



REVISED
AGENDA
PUBLIC WORKS COMMITTEE
REGULAR MEETING
THURSDAY, JANUARY 18, 2024 – 8:00 AM
HIGHWAY DEPARTMENT - MEETING ROOM
410 SOUTH SPRING STREET, PORT WASHINGTON, WI 53074

The public can access the meeting by viewing the live stream at the link which will be opened five minutes before the call to order:

[Public Works Committee Live Stream](#)

*The public can submit comments here: [Public Comment Form](#)
[Public Comment Policy](#) & [Instructions For Submitting Public Comments Online](#)*

- 1. CALL TO ORDER**
- 2. PROPER NOTICE**
- 3. PUBLIC COMMENTS/CORRESPONDENCE/COMMUNICATIONS**
- 4. APPROVAL OF MINUTES**
 - a. November 14 & 16, 2023
- 5. FACILITIES MANAGEMENT**
 - a. **Action Items:**
 1. Salt Brine Sprayer Purchase
 2. Resolution: Permanent Easement Granted to We Energies at Parcel Number 04-032-13-000.00
 - b. **Management/Financial/Informational Reports**
 1. Facilities Financials - Jan 2024
- 6. TRANSIT SERVICES**
 - a. **Action Items:**
 1. Samsara Camera Subscription Agreement
 - b. **Discussion Items:**
 1. Transit Ridership - Jan 2024
 2. Ozaukee Commuter Express Update
 - c. **Management/Financial/Informational Reports**
 1. Transit Financials - Jan 2024
 2. Transit Monthly Update - Jan 2024
- 7. HIGHWAYS**
 - a. **Action Items:**
 1. 2024 County Surveyor Services Agreement with Southeastern Wisconsin Regional Planning Commission
 - b. **Discussion Item:**
 1. CTH C (Pioneer Road) & CTH Y (Granville Road) All-Way Stop
 - c. **Management/Financial/Informational Reports**
 1. Hwy Financials - Jan 2024
- 8. NEXT MEETING DATE**

February 22, 2024
- 9. ADJOURNMENT**

A quorum of members of committees or the full County Board of Ozaukee County may be in attendance at this meeting for purposes related to committee or board duties, however, no formal action will be taken by these committees or the board at this meeting.

Persons with disabilities requiring accommodations for attendance at this meeting should contact the County Clerk's Office at 262-284-8110, twenty-four (24) hours in advance of the meeting.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	January 18, 2024
DEPARTMENT:	County Clerk
DIRECTOR:	Karen Niemuth
PREPARER:	Lisa Henning

Agenda Summary November 14 & 16, 2023

November 14, 2023

[<https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_11142023-3330>](https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_11142023-3330)

November 16, 2023

[<https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_11162023-3336>](https://www.co.ozaukee.wi.us/AgendaCenter/ViewFile/Minutes/_11162023-3336)

PUBLIC WORKS COMMITTEE

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: January 18, 2024
DEPARTMENT: Facilities Management
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Salt Brine Sprayer Purchase

BACKGROUND INFORMATION: In Winter of 2022/2023, Facilities staff assumed all of the Snow and Ice Control responsibilities for the Justice Center, Transit and Administration Center due to our Plowing Contractor deciding not to renew their contract and lack of potential replacements.

Facilities assumed control of the responsibilities, and we believe that our service improved and costs decreased utilizing our own personnel and Facilities & Highway owned equipment.

Another improvement in our Parking Lot operations would be purchase of a Brine Sprayer to go on Facilities' 1-Ton Dump Truck that performs the plowing for our Parking Lots. Therefore, Facilities is seeking approval of a 750 Gallon Snow Ex Brine Sprayer.

ANALYSIS: The addition of a Brine Sprayer to the Facilities' truck will improve our Snow & Ice Operations for Facilities in the following ways:

- Reduced costs as it is approximately one-quarter of the cost of using Rock Salt to cover the same area.
- Pretreating creates a barrier between the pavement and snow to reduce the formation of ice, and reduce the likelihood of injuries caused by slip and fall accidents.
- Less salt being tracked into the buildings.
- Better for the Environment.

Justice Center Building Superintendent Ryan Tackes obtained quotes from two suppliers with the following costs (Quotes attached):

- | | |
|----------------------------------|---------------------|
| 1) Badger Truck Equipment | \$10,827.85* |
| 2) Casper's Truck and Equipment | \$12,829.00 |

*Recommended purchase.

After Reviewing the quotes, our recommendation is to purchase the Brine Sprayer from Badger Truck for \$10,827.85 (\$9,063.60 + \$400 Freight + \$1,364.25 Hose Reel Kit).

Fiscal Impact: Balance Current Year: \$10,827.85 Next Year's Estimated Cost: --

Funding Source: County Levy: X Non-County Levy: --

Recommended Motion: Approve the purchase of the Snow Ex Liquid Maxx 750 from Badger Truck Equipment as presented.

ATTACHMENTS:

- Facilities - Salt Brine Sprayer Quotes (PDF)

PUBLIC WORKS COMMITTEE

Jon Edgren

From: Shawn Centell <s.centell@badgertruck.com>
Sent: Tuesday, January 9, 2024 11:16 AM
To: Ryan Tackes
Subject: Re: Quote

The boom is standard. Added the hose reel cost below.

Standard System includes: Tank & Skid, Gas Pump & Boom
 Deluxe System includes: Tank & Skid, Gas or Hydraulic Pump & Boom

HRK-200-1 Hose Reel Kit - 100 ft House w/Spray Wand on Retractable Reel - \$1,364.25

Shawn Centell
 Sales Manager
 Badger Truck Equipment
 10915 W Rogers St
 West Allis, WI 53227
 414-934-5515 Direct
 414-732-4221 Cell

From: Ryan Tackes <rtackes@ozaukeecounty.gov>
Sent: Tuesday, January 9, 2024 10:46 AM
To: Shawn Centell <s.centell@badgertruck.com>
Subject: RE: Quote

Shawn,

I would like to confirm the Spray bar is the below boom that is included in the price. If it's not, could you provide me the cost please?

Center Boom: 3 Triple Solid Stream Nozzles. Boom Ends: 2 Boomless Side Nozzles

I would also like a price on a hose reel.

Thank you!

Ryan Tackes
OZAUKEE COUNTY JUSTICE CENTER
BUILDING SUPERINTENDENT
 1201 S. Spring St
 Port Washington, WI 53074
 Office (262) 284-8399
 Cell (920) 627-0393
 Metro (262) 238-8399

From: Shawn Centell <s.centell@badgertruck.com>
Sent: Thursday, January 4, 2024 1:12 PM
To: Ryan Tackes <rtackes@ozaukeecounty.gov>
Subject: Re: Quote

Attachment: Facilities - Salt Brine Sprayer Quotes (Brine Sprayer)

Ryan,

Pricing for the 3 base units is below. Please let me know if you have any questions. Prices are cash & carry.

750 Gal Standard - Gas Motor - \$9063.60 + Freight

750 Gal Deluxe - Gas Motor w/Electric Start - \$10,455.90 + Freight

750 Gal Deluxe - Hydraulic Motor - \$10,430.94 + Freight

Best guess on freight is \$400.00.

Thank you,
Shawn Centell
Sales Manager
Badger Truck Equipment
10915 W Rogers St
West Allis, WI 53227
414-934-5515 Direct
414-732-4221 Cell

From: Ryan Tackes <rtackes@ozaukeecounty.gov>
Sent: Thursday, January 4, 2024 11:34 AM
To: Shawn Centell <s.centell@badgertruck.com>
Subject: Quote

Hi Shawn,

I am looking for a quote on a SnowEx Liquid Maxx 750 with the standard control. I do not need installation to be included.

Thank you!

Ryan Tackes
OZAUKEE COUNTY JUSTICE CENTER
BUILDING SUPERINTENDENT
1201 S. Spring St
Port Washington, WI 53074
Office (262) 284-8399
Cell (920) 627-0393
Metro (262) 238-8399

Disclaimer

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Attachment: Facilities - Salt Brine Sprayer Quotes (Brine Sprayer)

**Appleton**

700 Randolph Drive
Appleton, WI 54913
Phone: (920) 687-1111
Fax: (920) 687-1122

Milwaukee

12655 W. Silver Spring Rd
Butler, WI 53007
Phone: (262) 544-5404
Fax: (800) 261-0383

5.a.1.a

Account: Ozaukee County Facilities
Name: Ryan Tackes
Address: 1202 S Spring Street
Port Washington, WI 53074

Date: 11-1-2023
Email: rtackes@co.ozaukee.wi.us
Phone: (262) 284-8399 C# (920) 627-0393
Note: _____

**** Sales Quotation ******1. SnowEx 750 Gallon Liquix Maxx**

- A. Overall Dimension 118" x 75" x 55"
- B. 750 Gallon
- C. Gas Motor Manual start
- D. Center Boom: 3 Triple Solid Stream Nozzles. Boom Ends: 2 Boomless Side Nozzles
- E. Standard Control
- F. Hose Reel Included
- G. Furnish Only Casper's Appleton

Total: \$12,829.00

Attachment: Facilities - Salt Brine Sprayer Quotes (Brine Sprayer)

All Sales Tax and FET Tax will be added

Submitted by: **Tony Myslicki**

Quote firm 30 days

Terms: [Click here to enter text.](#)

Unless previously arranged, for quotes in excess of \$5,000.00 Casper's requests 25% payment upon approval / purchase order.

By signing below, I agree that I have read, understood, and will comply with the terms of this quote.

Quote accepted by: _____

Title: _____ Date Accepted: _____ PO# _____

Thank You for the opportunity to submit our quote for your consideration

RESOLUTION NO. (ID # 9829)

PERMANENT EASEMENT GRANTED TO WE ENERGIES AT PARCEL NUMBER 04-032-13-000.00

WHEREAS, We Energies needs to extend electrical services to Parcel Number 04-032-13-000.00; and

WHEREAS, the proposed electric service requires a We Energies easement across the Parcel Number 04-032-13-000.00 site; and

WHEREAS, the easement area is described as strips of land 12 feet in width being located in parts of the Southeast $\frac{1}{4}$ of Section 10 and the Northeast $\frac{1}{4}$ of Section 15, Township 11 North, Range 21 East, Town of Saukville, Ozaukee County, Wisconsin; and

WHEREAS, the purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area; and

NOW, THEREFORE, BE IT RESOLVED, that the Ozaukee County Board of Supervisors grants and warrants to Wisconsin Electric Power Company, a Wisconsin corporation doing business as We Energies, a permanent easement for electrical services upon, within, beneath, over, and across County-owned land at Parcel Number 04-032-13-000.00; and authorizes the Ozaukee County Clerk to sign and execute this easement.

