

ENROLLED ORDINANCE 164-108

ESTABLISHMENT OF SPEED ZONE - CTH DR

WHEREAS Wisconsin Statutes permit local authorities to establish speed zones within certain guidelines, and

WHEREAS a traffic engineering study was performed to determine the safe travel speed for all vehicles upon CTH DR in the City of Oconomowoc and Town of Summit.

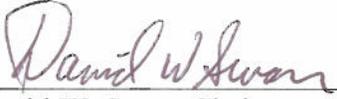
THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF WAUKESHA ORDAINS that the speed zone on CTH DR is modified as follows:

1. Rescind the speed limit of fifty-five (55) miles per hour on CTH DR from its intersection with Dousman Road easterly to its intersection with CTH P (Sawyer Rd).
2. Establish a forty five (45) mile per hour speed zone on CTH DR from its intersection with Dousman Road easterly to its intersection with CTH P (Sawyer Rd).

BE IT FURTHER ORDAINED that this declaration rescinds all previous restrictions for the above described portion of the County Trunk Highway System.

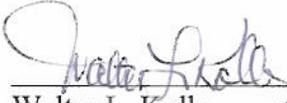
ESTABLISHMENT OF SPEED ZONE – CTH DR

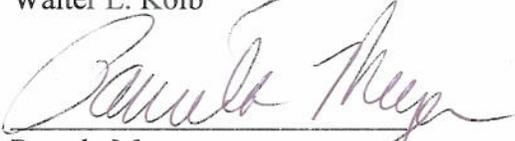
Presented by:  
Public Works Committee

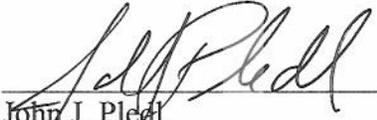
  
David W. Swan, Chair

ABSENT  
Peter Gundrum

ABSENT  
Pauline T. Jaske

  
Walter L. Kolb

  
Pamela Meyer

  
John J. Pledl

  
Peter M. Wolff

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, was presented to the County Executive on:

Date: 4/16/2010,   
Kathy Nickolaus, County Clerk

The foregoing legislation adopted by the County Board of Supervisors of Waukesha County, Wisconsin, is hereby:

Approved: X

Vetoed: \_\_\_\_\_

Date: 4-19-10,   
Daniel P. Vrakas, County Executive

WAUKESHA COUNTY BOARD OF SUPERVISORS

V

DATE-04/13/10

(ORD) NUMBER-1640111

1 D. FALSTAD.....AYE  
3 R. HUTTON.....NAY  
5 J. JESKEWITZ.....AYE  
7 P. HAUKOHL.....  
9 J. HEINRICH.....AYE  
11 F. RUF.....AYE  
13 P. DECKER.....AYE  
15 P. MEYERS.....AYE  
17 J. TORTOMASI.....AYE  
19 S. WIMMER.....AYE  
21 W. ZABOROWSKI.....AYE  
23 J. PLEDL.....  
25 G. YERKE.....AYE

2 T. ROLFS.....NAY  
4 J. DWYER.....AYE  
6 J. BRANDTJEN.....AYE  
8 T. SCHELLINGER....AYE  
10 D. SWAN.....AYE  
12 P. WOLFF.....AYE  
14 B. MORRIS.....AYE  
16 D. PAULSON.....AYE  
18 K. CUMMINGS.....AYE  
20 P. JASKE.....NAY  
22 P. GUNDRUM.....NAY  
24 W. KOLB.....AYE

TOTAL AYES-19

TOTAL NAYS-04

CARRIED X

DEFEATED \_\_\_\_\_

UNANIMOUS \_\_\_\_\_

TOTAL VOTES-23



**Waukesha**  
**C O U N T Y**  
Department of Public Works

**TECHNICAL MEMORANDUM**

Date: March 18, 2010

To: Gary Evans, Allison Bussler

From: Michael Grulke

Subject: County Highway Speed Limit Zone Modification Request  
CTH DR - (STH 67 to CTH P Sawyer Road)

**Nature of Request**

In June 2009, staff received a written request from Police Chief James Race of Summit PD and from Supervisor Bonnie Hunt to lower the speed limit to 45 MPH on CTH DR in Town of Summit in front of the new Aurora Hospital at the Stone Hedge Trail intersection.

The request was reviewed and we conducted a speed study in the subject area. The request was directed at lowering the speed limit on DR in front of the new hospital entrance where the existing speed limit is posted at 55 MPH. After conducting a field observation and drive through, we decided to evaluate the posted speed on a section of the DR corridor from Dousman Road to CTH P Sawyer Road.

**Roadway Facts**

See **Exhibit A** which shows the location of the study area, existing posted speed limit signs and the speed zones.

Eastbound and westbound CTH DR is posted at 55 MPH from the Jefferson County Line east to the CTH P intersection. The speed zones of 55 MPH are statutory in this section and are consistent with County speed zone limit mapping records.

