

Minutes of the First Meeting of the

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

DATE: October 1, 2013
TIME: 9:30 a.m.
PLACE: Committee Room
Ozaukee County Highway Shop
410 S. Spring Street
Port Washington, Wisconsin

Members Present

Robert R. Dreblow Highway Commissioner, Ozaukee County
Chairman
Kenneth R. Yunker Executive Director, SEWRPC
Secretary
Kathlyn T. Geracie Chairperson, Ozaukee County Public Works Committee
Barbara J. Jobs Chairman, Town of Saukville
Thomas P. Longtin State Program Engineer, Southeast Region,
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation
James P. Melichar Chair, Town of Port Washington
Richard H. Mueller Chairman, Town of Fredonia
David M. Murphy Director of Public Works, Village of Grafton
Roger Strohm Director of Public Works, Village of Fredonia
(Representing Charles A. Lapicola)
Randy Tetzlaff Director, Department of Planning and Development,
(Representing Robert J. Vanden Noven) City of Port Washington
Roy Wilhelm Director of Public Works, Village of Saukville

Guests and Staff Present

Christopher T. Hiebert Chief Transportation Engineer, SEWRPC
Ryan W. Hoel Principal Engineer, SEWRPC
Timothy McElmeel Urban and Regional Planner, Southeast Region,
Wisconsin Department of Transportation

ROLL CALL AND INTRODUCTIONS

Chairman Dreblow called the meeting of the Ozaukee County Jurisdictional Highway Planning Committee to order at 9:30 a.m. Attendance was taken by circulating a sign-in sheet for signature and a quorum was declared present. He then asked the Committee members and staff present to introduce themselves.

REVIEW OF PRELIMINARY DRAFT OF CHAPTER I, “INTRODUCTION,” OF SEWRPC PLANNING REPORT NO. 17, 2ND EDITION, “A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR OZAUKEE COUNTY”

Chairman Dreblow asked Mr. Yunker to briefly present the preliminary draft of Chapter I, “Introduction” of SEWRPC Planning Report No. 17, 2nd Edition, “*A Jurisdictional Highway System Plan for Ozaukee County*”. Mr. Yunker stated that the Ozaukee County jurisdictional highway system plan will review, reevaluate, and recommend which level and agency of government should have jurisdictional responsibilities for each segment of arterial street and highway in Ozaukee County. Mr. Yunker further stated that the jurisdictional highway system plan also will review, as requested by the Committee and Washington County local governments, specific functional highway improvements—widening of existing arterial streets and highways and construction of new arterial streets and highways—recommended in the year 2035 regional transportation system plan. Mr. Yunker noted that the Commission has initiated work on a major reevaluation and update of the regional land use and transportation plan, including an extension of the of the plan design year from 2035 to 2050. He stated that about every ten years, the Commission prepares a major reevaluation and update of the long-range plan. He noted that the upcoming major reevaluation and update should be completed in late 2015.

REVIEW OF PRELIMINARY DRAFT OF CHAPTER II, “EXISTING AND PLANNED OZAUKEE COUNTY ARTERIAL STREET AND HIGHWAY SYSTEM,” OF SEWRPC PLANNING REPORT NO. 17, 2ND EDITION, “A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR OZAUKEE COUNTY”

Chairman Dreblow asked Mr. Yunker to review the preliminary draft of Chapter II, “Existing and Planned Ozaukee County Arterial Street and Highway System” of SEWRPC Planning Report No. 17, 2nd Edition, “*A Jurisdictional Highway System Plan for Ozaukee County*”. Mr. Yunker stated that this chapter presents the existing and planned arterial street and highway system within Ozaukee County. Mr. Yunker further stated that the functional improvement plan presented in this chapter consists of the capacity improvements recommended in the year 2035 regional transportation plan, such as widening of existing arterial facilities to provide additional traffic lanes and the construction of new facilities. He added that this chapter also includes an analysis of each of the specific functional improvement issues that have been requested by the Committee and Ozaukee County local governments to be evaluated by Commission staff as part of the Ozaukee County jurisdictional highway system planning effort. He added that when agreement is reached by the Committee on the functional improvement recommendations of the jurisdictional highway system plan, the Committee would then consider the jurisdictional responsibilities—State, County, or local—for each segment of the planned Ozaukee County arterial street and highway system. The following comments were made during and following Mr. Yunker’s review of the preliminary draft of Chapter II:

1. Chairman Dreblow stated that CTH C (Pioneer Road) between Wasaukee Road and Green Bay Road is now entirely under County jurisdiction, rather than the responsibility of this segment of roadway being shared between Ozaukee County and the City of Mequon. He also noted that the Ozaukee County side of Wasaukee Road between Freistadt Road and CTH C (Pioneer Road) is under the jurisdiction of the City of Mequon while the Washington County side of the road is under the jurisdiction of Washington County. Mr. Yunker stated that the Commission staff will reflect these changes in jurisdiction in the draft chapter.

