

PRELIMINARY DRAFT

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

Chapter II

EXISTING AND PLANNED WALWORTH 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 Walworth County. The functional improvements (new arterials and widened arterials) and jurisdictional transfers recommended in the design year 2035 regional transportation plan and the current Walworth County jurisdictional highway system plan are presented along with an evaluation of additional functional improvements identified by the Walworth 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 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 non-arterial, or local, streets.

The regional transportation plan and Walworth 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 southeast 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.

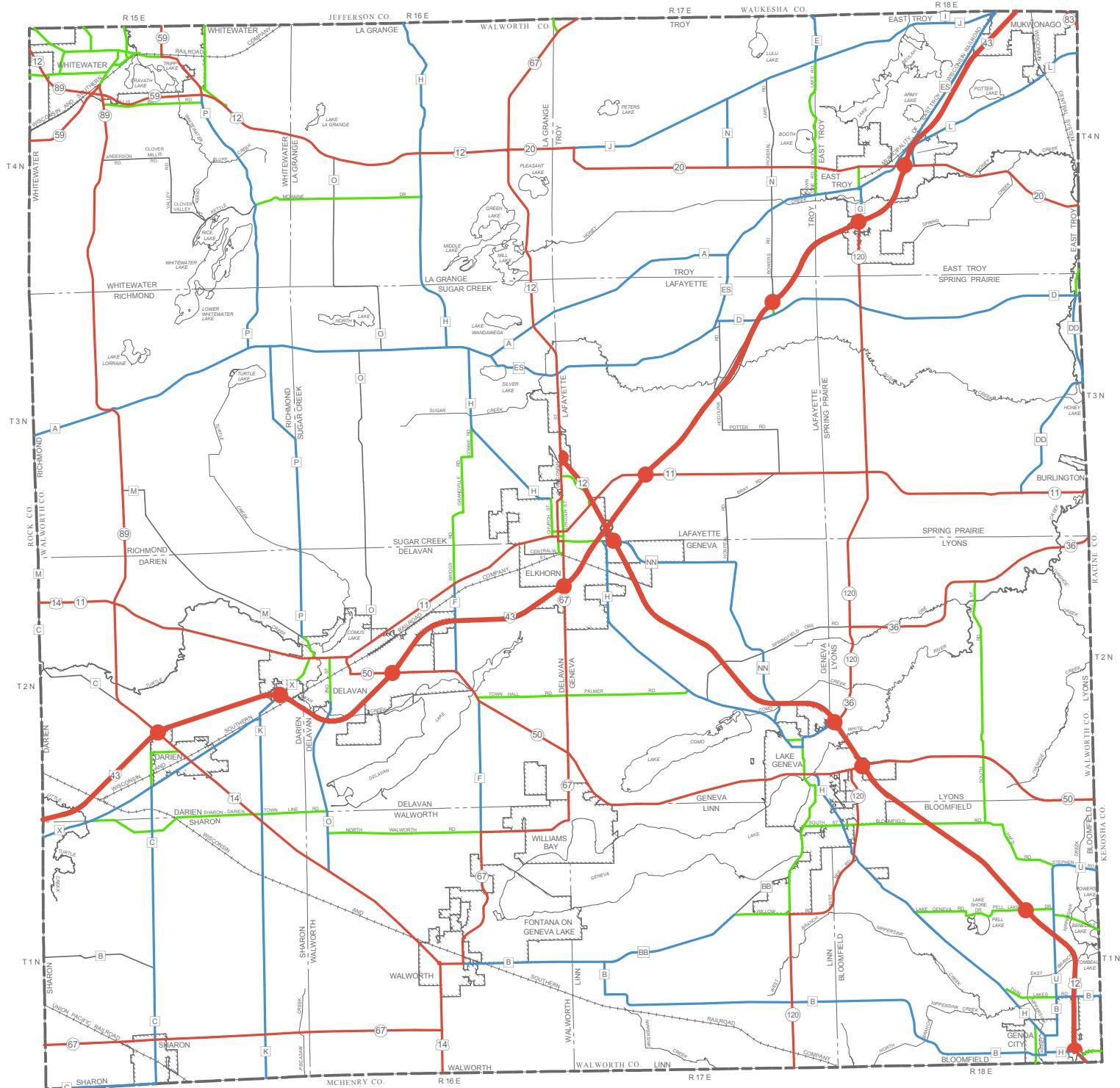
Together with local governments and the Wisconsin Department of Transportation, the Commission has defined the arterial street and highway system of Walworth County and all of southeastern Wisconsin over the past 40 years. The existing year 2005 arterial street and highway system in Walworth County is displayed on Map 1. Over the past 30 years, the mileage of the arterial street and highway system in Walworth County increased from 427 miles in 1973, the year the original Walworth County jurisdictional highway system plan was adopted, to 459 miles in 2005, an increase of 32 miles, or about 7 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,

Map 1

EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM IN WALWORTH COUNTY: 2005



EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM BY EXISTING JURISDICTION

FREEWAY

STATE TRUNK HIGHWAY

INTERCHANGE

STANDARD ARTERIAL

STATE TRUNK HIGHWAY

COUNTY TRUNK HIGHWAY

LOCAL TRUNK HIGHWAY



GRAPHIC SCALE
0 1 2 3 MILES
0 4,000 8,000 12,000 16,000 20,000 FEET

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 in 2005, shown in red lines on Map 1, consists of 213.1 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 in 2005, shown in blue lines on Map 1, consists of 173.2 route-miles. These county trunk highways only represent those which have been functionally classified as arterial facilities in the regional transportation plan. The entire Walworth County trunk highway system in 2005, including both arterials and nonarterials, consists of about 200 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 municipality. The local arterial street system in 2005, shown in green lines on Map 1, consists of 72.3 route-miles. Table 1 presents the distribution of existing arterial street and highway mileage within Walworth County in 2005 by State, county, and local jurisdictional classification.

