

3.1 TRANSPORTATION

The Transportation System

The transportation system that serves the Town of Theresa provides for the transport of goods and people into, out from and within the Town. Many elements of the system are not located in Theresa itself. While the Town has little direct influence on transportation links outside its boundaries, it may be in its best interest to influence the improvement of these links to better serve Theresa residents. The transportation system operates in the air and on land and water. Land based transport includes rail as well as highway.

Seaports

Water borne transport of goods is efficient, but the river systems in the Theresa area are not suitable for commercial transportation. The nearest international seaport is the Port of Milwaukee on Lake Michigan, approximately 50 miles from Theresa.

Airports

Air transportation for both goods and people is very fast. Its use is substantial and increasing. Convenient access to at least a general airport is critical to many businesses and broader economic development. The nearest general airport is the Hartford Municipal Airport, located about 13 miles to the southeast of the Town of Theresa. The Town of Theresa lies within 18 miles of three other airports: Dodge County Airport north of Juneau, Fond du Lac County Airport to the north, and the City of West Bend Airport to the east. General Mitchell Field in Milwaukee offers commercial airline service and is also an international airport. It is located about 50 miles southeast of Theresa. Other airports within 50 to 60 miles of the Town are located in Appleton, Oshkosh, Madison and Green Bay.

Railroads

The Canadian National Railway runs through four sections in the northeastern portion of the Town of Theresa with a railway siding in Theresa Station. The Canadian National Railway is the largest railway in Canada in terms of revenue and in physical size. The Canadian National Railway (CNR) was created between 1918 and 1923 by the Canadian federal government. In 1995, the government privatized CNR. Over the next decade, CNR expanded significantly in the United States – purchasing Illinois Central Railroad (1999), Wisconsin Central (2001), and several other railroad lines. CNR now owns an extensive freight railway system in the central United States that runs from northern Minnesota through Wisconsin and south to the Gulf of Mexico. The former Wisconsin Central track is the rail line that runs through the northeastern portion of the Town of Theresa. Approximately 35 trains per day use that route.

Industrial development along the Canadian National Railway tracks in Theresa is problematic. First of all, industries requiring access to rail lines are generally "bulk reducing" industries where a raw material is processed in large quantities and a finished product results in substantially less bulk. Paper and lumber industries are examples. These kinds of industries also require large amounts of land to handle the raw material. Land availability is constrained along the Canadian National Railway because of the presence of the Theresa Marsh Wildlife Area. Land to the east of the rail line is, with

only one exception, owned by the State of Wisconsin for the Theresa Marsh Wildlife Preserve. On the one property that is not owned by the State of Wisconsin, the Department of Natural Resources has purchased a hunting easement so that too is not available for other use. As a consequence, no land is available east of the railroad in the Town of Theresa. On the west of the railroad line, a fair amount of land is again owned by the State of Wisconsin, although much less than is the case of the area east of the rail line. Much of the land is, however, within the "acquisition boundary" that the Department of Natural Resources (DNR) has established for the Theresa Marsh Wildlife Area. That is, the DNR has identified lands that it would like to acquire, through voluntary sale, that border the lands already owned and included within the Theresa Marsh Wildlife Area.

Trucking

Trucking on the highway system is the preferred method of transporting freight, particularly for short hauls, and for economic development in general, access to four-lane highways is crucial. There are a number of trucking firms that operate in neighboring towns and villages and at least one is located in the Town of Theresa.

Public Transit

The nearest bus service stop is in Fond du Lac. There is taxi service in Fond du Lac, West Bend and Mayville, and limousine service is available in Mayville and West Bend. There is passenger rail service from Milwaukee to the west through LaCrosse and to the south through Chicago. There is school bus service for students in the Lomira and Mayville School Districts. Although one property in the southern portion of the Town of Theresa is taxed by the Herman School District, there are no students living in the Town of Theresa who attend classes in the Herman School District. Also, the Dodge County Human Services Department provides transportation facilities, primarily to those who are elderly or are medically infirm. The passengers are usually older people and the trips are for medical or nutritional purposes.

Regional Highway System

Vehicular travel on the public highway system is the transportation mode for the vast majority of trips by Theresa residents. Map 3-1 shows the functional classification of highways serving the Town of Theresa and the location of railroads and airports in the Town.

There is one "principal arterial" highway in the Town of Theresa, and that is U.S. Highway 41 in Section 1, in the northeast portion of the town. Map 3-2 shows Department of Transportation data for average daily traffic counts in the Town of Theresa. This map shows the average daily traffic on the on and off ramps to and from US 41. The map indicates that 1500 vehicles leave US 41 southbound for STH 28 each day, while 2000 enter US 41 northbound from STH 28. These figures are much higher than corresponding numbers for entry and exit for US 41 going to and coming from the Milwaukee region. More people are traveling to and from destinations to the north than are people traveling to and from destinations to the south.

US 41 is part of a major transportation corridor between Fond du Lac and Milwaukee; this corridor also contains the busiest link in the Wisconsin Central Ltd. system, and STH 175, which is designated as a "major collector" highway. These three avenues of transportation run nearly parallel to one another between Fond du Lac and Milwaukee.

