

PRELIMINARY DRAFT

SEWRPC Planning Report No. 17 (2nd Edition) A Jurisdictional Highway System Plan for Ozaukee County

Continuation of Chapter IV

APPLICATION OF JURISDICTIONAL CLASSIFICATION CRITERIA

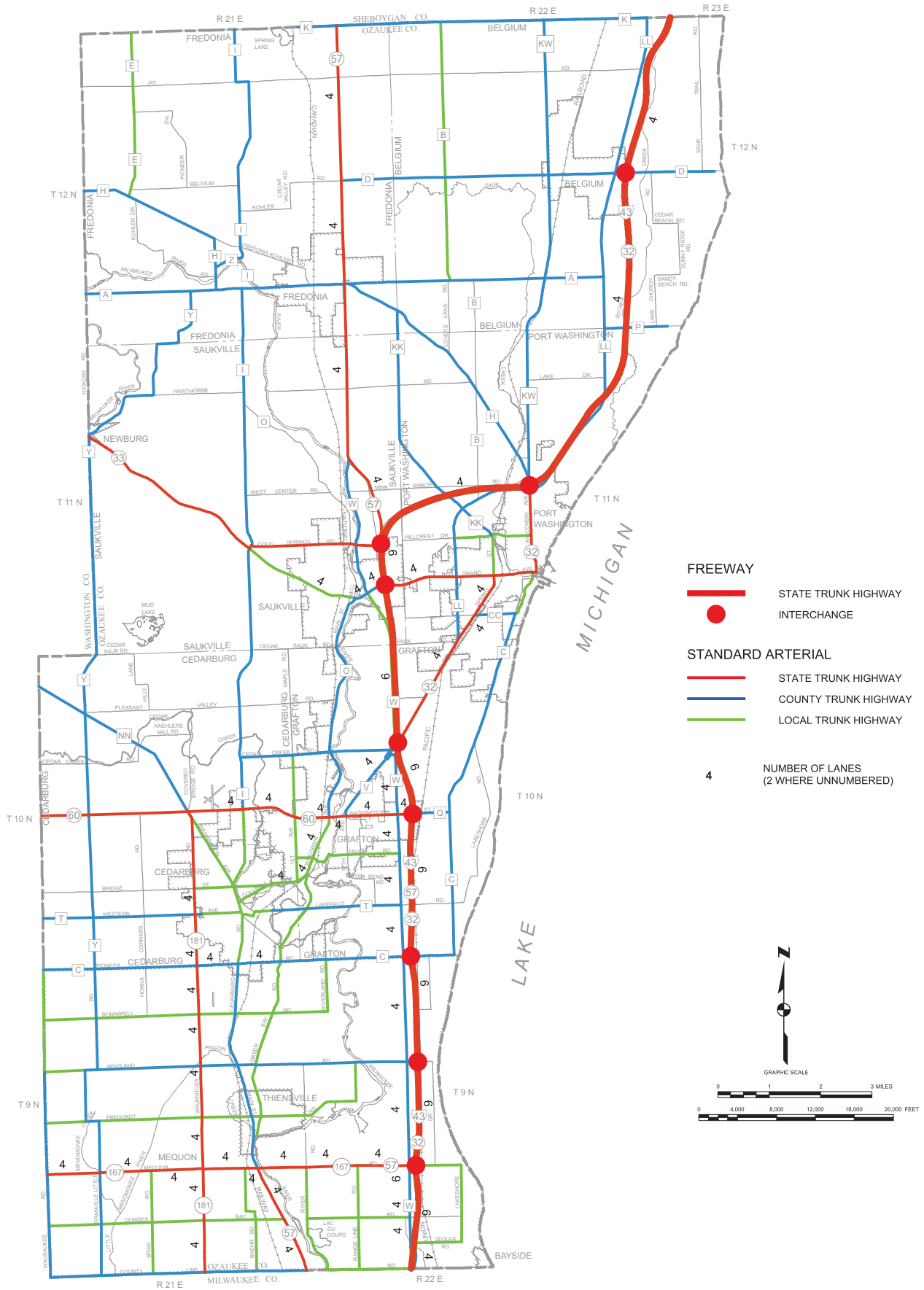
The following text is proposed to replace the text in preliminary draft Chapter IV, Application of Jurisdictional Classification Criteria, that was considered by the Committee at its January 21, 2014, meeting, starting under the heading, Development of the Jurisdictional Highway System Plan, on the bottom of page 2 of the draft chapter.

DEVELOPMENT OF THE JURISDICTIONAL HIGHWAY SYSTEM PLAN

Through the procedures previously described, three separate groups of potential state trunk, county trunk, and local trunk arterial subsystems were established, one by application of the trip service criteria, one by application of the land use service criteria, and one using traffic volume (one of the operational characteristics criteria). An initial draft preliminary recommended jurisdictional highway system classification was then developed by Commission staff through joint consideration of these three groups of arterial facilities jurisdictional classifications, and the application of additional criteria relating to the operational characteristics of each facility, including system continuity, facility spacing, traffic mobility, and land access.

As shown on Map 19, the total arterial street and highway system was thus objectively classified into state trunk, county trunk, and local trunk subsystems, which are integral parts of the overall system and which are within themselves continuous, but which vary with respect to the types of trip lengths served, the types of land use areas served, and the degree of traffic mobility provided. The state trunk, county trunk, and local trunk subsystems shown on Map 19 thus constitute an initial draft of the preliminary

INITIAL DRAFT PRELIMINARY RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



Source: SEWRPC

recommended year 2035 Ozaukee County jurisdictional highway system plan. Map 20 shows the jurisdictional transfers that would need to occur to implement the plan over the next 20 years. Table 9 provides a comparison of the arterial and nonarterial street and highway mileage in Ozaukee County under existing year 2013 conditions and under the initial draft preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan.