Table 1

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

Jurisdiction	Existing Arterial Miles			
	State	County	Local	Total
City of Delavan.....	9.5	0.3	2.2	12.0
City of Elkhorn.....	12.4	1.8	4.5	18.7
City of Lake Geneva	5.1	3.0	5.0	13.1
City of Whitewater.....	4.0	0.0	8.1	12.1
Village of Darien.....	1.5	1.3	0.8	3.6
Village of East Troy.....	5.6	3.5	0.9	10.0
Village of Fontana on Lake Geneva....	1.6	0.6	0.0	2.2
Village of Genoa City	0.0	2.6	1.3	3.9
Village of Mukwonago.....	1.6	0.6	0.0	2.2
Village of Sharon.....	1.0	1.6	0.0	2.6
Village of Walworth	2.7	0.3	0.0	3.0
Village of Williams Bay.....	1.6	0.0	0.0	1.6
Town of Bloomfield	10.1	16.9	11.2	38.2
Town of Darien.....	18.2	8.3	3.1	29.6
Town of Delavan	11.8	7.7	3.2	22.7
Town of East Troy.....	8.2	13.1	0.9	22.2
Town of Geneva.....	13.0	12.5	2.8	28.3
Town of La Grange	12.2	6.2	3.1	21.5
Town of Lafayette	13.0	9.4	0.2	22.6
Town of Linn	4.8	10.2	2.1	17.1
Town of Lyons.....	17.4	0.0	5.1	22.5
Town of Richmond	6.4	11.3	0.0	17.7
Town of Sharon.....	6.6	13.8	2.6	23.0
Town of Spring Prairie	12.3	11.4	0.5	24.2
Town of Sugar Creek	2.4	15.1	3.1	20.6
Town of Troy	8.0	13.3	2.2	23.5
Town of Walworth	10.3	3.6	3.7	17.6
Town of Whitewater	11.8	4.8	5.7	22.3
Total	213.1	173.2	72.3	458.6

Source: SEWRPC

REGIONAL TRANSPORTATION PLAN AND WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

The design year 2035 regional transportation plan is 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 including 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 Walworth County.

The Walworth County jurisdictional highway system plan serves as a further refinement of the Walworth 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 Walworth County jurisdictional highway system plan allows for amendment of the regional transportation plan to address changing traffic demands and patterns in Walworth 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 Walworth County.

Functional Improvements Completed in Walworth County Since Adoption of the First Walworth County Jurisdictional Highway System Plan in 1973

The functional improvements recommended for the Walworth 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 Walworth County since the adoption of the original jurisdictional highway system plan in 1973 total about 45.1 miles and are identified in Table 2 and Map 2.

Current Functional Improvement Recommendations for Walworth County

The functional improvements recommended within Walworth County under the year 2035 regional transportation plan are displayed in Map 3 and Table 3. The adopted year 2035 regional transportation plan totals 478.7 arterial street and highway route-miles in Walworth County. Approximately 93 percent, or 445.8 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 9.2 route-miles, or 2 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 23.7 route-miles, or about 5 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 Walworth County Jurisdictional Highway System Review and Update

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

- Consider the improvements and addition of traffic lanes to the existing route of USH 12 between the Cities of Elkhorn and Whitewater as an alternative to the extension of the USH 12 freeway;

