more than two miles apart. STH 28 is located one mile north of this segment of CTH H. The regional transportation plan and Washington County jurisdictional highway system plan recommend that facilities such as CTH H between CTH W and Kettle View Drive which are nonarterials should not be under the jurisdiction of the State or County. Thus, it is recommended in the preliminary plan that CTH H between CTH W and Kettle View Drive continue to be identified in the plan as a local nonarterial.

With respect to the arterial portion of CTH H between Kettle View Drive and USH 45, based on the jurisdictional criteria for the design year 2035, it may be expected that the arterial portion of CTH H would meet trip service (trip length) criteria for county trunk arterial classification. With respect to land use service criteria, CTH H connects and serves a public park of local significance, and a village retail center, which meets the land use service criteria for local trunk arterial classification. Based on the operational characteristics of CTH H between CTH W and USH 45, including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, CTH H would be classified a local trunk arterial facility. Therefore, it is recommended in the preliminary plan that CTH H between Kettle View Drive and USH 45 be identified in the plan as a local trunk arterial.

CTH C between STH 60 and CTH P

The year 2020 Washington County jurisdictional highway system plan recommended that this facility located in the Town of Polk be transferred from county to local jurisdiction. The existing and planned arterial street and highway system for the year 2035 in Washington County as set forth in Chapter II identifies CTH C between STH 60 and CTH P as a nonarterial facility. With respect to CTH C between STH 60 and CTH Z, the Commission staff was asked to consider the designation of this segment of CTH C as an arterial facility instead of Scenic Road. A summary of the analysis performed for this functional improvement issue is provided in Chapter II. The Washington County Jurisdictional Highway Planning Committee approved the staff recommendation that this segment of CTH C be identified as an arterial facility rather than Scenic Drive between STH 60 and CTH Z. Based on the application of jurisdictional criteria for the design year 2035, it may be expected that CTH C between STH 60 and CTH Z would meet the trip service (trip length) criteria for county trunk arterial classification. With respect to land use criteria, this segment of CTH C, along with CTH Z, connects and serves a public park of county significance which meets the land use criteria for county trunk arterial classification. Based on operational characteristics of the facilities including system continuity, facility spacing, traffic mobility, and land access, this segment of CTH C would be classified as a county trunk arterial facility. Therefore, it is recommended in the preliminary plan that CTH C between STH 60 and CTH Z be identified in the plan as a county trunk arterial.

With respect to CTH C between CTH Z and CTH P, this facility has been functionally classified as a nonarterial based largely upon the types of land uses connected and served by this segment of CTH C, and by the operational characteristics of this segment of CTH C. The segment of CTH C between CTH Z and CTH P does not connect and serve existing or planned future land uses which should be served by an arterial facility. Further, it is recommended in the year 2035 regional transportation plan that arterial facilities in rural areas should be spaced at more than two miles apart. This segment of CTH C is largely in an existing and planned rural area of Washington County. This rural area of the County is served by STH 60, located one mile south of this segment of CTH C. The regional transportation plan and Washington County jurisdictional highway system plan recommend that facilities such as CTH C between CTH Z and CTH P which are nonarterials should not be under the jurisdiction of the State or County. Thus, it is recommended that CTH C between CTH Z and CTH P continue to be identified in the plan as a local nonarterial.

Kettle View Drive between Badger Road and STH 28 and Badger Road between Kettle View Drive and USH 45

The year 2020 Washington County jurisdictional highway system plan recommended that these facilities located in the Kewaskum area remain under local jurisdiction. Based on the application of jurisdictional criteria for the design year 2035, it may be expected that these facilities would meet the trip service (trip length) criteria for state trunk arterial classification. With respect to land use service criteria, these facilities connect and serve a public park of local significance which meets the land use service criteria for local trunk arterial classification. Based on the operational characteristics of the facilities including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, these facilities would be classified as county trunk arterial facilities. Therefore, it is recommended in the preliminary plan that Kettle View Drive between Badger Road and STH 28 and Badger Road between Kettle View Drive and USH 45 be identified in the plan as county trunk arterials.

CTH W between STH 28 and the Washington County-Fond du Lac County Line

The year 2020 Washington County jurisdictional highway system plan recommended that this facility located in the Town of Wayne be transferred from county to local jurisdiction. The existing and planned arterial street and highway system for the year 2035 in Washington County as set forth in Chapter II identifies CTH W between STH 28 and the Washington County-Fond du Lac County line as nonarterial based upon its location in a rural area, facility spacing criteria, and traffic volume—currently 420 vehicles per average weekday. As a general rule, it is recommended that arterial facilities in rural areas should generally be spaced at more than two miles apart. CTH BB is located two miles east of this segment of CTH W and USH 41 is located two miles west of this segment of CTH W. The regional transportation plan and Washington County jurisdictional highway system plan recommend that facilities such as CTH W between STH 28 and the Washington County-Fond du Lac County line which are nonarterials should not be under the jurisdiction of the State or County. Thus, it is recommended in the preliminary plan that CTH W between STH 28 and the Washington County-Fond du Lac County line continue to be identified in the plan as a local nonarterial. However, CTH W does continue as a county highway in Fond du Lac County. A jurisdictional transfer would also be required in Fond du Lac County between Fond du Lac County and the Town of Ashford of CTH W between the Washington County-Fond du Lac County line and CTH BB in Fond du Lac County. *Wisconsin State Statutes* require that adjoining counties have their respective county trunk systems join so as to permit continuous travel between counties.

CTH X between STH 144 and CTH XX

The year 2020 Washington County jurisdictional highway system plan recommended that this facility located in the Town of Farmington be transferred from county to local jurisdiction. The existing and planned arterial street and highway system for the year 2035 in Washington County as set forth in Chapter II identifies CTH X between STH 144 and the CTH XX as nonarterial based upon its location in a rural area, facility spacing criteria, and traffic volume—currently 700 vehicles per average weekday. As a general rule, it is recommended that arterial facilities in rural areas should generally be spaced at more than two miles apart. CTH H is located two miles south of this segment of CTH X. The regional transportation plan and Washington County jurisdictional highway system plan recommend that facilities such as CTH X between STH 144 and CTH XX which are nonarterials should not be under the jurisdiction of the State or County. Thus, it is recommended that CTH X between STH 144 and CTH XX continue to be identified in the preliminary plan as a local nonarterial.

Paradise Drive between 18th Avenue and USH 45 and 18th Avenue between CTH NN and Paradise Drive

The year 2020 Washington County jurisdictional highway system plan recommended that these facilities located in the West Bend area be transferred from local to county jurisdiction. Based on the jurisdictional criteria for the design year 2035, it may be expected that these facilities would meet the trip service (trip length) criteria for local trunk arterial classification. With respect to land use service criteria, these facilities connect and serve an economic activity center of regional significance, and a freeway interchange which meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of the facilities including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, these facilities would be classified as county trunk arterial facilities. Therefore, it is recommended that Paradise Drive between 18th Avenue and USH 45 and 18th Avenue between CTH NN and Paradise Drive be identified in the preliminary plan as county trunk arterials.

CTH O between STH 83 and the Washington County-Dodge County Line

The year 2020 Washington County jurisdictional highway system plan recommended that this facility located in the Town of Erin remain under county jurisdiction. Based on the application of jurisdictional criteria for the design year 2035, it may be expected that this facility would meet the trip service criteria for county trunk arterial classification. With respect to land use service criteria, this facility connects and serves a public park of local significance which meets the land use service criteria for local trunk arterial classification. Based on the operational characteristics of the facilities including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would be classified a local trunk arterial facility. Therefore, it is recommended that CTH O between STH 83 and the Washington County-Dodge County line be identified in the preliminary plan as a local trunk arterial. However, it should be noted that CTH O does continue as a county highway in Dodge County, and that a jurisdictional transfer would be required in Dodge County between Dodge County and the Town of Ashippun of CTH O between the Washington County-Dodge County line and CTH P as the *Wisconsin State Statutes* require that adjoining counties have their respective county trunk systems to join so as to permit continuous travel between the counties.