In the Town of Theresa, STH 175 and the Wisconsin Central Ltd Railroad run on the west side of Theresa Marsh, while US 41 runs on the east side. The Theresa Marsh appears to have been an obstruction in the path of this corridor, forcing the rail line and US 41 to separate south of the Marsh and rejoin, along with STH 175, north of it. This separation and the existence of the Marsh as a natural buffer has probably shielded the Town of Theresa from some of the development pressure that has been occurring in Washington County to the east. Washington County is, on the basis of annual percentage, growing faster than any other county in the State of Wisconsin. South of the Marsh, fairly intense development can be observed. While the area north of the Marsh does not look heavily developed, in the Village of Lomira and the Town of Lomira where the three avenues in this corridor come together once again, there is fairly intense industrial development. Although zoning policies and agricultural preservation plans no doubt have been important, it could be that the Theresa Marsh has acted as a barrier to development in Theresa, and may continue to be so in the future.

Functional Classification of Highways

Arterial highways extend beyond the boundaries of the Town and provide access to centers of employment, shopping and recreation. US 41 is classified as a "Principal Arterial" highway located within the Town of Theresa, while STH 67/28 west of the Village of Theresa is classified as a Minor Arterial, as is STH 67/175 north of the Village of Theresa.

Collector highways collect traffic from rural and residential areas and convey this traffic to the arterial highway system. They may link schools, churches, small shopping areas and small communities not served by arterials. In the Town of Theresa, STH 28 between the junction of STH 28/67/175 and US 41 is classified as a "Major Collector," as are both STH 175 and CTH P. CTH AY running south from Lomira across STH 28/67 in Theresa and then down to STH 33 is a Minor Collector. CTH DD is also a Minor Collector going from the Village of Theresa to Theresa Station.

Most remaining roads are considered local roads. Their primary function is to provide access to property and to convey traffic from individual property to the collector and arterial highway system. A few private driveways have been placed on the Town road system and these do not qualify as local roads. The roads classified as private entrances include Swift Road, Dunn Road, Erdman Drive, Freedom Road, Kamrath Road, Lackas Lane, Willow Road and Zahn Drive.

Table 3-1 provides information about the road and highway network in the Town of Theresa. The length of each road segment, the width of the right-of-way, pavement and shoulder, average daily traffic and function are included in the summary.