Functional Classification: This corridor section of CTH DR is classified as a rural minor

164-0-111

2.

arterial roadway

Statute Classification: DR from Dousman Road to STH 67 is in the City of Oconomowoc which would be considered to be in an Outlying District with in a city or village limits.

DR from STH 67 to CTH P is in the Town of Summit and is considered a rural county trunk highway.

Ordinances: There are no existing speed limit ordinances in this area.

### Roadway Speed Data

Eastbound / Westbound CTH DR (1/3 mile west of STH 67)

Spot Speed data collection at 1500 west of STH 67 with the speed zone limit of 55 MPH.

- Average Speed = 49 MPH
- 85<sup>th</sup> Percentile Speed = 53 MPH
- Pace Speed Range = 45 to 54 MPH

Eastbound / Westbound CTH DR (1/3 mile east of STH 67)

Spot Speed data collection at 500 feet east of Stone Hedge Trail with the speed zone limit of 55 MPH.

- Average Speed = 52 MPH
- 85<sup>th</sup> Percentile Speed = 58 MPH
- Pace Speed Range = 47 to 56 MPH

Eastbound / Westbound CTH DR (1/4 mile west of CTH P)

Speed collectors placed at 1500 west of CTH P with the speed zone limit of 55 MPH.

- Average Speed = 52 MPH
- 85<sup>th</sup> Percentile Speed = 58 MPH
- Pace Speed Range = 45 to 54 MPH

The data above was collected by using a laser speed gun. Near the CTH P location, the speed data was collected by means of a pneumatic tube counting device set up to record vehicle speed.

### Other Circumstances

From a corridor perspective, the speeds are ranging from 50 to 58 MPH. In general, the traffic is traveling at or near the posted speed limit of 55 MPH around the Stone Hedge Trail intersection. DR west of STH 67, the traffic is traveling lower than the 55 MPH

speed limit from Dousman Rd to 67 due to intersecting roadways, traffic signal at Blue Ribbon Cr. and slowing in approach to STH 67 intersection. Spot Speeds west of the Hwy P intersection are traveling above the posted speed of 55 MPH.

Field observations shown that there is only one 55 MPH speed limit sign on CTH DR for the entire corridor from Dousman Road to CTH P. Some traffic may not know what speed is permitted and travel at varying speeds in corridor as a result.

STH 67 adjacent to the study corridor is currently posted at 45 MPH from south of CTH DR north into Oconomowoc.

Any lowering of speed limits in this section should be reinforced by police patrol to get the speeds down to 45 MPH to encourage a safer traveling speed on this corridor.

### **Recommendations**

Staff recommends lowering the speed limit on DR from 55 MPH to 45 MPH from Dousman Road to the intersection at CTH P.

See **Attachment B** which shows the revised speed limit location.

Upon review of the state statues, as outlined in the Wisconsin Statewide Speed Management Guidelines Manual, the County can lower the speed limit by 10 MPH on a County Trunk Highway where the speed limit is currently 55 MPH. See **Attachment C** for a copy of a speed limits authority table.

The county should issue an ordinance to set the speed limit to 45 MPH in the recommended corridor.

### **Next Steps**

Send ordinance to County Board for approval.

When ordinance is approved, County sign shop to make physical signing changes in the field.

Confirmation letter to be sent to Oconomowoc Police, Summit Police and Sheriff.

