INTRODUCTION

This chapter provides a description of the function of each major segment of the regional freeway system and of the freeway system as a whole. Information is presented on the current jurisdictional and federal aid classification of each freeway segment and on the traffic volumes, average length of trips, and origins and destinations of trips on each segment of the freeway.

JURISDICTIONAL AND FEDERAL AID CLASSIFICATION

All 272 miles of existing freeways within southeastern Wisconsin are under the jurisdiction of the State of Wisconsin. As such, the State of Wisconsin has responsibility for the design, construction, maintenance, and operation of each segment of the freeway system. As noted in Chapter II, the primary purpose of highways under State jurisdiction is to serve travel through and between counties in the State of Wisconsin, and as well, the rest of the nation. State trunk highways also serve to directly connect to land uses of regionwide and statewide importance, such as Milwaukee County’s General Mitchell International Airport, the commercial air carrier airport serving southeastern Wisconsin.

The Wisconsin Department of Transportation (WisDOT) divides the about 11,800 miles of state trunk highways into five sub-systems reflecting their importance in supporting statewide mobility and economic activity. In order of their greater importance, these five subsystems are:

1 State, regional, and local plans have been amended to remove the Park East Freeway and replace the freeway with a surface arterial. The removal and replacement is programmed for implementation in 2001. Therefore, in this study, the description of the existing freeway system and planned freeway system will not include a Park East Freeway.
• Corridors 2020 Backbone Routes (1,550 miles statewide)—connecting major population and economic centers and providing links to national and international markets;
• Corridors 2020 Connector Routes (2,100 miles statewide)—connecting key communities and regional economic centers to the backbone routes;
• Other Principal Arterials (1,450 miles statewide)—providing mobility within specific regions of the State;
• Minor Arterials (5,000 miles statewide)—serving trips within portions of specific regions of the State, and smaller communities of the State; and
• Collectors and Local Roads (1,700 miles statewide)—serving short trips and primarily an access function.

As shown on Map 3-1, 214 miles of the total 272 miles of the southeastern Wisconsin freeway system, or 79 percent, are on the WisDOT Corridors 2020 Backbone Subsystem, with 31 miles, or 11 percent, on the WisDOT Corridors 2020 Connector Subsystem and the remaining 27 miles, or 10 percent, on the Other Principal Arterials subsystem.

There are three designations of state trunk highway routes on the freeway system: interstate highway routes, U.S. highway routes, and state trunk highway routes. Map 3-2 displays the routing provided on the freeway system of southeastern Wisconsin. Interstate highway routes are designated by the U. S. Department of Transportation, Federal Highway Administration, and are intended to consist of routes of the highest importance to the nation, which are built to uniform geometric and construction standards. Interstate highway routes are intended to connect, as directly as practicable, the principal metropolitan areas, cities, and industrial centers of the Nation, including routes into, through, and around urban areas; to serve the national defense; and to connect with routes of importance in Canada and Mexico. Primary interstate highway routes have a two-digit designation, including IH 94 and IH 43 in southeastern Wisconsin. Interstate highway routes with a three digit designation and with the first digit being an even number—IH 894 in southeastern Wisconsin—represent a bypass of a primary route—IH 94—as it enters the Milwaukee urban area. An interstate highway three-digit route with an odd first digit—IH 794—indicates a spur of the primary interstate route—IH 94—leading into the urban area. U.S. highway routes are designated by the each State with approval by the American Association of State Highway and Transportation officials, and are intended to provide continuous highway routing of principal highway routes between states and across the United States. U. S. highway routes on the southeastern Wisconsin freeway system include USH 41, USH 45, and USH 12. State trunk highway routes are designated by the Wisconsin Department of Transportation and are intended to provide continuous routing between the counties of southeastern Wisconsin. State trunk highway routing on the southeastern Wisconsin freeway system include STH 16, STH 145, and STH 119 (Airport Spur Freeway).
Approximately 214 of the 272 miles or 79 percent of Southeastern Wisconsin Freeways are Corridors 2020 backbone routes, 31 miles or 11 percent are Corridors 2020 connector routes, and 27 miles or 10 percent are non-Corridors 2020 routes.

