

# A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY: 2035

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Special acknowledgment is due the following individuals who served as previous members of the Committee during the course of the planning program: Wayne Polzin, Chairman, Town of Delavan; Gary Wallem, Chairman, Town of Sugar Creek; Charles Dorn, President, Village of Sharon; Robert Metzner, President, Village of Darien; Allen Curler, Chairman, Town of Troy; Jim Van Dreser, Chairman, Walworth County Public Works Committee; Bruno Schifflager, Citizen, Town of LaFayette; Robert Mueller, Chairman, Town of East Troy; John Stoesser, Chairman, Town of East Troy; and Ron Pollitt, President, Village of Fontana-Geneva Lake.

**RESOLUTION NO. 2011-11**

**RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING  
COMMISSION AMENDING THE WALWORTH COUNTY JURISDICTIONAL  
HIGHWAY SYSTEM PLAN**

WHEREAS, on the 1<sup>st</sup> day of March 1973, the Southeastern Wisconsin Regional Planning Commission duly adopted a jurisdictional highway system plan for Walworth County as documented in SEWRPC Planning Report No. 15, *A Jurisdictional Highway System Plan for Walworth County*; and

WHEREAS, on the 4<sup>th</sup> day of March 1992, the Commission duly adopted an amendment to the Walworth County jurisdictional highway system plan as documented in a SEWRPC report entitled, *Amendment to the Walworth County Jurisdictional Highway System Plan—2010*; and

WHEREAS, in 1994, the Commission duly adopted an amendment to the Walworth County jurisdictional highway system plan as documented in SEWRPC Planning Report No. 41, *A Regional Transportation System Plan for Southeastern Wisconsin: 2010*; and

WHEREAS, in 1997, the Commission duly adopted an amendment to the Walworth County jurisdictional highway system plan as documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*; and

WHEREAS, in 2006, the Commission duly adopted an amendment to the Walworth County jurisdictional highway system 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 Walworth County Board of Supervisors, the Commission, in cooperation with Walworth County, each city, village, and town within Walworth County, the Wisconsin Department of Transportation, and the U.S. Department of Transportation-Federal Highway Administration, reviewed and reevaluated the Walworth County jurisdictional highway system plan; and

WHEREAS, the review and reevaluation was based on a comprehensive study, guided by a Walworth County Jurisdictional Highway Planning Committee, which included representatives from Walworth County, each city, village, and town within Walworth 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 Walworth County is documented in SEWRPC Planning Report No. 15 (Second Edition), *A Jurisdictional Highway System Plan for Walworth County*; and

WHEREAS, on the 10<sup>th</sup> day of May 2011, the amended year 2035 Walworth County jurisdictional highway system plan was adopted by the Walworth 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 advisory master plan progresses, to amend, extend, or add to the advisory master plan or carry any part or subject matter thereof into greater detail;

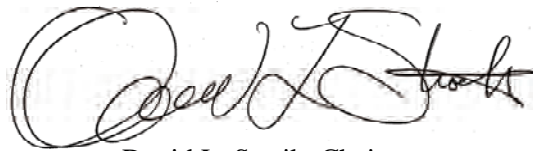
RESOLUTION NO. 2011-11

NOW THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That the year 2035 Walworth County jurisdictional highway system plan is amended in the manner identified on Map 38, page 92, of the aforementioned SEWRPC Planning Report No. 15 (Second Edition), *A Jurisdictional Highway System Plan for Walworth County*, published in March 2011, a copy of which is attached hereto and made a part thereof.


SECOND: That a true, correct, and exact copy of this resolution and the aforementioned planning report shall be forthwith distributed to the local units of government in Walworth County, the Walworth 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 15<sup>th</sup> day of June 2011, the vote being: Ayes 14; Nays 0.



David L. Stroik, Chairman

ATTEST:



Kenneth R. Yunker, Deputy Secretary

PLANNING REPORT  
NUMBER 15  
(2<sup>nd</sup> Edition)

# **A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY: 2035**

Prepared by the

Southeastern Wisconsin Regional Planning Commission  
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March 2011

\$10.00

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Deputy County Administrator –  
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Peggy Watson  
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To: Walworth County Board of Supervisors  
Southeastern Wisconsin Regional Planning Commission  
Wisconsin Department of Transportation

The Walworth County Board of Supervisors in 1973 adopted an initial Walworth County jurisdictional highway system plan for the design year 1990. That plan was later amended on four 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 Walworth 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 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 highway jurisdictional responsibility recommendations of the design year 2020 Walworth County jurisdictional highway system plan.

In October 2010, the Commission, under the guidance of the Walworth County Jurisdictional Highway Planning Committee, completed the work necessary to review, update, and extend to the year 2035 the Walworth County jurisdictional highway system plan. The Walworth 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 Walworth County, the County, as well as from the Federal and State levels. The Walworth 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 Walworth County jurisdictional highway plan also provides a review, as requested by the Walworth County Jurisdictional Highway Planning Committee and Walworth 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 Walworth County jurisdictional highway system plan thus is intended to be a functional, as well as jurisdictional, arterial street and highway system plan for Walworth County to the design year 2035. The findings and recommendations of this report were considered and approved by the Walworth County Jurisdictional Highway Planning Committee.

The new Walworth County jurisdictional highway system plan is advisory to the local governments in the County, Walworth 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 Walworth County jurisdictional highway system plan provides Walworth 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.

Very truly yours,

Shane Crawford  
Chairman, Walworth County Jurisdictional  
Highway Planning Committee

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## TABLE OF CONTENTS

	Page		Page
<b>Chapter I—INTRODUCTION .....</b>	1		
Study Organization.....	3		
Advisory Committee Structure.....	3		
Study Purpose and Plan Objectives.....	3		
Scheme of Presentation .....	4		
 <b>Chapter II—EXISTING AND PLANNED WALWORTH COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM .....</b>	 5		
Introduction .....	5		
Arterial Street and Highway System .....	5		
Arterial Street and Highway System Jurisdiction .....	6		
Regional Transportation Plan and Walworth County Jurisdictional Highway System Plan .....	8		
Functional Improvements			
Completed in Walworth County Since Adoption of the First Walworth County Jurisdictional Highway System Plan in 1973.....	9		
Current Functional Improvement Recommendations for Walworth County .....	9		
Potential Functional Improvements to be Addressed during the Walworth County Jurisdictional Highway System Plan Review and Update.....	9		
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.....	13		
Reconsider the Proposed Foundry Road Extension in the Village of Darien .....	17		
		Reconsider the Proposed Alignment of the Planned City of Elkhorn Ring Road on the West Side of the City, and Consider the Need for New Arterial 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.....	18
		Reconsider the Planned Alignment of the Proposed New Arterial between Main Street and Tratt Street in the City of Whitewater.....	24
		Consider the Need for an Extension of Indian Mound Parkway between Walworth Street and STH 59 in the City of Whitewater.....	24
		Consider as an Addition to the Planned Arterial System, Starin Road between Tratt Street and Fremont Street and its Planned Extension between Fremont Street and Newcomb Street (STH 59) in the City of Whitewater .....	24
		Consider Alternatives to Providing Four Traffic Lanes on STH 50 through the City of Lake Geneva to Address Existing and Future Congestion .....	29
		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.....	35
		Consider Pickeral Lake Road between STH 20 and CTH J as an Alternative to the Planned Arterial Routes of Townline Road between STH 20 and CTH J and of CTH N between STH 20 and CTH J.....	35

	Page		Page
Consider the Removal from the Planned Arterial System of Sharon-Darien Town Line Road between CTH X and CTH O....	37	State Statutes Governing Jurisdictional Transfers.....	59
Consider the Removal from the Planned Arterial System of South Road and Mill Street between STH 50 and STH 36.....	37	Summary .....	59
Reconsider the Proposed Removal from the Planned Arterial System of CTH O between USH 12 and STH 11; and 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 Cobble Road, and Cobble Road between Sugar Creek Road and CTH H.....	40	<b>Chapter IV—APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA</b> .....	61
Reconsider the Proposed Removal from the Planned Arterial System of CTH M between STH 89 and CTH P .....	40	Introduction.....	61
Reconsider the Proposed Realignment of CTH P North of CTH A .....	40	Trip Service Jurisdictional Classifications.....	61
Preliminary Recommended Functional Improvements in the Year 2035 Walworth County Jurisdictional Highway System Plan.....	44	Land Use Service Jurisdictional Classification.....	63
Jurisdictional Highway Transfers Completed in Walworth County Since Adoption of the First Walworth County Jurisdictional Highway System Plan in 1973 .....	44	Traffic Volume Jurisdictional Classification.....	63
Current Jurisdictional Transfer Recommendations for Walworth County .....	44	Development of the Jurisdictional Highway System Plan.....	63
<b>Chapter III—JURISDICTIONAL CLASSIFICATION CRITERIA</b> .....	51	Public Reaction to Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	63
Introduction .....	51	Summary of Comments and Responses.....	68
Purpose and Objective of the Criteria.....	51	Comments in Support of Specific Recommendations of the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	68
Arterial Subclassification .....	51	Comments in Opposition to Specific Recommendations of the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan .....	70
State Trunk Arterials .....	52	Comments Regarding Commission Solicitation of Public Comment .....	74
County Trunk Arterials .....	52	Other Comments and Suggestions.....	75
Local Trunk Arterials.....	52	Additional Functional Improvements Addressed During the Walworth County Jurisdictional Highway System Plan Review and Update.....	76
Criteria.....	52	Consider the Need to Widen STH 50 to Four Lanes between CTH F (South) and STH 67 .....	77
Trip Service Criteria.....	52	Reconsider the Planned Widening of STH 50 between CTH F (North) and CTH F (South).....	81
Land Use Service Criteria .....	52	Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	82
Criteria Relating to Operational Characteristics .....	55	Consider Alternative Bypass Routes for STH 50 between CTH F (North) and STH 67.....	82
System Continuity.....	55	Summary .....	87
Spacing.....	56		
Volume.....	56		
Traffic Mobility .....	56		
Land Access .....	56		
Other Factors .....	59		

	Page		Page
<b>Chapter V—RECOMMENDED WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN .....</b>	<b>89</b>	Functional Improvements Completed in Walworth County Since Adoption of the First Walworth County Jurisdictional Highway System Plan in 1973 .....	99
Introduction .....	89	Functional Improvements Addressed During the Walworth County Jurisdictional Highway System Plan Review and Update .....	99
Functional Improvement Recommendations for Walworth County .....	89	Jurisdictional Highway Transfers Completed in Walworth County Since Adoption of the First Walworth County Jurisdictional Highway System Plan in 1973 .....	100
Recommended Jurisdictional Highway System Plan for Walworth County .....	91	Jurisdictional Classification Criteria .....	100
Plan Implementation.....	95	Application of Jurisdictional Classification Criteria .....	101
Local Level.....	95	Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	101
Walworth County Board of Supervisors .....	95	Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	101
City Common Councils, Village Boards, and Town Boards.....	95	Local Level .....	102
Regional Level .....	95	Walworth County Board of Supervisors.....	102
Regional Planning Commission.....	95	City Common Councils, Village Boards, and Town Boards .....	102
State Level.....	95	Regional Level.....	103
Wisconsin Department of Transportation .....	95	Regional Planning Commission .....	103
Federal Level.....	96	State Level .....	103
U.S. Department of Transportation, Federal Highway Administration .....	96	Wisconsin Department of Transportation.....	103
<b>Chapter VI—SUMMARY AND CONCLUSIONS .....</b>	<b>97</b>	Federal Level .....	103
Introduction .....	97	U.S. Department of Transportation, Federal Highway Administration .....	103
Advisory Committee Structure.....	97	Conclusion .....	103
Study Purpose and Plan Objectives .....	97		
Arterial Street and Highway System in Walworth County .....	98		
Arterial Street and Highway System Jurisdiction .....	98		
Regional Transportation Plan and Walworth County Jurisdictional Highway System Plan .....	99		

## LIST OF TABLES

Table		Page
<b>Chapter II</b>		
1	Arterial Street and Highway Mileage by Jurisdiction in Walworth County: 2005 .....	8
2	Arterial Street and Highway System Improvement and Expansion Projects Completed in Walworth County: 1973-2005.....	10

Table		Page
3	Capacity Improvements in Walworth County Recommended in the Year 2035 Regional Transportation Plan .....	13
4	Comparison of USH 12 Alternatives between the USH 12 and STH 67 Interchange and CTH P.....	17
5	Jurisdictional Highway System Transfers Completed in Walworth County: 1973-2005.....	46

**Chapter III**

6	Average Trip Length Criteria for Jurisdictional Classification .....	54
7	Average Weekday Traffic Volume Criteria for Jurisdictional Classification .....	56
8	Traffic Mobility Criteria for Jurisdictional Classification.....	56
9	Summary of Functional Criteria for Jurisdictional Classification of Arterial Streets and Highways in Walworth County.....	58

**Chapter IV**

10	Comparison of Walworth County Street and Highway Mileage Under Existing Year 2005 Conditions and the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System.....	68
11	Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan Response to Highway Jurisdictional Issues Identified During Preparation of the Year 2035 Regional Transportation Plan and the Walworth County Comprehensive Plan.....	69

**Chapter V**

12	Functional Improvements in Walworth County Recommended in the Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	91
13	Comparison of Walworth County Street and Highway Mileage Under Existing Year 2005 Conditions and Under the Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan .....	94
14	Arterial Street and Highway Mileage by Jurisdiction under the Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	94

**LIST OF FIGURES**

Figure		Page
<b>Chapter III</b>		
1	Relationship between Average Trip Length and Cumulative Arterial Miles on the Walworth County Arterial Street and Highway System: 2035.....	53
2	Relationship between Average Weekday Vehicle Volume and Cumulative Arterial Miles on the Walworth County Arterial Street and Highway System: 2035.....	57

**LIST OF MAPS**

Map		Page
<b>Chapter II</b>		
1	Existing Arterial Street and Highway System in Walworth County: 2005 .....	7

Map		Page
2	Arterial Street and Highway Projects Completed in Walworth County by Improvement Category: 1973-2005 .....	11
3	Functional Improvements in Walworth County Recommended in the Year 2035 Regional Transportation Plan .....	12
4	Functional Improvements Recommended in the Cities of Elkhorn and Whitewater Area Under the Year 2035 Regional Transportation Plan .....	16
5	Alternative Alignments for the Extension of Foundry Road in the Village of Darien .....	19
6	Functional Improvements Recommended in the Elkhorn Area Under the Year 2035 Regional Transportation Plan .....	20
7	Proposed Elkhorn Ring Road Alignments Recommended in the City of Elkhorn Comprehensive Plan .....	21
8	City of Elkhorn Planned Sanitary Sewer Service Area .....	22
9	Functional Improvements Recommended in the Elkhorn Area in the Year 2035 Walworth County Jurisdictional Highway System Plan .....	23
10	Functional Improvements Recommended in the Northwest Whitewater Area Under the Year 2035 Regional Transportation Plan .....	25
11	City of Whitewater Planned Sanitary Sewer Service Area .....	26
12	Functional Improvements Recommended in the Southwest Whitewater Area Under The Year 2035 Regional Transportation Plan .....	27
13	Functional Improvements Recommended in the North Whitewater Area Under the Year 2035 Regional Transportation Plan .....	28
14	Arterial Streets and Highways in the City of Lake Geneva Area .....	30
15	Potential Northern Bypass Route for STH 50 in the City of Lake Geneva .....	32
16	Potential Traffic Engineering Improvements in the City of Lake Geneva .....	34
17	Functional Improvements Recommended in the East Troy Area Under the Year 2035 Regional Transportation Plan .....	36
18	Functional Improvements Recommended in the Southern Darien Area Under the Year 2035 Regional Transportation Plan .....	38
19	Functional Improvements Recommended in the Lyons Area Under the Year 2035 Regional Transportation Plan .....	39
20	Functional Improvements Recommended in Western Walworth County Under the Year 2035 Regional Transportation Plan .....	41
21	Functional Improvements Recommended in the Northwestern Delavan Area Under the Year 2035 Regional Transportation Plan .....	42
22	Alternative Alignments Recommended for CTH P North of CTH A in the Town of Richmond Under the Year 2035 Regional Transportation Plan .....	43
23	Functional Improvements Recommended in the Year 2035 Walworth County Jurisdictional Highway System Plan .....	45
24	Jurisdictional Highway System Transfers Completed in Walworth County: 1973-2005 .....	47
25	Current Jurisdictional Highway System Plan for Walworth County: 2035 .....	48
26	Changes in Planned Jurisdictional Responsibility Under the Current Jurisdictional Highway System Plan for Walworth County: 2035 .....	49

#### **Chapter IV**

27	Jurisdictional Classification of the Arterial Street and Highway System in Walworth County Based on Average Trip Length: 2035 .....	62
28	Jurisdictional Classification of the Arterial Street and Highway System in Walworth County Based on Land Use: 2035 .....	64
29	Jurisdictional Classification of the Arterial Street and Highway System in Walworth County Based on Average Weekday Traffic Volume: 2035 .....	65

Map		Page
30	Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan .....	66
31	Changes in Jurisdictional Responsibility Under the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	67
32	Known Planned Developments Located Adjacent to STH 50 between IH 43 and STH 67 .....	78
33	Walworth County Metropolitan Sewerage District Sanitary Sewer Service Area Plan (Delavan/Delavan Lake Sewer Service Area) .....	79
34	Comparison of Existing Year 2006 and Forecast Year 2035 Average Weekday Traffic Volumes to Existing Roadway Design Capacity on STH 50 between CTH F (North) and STH 67 .....	80
35	Potential Northern Alternative Route of STH 50 between North Shore Road and STH 67.....	84
36	Potential Realignment of STH 50 between North Shore Road and STH 67 Near Existing Alignment .....	85

### **Chapter V**

37	Functional Improvements Recommended in the Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	90
38	Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	92
39	Changes in Jurisdictional Responsibility Under the Final Recommended Year 2035 Walworth County Jurisdictional Highway System Plan.....	93

## Chapter I

# INTRODUCTION

On April 19, 1973, the Walworth 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. 15, *A Jurisdictional Highway System Plan for Walworth County*, was based upon a comprehensive study of the jurisdictional responsibilities for the construction, maintenance, and operation of arterial streets and highways in Walworth 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 1973, the Walworth County jurisdictional highway system plan has been previously amended on four occasions. The first amendment of the original Walworth County jurisdictional highway system plan occurred in 1978, upon the adoption by the Regional Planning Commission of the second-generation regional transportation plan.<sup>1</sup> This second-generation regional transportation plan was adopted by the Regional Planning Commission on June 1, 1978. The next amendment of the Walworth County jurisdictional highway system plan occurred in 1991.<sup>2</sup> This amendment was formally adopted by the Walworth County Board of Supervisors on January 14, 1992. The Walworth County jurisdictional highway system plan was amended again

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<sup>1</sup>See *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.*

<sup>2</sup>See Amendment to the Walworth County Jurisdictional Highway System Plan—2010, *October 1991.*

in 1994, upon adoption of the year 2010 third-generation regional transportation plan by the Commission.<sup>3</sup> The regional transportation plan, and attendant amended Walworth County jurisdictional highway system plan as of 1994, were adopted by the Walworth County Board on August 6, 1995. Another amendment of the Walworth County jurisdictional highway system 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.<sup>4</sup>

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 Walworth 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 Walworth 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 Walworth 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.

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

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



As the second edition of SEWRPC Planning Report No. 15, this document is intended to be reviewed and approved by the Walworth County Jurisdictional Highway Planning Committee, by the Public Works Committee of the Walworth 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.

## **STUDY ORGANIZATION**

This jurisdictional highway planning effort is an update to the current jurisdictional highway 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 systems 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 Walworth County jurisdictional highway system plan and its subsequent amendments through the Walworth County Jurisdictional Highway Planning Committee. That Committee has representation from each of the cities, villages, and towns in the County, the County itself, as well as from the Federal and state levels. A Walworth 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 Walworth County jurisdictional highway system plan is intended to help Walworth 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 Walworth County.

## **SCHEME OF PRESENTATION**

The findings and recommendations of this updated Walworth 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 Walworth 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 35 years since 1973, the year the original Walworth 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 Walworth 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 Walworth 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 Walworth County jurisdictional highway system plan. Chapter V presents the final recommended Walworth County jurisdictional highway system plan. Chapter VI summarizes the new Walworth County jurisdictional highway system plan.

## **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 and Walworth County local governments 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 volumes: and the need for additional traffic lanes or for a new arterial facility to relieve traffic, are 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.

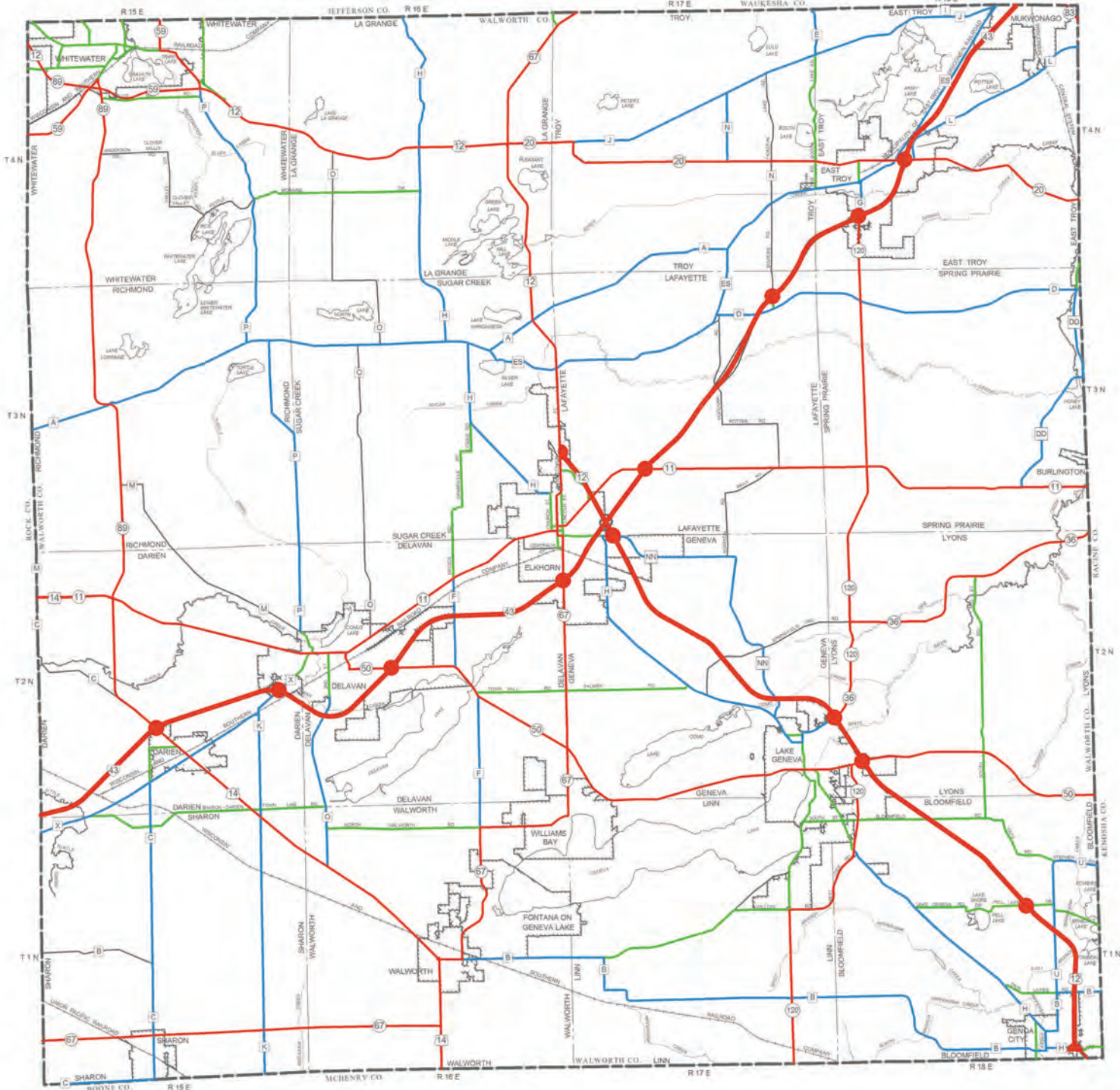
## **ARTERIAL STREET AND HIGHWAY SYSTEM JURISDICTION**

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, 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 167.8 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 193 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 77.7 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.

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

Source: SEWRPC.

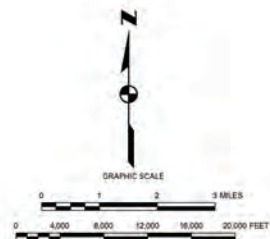


Table 1

**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	1.4	6.6	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 Geneva Lake .....	1.5	0.6	0.0	2.1
Village of Genoa City .....	0.0	2.6	1.3	3.9
Village of Mukwonago .....	1.4	0.7	0.0	2.1
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	16.3	11.8	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 .....	8.4	13.0	0.9	22.3
Town of Geneva .....	13.1	12.5	2.8	28.4
Town of LaGrange .....	12.2	6.2	3.1	21.5
Town of Lafayette .....	13.0	9.4	0.2	22.6
Town of Linn .....	4.8	7.0	5.3	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
<b>Total</b>	<b>213.1</b>	<b>167.8</b>	<b>77.7</b>	<b>458.6</b>

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, may be prepared to recommend 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 445.9 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 9.1 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 Plan 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;
- 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;

Table 2

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

Facility	Limits	Miles	Project Type
<b>State</b>			
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	--
<b>County</b>			
CTH P .....	Willis Ray Road to USH 12	0.2	Expansion
Subtotal	--	0.2	--
<b>Local</b>			
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	--
<b>Total</b>	<b>--</b>	<b>45.1</b>	<b>--</b>

Source: SEWRPC.

- 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 Townline 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;

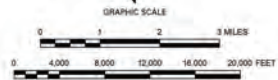


Map 2

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



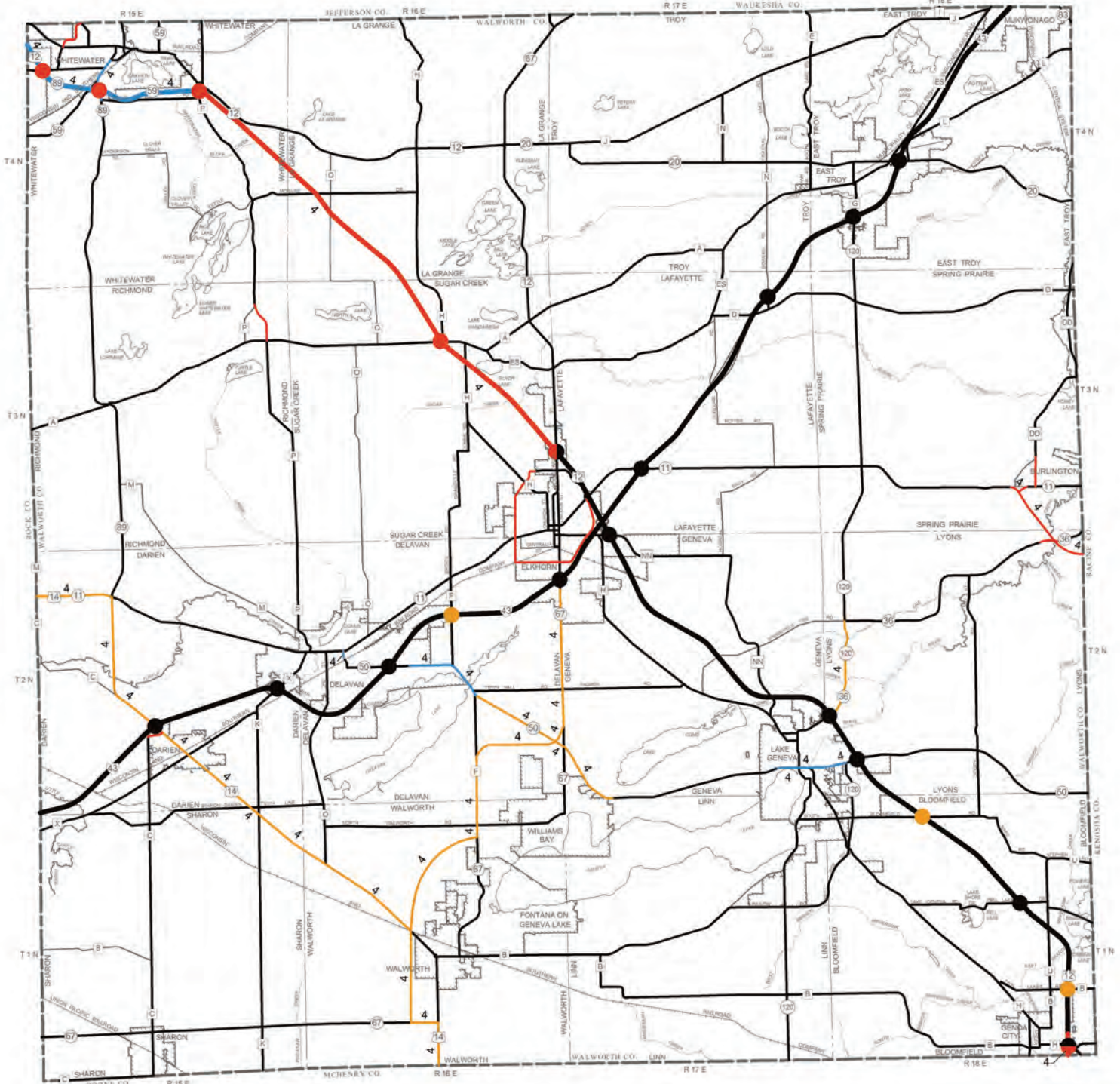
- NEW ARTERIALS
- ARTERIALS WIDENED TO PROVIDE ADDITIONAL TRAFFIC LANES
- OTHER EXISTING ARTERIALS



Source: SEWRPC.

Map 3

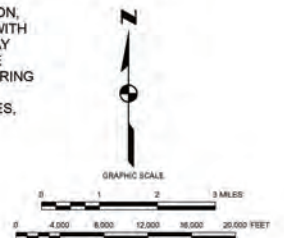
FUNCTIONAL IMPROVEMENTS IN WALWORTH COUNTY RECOMMENDED IN THE YEAR 2035 REGIONAL TRANSPORTATION PLAN



- 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
  - 4** NUMBER OF LANES (2 WHERE UNNUMBERED)

- 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.



Source: SEWRPC.

Table 3

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

Recommended Jurisdiction <sup>a</sup>	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 (South) Elmwood Avenue to STH 120 Willis Ray Road to Janesville Street	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 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

<sup>a</sup>The 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.

- 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;
- Reconsider the proposed realignment of CTH P north of CTH A.