Dated at Port Washington, Wisconsin, this 7th day of February 2024.

SUMMARY: Permanent easement granted to We Energies at Parcel Number 04-032-13-000.00 for provision of electrical service.

VOTE REQUIRED: Majority

PUBLIC WORKS COMMITTEE

PUBLIC WORKS COMMITTEE

Public Works Committee
AGENDA INFORMATION SHEET

AGENDA DATE:	January 18, 2024
DEPARTMENT:	Administrator
DIRECTOR:	Jason Dzwinel
PREPARER:	Jason Dzwinel

Agenda Summary PERMANENT EASEMENT GRANTED TO WE ENERGIES AT PARCEL NUMBER 04-032-13-000.00

BACKGROUND INFORMATION: We Energies needs to extend electrical services to Parcel Number 04-032-13-000.00

ANALYSIS: the easement area is described as strips of land 12 feet in width being located in parts of the Southeast 1/4 of Section 10 and the Northeast 1/4 of Section 15, Township 11 North, Range 21 East, Town of Saukville, Ozaukee County, Wisconsin

FISCAL IMPACT: None

RECOMMENDED MOTION: Staff requests that the committee approve the resolution granting We Energies an easement

ATTACHMENTS:

- 20240102_104512 (PDF)



Douglas Hartmann, SR/WA
Right of Way Agent

5.a.2.a

We Energies
700 Sunset Road - PWSC
Port Washington, WI 53074

Office 262-268-3660
Mobile 414-507-1030
Fax 262-268-3628

douglas.hartmann@we-energies.com

December 26, 2023

ADVOCATES OF OZAUKEE COUNTY
P.O. Box 80166
Saukville, WI 53080

Dear Advocates of Ozaukee County:

We Energies has been requested to extend updated electrical services to a new building addition in the Town of Saukville, Ozaukee County, Wisconsin. Enclosed please find an easement which, when executed, would grant this company the right to install and maintain the necessary facilities.

If the above proposal meets with your approval, please have the enclosed document executed.

The easement should be signed by the appropriate Ozaukee County authorities and a Notary Public must attest to the signatures.

I have enclosed a business reply envelope for you to return the fully executed document to me. If you have any questions, please feel free to contact me at (414) 507-1030.

Sincerely,

Douglas J. Hartmann, SR/WA
Right-Of-Way Agent

enclosures

Attachment: 20240102_104512 (PERMANENT EASEMENT GRANTED TO WE ENERGIES AT PARCEL NUMBER 04-032-13-000.00)

DISTRIBUTION EASEMENT UNDERGROUND

Document Number

WR NO. **4928100** IO NO. **5477**

For good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, **OZAUKEE COUNTY**, hereinafter referred to as "Grantor", owner of land, hereby grants and warrants to **WISCONSIN ELECTRIC POWER COMPANY, a Wisconsin corporation doing business as We Energies**, hereinafter referred to as "Grantee", a permanent easement upon, within, beneath, over and across a part of Grantor's land hereinafter referred to as "easement area".

The easement area is described as strips of land 12 feet in width being located in parts of the **Southeast ¼ of Section 10 and the Northeast ¼ of Section 15**, Township 11 North, Range 21 East, Town of Saukville, Ozaukee County, Wisconsin.

The location of the easement area with respect to Grantor's land is as shown on the attached drawing, marked Exhibit "A", and made a part of this document.

RETURN TO:
We Energies
PROPERTY RIGHTS & INFORMATION GROUP
231 W. MICHIGAN STREET, ROOM P129
PO BOX 2046
MILWAUKEE, WI 53201-2046

04-032-13-000.00
(Parcel Identification Number)

1. **Purpose:** The purpose of this easement is to construct, install, operate, maintain, repair, replace and extend underground utility facilities, conduit and cables, electric pad-mounted transformers, concrete slabs, power pedestals, riser equipment, terminals and markers, together with all necessary and appurtenant equipment under and above ground as deemed necessary by Grantee, all to transmit electric energy, signals, television and telecommunication services, including the customary growth and replacement thereof. Trees, bushes, branches and roots may be trimmed or removed so as not to interfere with Grantee's use of the easement area.
2. **Access:** Grantee or its agents shall have the right to enter and use Grantor's land with full right of ingress and egress over and across the easement area and adjacent lands of Grantor for the purpose of exercising its rights in the easement area.
3. **Buildings or Other Structures:** Grantor agrees that no structures will be erected in the easement area or in such close proximity to Grantee's facilities as to create a violation of all applicable State of Wisconsin electric codes or any amendments thereto.
4. **Elevation:** Grantor agrees that the elevation of the ground surface existing as of the date of the initial installation of Grantee's facilities within the easement area will not be altered by more than 4 inches without the written consent of Grantee.
5. **Restoration:** Grantee agrees to restore or cause to have restored Grantor's land, as nearly as is reasonably possible, to the condition existing prior to such entry by Grantee or its agents. This restoration, however, does not apply to any trees, bushes, branches or roots which may interfere with Grantee's use of the easement area.
6. **Exercise of Rights:** It is agreed that the complete exercise of the rights herein conveyed may be gradual and not fully exercised until some time in the future, and that none of the rights herein granted shall be lost by non-use.
7. **Binding on Future Parties:** This grant of easement shall be binding upon and inure to the benefit of the heirs, successors and assigns of all parties hereto.
8. **Easement Review:** Grantor acknowledges receipt of materials which describe Grantor's rights and options in the easement negotiation process and furthermore acknowledges that Grantor has had at least 5 days to review this easement document or voluntarily waives the five day review period.

Attachment: 20240102_104512 (PERMANENT EASEMENT GRANTED TO WE ENERGIES AT PARCEL NUMBER 04-032-13-000.00)

Grantor:

OZAUKEE COUNTY

By: _____

(Print name and title): _____

By _____

(Print name and title): _____

Personally came before me in _____ County, Wisconsin on _____, 2024,
the above named _____, the _____
and _____, the _____
of OZAUKEE COUNTY pursuant to a Resolution adopted by the County Board on _____
as Resolution No. _____.

Notary Public Signature, State of Wisconsin_____
Notary Public Name (Typed or Printed)

(NOTARY STAMP/SEAL)

My commission expires _____

This instrument was drafted by Douglas J. Hartmann on behalf of Wisconsin Electric Power Company, PO Box 2046,
Milwaukee, Wisconsin 53201-2046.

Attachment: 20240102_104512 (PERMANENT EASEMENT GRANTED TO WE ENERGIES AT PARCEL NUMBER 04-032-13-000.00)

MANUFACTURER: _____
KVA: _____
VOLTAGE: _____
LOCATION ID: _____
PHASE: _____
FLUID TYPE: _____
DESIGN IZ: _____
SERIAL: _____
MATERIAL #: 227-1313
ASSET ID #: _____
3 PHASE TRANSFORMER LOAD BREAK SWITCHES? ☐ Y ☐ N
WE ENERGIZED EQUIPMENT ENERGIZED ☐ Y ☐ N
CUSTOMER EQUIPMENT ENERGIZED ☐ Y ☐ N
SWITCHED BY: _____
DATE/TIME: _____

WIRE KEY:
 X8= 1" #8 CU
 N6= 1" #8 CU

KEY:
 12 FOOT WIDE
 EASEMENT AREA

CREW TO AVOID DRIPLINES OF TREES AS MUCH AS POSSIBLE DURING INSTALLATION OF PROPOSED SERVICE.

CUSTOMER OWNS OUTLOT 2 AND WILL RESOLVE ALL DAMAGE FROM INSTALLATION THEMSELVES

TOTAL LATERAL LENGTH OF PRIMARY (X13) INSTALLED: 262'
TOTAL LATERAL LENGTH OF SERVICE (S5) INSTALLED: 122'
TOTAL LATERAL LENGTH OF SERVICE (S4) ABANDONED: 124'

SHEET NO.
02 OF 02

(34) ADVANCEMENT

Packet Pg. 13

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	January 18, 2024
DEPARTMENT:	Facilities Management
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Facilities Financials - Jan 2024

ATTACHMENTS:

- Facilities Financials - Jan 2024 (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report

General Fund Facilities Management

For the Twelve Months Ending Sunday, December 31, 2023
 Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2023 YTD Actual	2023 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Interdepartmental Charges	\$5,217	\$62,608	\$64,108	\$1,500	97.66%
Other Revenue	-	\$98	-	(\$98)	0.00%
Total Revenues	\$5,217	\$62,706	\$64,108	\$1,402	97.81%
Expenditures					
Salaries	\$54,690	\$638,329	\$614,203	(\$24,126)	103.93%
Fringe Benefits	\$21,476	\$240,508	\$188,058	(\$52,450)	127.89%
					1378.00
Travel/Training	-	\$1,378	\$100	(\$1,278)	%
Supplies	\$10,069	\$85,007	\$108,422	\$23,415	78.40%
Purchased Services	\$25,664	\$374,597	\$435,472	\$60,875	86.02%
Interdepartment Charges	\$1,786	\$35,023	\$44,055	\$9,032	79.50%
Other Expenses	-	\$3,011	\$3,020	\$9	99.70%
Total Operating Expenditures	\$113,685	\$1,377,853	\$1,393,330	\$15,477	98.89%
Capital Outlay					
Equipment & Furniture	-	\$44,962	\$44,900	(\$62)	100.14%
Total Capital Outlay	-	\$44,962	\$44,900	(\$62)	100.14%
Total Expenditures	\$113,685	\$1,422,815	\$1,438,230	\$15,415	98.93%
Net Increase (Decrease)	(\$108,468)	(\$1,360,109)	(\$1,374,122)	(\$14,013)	98.98%

E q u i t y:

Attachment: Facilities Financials - Jan 2024 (Facilities Financials - Jan 2024)

Ozaukee County Committee Report

Special Revenue Fund Fair Grounds

For the Twelve Months Ending Sunday, December 31, 2023
Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2023 YTD Actual	2023 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$9,918	\$119,017	\$119,017	-	100.00%
Public Charges for Services	\$1,279	\$199,090	\$199,414	\$324	99.84%
Interest Revenue	-	\$3,627	\$10,000	\$6,373	36.27%
Other Revenue	-	\$14	\$3,000	\$2,986	0.47%
Total Revenues	\$11,197	\$321,748	\$331,431	\$9,683	97.08%
Expenditures					
Salaries	\$3,053	\$74,056	\$72,847	(\$1,209)	101.66%
Fringe Benefits	\$251	\$28,246	\$36,185	\$7,939	78.06%
Travel/Training	\$124	\$779	\$500	(\$279)	155.80%
Supplies	\$161	\$29,822	\$24,375	(\$5,447)	122.35%
Purchased Services	\$14,703	\$232,727	\$179,799	(\$52,928)	129.44%
Interdepartment Charges	\$298	\$9,836	\$11,473	\$1,637	85.73%
Other Expenses	-	\$5,250	\$6,250	\$1,000	84.00%
Total Operating Expenditures	\$18,590	\$380,716	\$331,429	(\$49,287)	114.87%
Capital Outlay					
Total Expenditures	\$18,590	\$380,716	\$331,429	(\$49,287)	114.87%
					-
Net Increase (Decrease)	(\$7,393)	(\$58,968)	\$2	\$58,970	2948400.00%
<i>Equity:</i>					
Governmental Fund Balance	-	(\$235,301)	-	\$235,301	0.00%

Attachment: Facilities Financials - Jan 2024 (Facilities Financials - Jan 2024)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: January 18, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary Samsara Camera Subscription Agreement

BACKGROUND INFORMATION: In March 2022, Ozaukee and Washington Counties jointly requested bids for onboard camera systems for their respective shared ride taxi fleets. SAY Security USA was the low bid at \$34,000 plus \$6,000 annually.