*Source: Wisconsin Department of Transportation and SEWRPC.*
Map 3-2

ROUTES PROVIDED OVER THE FREEWAY SYSTEM
WITHIN THE SOUTHEASTERN WISCONSIN REGION

This map depicts the highest highway routing provided over each segment of freeway. There are segments of Interstate Highway which also carry United States Highway or State Trunk Highway routing and segments of United States Highway which also carry State Trunk Highway routing. Approximately 173 of the 272 miles or 64 percent of Southeastern Wisconsin Freeways are Interstate Highway Routes, 77 miles or 28 percent are United States Highway routes, and 22 miles or 8 percent are State Trunk Highway routes.

Source: SEWRPC.
The Federal aid classification of the southeastern Wisconsin freeway system is shown on Map 3-3. As arterial facilities, all of the freeways in southeastern Wisconsin are eligible to receive U. S. Department of Transportation, Federal Highway Administration Surface Transportation Program funds. Most of the freeway system within southeastern Wisconsin—255 miles, or 94 percent of the 272 mile system—is part of the National Highway System and is eligible to receive U. S. Department of Transportation, Federal Highway Administration National Highway System funds. The purpose of the National Highway system is to provide an interconnected system of higher level arterial routes which serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities, and other major travel destinations; meet national defense requirements; and serve interstate and inter-regional travel. The National Highway System in southeastern Wisconsin is designated by the Wisconsin Department of Transportation in coordination with the Regional Planning Commission acting in cooperation with the local units of government and with approval by the Federal Highway Administration. Approximately four percent of all streets and highways in the nation may be designated for inclusion on the National Highway System. Approximately 64 percent, or 173 miles, of the freeway system of southeastern Wisconsin is a designated part of the interstate highway system by the U. S. Department of Transportation, Federal Highway Administration and is eligible to receive U.S. Department of Transportation, Federal Highway Administration Interstate Highway Maintenance funds.

CHARACTERISTICS OF TRAVEL ON THE SOUTHEASTERN WISCONSIN FREEWAY SYSTEM

The locations of the origins and destinations of forecast year 2020 travel on selected segments of the freeway system of southeastern Wisconsin are summarized in Table 3-1. These freeway segments are shown on Map 3-4. Year 2020 travel origins and destinations are shown, rather than current year or 1991 survey year, as the year 2020 travel is more typical of the travel which may be expected to be carried during the service life of a reconstructed freeway system. However, the origins and destinations of current travel on the freeway system are not likely to be significantly different from those forecast for the year 2020.

Travel on the freeway system may be characterized by whether travel is:

- “Local” – both ends of the trip over the freeway are located within the county within which the freeway is located.
- “Inter-county” – one end of the trip is located within the county within which the freeway is located and the other end is located outside the county, or
- “Through” – both ends of the trip are located outside the county within which the freeway is located.
All Interstate Highways in Southeastern Wisconsin are also part of the National Highway System in Southeastern Wisconsin. Approximately 173 miles, or 64 percent, of the 272 mile freeway system are eligible to receive Interstate Highway funding. These 173 miles are in addition to the 82 miles, or 30 percent, that are eligible to receive National Highway System funding. The remaining 17 miles, or 6 percent, are eligible to receive Surface Transportation Program funding.