In the development of the initial draft jurisdictional recommendations prepared by Commission staff, consideration was given to the requests made by the Ozaukee County Jurisdictional Highway Committee and Ozaukee County local governments during the preparation of the year 2035 regional transportation plan that certain existing or planned arterial facilities be given specific consideration with respect to their planned jurisdiction. Table 10 provides a summary of the initial draft preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan response to these highway jurisdictional issues.

Additional Functional Improvements Addressed During the Ozaukee County Jurisdictional Highway System Plan Review and Update

During its January 21, 2014, meeting, members of the Ozaukee County Jurisdictional Planning Committee requested that Commission staff consider two changes to the preliminary recommended functional improvement recommendations:

- Reconsider the planned provision of the four traffic lanes on Columbia Road/Wisconsin Avenue/12th Avenue between Bridge Road and STH 60.
- Consider CTH O between STH 33 and CTH I remaining under county jurisdiction rather than being transferred to local jurisdiction as a nonarterial.

Reconsider the Planned Provision of the Four Traffic Lanes on Columbia Road/Wisconsin Avenue/12th Avenue between Bridge Road and STH 60

A member of the Committee requested that Commission staff reconsider the planned provision of the four traffic lanes on Columbia Road/Wisconsin Avenue/12th Avenue between Bridge Road and STH 60, particularly the planned widening of Columbia Road/Wisconsin Avenue between Bridge Road and Chateau Drive from two to four traffic lanes. Columbia Road/Wisconsin Avenue/12th Avenue serves as an arterial roadway connecting the downtowns of the City of Cedarburg and Village of Grafton area (see Map 21). The current year 2035 regional transportation plan and Ozaukee County jurisdictional highway system plan recommends the provision of four traffic lanes from Columbia Road/Wisconsin Avenue/12th

**CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE INITIAL DRAFT PRELIMINARY
RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

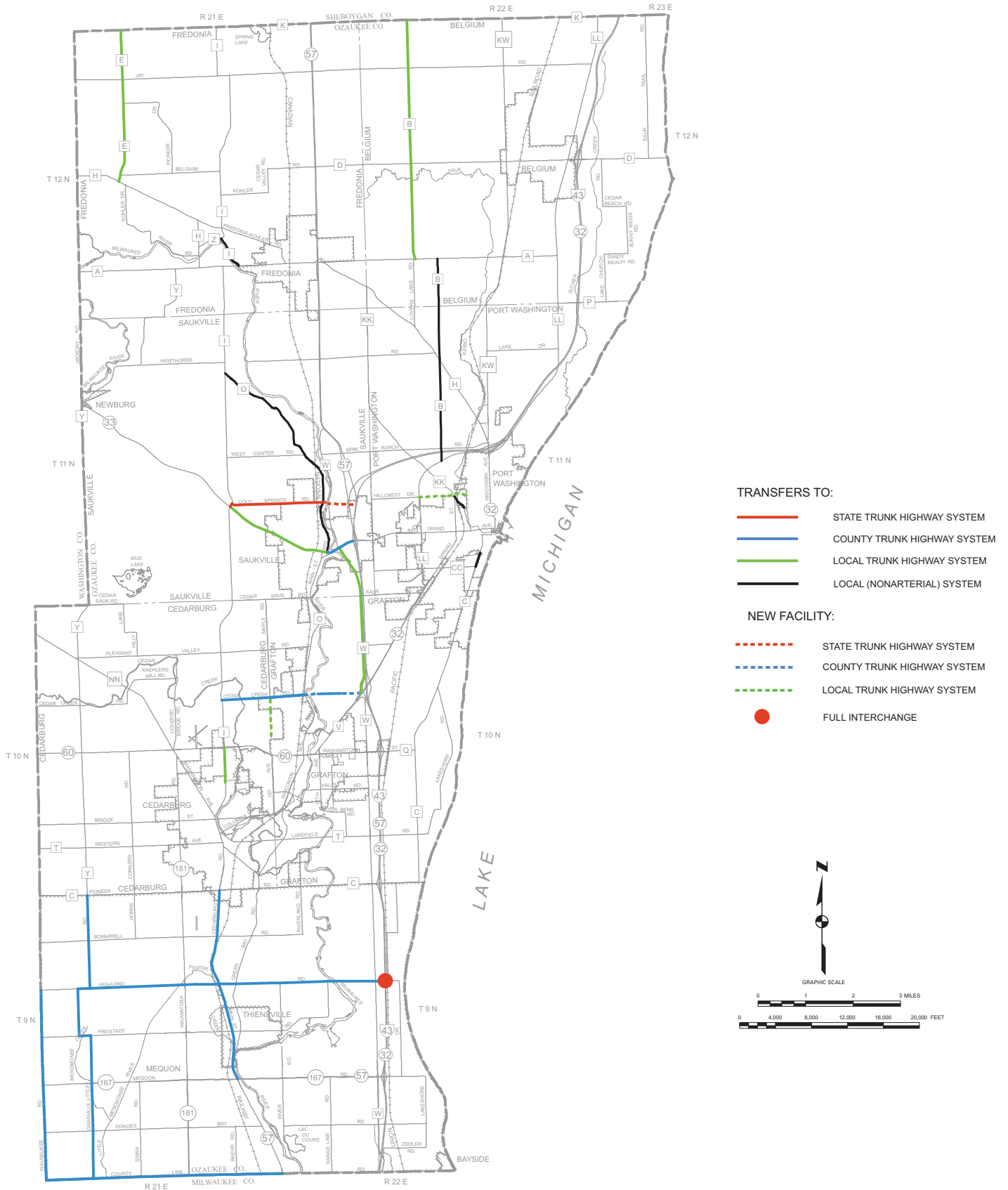


Table 9

**COMPARISON OF OZAUKEE COUNTY STREET AND HIGHWAY MILEAGE UNDER EXISTING YEAR 2013 CONDITIONS
AND UNDER THE INITIAL DRAFT PRELIMINARY RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL
HIGHWAY SYSTEM**