However, the equipment procured from SAY has been a failure in both Washington and Ozaukee Counties. The issues with the system include, but are not limited to, no audio, only one camera operating, the system not recording, and/or an inability to retrieve the recorded data from the memory card.

Therefore, the Ozaukee County Transit Service (OCTS) began seeking alternative solutions, and performing trials with Samsara Networks.

RECOMMENDATION: Samsara Networks Inc. is a subscription-based technology firm, providing its equipment and services in a real-time, cloud-based technology via a service agreement. The dual facing camera is mounted in each vehicle and simply plugged into the ODB port. It provides live video, GPS location of each vehicle and a view of the entire fleet. As the product improves and technology advances, it is provided to clients as part of the service contract. (Additional information and quote attached.)

In August 2023, OCTS began testing the Samsara camera system in five vehicles, and the results have been exceptional. It is an intuitive system, that is user friendly, with a quality support structure. When a call came over the radio regarding a small incident, we were able to have the footage available within moments, even before first responders or supervisors were onsite. Additionally, documentation of incidents is clear, easy and sharable with all relevant parties.

Transit Staff recommends approving an agreement with Samsara Networks at an annual cost of \$17,560.80/Year, but no capital outlay costs. The agreement is renewable for up to 5-years at the established price.

FISCAL IMPACT: Balance Current Year: \$17,560.80

Next Year's Estimated Cost: \$17,560.80/year for 5 years

FUNDING SOURCE: County Levy: X (40%) Non-County Levy: X (60%)

Indicate source: Federal/State Funding

RECOMMENDED MOTION: Authorize the Transit Superintendent to approve the Samsara Networks agreement as presented.

ATTACHMENTS:

- Samsara Attachment (PDF)

PUBLIC WORKS COMMITTEE



Samsara for Government

When citizen expectations are high and resources are in short supply, data is critical to ensure public services run smoothly.

Samsara provides government agencies with advanced cloud-based technology for real-time visibility into their operations to track vehicle location and diagnostics and monitor service coverage and material usage. Confidently ensure that community roads or trash bins are efficiently serviced.

Government agencies across the US use Samsara to keep their citizens informed, communities safe, and improve response times.



Attachment: Samsara Attachment (Samsara Camera)

ONE PLATFORM FOR ALL YOUR OPERATIONS

The Samsara connected cloud platform enables governments of all sizes to harness the power of real-time data from sensors, cameras, and OEM integrations, and centralize all their operational data, across previously isolated departments – all on one unified platform.

PLATFORM BENEFITS

- Complete Operational Visibility
- Streamlined Workflows
- Plug 'n' Play & easy to use
- 24/7 US based customer support
- EV & Sustainability readiness

REAL-TIME VISIBILITY

Best-in-class citizen response relies on real-time visibility. Whether it's keeping your vehicles maintained, keeping drivers safe, following up on citizen requests, or responding to a disaster, it depends on having a real-time view into the situation from all angles, at all times.

- **Vehicle & Equipment Monitoring**
- **Remote Site Monitoring**
- **Reporting & Alerts**

ELEVATED CITIZEN SERVICES

Access relevant and actionable data to respond to your communities, ensuring you and your customer service teams have the right people, with the right equipment, in the right place, at the right times. Reduce wasted resources and provide more efficient and transparent citizen services.

- **Service Coverage Map**
- **Material Spreaders & PTO monitoring**
- **Driver App for proof of service**

COMMUNITY & EMPLOYEE SAFETY

Increase visibility into road conditions, promote employee and community safety, and capture incidents with consolidated video data from intelligent security cameras, AI dash cams, and third-party cameras into a single dashboard for instant upload and access.

- **360° Camera Visibility**
- **Automated Driver Coaching workflows**
- **Facility surveillance**



Utilizing Samsara's Coverage Map has been great because we're able to go in and see which district hasn't had a street plowed, and we can deploy vehicles as needed.

—ROBERT PARDO

Logistics Specialist at City of Boston Public Works

IMMEDIATE INCIDENT RESPONSE

Instantly review live or historical footage from anywhere through the cloud-based dashboard or mobile application. Easily search for proof of service or footage from safety incidents and quickly share with administrators or safety officers.

- **Easy video retrieval for fast response**
- **Historical proximity search**
- **Centralized management**



Samsara Networks Inc
1990 Alameda Street, 5th Floor
San Francisco, CA 94103
www.samsara.com

QUOTE #Q-947737

Issued 12-13-2023

Expires 01-25-2024

Prepared For:

County of Ozaukee
121 W Main St
Port Washington, Wisconsin
53074-1813

Quote Summary

Subtotal

Hardware and Accessories

\$0.00

License Term—60 Months

Shipping and Handling

\$105.00

Upfront Hardware Sales Tax

\$0.00

Quarterly License Sales Tax

\$241.47

First Quarter Payment

\$4,736.67

**Payments Beginning Quarter
Two**

\$4,631.67

If shipping is "Pending" - Amount is pending due to size of order; Shipping and Handling subject to change.
If Sales tax is "Pending" - Final amount will be provided prior to payment
*3% fee charged on non-ACH charges (Canada Exempt)
*Sales tax subject to change

Attachment: Samsara Attachment (Samsara Camera)



Samsara Networks Inc
 1990 Alameda Street, 5th Floor
 San Francisco, CA 94103
 www.samsara.com

SHIP TO Kara Ottum
410 S Spring St.
HWY Dept.
Port Washington, Wisconsin, 53074
United States

Hardware and Accessories	Quantity	List Price	Discount %	Net Unit Price	Total Price
Dual-facing dash-camera, series 3. HW-CM32	27	\$0.00	0%	\$0.00	\$0.00
Vehicle IoT Gateway, model VG54, for Heavy Duty Vehicles HW-VG54-NAH	27	\$0.00	0%	\$0.00	\$0.00
Enhanced VG Series J1939 or J1708 (9- pin) CBI-VG-CJ1939	27	\$0.00	0%	\$0.00	\$0.00
Hardware Due					\$0.00

Licenses	Quantity	List Price	Discount %	Quarterly Unit Price	Total Quarterly Price
License for Dual-Facing Camera LIC-CM2-ENT	27	\$720.00	40%	\$108.00	\$2,916.00
License for Vehicle Gateways - Public Sector Only, No WiFi, No ELD LIC-VG-PS	27	\$312.00	30%	\$54.60	\$1,474.20
Quarterly License Due					\$4,390.20

Attachment: Samsara Attachment (Samsara Camera)



Samsara Inc
1 De Haro Street
San Francisco, CA 94107
www.samsara.com

Thank you for considering Samsara for your fleet.

Samsara provides real-time visibility, business-relevant tools, and powerful analytics that enable customers to increase the productivity of their fleets and reduce operating costs. A solution for your fleet is proposed below.

What is included?

Samsara's fleet tracking solution includes hardware accessories and a per-gateway license. Gateway licenses provide all ongoing elements of the service, including:

- Real-time location and vehicle telematics
- Dashboard access with unlimited administrator accounts
- Driver App for iOS and Android devices with unlimited driver accounts
- Over-the-air software feature upgrades
- API access as it relates to features for integration with 3rd party systems
- Maintenance and phone support

Samsara does not include hidden costs in its licenses. If you want access to Samsara's full set of fleet features--including but not limited to WiFi hotspot and ELD capabilities--you will need to upgrade your license. Samsara reserves the right to audit usage of features unrelated to the solution as well as remove them from the Samsara Dashboard.

Attachment: Samsara Attachment (Samsara Camera)



Samsara Inc
1 De Haro Street
San Francisco, CA 94107
www.samsara.com

Payment Terms

This order form includes a license fee for the Samsara Software associated with the Hardware to be paid annually and, if applicable, a one-time Hardware cost to be paid upfront (Net-30). The annual fees are payable by recurring wire transfer. All transfers are subject to a 3% processing fee unless the wire transfer is initiated by Samsara via ACH, in which case the 3% processing fee will be waived. Late payments are subject to a 1.5% per month late fee. If license payments are delinquent by 60 days, Samsara may suspend the Service until late payments are remitted.

License Term

The license term for the Samsara Software licenses purchased under this Order Form begins on the day Samsara activates the applicable Samsara Software license by providing you a claim number and access to the Hosted Software ("License Start Date"). If Hardware associated with a then-unactivated Samsara Software license will be shipped to you under this Order Form, such Samsara Software license will be activated on the day the Samsara Hardware ships. Notwithstanding the foregoing, if you are renewing the license term for a previously-activated Samsara Software license under this Order Form, the License Start Date for the renewal license term shall be the day that Samsara extends your access to the Hosted Software for the renewal license term. Samsara Hardware requires a valid license to function.

Samsara may ship Hardware under this Order Form subject to a schedule as mutually agreed between the Parties or as determined by Samsara. To the extent such Hardware is associated with then-unactivated Samsara Software licenses, the Samsara Software license term for each such Hardware device will start on the day that device ships regardless of the shipment schedule for the other such Hardware devices. If all such Hardware is shipped in one shipment, the license term for all such Hardware will be the full license term under this Order Form. If such Hardware is shipped in multiple shipments, only the license term of such Hardware in the initial shipment will be such full license term. The license term of the remaining such Hardware shipped after the initial shipment will be set to match the then-remaining license term of the initial shipment, so that the license term for all such Hardware under this Order Form expires on the same date. The total cost of the licenses for such Hardware shipped after the initial shipment will be pro-rated based on their actual license term, rounded up to the nearest month, as compared to the full license term under this Order Form. Certain payment amounts under this Order Form assume that the entire order is fulfilled at the same time and are subject to potential reduction based on the actual schedule of order fulfillment.