Source: SEWRPC.
<table>
<thead>
<tr>
<th>County within which Freeway Segment is Located</th>
<th>Selected Freeway Segments (See Map 3-4)</th>
<th>Type of Vehicle Travel on Freeway Segment</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kenosha</td>
<td>IH 94 from STH 50 to CTH K</td>
<td>Inter-County trip, both ends within county</td>
<td>5,300</td>
<td>6.3</td>
<td>13,700</td>
<td>16.3</td>
<td>6,300</td>
<td>7.5</td>
<td>-</td>
<td>-</td>
<td>38,900</td>
<td>46.1</td>
<td>20,000</td>
<td>23.8</td>
<td>84,200</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Milwaukee</td>
<td>Inter-County trip, one end within county</td>
<td>16,000</td>
<td>17.4</td>
<td>42,400</td>
<td>46.1</td>
<td>11,900</td>
<td>12.9</td>
<td>2,900</td>
<td>3.2</td>
<td>4,200</td>
<td>4.6</td>
<td>14,600</td>
<td>15.8</td>
<td>92,000</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ozaukee</td>
<td>Inter-County trip, both ends outside county</td>
<td>67,500</td>
<td>36.0</td>
<td>102,600</td>
<td>54.7</td>
<td>12,000</td>
<td>6.4</td>
<td>2,000</td>
<td>1.1</td>
<td>1,300</td>
<td>0.7</td>
<td>2,000</td>
<td>1.1</td>
<td>187,400</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Racine</td>
<td>Local trip, both ends within city</td>
<td>86,200</td>
<td>54.8</td>
<td>78,800</td>
<td>47.5</td>
<td>11,100</td>
<td>6.7</td>
<td>7,800</td>
<td>4.7</td>
<td>11,500</td>
<td>6.9</td>
<td>10,800</td>
<td>6.5</td>
<td>166,500</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Washington</td>
<td>Local trip, one end within city</td>
<td>41,300</td>
<td>23.6</td>
<td>95,200</td>
<td>54.5</td>
<td>11,100</td>
<td>6.4</td>
<td>6,300</td>
<td>3.4</td>
<td>13,400</td>
<td>7.8</td>
<td>6,200</td>
<td>3.5</td>
<td>174,700</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Walworth</td>
<td>Local trip, both ends outside city</td>
<td>25,000</td>
<td>34.1</td>
<td>43,900</td>
<td>61.8</td>
<td>1,300</td>
<td>1.8</td>
<td>8,400</td>
<td>11.9</td>
<td>8,100</td>
<td>11.9</td>
<td>1,800</td>
<td>2.5</td>
<td>71,000</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Waukesha</td>
<td>Through trip, both ends within region</td>
<td>20,500</td>
<td>11.8</td>
<td>117,100</td>
<td>74.1</td>
<td>4,000</td>
<td>2.5</td>
<td>300</td>
<td>0.2</td>
<td>13,400</td>
<td>8.5</td>
<td>4,600</td>
<td>2.9</td>
<td>158,000</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Through trip, one end within region</td>
<td>30,300</td>
<td>59.4</td>
<td>17,200</td>
<td>33.7</td>
<td>2,400</td>
<td>4.7</td>
<td>200</td>
<td>0.4</td>
<td>900</td>
<td>1.6</td>
<td>-</td>
<td>-</td>
<td>51,000</td>
<td>100.0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: SEWRPC.
LOCATION OF THOSE SEGMENTS OF THE FREEWAY SYSTEM OF SOUTHEASTERN WISCONSIN SELECTED FOR TRAVEL ANALYSIS

FREEWAY SEGMENTS SELECTED FOR TRAVEL ANALYSIS (SEE TABLE 3-1)

Source: SEWRPC.
The forecast volume of through traffic on each segment of the freeway system of southeastern Wisconsin is shown on Map 3-5. The relative amount that such through traffic represents of total anticipated average weekday traffic on each segment of the freeway system is shown on Map 3-6. Nearly all segments of the freeway system as shown on Map 3-7 are anticipated to carry a significant volume of through traffic through their county—10,000 or more vehicles per weekday—and the amount of through traffic may be expected to represent a significant proportion of the total anticipated weekday traffic volume on each freeway segment—15 percent or more of total weekday traffic. The only exceptions are those segments of freeways which are stubs or spurs. There are five such stub or spur freeways within Milwaukee County, all of which may be expected to carry no traffic through Milwaukee County, that is, all travel anticipated on these five stub or spur freeways, at least one end of each vehicle trip over these freeways may be expected to be located within Milwaukee County. These five stub or spur freeways include STH 145 (the Fond du Lac Freeway in northwestern Milwaukee County), USH 41 (the Stadium Freeway North), Miller Park Way, IH 794, and STH 119 (the Airport Spur Freeway). Also, IH 94 between the Marquette and Zoo Interchanges in Milwaukee County (because of the existence of a freeway bypass route), as well as the STH 16 Freeway in Waukesha County (because it is a relatively long stub freeway), may be expected to carry minimal amounts of through traffic, and such through traffic may be expected to represent small proportions of total average weekday traffic on those segments of freeway.