[Secretary's note: Map 1 of draft Chapter II, "Existing Arterial Street and Highway Systems in Ozaukee County: 2013, was revised by Commission staff, as shown on Attachment A to these minutes, to show CTH C (Pioneer Road) between Wasaukee Road and Green Bay Road as under the jurisdiction of Ozaukee County and Wasaukee Road between Freistadt Road and CTH C (Pioneer Road) as under local jurisdiction. In addition, a note was added to the map indicating that the Ozaukee County side of Wasaukee Road between Freistadt Road and CTH C (Pioneer Road) is under the jurisdiction of the City of Mequon and the Washington County side is under the jurisdiction of Washington County.]

2. Mr. Murphy inquired whether WisDOT was intending to program the reconstruction of STH 60 with additional traffic lanes within the 2020 to 2030 timeframe. Mr. Longtin stated that WisDOT has not yet programmed any project to widen STH 60 in Ozaukee County and that WisDOT does not program projects that far in advance of implementation. Mr. Yunker noted that the planned widening of STH 60 would be one of the alternatives that WisDOT will consider as part of the necessary preliminary engineering and environmental impact statement. He added that should at the conclusion of the preliminary engineering and environmental impact analysis WisDOT recommend something different than the Ozaukee County jurisdictional highway system and regional transportation plans, those plans would be amended accordingly.
3. Mr. Yunker noted that WisDOT is considering two options for the existing IH 43 interchange at County Line Road as part of the preliminary engineering and environmental impact study being conducted for the reconstruction of IH 43 between Silver Spring Drive and STH 60—converting the existing interchange half interchange to a full interchange and removing the interchange.
4. With regards to the evaluation of the need for four traffic lanes on CTH W (Port Washington Road) between Highland Road and CTH V, Chairman Dreblow proposed that the Ozaukee County jurisdictional highway system plan recommend that CTH W be widened from two to four traffic lanes between Highland Road and STH 60 (Washington Street), based on development that is occurring along STH 60 that is or will be generating traffic along CTH W. Mr. Murphy suggested that the plan recommend that the section of CTH W between STH 60 and CTH V should also be widened from two to four traffic lanes. Following a brief discussion, the Committee recommended that the Ozaukee County jurisdictional highway system plan recommend the widening of CTH W (Port Washington Road) from two to four traffic lanes between Highland Road and CTH V.

[Secretary's note: Attachment B to these minutes contains proposed revisions to the text to draft Chapter II under the sub-heading, "Consider the need for four traffic lanes on CTH W (Port Washington Road) between Highland Road and CTH V", based on the recommendation of the Committee that the Ozaukee County jurisdictional highway system plan recommend the widening of CTH W (Port Washington Road) between Highland Road and CTH V.]

5. With regards the evaluation of alternatives to providing four traffic lanes on STH 33 between CTH I and 150 feet east of Ulao Street, Mr. Yunker stated that bypass routes for STH 33 north and south of the Village of Saukville were considered to divert truck traffic from the Village's industrial and business park located north of STH 33, and from the Village's downtown area as recommended in the Village's downtown revitalization plan and year 2035 comprehensive plan. He noted that should WisDOT implement a bypass of STH 33 in the Village of Saukville area, the portions of roadway that were no longer STH 33 would likely be transferred to the County or the local governments along the route.

Mr. Yunker also noted that the alternative bypass rerouting STH 33 over Cold Springs Road between CTH I and CTH O and its extension between CTH O and CTH W and over CTH W between the Cold Springs Road extension and STH 33 was similar to what is currently recommended in the regional transportation plan and would not be expected to eliminate the need for the widening of STH 33 from two to four traffic lanes. Chairman Dreblow added that portions of the section of CTH W between the Cold Springs Road extension and STH 33 have flooded during past storm events and may not be suitable as a bypass route for STH 33. Mr. Wilhelm and Ms. Jobs both agreed that they would not be in favor of routing a STH 33 bypass over CTH W due to past flooding issues.

Mr. Yunker also noted that the bypass alternative rerouting STH 33 over Cold Springs Road between CTH I and CTH O and its extension between CTH O and STH 33 would connect with STH 33 at Foster Drive. He added that this alternative would be expected to divert enough traffic from STH 33 to eliminate the need to widen STH 33 to four traffic lanes between CTH I and CTH O (Mill Street). However, four traffic lanes would still be needed between CTH O (Mill Street) and 150 feet east of Ulao Street, and this alternative bypass route would have significant impacts on primary environmental corridor including wetlands, and would potentially impact an existing park.

