

Village of HARRISON WHERE OPPORTUNITY LIVES 5-Year Proposed Road Plan 2026-2030										
Item	Description	Potential Funding Source	2025 Paser Rating					2030	Later	Total Project Cost
				2026	2027	2028	2029			
Ertl Road and Lakeshore Drive (STH 55 to termini)	Pulverize, Wedge Asphalt and Double Chip Seal	Capital	3	\$ 180,000						\$ 180,000
Mile Long Road (Evan St to Handel St)	Urban Resurfacing, spot curb and gutter replacement	Capital	4	\$ 500,000	\$500,000*					\$ 500,000
Clover Ridge 1st and 2nd Addition/Linden Hills Subdivision (White Clove, Colin St, 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	4	\$ 2,300,000						\$ 2,300,000
Old Highway Road (Firelane 8 to Hwy 114)	Rural Reconstruction w/trail.	Capital	1	\$ 1,450,000						\$ 1,450,000
Unison Way (STH 55 southeast)	New Construction- Rural Cross Section- Approximately 700 feet	TID 2	New Const	\$ 1,007,000						\$ 1,007,000
Mary Drive, Otte Street , Darboy Dr, Crystal Dr, Various Courts	Rural Resurfacing	TID 6	4			\$ 362,000				\$ 362,000
N Coop Road (Manitowoc Rd to Midway Road)	Urbanize roadway, add storm sewer, curb/gutter, trail, sidewalk.	TID 3	4		\$ 776,644					\$ 776,644
Firelane 12/Firelane 12 West, and Firelane 13	Rural Resurfacing.	Capital	4		\$ 1,076,000					\$ 1,076,000
Crossroads Business Park	Final Roadway Improvements	TID 2	New Const		\$ 1,200,000					\$ 1,200,000
Peaceful Valley and Woods Edge Subdivisvion per streets in next line	Design	Capital	5		\$ 100,000					\$ 100,000
Peaceful Valley Subdivision & Woods Edge Subdivision (Daisy Ct, Peaceful Ln, Rosebud Ln, Tranquil Ln, Valley Ln) (Greystone Ct, Valley Ln, Cameron Dr, Tranquil Way, Peaceful Ln, Paige Way, Snapdragon Ln)	Urban Resurfacing. No Sidewalks are proposed.	Capital	5			\$ 1,780,000				\$ 1,780,000
Harrison Road (Harwood Road to top of hill)	Mastic, crack fill and double chip seal	Capital	5				\$300,000			\$ 300,000
Mutzy Way, Brandon Way, Baily Dr, Logan Lane	Urban resurfacing, spot curb/gutter replacement	Capital	4				\$410,000			\$ 410,000
Midway Road (N Coop Road to Noe) Design	Rural Resurfacing- Widen to add bike lanes/trail	TID 3	4		\$ 100,000					\$ 100,000
Midway Road (N Coop Rd to Noe Rd) Construction	Rural Resurfacing - Widen to add bike lanes/trail.	TID 3/LRIP	4			\$740,000				\$ 740,000
State Park Road (CTH KK to Schmidt Rd) Design	Design and R-O-W acquisition	Capital	5				\$ 100,000			\$ 100,000
State Park Road Construction (County KK to Schmidt Rd)	Urbanize (CTH KK to Amy Avenue), Rural resurfacing (Amy Ave to Schmidt Rd).	Capital/LRIP	5					\$ 1,700,000		\$ 1,700,000
State Park Road (USH 10 to Hwy 114) Design	Rural Resurfacing and widen to add bike lanes.	Capital/LRIP	5				\$100,000			\$ 100,000
State Park Road (USH 10 to Hwy 114) Construction	Rural Resurfacing and widen to add bike lanes.	Capital/LRIP	5					\$ 650,000		\$ 650,000
Firelane 2	Rural Resurfacing	Capital	5				\$450,000			\$ 450,000
Manitowoc Road (Lake Park Rd to Coop) Design	Design & construct stormwater facilities for Manitowoc Road project.	TID 3 &/or 5/ Transp Impact Fee,	4				\$ 200,000			\$ 200,000
Manitowoc Road (Lake Park to Coop) Construction	Urbanize roadway, add storm sewer, add ped. Trail, add bike lane. Local share assumes 80% grant.	TID 3 &/or 5/ Transp Impact Fee	4					\$ 5,000,000		\$ 5,000,000
Manitowoc Road (Coop to CTH N) Design	Urbanize roadway, add storm sewer, add ped. Trail, add bike lane. Local share assumes 80% grant.	TID 3 &/or 5/ Transp Impact	4					\$ 200,000		\$ 200,000
Manitowoc Road (Coop 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	4						\$ 5,000,000	\$ 5,000,000
Eisenhower Drive (Manitowoc Road to Midway Road)	Rural Cross Section- New Construction	TID 3	New Const			\$572,000				\$ 572,000
Woodland Road (Lake Park to Coop) Design	Urbanize roadway, add storm sewer, add sidewalks, add pedestrian trail, add bike lanes.	Capital/Transp Impact Fee	6					\$ 200,000		\$ 200,000
Woodland Road (Lake Park to Coop) Construction	Urbanize roadway, add storm sewer, add sidewalks, add pedestrian trail, add bike lanes.	Capital/Transp Impact Fee	6						\$ 5,000,000	\$ 5,000,000
Woodland Road (Coop to CTH N) Design	Urbanize roadway, add storm sewer, add sidewalks, add pedestrian trail, add bike lanes.	Capital/Transp Impact Fee	6						\$ 350,000	\$ 350,000
Woodland Road (Coop to CTH N) Construction	Urbanize roadway, add storm sewer, add sidewalks, add pedestrian trail, add bike lanes.	Capital/Transp Impact Fee	6						\$ 5,000,000	\$ 5,000,000
Woodland Terrace (Arbor Vitae, Willow, Papermaker Pass	Urban resurfacing	Capital	5						\$ 500,000	\$ 500,000
North Shore Estates (Turnberry Dr, Murifield Way)	Urban resurfacing	Capital	5						\$ 450,000	\$ 450,000
Totals (2025 costs)				\$ 5,437,000	\$ 3,252,644	\$ 3,454,000	\$ 1,560,000	\$ 7,750,000	\$16,300,000	\$ 37,753,644

*- If not completed in 2026 due to lack of borrowed funds

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

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 from year to year or