- 5a -

Table 2

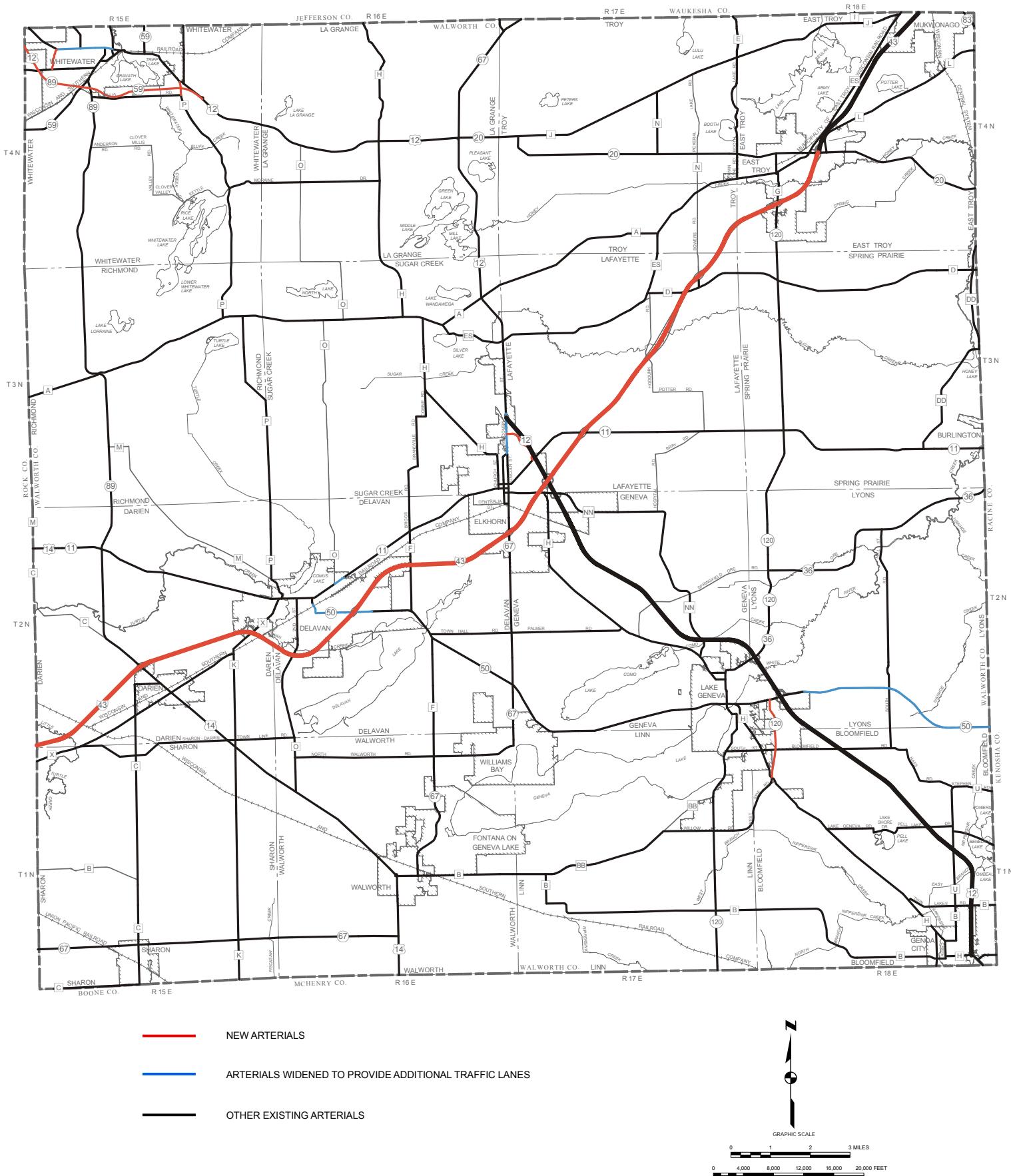
ARTERIAL STREET AND HIGHWAY SYSTEM IMPROVEMENT AND EXPANSION PROJECTS COMPLETED IN WALWORTH COUNTY: 1973-2005

Facility	Limits	Miles	Project Type
<u>State</u>			
IH 43	Rock County line to STH 20	26.7	Expansion
USH 12 (Whitewater Bypass)	Rock County line to Cox Road	5.1	Expansion
STH 11	Sunshine Avenue to Mound Road	0.3	Improvement
STH 50	Washington Street to North Shore Drive	1.7	Improvement
STH 50	0.6 Miles East of USH 12 to Kenosha County line	5.0	Improvement
STH 59	USH 12 to Cox Road	0.2	Expansion
STH 67	Lincoln Street to USH 12	0.9	Improvement
STH 120	CTH H to STH 50	1.9	Expansion
Main Street	Indian Mound Parkway to Second Street	1.6	Improvement
Subtotal	--	43.4	--
<u>County</u>			
CTH P	Willis Ray Road to USH 12	0.2	Expansion
Subtotal	--	0.2	--
<u>Local</u>			
Indian Mound Parkway	Main Street to Walworth Street	0.5	Expansion
East Market Street	STH 67 to STH 11	1.0	Expansion
Subtotal	--	1.5	--
Total	--	45.1	--

Source: SEWRPC.