Support and Warranty

Samsara stands behind its Products. Hardware Products that require a valid license to function come with a warranty that lasts as long as you maintain a valid license for such Hardware. All other Hardware Products, such as accessories, come with a one-year warranty, unless otherwise specified on the relevant Samsara data sheet. During the warranty period, Hardware exhibiting material defects will be replaced pursuant to our Hardware Warranty & RMA policy at www.samsara.com/support/hardware-warranty. Additional support information can be found at www.samsara.com/support.

Terms

Unless otherwise set forth herein, your use and access of the Hardware, Products, and Services specified herein are governed by Samsara's terms of service found at <https://www.samsara.com/legal/public-sector-customers-platform-terms-of-service>, unless the Parties have entered into a separate terms of service agreement and/or a separate terms of service agreement is attached to this Order Form, in which case such separate terms of service agreement shall govern (the "Terms of Service"). You agree to be bound by the Terms of Service,



Samsara Inc
1 De Haro Street
San Francisco, CA 94107
www.samsara.com

and any capitalized terms not defined herein shall have the meaning set forth in the Terms of Service. You further agree that any other Order Forms you enter into for the purchase of Products shall also be governed by the Terms of Service unless otherwise set forth in the applicable Order Form. For clarity, unless otherwise agreed by the Parties or approved by Samsara, the pricing and payment terms under this Order Form shall not apply to any such other Order Forms.

The continuation of this Order Form one (1) year after the license start date and annually thereafter is contingent upon the appropriation of sufficient funds by Customer. If sufficient funds fail to be appropriated by Customer to provide for the continuation of the Order Form for Customer's then-subsequent fiscal year, Customer may terminate this Order Form with prior written notice effective as of the later of the date of the beginning of such subsequent fiscal year and the end of the then-current annual license period. If Customer so terminates this Order Form, Samsara shall be entitled to payment of and for: all amounts due as of the date of termination; deliverables in progress; liabilities, fees, or costs caused by such termination including for obligations that extend beyond the date of termination; and reasonable Order Form close-out costs.

Attachment: Samsara Attachment (Samsara Camera)



Samsara Inc
 1 De Haro Street
 San Francisco, CA 94107
 www.samsara.com

Notification of Confidentiality

Except as legally required under applicable public records request laws, provided that you use reasonable efforts to provide Samsara with advance notice of any such disclosure, you agree that the pricing and payment terms specified in this Order Form shall (i) be held in strict confidence; (ii) not be disclosed to any Samsara competitor or other entity, except as pre-approved in writing by Samsara; and (iii) not be used except to evaluate the suitability of the Samsara Products for your business. You will immediately notify Samsara in the event of any unauthorized use or disclosure under these terms. Violation of these obligations will cause irreparable harm to Samsara for which Samsara may obtain compensatory and timely injunctive relief from a court, as well as any other remedies that may be available, including recovery of all reasonable attorney's fees and costs incurred in seeking such remedies. Your obligations specified herein shall last until the pricing and payment terms herein are, through no fault or action by you, public. This Order Form is a legally binding agreement between you ("Customer") and Samsara Inc. ("Samsara"). IN WITNESS WHEREOF, Customer has caused this Order Form to be executed by its duly authorized representative.

I confirm acceptance of this Order Form on behalf of the Customer identified herein and represent and warrant that I have full and complete authority to bind the Customer to this Order Form, including all terms and conditions herein. Please confirm acceptance of this Order Form by signing below:

Signature

Print Name:

Date:

Attachment: Samsara Attachment (Samsara Camera)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	January 18, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Ridership - Jan 2024

ATTACHMENTS:

- PWC - Transit Ridership - January 2024 (PDF)

PUBLIC WORKS COMMITTEE

OZ CO EXPRESS BUS					Ave Riders/ Bus	Express Bus Ridership Report														
MONTH	SERVICE DAYS IN MONTH	PAX	COST/ TRIP	NET COST/ TRIP		Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Totals	Average
January	21	631	\$74.42	\$69.10	4.3	2011	7,812	7,181	8,740	7,810	7,731	7,559	6,826	7,608	7,776	7,933	7,868	7,051	91,895	7,658
February	20	529	\$80.70	\$75.12	3.7	2012	7,446	8,197	8,178	7,652	8,103	7,608	7,222	8,184	7,559	8,716	7,700	7,011	93,576	7,798
March	23	634	\$77.44	\$70.13	3.9	2013	7,680	7,704	7,737	7,834	8,217	7,110	7,432	7,120	7,562	8,490	7,249	6,872	91,007	7,584
April	20	553	\$77.20	\$72.63	3.9	2014	7,292	6,570	7,229	7,495	7,442	7,224	6,890	6,787	7,135	7,135	7,974	6,759	85,932	7,161
May	22	542	\$86.64	\$80.68	3.5	2015	6,774	6,110	6,859	6,629	5,875	6,756	5,985	6,335	6,525	6,798	6,271	6,063	76,980	6,415
June	22	517	\$90.83	\$86.93	3.4	2016	6,255	6,798	7,273	6,779	6,525	6,549	6,150	7,190	6,806	7,058	6,859	6,359	80,601	6,717
July	20	486	\$87.84	\$81.21	3.5	2017	6,829	6,495	7,525	6,595	7,003	6,087	5,068	5,615	5,710	6,236	5,471	4,727	73,361	6,113
August	23	519	\$94.60	\$90.60	3.2	2018	6,018	5,560	5,917	5,595	5,540	4,852	4,748	5,538	4,916	5,789	4,805	3,889	63,167	5,264
September	20	449	\$95.08	\$87.64	3.2	2019	4,062	4,568	4,927	4,804	4,515	3,876	3,934	4,213	4,176	4,855	3,830	3,529	51,289	4,274
October	22	833	\$56.38	\$50.86	5.4	2020	4,420	4,400	2,171										10,991	3,664
November	21	730	\$61.41	\$55.93	4.9	2021								44	526	577	596	471	2,214	443
December	20	702	\$60.81	\$56.13	5	2022	89		544	811	907	1,028	976	1,068	920	1,042	941	671	8,997	818
						2023	631	529	634	553	542	517	486	519	449	833	730	713	7,136	595
						Same month 2023 vs 2022	609.0%	#DIV/0!	16.5%	-31.8%	-40.2%	-49.7%	-50.2%	-51.4%	-51.2%	-20.1%	-22.4%	6.3%		
						Same month 2023 vs 2019	-84.5%	-88.4%	-87.1%	-88.5%	-88.0%	-86.7%	-87.6%	-87.7%	-89.2%	-82.8%	-80.9%	-79.8%		

OZ CO SHARED RIDE TAXI			
MONTH	SERVICE DAYS IN MONTH	TOTAL TRIPS	COST/ TRIP
January	30	7,326	\$20.03
February	28	6,853	\$19.50
March	31	7,678	\$20.07
April	30	6,926	\$17.79
May	30	7,499	\$18.18
June	30	6,761	\$20.07
July	30	6251	\$20.48
August	31	7035	\$18.22
September	29	6714	\$20.01
October	31	7412	\$19.75
November	29	6929	\$18.58
December	30	6535	\$23.10

Shared Ride Taxi (SRT) Ridership Report														
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Totals	Average
2010 Monthly Ridership	5,820	5,665	6,795	6,251	5,803	5,858	5,928	5,666	6,353	6,870	6,870	6,709	74,588	6,216
2011 Monthly Ridership	6,479	5,819	7,561	6,724	6,786	6,433	5,850	6,775	6,872	6,997	6,854	6,736	79,886	6,657
2012 Monthly Ridership	7,780	7,901	7,811	7,240	7,721	6,875	6,769	7,511	7,193	8,807	7,869	7,274	90,751	7,563
2013 Monthly Ridership	8,343	7,809	8,221	8,148	8,403	7,356	7,619	7,612	7,727	8,778	8,202	8,102	96,320	8,027
2014 Monthly Ridership	8,238	9,244	10,091	10,203	10,106	9,204	8,983	8,475	9,004	9,863	8,461	8,719	110,591	9,216
2015 Monthly Ridership	8,900	8,835	9,812	9,523	9,208	9,030	8,611	8,496	9,070	9,613	8,578	8,837	108,513	9,043
2016 Monthly Ridership	9,448	9,601	9,968	9,830	9,282	9,172	8,642	9,374	9,345	9,915	9,547	9,445	113,569	9,464
2017 Monthly Ridership	10,218	9,810	10,512	9,399	9,732	9,222	8,773	9,934	9,543	10,338	9,584	9,214	116,279	9,690
2018 Monthly Ridership	10,143	9,513	10,122	9,565	9,764	8,805	10,143	9,513	10,122	9,565	9,764	8,805	115,824	9,652
2019 Monthly Ridership	10,143	9,513	10,122	9,565	9,764	8,805	8,376	9,173	8,746	10,245	9,259	8,424	112,135	9,345
2020 Monthly Ridership	9,024	8,706	6,011	2,549	2,717	4,275	5,135	5,205	5,926	6,155	5,308	5,456	66,467	5,539
2021 Monthly Ridership	5,568	6,103	6,443	6,396	5,814	6,140	5,770	6,022	5,970	6,083	5,924	6,194	72,427	6,036
2022 Monthly Ridership	6,091	6,263	5,783	6,429	6,097	6,328	5,924	7,163	7,134	7,248	6,852	6,453	77,765	6,480
2023 Monthly Ridership	7,326	6,853	7,678	6,926	7,499	6,761	6,251	7,035	6,714	7,412	6,929	6,535	83,919	6,993
Same month 2023 vs 2022	20.3%	9.4%	32.8%	7.7%	23.0%	6.8%	5.5%	-1.8%	-5.9%	2.3%	1.1%	1.3%		
Same month 2023 vs 2019	-27.8%	-28.0%	-24.1%	-27.6%	-23.2%	-23.2%	-25.4%	-23.3%	-23.2%	-27.7%	-25.2%	-22.4%		

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	January 18, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Financials - Jan 2024

ATTACHMENTS:

- Transit Financials - Jan 2024 (PDF)