Division Road between STH 145 and CTH Q

The year 2020 Washington County jurisdictional highway system plan recommended that this facility be transferred from local to county jurisdiction. Based on the application of jurisdictional criteria previously developed for the design year 2035, it may be expected that this facility would meet the trip service (trip length) criteria for local trunk arterial classification. With respect to land use service criteria, the facility connects and serves an industrial center of regional significance, Village Hall, a high school, and a village retail and service center, which meets the land use service criteria for state, county, and local trunk arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, the facility would be classified a local trunk arterial. Therefore, it is recommended that Division Road between STH 145 and CTH Q be identified in the preliminary plan as a local trunk arterial.

N. River Road and its Extension between STH 33 and STH 144

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for local arterial classification. With respect to land use service criteria, this facility connects and serves a public park of local significance which meets the land use service criteria for local arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would be classified as a local arterial. Therefore, it is recommended that N. River Road and its extension between STH 33 and STH 144 be identified in the preliminary plan as a local arterial facility.

Trenton Road and Newark Drive between STH 33 and STH 144

Based on application of jurisdictional criteria for the design year 2035, these facilities would meet the trip service (trip length) criteria for state trunk arterial classification. With respect to land use service criteria, these facilities connect and serve a public park of county significance which meets the land use service criteria for county trunk

arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, these facilities would be classified as local arterials. Therefore, it is recommended that Trenton Road and Newark Drive be identified in the preliminary plan as county trunk arterial facilities.

CTH XX between CTH H and the Washington County-Sheboygan County Line

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for county trunk arterial classification. With respect to land use service criteria, this facility connects and serves Washington County with Sheboygan County which meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would be classified as a local arterial. Therefore, it is recommended that CTH XX between CTH H and the Washington County-Sheboygan County Lines be identified in the preliminary plan as a county trunk arterial facility.

STH 144 between USH 41 and STH 33

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for state trunk arterial classification. With respect to land use service criteria, this facility connects and serves the Slinger and West Bend areas as well as a freeway interchange which meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would be classified as a county trunk arterial. Therefore, it is recommended that STH 144 between USH 41 and STH 33 be identified in the preliminary plan as a state trunk arterial facility.

STH 83 between STH 60 and STH 175

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for state trunk arterial classification. With respect to land use service criteria, this facility connects and serves a truck terminal of state significance which meets the land use service criteria for state arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would meet criteria for county arterial classification. It is recommended in the preliminary plan that STH 83 between STH 60 and STH 175 be identified in the plan as a state trunk arterial facility.

STH 175 between STH 83 and STH 33

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for county trunk arterial classification. With respect to land use service criteria, this facility connects and serves a truck terminal of regional significance which meets the land use service criteria for state arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would be classified as a local arterial. Therefore, it is recommended that STH 175 between STH 83 and STH 33 be identified in the preliminary plan as a state trunk arterial facility.

CTH K between STH 83 and STH 175

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for local trunk arterial classification. With respect to land use service criteria, this facility connects and serves a freeway interchange and meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of the facility including system continuity, facility spacing, forecast average weekday traffic volumes in the year 2035, traffic mobility, and land access, this facility would be classified as a local arterial. It is recommended in the preliminary plan that CTH K between STH 83 and STH 175 be identified in the plan as a county trunk arterial facility.

CTH D between STH 144 and USH 45

Based on application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for local trunk arterial classification. With respect to land use service criteria, this facility

connects and serves a college of county significance, and a freeway interchange which meets the land use service criteria for county trunk arterial classification. Based on the operational characteristics of system continuity and facility spacing, this facility would be classified as a local arterial. Based on operational characteristics of forecast average weekday traffic volumes, this facility would be classified as a county trunk arterial. It is recommended in the preliminary plan that CTH D between STH 144 and USH 45 be identified in the plan as a county trunk arterial facility.

CHANGES APPROVED BY THE WASHINGTON COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE TO THE PRELIMINARY RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

The preliminary recommended year 2035 Washington County jurisdictional highway system plan was presented to the Washington County Jurisdictional Highway Planning Committee for their review and consideration. The Committee unanimously approved a final recommended year 2035 Washington County jurisdictional highway system plan that included the following changes to the preliminary recommended year 2035 Washington County jurisdictional highway system plan:

- STH 175 between STH 83 and STH 33 as a county trunk arterial;
- STH 83 between STH 60 and Arthur Road as a local trunk arterial;
- STH 83 between Arthur Road and STH 175 as a county trunk arterial;
- Planned Trenton Road extension between Paradise Drive and STH 33 as a county trunk arterial;
- Paradise Drive between CTH G and the planned Trenton Road extension as a county trunk arterial;
- CTH G between Paradise Drive and STH 33 as a local trunk arterial;
- CTH D between USH 45 and STH 144 as a local trunk arterial;
- STH 144 between USH 41 and CTH K as a county trunk arterial;
- STH 144 between CTH K and STH 33 as a local trunk arterial;
- 18th Avenue between CTH NN and Paradise Drive, Paradise Drive between 18th Avenue and Main Street, and Main Street between Paradise Avenue and CTH NN as local trunk arterials.

The Washington County Jurisdiction Highway Planning Committee in unanimously approving the recommended year 2035 Washington County jurisdictional highway system plan, also permitted Committee members representing their respective local governments to identify concerns about, and opposition to, specific functional improvements and jurisdictional transfers in the jurisdictional highway system plan. This allowed the Committee to approve the jurisdictional highway system plan while acknowledging the specific concerns and oppositions of individual local governments. These concerns and oppositions are listed on the final recommended year 2035 Washington County jurisdictional highway system plan maps presented in Chapter V.

SUMMARY

The application of criteria for the jurisdictional classification required analysis of trip lengths to be served by each segment of the total arterial street and highway system, an inventory of existing and proposed land uses to be served by each segment of the arterial street and highway system, and the analysis of the operational characteristics, including traffic volume, of the arterial facilities. This procedure involved three major steps:

classification of each arterial facility in terms of trip service criteria, classification of each arterial facility in terms of the land use criteria, and the combining and refinement of these two sets of jurisdictional subsystems through the application of operation characteristics criteria, including system continuity and facility spacing.

By comparing trip service, land use service, and operational characteristics, it was concluded that most of the arterial facilities logically should be classified into one of three jurisdictional categories: state trunk, county trunk, or local trunk. Some judgment was exercised in the case of facilities which did not clearly fall into one category or another.

A preliminary recommended year 2035 Washington County jurisdictional highway system plan was presented to the Washington County Jurisdictional Highway Planning Committee for their review and consideration. The Committee unanimously approved a final recommended year 2035 Washington County jurisdictional highway system plan that included changes discussed and agreed upon by the Committee to the preliminary recommended jurisdictional highway system plan.

Chapter V

RECOMMENDED WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

INTRODUCTION

This chapter describes the recommended year 2035 Washington County jurisdictional highway system plan unanimously approved by the Washington County Jurisdictional Highway Planning Committee. The plan recommends the arterial street and highway system required to meet existing and forecast future traffic demands at an adequate level of service, and also recommends the level of government—State, county, or local—which should have responsibility for the design, construction, maintenance, and operation of each segment of the arterial street and highway system in Washington County. The recommended jurisdictional highway system plan constitutes a refinement and amendment of the functional improvements recommended in the regional transportation plan in Washington County, and is intended to be a functional, as well as jurisdictional, arterial street and highway system plan for Washington County to the design year 2035. In addition, this chapter attempts to identify the actions required to implement the recommended year 2035 Washington County jurisdictional highway system plan.