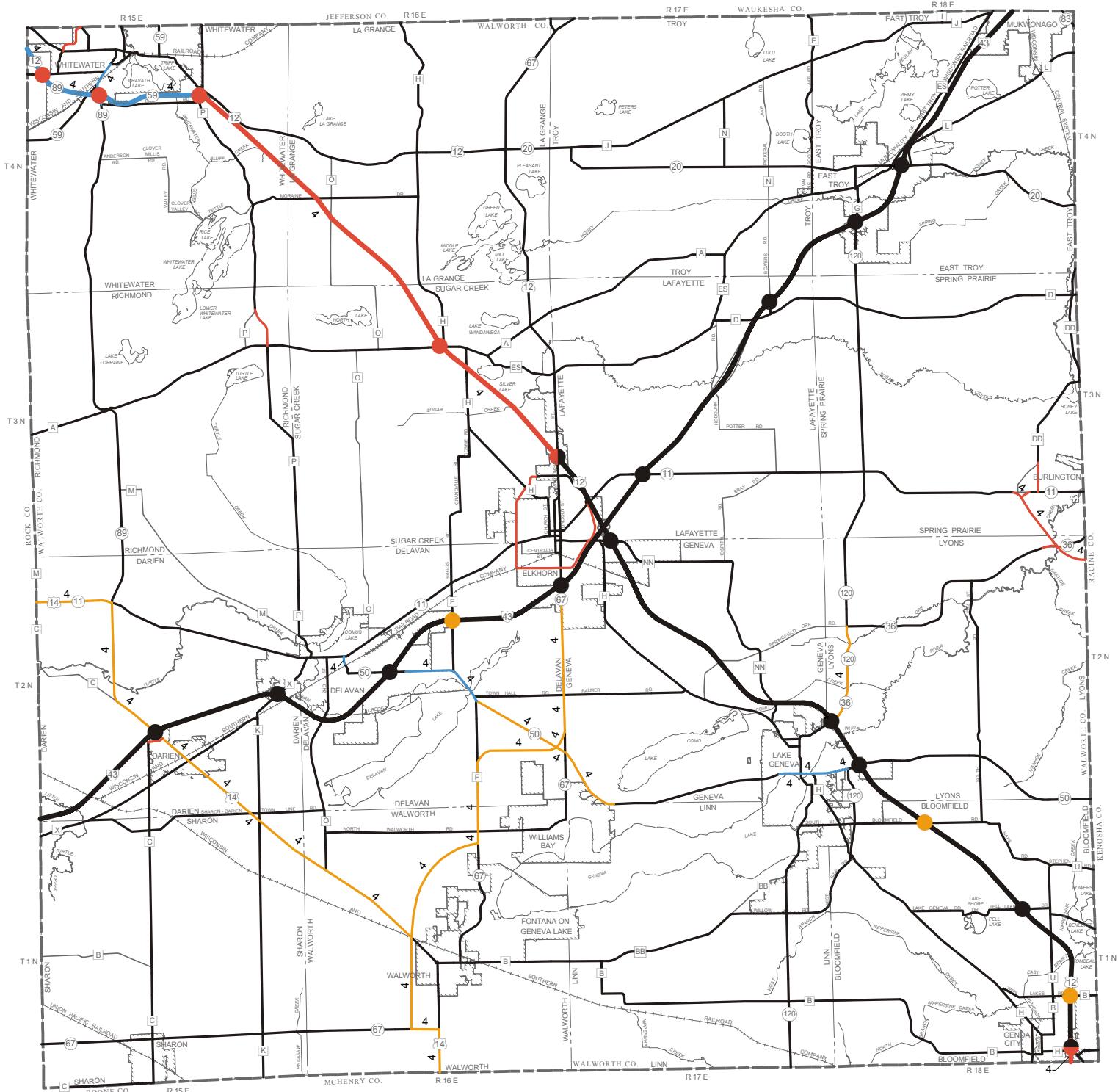
Map 2

ARTERIAL STREET AND HIGHWAY PROJECTS COMPLETED IN WALWORTH COUNTY BY IMPROVEMENT CATEGORY: 1973-2005



Map 3

FUNCTIONAL IMPROVEMENTS IN WALWORTH COUNTY RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN



ARTERIAL STREET OR HIGHWAY

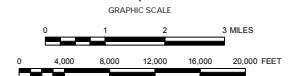
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NUMBER OF LANES (2 WHERE UNNUMBERED)

4

FREEWAY INTERCHANGE

- NEW
- NEW HALF
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

SUBSEQUENT TO COMPLETION OF THE REGIONAL TRANSPORTATION PLAN UPDATE AND REEVALUATION, MORE DETAILED ANALYSES WILL BE CONDUCTED WITH THE WALWORTH COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE ADDRESSING STH 50 IN THE CITY OF LAKE GENEVA AND POTENTIALLY CONSIDERING VARIOUS ALTERNATIVES INCLUDING DO-NOTHING, RESTRICT PARKING, WIDEN WITH ADDITIONAL LANES, CONSTRUCT BYPASS, AND IMPROVE/CONSTRUCT PARALLEL ARTERIALS.



- 5d -

Table 3

**FUNCTIONAL IMPROVEMENTS IN WALWORTH COUNTY
RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**

Recommended Jurisdiction ^a	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 12 STH 50 STH 50 STH 50 STH 89	Rock County line to CTH P STH 11 to Washington Street North Shore Drive to CTH F Elmwood Avenue to STH 120 Willis Ray Road to STH 59 (Janesville Street)	Widen from two to four traffic lanes Widen from two to four traffic lanes
	Expansion	USH 12 extension USH 12 extension STH 11/36 (Burlington Bypass)	STH 67 to CTH P CTH H to Illinois State line CTH DD to Racine County line	Construct four lanes on new alignment Construct four lanes on new alignment Construct four lanes on new alignment
County	Expansion	CTH P relocation CTH DD relocation Foundry Road extension West Market Street extension	CTH A to CTH P STH 11 to CTH DD Madison Street to USH 14 Voss Road to CTH H	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	Janesville Street	STH 59 to Whitewater Street	Widen from two to four traffic lanes
	Expansion	East Market Street extension Indian Mound Parkway extension New Facility West Market Street extension	STH 67 to STH 11 (east) Main Street to Tratt Street STH 11 (west) to STH 67 CTH H to STH 11 (west)	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 Walworth County.

Source: SEWRPC

- Reconsider the proposed Foundry Road extension in the Village of Darien;
- Reconsider the proposed alignment of the planned City of Elkhorn Ring Road on the west side of the City;
- Reconsider the planned alignment of the proposed new arterial between Main Street and Tratt Street in the City of Whitewater;
- Consider the need for an extension of Indian Mound Parkway between Walworth Street and STH 59 in the City of Whitewater;
- Consider as an addition to the planned arterial system Starin Road between Tratt Street and Fremont Street and its extension between Fremont Street and Newcomb Street (STH 59) in the City of Whitewater;
- Consider alternatives to providing four traffic lanes on STH 50 through the City of Lake Geneva to address existing and future congestion;
- Consider the need for a new arterial facility located south of the City of Elkhorn beyond the proposed City of Elkhorn ring road extending from STH 11 east of the City to STH 11 west of the City;
- Consider as an addition to the planned arterial system Bowers Road between IH 43 and CTH ES and CTH N between CTH ES and STH 20;
- Consider Pickeral Lake Road between STH 20 and CTH J as an alternative to the planned arterial routes of Booth Lake Road and Town Line Road between STH 20 and CTH J and of CTH N between STH 20 and CTH J;
- Consider the removal from the planned arterial system of Sharon-Darien Town Line Road between CTH X and CTH O;