Year	State ^a Arterial	County			Local			Total		
		Arterial	Nonarterial	Total	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total
2013	79	146	10	156	78	624	702	303	634	937
2035	78	163	0	163	71	634 ^b	705	312	634 ^b	946

^a Includes Interstate, United States, State Trunk and connecting highways under state jurisdiction.

^b Does not include new nonarterial roadway constructed after existing year 2013.

Source: Wisconsin Department of Transportation and SEWRPC

Table 10

**INITIAL DRAFT PRELIMINARY RECOMMENDED OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN
RESPONSE TO HIGHWAY JURIDICTIONAL ISSUES IDENTIFIED DURING PREPARATION OF THE YEAR 2035
REGIONAL TRANSPORTATION PLAN AND THE OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

ISSUES ADDRESSED

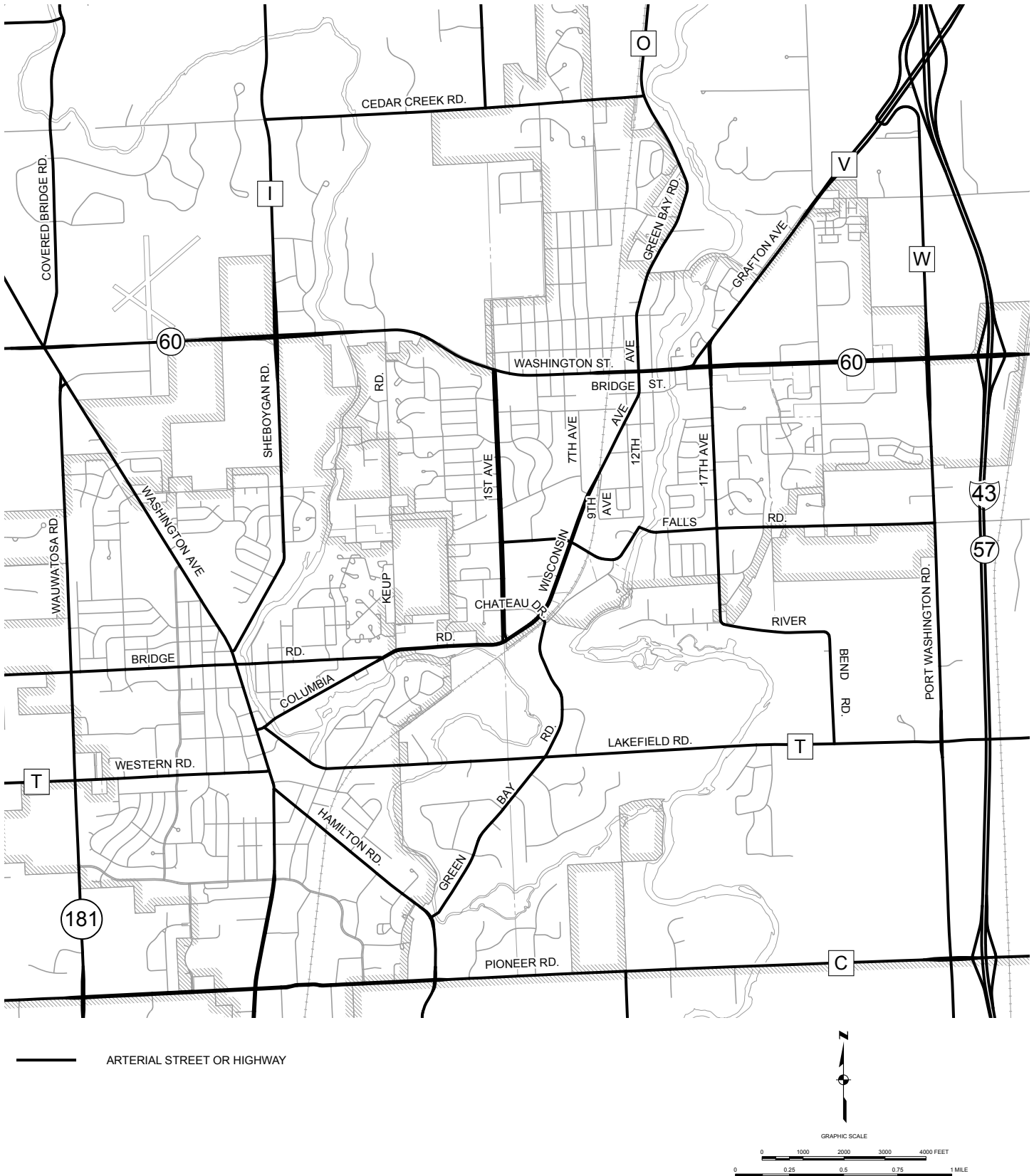
Facility	Issue	Recommendation in the Initial Draft Preliminary Recommended Year 2035 Ozaukee County Jurisdictional Highway System Plan
Cedar Creek Road between CTH O and CTH W	Transfer to county jurisdiction following the construction of the planned extension of Cedar Creek Road.	County jurisdiction.
CTH C between CTH CC and STH 32	Transfer to local jurisdiction.	Local jurisdiction as nonarterial.
CTH CC between CTH C and STH 32	Remain under county jurisdiction.	County jurisdiction.
CTH T between the Village of Cedarburg municipal boundary and CTH W	Remain under county jurisdiction.	County jurisdiction.