***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***

The year 2035 regional transportation system plan and the Walworth County jurisdictional highway system plan recommends the extension of the USH 12 freeway between the City of Elkhorn and the City of Whitewater. This recommendation is not new, as this extension of the USH 12 freeway was recommended in State and regional plans in the mid-1960's, and in the original Walworth County jurisdictional highway system plan adopted in 1973. The USH 12 extension right-of-way from the terminus of the USH 12 freeway to a point about one half mile east of CTH O was officially mapped by the Wisconsin Department of Transportation in 1967. The proposed extension of the USH 12 freeway was reevaluated, reconsidered, and reaffirmed during the preparation of an amendment to the Walworth County jurisdictional highway system plan adopted by the Walworth County Board of Supervisors on January 14, 1992.

The existing route of USH 12 between the terminus of the USH 12 freeway and CTH P is predominantly a two traffic lane rural cross-section, with an overall right-of-way width ranging from 66 to 200 feet. In 2006, the average weekday traffic volumes on this section of USH 12 ranged from 7,600 to 8,900 vehicles between CTH P and STH 67, ranged from 6,200 to 12,200 vehicles between STH 20 and CTH ES, and was 13,700 vehicles between CTH ES and the terminus of the USH 12 freeway. Thus, current traffic volumes are approaching the 14,000 vehicles per average weekday design capacity of the existing two lane facility on the current route of USH 12 between CTH ES and the terminus of the USH 12 freeway. Forecast year 2035 average weekday traffic volumes are 19,000 vehicles between CTH P and STH 67, exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial. Forecast year average traffic volumes on USH 12 range from 13,000 to 16,000 vehicles between STH 20 and CTH ES, approaching or exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial. Forecast year average weekday traffic volumes on USH 12 are 21,000 vehicles between CTH ES and the terminus of the USH 12 freeway, exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

The long-planned and officially mapped alignment of the USH 12 freeway extension is shown on Map 4. Between Kettle Moraine Drive and a point north of Bluff Creek, the long-planned alignment for USH 12 may be adjusted to avoid the particularly sensitive environmental areas within the Kettle Moraine State Forest known as the Bluff Creek Fens and Bluff Creek Woods. The planned facility could be implemented in stages, with the construction of a two traffic lane rural cross-section and acquisition of 300 feet of right-of-way to accommodate a divided four traffic lane freeway to be constructed at a later date. The construction cost of the initial stage without grade separation at cross-streets is \$53.9 million, including \$16.7 million for right-of-way acquisition. The forecast year 2035 average weekday traffic for the extension of the USH 12 freeway ranges from 27,000 to 29,000 between its terminus and CTH P. The total cost of constructing the divided four-lane freeway with grade separation would be an additional \$62.8 million over the cost of right-of-way acquisition and construction of the initial two lanes, or a total cost of \$116.7 million.<sup>1</sup>

An alternative to the extension of the long-planned USH 12 freeway is the widening of the existing route of USH 12 from two to four traffic lanes between the current terminus of the USH 12 freeway and CTH P. This facility would be constructed as a four-lane divided facility on 130 feet of right-of-way. The right-of-way could be narrowed and the roadway reconstructed as an undivided four traffic lane facility in some locations to avoid disturbance to existing development along USH 12. The construction cost of this alternative is estimated at \$64.2 million, including \$9.2 million for right-of-way acquisition. The forecast year 2035 average weekday traffic which may be expected to use this alternative would range from 19,000 to 27,000 vehicles.

If the necessary capacity improvement is provided on the existing alignment rather than the freeway alignment, it may be expected that the design year traffic volumes would be substantially lower than on a freeway alignment. The primary reason for this difference is that the USH 12 freeway may be expected to provide a higher level of service and capacity relief, not only for the existing route of USH 12, but for IH 94 and IH 90 between the Chicago, Illinois, area and the Madison, Wisconsin, area as well. Adding two lanes on the existing USH 12 alignment would not be expected to provide capacity relief to IH 90 or IH 94. Table 4 compares the alternative of improvement on new alignment with that of improvement on existing alignment. Improvement on the existing alignment has an estimated construction cost which is approximately 19 percent more than the cost of constructing the initial two lanes of a freeway. However, the completion to a freeway on new alignment would entail a total cost of approximately 82 percent more than that of improvement on existing alignment.

The impacts that would be attendant to improvement on the existing alignment is less than that of development of a freeway on new alignment. However, the disruptions to adjacent residences and businesses located within

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<sup>1</sup>In addition, it would be necessary to maintain the existing route of USH 12 as an arterial facility, potentially as a county trunk facility. However, the planned jurisdiction of the existing route of USH 12 would be evaluated as part of this Walworth County jurisdictional planning effort. The estimated cost to reconstruct the existing route of USH 12 to maintain two traffic lanes within the next 20 years is \$23.2 million.

about 200 feet of the right-of-way required for each improvement would be greater for the improvement on the existing alignment than that of development of a freeway or new alignment. All the alternatives would require crossing several primary and secondary environmental corridors, but the improvement of USH 12 on the existing alignment would require acquisition of only 21 acres of primary corridor compared to 44 acres required for the freeway alignment. Improvement of USH 12 on the existing alignment would require acquisition of about 34 acres of prime agricultural land as compared to 291 acres of prime agricultural land required for the freeway. The improvement of USH 12 on existing alignment would require the acquisition of 10 residential structures, eight commercial structures, and one institutional building, while the freeway alignment would require the acquisition of 29 residential structures.

The completion of USH 12 as a freeway through Walworth County and its extension through Jefferson County and into Dane County to Madison, Wisconsin, along with the southerly extension to IH 90 in Illinois, has long been recognized as providing an important facility to serve travel not only within Walworth County, but within northeastern Illinois and southern Wisconsin. Improvement of USH 12 remains on long-range transportation plans of agencies responsible for developing such plans, as well as agencies responsible for plan implementation outside of the Southeastern Wisconsin Region in both Illinois and Wisconsin. In 2005, the Wisconsin Department of Transportation completed the USH 12 Whitewater bypass around the southern side of the City of Whitewater. Although currently a two traffic lane roadway with at-grade intersections, this facility was designed and constructed to facilitate its eventual upgrade to a divided four traffic lane freeway with grade separation at cross streets. In addition, The Wisconsin Department of Transportation is currently conducting a corridor study of USH 12 in the City of Fort Atkinson area, northwest of the City of Whitewater, in Jefferson County and which is considering, among other alternatives, a bypass on the south side of the City of Fort Atkinson. The Illinois Department of Transportation completed a feasibility study in 2007 for a USH 12 bypass of the Village of Richmond just south of the Wisconsin State line. An Environmental Assessment for the bypass is currently underway and is expected to be completed in 2011. The Richmond bypass is expected to extend from the existing USH 12 freeway at its current terminus at CTH H near the Wisconsin-Illinois border south to IL 31. In the long term, the 2030 regional transportation plan for northeastern Illinois prepared by the Chicago Metropolitan Agency for Planning recognizes the need for the extension of USH 12 to both IH 90 to the south and IH 94 to the east. Thus, it may be concluded that there is continued interest on the part of concerned planning agencies and implementing agencies in providing an improved USH 12 extending from the Chicago area to Madison, although perhaps not improved to freeway standards.

It may be expected that the long-planned freeway on new alignment would be a safer, more attractive facility with higher travel speeds than an improved highway on the existing alignment. The new facility would have a superior vertical and horizontal alignment and grade-separated interchanges, as well as full control of access. Statewide, crash rates are historically about 50 percent lower on freeways than on rural four-lane surface arterials. The extension of the USH 12 freeway between the City of Elkhorn and the City of Whitewater has an estimated total cost of \$116.7 million, not including the \$23.2 million needed to reconstruct the existing route of USH 12 to maintain two traffic lanes. This compares to \$64.2 million for the improvement to four traffic lanes and reconstruction of the existing USH 12 route between the City of Elkhorn and the City of Whitewater. The right-of-way acquisition needed to implement the planned extension of USH 12 is estimated as 491 acres. This compares to the 66 acres of right-of-way necessary to implement the improvement to four traffic lanes and reconstruction of the existing route of USH 12.

The Walworth County Jurisdictional Highway Planning Committee recommended that the Walworth County Jurisdictional Highway Plan continue to recommend the long planned extension of the USH 12 freeway between the cities of Elkhorn and Whitewater, and to oppose the alternative of widening the existing route of USH 12 from two to four traffic lanes between the cities of Elkhorn and Whitewater, and to further recommend that the Wisconsin Department of Transportation conduct as soon as possible the necessary preliminary engineering and environmental impact assessment of the USH 12 corridor between the Cities of Elkhorn and Whitewater.

Map 4

**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE CITIES OF ELKHORN AND WHITEWATER AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**

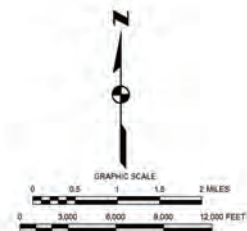


**ARTERIAL STREET OR HIGHWAY**

- 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
- - - POTENTIAL ADJUSTMENT IN PLANNED ALIGNMENT OF THE EXTENSION OF USH 12 TO MINIMIZE DISTURBANCE OF ENVIRONMENTALLY SENSITIVE AREAS
- EXISTING ROUTE OF USH 12 BETWEEN THE CITIES OF ELKHORN AND WHITEWATER

**FREWAY INTERCHANGE**

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



Source: SEWRPC.

Table 4

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

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

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

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

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

<sup>d</sup>Does not include the \$23.2 million estimated to reconstruct the existing USH 12 route between the Cities of Elkhorn and Whitewater maintaining two traffic lanes.

Source: SEWRPC.

**Reconsider the Proposed Foundry Road Extension in the Village of Darien**

The extension of Foundry Road to USH 14, as depicted in the year 2035 regional transportation system plan (see Map 5), was recommended in the original Walworth County jurisdictional highway system plan adopted in 1973. Subsequent to the adoption of the Walworth County jurisdictional highway system plan, different alignments have been depicted, including the use of existing roadways. The original extension was depicted in the year 2035 regional transportation plan at the request of the Village of Darien to provide system continuity along CTH C and Foundry Road between the Wisconsin-Illinois State line and USH 14 in the Village of Darien. The planned extension may also be expected to provide capacity relief to the Village center and specifically the intersection of CTH X and USH 14. However, the intersection of the planned extension of Foundry Road and USH 14 would provide neither the desirable (1,320 feet) nor minimum (1,000 feet) separation between the ramp and a new public street as specified in the Wisconsin Department of Transportation (WisDOT) guidelines for access control.

Accordingly, two alternative arterial routes utilizing existing facilities were considered. The first alternative route considered, but not recommended, was the use of Madison Street between Foundry Road and USH 14 (see Map 5). While this route consists of only the right-angle turns between Foundry Road and Madison Street, the existing acute angle (about 45 degrees) of the intersection between Madison Street and USH 14 would require the realignment of Madison Street east and west of USH 14 to provide 90 degree intersecting roadways. This may be expected to impact existing development in the northeast and southwest quadrants of the existing intersection.

The second alternative route considered consists of the use of Madison Street between Foundry Road and Badger Parkway, and Badger Parkway between Madison Street and USH 14 (see Map 5). Badger Parkway was constructed to accommodate heavier traffic and traffic volumes, and has an exclusive left turn lane on the northeast bound approach to its intersection with USH 14. However, this alignment would require right angle turns at two intersections—Foundry Road and Westbound Lane, and Badger Parkway and Madison Street—in addition to the Badger Parkway intersection with USH 14. This could be partially alleviated by connecting Foundry Road and Madison Street with a long-radius, roadway segment to eliminate the right-angle turns at that intersection.

It is recommended that the jurisdiction plan map no longer identify the extension of Foundry Road between Madison Street and Walworth Street, and identify Madison Street between Foundry Road and Badger Parkway, and Badger Parkway between Madison Street and USH 14 (Walworth Street) as an arterial route. The removal of the extension of Foundry Road and the addition of Madison Street and Badger Parkway would result in an increase of less than 0.1 miles to the planned arterial system.

***Reconsider the Proposed Alignment of the Planned City of Elkhorn Ring Road on the West Side of the City, and Consider the Need for New Arterial 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***

The year 2035 regional transportation plan and the Walworth County jurisdictional highway system plan recommends the construction of a ring road in the City of Elkhorn northwest of IH 43 and southwest of USH 12 (See Map 6). In 2005, the City of Elkhorn completed a comprehensive plan which recommended a refinement of the planned ring road alignment (See Map 7). In addition, the City of Elkhorn’s comprehensive plan recommends a second outer ring road to serve planned development in the southern and eastern portions of the Elkhorn area (See Map 7).

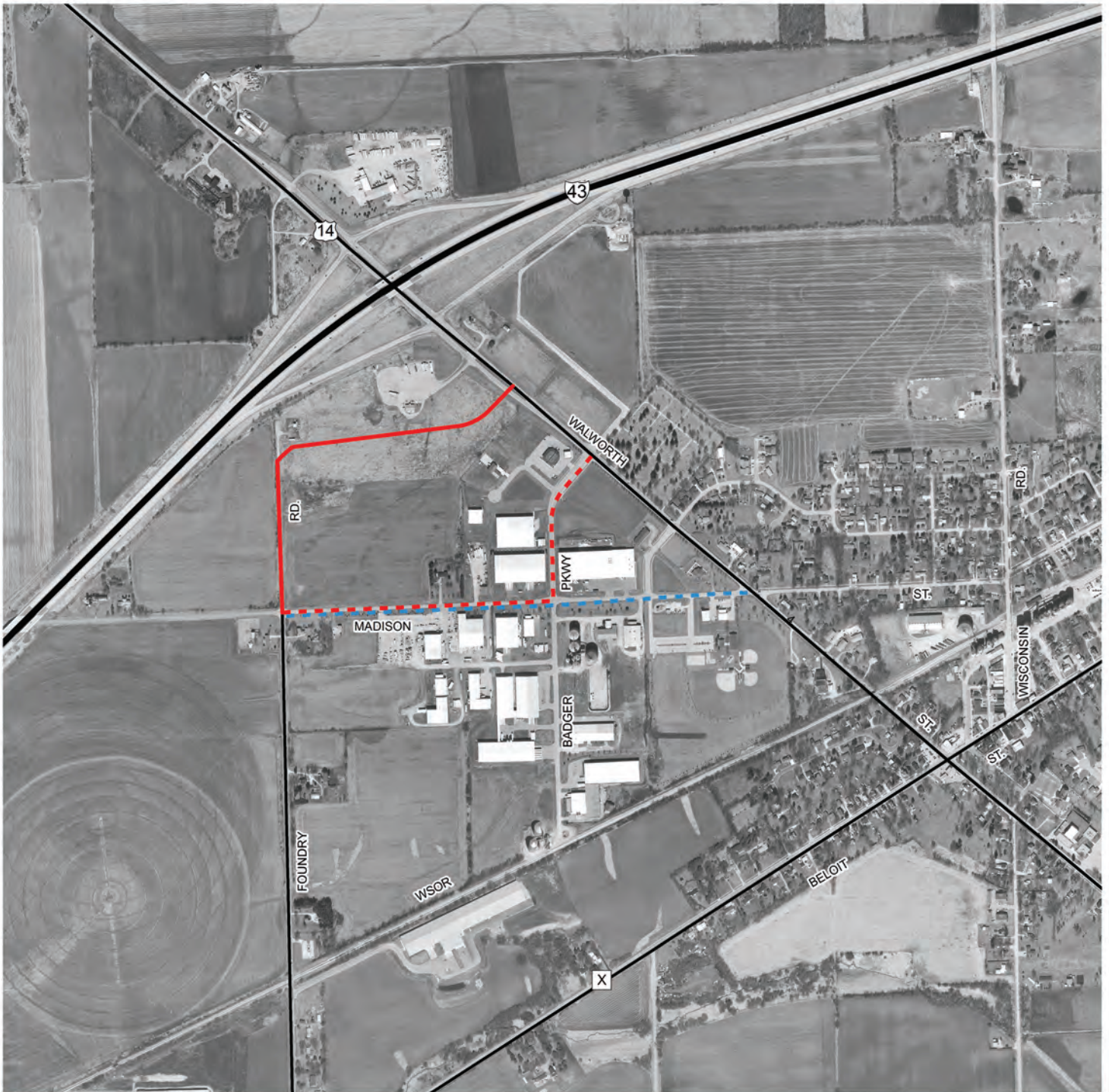
In an existing or planned urban area of medium density, the year 2035 regional transportation plan recommends a grid of arterial streets at approximately one-mile spacing. Between the “inner” ring road and CTH H, the proposed “outer” ring road extension would provide the desirable spacing in the southern portion of the Elkhorn area consistent with planned development in the Elkhorn future sanitary sewer service area (See Map 8). Between CTH H and STH 11, the proposed “outer” ring road extension would serve predominately planned rural development, except for an area of planned urban development located along CTH NN, including the County’s Lakeland Complex. However, this area can be considered adequately served by an existing arterial facility—CTH NN. The City of Elkhorn comprehensive plan recommends urban development in the eastern portion of the City of Elkhorn outside of the planned Elkhorn sanitary sewer service area to occur beyond the year 2035.





Therefore, it is recommended that the alignment of the “inner” ring road be refined consistent with the City of Elkhorn comprehensive plan. It is further recommended that the plan recommend as an arterial, consistent with the City of Elkhorn comprehensive plan, the extension of an “outer” ring road between the “inner” ring road and CTH H to serve planned urban development in the southern portion of the Elkhorn area, and the reservation of right-of-way for the extension of the “outer” ring road between CTH H and STH 11 to serve the urban development planned to occur beyond the year 2035 in the eastern portion of the Elkhorn area (see Map 9). The refinement of the “inner” ring road and the addition of the planned “outer” ring road would result in a net increase of 3.4 miles to the planned arterial system.

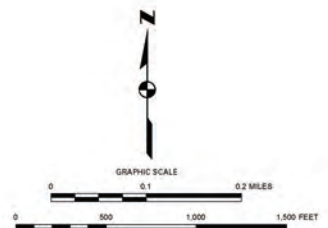


Map 5

ALTERNATIVE ALIGNMENTS FOR THE EXTENSION OF FOUNDRY ROAD IN THE VILLAGE OF DARIEN



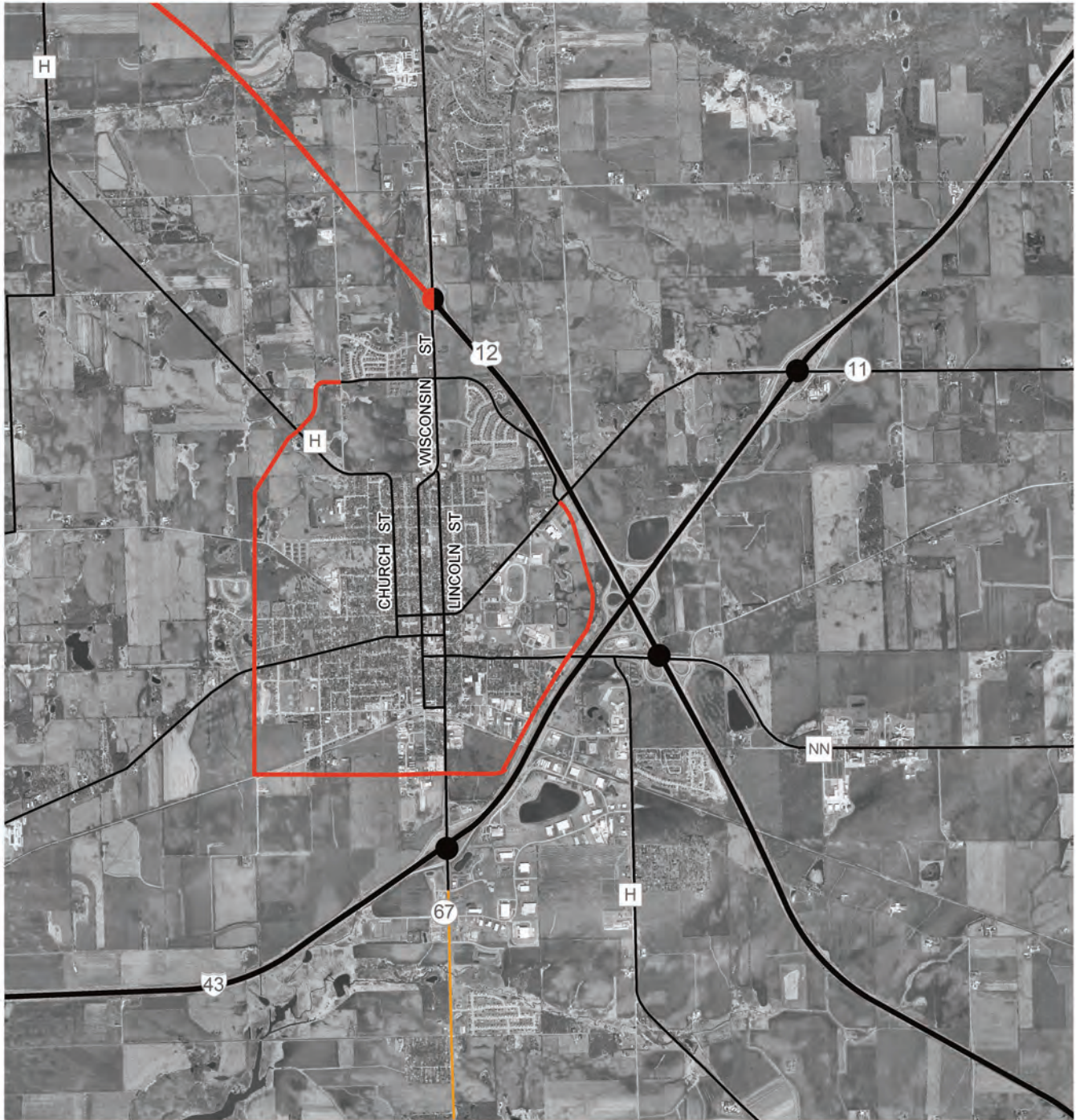
-  PLANNED EXTENSION OF FOUNDRY ROAD
-  ALTERNATIVE ONE
-  ALTERNATIVE TWO
-  OTHER PLANNED ARTERIALS



Source: SEWRPC.

Map 6

FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE ELKHORN AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN

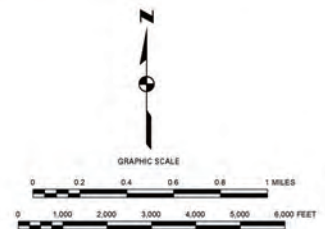


ARTERIAL STREET OR HIGHWAY

- NEW
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

FREEWAY INTERCHANGE

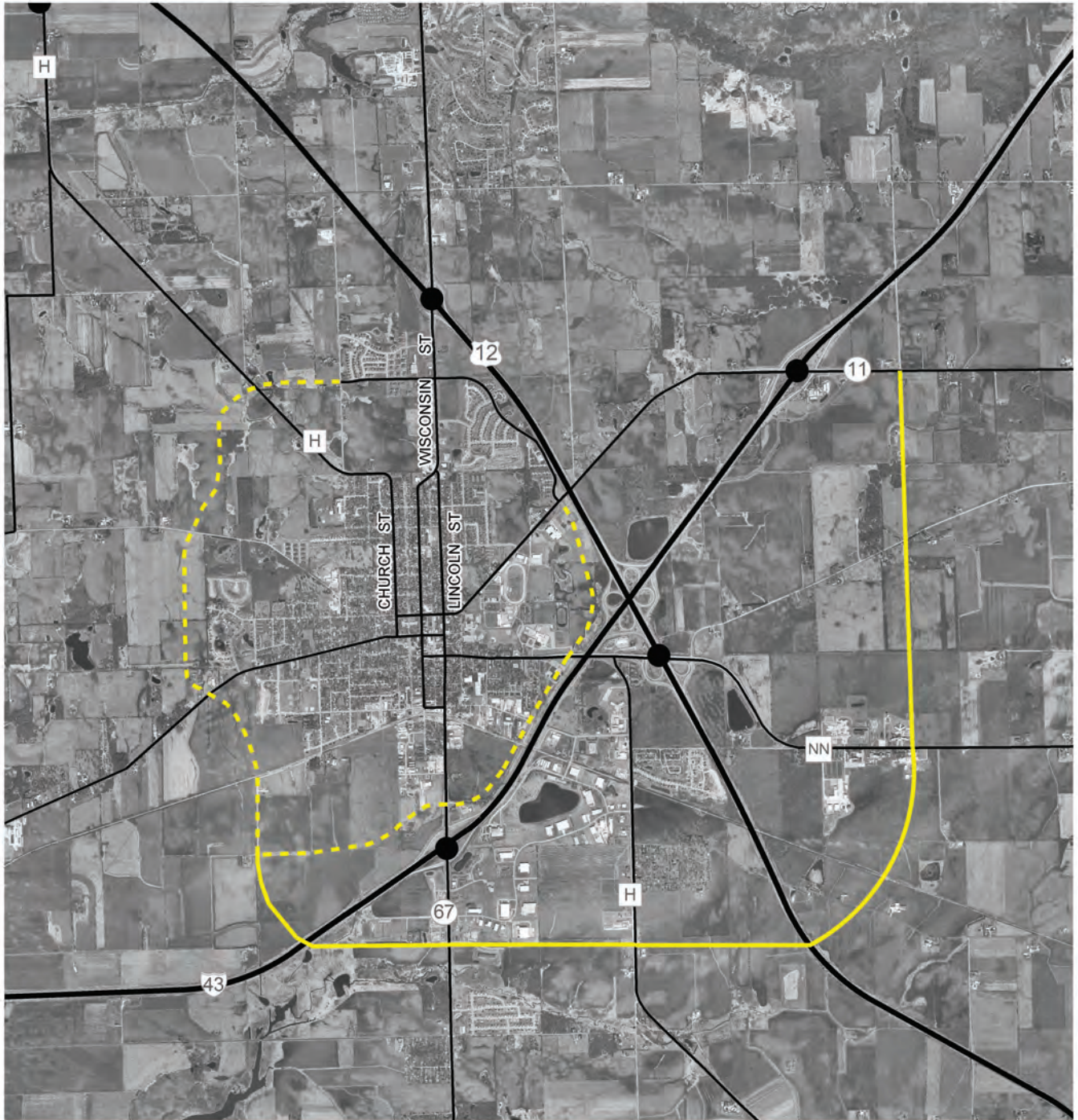
- ◐ NEW HALF
- EXISTING






Source: SEWRPC.

Map 7


PROPOSED ELKHORN RING ROAD ALIGNMENTS  
RECOMMENDED IN THE CITY OF ELKHORN COMPREHENSIVE PLAN



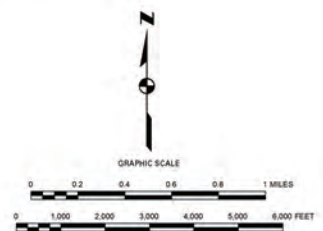
ARTERIAL STREET OR HIGHWAY

-  PROPOSED "INNER" RING ROAD ALIGNMENT
-  PROPOSED "OUTER" RING ROAD ALIGNMENT
-  OTHER PLANNED ARTERIALS

FREEMWAY INTERCHANGE

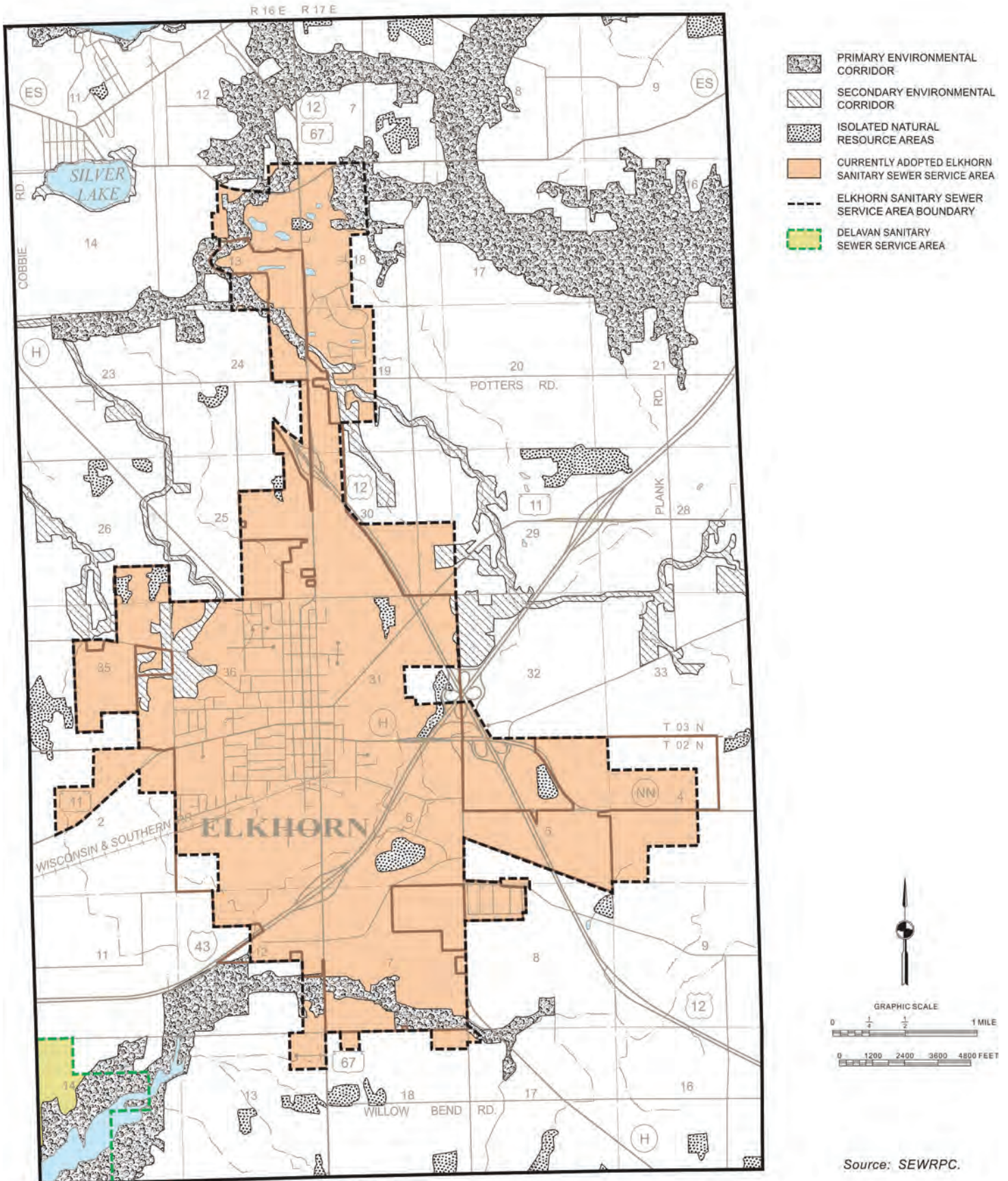
-  EXISTING OR PLANNED INTERCHANGE

Source: SEWRPC.