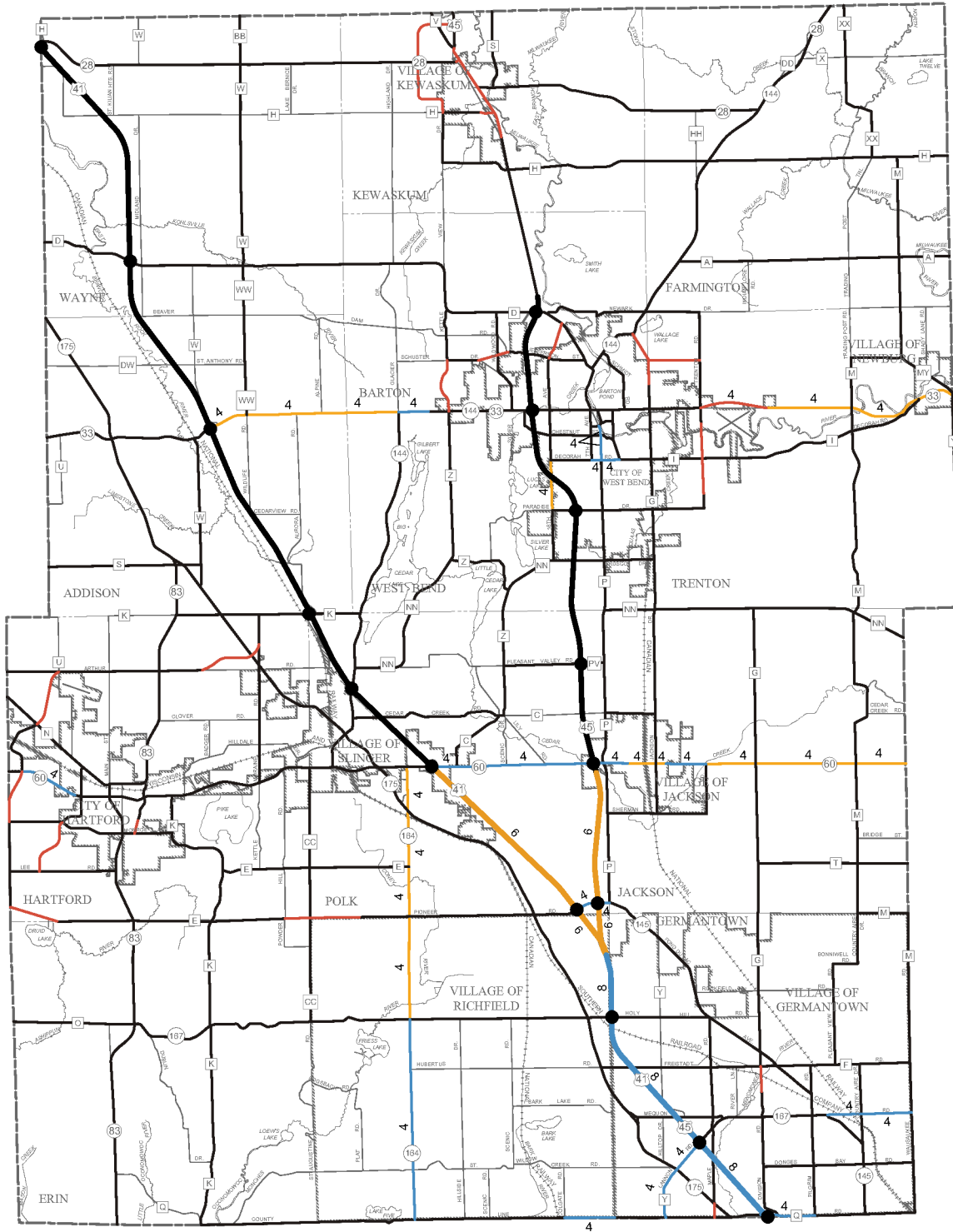
FUNCTIONAL IMPROVEMENT RECOMMENDATIONS FOR WASHINGTON COUNTY

The functional, or capacity, improvements recommended under the year 2035 Washington County jurisdictional highway system plan as considered and unanimously approved by the Washington County Jurisdictional Highway Planning Committee are displayed in Map 32 and Table 10. Of the total 460.6 miles of planned arterial system in Washington County, a total of 416.6 miles would require only preservation, or resurfacing and reconstruction; 23.2 miles would require improvement, or widening to provide additional traffic lanes; and 20.8 miles would consist of new facilities. Also identified on Map 32 are the concerns about, and opposition to, specific recommended improvements and jurisdictional transfers identified by Committee members. The Washington County Jurisdictional Highway Planning Committee permitted Committee members representing their respective local governments to identify concerns about, and opposition to, specific functional improvements and jurisdictional transfers in the recommended year 2035 Washington County jurisdictional highway system plan. This allowed the Committee to approve the jurisdictional highway system plan while acknowledging the specific concerns and oppositions of individual local governments.

RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY

The recommended year 2035 Washington County jurisdictional highway system plan considered and unanimously approved by the Washington County Jurisdictional Highway Planning Committee is shown on

CAPACITY IMPROVEMENTS RECOMMENDED IN THE FINAL YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

- NEW (ACTUAL ALIGNMENT TO BE DETERMINED DURING PRELIMINARY ENGINEERING)
- 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

● INTERCHANGE

GENERAL SCALE
0 4,000 8,000 12,000 16,000 20,000 FEET

RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DOUGLASS COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.
FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.
OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOWLEDGE ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.

WAUKESHA COUNTY: CTH Q FROM CTH K TO 802 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.
WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST-WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND THE TOWNS OF ERIN AND POLK EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 184 BETWEEN CTH Q AND STH 187, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 184 NORTH OF STH 187 TO PIONEER ROAD.

THE VILLAGE OF GERMAN TOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

THE PLANNED ALIGNMENT FOR THE PLANNED NORTH-SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH Q BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY, CTH Q BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DOUGLASS COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 80 RATHER THAN A COUNTY ARTERIAL FACILITY.