A number of major segments of the freeway system are anticipated to carry a significant volume of through traffic where both trip ends of the travel are located outside the southeastern Wisconsin Region and are through trips not only to the county within which the freeway segment is located, but to the entire seven county southeastern Wisconsin region. Those freeway segments which may be expected to carry between 7,500 and 20,000 of such long through vehicle trips on an average weekday include IH 94 in Racine and Kenosha Counties and in Milwaukee County between the Milwaukee-Racine County Line and the Marquette Interchange, IH 43 in Milwaukee and Ozaukee Counties north of the Marquette Interchange, IH 894 in Milwaukee County, USH 45 in Milwaukee County, and USH 41 in Washington and Waukesha Counties.

Maps 3-8 and 3-9 illustrate the anticipated amount and percent of total average weekday traffic which may be expected on each segment of freeway which would be inter-county traffic, or traffic with one trip end in the county within which the freeway segment is located and the other trip end located outside the county. Nearly every freeway segment within southeastern Wisconsin may be anticipated to carry a significant volume of such inter-county traffic—between 20,000 and over 100,000 vehicles per weekday—and have a significant percent of total average weekday traffic which is such inter-county traffic—between 20 and 60 percent (see Map 3-10).

---

2 The Airport Spur Freeway (STH 119) is a unique facility in that it provides direct access and egress to General Mitchell International Airport and long-distance commercial air travel combining the portion of the trip made by vehicle travel over the Airport Spur Freeway with the portion of the trip made by air travel would indicate that substantial through long-distance travel is made over the Airport Spur Freeway.
For this analysis, through vehicle travel is defined as travel with neither end of the vehicle trip located within the county within which the freeway segment is located.

Source: SEWRPC.
For this analysis, through vehicle travel is defined as travel with neither end of the vehicle trip located within the county within which the freeway segment is located.

Source: SEWRPC.

* For this analysis, through vehicle travel is defined as travel with neither end of the vehicle trip located within the county within which the freeway segment is located.
For this analysis, through vehicle travel is defined as travel with neither end of the vehicle trip located within the county within which the freeway segment is located.

* For this analysis, through vehicle travel is defined as travel with neither end of the vehicle trip located within the county within which the freeway segment is located.

Source: SEWRPC.
For this analysis, inter-county vehicle travel is defined as travel with one end of the vehicle trip located within the county within which the freeway segment is located and the other end of the vehicle trip located outside that county.

Source: SEWRPC.
a For this analysis, inter-county vehicle travel is defined as travel with one end of the vehicle trip located within the county within which the freeway segment is located and the other end of the vehicle trip located outside that county.

Source: SEWRPC.

* For this analysis, inter-county vehicle travel is defined as travel with one end of the vehicle trip located within the county within which the freeway segment is located and the other end of the vehicle trip located outside that county.
For this analysis, inter-county vehicle travel is defined as travel with one end of the vehicle trip located within the county within which the freeway segment is located and the other end of the vehicle trip located outside that county.
Lastly, as shown in Maps 3-11 and 3-12, all segments of the freeway system also may be expected to carry
significant volumes of traffic and percentages of traffic which may be considered as local traffic, or traffic which
has both ends of the trip within the county within which the freeway segment is located. This is true even for
those segments of freeway which may be expected to carry significant volumes of traffic through the county in
which they are located, and inter-county traffic between the county in which they are located and other counties
within and outside southeastern Wisconsin. For some segments of freeway, local traffic is the overwhelming
majority of traffic on that segment of freeway, including stub or spur freeways such as USH 41 in Milwaukee
County.