Map 8

CITY OF ELKHORN PLANNED SANITARY SEWER SERVICE AREA



Map 9

FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE ELKHORN AREA  
IN THE YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



ARTERIAL STREET OR HIGHWAY

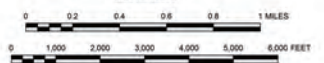
- NEW
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

FREEWAY INTERCHANGE

- ◐ NEW HALF
- EXISTING



GRAPHIC SCALE



Source: SEWRPC.

***Reconsider the Planned Alignment of the Proposed New Arterial between Main Street and Tratt Street in the City of Whitewater***

The year 2035 regional transportation plan and the Walworth County jurisdictional highway system plan recommend the extension of Indian Mound Parkway between Main Street and Tratt Street (See Map 10). This alignment is consistent with the City of Whitewater's neighborhood development plan for the western portion of the Whitewater area completed in 2000.

The City of Whitewater asked the Commission staff to reconsider the extension of Indian Mound Parkway between Main Street and Tratt Street, and as an alternative, consider the addition of a new east-west arterial between Main Street and Tratt Street along the Jefferson County line. A study of the extension of Indian Mound Parkway between Main Street and Tratt Street by the City of Whitewater indicated that the wetlands located along the planned route of the Indian Mound Parkway extension would likely prevent implementation of the planned extension of Indian Mound Parkway as shown on the plan. The new east-west arterial would provide a more desirable arterial spacing for existing and planned future development in the western portion of the Whitewater area. Like the Indian Mound Road extension, the new east-west arterial is also recommended as a new facility in the City's development plan.

It is therefore recommended that the Walworth County jurisdictional highway system plan show the conceptual alignment of a new east-west arterial between Main Street and Tratt Street along the Jefferson County line, and the planned extension of Indian Mound Parkway between Main Street and Tratt Street be removed from the plan. A preliminary engineering study should be undertaken by the City of Whitewater to establish the centerline alignment for the extension. The addition of the new east-west arterial and removal of the extension of Indian Mound Parkway between Main Street and Tratt Street would result in a net increase of 0.2 miles to the planned arterial system.

***Consider the Need for an Extension of Indian Mound Parkway between Walworth Street and STH 59 in the City of Whitewater***

In an existing or planned urban area of medium density, the year 2035 regional transportation plan recommends a grid of arterial streets at approximately one-mile spacing. The addition of an extension of Indian Mound Parkway between Walworth Street and STH 59 would further provide the desirable one-mile spacing in the southwest portion of the Whitewater area consistent with the planned development in the Whitewater future sanitary sewer service area (see Map 11).

Therefore, it is recommended that the county jurisdictional highway system plan recommend the potential alignment for the extension of Indian Mound Parkway between Walworth Street and STH 59 (see Map 12). A preliminary engineering study should be undertaken by the City of Whitewater to establish the centerline alignment for the extension. The addition of this facility to the Walworth County jurisdictional highway system plan as an arterial would increase the planned arterial system by about 1.2 miles.

***Consider as an Addition to the Planned Arterial System, Starin Road between Tratt Street and Fremont Street and its Planned Extension between Fremont Street and Newcomb Street (STH 59) in the City of Whitewater***

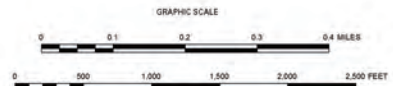
In an existing and planned urban area of medium density, the year 2035 regional transportation plan recommends a grid of arterial streets at approximately one mile spacing. Starin Road and its planned extension is located about 0.3 to 0.6 miles north of Main Street (see Map 13). However, Starin Road and its planned extension would directly serve the University of Wisconsin-Whitewater campus and a planned technology park to be located in the eastern portion of the City. In addition, existing year 2006 average weekday traffic volumes on Starin Road between Tratt Street and Fremont Street range from 2,200 to 5,200 vehicles, indicating that Starin Road is beginning to function as an arterial rather than a collector facility. Also, the proposed extension of Starin Road between Fremont Street and STH 59 would provide another crossing of Whitewater Creek, and may divert some traffic from the Main Street crossing of Whitewater Creek.

**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE NORTHWEST  
WHITWATER AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**



- ARTERIAL STREET OR HIGHWAY**
- NEW
  - WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
  - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
  - - - POTENTIAL NEW CONNECTION

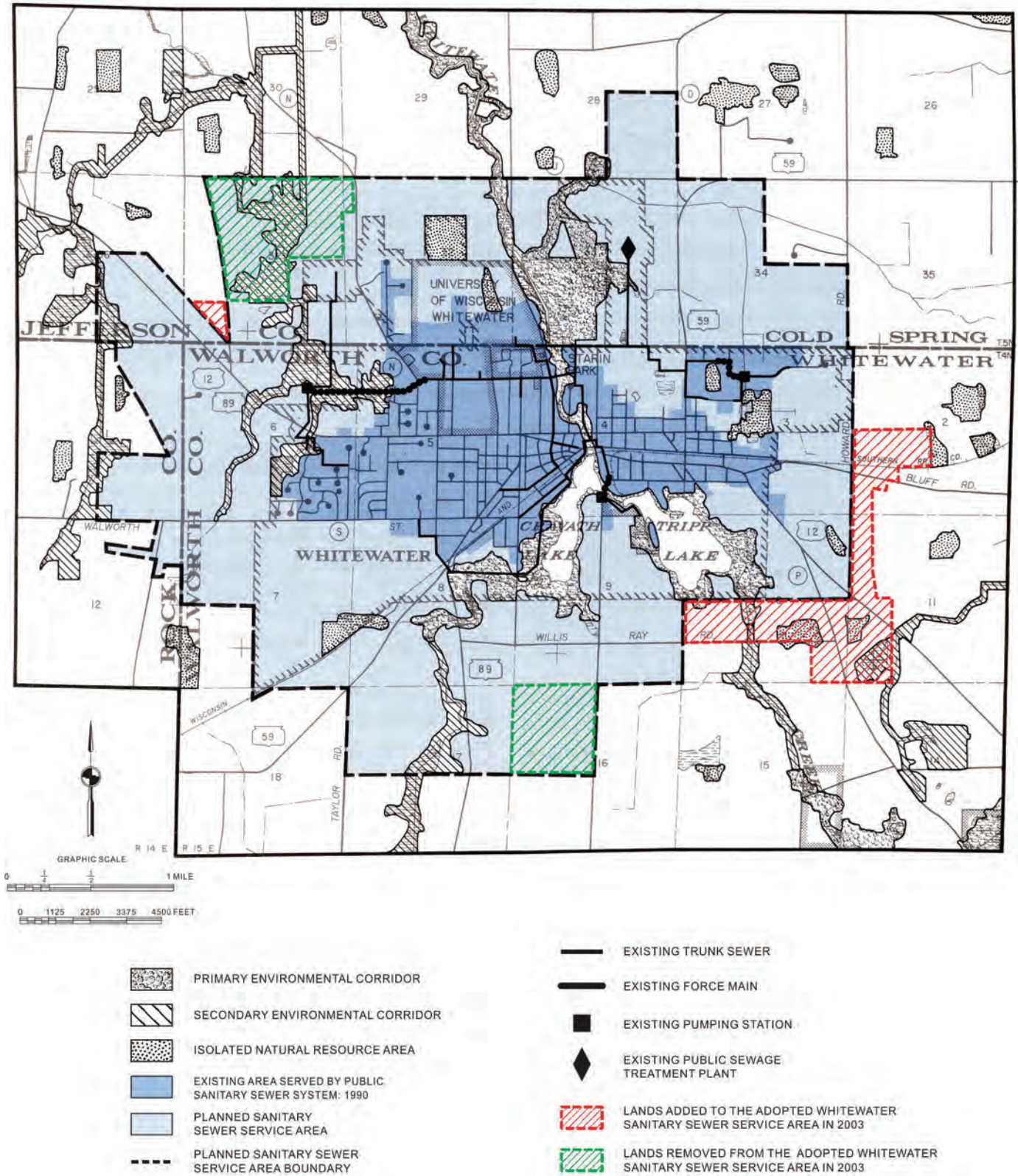
- FREEWAY INTERCHANGE**
- NEW



Source: SEWRPC.

Map 11

CITY OF WHITEWATER PLANNED SANITARY SEWER SERVICE AREA



Source: SEWRPC.



Map 12

**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE SOUTHWEST  
WHITWATER AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**

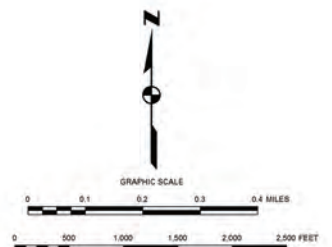


**ARTERIAL STREET OR HIGHWAY**

- 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

- POTENTIAL SEGMENT TO BE OPERATED AS AN ARTERIAL
- - - POTENTIAL NEW CONNECTION

- FREEWAY INTERCHANGE**
- NEW



Source: SEWRPC.

**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE NORTH  
WHITWATER AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**



**ARTERIAL STREET OR HIGHWAY**

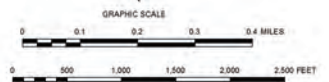
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

— SEGMENT TO BE OPERATED AS AN ARTERIAL

- - - POTENTIAL NEW CONNECTION

**FREEWAY INTERCHANGE**

● NEW



Source: SEWRPC.

Accordingly, it is recommended that the county jurisdictional highway system plan recommend Starin Road between Tratt Street and Fremont Street be added to the planned arterial street and highway system, and the potential conceptual alignment for the extension of Starin Road between Fremont Street and Newcomb Street (STH 59). A preliminary engineering study should be undertaken by the City of Whitewater to establish the centerline alignment for the extension. The addition of this facility to the Walworth County jurisdictional highway system plan as an arterial would increase the planned arterial system by about 1.6 miles.

***Consider Alternatives to Providing Four Traffic Lanes on STH 50 through the City of Lake Geneva to Address Existing and Future Congestion***

STH 50 is the only east-west arterial route through the City of Lake Geneva (see Map 14). The segment of STH 50 in the City of Lake Geneva 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 50 which should be studied in more detail in the Walworth County jurisdictional highway system plan. The City of Lake Geneva's central business district is located along STH 50 between Cook Street and Mill Street. Over the last 20 years, City officials and residents have expressed opposition to many measures proposed to alleviate congestion and have indicated a willingness to accept the traffic congestion and attendant consequences. The stated opposition to the measures—which ranged from parking reconfiguration and/or prohibitions to a bypass—has generally been expressed as one of two general themes: 1) the proposed measure would have an adverse impact on the City's business climate and economy, or 2) the proposed measure would have an adverse impact on the ambiance or character of the central business district, in particular, and of the City, in general.

STH 50 between Lakeview Drive and Maxwell Street is a two traffic lane urban roadway approximately 24 feet wide, with an overall right-of-way width ranging from 66 to 86 feet. There is no parking on this segment of STH 50. In 2005, the average weekday traffic volumes on STH 50 between Lakeview Drive and Maxwell Street was 11,500 vehicles, below the design capacity of 14,000 vehicles per average weekday. Forecast year 2035 average weekday traffic volume on STH 50 between Lakeview Drive and Maxwell Street are 15,000 vehicles per average weekday, exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

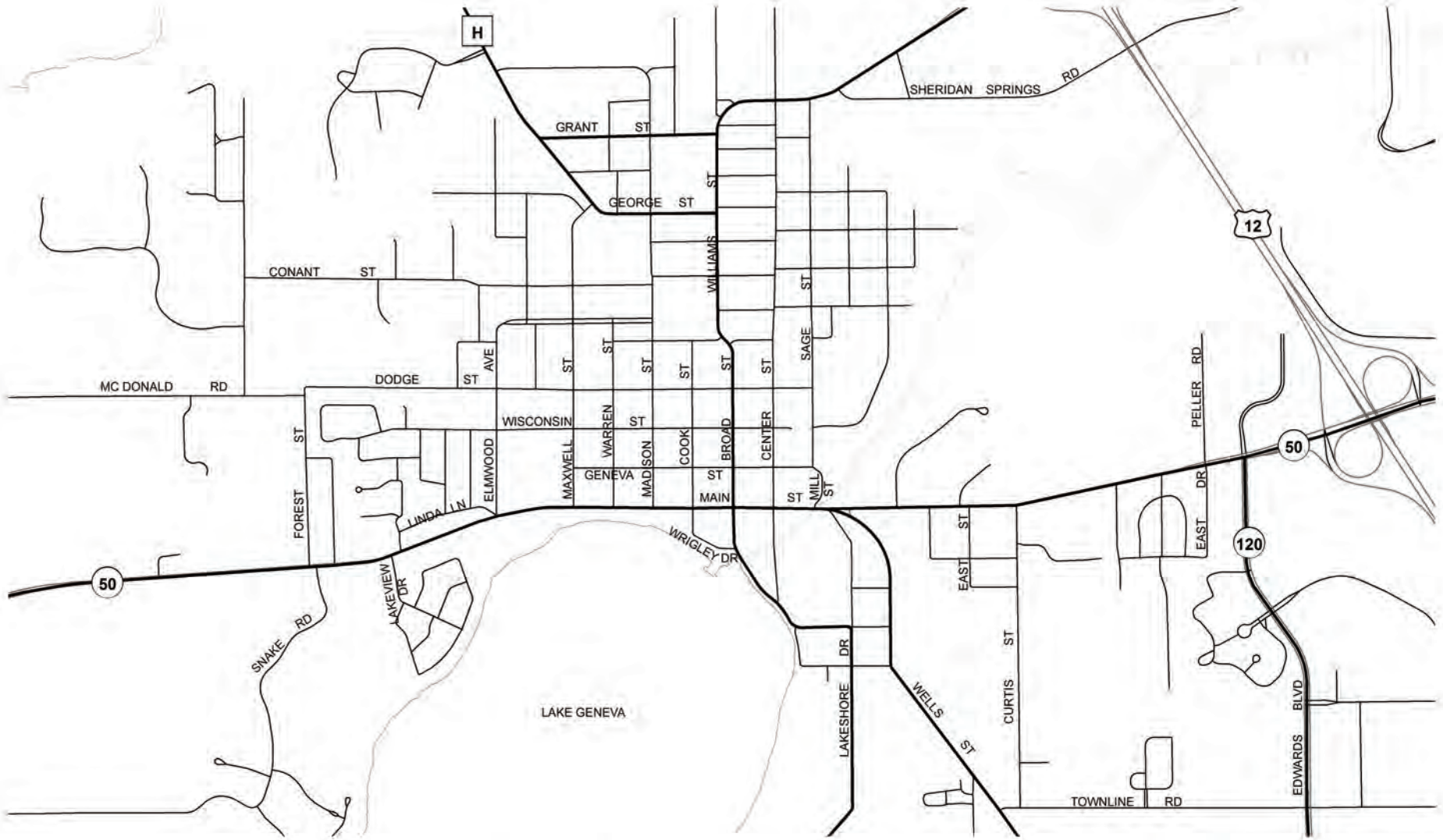
Between Maxwell Street and Cook Street, STH 50 is approximately 50 feet in width with two traffic lanes and one parking or auxiliary lane, with an overall right-of-way width of 100 feet. Angle parking is generally permitted on the south side of STH 50. In 2005, the average weekday traffic volumes on STH 50 between Maxwell Street and Cook Street was 13,800 vehicles, just below the design capacity of 14,000 vehicles per average weekday. Forecast year 2035 average weekday traffic volume on STH 50 between Maxwell Street and Cook Street are 15,000 vehicles per average weekday, exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

Between Cook Street and Mill Street, STH 50 is approximately 70 feet in width with two traffic lanes and two parking or auxiliary lanes, with an overall right-of-way width of 100 feet. Angle parking is generally permitted on both sides of STH 50 between Cook Street and Center Street, and parallel parking is generally permitted on both sides of STH 50 between Center Street and Mill Street. In 2005, the average weekday traffic volumes on STH 50 between Cook Street and Mill Street ranged from 18,400 to 22,000 vehicles, exceeding the design capacity of 14,000 vehicles per average weekday. Forecast year 2035 average weekday traffic volume on STH 50 between Maxwell Street and Cook Street range from 21,000 to 24,000 vehicles per average weekday, again exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

Between Mill Street and Wells Street, STH 50 ranges from 30 to 42 feet in width with two traffic lanes and two auxiliary lanes, with an overall right-of-way width of 100 feet. Parking is prohibited on this section of STH 50. In 2005, the average weekday traffic volumes on STH 50 between Mill Street and Wells Street was 22,000 vehicles, exceeding the design capacity of 14,000 vehicles per average weekday. Forecast year 2035 average

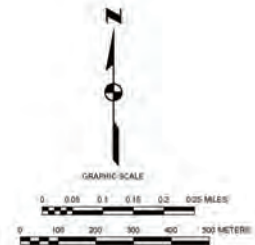
Map 14

ARTERIAL STREETS AND HIGHWAYS IN THE CITY OF LAKE GENEVA AREA



— ARTERIAL STREET OR HIGHWAY

Source: SEWRPC.



weekday traffic volume on STH 50 between Mill Street and Wells Street are 24,000 vehicles per average weekday, again exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

Between Wells Street and Curtis Street, STH 50 is a two-traffic lane urban roadway, with an overall right-of-way width of 100 feet. STH 50 is approximately 30 feet in width between Wells Street and East Street, and 44 feet in width between East Street and Curtis Street. Parking is generally prohibited between Wells Street and Curtis Street, except for the south side of STH 50 between East Street and Curtis Street where angle parking is permitted. In 2005, the average weekday traffic volumes on STH 50 between Wells Street and Curtis Street was 15,300 vehicles, exceeding the design capacity of 14,000 vehicles per average weekday. Forecast year 2035 average weekday traffic volume on STH 50 between Wells Street and Curtis Street ranges from 17,000 to 18,000 vehicles per average weekday, again exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

Between Curtis Street and STH 120, STH 50 is generally 40 feet in width with two-traffic lanes and two auxiliary lanes, with an overall right-of-way of 75 feet, except for the segment between East Drive and STH 120, where the road widens to four-traffic lanes with auxiliary lanes at the intersection. STH 50 between Wells Street and Curtis Street has a mixture of urban and rural cross-sections. In 2005, the average weekday traffic volumes on STH 50 between Curtis Street and STH 120 was 15,300 vehicles, exceeding the design capacity of 14,000 vehicles per average weekday. Forecast year 2035 average weekday traffic volume on STH 50 between Curtis Street and STH 120 ranges from 17,000 to 18,000 vehicles per average weekday, again exceeding the 14,000 vehicles per average weekday design capacity of the existing two traffic lane arterial.

Thus, consideration of improvements is warranted on STH 50 between its intersection with Lakeview Drive and the intersection of STH 120 to alleviate the congestion expected under existing or future forecast year 2035 traffic volumes. Potential options to alleviate congestion of STH 50 through the City of Lake Geneva include the provision of a bypass route north or south of the City, the provision of four traffic lanes on the current alignment, and some combination of traffic engineering and physical improvements.

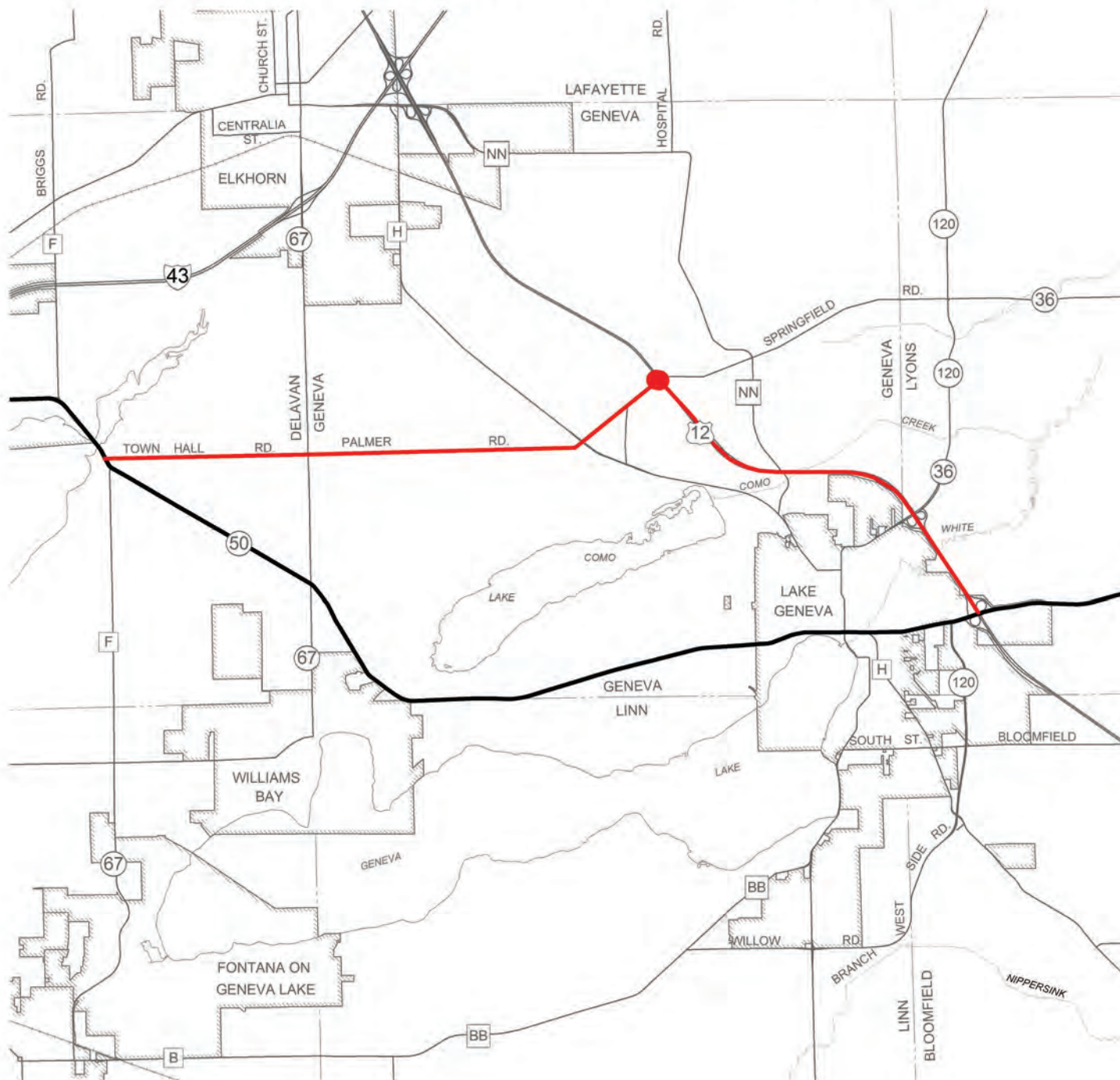
One alternative considered was the provision of a southern STH 50 bypass which would reroute STH 50 south of the City of Lake Geneva. Because of Geneva Lake's proximity to STH 50, the southern bypass would have to be routed around the eastern, southern, and western shores of Geneva Lake. Such a bypass must be located relatively close to the Lake Geneva area to have the potential to attract any significant traffic. Given the size and location of Lake Geneva, the travel indirection attendant to this bypass is estimated to virtually double the travel distance and time compared to the existing route of STH 50 making such a route likely infeasible.

Another alternative considered was the provision of a northern STH 50 bypass which would reroute STH 50 north of the City of Lake Geneva. A potential northern bypass was identified as shown on Map 15 that would be routed concurrent with USH 12 from its current STH 50 interchange to a new interchange at Springfield Road, then routed over a new facility connecting Springfield Road at USH 12 with Palmer Road at CTH H, and then over Town Hall Road and Palmer Road to STH 50 near Delavan Lake. Analyses of the potential northern bypass indicated that the bypass route may be expected to have the potential to divert some traffic—about 2,000 vehicles per average weekday—from STH 50 in the City of Lake Geneva. However, it would not remove enough traffic volume to eliminate the need for the provision of four traffic lanes on STH 50 through the City of Lake Geneva. In addition, this particular northern bypass route received an overwhelmingly negative reaction from the public, as well as, the mayor of the City of Lake Geneva, the town chairman of the Town of Geneva and a town supervisor from the Town of Delavan, when presented at public hearings during the conduct of a previous jurisdictional highway system plan update completed in 1991.

Another alternative that was considered, but rejected, is the provision of informational guide signs on STH 50, USH 12, and IH 43 approaches to STH 50 between the Cities of Delavan and Lake Geneva in an attempt to divert STH 50 traffic to the USH 12 and IH 43 freeways. This alternative has been at least partially implemented with the installation of "FREEWAY ROUTE TO DELAVAN" signs with an arrow on USH 12 immediately south of

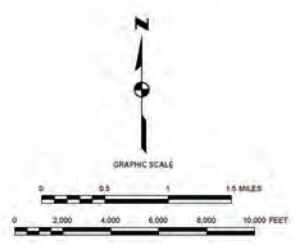
Map 15

POTENTIAL NORTHERN BYPASS ROUTE FOR STH 50 IN THE CITY OF LAKE GENEVA



- EXISTING STH 50 ROUTE
- POTENTIAL NORTHERN BYPASS ROUTE
- POTENTIAL NEW INTERCHANGE

Source: SEWRPC.



STH 50, on STH 50 immediately east of USH 12, and on USH 12 immediately north of STH 67. Because average weekday traffic volumes have remained steady or increased on STH 50 through the City of Lake Geneva since the signing was installed, it may be concluded that the existing signing was no more than marginally successful in diverting traffic from STH 50.

Another alternative considered consisted of providing four traffic lanes on STH 50 between Lakeview Drive and STH 120. Some segments would require widening to add two traffic lanes within existing right-of-way, while others may add the proposed lanes by converting angle parking to parallel parking. One segment could add the proposed lanes within the existing cross-section. Under this alternative four traffic lanes may be provided on STH 50 between Lakeview Drive and STH 120 as follows:

- Lakeview Drive to Maxwell Street – Improve and widen within existing right-of-way (66 to 86 feet) to urban four-traffic lane roadway (48 feet from curb-to-curb).
- Maxwell Street to Cook Street – Improve and widen within existing right-of-way (100 feet) to urban four-traffic lane roadway and converting angle parking to parallel parking on the south side of STH 50 (60 feet from curb-to-curb).
- Cook Street to Center Street – Provide over the existing 70 foot wide roadway four-traffic lanes (50 feet in width) and two parallel parking lanes (20 feet in width) by converting angle parking to parallel parking between Cook Street and Center Street.
- Center Street to Mill Street – Provide over the existing 70 foot wide roadway four traffic lanes (50 feet in width) and two parallel parking lanes (20 feet wide).
- Mill Street to Curtis Street – Improve and widen within existing right-of-way (100 feet) to urban four-traffic lanes, and converting angle parking to parallel parking between East Street and Curtis Street (52 feet from curb-to-curb between Mill Street and East Street and 60 feet from curb-to-curb between East Street and Curtis Street), including the widening of the bridge over the White River.
- Curtis Street to STH 120 – Improve and widen within existing right-of-way (75 feet) to urban four-traffic lanes (52 feet from curb-to-curb).

However, it may be difficult to provide the needed four traffic lanes on STH 50 through the City of Lake Geneva, particularly between Maxwell Street and Center Street, as on-street parking is heavily used along the public park located between Maxwell Street and Cook Street, and in the business district between Cook Street and Center Street, and as the reduction of available parking along STH 50 has historically been opposed by the City. However, alternative off-street parking could be provided along with signing to ease the impact of the loss of parking.

Another alternative considered was potential traffic engineering improvements, like those proposed in an improvement plan prepared for the City of Lake Geneva and the Wisconsin Department of Transportation in 1998. This planning effort was guided by an advisory committee comprised of representatives from local businesses, organizations, and City elected officials, that was aided by technical staff consisting of consultants, and City, State, and Commission staff. The plan recommended, like the regional transportation plan and Walworth County jurisdictional highway system plan, that four traffic lanes be provided on STH 50 between Center Street and STH 120. The plan also recommended that the existing two traffic lane cross-sections be retained on STH 50 west of Center Street, and instead implement a number of traffic engineering improvements (see Map 16). The traffic engineering improvements identified in the plan included the relocation of Wells Street to provide a 90 degree intersection with STH 50 and the extension of Geneva Street between STH 50 at the realigned Wells Street and Sage Street/Mill Street. These improvements were recommended to improve traffic circulation to and from the downtown area, to provide better access to parking facilities and businesses north of STH 50, and to address safety issues at the existing intersection of Wells Street and STH 50. The realignment of Wells Street at STH 50 would require the taking of an existing business located on the southeast corner of the intersection. The plan also recommended the conversion of Sage Street from a two-way operation to a southbound one-way operation

Map 16

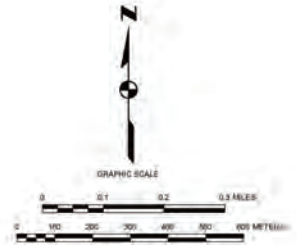
POTENTIAL TRAFFIC ENGINEERING IMPROVEMENTS IN THE CITY OF LAKE GENEVA AREA



— ARTERIAL STREET OR HIGHWAY

POTENTIAL TRAFFIC ENGINEERING IMPROVEMENTS

- ① REALIGNMENT OF WELLS STREET
- ② EXTENSION OF GENEVA STREET
- ③ CONVERT SAGE STREET TO SOUTHBOUND ONE-WAY OPERATION
- ④ PROVIDE TRAFFIC SIGNAL AT CENTER STREET AND GENEVA STREET
- ⑤ REMOVAL OF ACCESS TO MILL STREET FROM STH 50
- ⑥ PROHIBIT LEFT TURN MOVEMENTS ONTO LAKESHORE DRIVE FROM STH 50
- ⑦ CLOSURE OR MODIFICATION OF LINDA LANE AT ELMWOOD AVENUE AND STH 50
- ⑧ PROVIDE LEFT TURN LANES AT COOK STREET/WRIGLEY DRIVE AND STH 50



Source: SEWRPC.



between Dodge Street and Geneva Street, the provision of traffic signals at the intersection of Center Street and Geneva Street, the removal of access to Mill Street from STH 50, the prohibition of left-turning movements onto Lake Shore Drive from STH 50, the closure or modification of Linda Lane at the intersection of Elmwood Avenue and STH 50, and the provision of left turn lanes at the intersection of Cook Street/Wrigley Drive and STH 50.

The Walworth County Jurisdictional Highway Planning Committee recommended that the Walworth County jurisdictional highway system plan recommend that STH 50 remain a two lane facility through the City of Lake Geneva. In addition, it was recommended that the Commission staff assist the City of Lake Geneva in developing traffic engineering measures to alleviate traffic congestion.