Table 3-1 Wisconsin Information System for Local Roads - Town of Theresa - 2008

ROAD NAME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
		AT RD/ST	TO RD/ST	Length (feet)	Total Miles In Rd	Total Miles City Rd	L	TYPE	SURFACE WD	YR	P	CURB L	R	L-T	L-WD	R-T	R-WD	TRAFFIC CNT	I	YR	ROW WD	I	FC	RC	O	INV YR	Pavement R	YR
Allen Rd		CTH AY	Warner Rd	4,646	4.90		2	65	20	1995	4	0	0	2	4			150	E		66	A	45	5	4	2008	6	2007
Allen Rd		Warner Rd	Ferris Rd	5,227			2	65	20	1995	4	0	0	2	4			150	E		66	A	45	5	4	2008	6	2007
Allen Rd		Ferris Rd	CTH P	2,693			2	65	20	1995	4	0	0	2	4			150	E		66	A	45	5	4	2008	6	2007
Allen Rd		CTH P	Doyle Rd	5,280			2	65	20	1994	4	0	0	2	4			75	E		66	E	45	5	4	2008	6	2007
Allen Rd		Doyle Rd	Pine Ct	845			2	70	20	2002	4	0	0	1	3			75	E		66	A	45	5	4	2008	7	2007
Allen Rd		Pine Ct	STH 175	634			2	70	20	2002	4	0	0	1	3			75	E		66	A	45	5	4	2008	8	2007
Allen Rd		STH 175	Lone Rd	1,373			2	70	20	2002	4	0	0	2	2			75	E		50	E	45	5	4	2008	9	2007
Allen Rd		Lone Rd	West Bend Rd S	5,174			2	70	20	2002	4	0	0	2	2			75	E		66	A	45	5	4	2008	9	2007
W Allen Rd		Madison Rd	CTH Y	2,112	0.40		2	70	18	1995	4	0	0	1	3			35	E		66	A	45	5	4	2008	5	2007
Bancroft Rd S		Tower Ln	Termini	2,851	0.54		2	57	20	2005	4	0	0	2	2			15	E		66	A	45	5	4	2008	5	2007
Bluemound Rd N		CTH TW	Elm Dr	2,904	0.55		2	65	20	1979	4	0	0	2	3			35	E		66	A	45	5	4	2008	8	2007
Bluemound Rd S		CTH AY	CTH TW	7,920	1.50		2	65	20	1999	4	0	0	2	3			35	E		66	A	45	5	4	2008	7	2007
Creek Rd		CTH AY	Termini	634	0.12		2	35	16	1967	4	0	0	0	0			5	E		66	A	45	5	4	2008	8	2007
CTH AY		Swift Rd	Zion Church Rd	5,333		6.15	2	55	22	1967	4	0	0	2	5			700	E		66	A	40	4	3	2007	6	2005
CTH AY		Zion Church Rd	CTH Y	2,640			2	55	22	1967	4	0	0	2	5			700	E		66	A	40	4	3	2007	6	2005
CTH AY		CTH Y	Allen Rd	2,798			2	55	22	1967	4	0	0	2	5			690	T	2004	66	A	40	4	3	2007	6	2005
CTH AY		Allen Rd	Creek Rd	528			2	55	22	1967	4	0	0	2	5			430	A		66	A	40	4	3	2007	6	2005
CTH AY		Creek Rd	Gill Rd	2,218			2	55	22	1967	4	0	0	2	5			430	A		66	A	40	4	3	2007	6	2005
CTH AY		Gill Rd	McArthur Rd	3,010			2	55	22	1967	4	0	0	2	5			430	A		66	A	40	4	3	2007	6	2005
CTH AY		McArthur Rd	McArthur Rd	581			2	55	22	1967	4	0	0	2	5			430	A		66	A	40	4	3	2007	6	2005
CTH AY		McArthur Rd	Bluemound Rd S	4,699			2	55	22	1967	4	0	0	2	5			430	A		66	A	40	4	3	2007	6	2005
CTH AY		STH 28	Mountain Rd	5,280			2	65	22	1981	4	0	0	2	5			210	T		80	A	40	4	3	2007	6	2005
CTH AY		Mountain Rd	CTH TW	2,693			2	65	22	1981	4	0	0	2	5			210	T		80	A	40	4	3	2007	6	2005
CTH AY		CTH TW	Willow Rd	2,693			2	65	22	1967	4	0	0	2	5			860	T	2004	80	A	40	4	3	2007	6	2005
CTH D		STH 175	West Bend Rd N	4,435		0.84	2	65	20	1984	4	0	0	2	2			75	E		50	E	30	4	3	2007	10	2005
CTH DD		Depot Rd	N Pole Rd	4,382		1.24	2	65	22	1986	4	0	0	2	2			200	A		66	A	40	4	3	2008	6	2005
CTH DD		N Pole Rd	N Pole Rd	792			2	65	22	1986	4	0	0	2	2			200	A		66	A	40	4	3	2007	6	2005
CTH DD		N Pole Rd	Termini	1,373			2	65	22	1971	4	0	0	2	5			260	T	2004	66	A	45	4	3	2007	6	2005
CTH H		Rolling Dr	Badger Ln	792		0.29	2	65	22	1998	4	0	0	2	5			75	E		66	A	45	4	3	2008	8	2005
CTH P		Badger Ln	STH 28	739			2	70	24	1993	4	0	0	3	6			770	A		80	A	30	4	3	2007	8	2005
CTH P		Hochheim Rd	Zion Church Rd	5,280		3.53	2	70	24	1993	4	0	0	3	6			1300	T	2004	80	A	30	4	3	2007	8	2005
CTH P		Zion Church Rd	Allen Rd	5,333			2	70	24	1993	4	0	0	3	6			770	A		80	A	30	4	3	2007	8	2005
CTH P		Allen Rd	Meridian Rd	5,333			2	70	24	1993	4	0	0	3	6			770	A		80	A	30	4	3	2007	8	2005
CTH P		Meridian Rd	STH 175	2,693			2	70	24	1993	4	0	0	3	6			180	A		100	A	40	4	3	2007	5	2005
CTH TW		Sunny View Rd	CTH WT	5,016		4.02	2	65	22	1990	4	0	0	3	6			225	E		100	A	40	4	3	2007	5	2005
CTH TW		CTH WT	Bluemound Rd N	3,432			2	65	22	1990	4	0	0	3	6			225	E		100	A	40	4	3	2007	5	2005
CTH TW		Bluemound Rd N	Bluemound Rd S	1,267			2	65	22	1990	4	0	0	3	6			225	E		100	A	40	4	3	2007	5	2005
CTH TW		Bluemound Rd S	CTH AY	2,640			2	65	22	1990	4	0	0	3	6			225	E		100	A	40	4	3	2007	5	2005
CTH TW		CTH AY	Hiawatha Rd	2,270			2	65	22	1990	4	0	0	3	6			1500	T	2004	100	A	40	4	3	2007	4	2005
CTH TW		Hiawatha Rd	STH 28	6,442		1.22	2	70	22	1967	4	0	0	2	5			150	A		100	A	45	4	3	2007	4	2005
CTH WT		STH 28	CTH TW	4,963		1.56	2	70	22	1967	4	0	0	2	5			150	E		100	A	45	4	3	2008	6	2005
CTH Y		CTH AY	W Allen Rd	3,115			2	70	22	1967	4	0	0	2	5			150	E		100	A	45	4	3	2007	4	2005
CTH Y		W Allen Rd	Gill Rd	159			2	70	22	1967	4	0	0	2	5			150	E		100	A	45	4	3	2007	6	2005
CTH Y		Gill Rd	S German St	5,438	2.40		2	70	22	1989	4	0	0	2	3			35	E		66	E	45	5	4	2008	7	2007
Doyle Rd		Hochheim Rd	Zion Church Rd	5,333			2	70	20	1987	4	0	0	2	3			35	E		66	A	45	5	4	2008	7	2007
Doyle Rd		Zion Church Rd	Allen Rd	1,901			2	70	20	1987	4	0	0	2	3			35	E		66	A	45	5	4	2008	7	2007
Doyle Rd		Allen Rd	STH 175	1,214		0.23	2	70	20	1987	4	0	0	2	3			35	E		66	A	45	5	4	2008	7	2007
Dunn Dr		Madison Rd	Termini	1,214			2	40	16	2005	4	0	0	1	1			5	E		66	A	45	5	4	2008	3	2007
Elm Dr		Elm Rd	Bluemound Rd N	3,485		0.66	2	57	20	1997	4	0	0	2	2			130	A		66	A	45	5	4	2008	6	2007
E Elm Dr		CTH AY	Termini	686		0.13	1	35	12	1967	4	0	0	1	1			5	E		66	E	45	5	4	2008	4	2007