- Consider the removal from the planned arterial system of South Road and Mill Street between STH 50 and STH 36;
- Reconsider the proposed removal from the planned arterial system of CTH O between USH 12 and STH 11;
- Consider the removal from the planned arterial system of Briggs Road between STH 11 and Hazel Ridge Road, Hazel Ridge Road between Briggs Road and Granville Road, Granville Road between Hazel Ridge Road and Sugar Creek Road, Sugar Creek Road between Granville Road and Cobbie Road, and Cobbie Road between Sugar Creek Road and CTH H;
- Reconsider the proposed removal from the planned arterial system of CTH M between STH 89 and CTH P; and
- Reconsider the proposed realignment of CTH P north of CTH A.

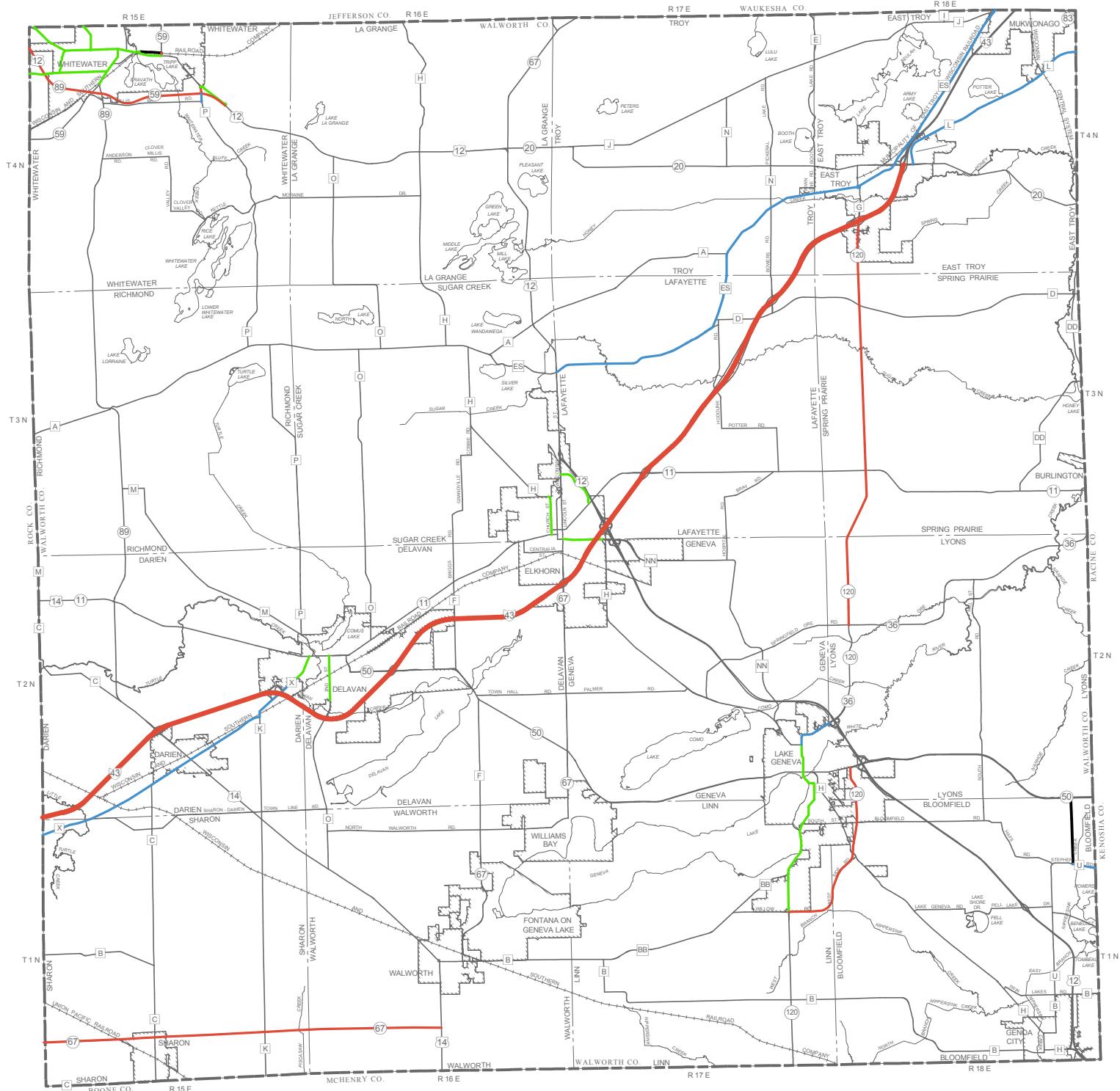
[Additional sections of Chapter II documenting the evaluation of specific functional improvement issues requested for further consideration to be provided to Committee members at a subsequent meeting.]