***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***

In rural areas, it is recommended that arterial facilities be provided at intervals of no less than two miles in each direction. Bowers Road between IH 43 and CTH ES is located about 2.0 miles west of STH 120 and 1.0 east of CTH ES, and CTH N between CTH ES and STH 20 is located about 1.0 miles west of Town Line Road and over five miles east of USH 12 (see Map 17). While these segments of Bowers Road and CTH N would not provide the recommended spacing for rural areas, they would provide service to the existing interchange at IH 43, and would provide system continuity between CTH D and STH 20.

Accordingly, it is recommended that Bowers Road between IH 43 and CTH ES, and CTH N between CTH ES and STH 20 be added to the plan as an arterial to serve rural development west of the Village of East Troy, to serve the freeway interchange at IH 43, and to provide system continuity between CTH D and STH 20. As a result of the foregoing recommendation, the spacing between CTH ES and Bowers Road would be less than what is recommended for planned rural development. Consequently, it is further recommended that CTH ES between CTH A and CTH D be removed from the plan as an arterial as the lands currently served by this section of CTH ES could be considered served by other existing arterials. The addition of Bowers Road between IH 43 and CTH ES, and CTH N between CTH ES and STH 20 to the regional transportation plan and Walworth County jurisdictional highway system plan, and the removal of CTH ES between CTH A and CTH D from the plan would result in a net increase of 1.4 miles to the planned arterial street and highway system.

***Consider Pickeral Lake Road between STH 20 and CTH J as an Alternative to the Planned Arterial Routes of Townline Road between STH 20 and CTH J and of CTH N between STH 20 and CTH J***

The year 2035 regional transportation plan and Walworth County jurisdictional highway system plan recommends Townline Road between STH 20 and CTH J, and CTH N between STH 20 and CTH J to provide approximately two mile spacing in a rural portion of Walworth County (See Map 17). This recommendation is not new, as both of these segments of Townline Road, and CTH N were recommended as arterial facilities in the original jurisdictional highway system plan for Walworth County adopted in 1973.

Pickeral Lake Road between STH 20 and CTH J would provide more desirable arterial spacing for existing and planned rural development in the northeastern portion of Walworth County, than would Townline Road, and CTH NN. This segment of Pickeral Lake Road, along with the previously recommended additions to the planned arterial street and highway system—Bowers Road between CTH D and CTH ES, and CTH N between CTH ES and STH 20—would provide system continuity between CTH D and CTH J. In addition, these segments would serve an existing interchange at IH 43. However, the Town of Troy had indicated opposition to Pickeral Lake Road between STH 20 and CTH J as an arterial and suggested instead that CTH N between STH 20 and CTH J remain on the planned arterial street and highway system.

It is therefore recommended that the jurisdictional plan map continue to identify CTH N between STH 20 and CTH J as an arterial route, and that Townline Road between STH 20 and CTH J be recommended as a nonarterial facility. The removal of Town Line Road between STH 20 and CTH J from the regional transportation plan and Walworth County jurisdictional highway system plan would result in a net decrease of 2.6 miles to the planned arterial street and highway system.




Map 17

FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE EAST TROY AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN



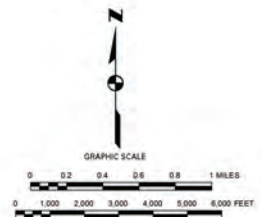
ARTERIAL STREET OR HIGHWAY

FREEWAY INTERCHANGE

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

-  EXISTING

Source: SEWRPC.



***Consider the Removal from the Planned Arterial System of Sharon-Darien Town Line Road between CTH X and CTH O***

The year 2035 regional transportation plan and the Walworth County jurisdictional highway system plan recommends Sharon-Darien Town Line Road between CTH X and CTH O as an east-west arterial south of the Village of Darien (see Map 18). In rural areas, it is recommended that arterial facilities be provided at no less than two miles in each direction. Sharon-Darien Town Line Road is generally less than 1.3 miles south of CTH X and USH 14. Current year 2006 traffic volume on Sharon-Darien Town Line Road is less than 300 vehicles per average weekday. Further, Sharon-Darien Town Line Road does not function as an arterial, and may not warrant the designation as an arterial by the year 2035 based on planned development. The Town of Darien indicated opposition to removing the segment of Sharon-Darien Town Line Road between USH 14 and CTH O, as it would provide service to USH 14 for the southeast Delavan Lake area. The Walworth County Jurisdictional Highway Planning Advisory Committee recommended that Sharon-Darien Town Line Road between CTH X and USH 14 be removed from the planned arterial street and highway system. The deletion of this facility from the regional transportation system plan and the Walworth County jurisdictional highway system plan would reduce the planned arterial street and highway mileage by about 3.9 miles.

***Consider the Removal from the Planned Arterial System of South Road and Mill Street between STH 50 and STH 36***

The year 2035 regional transportation plan and the Walworth County jurisdictional highway system plan recommend South Road and Mill Street between STH 50 and STH 36 as a north-south arterial. In rural areas, it is recommended that arterial facilities be provided at intervals of no less than two miles in each direction. South Road and Mill Street are located 3.0 miles east of STH 120 (see Map 19).

South Road between STH 50 and Spring Valley Road is part of a 19.5 mile rustic road system within the Town of Lyons.<sup>2</sup> In order to be designated as a rustic road, a facility should be bordered by outstanding natural features or open vistas and should be a low traffic volume, local access road. Roadways are added to the system at the discretion of the Rustic Roads Board of the Wisconsin Department of Transportation upon petition by a local municipality. South Road between STH 50 and Spring Valley Road is a two traffic lane rural roadway approximately 20 feet wide with three foot shoulders. Changes to the roadway cross-section and horizontal and vertical alignment of facilities designated as rustic roads are not permitted so as to preserve the characteristics of the facility which led to its designation as a rustic road. Thus, its designation as a rustic road precludes its reconstruction to the cross-section desired for an arterial facility which includes a 24 feet wide pavement with 10 feet wide shoulders.

The current year 2002 average weekday traffic volume on South Road between STH 50 and Spring Valley Road is 700 vehicles per average weekday, while the current year 2005 average weekday traffic volume on Mill Street between Spring Valley Road and STH 36 is 2,200 vehicles per average weekday. South Road and Mill Street between STH 50 and STH 36 currently do not function as arterials and may not be expected to warrant designation as arterials by the year 2035 based on planned development in the Town of Lyons. It is therefore recommended that South Road and Mill Street between STH 50 and STH 36 be removed from the arterial system, based on planned development. The deletion of these facilities from the regional transportation plan and the Walworth County jurisdictional highway system plan would reduce the arterial street and highway mileage by about 4.1 miles.

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<sup>2</sup>*The Rustic Roads System in Wisconsin provides a linear park-like system of lightly traveled country roads intended to accommodate leisurely enjoyment of the outstanding natural features or open vistas bordering the roadway by motorists, bicyclists, and pedestrians alike.*

Map 18

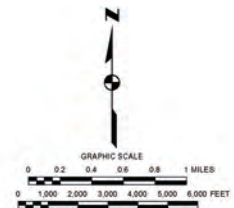
FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE SOUTHERN DARIEN AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN



- ARTERIAL STREET OR HIGHWAY
- NEW
  - RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES OR NEW FACILITY)
  - RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
  - POTENTIAL SEGMENT TO BE REMOVED FROM ARTERIAL SYSTEM

- FREEWAY INTERCHANGE
- EXISTING

Source: SEWRPC.



**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE LYONS AREA UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN**

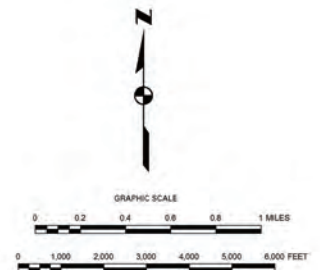


**ARTERIAL STREET OR HIGHWAY**

- 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
- POTENTIAL SEGMENT TO BE REMOVED FROM ARTERIAL SYSTEM

**FREEWAY INTERCHANGE**

- EXISTING



***Reconsider the Proposed Removal from the Planned Arterial System of CTH O between USH 12 and STH 11; and 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***

The Walworth County jurisdictional highway system plan has long recommended, as shown on Map 20, that CTH O between STH 11 and USH 12 not be proposed as a planned arterial facility and retained as a county trunk highway, but rather, Briggs Road, Hazel Ridge Road, Granville Road, Sugar Creek Road, and Cobbie Road be proposed as an arterial facility and be converted to a county trunk highway. This has been long proposed due to the relative close spacing of CTH O and CTH P, and the potential of Briggs Road, Hazel Ridge Road, Granville Road, Sugar Creek Road, and Cobbie Road together with CTH H and CTH F to provide a continuous arterial and county trunk highway. However, the proposed change has not been implemented for over 35 years.

The Walworth County Jurisdictional Highway Planning Committee unanimously recommended that the Walworth County jurisdictional highway system plan recommend CTH O between USH 12 and STH 11 be added to the Walworth County planned arterial street and highway system and that 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 be removed from the Walworth County planned arterial street and highway system.

***Reconsider the Proposed Removal from the Planned Arterial System of CTH M between STH 89 and CTH P***

The year 2035 regional transportation plan and the Walworth County jurisdictional highway system plan shows CTH M between STH 89 and CTH P as a non-arterial facility. In rural areas, it is recommended that arterial facilities be provided at intervals no less than two miles in each direction. CTH M is generally located 0.5 to 2.5 miles north of STH 11 (see Map 21).

The current year 2002 average weekday traffic volumes on this segment of CTH M between STH 89 and CTH P is 400 vehicles per average weekday. Additionally, CTH M 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 Towns of Darien and Richmond. Accordingly, it is recommended that the plan continue to show CTH M between STH 89 and CTH P as a non-arterial facility in the Towns of Darien and Richmond, based on planned development.

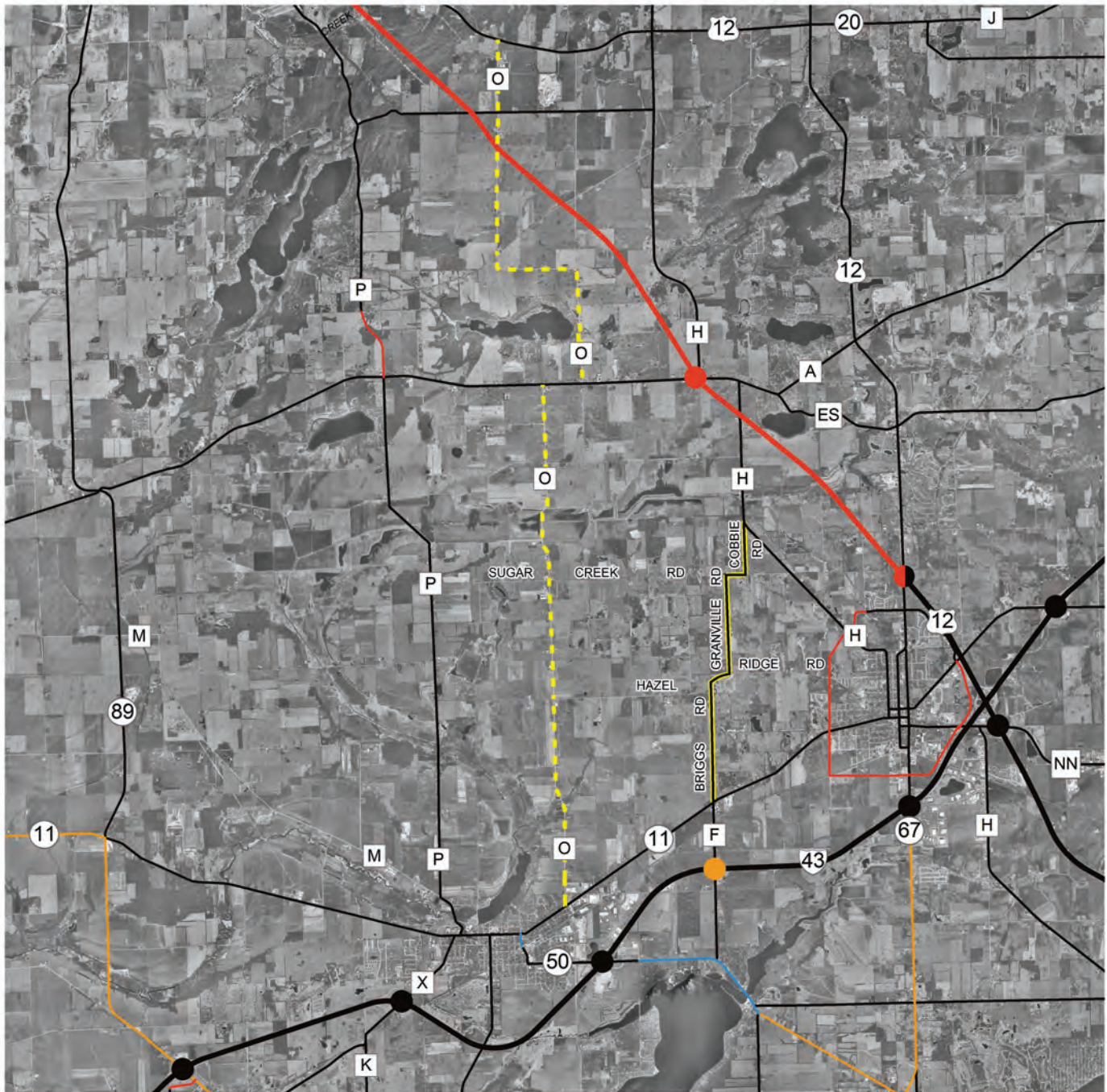
***Reconsider the Proposed Realignment of CTH P North of CTH A***

The year 2035 regional transportation plan and the Walworth County jurisdictional highway system plan recommends the realignment of CTH P (west) from Territorial Road south to the intersection of CTH A and CTH P (east), as delineated by the black line shown on Map 22. The Town of Richmond asked the Commission staff to reconsider the proposed alignment of CTH P due to development that has occurred east of CTH P and south of Territorial Road that is potentially located along the conceptual route of the alignment shown. The proposed alignment shown is conceptual, indicating the need to provide system continuity on CTH P between USH 12 in Whitewater and STH 11 in Delavan. Commission staff recommended that the conceptual alignment of the planned realignment be refined to avoid existing development, and also reduce the disturbance of an isolated natural resource area located east of CTH P and south of Territorial Road, as delineated by the red line on Map 22. However, the Town of Richmond expressed opposition to any realignment of CTH P north of CTH A and suggested the removal of the proposed realignment from the plan.

The Walworth County Jurisdictional Highway Planning Committee unanimously approved a recommendation that the planned extension of CTH P be removed from the jurisdictional plan.

Map 20

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

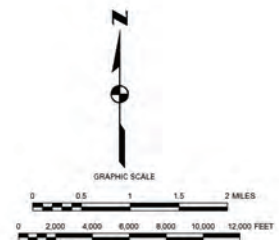


ARTERIAL STREET OR HIGHWAY

- 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
- POTENTIAL SEGMENT TO BE OPERATED AS AN ARTERIAL
- POTENTIAL SEGMENT TO BE REMOVED FROM ARTERIAL SYSTEM

FREEWAY INTERCHANGE

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



Source: SEWRPC.

Map 21

FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE NORTHWESTERN DELAVAN AREA UNDER 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
- POTENTIAL SEGMENT TO BE OPERATED AS AN ARTERIAL

FREEWAY INTERCHANGE

- EXISTING

Source: SEWRPC.



ALTERNATIVE ALIGNMENTS RECOMMENDED FOR CTH P NORTH OF CTH A IN THE TOWN OF RICHMOND UNDER THE YEAR 2035 REGIONAL TRANSPORTATION PLAN



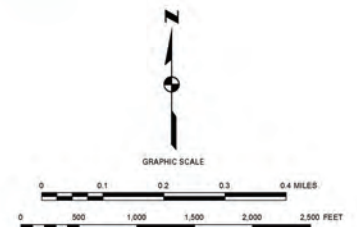
PROPOSED CTH P REALIGNMENT

- CURRENT CONCEPTUAL ALIGNMENT
- PROPOSED CONCEPTUAL ALIGNMENT

ENVIRONMENTAL CORRIDORS

- PRIMARY ENVIRONMENTAL CORRIDOR
- ISOLATED NATURAL RESOURCE AREAS
- SURFACE WATER

Source: SEWRPC.



### **Preliminary Recommended Functional Improvements in the Year 2035 Walworth County Jurisdictional Highway System Plan**

Map 23 shows the functional, or capacity, improvements in Walworth County recommended in the year 2035 regional transportation plan including all changes discussed and agreed upon by the Walworth County Jurisdictional Highway Planning Committee for inclusion in a preliminary recommended Walworth County jurisdictional highway system plan.

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

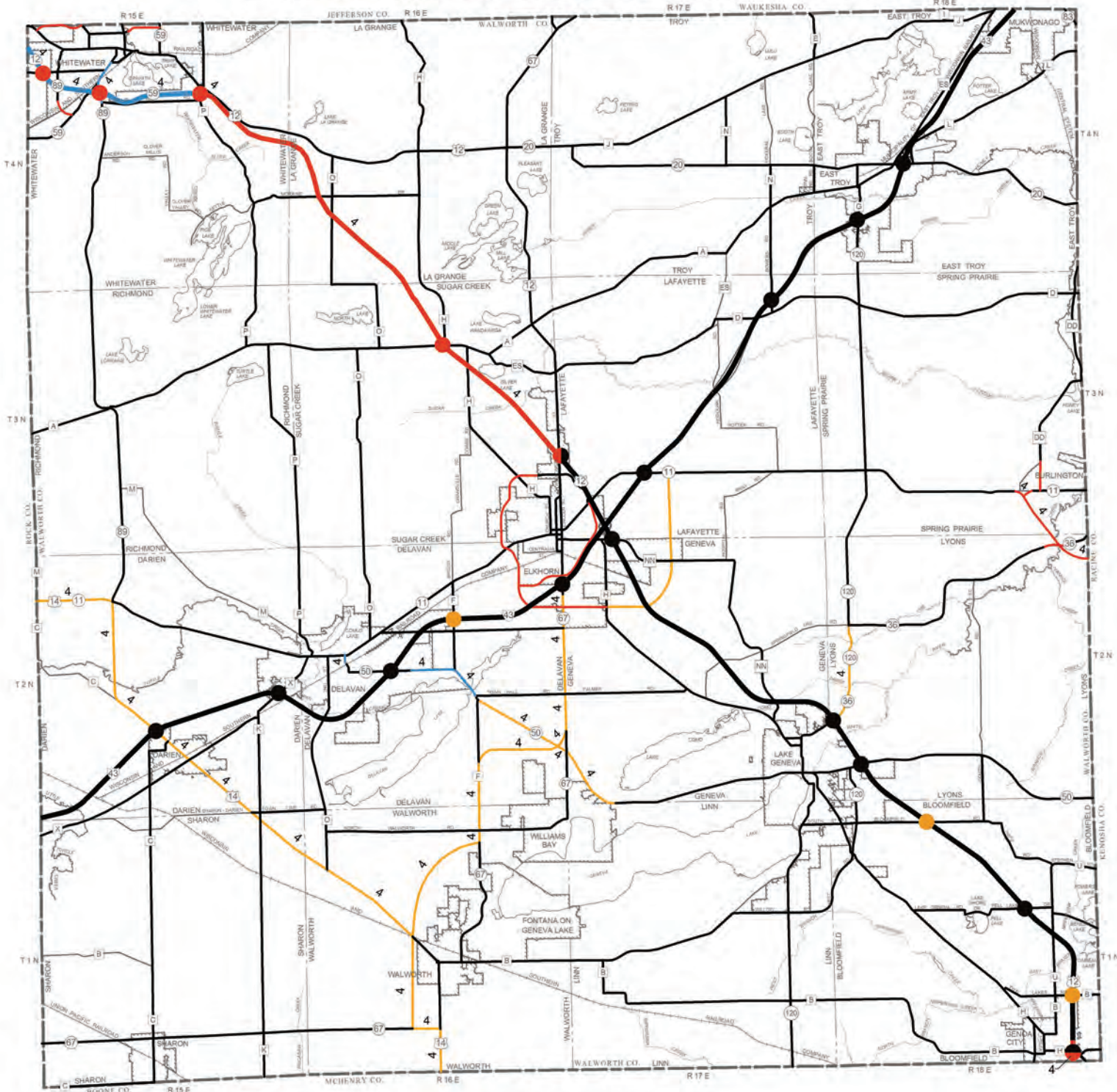
Progress made to date in implementing the jurisdictional transfer element of the Walworth County plan is summarized in Table 5 and Map 24. Since 1973, approximately 54.8 miles of highway have been added to the state trunk highway system, including both new facilities and the transfer of county or local 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 system 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 31.9 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 decrease of about 3.9 miles. Finally, about 21.6 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 18.4 miles.

### **Current Jurisdictional Transfer Recommendations for Walworth County**

Map 25 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 the jurisdictional responsibility recommendations from the year 2020 Walworth County jurisdictional highway system plan, and also includes all changes discussed and agreed upon by the Walworth County Jurisdictional Highway Planning Committee for inclusion in a preliminary recommended jurisdictional highway system plan. It also includes jurisdictional transfers which have been agreed upon and implemented since the year 2035 plan was completed. Map 26 displays the attendant changes in planned jurisdictional responsibility. 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;

**PRELIMINARY RECOMMENDED FUNCTIONAL IMPROVEMENTS IN THE YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

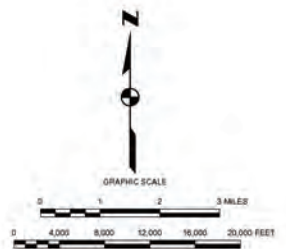


**ARTERIAL STREET OR HIGHWAY**

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

**FREEWAY INTERCHANGE**

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



Source: SEWRPC.

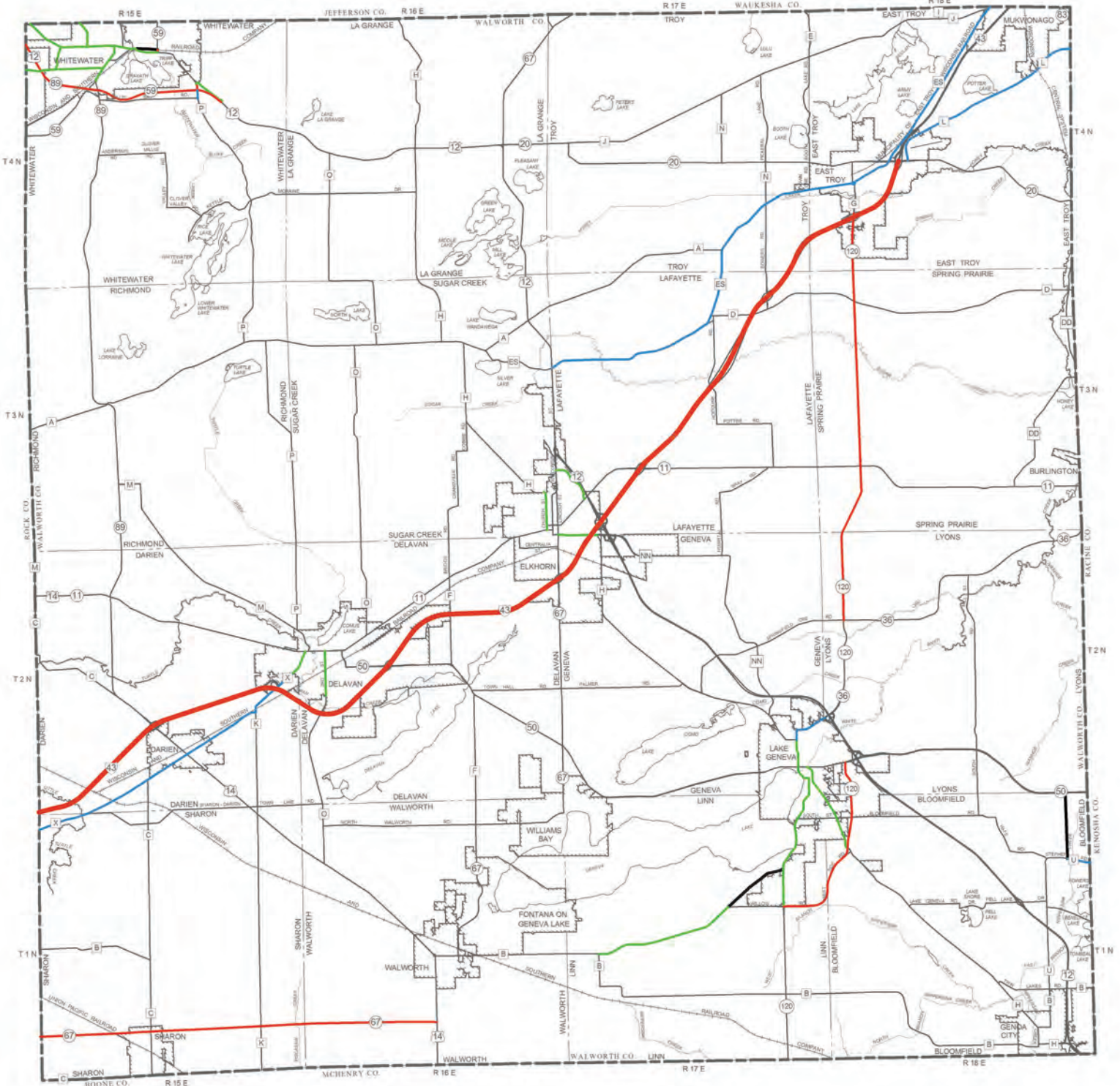
Table 5

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

Facility	Limits	Municipality	Length (miles)
Transfers to State/ New Facilities			
New State Facility			
IH 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 BB	Willow Road to CTH B	Town of Linn	3.3
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 H	STH 50 to STH 120	City of Lake Geneva and Town of Bloomfield	2.2
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	--	--	21.6
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
CTH BB	Willow Road to STH 120	City of Lake Geneva and Town of Linn	1.5
Total Local (Non-Arterial)	--	--	3.5
Total	--	--	107.9

Source: SEWRPC.

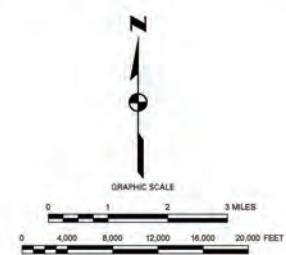
JURISDICTIONAL HIGHWAY SYSTEM TRANSFERS COMPLETED IN WALWORTH COUNTY: 1973-2005



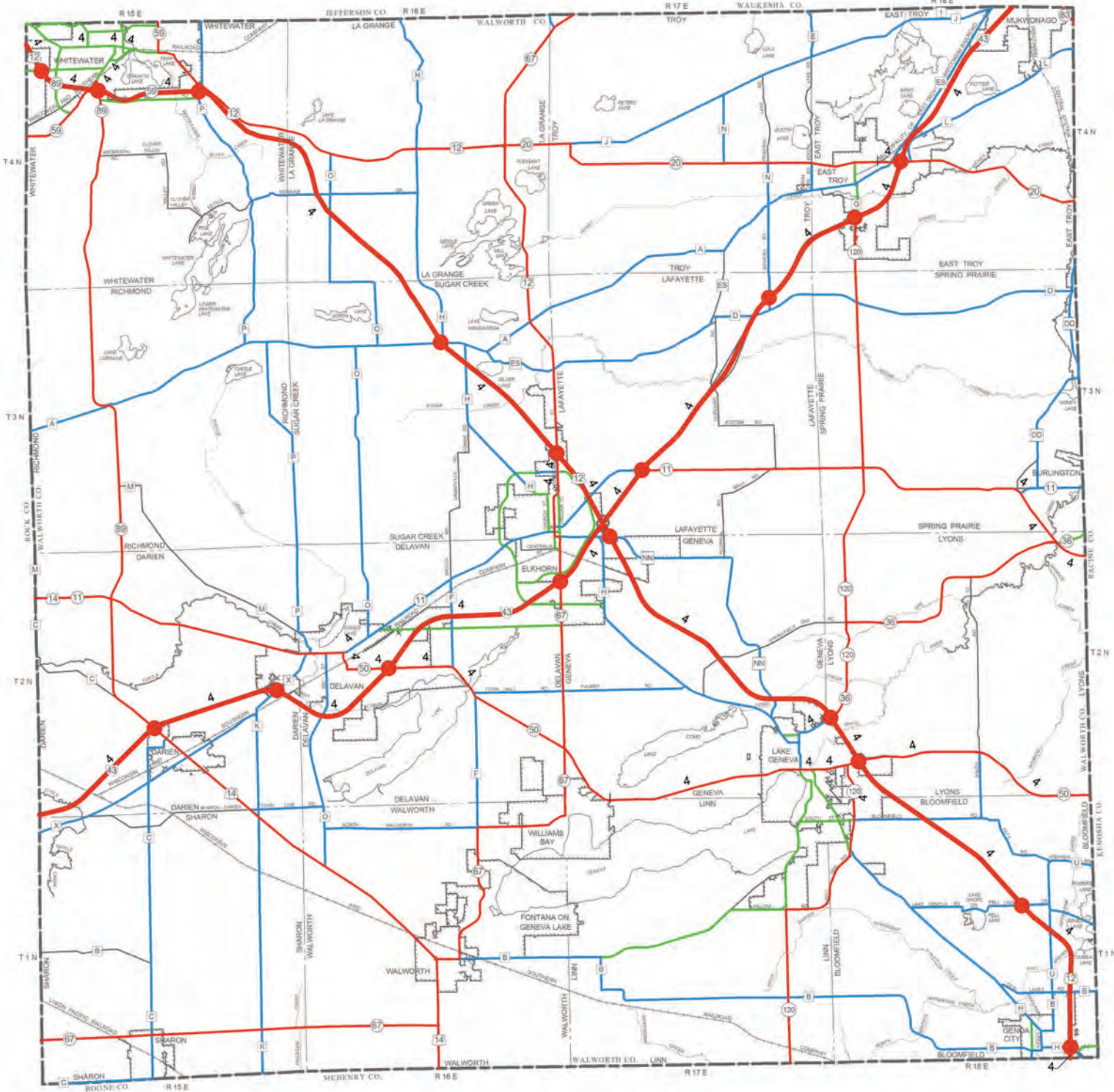
TRANSFERS TO:

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

Source: SEWRPC.