Table 3-1 Wisconsin Information System for Local Roads - Town of Theresa - 2008

ROAD NAME	AT RD/ST		TO RD/ST		Length (feet)	Total Miles		L	SURFACE			P	CURB		SHOULDER				TRAFFIC		ROW		INV YR	Pavement R		
						In Rd	Cty Rd		TYPE	WD	YR		L	R	L-T	L-WD	R-T	R-WD	CNT	I	YR	WD			I	FC
Erdman Dr	STH 28		Termini		528	0.10		2	70	18	2004	4	0	0	1	3	1	3	5	E	50	E	4	2008	8	2007
Ferris Rd	Hochheim Rd		Zion Church Rd		5,280	2.00		2	57	20	1997	4	0	0	2	3	2	3	35	E	66	A	4	2008	7	2007
Ferris Rd	Zion Church Rd		Raccoon Rd		2,640			2	57	20	1997	4	0	0	2	3	2	3	35	E	66	A	4	2008	7	2007
Ferris Rd	Raccoon Rd		Allen Rd		2,640			2	70	20	1993	4	0	0	2	3	2	3	35	E	66	A	4	2008	7	2007
Freedom Rd	Hochheim Rd		Zion Church Rd		5,280	1.22		4	70	20	1990	4	0	0	2	2	2	2	15	E	66	E	4	2008	8	2007
Freedom Rd	Zion Church Rd		Termini		1,162			4	40	20	1993	4	0	0	2	3	2	3	5	E	66	A	4	2008	3	2007
Gill Rd	CTH Y		S Mc Arthur Rd		2,904	1.40		4	65	20	1995	4	0	0	2	4	2	4	130	A	66	A	4	2008	7	2007
Gill Rd	S Mc Arthur Rd		CTH AY		3,696			2	65	20	1995	4	0	0	2	4	2	4	130	A	66	A	4	2008	7	2007
Gill Rd	S Mc Arthur Rd		CTH AY		792			2	65	20	1995	4	0	0	2	4	2	4	130	A	100	A	4	2008	7	2007
Hiawatha Rd	CTH TW		Peter Rd		2,693	0.63		2	65	20	1995	4	0	0	2	4	2	4	15	E	66	A	4	2008	8	2007
Hiawatha Rd	Peter Rd		Behm Dr		633			2	65	20	1995	4	0	0	2	4	2	4	15	E	66	A	4	2008	8	2007
Hochheim Rd	Pierce Rd		Hildale Rd		317	2.34		2	65	20	1981	4	0	0	2	4	2	4	35	E	66	A	4	2008	5	2007
Hochheim Rd	Hildale Rd		Ferris Rd		2,640			2	65	20	1981	4	0	0	2	5	2	5	35	E	66	A	4	2008	5	2007
Hochheim Rd	Hochheim Rd		CTH P		2,640			4	65	20	1981	4	0	0	2	5	2	5	35	E	66	A	4	2008	5	2007
Hochheim Rd	Ferris Rd		W Bend Rd		6,758			4	65	20	2000	4	0	0	2	4	2	4	75	E	66	A	4	2008	8	2007
Hochheim Rd	Doyle Rd		Termini		1,320	0.25		1	40	12	1991	4	0	0	1	2	1	2	5	E	66	A	4	2008	3	2007
Kamraath Rd	STH 28		Termini		1,056	0.20		2	40	20	1993	4	0	0	2	3	2	3	5	E	66	A	4	2008	4	2007
Lackas Ln	STH 175		West Bend Rd N		7,286	1.48		4	70	20	1988	4	0	0	2	3	2	3	15	E	66	A	4	2008	7	2007
Lone Rd	Allen Rd		West Bend Rd N		528			1	35	10	1967	4	0	0	1	2	1	2	5	E	33	E	4	2008	3	2007
Lone Rd	West Bend Rd N		Termini		5,280	1.23		2	65	20	1991	4	0	0	2	3	2	3	35	E	66	A	4	2008	7	2007
Madison Rd	STH 33		Zion Church Rd		1,214			2	70	20	1991	4	0	0	2	3	2	3	35	E	66	A	4	2008	8	2007
Madison Rd	Zion Church Rd		Dunn Rd		4,383	3.65		4	70	20	1993	4	0	0	2	2	2	2	35	E	66	A	4	2008	9	2007
McArthur Rd	S German St		S Mc Arthur Rd		5,702			2	70	20	1993	4	0	0	2	3	2	3	35	E	66	A	4	2008	9	2007
McArthur Rd	S Mc Arthur Rd		CTH AY		2,587			2	57	21	2004	4	0	0	2	2	2	2	35	E	66	A	4	2008	8	2007