Table 10

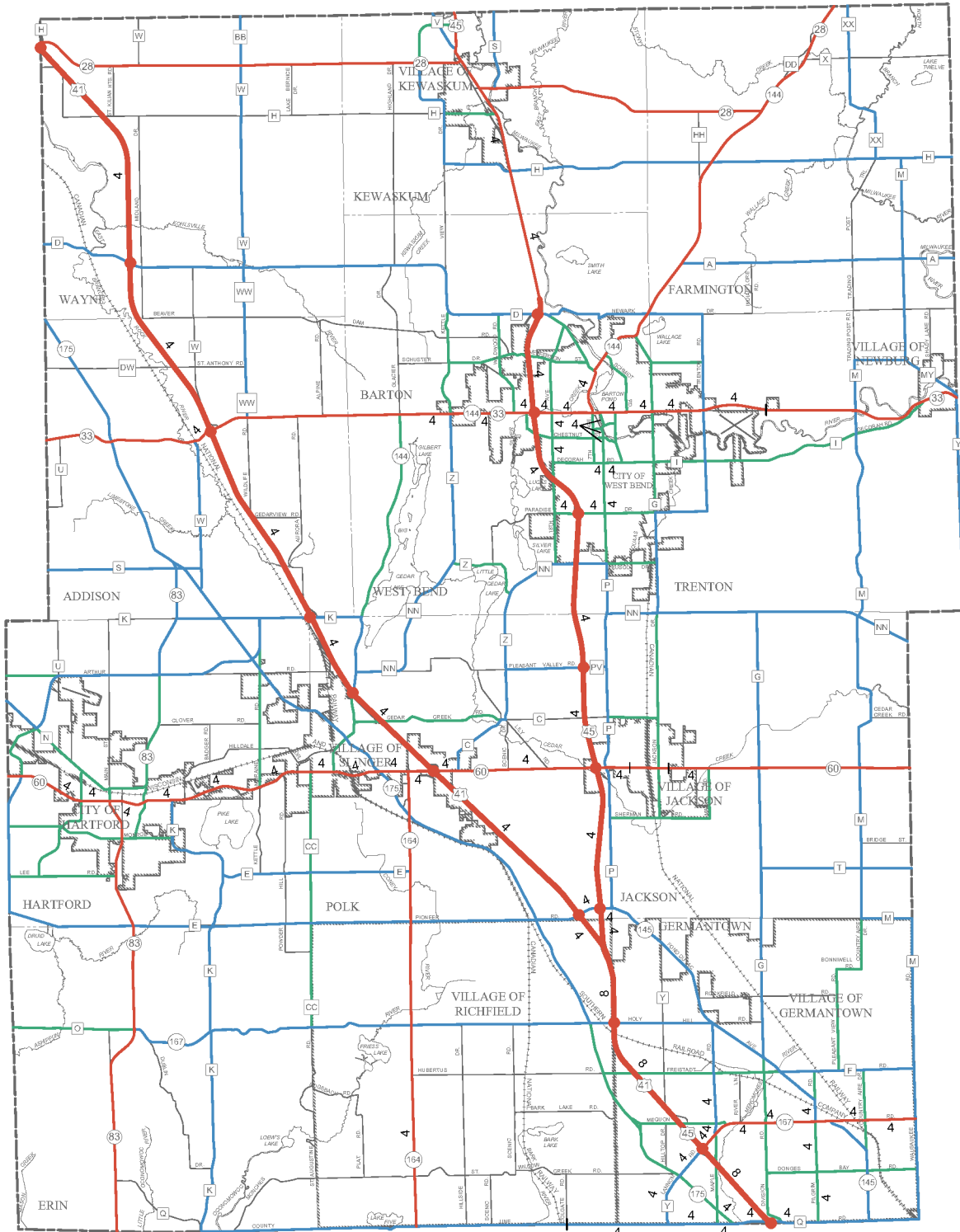
**CAPACITY IMPROVEMENTS IN WASHINGTON COUNTY RECOMMENDED
IN THE FINAL YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Recommended Jurisdiction	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 41/45 STH 33 STH 60 STH 60 STH 60 STH 164 STH 167	CTH Q to Richfield Interchange STH 144 to 600 feet east of Riesch Drive Independence Avenue to Pond Road USH 41 to Industrial Drive 1,000 feet east of Jackson Drive to Maple Road CTH Q to STH 167 STH 145 to Ozaukee County line	Widen from six to eight traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	USH 45 relocation STH 28 extension STH 33 relocation	Sandy Ridge Road to CTH V USH 45 to Relocated USH 45 Trenton Road to Oak Road	Construct two lanes on new alignment Construct two lanes on new alignment Construct four lanes on new alignment
County	Widening	STH 145 CTH Q CTH Q CTH Y	USH 41 to CTH P Division Road to Pilgrim Road Colgate Road to Amy Belle Road CTH Q to USH 41/45	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	Arthur Road extension Arthur Road extension Kettle View Drive extension Pioneer Road extension Taylor Road extension Trenton Road extension Waterford Road	Arthur Road to Kettle Moraine Road CTH N to Arthur Road CTH H to STH 28 Pioneer Road to Powder Hill Road Pond Road to STH 60 1,700 feet south of STH 33 to 1,600 feet north of Paradise Drive Waterford Road to Taylor Road	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment
Local	Widening	Decorah Road Main Street	7th Avenue to Indiana Avenue Decorah Road to Walnut Street	Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	CTH H extension Division Road extension Jefferson Street extension Kettle View Drive extension Kettle View Drive extension Maple Road extension Schuster Drive extension N. River Road extension Wacker Drive extension Wilson Avenue extension 18th Avenue extension	USH 45 to Relocated USH 45 Main Street to Freistadt Road Trenton Road to N. River Road extension STH 28 to USH 45 STH 33 to Schuster Drive CTH Q to STH 175 Schuster Drive to Beaver Dam Road Creek Road to STH 144 Monroe Avenue to Lee Road Monroe Avenue to Lincoln Avenue Jefferson Street to CTH D	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment

Source: SEWRPC.

Map 33. Map 34 shows the changes in jurisdictional responsibility that would need to occur to implement the recommended jurisdictional highway system plan over the next 30 years. Also identified on Maps 33 and 34 are the concerns about and opposition to specific recommended improvements and jurisdictional transfers identified by Committee members. The Washington County Jurisdictional Highway Planning Committee permitted Committee members representing their respective local governments to identify concerns about, and opposition to, specific functional improvements and jurisdictional transfers in the recommended year 2035 Washington County jurisdictional highway system plan. This allowed the Committee to approve the jurisdictional highway system plan while acknowledging the specific concerns and oppositions of individual local governments. Table 11 provides a comparison of the arterial and nonarterial street and highway mileage in Washington County under existing year 2005 conditions and under the recommended year 2035 Washington County jurisdictional highway system plan. The recommended arterial street and highway system would include approximately 461 miles, or

FINAL RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



- FREEWAY**
- STATE TRUNK
- INTERCHANGE
- ARTERIAL STREET OR HIGHWAY**
- STATE TRUNK
- COUNTY TRUNK
- LOCAL TRUNK
- 4 NUMBER OF LANES (2 WHERE UNNUMBERED)

RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.
 FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.
 OZAUQUE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOWLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.
 WAUKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.
 WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 16TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.

THE TOWNS OF BARTON AND TRENTON EXPRESSED OPPOSITION TO THE PLANNED EAST-WEST ARTERIAL BETWEEN TRENTON ROAD AND N. RIVER ROAD ON ENTIRELY NEW ALIGNMENT.

THE TOWNS OF ADDISON AND HARTFORD EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED NORTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD AND THE TOWNS OF ERIN AND POLK EXPRESSED OPPOSITION REGARDING THE PLANNED EAST-WEST ARTERIAL ROUTE LOCATED SOUTH OF THE HARTFORD AND SLINGER AREAS.

THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN STH 167, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.

THE VILLAGE OF GERMAINTOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.