CURRENT JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY: 2035<sup>a</sup>



**FREEWAY**

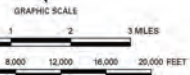
- STATE TRUNK HIGHWAY
- INTERCHANGE

**STANDARD ARTERIAL**

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

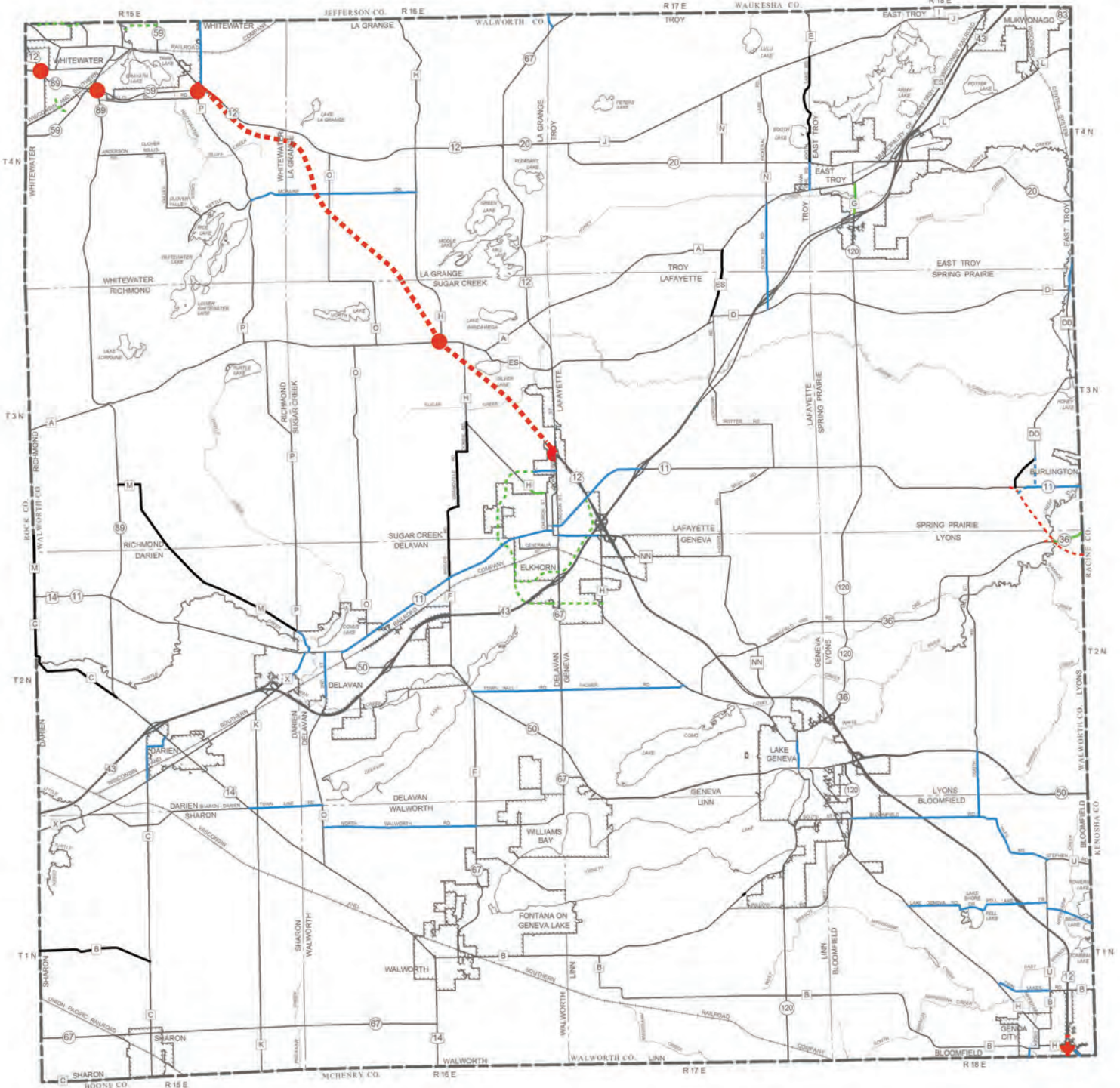
**4** NUMBER OF LANES  
(2 WHERE UNNUMBERED)

<sup>a</sup> 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.



Source: SEWRPC.

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

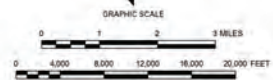


**TRANSFER TO:**

- 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
- FULL INTERCHANGE
- ◐ HALF INTERCHANGE



Source: SEWRPC.

- 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.



## **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 Walworth 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 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 Walworth 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 Walworth County, particularly trips through Walworth County and between Walworth 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 Walworth 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 Walworth 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 1 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. The year 2035 average trip length ranges recommended as criteria for arterial classification are presented in Table 6.

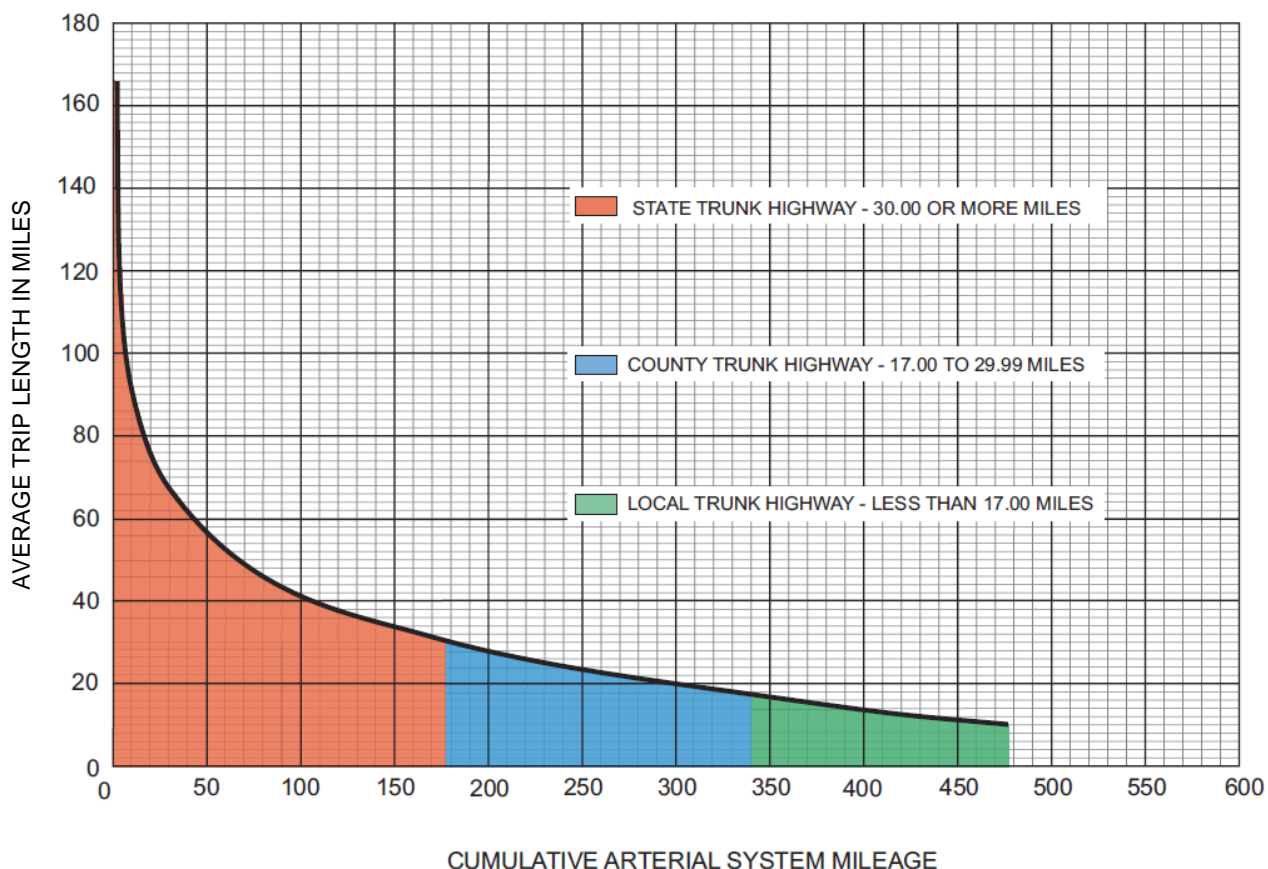
### **Land Use Service Criteria**

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.
- 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.

Figure 1

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



Source: SEWRPC.

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 Walworth County jurisdictional highway planning study.

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;<sup>1</sup> and commercial seaports and airports.<sup>2</sup>

<sup>1</sup>A 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.

<sup>2</sup>A 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.

- b. County Trunk Arterials – County trunk arterial facilities should connect and serve freeway interchanges, general-aviation airports,<sup>3</sup> 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.

**Table 6**  
**AVERAGE TRIP LENGTH CRITERIA**  
**FOR JURISDICTIONAL CLASSIFICATION**

Arterial Type	Average Trip Length (Miles)
State Trunk.....	30.00 or More
County Trunk.....	17.00 to 29.99
Local Trunk.....	Less than 17.00

Source: SEWRPC.

2. Outdoor Recreation Centers

- a. 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.
- b. 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.
- c. Local Trunk Arterial – Local trunk arterial facilities should connect and serve community parks<sup>4</sup> 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.<sup>5</sup>
- b. County Trunk Arterials – County trunk arterial facilities should connect and serve sub-regional general purpose centers,<sup>6</sup> sub-regional retail<sup>7</sup> and community retail centers,<sup>8</sup> sub-regional office centers,<sup>9</sup> and sub-regional industrial centers<sup>10</sup> not served by state trunk arterials.

<sup>3</sup>A 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.

<sup>4</sup>A 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.

<sup>5</sup>A 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.

<sup>6</sup>A 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.

<sup>7</sup>A 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.

<sup>8</sup>A community retail and service center is herein define 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.

<sup>9</sup>A 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.

<sup>10</sup>A 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.

- c. Local Trunk Arterials – Local trunk arterial facilities should connect and serve neighborhood retail<sup>11</sup> and “village” retail<sup>12</sup> centers and minor community industrial centers<sup>13</sup> 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/colleges,<sup>14</sup> technical colleges, medical complexes,<sup>15</sup> and major cultural centers.
  - b. County Trunk Arterials – County trunk arterial facilities should connect and serve colleges<sup>16</sup> and community hospitals,<sup>17</sup> county courthouses, county office complexes, and State and Federal buildings not served by state trunk arterials.
  - c. 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 Walworth County jurisdictional highway 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 town, city, or village level.

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<sup>11</sup>A 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.

<sup>12</sup>A “village” retail and service center is herein defined as an existing or officially designate 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.

<sup>13</sup>A 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.

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

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

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

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

**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 Walworth County jurisdictional highway 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 7 summarizes the criteria with respect to future design year 2035 traffic volume recommended for the Walworth County jurisdictional highway planning study. Figure 2 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.

**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 8 were recommended for the Walworth County jurisdictional highway 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.

**Table 7**

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

Arterial Type	Average Weekday Traffic Volume (Vehicles)
State Trunk.....	7,000 or More
County Trunk.....	2,500 to 6,999
Local Trunk.....	Less than 2,500

Source: SEWRPC.

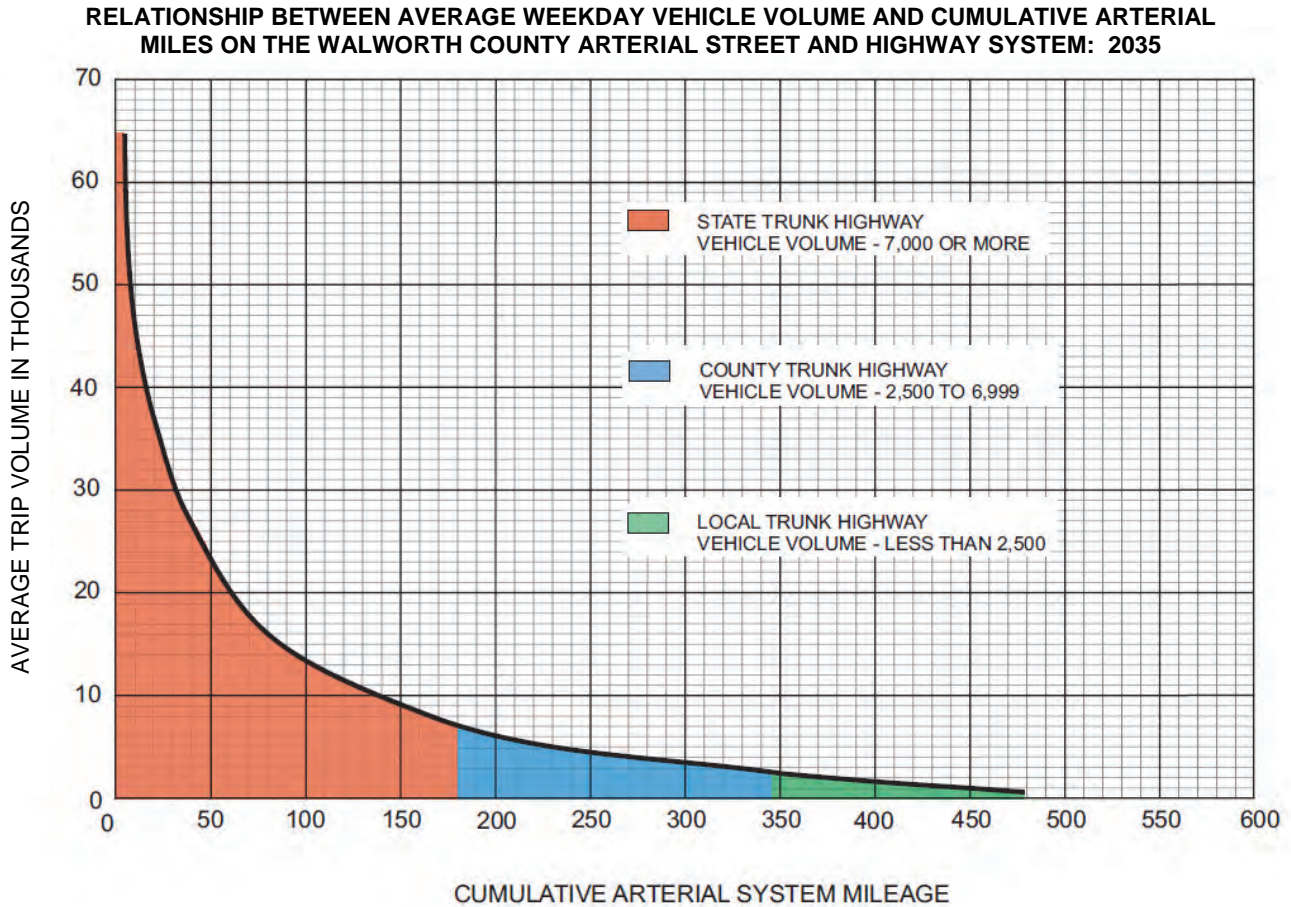
**Table 8**

**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.

Figure 2



Source: SEWRPC.

The degree of access control on an 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 Walworth County jurisdictional highway system planning study:

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

Table 9 summarizes the functional criteria recommended for the jurisdictional classification of arterial highways in Walworth County.

<sup>18</sup>Full 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.

<sup>19</sup>Partial 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.

<sup>20</sup>See definition of partial control of access as stated in footnote 19.

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

Table 9

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

Criteria		Arterial Type		
		State Trunk	County Trunk	Local Trunk
Average Trip Length (Miles)		30.0 or More	17.0 to 29.9	Less than 17.0
Land Use Service <sup>a</sup>	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.
Operational Characteristics	System Continuity	Interregional or regional continuity comprising total systems at the regional and state level.	Intermunicipality and intercounty continuity comprising integrated systems at the county level.	Intracommunity continuity comprising an integrated systems at the town, city, or village level.
	Spacing	Minimum 2 miles.	Minimum 1 mile.	Minimum 0.5 mile.
	Volume	Minimum 7,000 vehicles per average weekday.	2,500 to 6,999 vehicles per average weekday.	Fewer than 2,500 vehicles per average weekday.
	Traffic Mobility	Urban Posted speed limit 35 to 65 miles per hour. Rural Posted speed limit 50 to 65 miles per hour.	Urban Posted speed limit 30 to 55 miles per hour. Rural Posted speed limit 45 to 55 miles per hour.	Urban Posted speed limit 25 to 40 miles per hour. Rural Posted speed limit 35 to 45 miles per hour.
	Land Access Control	Full or partial control of access.	Partial control of access.	Minimum control of access.

<sup>a</sup>Arterial facilities are considered to "connect and serve" given land uses when direct access from the facility to roads serving the land use area is available within the following maximum over-the-road distances from the main vehicular entrance to the land use to be served: one mile for state trunk facilities, one-half mile for county trunk facilities, and one-quarter mile for local trunk facilities.

Source: SEWRPC.



## **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 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 Statutes* contain the specific language regarding the jurisdictional transfer of streets and highways between the State, county, and municipal levels of government.

Based upon a review of the *Wisconsin 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 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
- 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—arterial, collector, or local access—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 Walworth County.

All segments of the total (existing and proposed) arterial street and highway system in Walworth 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 Walworth County, particularly trips through Walworth County and between Walworth 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 Walworth 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 Walworth 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 Walworth County involved four steps.

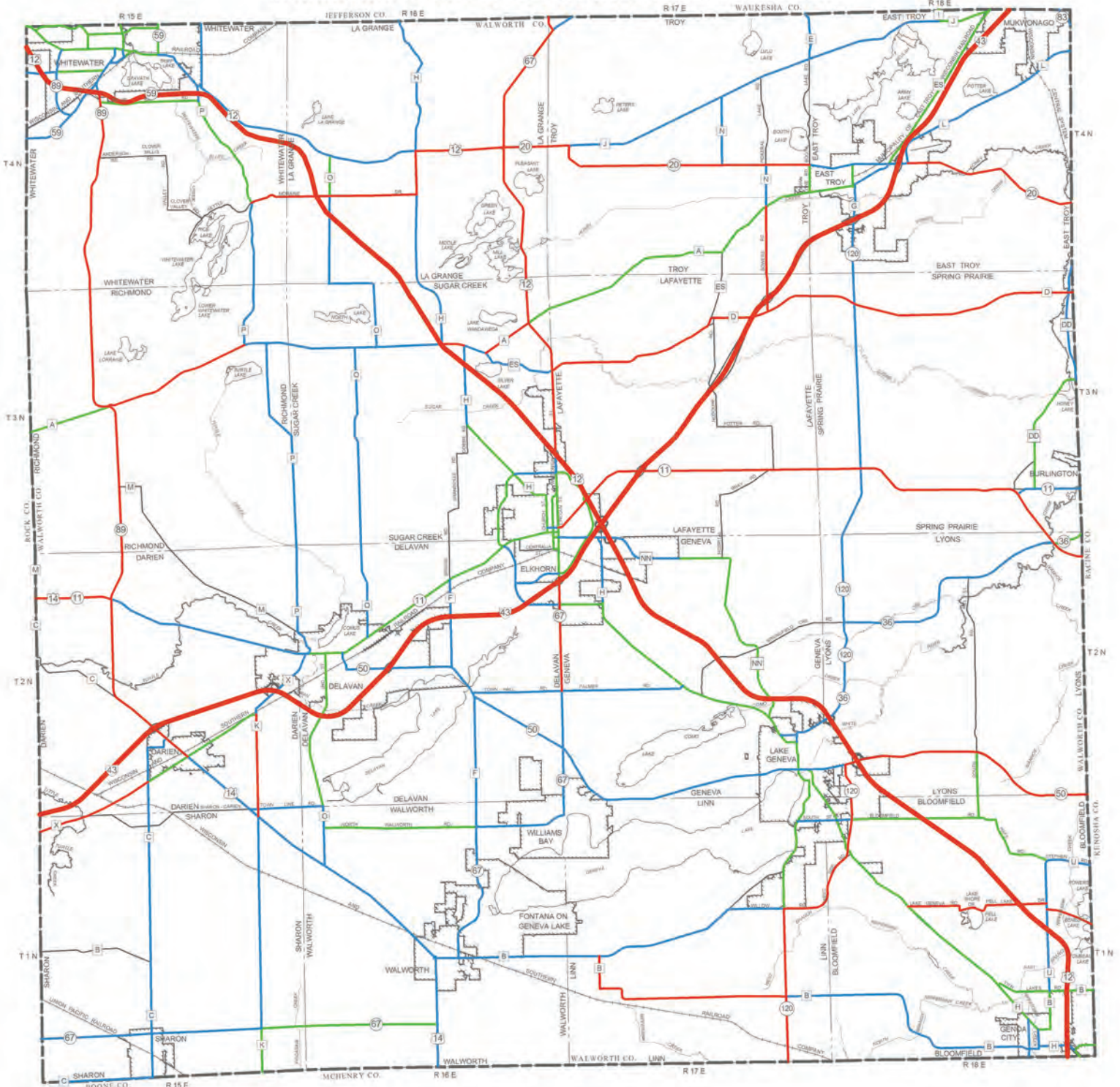
In the first step, each arterial facility was classified in terms of the trip service criterion of trip length. In the second step, each arterial facility was classified in terms of the land use criteria. In the third step, each arterial facility was classified in terms of traffic volume (one of the operational characteristics). In the fourth step, these three sets of jurisdictional classifications were combined and refined through the application of additional 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 staff and Committee consideration.

### **TRIP SERVICE JURISDICTIONAL CLASSIFICATIONS**

Using the average trip length of the traffic which may 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, and were, therefore, classified into the lowest trip service facility type.

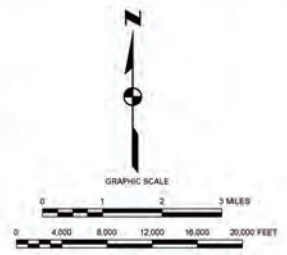
**JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM  
IN WALWORTH COUNTY BASED ON AVERAGE TRIP LENGTH: 2035**



AVERAGE TRIP LENGTH (MILES)	
<span style="color: red;">—</span>	STATE TRUNK FREEWAY 30.00 OR MORE
<span style="color: orange;">—</span>	STATE TRUNK HIGHWAY 30.00 OR MORE
<span style="color: blue;">—</span>	COUNTY TRUNK HIGHWAY 17.00 TO 29.99
<span style="color: green;">—</span>	LOCAL TRUNK HIGHWAY LESS THAN 17.00

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 30 MILES OR MORE; FOR THE COUNTY TRUNK ARTERIALS, 17 TO 29.99 MILES; AND FOR THE LOCAL ARTERIALS, LESS THAN 17 MILES.

Source: SEWRPC.



## **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, 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.

## **TRAFFIC VOLUME JURISDICTIONAL CLASSIFICATION**

The jurisdictional classification for traffic volume, one of the criteria for arterial facility operational characteristics, is shown on Map 29. Arterial facilities with the highest traffic volumes were classified as state trunk highways, facilities with intermediate volumes as county trunk highways, and facilities with the lowest traffic volumes as local arterials.

## **DEVELOPMENT OF THE JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Through the procedures previously described, three separate groups of potential state trunk, county trunk, and local trunk arterial subsystems, or classifications, were established, one by application of the trip service criteria, one by application of the land use service criteria, and one using traffic volume (one of the operational characteristics criteria). A preliminary recommended jurisdictional highway system classification was then developed through joint consideration of these three arterial facilities, jurisdictional classifications, and the application of additional criteria relating to the operational characteristics of each facility, including system continuity, facility spacing, traffic mobility, and land access.

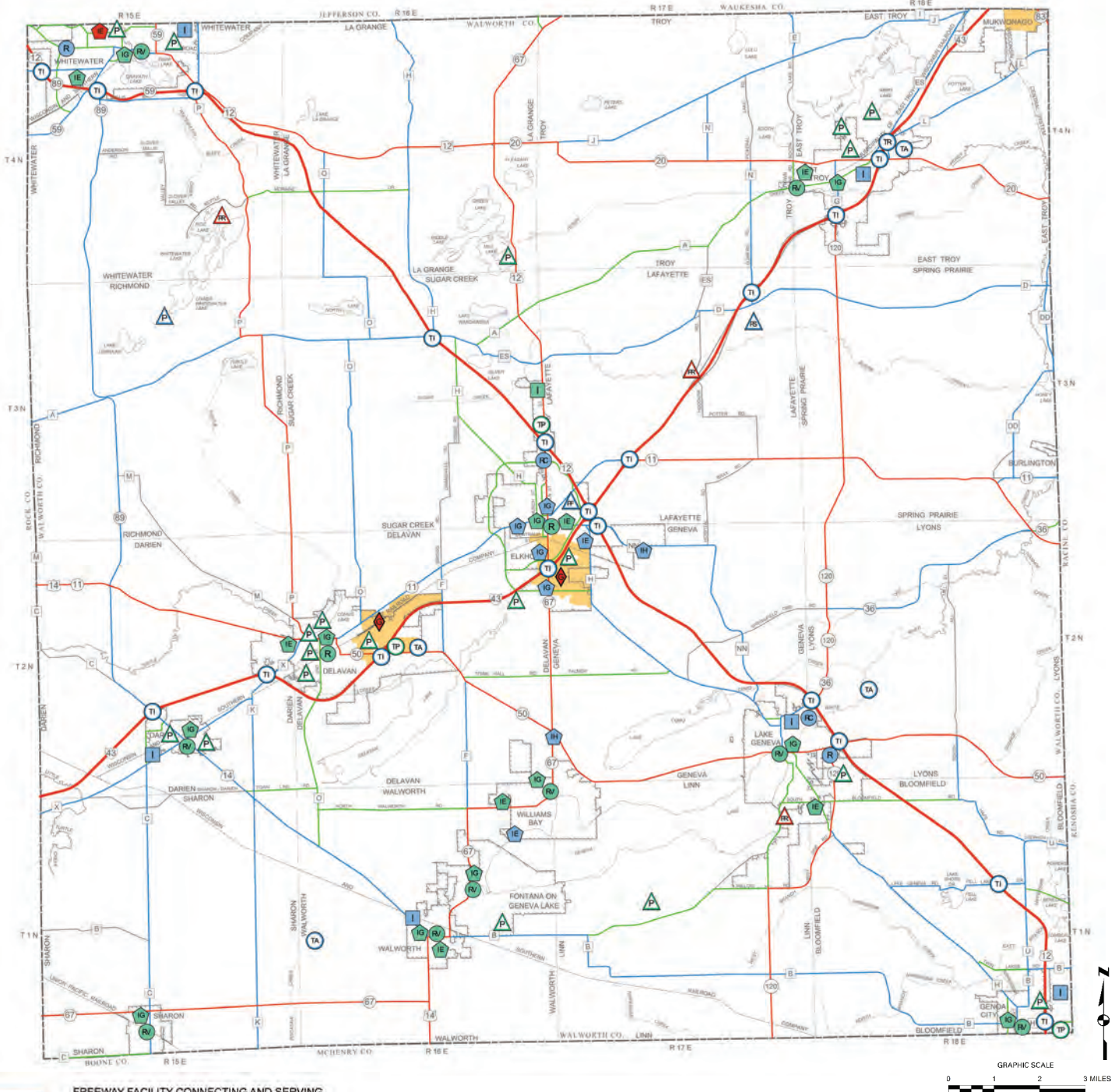
As shown on Map 30, the total arterial street and highway system was thus objectively and rationally classified into state trunk, county trunk, and local trunk subsystems, which are integral parts of the overall system and which are within themselves continuous, but which vary with respect to the types 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 Walworth County jurisdictional highway system plan. Map 31 shows the jurisdictional transfers that would need to occur to implement the plan over the next 25 years. Table 10 provides a comparison of the arterial and nonarterial street and highway mileage in Walworth County under existing year 2005 conditions and under the preliminary recommended year 2035 Walworth County jurisdictional highway system plan.

The Walworth County Jurisdictional Highway Planning Committee and Walworth County local governments requested during the preparation of the year 2035 regional transportation plan and the Walworth County comprehensive plan that certain existing or planned arterial facilities be given specific consideration with respect to their planned jurisdiction. Table 11 provides a summary of the preliminary recommended year 2035 Walworth County jurisdictional highway system plan response to these highway jurisdictional issues.

## **PUBLIC REACTION TO PRELIMINARY RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

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

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



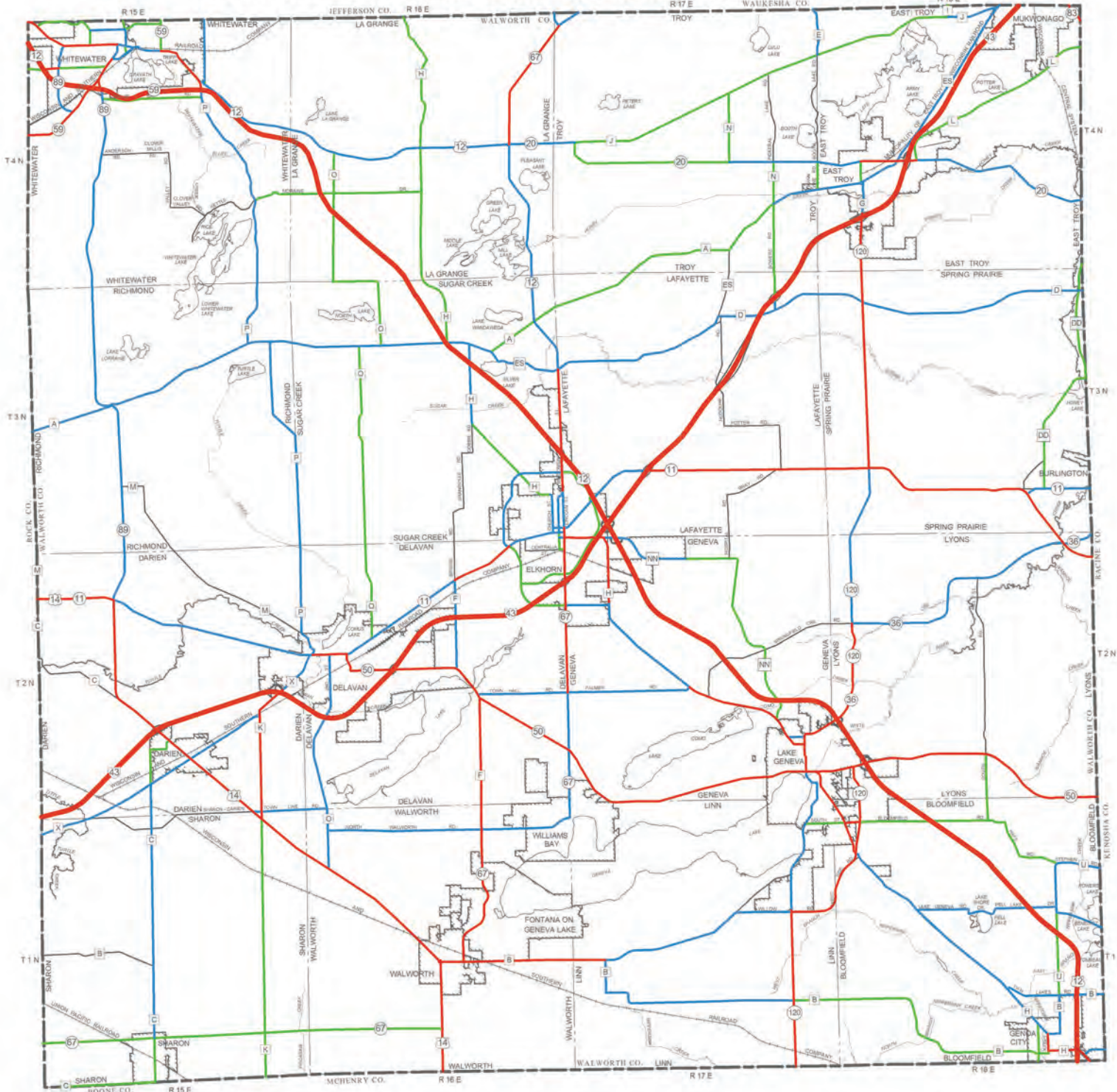
- FREEWAY FACILITY CONNECTING AND SERVING LAND USE TYPES OF REGIONAL SIGNIFICANCE
- SURFACE ARTERIAL FACILITY CONNECTING AND SERVING LAND USE TYPES OF REGIONAL SIGNIFICANCE
- SURFACE ARTERIAL FACILITY CONNECTING AND SERVING LAND USE TYPES OF COUNTY SIGNIFICANCE
- SURFACE ARTERIAL FACILITY CONNECTING AND SERVING LAND USE TYPES OF LOCAL SIGNIFICANCE
- AREAL EXTENT OF REGIONAL ECONOMIC ACTIVITY AREA

Application of the land use criteria alone resulted in the classification of the total arterial street and highway system into the three jurisdictional subsystems shown on this map. The pattern shown emphasizes the close relationship which exists between land use development and arterial highway needs. The land uses which are shown include transportation terminals, recreational areas, institutional centers, and economic activity centers—general purpose centers, retail centers, office centers and industrial centers.