ISSUES NOT ADDRESSED

Facility	Issue	Recommendation in the Initial Draft Preliminary Recommended Year 2035 Ozaukee County Jurisdictional Highway System Plan
CTH B between CTH LL and CTH A	Remain under county jurisdiction.	Local jurisdiction as nonarterial based on the facility not meeting the criteria to be functionally classified as an arterial, and the recommendation that nonarterial facilities be under local jurisdiction.
CTH I between CTH Z and CTH A	Remain under county jurisdiction	Local jurisdiction as nonarterial based on the facility not meeting the criteria to be functionally classified as an arterial, and the recommendation that nonarterial facilities be under local jurisdiction.

Map 21

**EXISTING ARTERIAL STREET AND HIGHWAY SYSTEM IN
THE CITY OF CEDARBURG AND VILLAGE OF GRAFTON AREA**



Avenue between Bridge Road and STH 60 in the City of Cedarburg and the Village of Grafton.

Columbia Road between Bridge Road and 1st Avenue is generally 42 feet in width with two travel lanes and a two-way left turn lane. Columbia Road has curb and gutter on both sides of the roadway between Bridge Road and Keup Road, and generally curb and gutter on the north side of the roadway and about a 3 feet wide shoulder on the south side between Keup Road and 1st Avenue. There is no parking provided on both sides of this segment of Columbia Road. In 2013, the average weekday traffic volumes on this segment of Columbia Road ranged from 12,800 to 13,500 vehicles per average weekday, below the design capacity of 16,000 vehicles per average weekday for the existing roadway. The forecast 2035 average traffic volumes for this segment of Columbia Road is about 16,000 vehicles per average weekday, at the design capacity of 16,000 vehicles per average weekday for the existing roadway.

Wisconsin Avenue between 1st Avenue and Chateau Drive is generally 46 feet in width with curb and gutter, and either two travel lanes with a median or two travel lanes with a two-way left turn lane. There is no parking provided on both sides of Wisconsin Avenue. In 2013, the average weekday traffic volumes on this segment of Wisconsin Avenue was 9,300 vehicles per average weekday, below the design capacity of 14,000 to 16,000 vehicles per average weekday for the existing roadway. The forecast 2035 average traffic volumes for this segment of Wisconsin Avenue is about 12,000 vehicles per average weekday, approaching but not exceeding the design capacity of 14,000 to 16,000 vehicles per average weekday for the existing roadway.

Between Chateau Drive and 7th Avenue, Wisconsin Avenue is generally 60 feet in width with curb and gutter, sidewalk, and either four travel lanes with a median or four travel lanes with a two-way left turn lane. There is no parking provided on both sides of this segment of Wisconsin Avenue. In 2013, the average weekday traffic volumes on this segment of Wisconsin Avenue ranged from 11,600 to 11,900 vehicles per average weekday, below the design capacity of 18,000 to 21,000 vehicles per average weekday for the existing roadway. The forecast 2035 average traffic volumes for this segment of Wisconsin Avenue is about 15,000 vehicles per average weekday, below the design capacity of 18,000 to 21,000 vehicles per average weekday for the existing roadway.

Wisconsin Avenue between 7th Avenue and 9th Avenue is generally 42 feet in width with two travel lanes, a two-way left turn lane, curb and gutter, and sidewalk with no terrace on the west side of the roadway and a grass terrace on the east side of the roadway. There is no parking provided on both sides of this segment of Wisconsin Avenue/12th Avenue. In 2013, the average weekday traffic volumes on this

segment of Wisconsin Avenue was 12,400 vehicles per average weekday, below the design capacity of 16,000 vehicles per average weekday for the existing roadway. The forecast 2035 average traffic volumes for this segment of Wisconsin Avenue is about 15,000 vehicles per average weekday, below the design capacity of 16,000 vehicles per average weekday for the existing roadway.

Wisconsin Avenue/12th Avenue between 9th Avenue and STH 60 is generally 42 feet in width between 9th Avenue and Bridge Street and 48 feet in width between Bridge Street and STH 60. The roadway has two travel lanes, parking lanes, curb and gutter, and sidewalk with a stamped concrete terrace. Parking is generally permitted on both sides of this segment of Wisconsin Avenue/12th Avenue. In 2013, the average weekday traffic volumes on this segment of Wisconsin Avenue was 12,400 vehicles per average weekday, below the design capacity of 14,000 vehicles per average weekday for the existing roadway. The forecast 2035 average traffic volumes for this segment of Wisconsin Avenue is about 15,000 vehicles per average weekday, exceeding the design capacity of 14,000 vehicles per average weekday for the existing roadway.

Thus, consideration of improvements may be warranted on Wisconsin Avenue/12th Avenue between 9th Avenue and STH 60 to alleviate the congestion expected under future forecast year 2035 traffic volumes. The four traffic lanes could be readily provided over the existing 48 foot wide roadway along 12th Avenue between Bridge Street and STH 60 by prohibiting parking during peak periods. However, the Village of Grafton may not be willing to restrict parking along this segment of 12th Avenue. With respect to Wisconsin Avenue between 9th Avenue and Bridge Street, it may be difficult to provide four traffic lanes along the existing 42 foot wide roadway. Additionally, the existing paved terrace is only about 3 feet wide on both sides of the roadway potentially making it difficult to widen the roadway to accommodate additional traffic lanes. Moreover, this segment of roadway was reconstructed in 2004 with a service life of about 50 to 60 years.

