

Chart D - Urban Principal Arterias

Urban Principal Arterial (UPA)						
Urban(ized) Area Population	First apply <u>Rural – Urban Interface</u> then apply <u>Basic Criteria</u>					Desirable Mileage Percent of System
	<u>Rural – Urban Interface</u>		<u>Basic Criteria</u>			
	An RPA becomes an UPA. An RMA or UMA changes to an UPA when it meets one of the following:		Must meet either Land Use Service or Spacing plus Current ADT or Parenthetical ADT Alone			
	Parenthetical CurrentADT Alone	Intersects with an UPA or UMA (or-the intersection is on the urban(ized) boundary and intersects a RPA or RMA plus Current ADT of:	Land Use Service A UPA should be within 1 mile of the following land uses:	Spacing	Current ADT	
5,000 to 24,999	(≥6,000)	≥3,750	a. Main CBD of urban(ized) area b. Intermodal terminal (airport, rail passenger, etc). c. Regional shopping center d. Major college/ university e. Regional/Community park f. Industrial park g. Large stadium, arena, or convention center h. Primary medical center i. Gambling facility	<u>Maximum</u> CBD = 1 mile Other = 3 miles Milwaukee CO = 5 miles	≥3,750 (≥15,000)*	5.0% to 12.0%
25,000 to 49,999	(≥10,500)	≥6,000			≥6,000 (≥22,500)*	
50,000 +	(≥15,000)	≥9,000			≥9,000 (≥30,000)*	

* The highway/street segment must be a minimum of 1 mile long.

Chart E - Urban Minor Arterial

Urban Minor Arterial (UMA)							
Urban(ized) Area Population	First apply <u>Rural – Urban Interface</u> then apply <u>Basic Criteria</u>					<u>Supplemental Criteria</u> Must meet two (2) below plus 90% of Current ADT	Desirable Mileage Percent of System
	<u>Rural – Urban Interface</u> An RMA becomes a UMA until it meets UPA criteria. An RMAC or RMIC changes to an UMA when it meets one of the following:		<u>Basic Criteria</u> Must meet either Land Use Service or Spacing plus Current ADT or Parenthetical ADT Alone				
	Parenthetical Current ADT Alone	Intersects with an UCOL, UMA or UPA plus Current ADT of:	Land Use Service A UMA should be within ½ mile of the following land uses:	Spacing	Current ADT		
5,000 to 24,999	(≥3,000)	≥1,500	a. CBD of each satellite community b. Type 3, 4, & 5 airport c. Community shopping center d. Junior or community college e. Large industrial plant f. High school	<u>Maximum</u> CBD =½ mile Other =2 miles	≥1,500 (≥6,000)*	1. Bus Route 2. Truck route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing or Restrictive topography	10.0% to 15.0%
25,000 to 49,999	(≥6,000)	≥3,000	g. Large office building h. Community hospital i. Medical clinic j. Sub-community park k. Golf course l. Theatre complex m. Civic Center		≥3,000 (≥10,500)*		
50,000 +	(≥9,000)	≥4,500	All commercial retail strip development over ¼ mile in length not on a UPA. Interconnection of main CBD with satellite community CBD’s.		≥4,500 (≥15,000)*		

* The highway/street segment must be a minimum of ½ mile long.

Chart F – Urban Collector and Local Street

Urban Collector (UCOL)						
Urban(ized) Area Population	First apply <u>Rural – Urban Interface</u> then apply <u>Basic Criteria</u>				<u>Supplemental Criteria</u> Must meet two (2) below plus 90% of Current ADT	Desirable Mileage Percent of System
	<u>Rural-Urban Interface</u> A RMAC or a RMIC becomes a UCOL until it meets UMA criteria.	<u>Basic Criteria</u> Must Meet either Land Use Service or Spacing plus Current ADT or Parenthetical ADT Alone				
		Land Use Service	Spacing	Current ADT		
		A UCOL should be within ¼ mile of the following land uses:				
5,000 to 24,999	a. School (Elementary, intermediate, middle or junior high) b. Small industrial plant c. Large warehousing d. Neighborhood shopping center e. Small office building f. Neighborhood park g. Marina May penetrate each residential neighborhood and connect to an arterial. May include the logical street system for traffic circulation in the CBD.	<u>Maximum</u> CBD = ¼ mile Other = 1 mile	≥750 (≥3,000)*	1. Bus route 2. Truck route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing or Restrictive topography	5.0% to 11.0%	
25,000 to 49,999			≥1,500 (≥6,000)*			
50,000 +			≥2,250 (≥9,000)*			
Urban Local Street (ULOC)						
All public streets not classified as UPA, UMA or UCOL.						65.0% to 80.0%

* The highway/street segment must be a minimum of ¼ mile long.