McArthur Rd	CTH AY		Warner Rd		950			2	65	20	1994	4	0	0	2	2	2	2	35	E	66	A	4	2008	7	2007
McArthur Rd	Warner Rd		Bancroft Rd S		5,386			2	65	20	1994	4	0	0	2	2	2	2	35	E	66	A	4	2008	7	2007
McArthur Rd	Warner Rd		Bancroft Rd S		264			2	65	20	1994	4	0	0	2	4	2	4	35	E	66	A	4	2008	7	2007
McArthur Rd	Warner Rd		Bancroft Rd S		2,746	0.52		2	70	20	1996	4	0	0	2	3	2	3	35	E	66	A	4	2008	7	2007
McArthur Rd	McArthur Rd		Gill Rd		1,267	0.24		2	70	20	1999	4	0	0	1	3	1	3	15	E	66	A	4	2008	6	2007
Meridian Rd	CTH P		STH 175		1,584	0.30		2	65	20	2002	4	0	0	1	3	1	3	15	E	66	A	4	2008	6	2007
Meridian Rd E	West Bend Rd N		Termini		3,696	0.70		2	50	18	2007	4	0	0	1	3	1	3	35	E	33	E	4	2008	8	2007
Mohawk Rd	STH 28		Mohawk Rd		1,584	1.79		2	70	20	2007	4	0	0	2	2	2	2	5	E	66	A	4	2008	8	2007
Mohawk Rd	Termini		STH 175		686			2	70	20	1993	4	0	0	2	2	2	2	15	E	66	A	4	2008	8	2007
Mountain Rd	STH 175		CTH AY		2,640			2	70	20	1993	4	0	0	2	2	2	2	15	E	66	A	4	2008	8	2007
Mountain Rd	STH 175		CTH AY		317			2	70	20	1993	4	0	0	2	2	2	2	15	E	66	A	4	2008	8	2007
Mountain Rd	STH 175		CTH AY		1,584			2	52	20	2005	4	0	0	2	2	2	2	15	E	66	A	4	2008	10	2007
Mountain Rd	STH 175		CTH AY		2,640			2	70	20	2005	4	0	0	2	2	2	2	15	E	66	A	4	2008	8	2007
Musack Dr	N Pole Rd		Termini		528	0.10		4	55	16	2004	4	0	0	0	0	0	0	5	E	50	E	4	2008	7	2007
Musack Dr	STH 175		Termini		686	0.13		2	65	20	2000	4	0	0	1	5	1	5	15	E	66	E	4	2008	8	2007
Old CTH P	Allen Rd		Termini		475	0.09		2	70	24	1999	4	0	0	1	3	1	3	5	E	75	E	4	2008	8	2007
Plover Rd	Hochheim Rd		Zion Church Rd		5,280	1.00		2	57	20	2006	3	0	0	2	2	2	2	15	E	66	A	4	2008	8	2007
N Pole Rd	West Bend Rd N		Musack Dr		1,426	1.97		2	55	20	2001	4	0	0	1	2	1	2	75	E	66	E	4	2008	7	2007
N Pole Rd	West Bend Rd N		Musack Dr		1,214			4	65	20	2001	4	0	0	1	2	1	2	75	E	66	E	4	2008	7	2007
N Pole Rd	Musack Dr		CTH DD		1,584			4	65	20	2001	4	0	0	1	2	1	2	75	E	66	E	4	2008	7	2007
N Pole Rd	Musack Dr		CTH DD		1,954			2	65	20	2002	4	0	0	2	3	2	3	75	E	66	A	4	2008	7	2007
N Pole Rd	CTH DD		CTH DD		4,224			2	65	20	2002	4	0	0	2	3	2	3	150	E	66	A	4	2008	7	2007
Raccoon Rd	CTH AY		Ferris Rd		10,560	2.00		2	55	20	1995	4	0	0	2	2	2	2	35	E	66	A	4	2008	6	2007
Sunny View Rd	STH 28		CTH TW		2,640	1.00		2	70	20	2003	4	0	0	2	3	2	3	125	E	66	A	4	2008	7	2007
Sunny View Rd	STH 28		Elm Rd		2,640			2	70	20	1993	4	0	0	2	10	2	10	125	A	66	A	4	2008	7	2007
Swift Rd	Termini		CTH AY		845	0.16		2	55	18	1975	4	0	0	1	3	1	3	5	E	50	E	4	2008	4	2007
Warner Rd	Allen Rd		McArthur Rd		5,280	1.00		2	57	20	2004	4	0	0	2	2	2	2	15	E	66	A	4	2008	8	2007