LAND USE TYPE	TRANSPORTATION TERMINALS		RECREATIONAL AREAS		GENERAL PURPOSE CENTERS		ECONOMIC ACTIVITY AREAS		INSTITUTIONAL CENTERS					
	II (OF REGIONAL SIGNIFICANCE)	III (OF COUNTY SIGNIFICANCE)	IV (OF LOCAL SIGNIFICANCE)	IV (OF LOCAL SIGNIFICANCE)	II (OF REGIONAL SIGNIFICANCE)	III (OF COUNTY SIGNIFICANCE)	II (OF REGIONAL SIGNIFICANCE)	III (OF COUNTY SIGNIFICANCE)	II (OF REGIONAL SIGNIFICANCE)	III (OF COUNTY SIGNIFICANCE)				
TR INTERCITY PASSENGER RAIL TERMINALS	TR PASSENGER RAIL TERMINALS	TR TRUCK TERMINAL	TR AIRPORT-COMMERCIAL	TR SEAPORT-COMMERCIAL	PA PUBLIC PARK	PA SPECIAL USE SITE	PA NATURE STUDY SITE	PG REGIONAL GENERAL PURPOSE CENTER	RC REGIONAL RETAIL CENTER	OC REGIONAL OFFICE CENTER	IC REGIONAL INDUSTRIAL CENTER	MC MEDICAL COMPLEXES	UC UNIVERSITIES COLLEGES TECHNICAL COLLEGES	CC MAJOR CULTURAL CENTERS
FR FREEWAY INTERCHANGE	FA GENERAL AVIATION AIRPORT	FT FERRY TERMINAL	FT RAMP TRANSIT STATION	FP PARK-DE LOT	PC PUBLIC PARKS	PC COUNTY FAIRGROUNDS	PC SPECIAL USE SITE	SRG SUB-REGIONAL GENERAL PURPOSE CENTER	SRG SUB-REGIONAL RETAIL CENTER	SRG SUB-REGIONAL OFFICE CENTER	SRG SUB-REGIONAL INDUSTRIAL CENTER	SC COUNTY COURTHOUSE COUNTY OFFICE COMPLEX STATE AND FEDERAL OFFICE BUILDINGS	CC COLLEGE	
FR FREEWAY INTERCHANGE	FA GENERAL AVIATION AIRPORT	FT FERRY TERMINAL	FT RAMP TRANSIT STATION	FP PARK-DE LOT	PC PUBLIC PARKS	PG REGIONAL GENERAL PURPOSE CENTER	RC REGIONAL RETAIL CENTER	OC REGIONAL OFFICE CENTER	IC REGIONAL INDUSTRIAL CENTER	MC MEDICAL COMPLEXES	UC UNIVERSITIES COLLEGES TECHNICAL COLLEGES	CC MAJOR CULTURAL CENTERS		

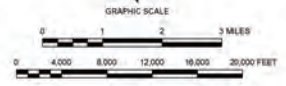
Source: SEWRPC.

**JURISDICTIONAL CLASSIFICATION OF THE ARTERIAL STREET AND HIGHWAY SYSTEM  
IN WALWORTH COUNTY BASED ON AVERAGE WEEKDAY TRAFFIC VOLUME: 2035**



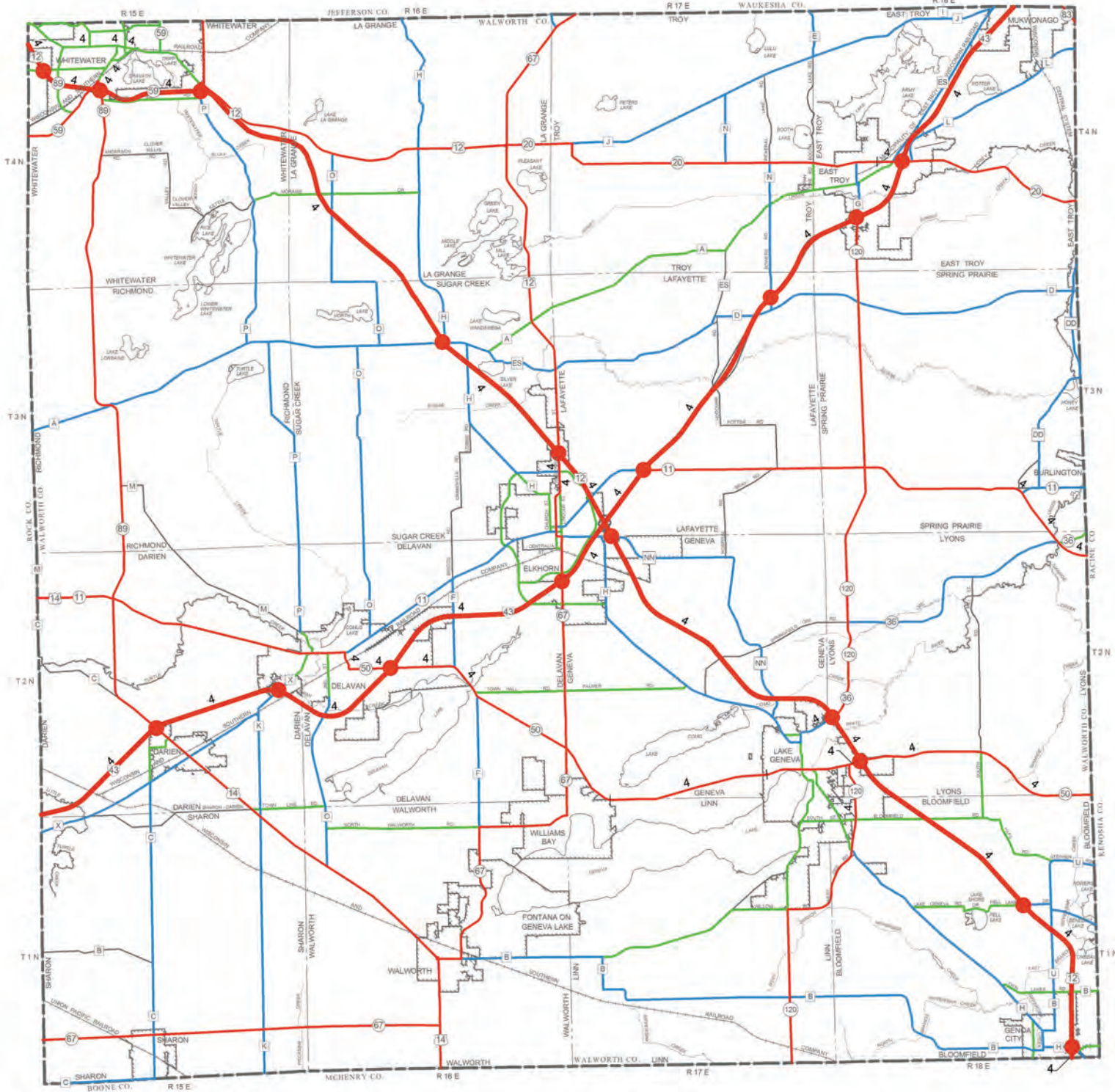
AVERAGE WEEKDAY TRAFFIC VOLUME (VEHICLES)	
	STATE TRUNK FREEWAY 7,000 OR MORE
	STATE TRUNK HIGHWAY 7,000 OR MORE
	COUNTY TRUNK HIGHWAY 2,500 TO 6,999
	LOCAL TRUNK HIGHWAY LESS THAN 2,500

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 7,000 OR MORE; FOR THE COUNTY TRUNK ARTERIALS, 2,500 TO 6,999; AND FOR THE LOCAL ARTERIALS, LESS THAN 2,500.

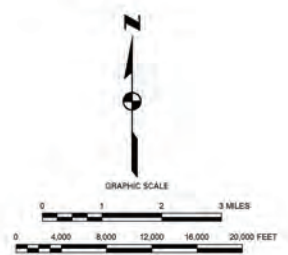


Source: SEWRPC.

PRELIMINARY RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



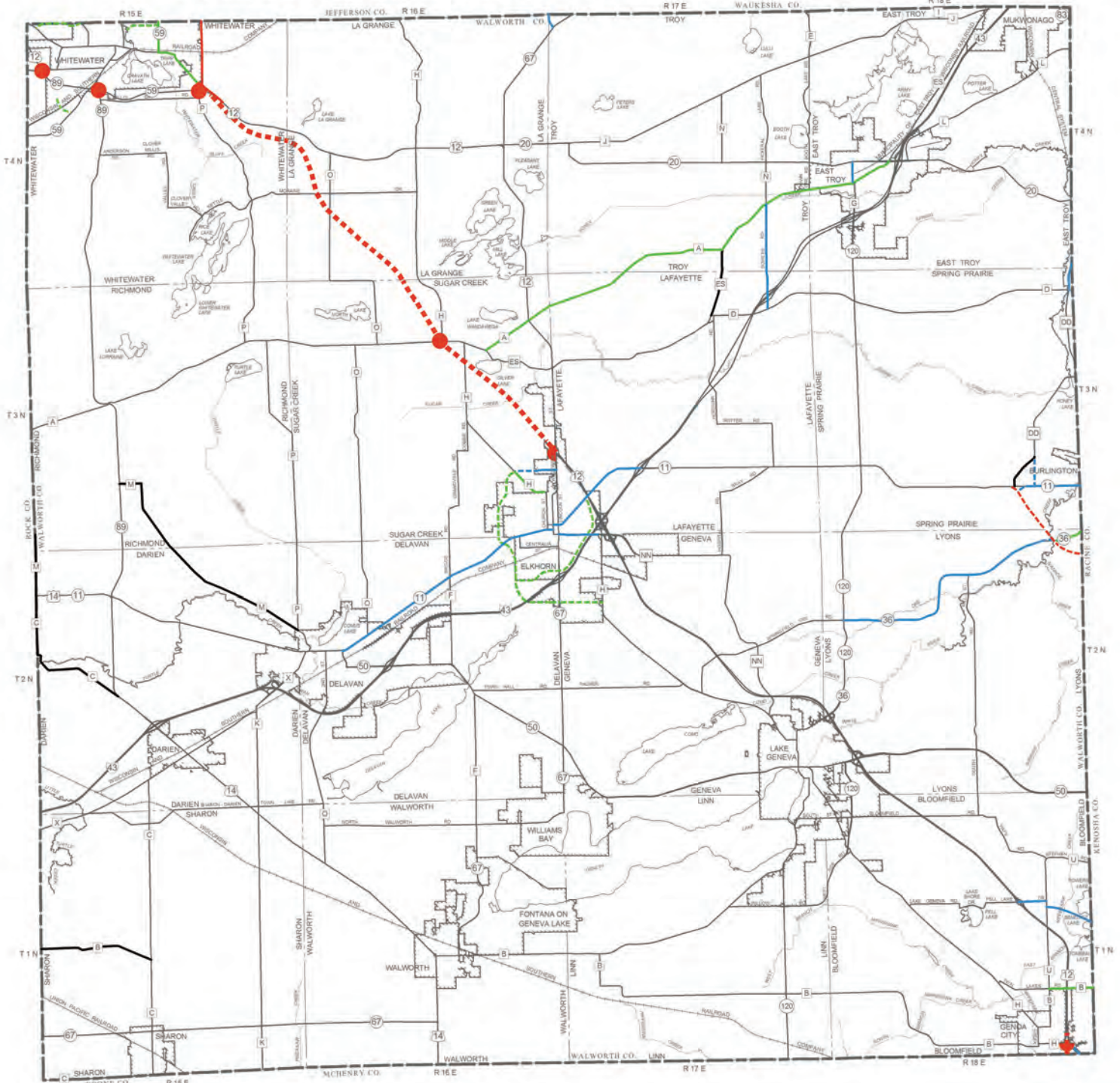
- FREEWAY**
- STATE TRUNK HIGHWAY
- INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4** NUMBER OF LANES (2 WHERE UNNUMBERED)



Source: SEWRPC.



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

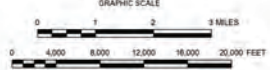


**TRANSFER TO:**

- 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
- FULL INTERCHANGE
- ◐ HALF INTERCHANGE



Source: SEWRPC.

Table 10

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

Year	State <sup>a</sup>	County			Local			Total		
	Arterial	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total
2005	213	168	25	193	78	1,023	1,101	459	1,048	1,507
2035	211	190	0	190	84	1,047 <sup>b</sup>	1,131	485	1,047 <sup>b</sup>	1,532

<sup>a</sup> Includes Interstate, United States, State Trunk and connecting highways under state jurisdiction.

<sup>b</sup> Does not include new nonarterial roadway constructed after existing year 2005.

Source: Wisconsin Department of Transportation and SEWRPC.

**Summary of Comments and Responses**

During the period of March 18, 2010, through May 10, 2010, a total of 141 persons provided comments regarding the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. Oral comments were provided during a public information meeting/hearing held on March 25, 2010. Written comments were provided on forms available at a public information meeting/hearing or via letter, electronic mail, fax, or through the Commission website (www.sewrpc.org). In addition, oral comment was provided at the April 9, 2009, and August 13, 2009, meetings of the Walworth County Jurisdictional Highway Planning Committee. At the April 9, 2009, meeting, a total of three persons inquired about or provided comment on the long planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. At the August 13, 2009, meeting, a total of 32 persons asked questions or provided comment. All but one person inquired about or provided comment on the two alternative improvements to the USH 12 corridor between the Cities of Elkhorn and Whitewater—the long planned extension of the USH 12 freeway and the widening of the existing route of USH 12 from two to four traffic lanes.

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

The following are specific subjects addressed in the comments:

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

In addition, the Commission received during and following the August 13, 2009, meeting of the Walworth County Jurisdictional Highway Planning Committee a copy of a signed petition with 944 signatures stating opposition to the alternative to widen the existing route of USH 12 between the Cities of Elkhorn and Whitewater. The Commission staff received the same signed petition with 32 additional

**Table 11**

**PRELIMINARY RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN  
RESPONSE TO HIGHWAY JURIDICIONAL ISSUES IDENTIFIED DURING PREPARATION OF THE YEAR 2035  
REGIONAL TRANSPORTATION PLAN AND THE WALWORTH COUNTY COMPREHENSIVE PLAN**

**ISSUES ADDRESSED**

Facility	Issue	Recommendation in the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan
Briggs Road, Hazel Ridge Road, Granville Road, Sugar Creek Road, and Cobbie Road between STH 11 and CTH H	Remain under local jurisdiction.	Local jurisdiction as nonarterial.
CTH H in the City of Lake Geneva	Transfer to local jurisdiction.	Local jurisdiction.
Lake Geneva Highway, Clover Road, Lakeshore Drive, Orchid Drive, and Pell Lake Drive between CTH H and USH 12	Remain under local jurisdiction.	Local jurisdiction.
CTH O between STH 11 and USH 12	Remain under county jurisdiction.	County jurisdiction.
South Road and Mill Street between STH 50 and STH 36	Remain under local jurisdiction.	Local jurisdiction as nonarterial.
STH 59 between Cox Road and the Jefferson County line, and Cox Road and Howard Road between the existing route of STH 59 and the Jefferson County line	STH 59 between Cox Road and the Jefferson County line be rerouted onto Cox Road and Howard Road between the existing route of STH 59 and the Jefferson County line.	Local jurisdiction for STH 59, and state jurisdiction for Cox Road and Howard Road.
Kettle Moraine Drive between CTH P and CTH H	Remain under local jurisdiction.	Local jurisdiction.
N. Walworth Road between CTH O and CTH F	Remain under local jurisdiction.	Local jurisdiction.

**ISSUES NOT RESOLVED**

Facility	Issue	Recommendation in the Preliminary Recommended Year 2035 Walworth County Jurisdictional Highway System Plan
STH 11 between IH 43 and STH 50	Remain under state jurisdiction.	County jurisdiction based on application of jurisdictional criteria.
USH 12 between STH 67 and the City of Whitewater	Transfer to county jurisdiction following the construction of the planned extension of the USH 12 freeway.	State jurisdiction based on this facility providing an east-west state trunk facility connecting the City of Whitewater to Racine County.
CTH C and CTH K between USH 14 and STH 67	Transfer either CTH C or CTH K to state jurisdiction.	CTH C and CTH K to remain under county jurisdiction based on application of jurisdictional criteria.
Howard Road between Cox Road and the Jefferson County line	Remain under local jurisdiction.	State jurisdiction based on this facility providing a more continuous route for STH 59 between USH 12 and the Village of Palmyra.
CTH M between STH 89 and CTH P	Remain under county jurisdiction.	Local jurisdiction as nonarterial based on the facility not meeting the criteria to be functionally classified as an arterial, and the recommendation that nonarterial facilities be under local jurisdiction.

Source: SEWRPC.

signatures during the public informational meeting/hearing held on March 25, 2010, for the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. The Commission also received a copy of a signed petition with 25 signatures stating support for the plan continuing to recommend the long-planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater and for the plan not recommending the widening of the existing route of USH 12 from two to four traffic lanes, and requesting that the Walworth County Jurisdictional Highway Planning Committee contact the Wisconsin Department of Transportation to immediately initiate preliminary engineering for the planned extension of the USH 12 freeway.

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

- A total of 15 persons expressed opposition for the plan to continue to recommend the long-planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater and/or expressed support for the planned widening of the existing route of USH 12 between the Cities of Elkhorn and Whitewater. Four of the total 15 persons suggested the existing route of USH 12 be initially widened between the termini of the USH 12 freeway at STH 67 to a point north of CTH A. One person suggested that neither alternative USH 12 improvement between the Cities of Elkhorn and Whitewater be shown on the Walworth County jurisdictional highway system plan. Rather than utilizing public funding on either of the two alternative improvements to USH 12 between the Cities of Elkhorn, one person suggested that public funds should be spent on maintaining the existing route of USH 12 between the Cities of Elkhorn and Whitewater, and one person suggested that public funds should be spent on other needed improvement projects within Walworth County. In addition, the Commission received at the April 9, 2009, meeting of the Walworth County Jurisdictional Highway Planning Committee a signed petition with 141 signatures stating opposition to the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater.

The reasons for opposing the long-planned extension of USH 12 freeway between the Cities of Elkhorn and Whitewater included potential impacts to environmentally sensitive lands and residences, the potential affect on property taxes, the belief that other arterial facilities have a greater need for improvement than the USH 12 corridor, the high cost of extending USH 12, and the potential loss of businesses along the existing route of USH 12 due to traffic being diverted to the planned freeway extension. The reasons for supporting the widening of the existing route of USH 12 between the Cities of Elkhorn and Whitewater included that it would alleviate congestion on USH 12, impact less residences and environmentally sensitive areas, and better accommodate truck traffic travelling on STH 67 between the Cities of Elkhorn and Oconomowoc.

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

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

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

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

- Fifteen persons questioned the number of impacts to residences and businesses under the alternative to widen the existing route of USH 12 between the Cities of Elkhorn and Whitewater provided in the comparison of USH 12 alternatives between the USH 12 and STH 67 interchange and CTH P. Nine of the total 15 persons suggested that the analysis should include the number of residents and businesses impacted by the alternative to widen the existing route of USH 12 from two to four traffic lanes identified by concerned citizens along USH 12 and presented to the Walworth County Jurisdictional Highway Planning Committee at its August 13, 2009, meeting be documented in the report. Five persons questioned the estimate of costs provided for each alternative. One person suggested that the cost for relocating utilities should be included in the estimate of costs.

Response: Table 4 in Chapter II comparing the costs and impacts of the two alternative improvements to USH 12 between the Cities of Elkhorn and Whitewater was revised by adding a separate category identifying the number of potentially disruptions to residences, businesses and institutions by each alternative improvement. A disruption is defined as any residential, commercial, or institutional lot located along or adjacent to each alternative improvement.

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

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

- One person expressed opposition to the widening of USH 14 in Walworth County based on the potential impacts to farmland.

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

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

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

STH 50 between CTH F (south) and CTH F (north) is generally a two traffic lane roadway approximately 24 feet wide with an auxiliary lane and curb and gutter on the north side of STH 50, and a partial paved shoulder on the south side of STH 50. The current total pavement width is about 33 to 40 feet. On the bridge over Delavan Lake, STH 50 is approximately 52 feet in width with two traffic lanes and two auxiliary lanes. The overall right-of-way width on this segment of STH 50 ranges from 66 to 85 feet. In 2006, average weekday traffic volumes on this stretch of STH 50 ranged from 14,000 to 18,000 vehicles, exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial. Forecast year 2035 average weekday traffic volumes on this segment of STH 50 ranges from 20,000 to 22,000 vehicles, also exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial.

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

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

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

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

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

### ***Comments Regarding Commission Solicitation of Public Comment***

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

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

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

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

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



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

In addition, the public was permitted to provide comment by the Walworth County Jurisdictional Highway Planning Committee at their meetings of April 9, 2009, and August 13, 2009. The Committee representing each city, village, and town within Walworth County, the County itself, and the Wisconsin Department of Transportation guided the jurisdictional highway planning effort. At the April 9, 2009, meeting, three persons inquired about or provided comments on the long planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. In addition, a signed petition was provided to Commission staff with 141 signatures stating opposition to the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater. At its August 13, 2009, meeting, the Committee permitted members of the public in attendance to give comment in a "town hall" format on the two alternative improvements for USH 12 between the Cities of Elkhorn and Whitewater—the long-planned extension of the USH 12 freeway and the widening of the existing route of USH 12. At that meeting, a total of 32 persons asked questions or provided comment. All but one person inquired about or provided comment on the two alternative improvements to the USH 12 corridor between the Cities of Elkhorn and Whitewater—the long planned extension of the USH 12 freeway and the widening of the existing route of USH 12 from two to four traffic lanes. In addition, a signed petition was provided to Commission staff with 944 signatures stating opposition to the alternative to widen the existing route of USH 12 between the Cities of Elkhorn and Whitewater.

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

### ***Other Comments and Suggestions***

- One person suggested that safety improvements be made to the intersection of USH 12 and CTH A. One person expressed opposition to a roundabout being considered by the Wisconsin Department of Transportation for the intersection of USH 12 and CTH A. One person suggested that safety improvements be made to the intersection of USH 12 and STH 20.

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

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

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

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

The recommendations contained in the Walworth County jurisdictional highway system plan as to which unit of government—State, county, or local—should have jurisdiction of each segment of arterial street and highway are advisory. Thus, should the Wisconsin Department of Transportation, Walworth County, and the local municipalities in southwest Walworth County agree, either CTH K or CTH C between USH 14 and STH 67 could be transferred to State jurisdiction, and portions of USH 14 between IH 43 and the Illinois State line could be transferred to local jurisdiction.

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

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

### **Additional Functional Improvements Addressed During the Walworth County Jurisdictional Highway System Plan Review and Update**

Following the approval of the preliminary recommended Walworth County jurisdictional highway system plan for solicitation of public comments at the November 4, 2009, meeting of the Walworth County Jurisdictional Highway Planning Committee, the Wisconsin Department of Transportation requested that Commission staff consider the widening of STH 50 to four traffic lanes between CTH F (south) and STH 67, citing proposed developments located adjacent to STH 50 between IH 43 and CTH F (south). In addition, during the public comment period for the preliminary recommended year 2035 Walworth County jurisdictional highway system

plan, Commission staff received a letter and petitions from the Town of Delavan requesting that the widening of STH 50 between CTH F (north) and CTH F (south) be reconsidered, and that alternative routes to divert traffic from STH 50 and potentially eliminate the need to widen this segment of STH 50 be considered. Commission staff reviewed the potential need to widen STH 50 to four traffic lanes between CTH F (south) and STH 67 in the Delavan area, and potential alternative routes for STH 50 to eliminate the need to widen STH 50 between CTH F (north) and CTH F (south), and presented these analyses to the Walworth County Jurisdictional Highway Planning Committee at its August 11, 2010, meeting for consideration, along with the public comments received, in approving the preliminary recommended year 2035 Walworth County jurisdictional highway system plan as the final recommended year 2035 jurisdictional highway system plan.

***Consider the Need to Widen STH 50 to Four Traffic Lanes between CTH F (South) and STH 67***

The Wisconsin Department of Transportation (WisDOT) asked that the need to widen STH 50 to four traffic lanes between CTH F (south) and STH 67 be considered, citing four proposed developments—Jackson Creek (Sho-Deen) development (Area 1), expansion of the Lake Lawn Resort (Area 2), retail development at the former Geneva Lakes Greyhound Track site (Area 3), and the additional retail development in the outlots at the Lowe’s development site (Area 4)—located adjacent to STH 50 between IH 43 and CTH F (south) in the Delavan area (see Map 32) that if developed may require the provision of four traffic lanes on STH 50 between CTH F (south) and STH 67.

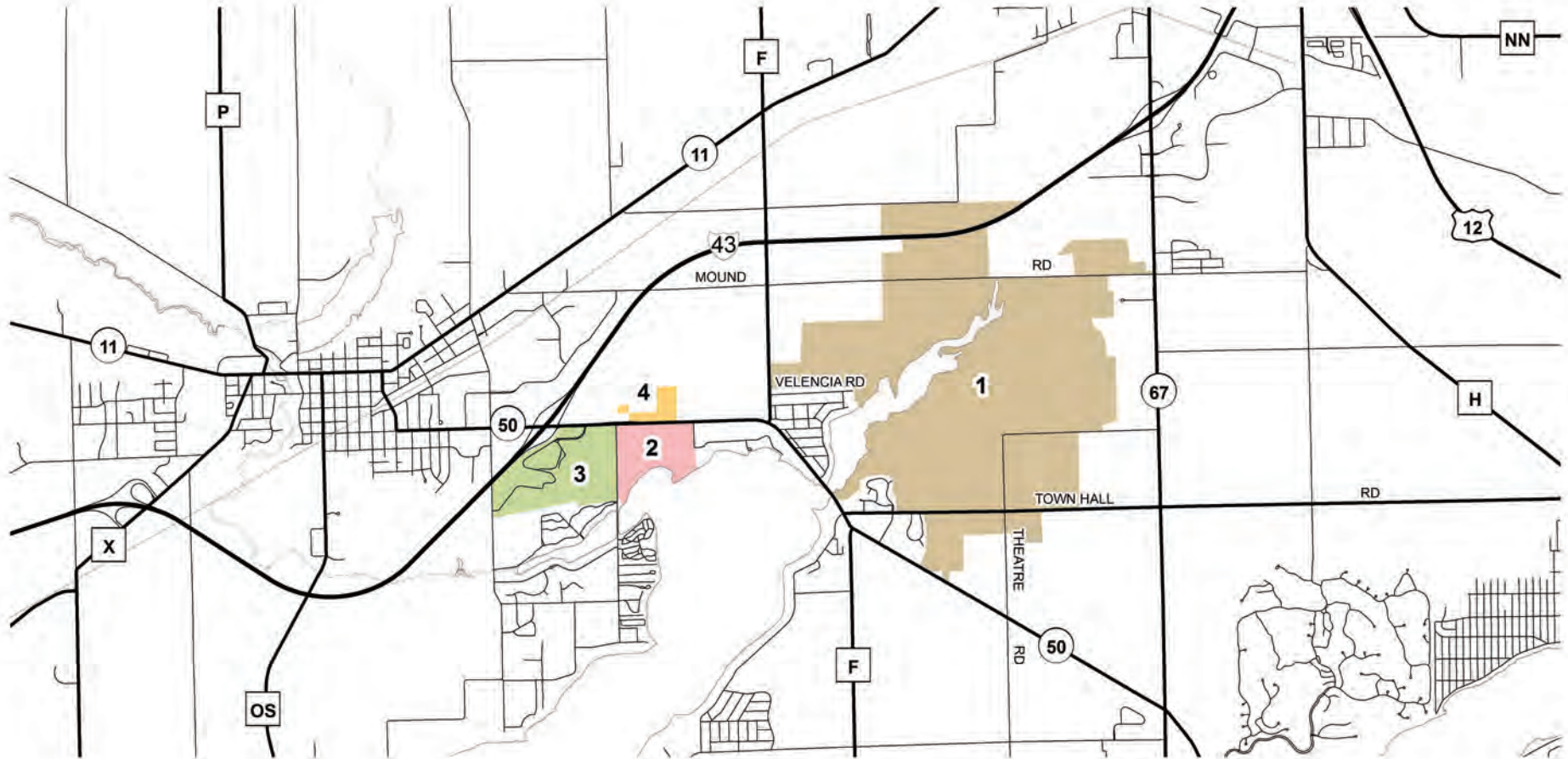
The year 2035 regional transportation plan identifies this segment of STH 50 between CTH F (south) and STH 67 as carrying probable future year 2035 average weekday traffic volumes which may be expected to approach the design capacity of a two traffic lane arterial of 14,000 vehicles per average weekday, and therefore recommends consideration for the reservation of right-of-way along this stretch of STH 50 to accommodate potential future improvement of this stretch of STH 50 to carry four traffic lanes beyond the year 2035. The forecast year 2035 traffic volumes are derived from projected travel based on the year 2035 regional land use plan.