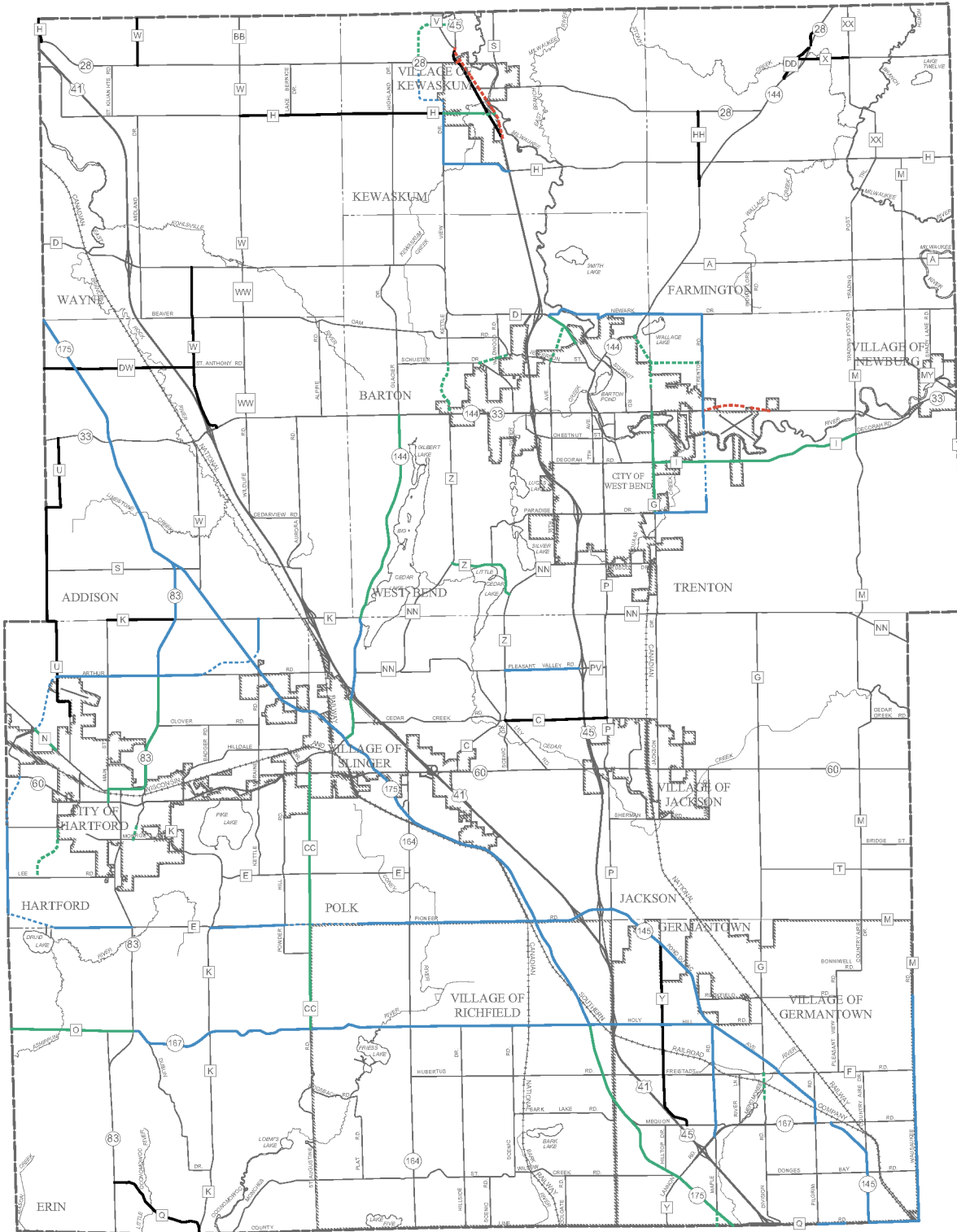
THE PLANNED ALIGNMENT FOR THE PLANNED NORTH SOUTH EXTENSION OF KETTLE VIEW DRIVE BETWEEN CTH H AND STH 28 IS CONCEPTUAL. THE ACTUAL ALIGNMENT MAY DIFFER FROM THE ALIGNMENT SHOWN ON THIS MAP AND WILL BE DETERMINED COOPERATIVELY BY THE VILLAGE AND TOWN OF KEWASKUM AND WASHINGTON COUNTY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION TO CTH H BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN KETTLE VIEW DRIVE AND USH 45 RATHER THAN AS A COUNTY ARTERIAL FACILITY.

THE VILLAGE OF KEWASKUM EXPRESSED OPPOSITION REGARDING THE PLANNED ALTERNATIVE ROUTE OF USH 45 WITHIN THE FORMER RAILWAY RIGHT-OF-WAY IN THE VILLAGE.

THE TOWN OF ERIN EXPRESSED OPPOSITION TO CTH G BEING PROPOSED AS A LOCAL NONARTERIAL FACILITY BETWEEN CTH K AND STH 83 RATHER THAN A COUNTY NONARTERIAL FACILITY, CTH G BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 83 AND THE DODGE COUNTY LINE RATHER THAN A COUNTY ARTERIAL FACILITY, AND CTH CC BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN STH 167 AND STH 60 RATHER THAN A COUNTY ARTERIAL FACILITY.

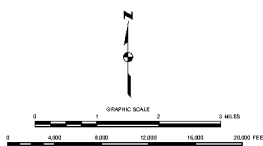
CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE FINAL RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



- TRANSFER TO:**
- STATE TRUNK HIGHWAY SYSTEM
 - COUNTY TRUNK HIGHWAY SYSTEM
 - LOCAL TRUNK HIGHWAY SYSTEM
 - LOCAL (NON-ARTERIAL) SYSTEM

- NEW FACILITY:**
- - - STATE TRUNK HIGHWAY SYSTEM
 - - - COUNTY TRUNK HIGHWAY SYSTEM
 - - - LOCAL TRUNK HIGHWAY SYSTEM

NOTE: THE NON-ARTERIAL COUNTY TRUNK HIGHWAYS SHOWN IN BLACK ON THE MAP CURRENTLY DO NOT FUNCTION AS ARTERIAL FACILITIES AND MAY NOT BE EXPECTED TO FUNCTION AS AN ARTERIAL BY THE YEAR 2035, AND THEREFORE ARE PROPOSED FOR TRANSFER TO LOCAL GOVERNMENTS.



RESPONSIBLE COUNTY FOR EXISTING COUNTY TRUNK HIGHWAYS (CTH) LOCATED ON A COUNTY LINE:

- DODGE COUNTY: CTH U NORTH OF CTH S FOR ONE-HALF MILE.
- FOND DU LAC COUNTY: CTH H NORTH OF STATE TRUNK HIGHWAY (STH) 28.
- OZAUKEE COUNTY: CTH Y FROM CEDAR SAUK DRIVE TO KNOWLWOOD ROAD AND CTH M SOUTH OF PIONEER ROAD (CTH M) FOR ONE AND ONE-HALF MILES.
- WALKESHA COUNTY: CTH Q FROM CTH K TO 500 FEET WEST OF ST. AUGUSTINE ROAD AND CTH Q FROM STH 175 TO COLGATE ROAD.
- WASHINGTON COUNTY FOR ALL OTHERS.

LOCAL GOVERNMENT CONCERNS REGARDING PLAN

- THE TOWN OF BARTON EXPRESSED OPPOSITION REGARDING THE PLANNED EXTENSION OF N. RIVER ROAD ON NEW ALIGNMENT AND TO THE PLANNED EXTENSION OF 18TH AVENUE, SCHUSTER DRIVE, AND KETTLE VIEW DRIVE IN THE TOWN OF BARTON.
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- THE VILLAGE OF RICHFIELD EXPRESSED OPPOSITION REGARDING THE PLANNED WIDENING OF STH 164 BETWEEN CTH Q AND STH 167, AND TO ANY POTENTIAL FUTURE WIDENING OF STH 164 NORTH OF STH 167 TO PIONEER ROAD.
- THE VILLAGE OF GERMAN TOWN EXPRESSED OPPOSITION TO DIVISION ROAD BEING PROPOSED AS A LOCAL ARTERIAL FACILITY BETWEEN CTH Q AND STH 145 RATHER THAN AS A COUNTY ARTERIAL FACILITY AND TO ANY OTHER PLANNED JURISDICTIONAL RESPONSIBILITY THAT DIFFERS FROM THEIR COMPREHENSIVE PLAN.
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Table 11

**COMPARISON OF WASHINGTON COUNTY STREET AND HIGHWAY MILEAGE UNDER
EXISTING YEAR 2005 CONDITIONS AND THE FINAL RECOMMENDED YEAR 2035
WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Year	State ^a	County			Local			Total		
	Arterial	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total
2005	187	151	33	184	89	1,044	1,133	427	1,077	1,504
2035	132	217	0	217	112	1,064 ^b	1,177	461	1,064 ^b	1,525

^a Includes Interstate, United States, State Trunk and connecting highways under state jurisdiction.