Map 3-12A summarizes the results of the analysis of the function of the freeway system with respect to the type
and amount of travel carried by each freeway segment. The freeway system segments may be divided into three
groups. One group consists of freeways which may be expected to serve substantial amounts of traffic traveling
through the county within which they are located and, as well, through the Southeastern Wisconsin Region. A
second group of freeways may be expected to serve more modest amounts of such through traffic. The third
group of freeways consists of those segments which may be expected to serve no traffic traveling through the
county in which they are located, as one end of all trips on these freeway segments may be expected to be located
within the county within which the freeway segment is located.

The first group of freeways are those segments of freeway which may be expected to serve substantial traffic
traveling through the county within which they are located as well as through the Region. These freeways may be
expected to carry between 10,000 to 70,000 vehicles trips per weekday in the year 2020 which are traveling
through the county in which they are located, comprising 12 to 70 percent of the total traffic anticipated on these
segments of freeway. Such freeways may also be expected to carry substantial amounts of inter-county traffic,
that is, traffic with one trip end within the county within which the freeway segment is located and the other trip
end located outside that county. These segments of freeway may also be expected to serve local traffic, or traffic
with both trip ends within the county within which the freeway segment is located. This group of freeways
includes all Wisconsin Department of Transportation “Corridors 2020 backbone routes” with two exceptions: IH
94 between the Zoo Interchange and the Marquette Interchange and IH 794. This group of freeways also includes
all interstate highways within the Region, with the exception of those same two segments. It also includes the
USH 41 and USH 45 freeways in Milwaukee and Waukesha Counties and the USH 41 freeway in Washington
County.

The second group of freeways are those which may be expected to serve more modest amounts of through traffic.
Four freeway segments are included in this grouping: IH 94 between the Marquette and the Zoo Interchange,
For this analysis, local vehicle travel is defined as travel with both ends of the vehicle trip located within the county within which the freeway segment is located.

* Source: SEWRPC.
For this analysis, local vehicle travel is defined as travel with both ends of the vehicle trip located within the county within which the freeway segment is located.
Through traffic is defined as traffic with neither trip end located within the county within which a freeway segment is located. Freeway segments carrying substantial through traffic may be expected to carry between 10,000 and 70,000 through trips on an average weekday in the year 2020, and freeways segments carrying modest through traffic may be expected to carry between 1,000 to 7,000 such trips per weekday.

Source: SEWRPC.
USH 12 in Walworth County, STH 16 in Waukesha County, and USH 45 in Washington County. These freeway segments may be expected to serve from 1,000 to 7,000 vehicle trips per weekday in the year 2020 which are traveling through the county within which they are located, representing 2 to 20 percent of the total traffic on these freeway segments. These freeway segments also may be expected to serve substantial inter-county traffic, or traffic with one trip end within the county within which the freeway segment is located, and the other trip end located outside that county. These freeway segments may also be expected to serve substantial local traffic within their county.

The third group of freeways consists of those which may be expected to serve no traffic traveling through the county within which they are located, that is, at least one trip end, and for the most part both ends, of all trips using these freeway segments may be expected to be located within the county within which the freeway segment is located. These five segments, all located in Milwaukee County, include USH 41 (the Stadium North freeway), STH 341 (Miller Park Way), STH 145 (the Fond du Lac Spur Freeway), IH 794, and STH 119 (the Airport Spur Freeway). Three of these freeway segments substantially serve local traffic; that is, 60 percent or more of the traffic on these freeway segments has both ends of their trips located within Milwaukee County—USH 41 (the Stadium North Freeway), STH 341 (Miller Park Way), and IH 794.