PUBLIC WORKS COMMITTEE

Special Revenue Fund Transit Services

For the Twelve Months Ending Sunday, December 31, 2023
Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2023 YTD Actual	2023 Amended Budget	Budget Balance	% Budget YTD
Revenues					
Taxes	\$20,217	\$242,598	\$242,598	-	100.00%
Intergovernmental Revenues	(\$7,200)	\$1,788,217	\$2,565,926	\$777,709	69.69%
Public Charges for Services	\$56,729	\$523,743	\$524,500	\$757	99.86%
Intergovernmental Charges	\$19,195	\$19,195	-	(\$19,195)	0.00%
Fines/Forfeitures/Penalties	-	-	\$6,300	\$6,300	0.00%
Interest Revenue	\$1,280	\$14,371	-	(\$14,371)	0.00%
Other Revenue	-	\$2,057	\$783,086	\$781,029	0.26%
Total Revenues	\$90,221	\$2,590,181	\$4,122,410	\$1,532,229	62.83%
Expenditures					
Salaries	\$8,084	\$119,447	\$182,031	\$62,584	65.62%
Fringe Benefits	\$6,076	\$30,507	\$60,599	\$30,092	50.34%
Travel/Training	\$465	\$1,040	\$4,500	\$3,460	23.11%
Supplies	\$443	\$216,966	\$273,009	\$56,043	79.47%
Purchased Services	\$213,841	\$2,450,712	\$2,835,334	\$384,622	86.43%
Interdepartment Charges	\$4,467	\$188,455	\$171,810	(\$16,645)	109.69%
Other Expenses	-	\$38,163	\$39,363	\$1,200	96.95%
Total Operating Expenditures	\$233,376	\$3,045,290	\$3,566,646	\$521,356	85.38%
Capital Outlay					
Equipment & Furniture	\$17,860	\$205,915	\$588,936	\$383,021	34.96%
Total Capital Outlay	\$17,860	\$205,915	\$588,936	\$383,021	34.96%
Total Expenditures	\$251,236	\$3,251,205	\$4,155,582	\$904,377	78.24%
					1992.72
Net Increase (Decrease)	(\$161,015)	(\$661,024)	(\$33,172)	\$627,852	%
<i>Equity:</i>					
					6819.03
Governmental Fund Balance	-	(\$2,262,350)	(\$33,177)	\$2,229,173	%

Attachment: Transit Financials - Jan 2024 (Transit Financials - Jan 2024)

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	January 18, 2024
DEPARTMENT:	Transit
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Transit Monthly Update - Jan 2024

ATTACHMENTS:

- Transit - PWC Monthly Update - 1.18 (PDF)

PUBLIC WORKS COMMITTEE



Ozaukee County Transit Services

410 South Spring Street

P.O. Box 994

Port Washington, Wisconsin 53074-0994

Jon Edgren – Director of Public Works

Kara Ottum – Transit Superintendent

www.ozaukeetransit.com

Phone 262.284.8108

TO: Public Works Committee
 FROM: Kara Ottum, Transit Superintendent
 SUBJECT: Transit Monthly Update
 DATE: 18 January 2024

1) 2024 Funding

- o 85.20 & 85.21 Grant applications were submitted on 12.14.23
- o There were no public comments or attendees during the Public Hearing held on 12.14.23 at the HWY Building

2) Two Vehicles are on order for Interfaith & Blossom IDD

- Three quotes were secured from
 - o Eric von Schledorn Ford
 - o Schmit Bros.
 - o Soerens Ford of Brookfield
- Soerens was the lowest of the three quotes

3) Ecolane Software

- Weekly meetings are being held between Ecolane, Go Riteway & Ozaukee County
- Go-Live date is 27 February 2024
- Elimination of punch cards with account balance in Ecolane
 - o Clients will have until 12.31.24 to turn in unused punch cards to credit their accounts
 - Bulk turn-ins will take place at the transit center
 - o Drivers will collect individual punch cards as they are used, noting the rider, whose balance will be credited at EOD
 - o Agencies are being addressed individually to meet their needs as well as their clients
- Communication Plan will be rolled out in the coming weeks to the public and our partners

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: January 18, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary 2024 County Surveyor Services Agreement with Southeastern Wisconsin Regional Planning Commission

BACKGROUND INFORMATION: The Southeastern Wisconsin Regional Planning Commission (SEWRPC) has served as the Ozaukee County Deputy Surveyor since March, 2012, and as the County Surveyor since February, 2017. SEWRPC performs numerous duties including the replacement of broken, disturbed and missing U.S. Public Land Survey corner monuments and ancillary witness and bench marks, and the preparation of related records.

ANALYSIS: The proposed agreement (attached) covers the period from January 1 to December 31, 2024 at a total cost of \$53,012, which is an increase of \$525.

The past contracts amounts were:

2013: \$38,000

2014: \$37,868

2015 to 2023: \$52,487

FISCAL IMPACT: Balance Current Year: \$53,012 Next Year's Estimated Cost: --

FUNDING SOURCE: County Levy: X Non-County Levy: -- Indicate source: --

RECOMMENDED MOTION: Approve SEWRPC's 2024 County Surveyor Agreement as presented.

ATTACHMENTS:

- SEWRPC - 2024 Ozaukee County Surveyor Agreement (PDF)

PUBLIC WORKS COMMITTEE

AGREEMENT

COUNTY SURVEYOR SERVICES: OZAUKEE COUNTY 2024

THIS AGREEMENT, entered into this ____ day of _____ 2023, by and between the Southeastern Wisconsin Regional Planning Commission (hereinafter referred to as the “Commission”); and Ozaukee County (hereinafter referred to as the “County”).

WITNESSETH:

WHEREAS, on April 23, 1970, the County abolished the elected office of County Surveyor in favor of employing a County Surveyor pursuant to Section 59.12 (now 59.20 (2)(c)) of the *Wisconsin Statutes*, to carry out the functions and duties of a County Surveyor as set forth in Section 59.45 (previously Sections 59.60 and 59.635) of the *Wisconsin Statutes*; and

WHEREAS, the County Surveyor is responsible for: (1) perpetuating the corners of the U.S. Public Land Survey which are subject to destruction, removal, and burial through construction and other activities; (2) maintaining the horizontal and vertical control survey networks in Ozaukee County which assign State Plane Coordinate values as warranted and referred to the North American Datum of 1983 with the National Readjustment of 2011 and the North American Datum of 1927 to each monumented U.S. Public Land Survey corner, and elevations also as warranted and referred to the North American Vertical Datum of 1988 and National Geodetic Vertical Datum of 1929 to the monuments and accessory bench marks; (3) preparing records of the U.S. Public Land Survey corners and bench marks as monumented by the County Surveyor (dossier sheets) and attendant control survey diagrams; (4) maintaining a record of the surveys made for such perpetuation; and (5) receiving, indexing, and filing as a public record, a copy of each land survey plat prepared by a land surveyor practicing in Ozaukee County; and

WHEREAS, the Commission maintains a staff knowledgeable, experienced, and fully qualified to perform the statutory duties of a County Surveyor; and

WHEREAS, Ozaukee County desires to employ the Commission as an Independent Contractor to perform the statutory duties of a County Surveyor; and

WHEREAS, the Commission has indicated its willingness to serve as Ozaukee County Surveyor; and

WHEREAS, Section 66.0301 of the Wisconsin Statutes authorizes the Commission to enter into contracts with local units of government and their agents for the furnishing of services required by law.

NOW, THEREFORE, in consideration of these premises and of their mutual and dependent promises and agreements, the parties hereto contract and agree as follows:

1. SEWRPC assigns Mr. Robert W. Merry, Chief Surveyor of the Commission, to serve as Ozaukee County Surveyor until the Commission no longer performs the County Surveyor function under a professional services contract; and
2. Scope of Work
In general, the Commission shall serve as County Surveyor for Ozaukee County and in such capacity be responsible for the duties enumerated in Section 59.45 of the *Wisconsin Statutes* on behalf of Ozaukee County. More specifically, the Commission will perform the following functions:

a. Perpetuation of the U.S. Public Land Survey System

The Commission shall as required perpetuate the U.S. Public Land Survey System section, quarter-section, meander and witness corners and attendant horizontal and vertical control survey networks and network data within Ozaukee County. The survey monumentation, and the attendant land and control surveys, shall be carried out in accordance with all Statutory requirements; the specifications for such monumentation and attendant land and control surveys, and related documentation as set forth in SEWRPC Technical Report No. 7, "Horizontal and Vertical Survey Control in Southeastern Wisconsin", Third Edition, August 1996; and good surveying practice.

Fieldwork will include the replacement of broken, disturbed, and missing U.S. Public Land Survey corner monuments and ancillary witness and bench marks and the preparation of related records. The work will also include the perpetuation U.S. Public Land Survey System corner monuments corner locations in preparation for proposed construction and other activities, including particularly street and highway construction activities, that would otherwise lead to destruction of U.S. Public Land Survey System corner monuments and loss of true corner locations.

b. Electronic Dissemination of Survey Data

The Commission shall make all the data on the location and monumentation of the U.S. Public Land Survey System corners and the attendant horizontal and vertical control survey data collected and collated through the County Surveyor function in Ozaukee County available on the Commission's Land Information Website. Including the "Record of U.S. Public Land Survey" documents (corner dossier sheets) and the control survey diagrams. In addition, the Commission shall cooperate with the State Cartographer's Office to ensure that survey data for Ozaukee County is also available for public website viewing.

c. Filing and Dissemination of Plats of Survey

The Wisconsin Statutes require that the County Surveyor provide a repository for filing of all land survey plats prepared by private surveyors operating within Ozaukee County and facilitate the dissemination of such plats to potential users including private surveyors, public works engineers, assessors and appraisers, attorneys, property owners, and interested citizens. The Commission agrees to work with the Ozaukee County Highway Department, to enable the Highway Department to serve as the repository for the plats filed with the County Surveyor.

d. Ad Hoc Land Survey Needs

The Commission will respond to specific requests from cognizant Ozaukee County officials to perform boundary and topographic surveys in support of County operations, including surveys for acquiring or disposing of County owned lands. Such survey work will not extend, however, to the right-of-way surveys for county or state trunk highways and all engineering related surveying consistent with providing both alignment and grade for a road or construction related project.

3. Timing

The work to be performed under this Agreement shall be carried out from January 1, 2024, through December 31, 2024.

4. Compensation

The County shall pay to the Commission the following sum as payment for the professional services described in Section 2 during calendar year 2024: **\$53,012**. The Commission shall submit equal invoices to the County at the beginning of each calendar quarter.

5. Annual Report

The Commission shall submit to the County an annual report of services provided under this agreement by January 31, 2025.

6. Non-Discrimination

There shall be no discrimination against any employee who is employed in the performance of the services to be performed under this contract or against any applicant for such employment because of gender, race/color, religion, limited English proficiency, age, disability, low income, or national origin. This provision shall include, but not be limited to: employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training including apprenticeship.

