

CHAPTER 4

AN ACT to create 84.025 of the statutes, relating to the establishment of a state arterial highway system.

*The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:*

84.025 of the statutes is created to read:

84.025 STATE ARTERIAL HIGHWAY SYSTEM. (1) DECLARATION OF NECESSITY. The legislature finds and declares it is necessary in the interest of public safety, convenience and the general welfare that a part of the state trunk highway system be established as a state arterial highway system forming an integrated, state-wide interregional and intercommunity network of highways for the purpose of facilitating the improvement of the state arterial highway system and accelerating the rate of improvement on the entire state trunk highway system.

(2) STATE ARTERIAL HIGHWAY SYSTEM DESIGNATED. The state arterial highway system shall consist of the following existing state trunk highways or appropriate revisions thereof:

(a) State trunk highway 2 from the Minnesota-Wisconsin boundary line at the city of Superior to the Michigan-Wisconsin boundary line near the city of Hurley.

(b) State trunk highway 12 from the Wisconsin-Illinois boundary line near the village of Genoa City to the Minnesota-Wisconsin boundary near the city of Hudson.

(c) State trunk highway 14 from the Minnesota-Wisconsin boundary at the city of La Crosse to the junction with state trunk highway 12 near the city of Madison.

(d) State trunk highway 16 from the Minnesota-Wisconsin boundary line at the city of La Crosse to the junction with state trunk highway 12 near the city of Tomah.

(e) State trunk highway 18 from the Iowa-Wisconsin boundary line at the city of Prairie du Chien to the junction with state trunk highway 151 at the city of Dodgeville.

(f) State trunk highway 29 from the junction with state trunk highway 12 near the village of Elk Mound to the city of Green Bay.

(g) State trunk highway 30 from the city of Madison to the city of Milwaukee.

(h) State trunk highway 41 from the Wisconsin-Illinois boundary line near the city of Kenosha to the Wisconsin-Michigan boundary line at Marinette.

(i) State trunk highway 42 from the junction with state trunk highway 141 at the city of Manitowoc to the city of Sturgeon Bay.

(j) State trunk highway 51 from the Wisconsin-Illinois boundary line at the city of Beloit to the junction with the state trunk highway 2 near the city of Hurley.

(k) State trunk highway 53 from the junction with state trunk highway 12 at the city of Eau Claire to the junction with state trunk highway 2 near the city of Superior.

(l) State trunk highway 57 from the city of Green Bay to the junction with state trunk highway 42 near the city of Sturgeon Bay.

(m) State trunk highway 141 from the city of Milwaukee to the Wisconsin-Michigan boundary line near the village of Niagara.

(n) State trunk highway 151 from the Wisconsin-Iowa boundary line near the city of Dubuque, Iowa to the city of Manitowoc.

(o) The total length of the state arterial highway system shall not exceed 2,200 miles including supplementary connections into and through urban areas and connecting with appropriate routes in adjoining states.

(3) CHANGES IN THE SYSTEM. Changes may be made in the state arterial highway system by the commission, if it deems that the public good is best served by making such changes. The commission, in making such changes, may lay out new highways by the procedure under this subsection. Due notice shall be given to the localities concerned of the intention to make changes or discontinuances, and if the change proposes to lay a highway via a new location and the distance along such deviation from the existing location exceeds 5 miles, then a hearing in or near the region affected by the proposed change shall be held prior to making the change effective. Such notice shall also be given to the state conservation commission and to the state soil conservation committee by serving a copy upon the conservation director and by serving a copy upon the secretary of the state soil conservation committee either by registered mail or personally. A copy of the decision shall be filed in the office of the clerk of each county in which a change is made or proposed. Where the distance along the deviation from the existing location exceeds 5 miles the change shall constitute an addition to the state trunk highway system. The pre-existing route shall continue to be a state trunk highway unless the county board of each county in which any part of the relocation lies and the state highway commission mutually agree to its discontinuance as a state trunk highway. Whenever such county board or boards and the state highway commission cannot so agree the state highway commission shall report the problem to the next ensuing session of the legislature for determination.

(4) USE OF COUNTY ALLOTMENT PERMISSIVE. That portion of the state trunk highway allotment under s. 84.03 (3) allotted to counties for improvements on the state trunk highway system may, with county board approval, be used for construction on the state arterial highway system, but no county shall be required by the commission to allot such funds for such purposes.

(5) LAW GOVERNING. All provisions relating to the state trunk highway system shall apply to the state arterial highway system except those in conflict with this section.

Approved February 24, 1955.

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