Mr. Yunker also noted that the alternative STH 33 bypass over Cold Springs Road and its extension to IH 43 would be expected to divert the most traffic from existing STH 33, and would be expected to divert enough traffic from STH 33 to eliminate the need to widen STH 33 to four traffic lanes between CTH I and CTH O (Mill Road). However, four traffic lanes would still be needed between CTH O (Mill Road) and 150 feet east of Ulao Street. Mr. Yunker added that the reconfiguration of the IH 43/STH 57 interchange needed under this alternative would be expected to have a significant cost of construction and impacts to primary environmental corridor, including wetlands. In addition, the reconfigured interchange would potentially present interchange spacing problems and concerns with the existing IH 43 interchange at STH 33. He added that the reconfigured interchange presented in the draft chapter does not include ramps to connect the west leg of the STH 33 bypass over Cold Springs Road and the north leg of STH 57, and that vehicles needing to make such movements would be able to do so over the segment of CTH W (Riverside Drive) between Cold Springs Road and STH 57.

Mr. Wilhelm asked whether an origin-destination study has been or will be completed for STH 33 through the Village of Saukville. Mr. Yunker responded that the Commission staff has not conducted such a study, but could use its travel demand model to estimate the proportion of the trips travelling on STH 33 through the Village of Saukville that have at least one trip end within the Village. Mr. Wilhelm stated that he believes that most of the traffic

generated by the Village of Saukville travels between the Village and the Milwaukee area. Chairman Dreblow added that much of this traffic is truck traffic.

[Secretary's note: Commission staff estimated based on existing year 2011 average weekday traffic volumes measured by WisDOT and the Commission's 2011 travel inventory in Ozaukee County that approximately 75 percent of the traffic on STH 33 through the Village of Saukville has at least one trip end within the Village and approximately 25 percent of the traffic would be considered traffic travelling through the Village.

Chairman Dreblow asked when WisDOT could be expected to initiate preliminary engineering for the reconstruction of the section of STH 33 between CTH I and 150 feet east of Ulao Street. Mr. Yunker responded that the necessary preliminary engineering and environmental impact study would be conducted at the time STH 33 would need to be reconstructed. He added that Ozaukee County and the local governments located along this segment of STH 33 could request that WisDOT initiate preliminary engineering and environmental impact study. He noted that as part of the preliminary engineering and environmental impact study, WisDOT would likely analyze a number of alternatives for reconstructing this segment of STH 33, including reconstructing along the current route and alternative bypass routes. Mr. Longtin responded that WisDOT currently has not programmed the implementation of the reconstruction of STH 33 between CTH I and 150 feet east of Ulao Street.

With respect to the STH 33 bypass alternative involving a reconfiguration of the IH 43/STH 57 interchange, Mr. Longtin stated that locating the ramps for the reconfigured interchange too close to the existing IH 43 interchange at STH 33 could present spacing and safety concerns for WisDOT. He noted that, based on WisDOT's cost sharing policy, the adjacent local governments may be responsible for a portion of the cost to provide a bypass of STH 33 along Cold Springs Road and for providing new access to IH 43 at the IH 43/STH 57 interchange.

Mr. Wilhelm stated that the Village would prefer that the planned widening of STH 33 through the Village from two to four traffic lanes remain on the plan regardless of whether a bypass of STH 33 is recommended.

Chairman Dreblow stated that another crossing of the Milwaukee River is needed between Saukville and Grafton—perhaps at Cedar Creek Road or Cedar Sauk Road. Mr. Murphy suggested that additional river crossings could be examined when IH 43 is reconstructed north of STH 60. Mr. Yunker noted that the regional transportation plan recommends a crossing at Cedar Creek Road and the need for an additional crossing at Cedar Sauk Road. He added that a southern STH 33 bypass over Cedar Sauk Road was considered, but was dismissed as it would not be expected to divert enough traffic from STH 33 through the Village of Saukville based on the substantial indirection associated with this alternative bypass route.

Mr. Wilhelm noted that the industrial park within the Village of Fredonia is growing as fast as the one in the Village of Saukville. He added that it may be desirable to connect the north leg of STH 57 to the west leg of STH 33 under the STH 33 bypass alternative involving the

reconfigured IH 43/STH 57 interchange. Mr. Murphy questioned whether traffic travelling to and from the Village of Fredonia would travel on STH 33 west of the reconfigured interchange. Mr. Strohm stated that having a good connections with STH 57, such as a connection with STH 33, would be desirable for the industrial park in the Village of Fredonia.

Chairman Dreblow asked about the potential for moving the bypass north to Center Road. Mr. Yunker replied it may be difficult to connect an extended Center Road to STH 57 with an interchange.

