



**JURISDICTIONAL ALTERATION**

**Addition to the STH System  
From the STH System**

**ADDITION TO THE STATE TRUNK HIGHWAY SYSTEM - COUNTY TRUNK      HIGHWAY "I" -  
GRANT COUNTY:**

The Commission took up for consideration the proposal pending before it to add County Trunk Highway "I", by-passing the City of Lancaster on the east, to the State Trunk Highway System, pursuant to the several requests on file by the Grant County Highway Committee on May 3, 1949, and January 23, 1953, and the resolution adopted by the Grant County Board on April 21, 1953.

The Commission's studies reveal that the addition of the highway to the System would afford opportunity for a desirable by-pass route, with a saving in travel distance, for through traffic presently following U.S. Highway 61 through Lancaster.

It was moved, seconded, and carried that the Highway Commission, upon resolution of the Grant County Board of Supervisors and upon showing of an annual average traffic in excess of 250 vehicles daily, pursuant to the provisions of Section 84.02(7), Wisconsin Statutes, add to the State Trunk Highway System, effective June 1, 1959, the highway described as County Trunk Highway "I" from its intersection with U.S. Highway 61 southeast of Lancaster near the southeast corner of Section 11, Township 4 North, Range 3 West, to its intersection with U.S. Highway 61 northeast of Lancaster near the east one-quarter corner of Section 35, Township 5 North, Range 3 West, Grant County; and that the Secretary notify the county and the local units of government of this action.

("Minutes of the Highway Commission," March 16, 1959, page 328.)

**STH SYSTEM CHANGE**

**STATE TRUNK HIGHWAY CHANGE NO. 738 - HIGHWAY 57 - CALUMET COUNTY:**

A change in the State Trunk Highway System between Forest Junction and Greenleaf, Highway 57, in Calumet County, having been proposed, and due notice having been given to the localities concerned, in accordance with the statutes in such cases made and provided, it was decided that, subject to approval by the DOT Secretary, the following proposed change in the State Trunk Highway System be approved and adopted:

The Department of Transportation hereby finds and determines and makes this decision that the public good and public travel will best be served by removing from the State Trunk Highway System the road described as:

Beginning at a point on the officially laid out, marked and traveled State Trunk Highway System designated Highway 10 in the vicinity of the southeast corner of Section 7, Township 20 North, Range 20 East, Town of Brillion, Calumet County; thence northerly along the officially laid out, marked and traveled State Trunk Highway System designated Highway 57 to a point on the officially laid out, marked and traveled State Trunk Highway System designated Highway 57 in the vicinity of the west one-quarter corner of Section 8, Township 20 North, Range 20 East, all in the Town of Brillion, Calumet County,

and by laying and adding to the State Trunk Highway System, in lieu of the road so removed, the road described as:

A new location of Highway 57 beginning at a point on the officially laid out, marked and traveled State Trunk Highway System designated Highway 57 at its junction with U.S. Highway 10 in the vicinity of the south one-quarter corner of Section 7, Township 20 North, Range 20 East, Town of Brillion, Calumet County; thence generally northerly and then northeasterly a distance of approximately 1.0 mile along the most direct route as deemed feasible by the Department of Transportation, to its junction with the officially laid out, marked and traveled State Trunk Highway System designated Highway 57 in the vicinity of the west one-quarter corner of Section 8, Township 20 North, Range 20 East, all in the town of Brillion, Calumet County.

This decision, having been made in accordance with Section 84.02(3)(a) of the Wisconsin Statutes, proposing to lay out and establish a state trunk highway by way of new location and having a distance along the deviation from the existing locations of less than two and one-half miles, shall become effective immediately for the new location upon decision of the Department of Transportation.

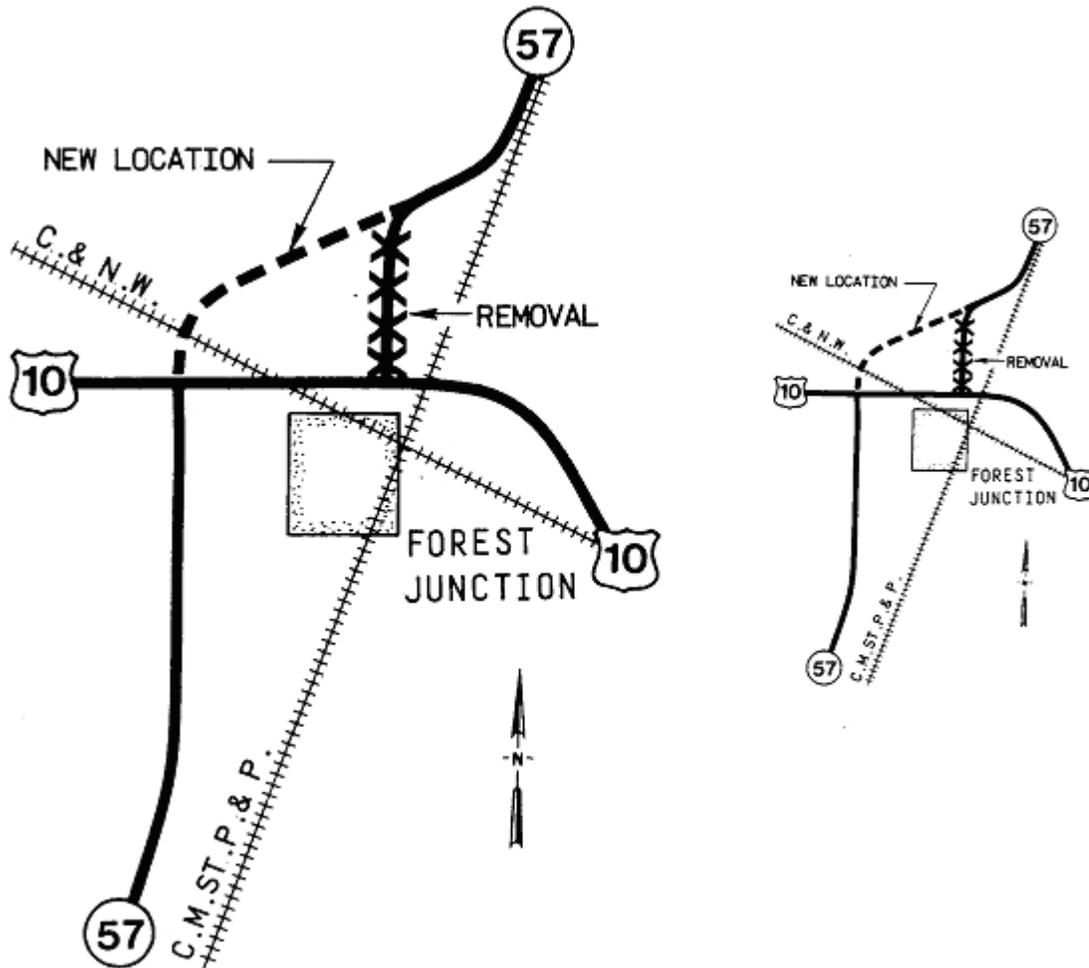
The effective date for discontinuance of the State Trunk Highway on the respective old locations shall be the date the new facility is opened to travel either by portions or in its entirety.