^b Does not include new nonarterial roadway constructed after existing year 2005.

Source: Wisconsin Department of Transportation and SEWRPC.

about 30 percent of the expected 1,525-mile year 2035 total street and highway system in Washington County. The State arterial element of the recommended jurisdictional plan would include 132 miles of arterial facilities, or about 29 percent of the 461 mile planned arterial system. This represents a reduction of 55 miles in the existing state trunk highway system in Washington County. The county arterial element of the recommended jurisdictional plan would include 217 miles of arterial facilities, or about 47 percent of the 461 mile planned arterial system. This represents an increase of 33 miles in the existing county trunk highway system in Washington County. The local arterial element of the recommended jurisdictional plan would include 112 miles of arterial facilities, or about 24 percent of the 461 mile planned arterial system. This represents an increase of 23 miles in the existing local trunk arterial system in Washington County. Table 12 presents the distribution of planned arterial street and highway mileage within Washington County in 2035 by State, county, and local jurisdictional classification.

PLAN IMPLEMENTATION

Recommended plan actions are listed in the following paragraphs by level of government concerned.

Local Level

Washington County Board of Supervisors

It is recommended that the Washington County Board, upon recommendation of the Transportation Committee of the Washington County Board of Supervisors, do the following:

1. Adopt the recommended jurisdictional highway system plan as a guide to future highway facility development within the County.
2. Seek, in cooperation with the Wisconsin Department of Transportation and local units of government, the implementation of the jurisdictional transfers with respect to the state trunk, county trunk, and local trunk systems, as recommended in the jurisdictional highway system plan.
3. Proceed with right-of-way acquisition and facility construction as necessary to implement functional improvements recommended under the jurisdictional highway system plan.
4. Establish, with the approval of the municipalities as they are affected, a modified “official” map, pursuant to Section 80.64 of the *Wisconsin Statutes*, identifying the location and necessary right-of-way of all planned state and county trunk highways.

City Common Councils, Village Boards, and Town Boards

It is recommended that the city common councils, village boards, and town boards in Washington County, upon recommendations, as appropriate, of their plan commissions and boards of public works, do the following:

Table 12

**ARTERIAL STREET AND HIGHWAY MILEAGE BY JURISDICTION UNDER THE FINAL
RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Jurisdiction	Planned Arterial Miles – Year 2035			
	State	County	Local	Total
City of Hartford	4.9	0.6	9.2	14.7
City of Milwaukee	0.0	0.1	0.0	0.1
City of West Bend.....	9.7	1.8	24.2	35.7
Village of Germantown	10.7	23.8	24.9	59.4
Village of Jackson	3.1	0.8	2.5	6.4
Village of Kewaskum	2.5	0.9	0.9	4.3
Village of Newburg	0.8	0.9	0.2	1.9
Village of Richfield.....	8.4	13.9	2.9	25.2
Village of Slinger	5.0	3.3	3.1	11.4
Town of Addison.....	13.2	18.0	0.0	31.2
Town of Barton	5.9	7.0	6.6	19.5
Town of Erin	6.3	13.1	3.4	22.8
Town of Farmington.....	9.6	18.4	0.0	28.0
Town of Germantown	0.0	2.0	0.0	2.0
Town of Hartford.....	3.8	21.8	11.1	36.7
Town of Jackson	4.5	22.6	5.6	32.7
Town of Kewaskum	7.6	7.9	1.5	17.0
Town of Polk.....	17.1	21.9	3.7	42.7
Town of Trenton	4.5	16.9	6.4	27.8
Town of Wayne	12.0	12.1	0.0	24.1
Town of West Bend	2.4	8.6	6.0	17.0
Total	132.0	216.4	112.2	460.6

Source: SEWRPC.

1. Endorse the recommended jurisdictional highway system plan as a guide to highway system development within their area of jurisdiction. It is further suggested that the respective local plan commissions endorse and integrate the recommended jurisdictional highway system plan into the local comprehensive plans and recommend plan adoption to their local governing body.
2. Act to approve a county official map prepared in conformance with the recommended jurisdictional highway system plan, and establish local official maps including the state, county, and local trunk highway facilities.
3. Proceed with right-of-way acquisition and facility construction to implement the functional improvements recommended under the jurisdictional highway system plan.
4. Seek, in cooperation with the Washington County Board and the Wisconsin Department of Transportation, the implementation of the jurisdictional transfers with respect to the state, county, and local trunk systems as recommended in the jurisdictional highway system plan.

Regional Level***Regional Planning Commission***

It is recommended that the Southeastern Wisconsin Regional Planning Commission act to formally adopt the recommended jurisdictional highway system plan as an integral part of the master plan for the Region, constituting an amendment to the regional transportation plan.

State Level***Wisconsin Department of Transportation***

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

1. Endorse and integrate the recommended jurisdictional highway system plan into the state long-range highway system plan.
2. Seek, in cooperation with the Washington County Board of Supervisors and appropriate local officials, the implementation of the jurisdictional transfers with respect to the state trunk, county trunk, and local trunk systems, as recommended in the jurisdictional highway system plan.
3. Proceed with right-of-way acquisition and facility construction to implement the functional improvements recommended under the jurisdictional highway system plan.

Federal Level***U.S. Department of Transportation, Federal Highway Administration***

It is recommended that the U.S. Department of Transportation, Federal Highway Administration acknowledge the recommended jurisdictional highway system plan for Washington County.

Chapter VI

SUMMARY AND CONCLUSIONS

INTRODUCTION

This report presents an update to the Washington County jurisdictional highway system plan that was originally adopted by the Washington County Board of Supervisors on July 8, 1975, and later amended on five other occasions. The updated jurisdictional highway system plan is for the design year 2035. This jurisdictional highway system plan provides a review and reevaluation, and recommendations as to which level and agency of government should have jurisdictional responsibilities for each segment of arterial street and highway in Washington County. This review was required in order to address changing traffic demands and patterns, to adjust the jurisdictional systems to changes in land use development patterns, and to assure the maintenance of an integrated network of state and county trunk highways as urban development continues within the county. The recommended jurisdictional highway system plan constitutes a refinement and amendment of the functional improvements recommended in the year 2035 regional transportation plan, adopted by the Commission on June 21, 2006, in Washington County, and is intended to be a functional, as well as jurisdictional, arterial street and highway system plan for Washington County to the design year 2035.

ADVISORY COMMITTEE STRUCTURE

Because any realignment in the jurisdictional highway systems would affect the Federal, state, and local units of government concerned in many ways, it was essential to actively involve these units of government in the jurisdictional highway planning process. Such participation was obtained through the Washington County Jurisdictional Highway Planning Committee. That Committee had representation from the cities, villages, and towns in the County, the County, as well as from the Federal and state levels. The Washington County Jurisdictional Highway Planning Committee provided guidance and assistance to the staff during the course of this study. Specifically, this Committee assisted and advised the study staff on technical methods, procedures, and interpretations; assisted in the assembly and evaluation of planning and engineering data; assisted in the establishment, definition, and review of criteria; appraised alternative plans; and resolved any conflicts which arose in plan preparations and selection. The Committee was a working committee that actively involved the Federal, state, and local officials in the planning process.

STUDY PURPOSE AND PLAN OBJECTIVES

The primary purpose of jurisdictional highway system planning was to group into classes arterial streets and highways that serve similar functions and which, accordingly, should have similar design standards and levels of service. Once this classification process was completed, it was possible to assign jurisdictional responsibility logically for the design, construction, operation, and maintenance of each of the groups to the state, county, and

local levels of government. Thus, this county jurisdictional highway system plan indicates which highway facilities should be the primary responsibility of state government, county government, and local government—city, village, or town.