Therefore, it is recommended that the preliminary recommended functional improvements map be revised to remove the planned widening of Columbia Road/Wisconsin Avenue between Bridge Road and Chateau Drive from two to four traffic lanes. Additionally, it is recommended that the provision of four traffic lanes along Wisconsin Avenue/12th Avenue between 7th Avenue and STH 60 be removed from the preliminary recommended Ozaukee jurisdictional highway system plan. The section of Wisconsin Avenue between Chateau Drive and 7th Avenue that currently has four traffic lanes would continue to be shown as such on the jurisdictional highway system plan.

***Consider CTH O between STH 33 and CTH I Remaining Under County Jurisdiction
Rather Than Being Transferred to Local Jurisdiction as a Nonarterial***

It was requested by a member of the Committee that CTH O between STH 33 and CTH I be considered to remain under County jurisdiction rather than being transferred to local jurisdiction as a nonarterial. The Ozaukee County jurisdictional highway system plan has long recommended that County trunk highways that do not function as arterial facilities should be transferred to the local jurisdiction for which they are located within. The portion of CTH O between CTH I and Cold Springs Road serves an Ozaukee County park—Tendick Nature Park—of county significance. However, this segment of CTH O is generally located within an area planned to remain rural. In rural areas, it is recommended that arterial facilities be provided at intervals of no less than two miles in each direction. This segment of CTH O ranges from zero miles to about two miles east of CTH I and about one-quarter to two miles west of CTH W, which are both planned arterials (see Map 22). Recommending this stretch of CTH O as a planned arterial would result in arterial spacing of less than two miles. Moreover, the current year 2010 average weekday traffic volume on the segment of CTH O between Cold Springs Road and CTH I is about 700 vehicles per average weekday, which would not warrant classification as an arterial.

With regard to the portion of CTH O between Cold Springs Road and STH 33, CTH O is generally located within an area planned for medium density development. In existing and planned urban areas of medium density, the year 2035 regional transportation plan recommends a grid of arterial streets at approximately one-mile spacing. This segment of CTH O is about two miles east of CTH I and less than a quarter mile west of CTH W, which are both planned arterials (see Map 22). In 2013, the average weekday traffic volumes on CTH O between Cold Springs Road and STH 33 was 4,200 vehicles per average weekday. However, most of the traffic volume utilizing this roadway is likely being generated from the existing residences and businesses located adjacent to CTH O between Cold Springs Road and STH 33. These existing residences and businesses are bounded by the Milwaukee River to the east and a Wisconsin and Southern Railroad Company (WSOR) rail line to the west. The only crossing of the Milwaukee River, and access for these residences and businesses to IH 43, is currently by STH 33. With respect to crossing of the WSOR rail line, the closest crossings for traffic travelling east to and west from the residences and businesses along this segment of CTH O is at Cold Springs Road and STH 33. Based on the existing traffic volumes on Cold Springs Road and STH 33, most of the traffic generated from this area uses STH 33 to travel to and from the west side of the rail line. Thus, CTH O currently operates more as a collector facility rather than an arterial facility. Moreover, it is not expected that the extension of Cold Springs Road between CTH O and IH 43—adding another crossing of the Milwaukee River—would have an effect on the traffic volumes along CTH O between Cold Springs Road and STH 33.

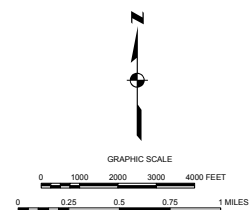
Map 22

**CTH O BETWEEN STH 33 AND CTH I
IN THE TOWN OF BELGIUM AND TOWN OF PORT WASHINGTON**



ARTERIAL STREET OR HIGHWAY

- EXISTING CTH B
- OTHER PLANNED ARTERIALS



Source: SEWRPC

KRY/RWH
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Accordingly, it is recommended that the plan continue to show CTH O between Cold Springs Road and CTH I as a local nonarterial facility in the Town and Village of Saukville based on planned development. Additionally, it is recommended that the plan continue to show CTH O between STH 33 and Cold Springs Road as a local nonarterial facility in the Village of Saukville as it currently functions as a collector facility and is expected to continue to function as a collector facility.

**Additional Highway Transfers to be Addressed During the
Ozaukee County Jurisdictional Highway System Plan Review and Update**

During the review of the Commission staff's initial draft preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan at its January 21, 2014, meeting, members of the Ozaukee County Jurisdiction Planning Committee requested specific consideration with respect to the proposed jurisdictional responsibility for the following facilities:

- Consider the transfer of STH 33 to county jurisdiction rather than to local jurisdiction between CTH I and CTH O.
- Consider Main Street/Cedarburg Road between STH 167 and CTH C remaining under local jurisdiction rather than being transferred to county jurisdiction.
- Consider Cedar Creek Road and its extension between CTH I and CTH W remaining under local jurisdiction rather than being transferred to county jurisdiction.
- Consider the transfer of CTH T from county to local jurisdiction between STH 181 and the Village of Cedarburg municipal boundary.
- Consider the current jurisdictional responsibility in determining the planned jurisdictional responsibility along Wasaukee Road between County Line Road and Pioneer Road (CTH C).
- Consider the current jurisdictional responsibility in determining the planned jurisdictional responsibility along County Line Road between Wasaukee Road and STH 57.