Following the discussion on the evaluation of alternatives to providing four traffic lanes on STH 33 between CTH I and 150 feet east of Ulao Street, it was recommended by the Committee that the jurisdictional highway system plan recommend a STH 33 bypass over Cold Springs Road, its extension between CTH I and IH 43, and a new interchange with IH 43 and the STH 33 bypass.

[Secretary's note: Attachment C to these minutes contains proposed revisions to the text to draft Chapter II under the sub-heading, "Consider the need to providing four traffic lanes on STH 33 between CTH I and 150 feet east of Ulao Street in the Village of Saukville", based on the recommendation of the Committee that the Ozaukee County jurisdictional highway system plan recommend a STH 33 bypass over Cold Springs Road and its extension between CTH I and IH 43, and a new interchange with IH 43 and the STH 33 bypass.]

6. With regards to the evaluation of Norport Drive between Wisconsin Street (STH 32) and Grant Street and its extension between Grant Street and CTH LL as an alternative to the planned arterial of Walters Street between Wisconsin Street (STH 32) and Grant Street and its extension between Grant Street and CTH LL, Mr. Yunker noted that the planned Walters Street extension provides arterial spacing that best matches the desired one-mile arterial spacing in an urban area of medium density. Mr. Mueller indicated that it may not be possible to extend Walters Street due to a portion of the land west of Grant Street being part of an existing land trust. Mr. Tetzlaff noted that there is not much local support for either alternative. Mr. Yunker indicated that the planned alignment of the extension is conceptual indicating the need to divert future traffic from Wisconsin Street (STH 32) and Grand Avenue (STH 33). He stated that alternative alignments can be considered during preliminary engineering and environmental impact study, and the decision of whether and where such an extension would be constructed would be made at the conclusion of such study. Chairman Dreblow indicated that conditional approval for a new railroad crossing was previously received for an extension of Norport Drive subject to the development of the vacant land west of the railroad. However, that development has not yet occurred. Mr. Murphy recommended leaving the extension of Walters Street in the plan. Following discussion by the Committee, it was recommended by the Committee that the jurisdictional highway system plan continue to recommend the extension of Walters Street between Grand Avenue (STH 33) and CTH LL.
7. With regards to the reconsideration of the proposed removal from the planned arterial system of CTH B between CTH A and CTH LL, Mr. Yunker noted that Commission staff continue to recommend removing CTH B between CTH A and CTH LL. He noted that the current year 2010 average weekday traffic volume on CTH B between CTH A and CTH LL is about 400

vehicles per average weekday, which would not warrant classification of this segment of CTH B as a planned arterial. Moreover, the area of the Towns of Port Washington and Belgium is already adequately served by CTH KK, CTH KW, and CTH H, all existing arterials. Following discussion by the Committee, it was recommended by the Committee that the Ozaukee County jurisdictional highway system plan continue to recommend the removal of CTH B from the planned Ozaukee County arterial street and highway system.

8. Mr. Strohm stated that the Village of Fredonia has safety and operational concerns regarding the intersection of STH 57 and CTH A/CTH H. Mr. Mueller added that the Town of Fredonia has similar concerns regarding the intersection of STH 57 and Jay Road. Chairman Dreblow noted the large number of trucks making turning movements at the intersection of STH 57 and Jay Road due to the cheese factory located at the southwest corner of the intersection. Mr. Yunker noted that intersection treatments are at a level of detail the jurisdictional highway system plan does not address, but he added that the Commission will ask WisDOT to examine these intersections.

[Secretary's Note: Following the meeting, WisDOT staff reviewed the safety performance of both the intersection of STH 57 and CTH A/CTH H and the intersection of STH 57 and Jay Road. WisDOT staff indicated to Commission staff that the crash rate for the intersection of STH 57 and CTH A/CTH H is well below the average intersection crash rate for similar intersections statewide. WisDOT staff noted that the timing of traffic signals at this intersection was changed in August 2012. WisDOT staff recommended that no immediate actions be taken at this intersection, and they indicated that WisDOT will continue to monitor the intersection's safety and operational performance.

With respect to the intersection of STH 57 and Jay Road, WisDOT staff indicated to Commission staff that there were only two reported crashes—one involving property damage only and one involving a minor injury—at the intersection for the time period from January 2008 through August 2013. WisDOT noted that neither crash involved trucks accelerating onto STH 57 from Jay Road. WisDOT staff stated that the number of reported crashes does not justify making any changes to the intersection of STH 57 and Jay Road at this time, and they indicated they will continue to monitor the safety operational performance of the intersection.]