The proposed retail development at the former Geneva Lakes Greyhound Track site, the proposed expansion of the Lake Lawn Resort, and the proposed additional retail development in outlots at the Lowe’s site would be consistent with planned development in the Delavan future sanitary sewer service area (See Map 33). The proposed Jackson Creek development as originally proposed has been dropped by its developer. This development would have been located in an area currently planned for rural development, except for an area of planned urban development located adjacent to STH 50 and Town Line Road between about CTH F (south) and Theatre Road, and an area of planned urban development located east of CTH F (north) between about Valencia Drive and Mound Road. While the area of the Jackson Creek development as originally proposed was added to the Delavan Lake Sanitary District, much of it remains outside the adopted sanitary sewer service area. During the preparation of the year 2035 Walworth County comprehensive plan, the Town of Delavan made the decision that the year 2035 Town of Delavan land use plan recommend that the area of the previously proposed Jackson Creek Development located outside of the adopted sanitary sewer service area be designated for agricultural uses, excepting an area located south of Mound Road and west of Delavan Lake recommended as a development holding area. Thus, should the Jackson Creek development, or a similar development, move forward, it is expected that the portions of the proposed development located outside of the adopted sanitary sewer service area would not occur until beyond the year 2035. Therefore, the forecast year 2035 traffic volumes based on the year 2035 regional land use plan adequately accounts for the proposed developments identified by WisDOT.

As shown on Map 34, the current year 2006 traffic volume on STH 50 between CTH F (south) and STH 67 ranges from 7,000 to 8,000 vehicles per average weekday. The forecast year 2035 average weekday traffic volumes for this segment of STH 50 is approximately 12,000 vehicles per average weekday. Thus, traffic volumes may be expected to approach, but not exceed, the design capacity of this segment of STH 50 by the design year of the plan—2035.

Therefore, the Commission staff recommended that the plan continue to recommend the reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate possible future improvement of the

KNOWN PLANNED DEVELOPMENTS LOCATED ADJACENT TO STH 50 BETWEEN IH 43 AND STH 67



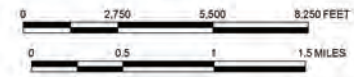
— ARTERIAL STREET OR HIGHWAY

KNOWN PLANNED DEVELOPMENTS

- 1 JACKSON CREEK DEVELOPMENT (DROPPED BY THE DEVELOPER)
- 2 EXPANSION OF LAKE LAWN RESORT
- 3 RETAIL DEVELOPMENT AT FORMER GENEVA LAKES GREYHOUND TRACK SITE
- 4 RETAIL DEVELOPMENT IN OUTLOTS AT LOWE'S DEVELOPMENT SITE

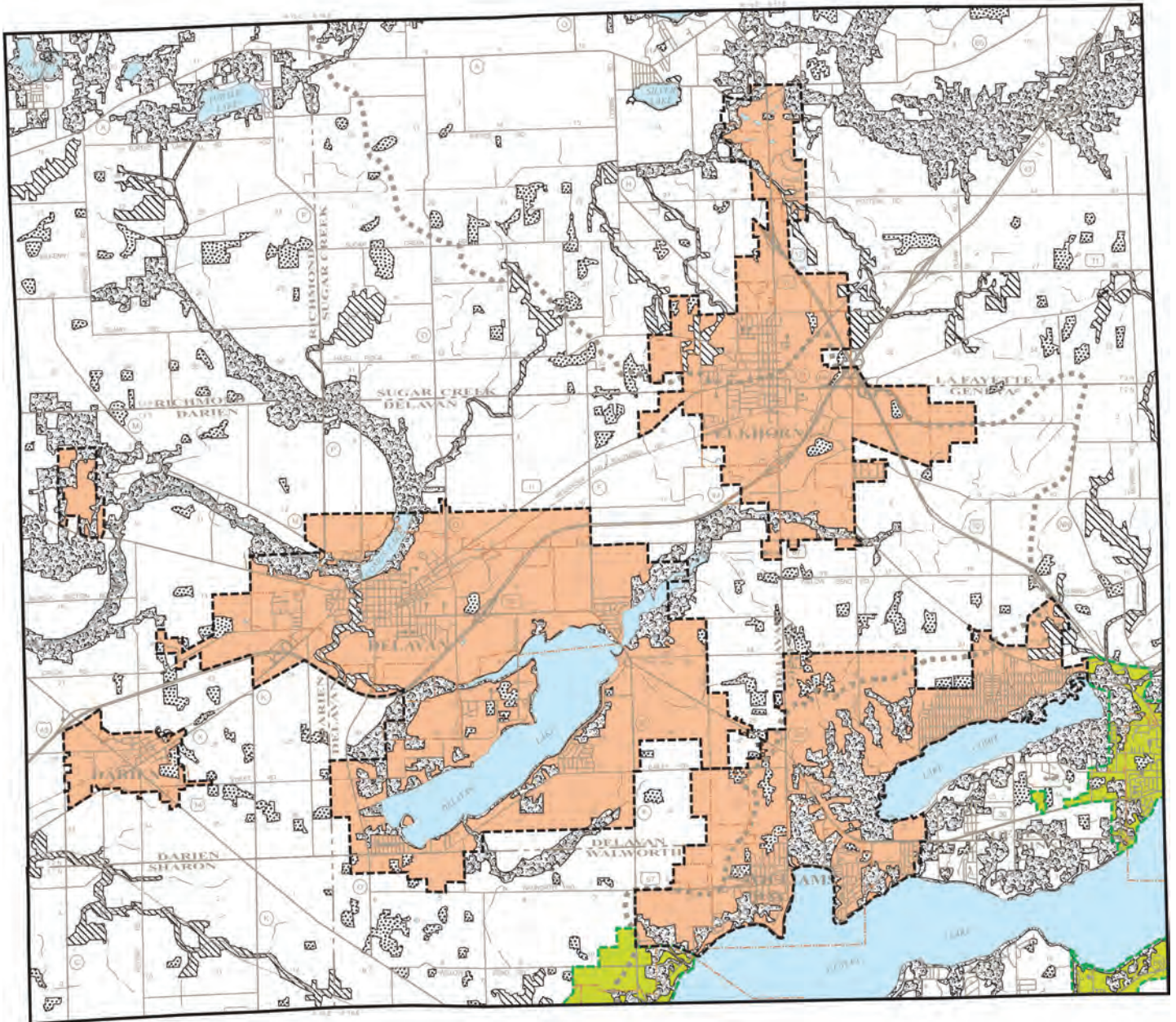


GRAPHIC SCALE



Map 33

**WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT  
SANITARY SEWER SERVICE AREA PLAN (DELAVAN/DELAVAN LAKE SEWER SERVICE AREA)**



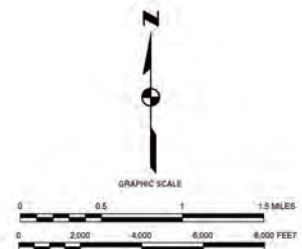
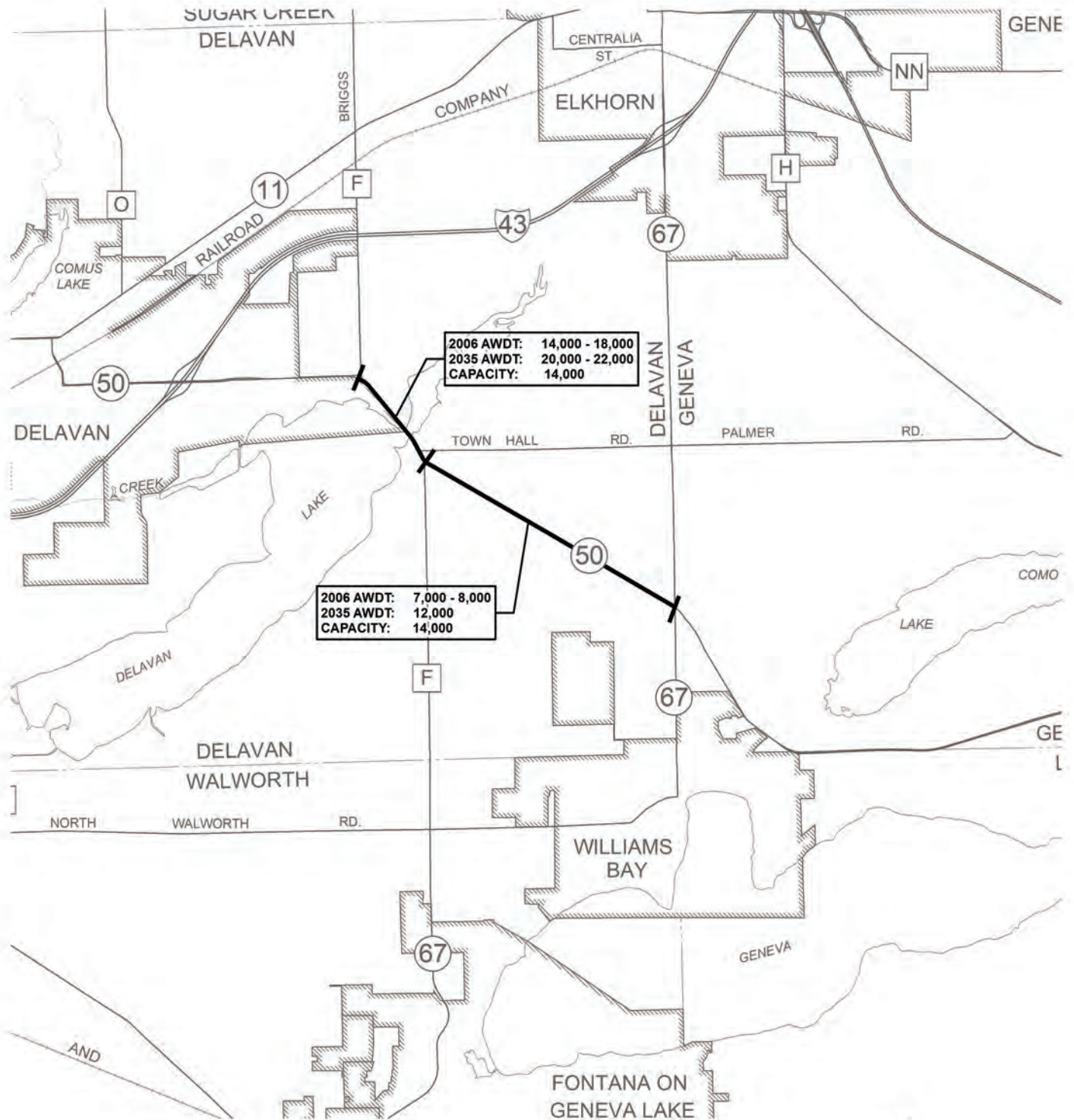
-  PLANNED SANITARY SEWER SERVICE AREA
-  PLANNED SANITARY SEWER SERVICE AREA BOUNDARY
-  OTHER PLANNED SANITARY SEWER SERVICE AREAS NOT TRIBUTARY TO THE WALWORTH COUNTY METROPOLITAN SEWERAGE DISTRICT
-  CIVIL DIVISION BOUNDARY
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  SECONDARY ENVIRONMENTAL CORRIDOR
-  ISOLATED NATURAL RESOURCE AREAS



Source: SEWRPC.

Map 34

COMPARISON OF EXISTING YEAR 2006 AND FORECAST YEAR 2035 AVERAGE WEEKDAY TRAFFIC VOLUMES TO EXISTING ROADWAY DESIGN CAPACITY ON STH 50 BETWEEN CTH F (NORTH) AND STH 67



facility beyond the design year of the plan. This recommendation will be revisited as the Commission monitors traffic counts taken by WisDOT on a three year cycle, and as the Commission reviews, updates, and amends the regional transportation plan every four years.

***Reconsider the Planned Widening of STH 50 between CTH F (North) and CTH F (South)***

The year 2035 regional transportation plan and the preliminary recommended year 2035 Walworth County jurisdictional highway system plan recommends the provision of four traffic lanes on STH 50 between IH 43 and CTH F (south), based on the current year 2006 or the forecast year 2035 average weekday traffic volumes exceeding the design capacity of the existing two traffic lane facility. The forecast year 2035 traffic volumes are derived from projected travel based on the year 2035 regional land use plan.

STH 50 between CTH F (north) and CTH F (south) is generally a two traffic lane roadway approximately 24 feet wide with an auxiliary lane and curb and gutter on the north side of STH 50, and a paved shoulder on the south side of STH 50. The current total paved width is about 33 to 40 feet. On the bridge over Delavan Lake, STH 50 is approximately 52 feet in width with two traffic lanes and two auxiliary lanes. The overall right-of-way width on this segment of STH 50 ranges from 66 to 85 feet. As shown on Map 34, the current year 2006 traffic volumes on this segment of STH 50 ranged from 14,000 to 18,000 vehicles per average weekday, exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial. Forecast year 2035 average weekday traffic volumes on this segment of STH 50 ranges from 20,000 to 22,000 vehicles per average weekday, also exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial.

The Town of Delavan asked that alternative routes be considered to divert traffic from STH 50 to potentially eliminate the need for four traffic lanes on STH 50 between CTH F (north) and CTH F (south). However, the potential effectiveness of diverting traffic from STH 50 between IH 43 and CTH F (south) is limited. The traffic on the segment of STH 50 between IH 43 and CTH F (south) is predominately traffic travelling between the City of Delavan and the Lake Geneva area, and between the City of Delavan and the Walworth/Fontana area. In particular, travel is predominately to and from the downtown Delavan area and the commercial development east of IH 43. Thus, a bypass could relieve STH 50 by serving traffic which has one trip end in the City of Delavan area and the other trip end outside of the Delavan area. Such a bypass must be located relatively close to the downtown Delavan area and the commercial development east of IH 43 to have the potential to attract any significant traffic. Given the size and location of Delavan Lake, the travel indirection attendant to a bypass south of Delavan Lake makes such a route likely infeasible.

Another alternative route for STH 50 considered was the use of Mound Road located north of STH 50 as a northern bypass route of STH 50. However, it would not be expected to divert enough traffic from those vehicles travelling to the City of Delavan area from the Walworth/Fontana on Geneva Lake area to eliminate the need for the provision of four traffic lanes on STH 50 between IH 43 and CTH F (south). Construction of an interchange on IH 43 at CTH F was also considered, but dismissed, as a part of this alternative to potentially divert traffic from STH 50 to Mound Road. However, it is expected that the construction of the interchange would actually add traffic to, rather than divert traffic from, the segment of STH 50 between CTH F (north) and CTH F (south) as vehicles with a trip end in the Walworth/Fontana area wanting to travel east on IH 43 may find it preferable to use the interchange at CTH F to access IH 43 rather than at STH 67.

Therefore, the Commission staff recommended that the Walworth County jurisdictional highway system plan continue to recommend the widening of STH 50 between CTH F (north) and CTH F (south) from two to four traffic lanes. Currently, the Wisconsin Department of Transportation is conducting preliminary engineering and environmental study for the reconstruction of STH 50 between IH 43 and STH 67. The Department is considering a number of alternatives, including reconstruction at current capacity, and reconstruction with additional lanes. In addition, the Department considered, but dismissed, two alternatives to widening STH 50 that were suggested during the Department's public informational meetings held for the project—the construction of an interchange on IH 43 at CTH F to relieve traffic on STH 50, and the use of STH 67 as an alternative route to STH 50—based on these two alternatives not being expected to divert enough traffic from STH 50 to eliminate the need for the provision of four traffic lanes on STH 50. At the conclusion of preliminary engineering and environmental study a determination would be made by the Department as to how this segment of STH 50 would be reconstructed.

## **FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Following review and consideration of the public comments received, the Walworth County Jurisdictional Highway Planning Committee at its August 11, 2010, meeting unanimously approved the preliminary recommended plan as the final recommended year 2035 Walworth County jurisdictional highway system plan with one exception. The Committee withheld action, and requested that further analyses and discussion occur, on two specific recommendations of the preliminary recommended year 2035 Walworth County jurisdictional highway system plan:

- The proposed widening of STH 50 between CTH F (north) and CTH F (south) from two to four traffic lanes; and
- The reservation of right-of-way along STH 50 between CTH F (south) and STH 67 to accommodate possible future widening of the facility with additional lanes beyond the design year 2035 of the plan.

Specifically, the representative from the Town of Delavan and the Advisory Committee asked that Commission staff analyze in more detail alternative routes that would potentially divert enough traffic from STH 50 between CTH F (north) and STH 67 to eliminate the need for widening with additional traffic lanes on STH 50 between CTH F (north) and CTH F (south).

### **Consider Alternative Bypass Routes for STH 50 between CTH F (North) and STH 67**

The year 2035 regional transportation plan and the preliminary recommended year 2035 Walworth County jurisdictional highway system plan recommends the provision of four traffic lanes on STH 50 between CTH F (north) and CTH F (south), based on the current year 2006 average weekday traffic volumes exceeding the design capacity of the existing two traffic lane facility. These plans also identify the segment of STH 50 between CTH F (south) and STH 67 as carrying probable future year 2035 average weekday traffic volumes which may be expected to approach, but not exceed, the design capacity of a two traffic lane arterial of 14,000 vehicles per average weekday, and therefore, recommends consideration for the reservation of right-of-way along this segment of STH 50 to accommodate potential future improvement of this segment of STH 50 to carry four traffic lanes beyond the design year 2035 of the plan. The forecast year 2035 traffic volumes are derived from projected travel based on the year 2035 regional land use plan.

STH 50 between CTH F (north) and CTH F (south) is generally a two traffic lane roadway approximately 24 feet wide with an auxiliary lane and curb and gutter on the north side of STH 50, and a paved three to four foot shoulder and a four foot gravel shoulder on the south side of STH 50. The current total pavement width is about 33 to 40 feet. On the bridge over Delavan Lake, STH 50 is approximately 52 feet in width with two traffic lanes and two auxiliary lanes. The overall right-of-way width on this segment of STH 50 ranges from 66 to 85 feet. As shown on Map 34, the current year 2006 traffic volumes on this segment of STH 50 ranged from 14,000 to 18,000 vehicles per average weekday, exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial. Forecast year 2035 average weekday traffic volumes on this segment of STH 50 ranges from 20,000 to 22,000 vehicles per average weekday, also exceeding the 14,000 vehicles per average weekday design capacity of a two traffic lane arterial.

Between CTH F (south) and STH 67, STH 50 is generally a two traffic lane roadway approximately 24 feet wide with a paved three to four foot shoulder and a seven to nine foot gravel shoulder. The overall right-of-way on this segment of STH 50 ranges from 93 to 110 feet between CTH F (south) and a point about one-half mile southeast of CTH F (south), is 66 feet between a point about one-half mile southeast of CTH F (south) and a point about one-third mile northwest of STH 67, and ranges from 105 feet to 130 feet between a point about one-third mile northwest of STH 67 and STH 67. As shown on Map 34, the current year 2006 traffic volume on STH 50 between CTH F (south) and STH 67 ranges from 7,000 to 8,000 vehicles per average weekday. The forecast year 2035 average weekday traffic volumes for this segment of STH 50 is approximately 12,000 vehicles per average weekday. Thus, traffic volumes may be expected to approach, but not exceed, the design capacity of this segment of STH 50 by the year 2035 design year of the plan.



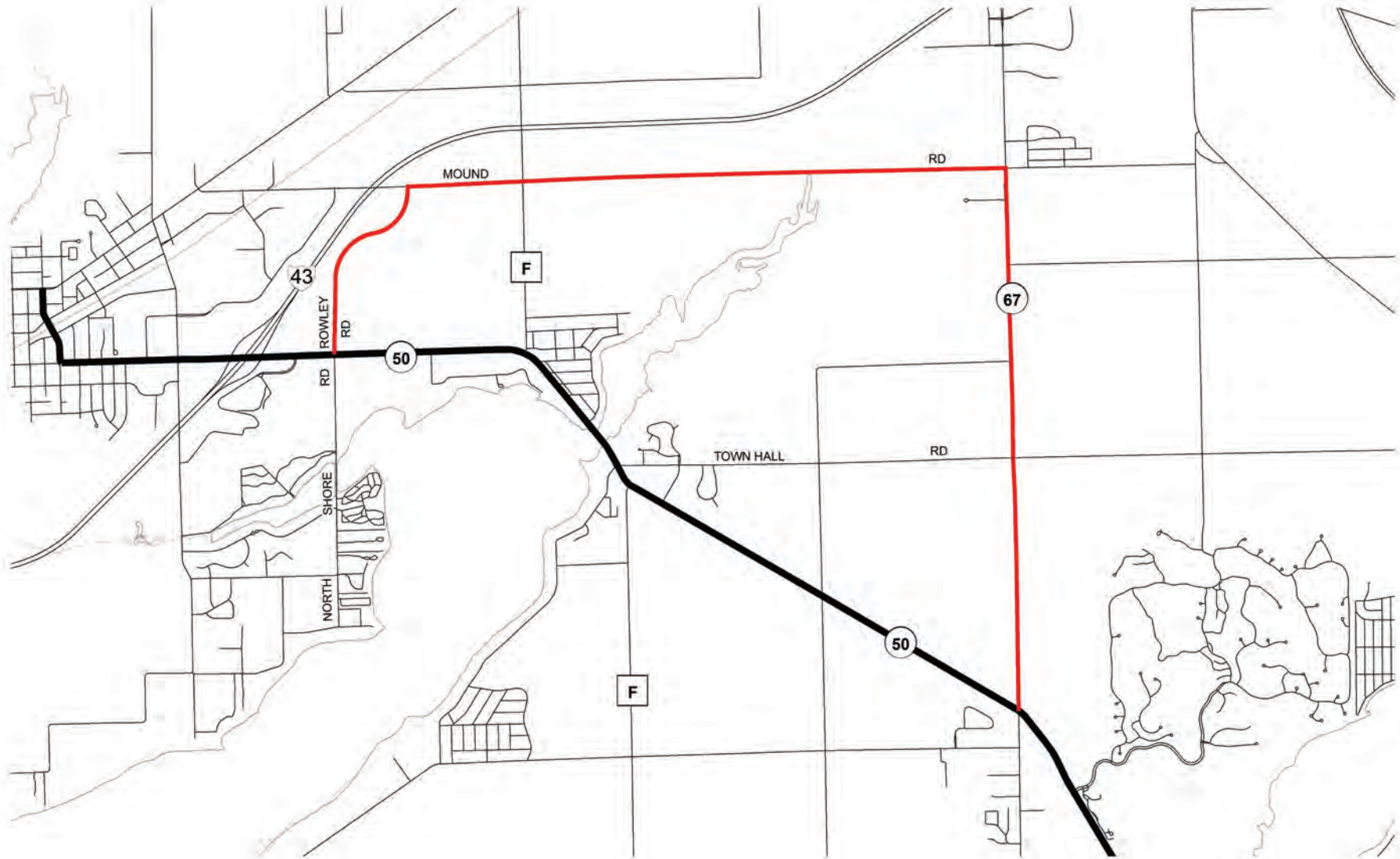
Thus, consideration of provision of additional traffic lanes is warranted on STH 50 between its intersection with CTH F (north) and the intersection of CTH F (south) to alleviate the congestion expected under existing and future forecast year 2035 traffic volumes. Between CTH F (south) and STH 67, actions are warranted to reserve right-of-way to accommodate a possible future need to add traffic lanes beyond the design year 2035 of the plan.

The Town of Delavan asked that alternative routes be considered to divert traffic from STH 50 to potentially eliminate the need for four traffic lanes on STH 50 between CTH F (north) and CTH F (south), and between CTH F (south) and STH 67. Assessment of the potential of alternative routes to divert traffic from this stretch of STH 50 began with analysis of the origin and destination of the traffic on this segment of STH 50. The traffic on STH 50 between CTH F (north) and STH 67 is predominately traffic travelling between the City of Delavan and the Lake Geneva area. Between CTH F (north) and CTH F (south) additional traffic is generated by travel between the City of Delavan and the Walworth/Fontana area. Travel to and from the City of Delavan on STH 50 between CTH F (north) and STH 67 is predominately travel with one end of the trip in the downtown Delavan area or the commercial development east of IH 43.

Possible alternative routes north of STH 50 were identified, tested, and evaluated as Delavan Lake essentially precludes potential routes south of STH 50. One alternative route would use STH 67 and Mound Road and was suggested by the representative for the Town of Delavan on the Walworth County Jurisdictional Highway Planning Committee. This route would not be envisioned to be the route for STH 50, but rather an alternative roadway under local or county jurisdiction which could attract traffic from STH 50. This alternative route, as shown on Map 35, would be routed concurrent with STH 67 from its current intersection with STH 50 to Mound Road, then routed over Mound Road to a new intersection located east of IH 43, then routed over a new facility between Mound Road and Rowley Road, and then over Rowley Road to the intersection of STH 50 and North Shore Drive. The travel distance along this alternative route would be approximately 6.8 miles, as compared to a travel distance of approximately 4.2 miles over the existing route of STH 50 between STH 67 and North Shore Drive. While the posted speed limits are envisioned to be greater on STH 67 and Mound Road than along the existing route of STH 50 between STH 67 and North Shore Drive, the additional travel distance would result in an estimated travel time of 10.5 minutes, as compared to a travel time of 8.4 minutes over the existing route of STH 50 between STH 67 and North Shore Drive. The alternative route may be expected to only have limited potential to divert traffic—about 1,500 vehicles per average weekday—from STH 50 between North Shore Road and CTH F (south). This would not be sufficient traffic volume to eliminate the need for the provision of four traffic lanes on STH 50 between North Shore Road and CTH F (south). It was further suggested by the Town of Delavan representative on the Committee that this alternative route on STH 67 and Mound Road be established as a diversion route for truck traffic from STH 50. However, by law, WisDOT cannot restrict trucks from using facilities under its jurisdiction. In order to restrict trucks from utilizing STH 50, the existing route of STH 50 would have to be transferred to local and/or county jurisdiction.

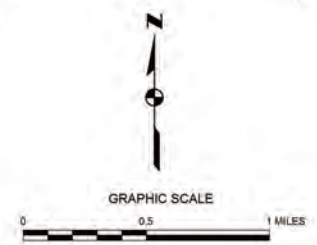
Another alternative route for STH 50 considered was construction of STH 50 on a new alignment between North Shore Road and STH 67 located near and adjacent to its existing route (see Map 36). This alternative route would also include an additional lake crossing north of the existing crossing at STH 50. The realignment of STH 50 would need to be provided in close proximity to the existing route of STH 50 so that it would provide an alternative route, and traffic relief to, existing STH 50 between North Shore Road and CTH F (south). The travel distance along this alternative route would be approximately 4.8 miles, as compared to a travel distance of approximately 4.2 miles over the existing route of STH 50 between STH 67 and North Shore Drive. Assuming that the posted speed limits could be made greater on the alternative bypass route than on the existing route of STH 50 between STH 67 and North Shore Drive, the estimated travel time over the alternative bypass route is estimated to be about 7.2 minutes, as compared to the 8.4 minutes estimated over the existing route of STH 50 between STH 67 and North Shore Drive. These potential savings in travel time are expected to result in this new route having the potential to divert enough traffic—about 10,000 vehicles per average weekday—from STH 50 between North Shore Road and CTH F (south) to potentially eliminate the need for the provision of four traffic lanes on STH 50 between North Shore Road and CTH F (south). However, the realignment would entail an additional crossing of Delavan Lake of significant length and cost, the location of a new roadway within a primary environmental corridor including wetland, and would likely require acquisition of the Lake Lawn Airport. This alternative should be dismissed due to its cost and environmental impacts to other alternatives.

POTENTIAL NORTHERN ALTERNATIVE ROUTE OF STH 50 BETWEEN NORTH SHORE ROAD AND STH 67

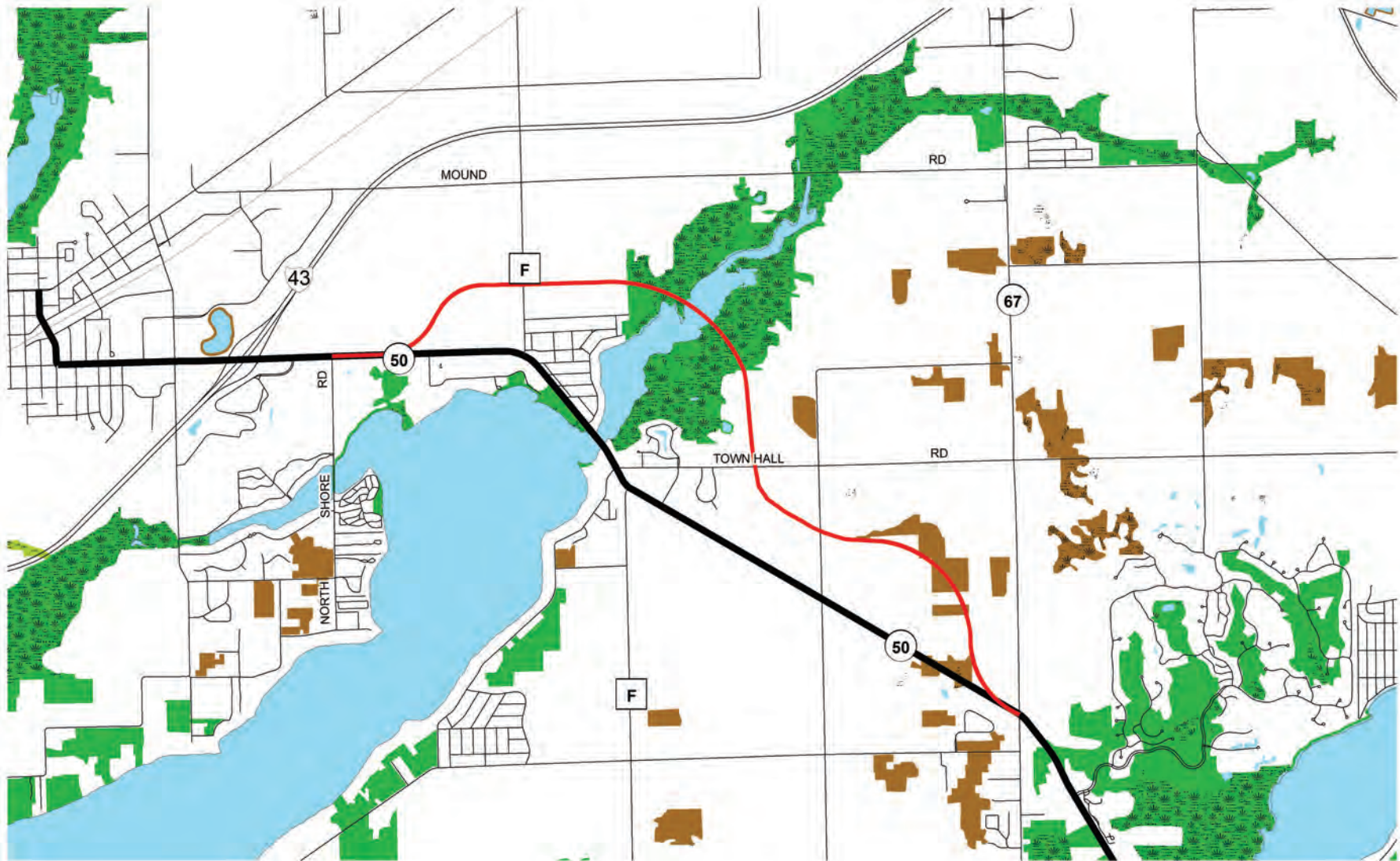


- EXISTING STH 50 ROUTE
- POTENTIAL NORTHERN ALTERNATIVE ROUTE

Source: SEWRPC.