The foregoing information and analysis of the function of the freeway system as defined by the type and amount of travel carried on each segment of freeway represent one consideration as alternatives are structured for the reconstruction of the freeway system. Other information relative to physical design deficiencies, traffic safety problems, and existing and anticipated future traffic congestion attendant to each freeway segment represent other considerations to be taken into account at the time.

The amount of through vehicle traffic and inter-county vehicle traffic carried on the freeway system is apparent in Map 3-13 which displays the forecast year 2020 average trip length for average weekday traffic on the freeway system in southeastern Wisconsin. The average trip length for person trips made within southeastern Wisconsin on an average weekday is about 6.5 miles. The average trip length for trips using major segments of the freeway system may be expected to range from 20 to 80 miles, reflecting the use of the freeway system by vehicle trips traveling through the Region and between the Region and other parts of the state and the nation, and, as well, by longer trips within the Region.

ACCESS TO INTERMODAL FACILITIES

The freeway system of southeastern Wisconsin provides an important function in providing high speed and high capacity access to intermodal passenger and freight facilities within southeastern Wisconsin (see Map 3-14). The intermodal facilities within the Region to which the freeway system provides access includes personal travel, or passenger, intermodal facilities including Milwaukee County’s General Mitchell International Airport by direct
FORECAST AVERAGE TRIP LENGTH FOR THE FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2020

AVERAGE TRIP LENGTH (IN MILES)

- 10-20
- 21-35
- 36-50
- 51-65
- 66-80
- > 80

Source: SEWRPC.
A preliminary engineering study of the implementation of high-speed intercity passenger rail service is currently being conducted by the Wisconsin Department of Transportation. This study is considering additional passenger stations along the Canadian Pacific Railway line in the communities of Oconomowoc and Brookfield.
freeway access, Amtrak passenger stations in the City of Milwaukee central business district, and in the Village of Sturtevant, a METRA passenger train station in the City of Kenosha, and intercity bus stations in the City of Milwaukee central business district. The freeway system also provides access to the essential general aviation airports in the region, many of which serve business (corporate) aviation, and to the Port of Milwaukee, including its access to water-borne transportation and a rail-truck transfer facility. The freeway system also provides connections to rail-truck transfer facilities located outside the southeastern Wisconsin region.

ACCESS TO JOBS

The freeway system of southeastern Wisconsin also provides important access to employers and jobs within southeastern Wisconsin, as shown on Map 3-15. Maps 3-16 and 3-17 display the current directional split of freeway traffic during the morning and afternoon peak traffic hours, respectively. Nearly all of the traffic during the morning peak hour and much of the traffic during the afternoon peak traffic hour is travel by southeastern Wisconsin residents going to work in the morning and from work in the afternoon. The influence of Milwaukee County being the dominant location of jobs within southeastern Wisconsin is evident as the predominant flow of traffic on many freeways is toward Milwaukee County in the morning peak hour and away from Milwaukee County in the afternoon peak hour. However, many freeway segments are balanced or nearly balanced in terms of their peak hour traffic flow including IH 94 in Milwaukee County and eastern Waukesha County, USH 45 in Milwaukee County, and IH 894 in Milwaukee County, as well as IH 94 in Kenosha and Racine Counties.

SUMMARY AND CONCLUSIONS

This chapter provides an analysis of the function of the freeway system and its component segments. A summary of the most important findings of this chapter is as follows:

- All 272 miles of existing freeways within southeastern Wisconsin are under the jurisdiction of the State of Wisconsin. Consequently, the State of Wisconsin has responsibility for the design, construction, maintenance, and operation of each segment of the regional freeway system. The purpose of highways under State jurisdiction is primarily to serve travel through a county and between that county and other counties in the State of Wisconsin, and as well, the rest of the nation. About 90 percent of these freeways are on the State’s Corridors 2020 system.