In addition, a note will be added at the request of a member of the Committee to the map of the preliminary recommended year 2035 jurisdictional highway system plan indicating that the planned transfer of Highland Road between CTH Y and IH 43 would be dependent upon the construction of an IH 43 interchange at Highland Road. Following the January 21, 2014, Committee meeting, the Wisconsin Department of Transportation completed in November 2014 the preliminary engineering and environmental impact study for the reconstruction of IH 43 between Silver Spring Drive in Milwaukee County and STH 60 in Ozaukee County. The selected alternative for the reconstruction of this segment of IH 43 includes the construction of a new interchange at Highland Road in the City of Mequon.

Consider the Transfer of STH 33 between CTH I and CTH O to County Jurisdiction Rather than to Local Jurisdiction

A member of the Committee requested that the transfer of STH 33 between CTH I and CTH O to county jurisdiction be considered rather than to local jurisdiction following the construction of the planned extension of Cold Springs Road between CTH O and IH 43. Based on the application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for county trunk arterial classification. With respect to land use service criteria, this facility connects and serves a rapid transit station, a freeway interchange which meets the land use criteria for county trunk arterial classification. Based on the forecast average volumes in the year 2035 for the facility, as well as consideration of its operation characteristics (system continuity, facility spacing, traffic mobility, and land access), this facility would be classified as a county trunk arterial classification. The Commission staff would propose to revise its initial recommendation, and recommend that STH 33 between CTH I and CTH O be classified as a county trunk arterial facility.

Consider Main Street/Cedarburg Road between STH 167 and CTH C Remaining Under Local Jurisdiction Rather than Being Transferred to County Jurisdiction

A member of the Committee requested the consideration of Main Street/Cedarburg Road between STH 167 and CTH C remaining under local jurisdiction rather than being transferred to county jurisdiction. Based on the application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for local trunk classification. With respect to land use service criteria, this facility connects and serves areas that meet the land use criteria for local trunk arterial classification. Based on the forecast average volumes in the year 2035 for the facility, as well as consideration of its operation characteristics (system continuity, facility spacing, traffic mobility, and land access), this facility would be classified as a county trunk arterial classification. The Commission staff would propose to revise its initial recommendation, and recommend that Main Street/Cedarburg Road between STH 167

and CTH C remain as a local trunk arterial facility.

Consider Cedar Creek Road and its Extension between CTH I and CTH W Remaining Under Local Jurisdiction Rather than Being Transferred to County Jurisdiction

A member of the Committee requested the consideration of Cedar Creek Road and its extension between CTH I and CTH W remaining under local jurisdiction rather than being transferred to county jurisdiction. Based on the application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for county trunk classification. With respect to land use service criteria, this facility connects and serves areas that meet the land use criteria for local trunk arterial classification. Based on the forecast average volumes in the year 2035 for the facility, as well as consideration of its operation characteristics (system continuity, facility spacing, traffic mobility, and land access), this facility would be classified as a county trunk arterial classification. The Commission staff would propose to revise its initial recommendation, and recommend that Cedar Creek Road and its extension between CTH I and CTH W remain as a local trunk arterial facility.

Consider the Transfer of CTH T from County to Local Jurisdiction between STH 181 and the Village of Cedarburg Municipal Boundary

A member of the Committee requested the consideration of the transfer of CTH T from county to local jurisdiction between STH 181 and the Village of Cedarburg municipal boundary. Based on the application of jurisdictional criteria for the design year 2035, this facility would meet the trip service (trip length) criteria for local trunk classification. With respect to land use service criteria, this facility connects and serves areas that meet the land use criteria for local trunk arterial classification. Based on the forecast average volumes in the year 2035 for the facility, as well as consideration of its operation characteristics (system continuity, facility spacing, traffic mobility, and land access), this facility would be classified as a county trunk arterial classification. The Commission staff would propose to revise its initial recommendation, and recommend that CTH T between STH 181 and the Village of Cedarburg be classified as a local trunk arterial facility.

Consider the Current Jurisdictional Responsibility in Determining the Planned Jurisdictional Responsibility Along Wausaukee Road Between County Line Road and Pioneer Road (CTH C)

A member of the Committee suggested that the current jurisdictional responsibility for the segments of Wausaukee Road along the Ozaukee County/Washington County line between County Line Road and Pioneer Road (CTH C) should be reviewed and considered in the determination of the planned jurisdictional responsibilities for these facilities. The three-mile segment of Wausaukee Road between

Pioneer Road (CTH C) and Freistadt Road is under Washington County jurisdiction on the Washington County side of the roadway and under City of Mequon jurisdiction on the Ozaukee County side of the roadway. The three mile segment of Wausaukee Road between Freistadt Road and County Line Road is entirely under local jurisdiction with the Ozaukee County side of the roadway being under City of Mequon jurisdiction. With respect to the Washington County side of the roadway, 2.82 miles is under the jurisdiction of the City of Germantown and the remaining 0.18 miles is under the jurisdiction of the City of Milwaukee.

With respect to the application of jurisdictional criteria for the design year 2035, Wausaukee Road would meet the trip service (trip length) criteria for state trunk classification between County Line Road and Mequon Road (STH 167) and for county trunk classification between Mequon Road (STH 167) and Pioneer Road (CTH C). With respect to land use service criteria, this facility connects and serves areas that meet the land use criteria for county trunk arterial classification. Based on the forecast average volumes in the year 2035 for the facility, as well as consideration of its operation characteristics (system continuity, facility spacing, traffic mobility, and land access), this facility would be classified as a county trunk arterial classification. The Commission staff proposes to revise its initial recommendation, and recommend that Wausaukee Road between Highland Road and Pioneer Road (CTH C) be classified as a county trunk arterial facility. Any transfer of this segment of roadway from local jurisdiction to county jurisdiction would require agreement of the Wisconsin Department of Transportation, Ozaukee and Washington Counties, and the Cities of Mequon, Germantown, and Milwaukee.