POTENTIAL REALIGNMENT OF STH 50 BETWEEN NORTH SHORE ROAD AND STH 67 NEAR EXISTING ALIGNMENT



-  EXISTING STH 50 ROUTE
-  POTENTIAL REALIGNMENT ROUTE
- ENVIRONMENTAL CORRIDORS**
-  PRIMARY ENVIRONMENTAL CORRIDOR
-  ISOLATED NATURAL RESOURCE AREA
-  SURFACE WATER
-  WETLAND

Source: SEWRPC.

During the Walworth County jurisdictional highway system planning effort, the Wisconsin Department of Transportation was conducting preliminary engineering and environmental study for the reconstruction of STH 50 between IH 43 and STH 67. The Department was considering a number of alternatives. At the conclusion of preliminary engineering and environmental impact study a determination would be made by the Department as to how this segment of STH 50 would be reconstructed, which could differ from the recommendations for this segment of STH 50 contained within the regional transportation plan and Walworth County jurisdictional highway system plan. The recommendations contained within these plans are advisory and could be considered by WisDOT during preliminary engineering and environmental impact study for the reconstruction of STH 50 between IH 43 and STH 67.

At the October 13, 2010, meeting of the Walworth County Jurisdictional Highway Planning Committee, the Commission staff made the following recommendations to the Walworth County Jurisdictional Highway Planning Committee:

- Between CTH F (north) and CTH F (south)
  - Widen STH 50 to provide four traffic lanes; and
  - Wisconsin Department of Transportation to work with local governments to develop location and right-of-way of widened STH 50 to minimize acquisition of, and impacts on, existing residences and businesses.
- Between CTH F (south) and STH 67
  - Reserve right-of-way along STH 50 to accommodate future widening to four traffic lanes which may be needed beyond the plan design year 2035.

Based on the concerns expressed by residents present at the Committee meeting and comments made by the Town of Delavan representative during the discussion by the Committee, Commission staff proposed a compromise that the Walworth County jurisdictional highway system plan recommend on STH 50 between CTH F (north) and CTH F (south):

- the widening of STH 50 to provide four traffic lanes;
- that the Wisconsin Department of Transportation develop an alternative that would not require the acquisition of businesses and residences; and
- that the Wisconsin Department of Transportation construct storm water management facilities to minimize the water quality impact to Delavan Lake.

In addition, Commission staff recommended that Mound Road between STH 11 and STH 67 be added as a local arterial to the Walworth County arterial street and highway system.

Following discussion by the Committee, the Committee acted to include the following recommendations with respect to STH 50 in the Walworth County jurisdictional highway system plan:

- a two-lane facility with a two-way left turn lane on STH 50 between CTH F (north) and CTH F (south);
- that the Wisconsin Department of Transportation reconstruct the segment of STH 50 between CTH F (north) and CTH F (south) such that no existing businesses are acquired and no existing Native American mound sites are impacted as a result of a reconstruction of this section of STH 50;
- that the Wisconsin Department of Transportation consider safety improvements along STH 50 between CTH F (north) and STH 67, such as the provision of protected left turns for the intersection of STH 50 and Town Hall Road/South Shore Drive; and
- that the Mound Road between STH 11 and STH 67 be added to the plan as an arterial facility.

The final recommended year 2035 Walworth County jurisdictional highway system plan is summarized in Chapter V of this report.

## **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 four 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, classification of each arterial facility in terms of traffic volume (one of the operational characteristics), and the combining and refinement of these three sets of jurisdictional classifications through the application of additional 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. This procedure was used to develop a preliminary recommended jurisdictional highway system classification for Walworth County.

The preliminary recommended year 2035 Walworth County jurisdictional highway system plan was presented to, and approved on November 4, 2009, by the Walworth County Jurisdictional Highway Planning Committee for public review and comment. Public comment was solicited on the preliminary recommended year 2035 Walworth County jurisdictional highway system plan during a formal public comment period of March 18, 2010, through April 17, 2010. In addition, a public informational meeting/hearing was held on March 25, 2010, to provide information on and solicit public comment for the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. A summary of the public comments received on the preliminary recommended year 2035 Walworth County jurisdictional highway system plan is documented in this chapter. Following review and consideration of the public comments received, the Committee approved a final recommended year 2035 Walworth County jurisdictional highway system plan that is summarized in Chapter V of this report.

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## Chapter V

# RECOMMENDED WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN

### INTRODUCTION

This chapter describes the recommended year 2035 Walworth County jurisdictional highway system plan approved by the Walworth 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 Walworth County. The recommended jurisdictional highway system plan constitutes a refinement and amendment of the functional improvements recommended in the regional transportation plan in Walworth County, and is intended to be a functional, as well as jurisdictional, arterial street and highway system plan for Walworth County to the design year 2035. In addition, this chapter attempts to identify the actions required to implement the recommended year 2035 Walworth County jurisdictional highway system plan.

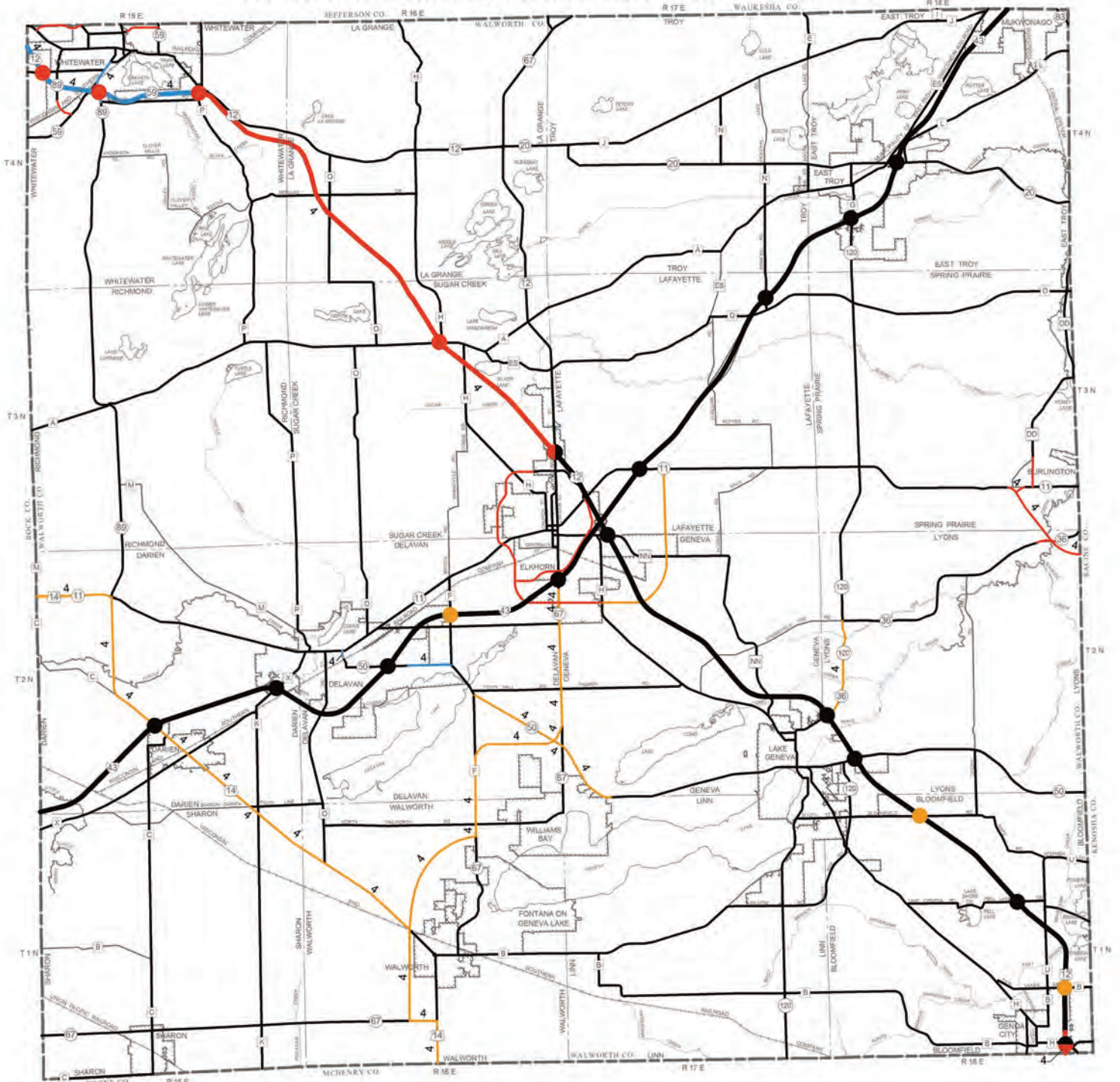
### FUNCTIONAL IMPROVEMENT RECOMMENDATIONS FOR WALWORTH COUNTY

The functional, or capacity, improvements recommended under the year 2035 Walworth County jurisdictional highway system plan as considered and approved by the Walworth County Jurisdictional Highway Planning Committee are displayed in Map 37 and Table 12. Of the total 489 miles of planned arterial system in Walworth County, a total of 455 miles would require only preservation, or resurfacing and reconstruction; seven miles would require improvement, or widening to provide additional traffic lanes; and 27 miles would consist of new facilities.

In addition, the Walworth County Jurisdictional Highway Planning Committee approved the following recommendations be included in the recommended year 2035 Walworth County jurisdictional highway system plan:

- that the Wisconsin Department of Transportation conduct as soon as possible the necessary preliminary engineering and environmental impact assessment of the USH 12 corridor between the Cities of Elkhorn and Whitewater;
- that Commission staff assist the City of Lake Geneva in developing traffic engineering measures to alleviate traffic congestion;
- that STH 50 between CTH F (north) and CTH F (south) be constructed as a two-lane facility with a two-way left turn lane, rather than a widened four traffic lane facility;

**FUNCTIONAL IMPROVEMENTS RECOMMENDED IN THE FINAL RECOMMENDED  
YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

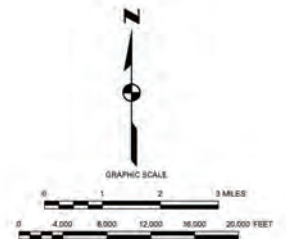


**ARTERIAL STREET OR HIGHWAY**

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

**FREEWAY INTERCHANGE**

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





**Table 12**

**FUNCTIONAL IMPROVEMENTS IN WALWORTH COUNTY RECOMMENDED IN THE FINAL RECOMMENDED YEAR  
2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

Recommended Jurisdiction	Improvement Type	Facility	Termini	Improvement Description
State	Widening	USH 12 STH 50 STH 50 STH 89	Rock County line to CTH P STH 11 to Washington Street North Shore Drive to CTH F (north) Willis Ray Road to Janesville Street	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 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 DD relocation STH 36 relocation	STH 11 to CTH DD STH 36 to STH 11/36 (Burlington Bypass)	Construct two lanes on new alignment Construct two lanes on new alignment
		West Market Street extension	Voss Road to CTH H	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 New Facility ("outer" ring road)  Starin Street extension  West Market Street extension	Planned New Facility ("outer" ring road) to STH 11  Walworth Street and STH 59 Main Street to Tratt Street Planned East Market Street Extension to CTH H (south) Fremont Street to Newcomb Street (STH 59) CTH H (north) to Planned East Market Street Extension	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

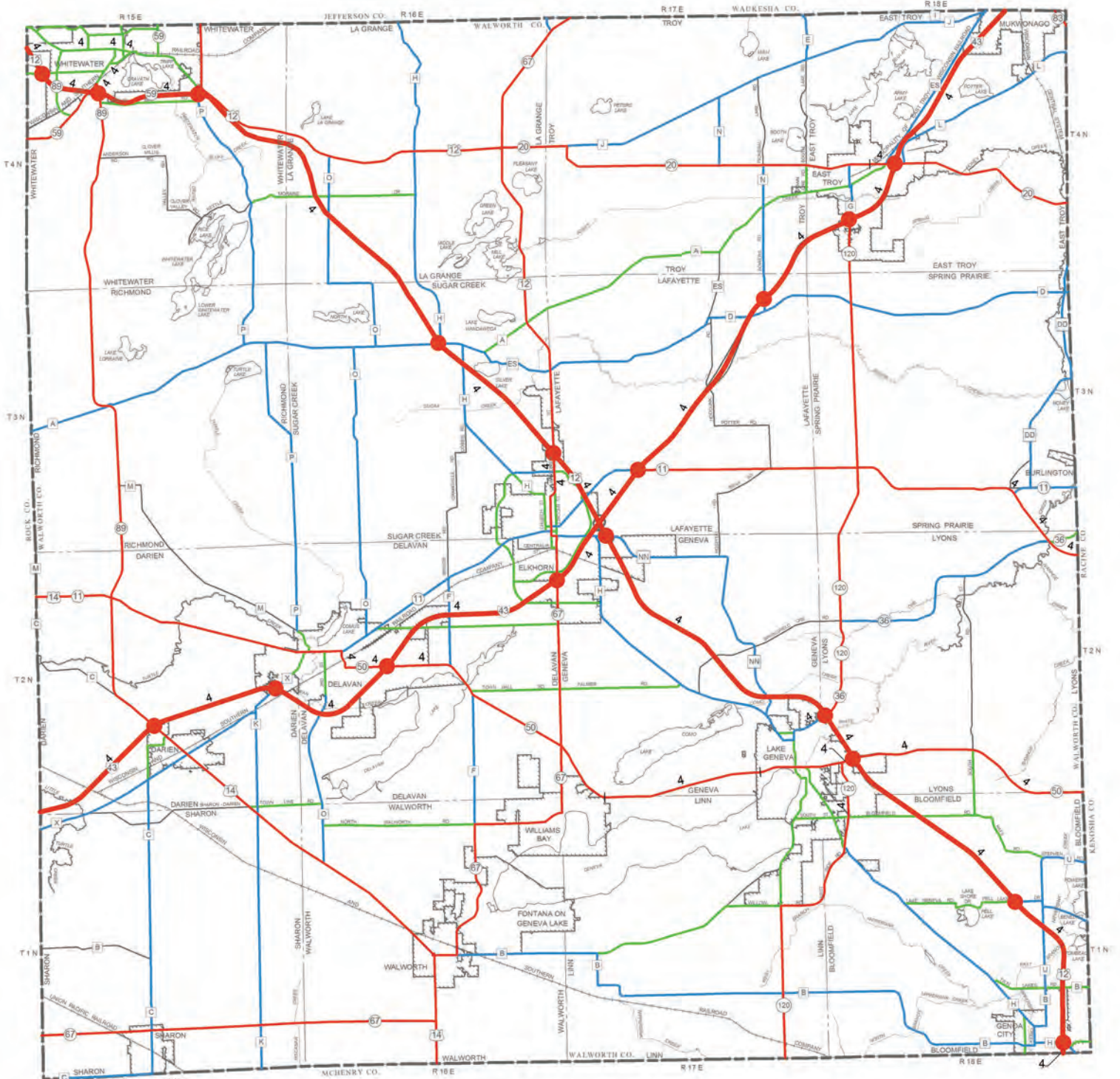
Source: SEWRPC.

- that the Wisconsin Department of Transportation reconstruct the segment of STH 50 between CTH F (north) and CTH F (south) such that no existing businesses are acquired and no existing Native American mound sites are impacted as a result of a reconstruction of this section of STH 50; and
- that the Wisconsin Department of Transportation consider safety improvements along STH 50 between CTH F (North) and STH 67, such as the provision of protected left turns for the intersection of STH 50 and Town Hall Road/South Shore Drive.

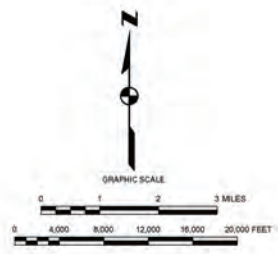
**RECOMMENDED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WALWORTH COUNTY**

The recommended year 2035 Walworth County jurisdictional highway system plan considered and approved by the Walworth County Jurisdictional Highway Planning Committee is shown on Map 38. Map 39 shows the changes in jurisdictional responsibility that would need to occur to implement the recommended jurisdictional highway system plan over the next 25 years. Table 13 provides a comparison of the arterial and nonarterial street and highway mileage in Walworth County under existing year 2005 conditions and under the recommended year 2035 Walworth County jurisdictional highway system plan. The recommended arterial street and highway system would include approximately 489 miles, or about 30 percent of the year 2035 total street and highway system in Walworth County. The State arterial element of the recommended jurisdictional plan would include 211 miles of arterial facilities, or about 43 percent of the 489 mile planned arterial system. This represents a reduction of two miles in the existing state trunk highway system in Walworth County. The county arterial element of the recommended jurisdictional plan would include 190 miles of arterial facilities, or about 39 percent of the 489 mile planned arterial system. This represents a decrease of three miles in the existing county trunk highway system in Walworth County. The local arterial element of the recommended jurisdictional plan would include 88 miles of arterial facilities, or about 18 percent of the 489 mile planned arterial system. Table 14 presents the distribution of planned arterial street and highway mileage within Walworth County in 2035 by State, county, and local jurisdictional classification.

FINAL RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



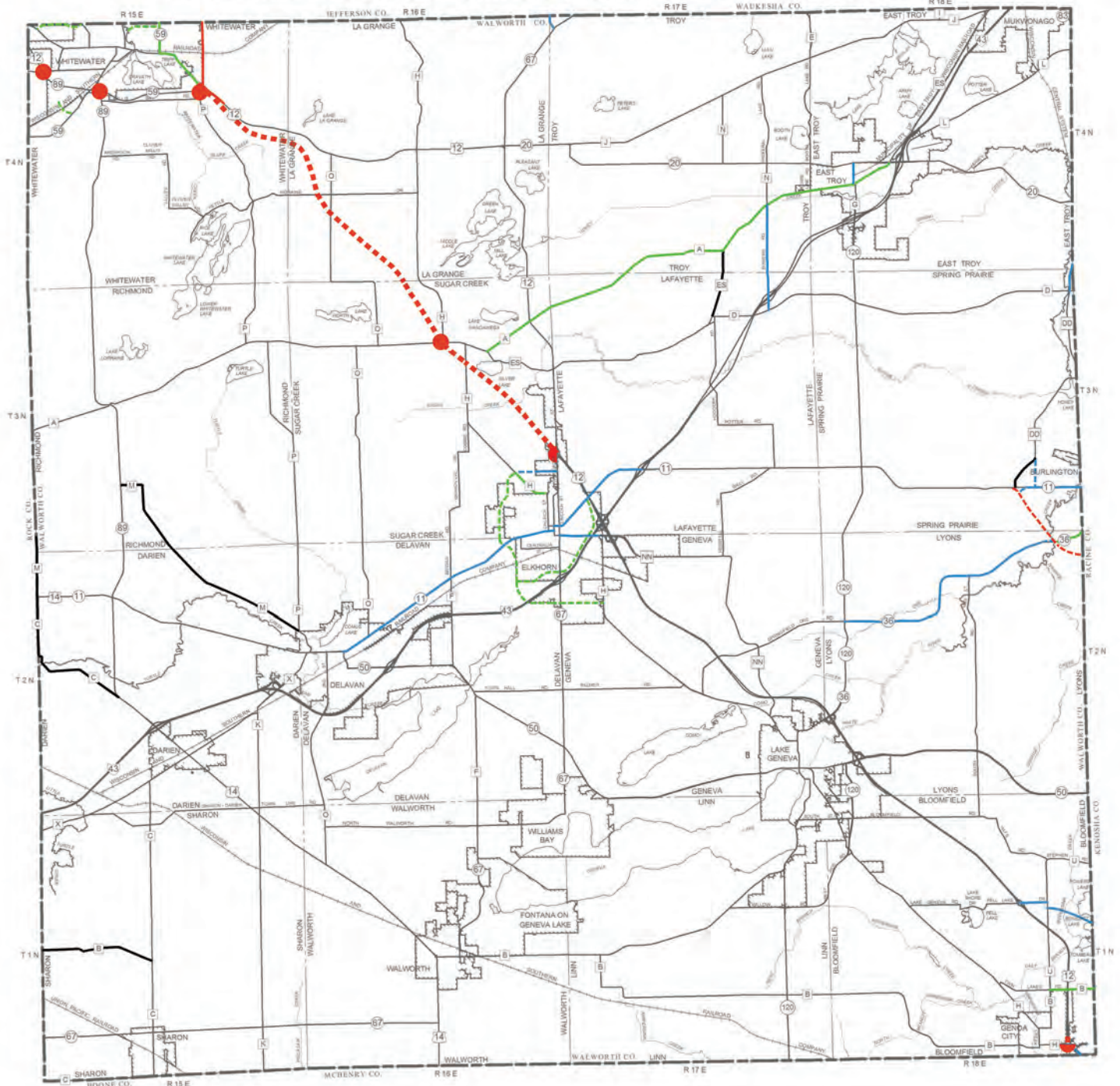
- FREEWAY**
- STATE TRUNK HIGHWAY
- INTERCHANGE
- STANDARD ARTERIAL**
- STATE TRUNK HIGHWAY
- COUNTY TRUNK HIGHWAY
- LOCAL TRUNK HIGHWAY
- 4** NUMBER OF LANES (2 WHERE UNNUMBERED)



Source: SEWRPC.

Map 39

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

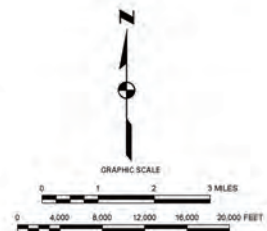


TRANSFER TO:

- 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
- FULL INTERCHANGE
- ◐ HALF INTERCHANGE



Source: SEWRPC.

**Table 13**

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

Year	State <sup>a</sup>	County			Local			Total		
	Arterial	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total
2005	213	168	25	193	78	1,023	1,101	459	1,048	1,507
2035	211	190	0	190	88	1,043 <sup>b</sup>	1,131	489	1,043 <sup>b</sup>	1,532

<sup>a</sup> Includes Interstate, United States, State Trunk and connecting highways under state jurisdiction.

<sup>b</sup> Does not include new nonarterial roadway constructed after existing year 2005.

Source: Wisconsin Department of Transportation and SEWRPC.

**Table 14**

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

Jurisdiction	Planned Arterial Miles			
	State	County	Local	Total
City of Delavan .....	8.4	1.8	3.1	13.3
City of Elkhorn .....	10.3	5.3	9.9	25.5
City of Lake Geneva .....	5.1	1.4	6.6	13.1
City of Whitewater.....	3.3	0.0	11.6	14.9
Village of Darien .....	1.5	1.3	1.0	3.8
Village of East Troy.....	5.6	2.1	2.3	10.0
Village of Fontana on Geneva Lake .....	1.5	0.6	0.0	2.1
Village of Genoa City.....	0.0	2.6	1.3	3.9
Village of Mukwonago .....	1.4	0.7	0.0	2.1
Village of Sharon .....	1.0	1.6	0.0	2.6
Village of Walworth .....	2.6	0.2	0.0	2.8
Village of Williams Bay .....	1.6	0.0	0.0	1.6
Town of Bloomfield .....	9.9	17.5	11.0	38.4
Town of Darien .....	18.2	8.3	1.3	27.8
Town of Delavan.....	8.1	13.1	7.0	28.2
Town of East Troy.....	8.4	13.0	0.1	21.5
Town of Geneva .....	13.1	12.5	2.9	28.5
Town of LaGrange .....	16.5	9.8	3.0	29.3
Town of LaFayette.....	11.7	8.6	1.9	22.2
Town of Linn .....	4.8	7.0	5.3	17.1
Town of Lyons .....	12.1	5.8	1.7	19.6
Town of Richmond.....	6.4	11.3	0.0	17.7
Town of Sharon .....	6.6	13.8	0.6	21.0
Town of Spring Prairie .....	12.2	13.1	0.0	25.3
Town of Sugar Creek.....	7.7	19.5	3.1	30.3
Town of Troy.....	8.0	10.6	5.1	23.7
Town of Walworth.....	10.2	3.6	3.8	17.6
Town of Whitewater.....	14.8	4.7	5.7	25.2
<b>Total</b>	<b>211.0</b>	<b>189.8</b>	<b>88.3</b>	<b>489.1</b>

Source: SEWRPC.

## **PLAN IMPLEMENTATION**

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

### **Local Level**

#### ***Walworth County Board of Supervisors***

It is recommended that the Walworth County Board, upon recommendation of the Public Works Committee of the Walworth 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 Walworth 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 Walworth 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 Walworth 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 Walworth County.

## **Chapter VI**

# **SUMMARY AND CONCLUSIONS**

### **INTRODUCTION**

This report presents an update to the Walworth County jurisdictional highway system plan that was originally adopted by the Walworth County Board of Supervisors on April 19, 1973, and later amended on four 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 Walworth 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 Walworth County, and is intended to be a functional, as well as jurisdictional, arterial street and highway system plan for Walworth 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 Walworth County Jurisdictional Highway Planning Committee. That Committee had representation from each of the cities, villages, and towns in the County, the County itself, as well as from the Federal and state levels. The Walworth 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 Walworth County jurisdictional highway system plan is intended to help Walworth 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 also provides a review, as was requested by the Walworth County Jurisdictional Highway Planning Committee and Walworth 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 Walworth County.

## **ARTERIAL STREET AND HIGHWAY SYSTEM IN WALWORTH 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 Walworth 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 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, 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. In 2005, the State trunk highway system consisted of 213 route-miles, the segments of the County trunk highway system classified as an arterial facility in the regional transportation plan consisted of 168 route-miles, and the local arterial street system consisted of 78 route-miles.



## **REGIONAL TRANSPORTATION PLAN AND WALWORTH 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 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 may be prepared to recommend 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, 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 Walworth County since the adoption of the original jurisdictional highway system plan in 1973 total about 45.1 miles.

### **Functional Improvements Addressed During the Walworth County Jurisdictional Highway System Plan 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 plans. The Walworth County Jurisdictional Highway Planning Committee and Walworth County local governments requested specific functional improvement issues to be further considered, during the current Walworth 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 Walworth County jurisdictional highway system plan includes changes discussed and agreed upon by the Walworth County Jurisdictional Highway Planning Committee to the functional improvements recommended in the regional transportation plan within Walworth County.

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

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 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 31.9 miles of county trunk highways were transferred to the State or local units of government. Thus, the county trunk highway system experienced a net decrease of about 3.9 miles. Finally, about 21.6 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 experienced a net increase of about 18.4 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 Walworth County.

All segments of the total (existing and proposed) arterial street and highway system in Walworth 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 the trips served, 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 Walworth County, particularly trips through Walworth County and between Walworth 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 Walworth 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 Walworth 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 four 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, classification of each arterial facility in terms of traffic volume (one of the operational characteristics), and the combining and refinement of these two sets of jurisdictional subsystems through the application of the remaining operational 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.

### **Preliminary Recommended Year 2035**

#### **Walworth County Jurisdictional Highway System Plan**

Through the procedures previously described, a preliminary recommended year 2035 Walworth County jurisdictional highway system plan was developed and presented to and approved on November 4, 2009, by the Walworth County Jurisdictional Highway Planning Committee for public review and comment. Public comment was solicited on the preliminary recommended year 2035 Walworth County jurisdictional highway system plan during a formal public comment period of March 18, 2010, through April 17, 2010. In addition, a public informational meeting/hearing was held on March 25, 2010, to provide information on and solicit public comment for the preliminary recommended year 2035 Walworth County jurisdictional highway system plan. A summary of the public comments received on the preliminary recommended year 2035 Walworth County jurisdictional highway system plan is documented in Chapter IV of this report. Following review and consideration of the public comments received, the Committee approved a final recommended year 2035 Walworth County jurisdictional highway system plan.

## **RECOMMENDED YEAR 2035 WALWORTH COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

The recommended year 2035 Walworth County jurisdictional highway system plan was approved by the Walworth County Jurisdictional Highway Planning Committee. The recommended year 2035 Walworth County jurisdictional highway system plan would include approximately 489 miles, or about 30 percent of the year 2035 total street and highway system in Walworth County. The State arterial element of the recommended jurisdictional plan would include 211 miles of arterial facilities, or about 43 percent of the 489 mile planned arterial system. This represents a reduction of two miles in the existing state trunk highway system in Walworth County. The county arterial element of the recommended jurisdictional plan would include 190 miles of arterial facilities, or about 39 percent of the 489 mile planned arterial system. This represents a decrease of three miles in the existing county trunk highway system in Walworth County. The local arterial element of the recommended jurisdictional plan would include 88 miles of arterial facilities, or about 18 percent of the 489 mile planned arterial system. This represents an increase of six miles in the existing local trunk arterial system in Walworth County.

Of the total 489 miles of planned arterial system in Walworth County, a total of 455 miles would require only preservation, or resurfacing and reconstruction; seven miles would require improvement, or widening to provide additional traffic lanes; and 27 miles consist of new facilities.

In addition, the Walworth County Jurisdictional Highway Planning Committee approved the following recommendations be included in the recommended year 2035 Walworth County jurisdictional highway system plan:

- that the The Wisconsin Department of Transportation conduct as soon as possible the necessary preliminary engineering and environmental impact assessment of the USH 12 corridor between the Cities of Elkhorn and Whitewater;
- that Commission staff assist the City of Lake Geneva in developing traffic engineering measures to alleviate traffic congestion;
- that STH 50 between CTH F (north) and CTH F (south) be reconstructed as a two-lane facility with a two-way left turn lane, rather than a widened four traffic lane facility;
- that the Wisconsin Department of Transportation reconstruct the segment of STH 50 between CTH F (north) and CTH F (south) such that no existing businesses are acquired and no existing Native American mound sites are impacted as a result of a reconstruction of this section of STH 50; and
- that the Wisconsin Department of Transportation consider safety improvements along STH 50 between CTH F (North) and STH 67, such as the provision of protected left turns for the intersection of STH 50 and Town Hall Road/South Shore Drive.

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

#### **Local Level**

##### ***Walworth County Board of Supervisors***

It is recommended that the Walworth County Board, upon recommendation of the Public Works Committee of the Walworth 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 Walworth 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 Walworth County Board of Supervisors 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 Walworth 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 Walworth County.

## **CONCLUSION**

Adoption and implementation of the year 2035 Walworth 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 Walworth 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.