- Almost two-thirds of the freeway system are interstate highway routes, designated by the U.S. Department of Transportation, Federal Highway Administration as the routes of highest importance to the Nation.
Map 3-15

EMPLOYMENT IN 1995 IN RELATION TO THE FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN

- 500 JOBS
- FREEWAY SEGMENT

Source: SEWRPC.
ESTIMATED PERCENTAGE OF CURRENT MORNING PEAK HOUR TRAFFIC VOLUME BY DIRECTION AT SELECTED LOCATIONS ON THE FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2000

Source: Wisconsin Department of Transportation and SEWRPC.
Map 3-17

ESTIMATED PERCENTAGE OF CURRENT AFTERNOON PEAK HOUR TRAFFIC VOLUME BY DIRECTION AT SELECTED LOCATIONS ON THE FREEWAY SYSTEM IN SOUTHEASTERN WISCONSIN: 2000

Source: Wisconsin Department of Transportation and SEWRPC.
• Nearly all segments of the freeway system are anticipated to carry a significant volume of through traffic through their county—10,000 or more vehicles per weekday—and the amount of through traffic may be expected to represent a significant percentage of the total anticipated weekday traffic volume on each freeway segment—15 percent or more of total weekday traffic. The exceptions on the freeway system are those segments of freeways which are stubs or spurs. There are five such stub or spur freeways within Milwaukee County, all of which may be expected to carry no traffic through Milwaukee County. Of all travel anticipated on these five stub or spur freeways, at least one end of each vehicle trip over these freeways may be expected to be located within Milwaukee County.

• A number of major segments of the freeway system are anticipated to carry a significant volume—7,500 to 20,000 vehicle trips per weekday—of through traffic where both trip ends of the travel are located outside the southeastern Wisconsin Region and are through trips not only to the county within which the freeway segment is located, but to the entire seven county southeastern Wisconsin region. Those freeway segments include the routing of IH 94 and IH 43 running north-south through Kenosha, Racine, Milwaukee, and Ozaukee Counties, and the routing of IH 94, IH 894, USH 45, and USH 41 running north-south through Kenosha, Racine, Milwaukee, Waukesha, and Washington Counties.

• Nearly every freeway segment within southeastern Wisconsin may be anticipated to carry a significant volume of inter-county traffic—between 20,000 and over 100,000 vehicles per weekday—and have a significant percent of total average weekday traffic which is such inter-county traffic—between 20 and 60 percent. Inter-county traffic is traffic with one trip end within the county within which the freeway is located and the other trip end located outside the county.

• All segments of the freeway system, while they may be expected to carry significant volumes of traffic through the county in which they are located, and inter-county traffic between the county in which they are located and other counties within and outside southeastern Wisconsin, also may be expected to carry significant volumes of traffic and proportions of traffic which may be considered as local traffic, or traffic which has both ends of the trip within the county within which the freeway segment is located. For some segments of freeway, such local traffic is the overwhelming majority of traffic on that segment of freeway, including stub or spur freeways such as IH 794 in Milwaukee County, USH 41 in Milwaukee County, and STH 145 (the Park East Freeway).

• The average trip length for trips using major segments of the freeway system may be expected to range from 20 to 80 miles, reflecting the use of the freeway system by vehicle trips traveling though the Region and between the Region and other parts of the state and the Nation, and as well by longer trips.
within the Region. The average trip length for all person trips made internal to the Region by residents of the Region on an average weekday within southeastern Wisconsin is 6.5 miles.

- The freeway system of southeastern Wisconsin also provides important access to employers and jobs within southeastern Wisconsin. Nearly all of the traffic during the morning peak hour and much of the traffic during the afternoon peak traffic hour is travel by southeastern Wisconsin residents going to work in the morning and from work in the afternoon. The predominant flow of traffic on many freeways is toward Milwaukee County in the morning peak hour and away from Milwaukee County in the afternoon peak hour. However, many freeway segments are balanced or nearly balanced in terms of their peak hour traffic flow including IH 94 in Milwaukee County and eastern Waukesha County, USH 45 in Milwaukee County, and IH 894 in Milwaukee County, as well as IH 94 in Kenosha and Racine Counties.

    *   *   *

    *   *   *