IN WITNESS WHEREOF, the Commission and the County have executed this agreement as of the date first written above.

ATTESTING WITNESS:

**SOUTHEASTERN WISCONSIN REGIONAL
PLANNING COMMISSION**

By _____
Stephanie Hacker, Deputy Secretary

By _____
Charles L. Colman, Chairman

ATTESTING WITNESS:

OZAUKEE COUNTY, WISCONSIN

By _____
Jon E. Edgren, PE
Highway Commissioner

By _____
Jason G. Dzwiniel,
County Administrator

RWM/EAL
#00270417 2024 Ozaukee County Surveyor Contract

Attachment: SEWRPC - 2024 Ozaukee County Surveyor Agreement (SEWRPC 2024 County Surveyor)

Public Works Committee

AGENDA INFORMATION SHEET

AGENDA DATE: January 18, 2024
DEPARTMENT: Highway
DIRECTOR: Jon Edgren
PREPARER: Jon Edgren

Agenda Summary CTH C (Pioneer Road) & CTH Y (Granville Road) All-Way Stop

BACKGROUND INFORMATION: The intersection of CTH C (Pioneer Rd) & CTH Y (Granville Rd) has been occasionally reviewed as there have been a number of accidents over the last few years, and many complaints from drivers and local residents.

It's stop-controlled on CTH Y/Granville Road, and free-flow traffic along CTH C (Pioneer Rd). The intersection has a relatively high rate of accidents, but the majority of accidents are "Failure to Yield", which are accidents where the vehicle stops for the Stop Sign, but pulls out in front of traffic that doesn't have to stop.

In response to issues in the past, we installed "Cross Traffic Does Not Stop" signs to the CTH Y/Granville Road Stop Signs, and added "warning flags" to the "Intersection Ahead" signs along CTH C. However, "Failure to Yield" accidents have continued to occur.

A common request is to make it an All-Way Stop to supposedly make it safer. However, the Wisconsin Department of Transportation (WisDOT), as well as the Manual on Uniform Traffic Control Design (MUTCD), recommend that traffic be balanced on the intersecting highways. The basis for equalized traffic on the intersection legs is the concern that if a majority of traffic is only on one of the roadways, then drivers will likely increasingly "run" the Stop Sign if they feel that they stop too often without competing traffic on the other roadway, which obviously increases serious accidents.

In order to better understand the situation, at the November Public Works Committee (PWC) meeting, the PWC approved a Traffic Study of the intersection.

ANALYSIS: Attached is Traffic Analysis & Design's (TADI) CTH C (Pioneer Rd) & CTH Y (Granville Rd) Safety Study, and we will plan to discuss the Conclusions and Recommendations with John Campbell from TADI.

ATTACHMENTS:

- TADI - CTH C & Y Safety Study Tech Memo - 1-5-24 w- App B-C-D (PDF)

PUBLIC WORKS COMMITTEE

CTH C & CTH Y Safety Study

January 5th, 2024



PROVIDING TRAFFIC ENGINEERING SOLUTIONS

To: Jon Edgren, P.E., Director of Public Works

From: John Campbell, P.E., RSP₂, TADI
Christian R. Sternke, P.E., RSP₂, TADI
Angela Rinaldi, E.I.T., TADI

Subject: CTH C & CTH Y Safety Study

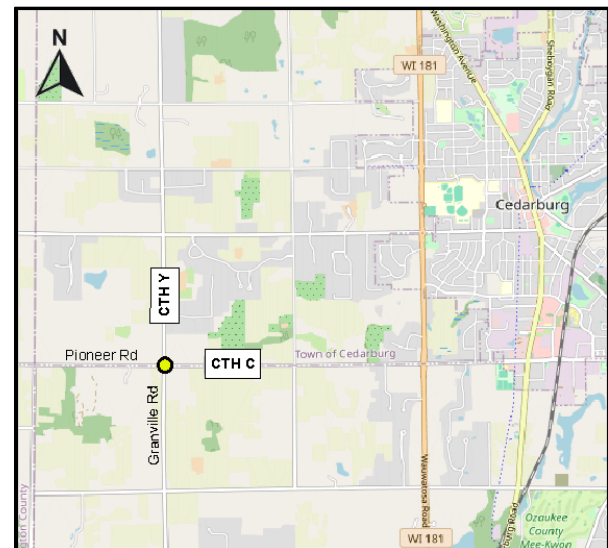
PART A – INTRODUCTION

TADI was hired by Ozaukee County to conduct a safety study at the County Trunk Highway (CTH) C (Pioneer Road) intersection with CTH Y (Granville Road). The purpose of the safety study is two-fold. First, to review the traffic volumes and crash history at the intersection to determine if an all-way stop control is warranted. Second, to identify whether recommended safety improvements could be eligible for federal funding through the Highway Safety Improvement Program (HSIP).

PART B – EXISTING CONDITIONS

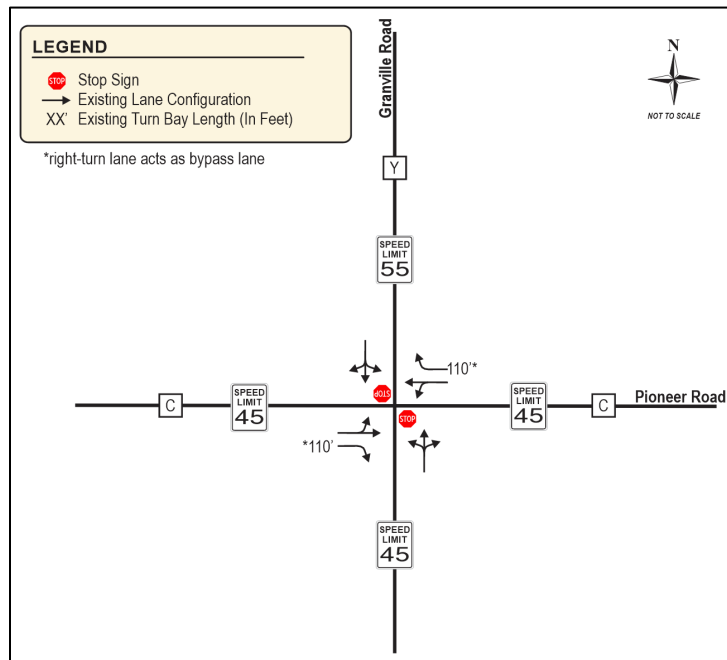
CTH C/Pioneer Road is an undivided east/west two-lane major collector road with 12-foot-wide travel lanes and a posted speed limit of 45-mph. The eastbound approach has 5-foot-wide paved shoulders and 5-foot-wide gravel shoulders, whereas the westbound approach has 4-foot wide paved shoulders and 4-foot-wide gravel shoulders. Based on the 10-hour traffic turning movement count conducted as part of this study, the estimated average annual daily traffic (AADT) along CTH C is approximately 4,400 vehicles per day (vpd) east of Granville Road and approximately 5,390-vpd west of Granville Road. There are existing right turn-bays with length of 110 feet on both approaches of CTH C that also act as bypass lanes if a vehicle is waiting to turn left.

CTH Y/Granville Road is an undivided north/south two-lane roadway with a posted speed limit of 55-mph to the north and 45-mph to the south. The northbound approach has 11-foot-wide travel lanes with a 2-foot-wide gravel shoulder. The southbound approach has 12-foot-wide travel lanes, 4-foot-wide paved shoulders, and 7-foot-wide gravel shoulders. CTH Y only runs on the north leg of the intersection and is a major collector road. The south leg is classified as a minor collector. Based on the 10-hour traffic turning movement count conducted as part of this study, the estimated AADT along Granville Road is approximately 3,700-vpd north of Pioneer Road and approximately 1,100-vpd south of Pioneer Road. Both approaches of Granville Road are controlled by stop signs at the intersection with Pioneer Road.



TADI
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A transportation detail showing existing lane configurations, traffic controls, and posted speed limits is shown below.



PART C – DATA COLLECTION

TADI collected high-definition (HD) video at the intersection for a total of 30 hours starting on Tuesday, November 28, 2023, in order to conduct traffic counts and observe the intersection to see any issues are occurring. This week had favorable weather conditions for the season. The exact days and times recorded are shown below.

- Tuesday, November 28, 2023, from 12:00 PM to 5:00 PM
- Wednesday, November 29, from 7:00 AM to 5:00 PM
- Thursday, November 30, from 7:00 AM to 5:00 PM
- Friday, December 29, from 7:00 AM to 12:00 PM

The traffic counts have been included in [Appendix A](#). Note that the November 28 data and the December 1 data have been combined into the same sheet.

PART D – CRASH & NEAR-MISS ANALYSIS

A review of the crash records indicated that 20 crashes occurred at the CTH C/Pioneer Road and CTH Y/Granville Road intersection between the five-year period from December 4, 2018, and December 3, 2023. The intersection crash rate was calculated to be 1.50 crashes per million entering vehicles and the intersection averaged 4.0 crashes per year.

Crash Patterns Observed

Seventeen of the crashes were right-angle crashes, with two resulting in suspected minor injury (B-level) and six resulting in possible injury (C-level). Thirteen of these right-angle crashes occurred when a southbound driver failed to yield to an approaching CTH C/Pioneer Road vehicle and four involved northbound drivers failing to yield. Factors leading to these right-angle crashes include:

- CTH Y/Granville Road drivers misjudging available gaps.
- Drivers not seeing oncoming eastbound/westbound CTH C/Pioneer Road vehicles.
- The 45-mph posted speed limit on CTH C/Pioneer Road.

- One driver on Granville Road indicated they expected traffic on CTH C/Pioneer Road to stop thinking they had a stop sign.

The other three crashes consisted of two left-turn angle crashes, including one B-level injury, and one side-swipe crash involving both the northbound and southbound drivers turning east on CTH C/Pioneer Road at the same time.

A crash diagram with statistics is included in [Appendix B](#) of this study.

As a part of the study, vehicle tracking software was used to track the trajectories of vehicles in all 30 hours of collected HD video to observe any issues occurring at the intersection. A video of short-clips was created to show intersection misuse and any near-misses that were observed. The video shows one near-miss where a northbound through vehicle pulls out in front of a westbound through vehicle and one where traffic congestion caused confusion resulting in a near-miss.