Table 3-1 Wisconsin Information System for Local Roads - Town of Theresa - 2008

ROAD NAME	AT RD/ST	TO RD/ST	Length (feet)	Total Miles Tn Rd	City Rd	SURFACE		CURB	SHOULDER		TRAFFIC CNT	ROW WD	FC	RC	O	INV YR	Pavement R YR									
						TYPE	WD		YR	P								L	R	L-T	L-WD	R-T	R-WD			
West Bend Rd N	STH 175	N Pole Rd	264	3.17		2	70	20	1992	4	0	0	2	4	2	4	280	A	66	A	45	5	4	2008	8	2007
West Bend Rd N	STH 175	N Pole Rd	3,432			2	70	20	1993	4	0	0	2	4	2	4	280	A	66	A	45	5	4	2008	8	2007
West Bend Rd N	N Pole Rd	Lone Rd	4,594			2	70	20	1993	4	0	0	2	4	2	4	280	A	66	A	45	5	4	2008	8	2007
West Bend Rd N	Lone Rd	Meridian Rd E	2,904			2	70	20	1993	4	0	0	2	4	2	4	280	A	66	A	45	5	4	2008	8	2007
West Bend Rd N	Meridian Rd E	Hunters Ln	1,637			2	70	20	2005	4	0	0	2	4	2	4	280	A	66	A	45	5	4	2008	8	2007
West Bend Rd N	Meridian Rd E	Hunters Ln	2,534			2	70	21	2005	4	0	0	2	2	2	2	280	A	66	A	45	5	4	2008	7	2007
West Bend Rd N	Meridian Rd E	Hunters Ln	1,373			2	70	21	2005	4	0	0	2	2	2	2	280	E	66	A	45	5	4	2008	7	2007
West Bend Rd S	Hochheim Rd	CTH D	4,013	1.00		2	57	21	1997	4	0	0	1	3	1	3	35	E	66	A	45	5	4	2008	6	2007
West Bend Rd S	CTH D	Allen Rd	1,267			2	65	22	2002	4	0	0	2	2	2	2	150	E	50	E	45	5	4	2008	9	2007
Zahn Dr	STH 175	Termini	634	0.12		2	70	20	2003	4	0	0	2	2	2	2	5	E	66	A	45	5	4	2008	7	2007
Zion Church Rd	Madison Rd	CTH AY	5,808	5.56		2	57	21	1996	4	0	0	2	4	2	4	75	E	66	A	45	5	4	2008	8	2007
Zion Church Rd	CTH AY	Plover Rd	3,960			2	57	21	1996	4	0	0	2	3	2	3	35	E	66	A	45	5	4	2008	5	2007
Zion Church Rd	Plover Rd	Ferris Rd	6,653			2	57	21	1996	4	0	0	2	3	2	3	35	E	66	A	45	5	4	2008	5	2007
Zion Church Rd	Ferris Rd	CTH P	2,693			2	57	21	1996	4	0	0	2	3	2	3	35	E	66	A	45	5	4	2008	5	2007
Zion Church Rd	CTH P	Freedom Rd	2,587			2	57	21	1996	4	0	0	2	3	2	3	35	E	66	A	45	5	4	2008	6	2007
Zion Church Rd	Freedom Rd	Doyle Rd	2,693			2	57	21	1996	4	0	0	2	3	2	3	35	E	66	A	45	5	4	2008	6	2007
Zion Church Rd	Doyle Rd	STH 175	4,963			2	57	21	1996	4	0	0	2	3	2	3	35	E	66	A	45	5	4	2008	6	2007

46.78 18.85

65.63

Total Miles

Column Heading Explanation

- ROAD NAME = name on road sign
- AT RD/ST = starting at intersection
- TO RD/ST = traveling toward stopping point
- Length (feet) = length of the section of road in feet
- Total Miles = total length of road in miles Tn Rd = Town Road City Rd = County Road
- L = number of lanes
- SURFACE: TYPE = type of road surface (see chart)
- SURFACE: WD = width of road surface
- SURFACE: YR = year the road was last surfaced
- P = type of parking 3 = both sides 4 = rural parking
- 13 CURB = curb type L = left R = right 0 = no curb
- 14, 15 SHOULDER: L-T = left shoulder type L-WD = left shoulder width in feet
- 16, 17 SHOULDER: R-T = right shoulder type R-WD = right shoulder width in feet
- TRAFFIC: CNT = average daily traffic count
- TRAFFIC: I = average daily traffic count indicator (see chart)
- TRAFFIC: YR = year count was taken
- ROW: WD = Right of Way width in feet
- ROW: I = right of way measurement indicator (see chart)
- FC = Functional Class (see chart)
- RC = Road Category 4 = County Road 5 = Town Road
- O = Owner Agency 3 = County Road 4 = Town Road
- INV YR = Inventory Year
- Pavement: R = Pavement Rating (see chart)
- Pavement: YR = year pavement was rated