9. Chairman Dreblow noted that while the current year 2035 Ozaukee County jurisdictional highway system plan shows the State having jurisdiction of STH 181, it is a connecting highway with local government having responsibility for day-to-day maintenance activities. Mr. Yunker indicated while the local municipalities are responsible for the maintaining connecting state highways, those local municipalities receive reimbursement from WisDOT for a portion of the maintenance cost and WisDOT is responsible for resurfacing, reconditioning, and reconstructing connecting highways.
10. Mr. Murphy stated that the current proposed alignment for a portion of the planned Cedar Creek Road extension differs from what is shown on Map 12. Mr. Yunker responded that

Commission staff would work with the Village of Grafton to update the alignment shown on the map. He noted that the lines shown for new facilities are conceptual indicating the need for those facilities. Mr. Murphy noted that there is a need for an additional road crossing of the Milwaukee River in the Grafton vicinity noting that because west-bound STH 60 is reduced to one through lane at the intersection with 12th Avenue, west-bound traffic can back up to 17th Avenue.

11. Mr. Murphy asked whether the planned extension of Cedar Creek Road would be under local or county jurisdiction. Chairman Dreblow indicated that under the current jurisdictional highway system plan, the planned extension is proposed to be under local jurisdiction. Mr. Yunker added that this segment of arterial roadway was previously identified as a jurisdictional issue that would be given specific consideration during the development of the new Ozaukee County jurisdictional highway system plan.
12. Mr. Tetzlaff stated that Grand Avenue (STH 33/STH 32) should be shown on Map 14 as a two-lane arterial facility, rather than a four-lane arterial facility, between Freeman Drive and Wisconsin Avenue (STH 32). Mr. Yunker stated that Map 14 will be revised to show Grand Avenue (STH 33/STH 32) between Freeman Drive and Wisconsin Avenue (STH 32) as a two-lane facility.
13. Committee members identified the following functional improvement changes for evaluation:

Mr. Strohm inquired about CTH I between CTH Z and CTH A not being shown on the planned Ozaukee County arterial street and highway system displayed on Map 14. Mr. Yunker responded that due to its proximity to CTH H, which is a planned arterial—and as well the estimated current traffic volume being approximately 660 vehicles per average weekday—this segment of CTH I would not warrant classification as a planned arterial. Mr. Yunker indicated that Commission staff would place traffic counters along CTH I between CTH Z and CTH A to measure the current traffic volume on this segment of CTH I.

[Secretary's note: Commission staff located a traffic counter on CTH I between CTH Z and CTH A from October 1, 2013, through October 4, 2013. The average daily count over this period was about 550 vehicles per day, slightly less than the 660 average weekday traffic volume as measured by the Wisconsin Department of Transportation in 2010.]

Mr. Murphy suggested that the Cedar Creek Road between 1st Avenue and CTH I be added to the Ozaukee County arterial street and highway system shown on Map 14. Mr. Yunker responded that Commission staff would evaluate adding this segment of Cedar Creek Road to the planned Ozaukee County arterial street and highway system.

Chairman Dreblow noted that the City of Port Washington had completed construction of South Wisconsin Street between Chestnut Street and CTH C (Division Street) that could serve as an arterial facility rather than Chestnut Street between South Wisconsin Street and Division Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC. Mr. Yunker stated that Commission staff would evaluate this issue.

[Secretary's note: Attachment D to these minutes contains text proposed to be added to Chapter II under the heading, *Potential Functional Improvements to be Addressed During the Ozaukee County Jurisdictional Highway System Plan Review and Update*, which includes the Commission staff's evaluation of the functional improvement changes identified by Committee members for evaluation.

14. Committee members then identified the following proposed jurisdictional transfers for evaluation by staff and Committee at a future meeting:

Mr. Tetzlaff stated that the City of Port Washington would be opposed to the planned jurisdictional transfer of CTH C between CTH CC and STH 32 to Ozaukee County as the City prefers to keep truck traffic from using this segment of roadway. Chairman Dreblow indicated that Ozaukee County would not want jurisdiction over this road segment. He added that Ozaukee County would prefer to retain jurisdiction of CTH CC between CTH C and STH 32, rather than transferring it to the City and Town of Port Washington as recommended in the current Ozaukee County jurisdictional highway system plan. Mr. Yunker stated that Commission staff will consider the comments with respect to jurisdiction when developing the staff recommended Ozaukee County jurisdictional highway system plan for Committee review.

Mr. Murphy suggested that the Town of Grafton would likely not want to assume jurisdictional responsibility for Lakefield Road (CTH T). Mr. Yunker stated that Commission staff will consider this comment when developing the staff recommended Ozaukee County jurisdictional highway system plan for Committee review.

