

Village of HARRISON WHERE OPPORTUNITY LIVES 5-Year Proposed Road Plan DRAFT 2025-2029									
Item	Description	Potential Funding Source	2023 Paser Rating	Funding Years					Total Project Cost
				2025 ***	2026	2027	2028	2029 or later	
Strawflower (Rosebud to Snapdragon) & Snapdragon (Strawflower to Blazing Star)	Urban resurfacing, spot curb and gutter replacement	Capital	5	\$250,000					\$250,000
Cedar Ridge Estates & Ashland Hollows 1st Add. (Christopher Ln, Elmview Dr, Oak Lawn Dr, Cedar Ridge Dr)	Rural Resurfacing and Ditching. Moved up to 2025 from 2024 due extensive design needed.	Capital	4	\$1,117,600					\$ 1,117,600
Haen Heights Subdivision (Johann Drive, Berryfield Lane and Elderberry Lane)	Rural Resurfacing, Reditching and replacement of driveways and roadway culverts	Capital	4	\$1,260,000					
Ertl Road and Lakeshore Drive (Faro Springs to termini)	Rural Resurfacing	Capital	5			\$ 158,800			
High Cliff Road	Rural Resurfacing. Submitted for STP-Local - \$500,000	STP-Local	4	\$485,751*					\$ 485,751
Mile Long Road (Evan St to Handel St)	Urban Resurfacing, spot curb and gutter replacement	Capital/LRIP	5	\$500,000					
Clover Ridge 1st and 2nd Addition/Linden Hills Subdivision (White Clove, Red Clove Tr, Hartford Ln, Chadbury Ln, Cumblerland Dr, Amy Av, Hiddent Tr Ln, Linden Hill Dr.	Urban Resurfacing, spot curb and gutter replacement.	Capital	5		\$ 2,473,100				
Old Highway Road (Firelane 8 to Hwy 114) Design Only	Rural Reconstruction.	Capital	3	\$100,000					
Old Highway Road(Firelane 8 to Hwy 114)	Rural Reconstruction.	Capital/DNR	3		\$ 1,450,000				\$ 1,450,000
Mary Drive & Otte Street	Rural Resurfacing	TID 6	5				\$ 362,000		
N Coop Road (Manitowoc Rd to Midway Road)	Rural Resurfacing - Widen to add bike lanes.	TID 3	4			\$ 776,644			\$ 776,644
Firelane 12	Rural Resurfacing.	Capital	5			\$ 637,830			\$ 637,830
Prosperity Drive	New Urban Construction. Cost share with property owners. Year/Developer Timeline and Village contribution (if any) needs to be defined.	Developer/TID 2	NEW					\$\$\$	\$\$\$
Peaceful Valley Subdivision (Daisy Ct, Peaceful Ln, Rosebud Ln, Tranquil Ln, Valley Ln)	Urban Resurfacing. No Sidewalks are proposed.	Capital	5				\$ 580,000		\$ 580,000
Harrison Road (Harwood Road to top of hill)	Crack fill & Chip Seal and Cross Culvert.- Budgeted Road Maintenance Account	Capital	5			\$ 202,880			\$ 202,880
Midway Road (N Coop Road to Noe) Design	Rural Resurfacing- Widen to add bike lanes/trail	TID 3	5				\$ 100,000		\$ 100,000
Midway Road (N Coop Rd to Noe Rd) Construction	Rural Resurfacing - Widen to add bike lanes/trail.	TID 3/LRIP	5					\$ 740,000	\$ 370,000
State Park Road (USH 10 to Hwy 114) Design	Design and R-O-W acquisition	Capital	5				\$ 100,000		\$ 100,000
State Park Road Construction (County KK to Schmidt Rd)	Rural Resurfacing and widen to add bike lanes. Local share assumes 80% grant.	Capital/LRIP	5					\$ 1,700,000	\$ 340,000
State Park Road (USH 10 to Hwy 114)	Urbanize roadway, add storm sewer, add ped. trail, add sidewalk, add bike lane. Local share assumes 80% grant.	Capital/LRIP	5					\$ 637,397	\$ 3,186,983
Manitowoc Road (Lake Park Rd to CTH N) DESIGN	Design & construct stormwater facilities for Manitowoc Road project.	TID 3 &/or 5/ Transp Impact Fee, STP-U	4					\$ 573,480	\$ 573,480
Manitowoc Road (Lake Park to CTH N) Construction**	Urbanize roadway, add storm sewer, add ped. Trail, add bike lane. Local share assumes 80% grant.	TID 3 &/or 5/ Transp Impact Fee/ STP-U	4					\$10,000,000	\$ 10,000,000
Woods Edge Subdivision (Greystone Ct, Valley Ln, Cameron Dr, Tranquil Way, Peaceful Ln, Paige Way, Snapdragon Ln) Design	Rural Resurfacing, Reditching and replacement of driveways and roadway culverts	Capital	5				\$ 50,000		
Woods Edge Subdivision (Greystone Ct, Valley Ln, Cameron Dr, Tranquil Way, Peaceful Ln, Paige Way, Snapdragon Ln) Construction	Rural Resurfacing, Reditching and replacement of driveways and roadway culverts	Capital	5					\$1,200,000	\$ 1,200,000
Eisenhower Drive (Manitowoc Road to Midway Road)	New Urban Construction.	TID 3	NEW				\$2,000,000		
Woodland Road (CTH N to Lake Park Road)	Urbanize roadway, add storm sewer, add sidewalks, add pedestrian trail, add bike lanes.	Capital/Transp Impact Fee/ STP-U	6					\$10,000,000	\$ 10,000,000
Totals (2024 costs)				\$3,227,600	\$ 3,923,100	\$ 1,776,154	\$ 3,192,000	\$22,850,877	\$ 25,121,168

* only funded if DOT grant is received. Not included in the total.
** assumes TID 3 and TID 5 - 1/2 Mile Radius to cover most of the project. Approx
*** 2025 Projects could include approx. \$1M savings from 2024

Funding Source Key: Capital = Capital Outlay, Developer- Developer Funded, TID 2 = Tax Incremental District 2, TID 3 = Tax Incremental 3, TID 5 = Tax Incremental District 5, Transp Impact Fee = Transportation Impact Fee, LRIP = WisDOT Local Road Improvement Program, STP-U, Surface Transportation Program- Urban

Yellow Highlighting reflects new project added to the 5-year plan

The criteria used to determine the streets in the 5-year road plan are as follows:

PASER Rating. The lower the PASER Rating the worse condition the road pavement. Generally, the roads listed in the 5-year road plan have PASER Ratings in the 4-6 range.

Traffic Counts. The amount of traffic on a road may warrant a higher priority over other roads of similar rating.

Trends of PASER Rating. The history of PASER Ratings may indicate that a road is deteriorating faster or holding steady for pavement condition.

Geography within Village. A balance of urban and rural roadway work is optimum. However, conditions of roads and other factors may cause for a perceived imbalance at times.

Subdivisions. Roads within a subdivision, constructed at the same time, should be grouped together to avoid disruption to the subdivision over multiple years and increased mobilization costs.

Unique Features. Some roads may have unique features (steep slope, bridge, etc.) that may increase the priority over other roads of similar ratings.

Availability of Grant Funds. The availability of state/federal grant funds may increase the priority over other roads of similar ratings.

Developing a 5-year road plan is not an exact science. While criteria is used to choose which roads are listed in the plan, the criteria cannot be utilized without using human judgement to determine the best cost/benefit for the Village. Please note that the plan can get amended each year and that some roads may move