Consider the Current Jurisdictional Responsibility in Determining the Planned Jurisdictional Responsibility Along County Line Road Between Wasaukee Road and STH 57

A member of the Committee suggested that the current jurisdictional responsibility for the segments of County Line Road along the Ozaukee County/Milwaukee County line between Wasaukee Road and STH 57 should be reviewed and considered in the determination of the planned jurisdictional responsibilities for these facilities. The 4.91 mile segment of County Line Road between Wasaukee Road and STH 57 is entirely under local jurisdiction with the Ozaukee County side of the roadway being under City of Mequon jurisdiction. With respect to the Milwaukee County side of the roadway, 3.50 miles is under the jurisdiction of the City of the Milwaukee and the remaining 1.41 miles is under the jurisdiction of the Village of Brown Deer.

With respect to the application of jurisdictional criteria for the design year 2035, County Line Road would meet the trip service (trip length) criteria for local trunk classification. With respect to land use

service criteria, this facility connects and serves areas that meet the land use criteria for county trunk arterial classification. Based on the forecast average volumes in the year 2035 for the facility, as well as consideration of its operation characteristics (system continuity, facility spacing, traffic mobility, and land access), this facility would be classified as a county trunk arterial classification. Therefore, the Commission staff continues to recommend that County Line Road between Wasaukee Road and STH 57 be classified as a county trunk arterial facility. Any transfer of this segment of roadway from local jurisdiction to county jurisdiction would require agreement of the Wisconsin Department of Transportation, Ozaukee and Milwaukee Counties, the Cities of Mequon and Milwaukee, and the Village of Brown Deer.

Preliminary Recommended Year 2035 Ozaukee County Jurisdictional Highway System Plan

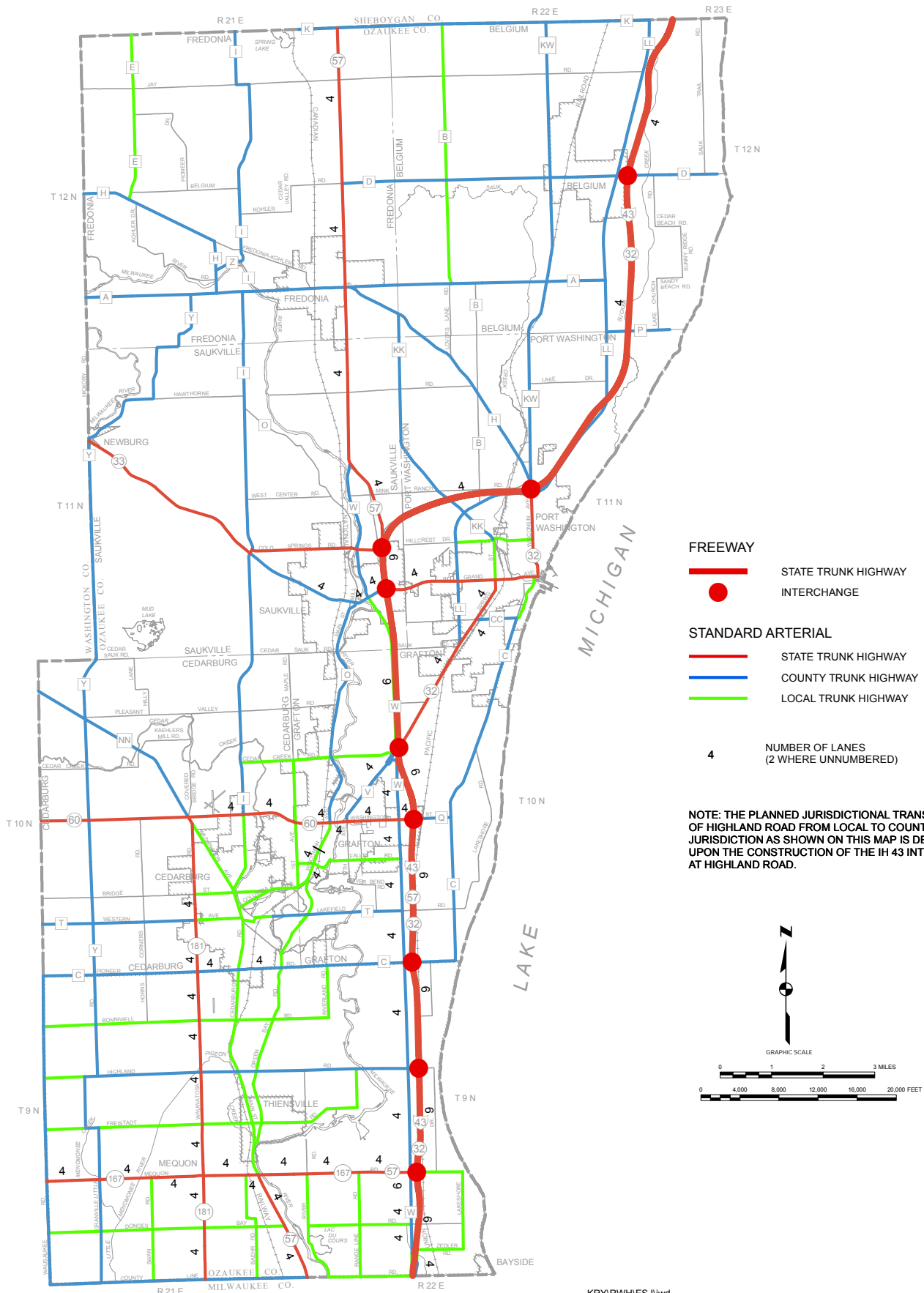
Map 23 shows the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan based on the initial draft plan prepared by Commission staff and the results of the analysis of issues raised by Committee members at its January 21, 2014, meeting. Map 24 shows the jurisdictional transfers that would need to occur to implement the plan over the next 20 years. Table 11 provides a comparison of the arterial and nonarterial street and highway mileage in Ozaukee County under existing year 2013 conditions and under the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan.