[Secretary's note: Attachment E to these minutes contains text proposed to be added to Chapter II under the heading, "Potential Jurisdictional Highway Transfers to be Addressed During the Ozaukee County Jurisdictional Highway System Plan Review and Update," which includes the proposed jurisdictional transfers requested by Committee members for additional consideration by Commission staff.]

REVIEW OF PRELIMINARY DRAFT OF CHAPTER III, "JURISDICTION CLASSIFICATION CRITERIA," OF SEWRPC PLANNING REPORT NO. 17, 2ND EDITION, "A JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR OZAUKEE COUNTY"

Mr. Yunker then reviewed the preliminary draft of Chapter III, "Jurisdiction Classification Criteria" of SEWRPC Planning Report No. 17, 2nd Edition, "A *Jurisdictional Highway System Plan for Ozaukee County*". Mr. Yunker noted that this preliminary draft chapter describes the jurisdictional classification criteria that would be used to recommend jurisdictional responsibility for each segment of the planned arterial street and highway system in Ozaukee County to the various levels of government—State, County, and local. He added that the ranges of trip length and average weekday volume criteria recommended for each level of government will be developed and presented—along with the application of the trip length, land use, and average weekday volume criteria on the arterial street and highway system—at the next Commission meeting.

Mr. Yunker noted that in most cases changes in jurisdictional responsibilities require agreement by the state, cities, villages, and towns involved in the transfer. He added that the exception occurs when a city or village assumes jurisdiction of a county road within the city or village border. In this case, the city or village does not need to seek agreement from the county. Chairman Dreblow added that the reverse situation cannot occur—a county cannot pass jurisdiction of a county road to a city or village without first reaching agreement with the city or village. Mr. Yunker noted that in order for the State to assume jurisdictional responsibility for a particular road segment, the State may require an equivalent exchange for the transfer, such as a local government and county accepting jurisdictional responsibility for a different road segment currently under state jurisdiction. Chairman Dreblow noted that the state must approve most jurisdictional transfers.

Responding to a question about the jurisdictional highway system plan's approval process, Mr. Yunker stated that following approval of a final Ozaukee County jurisdictional highway system plan by the Committee, the plan would be forwarded to the Ozaukee County Board of Supervisors for its review and consideration of approval. Should the County Board approve the final plan, it would be considered for approval by the Commission as an amendment to the current Ozaukee County jurisdictional highway system plan.

NEXT MEETING

The Committee agreed to hold the next jurisdictional highway system plan meeting on November 13, 2013, beginning at 9:30 a.m. at the Ozaukee County Highway Shop.

[Secretary's Note: Following the meeting, the next meeting of the Committee was rescheduled for 9:30 a.m. on January 21, 2014, at the Ozaukee County Highway Shop.]

ADJOURNMENT

There being no further business to come before the Committee, on a motion by Mr. Wilhelm, seconded by Mr. Hofland, and carried unanimously, the meeting was adjourned at 10:30 a.m.