The Washington County jurisdictional highway system plan is intended to help Washington County:

- Cope with the growing traffic demands within the County;
- Adjust the existing jurisdictional highway system to changes in land use development along their alignment;
- Maintain an integrated county trunk highway system within the County;
- Adjust the existing jurisdictional highway system to better serve the major changes in traffic patterns taking place within the County; and
- Achieve an equitable distribution of arterial street and highway development and maintenance costs and revenues among the various levels and agencies of government concerned.

The county jurisdictional highway system plan also provides a review, as was requested by the Washington County Jurisdictional Highway Planning Committee and Washington County local governments, of the functional highway improvements—arterials to be widened with additional lanes and new arterials—recommended in the regional transportation plan within Washington County.

ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY

Streets and highways may be functionally classified into three categories—arterial streets, land access streets, and collector streets—based upon the manner in which they function. Arterial streets are defined as streets and highways which are principally intended to provide a high degree of travel mobility, serving the through movement of traffic and providing transportation service between major subareas of an urban area or through the area. Together, the arterial streets should form an integrated, areawide system. Access to abutting property may be a secondary function of some types of arterial streets and highways, but it should always be subordinate to the primary function of traffic movement.

Together with local governments and the Wisconsin Department of Transportation, the Commission has defined the arterial street and highway system of Washington County and all of Southeastern Wisconsin over the past 40 years. Over the past 30 years, the mileage of the arterial street and highway system in Washington County increased from 345 miles in 1975, the year the original Washington County jurisdictional highway system plan was adopted, to 427 miles in 2005, an increase of 82 miles, or about 24 percent.

ARTERIAL STREET AND HIGHWAY SYSTEM JURISDICTION

The jurisdictional classification of the arterial street and highway system identifies the level of government—State, county, or local—having responsibility for the design, construction, maintenance, and operation of each segment of the arterial street and highway system. The existing jurisdictional highway classification is the result of a long evolutionary process influenced by many complex political, administrative, financial, and engineering considerations and constraints. The Commission has attempted over the past 35 years to work cooperatively with local, State, and Federal governments to recommend changes in the jurisdictional classification of the arterial street and highway system so that the arterial street system of the Region may over time be grouped into more logical subsystems of jurisdictional responsibility with the appropriate streets and highways under the jurisdiction of each level of government—State, county, and local. For Washington County, in 2005, the State trunk highway system consists of 187.1 route-miles, the County trunk highway system consists of 150.9 route-miles, and the local arterial street system consists of 88.6 route-miles.

REGIONAL TRANSPORTATION PLAN AND WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

The design year 2035 regional transportation plan presents a comprehensive, multi-modal, balanced, and integrated transportation plan which addresses the long range transportation needs and challenges that face the Region. The regional transportation plan contains five plan elements—public transit, bicycle and pedestrian facilities, transportation systems management, travel demand management, and arterial streets and highways. The plan considers the forecast growth of the Region to the year 2035 in terms of jobs, population, and households. The plan also considers trends in travel, transportation system use, and transportation system development. Quantitative forecasts of the growth in regional travel and traffic to the year 2035 were prepared, and potential alternative transportation plans were quantitatively tested to evaluate and compare their ability to accommodate the forecast future travel and traffic. The year 2035 regional transportation plan explicitly considered the potential of more efficient land use and expanded public transit, systems management, bicycle and pedestrian facilities, and demand management to first alleviate traffic congestion. Highway improvements were only then considered to address any residual traffic congestion. Thus, the regional transportation plan contains an up-to-date functional arterial street and highway system plan for the Region and Washington County.

The Washington County jurisdictional highway system plan serves as a further refinement of the Washington County arterial street and highway element of the regional transportation plan. Once a functional plan consisting of recommendations concerning the general location, type, capacity, and service levels of arterial streets and highways has been identified, a jurisdictional highway system plan, as the first step toward plan implementation, specifies the governmental level and unit which should have responsibility for acquiring, constructing, maintaining, and operating each of the existing and proposed facilities which comprise the total physical system. The review and update of the Washington County jurisdictional highway system plan allows for amendment of the regional transportation plan to address changing traffic demands and patterns in Washington County, to adjust the recommended jurisdictional system to changes in land use and development patterns, and to assure the maintenance of an integrated network of state and county trunk highways as urban development continues within Washington County.

Functional Improvements Completed in Washington County Since Adoption of the First Washington County Jurisdictional Highway System Plan in 1975

The functional improvements recommended for the Washington County arterial street and highway system can be divided into three categories: system preservation, system improvement, and system expansion. System preservation refers to those facilities which are recommended to be resurfaced and reconstructed to their same traffic carrying capacity. System improvement refers to those facilities which are recommended to be widened with additional traffic lanes to provide additional traffic carrying capacity, or other improvement which significantly expands capacity. System expansion refers to those facilities which are recommended as new arterial facilities. Those system improvement and expansion functional highway projects undertaken in Washington County since the adoption of the original jurisdictional highway system plan in 1975 total about 63.5 miles.

Functional Improvements Addressed During the Washington County Jurisdictional Highway System Plan Review and Update

The design year 2035 regional transportation plan was considered and approved by the Washington County Jurisdictional Highway Planning Committee as part of the preparation of the year 2035 regional transportation plans. The Washington County Jurisdictional Highway Planning Committee and Washington County local governments requested specific functional improvement issues to be further considered during the current Washington County jurisdictional highway system planning effort. A summary of the analyses performed for each of the specific functional improvement issues requested for further consideration are provided in Chapter II. The year 2035 Washington County jurisdictional highway system plan includes changes discussed and agreed upon by the Washington County Jurisdictional Highway Planning Committee to the functional improvements recommended in the regional transportation plan within Washington County.

Jurisdictional Highway Transfers Completed in Washington County Since Adoption of the First Washington County Jurisdictional Highway System Plan in 1975

Since 1975, approximately 27.2 miles of highway have been added to the state trunk highway system, including both new facilities and the transfer of county or local facilities. During the same time period, about 26.2 miles of state trunk highway were transferred to the County or local units of government. Thus, the state trunk highway system has experienced a net increase of about 1.0 miles. During the same time period, about 24.2 miles of facilities were added to the county trunk highway system through the transfer of State or local facilities, including both new facilities and the transfer of State or local facilities. During the same time period, about 28.4 miles of county trunk highways were transferred to the State or local units of government. Thus, the county trunk highway system has experienced a net decrease of about 4.2 miles. Finally, about 12.5 miles of facilities were added to the local arterial system through the construction of new facilities or transfer of State or county facilities. During the same time period, about 6.6 miles of local arterials were transferred to the county or the State. Thus, the local arterial system has experienced a net increase of about 5.9 miles.

JURISDICTIONAL CLASSIFICATION CRITERIA

For planning purposes, street and highway systems are divided into functional subsystems according to the primary type of service individual facilities provide. Such a classification is essential to sound transportation planning because it identifies the primary function which a particular facility should serve, as well as providing a means for defining travel routes for movement through the total system. Jurisdictional classification criteria are intended to provide an objective and rational basis for the assignment of jurisdictional responsibility for various segments of the existing and proposed arterial street and highway system to the various government levels concerned. The state, county, and local levels of government have direct jurisdictional responsibility for the planning, design, construction, operation, and maintenance of street and highway facilities in Washington County.