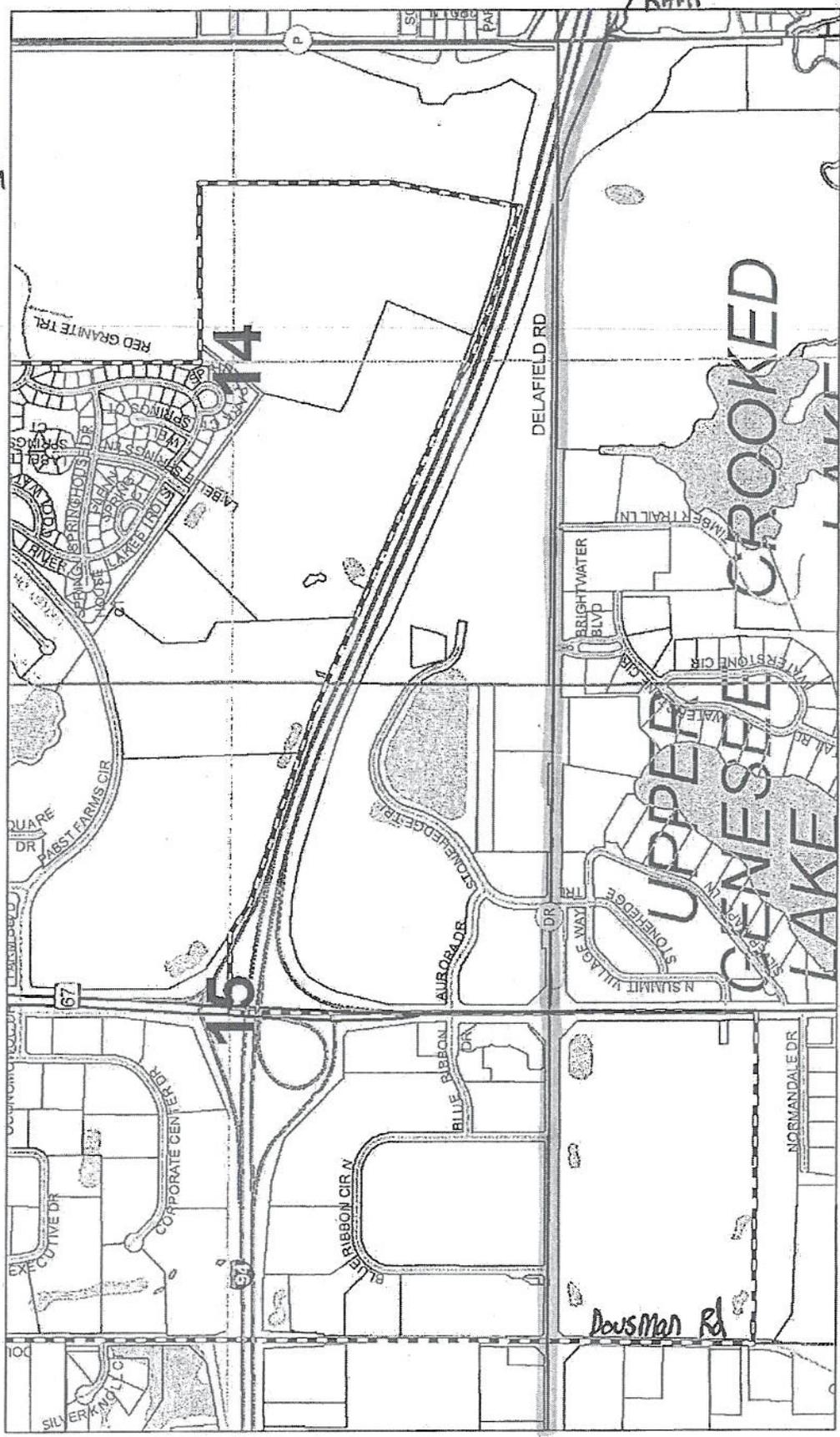
Submitted by:

Michael F. Grulke, PE, PTOE  
Senior Civil Engineer  
Department of Public Works

Attachments: A, B, C



DR Existing Speed Limits



█ = 55 MPH Speed Limit



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Map Generated: Jan 5, 2010

**Table 1  
Speed Limits and Authority to Change**

Fixed Limits – Statute 346.57(4) <sup>(a)</sup>	Local Government Authority <sup>(b)</sup> – Statute 349.11(3) and (7) <sup>(a)</sup>
65 mph – Freeway / Expressway	WisDOT only.
55 mph – State Trunk Highways (STHs)	WisDOT only.
55 mph – County Trunk Highways (CTHs), town roads	Lower the speed limit by 10 MPH or less.
45 mph – Rustic roads	Lower the speed limit by 15 MPH or less.
35 mph – Town road (1,000' min) with 150' driveway spacing	Lower the speed limit by 10 MPH or less.
25 mph – Inside corporate limits of a city or village (other than outlying district)	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
35 mph – Outlying district <sup>(c)</sup> within city or village limits	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less
35 mph – Semi-urban district <sup>(d)</sup> outside corporate limits of a city or village	Raise the speed limit to 55 mph or less. Lower the speed limit by 10 mph or less.
15 mph – School zone, when conditions are met	Raise the speed limit to that of the roadway. Lower the speed limit by 10 MPH or less.
15 mph – School crossing, when conditions are met	Raise the speed limit to that of the adjacent street. Lower the speed limit by 10 MPH or less.
15 mph – Pedestrian safety zone with public transit vehicle stopped	No changes permitted.
15 mph – Alley	Lower by 10 MPH or less.
15 mph – Street or town road adjacent to a public park	Lower by 10 MPH or less.
Construction or maintenance zones, as appropriate <sup>(e)</sup>	State and local agencies have authority to establish.

Notes:

- (a) Source: Updated 2007-2008 Wisconsin Statutes Database
- (b) All speed limit changes shall be based on a traffic engineering study, including modifications allowed under State Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.
- (c) Per Statute 346.57(1)(ar) "outlying district" is an area contiguous to any highway within the corporate limits of a city of village where on each side of the highway within any 1,000 feet buildings are spaced on average more than 200 feet apart.
- (d) Per Statute 346.57(1)(b) "semiurban district" is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet buildings are spaced on average less than 200 feet apart.
- (e) Guidance on establishing speed limits in work zones is available in [https://trust.dot.state.wi.us/extntgtwy/dtid\\_bho/extranet/manuals/tgm/13/13-05-06.pdf](https://trust.dot.state.wi.us/extntgtwy/dtid_bho/extranet/manuals/tgm/13/13-05-06.pdf).

Modified from original found in WisDOT Traffic Guidelines Manual, Chapter 13-5-1, Figure 1, June 2009.