Road Surface Type

- 35 = gravel road (not oil and gravel) includes gravel on graded and drained earth or on unimproved earth
- 40 = < 1" wearing surface includes bituminous surfaces, surface treatments/seal coats on base, double seal coat roads on base or oil on gravel
- 50 = cold mix resurfacing on asphalt pavement surface + base < 7"
- 52 = cold mix resurfacing on asphalt pavement surface + base > 7"
- 55 = cold mix asphalt pavement surface + base < 7"
- 57 = hot mix resurfacing (overlay) on asphalt pavement
- 65 = hot mix resurfacing (overlay) on asphalt pavement
- 70 = hot mix asphalt pavement Includes pulverized and resurfaced with hot mix pavement

Pavement Rating

- 10 = excellent new construction
- 9 = excellent recent overlay, like new
- 8 = very good recent sealcoat or new road mix; no maintenance required
- 7 = good first signs of aging; maintain with routine crack filling
- 6 = good shows signs of aging; could extend life with sealcoat
- 5 = fair surface aging; needs sealcoat or overlay
- 4 = fair significant aging and signs of need for strengthening
- 3 = poor needs patching and major overlay or complete recycling
- 2 = very poor severe deterioration; needs reconstruction
- 1 = failed needs total reconstruction

Indicator

- A = actual
- E = estimate
- T = count taken

Functional Class

- 30 = major rural collector
- 40 = minor rural collector
- 45 = local rural road

Traffic Safety

Three of four intersections in the Town of Theresa that had been considered dangerous have been rebuilt in recent years thus improving line-of-site for motorists and reducing the risk of accidents.

1. One intersection was at CTH D and STH 175 where both a cluster of homes and inadequate site distance conspired to produce a dangerous situation. This section of STH 175 between Zion Church Road and Doyle Road was rebuilt in 1999.

2. Another dangerous area was on CTH D at the intersection with West Bend Road on the Dodge County-Washington County Line. Dodge County rebuilt CTH D and also rebuilt the West Bend Road-CTH D intersection before turning over that portion of the road to the Town of Theresa.

3. Prior to reconstruction, site distances to the north at the intersection of STH 28/67/175 and CTH TW were not good. STH 28 travels east at that point, toward US 41. This intersection was realigned when STH 28 was rebuilt in 2002.

One difficult intersection still remains in the Town of Theresa. This one is at the junction of three roads: Hochheim Road running east-west between Washington and Dodge Counties, STH 175 running northwest to southeast, and West Bend Road coming in from the north and ending at this intersection. The number of entrances into this intersection is five and the number of choices of travel for each motorist is four. In a four way intersection, where each vehicle entering the intersection has three choices of travel, anticipating the path of one other vehicle is relatively easy, anticipating the paths of two vehicles somewhat more difficult, and anticipating the paths of three is, most difficult in this situation. For four vehicles at such an intersection, the total sum of choices for all vehicles is twelve. At a five-way intersection, however, the total sum of choices for five vehicles is twenty, nearly twice as many as the four-way intersection. Organizing safe and efficient movement is difficult. Additional ambiguity is also introduced with regard to movement toward the east. A left hand signal for a southbound vehicle on STH 175 could mean left along Hochheim, or hard left along West Bend Road. Or, northbound along STH 175, a right turn signal could mean a hard right along Hochheim Road, or right along West Bend. This is a difficult intersection.

If the Town of Theresa moves to allow commercial or residential development on land off of STH 28 on either side of US 41, it would be important to coordinate such development with the Wisconsin Department of Transportation, Southwest Region, 2101 Wright Street, Madison, Wisconsin, 53704 (Phone: 608-246-3801) in order to insure safe entrance and egress at the entrances from Mohawk Road and County H onto STH 28.

Road Standards

In Wisconsin Statute 82.50, the design standards for improvements on town roads require a minimum right-of-way width of 66 feet and minimum pavement width of 22 feet for roads with average daily traffic (ADT) of 251 to 1,000 vehicles. The minimum shoulder width is set at five feet for 251 to 400 ADT and increases to six feet for 401 to 1,000 ADT. Town roads with 1,001 to 2,400 ADT must have a minimum pavement width of 24 feet and a minimum shoulder width of ten feet. Table 3-2 presents the

established minimum geometric design standards for improvements on town roads.