Jurisdictional Highway Transfers Completed in Walworth County Since Adoption of the First Walworth County Jurisdictional Highway System Plan in 1973

Progress made to date in implementing the jurisdictional transfer element of the Walworth County plan is summarized in Table 4 and Map 4. Since 1973, approximately 54.8 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 37.2 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 17.6 miles. During the same time period, about 28.0 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 24.9 miles of county trunk highways were transferred to the State or local units of government. Thus, the county trunk highway system has experienced a net increase of about 3.1 miles. Finally, about 16.1 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 3.2 miles of local arterials were transferred to the county or the State. Thus, the local arterial system has experienced a net increase of about 12.9 miles.

Map 4

JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WALWORTH COUNTY: 1973-2005



TRANSFERS TO:

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



GRAPHIC SCALE



Table 4

JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WALWORTH COUNTY: 1973-2005

Facility	Limits	Municipality	Length (miles)
Transfers to State/ New Facilities			
New State Facility			
I-43	Rock County Line to STH 20	Cities of Delavan and Elkhorn, Towns of Delavan, Darien, East Troy, Lafayette and Troy, and Village of East Troy	26.7
USH 12	Rock County Line to Cox Road	City and Town of Whitewater	5.1
STH 59	USH 12 to Cox Road	Town of Whitewater	0.2
STH 120	CTH H to STH 50	City of Lake Geneva and Town of Bloomfield	1.9
County to State			
CTH B	CTH C to USH 14	Village of Sharon, and Towns of Sharon and Walworth	6.6
CTH G	STH 36 to IH 43	Village of East Troy, and Towns of East Troy, Spring Prairie, and Lyons	9.2
CTH W	Rock County Line to CTH C	Village and Town of Sharon	2.5
Local to State			
Newcomb Street	USH 12 to Main Street	City of Whitewater	0.1
West Side Road	Willow Road to CTH H	Town of Bloomfield	1.5
Willow Road	STH 120 to West Side Road	Town of Linn	1.0
Total State	--	--	54.8
Transfers to County/ New Facilities			
New County Facility			
CTH P	Willis Ray Road to USH 12	Town of Whitewater	0.2
State to County			
STH 15	Rock County Line to Creek Road	Village of Darien, and Towns of Darien and Sharon	6.9
STH 15	USH 12-STH 67 to Waukesha County Line	Village of East Troy and Towns of East Troy, Lafayette, and Troy	14.5
STH 24	STH 20 to Racine County Line	Village and Town of East Troy	4.8
STH 36	CTH H to USH 12	City of Lake Geneva and Town of Geneva	1.0
Local to County			
Stephen Road	Eastside Road to Kenosha County Line	Town of Bloomfield	0.6
Total County	--	--	28.0
Transfers to Local/ New Facilities			
New Local Facility			
Indian Mound Parkway	Main Street to Walworth Street	City of Whitewater	0.5
East Market Street	STH 67 to STH 11	City of Elkhorn	1.0
State to Local			
USH 12	Jefferson County Line to STH 59	City and Town of Whitewater	3.2
USH 12	New USH 12 to CTH P	Town of Whitewater	0.8
STH 15	Creek Road to STH 11	City of Delavan	0.6
STH 36	CTH H to STH 50	City of Lake Geneva	0.6
STH 59-STH 89	Harper Street to Main Street (USH 12)	City of Whitewater	0.9
STH 120	Willow Road to STH 50	City of Lake Geneva and Town of Linn	3.4
County to Local			
CTH H	North Corporate Limit of the City of Elkhorn to STH 11	City of Elkhorn	0.9
CTH H	STH 67 to CTH NN	City of Elkhorn	0.9
CTH N	Jefferson County Line to Main Street	City of Whitewater	0.6
CTH O	Homestead Road to STH 11	City of Delavan	0.9
CTH S	Rock County Line to Janesville Street	City and Town of Whitewater	1.8
Total Local	--	--	16.1

Table 4 (continued)

Facility	Limits	Municipality	Length (miles)
Transfers to Local (Non-Arterial) State to Local (Non-Arterial) STH 59	Wisconsin Street to Newcomb Street	City of Whitewater	0.5
County to Local (Non-Arterial) CTH U	CTH U to STH 50	Town of Bloomfield	1.5
Total Local (Non-Arterial)	--	--	2.0
Total	--	--	100.9

Source: SEWRPC.