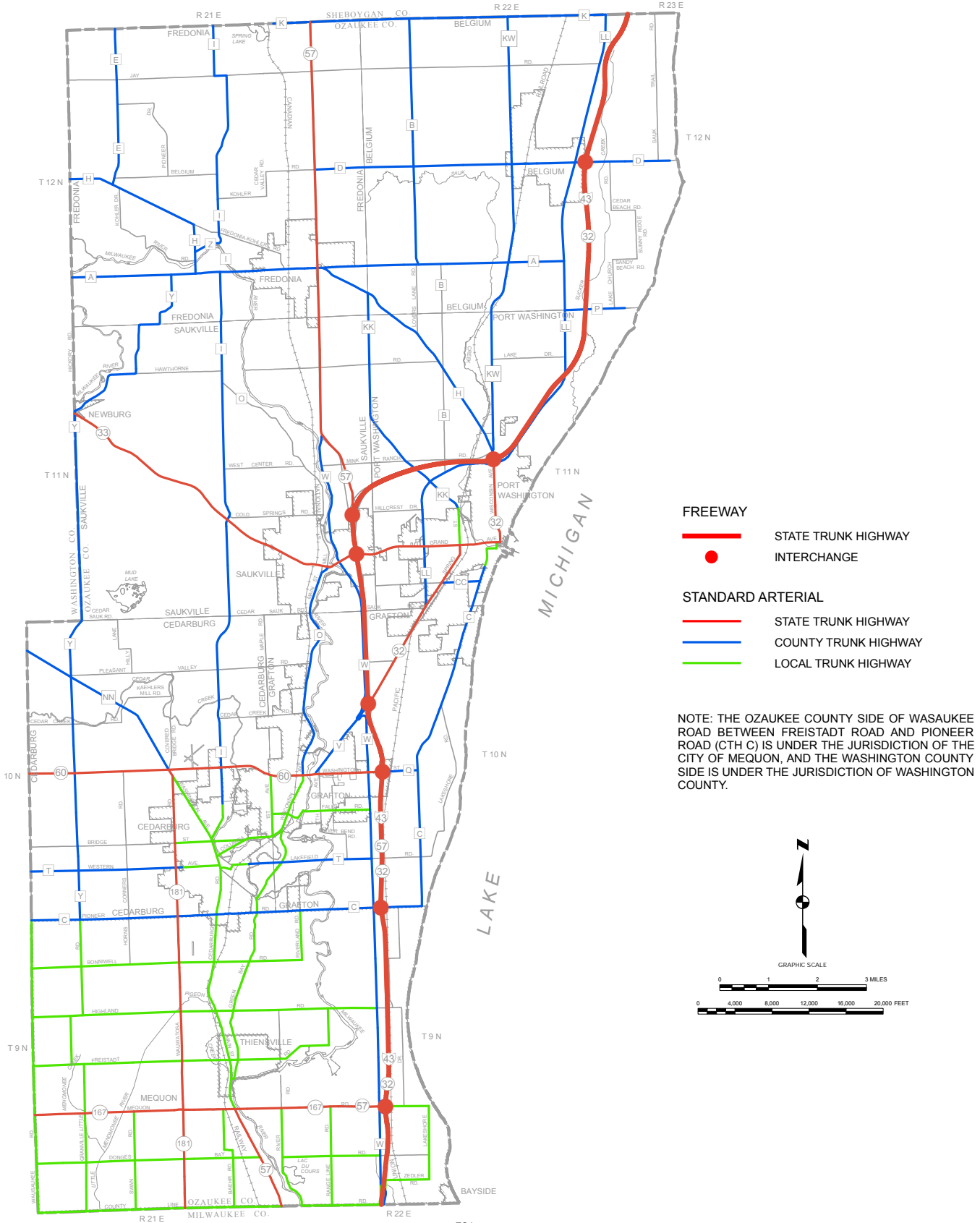
Respectfully submitted,

Kenneth R. Yunker
Secretary

Attachment A

Map 1

EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM IN OZAUKEE COUNTY: 2013



Source: SEWRPC

Attachment B

[The following text is proposed to replace the last two sentences of the first paragraph under the sub-heading, Consider the need for four traffic lanes on CTH W (Port Washington Road) between Highland Road and CTH V, on page 6 of Chapter II, Existing and Planned Ozaukee County Arterial Street and Highway System.]

Accordingly, the Commission staff recommended that the plan recommend the reservation of right-of-way along CTH W (Port Washington Road) between Highland Road and CTH T (Lakefield Road) to accommodate possible future widening to four lanes of the facility beyond the design year of the plan. Commission staff also recommended that the plan continue to recommend the maintenance of the existing two traffic lanes on CTH W (Port Washington Road) between CTH T (Lakefield Road) and CTH V.

However, the Committee recommended that the Ozaukee County jurisdictional highway system plan recommend that CTH W (Port Washington Road) be widened from two to four traffic lanes between Highland Road and CTH V.

Attachment C

[The following text is proposed to be added to Chapter II, Existing and Planned Ozaukee County Arterial Street and Highway System, under the sub-heading Consider the need to providing four traffic lanes on STH 33 between CTH I and 150 feet east of Ulao Street in the Village of Saukville, beginning near the bottom of page 11 in the draft chapter.]

The Ozaukee County Jurisdictional Highway Planning Committee recommended that the Ozaukee County Jurisdictional Highway System Plan recommend a STH 33 bypass over Cold Springs Road and its extension between CTH I and IH 43, including upgrading the existing IH 43/STH 57 system interchange to accommodate all traffic movements to and from the STH 33 bypass, and over IH 43 from the Cold Springs Road extension to the existing IH 43 interchange at STH 33. The Committee also recommended that the plan continue to recommend the widening of STH 33 from two to four traffic lanes between CTH I and approximately 150 feet east of Ulao Street.]

Attachment D

[The following text is proposed to be added to Chapter II, Existing and Planned Ozaukee County Arterial Street and Highway System, under the heading, Potential Functional Improvements to be Addressed During the Ozaukee County Jurisdictional Highway System Plan Review and Update, which begins on Page 6 in the draft chapter.]

At their October 1, 2013, meeting, members of the Ozaukee County Jurisdictional Highway Planning Committee asked for additional Commission staff review of the following functional issues:

- Reconsider the proposed removal from the planned arterial System of CTH I between CTH Z and CTH A;
- Consider as an addition to the planned arterial system Cedar Creek Road between 1st Avenue and CTH I; and
- Consider South Wisconsin Street between Chestnut Street and CTH C as a planned arterial system rather than Chestnut Street between South Wisconsin Street and Division Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC.

