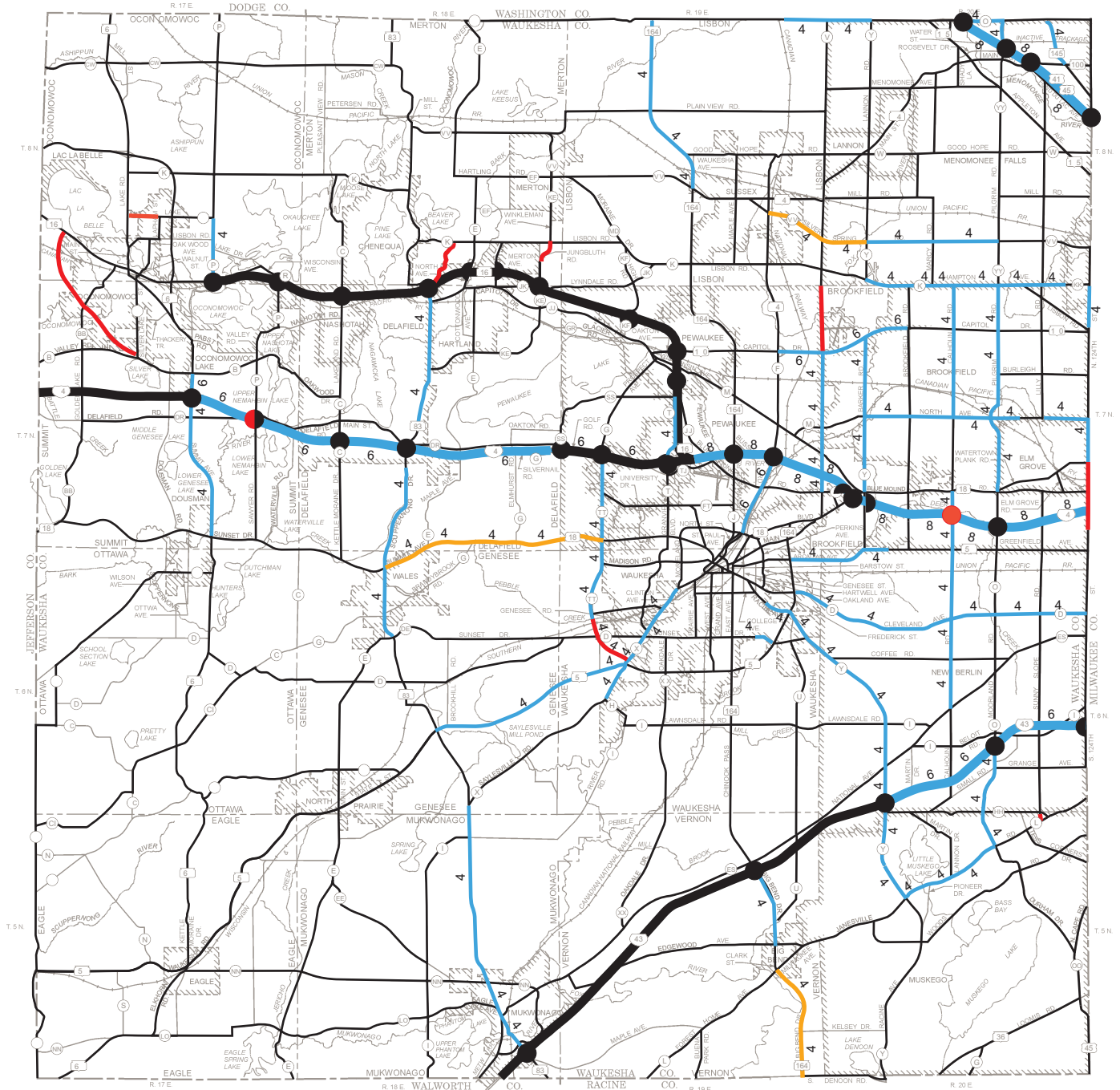


# Appendix I: Waukesha County: 2035 Recommended Regional Transportation System Plan

Map 102

## FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WAUKESHA COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN

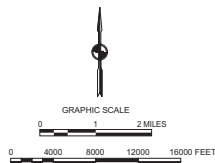


### ARTERIAL STREET OR HIGHWAY

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

### FREEWAY INTERCHANGE

- NEW
- ◐ NEW HALF
- EXISTING



### THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government. State for state highways, County for county highways, and municipal for municipal arterial streets at the conclusion of preliminary engineering.
2. The 12 miles of freeway widening proposed in the plan and in particular the 1 mile of widening in the City of Milwaukee IH 4 between the 100 and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges, will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.

3. The plan also provides further recommendations with respect to half freeway interchanges. The plan recommends that the Wisconsin Department of Transportation during the reconstruction of the freeway system:

- Convert the CTH P with IH 4 interchange to a full interchange.
- Consider as an alternative where conditions permit the combination of selected half interchanges into one full interchange - for example, STH 100 and S. 124th Street with IH 43 and
- Retain all other existing half interchanges and examine during preliminary engineering the improvement of connection between adjacent interchanges.
- 4. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Waukesha County jurisdictional highway system planning advisory committee addressing STH 164 in the Village of Big Bend and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.

Source: SEWRPC.