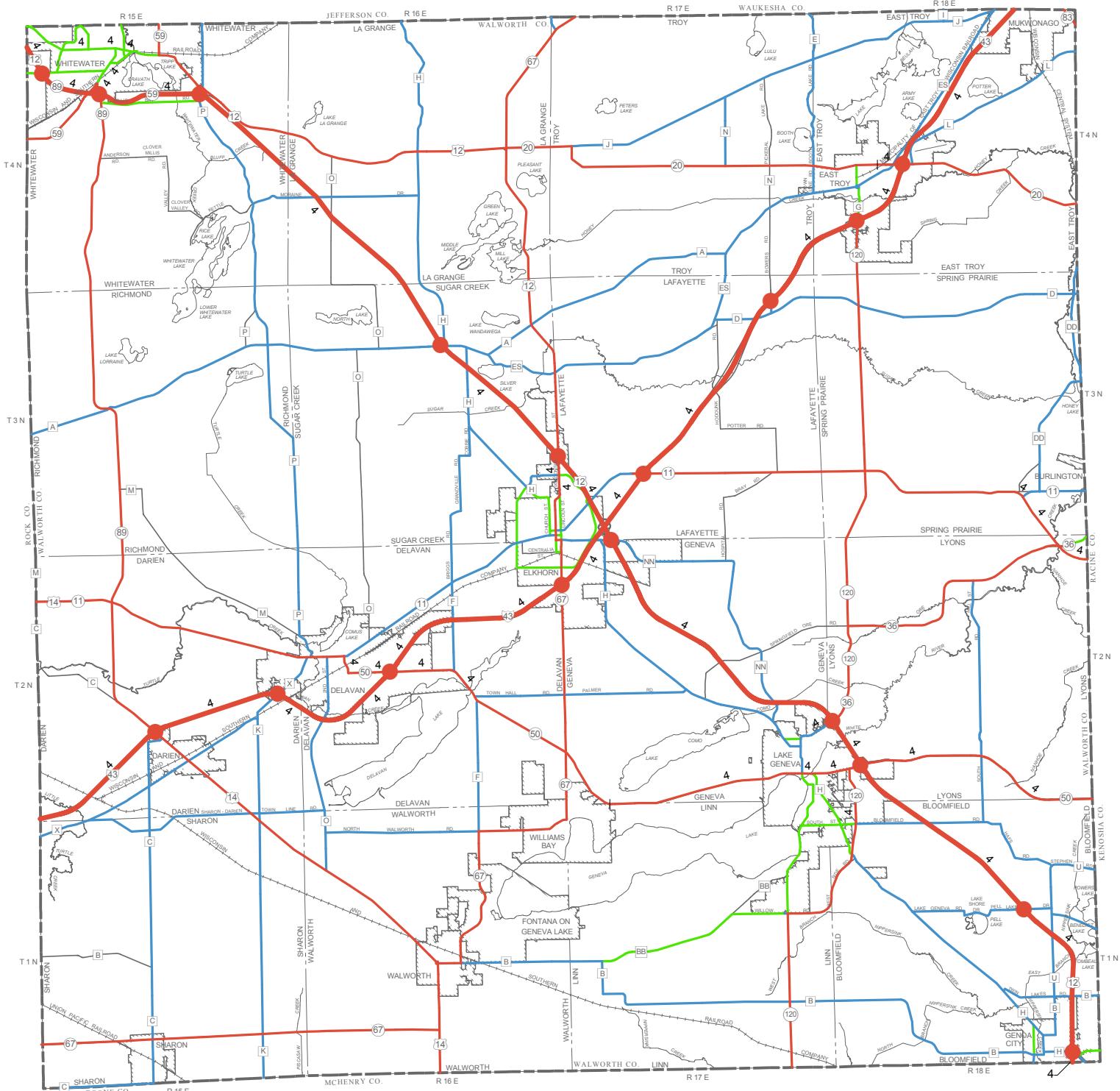
Current Jurisdictional Transfer Recommendations for Walworth County

Map 5 displays the current Walworth County jurisdictional highway system plan, which includes the functional improvement recommendations in the year 2035 regional transportation plan, and extends to the year 2035 jurisdictional responsibility recommendations from the year 2020 Walworth County jurisdictional highway system plan. It also includes jurisdictional transfers which have been agreed upon since the year 2035 plan was completed. Map 6 displays the changes in planned jurisdictional responsibility under the current Walworth County jurisdictional highway system plan. The review of those jurisdictional responsibility recommendations are the primary subject of this report. In addition, members of the Walworth County Jurisdictional Highway Planning Committee and Walworth County local governments identified the following current jurisdictional recommendation issues for consideration:

- Reconsider the planned county jurisdiction of Briggs Road between STH 11 and Hazel Ridge Road, Hazel Ridge Road between Briggs Road and Granville Road, Granville Road between Hazel Ridge Road and Sugar Creek Road, Sugar Creek Road between Granville Road and Cobbie Road, and Cobbie Road between Sugar Creek Road and CTH H;
- Reconsider the planned county jurisdiction of STH 11 in the City of Elkhorn;
- Reconsider the existing and planned county jurisdiction of CTH H in the City of Lake Geneva;
- Reconsider the planned state jurisdiction of existing USH 12 between STH 67 and the City of Whitewater;
- Reconsider the planned county jurisdiction of Lake Geneva Highway, Clover Road, Lakeshore Drive, Orchid Drive, and Pell Lake Drive between CTH H and USH 12;
- Consider the need for extending STH 89 over existing county trunk highways between USH 14 and STH 67 in the Towns of Darien and Sharon;
- Reconsider the planned transfer to local jurisdiction of CTH O between STH 11 and USH 12;
- Reconsider the planned transfer to County jurisdiction of South Road and Mill Street between STH 50 and STH 36;

Map 5

CURRENT JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY: 2035^a



FREWAY

- STATE TRUNK HIGHWAY
- INTERCHANGE

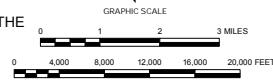
4 NUMBER OF LANES
(2 WHERE UNNUMBERED)