(This change was approved by the Secretary on April 4, 1978.)

("Minutes of the Division Administrator", March 2, 1978, pages 131 & 132)

### Newspaper Graphics

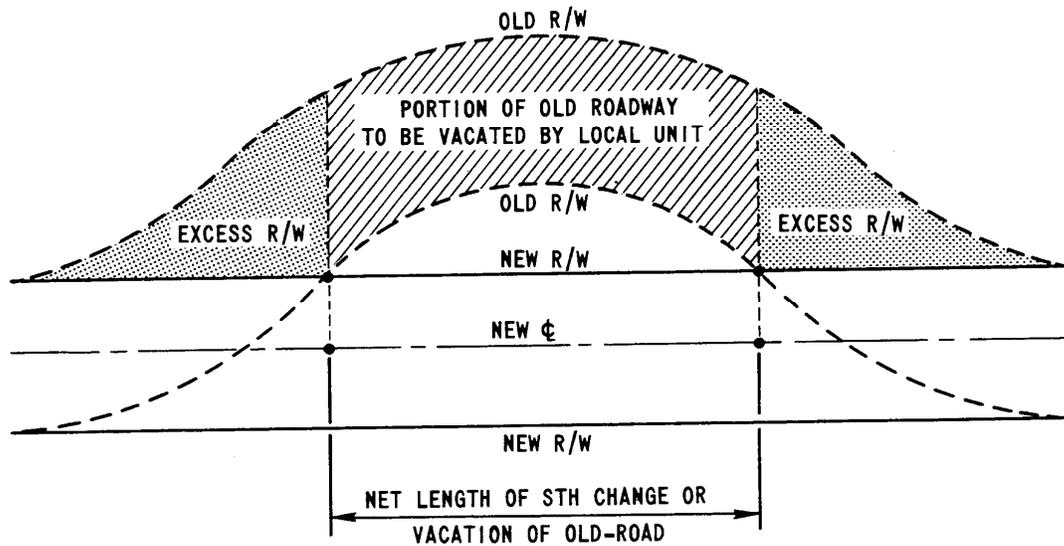
Below is a typical graphic displaying such a proposed change, showing only pertinent features, so that it can be readily reduced to a single newspaper column width (shown lower right reduced to one-column width; **note readability**) for printing in conjunction with a legal notice.



### STH SYSTEM CHANGE

#### Physical Parameters

The length of a State Trunk Highway System change, as well as the length of vacation of old road, is determined by the stationing along the centerline of the new location as shown below. Note that the parcels of old roadway right of way remaining adjacent to the new location do not fall within the limits of the vacation. These remaining parcels may not be vacated by the local unit of government but must be declared as excess right of way by the Governor and then may be disposed of as are other such remnant parcels.



## TRANSFER OF JURISDICTION TO LOCAL UNITS

### **PROJECT 1186-1-21 - S.T.H. 137 - EAST COUNTY LINE ROAD - U.S. HIGHWAY 2 - BAYFIELD COUNTY:**

There was presented a resolution by the Town Board of the Town of Barksdale, Bayfield County, petitioning the Commission to transfer to the Town of Barksdale, jurisdiction over and maintenance responsibility for the following described frontage road:

A frontage road located in the southeast one quarter of southeast one quarter of Section 35, Township 48 North, Range 5 West, and the southwest one quarter of the southwest one quarter of Section 36, Township 48 North, Range 5 West, on the north side of U.S. Highway 2, located on the alignment and on a right of way as delineated on the map, or copy thereof, marked "Plat of Right of Way Require, Project 1186-1-21."

This change effects an addition of 0.45 mile to the town road system for the Town of Barksdale.

It was moved by Sweda and seconded by Young that the jurisdiction over and maintenance responsibility for the above described frontage roan be transferred to the Town of Barksdale, Bayfield County, in accordance with the resolution enacted by the Town Board of the Town of Barksdale dated February 24, 1976, and the transfer of jurisdiction shall be effective immediately, except that this transfer of jurisdiction does not include the authority to dispose of any lands or interest in lands on or along the subject road as shown on the said map, or copy thereof, marked "Plate of Right of Way Required, Project 1186-1-21." Carried.

("Minutes of the Highway Commission", April 5, 1976, page 240.)