Reconsider the Proposed Removal from the Planned Arterial System of CTH I between CTH Z and CTH A



In rural areas, it is recommended that arterial facilities be provided at intervals of no less than two miles in each direction. This stretch of CTH I between CTH Z and CTH A is located in an area planned to remain rural. This stretch of CTH I is about 0.5 to 0.8 miles east of CTH H and about 1.7 to 2.0 miles west of STH 57, which are both planned arterials (see Map D-1). Recommending this stretch of CTH I as a planned arterial would result in arterial spacing of one-half mile.

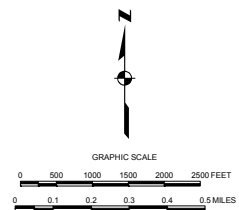
Also, the current year 2010 average weekday traffic volume on the segment of CTH I between CTH Z and CTH A is about 600 vehicles per average weekday, which would not warrant classification as an arterial. Accordingly, it is recommended that the plan continue to show CTH I between CTH Z and CTH A as a non-arterial facility in the Town of Fredonia based on planned development.

CTH H, CTH I, AND CTH Z IN THE TOWN OF FREDONIA



ARTERIAL STREET OR HIGHWAY

-  CTH I
-  OTHER PLANNED ARTERIALS



Consider as an Addition to the Planned Arterial System Cedar Creek Road between 1st Avenue and CTH I

In an existing or planned urban area of medium density, the year 2035 regional transportation plan recommends a grid of arterial streets at approximately one-mile spacing. This proposed extension of Cedar Creek Road is located about 1.0 mile north of STH 60 (See Map D-2). Therefore, the addition of Cedar Creek Road between 1st Avenue and CTH I would provide the desirable one-mile spacing consistent with the planned medium density development in the northern Grafton/Cedarburg area. Accordingly, it is recommended that the county jurisdictional highway system plan recommend Cedar Creek Road between 1st Avenue and CTH I be added to the planned arterial street and highway system.

Consider South Wisconsin Street between Chestnut Street and CTH C as a planned arterial system rather than Chestnut Street between South Wisconsin Street and Division Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC

Ozaukee County requested that the recently constructed extension of South Wisconsin Street between Chestnut Street and CTH C serve as a planned arterial facility rather than Chestnut Street between South Wisconsin Street and Division Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC (See Map D-3). The extended South Wisconsin Street provides a more direct route between STH 32 in the downtown area and CTH C and CTH CC south of downtown. In addition, the extended section of South Wisconsin Street provides limited access to abutting property and would serve primarily through traffic, as opposed to Chestnut Street and Division Street, which are partially located within a residential area.



Accordingly, it is recommended that the county jurisdictional highway system plan recommend that South Wisconsin Street between Chestnut Street and CTH C serve as a planned arterial facility rather than Chestnut Street between South Wisconsin Street and Division Street and Division Street between Chestnut Street and South Wisconsin Street/CTH CC.

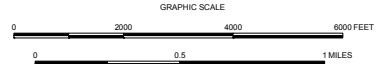
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CEDAR CREEK ROAD IN THE TOWN OF CEDARBURG AND THE VILLAGE OF GRAFTON



ARTERIAL STREET OR HIGHWAY

-  CEDAR CREEK ROAD
-  OTHER PLANNED ARTERIALS





Source: SEWRPC

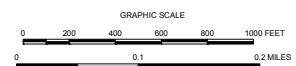
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SOUTH WISCONSIN STREET IN THE CITY OF PORT WASHINGTON



ARTERIAL STREET OR HIGHWAY

-  SOUTH WISCONSIN STREET
-  OTHER PLANNED ARTERIALS



Attachment E

[The following text is proposed to be added to Chapter II, Existing and Planned Ozaukee County Arterial Street and Highway System, under the heading, Potential Jurisdictional Highway Transfers to be Addressed During the Ozaukee County Jurisdictional Highway System Plan Review and Update, which begins on page 14 in the draft chapter]

At their October 1, 2014, meeting, members of the Ozaukee County Jurisdictional Highway Planning Committee asked for additional consideration be given with respect to the following facilities:

- Reconsider the planned jurisdiction as a local nonarterial of CTH I between CTH Z and CTH A;
- Reconsider the existing and proposed county jurisdiction of CTH C between CTH CC and STH 32;
- Reconsider the proposed local jurisdiction of CTH CC between CTH C and STH 32; and
- Reconsider the proposed local jurisdiction of CTH T between the Village of Cedarburg municipal boundary and CTH W.

* * *

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