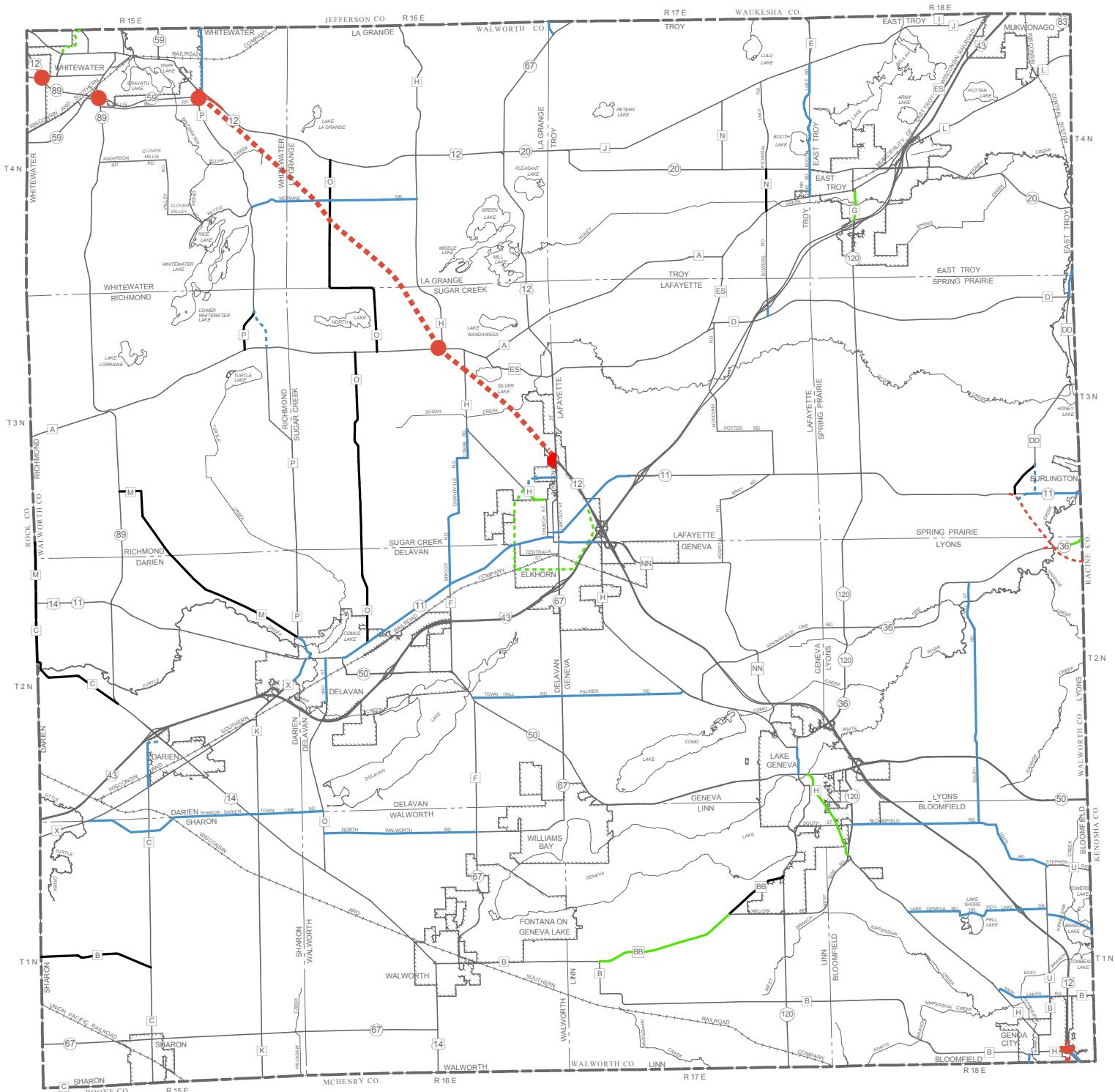
STANDARD ARTERIAL

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

^a THE JURISDICTIONAL CLASSIFICATION RECOMMENDATIONS IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN ARE BASED ON THE YEAR 2020 JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY, AND RECENTLY COMPLETED OR PLANNED JURISDICTIONAL TRANSFERS IMPLEMENTED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION, WALWORTH COUNTY, AND LOCAL GOVERNMENTS - CITIES, VILLAGES, AND TOWNS.

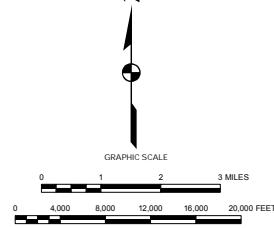


CHANGES IN PLANNED JURISDICTIONAL RESPONSIBILITY UNDER THE CURRENT JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY: 2035



NEW FACILITY:

- STATE TRUNK HIGHWAY SYSTEM
- COUNTY TRUNK HIGHWAY SYSTEM
- LOCAL TRUNK HIGHWAY SYSTEM
- FULL INTERCHANGE
- HALF INTERCHANGE



- Reconsider the existing and planned routing of STH 59 in the City of Whitewater, specifically reconsideration of the existing STH 59 route along Elkhorn Road, Milwaukee Street, and Newcomb Street between Cox Road and the Jefferson County line, and consider routing it along Cox Road between STH 59 and Howard Road and Howard Road between Cox Road and the Jefferson County line;
- Reconsider the planned transfer to county jurisdiction of Howard Road between Cox Road and the Jefferson County line;
- Reconsider the planned transfer to local jurisdiction of CTH M between STH 89 and CTH P;
- Reconsider the planned transfer to county jurisdiction of Kettle Moraine Drive between CTH P and CTH H; and
- Reconsider the planned transfer to county jurisdiction of N. Walworth Road between CTH O and CTH F.

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 Walworth County, including those listed above is documented in Chapter III of this report. The application of those jurisdictional classification criteria to the Walworth County functional arterial street and highway system plan is documented in Chapter IV of this report.

* * *

KRY/DMJ/RWH/rwh/mlh
03/25/09
#130842 v1 - JHSP 2035 Wal Co Ch 2