Table 3-2 Town Road Minimum Standards

<u>Annual Average 24-hour Traffic (ADT)</u>	<u>Right-of-Way Width</u>	<u>Roadway Width</u>	<u>Surface Width</u>	<u>Maximum Grades</u>	<u>Curvature</u>
Local service, intermittent traffic	3 rods	20 feet	16 feet		
Under 100 ADT	3 rods	24 feet	18 feet	9% - 11%	
100 - 250 ADT	4 rods	26 feet	20 feet	8% - 11%	
251 to 400 ADT	4 rods	32 feet	22 feet	6% - 8%	6° - 12.5°
401 to 1,000 ADT	4 rods	34 feet	22 feet	5% - 8%	5° - 12.5°
1,001 to 2,400 ADT	4 rods	44 feet	24 feet	5% - 7%	4.5° - 7.5°

Source: Wisconsin Statutes, Section 82.50

Road standards for a transitional, urban-rural environment must be higher than for a strictly rural area. Increasing short-trip travel and commuting will continue to share the roads with farm equipment. Parking along roadways may increase as well, although this is not likely to become a serious problem in the Town of Theresa for many years.

Every other year, the Town of Theresa must complete a road-rating checklist using the PASER rating system. This rating process gives an indication of the road sections that are most in need of repair or reconstruction. A rating of 1 to 10 is determined for each section of road – with 1 requiring road reconstruction and 10 indicating new construction or reconstruction. Table 3-1 shows the road rating done in 2008 and submitted to the state using the Wisconsin Information System for Local Roads (WISLR).

Some substandard road conditions are more significant than others because the deficiencies are extreme or because the road carries higher volumes of traffic. All new streets and roads should meet minimum design standards.

3.2 Transportation Goals, Objectives, Policies, Recommendations

Goal: Provide a safe and well-maintained transportation network.

Objective: Reduce accident exposure by improving deficient roadways and intersections in an efficient and economic manner.

Policy: The Town shall utilize the results of its Pavement Surface and Evaluation Rating System (PASER) to prioritize and make yearly road improvements.

Policy: Actively pursue available funding, especially federal and state sources, for needed transportation improvements.

Policy: Dead end roads and cul-de-sacs should be avoided whenever possible.

Objective: Consider bicycle and pedestrian safety needs when new roads are proposed or when major roadway improvements are made.

Recommendation: Continue to set temporary weight limits when needed.

Recommendation: Continue to require driveway permits that provide adequate access to safety equipment.

Objectives:

1. Encourage the State Department of Transportation and County Highway Department to improve the highways under their responsibility.
2. Continuously bring the town road system up to standard.
3. Promote safe, modern highways connecting Theresa with Mayville, Fond du Lac, West Bend, and access to US 41.
4. All town roads identified as private entrances should be turned over to adjacent land owner(s), if not in conflict with the Zoning Ordinance.
5. Set weight limits as allowed by Wisconsin DOT regulations.

Recommendation: Update roads and bridges to meet current standards.

Objective: Bring roads up to standards in conjunction with road reconstruction.

Recommendation: Ensure that all roads meet minimum standards by reviewing state minimum standards for Town roads and by requiring paving of all new roads.

3.3 Transportation Programs

The following programs are currently utilized by the community or are available for use by the community to implement the goals, objectives, policies, and recommendations identified.

PASER Program

The PASER (Pavement Surface Evaluation and Rating) Program is a simple system for Town officials to evaluate and rate asphalt and concrete roads on a scale of 1 to 10 based on visual inspection. These ratings are used to prioritize needs and schedule the maintenance and reconstruction of Town roads.

Local Roads Improvement Program (LRIP)

Established in 1991, the Local Roads Improvement Program (LRIP) assists local governments in improving seriously deteriorating county highways, town roads and city and village streets.

A reimbursement program, LRIP pays up to 50% of total eligible costs with local governments providing the balance. The program has three basic components: County Highway Improvement (CHIP), Town Road Improvement (TRIP), Municipal Street Improvement (MSIP). Three additional discretionary programs (CHIP-D, TRIP-D and

MSIP-D) allow municipalities to apply for additional funds for high-cost road projects. For more information contact the Wisconsin DOT or visit www.dot.state.wi.us.

Dodge County Capital Improvement Program

Dodge County annually updates a Capital Improvement Program. The program prioritizes the allocation of financial resources for various projects over a five-year time frame. This plan should be referenced for projects planned by Dodge County that may affect the Town.

Transportation Economic Assistance (TEA) Program

The Transportation Economic Assistance program provides state grants to governing bodies, private businesses, and consortiums for road, rail, harbor and airport projects that help attract employers to Wisconsin, or encourage business and industry to remain and expand in the state. Grants of up to \$1 million are available for transportation improvements that are essential for an economic development project. The project must be scheduled to begin within three years, have the local government's endorsement, and benefit the public. For more information about this program, contact the Wisconsin Department of Transportation, Division of Transportation Investment Management.

Adopt-A-Highway Program

The Adopt-A-Highway Program is administered by the Wisconsin Department of Transportation. The program was initiated to allow groups to volunteer and support the State's anti-litter program. Each qualified group takes responsibility for litter control on a segment of State highway, and must pick up litter on the segment at least three times each year between April 1st and November 1st. Applications and forms are available through the Wisconsin DOT website www.dot.state.wi.us.