The intersection observation video can be downloaded at the following link: [Click Here](#)

PART E – WARRANT ANALYSIS

The types of observed crashes and many of the near misses observed on the HD video recordings could be mitigated by implementing all-way stop control at the study intersection. Therefore, an all-way stop control analysis was performed using the traffic counts conducted. The Federal Highway Administration's *Manual on Uniform Traffic Control Devices (MUTCD)*. The MUTCD is a collection of national standards for all traffic control devices, and it provides the following criteria for the installation of all-way stop control that should be considered (Section 2B.07). Note that only one of the criteria needs to be met to warrant all-way stop control.

- All-way stop control is used where the volume of traffic on intersecting roads is approximately equal – *CTH C/Pioneer Road volumes are ~1.3x higher than the north leg of CTH Y/Granville Road and could be considered "approximately equal".*
- All-way stop control should be considered if five or more reported crashes within a 12-month period are susceptible to correction by an all-way stop (i.e., left-turn and angle crashes) (Criterion B). **This criterion is met.** *There were seven (7) such crashes within the 12-month period between December 4, 2022 and December 3, 2023.*
- All-way stop control should be considered when, for each of the same eight-hours, the average volume on the major street approaches (CTH C/Pioneer Road) is greater than 300 vehicles per hour (Criterion C.1) and the average volume on the side street approaches (CTH Y/Granville Road) is greater than 200 vehicles/pedestrians/bicycles per hour (Criterion C.2). Since the 85th percentile speed on the major road exceeds 40mph, 70% of the C.1 and C.2 volume thresholds should be used as volume thresholds (210 major and 140 minor). *This criterion is not met, as only six of the required eight hours meet the criteria. The traffic count was only performed until 5:00 PM, however, it is likely that the 5:00 PM to 6:00 PM hour would meet the criteria. If so, traffic would have to increase by ~16% (1.16x) to meet the volume criteria for eight hours.*
- All-way stop control should be considered when Criteria B, C.1, and C.2 are not satisfied, but where they are all satisfied to 80% of the minimum values (i.e., four or more crashes, major street volume greater than 240 vph, and minor street volume greater than 160 vph) (Criterion D). *This criterion is not considered because Criterion B is met.*
- All-way stop control may be considered at locations that generate high pedestrian volumes. *This criterion is not met. High pedestrian volumes were not observed.*

TADI
January 5th, 2024

- All-way stop control may be considered at locations where a road user cannot see conflicting traffic unless conflicting traffic does not also stop. *This criterion is not met. Sight lines at the intersection were observed to be ample. See photos in Appendix C.*
- All-way stop control may be considered where two neighborhood collector streets of similar design/operating characteristics intersect and the installation of all-way stop control would improve operations. *This criterion is not met. Although CTH C/Pioneer Road is classified as a major collector, CTH Y/Granville Road north of CTH C is classified as a major collector, and Granville Road south of CTH C is classified as a minor collector per the [Ozaukee County Functional Classification map dated 11/25/15](#), they roads do not operate as neighborhood collector streets.*

The completed all-way stop control warrant spreadsheet is included in [Appendix D](#).

Note that meeting warrants does not translate to a legal requirement for all-way stop control to be implemented.

PART F – CAPACITY ANALYSIS VALIDATION

The intersection was analyzed using a Synchro 11 traffic model based on the procedures set forth in the Highway Capacity Manual, 6th Edition. Intersection operation is defined by “Level of Service”. Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from very good, represented by LOS ‘A’, to very poor, represented by LOS ‘F’. For the purpose of this study, and as is standard for use in urban communities, LOS D (35-seconds or less of average vehicle delay) or better was used to define desirable peak hour operating conditions. The intersection was analyzed using the proposed lane configuration outlined in Part G. The table below shows various measures of effectiveness for the intersection.

Peak Hour	Metric	Level of Service (LOS) per Movement by Approach												I/S LOS & Delay
		Eastbound			Westbound			Northbound			Southbound			
		↗	→	↘	↙	←	↖	↖	↑	↗	↘	↓	↙	
	Lanes->	1	1		1		1		1		1			
AM	LOS	B	B		B		A		A		C			B
	Delay	11	12.7		13.7		8.6		9.9		15			13.4
	Queue	25'	40'		55'		25'		25'		85'			
PM	LOS	B	B		B		A		A		B			B
	Delay	11.6	11.8		11.7		8.4		9.8		10.2			11.1
	Queue	35'	45'		40'		25'		25'		25'			

As shown, all movements during the morning and evening peak hours are expected to operate acceptably at LOS C or better conditions. Note that eastbound and westbound CTH C/Pioneer Road are expected to operate at LOS B or better during both peak hours and observe a 95th percentile queue of approximately 55-feet with the addition of stop-control on those approaches.

PART G – CONCLUSIONS & RECOMMENDATIONS

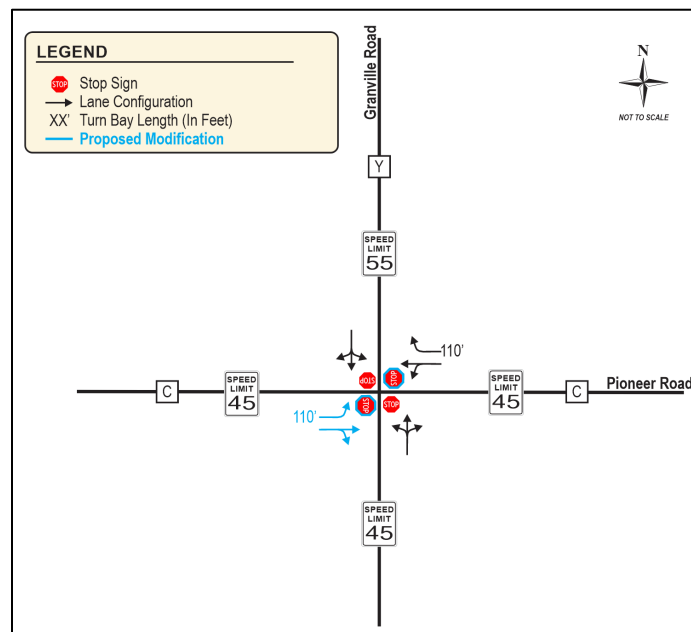
A safety study of the CTH C/Pioneer Road intersection with CTH Y/Granville Road located in Ozaukee County was performed by TADI and documented in this memorandum. Based on the crash history, HD video recording observations, and the all-way stop control warrant analysis, it is recommended that all-way stop control be implemented at the study intersection.

After reviewing the crash history and the HD video recordings, there is a pattern of angle crashes and near-misses occurring at this intersection. Seventeen angle crashes occurred in the past 5-years, with seven of them occurring in the last 12 months (December 4, 2022 and December 3, 2023). Additionally, the near-miss analysis showed two near-misses in the 30 hours of collected video. Through extrapolation, those two near-misses would predict nearly 245 near-misses a year.

TADI
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Based on the all-way stop control warrant analysis, Criterion B is met since there were seven (7) left-turn and angle crashes observed at the intersection in the last 12 months (December 4, 2022 and December 3, 2023). Criteria C.1 and C.2, the traffic volume criteria, are not met based on the December 2023 traffic counts conducted as part of this study. However, as stated in Part E, a minimal increase in traffic volumes would meet these criteria. Since Criterion B is met, all-way stop control is warranted at the CTH C/Pioneer Road intersection with CTH Y/Granville Road.

The graphic below shows the recommended traffic control and lane configuration. It is recommended that stop-signs are added to the eastbound and westbound approaches, so the intersection operates under all-way stop control. The eastbound approach should be striped with an exclusive left-turn lane and a shared through/right-turn lane, and the westbound approach should maintain the shared left-turn/through and an exclusive right-turn lane based on the traffic volumes observed.



All-way stop control will be familiar to the drivers in this area because there are multiple all-way stop controlled intersections nearby. CTH Y/Granville Road intersection with CTH T/Western Avenue one mile to the north and Pioneer Road intersection with County Aire Drive two miles to the west are just two examples of nearby intersections that operate under all-way stop control.

With the all-way stop control recommendation, new stop signs and paint will be needed. Overhead stop signs on CTH C/Pioneer Road are the ideal recommendation because they can be placed over each lane and are clearly visibility to approaching drivers. The CTH C/Pioneer Road intersection with Green Bay Road on the east side of Cedarburg has overhead stop signs on CTH C. If overhead stop signs are deemed infeasible, oversized stop signs with reflective tape on both sides of the eastbound and westbound CTH C/Pioneer Road approaches are a secondary recommendation.

For either option, it is also recommended to have flashing LED lights on the near-right stop signs on the EB/WB approaches to increase stop sign visibility and alert drivers of the new stop conditions on CTH C. Consideration could also be given to including "STOP AHEAD" warning signs upstream of the intersection on the EB/WB approaches.

In addition, supplemental "ALL WAY" plaques must be included below each stop sign on all legs of the intersection.

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January 5th, 2024

HSIP Feasibility

It is likely that the recommended improvements could be eligible for 90% federal funding through the HSIP program. It should be noted, however, that project work that is funded through HSIP could take from 2 to 4 years to be implemented. Since the proposed recommendations consist of new stop signs and restriping the lane configuration and there is no major reconstruction to the footprint of the intersection expected to be needed, the cost will be relatively low. Therefore, Ozaukee County may want to fund this work locally so that improvements can be put in place in a timely manner.

Note that a single-lane roundabout was also considered as a feasible control type to mitigate the angle crash and near-miss issues. However, due to the cost of a roundabout, it is unlikely that a roundabout would be eligible for 90% federal funding through the HSIP program. Therefore, this alternative was not looked at further due to the high cost (\$1.4 to \$2.0 million) for constructing a roundabout with only local funding.