All segments of the total (existing and proposed) arterial street and highway system in Washington County are proposed to be classified into one of three categories: state trunk; county trunk; and local trunk. The criteria to guide this classification include land uses served, and the operational characteristics of the facilities themselves. Trip length ranges which should be served by each facility type were delineated under the trip service criteria. Land use activities to be connected and served by the various arterial subclassifications were recommended under the land use service criteria including, transportation centers, outdoor recreation centers, economic activity centers, and governmental and institutional centers. Criteria relating to operational characteristics were recommended to include consideration of system continuity, facility spacing, traffic volume, traffic mobility, and land access.

In general, state trunk arterials should serve routes of statewide and regionwide importance within the urban or rural areas of the county. These state trunk arterials are intended to connect land uses of statewide and regionwide significance and provide the highest level of traffic mobility, that is, the highest speeds and lowest degree of land access service. These state trunk arterials should have regional or interregional system continuity. These state trunk arterials should serve the longest trips made in Washington County, particularly trips through Washington County and between Washington County and other counties.

County trunk arterials should include all those routes which are intended to serve land uses of countywide importance and provide an intermediate level of traffic mobility, an intermediate level of land access service, and intercommunity system continuity. These county trunk arterials should in particular serve travel between the communities of Washington County.

Local trunk arterials should include all those routes within the county which are intended to provide the lowest level of arterial traffic mobility, the highest degree of arterial land access service, and intracommunity system continuity. These local trunk arterials are intended to serve predominately travel within the communities of Washington County.

APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA

The application of criteria for the jurisdictional classification required analysis of trip lengths to be served by each segment of the total arterial street and highway system, an inventory of existing and proposed land uses to be served by each segment of the arterial street and highway system, and the analysis of the operational characteristics, including traffic volume, of the arterial facilities. This procedure involved three major steps: classification of each arterial facility in terms of trip service criteria, classification of each arterial facility in terms of the land use criteria, and the combining and refinement of these two sets of jurisdictional subsystems through the application of operation characteristics criteria, including system continuity and facility spacing.

By comparing trip service, land use service, and operational characteristics, it was concluded that most of the arterial facilities logically should be classified into one of three jurisdictional categories: state trunk, county trunk, or local trunk. Some judgment was exercised in the case of facilities which did not clearly fall into one category or another.

A preliminary recommended year 2035 Washington County jurisdictional highway system plan was presented to the Washington County Jurisdictional Highway Planning Committee for their review and consideration. The Committee unanimously approved a final recommended year 2035 Washington County jurisdictional highway system plan that included changes discussed and agreed upon by the Committee to the preliminary recommended jurisdictional highway system plan.

RECOMMENDED YEAR 2035 WASHINGTON COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

The recommended year 2035 Washington County jurisdictional highway system plan was unanimously approved by the Washington County Jurisdictional Highway Planning Committee. The recommended year 2035 Washington County jurisdictional highway system plan includes approximately 461 miles, or about 30 percent of the expected 1,525-mile year 2035 total street and highway system in Washington County. The State arterial element of the recommended jurisdictional plan includes 132 miles of arterial facilities, or about 29 percent of the 461 mile planned arterial system. This represents a reduction of 55 miles in the existing state trunk highway system in Washington County. The county arterial element of the recommended jurisdictional plan includes 217 miles of arterial facilities, or about 47 percent of the 461 mile planned arterial system. This represents an increase of 33 miles in the existing county trunk highway system in Washington County. The local arterial element of the recommended jurisdictional plan includes 112 miles of arterial facilities, or about 24 percent of the 461 mile planned arterial system. This represents an increase of 23 miles in the existing local trunk arterial system in Washington County.

Of the total 461 miles of planned arterial system in Washington County, a total of 417 miles would require only preservation, or resurfacing and reconstruction; 23 miles would require improvement, or widening to provide additional traffic lanes; and 21 miles consist of new facilities.

The Washington County Jurisdictional Highway Planning Committee permitted Committee members representing their respective local governments to identify concerns about, and opposition to, specific functional improvements and jurisdictional transfers in the recommended year 2035 Washington County jurisdictional highway system plan. This allowed the Committee to approve the jurisdictional highway system plan while acknowledging the specific concerns and oppositions of individual local governments.

The report identifies the actions required to implement the recommended year 2035 Washington County jurisdictional highway system plan. The recommended plan actions are listed in the following paragraphs by level of government concerned.

Local Level

Washington County Board of Supervisors

It is recommended that the Washington County Board, upon recommendation of the Transportation Committee of the Washington County Board of Supervisors, do the following:

1. Adopt the recommended jurisdictional highway system plan as a guide to future highway facility development within the County.
2. Seek, in cooperation with the Wisconsin Department of Transportation and local units of government, the implementation of the jurisdictional transfers with respect to the state trunk, county trunk, and local trunk systems, as recommended in the jurisdictional highway system plan.
3. Proceed with right-of-way acquisition and facility construction as necessary to implement functional improvements recommended under the jurisdictional highway system plan.
4. Establish, with the approval of the municipalities as they are affected, a modified “official” map, pursuant to Section 80.64 of the *Wisconsin Statutes*, identifying the location and necessary right-of-way of all planned state and county trunk highways.

City Common Councils, Village Boards, and Town Boards

It is recommended that the city common councils, village boards, and town boards in Washington County, upon recommendations, as appropriate, of their plan commissions and boards of public works, do the following:

1. Endorse the recommended jurisdictional highway system plan as a guide to highway system development within their area of jurisdiction. It is further suggested that the respective local plan commissions endorse and integrate the recommended jurisdictional highway system plan into the local comprehensive plans and recommend plan adoption to their local governing body.
2. Act to approve a county official map prepared in conformance with the recommended jurisdictional highway system plan, and establish local official maps including the state, county, and local trunk highway facilities.
3. Proceed with right-of-way acquisition and facility construction to implement the functional improvements recommended under the jurisdictional highway system plan.
4. Seek, in cooperation with the Washington County Board and the Wisconsin Department of Transportation, the implementation of the jurisdictional transfers with respect to the state, county, and local trunk systems as recommended in the jurisdictional highway system plan.

Regional Level

Regional Planning Commission

It is recommended that the Southeastern Wisconsin Regional Planning Commission act to formally adopt the recommended jurisdictional highway system plan as an integral part of the master plan for the Region, constituting an amendment to the regional transportation plan.

State Level

Wisconsin Department of Transportation

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

1. Endorse and integrate the recommended jurisdictional highway system plan into the state long-range highway system plan.
2. Seek, in cooperation with the Washington County Board of Supervisors and appropriate local officials, the implementation of the jurisdictional transfers with respect to the state trunk, county trunk, and local trunk systems, as recommended in the jurisdictional highway system plan.

3. Proceed with right-of-way acquisition and facility construction to implement the functional improvements recommended under the jurisdictional highway system plan.

Federal Level

U.S. Department of Transportation, Federal Highway Administration

It is recommended that the U.S. Department of Transportation, Federal Highway Administration acknowledge the recommended jurisdictional highway system plan for Washington County.

CONCLUSION

Adoption and implementation of the year 2035 Washington County jurisdictional highway system plan recommended in this report would provide the County with an integrated highway transportation system which will effectively serve the existing, and promote a desirable future, land use pattern; meet the anticipated future travel demand at an adequate level of service; abate traffic congestion; reduce travel time and costs between component parts of the County and the Region; and reduce accident exposure. It would serve to concentrate appropriate resources and capabilities on corresponding areas of need, assuring a more effective use of the total public resources in the provision of highway transportation, and provide a sound basis for the establishment of long-range fiscal policies and for the systematic programming of arterial street and highway improvements within Washington County. It would also provide a basis for the more efficient planning and design of the total arterial street and highway system, for the efficient multi-jurisdictional management of that system, and for the attainment of intergovernmental coordination necessary to the cooperative development of the system. Finally, it should provide a more equitable distribution of highway improvement, maintenance, and operation costs among the various levels and agencies of government concerned.