[The approval of the preliminary recommended year 2035 Ozaukee County jurisdictional highway system plan as the final recommended year 2035 Ozaukee County jurisdictional highway system plan by the Ozaukee County Jurisdictional Highway Planning Committee will be described in the remainder of this section. The final recommended year 2035 Ozaukee County jurisdictional highway system plan will be described in Chapter V of the new Ozaukee County plan.]

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Map 23

PRELIMINARY RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN



Map 24

**CHANGES IN JURISDICTIONAL RESPONSIBILITY UNDER THE PRELIMINARY
RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY SYSTEM PLAN**

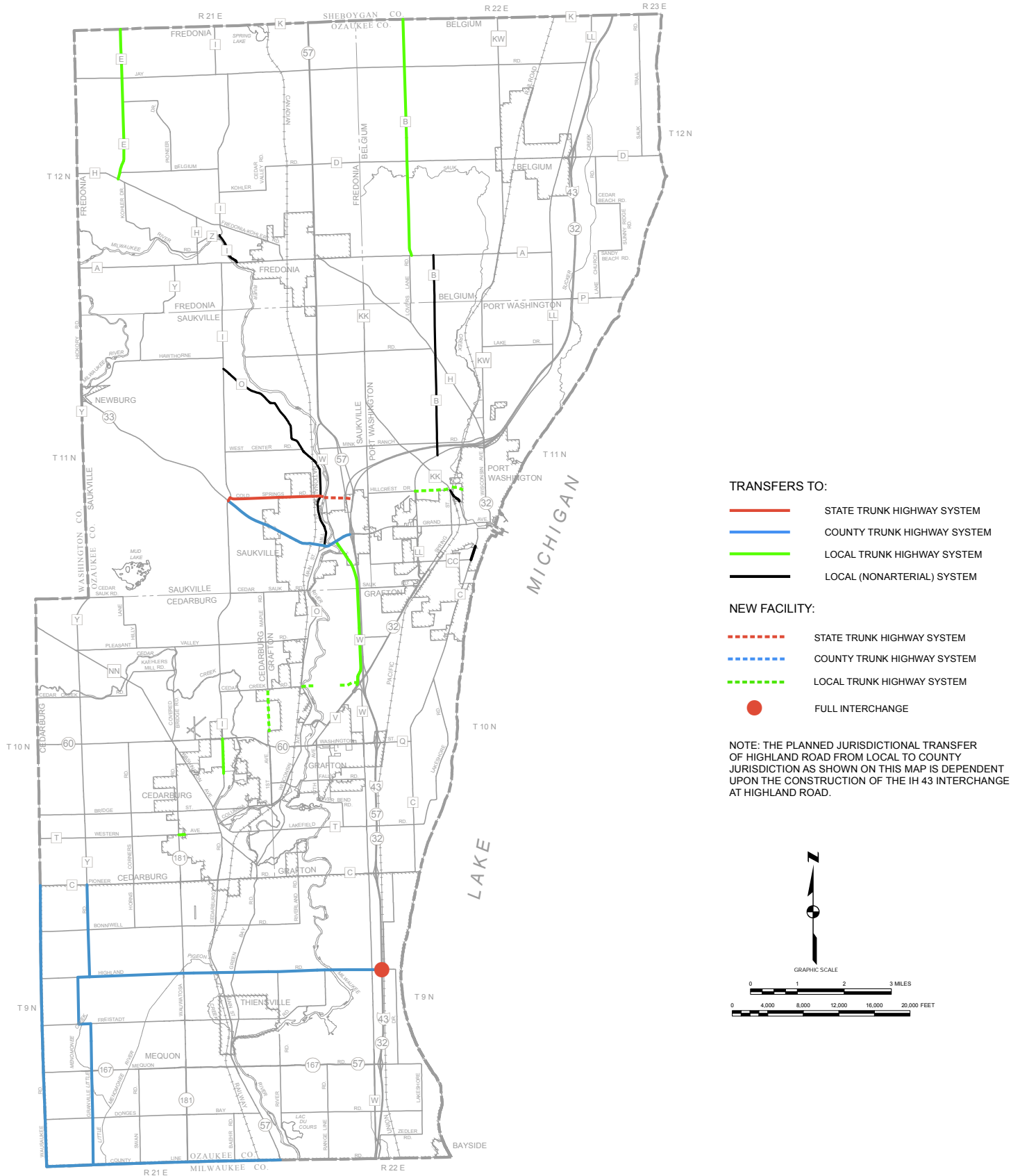


Table 11

**COMPARISON OF OZAUKEE COUNTY STREET AND HIGHWAY MILEAGE UNDER EXISTING YEAR 2013 CONDITIONS
AND UNDER THE PRELIMINARY RECOMMENDED YEAR 2035 OZAUKEE COUNTY JURISDICTIONAL HIGHWAY
SYSTEM**

Year	State ^a Arterial	County			Local			Total		
		Arterial	Nonarterial	Total	Arterial	Nonarterial	Total	Arterial	Nonarterial	Total
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^a Includes Interstate, United States, State Trunk and connecting highways under state jurisdiction.

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Source: Wisconsin Department of Transportation and SEWRPC