APPENDIX B

Crash Diagram & Statistics

SB ₂	06/05/2019	4 PM		SB FTY
	08/02/2019	11 PM	DRK	SB FTY
	08/09/2019	4 PM	C-INJ	SB FTY
	06/14/2021	8 PM		SB FTY
	06/29/2021	12 PM	WET	SB FTY
	06/01/2023	11 AM	C-INJ	SPD SB FTY
	09/08/2023	7 PM		SB FTY
	10/17/2023	4 PM	C-INJ	SB FTY
	11/27/2023	7 AM	B-INJ	SB FTY
	12/03/2023	1 PM	C-INJ	WET SB FTY

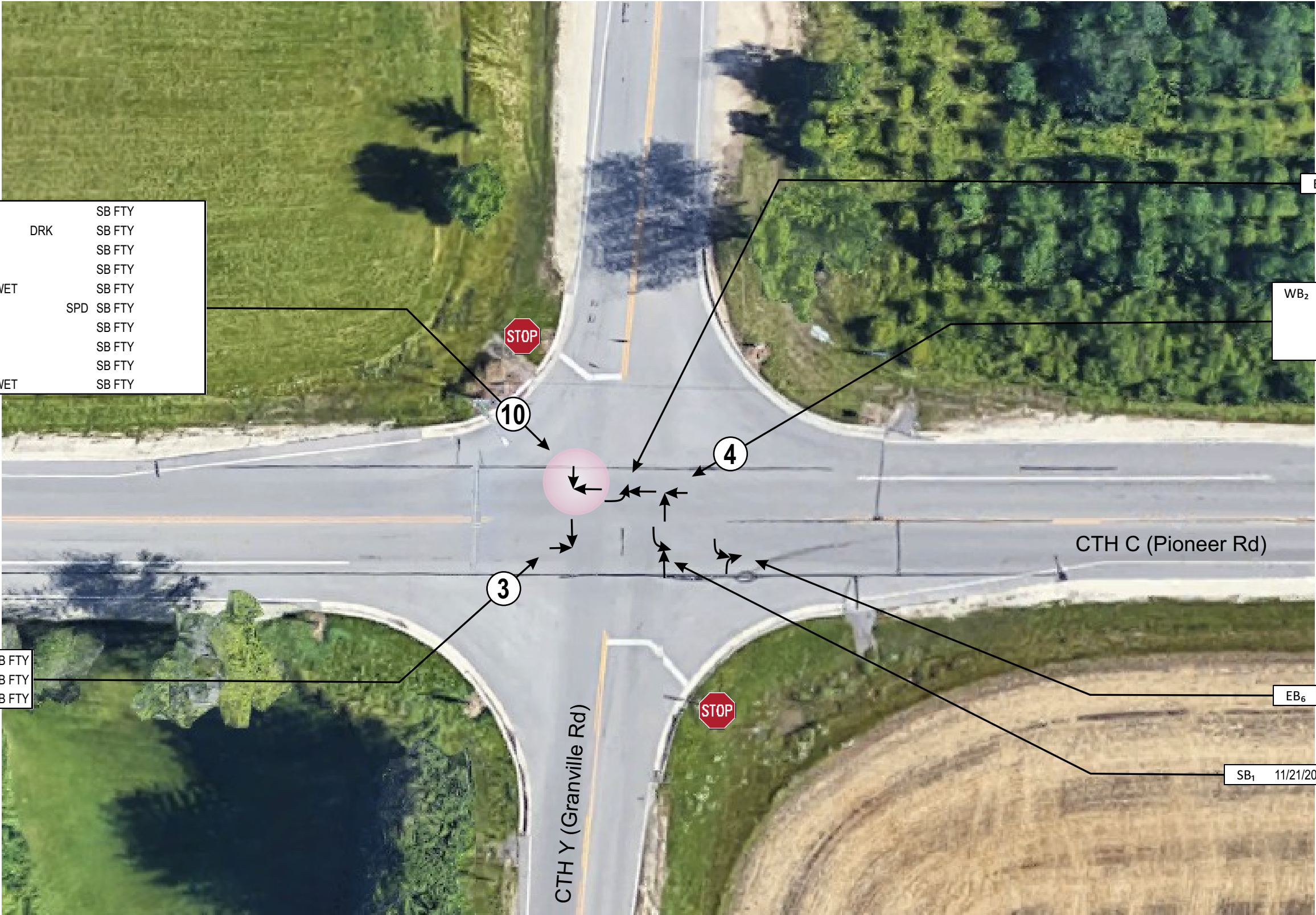
EB₁ 10/31/2022 6 PM DRK EBL FTY

WB ₂	12/17/2018	2 PM	C-INJ	NB FTY
	04/18/2020	2 PM		NB FTY
	02/04/2021	3 PM	WET	NB FTY
	10/21/2022	5 PM		NB FTY

EB ₂	06/26/2019	9 AM	C-INJ	SB FTY
	04/25/2020	5 PM		SB FTY
	09/03/2023	11 AM	B-INJ	SB FTY

EB₆ 01/03/2020 10 AM SBL FTY to NBR SSS

SB₁ 11/21/2023 5 PM B-INJ DRK SBL FTY to NB



CRASH STATISTICS

20 Crashes
1.50 Crashes Per Million Entering Vehicles

0	Fatal Crash (K)
0	Suspected Serious (Type A)
3	Suspected Minor (Type B)
6	Possible (Type C)
11	No Apparent Injury

- FTY Failure to Yield
Moving Vehicle
Backing Vehicle
Pedestrian
Bicyclist
Parked Vehicle
- Traffic Signal
Stop/Yield Sign
Tree
Fixed Object
Non-Fixed Object

LEGEND

- Angle (Right Angle)
Angle (Left Turn)
Angle (Right Turn)
Sideswipe-Same
Sideswipe-Opposite
- Head-On
Rear-End
Out of Control
Overtake
Overtake

= CRASH FREQUENCY (if > 1 NON-PED/BIKE)
LABEL, DATE OF CRASH, TIME, SEVERITY, ROAD CONDITIONS, LIGHT, ALCOHOL, DRUGS, SPEED-RELATED, NOTES ABOUT CRASH
Note: Deer Crashes Not Included
*Economic Loss = \$684k (KA), \$217k (B), \$123k (C), \$10.8k (PDO)

CRASH SEVERITY DEFINITIONS

- K-Inj = Fatal Crash
A-Inj = Suspected Serious Injury Crash
B-Inj = Suspected Minor Injury Crash
C-Inj = Possible Injury Crash
= No Apparent Injury Crash

HIGHLIGHTED CRASHES

- > \$1,000,000 in economic loss*
> \$500,000 in economic loss*
Pedestrian or bicyclist struck by vehicle

EXHIBIT B1
CRASH HISTORY (DEC 2018-DEC 2023)
INTERSECTION OF
CTH C (PIONEER RD) &
CTH Y (GRANVILLE RD)
OZAUKEE COUNTY, WISCONSIN

APPENDIX C

Site Photos

**Southbound CTH Y/Granville Road
looking east on CTH C/Pioneer Road**



**Southbound CTH Y/Granville Road
looking west on CTH C/Pioneer Road**



**Northbound Granville Road
looking east on CTH C/Pioneer Road**



**Northbound Granville Road
looking west on CTH C/Pioneer Road**



Attachment: TADI - CTH C & Y Safety Study Tech Memo - 1-5-24 w- App B-C-D (CTH C & CTH Y All-Way Stop)

APPENDIX D

All-Way Stop Control Warrants

ASWC Warrant Criteria

MUTCD Yes

B,

MUTCD

Met? Criteria

No	A. Is a signal justified?	No
Yes	B. # of crashes in a 12 month period that can be corrected by multi-way stop control:	7
No	C. Minimum Volumes	
	1. Major road approach volume (total of both) at least 300 vph for min 8 hours?	
	2. Combined ped, bike, and veh volume on minor approach (total of both) at least 200 units per hour for the same 8 hours as criteria C-1?	
	3. If the 85th percentile speed on the major road exceeds 40 mph, may use 70% of the values in C-1 and C-2	
	Major Street 85th percentile mph:	50

Time Period	From	To	Major Road: Both App.	Minor Road: Both App. (VPH)	C-1 (70%)	C-2 (70%)	Both Met?	D (80%)		Both Met?
1	6:00	7:00	0	0	No	No	No	No	No	No
2	7:00	8:00	449	312	Yes	Yes	Yes	No	No	No
3	8:00	9:00	320	223	Yes	Yes	Yes	No	No	No
4	9:00	10:00	272	146	Yes	Yes	Yes	No	No	No
5	10:00	11:00	238	115	Yes	No	No	No	No	No
6	11:00	12:00	264	117	Yes	No	No	No	No	No
7	12:00	13:00	263	116	Yes	No	No	No	No	No
8	13:00	14:00	280	121	Yes	No	No	No	No	No
9	14:00	15:00	358	147	Yes	Yes	Yes	No	No	No
10	15:00	16:00	523	183	Yes	Yes	Yes	No	No	No
11	16:00	17:00	638	197	Yes	Yes	Yes	No	No	No
12	17:00	18:00	0	0	No	No	No	No	No	No
13	18:00	19:00	0	0	No	No	No	No	No	No
14	19:00	20:00	0	0	No	No	No	No	No	No
15	20:00	21:00	0	0	No	No	No	No	No	No
16	21:00	22:00	0	0	No	No	No	No	No	No

N/A D. Use when previous criteria have not been met:

If 80% minimum values of Criteria B, C-1, and C-2 (C-3 excluded) are satisfied, warrant is met.

Public Works Committee**AGENDA INFORMATION SHEET**

AGENDA DATE:	January 18, 2024
DEPARTMENT:	Highway
DIRECTOR:	Jon Edgren
PREPARER:	Jon Edgren

Agenda Summary Hwy Financials - Jan 2024

ATTACHMENTS:

- Hwy Financials - Jan 2024 - REV (PDF)

PUBLIC WORKS COMMITTEE

Ozaukee County Committee Report

Special Revenue Fund County Roads and Bridges

For the Eleven Months Ending Thursday, November 30, 2023

Profit and Loss Statement ACTUAL TO AMENDED BUDGET

	Current Month Actual	2023 YTD Actual	2023 Amended Budget	Budget Balance	% Budget YTD	% Budget YTD Nov 2022
Revenues						
Taxes	\$276,291	\$3,039,200	\$3,315,491	\$276,291	91.67%	91.67%
Intergovernmental Revenues	-	\$1,676,734	\$1,659,573	(\$17,161)	101.03%	105.45%
Other Revenue	\$5,000	\$5,000	-	(\$5,000)	0.00%	0.00%
Total Revenues	\$281,291	\$4,720,934	\$4,975,064	\$254,130	94.89%	93.75%
Expenditures						
Interdepartment Charges	\$208,800	\$4,855,863	\$5,395,771	\$539,908	89.99%	76.05%
Total Operating Expenditures	\$208,800	\$4,855,863	\$5,395,771	\$539,908	89.99%	76.05%
Capital Outlay						
Total Expenditures	\$208,800	\$4,855,863	\$5,395,771	\$539,908	89.99%	76.05%
Other Finance (Sources)	-	-	(\$420,707)	(\$420,707)	0.00%	100%
Net Other Financing Sources/Uses	-	-	(\$420,707)	(\$420,707)	0.00%	100%
Net Increase (Decrease)	\$72,491	(\$134,929)	-	\$134,929	0.00%	108.82%
Equity:						
Governmental Fund Balance	-	(\$1,180,031)	-	\$1,180,031	0.00%	

Attachment: Hwy Financials - Jan 2024 - REV (Hwy Financials - Jan 2024)

